

## General Committee

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

### Members

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

### Participate Virtually, Telephone OR In-Person

Advance registration is required to participate and/or make a comment in the meeting. **Questions for Public Question Period may be provided to Clerk's staff at least 24 hours in an advance of the meeting.** Any materials you wish to show the Committee during your presentation must be provided as an attachment to the email. Links to cloud services will not be accepted. Comments submitted will be considered as public information and entered into public record.

To register, please email [dayna.obaseki@mississauga.ca](mailto:dayna.obaseki@mississauga.ca) and for Residents without access to the internet via computer, smartphone or tablet, can register by calling Dayna Obaseki at 905-615-3200 ext. 5425 **no later than Monday, March 28, 2022 before 4:00PM.** You will be provided with directions on how to participate from Clerks' staff.

### Contact

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

### Find it Online

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



1. **CALL TO ORDER**

2. **INDIGENOUS LAND STATEMENT**

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

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

3. **APPROVAL OF AGENDA**

4. **DECLARATION OF CONFLICT OF INTEREST**

5. **MINUTES OF PREVIOUS MEETING**

5.1. General Committee Minutes - March 9, 2022

6. **PRESENTATIONS**

6.1. Councillor Fonseca to present the 2021 Phil Green Recognition Award to Peter Collins

7. **DEPUTATIONS**

7.1. Item 11.1 - Laura Zelgen, Active Transportation Coordinator

7.2. Item 11.2 - Paul Tripodo, Project Lead Aerial Spray and Brent Reid, Manager, Forestry

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

**Public Comments:** Advance registration is required to participate and/or to make comments in the public meeting. Any member of the public interested in speaking to an item listed on the agenda must register by calling 905-615-3200 ext. 5425 or by emailing [dayna.obaseki@mississauga.ca](mailto:dayna.obaseki@mississauga.ca) no later than **Monday, March 28, 2022 before 4:00PM.**

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. Questions may be submitted to the Clerk at least 24 hours prior to the meeting;
2. A person is limited to two (2) questions and must pertain specific item on the



current agenda and the speaker will state which item the question is related to;

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

**9. MATTERS PERTAINING TO COVID-19**

**10. CONSENT AGENDA**

**11. MATTERS TO BE CONSIDERED**

- 11.1. Memorandum of Understanding for School Streets Pilot Project
- 11.2. 2022 Lymantria dispar dispar (LDD) Integrated Pest Management Program Update
- 11.3. Pickleball in the City of Mississauga
- 11.4. Mississauga Matters: Summary of Priority Issues and Engagement Strategy for the 2022 Provincial Election
- 11.5. Administrative Penalties for Parking, Standing or Stopping in Bicycle Lanes (All Wards)
- 11.6. Changing Lanes – Draft Complete Streets Guide
- 11.7. Traffic Calming - Gooderham Estate Boulevard (Ward 11)
- 11.8. Rapid Transit Program Office – Staffing Plan Approval
- 11.9. Amendments to 2022 MiWay Fees and Charges
- 11.10. Development Charges Grants for Eligible Affordable Rental Housing Developments
- 11.11. Development Charges Grants for Eligible Non-Profit Developments
- 11.12. Security Services Initiatives and 2021 Annual Summary
- 11.13. Review of Tax Ratio Adjustments

**12. ADVISORY COMMITTEE REPORTS**

- 12.1. Heritage Advisory Committee Report 3-2022 - March 8, 2022
- 12.2. Mississauga Cycling Advisory Committee Report 3-2022 - March 10, 2022
- 12.3. Towing Industry Advisory Committee Report 1-2022 - March 21, 2022
- 12.4. Accessibility Advisory Committee Report 2-2022 - March 21, 2022
- 12.5. Road Safety Committee Report 2-2022 - March 22, 2022

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

**14. COUNCILLORS' ENQUIRIES**



- 15. OTHER BUSINESS/ANNOUNCEMENTS
- 16. CLOSED SESSION - Nil.
- 17. ADJOURNMENT



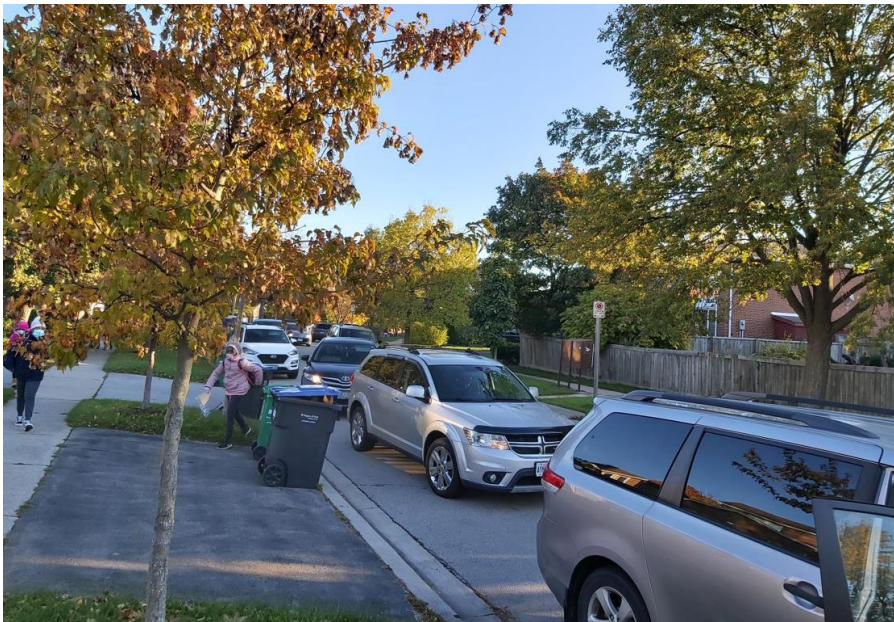
# School Streets: A Pilot

Presentation to General  
Committee

March 30 2022







## School Travel in Mississauga

- 10% of all trips in Mississauga are school trips
- Number of Mississaugans under 19 years of age is expected to increase by 14% from 2016 to 2041.
- Currently, around 30% of students arrive to school by car
- In 2021 the City of Mississauga was the recipient of funding to pilot a concept called **School Streets**



# School Streets

THIS ROAD WILL BE  
CLOSED TO CARS



**May 9 – May 27**

8:15 am – 8:50 am

2:30 pm – 3:20pm

Monday – Friday

## What are School Streets?

- Create temporary car-free environments in front of schools at start and/or end of school day
  - Exemptions: Emergency vehicles, special education school buses, immediate residents, those who need additional mobility support
- Make space and prioritize safe conditions for walking and other active travel
- Help us to rethink the journey to school



# What are the goals of School Streets?





# The Big Picture

**Phase i: Project  
Documentation**  
May 2021

**Phase 1:  
Planning**  
May 2021- May 2022

**Phase 2:  
Implementation**  
May 2022

**Phase 3: Knowledge  
Sharing and Reporting**  
May - June 2022



**We are here**

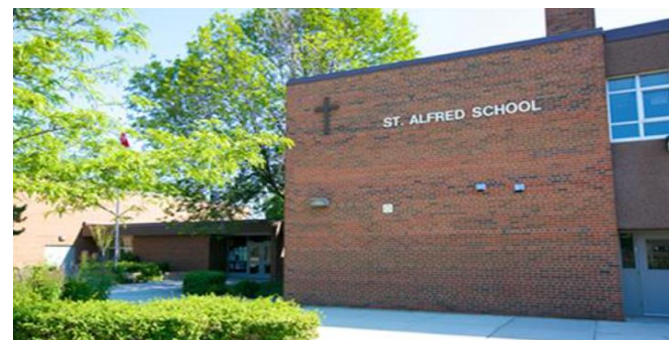


# Site Selection

## West Location



## East Location





# Evaluation Plan

- Methods aligned with 4 overarching project objectives
- Research approval from school boards
- In progress now: Coordinate various components of the data collection

## OBJECTIVES

**1**

Increase active travel and reduce car travel during the pilot

**2**

Lead to increased investment in active school travel programs

**3**

Create more accessible public space for active transportation and play

**4**

Increase awareness and acceptance of School Streets

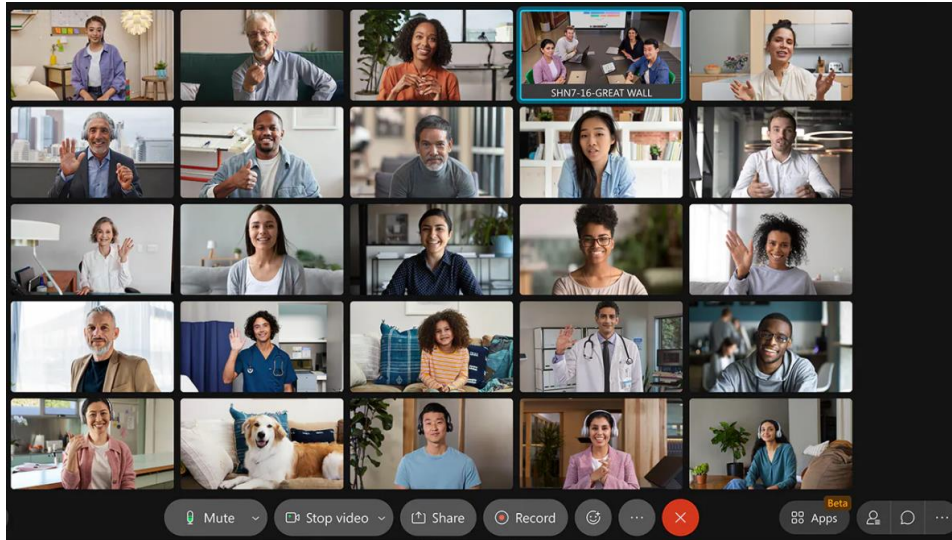




## Logistics of School Streets

- Road occupancy permits for temporary closures
- Activities in the street
- Memorandum of Understanding required with school boards





## Local Project Planning Teams

- School principals, teachers and Councillors
- Local residents, parents, trustees, community organizations
- Collaboration on planning



- The **School Streets** Pilot Project aims to:
  - Promote active school travel
  - Improve safety of the street during school drop-off and pick-up
  - Build community





# Thank you!

**Laura Zeglen**

Active Transportation  
Coordinator

City of Mississauga

[Laura.Zeglen@mississauga.ca](mailto:Laura.Zeglen@mississauga.ca)

905-615-3200 ext 8627



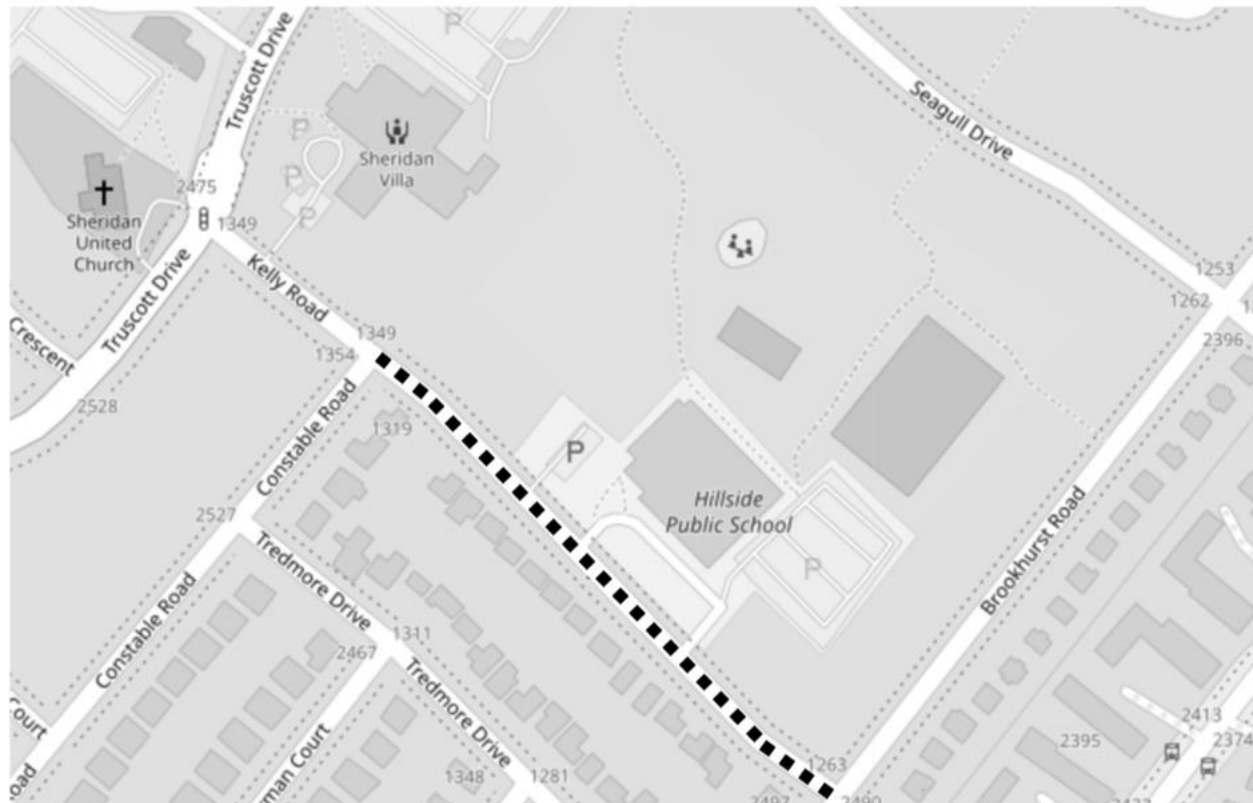


## East Location





## West Location





# 2022 *Lymantria dispar dispar* Integrated Pest Management Program

## Aerial Spray

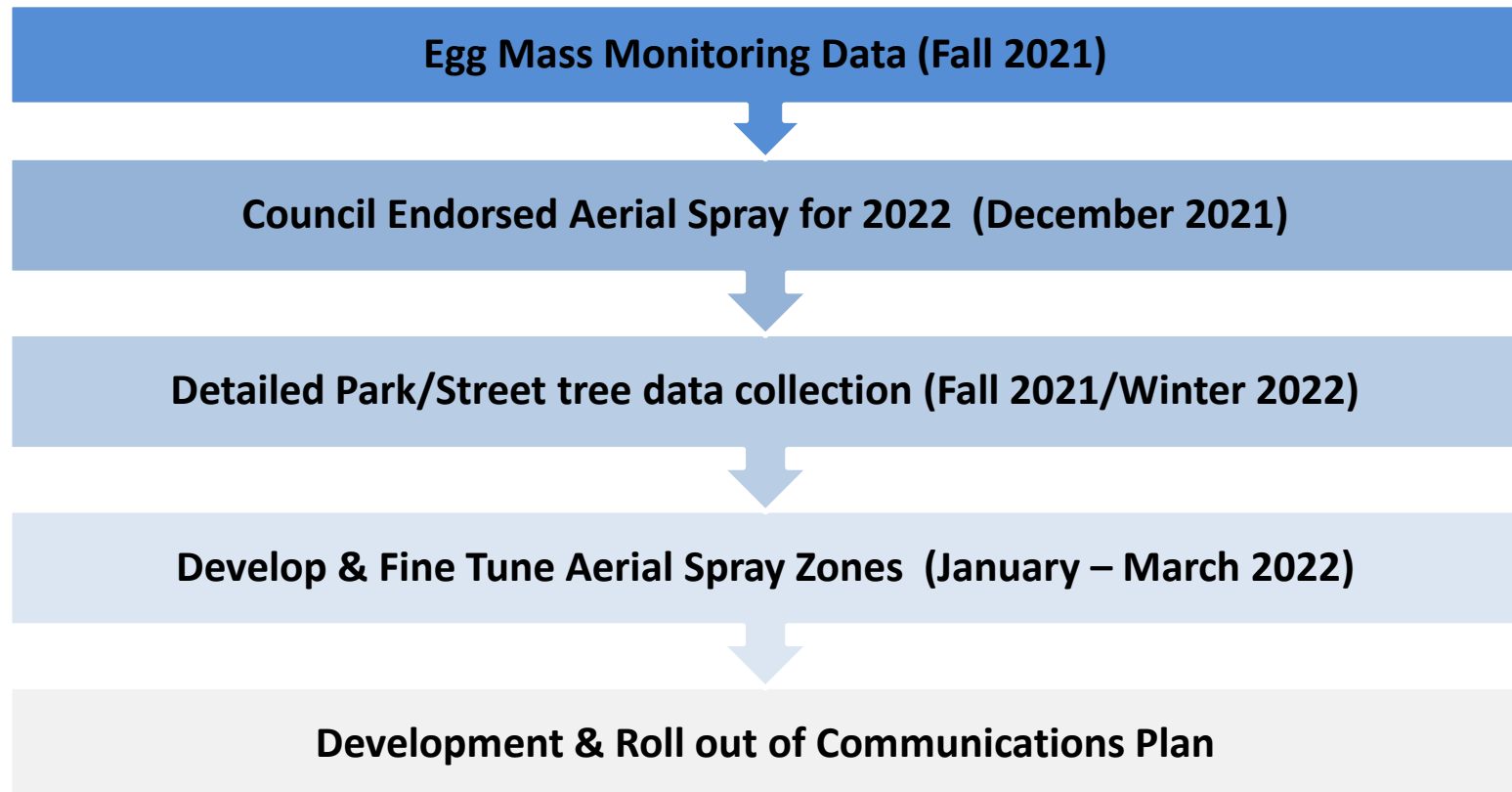
Brent Reid - Manager Forestry

Paul Tripodo - Project Lead - Aerial Spray





# Introduction





## *Lymantria dispar dispar* (LDD)

- Also called “Spongy Moth”
- Non-native insect pest present for more than 30 years.
- Prefers deciduous trees, specifically oak
- Eats leaves for 8 weeks (May – July)
- Turns into a moth in July
- Lays eggs late summer
- Populations negatively impacted by cold winters, bacteria, virus, and parasitic wasps





## 2022 Forecast

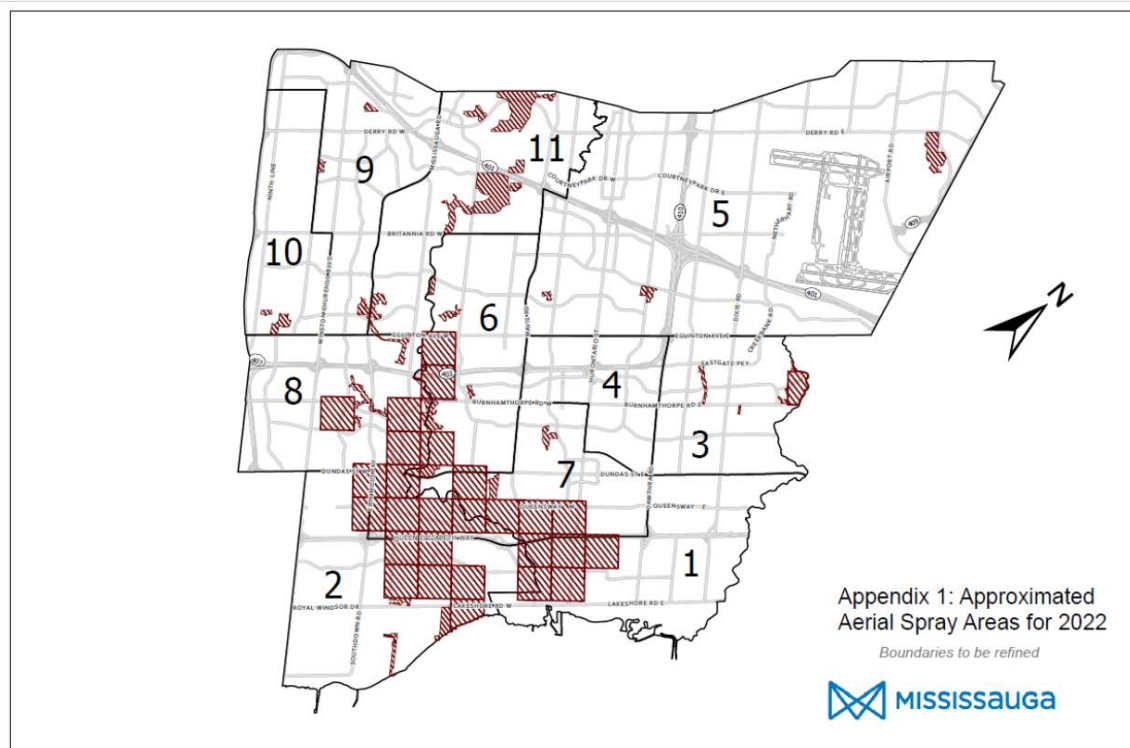


- Ontario in the midst of the largest LDD outbreak recorded in the province.
- Mississauga outbreak began in 2017, and continues in many areas.
- Egg Mass monitoring (based on 1km<sup>2</sup> grids) predicted the potential for heavy or severe defoliation in approximately 3322ha of the city in 2022.
- Potential impacts to trees: extreme leaf loss, stress, susceptibility to diseases and extreme weather.



# High Priority Areas

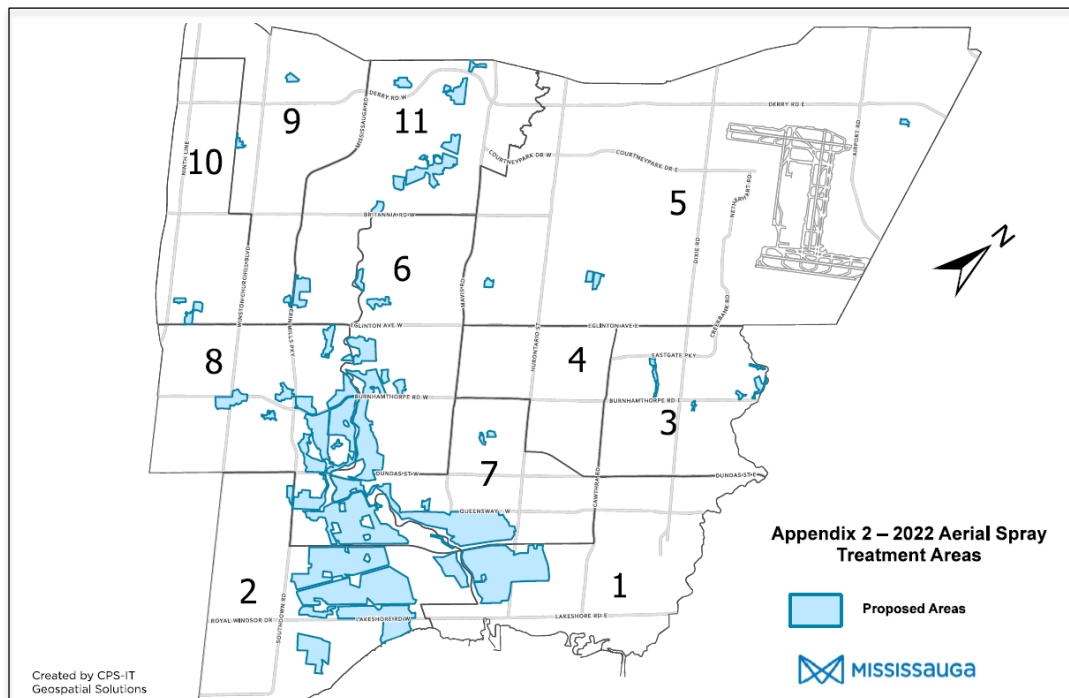
- Criteria
  - Areas with Severe Forecast
  - Areas with Heavy Forecast but Severe in 2021
- Credit River Valley  
South Mississauga  
Scattered Woodlands
- All Wards except 4





# Aerial Spray Treatment Areas

- Refined based on:
  - Consultant Data
  - Staff Field Validations
  - Host trees/habitat
  - Public Reports
  - Removal of non-treed areas
- 2091 hectares
  - 5167 acres
- Outside of Spray Area
  - Other IPM measures





# We are not alone!

- Other GTA municipalities implementing IPM programs which include many of the same components as Mississauga.
- Aerial sprays anticipated in Toronto, Hamilton and Oakville for 2022.



# Aerial Spray Program

- Seasonal spray window
  - April 25 – June 12
- Leaf emergence & caterpillar hatch-out
- Weather conditions
- 48 hours in advance
- Multiple helicopters over several days
- 5:00am-7:30am, likely mid-May
- 2 sprays, 7-10 days apart
- Foray<sup>®</sup> 48B containing Btk





# Technical Stakeholders

- Internal & external groups
  - Traffic Operations
  - Capital Works
  - Emergency Management
  - Fire & Emergency Services
  - Police
  - Regional, Provincial, Federal
- Logistics & approvals
- Road closures
- Park & trail closures





# Post-Spray Work

- Efficacy Monitoring
  - Deposit modelling (consultants)
  - Defoliation surveys (staff & consultants)
- Fall LDD egg mass counts (consultants)
- Reports to Council





# Public Health

- Peel Public Health does not anticipate any human health impacts with use of Foray 48B (Btk)
  - health literature and surveillance information from 2006-2007 and 2018 programs indicate low risk of short-term adverse health impacts.
- Btk approved in Canada for aerial use over urban areas.
- Foray 48B used successfully in Mississauga 2006, 2007, and 2018 aerial sprays to mitigate LDD impacts.
- Peel Public Health engaged and will be supporting the spray by fielding any health related questions from the public.
- Exposure to LDD caterpillars can cause skin, eye and respiratory irritation in some people due to allergic reactions to the caterpillar hair



# Communications Phases

## Before

- Increase awareness of aerial spray
- Advertise Virtual Public Meeting
- Actions residents can take on their property
- Councillor Toolkits to answer questions

## During

- Advise residents how they can stay informed
- Clarify expectations for what will be happening and what residents should do
- Communicate aerial spray dates and locations

## After

- Communicate Results of the spray to residents and Council.
- Advise of other IPM measures to control LDD throughout the spring, summer and fall.



# Communications Tools

## Website:

Interactive map  
Videos, FAQs

311

Virtual Public  
Meeting

Mailouts:  
letters,  
postcards

Road Signage/  
Digital Signage

Eblasts

Newspaper  
Ads

Media in  
Multiple  
Languages

Media  
Advisory

Councillor  
Toolkits

Social Media

Peel Public  
Health



## For more information:

- 3-1-1 Call Centre
- Peel Public Health  
905-799-7700
- Family Physicians
- Social Media  
@citymississauga & @saugaparksrec
- Website:  
[www.mississauga.ca/2022spray](http://www.mississauga.ca/2022spray)





Date: March 16, 2022

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:  
March 30, 2022

## **Subject**

**Memorandum of Understanding for School Streets Pilot Project**

## **Recommendation**

That the Commissioner of Transportation and Works or designate be authorized to negotiate and enter into a Memorandum of Understanding with the Peel District School Board and the Dufferin-Peel Catholic District School Board related to the School Streets Pilot Project, including any renewals and all necessary documents ancillary thereto, in a form satisfactory to Legal Services.

## **Background**

Mississauga's Transportation Master Plan identified that 10% of all trips in Mississauga are school trips, and that the number of Mississaugans under 19 years of age is expected to increase by 14% from 2016 to 2041. Thus, school travel will be an enduring and increasing part of Mississauga's travel profile. Currently, around 30% of students arrive to school by car. Many school zones face temporary congestion during drop-off and pick-up times, which presents traffic dangers, high concentrations of greenhouse gas emissions, and lost opportunities for students to get physical activity and develop the skills needed to travel independently. In 2021 the City of Mississauga was the recipient of funding from the Ontario Active School Travel fund, to pilot a concept called School Streets. School Streets create temporary car-free environments in front of schools, with the goals of promoting active transportation, improving safety of the street during school drop-off and pick-up, and building community through providing a positive and unique opportunity for members of the school community to interact.

## **Comments**

Planning for this pilot project began in May 2021, with a comprehensive review of all elementary school sites in Mississauga to determine priority schools for inclusion in this pilot, based on street design, proportion of students living within walking distance of the school, equity factors,



and previous engagement of the school in active school travel initiatives, including the City's School Walking Routes program. Once identified, a shortlist of schools was created, and ultimately three schools agreed to participate in the pilot: Hillside Public School (Ward 2), Brian W. Fleming Public School (Ward 3) and St. Alfred Separate School (Ward 3).

To implement the pilot project, the City will arrange for temporary road closures in front of the participating school sites. Activities are being planned in coordination with members of the local communities to activate the streets during the closure times. The activities of the School Street pilot will take place on the City's right-of-way, while the participants will be school staff, students, and families; therefore, a Memorandum of Understanding is required to set out the expectations of the program, define the responsibilities of the parties involved, and ensure sufficient liability protection is considered for both the City and the participating school boards.

The project budget will go toward costs associated with communications (e.g. Curbex signs, resident mail-outs); required signage for the road closure; materials for activities; refreshments; honoraria for volunteers; and to offset the costs of hiring a student position to support project planning and implementation. Implementation is planned for May 2022.

## Strategic Plan

The School Streets Pilot Program aligns with the *Move* pillar in the City's Strategic Plan. In addition, it also aligns with other key City strategies:

- Transportation Master Plan (TMP) –The School Streets pilot project aligns with the TMP vision to expand opportunities for active transportation for school trips, as well as the goal to enhance Mississauga's School Walking Routes program (Action 57).
- Vision Zero –The School Streets pilot project is one of the included actions of Mississauga's Vision Zero strategy (Action 90).
- Climate Change Action Plan (CCAP) –The School Streets pilot project addresses the goal to develop targeted outreach and engagement opportunities for youth in Mississauga (Action 20-3).

## Engagement and Consultation

Engagement with internal and external stakeholders has been foundational to the design of the Mississauga School Streets pilot project. A Project Advisory Group consisting of representatives from the Peel District School Board, Dufferin Peel District School Board, Student Transportation of Peel Region, Region of Peel, and Traffic Safety Council helped set the parameters of the project based on shared goals.

City staff presented the project to Traffic Safety Council in June 2021 and received strong support. Traffic Safety Council adopted the following recommendation:



1. That the deputation from Laura Zeglen, Active Transportation Coordinator regarding the School Streets Pilot Project be received.
2. That the Traffic Safety Council provide a letter of endorsement regarding the School Streets Pilot Project. (TSC-0018-2021)

City Councillors with shortlisted schools in their ward, including schools that ultimately agreed to participate in the pilot project, were given the opportunity to identify potential points of alignment and/or conflict with other community projects. All Councillors who were approached expressed support for the project. Subsequently, school board staff, school councils and staff from participating schools were consulted on the best approach for the project in their communities, including preferred dates and project scope.

Beginning in January 2022, City staff coordinated local project planning teams for each site of the pilot, including a diverse range of stakeholders (e.g., local residents, parents and guardians of children at the school, school board trustees and superintendents, representatives of local BIAs and community organizations, local high school students). City staff are working with these teams to create detailed plans of how the pilot will be implemented in those school communities. A comprehensive communications strategy is in development to ensure that all impacted community members have the opportunity to learn about and contribute to the project.

## Financial Impact

The funding for this project is provided through an Ontario Active School Travel grant (PN A21156, in the amount of \$30,000) and supplemented by the annual budget for the School Walking Routes program (PN 21156, in the amount of \$7,500), which this pilot supports. The in-kind contribution requirement of the Ontario Active School Travel grant is met through the provision of project management services, which is conducted by City staff.

## Conclusion

A School Streets Pilot Project is being implemented to promote the use of active transportation modes for trips to and from school, improve safety of the street during school drop-off and pick-up and to build community all by creating temporary car-free environments in front of three schools. This report is seeking authority to negotiate and enter into a Memorandum of Understanding with the Peel District School Board and the Dufferin-Peel Catholic District School Board related to the School Streets Pilot Project.



for

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

Prepared by: Laura Zeglen, Active Transportation Coordinator



Date: March 7, 2022

To: Chair and Members of General Committee

From: Jodi Robillos, Commissioner of Community Services

Originator's files:

Meeting date:  
March 30, 2022

## Subject

**2022 *Lymantria dispar dispar* (LDD) Integrated Pest Management Program Update.**

## Recommendation

That the Corporate Report dated March 7, 2022 from the Commissioner of Community Services entitled "2022 *Lymantria dispar dispar* (LDD) Integrated Pest Management Program Update" be received for information.

## Executive Summary

- LDD is a non-native pest that has been present in Mississauga for more than 30 years and eradication is not possible. Through a variety of Integrated Pest Management (IPM) measures, including an aerial spray, the City aims to reduce impacts on tree health from LDD in a given year, until such a time as natural pathogens cause a population level collapse.
- In 2006, 2007 and 2018 the City conducted an aerial spray in targeted areas to mitigate the impact on City and private trees.
- The most recent (2018) aerial spray program, combined with other management practices suppressed the LDD population in sprayed areas for approximately 2 years after the spray; since then populations in these and other areas in the city have been on the rise.
- The population of LDD in the most severely impacted areas of the city would be best treated by an aerial spray. Original estimates for severely impacted areas of LDD infestation in 2022 were set at 3322 hectares (8209 acres). Subsequent refinements to the mapping, the extent of localized hotspots have reduced the total area of the 2022 aerial spray to 2091 hectares (5167 acres).
- The exact timing and execution of the Aerial Spray program is contingent upon Ministry of Transportation approval of the flight plan and coordination of spray application for weather conditions and the development of the insect but is expected to occur between April 25, 2022 and June 12, 2022.



- *Bacillus thuringiensis* subspecies *kurstaki* (Btk) will be utilized during the aerial spray and is a low risk product from a public health and environmental perspective. It is governed by Health Canada's Pest Management Regulatory Agency (PMRA), and the same product used for the City's 2006/2007 and 2018 aerial spray programs.
- In partnership with the Parks, Forestry & Environment section, the Communications division has developed a comprehensive communications plan for the City's 2018 Aerial Spray program.
- As with previous aerial spray programs undertaken by the City of Mississauga, the Region of Peel – Public Health is committed to support the Aerial Spray Program by addressing any health questions raised by residents.

## Background

The City conducted an aerial spray program in 2006, 2007 and 2018 to mitigate LDD moth population and since then have continued to monitor and manage pests for City owned trees.

The total spray areas of these previous aerial sprays were:

- 2006/2007: 800 hectares;
- 2018: 2058 hectares.

These previous aerial spray programs included publicly owned city parkland and woodlands, as well as residential areas with affected urban forest canopy where severe defoliation was expected.

On June 16 2021, a motion was brought forward to Council by Councillor Ras asking for the City of Mississauga to commit to budgeting and planning for an aerial spray of *Bacillus thuringiensis* subspecies *kurstaki* (Btk) for LDD affected areas in 2022.

This matter was considered by Budget Committee at its meeting on November 29, 2021 and subsequently adopted at Council on December 8, 2021 (BC-0057-2021 see Appendix 1).

Parks, Forestry & Environment section recommended a 2022 aerial spray program be implemented in public and private lands:

1. Areas predicted to be severely defoliated by LDD in 2022 and,
2. Areas predicted to be heavily defoliated by LDD in 2022 and severely defoliated in 2021.

At the time of the report in November of 2021, staff had LDD moth infestation data to support spraying 3322 hectares of land. That area represented a generalized boundary determined through the egg mass monitoring. Subsequent analysis and assessment has led to a reduction in the spray area and the determination of final spray area boundaries, provided in Appendix 2.



## Present Status

### 1. 2022 Aerial Spray Treatment Areas

As detailed in the November 2021 Corporate Report, surveys conducted in fall 2021 demonstrated an LDD moth population on the rise in many areas of the City of Mississauga. This information indicates that there are select areas within the City where we can anticipate severe defoliation due to LDD.

Treatment zones were identified throughout severely impacted areas in Wards 1, 2, 3, 5, 6, 7, 8, 9, 10 and 11. The maps of the specific aerial spray areas are included in Appendix 2 of this report. The total proposed aerial spray area for 2022 is 2091 hectares (5167 acres).

### 2. 2022 Aerial Spray Timing of Application

In order for the Btk spray to be effective, the leaves and caterpillars both have to be of a certain size. Timing estimates will be developed using comparisons between the historical data temperature, this year's temperatures and on-site observations. The Btk application is scheduled to occur between April 25, 2022 and June 12, 2022.

### 3. Contractors

The corporate report approved by Council on December 8, 2021 gave authorization for the City to enter into a sole source contract with Zimmer Air Services Inc. in the amount up to \$3 million for the provision of the aerial spray application services. Since then Forestry has been working with Procurement Services to complete the contract with the vendor. Based on the quote at the time of this report and the anticipated spray area of 2091 hectares (5167 acres), the aerial spray component is estimated to cost approximately \$1,934,175.

Furthermore, the December 8, 2021 Council approval also gave authorization for the City to enter into a sole source contract with Lallemand Inc. /BioForest in the estimated amount of \$25,000 to inform and advise on the 2022 aerial spray. Since then Forestry has been working with Procurement Services to complete the contracts with the vendors. Based on the quote at the time of this report and the anticipated spray area of 2091 hectares (5167 acres), the aerial spray advisory services is anticipated to cost approximately \$40,000.

### 4. Bylaw

A by-law (BL0029-2022) to declare *Lymantria dispar dispar* (LDD) infestation in the City a matter of public nuisance was passed by Council on February 16, 2022, please see Appendix 3. The bylaw authorizes Parks and Forestry Division to implement an aerial spray program using Btk to control LDD within treatment areas identified by the Commissioner of Community Services. The 2022 Aerial Spray Treatment areas identified in Appendix 2 are these areas.



## 5. Communications Plan

In partnership with the Forestry section, Strategic Communications and Business & Marketing Solutions have developed a comprehensive marketing communications plan about the City's 2022 Aerial Spray program happening in late spring. A creative look and feel was developed to assist residents in identifying information related to the program. A sample graphic is found in Appendix 4.

The plan provides a clear understanding about the importance of LDD moth populations in Mississauga, while ensuring the community is well informed about aerial spray details such as dates, times, spray zones and flight paths. A key focus remains on ensuring that residents in the affected areas have advanced notice of when the spray will take place and what to expect before, during and after the spray.

The plan uses a mix of internal and external communications strategies, such as public engagement, social media, media relations, employee communications, online engagement and electronic and paper-based outreach.

The project team will continue to work with both internal and external stakeholders, like the Region's Medical Officer of Health, to ensure the plan is effective and addresses all aspects of the aerial spray. The health and safety of Mississauga residents and protecting the environment are our top priorities.

While key messages have already begun to be communicated, the public engagement will ramp up beginning in April with resident notifications, a dedicated project webpage and a virtual public meeting regarding the aerial spray planned for the evening of April 20, 2022. A councillor toolkit containing key information and FAQs will be provided in advance.

## Comments

### 1. Btk and Human/Environmental Health and Safety

The compound used in an aerial spray program is called is *Bacillus thuringiensis* subspecies *kurstaki*, commonly referred to as Btk. It is a rod-shaped bacterium that occurs naturally in soils worldwide and is cultured specifically for pesticide use.

Health Canada's Pest Management Regulatory Agency (PMRA) is responsible for assessing the risks to human health and the environment of all pest control products prior to their approval for use in Canada. Manufacturers of products must provide the agency with a full analysis of the products formulation, as well as extensive health and environmental data so that the agency can do an extensive risk assessment on the product. Only products that are reviewed and found to be effective for use with little to no risk to human health and the environment are then registered for use.



Each time the City of Mississauga has conducted an aerial spray program, Peel Public Health has reviewed the peer-reviewed scientific evidence to ensure that Btk and the Foray 4B formulation are not associated with adverse health impacts. Furthermore, even after many years of widespread use of Btk in forestry, agriculture and urban settings, no public health problems have been identified or any significant environmental concerns arose.

In fact, strains have been used by both organic and non-organic farmers through the world in many countries. Btk is one of the few pesticides acceptable to organic growers, as it is a naturally occurring biological organism, rather than a synthetic chemical. The product does not survive in warm blooded organisms or in residues on food passed through the digestive system without any effect.

According to Health Canada, Btk is only toxic in the caterpillar stage of the LDD life cycle. When Btk is ingested by the caterpillars, their alkaline gut pH triggers the bacteria to release an endotoxin that is lethal to the insect. The caterpillar must ingest Btk for it to be effective. However, because aerial sprays of Btk are non-selective they can impact non-target caterpillars, which are an important source of food for many birds and other wildlife.

One example is the Mottled Duskywing (*Erynnis martialis*), a medium-sized butterfly that is listed as Endangered under the Ontario Endangered Species Act (ESA). Since the recovery of this species is threatened by aerial sprays for LDD, permits under the ESA may be required. The City of Mississauga will continue to work with Ministry of Environment, Conservation and Parks staff as well as local Conservation Authorities to identify any potential conflicts where species at risk such as the Mottled Duskywing may be present prior to selecting areas for aerial application of Btk.

Btk does not affect adult moths and butterflies (Lepidopterans), including the Monarch Butterfly, which are not in the caterpillar stage at this time that Btk is applied for LDD.

Btk does not affect other insects, fish, birds or mammals. There is also no impact on animals or pets if they are exposed to or ingest Btk.

## Strategic Plan

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

## Engagement and Consultation

Engagement with all of the relevant technical stakeholders and City Departments has begun to address any requirements or concerns associated with these organizations and agencies. The technical stakeholders group consists of representatives from RCMP, OPP, Peel Police, Ministry of Transportation, Ministry of Natural Resources and Forestry, Ministry of Environment



Conservation and Parks, Trillium Health Care Centre, Region of Peel Public Health, Environmental Control, Ambulance and Emergency Programs, and Transport Canada. City staff will continue to work closely with these agencies as well as representatives from Mississauga Fire and Emergency Services, Transportation and Works, Communications, Legal Services, Risk Management, and Parks, Forestry & Environment.

City staff will continue to work with other municipalities considering a 2022 spray program with its vendor to provide the most cost effective program.

## Financial Impact

The anticipated cost of \$3 million for the 2022 LDD IPM program will be allocated to PN 22402: Aerial Spray Program – LDD. This PN has sufficient funding for all direct costs reasonably related to the aerial spray including: aerial spraying, consulting services, road and highway closure costs, policing, communications, signage, equipment and materials, etc.

## Conclusion

Based on data collected in the fall of 2021, the LDD population (and therefore risk of defoliation and negative impacts to the urban tree canopy) is anticipated to be severe in many areas of Mississauga. These are primarily concentrated along the Credit River Valley, in parks and woodlands in northwest and central Mississauga, and residential areas in southern Mississauga where there is high tree canopy.

To ensure the protection of our city's tree canopy a 2022 aerial spray program was recommended and approved by Council on December 8, 2021.

The integrated pest management program for LDD in 2022 will consist of an aerial spray in targeted areas with high LDD populations where severe impacts to the urban forest are projected. This totals a spray area of 2091 hectares (5167 acres). Other integrated pest management techniques will be used in areas with lower LDD populations and risks to the urban forest to ensure that significant trees are protected.

Btk aerial spray is low-risk from a human and environmental perspective as per Health Canada Regulations.

A comprehensive communication plan and public engagement tools are in place to support the program. City staff are working with other City departments, Region of Peel, Provincial and Federal agencies, Emergency Services, Peel Public Health, contractors and residents to ensure a successful program.



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## Attachments

- Appendix 1: BC-0057-2021, “Lymantria dispar dispar (LDD) Integrated Pest Management Program for 2022” dated November 4 2021
- Appendix 2: Proposed Treatment Area maps
- Appendix 3: Bylaw BL-0029-2022: A bylaw to declare LDD infestation in the City a matter of public nuisance
- Appendix 4: Aerial Spray Graphic

A handwritten signature in black ink, appearing to read "Jodi Robillos", is written over a horizontal line.

Jodi Robillos, Commissioner of Community Services

Prepared by: Paul Tripodo, Project Lead – Aerial Spray



Date: November 4, 2021	Originator's files:
To: Chair and Members of Budget Committee	
From: Jodi Robillos, Acting Commissioner of Community Services	Meeting date: November 22, 2021

## Subject

**Lymantria dispar dispar (LDD) Integrated Pest Management Program for 2022  
Sole Source Contract Award to Zimmer Air Services Inc. for Aerial Spraying Services  
Sole Source Contract Award to Lallemand Inc./BioForest for Aerial Spraying Advisory Services**

## Recommendation

1. That the Corporate Report entitled "Lymantria dispar dispar (LDD) Integrated Pest Management Program for 2022" dated November 4 2021, from the Acting Commissioner of Community Services be approved.
2. That a gross budget of \$3M be included in the 2022 capital program for Forestry to conduct an Integrated Pest Management program for LDD including an aerial spray.
3. That the Purchasing Agent be authorized to execute a contract, in a form satisfactory to Legal Service, with Zimmer Air on a sole source basis in the estimated amount of up to \$3M to carry out the 2022 aerial spray program.
4. That the Purchasing Agent be authorized to execute a contract, in a form satisfactory to Legal Service, with Lallemand Inc./BioForest on a sole source basis in the estimated amount of \$25,000 to inform and advise on the 2022 aerial spray program.
5. That all necessary bylaws be enacted.

## Executive Summary

- On June 16 2021, a motion was brought forward to Council by Councillor Ras asking for the City of Mississauga to commit to budgeting and planning for an aerial spray of *Bacillus thuringiensis* (Btk) for LDD affected areas in 2022.



- LDD is a non-native pest that has been present in Mississauga for more than 30 years; in 2006/2007 and 2018 the City conducted aerial sprays in targeted areas to mitigate population growth in City trees and included private property. In 2006/2007 property owners were invoiced for the services whereas in 2018, funds were provided through the city's Reserve for General Contingency.
- The City's 2018 aerial spray program of *Bacillus thuringiensis* (Btk), combined with other management practices suppressed the LDD population in sprayed areas for approximately 2 years after the spray; since then populations in these and other areas in the city have been on the rise.
- The population of LDD in the most severely impacted areas would best be treated by aerial spray in the spring of 2022 (during the month of May, depending on weather conditions).
- Recommended LDD integrated management program for 2022 includes Btk aerial spray in targeted areas; Btk is a safe product from a public health and environment perspective, governed by Health Canada's Pest Management Regulatory Agency (PMRA), and the same product used for the City's 2006/2007 and 2018 aerial spray programs.
- The proposed 2022 LDD IPM will require \$3 million in gross funding. Funds are requested in the 2022 capital plan pending council approval.
- Similar to the 2006/2007 and 2018 aerial spray programs, the proposed area for aerial spray in 2022 includes both public and private land. Mississauga is one of a handful of municipalities that includes sprays within residential areas into its programming.
- 45% of the potential aerial spray zone is estimated to be owned or managed by the city of Mississauga, and approximately 55% of the projected spray area is privately owned. There are considerable efficiencies to having the City coordinate an aerial spray on both public and private properties rather than each property owner contracting services to treat their own private trees. Treatment of private properties also allows the city to reduce pressure on adjacent city property from LDD populations that are harboured on private property.
- Zimmer Air Services Inc. is recommended for contract award as it has the specialized equipment, experience and successfully carried out the City's 2006/2007 and 2018 aerial spray. They also regularly undertake aerial sprays for other municipalities including the City of Toronto (2017, 2019), Oakville (2021) and Burlington (2021).
- Forestry is working with other municipalities considering a 2022 spray program with this vendor to provide the most cost effective program.
- Lallemand Inc. /BioForest is recommended for contract award as it is a specialised provider of advisory services regarding LDD and aerial sprays. This company's experience completing these types of data gathering, analysis, projections and operational guidance both on the City's previous LDD aerial spray programs, as well as on similar programs elsewhere in the province, corners a very specific market of urban forest pest management. This company has a familiarity with the City's working processes, reviews and requirements of municipalities and advised on the previous aerial spray in 2018.



- LDD is well established in Mississauga and eradication is not possible. Through a variety of Integrated Pest Management (IPM) measures, including an aerial spray, the City aims to reduce impacts on tree health from LDD in a given year, until such a time as natural pathogens cause a population level collapse.
- Generally, in natural conditions, LDD populations are known to fluctuate over time, with long periods of low population levels climbing rapidly to outbreak conditions, and then collapsing to pre-outbreak levels. This outbreak cycle is thought to occur over 7 – 10 year periods, with outbreaks lasting between 2 and 4 years. Through our annual monitoring, the City has identified that this pattern is not always consistent throughout the city. Most susceptible areas in the city seem to consistently maintain some low level presence of LDD year over year, while localized pockets may experience rapid increases. To address this, Forestry is looking to incorporate smaller annual aerial sprays where necessary to provide the most effective treatment to reduce populations locally before they reach outbreak levels.

## Background

### LDD Provincial Trends

The province of Ontario is in the midst of the largest LDD outbreak recorded in Ontario. Defoliation caused by LDD increased from 47,203 ha in 2019 to 586,385 ha in 2020, to 1,800,000 ha in 2021 with both light and moderate to severe defoliation mapped during aerial surveys (Ontario Ministry of Northern Development, Mines, Natural Resources and Forestry, 2021, Forest Health Conditions in Ontario 2020; and Ontario Ministry of Northern Development, Mines, Natural Resources and Forestry, 2021, *Lymantria dispar dispar* (LDD) moth, <https://www.ontario.ca/page/lymantria-dispar-dispar-ldd-moth>). A map of the affected areas across southern Ontario is found in Appendix 1.

Mississauga is contained within the Aurora District, and although detailed defoliation mapping for urbanized areas of the district like Mississauga are not undertaken by the provincial government, data from the more rural portions of the district indicate the area of moderate to severe LDD defoliation increased from 1,949 ha in 2019 to 15,613 ha in 2020 to 97,164 ha in 2021.

### City of Mississauga LDD Integrated Pest Management Program

The city has been proactively managing LDD since the early 2000s. Since LDD is well established in Mississauga and southern Ontario, the goal of the City's Integrated Pest Management (IPM) program is to reduce the LDD population and control it to levels where the pest will not significantly affect the urban forest canopy, rather than to eradicate it. The City's IPM program includes several aspects described below.

The requirements for these measures are analyzed annually, and a selection of the IPM measures are implemented as needed.



- Egg mass surveys during fall and winter months to help estimate population levels in the following year.
- Scraping egg masses off infected trees and killing the eggs.
- Wrapping burlap around trees to capture caterpillars.
- Hanging traps in trees to monitor LDD moths in new areas.
- Tree injections of TreeAzin® in individual trees.
- Ground sprays of Btk for individual trees.
- Aerial sprays of Btk.

The City has conducted aerial spray programs in 2006, 2007 and 2018 to mitigate LDD population (the 2018 spray was also conducted to control Fall cankerworm) and since then have continued to monitor and manage pests for City owned trees. The most recent aerial spray in 2018 resulted in lower manageable populations in the years immediately following the spray; however, monitoring results as well as staff and resident observations confirm that populations have increased in select areas across the city.

### **Lymantria dispar dispar (LDD)**

LDD is an invasive defoliator of all types of trees; having been found on approximately 500 different tree species in forests, urban trees, ornamental species and even orchard settings. They mostly prefer hardwoods and several factors affect how a tree responds to defoliation such as the amount of leaves removed, weather, number of years impacted and timing within the season. Most healthy trees can withstand two to three years of defoliation but many repeat years of heavy defoliation can start to have negative impacts on the overall health of the tree.

### **Effects of Weather on LDD population**

Weather conditions can favour either low- or high-density populations. Extreme weather conditions characterized by prolonged periods of cold temperatures (colder than -32°C) can kill unprotected LDD eggs, which can help to keep populations low or decrease high density populations. In contrast, warm, dry conditions tend to accompany increases in LDD populations. Heavy rainfall during the egg hatch time may result in drowning of larvae; rainy weather during the first instar phase of the caterpillar can delay migration and cause larvae to congregate on the underside of leaves. These conditions can also increase the duration of this instar.

### **Natural Controls for LDD**

Low density populations are normally kept in check by natural enemies such as predators and parasites. Predators that feed on LDD larvae include about 40 species of birds such as vireos, chickadees, tanagers, orioles, robins, blue jays, grackles, starlings, blackbirds, and cuckoos, other insects, and small mammals such as skunks, white-footed mice, squirrels, and raccoons. Insect parasitoids kill LDD by laying their eggs in LDD eggs, larvae, and pupae.

At the start of an LDD outbreak, natural enemies have little effect on the LDD population. Populations increase when suitable conditions exist such as favourable weather and abundant foliage. Population decreases tend to happen in cooler, wetter conditions that favour pathogens



(described below). No single natural enemy or combination of natural control agents can completely eliminate a LDD population. Natural control agents can keep LDD populations low, however, at times when outbreak conditions occur the natural enemies are not able to control the growing LDD populations.

### **Natural pathogens that effect LDD**

LDD is susceptible to a variety of naturally occurring infectious diseases that are caused by bacteria, fungi, and the nucleopolyhedrosis virus (NPV). Entomophaga maimaiga and NPV, the most significant natural enemies of LDD, are capable of killing large numbers of LDD larvae and represent the largest and most important factors in high density LDD population crashes.

E. maimaiga is a fungus that is specific to LDD and is prevalent throughout low-to-high density LDD populations. Although it is not completely clear how E. maimaiga first became established in North America, it was first recovered from North American LDD in the northeastern United States in 1989. It was recovered from LDD in southern Ontario in 1990. A late larva killed by E. maimaiga hangs vertically with its head pointed downward and its body tight to the trunk of the tree. An early larva killed by E. maimaiga generally remains on the foliage.

NPV was inadvertently introduced to North America with the LDD or its parasites. Like E. maimaiga, NPV is specific to LDD. NPV is often referred to as "wilt" due to the soft, limp appearance of the diseased larvae. A larva killed by NPV hangs on the tree in the shape of an inverted "V". NPV is specific to LDD and, in North America, is usually the main factor in the collapse of a LDD population. Although the mechanism is not completely understood, NPV contamination in the environment seems to be the main cause of infection.

Transmission can occur when egg masses are laid on surfaces contaminated with NPV as the virus can survive in soil, litter and bark for over a year. The larvae that emerge from these egg masses are at a high risk of infection. Once infected, the larvae die at a rate of about 90% and the resulting cadavers rupture releasing viral particles onto nearby foliage. Healthy larvae can then consume the viral particles released from the cadavers and become infected. Female LDD who survive NPV infection experience a reduction in fecundity and are able to transmit the NPV to its offspring.

### **Fall Cankerworm**

Fall cankerworms are a native insect found throughout the majority of Canada. Similar to LDD, Fall cankerworms also undergo natural population cycles with population increases every 10 to 15 years that last for two to seven years, although usually no more than four. They feed on tree leaves from May through mid-June and then go underground to re-emerge in the late fall as moths.

In 2017, the Fall cankerworm population in the city of Mississauga rose drastically. As a result the city initiated a combined aerial spray for both Fall cankerworm and LDD in 2018. Since then there has been a marked decrease in the Fall Cankerworm population; no positive reports have



been received this year. The 2018 aerial spray seems to have coincided with the end of the Fall Cankerworm outbreak and an associated population collapse.

## **Present Status**

### **2021 LDD Egg Mass Surveys in Mississauga**

Based on the high population levels experienced in 2021, the City anticipated the need for population monitoring data to be produced as early as possible in preparation for an aerial spray in 2022, and as such moved up the timeframe of the egg mass surveys. This monitoring is typically conducted in the Fall, once leaves have dropped from the trees making the identification of LDD egg masses easier.

In September 2021, the City engaged Lallemand Inc. /BioForest as consultants to help further evaluate the levels of LDD in the City. Monitoring locations were selected based on staff monitoring and public reporting, including the following:

- Defoliation monitoring surveys undertaken by city staff in June/July 2021;
- Areas historically known to have high LDD populations;
- Observations reported through the city's Public Reporting Form, and
- An examination of all Service Requests received from the public related to LDD.

A standardized protocol is employed whereby a trained observer examines the trunk of certain host trees within the survey area and records the size, number and condition (new vs. old) of LDD egg masses. From this, the population of LDD in survey areas is determined and the associated level of predicted defoliation for 2022 is derived.

A selection of 50 parks and 75 1km x 1km street tree grids were surveyed in 2021; this represents an increase of 51% and 39% in the number of parks and grids surveyed from 2020 respectively.

### **LDD Egg Mass Survey Results**

The egg mass monitoring results indicated below are based on a review of the data provided by the consultant Lallemand Inc./BioForest. From these data, predictions of the future 2022 population and defoliation potential were developed.

