
REVISED

General Committee

Date: March 8, 2023
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 Alvin Tedjo	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Carolyn Parrish	Ward 5
Councillor Joe Horneck	Ward 6
Councillor Dipika Damerla	Ward 7
Councillor Matt Mahoney	Ward 8 (CHAIR)
Councillor Martin Reid	Ward 9
Councillor Sue McFadden	Ward 10
Councillor Brad Butt	Ward 11

Participate Virtually, Telephone OR In-Person

Advance registration is required to participate and/or make a comment in the meeting. Questions and/or Presentation Materials must be provided in an advance of the meeting. Comments submitted will be considered as public information and entered into public record.

To register, please email allyson.dovidio@mississauga.ca and for Residents without access to the internet, you can register by calling Allyson D'Ovidio at 905-615-3200 ext. 8587 **no later than Monday, March 6, 2023 before 4:00PM**. Directions on how to participate will be provided.

An asterisk (*) symbol indicates an Item that has been either Revised or Added.

Contact

Allyson D'Ovidio, Legislative Coordinator, Legislative Services
905-615-3200 ext. 8587 | Email: allyson.dovidio@mississauga.ca

Find it Online

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

Meetings of Council streamed live and archived at 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 - February 22, 2023

6. **PRESENTATIONS - Nil**

7. **DEPUTATIONS**

*7.1 Item 10.1. Dan Anderson, Resident

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. 8587 or by emailing allyson.dovidio@mississauga.ca by **Monday, March 6, 2023, before 4:00 PM.**

Pursuant to Section 58 of the Council Procedure By-law 0044-2022, 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. CONSENT AGENDA

10. MATTERS TO BE CONSIDERED

- 10.1 Traffic Calming Ward 1, Ward 2, Ward 3 and Ward 8
- 10.2 Funding for PRC003837 - Roadway Sweeping, Cleaning, Hauling and Disposal Services, 3 Year Period
- 10.3 MiWay 2024 Bus Procurement
- 10.4 Municipal Access Agreements Between the City of Mississauga and Various Telecommunication Companies
- 10.5 Single Source Contract Awards for Provision of Electronic Resources for the Mississauga Library System
- 10.6 Single Source Contract Awards for Provision of Specialty Physical Resources for the Mississauga Library System
- 10.7 Office of Emergency Management 2022 Report
- 10.8 Joint-Use and Funding Agreement with the Dufferin Peel Catholic District School Board for a new Track and Field Facility at City owned lands, Anaka Park (P-094), 7666 Anaka Drive (Ward 5)
- 10.9 Expanded Delegated Authority - Minister's Zoning Orders
- 10.10 2022 Obsolete Policies and Procedures
- 10.11 Annual Report on Commodity Price Hedging Agreements for 2022 (Electricity and Natural Gas)
- 10.12 Removal of the Municipal Capital Facility designation under By-law 0434-2004 for Units 800 and 900 of 201 City Centre Drive, Tax Roll No.210504015400449
- 10.13 Removal of the Municipal Capital Facility designation under By-law 0434-2004 for Unit A001003 of 6677 Meadowvale Town Centre Circle, Tax Roll # 21-05-04-0-098-56920-0000
- 10.14 Amendment to By-law 0233-2013

11. ADVISORY COMMITTEE REPORTS

- 11.1 Heritage Advisory Committee Report 2 - 2023 - February 21, 2023
- *11.2 Mississauga School Traffic Safety Action Committee Report 1 - 2023 - February 22, 2023 (REVISED)

12. MATTERS PERTAINING TO REGION OF PEEL COUNCIL

13. COUNCILLORS' ENQUIRIES

14. OTHER BUSINESS/ANNOUNCEMENTS

15. NOTICES OF MOTION**16. CLOSED SESSION**

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

16.1 A proposed or pending acquisition or disposition of land by the municipality or local board:

**Agreements approved and executed by the City Manager during City Council
Summer/Election Recess (Wards 1 and 7)**

16.2 A trade secret or scientific, technical, commercial, financial or labour relations information,
supplied in confidence to the municipality or local board, which, if disclosed, could
reasonably be expected to prejudice significantly the competitive position or interfere
significantly with the contractual or other negotiations of a person, group of persons, or
organization:

Authorization to Negotiate and Enter into a new Municipal Access Agreement

16.3 A trade secret or scientific, technical, commercial, financial or labour relations information,
supplied in confidence to the municipality or local board, which, if disclosed, could
reasonably be expected to prejudice significantly the competitive position or interfere
significantly with the contractual or other negotiations of a person, group of persons, or
organization:

Bell Canada's Fibre to the Home Project

***17. CORRESPONDENCE**

*17.1 Item 10.1 Don Carter and Sharon Cuthbertson, Residents

*17.2 Item 10.1 Geoff Hollands, Resident

*17.3 Item 10.1 Kathleen and Robert Yeoman, Residents

*17.4 Item 10.1 Andrew Ganguly and Maureen Shaw, Residents

***18. INFORMATION ITEMS**

*18.1 Resignation letter dated March 6, 2023 from Robert J. Swayze, Integrity Commissioner

19. ADJOURNMENT

Councillors are elected by residents, to help represent and protect residents.