Risks to tree health are related to the potential for defoliation. This is monitored through several factors: a count of the number of egg masses in a park or area and an analysis of egg mass sizes, with higher numbers of large egg masses indicating the most potential to support a higher LDD population and therefore defoliation.

### **Park Trees**

The city surveyed 50 parks for LDD; the results are summarized in Table 1 below. 32 parks (64%) were determined to have high populations of LDD leading to a severe defoliation



potential. An additional 7 parks contained localized areas of severe defoliation potential, and 2 additional parks contained areas of heavy defoliation potential for 2022 that were also in areas with severe defoliation potential the previous year. Most of the egg masses encountered in the parks surveys were new (69.6%) with an average size of 25.7mm (large). This indicates a large and healthy LDD population.

**Table 1: Defoliation potential in City Parks**

Defoliation Potential	Number of Parks	% of Parks
SEVERE	32	64%
HEAVY	1	2%
MODERATE	10	20%
LIGHT	5	10%
NIL	2	4%

### **Street Trees**

A total of 75 1km x 1km grid square areas were surveyed this year in response to the widespread observation of LDD in the spring/summer of 2021. The results are summarized in the Table 2 below. 15 of the 75 grids (20%) were identified as having potential for severe defoliation. An additional 10 grid squares contained localized areas of severe defoliation potential, and 3 additional grids contained areas with heavy defoliation potential which had a severe defoliation potential in 2021. 71.3% of the egg masses encountered on the street tree surveys were large egg masses, with an average size of 29.7mm. This indicates a large and healthy LDD population.

**Table 2: Defoliation potential in City Parks**

Defoliation Potential	Number of Grids	% of Grids
SEVERE	15	20%
HEAVY	14	18.7%
MODERATE	11	14.7%
LIGHT	26	34.7%
NIL	9	12%

### **Summary of Results:**

- These results demonstrate that certain areas of Mississauga continue to be in the midst of an LDD outbreak which started in 2017.
- The locations of parks and street tree grids where LDD is predicated to be the most severe are represented by the hashed area in map in Appendix 2, and are further described in Table 3 below. These areas are primarily associated with:
  - Parks containing woodlands along the Credit River
  - Parks containing woodlands in northwest and central Mississauga
  - Residential areas in southern Mississauga where there is high tree canopy and many of the favoured host species such as Oak.



- Population crashes have been observed in the east end of Mississauga, in Wards 3 and 1 and certain parks including Sugar Maple Woods (which was treated in 2021 and 2020).

**Table 3: Summary of Most Severely Impacted Neighbourhoods and Parks Predicted for 2022 by Ward.**

Ward	Aerial Spray in Parks	Aerial Spray in Residential Areas	Most severely Impacted Neighbourhoods	Most Severely Impacted Parks
1	Yes	Yes	Mineola	Mary Fix Park
2	Yes	Yes	Clarkson-Lorne Park	Benares Museum Whiteoaks Park Birchwood Park Jack Darling Park Meadowwood Park
3	Yes	Yes	Rathwood-Applewood	Applewood Hills Park Wood Creek Park Garnetwood Park Jaycee Park
4	No	No	N/A	N/A
5	Yes	No	N/A	Staghorn Woods Britannia Woods Paul Coffey Park
6	Yes	Yes	Erindale East Credit	Erindale Park Riverwood Park Deer Run Park Carolyn Creek Streetsville Cemetery
7	Yes	Yes	Erindale Cooksville	Huron Park Dr. Martin L. Dobkin Community Park Stillmeadow Park Carriage Way Park
8	Yes	Yes	Sheridan Erin Mills	South Common Sawmill Valley Trail Arbour Green Woodland Chase Trail Richard F.C. Mortensen Erindale Cosmopolitan Cemetery
9	Yes	No	N/A	Eden Woods Windrush Woods Quineppinon Meadows Community Park



Ward	Aerial Spray in Parks	Aerial Spray in Residential Areas	Most severely Impacted Neighbourhoods	Most Severely Impacted Parks
10	Yes	No	N/A	Sparling Woods Marco Muzzo Sr. Memorial Park
11	Yes	No	N/A	Meadowvale Conservation area Silver Fox Forest Credit Meadows P-388/Fletcher's Flats Hyde's Mill Hollow Pinecliffe park Erin Woods

## Comments

### Communication Strategy to Date

The Forestry section has conducted ongoing awareness and community outreach/education regarding LDD. Communications with residents continues to be a priority.

Efforts have focused on educating the public regarding impacts of these pests, prevention and mitigation options for private property as well as actions being taken for City property. Additionally, the City created an online public reporting tool and map allowing residents to submit their observations of LDD to help improve our awareness of local neighbourhood conditions and which will help in forecasting of the 2022 LDD population. Similarly, the City created a new interactive treatment map where residents were able to quickly and easily pinpoint the location of any trees being treated in the 2021 treatment program.

Typically, annual communication includes resident brochures mailed to affected neighbourhoods, Councillor Newsletters, responding to resident inquiries, updates to the Forestry web page and posts to social media channels. For an aerial spray program, the scope of the communications will need to be increased to ensure all residents in the affected area are informed.

### Communication Next Steps

Once the course of action and impacted aerial spray targeted areas are confirmed for 2022, Forestry and Communications will work together to complete the key messages and communication plan. Staff will engage and inform residents about the City's approach to manage LDD populations throughout the year; including targeted communications before, during and after any potential aerial sprays. Approval of funding to conduct a 2022 aerial spray program and include private property in the severely impacted areas will trigger targeted communication with residents.



### **Other Municipalities and Conservation Authorities**

The City's Forestry Section is working with neighbouring Municipalities and Conservation Authorities in Peel and the Greater Golden Horseshoe (GGH) area who have also experienced similarly high levels of pest infestations this past year. These partners are working together to share information and also collaborate on potential management programs, including aerial spray for 2022.

A listing of neighbouring municipalities and conservation authority partners is included in Appendix 3. This list describes whether aerial spraying is a component of their LDD programs and indicates that Mississauga is one of a handful of municipalities that includes aerial spraying within residential areas into its programming.

To date we are not aware of any municipal partners who have confirmed an aerial spray will be undertaken in 2022, although several are exploring the possibility and are awaiting further monitoring work and/or council direction.

### **Aerial Spray Efficacy**

Aerial Spraying for LDD does not eliminate the population over the landscape in the long term, but aims to reduce defoliation experienced in targeted areas to reduce impacts on tree health and vigour while maintaining aesthetics during the current year. Aerial sprays are used as a mechanism to provide annual control until such a time as the natural controls for LDD (the fungus (*Entomophaga maimaiga*) and virus (nucleopolyhedrosis or NPV) contribute to a larger, population level collapse.

### **LDD Cycle**

In natural forested areas the LDD population is known to be cyclical with outbreaks occurring every 7 – 10 years and lasting between 2 and 4 years.

As this species is well established in Mississauga, even after a population collapse there is still a low-level residual LDD population scattered across the city.

In urban areas like Mississauga, where populations of LDD are often isolated from one another, our monitoring shows that although the overall cyclical trend is still observed, the LDD population in some pockets of the city may be out of step with each other. This leads to localized hot spots or population collapses that may not be consistent across the city.

To address this, Forestry is looking to incorporate smaller annual aerial sprays where necessary to provide the most effective treatment to reduce populations locally before they reach outbreak levels.



**Btk and Human/Environmental Health Safety**

The compound used in an aerial spray program is called *Bacillus thuringiensis* subspecies *kurstaki*, commonly referred to as Btk. It is a rod-shaped bacterium that occurs naturally in soils worldwide and is cultured specifically for pesticide use.

Health Canada's Pest Management Regulatory Agency (PMRA) is responsible for ensuring human health and environmental safety of all pest control products prior to their approval for use in Canada. Manufacturers of products must provide the agency with a full analysis of the products formulation, as well as extensive health and environmental data so that the agency can do an extensive risk assessment on the product. Only products that are reviewed and found to be effective and safe for use with little to no risk to human health and the environment are then registered for use.

Environmental and health monitoring is done by the federal government scientists after spray programs to evaluate any possible effects on humans or the environment. Even after many years of widespread use of Btk in forestry, agriculture and urban settings, no public health problems have been identified or any significant environmental concerns arose. In fact, strains have been used by both organic and non-organic farmers through the world in many countries. Btk is one of the few pesticides acceptable to organic growers, as it is a naturally occurring biological organism, rather than a synthetic chemical. The product does not survive in warm blooded organisms or in residues on food passed through the digestive system without any effect.

According to Health Canada, Btk is only toxic in the caterpillar stage of the LDD life cycle. When Btk is ingested by the caterpillars, their alkaline gut pH triggers the bacteria to release an endotoxin that is lethal to the insect. The caterpillar must ingest Btk for it to be effective. However, because aerial sprays of Btk are non-selective they can impact non-target caterpillars, which are an important source of food for many birds and other wildlife.

One example is the Mottled Duskywing (*Erynnis martialis*), a medium-sized butterfly that is listed as Endangered under the Ontario Endangered Species Act (ESA). Since the recovery of this species threatened by aerial sprays for LDD, permitting is required under the ESA and may not be attainable. The city of Mississauga will continue to work with Ministry of Environment, Conservation and Parks staff as well as local Conservation Authorities to identify any potential conflicts where species at risk such as the Mottled Duskywing may be present prior to selecting areas for aerial application of Btk.

Btk does not affect adult moths and butterflies (Lepidopterans), including the Monarch Butterfly, which are not in the caterpillar stage at this time that Btk is applied for LDD.

Btk does not affect other insects, fish, birds or mammals. There is also no impact on animals or pets if they are exposed to or ingest Btk.



**Proposed 2022 IPM:****Aerial Spray Treatment**

An aerial spray in 2022 is recommended for:

1. Areas proposed to be severely defoliated by LDD in 2022 and,
2. Areas proposed to be heavily defoliated by LDD in 2022 and severely defoliated in 2021.

These areas are shown in Appendix 2 and cover approximately 3322 hectares (8209 acres) of the city. This area represents a generalized boundary determined through the egg mass monitoring. The proposed spray area will be refined based on additional analysis work over the winter to determine a final spray boundary. Generally speaking, the areas identified in Appendix 2 overestimate the actual area proposed for spray given that: some areas are comprised of hard surfaces such as parking lots, or other land uses that are incompatible for a spray (e.g. Sports fields, non-treed areas etc.). Based on an analysis of previous aerial sprays, anywhere between 20% – 35% of the area may not require spraying reducing the actual spray area to between 2160ha - 2658ha (5337 acres – 6568 acres).

The estimated cost for contracting aerial spraying services for 2658 ha (6568 acres) is approximately \$2,658,000. In addition to the spray costs, there are additional related which support the aerial spray including public notices, security and safety, traffic control and road closures, etc.

The proposed aerial spray in 2022 includes both public and private lands similar to the successful spray programs run in 2006/2007 and 2018. 55% of the potential spray area is estimated to be private property (see table 4 below). The estimated cost of spraying private properties is approximately \$1,461,900. Within this area there are approximately 12,500 residential properties and business.

**Table 4: 2022 Proposed Aerial Spray Area Ownership**

<b>Category</b>	<b>Hectares of Land (acres of land)</b>	<b>Break Down</b>	<b>Approximate Cost</b>
Privately Owned Lands	1461.9 ha (3612.4 ac)	55%	\$ 1,461,900
Publically Owned Lands	1196.1 ha (2955.6 ac)	45%	\$ 1,196,100
<b>Total</b>	<b>2658h ha (6568 ac)</b>	<b>100%</b>	<b>\$2,658,000</b>



### **Ground Based Treatments**

Where an aerial spray application is not advantageous, ground based treatments including tree injections and ground sprays of Btk may be recommended to control localized LDD infestations. For example, the treatment of selected high-value specimen trees outside of the aerial spray area that have a severe potential for defoliation. Where it has been determined that ground based treatments are an effective method of treatment, funding will be used to support this. City Forestry will continue to survey areas throughout the winter to identify opportunities for ground based treatment, where appropriate.

### **Supporting Additional IPM on Private Property**

The IPM program will include a considerable public awareness and education component in 2022. To augment and support residents in the control of LDD on private property, the city will source and provide a limited amount of IPM materials for the public in each affected ward. Typically these materials are in short supply at the time when they are most needed; the city will endeavour to procure materials such as burlap, tree bands and pheromone monitoring traps as early as possible to have them available for the public.

### **Summary**

The \$3 million dollar budget includes all costs that may be incurred as part of the program including aerial spraying, consulting, road and highway closures costs, policing, communications, signage, post spray monitoring, additional ground spray treatments and other equipment and supplies related to LDD IPM such items as tree bands, burlap, egg mass scraping supplies and pheromone monitoring traps.

In early 2022 a Report will be brought forward which will include confirmed aerial spray boundaries, specific routes and final costing.

### **Future Direction for IPM Program**

The city has identified in its capital planning \$600,000 every other year for enhanced treatment of LDD. This will allow for greater flexibility in the City's response to LDD by allowing for smaller-scale aerial spray applications to localized hot spots that may pop up from time to time.

## **Strategic Plan**

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

## **Financial Impact**

The proposed 2022 LDD IPM will require \$3 million in gross funding. Funds are requested in the 2022 capital plan pending council approval.



The City is working with surrounding Peel and GGH municipalities who also encountered a high LDD population in 2021 as well. We will continue to work with these municipalities to identify opportunities for joint programming to identify any cost savings. Currently, some surrounding Municipalities have indicated strong interest in an aerial spray program but none have yet been confirmed through their Council.

## **Conclusion**

Based on egg mass monitoring data, the 2021 LDD population is strong and projected to cause significant defoliation in specific areas of Mississauga in 2022. The integrated pest management program for 2022 recommends an aerial spray component in targeted areas with the most severe projections of defoliation combined with other IPM management techniques in areas where an aerial spray is not appropriate and/or in areas of lower defoliation predictions.

The use of Btk in an aerial spray is safe from a human and environmental perspective as governed by PMRA. To ensure the protection of city owned trees as well as privately owned trees comprising the city's urban forest, a 2022 aerial spray program is recommended.

\$3.0 million in gross funding to cover communication, security, permits, and contractor costs is required to proceed with detailed project planning, communication plan and procurement. A sole source contract award to Zimmer Air Services Inc. for a 2022 spray program is recommended so staff can proceed with detailed plans and continue to work with GGH municipalities and conservation authority partners on a collaborative program to ensure the most cost effective approach. To date we are not aware of any municipal partners who have confirmed an aerial spray will be undertaken in 2022, although several are exploring the possibility and are awaiting further monitoring work and/or council direction.

A sole source contract award to Lallemand Inc. /BioForest for the provision of aerial spray advisory services is also recommended so that staff can ensure that the aerial spray is timed and implemented according to the best scientific methods, and assessed for effectiveness.

The plan is in place to carry out an Integrated Pest Management program for LDD in 2022 which includes an aerial spray component. There is however a limited window of opportunity to engage with the necessary service providers to ensure their capacity to deliver on the recommended programming for the City of Mississauga. Once direction is received on this report, staff will ensure that the necessary procurements are in place to achieve the program objectives.

In early 2022 a Report will be brought forward which will include confirmed aerial spray boundaries, specific routes and final costing.



## **Attachments**

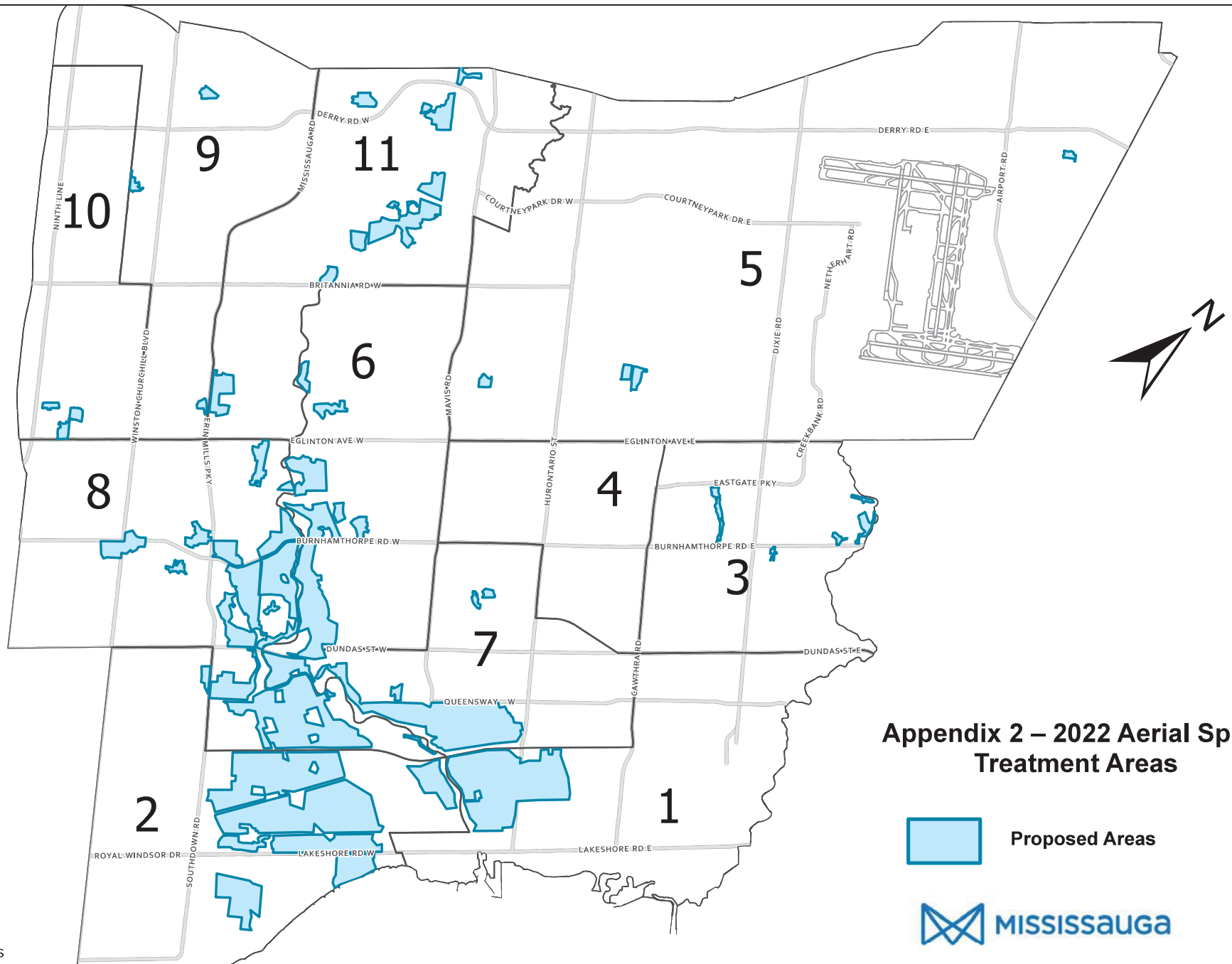
- Appendix 1: 2021 Areas of LDD Defoliation in Ontario
- Appendix 2: 2022 Proposed Severe Defoliation Boundary
- Appendix 3: Municipal and Conservation Authority Aerial Spray Programs
- Appendix 4: Statement of Work (SOW) for LDD Aerial Spray
- Appendix 5: Statement of Work (SOW) for LDD Aerial Spray Advisory Services

A handwritten signature in black ink, reading "Jodi Robillos", is positioned above a solid horizontal line.

Jodi Robillos, Acting Commissioner of Community Services

Prepared by: Brent Reid, Forestry Manager



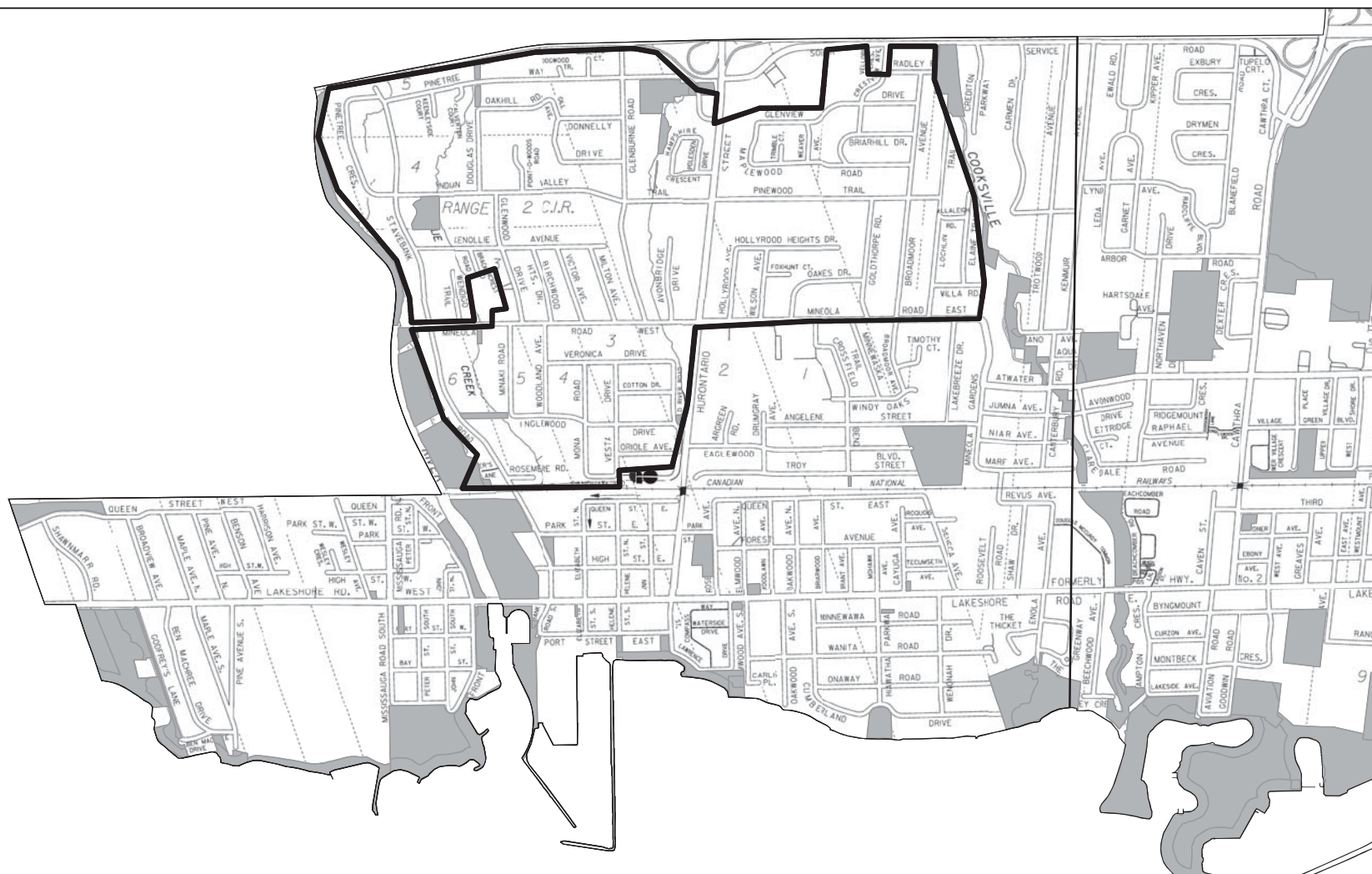


**Appendix 2 – 2022 Aerial Spray Treatment Areas**

 **Proposed Areas**







## Ward 1- Proposed Treatment Areas



**Proposed Treatment  
Areas**



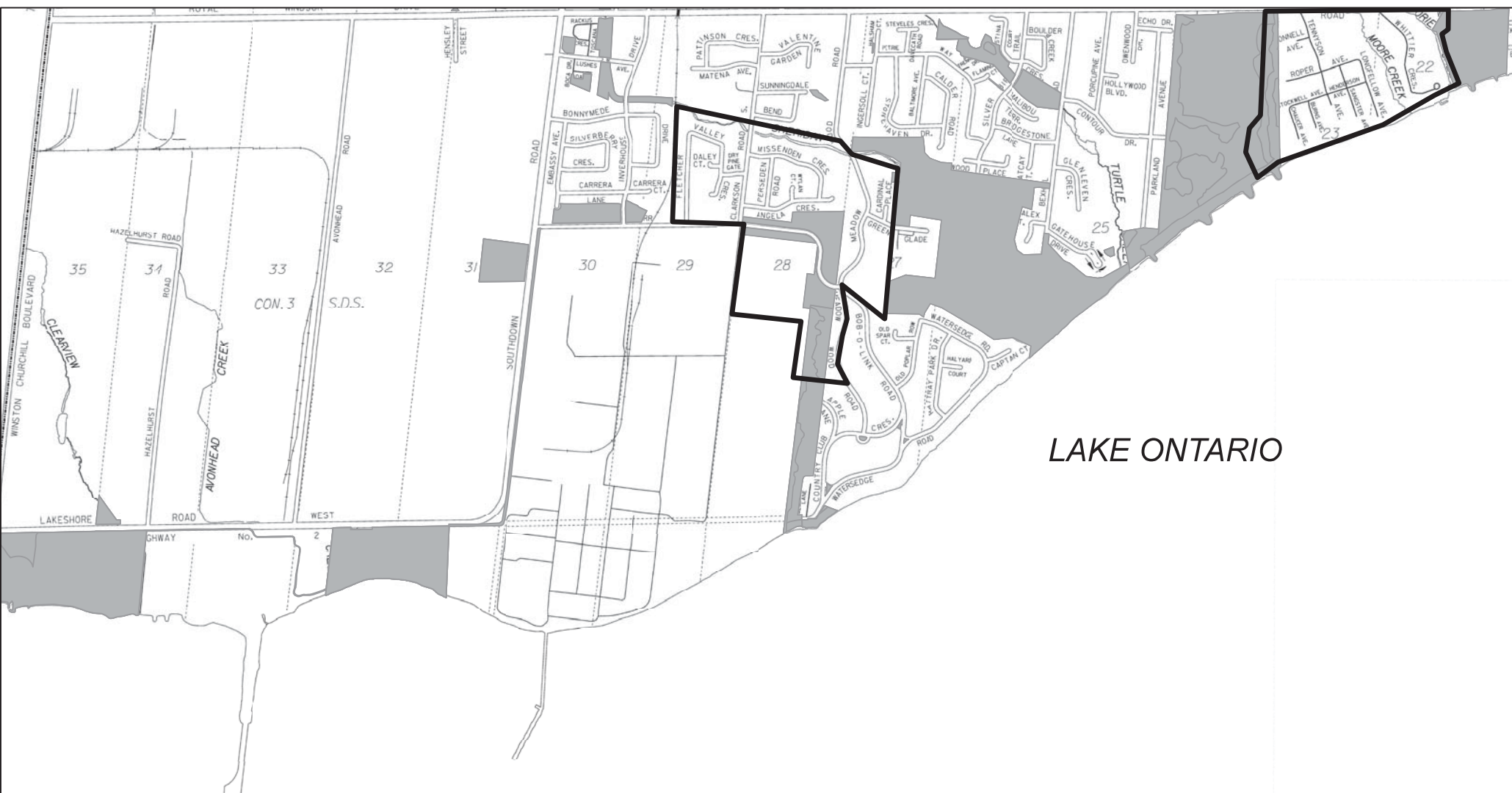
**Park  
Boundaries**



Created by CPS-IT  
Geospatial Solutions







## Ward 2- Proposed Treatment Areas A and B



**Proposed Treatment  
Areas**



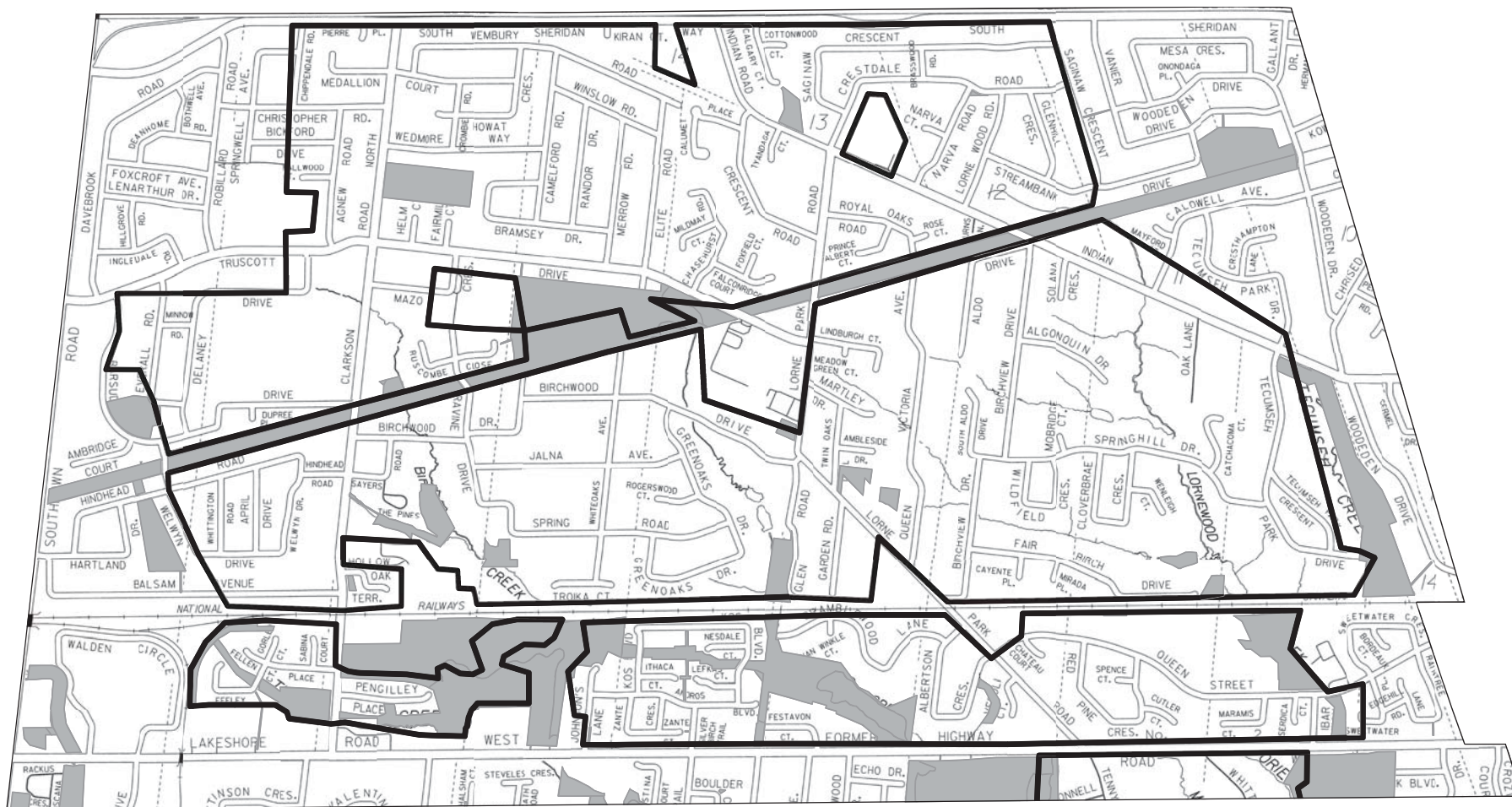
**Park  
Boundaries**



Created by CPS-IT  
Geospatial Solutions







## Ward 2- Proposed Treatment Area C



**Proposed Treatment  
Areas**

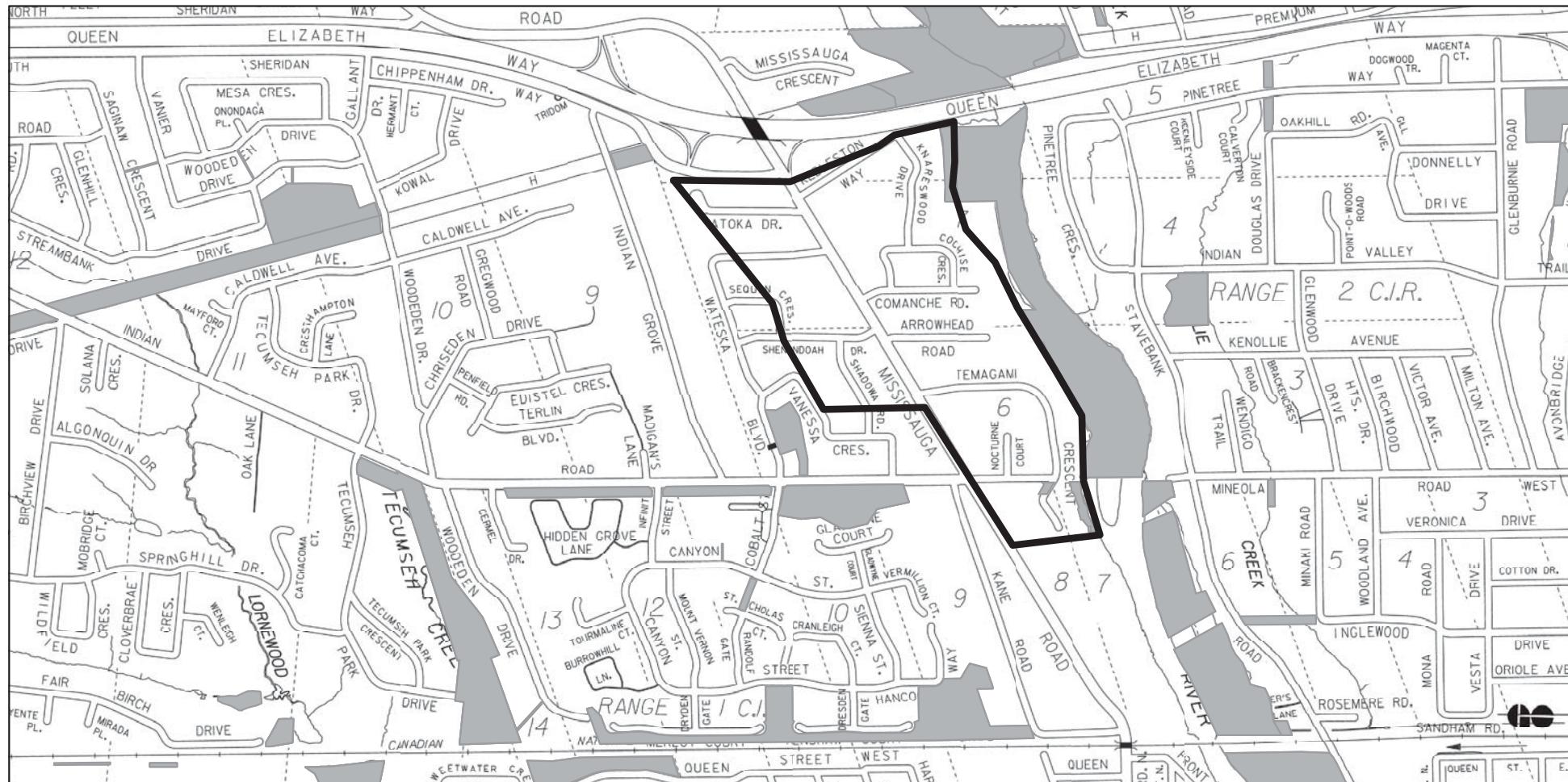


**Park  
Boundaries**

Created by CPS-IT  
Geospatial Solutions







## Ward 2- Proposed Treatment Areas- D



Proposed Treatment Areas

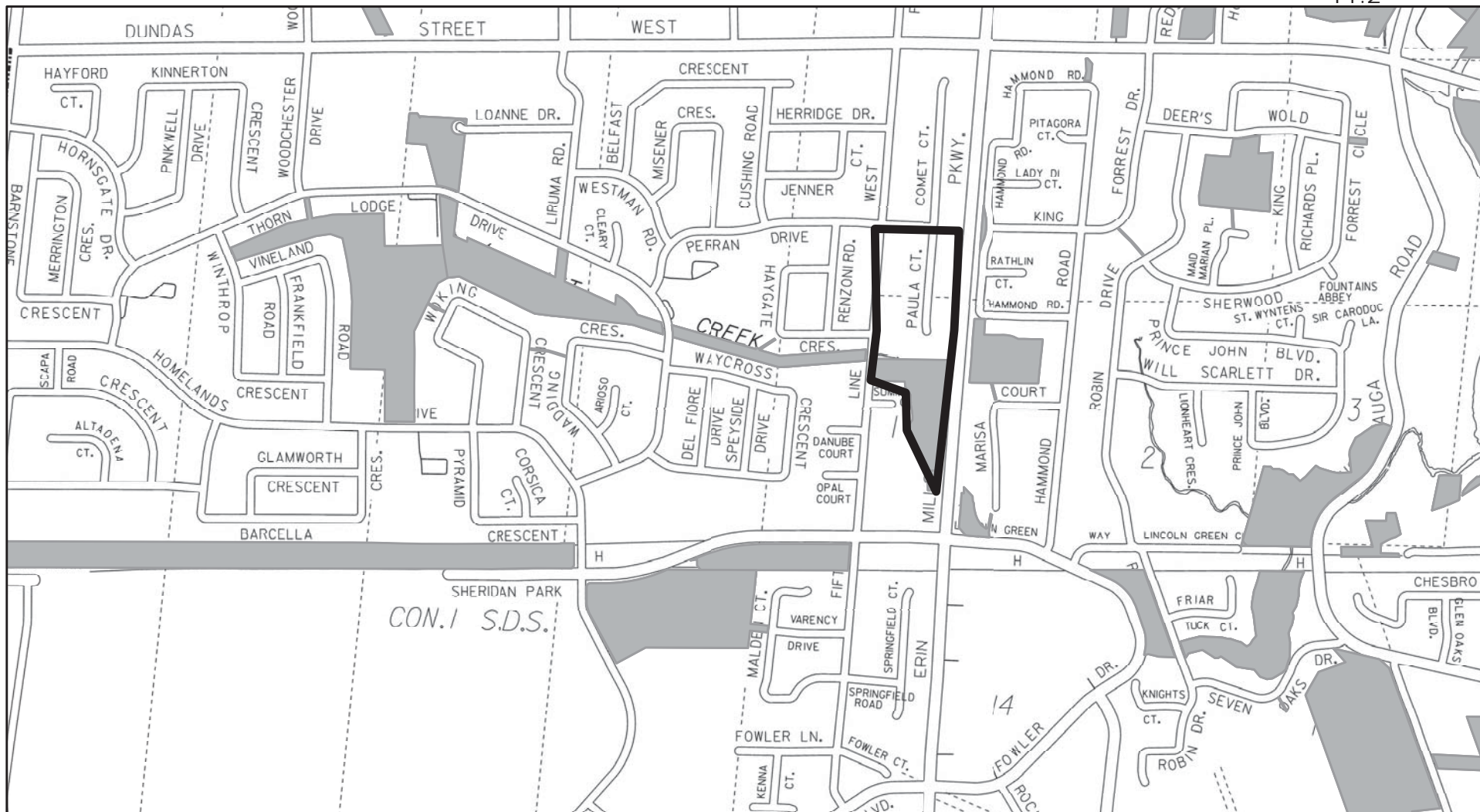


Park Boundaries

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Geospatial Solutions







## Ward 2- Proposed Treatment Areas- E



## Proposed Treatment Areas

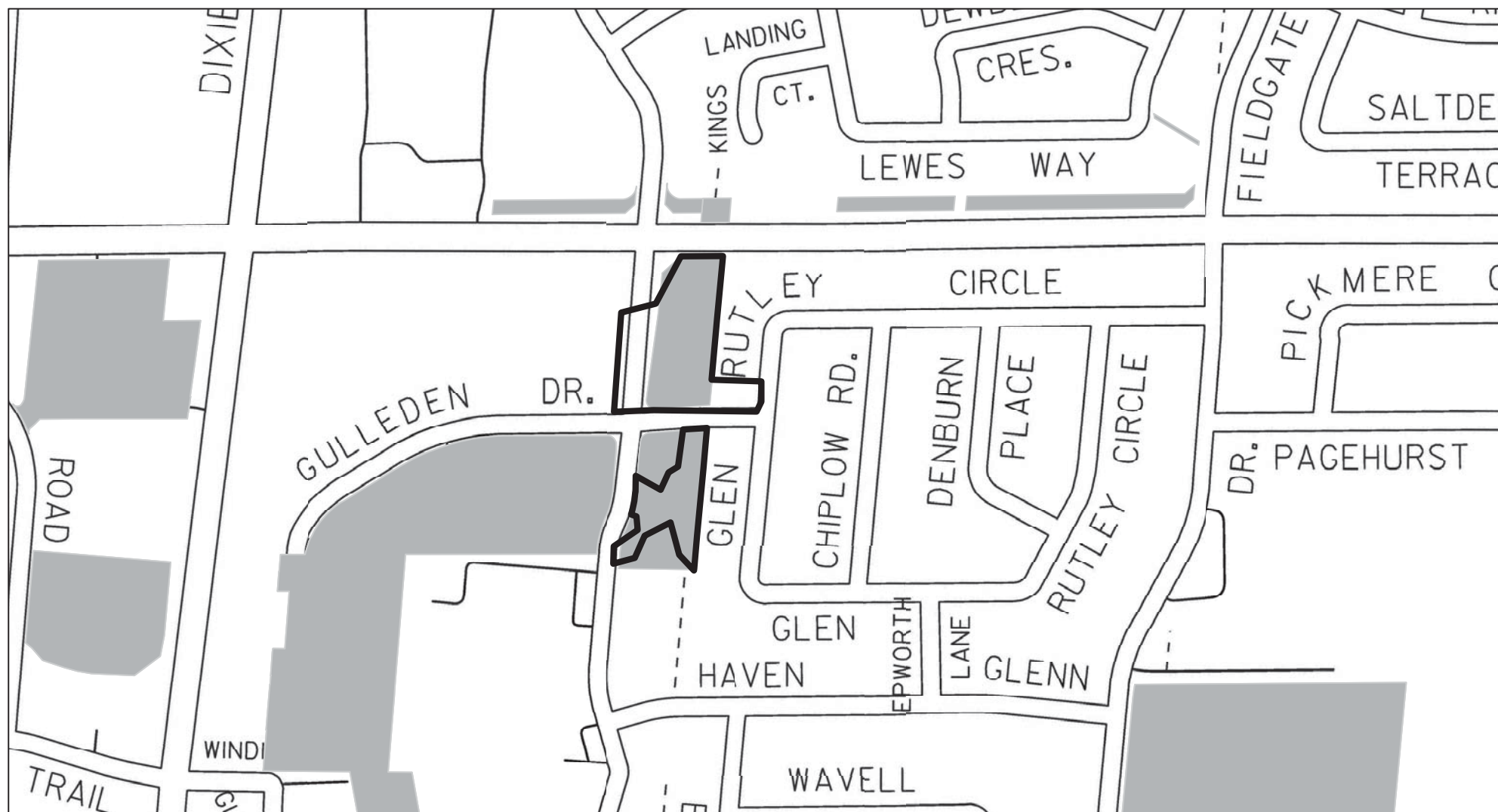


## Park Boundaries



Created by CPS-IT  
Geospatial Solutions





## Ward 3- Proposed Treatment Area A



Proposed  
Treatment  
Areas

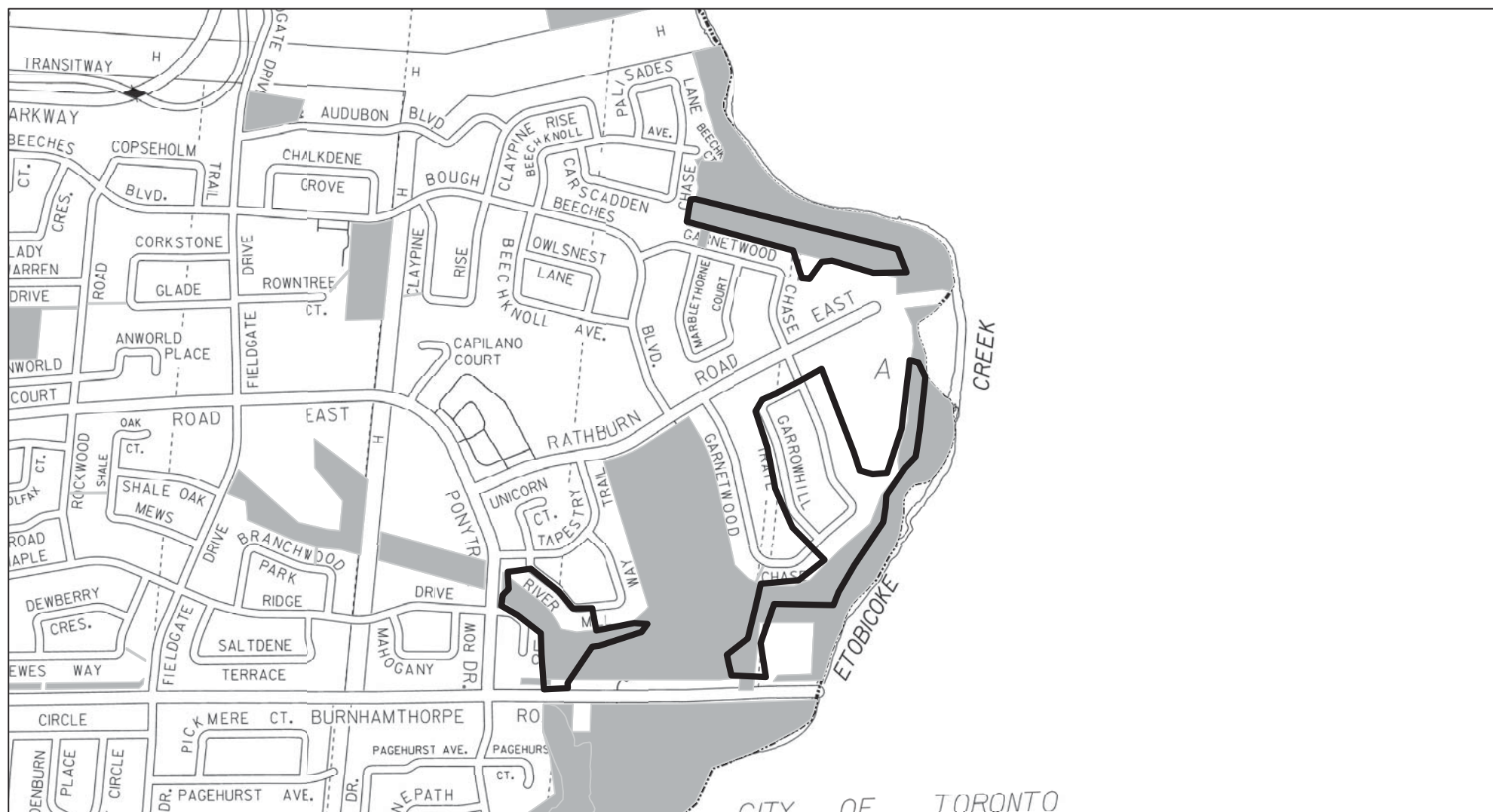


Park  
Boundaries

Created by CPS-IT  
Geospatial Solutions







## Ward 3- Proposed Treatment Area B



**Proposed  
Treatment  
Areas**

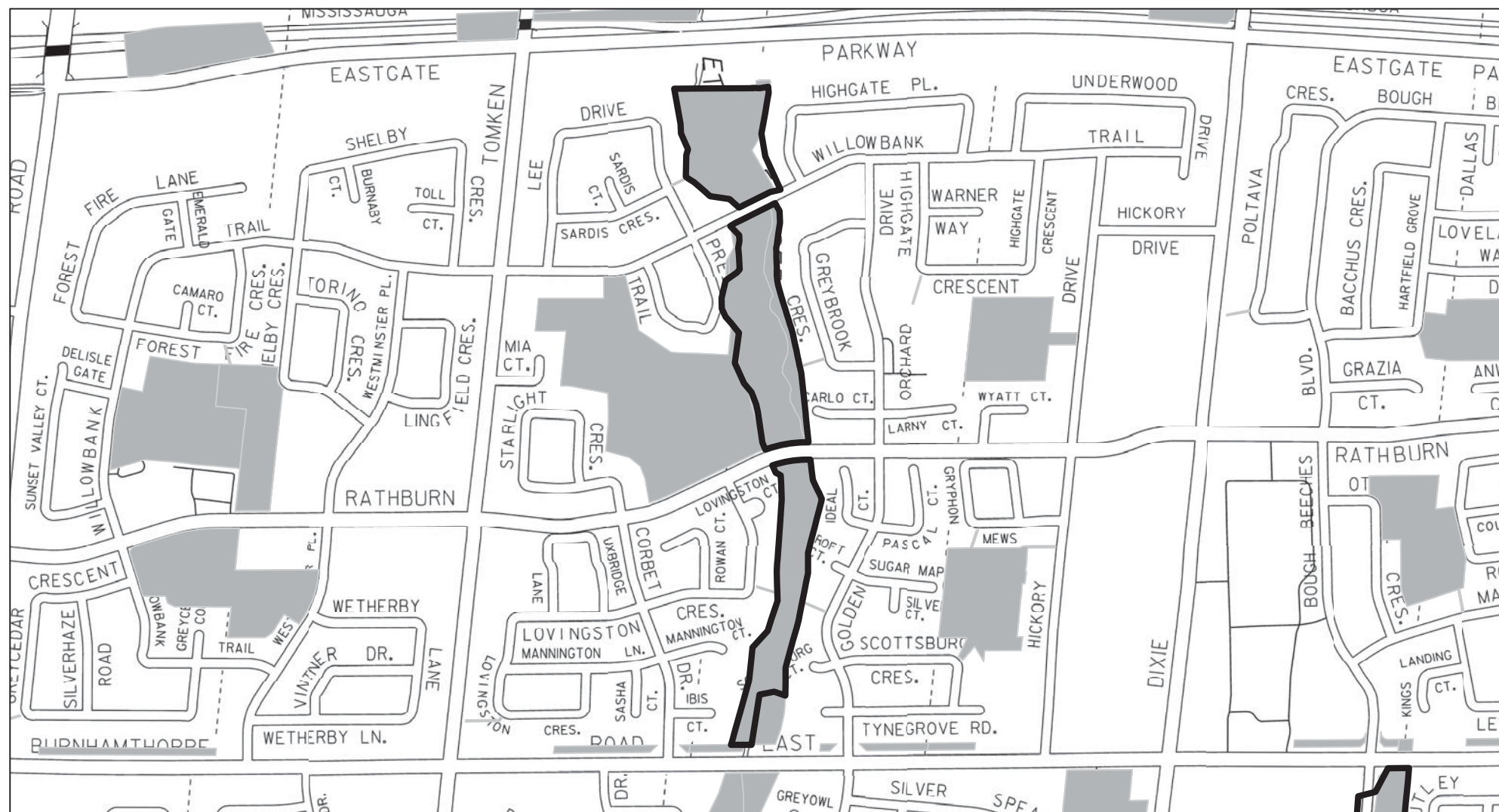


**Park  
Boundaries**

Created by CPS-IT  
Geospatial Solutions







## Ward 3- Proposed Treatment Area C



**Proposed  
Treatment  
Areas**

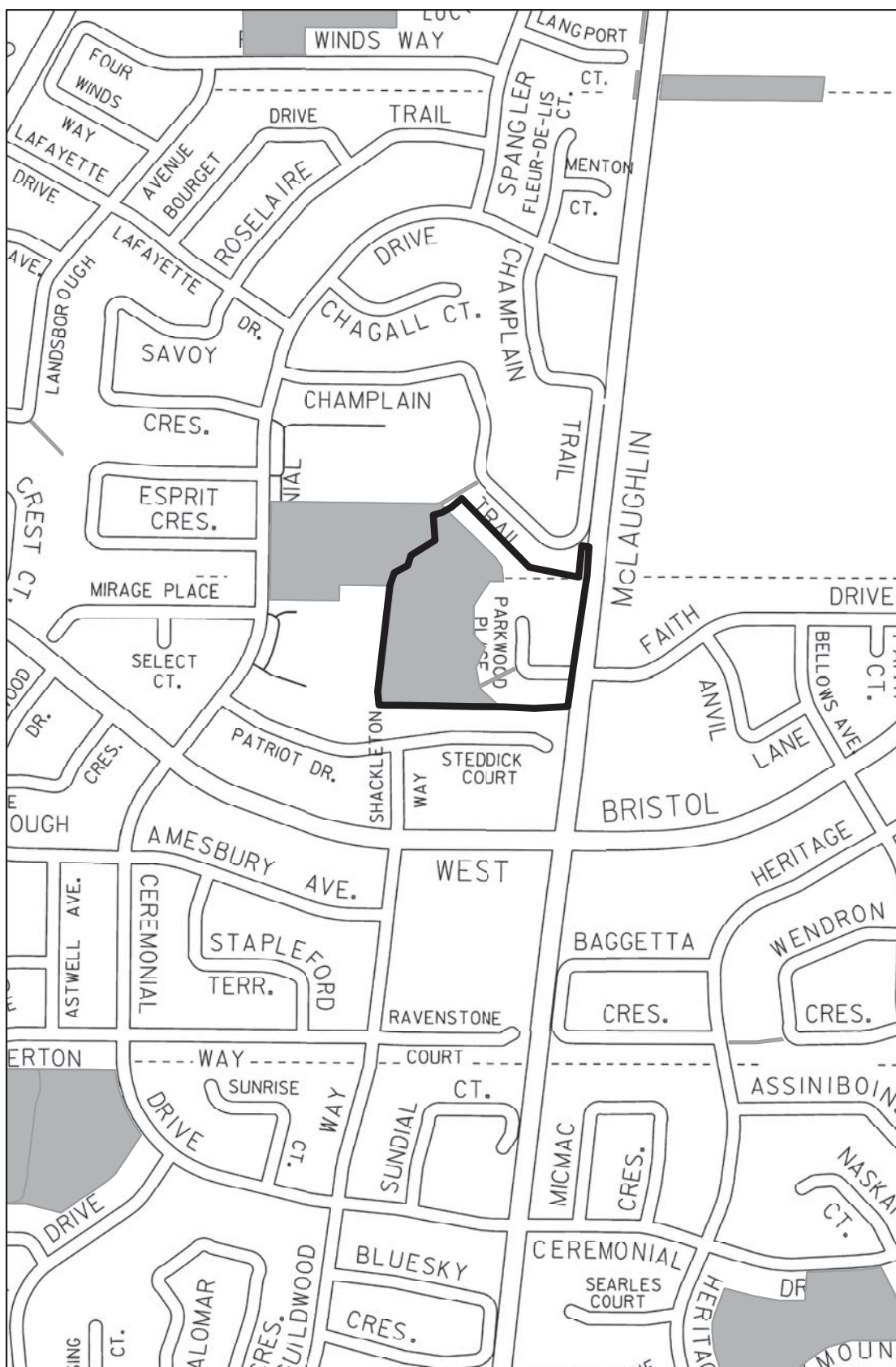


**Park  
Boundaries**

Created by CPS-IT  
Geospatial Solutions







## Ward 5- Proposed Treatment Areas- A



Proposed Treatment Areas

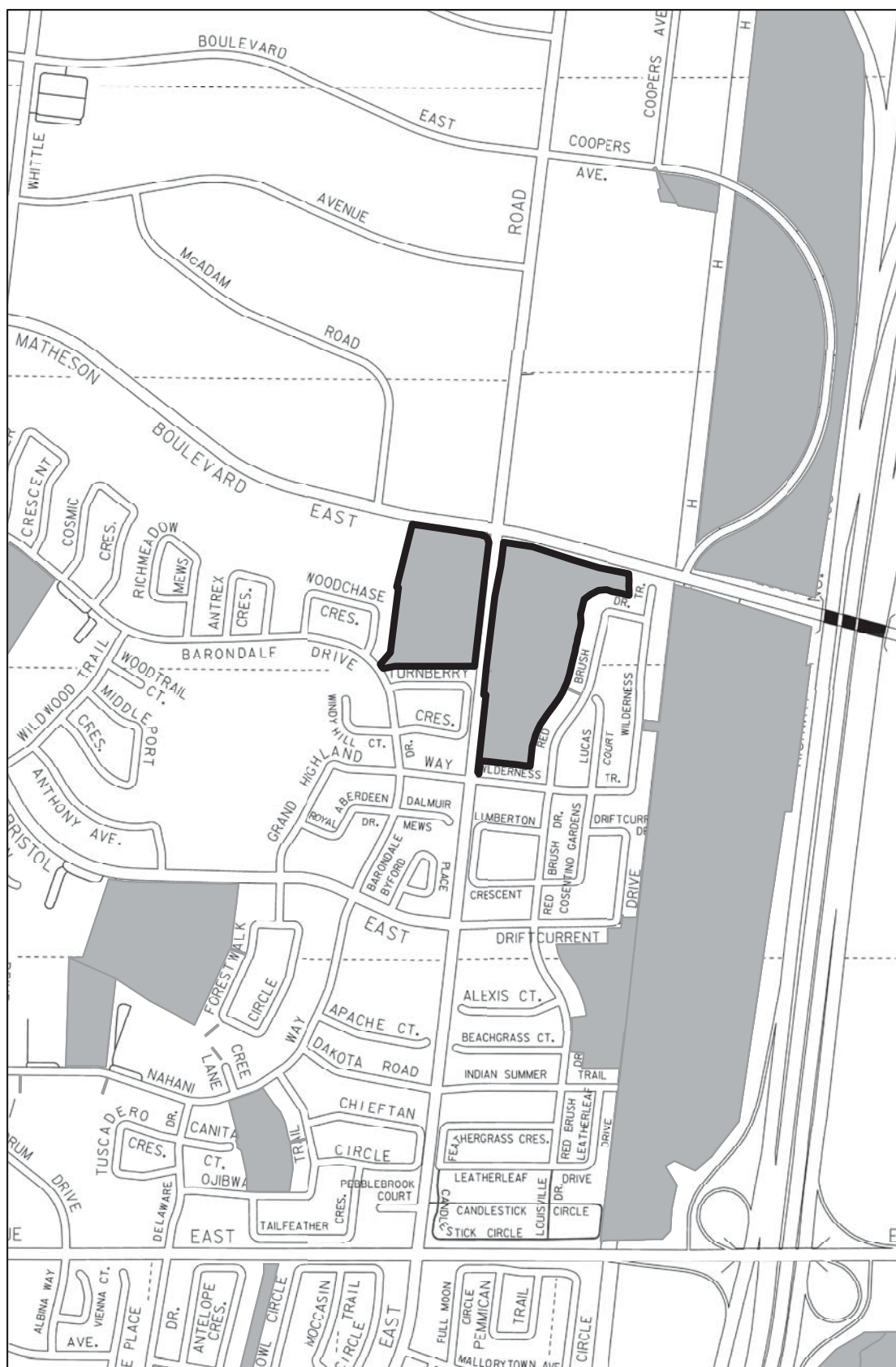


Park Boundaries



Created by CPS-IT  
Geospatial Solutions





## Ward 5- Proposed Treatment Areas- B



Proposed Treatment Areas

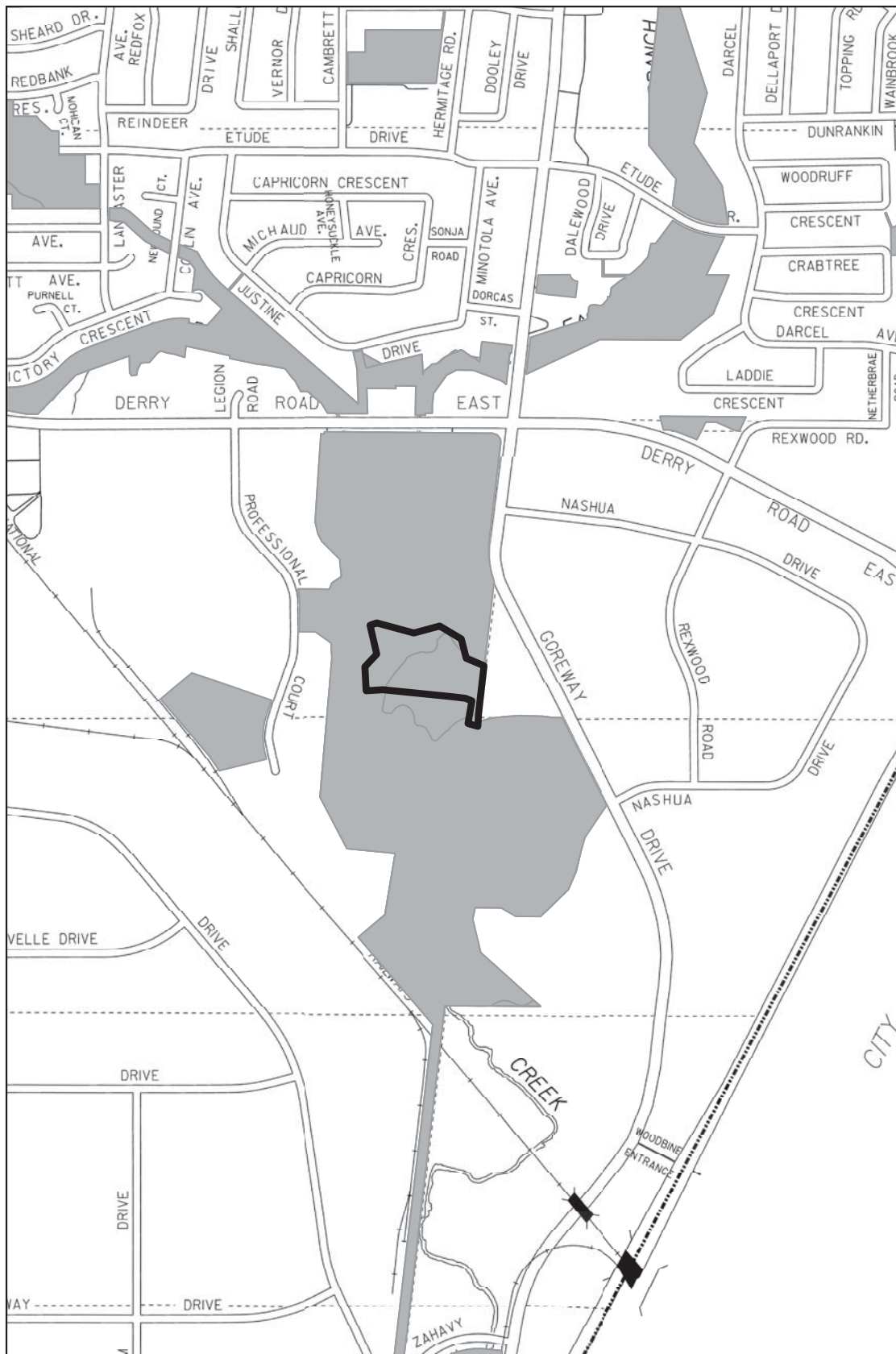


Park Boundaries



Created by CPS-IT  
Geospatial Solutions





## Ward 5- Proposed Treatment Areas- C



Proposed Treatment Areas

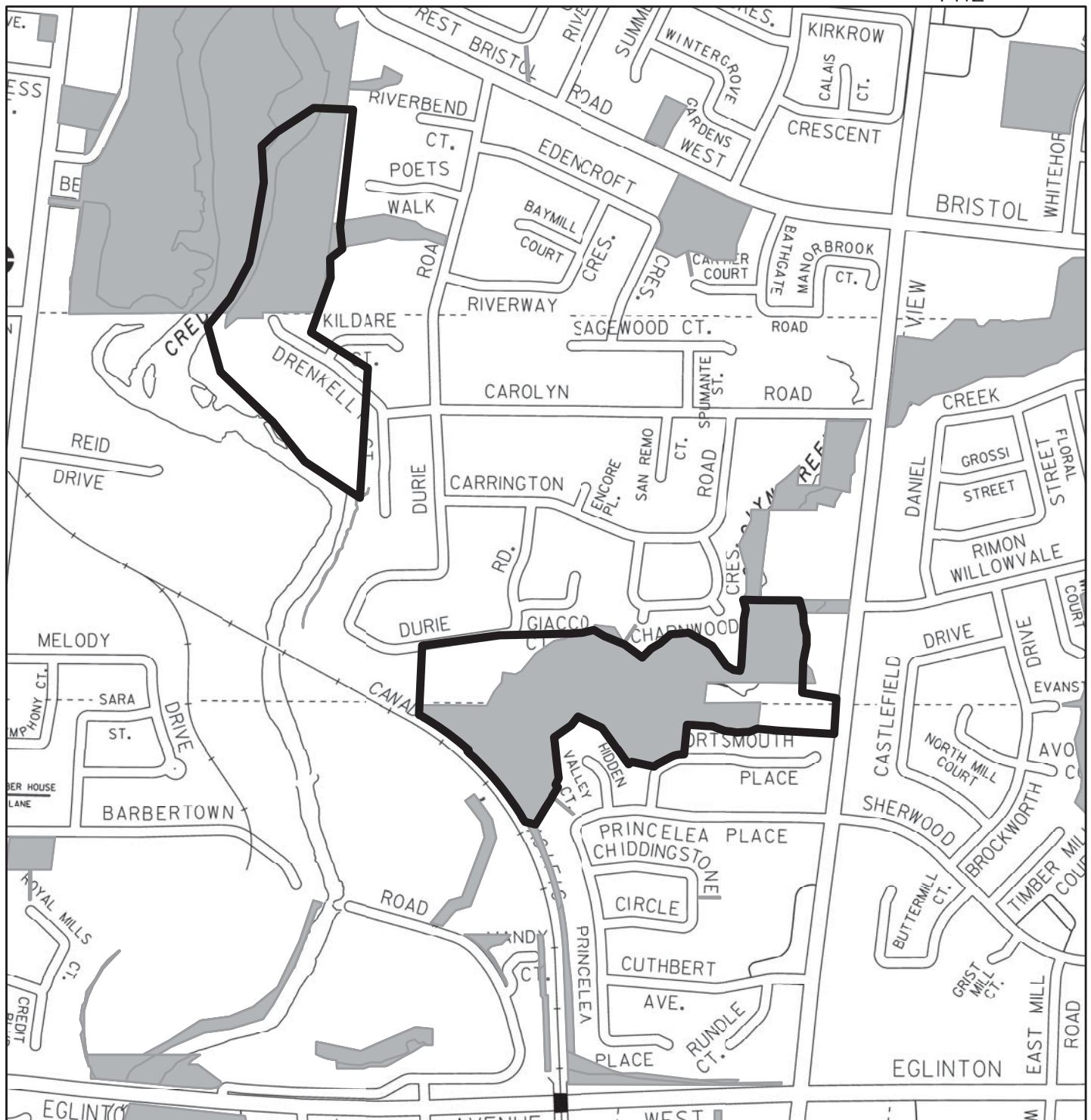


Park Boundaries



Created by CPS-IT  
Geospatial Solutions





## Ward 6- Proposed Treatment Areas- A



**Proposed Treatment Areas**



**Park Boundaries**



Created by CPS-IT  
Geospatial Solutions





## Ward 6- Proposed Treatment Areas- B



Proposed Treatment Areas

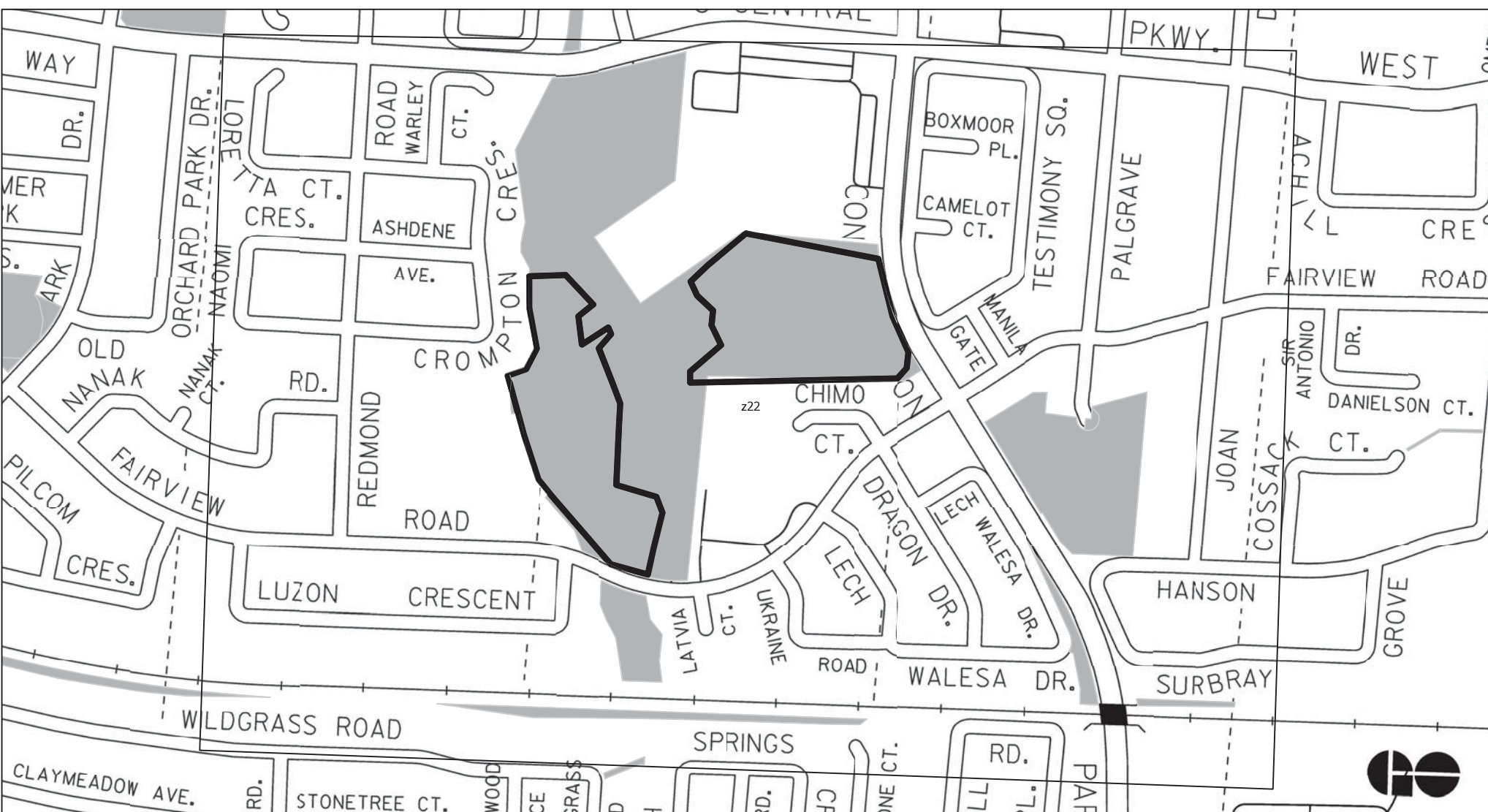


Park Boundaries



Created by CPS-IT  
Geospatial Solutions





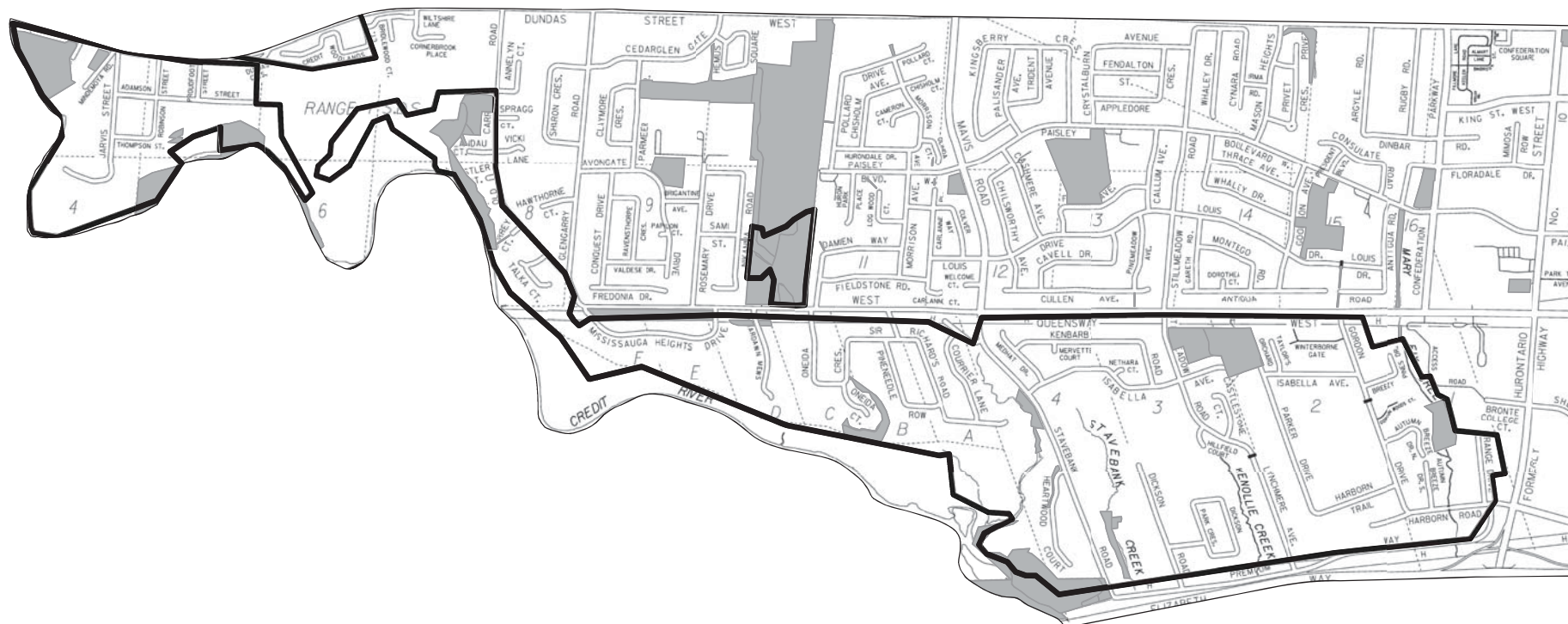
## Ward 7- Proposed Treatment Area A



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Geospatial Solutions







## Ward 7- Proposed Treatment Areas B



Proposed Treatment  
Areas

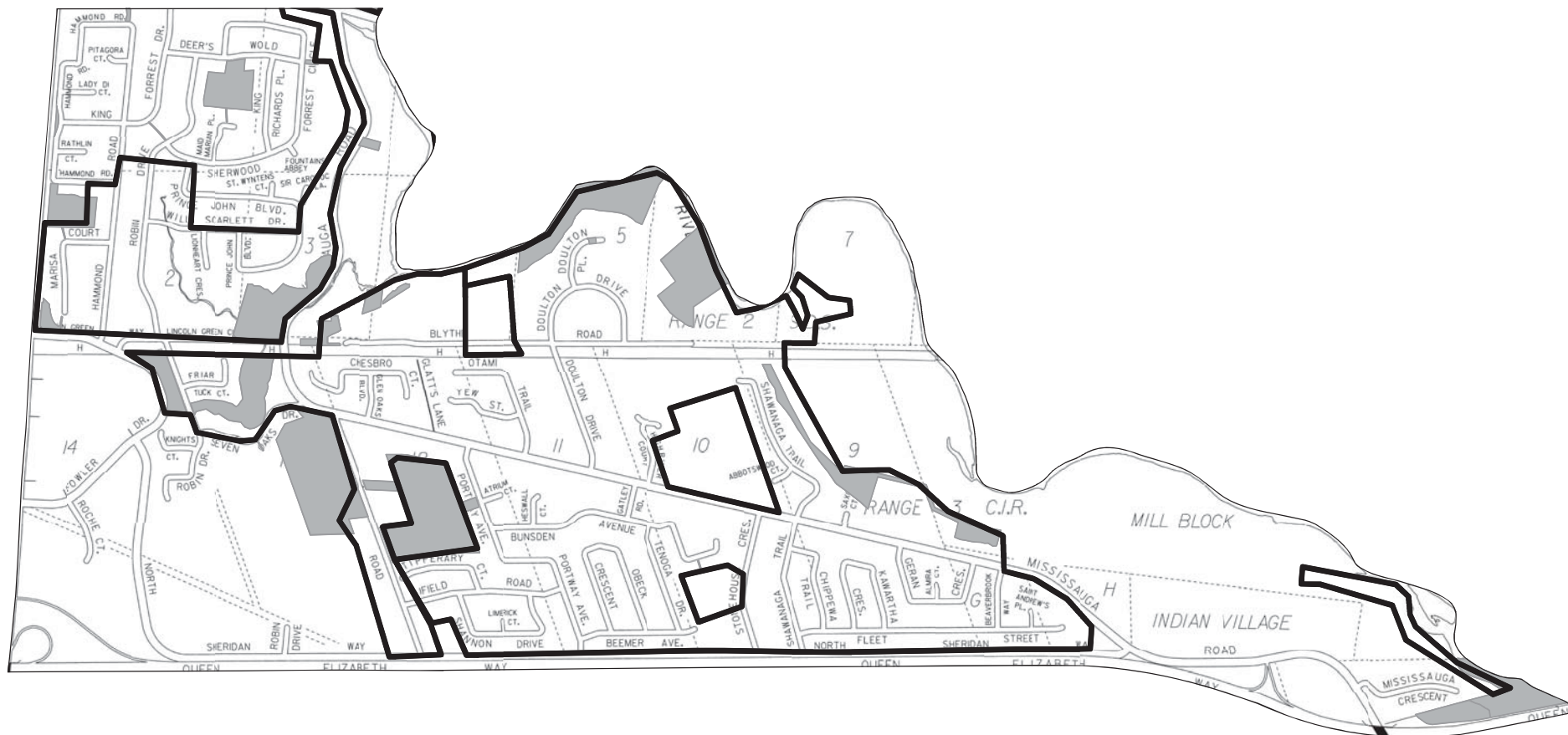


Park  
Boundaries

Created by CPS-IT  
Geospatial Solutions







## Ward 8- Proposed Treatment Areas- A



**Proposed Treatment  
Areas**



**Park  
Boundaries**

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Geospatial Solutions







## Ward 8- Proposed Treatment Areas- B



**Proposed Treatment  
Areas**

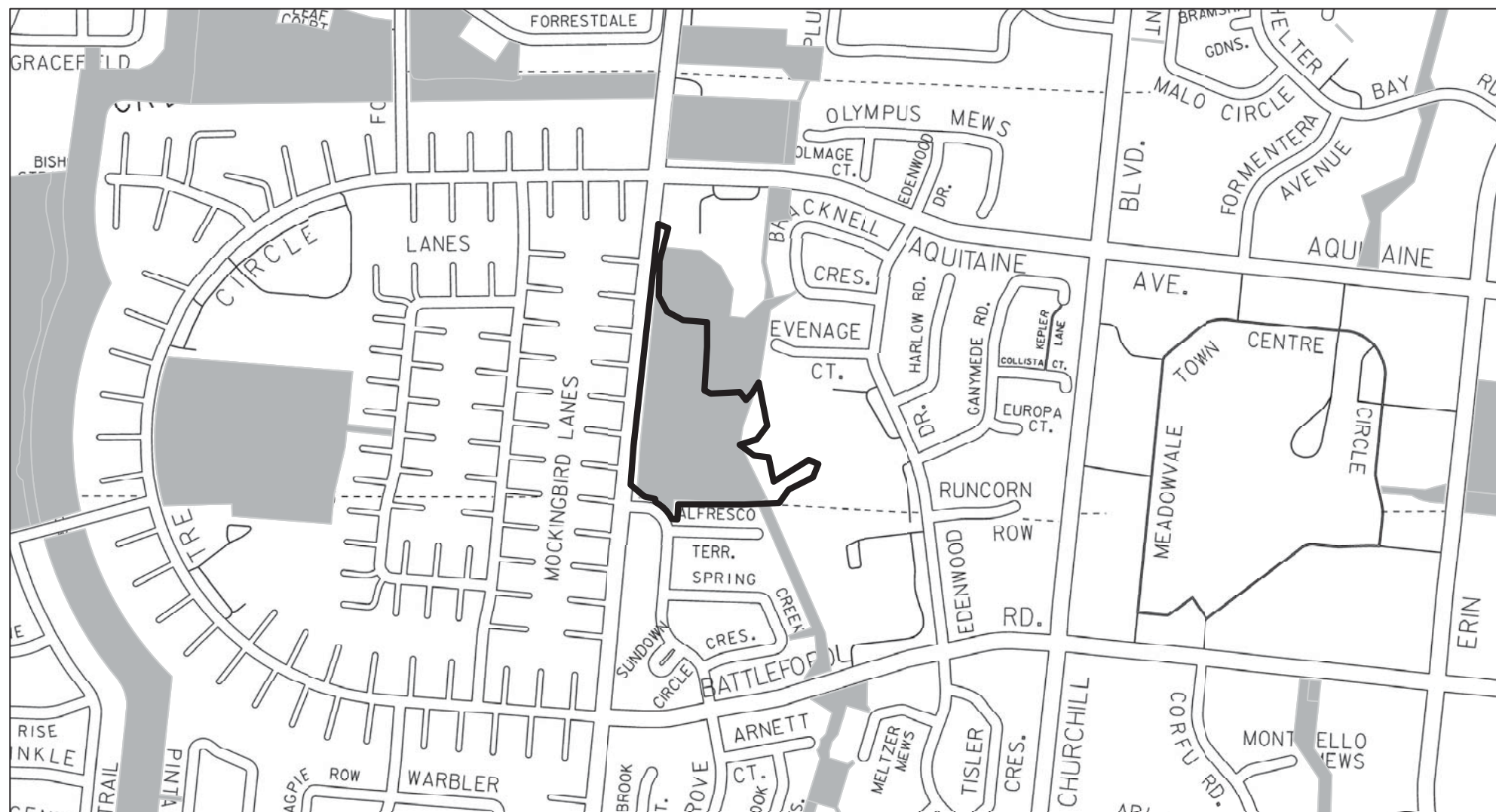


**Park  
Boundaries**



Created by CPS-IT  
Geospatial Solutions





## Ward 9- Proposed Treatment Area A



**Proposed  
Treatment  
Areas**

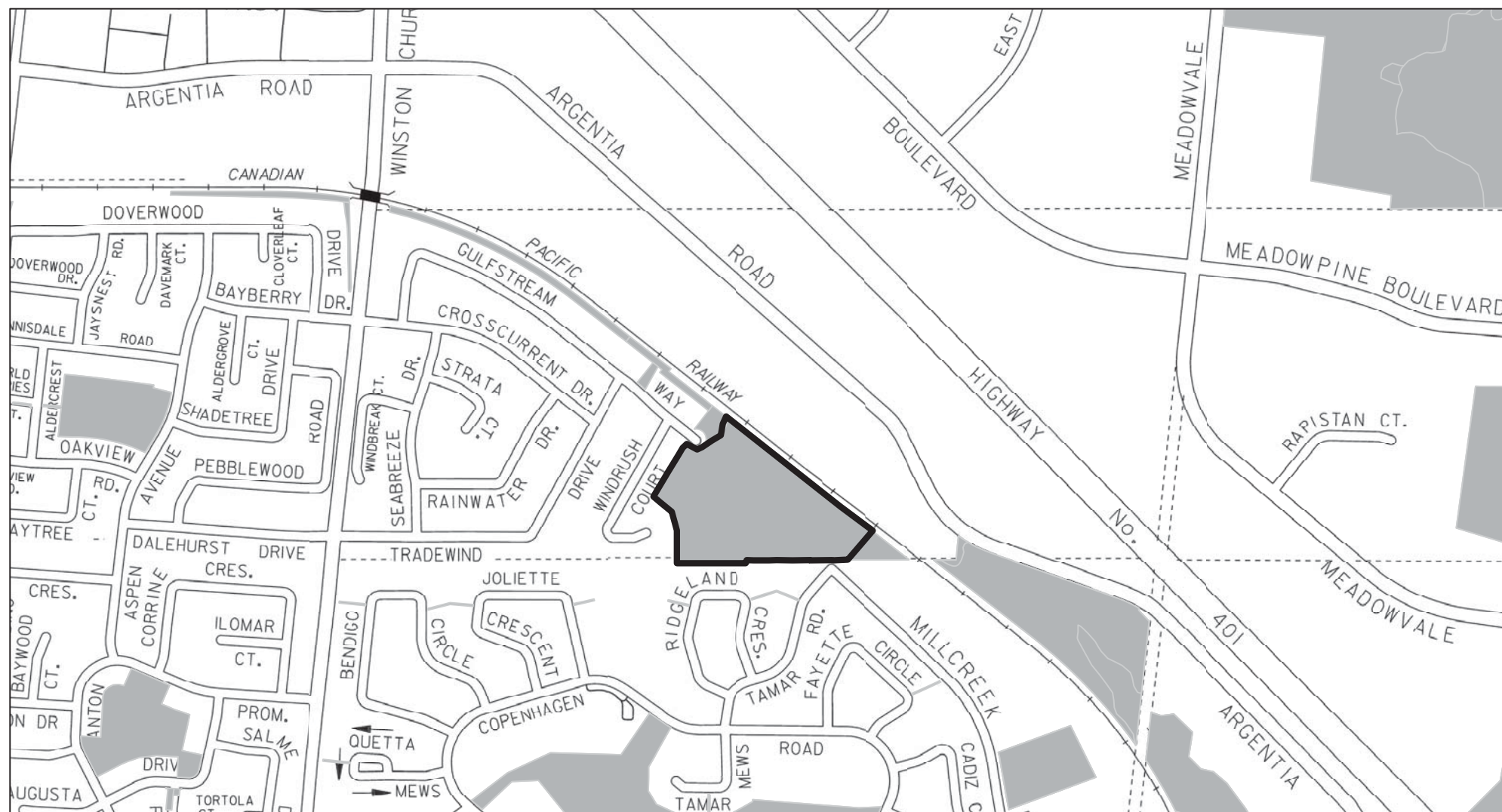


**Park  
Boundaries**

Created by CPS-IT  
Geospatial Solutions







## Ward 9- Proposed Treatment Area B



**Proposed  
Treatment  
Areas**

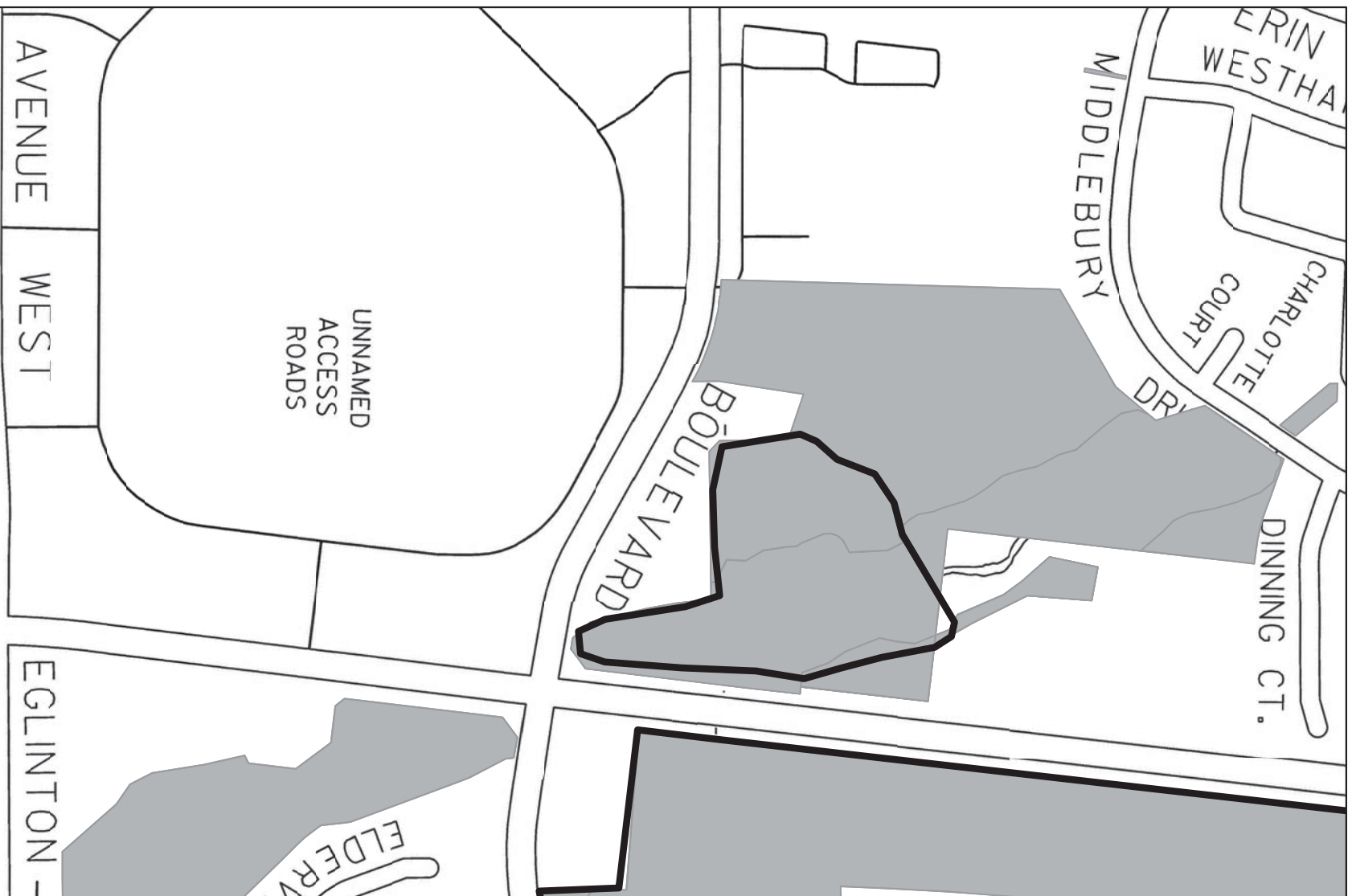


**Park  
Boundaries**


Created by CPS-IT  
Geospatial Solutions



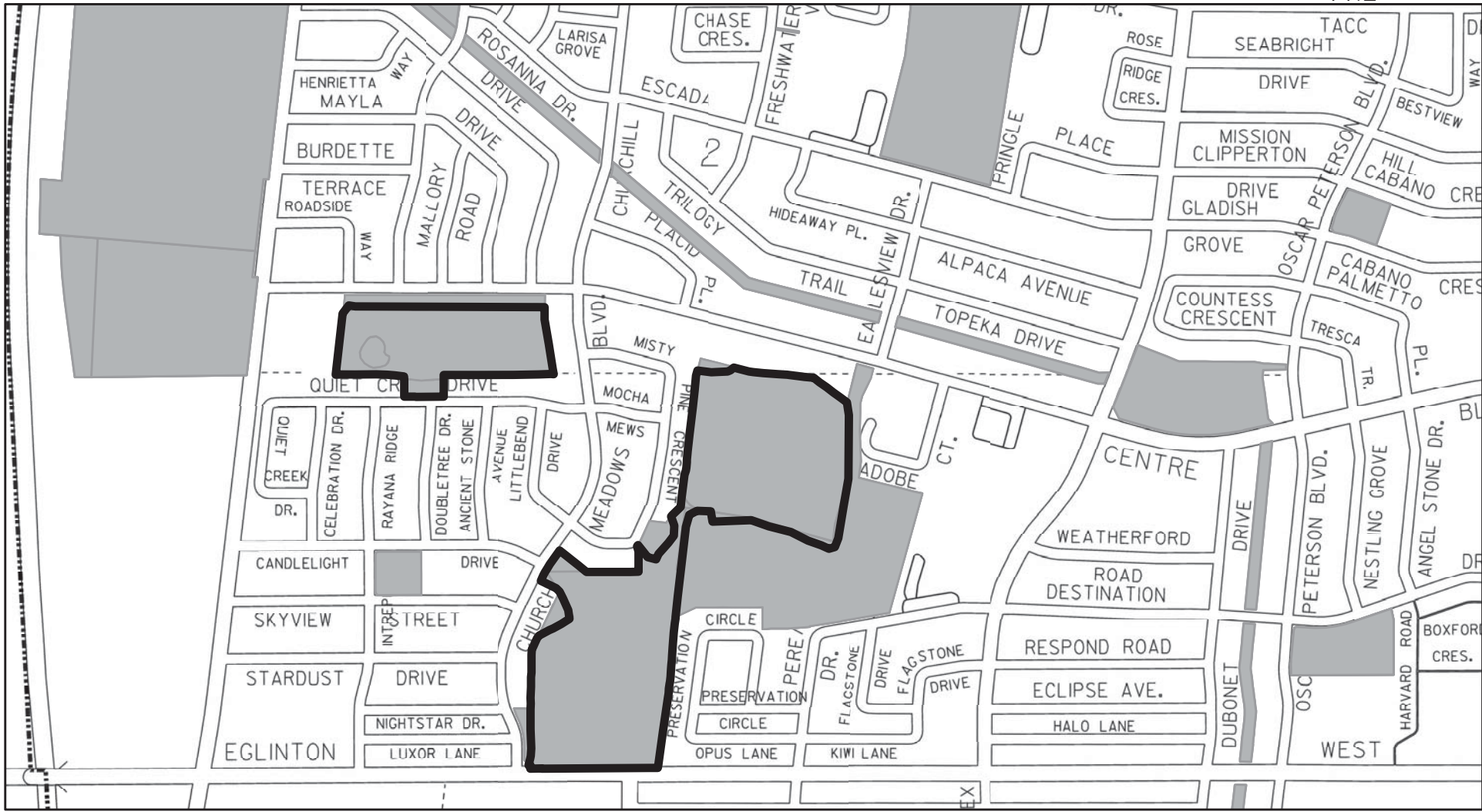




## Ward 9- Proposed Treatment Area C

-  Proposed Treatment Areas
-  Park Boundaries





# Ward 10- Proposed Treatment Areas



Proposed Treatment Areas

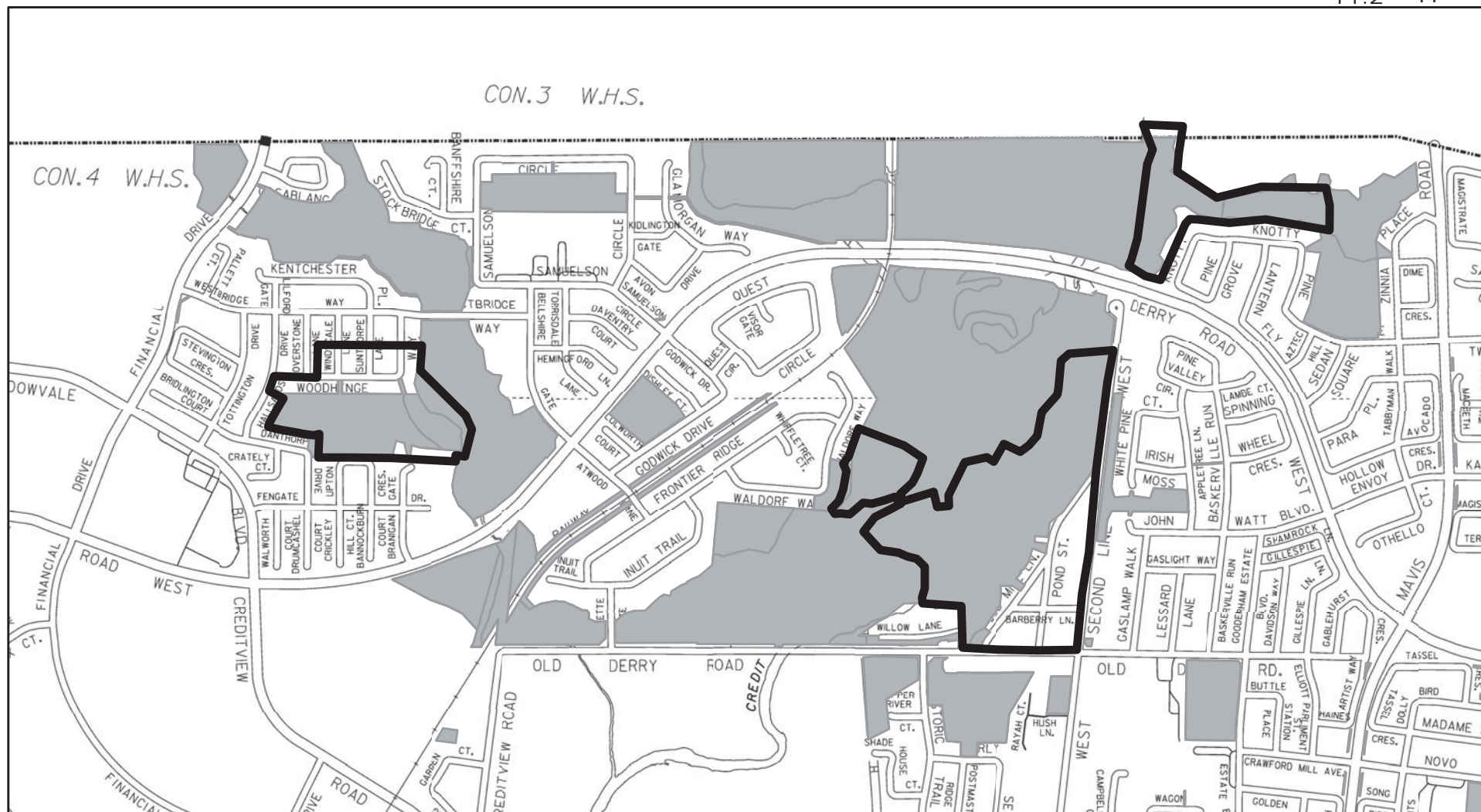


Park Boundaries

Created by CPS-IT  
Geospatial Solutions







## Ward 11- Proposed Treatment Areas- A



Proposed Treatment Areas

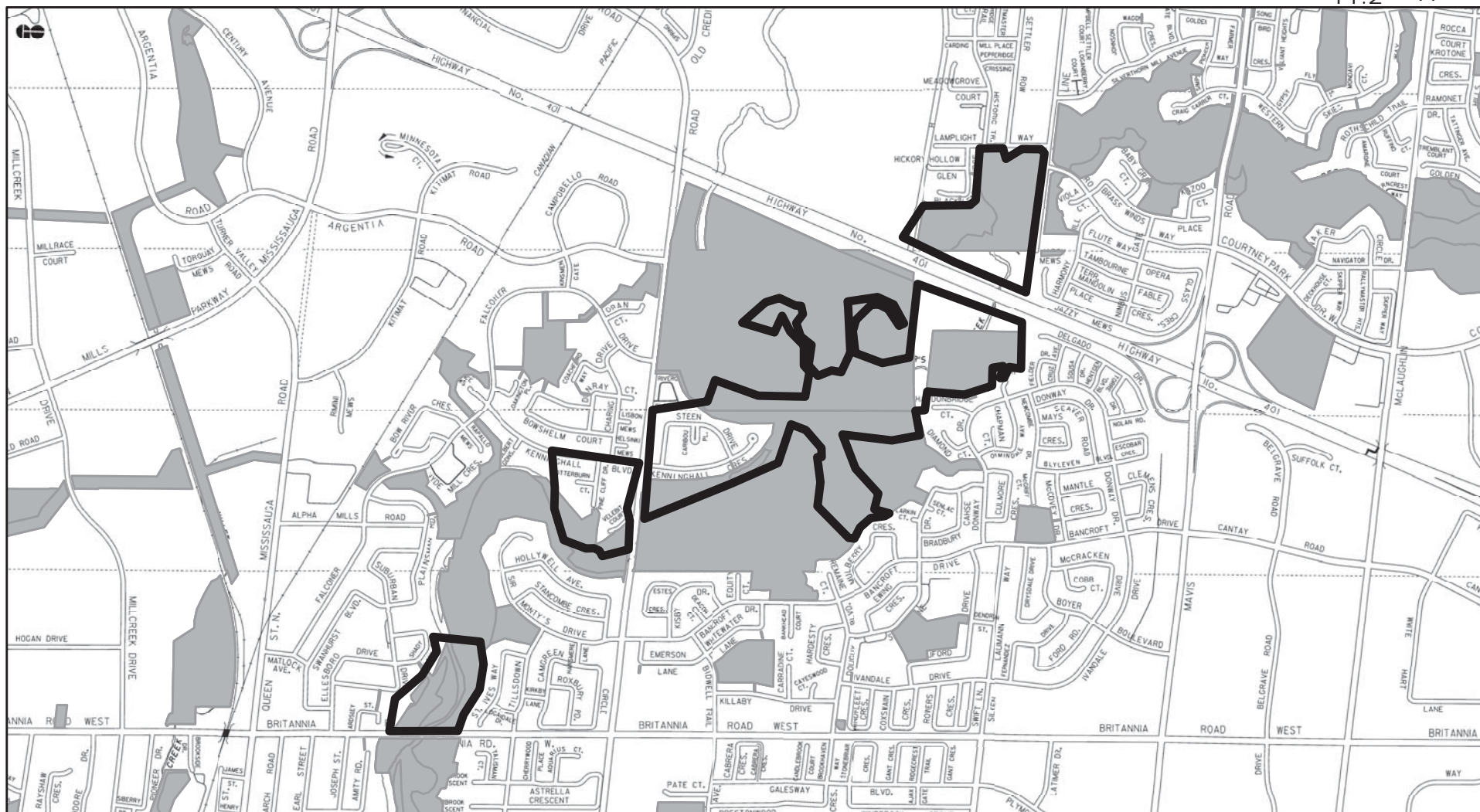


Park Boundaries



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Geospatial Solutions





## Ward 11- Proposed Treatment Areas- B



Proposed Treatment Areas

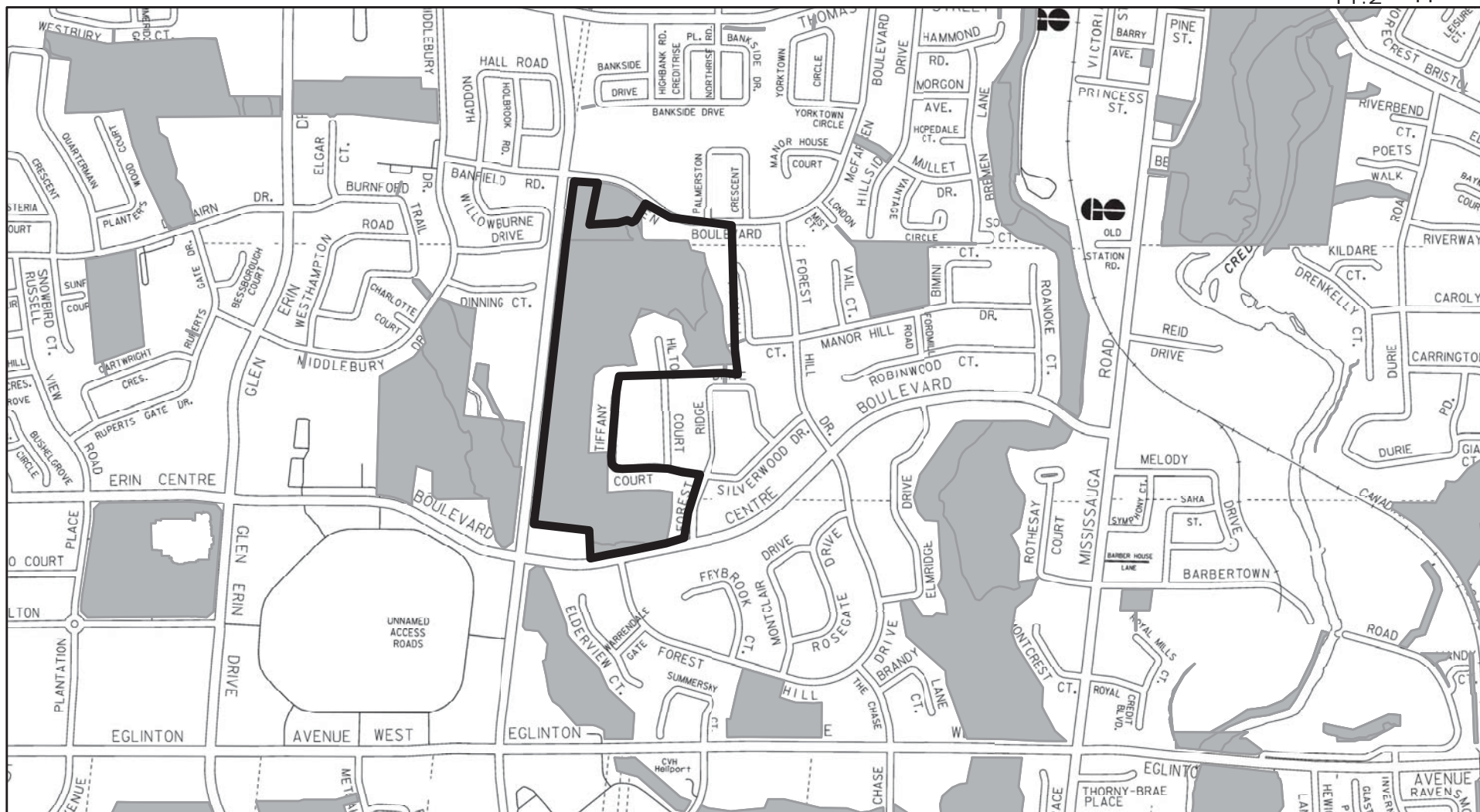


Park Boundaries



Created by CPS-IT  
Geospatial Solutions





## Ward 11- Proposed Treatment Areas- C



**Proposed Treatment Areas**



**Park Boundaries**

Created by CPS-IT  
Geospatial Solutions





THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER 0029-2022

A by-law to declare the *Lymantria dispar dispar* (LDD) infestation  
in the City a matter of public nuisance

**WHEREAS** section 128 of the *Municipal Act, 2001*, S.O. 2001, c. 25, as amended, ("*Municipal Act, 2001*") authorizes the council of a local municipality to prohibit and regulate with respect to public nuisances, including matters that, in the opinion of council, are or could become or cause public nuisances;

**AND WHEREAS** section 11(2) of the *Municipal Act, 2001*, authorizes a municipality to pass by-laws related to health, safety, and well-being of the inhabitants of the municipality;

**AND WHEREAS** section 11(2) of the *Municipal Act, 2001*, authorizes a municipality to pass by-laws respecting the economic, social and environmental well-being of the municipality;


**AND WHEREAS** the Council of The Corporation of the City of Mississauga (the "City") deems it necessary to take steps to limit the impact of the *Lymantria dispar dispar* infestation on trees in the City so as to help preserve the tree assets and to reduce the consequences to the well-being of the municipality, the environment and the health and well-being of City residents due to a potential loss of trees;

**AND WHEREAS** Council finds that the level of the *Lymantria dispar dispar* infestation in certain areas within the City to constitute a matter of public nuisance, or could become an issue of public nuisance;

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

1. The *Lymantria dispar dispar* infestations in areas identified by the Commissioner of Community Services or designate are a matter of public nuisance in the City of Mississauga;
2. That staff in the City's Parks and Forestry Division is authorized to implement an aerial spray program with applications of Foray 48B, an insecticide containing strains of *Bacillus thuringiensis* var. *kurstaki*, to control the *Lymantria dispar dispar* population within the treatment areas identified from time to time by the Commissioner of Community Services or designate.

ENACTED and PASSED this 16<sup>th</sup> day of February, 2022.

Approved by Legal Services City Solicitor City of Mississauga

Eleonora Filippone
Date: 02/08/2022
File: LA.25-21.402

  
MAYOR

  
CLERK



## Appendix 4: Sample Aerial Spray Graphic





# City of Mississauga Corporate Report



11.3

Date: March 8, 2022

To: Chair and Members of General Committee

From: Jodi Robillos, Commissioner of Community Services

Originator's files:

Meeting date:  
March 30, 2022

## Subject

**Pickleball in the City of Mississauga**

## Recommendation

That the Corporate Report entitled "Pickleball in the City of Mississauga" dated March 8, 2022 from the Commissioner of Community Services be received for information.

## Executive Summary

- The 2019 City of Mississauga Parks & Forestry Master Plan guides the City of Mississauga in delivering future parks and forestry services including outdoor recreation facilities over a five year period to the year 2023. This plan includes recommendations to increase opportunities for residents to participate in pickleball.
- This report provides an overview of the progress that has been made towards these recommendations, updates on additional initiatives planned and/or underway including improvements identified by stakeholders that can be made over the short term.
- Planning for the next Future Directions cycle is anticipated to begin in late 2022 and will present an opportunity for a more in-depth review of current practices and additional community engagement to set the direction of the future development and investment in both outdoor and indoor sports facilities, programs and services.
- The City is committed to ongoing meaningful engagement with residents and stakeholders to guide planning, implementation and continuous improvement for ongoing work to support the growth of Pickleball.



## Background

Pickleball is a sport for all ages that combines many elements of tennis, badminton and ping-pong. It is played indoors or outdoors with a paddle that is about twice the size of table tennis paddles and a perforated plastic ball. The sport first started appearing in Canada in the early 1970's and is considered to be one of the fastest growing sports in North America.

The 2019 City of Mississauga Parks & Forestry Master Plan guides the City of Mississauga in delivering future parks and forestry services including outdoor recreation facilities over a five year period to the year 2023. Steady progress has been made towards the two key recommendations to increase opportunities for residents to participate in pickleball:

- Recommendation 30: Include pickleball lines where feasible when public tennis courts are being re-surfaced. New tennis courts should be evaluated to determine opportunities to jointly meet tennis and pickleball needs.
- Recommendation 31: Consider opportunities to provide a dedicated outdoor pickleball facility. A location should be chosen that can accommodate between six and eight pickleball courts. Provision of amenities over and above court conversions should be jointly funded by the City and pickleball organizations that would use the complex.

The City currently provides a mix of public access tennis courts and club courts, with a growing number of courts being lined for pickleball play. The first pickleball lines were installed on public tennis courts in 2016 at Mississauga Valley Park. Tennis and pickleball court locations are viewable on “Find a Park” at [Mississauga.ca](https://www.mississauga.ca). (See attached map in Appendix 1).

	Lined for Pickleball & Tennis	Lined for Tennis Only	Total Courts
Public Courts	36	46	82
Club Courts	8	60	68
Total	44	106	150

The clubs courts are operated by 18 non-profit community groups in accordance with the City's Community Group Registry Program (Policy 08-01-01) and through established Management & Operations Agreements. According to most recent membership statistics (2020), these clubs are serving a total of 4,656 members. While community tennis clubs have been encouraged to consider incorporating pickleball into their programs, the decision rests with each Club Board of Directors based on the authority granted through the Management and Operation Agreement. Currently three community tennis clubs can accommodate pickleball. Collectively 134 members of these clubs identify primarily as pickleball users in 2021: Sheridan Tennis Club (80/345 members); Meadowwood Tennis Club (40/240 members); Orchard Heights Tennis Association (14/329 members). Erin Mills Tennis Club, while having 2 courts lined for pickleball, do not currently have any pickleball members.



Additionally, through the efforts of Ward 9 Councillor Pat Saito, the City has also recently taken advantage of an opportunity to partner with the Peel District School Board to construct four (4) dedicated pickleball courts at the West Credit Secondary School in 2021.

The City contributed \$100,000 as partial costs for the construction of these courts via the Canada Community Building Fund in Ward 9. The Courts are owned and operated by the Peel District School Board (PDSB) however the funding agreement between the City and the PDSB allows for public access to the facility when school is not in session during weekends, evenings and summer. (CG 0365-2020).

Over the past two seasons, in a large part due to the COVID-19 pandemic, the City has experienced an increase in demand for many outdoor sports and activities including tennis, basketball and pickleball. With the increased demand over recent years, a decision was made to keep public courts open year round in 2020, continuing forward with future years.

Several initiatives have been implemented to increase access to the sport for Mississauga Residents. A summary of the recreational offerings is as follows:

	2015	2019	2021*	2022**
<b>Drop In Activities</b>				
Programs	2	74	67	118
Locations	1	8	9	9
Hours per Week	4	172	146	238
<b>Registered Activities</b>				
Programs	0	1	2	15
Participants	0	21	36	180
Locations	0	1	1	2
Hours per Week	0	2	4	15

\*In 2021, programming was offered from July through to year end due to Covid-19 closures. Community centre locations included Churchill Meadows, Clarkson, Frank McKechnie, Huron Park, Meadowvale, Mississauga Valley, River Grove, South Common and the Mississauga Seniors' Centre

\*\*2022 offering are estimated based on anticipated demand.

Further to the program offerings highlighted above, the City successfully implemented the Ontario Sport & Recreation Communities grant application in 2018 to offer a "no cost learn to play" program in collaboration with Pickleball Mississauga Association (PMA and was proud to host the Ontario 55+ Games, which included pickleball and a legacy of equipment that continues to be used as part of City programming.



## Comments

Planning for the next Future Directions Cycle will begin in late 2022 and will present an opportunity for a more in-depth review of current practices and additional community engagement to set the direction for the further development and investment in both outdoor and indoor sports facilities, programs and services. This process will delve deeper into future pickleball service level needs and will include the review of criteria and distribution across the City.

Several short term initiatives are also planned and/or underway that will continue to advance the recommendations in the current Future Directions Master Plan and support continuous improvement of the City's existing inventory of mixed public tennis/pickleball courts, the development of dedicated pickleball courts, indoor drop in and instructional programming and ongoing community engagement:

### **Continuous Improvement of Mixed Public Tennis/Pickleball Courts**

Where feasible, pickleball lines have been added to public tennis courts when these courts have been re-surfaced and/or when new courts have been developed. This approach provides a relatively quick and cost effective way in a growing urban municipality to increase the availability of pickleball amenities for residents. It also provides the ability for residents to access the activity of their choosing at no cost without the need advanced coordination or administration. By the end of the 2021-2022 construction season the number of courts lined for pickleball will increase from 44 to 53.

The "Court Code of Conduct" states that "courts are available on a first come first serve basis" and that users are to "limit court time to 30 minutes of play if others are waiting". Signage outlining the court code of conduct has recently been revised (formerly the tennis court code of conduct) and installation is in progress. In addition, "reserve next" court signs are already being deployed with a universal logo capturing both tennis and pickleball racquets to reinforce and support the 30 minutes of play time and shared use (Appendix 2).

Feedback received by PMA and other court users indicate that it is challenging to accommodate mixed tennis and pickleball play at the same time, particularly during peak times, due to differences in court size, scoring systems and pace of play. Without precise user data, it is difficult to identify which courts may be suitable for repurposing or delineating separate areas or times for dedicated pickleball play without impact to other user groups including tennis players. This will be further assessed and evaluated through the master planning process.

A mixed multi-use court is preferred until the City is able to quantify the demands for outdoor tennis and pickleball more precisely and increase the supply of dedicated pickleball courts. In the meantime, the City will continue to encourage community tennis clubs to add pickleball lines and/or opportunities for dedicated pickleball play on club courts. Staff will also seek additional opportunities for shared use agreements with school boards to add pickleball lines to their tennis courts and make them available for public use.



**Development of Dedicated Pickleball Courts**

Other municipalities have been addressing the demand for pickleball by repurposing existing tennis courts and/or adding pickleball lines to existing tennis surfaces. Across Ontario, dedicated Pickleball facilities have been built in a growing number of municipalities including Hamilton, Kingston, Collingwood, Wasaga Beach, Hanover, Burlington, Oakville, St. Thomas and Whitby. There is also a growing private sector industry to deliver pickleball across the country. For example, within Mississauga, the Ontario Racquet Club has outdoor dedicated pickleball courts for their members.

Feedback previously provided by PMA has indicated a preference for dedicated outdoor public pickleball courts at a central location. A Downtown Parks Public Engagement process was initiated in summer 2020, presenting an opportunity to consider dedicated pickleball courts. The feedback gathered through this process along with the recommendations in the Future Directions Master Plan will inform the future development of three parks in the Downtown. Pending public engagement, the recommendations include:

- Zonta Meadows - eight dedicated public outdoor pickleball courts and one public tennis court lined for pickleball and related amenities including parking and washrooms.
- John “Bud” Cleary - one new public tennis court lined for pickleball.
- Future park at M City – amenities to be confirmed.

As part of the next steps to refine the plans and park designs there will be continued public engagement in 2022. Residents can be notified of future engagement opportunities by subscribing to news alerts on the project website. It is anticipated that these projects will be completed by the end of 2024.

In the shorter term one dedicated court is planned for Dellwood Park (Ward 1) and one dedicated court is planned for Serson Park (Ward 1) pending public process in 2022. Additionally, staff continue to assess opportunities for dedicated pickleball facilities as they arise, such as further partnerships with local school boards.

**Growing Drop-In and Instructional Programs**

As outlined above, there are several opportunities for residents to participate in unstructured drop in programs as well as instructional “Learn to Play” pickleball programs at various indoor facilities across the City. Staff continue to monitor participation trends for both drop-in and “Learn to Play” and plan to increase program offerings as users begin to return to facilities, expanding drop-in opportunities to evenings and weekends where possible and leveraging available space such as arena floors in the off-season.

Currently, the City does not offer outdoor pickleball lessons but this will continue to be evaluated on a seasonal basis. Community Tennis Clubs including Sheridan and Meadowwood offer outdoor pickleball lessons for members.



Individuals or groups interested may also request to permit gym space through our Recreation Customer Service Centre for dedicated, self-organized pickleball play. Registered groups in the City's Community Group Registry Program are eligible to access space at a discount (i.e. the affiliated rate vs. resident rate).

### **Ongoing Community Engagement**

Pickleball Mississauga Association (PMA) has been a registered Community Sport Provider in the Community Group Registry Program since 2011 and as of 2020, reported a membership of 309 with representation of Mississauga residents at 79%. They have been an active stakeholder in the development of City initiatives including providing input to the 2019 Future Directions Master Plan and ongoing feedback to staff as City-delivered programming continues to grow. A deputation was received by Council on October 13, 2021 by PMA that identified a number of items that they would like to see implemented by the City to accelerate and improve the provision of pickleball.

Recently, PMA has notified the City of their plan for a voluntary dissolution of the organization. A new entity, Mississauga Pickleball, is in development with a goal to establish a membership and resource base to operate as a community pickleball club in alignment with the City's Outdoor Tennis and Pickleball Policy (08-03-04).

Additionally, for community engagement purposes, the City will establish a Pickleball User Network including representatives from Mississauga Pickleball, community clubs offering pickleball, and other stakeholders and conduct regular engagement opportunities to support information sharing and inform decision making about City of Mississauga pickleball facilities, programs and services.

## **Engagement and Consultation**

The City is committed to meaningful engagement with residents and stakeholders to guide planning, implementation and continuous improvement to support the growth of Pickleball.

As outlined throughout the report, PMA and other stakeholders have been engaged on key initiatives including the development of the Future Directions Master Plan, implementation of events and programming opportunities for residents, and to inform programming decisions. PMA has been a valued collaborator because of their expertise related to the technical aspects of the sport, for having a pulse on where the sport is going from the grassroots to the national level and for their leadership and support to engage residents and grow the sport in Mississauga. It is anticipated this type of proactive community engagement can continue through the proposed Pickleball User Network.

## **Financial Impact**

There are no financial implications as a result of this report. Recommendations proposed can be accommodated within 2022 budgets.



## Conclusion

The City strives to engage more people, more often, through programs and services that reflect our communities' need. The City continues to make good progress to advance the recommendations outlined in the Future Directions Master Plans to advance this vision. Relationships and collaboration with community organizations including Pickleball Mississauga Association is essential to continued progress and to inform continuous improvement and longer term planning for the City's parks and recreation facilities, programs and services.

## Attachments

Appendix1: Tennis and Pickleball Map

Appendix 2: Court Signage

A handwritten signature in black ink, appearing to read "Jodi Robillos", is written over a horizontal line.

Jodi Robillos, Commissioner of Community Services

Prepared by: Jennifer Cowie Bonne, Manager, Community & Neighbourhood Development

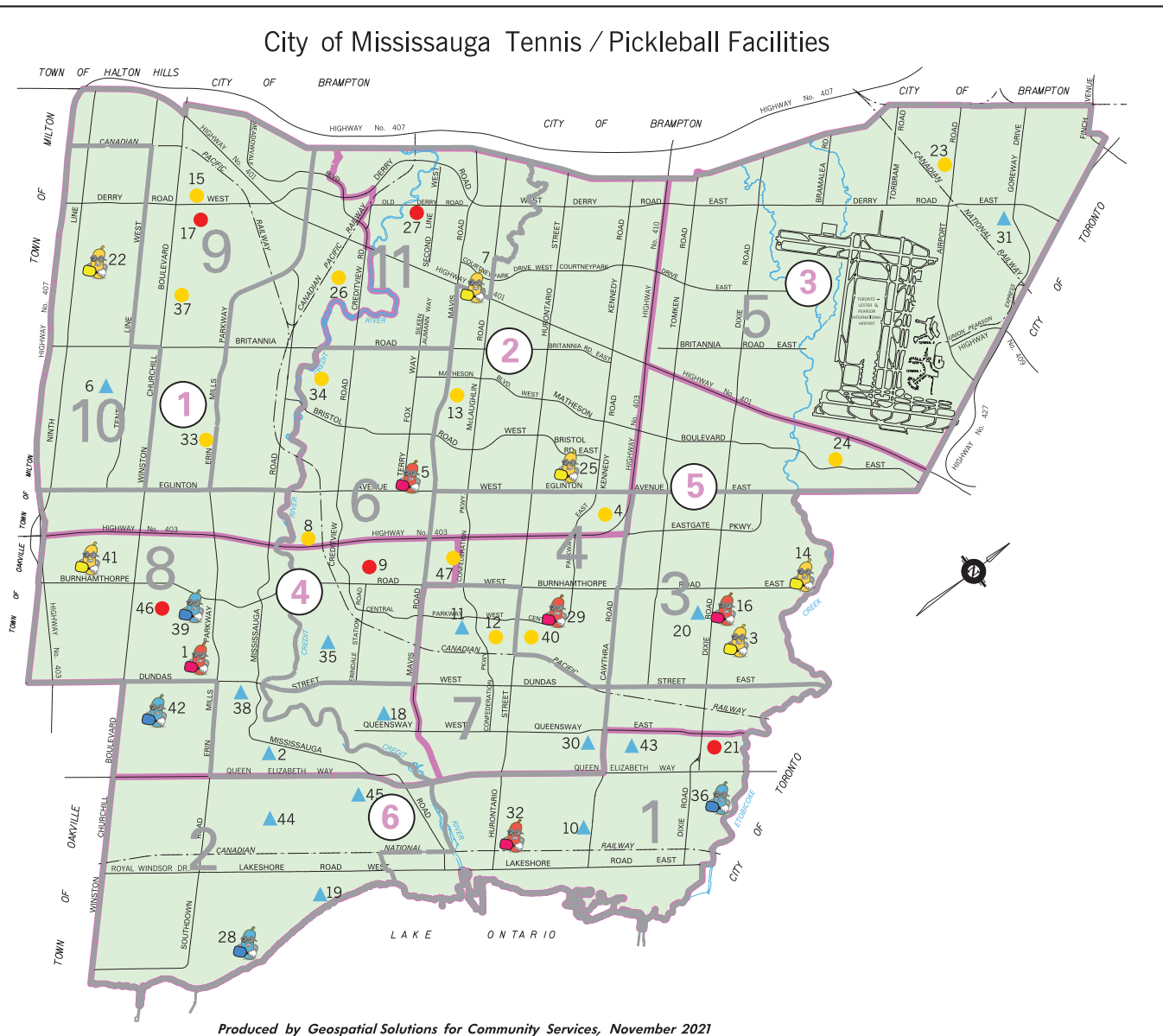


ID	Park Name	Park #	Address	Ward	Courts TNS PB
1	Brookmeade Park	P-078	2254 Council Ring Rd	8	4 4
2	Bruce Reynolds Park – Oakridge Tennis Club	P-057	2173 Springbank Rd	2	2 2
3	Burnhamdale Park	P-053	3316 Cardross Rd	3	2 2
4	Camden Park	P-183	495 Camden Cir	4	2 2
5	Century City	P-336	933 Focal Rd	6	2 2
6	Churchill Meadows Community Common – Meadowvale West Tennis Club	P-423	3370 Mcdowell Dr	10	4 4
7	Courtneypark Athletic Fields	P-445	600 Courtneypark Dr W	11	4 4
8	Credit Pointe Village	P-285	4635 Credit Pointe Dr	6	2 2
9	Deer Wood Park– Deer Run Tennis Club	P-201	1100 Rathburn Rd W	6	2 2
10	Dellwood Park – Lyndwood Tennis Club	P-005	598 Arbor Rd	1	3 3
11	Dr. Martin L. Dobkin Park – Fairview Comm. Tennis Club	P-290	395 Fairview Rd W	7	4 4
12	Fairview Park	P-031	3300 Palgrave Rd	7	2 2
13	Four Winds Hollow	P-342	636 Avonview Ave	5	2 2
14	Garnetwood Park	P-135	1996 Rathburn Rd E	3	4 4
15	Glen Eden Park	P-132	7230 Copenhagen Rd	9	4 4
16	Gullden Park	P-055	1500 Gullden Dr	3	2 2
17	Hunter's Green	P-101	6830 Glen Erin Dr	9	4 4
18	Huron Park – Credit Valley Lawn Tennis Club	P-026	830 Paisley Blvd W	7	8 8
19	Jack Darling Memorial Park – Shoreline Tennis Club	P-012	1180 Lakeshore Rd W	2	2 2
20	Kennedy Park – Applewood Tennis Club	P-048	3505 Golden Orchard Dr	3	6 6
21	Loughton Heights	P-047	1519 Sherway Dr	1	2 2
22	Lisgar Fields	P-359	3805 Doug Leavens Blvd	10	4 4
23	Malton Village Park	P-270	39 Beverley St.	5	2 2
24	Max Ward Park	P-267	2380 Matheson Blvd E	5	2 2
25	McKeech Woods	P-362	310 Bristol Rd E	5	4 4
26	Meadow Green	P-086	6595 Falconer Dr	11	4 4
27	Meadowvale Hall	P-042	6970 Second Line West	11	1 1
28	Meadowwood Park – Meadowwood Tennis Club	P-006	1620 Orr Rd	2	3 4
29	Mississauga Valley	P-096	1275 Mississauga Valley Blvd	4	4 4
30	Mohawk Park – Mohawk Park Tennis Club	P-061	2409 Delkus Cres	7	2 2
31	Paul Coffey Park – Malton Tennis Club	P-059	3430 Derry Rd E	5	4 4
32	Port Credit Secondary School	S-084	70 Mineola Rd. E.	1	4 4
33	Queenjopen Meadows	P-324	2625 Erin Centre Blvd	9	4 4
34	River Grove	P-304	5800 River Grove Ave	6	3 4
35	Ron Lemy Springfield Park – Springfield Tennis Club	P-025	3325 The Credit Woodlands	6	4 4
36	Ron Searle Park– Orchard Heights Tennis Association	P-214	1494 Parkridge Rd	1	2 2
37	Settler's Green	P-149	6440 Glen Erin Dr	9	4 4
38	Sherwood Green – Sherwood Forrest Tennis Club	P-147	1864 Deer's Wold	8	2 2
39	South Common – Erin Mills Tennis Club	P-151	3555 Glen Erin Dr	8	4 2
40	Stonebrook Park	P-087	305 Mississauga Valley Blvd	4	2 2
41	Thorncrest Park	P-280	3295 Thorncrest Dr	8	2 2
42	Thornlodge Park – Sheridan Tennis Club	P-051	2405 Homelands Dr	2	4 4
43	Westacres Park – Westacres Tennis Club	P-024	2166 Westfield Dr	1	2 2
44	Whiteoaks Park – Whiteoaks Tennis Club	P-003	1450 Truscott Dr	2	8 8
45	Woodeden Park – Tecumseh Tennis Club	P-146	1538 Woodeden Dr	2	4 4
46	Woodhurst Heights	P-098	3475 Ash Row Cres	8	2 2
47	Zonta Meadows	P-294	410 Rathburn Rd W	4	2 2

Totals: 150 48

### Tennis Court Facilities

- ▲ Community Tennis Clubs – Lit Courts
- Public Tennis Courts – Lit Courts
- Public Tennis Courts – Unlit Courts
- Community Tennis Clubs – Lit Courts / Pickleball
- Public Tennis Courts – Lit Courts / Pickleball
- Public Tennis Courts – Unlit Courts / Pickleball





# Court Code of Conduct

Open until 11 pm



Courts are available on a first come,  
first serve basis

Please limit court time to 30 minutes  
of play if others are waiting

**311** To report any issues  
or safety concerns  
905-615-4311 outside Mississauga

Medical Emergency: 911  
Police: 905-453-3311





Date: March 7, 2022	Originator's files:
To: Chair and Members of General Committee	
From: Paul Mitcham, P.Eng, MBA, City Manager and Chief Administrative Officer	Meeting date: March 30, 2022

## Subject

**Mississauga Matters: Summary of Priority Issues and Engagement Strategy for the 2022 Provincial Election**

## Recommendation

1. That the report dated March 7, 2022 from the City Manager and Chief Administrative Officer entitled "Mississauga Matters: Summary of Priority Issues and Engagement Strategy for the 2022 Provincial Election" be endorsed as the City of Mississauga's priority issues pertaining to the potential 2022 provincial election.
2. That the engagement tactics recommended in the report dated March 7, 2022 from the City Manager and Chief Administrative Officer entitled "Mississauga Matters: Summary of Priority Issues and Engagement Strategy for the 2022 Provincial Election" be approved for implementation.

## Executive Summary

- The Ontario general election is scheduled to be held on June 2, 2022.
- The Government of Ontario is an important partner in ensuring the City of Mississauga meets its objectives, realizes its vision, and achieves its city-building priorities, specifically through proper funding mechanisms and legislative authority.
- In February 2022, the City of Mississauga submitted its annual provincial pre-budget submission containing 12 recommendations, organized into three themes: City Building, Community and Culture, and Local Economy.
- For the 2022 provincial election, staff recommend engaging in another "Mississauga Matters" campaign, similar to those undertaken during the 2018 provincial and the 2019 and 2021 federal elections.



- A provincial election affords the City of Mississauga the opportunity to engage with political leaders and candidates on key issues. While there are many issues of importance between the City of Mississauga and the provincial government, it is recommended that the City focus on four in our engagement strategy: investments in public transit, housing affordability, sustainable operating and infrastructure funding for municipalities, and targeted supports for business and the local economy.
- Mississauga Matters campaigns showcase the City's provincial priorities and call on all candidates to pledge their support for the City's priorities. The campaigns utilize of a variety of tactics including earned and paid media; social media; information materials for stakeholders, residents and businesses; and engagement forums to provide information to the community on the City's priorities.
- The total budget for this campaign will not exceed \$40,000 and will be funded through the existing Mississauga Matters Advocacy Campaign capital budget (PN22861).

## Background

The Province of Ontario's next general election is scheduled to take place on June 2, 2022. The writ period is anticipated to begin on May 2, 2022.

The City of Mississauga is an important stakeholder to the Province and our residents will be directly affected by the outcome of the 2022 provincial election. It is important that the City of Mississauga not only makes its top priorities known to the local candidates and party leaders, but also engages residents, businesses and key stakeholders to demonstrate the importance of Mississauga's priorities and why Mississauga matters to them. The City is home to six (6) provincial ridings.

Over the past many provincial and federal election cycles, the City of Mississauga has developed and deployed advocacy and engagement strategies. These previous engagement strategies have informed residents, businesses, and stakeholders about important municipal priorities and enlisted them as supporters of the City's message. They have also informed local candidates from all parties running in the six (6) local ridings about the City's priorities and what our expectations are for the party that forms the next provincial or federal government. The City's election engagement strategies are known as, "Mississauga Matters" and have typically included a mix of earned and paid media tactics, as well as significant social media activity.

Over the last three Mississauga Matters campaigns staff have consistently used a variety of tactics to reach our targeted audiences. This included significant presence on social media, information and advocacy materials (printed and digital), videos and visual materials, earned and paid media, as well as programmatic advertising.



The results and reach of each Mississauga Matters have increased steadily with each campaign as we learn and develop best practices:

	2018 Provincial Election	2019 Federal Election	2021 Federal Election
Total Reach	397,906	1,013,728	3,866,321

The purpose of this report is to summarize the City's priority issues for the 2022 provincial election and outline an engagement strategy that targets stakeholders, candidates, and provincial parties while capitalizing on the successes of previous campaigns.

### Pre-Budget Submissions

In February 2022, the City of Mississauga submitted its provincial pre-budget submissions, which contained 12 recommendations organized into three themes: City Building, Community and Culture, and Local Economy. These recommendations were approved by Council and form the foundation for the City's year-round advocacy efforts.

## Comments

The strategy for the Mississauga Matters campaigns relies upon keeping the number of priorities streamlined, limited, and specific. If the strategy has too many messages or too many priorities, it will be difficult to engage our target audiences, deliver our message effectively, and ensure that our most important priorities are considered.

Using the 2022 provincial pre-budget submission as a guide (Appendix 1), the overall message to provincial parties and candidates will be:

*"Mississauga needs a committed provincial government partner to provide consistent, predictable, and long-term funding so that Mississauga can recover and build a thriving world-class city that is accessible, affordable, and equitable to all."*

This overarching message will underpin the entire strategy and shape the messaging of each of the priority areas: investments in public transit; housing affordability, sustainable operating and infrastructure funding for municipalities, and targeted supports for business and the local economy.

### Mississauga Matters – Priority Issues

It is recommended that the 2022 Mississauga Matters campaign focus on the following four themes:

- Investments in Public Transit
- Housing Affordability
- Sustainable Operating and Infrastructure Funding for Municipalities
- Targeted Support for Business and the Local Economy



These themes are in line with the 12 recommendations of the City's 2022 provincial pre-budget submission.

### **Investments in Public Transit**

The City of Mississauga has a strategic vision that is only achievable if a reliable, efficient and sustainable inter-regional transit system is built. The City continues to make significant investments in public transit locally, but we require additional investment from the provincial (and federal) government to realize our long-term transit objectives. It is critically important to Mississauga that the next provincial government be committed to continuing to work with the City to build a 21<sup>st</sup> century transit system that is multi-modal and regionally focussed in order to move people into and out of the City.

Mississauga requires investment in critical transit infrastructure and services in order to meet our economic and development goals. This is especially important in the coming years as all three levels of government work to regain our economic losses and create jobs.

The following are the priority transit projects that will be featured in the campaign:

- **Building the Downtown Loop as part of the Hurontario LRT:**

In March 2019, the Ontario government announced scope changes to the project that removed a key component of the Hurontario Light Rail Transit (HuLRT), the downtown loop. In order to help the City realize the full potential of Downtown Mississauga, the downtown loop must be considered a funding priority.

Currently thousands of jobs, businesses and housing units are located along the Hurontario corridor and a major mixed-use development by Oxford Properties will be built in Mississauga's Downtown Square One District. The downtown is set to accommodate another 40,000 units in the years ahead, necessitating a rapid transit solution.

Moving forward, building the downtown loop will be a major step towards a multi-modal interconnected regional transit system that our residents and businesses within the downtown are depending on. The Hurontario LRT project will not be complete without The Loop.

- **All-Day, Two-Way GO on the Milton Corridor:**

The Milton GO Rail Corridor is a key local and regional rapid transit corridor that, with increased two-way all-day service, will help respond to growing traffic congestion, meet the demand for inter-regional transit service and support economic development. Despite being the second busiest corridor in the GO Transit network, serving over 20,000 passengers per day, six stations, and 77,000 jobs along this corridor in Mississauga, all-day, two-way GO service on the Milton Corridor has not yet been committed to by the Province. In addition,



the federal government recently announced support for increased service on the Milton GO line. While these are positive steps towards realizing increased service on this critical rail line, the City encourages the Province to continue discussions and develop a plan for implementing increased passenger service on the Milton GO line.

### **Housing Affordability**

Mississauga is facing a housing affordability crisis and proactive intervention by all levels of government is imperative to ensure that our communities continue to thrive.

Mississauga is doing what it can to protect existing affordable housing supply and remove current regulatory and administrative barriers to the development of affordable housing such as:

- Zoning approval for approximately 20,000 units which have not yet been built
- Permissions for “unlimited heights and densities” in our Downtown Core which streamline and bring certainty to the development process, and could support the creation of tens of thousands of new units in the Core.
- Protecting our existing affordable stock through our Rental Housing Protection By-law and Demolition Control By-law
- Developing an inclusionary zoning framework to require developments in Major Transit Station Areas to incorporate affordable housing units
- Securing revenue through density bonusing and seeking additional revenue sources to incentivize affordable rental housing
- Prioritizing City surplus land for affordable housing development by non-profit housing providers

Even with these actions, Mississauga’s middle-income earners (\$58,000 - \$108,000 household income) are unable to compete in our current housing market. According to recent reports, the average cost of a home in Mississauga continues to be over \$1 million and it is becoming increasingly difficult to rent or purchase in Mississauga.

In recent months, the provincial government has assembled a Housing Affordability Task Force which delivered a report that included 55 recommendations focussed on increasing supply. Mississauga has serious concerns with a number of the recommendations that limit local input and control of planning, impose a one-size-fits all province-wide planning regime, undermines the collection of development charges and cash-in-lieu of parkland, and places the onus of the housing crisis on municipal processes and slow approvals.

It is important that Mississauga takes a targeted approach to housing affordability during the 2022 provincial election to ensure that the commitments made by political parties have a tangible and real effect on housing affordability. With in this in mind, it is important that the Government of Ontario work with municipalities to:



- Build complete communities and respect the importance of local input and municipal decision-making in planning; and
- Increase housing affordability through effective legislation and policy changes, including:
  - a) Permitting Inclusionary Zoning everywhere the market can support it (e.g. large greyfield sites) and permit cash-in-lieu of inclusionary zoning.
  - b) Leveraging provincially-owned land by requiring a minimum of 20 per cent affordable units be provided when selling surplus land to developers.
  - c) Discouraging investor-owned residential real estate through mechanisms such as capital gains tax (excluding principal residences) and improvements to the Provincial Non-resident Speculation Tax.

The Mississauga Matters campaign will continue the campaign already underway in response to the Ontario Housing Taskforce Report recommendations that began in March 2022.

### **Sustainable Operating and Infrastructure Funding for Municipalities**

The quality of life for Mississauga residents depends on both the high quality of municipal services (fire and emergency response, transit, winter maintenance, and recreation and cultural programming etc.) and infrastructure (roads, bridges, parks, trails, community centres and other amenities) being in a state of good repair. Mississauga needs a dedicated provincial partner to provide ongoing Safe Restart funding to help municipalities recover from the lingering operating pressures caused by the COVID-19 pandemic as well as sustainable infrastructure funding so that municipalities can build and maintain 21<sup>st</sup> century cities. Our priorities include:

- **Ongoing Safe Restart Funding**

Despite declining revenues due to COVID-19, the City of Mississauga is still expected to provide services to residents. Ontario has faced the longest and most widespread public health measures in all of North America. These lockdowns have put a strain on municipal revenues by decreasing transit ridership (fares), air travel (Payments in Lieu of Taxes (PILTs) paid by the airport), and program enrollment (fees from Recreation and Culture programming, fitness memberships, swimming lessons, etc.).

After significant advocacy throughout the pandemic, the federal and provincial governments developed the Safe Restart Program, which provided funding to municipalities in Ontario to offset revenue losses (POA, transit, recreation, etc.,) and to ensure municipalities could weather the pandemic and continue to provide critical services.

Under the Safe Restart Program, the City of Mississauga has received \$141.5 million in total to offset operating shortfalls. This program is a good example of



how three levels of government can work together to support municipal service delivery. While the focus of the federal and provincial governments has traditionally been on capital investments, the COVID-19 pandemic has underscored the need for ongoing investments in the operation and delivery of critical municipal services.

- **Infrastructure Funding**

In 2022, Mississauga has an estimated \$13.6 billion worth of infrastructure assets including \$3.1 billion in roads, \$5.3 billion in storm water systems, and \$973 million in bridges.

Cities receive only nine cents of every tax dollar collected by governments in Canada, but are responsible for 60 cents of every dollar spent on infrastructure. The math does not add up. The City's current funding does not fully support all capital requirements, but balances the need to maintain our infrastructure, fund new projects as required, and minimize debt. As a result, the condition of some of our assets is starting to decline and will require increased investment the longer they are allowed to deteriorate.

With an average annual infrastructure gap of approximately \$40-45 million, the City continues to struggle with funding shortfalls. Historically, Mississauga has managed because of our financial strength and the policies and practices Council has adopted over the years, such as the implementation of an infrastructure levy. While the two per cent infrastructure and debt repayment levy assists, additional funding from other levels of government is required.

The City of Mississauga cannot maintain or grow its infrastructure on the local tax bill alone. In order to continue to build Mississauga into a world-class city, we need long-term, predictable and sustainable funding models for infrastructure renewal projects.

### **Ongoing Targeted Support for Business and the Local Economy**

The City of Mississauga has a strong local economy, comprised of a highly diverse business community that reaches across a wide variety of sectors. Home to over 94,000 businesses, with a GDP of \$60 billion, the City is a major contributor to the Greater Toronto Area economy. It is imperative that we remain responsive to the needs of the business community as recovery takes hold.

As provincial and federal governments assist the municipal sector, they must also continue to help our business community. While the City of Mississauga has and will play an ongoing role in helping the local economy, especially those hardest hit, we need active and engaged provincial and federal partners to work with the City and our local businesses to build back better; and adopt an inclusive, whole community approach that leaves no one behind.



The Mississauga Economic Development Strategy outlines three global drivers of change shaping economic competitiveness and prosperity:

1. Digital technology transformation
2. Emergence of sustainability as a business imperative
3. Competition for talent

In alignment with these drivers, Mississauga's Economic Recovery Plans for Broader Industry and Small Business outline a path to recovery that is connected to our strengths and focused on initiatives that will sustain long-term competitiveness. This means investing in business innovation and making strategic investments that support our innovative and high growth companies in accessing the skilled the talent and business opportunities they need to grow. Guided by on-going engagement and feedback from the local Mississauga business community, staff recommend the following areas of focus for the upcoming Mississauga Matters provincial election campaign:

- **Invest in local business innovation and competitiveness**

- a. Provide long term funding to incentivize the adoption of sustainable, advanced technologies and digitalisation for small and medium sized enterprises (SMEs) by:
  - Extending the funding for the Digital Main Street program recipients (up to 3 years) to support service continuity and retain skilled business advisors.
  - Expanding existing provincial and federal programs to support SMEs in assessing and adopting advanced and sustainable technologies.
- b. Enhance business opportunities for Ontario innovators to provide solutions to public and private sector challenges, as well as procurement and supply chain needs.

- **Invest in talent development and access**

- a. Advance alignment of workforce development programming and services with the needs of employers, particularly those within high value growth industries in Ontario, including Advanced Manufacturing, Life Sciences, Information & Communication Technologies, Financial Services and Smart Logistics by:
  - Expanding and funding programs that foster collaboration between education and training institutions and industry stakeholders to develop flexible, demand-driven education and training programs for SMEs.
  - Developing dedicated funding streams that address the gaps experienced by SMEs in accessing workforce development supports and resources.



- b. Expand workforce development supports focused on full and equitable participation within the labour market:
  - Build upon existing provincial and federal incentives for businesses to provide work opportunities for persons facing challenges to employment, including new graduates, long-term unemployed, newcomers and persons with disabilities.

## Target Audience

The City of Mississauga's provincial election strategy will have three distinct target audiences:

- Political parties and party leaders;
- Local party candidates registered with Elections Ontario in Mississauga's six (6) provincial ridings; and
- Residents, businesses, and other key stakeholders in our City.

The overall messages will be tailored to suit each of these audiences in an effort to achieve maximum engagement from each group. For the vast majority of residents, basic messages and information will likely be sufficient. However, for those residents, stakeholders and candidates who wish to learn more, additional materials, technical documents, and reports will be made available on each of our priority issues.

## Engagement Tactics

The provincial election is scheduled to take place on June 02, 2022. Government Relations staff will work with staff across the corporation to develop advocacy similar to those from previous Mississauga Matters campaigns and the 2022 provincial pre-budget submission. The engagement tactics are organized into three categories and may include the following:

### 1. General Engagement:

- News releases and media alerts
- Web information, including:
  - Information for candidates and residents on the City's priority issues
  - Downloadable and shareable information sheets
  - Videos and shareable content
  - Get out the vote' message
- Information links to candidates running in each riding
- Social media outreach and paid promotion
- Paid advertising in targeted publications
- Outreach to both mainstream and multicultural media
- Partnerships with the Region of Peel and other local municipalities where applicable
- Partnerships with other local agencies (i.e. MBOT, Region of Peel, United Way, residents' associations, etc.), as well as industry organizations like FCM and AMO



**2. Targeted Resident and Stakeholder Engagement:**

- Video(s) specific to each of the issues, designed to be easily shareable across multiple media platforms
- Standardized messages for residents and businesses to send tailored and targeted messages to candidates and parties in support of Mississauga's priorities.
- All stakeholder meeting to inform our key partners about the City's priorities
- Articles for Mayor and Council newsletters, websites, and email messages

**3. Targeted Candidate Engagement:**

- Open letter from the Mayor to all local candidates\*
- Open letter with questionnaire to all party leaders
- All candidates information forum

*\* The City will only engage with official political parties and local candidates registered with Elections Canada*

**Financial Impact**

Total costs for this strategy will not exceed \$40,000 if all engagement tactics are deployed with costs funded through the existing Mississauga Matters Advocacy Campaign capital budget (PN22861).

**Conclusion**

The City should engage the political parties who wish to form the next provincial government on the City's key issues of importance. A robust engagement and advocacy strategy supports this goal.

**Attachments**

Appendix 1: 2022 Provincial Pre-Budget Submission



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Paul Mitcham, P.Eng, MBA, City Manager and Chief Administrative Officer

Prepared by: *James Docker, Strategic Leader, Government Relations*



**2022**

# **PROVINCIAL PRE-BUDGET SUBMISSION**





# Mayor's Letter

On behalf of the City of Mississauga Council and residents, I am pleased to submit to you the City of Mississauga's 2022 provincial pre-budget submission. As you prepare your government's 2022 Budget, we ask that you keep in mind our priorities and recommendations. If we have learned anything over the course of this pandemic, it is that we must work together to rebuild safe, equitable, and vibrant communities that form a diverse and resilient province and country.

The COVID-19 pandemic continues to impact all facets of civic life – how and where we connect, work, do business, travel, and enjoy time with loved ones. It continues to affect our health and well-being, highlighting the importance of mental health as well as the inequalities that exist within our community. While this crisis has strained all levels of government, it offers us an opportunity to rebuild and invest in our communities so that we rise from this pandemic a stronger and more equitable society. All levels of government have a responsibility to work together to ensure that we deliver the services, housing, and infrastructure that our residents need.

The City of Mississauga is appreciative of the \$156 million in support it has been allocated from our federal and provincial partners in the form of the Safe Restart Agreement as well as the removal of the 5 per cent cap on payments in lieu of taxes (PILTs) for the GTAA. These measures have helped lessen the financial impacts of this pandemic, and allowed the City to continue to provide necessary services, including snow removal, fire and emergency services, transit, business supports, recreation programming, library services and much more. Our teams have continued to work for our community. This support is still not enough. Mississauga will continue to incur financial pressures into the future due to lower revenues from reduced air travel, transit ridership, and hotel occupancy, all while bearing the costs of delivering the critical services and public amenities for a community in need.



As we look to 2022 and beyond, Mississauga will face many financial and service delivery challenges – the effects of the pandemic will be long lasting. Mississauga is an efficiently run organization and we continue to reduce costs without sacrificing the quality of service our residents expect. While we have cut costs now to address unprecedented challenges, we know that we cannot cut our way to prosperity over the long term. Reliable infrastructure, affordable housing, supports for our local economy, as well as promotion of and support for vulnerable sectors like small businesses, tourism, creative industries, and aerospace is crucial. Now more than ever, all three levels of government must work together to respond, recover, and rebuild. The people of this city, province, and country deserve a brighter future.

The following document outlines Mississauga's priorities in relation to the provincial government. The information and recommendations contained within have been approved by our Council and reflect the top priorities of our City. Our recommendations are organized into three themes: City Building, Community and Culture, and Local Economy, however they are not in priority order. The City of Mississauga stands ready and willing to work with your government to ensure a strong, prosperous, and equitable recovery. We are all in this together and we must work together.

Thank you for your consideration.

Sincerely,

Bonnie Crombie  
Mayor



## Executive Summary

### Strong Cities Build a Strong Province

The role of local government has never been more important. During the pandemic, the federal and provincial governments have been strong partners with municipalities. In Mississauga, funding received to date has been used to offset our operating deficit and ensure that we offer consistent, and reliable services to our residents.

Going forward, we need continued support and collaboration from our government partners. Strong, long-term, and predictable funding partnerships are essential to ensuring that Mississauga, Ontario, and Canada deliver the services, infrastructure, and amenities needed to build stronger communities and a stronger country for all.

#### MISSISSAUGA TODAY

Canada's sixth largest city and home to almost 800,000 people



##### Economic Engine

more than 94,000 businesses, 75+ Fortune 500 companies and 1,400 multinational firms.



##### Strength in Diversity

145+ languages spoken and 55% of our residents born outside of Canada.



##### Canada's Most Connected City

828 km fibre optic network connecting 346 sites.



##### Quality of Life

2 major hospitals, 2 post-secondary campuses, 489 parks, 22 km of waterfront, 393 km trails, 373 sports fields, 3 beaches, 24 community centres, 25 ice pads, 19 pools, 18 libraries, 5 live event venues, and 3 museums.

#### STRONG MUNICIPAL PARTNER



Mississauga has a strong reputation for fiscal responsibility and budgetary planning.

- 18 years - AAA Credit Rating
- 32 years - GFOA award budget reporting
- 23 years - GFOA award financial reporting



##### Continuous Improvement

Mississauga's Continuous Improvement program drives efficiency with \$73.6 million in total cumulative savings since 2009. \$5.3 million in savings identified for 2022.

# \$52.6 B

Economic output in Mississauga in 2020.



# Our 12 Recommendations

## CITY BUILDING

1

Work with municipalities to provide ongoing Safe Restart funding and develop new revenue tools, including a share of the income tax for municipalities, sufficient to fulfill our responsibilities and build strong communities.

2

Deliver sustainable, long-term and predictable funding for infrastructure renewal, transit, and active transportation projects to keep our communities moving.

3

Provide the additional Justices of the Peace required to address the growing backlog of Provincial Offence Notices in our court system.

4

Provide the funding and support necessary to assist Mississauga in realizing its priority transit projects.

5

Provide investments in projects that mitigate the impacts of climate change and increase the resiliency and adaptability of our communities.

6

Termination of the Hwy 413/GTA West project due to the detrimental impact on the environment, encouragement of residential sprawl, and increased dependence on cars.

7

Partner with cities to fund and build affordable housing to close the supply gap and ensure everyone has a safe place to live.

8

Invest in the Mississauga community to create great places and amenities for everyone.

## COMMUNITY AND CULTURE

## LOCAL ECONOMY

9

Continue targeted support for sectors hardest hit by the COVID-19 pandemic, including main street businesses, recreation, travel and tourism, creative industries, and air travel.

10

Invest in local business innovation and competitiveness.

11

Invest in talent development and access.

12

Prioritize investments that support a fair and inclusive economic recovery.



**CITY**

**BUILDING**

**2022**

**PROVINCIAL**

**PRE-BUDGET**

**SUBMISSION**

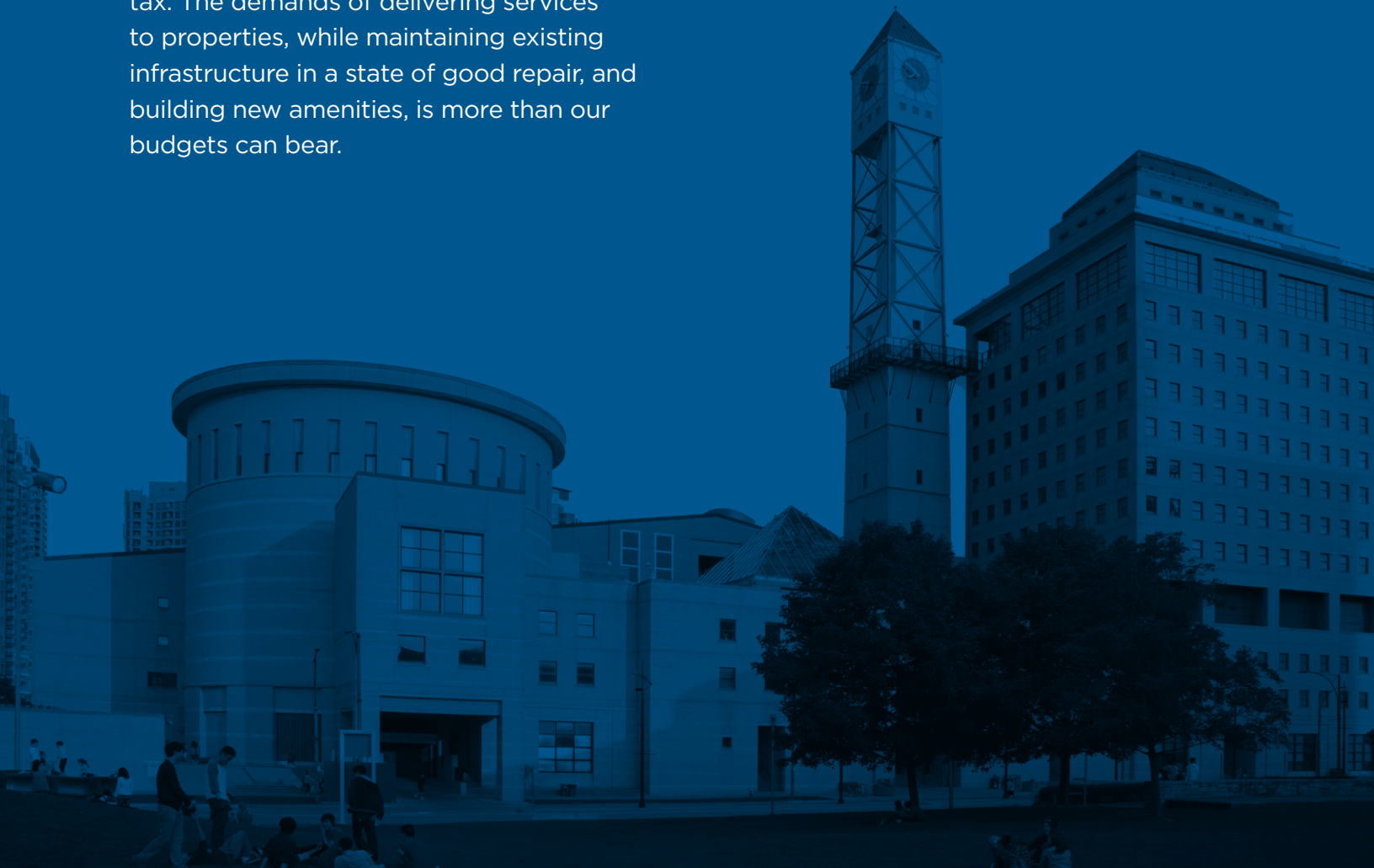


## City Building

The City of Mississauga is a dynamic, diverse and growing city, home to almost 800,000 people and over 94,000 businesses. As the City continues to grow, we face increased challenges that go beyond the day-to-day pressures of a growing city, such as transit, aging infrastructure, climate change, and the need to address the growing backlog of Provincial Offence Notices in our courts. In addition, there is a growing demand for services that surpass the availability of revenue and resources to implement them. Mississauga runs an efficient and effective government and has maintained its 'AAA' credit rating for 18 years.

To build complete communities within world-class cities, municipalities require new sources of revenue beyond the property tax. The demands of delivering services to properties, while maintaining existing infrastructure in a state of good repair, and building new amenities, is more than our budgets can bear.

At the same time, cities are faced with a host of new issues, such as responding to climate change, adapting to changes in the national and global economies, navigating global pandemics, and much more. Cities need the support of federal and provincial partners to not only fund critical infrastructure, but also provide support for our operations. The important role cities play and the fiscal instability we face has been made clear throughout the COVID-19 pandemic. All three levels of government must work together, and there must be a recognition that municipalities need greater powers or greater support to meet their responsibilities in the 21st century.





# Recommendation 1

Work with municipalities to provide ongoing Safe Restart funding and develop new revenue tools, including a share of the income tax for municipalities, sufficient to fulfill our responsibilities and build strong communities.

As a service provider, the City has scaled down services during the pandemic (recreation, transit, etc.) in response to lower revenues and public health measures. Despite Council taking decisive action and implementing measures including temporary hiring freezes, temporary lay-offs, reducing discretionary costs, and deferral of capital projects, the City continues to face a year-end deficit from COVID-19.

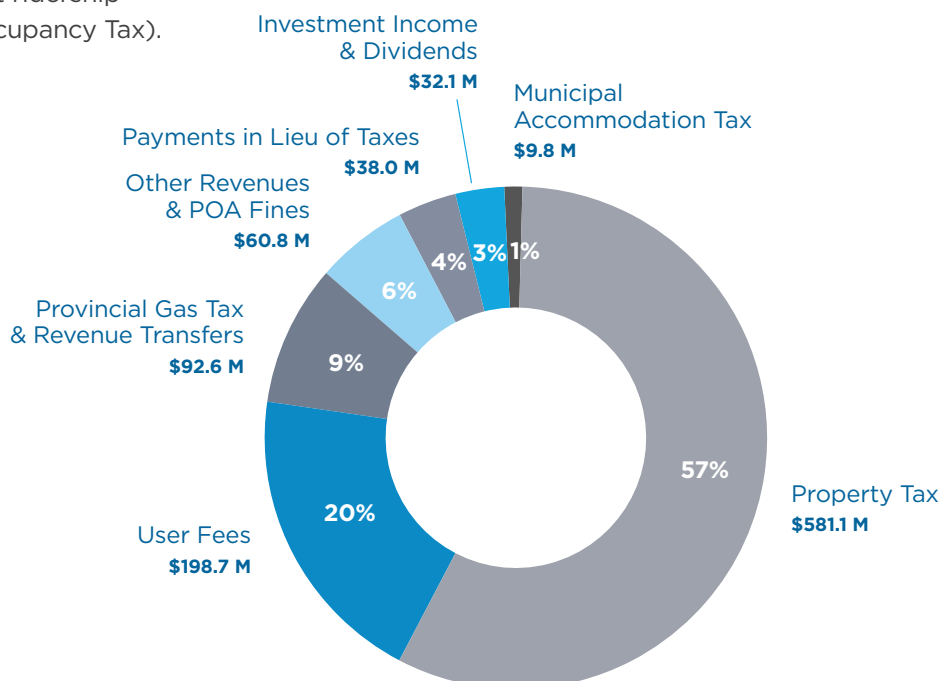
The City of Mississauga is appreciative of the \$156 million in support it has been allocated from the federal and provincial governments in the form of the Safe Restart Agreement as well as the removal of the 5 per cent cap on payments in lieu of taxes (PILTs) for the GTAA. It has helped lessen the financial impacts of this pandemic, and allowed us to continue to provide necessary services. This is still not enough. The rise of the Omicron variant signals that effects of this pandemic will be felt throughout 2022 and beyond. Mississauga will continue to incur financial pressures due to lower revenues from reduced air travel (PILTs), recreation and culture programming (fees), transit ridership (fares), and hotel occupancy (Hotel Occupancy Tax).

As we move forward in 2022 and through the stages of recovery from the pandemic, the City of Mississauga will need the continued support of both the provincial and federal governments in order to financially recover effectively over the next few years.

While we run an efficient and effective government, the City's main source of revenue is property tax, and tax rates must remain affordable for our residents and businesses, now more than ever. Currently, property taxes do not provide enough revenue for cities to deliver the critical services and 21st century amenities residents require.

Municipalities face a growing need for consistent and reliable funding sources as well as greater decision-making autonomy to deal with a growing list of issues. In order build a more sustainable, equitable, and prosperous economy, all three levels of government must work together to ensure municipalities are given the tools we need to do our jobs properly.

**City of Mississauga  
Revenue Sources (\$M)**





# Recommendation 2

Deliver sustainable, long-term and predictable funding for infrastructure renewal, transit, and active transportation projects to keep our communities moving.

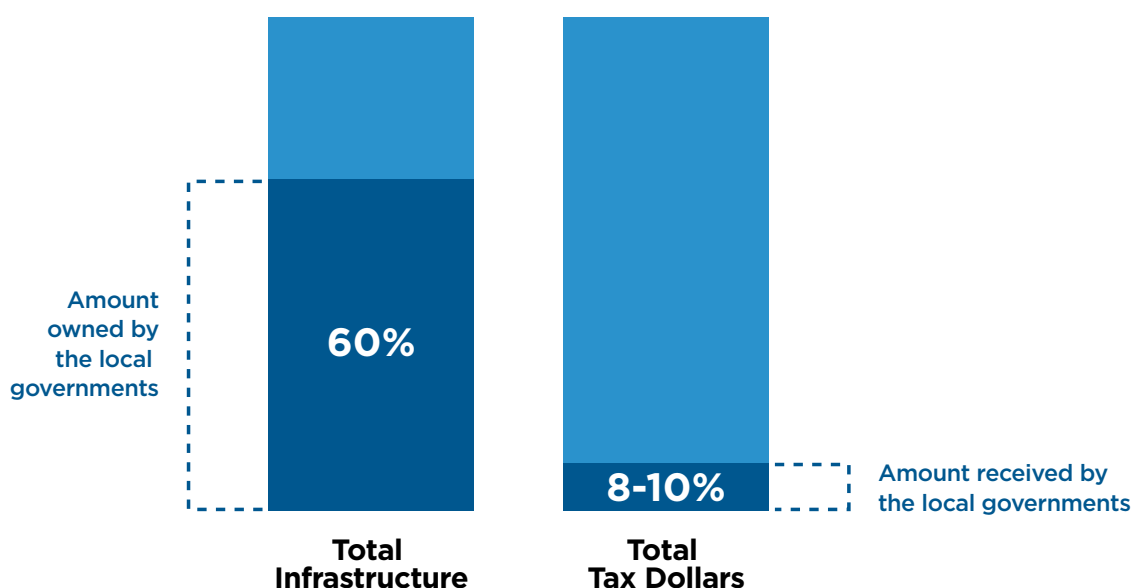
Like other Ontario municipalities, the City of Mississauga cannot maintain or grow its infrastructure on the local tax bill. In order to continue to build Mississauga into a world-class city, we need long-term, predictable and sustainable funding models for infrastructure renewal projects. This will ensure sufficient time and resources are in place to apply best practices to the management of these projects and allow us to focus on local priorities.

Cities receive only 9 cents of every tax dollar collected by governments in Canada, but are responsible for 60 cents of every dollar spent on infrastructure. The math does not add up.

The Public Transit Infrastructure Fund (PTIF) and the Investing in Canada Infrastructure Program (ICIP) are good examples of one-time allocation-based funding formulas. These programs need to be made permanent and predictable, as well as increased over time to parallel the cost of construction.

The Provincial Gas Tax Fund and Canada Community-Building Fund (CCBF) are also good tools as they provide municipalities with predictable and accountable funding which allows money to flow to municipalities in a timely and more efficient manner. Increasing the Provincial Gas Tax Fund is recommended.

Working together with municipalities, the federal and provincial governments must provide cities with new sources of funding, or the legislative powers to raise these funds locally.



Source: Federation of Canadian Municipalities (FCM)



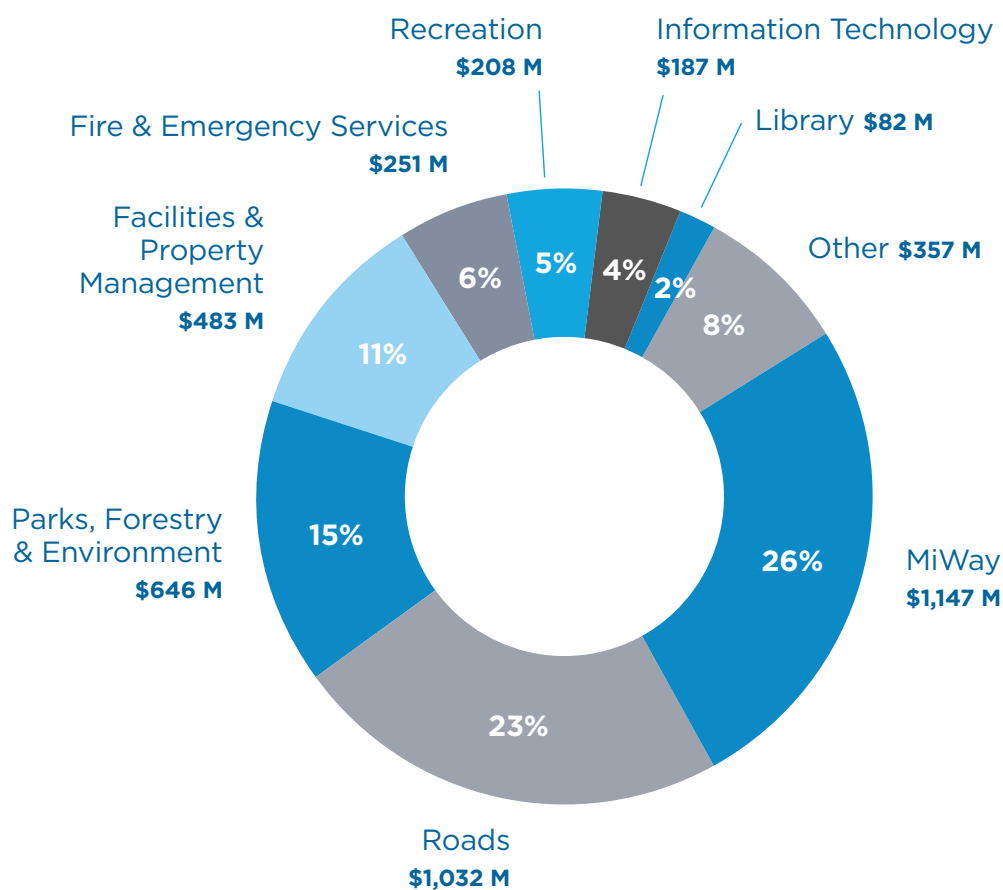
## i. State-of-Good Repair

The City of Mississauga owns approximately 60 per cent of the total infrastructure in Mississauga, which is worth about \$13.6 billion, including \$3.1 billion in roads, \$5.3 billion in stormwater systems, and \$973 million in bridges.

Infrastructure must be maintained in a state-of-good repair in order to avoid excessive future repair costs, put safety first, and ensure that Mississauga, Ontario, and all of Canada build stronger communities and a stronger country for all.

With an average annual infrastructure gap of approximately \$40-45 million, the City continues to struggle with funding shortfalls. Mississauga has been able to manage financially because of our financial strength as well as the policies and practices adopted by Council over the years, such as the implementation of an infrastructure levy. While the two per cent infrastructure and debt repayment levy assists with this shortfall, additional funding from other levels of government is required.

The City's current funding does not fully fund all capital requirements, but balances the need to maintain our infrastructure, fund new projects as required, and minimize debt. As a result, the condition of some of our assets is starting to decline and will require increased investment the longer they are allowed to decline.



**2022-2031 Total Capital Plan State of Good Repair \$2.7 Billion (Millions)**

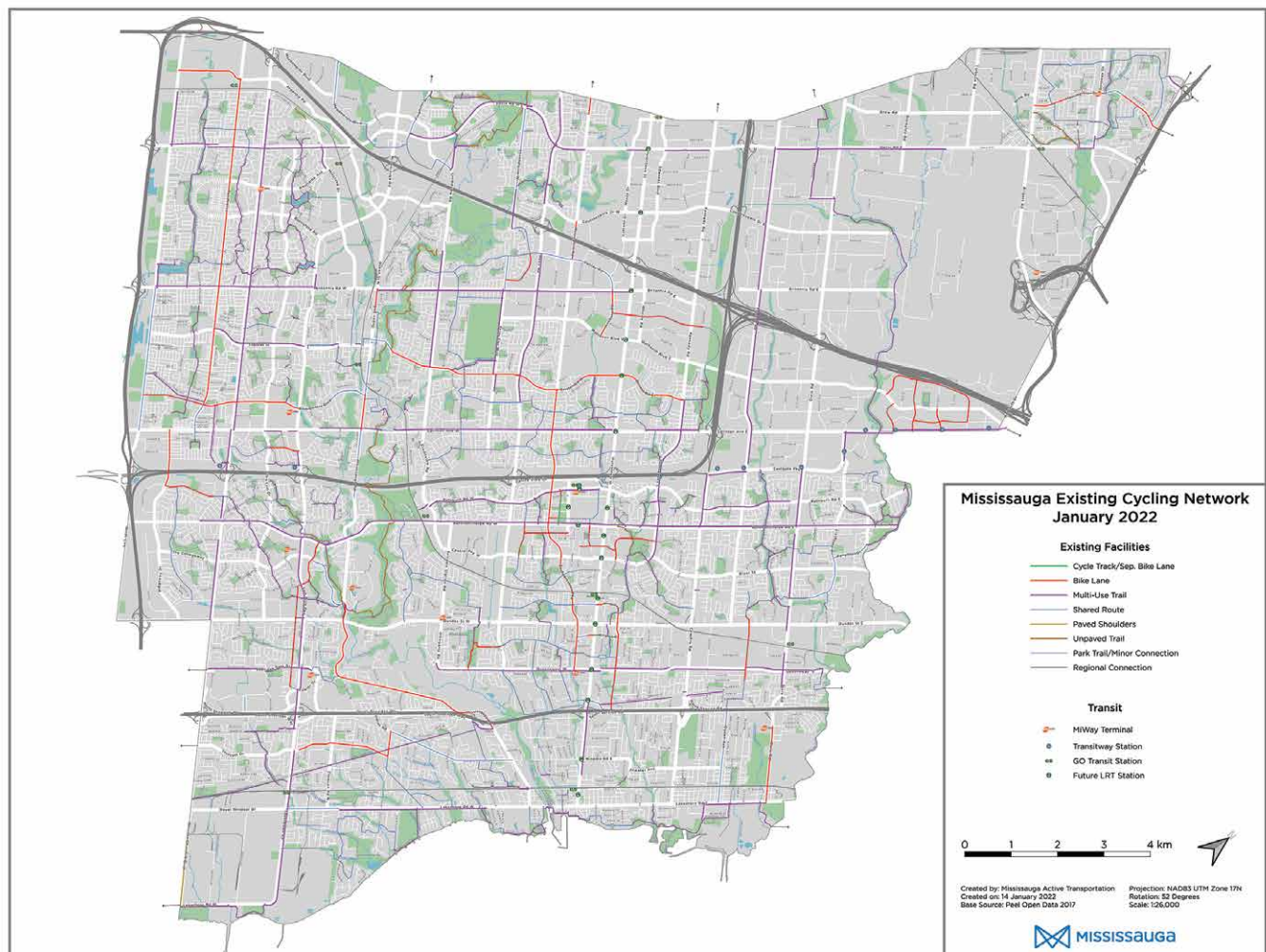


## ii. Active Transportation

Our travel patterns and how we move have changed permanently. Now, more than ever, more people are turning to alternative modes of transportation from walking to cycling. In a time where staying and working at home is the new normal, going for a walk, roll, or bike ride might be the only way for some people to get fresh air and exercise. Without proper active transportation infrastructure in place, individuals may choose to stay indoors, leading to increased feelings of isolation and loneliness.

The City of Mississauga's [2018 Cycling Master Plan's](#) vision is to build a safe, connected, convenient, and comfortable cycling network that Mississauga residents and visitors of all ages and abilities will feel comfortable using not only for recreational use, but also for commuter travel.

The Master Plan details an 897 km cycling network at a cost of approximately \$270 million (2018 dollars). At the City's current funding level it will take 27 years to complete this network. As a result, additional sustainable funding from senior levels of government is required in order to build a truly multi-modal Mississauga.





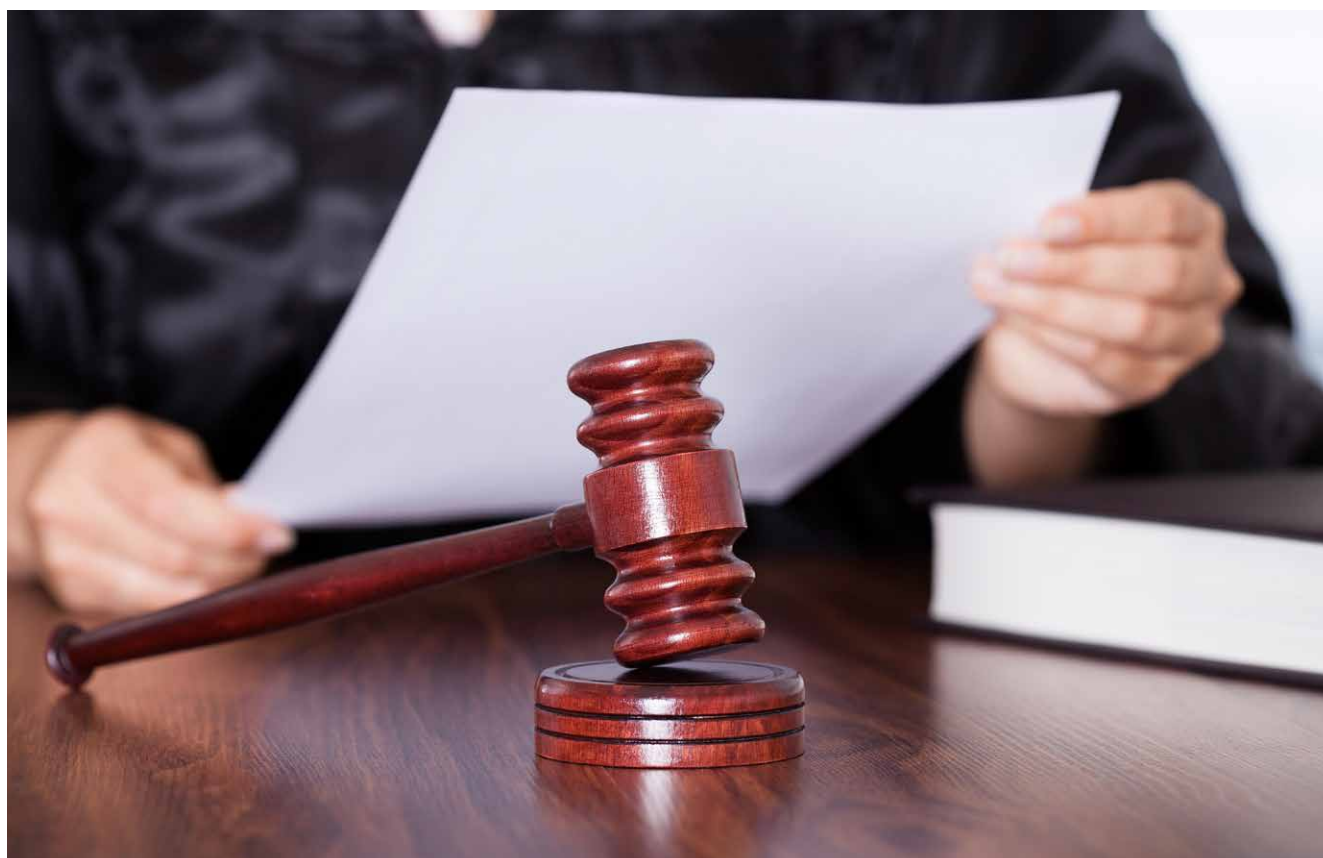
## Recommendation 3

Provide the additional Justices of the Peace required to address the growing backlog of Provincial Offence Notices in our court system.

Due to the pandemic, the Chief Justice of Ontario and the Province of Ontario issued orders adjourning all court matters, suspending all Provincial Offence Act (POA) timelines and later extending these orders into 2021. In addition, the Regional Senior Justice of the Peace closed many of our courtrooms throughout 2021 due to a lack of judicial resources.

**72,000**  
backlog in court cases

As a result of these closures, court service operations have been significantly affected. The City of Mississauga faces a substantial POA backlog of early resolution and trial cases resulting in a 50% reduction in revenues. Municipalities have very few revenue tools and the loss and/or decrease of any significant revenue stream, such as POA notices, places further burden on the tax-base and Mississauga's residents. It is critical that additional judicial resources be provided to the Mississauga and the Central West Region. This backlog cannot be addressed without the support of the provincial government through the Ministry of the Attorney General.





# Recommendation 4

Provide the funding and support necessary to assist Mississauga in realizing its priority transit projects.

The City of Mississauga requires a reliable, efficient and sustainable inter-regional transit system. In order to construct our major transit priority projects outlined below, we require a committed provincial partner.

## i. Restoring the Downtown Loop to the Hurontario LRT

In March 2019, the Ontario government announced scope changes to the project that removed a key component of the Hurontario Light Rail Transit (HuLRT), the downtown loop. In order to help the City realize the full potential of downtown Mississauga, the downtown loop must be considered a funding priority.

Currently, thousands of jobs, businesses, and housing units are located along the Hurontario corridor and Canada's largest development by Oxford Properties will be built in Mississauga's downtown Square One District.

Moving forward with the HuLRT project inclusive of the downtown loop represents major steps towards transformational transit improvements that our residents and businesses within the downtown and along the Hurontario corridor are depending on.





## ii. Provincial support on Two-Way, All-Day Service on the Milton GO Rail Corridor

The Milton GO Rail Corridor is a key local and regional rapid transit corridor that, with increased two-way, all-day service, will help respond to growing traffic congestion, meet the demand for inter-regional transit service and support economic development. The introduction of two-way, all-day service will also allow for improved transit travel within Mississauga, given the six GO rail stations located in the City. The City was advised that discussions on increased passenger service were occurring with Canadian Pacific Railway (CP), who own the rail corridor and use it for freight purposes. In addition, the federal government recently announced support for increased service on the Milton GO line.

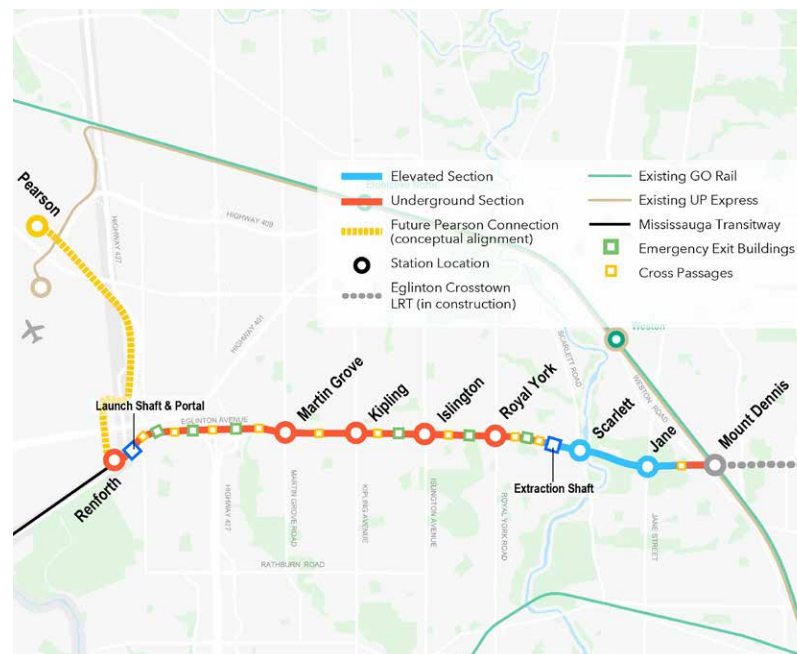
These are positive steps towards realizing increased service on this critical rail line, both for Mississauga and the GTHA. The City encourages the Government of Ontario to continue these discussions and develop a plan for implementing increased passenger service on the Milton GO line.



## iii. Eglinton Crosstown West Extension Light Rail Transit to the Airport

The Eglintown Crosstown West Extension (ECWE) Light Rail Transit (LRT) will extend from the Mount Dennis station in Toronto to the Renforth Station in Mississauga. Mississauga is a net importer of jobs and this key connection to the Mississauga Transitway will provide higher order transit options for Toronto residents working in Mississauga. This segment is currently under construction. The Eglinton West LRT is also proposed to extend to the Regional Passenger and Transit Centre (RPTC) at Pearson Airport.

This connection would run through the Airport Corporate Centre and provide access to the Airport Megazone employment area, Canada's second largest employment zone outside of Downtown Toronto. The City supports the addition of an LRT station in the Airport Corporate Centre to provide a direct transit link to jobs in this area. It is important the Government of Ontario fund the detailed design for the Pearson Airport connection to facilitate planning, design and construction efficiencies with the current ECWE LRT project.



All alignments and stations are conceptual and subject to change.  
Image Credit: Metrolinx



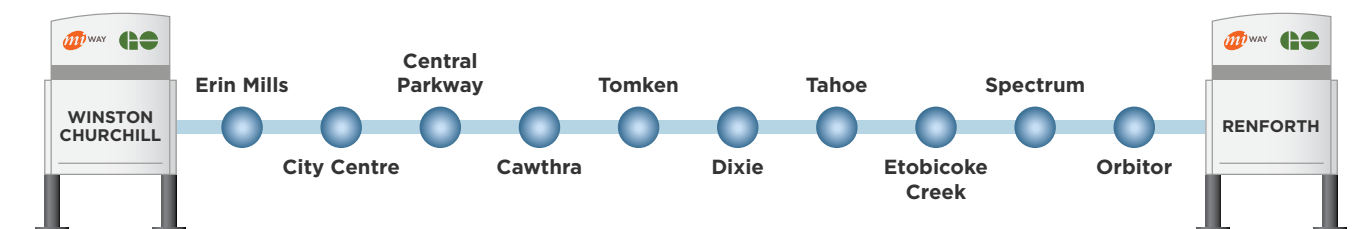
## iv. Downtown Mississauga Terminal and Transitway Connection

Mississauga's 18 km, 12-station transitway has made it faster and easier for commuters to travel to, from and through Mississauga and across the region. While the west and east portions of the transitway have access to dedicated lanes, the downtown portion experiences delays because it relies on accessing local city streets.

The completion of the downtown segment of the Mississauga Transitway, with a dedicated transit corridor and new bus terminal, would provide for a continuous transitway that would maximize the benefits and success of previous investments.

This new terminal will support the Hurontario LRT, future growth in Downtown Mississauga and the urban context that is expected to be achieved in a city the size of Mississauga.

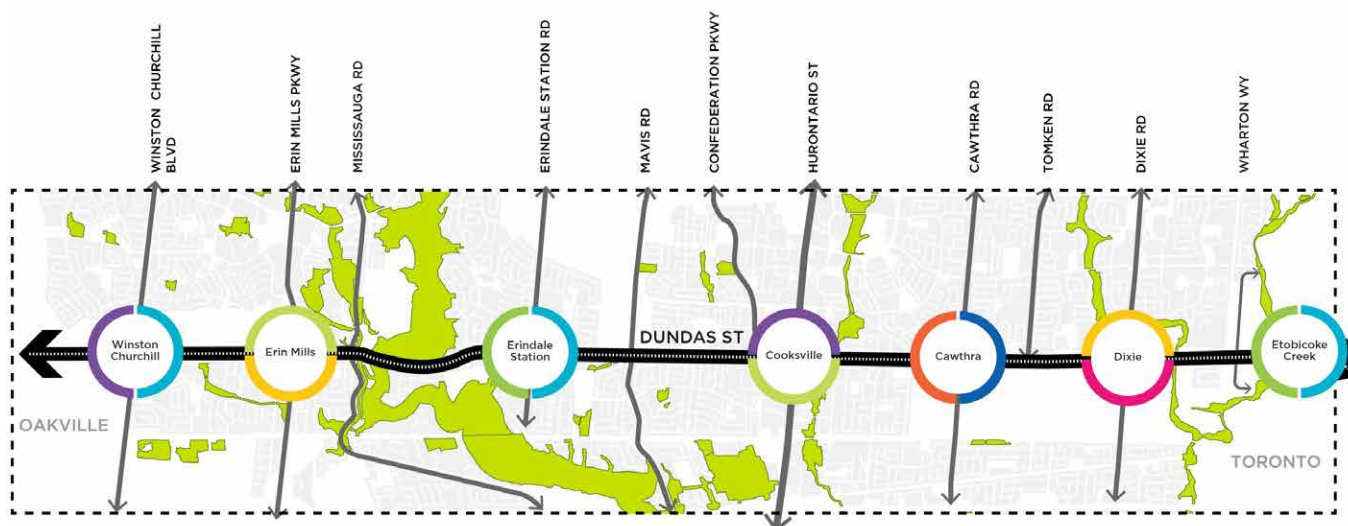
An Initial Business Case (IBC), jointly led by the City and Metrolinx, was completed in 2020. The next phase of study is the preparation of a Preliminary Design Business Case that requires funding to move forward. This is a critical step in supporting the continued development of Mississauga's downtown as well as transit connections to the western GTHA and Pearson International Airport.



## v. Dundas Bus Rapid Transit Corridor

The City's Dundas Connects project produced a Master Plan for the Dundas Corridor, which makes recommendations on land-use intensification and rapid transit for Dundas Street. Specifically, the Master Plan recommends a Bus Rapid Transit facility for the entire length of Dundas Street. This supports major improvements to transportation, land use and the public realm along the Dundas Street Corridor.

The next steps in advancing this transit initiative are the completion of a Transit Project Assessment Process leading to detailed design and construction. Federal and provincial funding for this work, such as through ICIP - for which the City has applied, would ensure that rapid transit would be available to support the growth and redevelopment along Dundas.





# Recommendation 5

Provide investments in projects that mitigate the impacts of climate change and increase the resiliency and adaptability of our communities.

Mississauga is taking action on climate change with its [Climate Change Action Plan](#). This 10-year plan focuses on both community and corporate actions that decrease greenhouse gas (GHG) emissions and help the City become more resilient to changing climate conditions. These actions include:

- Decreasing GHG emissions from our buildings, transport sectors and city vehicles;
- Building our resilience to the expected impacts of climate change;
- Increasing our capacity to deal with climate events;
- Accelerating discovery and driving innovation in regards to climate action to create jobs;
- Enhancing sustainable infrastructure investments and management practices to improve local resilience; and
- Supporting low carbon district energy systems and piloting hydrogen technology in our transit system.

We all have a role to play, and tackling it requires global action, and collaboration. Mississauga is seeking committed funding from all levels of government to help advance transformative climate action projects, three of which are described on the following pages.





## i. Transition of Bus Fleet to Zero-Emission Vehicles

Mississauga Transit ('MiWay') is committed to reducing overall GHG emissions significantly over the next decade. As of 2020, roughly 70 per cent of the City's GHG emissions stem from public transit buses alone and MiWay must decrease emissions by 40 per cent by 2030 and 80 per cent by 2050.

In order to meet this target, MiWay will no longer purchase conventional diesel buses, and will be required to purchase zero-emission buses at some point over the next decade. The cost of this premium is around \$200 million. Federal and provincial investments are necessary in order to transition the fleet and cover the premium.

Environmentally-friendly, zero-emission buses have many benefits: they produce little to no greenhouse gas emissions; are simpler to maintain; easier to drive; and produce less noise pollution.

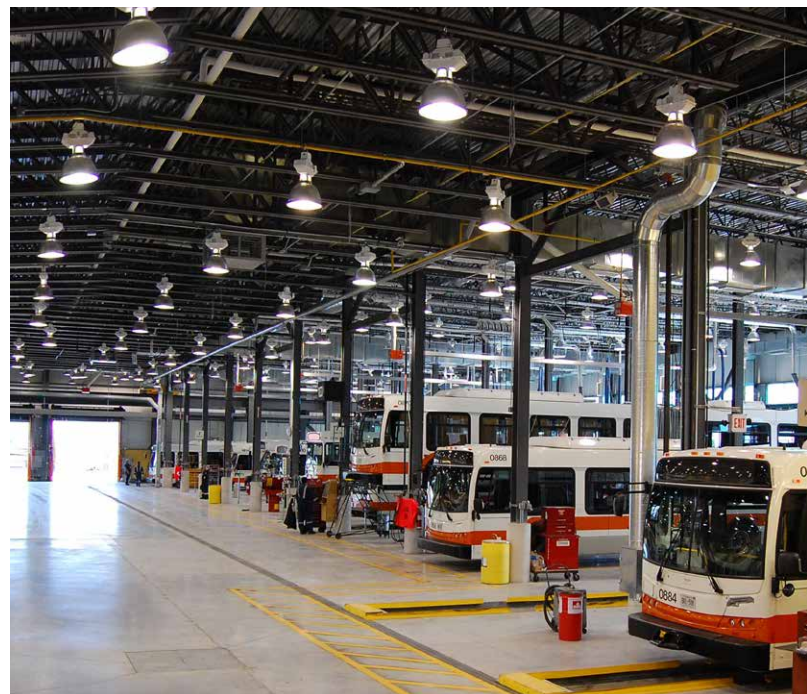


## ii. Bus Maintenance and Storage Facility Zero-Emission Conversion

In order to operate Zero-Emission Buses (both Battery-Electric and Hydrogen Fuel Cell), MiWay must convert their traditional diesel facilities to a facility that will accommodate charging or fueling infrastructure. This will require extensive structural overhauls, and in most cases, existing facilities may need to be completely rebuilt and future facilities constructed. The cost for this is currently unfunded.

In the case of battery-electric buses, there are two charging options, which include depot charging and on-route charging. If on-route charging is a viable option, this will lead to additional infrastructure required on-street and within terminals and stations. For hydrogen fuel cell buses, MiWay may need to install electrolyzers and fueling infrastructure. From a maintenance perspective, Zero-Emission Bus technology is relatively new and will require technicians to learn new skills including high voltage systems.

The estimated cost of this project is between \$200-250 million. In order for our infrastructure to accommodate such a transition, support from higher order levels of government is required.





### iii. Solar Power and Green Building Standards for Our Municipal Facilities

Municipal buildings represent approximately 23% of the Corporation's Green House Gas (GHG) emissions, primarily coming from fossil-based sources in the electricity mix and natural gas for heating buildings. In order for Mississauga to meet the goals laid out in the City's Climate Change Action Plan, the municipal buildings portfolio must reduce its emissions by 40% by 2030 and 80% by 2050 compared to 1990 levels. Council approved a Corporate Green Building Standard in 2019, which sets high performance requirements and transitions towards near-net zero operation and construction in new municipal buildings in the next decade.

Further, solar power needs to be advanced through the use of rooftop and building integrated solar photovoltaics in our existing building portfolio. Solar power will not only act as a source of clean energy in our buildings but it will also increase their resiliency by providing access to another source of energy on site. Both actions require support from the industry through advancements in technology and competitiveness, and investments from the provincial and federal governments.





# Recommendation 6

Termination of the Hwy 413/GTA West Transportation Corridor project due to the detrimental impact on the environment, encouragement of residential sprawl, and increased dependence on cars.

Mississauga's City Council, unanimously expressed strong opposition to the construction of the Hwy 413/GTA West Transportation Corridor. This opposition was due to environmental and climate change concerns, impacts on land in north-west Mississauga, and additional financial pressures.

The City of Mississauga, along with many other municipalities, regions, and the Government of Canada, have declared a climate change emergency. A new four to six lane highway in the Region of Peel, through prime agricultural lands, does not address climate change actions on reducing GHG emissions nor align with the province's Climate Change Action Plan (2016).

This Hwy 413/GTA West Transportation Corridor will have a direct impact to lands in north-west Mississauga at the Highway 401/407 interchange. These impacts include:

- **Economic Development:** Lands on the south side of Highway 401, within the Meadowvale Business Park Corporate Centre, are designated for employment uses and the proposed highway may impact the future development of the larger vacant parcels for future employment uses; and
- **Parks and Recreational Amenities:** The City-owned lands on the west side of Ninth Line, south of the Highway 401/407 interchange known as Park 452, are undergoing preliminary planning for the function and design of the park, of which the Hwy 413/GTA West Transportation Corridor may impact in terms of future public use of the land.

In addition, the Hwy 413/GTA West Transportation Corridor could add additional financial pressures to the City's budget, as a new highway in the Region of Peel may result in the requirement for new or expanded infrastructure (eg. roads, water, wastewater facilities) to support new development surrounding the corridor. This infrastructure would be funded through taxes paid by Mississauga residents.

The cost of this project is approximately \$6 billion. This money would be far better utilized if it was reinvested into local transit priorities.

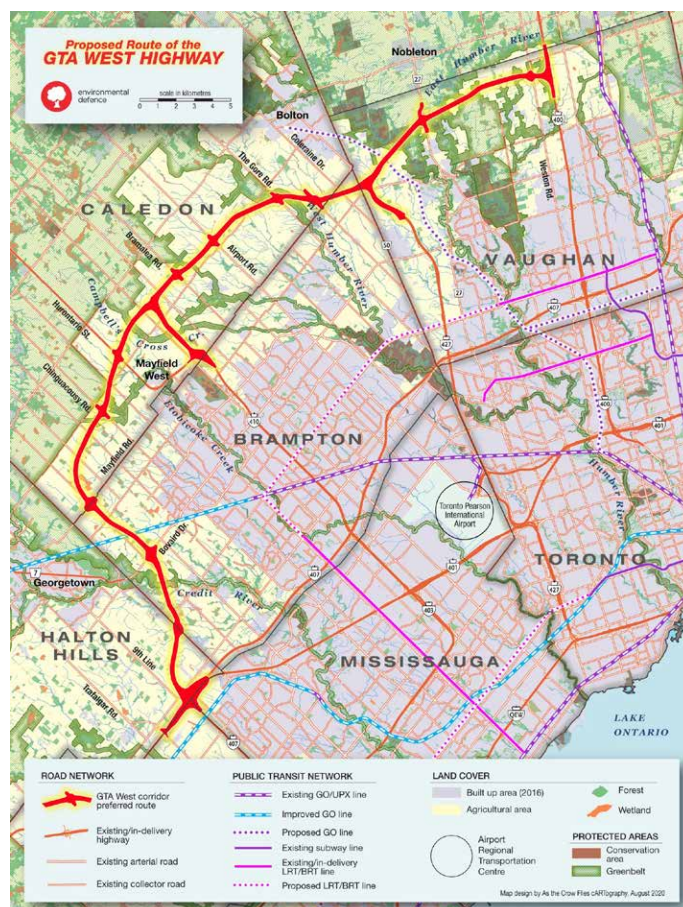


Image Credit: environmentaldefence.ca



# COMMUNITY AND CULTURE

2022

PROVINCIAL

PRE-BUDGET

SUBMISSION



## Community & Culture

Investments in affordable housing, community amenities, support networks, activities, and other cultural facets will help ensure that residents can continue to live, work and play in the City of Mississauga.

Through the City's continued work with its many community stakeholders, residents have shown a willingness to join and participate in the rich opportunities of a vibrant municipal life.





# Recommendation 7

Partner with cities to fund and build affordable housing to close the supply gap and ensure everyone has a safe place to live.

Proactive intervention by all levels of government is imperative to ensure that our communities continue to thrive. Mississauga is doing what it can to protect existing affordable housing supply and remove current regulatory and administrative barriers to the development of housing for middle-income households such as:

- Zoning approval for approximately 20,000 units which have not yet been built;
- Permissions for “unlimited height and density” in our Downtown Core which streamline and bring certainty to the development process, and could support the creation of tens of thousands of new units in the core;
- Protecting our existing affordable stock through our Rental Housing Protection By-law and Demolition Control By-law;
- Developing an inclusionary zoning framework to require developments in Major Transit Station Areas incorporate affordable housing units;
- Securing revenue through density bonusing and seeking additional revenue sources to incent affordable rental housing; and
- Prioritizing City surplus land for affordable housing development by non-profit housing providers.

Even with these actions, municipalities lack the financial tools and legislative authority to close the gap between what the market will produce and what households can afford. New powers and revenue sources are required to incent housing affordable to middle income earners.





## Affordable Housing

The Government of Ontario can enhance Mississauga's legislative authority to participate in the delivery of affordable housing in the following ways:

### Supply

- **Enhance** and introduce mechanisms to discourage investor-owned residential real estate such as increase capital gains tax (excluding principle residences), improvements to the Provincial Non-resident Speculation Tax such as increasing the tax rate and requiring that purchases of any number of units be subject to the tax (not just fewer than six units);
- **Enhance** and introduce supports for first-time home buyers such as assistance with closing costs;
- **Provide** direct funding to municipalities such as:
  - **reinstate** Provincial Brownfield Remediation Fund to support municipalities in safely building affordable housing on former industrial sites; and
  - **create** Complete Communities Fund to provide municipalities with planning resources to more effectively up-zone existing residential areas.
- **Provide** municipalities the power to zone for residential rental tenure so that new developments, particularly on large sites or at key strategic locations, must include both rental and ownership housing; and
- **Provide** incentives to promote new purpose-built rental housing as secondary rentals (investor condos) are no-longer affordable.

### Affordability

- **Enhance** and/or introduce funding and financing for affordable housing developers and work with municipalities to better coordinate the funding process and timing;
- **Amend** the Planning Act to permit inclusionary zoning everywhere that the market can support it (e.g. large greyfield sites) and permit cash-in-lieu of inclusionary zoning;
- **Enhance** and/or introduce tools for municipalities to raise funds for affordable housing as well as offer direct funding to municipalities such as the expected federal Housing Accelerator Fund;
- **Leverage** the potential of provincially-owned land by:
  - **requiring** a minimum number of affordable units be provided when selling surplus land to developers;
  - **offering** surplus land to non-profit housing providers for a below market price; and
  - **evaluating** co-development of provincially-owned lands with affordable housing uses.
- **Provide** direct incentives and more favourable market conditions for rental housing producers;
- **Introduce** HST rebates, provincial tax credits, and revise other tax policies to incentivize the development of affordable housing including second units; and
- **Use** additional housing-related tax revenue from the above measures to directly fund local housing incentive programs.

### Affordable price threshold





# Recommendation 8

Invest in the Mississauga community to create great places and amenities for everyone.

A recent survey conducted by Park People, highlighted that 94 per cent of Canadian cities report greater use of parks in the last year. This pressure on our parks and green spaces has highlighted the importance of our outdoor public spaces as well as the need to develop new and maintain aging infrastructure. In addition, 85 per cent of Canadians support more public funding for improving parks and green spaces.

The City of Mississauga is seeking funding in order to proceed with the development of a sustainable and creative community along its waterfront. The City is currently focusing on three projects:

Lakeview Village, Port Credit Harbour Marina, and JC Saddington/Brightwater Waterfront Parks. The revitalization and development of these sites will help deliver on the City's Strategic Plan action of creating a model sustainable creative community on the waterfront.

In addition to these three projects, the City is also focused on the Cooksville Parkland Development project to address the existing parkland deficit and provide animated urban park spaces in balance with natural area enhancements in one of Mississauga's largest and most multicultural neighbourhoods.

## i. Lakeview Village

This site will connect the former Ontario Power Generation (OPG) lands to the waterfront trail system and will create a new 1,300m waterfront trail adjacent to Lakefront Promenade. An interconnected system of parks and open spaces will provide a range of passive and active recreation opportunities; and contribute to the character and identity of Lakeview Village and reinforce a healthy, active, and vibrant community.

A condition of sale from OPG to Lakeview Community Partners Limited requires that 67 acres of waterfront land be remediated and transferred to the City of Mississauga for parkland, institutional and cultural uses consistent with the [Inspiration Lakeview Master Plan](#). The City of Mississauga is engaged, ready, and willing to complete these next steps.





## ii. Port Credit Harbour Marina

Through the [Inspiration Port Credit Charting the Future Course – 1 Port Street East Master Plan](#) process, community support to “keep the port in Port Credit” was established and reinforced the need for a future public marina at 1 Port Street East. The comprehensive Master Plan, which articulated a concept for the future revitalization and redevelopment of the site into a vibrant mixed-use neighbourhood, ensures the historic marina function is preserved.

The marina supports one of the largest salmon-fishing derbies in Canada, provides an important supply of recreational boat slips for the City and the region, and is a cultural heritage link to the Great Lakes. Substantial new investment is required for the infrastructure that supports the marina function.



## iii. JC Saddington/ Brightwater Waterfront Parks

Brightwater is a sustainable, mixed-use community currently under development on the west side of the Port Credit Harbour. It will be a modern waterfront village with 18 acres of parks and outdoor amenities connecting Lakeshore Road to Lake Ontario. New parkland along the Lake Ontario shoreline will be designed for all season use and include public access to the water's edge, event spaces, picnic areas and natural areas. The Waterfront Trail will connect it to the surrounding communities and the adjacent, existing, revitalised JC Saddington Park, which will be the southern trail head for the future Credit Valley Trail and a space to embrace the Indigenous connection to the Credit River. These diverse animated spaces will be balanced with shoreline enhancements that will support water-based recreation while improving natural habitats for fish and bird migration.

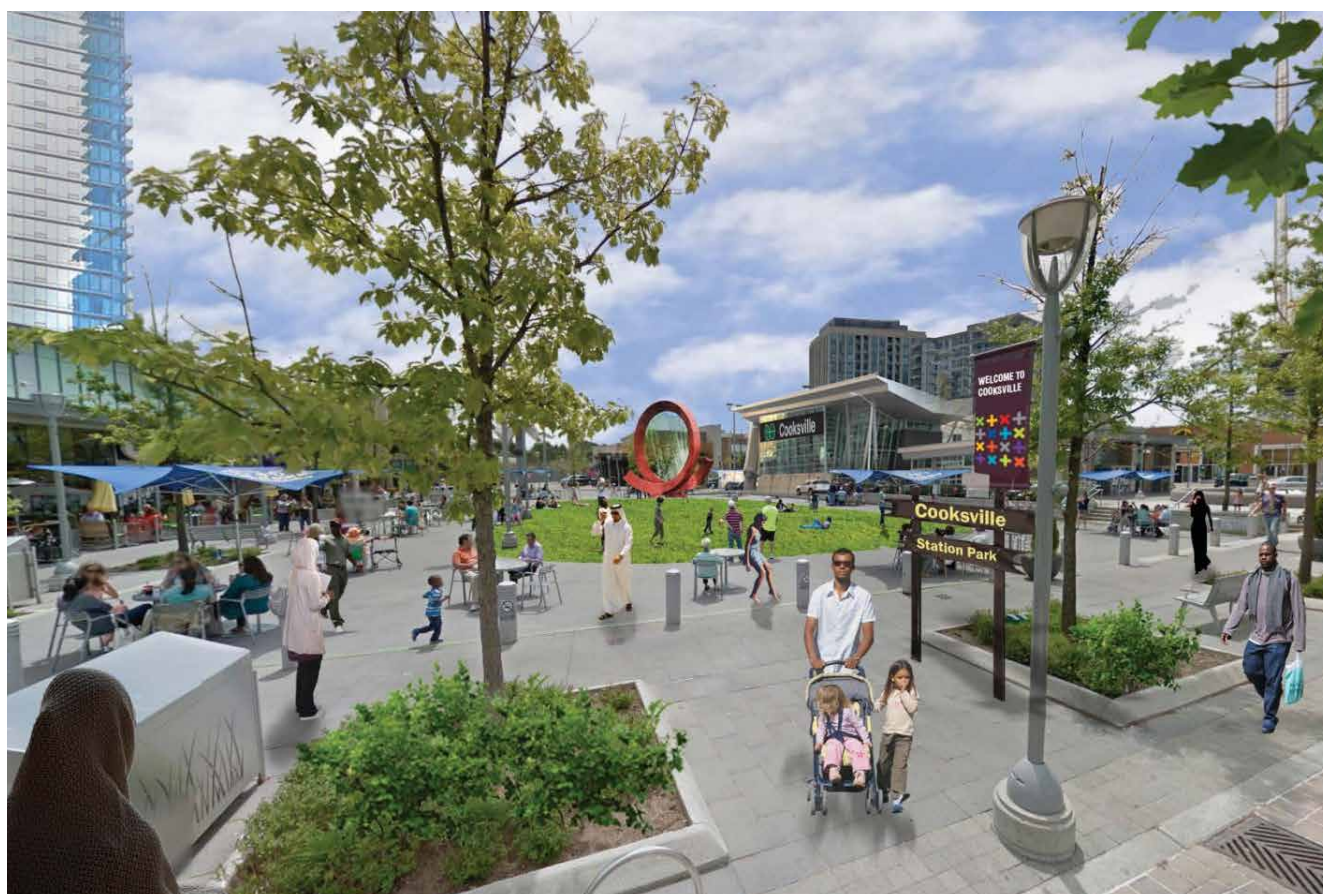




## iv. Cooksville Parkland Development

The City of Mississauga is planning for significant population growth throughout the Downtown Growth Area in the coming years, especially with the construction of light rail transit along the Hurontario Street corridor. One of the City's most multicultural neighbourhoods, Cooksville, will be transformed into a vibrant neighbourhood where residents can live, work and play. In an effort to support this transformation and address a parkland deficit, the City is currently acquiring

future parkland within the Cooksville Creek corridor with the goal of achieving large, cohesive areas of parkland with continuous trail systems by adding approximately 10 ha (25 ac) to existing parks in proximity to Cooksville Creek. It is anticipated that the future expanded park system will provide animated urban park spaces in balance with natural area enhancements and places for unstructured enjoyment of the outdoors.





# LOCAL ECONOMY

2022

PROVINCIAL

PRE-BUDGET

SUBMISSION

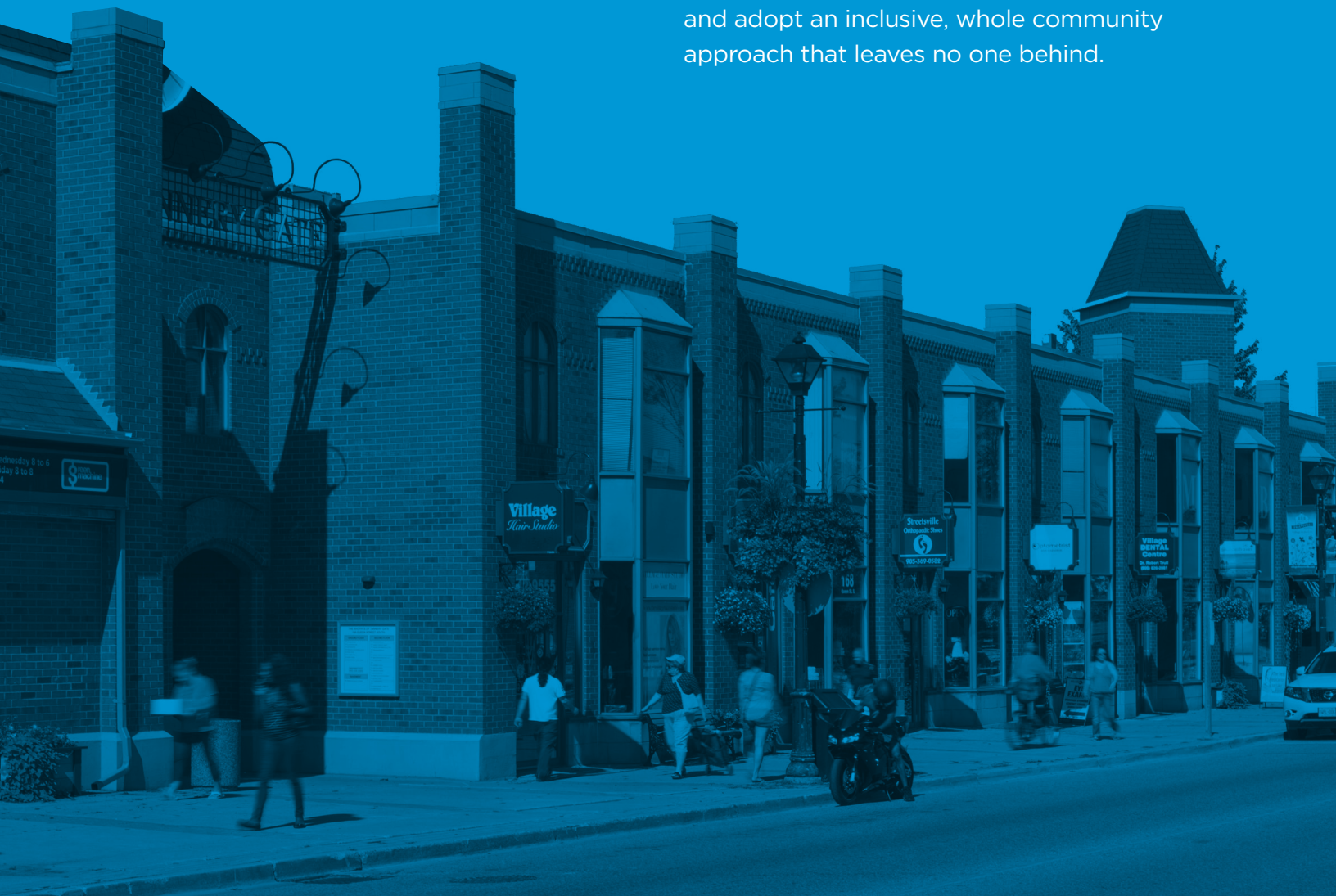


## Local Economy

The City of Mississauga has a strong local economy, comprised of a highly diverse business community that reaches across a wide variety of sectors. Home to over 94,000 businesses, with a GDP of over \$50 billion, the City is a major contributor to the Greater Toronto Area economy. It is imperative that we remain responsive to the needs of the business community as recovery unfolds.

At the same time that provincial and federal governments are assisting the municipal sector, they must also continue to assist our business community. Some sectors (life sciences, healthcare, etc.) have fared well through this pandemic, while other sectors (aerospace, hospitality, and manufacturing) have been hard hit. In particular, small businesses, tourism, creative industries, and the air travel sector have experienced unprecedented losses.

While the City of Mississauga has and will continue to play a key role in helping the local economy, especially those hardest hit, we need active and engaged provincial and federal partners to work with the City and our local businesses to build back better; and adopt an inclusive, whole community approach that leaves no one behind.





# Recommendation 9

Continue targeted support for sectors hardest hit by the COVID-19 pandemic, including main street businesses, recreation, travel and tourism, creative industries, and air travel.

## i. Small Business Supports

The City of Mississauga recognizes that small businesses are the foundation of the economy. From traditional main street small businesses to local manufacturing, the economic health and vitality of these establishments directly impact the overall well-being of the local economy. Businesses within these sectors account for 11% of businesses and 13% of total employment in Mississauga and continue to face depressed and uncertain markets due to the ongoing impact of COVID-19 and related public health measures. Inadequate support for local business risks long term negative local economic impacts such as:

- loss of livelihoods by local business owners and their employees;
- reduced neighbourhood vitality; and
- reduced overall attractiveness of Mississauga as a place to live, work and play.

It is imperative that all levels of government remain responsive to the needs of the business community as recovery unfolds. Mississauga's small businesses and local economy need ongoing federal and provincial support to address their specific challenges and needs.





## ii. Tourism and Cultural Industry Support

The COVID pandemic has taken a particularly heavy toll on the arts, entertainment, tourism and recreation industries. Relative to its size, this sector has lost more jobs than any other sector. One in four workers from these sectors have lost their job during the pandemic.

In Mississauga, the story is no different. Local creative industries and entrepreneurs continue to be forced to scale back operations and face mass uncertainty as new variants emerge. There continue to be many unknowns about the future. Organizations are unsure of sustainable funding opportunities such as government and sector-specific grants and if they will be able to cover costs as they continue to navigate government restrictions and public health measures.

In the Tourism sector, purchased accommodations continue to be impacted due to travel restrictions, event cancellations or capacity limits, and self-isolation requirements. For hoteliers and short-term accommodation owners, revenues are significantly down resulting in lower Municipal Accommodation Tax (MAT) revenue in 2021. Any resemblance of pre-pandemic MAT revenue, which is used to support the tourism industry, is highly dependent upon public health guidance and the willingness of the public to travel and vacation.

As such, sustainable funding for the Tourism and Cultural industry is required from the federal and provincial governments. Not only will this support drive more people to our City as we are able to lift capacity restrictions, but it will also help the local economy through tourism spending. Ensuring Mississauga remains competitive and attractive to film and music production is also a vital component of Mississauga's recovery efforts.





### iii. Air Travel Support

Airports are recognized as economic catalysts for the communities they serve, delivering jobs and investments to the local municipalities. The impact of international airports is even greater; they provide links to global markets while fostering trade, investment and tourism.

Mississauga is home to Canada's largest airport. Serving over 49 million passengers annually, Toronto Pearson International Airport is a major global hub, providing Canadians with a gateway to the world. With over 330,000 surrounding jobs, the airport is home to the second largest employment zone in the country.

As the fourth largest global entry point into the U.S., it boards flights to 210 destinations and more than 22 million trans-border passengers annually. Unfortunately, due to COVID-19, passenger activity at Pearson International Airport fell by 69.5 per cent during 2020 and has yet to recover.

As governments around the world continue to impose border restrictions and advise their citizens against non-essential travel, the air transportation sector faces further declines in air passenger traffic, staff layoffs, and grounding of planes. Higher order levels of government must assist in the recovery and growth of this sector.



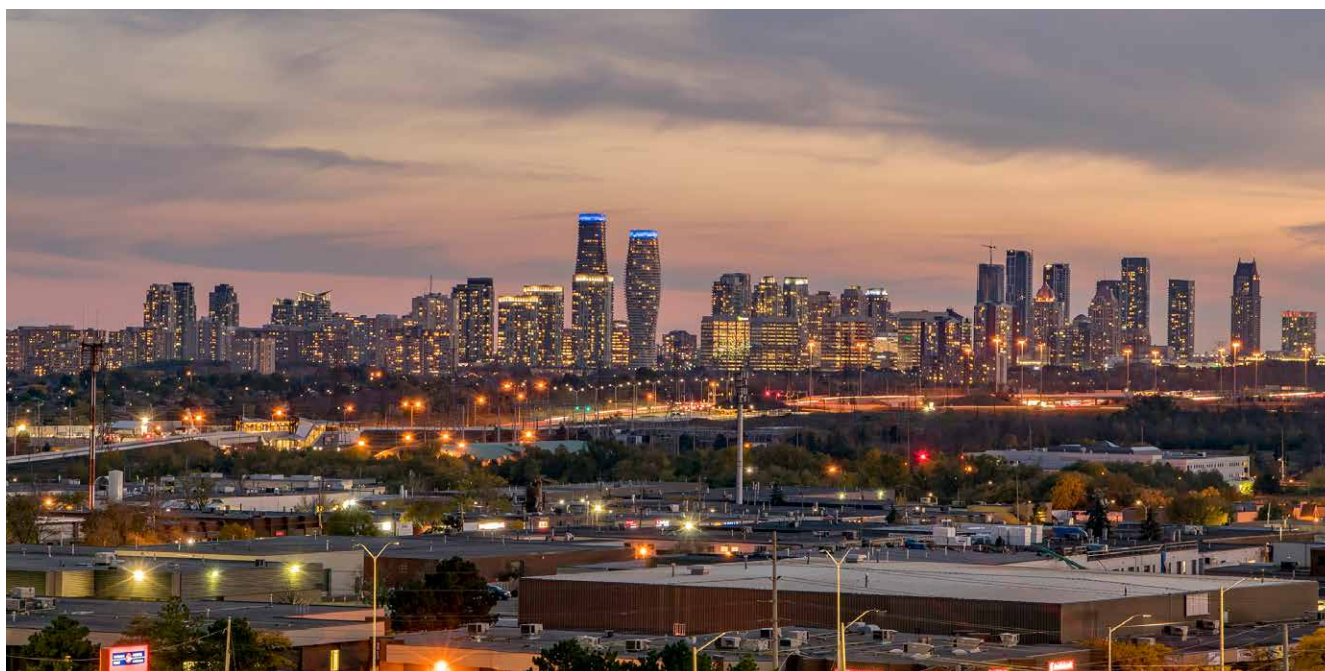


# Recommendation 10

Invest in local business innovation and competitiveness.

Mississauga's key sectors in Advanced Manufacturing, Life Sciences, Information & Communication Technology, Financial Services and Smart Logistics are critical drivers of growth and employment opportunities within the city. Together these sectors directly employ over 178,000 people, accounting for 43% of Mississauga's total employment and indirectly support many other local businesses. The long term competitiveness of these sectors will depend upon their ability to remain innovative, grow, adopt new technologies, develop sustainable business practices and access global markets. This requires ongoing support from the federal and provincial governments. The City of Mississauga recommends the following actions be taken:

- Enhance existing and introduce new funding programs to support local business innovation, start-up and scale-up capacity;
- Enhance existing and introduce new funding programs to support local business competitiveness through technology adoption and automation;
- Invest in local business capacity to develop and adopt the technologies and practices required for a clean energy transition consistent with Canada's climate goals;
- Invest in Canada's supply chain infrastructure, including physical infrastructure and digital technology capacity of supply chain organizations and companies; and
- Take proactive measures to support small, medium and large enterprise access to global markets.





# Recommendation 11

Invest in talent development and access.

Access to talent is a critical determinant of Mississauga's ability to retain, expand and attract businesses. Over 80% of Canadian business leaders have indicated labour shortages as the primary obstacle to meeting demand in today's market. The COVID-19 pandemic has worsened pre-existing labour market challenges related to a lack of skilled talent and workforce aging. The federal and provincial governments must work together to ensure that Mississauga has a strong labour market so businesses can grow, prosper, and thrive.

The following actions will be critical to ensure that Mississauga businesses have access to the talent they need:

- Enhance existing and introduce new funding programs to address labour shortages that are locally appropriate and developed in partnership with industry, education, regional and municipal representatives; and
- Improve and expand pathways for immigrants to address industry and professional talent shortages.





# Recommendation 12

Prioritize investments that support a fair and inclusive economic recovery.

The COVID-19 pandemic disproportionately impacted populations that are already disadvantaged by pre-existing socioeconomic structures. A full and inclusive economic recovery requires dedicated funding and targeted programming to address barriers experienced by each population. The federal and provincial governments must work with municipalities to ensure that everybody has an equal opportunity to thrive in our country, province and municipalities. We must work together. This is why Mississauga proposes the following actions to be taken to support a fair and inclusive recovery:

- Ensure access to affordable childcare;
- Keep our workers safe by providing adequate sick pay;
- Enhance existing and introduce new funding programs to identify and address barriers to the full participation of women, racialized and indigenous people and those with disabilities in entrepreneurship and labour markets; and
- Take proactive measures to ensure government support programs and procurement processes are open and accessible to under-represented groups, including women, racialized and indigenous people and those with disabilities, as well as small and medium enterprises.





# Conclusion

Municipalities play a vital role in the delivery of critical services that residents rely on, and are on the frontline of a safe economic recovery. Mississauga's Leadership Team and Council, in alignment with federal and provincial public health measures and guidance, continue to deliver value for money and exceptional customer service.

The provincial and federal governments are important partners in ensuring the City meets its objectives, realizes its vision, and achieves its city-building priorities, specifically through proper funding mechanisms. We know the course of COVID-19 continues to be uncertain. Our recovery plans and supporting actions will need to remain agile to respond to the impacts of emerging variants. One thing we can be certain of, whatever challenge we face, we can only overcome it if we work together.

For more information visit [mississauga.ca](https://mississauga.ca) or email us [strategicinitiatives@mississauga.ca](mailto:strategicinitiatives@mississauga.ca)



**2022**

**PROVINCIAL**

**PRE-BUDGET**

**SUBMISSION**



Date: March 11, 2022

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:  
March 30, 2022

## Subject

Administrative Penalties for Parking, Standing or Stopping in Bicycle Lanes (All Wards)

## Recommendation

That an administrative penalty be established for parking, standing or stopping a vehicle in bicycle lanes by amending the following by-laws as outlined in the corporate report dated March 11, 2022 from the Commissioner of Transportation and Works entitled "Administrative Penalties for Parking, Standing or Stopping in Bicycle Lanes (All Wards)":

1. That the Administrative Penalty By-law (0282-2013), as amended, be further amended to establish penalties of \$55 for parking, standing and stopping vehicles in designated bicycle lanes.
2. That the Administrative Penalty By-law (0282-2013), as amended, be further amended to increase the penalty for parking in a prohibited zone to \$55.
3. That the Traffic By-law (0555-2000), as amended, be further amended to add a definition for "Bicycle Lanes", a prohibition for parking and standing in designated bicycle lanes, as well as certain exemptions.

## Executive Summary

- Several roads with painted bicycle lanes in Mississauga also include parking lanes or lay-by parking bays, which introduces potential conflicts when drivers park in or otherwise obstruct the bicycle lanes.
- The establishment of an administrative penalty for parking, standing or stopping a vehicle in a designated bicycle lane would be in line with fines levied in comparator municipalities in southern Ontario.
- If approved and enacted, enforcement of the new penalty will begin as soon as May 2, 2022 and will be supported by a communications campaign.



## Background

Members of the public have expressed concerns about drivers of vehicles parking in or otherwise blocking painted bicycle lanes in various locations across the City. Staff have reviewed the Traffic By-law (0555-2000), as amended, and the Administrative Penalty By-law (0282-2013), as amended, to confirm the options available to the City to enforce and/or issue fines to drivers who park or otherwise block a bicycle lane. Staff have also reviewed how neighbouring municipalities address this issue.

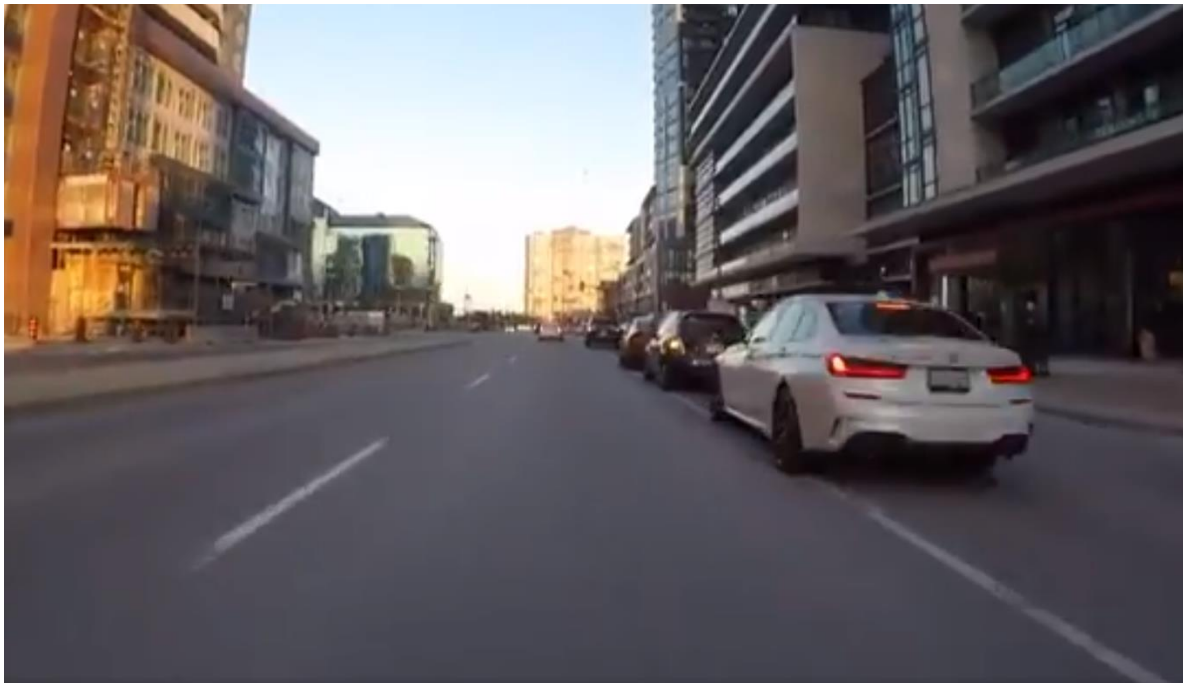
Painted bicycle lanes are in place on several streets in Mississauga. These bicycle lanes do not include any physical measures that might prevent drivers of cars or trucks from either encroaching on the lanes or stopping, standing or parking in the lanes. Typically, the City installs “No Parking” signage wherever bicycle lanes are in place at the right-most edge of the roadway, adjacent to the curb.

There are some locations with parking bays or lay-by parking stalls in place on the roadway as well as a bicycle lane. In these instances, “No Parking” restrictions are not possible since the intention of the road design is to permit curbside parking while maintaining cycling space. The lack of a parking restriction limits enforcement tools for situations where vehicles block a bicycle lane. Specific examples include Confederation Parkway between Rathburn Road West and Burnhamthorpe Road West, and Tenth Line West between Britannia Road West and Derry Road West (see Figures 1 and 2 below).



Figure 1: Confederation Parkway south of Princess Royal Drive





*Figure 2: Screen capture of resident video submission showing multiple vehicles blocking bicycle lane on Confederation Parkway south of Princess Royal Drive (Source: Kris Hammel, MCAC Member)*

When drivers of cars, trucks or other motor vehicles park, stop or stand in bicycle lanes, it forces people riding bicycles to merge into general purpose travel lanes and share space with motorized vehicles. This creates uncomfortable conditions for people on bikes and can result in potentially dangerous merging and weaving movements on high volume roads in busy urbanized areas.

## Comments

### Traffic By-law (0555-2000)

Section 31 of the Traffic By-law (0555-2000), as amended, describes the purpose of designated bicycle lanes and includes provisions that prohibit drivers of vehicles from stopping in a bicycle lane.

The existing language makes explicit reference to stopping a vehicle in a bicycle lane, but does not mention parking or standing. Without a specific reference to all of these activities (parking, standing and stopping), the City is limited in its ability to establish penalties to deter undesirable behaviour. Therefore, Section 31(2)(b) is recommended to be revised to add reference to parking and standing as well as to stopping to align with existing wording in the Traffic By-law (0555-2000) for other types of driver prohibitions.

Further, the existing language refers to an exemption for public transit vehicles to be able to stop in a bicycle lane. This type of exemption should also be applied to other specific categories



of vehicles for specific purposes. Section 31(2) is recommended to be revised to articulate additional exemptions to this provision. Vehicles permitted to drive in a bicycle lane would include:

- a bicycle or an e-scooter;
- a police, fire, emergency medical service vehicle;
- a maintenance vehicle while engaged in maintenance activities.

Vehicles permitted to park or stop in a bicycle lane would include:

- a public transit motor vehicle;
- a police, fire, emergency medical service vehicle;
- a maintenance vehicle while engaged in maintenance activities;
- a vehicle loading or unloading of a person with a disability, while actively engaged in doing so.

The Traffic By-law (0555-2000) does not currently include a formal definition of a bicycle lane. A formal definition would improve clarity when the City seeks to add new enforcement tools. For example, edge lines are frequently used in Mississauga as a traffic calming device. The lines are visually similar on the roadway to bicycle lanes, however there are specific bicycle stencil and diamond markings and specific signage that distinguish bicycle lanes from edge lines and other uses. A formal definition gives the City a stronger foundation to consistently enforce new penalties. A formal definition is therefore recommended to be added, with language that is largely consistent with definitions found in the Region of Peel and City of Brampton's by-laws:

"Bicycle Lane" means a portion of the roadway designated for unidirectional bicycle traffic only and denoted by authorized signs and pavement markings.

#### Administrative Penalty By-law (0282-2013)

The Administrative Penalty By-law (0282-2013), as amended, does not have an established penalty for parking in or otherwise obstructing a bicycle lane.

Staff have reviewed the set penalties for this situation in 38 neighbouring Ontario municipalities as of 2020. Fifteen (15) of the municipalities reviewed had established penalties, of which a selection is presented below (see Table 1):

<b>Municipality</b>	<b>Set Penalty for Parking in or Obstructing Bicycle Lane</b>
City of Toronto	\$150
Town of Oakville	\$50
City of Vaughan	\$50
City of Burlington	\$46
City of Brampton	\$35
City of Hamilton	\$33

*Table 1: Comparison of Set Penalties in Nearby Municipalities*



The average penalty across the 15 municipalities is \$45; excluding Toronto, which has the highest penalty by a significant margin, the average penalty is \$37.

In consideration of Mississauga's relative size and rate of urbanization, it would be reasonable to set its penalty for parking, stopping or standing in a bicycle lane at or above the average value. For additional context, the City's existing penalty for stopping in a prohibited zone is set at \$55. For consistency, it is therefore recommended that the penalty for parking, standing or stopping in a bicycle lane be set at \$55 as well.

## Strategic Plan

Discouraging drivers from illegally blocking bicycle lanes by setting a fine in the Administrative Penalty By-law is aligned with the **Move** pillar in the City's **Strategic Plan**. In addition, it also aligns with other key City strategies, including:

- **Mississauga Cycling Master Plan** – “Improve safety for cycling” is one of the four main goals of the Cycling Master Plan;
- **Mississauga Transportation Master Plan** – A policy framework and Action Plan to guide the development of Mississauga's transportation system for the next 25 years; the vision statement of the TMP states that “In Mississauga, everyone and everything will have the freedom to move safely, easily and efficiently to anywhere at any time”;
- **Vision Zero** – The City's commitment to Vision Zero includes a focus on providing safe and comfortable infrastructure for vulnerable road users such as cyclists; and
- **Climate Change Action Plan** – Providing safe and comfortable active transportation infrastructure supports the long-term goals of the CCAP, to achieve goals for mode split and the co-benefits of active transportation, such as improved air quality and improved health outcomes.

## Engagement and Consultation

The recommended penalties of \$55 for parking, standing and stopping vehicles in designated bicycle lanes, along with other recommended changes as outlined in this report, were presented to the Mississauga Cycling Advisory Committee at its meeting on January 11, 2022. The Committee passed the following recommendation:

GC-0050-2022

That the Mississauga Cycling Advisory Committee support the proposed amendments to the Traffic By-law and the Administrative Penalty By-law, as outlined in the presentation from Matthew Sweet, Manager, Active Transportation regarding Set Fines for Parking, Standing or Stopping in Bicycle Lanes.  
(MCAC-0001-2022)

A public notification and communications plan will be developed and distributed throughout the City to advise local residents and visitors of the implementation of this penalty.



Enforcement of the new penalties will begin as soon as Monday, May 2, 2022. Proactive enforcement will be scheduled to occur in the spring of 2022 in areas previously highlighted by residents and other locations with similar parking and bicycle lane configurations.

## Financial Impact

This report is recommending a new penalty fee for parking, standing or stopping in a bicycle lane at \$55 per occurrence. Revenue from this new fee is undetermined as it remains unknown the extent to which undesired behaviour will be deterred by setting penalties. The revenues received will be booked to Cost Centre 22681 - APS Enforcement and Account 540100 - APS Fees.

## Conclusion

Establishing a penalty for parking, stopping or standing in bicycle lanes in the Administrative Penalty By-law (0282-2013) and amending the Traffic By-law (0555-2000) to strengthen regulations related to bicycle lanes are key steps in improving safety and comfort for people riding bicycles in Mississauga. Once a penalty is established, staff will implement the communications and enforcement plan beginning in the spring of 2022.



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

Prepared by: Matthew Sweet, Manager, Active Transportation



Date: March 15, 2022  To: Chair and Members of General Committee  From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works	Originator's files:
	Meeting date: March 30, 2022

## **Subject**

**Changing Lanes – Draft Complete Streets Guide**

## **Recommendation**

That the comments received from the public and stakeholders are considered in the final Complete Streets Guide, to be presented to Council for endorsement at a future date as outlined in the corporate report dated March 15, 2022, from the Commissioner of Transportation & Works, entitled “Changing Lanes – Draft Complete Streets Guide”.

## **Executive Summary**

- The Changing Lanes project is delivering three City of Mississauga Transportation Master Plan Action Items: A new street classification system, a Complete Streets Guide, and updated Engineering Design Standards.
- A multi-disciplinary consultant team, working closely with staff, has developed a draft Complete Streets Guide (draft Guide), which includes a new street classification system.
- Once adopted by the City of Mississauga, all street projects in Mississauga will use the Complete Streets Guide to inform street planning and design, and the new street classification system will be incorporated into the Mississauga Official Plan.
- This Guide will inform safety-driven design changes to City streets, supporting the City's commitment to Vision Zero.
- The draft Guide can be found at <https://yoursay.mississauga.ca/changing-lanes>, and comments will be received until May 1, 2022.
- A final Complete Streets Guide will be brought to Council for endorsement in the second quarter of this year.



## Background

The City of Mississauga launched the Changing Lanes Project to update, develop and implement new tools for staff, developers, and other street providers to ensure City streets are safe and more convenient for all users. To do so, the Changing Lanes project is delivering the following Transportation Master Plan Action Items:

- Delivering Complete Streets Guidelines, updating the City's approach to street planning and design (Action #1);
- Developing a new street classification system, to be included in Mississauga's Official Plan (Action #2); and
- Undertaking a review and update of the City's road engineering design standards (Action #3).

The City retained urban design and landscape architecture firm DTAH and engineering firm HDR Inc. to deliver a Complete Streets Guide and street classification system for the City of Mississauga. Working closely with staff from across the Corporation, the draft Guide, including a street classification system, is ready for public comment. The draft Guide is a 'made in Mississauga' approach to street design and decision-making, reflecting the needs and concerns of the community while incorporating best practices from national organizations, peer cities, and advocacy organizations.

Once the Guide is complete, staff will deliver Action #3, by reviewing and updating the City's engineering design standards to align with the Guide.

## Comments

Figure 1 below presents the draft Guide's Complete Streets definition. Complete Streets guidelines and policies work to ensure that multiple types of street users can be accommodated, feel comfortable and be safe sharing the street, including pedestrians, cyclists, transit users, and drivers. Improvements may include installing cycling facilities, building new sidewalks, adding dedicated public transit lanes, and implementing traffic calming measures, among other interventions.

### Figure 1: Defining Complete Streets

Complete Streets in Mississauga are designed for all ages, abilities, and modes of travel. Safe and comfortable access for pedestrians, bicycles, transit users and people with disabilities is not an afterthought, but an integral planning feature of Complete Streets.

Adapted from [www.completestreetsforcanada.ca](http://www.completestreetsforcanada.ca)

Chapter 1 of the draft Guide is attached as Appendix 1 of this report, which provides the policy context for Complete Streets in Mississauga and the application and limits of the Guide. The draft Guide is available online at <https://yoursay.mississauga.ca/changing-lanes>. The Guide



provides direction to staff, developers, and others to incorporate Complete Street concepts into the planning, design, rehabilitation and maintenance of new and existing City of Mississauga streets.

Recognizing that all streets are different and no single design solution exists, the draft Guide establishes minimum and preferred design values that provide for flexibility in street design, while still meeting the test of good engineering judgment. To manage the street design decision-making process, the draft Guide establishes a standardized Street Delivery Process. As Mississauga grows and matures, space for new facilities on the City's streets is under pressure. The Guide's Street Delivery Process mandates that the procedures, techniques, and performance indicators of the Guide are applied in a context-sensitive way, with the safety of all users of highest concern, with the most vulnerable first.

The draft Guide is organized into the following chapters. Chapters 5 and 7 provide implementation strategies for the Guide and are not included in the draft on the *yoursay* project site for review. They will be added to the Guide when it is brought to Council in the second quarter of 2022.

- **Chapter 1 Introduction** provides the policy context for Complete Streets in Mississauga and the application and limits of the Guide.
- **Chapter 2 Process** defines the Street Delivery Process.
- **Chapter 3 Defining Street Context** presents the new street classification system for the City of Mississauga. This classification system will be incorporated into the Mississauga Official Plan.
- **Chapter 4 Techniques** provides guidance on planning and designing for Complete Streets, with guidance for the pedestrian realm and placemaking, infrastructure, transit, cycling facilities, the travelway, and intersections.
- **Chapter 5 Ensuring Success** will include tools to audit Complete Streets achievements.<sup>1</sup>
- **Chapter 6 Demonstrations** includes demonstrations of how a street or intersection may be designed when applying the techniques of the Guide.
- **Chapter 7 Implementation** will include details on project prioritization, costing, and recommended actions to help implement the Guide.<sup>1</sup>
- **Appendix 01 and 02** include a map and demonstration cross-sections of the new street classification system.

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<sup>1</sup> Chapters 5 and 7 will include implementation strategies for the Guide and are not included in the draft. They will be added to the Guide when it is brought to Council in Q2, 2022.



### **Complete Streets and Vision Zero**

At the core of the Complete Streets approach is a commitment to making streets safer for all users, with the most vulnerable users considered first. The draft Guide was informed by the City's commitment to Vision Zero and will help lead to safer streets. Through its recommendations and design guidance, the draft Guide will assist in achieving many of the Engineering Actions of the City's Vision Zero Action Plan, endorsed by Council on November 24, 2021. For example, the draft Guide includes lane width and design speed recommendations to improve speed compliance on City of Mississauga streets.

### **Application and Limits of the Guide**

Once endorsed, the Guide will apply to all City of Mississauga street projects advanced through the City's Roads Capital Program or reviewed by City staff through development applications. The Guide defines a street as the entire right-of-way, from property line to property line. Design guidance for both mid-block and intersection design are included in the Guide.

The Region of Peel is responsible for all Regional roads within the City of Mississauga, and Region of Peel standards and guidelines apply to all Regional roads. Where a Regional road intersects with a City street, Region of Peel standards and guidelines also apply. Cycling and pedestrian facilities on Regional roads are operated and maintained by the City of Mississauga, and design for these elements are developed collaboratively with the Region. City and Regional staff work closely to design and build safer, more complete streets, advancing the Region and the City's commitment to Vision Zero.

Region of Peel staff support many specific design considerations in the Guide that can help promote active and sustainable modes of transportation and enhance safety on streets. When the Region undertakes the review and update of the Region's Road Characterization Study, the City's Complete Streets Guide will be taken into consideration to help inform this work.

## **Strategic Plan**

The Complete Streets Guide supports all of the City's Strategic Pillars for Change. The Guide provides specific guidance and techniques to make the City's streets safer and more complete for all users. These changes will help improve access and provide more options for residents to move around for any purpose, which supports the *Move*, *Belong*, and *Connect* pillars. The Guide provides direction to make street designs responsive to the surrounding area's context and needs, and resident and businesses want to locate in places where streets support their needs, supporting the *Prosper* pillar. The Guide also includes specific guidance on making the City's street infrastructure more resilient and adaptable to climate change, supporting the *Green* pillar of the Strategic Plan.



## Engagement and Consultation

The project team developed a targeted engagement plan to gather input and feedback from technical and community stakeholders:

- A project Technical Advisory Committee representing City divisions and the Region of Peel meets regularly to inform and review project deliverables;
- Three Community and Industry workshops were held, with representatives from local advocacy organizations, schools and post secondary institutions, conservation authorities, BIAs, ratepayer associations, the development community, represented by BILD, the business community, and neighbouring municipalities;
- One Expert Review Panel meeting was held, including representatives of neighbouring municipalities, conservation authorities, MTO, Region of Peel, schools and post secondary institutions, advocacy organizations, such as the Centre for Active Transportation and 8 80 Cities, and the development community, represented by BILD;
- Presentations were made to the Road Safety Committee, Mississauga Cycling Advisory Committee, and the Accessibility Advisory Committee to inform committees and gather feedback on project directions; and
- The project has maintained a website at <https://yoursay.mississauga.ca/changing-lanes>, where primers and engagement summaries have been posted, and an FAQ page has been updated regularly.

Input received through these activities has been an invaluable resource to the project team for the draft Guide's development. In general, workshop attendees have been supportive of the Changing Lanes project's intent and direction. Summaries of engagement activities and comments received can be found on the project's [website](#).

The project team looks forward to receiving comments from members of the Mississauga community, developers, and other interested parties on the draft Guide which has been posted to the Changing Lanes project site at <https://yoursay.mississauga.ca/changing-lanes>. Stakeholders who participated in the project to-date will receive an email with a link to the draft Guide and a request for comments. The Technical Advisory Committee, Road Safety, Mississauga Cycling Advisory and Accessibility Advisory Committees will also be advised that the draft Guide is available for review. In addition, through the City's social media outlets, the general public will be advised that the draft Guide is posted to the project website for their review. Comments can be submitted on the website until May 1, 2022. Once public comments have been received, a final Guide will be completed, including Chapters 5 and 7 on ensuring success and implementation. The final Guide will be brought to Council for endorsement in the second quarter of 2022.



## Financial Impact

There is no financial impact if the recommendation of this report is approved. The draft Guide, once finalized and endorsed, will be used by staff when developing street designs as part of the City's Roads Capital Program, as well as to inform the review of development applications. Any financial impacts will be brought forward through the regular Business Planning and Budget process.

## Conclusion

The Complete Streets Guide provides a comprehensive approach to building safer, more complete streets in Mississauga. Once endorsed, it will direct staff, developers, and other street design practitioners to prioritize safer, slower speeds for all users of a street in a way that enhances quality of life while improving how a street functions. The draft Guide has been posted on the *yoursay* Mississauga site for review and comment by the public and stakeholders until May 1, 2022. A final Complete Streets Guide will be brought back to Council for endorsement in the second quarter of this year.

## Attachments

Appendix 1 – City of Mississauga Complete Streets Guide Chapter 1



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for

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

Prepared by: Alex Legrain, MCIP, RPP, Project Leader Transportation Planning



# 1.0

## INTRODUCTION

The Mississauga Complete Streets Guide (the Guide) is the City's reference on street design policies, process, and techniques. Use Chapter 1 to gain an understanding of the policy context for Complete Streets in Mississauga and how and when to use the Guide.



## 1.1 Purpose

The Guide provides direction to staff, developers, and others so they can incorporate Complete Street concepts into the planning, design, rehabilitation and maintenance of new and existing City streets.

### Defining Complete Streets

Complete Streets in Mississauga are designed for all ages, abilities, and modes of travel. Safe and comfortable access for pedestrians, bicycles, transit users and people with disabilities is not an afterthought, but an integral planning feature of Complete Streets.

Adapted from [www.completestreetsforcanada.ca](http://www.completestreetsforcanada.ca)

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

Mississauga Transportation Master Plan (2019):  
Vision Statement

**“In order to create a complete community and develop a built environment supportive of public health, the City will: ...design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking...”**

Mississauga Official Plan (2021 Consolidation):  
7.1.3 Complete Communities

The vision for a safe, livable, multi-modal, environmentally conscious and future-ready street network is found in the City’s policy documents, including the City of Mississauga’s Official Plan (MOP), the Transportation Master Plan (TMP), and the Vision Zero Action Plan (VZ). The Guide includes the process, techniques, and performance indicators to assist in the delivery of this vision.

The Guide defines what a Complete Street is and what it should do. Staff, developers, and other street providers will use the Guide as they plan and design streets.

The Guide emphasizes performance monitoring. By measuring performance, Mississauga will learn how to effectively deliver Complete Streets, with each project building upon the lessons learned and successes of those that come before.

Street design teams will endeavour to make each project as complete as possible with available resources, regardless of the category, project type, scale or complexity.



## 1.2 Application and Limits of the Guide

All Mississauga street projects—public and private, large and small—will use the Guide to inform planning and design.

This Guide applies to all City of Mississauga street projects. A street is the entire right-of-way, from property line to property line. Streets in Mississauga often include a private setback, referred to as the frontage zone, or front onto a public space such as a park.

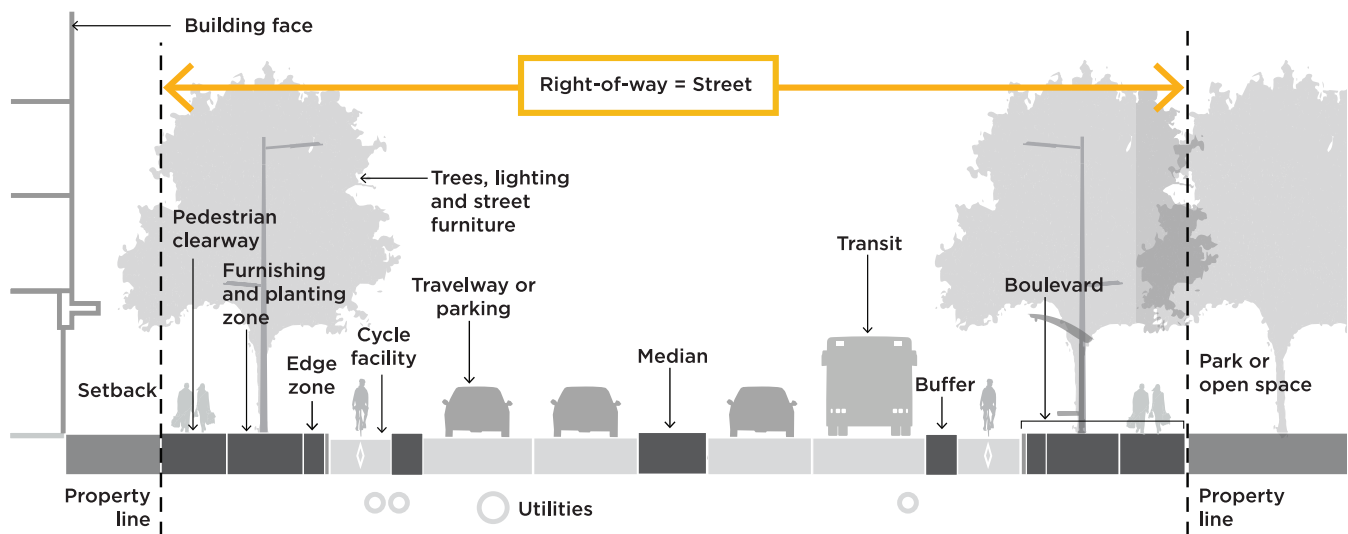
The Region of Peel is responsible for Regional roads in Mississauga. Region of Peel standards and guidelines apply to Regional roads.

The Guide directs street design practitioners to design and operate the entire right-of-way to prioritize safer, slower speeds for all people in a way that enhances quality of life, while improving the functionality of the integrated network.

The Guide does not provide prescriptive street design templates that the designer will apply. Street design will respond to each specific project type and context to deliver on the City's complete communities vision.

The Guide is a foundational document and is applicable when developing Secondary Plans, Environmental Assessments (EAs), Integrated Road Projects, corridor studies, new street design and street rehabilitation.

To help implement the Guide, Chapter 7 identifies high-priority street improvement projects in Mississauga.



**Figure 1.1.** A Mississauga Street is the entire right-of-way, from property line to property line.



## 1.3 Range of Street Projects

Not all street projects are the same. Some are simple maintenance exercises while others are complex, highly involved, and carried out over many years. Regardless of these differences, every street project provides an opportunity to advance the goals of Complete Streets.

There are two categories of street projects in Mississauga:

**1. Capital/Operational Projects:**

initiated by the City of Mississauga.

**2. Development Projects:**

undertaken by private interests on behalf of the City.

The Guide applies to all work on City streets—from maintenance to operational changes, to retrofits, new construction and reconstruction. Applying the Complete Streets way of thinking is just as relevant to a small project as a large one, as on a Local Neighbourhood Street or an Arterial Strategic Growth Street. Refer to [Chapter 3](#) for street classification definitions.

While new streets or full reconstruction efforts afford the greatest opportunity to rethink streets in a comprehensive manner, new streets only represent a small proportion of the City's street network and annual projects.

**Table 1.1 The Guide applies to the following project types**

	Capital/ Operational	Development
Reconstructions	X	
Resurfacings	X	
Environmental Assessments	X	
Integrated Road Projects	X	
Transit infrastructure	X	
Water/sewer/stormwater management	X	
Utility cut rehabilitations	X	
Safety/local improvements	X	
Traffic calming	X	
New sidewalk construction	X	X
Sidewalk improvements	X	
Bikeway construction/markings	X	X
Street furniture installations	X	X
Street tree planting or green infrastructure installations	X	X
Site plan applications		X
Development applications		X
On-street parking facilities	X	X





Transit



On-street parking/cycling



Safety/local improvements



Traffic calming



Street tree planting



Resurfacing



Bikeway construction



Green infrastructure



Site plan applications

**Figure 1.2.** Range of sample street projects.



## 1.4 Approach to the Guide

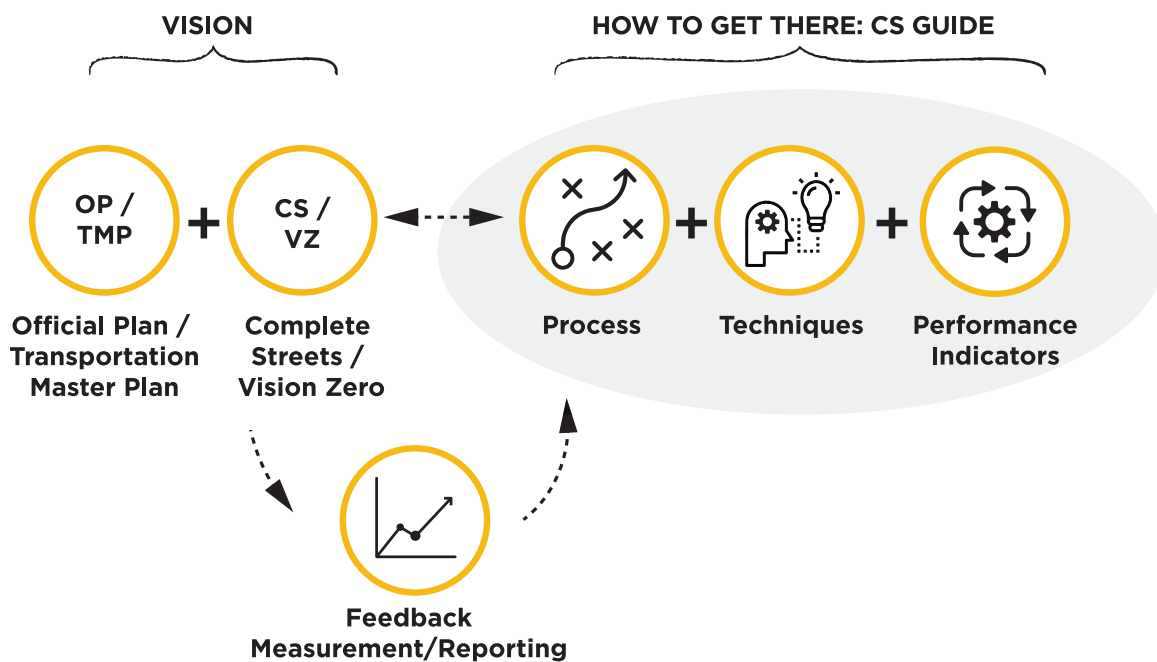
**Complete Streets is a process and a product to deliver safe and comfortable streets.**

Complete Streets applies not only when a street is designed, constructed, or reconstructed, but throughout all phases of street design, operations, and maintenance.

The City's ambition is that everyone in Mississauga, from professionals involved in street design and repair, to residents and political leaders, will understand, apply, and promote the Complete Streets way of thinking. The key to achieving Complete Streets is to ensure the simple question of "how do we make this street more complete?" is asked as part of all street projects.

The process, techniques, and performance indicators in this Guide build upon:

- Policy ambitions and experiences of designing streets in Mississauga.
- Current City of Mississauga work flows and collaborative multi-divisional efforts.
- Best practices from around North America.



**Figure 1.3.** The process, techniques, and performance indicators within the Guide will assist in the delivery of Complete Streets in Mississauga.



## Complete Streets **AS A PROCESS**

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**Brings a holistic lens**  
to the street design process

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**Integrates multiple points of view**  
within the street design process

---

**Helps prioritize the many demands**  
placed upon Mississauga's streets

---

**Integrates social, economic and environmental priorities**  
within the street design process

---

**Identifies ways to reallocate public rights-of-way**  
for a wide range of different modes and uses

## Complete Streets **AS A PRODUCT**

---

**Creates a safe environment**  
that offers improved mobility options for all users, especially people whose needs have not been met through a traditional transportation approach

---

**Helps create complete communities**

---

**Provides opportunities for improved health and recreation**

---

**Promotes economic well-being**

---

**Each Complete Street is unique**  
and there is no one solution that fits all streets

---

**Creates a public space**  
within the street

**Figure 1.4.** Complete Streets is both a process and a product.



## 1.5 Guide Structure

The Guide's structure allows for quick reference. Additional resources and hyperlinks are provided throughout. These resources will direct the reader to best practices, related programs, funding opportunities, and implementation techniques.

The Guide has seven chapters that reflect the steps of the street planning, design, and implementation process.

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### 1.0 INTRODUCTION

Use Chapter 1 to gain an understanding of how and when to use the Guide and the policy context for Complete Streets in Mississauga.

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### 2.0 PROCESS

Use Chapter 2 for guidance on the street design and planning process.

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### 3.0 DEFINING STREET CONTEXT

Use Chapter 3 to define a street's mobility and place function, building upon the street classification defined in Mississauga's Official Plan.

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### 4.0 TECHNIQUES

Use Chapter 4 for guidance on how to plan and design more complete cross-sections and intersections. Chapter 4 is organized by street component starting with pedestrian realm and place-making, followed by infrastructure, transit, cycle facilities, travelway, and intersections.

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### 5.0 ENSURING SUCCESS

Chapter 5 includes tools to audit Complete Street achievements as the decision-making process unfolds. Use this chapter to ensure that Complete Streets techniques are integrated at all stages of the project and to understand expectations for oversight and compliance.

To follow\*



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### 6.0 DEMONSTRATIONS

Chapter 6 includes demonstration views illustrating potential outcomes of how a street or intersection may look when applying the techniques within the Guide.

To follow\*



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### 7.0 IMPLEMENTATION

Use Chapter 7 for direction and guidance on project prioritization, costing and further recommended actions.

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### APPENDIX

Street Classification Map, typical cross-section by street class and glossary.

\*Chapters 5 and 7 are to follow. They will provide implementation strategies for the Guide and are not included in the draft. They will be added to the Guide when it is brought to Council in summer 2022.



## 1.6 Policy Direction

Provincial, Region of Peel, and City policies call for safe and inclusive streets for all uses and users. This Guide will support these policy directions.

All levels of policy have the goal of creating a healthy, complete community environment that provides a mix of uses, promotes diversity, encourages walkability and accessibility, and builds community identity. This Guide ensures that all Mississauga streets are designed with all users and uses in mind.



Figure 1.5. Provincial policy documents and guides.

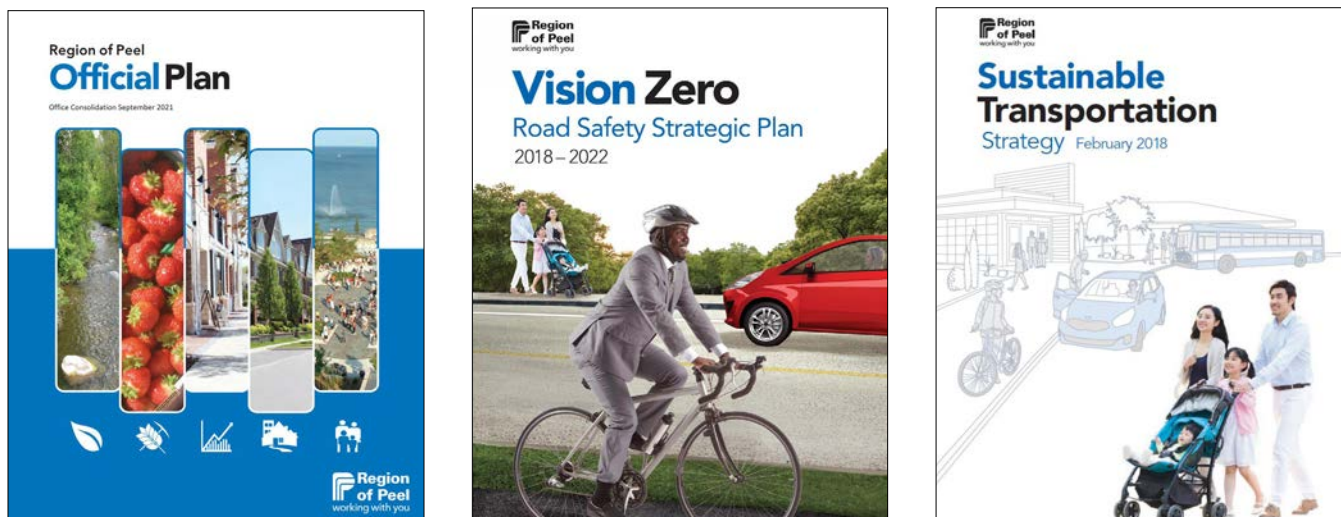
### PROVINCIAL POLICY

**Growth Plan for the Greater Golden Horseshoe (Ontario Ministry of Municipal Affairs, 2017):** requires that “in the design, refurbishment or reconstruction of the existing and planned street network, a Complete Streets approach will be adopted that ensures the needs and safety of all road users are considered and appropriately accommodated” (3.2.2.3).

### 2041 Regional Transportation

**Plan (Metrolinx, 2018):** sets out a broad vision for transportation within the Greater Toronto and Hamilton Area. It includes policies to improve integration between transportation and land use planning decisions. The Plan requires the adoption of a Complete Streets approach when designing, refurbishing, or reconstructing existing or planned streets and street networks. The Plan highlights the importance of active transportation, particularly as a first mile/last mile solution for connecting to transit (page 20). Many streets in Mississauga, such as Eglinton Avenue, Britannia Road, and Derry Road, are identified as Priority Bus Routes by 2041.





**Figure 1.6.** Region of Peel policy documents and guides.

#### **REGION OF PEEL POLICY Region of Peel Official Plan (2021 Office Consolidation):**

provides a long-term policy framework for decision making by setting a regional context for detailed planning. The Official Plan (ROP) promotes a predictable and sustainable multi-modal transportation system for the Region that: includes all modes of travel; moves goods and people efficiently (with a focus on moving people by modes other than single-occupant automobiles); maximizes the use of existing transportation infrastructure; increases travel choices to meet diverse needs; minimizes the environmental and health impacts of transportation; supports economic development; considers social and cultural objectives; and integrates transportation planning and land use planning.

As part of the Peel Official Plan and Municipal Comprehensive Review, the Region is developing a strategy and policies to guide how growth is accommodated within Major Transit Station Areas (MTSAs) within Mississauga.

#### **Vision Zero Road Safety Strategic Plan 2018-2022 (2018):**

sets out the Region's Vision Zero framework, under which no loss of life from a collision is considered acceptable. The City of Mississauga passed a resolution to adopt Vision Zero in February 2018. The City has prepared an Action Plan that describes how Vision Zero will be achieved through education, enforcement and street design.

#### **Long Range Transportation Plan (2019):**

is a five-year plan that guides transportation planning and infrastructure needs in the Region and sets out the blueprint to accommodate anticipated growth to 2041.

#### **Sustainable Transportation Strategy (2018):**

sets out guidance and actions for active transportation and transportation demand management programming and infrastructure to move the Region towards a 50% sustainable mode share (at AM peak, including walking, cycling, transit, carpooling) by 2041 (also reflected in Peel's Long Range Transportation Plan).

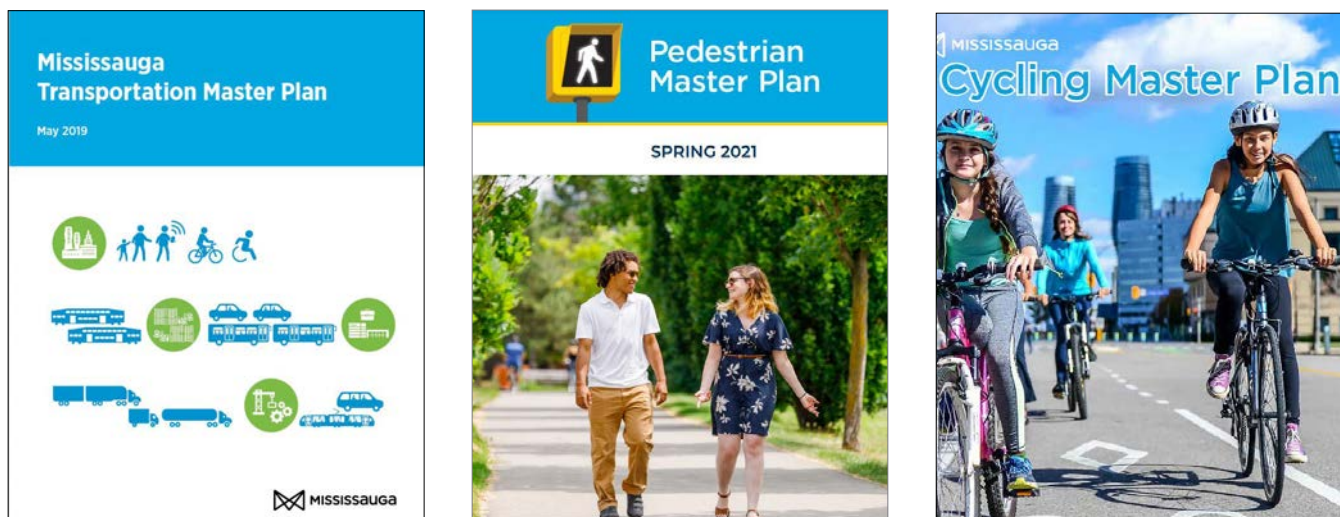
#### **Region of Peel Road Characterization Study (2013):**

sets out a direction for future roadways that respect multiple transportation modes, ensuring that the Regional road network considers all users, transportation options, health impacts, and local contexts, with an eye towards intensification. Six street typologies are identified.

#### **Streetscaping Toolbox Update (Peel Region, 2017):**

provides guiding principles for incorporating streetscaping best practices into infrastructure along Regional roads. The Toolbox aims to work with Mississauga's specific land uses by: enhancing streetscape appearance and character; improving active transportation infrastructure; and incorporating green infrastructure along Regional roads. The Streetscape Toolbox will be superseded by the Region's streetscape guide, which is forthcoming.





**Figure 1.7.** City of Mississauga's policy documents and guides.

#### **Mississauga Official Plan (MOP) (Oct 2021 Office Consolidation):**

provides policies that guide and direct the land use and physical structure of the City. The MOP identifies streets as a critical component of complete communities and encourages: compact, mixed use development that reduces travel needs; streets that facilitate alternative modes of transportation, such as public transit, cycling, and walking; and streets that reinforce the sense of identity of Mississauga's neighbourhoods. The City is currently undertaking its ten-year review of the MOP. The updated MOP will include the new city-wide street classification system included in Chapter 3 of this Guide.

#### **Transportation Master Plan (2019):**

presents the vision, goals, and action items that will guide Mississauga's transportation system to 2041. The City of Mississauga's inaugural Transportation Master Plan (TMP), approved by Council in 2019, provided the City with an important first step in identifying a transformative vision: "... In Mississauga, everyone and everything will have the freedom to move safely, easily, and efficiently to anywhere at any time". This Guide is an action of the Transportation Master Plan.

#### **Cycling Master Plan (2018):**

outlines cycling infrastructure planning and design best practices to improve cycling in Mississauga. The recommended cycling network integrates new facilities with the existing network, providing continuous and barrier-free routes to key destinations, transit, and neighbourhoods that are safe and comfortable.

#### **Transit and Road Infrastructure Plan (forthcoming):**

will develop a long-term transit network and a long-term road network, which will offer additional transportation infrastructure to support and encourage more modes of travel, such as transit, cycling, and walking. The plan will guide actions, policies, and transportation investment in Mississauga over the next 20 years.

#### **Pedestrian Master Plan**

**(2021):** shapes how pedestrian connections are designed and implemented across Mississauga. The Plan is the go-to reference for pedestrian infrastructure projects until 2041, supporting the City's commitment to a Vision Zero approach.

#### **Downtown Core Streetscape**

**Guidelines (forthcoming):** will be undertaken in parallel to the Region's upcoming streetscape guide.





Figure 1.8. City of Mississauga's policy documents and guides (continued).

**Parking Matters - Parking Master Plan and Implementation Strategy (2019):** includes strategies to improve the efficiency and effectiveness of current and future resources dedicated to parking and identifies opportunities to use parking as a tool to realize city building objectives. Parking Matters includes policies and practices that define parking as a key element in city building, transportation choices and economic development. Parking Matters recommends a precinct based approach to parking provision and management. On-street parking is an important component of Complete Streets.

**MiWay Transit Service Plans (ongoing):** guide the refinement and expansion of the City's transit network. Service Plans are created for a five-year term and their main goal is to continue growing the system and improving connectivity to deliver transit service that will be fast, efficient, attractive, and easy to use. MiWay also has annual transit service plans.

**MiWay Infrastructure Growth Plan (2020):** identifies a 10-year capital investment strategy for transit infrastructure to accommodate the City's planned growth and change, maximize benefits to transit passengers, and improve operational efficiencies.

**The Vision Zero Action Plan (2021):** provides City staff with actions they can apply to their current and ongoing projects so they contribute to the Vision Zero goal of eliminating fatalities and serious injuries in the transportation system. The plan also consists of education and engagement actions that the City can take to help inform residents about road safety and create transportation-related behaviour change.



## 1.7 Guidance for Practitioners

**All engineers, designers, and developers are to comply with this Guide. Use the Guide together with all other government-required standards, specifications, manuals, guidelines, best practices, and requirements as referenced in this document.**

The Mississauga Complete Streets Guide is the primary resource for the planning and design of City streets. Other tools and resources are referenced within the Guide, where additional detail is necessary.

All streets are different and no single design solution exists. The Guide establishes minimum and preferred design values that provide for flexibility in street design while still meeting the test of good engineering judgment. It is the practitioner's responsibility to confirm all guidance and ensure all necessary independent investigations are conducted prior to inclusion in any proposal or application to the City.

The Guide is based on extensive consultations with City staff and leading planning and design professionals, as well as best practices and research from local, provincial, national, and international sources. It incorporates and builds upon current City of Mississauga standards and guidelines, as well as other provincial, federal, and non-governmental organizations; for example, Ontario Provincial Standards (OPS), Transportation Association of Canada (TAC), Institute of Transportation Engineers (ITE), and National Association of City Transportation

Officials (NACTO). The Guide also works within existing Provincial and Federal legislation pertaining to street design and is a set of tools to implement it within Mississauga contexts.

The Guide does not promote prescriptive or restrictive standards, nor does it discourage innovation. The concept of the Design Domain (TAC 2017) acknowledges that, for many elements in the transportation right-of-way, there is no absolute value that is the "correct" design dimension. A designer shall consider the overall impact to make an informed decision that will suit the context and users. Further, a designer should also understand the consequences of reducing a value for a design requirement, particularly if it influences safety performance and impacts other outcomes.

The Guide will evolve as the state of the practice evolves. Practitioners shall also consider the latest research and practices when applying the Guide. Practitioners have the liberty to introduce innovative techniques, novel elements, and pilot projects to meet the challenges outlined herein.

The Guide recognizes that street design is a complicated process that occurs often in a complex environment and that it is impossible for any such document to cover all circumstances. Therefore, field experience, local knowledge, and good engineering judgment are all essential in deciding what to do in the absence of specific direction from this Guide, and in selecting a variation in design. To assist practitioners in implementation, the Guide articulates the need to document the rationale for the designs selected, and the decision-making process that lead to their selection.

The Complete Street approach is not meant to replace land use or transportation policies contained within existing plans; it is meant to enhance them. This Guide does not supersede any existing City or Provincial laws, rules, or regulations. All projects remain subject to existing review processes.

All work on City streets, from maintenance to operational changes, to new construction or reconstruction, shall have regard to the Guide.



Date: March 15, 2022

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:  
March 30, 2022

## **Subject**

Traffic Calming - Gooderham Estate Boulevard (Ward 11)

## **Recommendation**

1. That the report from the Commissioner of Transportation and Works, dated March 15, 2022 and entitled "Traffic Calming - Gooderham Estate Boulevard (Ward 11)" be approved.
2. That the report from the Commissioner of Transportation and Works, dated March 15, 2022 and entitled "Traffic Calming - Gooderham Estate Boulevard (Ward 11)" be referred to the Mississauga Traffic Safety Council, Cycling Advisory Committee and the Mississauga Road Safety Committee for information.

## **Background**

The Traffic Services and Road Safety Section regularly conducts reviews regarding speeding, aggressive driving, and traffic infiltration on City roadways which includes the collection of speed and volume data.

In consultation with the local Ward Councillor, and based on a prioritized warranted list provided by Road Safety staff, Gooderham Estate Boulevard between John Watt Boulevard and Silverthorn Mill Avenue was identified as a location where Special Project funding could be utilized.

Based on the historical traffic data, and increased desire from the community for physical traffic calming due to the speed limit changes planned as part of the Neighbourhood Speed Limit Project, the following roadway would benefit from the installation of physical traffic calming:



<b>Gooderham Estate Boulevard</b>	<b>Posted Speed (km/h)</b>	<b>85th Percentile Speed (km/h)</b>
Between Old Derry Road and Gillespie Lane	40	56
Between Silverthorn Mill Avenue and Golden Farmer Way	30	49
Between Crawford Mill Avenue and Buttle Station Place	30	54

## Comments

Once candidates for the installation of physical traffic calming measures are identified, preliminary plans for the neighbourhood are then developed. Staff considered different types of traffic calming devices and overall roadway characteristics to achieve operating speeds, which are consistent with the posted speed limit. These factors include traffic calming type, spacing, layout and impacts the installation of physical traffic calming devices may have on local residents and City services.

### Public Consultation

To determine the level of support and to refine the traffic calming plan for the neighbourhood, notification of the proposed project was sent to area residents. The traffic calming concept was posted on the City's website and residents were provided the opportunity to provide feedback. The results of the virtual public engagement consultations are as follows:

- Gooderham Estate Boulevard – 56% of respondents were supportive of the proposed measures along Gooderham Estate Boulevard. These measures include a series of speed cushions that would be installed between John Watt Boulevard and Silverthorn Mill Avenue.

In consultation with the local Ward Councillor, the decision was made to pursue the installation of physical traffic calming measures on Gooderham Estate Boulevard.

Staff provided the revised concept plans to all emergency services and MiWay and no concerns have been raised regarding the proposed traffic calming.

## Financial Impact

On May 22, 2019 a motion was passed by Council to establish capital projects up to a total amount of \$2 million per ward, to be used at the discretion of each local Councillor for infrastructure projects.



The estimated cost for the installation of physical traffic calming measures on Gooderham Estate Blvd is \$40,000.00 and will be accommodated within Project D21199 utilizing Councillor's special gas tax funding.

## Conclusion

There is sufficient interest from local area residents, as well as support from the Local Ward Councillor, for the implementation of physical traffic calming measures on Gooderham Estate Boulevard.

## Attachments

Appendix 1: Location Map – Gooderham Estate Boulevard between John Watt Boulevard and Silverthorn Mill Avenue (Ward 11)



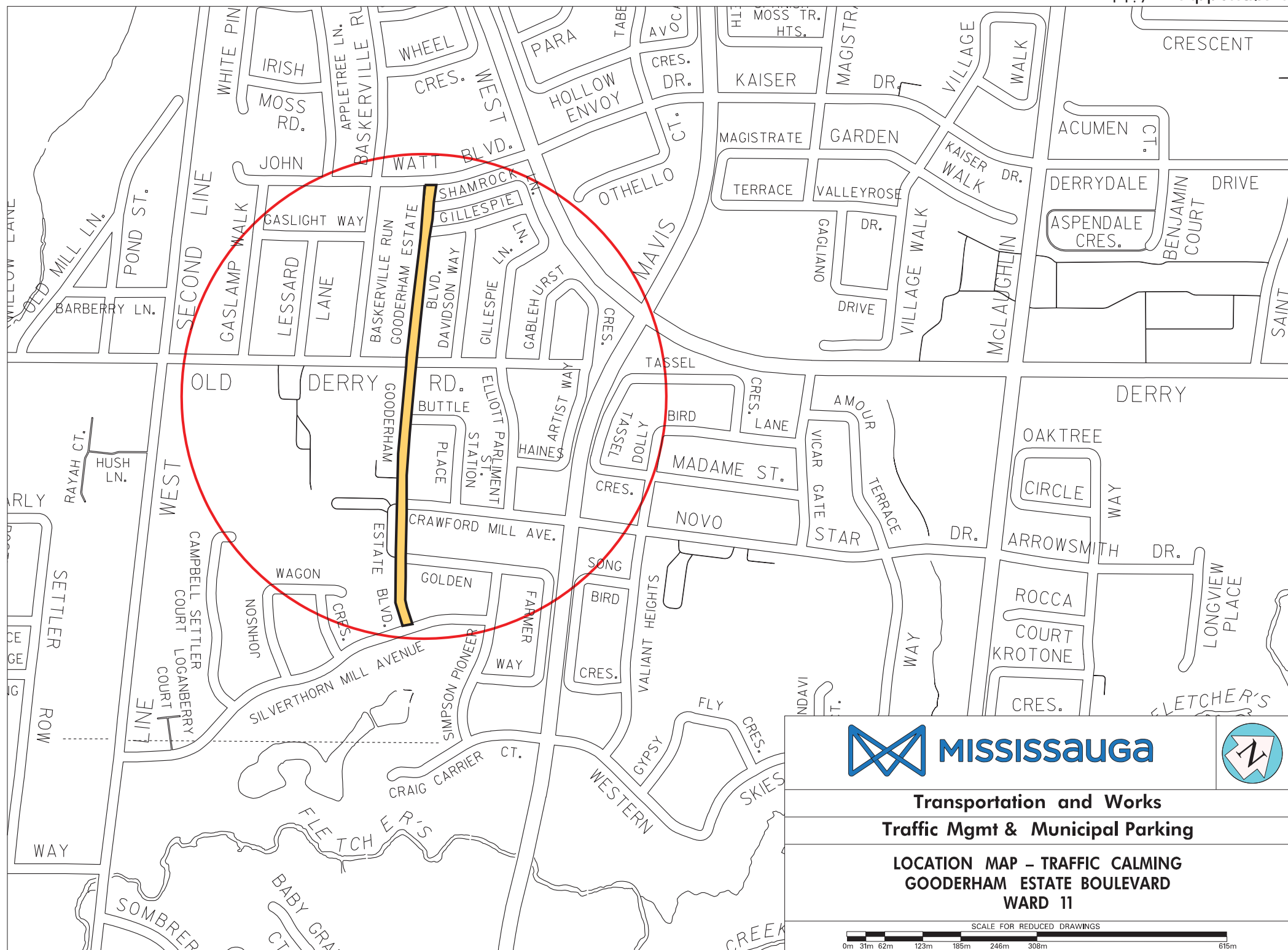
for

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

Prepared by: Khulud Sheeraz, C.E.T., Road Safety Technologist





**MISSISSAUGA**



**Transportation and Works  
Traffic Mgmt & Municipal Parking**

**LOCATION MAP - TRAFFIC CALMING  
GOODERHAM ESTATE BOULEVARD  
WARD 11**





Date: March 9, 2022

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:  
March 30, 2022

## **Subject**

**Rapid Transit Program Office – Staffing Plan Approval**

## **Recommendation**

1. That the 2022 staff complement for the Rapid Transit Program Office (cost centre 23469) be increased by fourteen (14) full-time permanent positions and six (6) full-time contract positions as outlined in the corporate report dated March 9, 2022 from the Commissioner of Transportation and Works titled "Rapid Transit Program Office – Staffing Plan Approval".
2. That the 2022 salary budget for cost centre 23469 be increased by \$1,506,000, offset by the increase of Internal Recovery – Capital by \$1,506,000 and that the other operating cost budget of \$186,800 will be recovered from capital resulting in zero net cost.
3. That PN 19107 Dundas BRT TPAP be renamed to "Dundas BRT TPAP/RTPO".
4. That all by-laws be enacted.

## **Executive Summary**

- The Rapid Transit Program Office (RTPO) was created in January 2022 to advance the City's goal of developing a connected rapid transit network to meet its future growth demands.
- The main objective of the RTPO is to support a continuous pipeline of rapid transit projects transitioning through planning, EA and preliminary design, detailed design and construction with a team of subject matter experts in various disciplines.
- Part of the RTPO's mandate is to work with senior levels of government to apply and secure infrastructure funding and partnerships to deliver these large-scale projects.
- It is proposed that the attached staffing plan be funded by the operating budget and recovered from the capital project budget. Staff is seeking endorsement for the attached staffing plan as a result of the confirmation of the current Investing in Canada Infrastructure Program ("ICIP") funding award for the Dundas Bus Rapid Transit Project ("Dundas BRT") announced on March 4, 2022.



## Background

In January 2022, the Transportation & Works Department created the RTPO, a division that combines the existing project teams for the Hurontario Light Rail Transit (LRT) Project Office and the Rapid Transit unit leading the development of the Dundas BRT and Lakeshore BRT. The Rapid Transit unit was formerly part of the Infrastructure Planning and Engineering division.

The RTPO draws on the experiences of the establishment of the Hurontario LRT Project Office in 2016 as a new Division that worked with Metrolinx to get the project to construction. That team continues to work well with Metrolinx, the contractor Mobilinx, and other municipal and regional stakeholders. Despite starting major construction at the start of the implementation of pandemic measures, the project remains on track for completion in late 2024.

## Comments

The purpose of establishing the RTPO is to advance the City's goal of developing a connected rapid transit network to meet its future growth demands. As its main objective, the RTPO is intended to support a continuous pipeline of rapid transit projects transitioning through planning, EA and preliminary design, detailed design and construction with a team of subject matter experts in various disciplines.

In order to support the delivery of rapid transit projects, it is necessary to create a team of subject matter experts in the fields of engineering, planning, urban design, realty, legal, permitting, traffic management, and stakeholder relations and public outreach.

By combining the existing Hurontario LRT and Rapid Transit team under a new office with the addition of more resources, it will allow the new division of the RTPO to harness expertise and establish efficiencies in the areas of environmental planning, infrastructure funding applications, permitting, design review, urban design, stakeholder relations and public outreach, property acquisitions and construction management.

Staff have assessed the resources needed based on its own experience with the Hurontario LRT project, as well as examining the operations of other municipalities in the GTHA. In developing staffing plan, staff consulted other jurisdictions with Rapid Transit programs such as York and Durham Regions. Both used comparable staffing structures with slight differences in overall reporting structure. However, the areas of expertise and levels of efforts were similar.

Part of the RTPO's mandate is to work with senior levels of government to apply and secure infrastructure funding and partnerships to deliver these large-scale projects such as the ICIP funding application for the Dundas BRT and previously announced funding for the Lakeshore BRT.

It is proposed that the attached staffing plan be funded by capital. Staff is seeking endorsement for the attached staffing plan in keeping with the recent funding award for the ICIP funding application for the Dundas BRT.



Under the new division as noted in the attached staffing plan, the staffing request is to create 14 new permanent positions and 6 contract positions in Cost Center 23469 as below:

Position Title	Number of NEW Positions	Tenure
Director, Rapid Transit Program Office	1	Permanent
Manager, Stakeholder Relations and Outreach	1	Permanent
Project Lead, Dundas BRT	1	Permanent
Project Lead, Lakeshore BRT	1	Permanent
Manager, Third Party	1	Permanent
Capital Project Manager	2	Permanent
Landscape Architect	1	Permanent
Utility Lead	1	Permanent
Public Utilities Coordinating Committee/Permits Technologist	1	Permanent
Third Party Review Technologist	1	Permanent
Legal Counsel, Municipal	1	Permanent
Realty Supervisor	1	Contract
Project Leaders, Realty	3	Contract
Contract Assistants, Realty	2	Contract
Senior Communications Advisor	1	Permanent
Traffic Technologist	1	Permanent

Positions dedicated to the Hurontario LRT project will continue to remain funded by Metrolinx. All other Rapid Transit Program Office positions would be funded by the PN 19107 – Dundas BRT TPAP /RTPO.

## Financial Impact

Operating Costs				
Expense Categories	Operating Budget 2022	Operating Budget 2023	Operating Budget 2024	Operating Budget 2025
Labour and Benefits	1,506,000	2,580,000	2,409,000	2,037,000
Staff costs recovery to capital projects	(1,506,000)	(2,580,000)	(2,409,000)	(2,037,000)
Other Operating Costs	186,800	134,000	121,000	95,000
Expense costs recovery to capital projects	(186,800)	(134,000)	(121,000)	(95,000)
<b>Net Cost</b>	-	-	-	-



## Conclusion

The establishment of a dedicated RTPO is important to maintaining a consistent and efficient approach to delivering rapid transit projects for the City of Mississauga. The recommended staffing plan will support the City's efforts to create a constant stream of projects to build out our overall transit network.



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

Prepared by: Joe Perrotta, Director, Rapid Transit Program Office



Date: March 10, 2022

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:  
March 30, 2022

## **Subject**

### **Amendments to 2022 MiWay Fees and Charges**

## **Recommendation**

That a by-law be enacted to amend Schedule "B-3" (Transportation and Works – MiWay Fares) of the User Fees and Charges By-law 0247-2021 as outlined in the corporate report dated March 10, 2022 from the Commissioner of Transportation and Works entitled "Amendments to 2022 MiWay Fees and Charges By-Law", as follows:

1. That effective March 14, 2022, the "PRESTO e-purse GO Transit Fare Integration" fee amount be changed from \$0.80 to Free as a result of an amendment to the Fare Integration Agreement between the City of Mississauga and Metrolinx;
2. That the fee name "Freedom Pass" be changed to "Sauga Summer Pass";
3. That "Warriors Day and Remembrance Day" be added to clarify eligible days for free fares for Canadian Armed Forces Veterans and companion;
4. That the "PRESTO Fare Card – new and replacement" fee excluding HST be reduced from \$6.00 to \$5.31 to align the pricing required by Metrolinx for all 905 transit agencies.

## **Background**

This report outlines required amendments to Schedule "B-3" (Transportation and Works – MiWay Fares) of the User Fees & Charges By-law 0247-2021 (the "By-law") as a result of changes to several elements of the MiWay fare program, as outlined in this report.



## Comments

### **PRESTO e-purse-GO Transit Fare Integration**

In 1996, a Fare Integration Agreement (the “Agreement”) was established between the City of Mississauga and GO Transit that provided customers with a discount on their municipal transit trip when directly transferring onto a GO Train service. The Agreement was later amended to include GO Bus services. Customers would pay 25% of the cost of the adult ticket price and GO Transit would reimburse Mississauga the remaining 75% of the adult ticket price keeping the revenue at 100% of full adult ticket value.

To improve on the fare integration program in the GTHA, Metrolinx and GTHA transit providers agreed to a further change to the Agreement, which would allow customers to ride free on MiWay when transferring to/from a GO Transit service. As a result of an amendment to the Agreement (authorized by By-law 0011-2022), MiWay will no longer be required to charge customers \$0.80, as the full cost of the customer trip when using a PRESTO card is paid for by Metrolinx. This necessitates an amendment to the By-law.

Metrolinx will provide 100% subsidy on the PRESTO e-purse GO Transit Fare Integration fee and there will be no impact on MiWay revenues. GO Transit will pay to the City of Mississauga an amount per customer equivalent to 100% of the regular adult fare when the customer is using PRESTO and transferring between MiWay and GO Transit services.

The program was officially announced on March 01, 2022 and customers will see these changes in effect March 14, 2022.

This free travel between MiWay and GO transit services will make transit more affordable and easier for passengers to leave their cars at home when commuting to and from work, heading to a sporting event or concert, or visiting family and friends.

### **Freedom Pass**

In 2014 the Youth Freedom Pass program was introduced that allows youth 12 to 14 years old to swim for free in City pools, and ride MiWay for free, between July 1 to August 31. The program has been successful over the years and continued to grow each year. As a result of the COVID-19 pandemic the program was suspended for 2020 and 2021.

As programs and facilities are re-opening, the program will be available to youth again beginning in July 2022. As a part of the re-introduction, the name of the “Freedom Pass” will be changed to “Sauga Summer Pass” in the By-law.

### **Canadian Armed Forces Veterans and Companion on Special Events**

The By-law is being amended to include a clarification that special events are Warriors Day and Remembrance Day. On these two special event days Canadian Armed Forces Veterans and their companion can ride MiWay for Free.



**PRESTO Fare Card – new and replacement**

As part of the PRESTO agreement, Metrolinx requires that transit agencies must sell the PRESTO card to the customer for a maximum price of \$6.00. Therefore an adjustment is required in the By-law to reflect the fee excluding HST from \$6.00 to \$5.31 such that with HST, the customer pays \$6.00. There is no financial impact to MiWay revenues as this is to update the price in the By-law to \$5.31 excluding HST.

**Strategic Plan**

These fees and charges amendments contribute to the strategic pillar of *Move - Developing a Transit Oriented City* and the strategic goals of:

- Ensuring Youth, Older Adults and New Immigrants Thrive
- Ensuring Affordability and Accessibility

**Financial Impact**

There are no financial impact as a result of these amendments to MiWay fees and charges.

**Conclusion**

These changes continue to support a transit oriented city by providing incentives to ride transit in Mississauga. There will be no financial impact to the City from these changes. Staff recommends making the amendments to MiWay fees and charges as outlined in the Appendix 1.

**Attachments**

Appendix 1: Schedule B-3 - Transportation and Works - MiWay Fares



for

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

Prepared by: Fritz Youaleu, CMA, MBA, Supervisor, Transit Revenue, MiWay



Schedule “B-3”  
Transportation and Works – MiWay Fares

Effective Date: January 1, 2022

- 1. In this Schedule “B-3”:
  - (a) “**Transfer**” means a voucher issued to a passenger after the payment of the applicable exact fare which will permit the passenger to use and be transported by a bus of another route without payment of an additional fare, subject to the conditions of use found on the voucher.
- 2. The fares and tolls to be charged for passengers' use of the City's public bus transportation system and the applicable effective dates shall be as set out in this Schedule “B-3”
- 3. No discounts shall apply for early payment of any fare and toll set out in this Schedule “B-3”.
- 4. Payment for all fares and tolls is due at the time of purchase, unless otherwise posted by the City.
- 5. Any fare or toll shown as a "Cash Fare" in this Schedule “B-3” shall be paid in cash.

Fee Name	Unit	2022 Fee (Excluding HST)	Applicable Taxes (HST 13% or HST Exempt)
Transit Fees & Charges – Fares Revenue (HST Exempt)			
Cash Fare-Adult	Per Adult	\$4.00	HST Exempt
PRESTO e-purse-Adult	Per Adult	\$3.10	HST Exempt
Adult "Special Purpose" Tickets – 10 <sup>4</sup>	Per Adult	\$31.00	HST Exempt
PRESTO Monthly Pass – Adult <sup>8</sup>	Per Adult	\$131.00	HST Exempt
Cash Fare-Students - Youth (Age 13-19)	Per Student	\$4.00	HST Exempt
PRESTO e-purse-Students - Youth (Age 13-19)	Per Student	\$2.35	HST Exempt
Youth "Special Purpose" Tickets – 10 <sup>4</sup>	Per Student	\$23.50	HST Exempt
UPass 8-month fee (for eligible UTM students) <sup>1</sup>	Per Student	\$270.14	HST Exempt
UPass replacement fee <sup>1</sup>	Per Student	\$125.00	HST Exempt
Summer UPass fee (for eligible UTM students) <sup>1</sup>	Per Student	\$161.85	HST Exempt
Summer UPass replacement fee <sup>1</sup>	Per Student	\$70.00	HST Exempt
Cash Fare-Seniors (65 years of age or older)	Per Senior	\$4.00	HST Exempt
Senior Off Peak \$1 Fare <sup>9</sup> (off-peak hours, weekends, holidays) <sup>2</sup> - (65 years of age or older)	Per Senior	\$1.00	HST Exempt
e-purse-Seniors (65 years of PRESTO age or older)	Per Senior	\$2.10	HST Exempt
Senior "Special Purpose" Tickets – 10 <sup>4</sup>	Per Senior	\$21.00	HST Exempt
PRESTO Monthly Pass -Seniors (65 years of age or older)	Per Senior	\$65.00	HST Exempt



**Schedule “B-3”  
Transportation and Works – MiWay Fares**

**Effective Date: January 1, 2022**

Fee Name	Unit	2022 Fee (Excluding HST)	Applicable Taxes (HST 13% or HST Exempt)
Cash Fare-Children (Age 6-12)	Per Child	\$4.00	HST Exempt
PRESTO e-purse-Children (Age 6-12)	Per Child	\$1.75	HST Exempt
Child "Special Purpose" Tickets – 10 <sup>4</sup>	Per Child	\$17.50	HST Exempt
PRESTO e-purse-GO Transit Fare Integration	Per Customer	Free	
Special Ed program - ticket and trainer passes	Per Student	Free	
Canadian Armed Forces Veterans and Companion on Special Events <sup>10</sup>	Per Customer	Free	
Person with Vision Loss (with C.N.I.B. Card)	Per Customer	Free	
Pre-School Children (with fare paying customer)	Per Child	Free	
Support Person (with fare paying customer)	Per Customer	Free	
Sauga Summer Pass	Per Youth	Free	
PRESTO loyalty program <sup>7</sup>	Per Customer	Free	
<b>Affordable Low Income Pilot Program<sup>3</sup></b>			
Discounted Adult Presto Monthly Pass <sup>8</sup>	Per Adult	\$65.50	HST Exempt
Discounted Senior Presto Monthly Pass	Per Senior	\$32.50	HST Exempt
<b>Transit Fees &amp; Charges – Non-Fare Revenue (HST Applicable)</b>			
PRESTO Fare Card – new and replacement	Per Customer	\$5.31	13%
Charter Rate (per hour, minimum charge 2 hours)-60 foot bus <sup>5</sup>	Per Customer	\$250.69	13%
Charter Rate (per hour, minimum charge 2 hours)-30 or 40 foot bus <sup>5</sup>	Per Customer	\$209.76	13%
Transitway Access Permit Fee <sup>6</sup>	Per Application	\$252.00	13%
MiWay Stop Infrastructure Permit Review Fee as part of ROP process <sup>6</sup>	Per Stop Location	\$403.20	13%

**Notes:**

- <sup>1</sup> As per Council approved agreement. Current agreement ends August 2023.
- <sup>2</sup> Weekdays from 8:30 a.m. to 3:30 p.m. and 7 p.m. to 5:59 a.m., all day on weekends and holidays.
- <sup>3</sup> Provides eligible participants 50% discount from regular pass price.
- <sup>4</sup> Special Purpose Tickets only available to Board of Education, Charitable/Not-for-Profit Organizations and Mississauga Foodbanks.
- <sup>5</sup> Charter fee is HST applicable.
- <sup>6</sup> Permit Fee May be waived by the Commissioner of T&W for Internal Parties, for example but not limited to staff or City contractors.
- <sup>7</sup> Once you pay for 12 rides during any one-week (Monday to Sunday) using your PRESTO card, you can ride free on MiWay for the remainder of the week. Fares paid on other transit services and discounted GO co-fare payments do not count toward this program. Transfers do not count as additional paid fares.
- <sup>8</sup> Price from 2021 fees and charges bylaw (\$67.50/\$135) continues and expires March 31, 2022. New price is effective April 01, 2022.
- <sup>9</sup> Senior Off Peak \$1 Fare available in PRESTO effective spring 2022.
- <sup>10</sup> Special events are Warriors Day and Remembrance Day



Date: March 14, 2022

To: Chair and Members of General Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of  
Planning & Building

Originator's file:  
CD.06-DEV

Meeting date:  
March 30, 2022

## **Subject**

Development Charges Grants for Eligible Affordable Rental Housing Developments

## **Recommendation**

1. That a grant equivalent to the City portion of development charges to support affordable rental housing on a 500 unit pilot basis be approved as outlined in the corporate report dated March 14, 2022 from the Commissioner of Planning and Building entitled "Development Charges Grants for Eligible Affordable Rental Housing Developments".
2. That staff develop a Corporate Policy and Procedure for Eligible Affordable Rental Housing Developments to guide administration of the grant based on the approach outlined in the report dated March 14, 2022 from the Commissioner of Planning and Building entitled "Development Charges Grants for Eligible Affordable Rental Housing Developments".
3. That the report dated March 14, 2022 from the Commissioner of Planning and Building entitled "Development Charges Grants for Eligible Affordable Rental Housing Developments" be forwarded to the Region of Peel and that City and Regional staff examine opportunities to coordinate local and regional affordable rental incentives with a view to maximizing their impact on supply.

## **Executive Summary**

- Affordable rental housing addresses an important gap in the City's housing supply for low and middle-income households.
- Recently several affordable housing developers and the Region of Peel, have requested that the City provide financial relief, most notably, in the form of a DC waiver or exemption for affordable rental housing.
- City Council's recent approach has been to waive City development charges in certain instances on a request basis.



- A Corporate Policy and Procedure is proposed to establish and administer the grant for eligible affordable rental housing developments. The grant would effectively rebate the City portion of development charges paid on eligible affordable rental developments.
- The proposed grant is discretionary and would need to be temporarily funded from reserves and contributions. In the longer term, an operating budget needs to be established to support the program.
- A five-year time horizon is proposed for the program at a total cost of \$10M (or \$2M annually). It is estimated that the program could help in the delivery of 500 new affordable rental units.

## Background

Affordable rental housing addresses an important gap in the City's housing supply for low and middle-income households. Most housing producers however, encounter considerable barriers to deliver new housing at affordable rates.

The City has recently received a number of requests for financial relief to support affordable rental housing. While most housing producers are interested in a combination of reductions e.g. property taxes, parking rates, parkland dedication, planning/building fees, the most common request is for Development Charge (DC) waivers or exemptions.

In July 2019, Council endorsed the development of a Community Improvement Plan (CIP) to provide incentives for Affordable Rental Housing. The CIP was temporarily paused due to uncertainty around the impacts of the Covid-19 pandemic on the City's finances. In the meantime, Council agreed to provide DC relief to two Region of Peel Housing Development Master Plan (HDMP) projects. In 2017, the City approved the deferral of City DCs for 174 units at 360 City Centre Drive. In 2021, when ownership of the affordable housing units was transferred to the Region, Mississauga waived the development charges as approved by Council. The forgone DC revenue of \$2.9M was made up through a transfer from the Tax Capital reserve fund. Also in 2021, Council agreed to provide DC relief (estimated to be \$3,679,037) to support 150 Peel affordable rental units at 70 Mississauga Road. The second master plan project has not been built yet. Staff continue to monitor the timing of the project.

Non-profit organizations challenged with securing adequate funding upfront have also approached the City for financial assistance. In 2021, the City issued a building permit for ten additional transitional housing units for victims of domestic violence at Armagh House. Council had previously approved a DC waiver for the City portion of these charges (\$199,035.09).

The source of other requests is broad. It ranges from non-profit organizations developing seniors' or supportive housing as well as developers such as Daniels Corporation seeking to collaborate with a non-profit provider to include affordable units in projects under construction.



The City is currently managing requests for DC relief on an ad-hoc basis as there is no Council-endorsed guidance on the matter.

## Comments

The City's DC By-law does not distinguish between a rental apartment unit and a market condominium. Both are subject to the apartment DC category. **Table 1** below provides a breakdown of applicable City vs. Region DCs for small and large apartment units. The development charges are typically paid prior to the issuance of a building permit.

Table 1 – City and Region Development Charge Rates		
	Development Charges Per Unit	
	Small Apartment*	Large Apartment**
<b>City's DC (Feb 2022)</b>	\$15,995	\$29,285
<b>Regional DC In-Force</b>	\$26,200	\$49,540
<b>Total</b>	\$42,195	\$78,825

\*Small Apartment Rate for Peel DCs is applicable for units <=750 sf

\*\*Small Apartment Rate for Mississauga DCs is applicable for units <=700 sf.

Recent changes to the *Development Charges Act (DCA)* enable rental housing proponents to defer DCs over five years in six installments and non-profit rental housing development to defer DC payments over 21 annual payments. In 2021, the City set a zero interest rate charge for the deferrals to lessen costs for affordable housing development.

Despite the introduction of these measures, affordable rental housing producers continue to seek financial offsets to reduce development costs in order to provide more affordable units.

### a) What Have Other Cities Done To Facilitate Affordable Rental?

Mississauga is not alone when it comes to the challenges of facilitating more affordable rental housing. Many cities are grappling with this issue and have intervened in various ways.

In 2016, the City of Toronto introduced its *Open Door* Affordable Housing Program to accelerate affordable housing construction. It offers capital and incentive funding to private and non-profit affordable housing producers to reduce development costs. Offered on an annual competitive basis, *Open Door* provides City financial contributions in the form of capital funding and/or incentives such as exemptions from development charges, planning and building permit fees, parkland dedication fees and property taxes as well as fast track approvals for projects that meet the intent of the City's Official Plan. In 2021, approximately \$10 million in grant funding was available.



The Region of Waterloo and cities of Hamilton, Peterborough, Ottawa, also provide waivers or grants to offset development charges for affordable housing development. The City of Burlington is currently proposing a non-statutory exemption in its latest DC by-law for non-profit and cooperative housing developments in order to incent more affordable housing and lessen the burden of administering 21-years of installments provided under the Development Charges Act. The City of Brampton is also examining financial incentives for affordable housing through its citywide CIP.

The Region of Peel recently launched an Affordable Housing Incentive Pilot Program (AHIPP) which provides capital grants to private and non-profit developers building affordable rental housing with a focus on family-sized units. Up to \$7.5 million in funding was available in 2021. The program awarded financial support for 130 affordable rental housing units (52 in Brampton and 78 in Mississauga). See link: <https://www.peelregion.ca/housing/development/affordable-housing-incentives/>. A report to the Region of Peel Strategic Housing and Homelessness Committee is planned for June 2022, which will seek Committee's endorsement of recommendations on the future of the program.

**b) A Proposed Grant-in-Lieu of Development Charges for Affordable Rental Housing**

In order to facilitate more purpose built affordable rental housing in Mississauga, staff are proposing a program which would provide grants equivalent to the City portion of development charges based on the following two categories:

**Category 1:** Deeply Affordable Rental Housing Projects

**Category 2:** Below Market Rental Housing Projects

Table 2 – Comparison of Proposed City and Region Incentive Programs			
	City's Proposed Affordable Rental Housing Program		Region of Peel's Rental Affordable Housing Incentive*
<b>Monthly Rent Target (2021 rounded)</b>	Below 100% AMR	100-125% AMR	Under 135% Median Market Rent with emphasis on family-sized units
<b>1 Bedroom</b>	\$1,400		\$1,800
<b>2 Bedroom</b>	\$1,600		\$2,100
<b>3 Bedroom</b>	\$1,800		\$2,200
<b>Grant Type</b>	Covers 100% of City DCs	Covers 50% of City DCs	Score-based grant can be applied to Regional DCs or other expenses
<b>Minimum Affordability Period</b>	25 years		25 years
<b>Household Income Target (Average size)</b>	Under \$63,000		Under \$79,000

\*Current program framework under review by the Region



Recognizing the City's proposed grant program is more effective when the Region provides similar scale of relief, Table 2 illustrates how the City and Regional programs could work in tandem to reduce overall costs and to facilitate more purpose built affordable rental housing. It should be noted that staff are not recommending affordable ownership projects be included in this program because affordable ownership is the focus of the city's draft Inclusionary Zoning program. Moreover, other forms of supportive housing (non-profit development of long-term care (LTC) facilities, hospices, shelters and transitional housing) are not included because they are addressed separately in a report titled "*Development Charges Grants for Eligible Non-Profit Developments*" dated March 11, 2022 from the Commissioner of Corporate Services and Chief Financial Officer.

**c) Impact of DC Relief on Affordable Rental Housing**

There are many benefits to the proposed grant program. Staff estimate approximately 100 new affordable rental housing units could be created on an annual basis - including a mix of deeply affordable and below market rent categories. Discussions with non-profit rental housing proponents reveal that development charge grants, particularly when stacked with the Regional grant, can make a significant impact on the economic viability of the development. The proposed grants will enable rental housing providers to:

- lower the rental rates
- better compete when land is purchased on open market
- better plan their projects and ultimately reduce time and costs

Furthermore, by establishing a program the City will be able to:

- prioritize projects for DC relief eligibility
- provide more equitable treatment and transparency in decision-making
- better plan impacts to City revenues
- align any related decisions with the City and Region's strategic housing objectives and roles

**d) Corporate Policy and Procedure**

The establishment of a new Corporate Policy and Procedure for the Affordable Rental Housing program which outlines eligibility criteria, program details and administration process, is recommended.

In terms of eligibility, staff recommend applicants be limited to purpose built affordable rental projects developed by a non-profit corporation, or a private developer working in partnership with a non-profit provider or the Region of Peel. In the case of mixed income buildings, only the affordable units meeting the criteria above would be eligible for the grant.



The administration of the Affordable Rental Housing program will be supported by City finance and planning staff in partnership with the Region. Applicants will be required to submit an application. Successful applicants will be required to pay the City's DCs at the time of building permit issuance, with the DCs being subsequently reimbursed. In certain circumstances, the applicant may seek approval for a DC payment deferral agreement. Such agreements will be assessed on an individual basis and will be granted at the discretion of the Commissioner of Corporate Services.

The pilot program would have a cap of 500 total qualifying units or 5 years, whatever occurs first. A budget for the program will be included in the annual city budget process for Council's approval. The annual budget is estimated at \$2M per year but it could vary one year to the next based on the ability of non-profits to secure land. The Corporate Policy will address whether the issuance of grants can be delegated to staff.

In order to ensure good value for money, an annual report on the Affordable Rental Housing program will be prepared.

## Strategic Plan

The need to support affordable housing originates from the Strategic Plan 'Belong' Pillar. Two strategic goals relate to affordable housing – 'Ensure Affordability and Accessibility' and 'Support Aging in Place'. One strategic action links to the Housing Strategy: Action 1 – Attract and keep people in Mississauga through an affordable housing strategy.

## Engagement and Consultation

Staff have engaged with Regional staff to discuss the proposed grant framework given they already have an administrative process in place and that many of the projects are likely to qualify for both the Regional and City programs.

Staff have noted to interested developers that a report on DC grants was in progress for Council consideration. Some stakeholders have suggested the pilot program should be expanded to also consider parkland dedication and/or property taxes to create an even larger impact. Staff would like to observe the success of a DC-focused grant before other incentives are considered.

## Financial Impact

The proposed grant would be calculated based on the amount equivalent to the City's DCs payable for the affordable rental units of the development. The annual cost of the program is estimated at \$2M, detailed in Figure 1 below.



The Affordable Housing reserve fund #35596, was established in 2021. This new reserve fund will be initially funded from the Building Revenue Stabilization reserve (#30161). Grant monies will be paid from the Affordable Housing RF, at least up to 2024. After that, an annual tax funded budget will need to be established to fund the continuation of the program. Staff will continue to explore alternate revenue sources to support the program.

**Category 1 – Grant Equivalent to 100% of DCs - Deeply Affordable Rental Housing Projects**

Estimated Yield (units/year)	Proposed Approach	Financial Impact	Notes
50	Grant equivalent to 100% of Mississauga DCs	\$1.3M	assumed 20% small unit and 80% apartment

**Category 2 – Grant Equivalent to 50% of DCs - Substantially Below Market Affordable Rental Housing Projects**

Estimated Yield (units/year)	Proposed Approach	Financial Impact	Notes
50	Grant equivalent to 50% of Mississauga DCs	\$0.7M	assumed 20% small unit and 80% apartment

**Total Category 1 & 2 Grant                      \$2.0M /year**

## Conclusion

Staff recognize the financial challenges with developing affordable rental housing in the city particularly for non-profit developers. Accordingly, staff recommend that a Corporate Policy and a grant equivalent to the City's DC payable be established. This would enable such requests to be dealt with fairly and transparently. The grant is provided at the City's discretion and would need to be funded through non-DC sources in order to make the DC reserves whole.

## Attachments

None



Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Paulina Mikicich, Manager, Planning Innovation



# City of Mississauga Corporate Report



11.11

Date: March 11, 2022

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:  
March 30, 2022

## Subject

**Development Charges Grants for Eligible Non-Profit Developments**

## Recommendation

1. That a grant equivalent to the City portion of development charges to support non-profit organizations who provide long-term care homes, hospices, shelters and transitional housing be approved, as outlined in the corporate report dated March 11, 2022 from the Commissioner of Corporate Services and Chief Financial Officer entitled "Development Charges Grants for Eligible Non-Profit Developments".
2. That the Development Charges Grants for Eligible Non-Profit Developments corporate policy attached as Appendix 1 to the corporate report dated March 11, 2022 from the Commissioner of Corporate Services and Chief Financial Officer entitled "Development Charges Grants for Eligible Non-Profit Developments" be approved.
3. That a grant be provided to Trillium Health Partners in the amount of \$9,917,802.51, equivalent to the City's portion of the development charges for their development providing 632 long-term care beds at 2180 Speakman Drive.
4. That the City advocate to the Province that they include proposed legislative changes to provide non-profit long-term care homes, hospices, shelters and transitional housing units with statutory development charges exemptions.

## Executive Summary

- There are a number of non-profit organizations that play an important role in providing vital community care and infrastructure in Mississauga. Uses such as long-term care homes, hospices, shelters and transitional homes are important social services needed by vulnerable populations in the community.
- Development charges are currently levied on long-term care homes, hospices, shelters and transitional homes and determined by the number of units and unit type.



- There have been two recent requests to the City to waive development charges on non-profit long-term care and hospice developments. One from Trillium Health Partners for a long-term care facility with 632 beds at 2180 Speakman Drive. The other from Heart House Hospice in partnership with Trillium.
- A corporate policy is proposed that would allow for grants for eligible non-profit developments, including long-term care homes, hospices, shelters and transitional homes. The grant is intended to reimburse non-profit organizations on the City portion of development charges paid on eligible developments. The proposed corporate policy does not include non-profit affordable housing.
- The grant would need to be recovered from an alternate funding source to make up the lost DC revenue.
- The cost of the grant to Trillium is \$9.9M. The cost of the grant for other anticipated developments is estimated to be \$6M (or \$0.6M annually over 10 years).

## Background

The City of Mississauga recognizes the important work that non-profit organizations play in providing vital community infrastructure and the unique financial needs of these organizations. This includes the development of long-term care (LTC) facilities, hospices, shelters and transitional housing in Mississauga. The City of Mississauga has one of the lowest ratios of LTC beds to population in the province and is the largest community without a residential hospice. The COVID-19 pandemic has brought to light the deficiencies and lack of supply of LTC facilities and their provision has become a priority for many levels of government.

There are a number of non-profit organizations seeking assistance to construct long-term care facilities, hospices and shelters which provide a different type of housing to those in need. The City has received a number of requests for financial offsets or incentives equivalent to the City's portion of development charges to support non-profit developments that target vulnerable communities in Mississauga.

Developments are required to pay a number of fees and charges at various stages of the planning and building process. One of which is development charges (DCs), used to support infrastructure and services related to growth. Non-profit organizations are challenged with sourcing enough funds to support their projects, more so than for-profit organizations because of their limited ability to access funding from banks and investors. These organizations often approach the City with requests to waive DCs.

Recently, Finance staff has dealt with three such requests (Trillium for long-term care beds, Armagh for transitional housing and Heart House Hospice). Because of the non-profits' limited access to up-front capital and the importance to support vulnerable populations in the community, staff are proposing that the City provide financial relief in the form of a grant equivalent to the City portion of DCs to aid in the development of these types of non-profit



developments (not including non-profit affordable housing). The parameters of such grants would be outlined in a Corporate Policy and would eliminate the need to take a number of one-off reports to Council for approval. Also, this approach would allow the City to properly budget for such grants on an annual basis.

Last year, the City issued a building permit for the Armagh development for ten transitional housing units for victims of domestic violence. Council had previously approved a DC waiver for the City portion of these charges (\$199,035.09).

## Comments

### DC Rates

Development charges are generally collected at the time of building permit issuance for the associated development. Under Mississauga's existing DC By-law 0096-2019, LTC home, hospice, shelter and transitional housing units are classified as residential dwelling units and a development charge is imposed based on unit type (i.e. apartments or small units). Predominately these types of units fall under the small unit category with current rates (February 1, 2022) of \$15,955.00/unit. The current DC by-law does not provide any exemptions for these types of developments.

There has been recent changes to the *Development Charges Act* (DCA) which has altered when development charges are calculated and payable for certain institutional developments and non-profit housing. For example, all long-term care homes (for-profit and non-profit) are now legislatively able to defer development charge payments over a number of annual instalments (Section 26.1 of the DCA<sup>1</sup>). For-profit LTC developments are deferred over six annual payments and non-profit LTC developments over 21 annual payments. Any non-profit development, such as hospices, shelters or transitional homes, would be able to defer their DC payments over 21 annual payments. Council adopted Corporate Policy "Development Charges Interest Rates and Associated Payments" in February 2021, which establishes a zero per cent interest charge on these deferrals.<sup>2</sup>

### Proposed Corporate Policy

No DC exemptions for LTC, hospice, shelter or transitional housing developments are being proposed within the new DC by-law. This is because these exemptions would be considered discretionary (subject to Council approval) and not because of legislation (statutory, included in the DC Act). As discretionary exemptions they could not be funded through a higher DC charge, but instead the City would either need to reduce our growth projects or fund the projects through taxes to make up the loss of DC revenue through an exemption.

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<sup>1</sup> Corporate Policy – Development Charge Interest Rates and Associated Payments

<sup>2</sup> As of 2023, \$2.8M is planned to be budgeted for annually to covered off the lost DC revenue associated with the 0% interest on the deferred DC charges for eligible applications.



DC grants, equivalent to 100 per cent of the City portion of development charges, are being proposed outside of the by-law and would be administered under a new corporate policy. The policy would apply to only non-profit LTC facilities, hospices, shelters or transitional housing. This proposed policy will rely on eligibility of “non-profit” LTC as determined by the Ministry of Long-Term Care. Non-profit hospices are eligible if they meet the criteria set out in Provincial Regulation O.Reg 454/19 s. 3 (1). Eligible non-profit developments will be required to submit proof of their non-profit status as well as any other documentation requested by the City.

Budget for the grant will be reviewed annually for inclusion into the budget process. For accounting purposes, the applicant will be required to pay the City’s DCs and then a grant will be issued afterwards. If applicants do not have the funds to make this payment, Finance staff (at the discretion of the Commissioner of Corporate Services) will consider entering into a deferral agreement with the applicant. The draft policy is provided in Appendix 1. A summary of municipal benchmarking can be found in Appendix 2.

The draft policy has been reviewed by all departments, including Legal Services, Internal Audit and Risk Management and all issues have been addressed.

#### LTC Development at 2180 Speakman Drive, Trillium Health Partners

The City of Mississauga entered into a DC payment agreement with Trillium Health Partners on May 12, 2021 for a new 632 bed LTC building at 2180 Speakman Drive. Trillium Health Partners initially requested a full waiver of DCs, however at the time of the request they did not want to delay building permit issuance for this request to be dealt with at Council first. The DC payment agreement entered into by Trillium Health Partners, deferred DCs over six annual installment payments as provided for under new legislation in the *Development Charges Act*. The first deferred installment payment for 2180 Speakman Drive is due on May 12, 2022 in the amount of \$1,826,107.20 (Mississauga DCs) and a further \$2,600,277.36 is due for Region of Peel and GO Transit DCs. The total City portion of DCs calculated in the DC payment agreement for 2180 Speakman Drive is \$9,917,802.51.

Total Development Charges – 2180 Speakman Drive	
City of Mississauga	\$9,917,802.51
Region of Peel	\$13,983,501.46
GO Transit	\$138,910.11
Total	\$24,040,214.08

Staff are requesting Council approval to provide a grant to Trillium to cover the outstanding development charges for the long-term care home on Speakman Drive.

#### Heart House Hospice

In a letter to the City dated July 20, 2021, the Heart House Hospice indicated that they are seeking an exemption to DCs for a hospice development adjacent to 2180 Speakman Drive, in



partnership with Trillium Health Partners. Heart House Hospice indicated that they will be pursuing a new 4,158 sq.m. (44,760 sq.ft.) facility with construction of the facility starting in fall 2022. No site plan application has been submitted to date.

### Revenue Implications

Other than staff's experience with Armagh, there is less information available in terms of anticipated shelters or transitional housing planned in Mississauga in the future. Staff do not expect many and therefore, the expected value of a grant would not be as significant as those provided to larger developments such as LTC facilities.

A grant is foregone DC revenue and the grant cost must be made up through other non-DC funding sources (e.g. tax). It is proposed that grant monies will be paid out of a separate reserve fund with an annual tax funded budget to transfer funds into this account.

In addition to the new Trillium LTC facility under construction a further 839 new LTC beds have been announced for Mississauga by the Ministry of Long-term Care. It is unclear how many non-profit hospice, shelter or transitional housing units will be built in Mississauga in the future, however, not many are expected.

Staff recommend, that as part of our advocacy to the Provincial Government, that the Development Charges Act be amended to provide non-profit long-term care homes, hospices, shelters and transitional housing units with statutory development charges exemptions. This would provide greater clarity to these providers, the development industry and the City on eligibility and would not require the City to make up the lost revenue from another funding source (i.e. taxes).

## **Engagement and Consultation**

Staff have engaged with Regional staff to discuss the proposed grant policy and to request that the Region also provide adopt a similar policy. A report entitled "Interim Financial Incentive Program for New Long-Term Care Homes and Hospice Development in Peel" was presented to Regional Council on March 10, 2022. Regional staff recommended a grant be provided to non-profit long-term care homes and hospices. The report proposes \$4M be approved to provide funding in 2022, with similar contributions to be reviewed and funded as a tax pressure in future budgets.

Trillium Health Partners and the Heart House Hospice were contacted to notify them of staff's proposed grant policy for non-profit LTC homes, hospices, shelters and transitional homes.

## **Financial Impact**

Of the 839 new LTC beds announced, the assumption is 491 of those beds would be developed by a non-profit entity, adding to the 632 non-profit LTC units under construction at 2180 Speakman Drive, would bring the total non-profit LTC units to 1,123.



A grant is foregone DC revenue and the grant cost must be made up through other non-DC funding sources (e.g. tax). It is proposed that grant monies will be paid out of a separate reserve fund with an annual tax funded budget to transfer funds into this account. The Trillium grant equating to \$9,917,802.51 will be paid out in 2022. The estimated DC costs for the remaining units would equal approximately \$6M<sup>3</sup> over a ten-year period, resulting in an annual budget of \$0.6M to cover the costs of grants for eligible non-profit developments. This calculation is used as an estimate as it is not clear how many non-profit hospice, shelter or transitional housing units are expected in the near future.

2022 budget adjustments will be recommended within a separate year-end report to General Committee at the end of April.

## Conclusion

Staff recommend providing grants in the amount of the City's portion of DCs payable for eligible non-profit developments including LTC facilities, hospices, shelters and transitional homes to help support these more vulnerable members of the community. The cost of the grant would be funded through a non-DC funding source. The cost in 2022 would be approximately \$10M to cover the grant to Trillium Health Partners for 632 long-term care units at 2180 Speakman Drive. A remaining \$6M is estimated over the next 10 years for future non-profit developments eligible under this proposed grant program with an annual budget of \$0.6M.

## Attachments

Appendix 1: Development Charges Grant for Eligible Non-Profit Developments Corporate Policy  
Appendix 2: Summary of Municipal Benchmarking



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

Prepared by: Shahada Khan, Manager, Development Financing

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<sup>3</sup> Based on the proposed Special Care Unit rate at one person per unit to be included in the Draft 2022 DC Background Study.



# Corporate Policy & Procedure



## Appendix 1

**Draft Only – March 11, 2022**

**Policy Title: Development Charge Grants for Eligible Non-Profit Developments**

**Policy Number: [Policy No.]**

Section: **Community Development**

Effective Date: **[Effective Date]**

Approved by:

**Click here to enter text.**

Subsection: **Development Charges**

Last Review Date: **[Last Review]**

Owner Division/Contact:

**Financial Strategies, Finance Division,  
Corporate Services Department**

## Policy Statement

Development charge grants are approved and processed in accordance with this policy. The grant program supports vital community care and infrastructure provided for vulnerable populations in the community.

## Purpose

Development charge grants provide financial assistance equivalent to City of Mississauga development charges paid for the development or redevelopment of Non-profit Long-Term Care Homes, Hospices, Shelters and Transitional Housing.

The purpose of this policy is to outline the eligible Non-profit developments and administration of the grant program.

## Scope

This policy applies to the following eligible Non-profit developments:

- Long-Term Care Homes
- Hospices
- Emergency Shelters
- Transitional Housing

## Legislative Authority

This policy is in accordance with the *Municipal Act, 2001*, as amended, which authorizes the City to govern their affairs as it considers appropriate.



Policy Number: <b>[Last Review]</b>	Effective Date: <b>Click here to enter text.</b>	
Policy Title: Development Charge Grants for Eligible Non-Profit Developments	Last Review Date:	2 of 3

## Definitions

For the purpose of this policy:

“City” means the Corporation of the City of Mississauga.

“Emergency Shelter” means a facility designed to meet the immediate needs of households/ persons in need of housing on a temporary basis and that is owned by or funded by a Public Authority.

“Hospice” means a building or structure intended to provide end of life care, in accordance with O. Reg 454/19, s. 3 (1).

“Long-term Care Home” means a place that is licensed as a long-term care home under the *Long-Term Care Homes Act*, S.O. 2007 c.8, as amended or any successor thereto, and includes a municipal home, joint home or First Nations home approved under Part VIII of the *Long-Term Care Homes Act*, S.O. 2007 c.8.

“Non-profit” means a corporation to which the *Canada Not-for-profit Corporation Act*, S.C. 2009, c. 23 applies and that is in good standing under the Act; or a corporation without share capital to which the *Canada Not-for-profit Corporation Act*, S.C. 2009, c. 23 applies, and that is in good standing under the Act.

“Public Authority” means The Corporation of the City of Mississauga, The Regional Municipality of Peel, the Province of Ontario and/or the Government of Canada.

“Transitional Housing” means temporary accommodation that is owned by or funded by a Public Authority consisting of dwellings, units or sleeping rooms, or both, which may include the provision of support services.

## Administration

The development charges (DC) grant program for eligible Non-profit developments is administered by the Finance Division, Corporate Services Department, in accordance with this policy.

Applicants pay the full DC amount owing on the associated eligible Non-profit development, in accordance with the current City of Mississauga Development Charge By-law. The City portion of the paid DCs will be reimbursed to the payee(s) no later than 60 business days from building permit issuance.

If the applicant does not have the funds to pay the City’s portion of the DCs, Finance staff, at the discretion of the Commissioner of Corporate Services, will consider entering into a deferral agreement with the applicant.



Policy Number: <b>[Last Review]</b>	Effective Date: <b>Click here to enter text.</b>	
Policy Title: Development Charge Grants for Eligible Non-Profit Developments	Last Review Date:	3 of 3

### Grant Amount

The grant amount will be equal to 100 per cent of the City's portion of the DCs paid on the associated Non-profit development.

Any changes to the DCs owing after payment of the grant will be adjusted to or from tax revenue.

### Program Funding

The DC grant program for eligible Non-profit developments is funded by the Incentive Program Reserve. Finance will review this reserve annually to assess it.

Council approval of the grant program budget is required and will be reviewed annually as part of the budget process. The grant program may be cancelled at Council's discretion.

### Application Process

Grant applications, including all required supporting information/documentation, must be to the satisfaction of the Finance Division and submitted no later than 30 business days from building permit issuance. Building permits issued prior to the effective date of this policy are not eligible for this grant. Information on the DC grant program, including the application form, is available on the City's external website.

The City may require information in addition to that submitted with the application in order to validate the eligibility of the DC grant for Non-profit developments. If the information as requested is not provided by the specified deadline, the City will consider the application incomplete and no grant will be provided.

### Revision History

Reference	Description
Enter previous review - e.g. GC-1234-2015	Click here to enter text.



## Summary of Municipal Benchmarking

Staff consulted with AdvantAgeOntario, a provincial association representing more than 200 not-for-profit, municipal and charitable long-term care homes in Ontario as well as staff at the Ministry of Long-Term Care. They indicated that non-profit operators have significant challenges funding upfront capital costs for development of new beds.

The Province has recently made policy changes to provide additional financial help to the non-profit LTC sector. The Development Grant framework has been re-worked, adding eligibility costs and increasing the maximum subsidy envelope. As well, non-profit operators now have easier access to capital as the Ministry is providing loan guarantees to Infrastructure Ontario loans. Even with these measures, a funding gap exists and the non-profit sector struggles to raise funds. Timing of receipt of government funds are a challenge for non-profits, as these grants are not dispensed until construction has substantially been completed. They, therefore, do not have sufficient funds when municipal fees and charges are payable.

Table 1 below provides a list of municipalities that currently provide some form of development charge relief to long-term care or hospice developments.

### LTC and Hospice DC Relief

Municipality	
City of Toronto	Council has directed staff to examine the feasibility of reducing or eliminating development charges for non-profit long-term care homes. In the interim, until a new DC by-law is in effect, staff have proposed to defer DCs owing on developments for non-profit LTC operators for the period in which it continues operating as a non-profit. If the operation is changed to a for-profit operation, development charges will be applicable and based on the prevailing policies at the time when the operation change occurred.
Town of Orangeville	Provides a 20% exemption to DCs for long term care homes (for-profit and non-profit)
City of Greater Sudbury	Provides a 100% DC exemption for non-profit long term care homes and hospices if they are exempt from taxation under, section 3 of the <i>Assessment Act</i>
Niagara Region	Provides a 50% exemption to DCs for long term care homes (for-profit and non-profit)
City of London	Provides a 50% exemption to DCs for not-for-profit long-term care homes and hospices if defined in, and exempt from taxation under, section 3 of the <i>Assessment Act</i> .
City of Burlington	Hospices are exempt through DC by-law



# City of Mississauga Corporate Report



11.12

Date: March 7, 2022

To: Mayor and Members of Council

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

Originator's files:

Meeting date:  
March 30, 2022

## Subject

**Security Services Initiatives and 2021 Annual Summary**

## Recommendation

That the Corporate Report titled "Security Services Initiatives and 2021 Annual Summary", from the Commissioner of Corporate Services and Chief Financial Officer, dated March 7, 2022 be received for information.

## Executive Summary

- The Security Services section within the Facilities and Property Management division is responsible for bylaw enforcement and security on most City properties (buildings and parks) as well as MiWay fleet operations. Key achievements in 2021 include an emphasis on performance metrics, staff training and integration in community activities and partnerships.
- Security Officers took part in five life-saving initiatives throughout the year. Officers demonstrated quick-thinking and medical prowess when faced with situations involving life and death and were credited with saving five people's lives. Officers were awarded the Canadian Red Cross Rescuer Award for their actions.
- Security Services received 6,287 service calls in 2021, which resulted in 1,832 Security Occurrence Reports (SOR's). As a comparison, the overall number of Security Occurrence Reports increased 36% versus the previous year primarily due to COVID restrictions keeping City facilities closed.
- In 2021, there were nearly 100 demonstrations, rallies, vigils, and protests around the City of Mississauga. This included a protest of 20,000 people where officers coordinated with special units of the Peel Regional Police (PRP) to contain the event and ultimately lead to no security incidents despite a highly-stressful scenario. Staff maintained safety and security where there were no injuries, no property damage, and no major security incidents.
- Bike Unit patrols will be increased in 2022 due to the success of the program in Summer 2021. Bike and foot patrols are an effective measure to ensure visibility and enforcement in parks, trails and bridges and were well received by the public.



- Staff engaged in multiple successful partnership and joint force operations with the Peel Regional Police (PRP). This ongoing relationship has enhanced the way the City and PRP are able to keep staff and the public safe by sharing intelligence when appropriate.
- The amount of graffiti reported on City property declined 21% versus last year. There were 703 reported incidents in 2020 and 541 in 2021. Since COVID restrictions began, graffiti instances have continuously declined from an average of 920 instances since 2019.

## Background

The Security Services section within the Facilities and Property Management division is responsible for bylaw enforcement and security on most City properties (buildings and parks) as well as MiWay fleet operations. The section's mandate is to protect staff, customers and assets, by providing collaborative and proactive, risk-based security services to support the delivery of safe and reliable City services.

The source data utilized in this report comes from the section's Special Occurrence Reports (SOR's). All Security incidents reported to, or responded to, by Security Services are documented as Special Occurrence Reports:

- Appendix 1 provides the total number of SORs issued within each Ward for a number of categories in 2021.
- Appendix 2 provides the number and reason for bans imposed under the Trespass to Property Act for 2021 and 2020.
- Appendix 3 provides definitions for common security occurrences used by Security Officers when preparing SORs.
- Appendix 4 provides a breakdown of Graffiti Incidents reported in 2021.

## Comments

### Part 1 – Key Strategic Directions and 2022 Security Program Initiatives

Security Services aims to become the center of excellence in municipal security service delivery. Key strategic directions have been set and in 2022 initiatives will continue to concentrate on optimizing the service delivery model through security risk management and preventive program initiatives.

Security Services has three key areas of focus:

#### Operational Excellence

- Implement effective service delivery oversight and decision-making that will allow the Security Services section to grow and achieve its objectives.
- Enable the development and implementation of a City-Wide Security Policy.
- Further develop and implement continuous improvement initiatives, including the continuous development of Standard Operating Procedures.
- Ensure effective implementation of a Training and Compliance unit with a focus on staff development.



- Implement further Security Occurrence Reporting improvements for enhanced data analysis and staff efficiencies.

### **Security Awareness and Community Outreach**

- Drive to move security initiatives from a reactive workforce to a proactive reduction of crime and community based enforcement.
- Maintain and build a security awareness program engaging communities and staff through town hall meetings, security awareness campaigns and active engagement.
- Continue implementation of the Protective Measures Program.
- Develop a Security Risk Methodology for the City of Mississauga to support key activities and actions based on a priority framework.

### **Security Infrastructure**

- Maintain current infrastructure in state of good repair with an effective preventative and demand maintenance plan.
- Continue to review options for implementing a Physical Security Integrated Management Software Systems that will enable an end-to-end incident and risk management solution for the Security Operations Centre (SOC).
- Implement City Hall Security improvements including maintaining and managing the City's access control and intrusion detection system.

## **Part 2 - 2021 Achievements**

Security Services played a key role in educating and enforcing COVID related rules and restrictions on City property and Transit in 2021. Throughout the year in partnership with law enforcement and City staff, Security Services made a number of significant contributions to the safety of Mississauga through the following actions.

### **Operational Excellence**

Performance metrics have begun to provide a better understanding of the section's performance on response times, allowing more informed decisions related to resource allocation and priorities. The response metrics were revised as of August 2021 to account for a priority response model.

#### **Security Response Times**

Security response times were measured and reported on a monthly basis based on two target categories.

##### **Category 1 - Core Precinct**

- Target: 95% of all calls for service to be responded to within 5 minutes or less.
- Actual 2021 response rate achieved: 90%, an increase of 13% compared to the previous year

##### **Category 2 – All other City properties including parks and transit infrastructure**

- Target: 95% of all calls for service to be responded to within 30 minutes or less.
- Actual 2021 response rate achieved: 92%, an increase of 2% compared to the previous year



## **Security Awareness and Community Outreach**

In 2021 Security Services engaged in multiple successful partnership, joint force operations and effective measures programs with Peel Regional Police, agencies and the community. Security Services believes that collaboration with its local law enforcement and the community plays a critical role in the success of large scale crime prevention and bolsters community support. Below is a sample of the security awareness and community outreach for 2021.

## **Peel Regional Police Joint Operations and Partnership**

In 2021, Security Services partnered with Peel Regional Police which is broken down by the three initiatives below:

1. Security Services and Peel Regional Police engaged in multiple joint bike patrol projects. These patrols spanned across various locations such as the Malton Greenway, J.C. Saddington Park, and the Rattray Conservation Marsh. The joint bike patrols were very well received by officers which bolstered communication between the City and Peel Regional Police. Further, with a rise of protests around the City which made navigating vehicles difficult in times where roadways were cut off, the bike unit was an effective tool to keep residents safe by being able to respond to emergencies quickly and patrol areas that were not accessible by vehicles.
2. Security Services partnered with Peel Regional Police who enforced a special task force to help manage the large amount of protestors in the City. The project was utilized during ongoing protests around the City of Mississauga which allowed officers to mitigate and efficiently respond to emergencies during civil unrest. Despite the volatility and urgency of responding to these protests, there were no injuries, no property damage, and no major security incidents that occurred.
3. Throughout these joint projects, Security Services and Peel Regional Police created a symbiotic relationship where information has been openly shared between Security Services and the Peel Regional Police Intelligence unit. This ongoing relationship has been well received by officers and enhanced the way the City and Peel Regional Police is able to keep the City of Mississauga safe by sharing intelligence and aid investigation efforts.

These joint efforts and partnerships showcase the partnership with City of Mississauga officers and local law enforcement. These projects had a deep positive impact on the community and boosted morale among officers when attending these joint operations. Due to their success and positive feedback, these partnership efforts will continue into 2022.

## **Bike Unit**

The Bike Unit was utilized as an effective measure to mitigate security incidents around the City. The Bike Unit consists of 22 officers trained to engage in Bike patrols around the City. In 2021, 14 officers obtained their bike certification which was an increase for the 7 officers who received their certification in 2020. The Bike patrol is able to patrol areas that cars cannot access such as trails and pedestrian designed walkways. Among the advantages include that the bike unit is able to conduct discreet patrols while responding to security incidents quicker than foot patrols. The bike unit has been well received by the public and the community.



**Protests, Demonstrations, Rallies and Vigils**

In 2021, there were nearly 100 demonstrations, rallies, vigils, and protests around the City of Mississauga. On May 18, 2021, Security Services dealt with the largest protest the City has experienced in its history which included an estimated 20,000 people. The size of the crowd changed the dynamic of what officers were able to do due to being vastly outnumbered. Security Services was successful in securing City Hall and keeping staff and protestors safe. There were no major incidents, no injuries, and no property damage despite such a large number of protestors.

**Staff Training / Security Awareness and Outreach**

In 2021, Security Services delivered training to 958 City Staff after transitioning to a virtual-focused training model in 2020. Training was focused on Personal Safety and Security Awareness (PSSA) and provides general information about staff roles and responsibilities in addition to de-escalation techniques. Further efforts will be made in 2022 to increase public awareness about Security Services.

Security Services successfully recruited 8 part time and 8 full time officers. Further, 25 officers received Crisis negotiation and Mental health Certificates to better understand and handle situations involving suicide prevention and mental health crisis events. The Security Services strives to provide the highest quality of training in order to best suit the ever evolving security needs of the City and will continue to deliver exceptional training, enhancing security awareness and public outreach. Security Services is expanding on its diversity training. In spring of 2022, Security Services will ensure that all officers will receive training focused on diversity, inclusion, and anti-black racism.

**Protective Measures Program**

The Protective Measures Policy aims to mitigate the risk of serious injury to City staff and the public in the event of an emergency situation at a City facility. The continued employment of this program, associated training, and development of facility plans is on-going and will continue in 2022. The planning for the development of a mandatory, on-line Protective Measures training element was started in 2021 between HR and Security Services. The training for all employees will come into effect in 2022.

**Increased Community and Partner Organization Integration**

Crime prevention is optimized through a holistic, integrated and community based approach. Security Services has continued to increase integration with key community partners such as Peel Regional Police, Crime Prevention Through Environmental Design (CPTED) Advisory Committee, Integrated Municipal Enforcement Team (IMET), Safe City Mississauga, Square One, Sheridan College, Dufferin-Peel Catholic School Board, and various internal stakeholders.

**Security Infrastructure****Video Requests**

Video surveillance plays a key role in allowing Security Services and Peel Regional Police to keep the City of Mississauga safe. In 2021, the number of video requests totaled 831 compared to 756



in 2020, an increase of 9%. These requests are typically initiated by law enforcement seeking evidence for crimes, HR seeking videos on security incidents involving staff, Risk Management which use the videos as a preventative measure for legal recourse, and Freedom of Information requests by the community. Through coordination with law enforcement, Security Services was able to provide evidence that lead to the arrest of a suspect attempting to lure children, provide valuable intelligence on a suspect wanted in connection to a stabbing, assisted Halton Regional Police in identifying car theft suspects which lead to their arrest, among many other initiatives in assisting with investigations. Through video requests, Security Services and local law enforcement strengthen their partnership in sharing intelligence and providing evidence to keep the City of Mississauga safe.

### **Part 3 – Security Incidents**

#### **Special Occurrence Reports (SORs)**

In 2021, the total number of SORs increased by 36% when compared to 2020. This increase is attributed to COVID restrictions which included limiting outdoor gatherings of people in addition to implementing limited working hours at facilities. Further, officers were responding to complaints regarding COVID restriction violations.

See Appendix 1 for details on the total number of SORs issued in 2021 within each Ward and for various categories.

#### **Enforcement Efforts**

Security Services follows a model to Engage, Explain, Educate, and Enforce:

- Engage – When speaking with an individual, officers attempt to establish awareness and understanding of the situation.
- Explain – Treat people with dignity and respect while highlighting rationale and explaining wider social factors.
- Educate – Be consistent in approach and willingness to explain why an officer is requesting a certain course of action.
- Enforce – As a last resort, individuals may be issued a fine, a ticket, or other enforcement measures may be taken.

In 2021, the total number of tickets, fines, and other enforcement efforts by officers was 1,826. Majority of these efforts included tickets issued for by-law infractions due to COVID restrictions such as not wearing a mask when required, unauthorized parking of vehicles, breaking limit on individuals in outdoor gatherings, and engaging in prohibited activity. Officers receive quality training and exercise a high degree of discretion when responding to security incidents. Officers have successfully provided resources to people in need which saw an increase of individuals taking advantage of support services in the Window Hub, engaging in support rather than enforcement perspective for people in need of help.

Moreover, there were 43 BOLO's (Be On The Lookout) in 2021, an increase from 41 in 2020. This program aids officers when searching for a person of interest and acts as a live document which is updated as new information becomes available. There were five successful BOLO requests in 2021.



## Bans

Bans imposed under the Trespass to Property Act as detailed in Appendix 2, increased from 184 in 2020 to 224 in 2021. Bans for youths under 18 years of age increased from 25 in 2020 to 83 in 2021. This increase is attributed to various COVID restriction violations. Security Services reserves bans for serious events and habitual offenders. For minor offenses, the approach of Inform, Educate and Enforce is taken.

- First Inform: Advise that a violation has occurred and inquire as to the reasons why.
- Then Educate: Explain the reason for the bylaw/policy and the role of the officer in enforcing the bylaw/policy.
- Finally Enforce: Issue warning notices or infractions, as a last resort, depending on the situation and in keeping with the prescribed protocols.

The aim is to continue this trend in 2022 with officer's interacting with patrons to establish and initiate an appropriate and proportional response to the situations, ensuring that prohibited activity ceases and/or the individual leaves the premises. Enabling the lawful enjoyment of City facilities and the continuity of business operations can be accomplished through "education" instead of "bans".

As per Corporate Policy No. 05-01-10, Responding to Incidents in City Facilities, when a ban is issued, a Special Occurrence Report and Supplementary Banning Report is created and distributed in compliance with the Municipal Freedom of Information and Protection of Privacy Act (MFIPPA).

## Part 4 - Graffiti

### Graffiti Incidents

There were 541 reported graffiti incidents in 2021 representing a 21% decrease compared to 2020's total of 686.

### Summary of Graffiti Incidents and Service Level

Service Level is defined as the time established for graffiti removal in order of priority from 2 to 5 business days.

	2020	2021
Graffiti Incidents	686	541
Service Level Targets Achieved	53%	66%
Removal Costs	\$124,676	\$83,255

Further detailed analysis can be found in Appendix 4



Graffiti tracking and mitigation efforts are included as part of the broader security awareness outreach programs - from measuring the effectiveness of prevention strategies for all security incidents as well as to increase collaboration with community groups (e.g. Safe City Mississauga), external stakeholders (e.g. Mississauga Integrated Municipal Enforcement Team (IMET)), etc.

### **Graffiti Removal**

Service level targets met increased 13% compared to 2020. Total costs for graffiti removal also decreased by \$41,421 compared to last year's costs.

## **Financial Impact**

There are no financial impacts resulting from the Recommendations in this report.

## **Conclusion**

Security Services optimized services through new program initiatives and continued enhancements throughout 2021. In 2022, the Section will continue to focus on the highest quality of service to City staff and the public while delivering value added outcomes in an efficient and effective manner. The Security Services section is committed to taking a strategic approach that will emphasize proactive prevention through engagement and priority based improvements initiatives and activities.

## **Attachments**

Appendix 1: 2021 Security Occurrence Reports (SORs)

Appendix 2: 2021 and 2020 Bans Under the Trespass to Property Act

Appendix 3: Security Occurrence Definitions

Appendix 4: 2021 Graffiti Incidents Summary



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

Prepared by: Daniel C. Ulrich, CPP, Manager, Security Services & Civic Precinct Operations



## **Facilities & Property Management Division - Security Services**

### ***2021 Security Occurrence Reports (SOR's)***

[illegible]



[illegible]



UTTERING THREATS	0	1	1	4	4	0	1	2	0	0	0	9	0	22
<b>DISTURBANCE,DISTURBANCE</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
PROHIBITED ACTIVITY : BY-LAW INFRACTION	0	0	0	1	0	0	0	0	0	0	0	0	0	1
<b>DISTURBANCE,TRESPASSING</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
FORCED ENTRY/ENTER WHERE PROHIBITED	0	0	0	1	0	0	0	0	0	0	0	0	0	1
<b>DISTURBANCE,WINDOW HUB</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>
HOMELESSNESS	0	0	0	0	0	0	0	0	0	0	0	1	0	1
<b>EMERGENCY/911</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>20</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>50</b>
ASSIST LAW ENFORCEMENT	1	0	0	1	0	0	0	0	0	0	0	2	0	4
FATALITY ON PREMISE	0	1	1	0	0	0	0	0	0	0	0	0	0	2
MISSING PERSON : FOUND	0	1	1	1	1	0	0	1	0	0	0	1	0	6
MISSING PERSON : REPORTED	0	0	0	0	0	0	0	0	0	0	0	1	0	1
PERSON(S) TRAPPED (ELEVATOR)	0	0	2	5	0	2	0	0	0	0	0	0	0	9
SMOKE/FIRE	1	0	1	13	5	4	0	1	3	0	0	0	0	28
<b>FOUND</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
PROPERTY	0	0	0	1	2	0	0	2	0	0	0	0	0	5
<b>GRAFFITI</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>24</b>
CITY PROPERTY	0	0	0	1	0	0	0	0	0	0	0	0	0	1
CITY PROPERTY : HATE	1	5	1	0	1	1	0	0	0	0	0	1	0	10
CITY PROPERTY : OFFENSIVE	1	0	0	2	0	0	0	0	0	0	0	0	0	3
CITY PROPERTY : OTHER	1	0	0	0	1	0	0	1	2	1	1	0	0	7
CITY PROPERTY : TAGGING	0	0	0	1	0	0	1	0	0	0	0	0	0	2
NON-CITY PROPERTY	0	0	0	0	0	0	0	0	0	0	0	0	1	1
<b>INTELLIGENCE</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>
FIREARM THREAT	0	0	0	0	0	0	0	0	0	0	0	0	1	1
PROTEST	1	0	0	1	0	0	0	0	0	0	0	0	0	2
<b>MEDICAL</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>5</b>	<b>143</b>
MEDICAL	5	1	0	70	8	3	1	4	3	0	0	43	5	143
<b>MEDICAL,WINDOW HUB</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
HOMELESSNESS	0	0	0	0	0	0	1	0	0	0	0	0	0	1
<b>ROBBERY</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>
ROBBERY	0	0	0	0	0	0	0	0	0	0	0	1	0	1
<b>THEFT</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>12</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>39</b>
(CITY PROPERTY) OVER \$5000	1	0	0	0	0	0	0	0	1	0	0	0	0	2



(CITY PROPERTY) UNDER \$5000	3	1	3	2	2	3	1	2	0	0	0	0	0	17
(NON CITY PROPERTY) OVER \$5000	0	0	0	0	1	0	0	0	0	0	0	0	0	1
(NON CITY PROPERTY) UNDER \$5000	0	0	0	5	0	1	0	0	0	0	1	1	0	8
ATTEMPTED	0	1	0	0	1	1	0	2	1	0	0	0	0	6
BICYCLE	0	0	0	5	0	0	0	0	0	0	0	0	0	5
TRANSIT	2	3	4	134	19	0	0	34	9	0	0	37	2	244
ASSIST PASSENGER	1	0	0	14	6	0	0	0	0	0	0	11	1	33
FARE OFFENCE : RIDE BUS W/O TENDERING FARE	0	1	1	9	6	0	0	0	1	0	0	8	0	26
FARE OFFENCE : USE INVALID/EXPIRED PASS/TICKET	0	0	0	3	0	0	0	0	0	0	0	2	0	5
FARE OFFENCE : USE UNAUTHORIZED PASS/TICKET/TRANSFER	0	0	0	1	0	0	0	0	0	0	0	2	0	3
INTERFERE WITH BUS OPERATION	0	0	0	3	0	0	0	0	1	0	0	0	1	5
PEDESTRIAN ON TRANSITWAY	0	0	1	1	0	0	0	0	0	0	0	1	0	3
SMOKING ON TRANSIT PROPERTY	1	1	0	5	2	0	0	0	1	0	0	4	0	14
SMOKING ON TRANSIT PROPERTY : MARIJUANA	0	0	0	0	0	0	0	0	0	0	0	1	0	1
UNAUTHORIZED VEHICLE ON TRANSIT PROPERTY	0	1	0	98	2	0	0	32	6	0	0	4	0	143
UNAUTHORIZED VEHICLE ON TRANSITWAY	0	0	2	0	3	0	0	2	0	0	0	4	0	11
TRANSIT,TRANSIT	0	0	0	1	0	0	0	0	0	0	0	0	0	1
UNAUTHORIZED VEHICLE ON TRANSIT PROPERTY	0	0	0	1	0	0	0	0	0	0	0	0	0	1
TRESPASSING	10	9	6	33	16	3	8	7	8	2	7	17	3	129
ENGAGE IN PROHIBITED ACTIVITY	6	2	2	8	2	0	0	2	3	0	2	4	0	31
ENGAGE IN PROHIBITED ACTIVITY,TRESPASSING : FAIL TO LEAVE WHEN DIRECTED	0	0	0	0	0	0	0	0	0	0	0	1	0	1
FAIL TO LEAVE WHEN DIRECTED	0	1	0	4	2	0	0	0	2	0	1	4	0	14
FORCED ENTRY (ATTEMPTED)	0	0	0	0	0	0	0	0	0	1	0	0	1	2
FORCED ENTRY/ENTER WHERE PROHIBITED	4	4	0	5	7	3	8	4	0	1	2	0	2	40
TRESPASSER ON SITE (BANNED PERSON)	0	2	4	16	5	0	0	1	3	0	1	8	0	40
TRESPASSING	0	0	0	0	0	0	0	0	0	0	1	0	0	1
WINDOW HUB	25	5	9	37	10	5	10	6	1	0	1	13	3	125
HOMELESSNESS	25	5	9	37	9	5	10	6	1	0	1	12	3	123
TAXI CHIT	0	0	0	0	1	0	0	0	0	0	0	1	0	2
Grand Total	256	137	48	544	185	80	57	98	61	35	54	253	24	1832



## Facilities & Property Management Division

### Security Services

#### 2021 vs 2020 Bans Under the Trespass to Property Act

REASON FOR BAN	2020 Under 18	2020 Total	2021 Under 18	2021 Total
ASSAULT : BODILY	0	3	0	3
ASSAULT : COMMON	0	5	0	2
ASSAULT : WEAPONS	0	1	0	0
COVID-MASK	0	1	2	5
DISTURBANCE : DISPUTE : OPERATOR/PASSENGER	0	4	1	3
DISTURBANCE : DRUGS : FENTANYL	0	1	0	1
DISTURBANCE : DRUGS : MARIJUANA	2	6	0	0
DISTURBANCE : DRUGS : OTHER	0	1	2	2
DISTURBANCE : DRUNKENNESS	0	6	0	0
DISTURBANCE : FIGHTING	1	3	0	1
DISTURBANCE : HARASSMENT	0	2	4	5
DISTURBANCE : INDECENT BEHAVIOUR	0	0	1	4
DISTURBANCE : LIQUOR OFFENCE	0	12	1	17
DISTURBANCE : NOISE	0	0	0	0
DISTURBANCE : MISCHIEF	0	0	1	2
DISTURBANCE : MISCHIEF : (CITY PROPERTY) MISCHIEF UNDER \$5000	0	5	2	8
DISTURBANCE : POSSESSION OF A WEAPON	0	1	0	3
DISTURBANCE : PROHIBITED ACTIVITY	0	0	9	20
DISTURBANCE : PROHIBITED ACTIVITY : BY-LAW INFRACTION	7	23	14	26
DISTURBANCE : PROHIBITED ACTIVITY : ENTER/REMAIN AFTER CLOSING	4	20	0	0
DISTURBANCE : PROHIBITED ACTIVITY : FAIL TO COMPLY WITH ORDER BY STAFF	1	5	1	2
DISTURBANCE : PROHIBITED ACTIVITY : RESPECTFUL WORKPLACE POLICY	0	6	0	0
DISTURBANCE : PROHIBITED ACTIVITY : VIOLATE RESPECTFUL WORKPLACE POLICY	0	0	1	4
DISTURBANCE : PROHIBITED ACTIVITY : VIOLATION OF FACILITY RULES	5	24	4	9
DISTURBANCE : SUSPICIOUS ACTIVITY	0	4	1	3
DISTURBANCE : UTTERING THREATS	0	5	0	3
DISTURBANCE, TRESPASSING : FORCED ENTRY/ENTER WHERE PROHIBITED	0	0	1	1
EMERGENCY/911 : ASSIST LAW ENFORCEMENT	0	1	0	0
EMERGENCY/911 : SMOKE/FIRE	0	0	1	2
MEDICAL	0	0	0	1
THEFT : (NON CITY PROPERTY) UNDER \$5000	1	2	0	0
TRANSIT : FARE OFFENCE : RIDE BUS W/O TENDERING FARE	0	2	0	0
TRANSIT : INTERFERE WITH BUS OPERATION	0	1	0	1
TRANSIT : SMOKING ON TRANSIT PROPERTY	0	4	0	2
TRANSIT : SMOKING ON TRANSIT PROPERTY : MARIJUANA	0	1	0	2
TRESPASSING : FAIL TO LEAVE WHEN DIRECTED	0	0	1	7
TRESPASSING : FORCED ENTRY	2	12	17	37
TRESPASSING : TRESPASSER ON SITE (BANNED PERSON)	2	23	12	28
TRESPASSING : ENGAGE IN PROHIBITED ACTIVITY	0	0	7	15
WINDOW HUB : HOMELESSNESS	0	0	0	5
<b>Grand Total</b>	<b>25</b>	<b>184</b>	<b>83</b>	<b>224</b>



### Security Occurrence Definitions

Category	Definition
ACCESS : DENIED	Substantiation and justification of denial of access to a contractor or staff member.
ACCIDENT : PERSONAL INJURY	Any personal injury where city staff/facility/or action or inaction may have caused the injury
ACCIDENT : PROPERTY DAMAGE	Any accident that damages City Property - Not including any person
ACCIDENT : VEHICLE (PERSONAL INJURY)	Any accident involving a vehicle and a person, where the person was injured (1staid +)
ACCIDENT : VEHICLE (PROPERTY DAMAGE)	Any accident that damages city assets that involves a vehicle
ALARM : GENERAL	Incidents where security responds to facility (not duress) alarms and must take action to disarm or reset
ALARM : DURESS	Incidents where a duress alarm is activated (eg code blue station or panic button)
ASSAULT : BODILY	An assault that causes bodily harm to a person.
ASSAULT : COMMON	An assault that does not result in a serious injury, ie pushing someone.
ASSAULT : SEXUAL	Sexual assault is defined as sexual contact with another person without that other person's consent.
ASSAULT : WEAPONS	An assault committed using a weapon.
COVID-MASK	Any person in violation of COVID related restrictions including wearing a mask within a facility/transit.
DISTURBANCE : DISPUTE : OPERATOR/PASSENGER	A dispute between a Transit Operator and a passenger causing a disturbance.
DISTURBANCE : DISPUTE : PASSENGER/PASSENGER	A dispute between two passengers on Transit property causing a disturbance.
DISTURBANCE : DRUGS : MARIJUANA	Persons using or impaired by marijuana
DISTURBANCE : DRUGS : OTHER	Persons using or impaired by drugs
DISTURBANCE : DRUNKENNESS	Persons using or impaired by alcohol
DISTURBANCE : FIGHTING	Persons who have consented to a fight
DISTURBANCE : HARASSMENT	Persons engaging in pattern of conduct that causes another person to reasonably fear for their safety or others around them
DISTURBANCE : INDECENT BEHAVIOUR	Behaviour that is deemed to be insulting or offensive and may include indecent exposure of genitals
DISTURBANCE : LIQUOR OFFENCE	Person consuming alcohol in a facility or park without a permit
DISTURBANCE : MISCHIEF : MISCHIEF OVER \$5000	The intentional damage of property, excluding graffiti, over \$5000 in damages.
DISTURBANCE : MISCHIEF : MISCHIEF UNDER \$5000	The intentional damage of property, excluding graffiti, under \$5000 in damages.
DISTURBANCE : MISCHIEF : MISCHIEF ENDANGER LIFE	Any person who destroys or damages property that causes actual danger to life.
DISTURBANCE : NOISE	Persons creating excessive noise resulting in a disturbance to others. Eg. Students yelling in a library study zone. Does not include sound amplification equipment.
DISTURBANCE : OFFENSIVE MATERIAL	Distribution of material deemed to be offensive (explicit images/words) excluding hate material
DISTURBANCE : OFFENSIVE MATERIAL : HATE	Distribution of material deemed to be targeting identifiable groups
DISTURBANCE : POSSESSION OF A WEAPON	A person who carries or possesses a weapon, an imitation of a weapon, a prohibited device or any ammunition or prohibited ammunition for a purpose dangerous to the public peace or for the purpose of committing an offence.



**Facilities & Property Management Division  
Security Services**

**Appendix 3  
Page 2 of 3**

DISTURBANCE : PROHIBITED ACTIVITY : BY-LAW INFRACTION	Any other By Law infraction the specifics of which are to be detailed in the SOR
DISTURBANCE : PROHIBITED ACTIVITY : ENTER/REMAIN AFTER CLOSING	A person who is not authorized to be in a park or facility after normal operating hours have ended
DISTURBANCE : PROHIBITED ACTIVITY : FAIL TO COMPLY WITH ORDER BY STAFF	A person who has not complied with directions issued by city staff
DISTURBANCE : PROHIBITED ACTIVITY : OPERATE/USE SOUND AMPLIFICATION EQUIPMENT	A person or persons engaged in the use of sound amplification equipment who do not have a permit to do so
DISTURBANCE : PROHIBITED ACTIVITY : PERMIT DISPUTE	A person, or persons engaged in a dispute surrounding a permitted space, or activity
DISTURBANCE : PROHIBITED ACTIVITY : VIOLATE RESPECTFUL WORKPLACE POLICY	A person who has violated the respectful workplace policy who is not city staff
DISTURBANCE : PROHIBITED ACTIVITY : VIOLATION OF FACILITY RULES	A person who does not comply with the rules of a facility
DISTURBANCE : SOLICITING	A person requesting or attempting to sell goods/services without a permit
DISTURBANCE : SUSPICIOUS ACTIVITY	A person or event which is deemed suspicious in nature
DISTURBANCE : SUSPICIOUS PACKAGE	An item which is out of place, unusual in nature or suspected of being an explosive device
DISTURBANCE : UNAUTHORIZED ADVERTISING	Advertising on City property that has not been authorized, i.e. flyers taped to shelters or library doors.
DISTURBANCE : UTTERING THREATS	A person who, in any manner, utters, conveys or causes any person to receive a threat. Includes gestures such as hand motions.
EMERGENCY/911 : BOMB THREAT	Threat of a bomb on City property
EMERGENCY/911 : FATALITY ON PREMISE	A fatality on City property
EMERGENCY/911 : GAS LEAK	A gas leak on City property
EMERGENCY/911 : HOLD & SECURE	A hold & secure event issued by (police, security or City staff) in response to a threat
EMERGENCY/911 : MISSING PERSON : FOUND	Missing person located
EMERGENCY/911 : MISSING PERSON : REPORTED	Missing person reported
EMERGENCY/911 : PERSON(S) TRAPPED (ELEVATOR)	Person(s) trapped in elevator
EMERGENCY/911 : SMOKE/FIRE	Any report of smoke/fire
FRAUD	Falsified or forged fare media, attempts to solicit funds from city staff or patrons through illegitimate means
GRAFFITI : GANG	Used by Gangs to mark territory
GRAFFITI : HATE	Conveys political messages, racial, religious or ethnic slurs
GRAFFITI : OFFENSIVE	Drawings, messages, etc. that are explicit and/or obscene.
GRAFFITI : MURAL	A very large image, such as a painting or enlarged photograph
GRAFFITI : OTHER	Does not fit any of the above



**Facilities & Property Management Division  
Security Services**

**Appendix 3  
Page 3 of 3**

GRAFFITI : TAGGING	Use of Repeated use of a symbol or a series of symbols that acts as a signature
MEDICAL	Any injury requiring 1st Aid and/or Evacuation by ambulance for a party - where city assets are not suspected as the cause
ROBBERY	Theft with the threat of violence and/or with a weapon
THEFT : OVER \$5000	Theft of property over \$5000
THEFT : UNDER \$5000	Theft of property under \$5000
THEFT : ATTEMPTED	An unsuccessful effort to commit a theft. ie, person interrupted while trying to break in to a locker.
THEFT : BICYCLE	The illegal removal of a bicycle
THEFT : LOCKER	Theft from a locker
TRANSIT : ASSIST PASSENGER	Any sort of informational or physical assistance worthy of capture in a report to a passenger
TRANSIT : BRING UNMUZZLED DOG ON TRANSIT PROPERTY	Bring un-muzzled dog on Transit property. Note that service dogs are exempt from this requirement.
TRANSIT : FARE OFFENCE : RIDE BUS W/O TENDERING FARE	Failure to tender fare
TRANSIT : FARE OFFENCE : USE INVALID/EXPIRED PASS/TICKET	Use of invalid/expired pass/ticket
TRANSIT : FARE OFFENCE : USE UNAUTHORIZED PASS/TICKET/TRANSFER	Use of unauthorized pass/ticket/transfer
TRANSIT : INTERFERE WITH BUS OPERATION	Interfering with the operation of a bus or the Operator
TRANSIT : PEDESTRIAN ON TRANSITWAY	Pedestrian on Transitway
TRANSIT : SMOKING ON TRANSIT PROPERTY	Smoking on Transit property including buses, shelters and stations. Does not include Marijuana.
TRANSIT : SMOKING ON TRANSIT PROPERTY : MARIJUANA	Smoking Marijuana on Transit property including buses, shelters and stations.
TRANSIT : UNAUTHORIZED VEHICLE ON TRANSIT PROPERTY	Unauthorized vehicle on transit property excluding the Transitway
TRANSIT : UNAUTHORIZED VEHICLE ON TRANSITWAY	Unauthorized vehicle on transit way
TRESPASSING : FORCED ENTRY	Persons successful in entering a City property by force
TRESPASSING : FORCED ENTRY (ATTEMPTED)	Persons unsuccessful in entering a City property by force
TRESPASSING : TRESPASSER ON SITE	Unauthorized persons found on City property however not by forced entry. May include persons who have been banned from a property/facility.
WINDOW HUB : TAXI CHIT	Any person issued a taxi chit as part of the Open Window Hub at-risk/homeless assistance program.



**2021 Graffiti Incidents**

There were 541 reported graffiti incidents in 2021 representing a 21% decrease compared to 2020's total of 686.

**Incidents by Location**

The total numbers of incidents by location are listed in the table below:

<b>Graffiti Incidents by Location</b>		
<b>Location</b>	<b>Total # of Incidents</b>	<b>Total % of Incidents</b>
City Road Allowances*	321	59%
City Parks	142	26%
City Properties	38	7%
Utilities	12	2%
Private Property	14	3%
Bus Shelters	14	3%
<b>TOTAL</b>	<b>541</b>	<b>100%</b>

\*City road allowances include utility, communication and postal companies' property and equipment.



**Incidents by Ward**

The following table provides the total number of graffiti incidents by ward:

<b>Graffiti Incidents by Ward</b>				
	<b>2020</b>		<b>2021</b>	
<b>Ward</b>	<b># Reported Incidents</b>	<b>% of Total</b>	<b># Reported Incidents</b>	<b>% of Total</b>
1	94	14%	88	16%
2	64	9%	57	11%
3	91	13%	35	6%
4	57	8%	50	9%
5	18	3%	30	6%
6	16	2%	48	9%
7	42	6%	35	6%
8	24	3%	50	9%
9	48	7%	29	5%
10	42	6%	24	4%
11	24	3%	12	2%
Unreported*	166	24%	83	15%

*\*Note: Because roads span across multiple wards, the graffiti tracking system is unable to attribute wards to most city road allowance incidents.*



**Incidents by Graffiti Types**

The following table provides the breakdown of the graffiti incidents by type:

<b>Graffiti Incidents by Type</b>		
<b>Type</b>	<b>Number of Incidents</b>	<b>%</b>
Inoffensive	127	24%
Tagging	145	27%
Offensive	60	11%
Gang	1	<1%
Hate	14	3%
Mural	4	1%
Not Reported	190	34%
<b>TOTAL</b>	<b>541</b>	<b>100%</b>

**Definitions of Graffiti Types**

<b>Type of Graffiti</b>	<b>Description</b>	<b>Removal Service Level</b>
<b>Hate</b>	Conveys political messages, racial, religious or ethnic slurs	Within 2 business days
<b>Offensive</b>	Drawings, messages, etc. that are obscene, lewd or indecent	Within 2 business days
<b>Tagging</b>	Repeated use of a symbol or initials	Within 5 business days
<b>Gang</b>	Markings associated with gangs or to mark territory	Within 5 business days
<b>Mural</b>	Large images, such as a paintings or designs, resembling intricate artwork	Within 5 business days
<b>Inoffensive</b>	Drawings or markings or messaging that deface property	Within 5 business days

*Note: There is no nationally recognized standard for graffiti classification; however the above types are consistent with other municipalities and law enforcement agencies in the Region of Peel as well as the Greater Toronto Area.*



**Graffiti Removal Targets**

- Hate – removal within 2 business days
- Offensive – removal within 2 business days
- Gang – removal within 5 business days
- Tagging – removal within 5 business days
- Mural – removal within 5 business days
- Inoffensive –removal within 5 days

The following is a breakdown of the 2021 service level targets by location:

<b>Graffiti SLA Targets by Location</b>			
<b>Location</b>	<b>Total # of Incidents</b>	<b>SLA Target Achieved</b>	<b>%</b>
City Road Allowances	321	288	59%
City Parks	142	74	74%
City Properties	38	39	83%
Utilities	12	15	66%
Private Property	14	N/A*	
Bus Shelters	14	N/A**	
<b>TOTAL</b>	<b>541</b>	<b>331</b>	<b>53%</b>

*\*Service levels for removal of graffiti from private property is based on the Property Standards By-law specifications, which are different from the service levels set for City owned properties.*

*\*\*Graffiti on bus shelters is managed by a third party company. The process of tracking this information more effectively is being examined for 2022.*

Notifications of graffiti incidents are now forwarded directly to the business unit responsible for removal:

<b>Business Unit/Division</b>	<b>Graffiti Location</b>
<b>Works Operations and Maintenance</b>	<ul style="list-style-type: none"> <li>• City Road Allowances</li> <li>• Utility &amp; Communication Companies' property or equipment</li> <li>• Canada Post property</li> </ul>
<b>Parks Operations</b>	City Parks
<b>Building Services and Operations</b>	City Buildings
<b>Third Party Company</b>	Bus Shelters
<b>Compliance and Licensing</b>	Private Property



**Removal Costs**

In 2021, the total cost for graffiti removal was \$83,255. This included both contracted vendors as well as staff labour costs.

The total cost for contracted vendor graffiti removal services was \$48,767:

<b>Graffiti Removal Costs:</b>	
<b>Contracted Vendor</b>	
<b>Location</b>	<b>Cost 2021</b>
City Road Allowance and City Parks	\$42,121
City Properties	\$6,646
<b>TOTAL</b>	<b>\$48,767</b>

The total staff labour cost associated with graffiti removal was \$34,488:

<b>Graffiti Removal Costs:</b>	
<b>Staff Labour</b>	
<b>Unit</b>	<b>Cost 2021</b>
Parks Operations	\$6,373
Works Operations	\$28,115
Facilities Operations	\$0
<b>TOTAL</b>	<b>\$34,488</b>



Date: February 16, 2022

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:  
March 30, 2022

## **Subject**

**Review of Tax Ratio Adjustments**

## **Recommendation**

That the report dated February 16, 2022, entitled "Review of Tax Ratio Adjustments" from the Commissioner of Corporate Services and Chief Financial Officer be received for information.

## **Executive Summary**

- Tax 'transition' ratios were established by the Provincial government in 1998 with the introduction of Current Value Assessment (CVA) taxation methodology and represented the relative tax burden by property class prior to the change in methodology;
- Adjusting tax ratios is one of the tax policy tools available to municipalities to address the relative tax burden between property classes and achieve desired outcomes;
- Tax ratio changes are incorporated into the calculation of the final tax rates for the year of implementation and therefore do not change the total amount of tax levy collected but rather creates a shift in the tax burden for each property class.

## **Background**

In 1998, the Province of Ontario introduced Current Value Assessment (CVA), a Province-wide reform to the methodology in how property assessments and tax rates are calculated. This change resulted in significant shifts in the tax burden between property classes. In order to mitigate these shifts, the Province introduced prescribed transition ratios that represented the tax burden in each property class relative to the residential class prior to the change in methodology. The Province also mandated a residential tax ratio of 1.000, introduced policy tools to adjust tax ratios and established a range of fairness for each property class. Legislation limits the ability to increase tax ratios outside of the range of fairness. The table below lists the range of fairness by property class.



Property Class	Tax Ratio Range
Commercial	0.6 to 1.1
Industrial	0.6 to 1.1
Multi-Residential	1.0 to 1.1
New Multi-Residential	1.0 to 1.1
Pipeline	0.6 to 0.7

Tax ratios beyond the range of fairness can only be increased to maintain a revenue-neutral tax impact after reassessment where tax ratios are adjusted to maintain the same relative tax burden as before the reassessment. Provincial legislation provides single and upper-tier municipalities the ability to implement the various tax policy tools and also provides for upper-tier municipalities to delegate the authority for setting tax ratios to the lower-tier municipalities. The Region of Peel has delegated this authority annually since the change in methodology.

Tax ratio changes are incorporated into the calculation of the final tax rates for the year of implementation and therefore do not change the total amount of tax levy collected but rather creates a shift in the tax burden for each property class. The tax ratio change impacts both the tax rates for the City and the Region. Adjusting tax ratios impacts all properties and depending on the adjustment may lead to a reduction or increase in tax burden.

In October 2017, the “Strategy to Reduce the Multi-Residential Property Class Tax Ratio” report was presented to Council for consideration. This report analyzed the impacts of a three-year phased approach to reduce the multi-residential tax ratio to match the residential tax ratio. This report also established the New Multi-Residential property class for newly built properties and set the tax ratio for New Multi-Residential at 1.000 equal to the Residential tax ratio. As of 2021, no properties have been assessed for the New Multi-Residential property class. The strategy was not implemented because of the impacts that would have occurred to residential property owners. Although the strategy was not implemented, reductions to the multi-residential tax ratio did occur in 2017 through 2020 to maintain a revenue-neutral tax impact resulting from the 2016 reassessment. The multi-residential tax ratio in 2021 was set at 1.2656.

The Province released their Housing Affordability Task Force Report on February 8, 2022. In this report it notes that municipal property taxes on purpose-built rental can be as much as 2.5 times greater than property taxes for condominium or other ownership housing and recommends that property taxes for purpose-built rental align with those of condominiums and low-rise homes.

In 2021, the Province introduced a new property sub class for small businesses that would allow municipalities to specifically target tax adjustments to small businesses. This was reviewed by the Region of Peel as it would be an upper-tier decision to implement. After this review it was determined that the Region would not implement the small business sub class. Tax ratio adjustments could be used to provide a reduction to the tax burden for either or both of the commercial and industrial property classes.



## Comments

Staff have prepared the following review of tax ratio adjustments to provide Council with information on the impacts of various adjustments for the multi-residential, commercial and industrial tax ratios. The review is based on the tax ratios and municipal levies for 2021. Direction to proceed with any tax ratio adjustment would be incorporated into the calculation of the tax rates for 2022 with final impacts being reported as part of the annual Tax Ratio, Rates and Due Date Report later this spring.

The table below shows the tax ratios for 2021 for the multi-residential, commercial and industrial classes for the upper-tier regions, Hamilton, Toronto and Ottawa. As the Region of Peel delegates the authority to set tax ratios to the local municipalities, individual rates are shown for Brampton, Caledon and Mississauga, for all other Regions, the tax ratios are set at the regional level and apply to all municipalities within that Region. This information is from the annual BMA Municipal Study, the municipalities shown are a sampling from the study, the minimum, maximum and average are for the entire BMA Municipal Study.

Municipality	Multi-Residential	Commercial	Industrial
Brampton	1.7050	1.2971	1.4700
Caledon	1.7223	1.3475	1.5910
Durham Region	1.8665	1.4500	2.0235
Halton Region	2.0000	1.4565	2.0907
Hamilton	2.4407	1.9800	3.2493
<b>Mississauga</b>	<b>1.2656</b>	<b>1.5170</b>	<b>1.6150</b>
Niagara Region	1.9700	1.7349	2.6300
Ottawa	1.3867	1.8353	2.5203
Toronto	2.0984	2.6400	2.6233
Waterloo Region	1.9500	1.9500	1.9500
York Region	1.0000	1.3321	1.6432
Min	1.0000	1.0820	1.1000
Max	2.4407	2.6400	4.5177
Average	1.6719	1.5549	2.0416

The tax ratios for Mississauga are currently below the average in each class and above the Provincial range of fairness. In this sampling only York Region has a lower multi-residential tax ratio.

### Multi-Residential Tax Ratio Adjustments

The table below shows the impacts of changing the multi-residential tax ratio to 1.000, equal to the residential ratio. This results in \$11.6 million in taxes being shifted away from multi-residential properties, a reduction of 20.2% and creates a shift of 0.97% in tax burden onto all other properties mainly to residential properties with \$7.9 million in taxes shifting to residential.



This equates to an increase in 2021 taxes of \$46.20 to a typical single family home assessed at 730,000.

Property Class	2021 Tax Ratios	Adjusted Tax Ratios	2021 Tax Revenue	Adjusted Tax Revenue	Shift in Tax Revenue	Change in Tax Burden
Residential	1.000000	1.000000	813,137,710	821,055,413	\$ 7,917,703	0.97%
Multi-Residential	<b>1.265604</b>	<b>1.000000</b>	57,275,690	45,696,255	-\$ 11,579,435	-20.22%
Commercial	1.516977	1.516977	313,634,449	316,687,726	\$ 3,053,277	0.97%
Industrial	1.615021	1.615021	61,093,522	61,688,340	\$ 594,818	0.97%
Pipeline	1.313120	1.313120	1,388,773	1,402,295	\$ 13,522	0.97%
Farm	0.250000	0.250000	10,439	10,541	\$ 102	0.97%
Managed Forest	0.250000	0.250000	1,258	1,271	\$ 12	0.97%
<b>Total</b>			<b>1,246,541,841</b>	<b>1,246,541,841</b>	<b>\$ 0</b>	

Reducing the multi-residential tax ratio to 1.100, the upper limit of the range of fairness results in a shift of \$7.2 million in taxes away from multi-residential taxes, a reduction of 12.6% and shifts \$4.9 million onto the residential class or a 0.6% increase in tax burden. This would increase the 2021 taxes for a typical single family home assessed at 730,000 by \$28.70.

Property Class	2021 Tax Ratios	Adjusted Tax Ratios	2021 Tax Revenue	Adjusted Tax Revenue	Shift in Tax Revenue	Change in Tax Burden
Residential	1.000000	1.000000	813,137,710	818,055,835	\$ 4,918,125	0.60%
Multi-Residential	<b>1.265604</b>	<b>1.100000</b>	57,275,690	50,082,356	-\$ 7,193,334	-12.56%
Commercial	1.516977	1.516977	313,634,449	315,531,631	\$ 1,897,182	0.60%
Industrial	1.615021	1.615021	61,093,522	61,463,079	\$ 369,558	0.60%
Pipeline	1.313120	1.313120	1,388,773	1,397,172	\$ 8,399	0.60%
Farm	0.250000	0.250000	10,439	10,502	\$ 63	0.60%
Managed Forest	0.250000	0.250000	1,258	1,266	\$ 8	0.60%
<b>Total</b>			<b>1,246,541,841</b>	<b>1,246,541,841</b>	<b>\$ 0</b>	

Reducing the multi-residential tax ratio to 1.200 results in a shift of \$2.8 million in taxes away from multi-residential taxes, a reduction of 5.0% and shifts \$1.9 million onto the residential class or a 0.2% increase in tax burden. This would increase the 2021 taxes for a typical single family home assessed at 730,000 by \$11.33.

Property Class	2021 Tax Ratios	Adjusted Tax Ratios	2021 Tax Revenue	Adjusted Tax Revenue	Shift in Tax Revenue	Change in Tax Burden
Residential	1.000000	1.000000	813,137,710	815,079,036	\$ 1,941,325	0.24%
Multi-Residential	<b>1.265604</b>	<b>1.200000</b>	57,275,690	54,436,432	-\$ 2,839,258	-4.96%
Commercial	1.516977	1.516977	313,634,449	314,383,168	\$ 748,720	0.24%
Industrial	1.615021	1.615021	61,093,522	61,239,390	\$ 145,869	0.24%
Pipeline	1.313120	1.313120	1,388,773	1,392,090	\$ 3,317	0.24%
Farm	0.250000	0.250000	10,439	10,464	\$ 25	0.24%
Managed Forest	0.250000	0.250000	1,258	1,261	\$ 3	0.24%
<b>Total</b>			<b>1,246,541,841</b>	<b>1,246,541,841</b>	<b>\$ 0</b>	



Commercial Tax Ratio Adjustments

The City's tax ratio for the commercial class in 2021 is set at 1.5170, this is above the legislated range of fairness for the commercial class and higher than the commercial tax ratios in both Brampton (1.2971) and Caledon (1.3475). The City's ratio is below the average commercial ratio for the 2021 BMA Municipal Study. As the commercial class represents 19% of the total assessment base, any change in the tax ratio for the commercial class has a more significant impact than changing the tax ratios for either the multi-residential or industrial classes.

The table below shows the shifts in tax burden if the commercial ratio was reduced to 1.100, the upper limit of the range of fairness. This results in a 7.43% shift in taxes onto the residential class and would increase the 2021 taxes for a typical single family home assessed at 730,000 by \$352.58.

Property Class	2021 Tax Ratios	Adjusted Tax Ratios	2021 Tax Revenue	Adjusted Tax Revenue	Shift in Tax Revenue	Change in Tax Burden
Residential	1.000000	1.000000	813,137,710	873,552,018	\$ 60,414,308	7.43%
Multi-Residential	1.265604	1.265604	57,275,690	61,531,119	\$ 4,255,429	7.43%
Commercial	<b>1.516977</b>	<b>1.100000</b>	313,634,449	244,321,529	-\$ 69,312,920	-22.10%
Industrial	1.615021	1.615021	61,093,522	65,632,654	\$ 4,539,133	7.43%
Pipeline	1.313120	1.313120	1,388,773	1,491,955	\$ 103,182	7.43%
Farm	0.250000	0.250000	10,439	11,215	\$ 776	7.43%
Managed Forest	0.250000	0.250000	1,258	1,352	\$ 93	7.43%
<b>Total</b>			<b>1,246,541,841</b>	<b>1,246,541,841</b>	<b>\$ 0</b>	

As noted above the City's current commercial tax ratio is higher than the ratios in both Brampton and Caledon, The table below shows the shifts in tax burden if the commercial ratio was reduced to 1.2971 to match the ratio for Brampton. This results in a 3.78% shift in taxes onto the residential class and would increase the 2021 taxes for a typical single family home assessed at 730,000 by \$179.60.

Property Class	2021 Tax Ratios	Adjusted Tax Ratios	2021 Tax Revenue	Adjusted Tax Revenue	Shift in Tax Revenue	Change in Tax Burden
Residential	1.000000	1.000000	813,137,710	843,914,816	\$ 30,777,106	3.78%
Multi-Residential	1.265604	1.265604	57,275,690	59,443,434	\$ 2,167,744	3.78%
Commercial	<b>1.516977</b>	<b>1.297100</b>	313,634,449	278,324,405	-\$ 35,310,044	-11.26%
Industrial	1.615021	1.615021	61,093,522	63,405,713	\$ 2,312,192	3.78%
Pipeline	1.313120	1.313120	1,388,773	1,441,333	\$ 52,560	3.78%
Farm	0.250000	0.250000	10,439	10,834	\$ 395	3.78%
Managed Forest	0.250000	0.250000	1,258	1,306	\$ 48	3.78%
<b>Total</b>			<b>1,246,541,841</b>	<b>1,246,541,841</b>	<b>\$ 0</b>	



The table below shows the shifts in tax burden if a minimal change was made to the commercial ratio to 1.5000. This results in a 0.28% shift in taxes onto the residential class and would increase the 2021 taxes for a typical single family home assessed at 730,000 by \$13.40.

Property Class	2021 Tax Ratios	Adjusted Tax Ratios	2021 Tax Revenue	Adjusted Tax Revenue	Shift in Tax Revenue	Change in Tax Burden
Residential	1.000000	1.000000	813,137,710	815,434,315	\$ 2,296,605	0.28%
Multi-Residential	1.265604	1.265604	57,275,690	57,437,342	\$ 161,651	0.28%
Commercial	<b>1.516977</b>	<b>1.500000</b>	313,634,449	310,999,760	-\$ 2,634,689	-0.84%
Industrial	1.615021	1.615021	61,093,522	61,266,002	\$ 172,480	0.28%
Pipeline	1.313120	1.313120	1,388,773	1,392,692	\$ 3,919	0.28%
Farm	0.250000	0.250000	10,439	10,469	\$ 29	0.28%
Managed Forest	0.250000	0.250000	1,258	1,262	\$ 4	0.28%
<b>Total</b>			<b>1,246,541,841</b>	<b>1,246,541,841</b>	<b>\$ 0</b>	

#### Industrial Tax Ratio Adjustment

The City's tax ratio for the industrial class in 2021 is set at 1.6150, this is above the legislated range of fairness for the commercial class and higher than the industrial tax ratios in both Brampton (1.4700) and Caledon (1.5910).

The table below shows the shifts in tax burden if the industrial ratio was reduced to 1.100, the upper limit of the range of fairness. This results in a 1.59% shift in taxes onto the residential class and would increase the 2021 taxes for a typical single family home assessed at 730,000 by \$75.34.

Property Class	2021 Tax Ratios	Adjusted Tax Ratios	2021 Tax Revenue	Adjusted Tax Revenue	Shift in Tax Revenue	Change in Tax Burden
Residential	1.000000	1.000000	813,137,710	826,048,148	\$ 12,910,438	1.59%
Multi-Residential	1.265604	1.265604	57,275,690	58,185,101	\$ 909,411	1.59%
Commercial	1.516977	1.516977	313,634,449	318,614,086	\$ 4,979,638	1.59%
Industrial	<b>1.615021</b>	<b>1.100000</b>	61,093,522	42,271,800	-\$ 18,821,721	-30.81%
Pipeline	1.313120	1.313120	1,388,773	1,410,821	\$ 22,048	1.59%
Farm	0.250000	0.250000	10,439	10,605	\$ 166	1.59%
Managed Forest	0.250000	0.250000	1,258	1,278	\$ 20	1.59%
<b>Total</b>			<b>1,246,541,841</b>	<b>1,246,541,841</b>	<b>\$ 0</b>	

As noted above the City's current industrial tax ratio is higher than the ratios in both Brampton and Caledon, The table below shows the shifts in tax burden if the industrial ratio was reduced to 1.4700 to match the ratio for Brampton. This results in a 0.44% shift in taxes onto the residential class and would increase the 2021 taxes for a typical single family home assessed at 730,000 by \$20.97.



Property Class	2021 Tax Ratios	Adjusted Tax Ratios	2021 Tax Revenue	Adjusted Tax Revenue	Shift in Tax Revenue	Change in Tax Burden
Residential	1.000000	1.000000	813,137,710	816,732,461	\$ 3,594,751	0.44%
Multi-Residential	1.265604	1.265604	57,275,690	57,528,819	\$ 253,129	0.44%
Commercial	1.516977	1.516977	313,634,449	315,020,491	\$ 1,386,042	0.44%
Industrial	<b>1.615021</b>	<b>1.470000</b>	61,093,522	55,853,411	-\$ 5,240,111	-8.58%
Pipeline	1.313120	1.313120	1,388,773	1,394,911	\$ 6,138	0.44%
Farm	0.250000	0.250000	10,439	10,485	\$ 46	0.44%
Managed Forest	0.250000	0.250000	1,258	1,264	\$ 6	0.44%
<b>Total</b>			<b>1,246,541,841</b>	<b>1,246,541,841</b>	<b>\$ 0</b>	

The table below shows the shifts in tax burden if a minimal change was made to the industrial ratio to 1.5000. This results in a 0.35% shift in taxes onto the residential class and would increase the 2021 taxes for a typical single family home assessed at 730,000 by \$16.62.

Property Class	2021 Tax Ratios	Adjusted Tax Ratios	2021 Tax Revenue	Adjusted Tax Revenue	Shift in Tax Revenue	Change in Tax Burden
Residential	1.000000	1.000000	813,137,710	815,985,854	\$ 2,848,144	0.35%
Multi-Residential	1.265604	1.265604	57,275,690	57,476,327	\$ 200,637	0.35%
Commercial	1.516977	1.516977	313,634,449	314,732,978	\$ 1,098,529	0.35%
Industrial	<b>1.615021</b>	<b>1.500000</b>	61,093,522	56,941,306	-\$ 4,152,216	-6.80%
Pipeline	1.313120	1.313120	1,388,773	1,393,637	\$ 4,864	0.35%
Farm	0.250000	0.250000	10,439	10,476	\$ 37	0.35%
Managed Forest	0.250000	0.250000	1,258	1,263	\$ 4	0.35%
<b>Total</b>			<b>1,246,541,841</b>	<b>1,246,541,841</b>	<b>\$ 0</b>	

#### Combination of Tax Ratio Adjustments

There is no limit to the number of tax ratios adjustments implemented in one year as long as the adjustments either move the ratio closer to the range of fairness for each property class or establish revenue neutral tax impacts relating to a reassessment. The table below includes adjusting both the commercial and industrial ratios to 1.500 and moving the multi-residential ratio to 1.200. This results in a shift in tax burden away from the commercial, industrial and multi-residential classes and a shift in tax burden of 0.88% onto the residential, pipeline, farm and managed forest property classes. This would increase the 2021 taxes for a typical single family home assessed at 730,000 by \$41.59.

Property Class	2021 Tax Ratios	Adjusted Tax Ratios	2021 Tax Revenue	Adjusted Tax Revenue	Shift in Tax Revenue	Change in Tax Burden
Residential	1.000000	1.000000	813,137,710	820,264,435	\$ 7,126,725	0.88%
Multi-Residential	<b>1.265604</b>	<b>1.200000</b>	57,275,690	54,782,694	-\$ 2,492,996	-4.35%
Commercial	<b>1.516977</b>	<b>1.500000</b>	313,634,449	312,842,197	-\$ 792,251	-0.25%
Industrial	<b>1.615021</b>	<b>1.500000</b>	61,093,522	57,239,771	-\$ 3,853,750	-6.31%
Pipeline	1.313120	1.313120	1,388,773	1,400,944	\$ 12,171	0.88%
Farm	0.250000	0.250000	10,439	10,531	\$ 91	0.88%
Managed Forest	0.250000	0.250000	1,258	1,269	\$ 11	0.88%
<b>Total</b>			<b>1,246,541,841</b>	<b>1,246,541,841</b>	<b>\$ 0</b>	



As stated in the “Strategy to Reduce the Multi-Residential Property Class Tax Ratio” report it is possible to consider a phased approach for tax ratio reductions to minimize the impacts on an annual basis. If a phased approach is to be considered, it is best to review the impacts in the first year following a provincial reassessment as the shifts in tax burden results from the reassessment may result in an unintended negative impact to the planned tax ratio adjustments.

## Financial Impact

Adjusting tax ratios does not create a financial impact for the City as using this tax policy tool results in a shift of the relative tax burden between property classes. Since the residential tax ratio has been set through legislation at 1.000 any change to the tax ratio for other property classes will result in a shift of taxes onto the residential class resulting in an impact to the individual residential taxpayer. This impact is dependent on the ratio change for the other classes.

Tax ratio impacts would be in addition to the increase in taxes resulting from the annual levy change.

## Conclusion

Annually, the authority to set tax ratios has been delegated from the Region of Peel to the City of Mississauga and as such adjusting tax ratios can be used as a mechanism for adjusting the tax burden amongst property classes to achieve a desired outcome.

Tax ratio changes are incorporated into the calculation of the final tax rates for the year of implementation and therefore do not change the total amount of tax levy collected but rather creates a shift in the tax burden for each property class. The tax ratio change impacts both the tax rates for the City and the Region. Adjusting tax ratios impacts all properties and depending on the adjustment may lead to a reduction or increase in tax burden.



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

Prepared by: Louise Cooke, Manager, Revenue and Taxation



## **REPORT 3 - 2022**

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

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

HAC-0024-2022

That the deputation and presentation by Kathi Ross, Senior Project Manager, Park Development on the Vimy Park Redevelopment be received for information  
(HAC-0024-2022)

HAC-0025-2022

That the property at 1376 Mississauga Road is not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process, as per the Corporate Report dated February 18, 2022 from the Commissioner of Community Services.

(HAC-0025-2022)

(Ward 2)

HAC-0026-2022

That the request to construct a new garage on a designated heritage property: 7053 Pond Street as per the Corporate Report dated February 18, 2022 from the Commissioner of Community Services, be approved

(HAC-0026-2022)

(Ward 11)

HAC-0027-2022

That the recommendation MVHCD-0014-2021 contained in the Meadowvale Village Heritage Conservation District Subcommittee Report 6 dated November 30, 2021, be approved.

(HAC-0027-2022)

HAC-0028-2022

That the Memorandum from Paul Damaso, Director, Culture Division entitled "Vimy Park, 29 Stavebank Road (Ward 1) dated February 24, 2022, be received for information.

(HAC-0028-2022)

(Ward 1)



HAC-0029-2022

That the Memorandum from Paul Damaso, Director, Culture Division entitled "Harding Estates, 2700 Lakeshore Road West (Ward 2) dated February 24, 2022, be received for information.

(HAC-0029-2022)

(Ward 2)



## **REPORT 3 - 2022**

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

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

### MCAC-0018-2022

That the following items be approved on the consent agenda:

- Item 10.5 - Mississauga Cycling Advisory Committee 2022 Action List (5 Minutes)
- Item 11.1 - Email dated February 17, 2022 from Seema Ansari, Technical Analyst, Region of Peel regarding the Region of Peel 2020 Vision Zero Road Safety Strategic Plan Update
- Item 11.3 - Letter from March of Dimes Canada addressed to Mayor Crombie dated March 8, 2022 regarding E-Scooters

(MCAC-0018-2022)

### MCAC-0019-2022

That Winter Maintenance and Operations staff review the possibility of enhanced winter bike lane maintenance and report back to a future MCAC meeting.

(MCAC-0019-2022)

### MCAC-0020-2022

That the Mississauga Cycling Advisory Committee (MCAC) supports the Communications and Promotions Subcommittee to further review establishing an additional award and report back to a future MCAC meeting.

(MCAC-0020-2022)

### MCAC-0021-2022

That part 1 of the Phil Green Award nomination criteria be amended to change the eligibility to read as follows "They or any members of their immediate family are not a current member of, or have been a member of MCAC for a minimum of a full term of Council."

(MCAC-0021-2022)

### MCAC-0022-2022

That the Mississauga Cycling Advisory Committee support the Active Transportation Fund – Project List as outlined in Appendix 1 of the Corporate Report dated February 15, 2022 entitled 'Infrastructure Canada – Active Transportation Fund' from the Commissioner of Corporate Services and Chief Financial Officer.

(MCAC-0022-2022)



**MCAC-0023-2022**

That the Mississauga Cycling Advisory Committee 2022 Action List be approved.  
(MCAC-0023-2022)

**MCAC-0024-2022**

That the letter from Sunil Sharma, Citizen Member addressed to Sheridan Homelands Ratepayers Association (SHORA) regarding the Mississauga Cycling Advisory Committee Article be received.  
(MCAC-0024-2022)

**MCAC-0025-2022**

That the email dated February 17, 2022 from Seema Ansari, Technical Analyst, Region of Peel regarding the Region of Peel 2020 Vision Zero Road Safety Strategic Plan Update be received.  
(MCAC-0025-2022)

**MCAC-0026-2022**

That the Corporate Report dated February 15, 2022 entitled 'Infrastructure Canada – Active Transportation Fund' from the Commissioner of Corporate Services and Chief Financial Officer be received for information.  
(MCAC-0026-2022)

**MCAC-0027-2022**

That the letter from March of Dimes Canada addressed to Mayor Crombie dated March 8, 2022 regarding E-Scooters be received for information.  
(MCAC-0027-2022)

**MCAC-0028-2022**

That up to 2 Citizen Member from the Mississauga Cycling Advisory Committee (MCAC) attend the virtual 2022 Ontario Bike Summit from April 5-6, 2022 and that the cost to attend the event be funded from the 2022 Committees of Council budget.  
(MCAC-0028-2022)

**MCAC-0029-2022**

That the Legislative Coordinator be requested to review the seats of all Citizen Members on the Mississauga Cycling Advisory Committee and declare the necessary seats vacant in accordance with the Council Procedure By-Law 0139-2013 Section 76(1).  
(MCAC-0029-2022)



## **REPORT 1 - 2022**

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Towing Industry Advisory Committee presents its first report for 2022 and recommends:

TIAC-0001-2022

That the deputation and associated presentation from Michael Foley, Director, Enforcement with respect to Towing and Storage Safety and Enforcement Act (TSSEA) Regulations, be received.

(TIAC-0001-2022)

TIAC-0002-2022

That the Towing Industry Advisory Committee Work Plan be approved as discussed at the March 21, 2022 TIAC meeting.

(TIAC0-0002-2022)



## **REPORT 2 - 2022**

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

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

AAC-0011-2022

That the deputation and associated presentation regarding The City of Mississauga Workforce Diversity and Inclusion Strategy by Sharmeen Shahidullah and Seb Monsalve of KPMG Canada on March 21, 2022, be received for information.

(AAC-0011-2022)

AAC-0012-2022

That the verbal update regarding the Region of Peel's Accessibility Advisory Committee provided by Carol-Ann Chafe, Vice Chair and Member of the ROP AAC be received.

(AAC-0012-2022)

AAC-0013-2022

That the draft Terms of Reference for the Accessible Transportation Subcommittee be approved.

(AAC-0013-2022)

AAC-0014-2022

1. That the docking and dockless stations for Micromobility devices be located on the roadway, and/or utilize available parking spaces to ensure accessible access and be removed from the sidewalks.
2. That the implementation of the City of Mississauga's Micromobility Project continue further consultation with the Accessibility Advisory Committee and/or its subcommittees to ensure the project does not reduce accessibility or create barriers for people with disabilities and/or older adults.
3. That e-scooters as defined in the Traffic By-law 0555-2020 as amended, be banned from operating on sidewalks.
4. That licencing be required and that infractions be reported through Road Watch to the Peel Regional Police.

(AAC-0014-2022)

AAC-0015-2022

1. That the presentation and deputation on Treat Accessibly by Rich Padulo, Founder Treat Accessibly be received for information.
2. That the Promotional Awareness Subcommittee is in support of Treat Accessibly.



3. That the Accessibility Advisory Committee are in support of Treat Accessibly and recommend endorsement from Council.
4. That the Accessibility Advisory Committee provided direction that Councillor Mahoney draft and bring forth a motion to a future Council meeting to adopt the Treat Accessibly initiative on an annual basis and promote awareness through the appropriate corporate communication channels.

(AAC-0015-2022)

AAC-0016-2022

That the deputation by Dan Sadler, Supervisor, Accessibility related to the planning of the 2022 National Accessibility Awareness Week to the Promotional Awareness Subcommittee on February 28, 2022 be received.

(AAC-0016-2022)

AAC-0017-2022

That the draft Terms of Reference for the Promotional Awareness Subcommittee be approved.

(AAC-0017-2022)

AAC-0018-2022

That the deputation and associated presentation regarding Enhanced Bus Shelter Design by Alana Tyers, Manager, Service Department to the Facility Accessibility Design Subcommittee on March 7, 2022, be received for information.

(AAC-0018-2022)

AAC-0019-2022

That the Memorandum dated February 9, 2022 entitled "Use of Braille on Universal Washroom Signage" from Janette Campbell, Accessibility Specialist to the Facility Accessibility Design Subcommittee on March 7, 2022 be approved.

(AAC-0019-2022)

AAC-0020-2022

That the draft Terms of Reference for the Facility Accessibility Design Subcommittee be approved.

(AAC-0020-2022)

AAC-0021-2022

That Amanda Ramkishun and Mary Daniel be appointed to the Promotional Awareness Subcommittee and that Amanda Ramkishun be appointed to the Accessible Transportation Subcommittee for the term ending November 2022 or until successors are appointed.

(AAC-0021-2022)







## **REPORT 2 - 2022**

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Road Safety Committee presents its second report for 2022 and recommends:

RSC-0008-2022

That the deputation and associated presentation from Jeffrey Reid, Transportation Project Engineer regarding the Bloor Street Integrated Project, be received.

(RSC-0008-2022)

RSC-0009-2022

That the deputation and associated presentation from Erica Warsh, Project Leader, Vision Zero regarding the Vision Zero Survey Results, be received.

(RSC-0009-2022)

RSC-0010-2022

That the deputation and associated presentation from Catherine Nguyen-Pham, Communications Advisor regarding the Let's Move Mississauga Campaign, be received.

(RSC-0010-2022)

RSC-0011-2022

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

- 11.3 – Status of the Road Safety Committee Work Plan

(RSC-0011-2022)

RSC-0012-2022

That the amount of up to \$675 from the 2022 Committee Support Budget be allocated for up to three Committee Members to attend the 2022 CARSP Conference virtually from June 19-21, 2022 at a registration cost of \$199 per individual, be approved.

(RSC-0012-2022)

RSC-0013-2022

That the amount up to \$631 from the 2022 Committee Support Budget be allocated for Anne Marie Hayes, Citizen Member to attend the CARSP/OTC Vision Zero Symposium Post Conference in Sudbury, Ontario on June 22, 2022 in person, to cover the registration fee, hotel expense and transportation, be approved.

(RSC-0013-2022)



RSC-0014-2022

That the verbal update from Constable Claudia D'Amico, Peel Regional Police with respect to the Road Watch Statistics Program, be received.

(RSC-0014-2022)