City of Mississauga
General Committee of Council
March 8, 2023

Speed Bump Survey Voting 2022 By Residents

Ward 2 – Bromsgrove Rd & Orr Rd

Accept report as given to
Council members ?

Respect for
residents ?



“Wright is sometimes Wrong”

1 to 10

Dan Anderson
(email via justresident@bell.net)
March 5, 2023

Mississauga Council's Mandate for Commissioner Wright ??

“If residents support traffic calming, then it is not really any of their business how many speed bumps we install.” (Road Safety – December 17, 2021) – non-disclosures

Previously addressing concerns:

https://youtu.be/_baXyz_3nF0 (6 min) – May 11, 2022

https://youtu.be/_-cHBsuR7Y0 (2 min) – May 11, 2022

“Those that voted NO with regards to (speed bumps) **were not tabulated** (with regards to the number of speed bumps) they prefer, because they did not support any (speed bumps) ” (Road Safety – Aug 2022) – misrep.

Understanding at March 8, 2023 re: Intentions of Ward 2 Councillor Alvin Tedjo

Both Commissioner Wright and Councillor Tedjo intend to ask Council to accept “the proposed measures” for Bromsgrove Rd and Orr Rd, despite the fact that doing so misrepresents the result of voting by Ward 2 residents on the number of speed bumps.

They both seek to establish that mandate from Council and only then will Councillor Tedjo undertake a role of “negotiating”, successfully or unsuccessfully, with Commissioner Wright even on basic vote results.

Are some Councillors obligated to accept his approach as per the prior formal agreement re gas tax funds ?

Ward2 Speed Bumps Voting

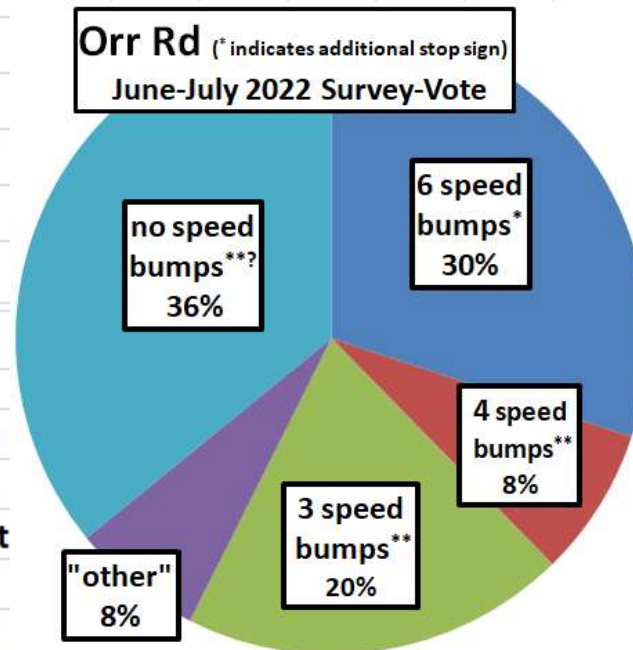
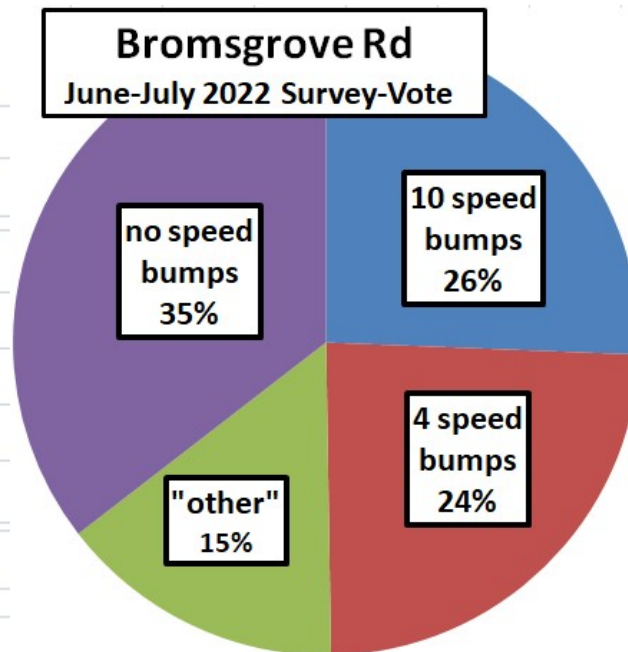
	vote	approach 1	approach 2
	A	B	C
BROMSGROVE RD			
0(*1)	35%	V too few	ignore
other	15%	V (*2)	ignore
4	24%	100%	49%
10	26%	^ too many	51%
	100%	100%	100%
ORR RD			
0(*1)	36%	V too few	ignore
other	7%	V (*3)	ignore
3	20%	62%	34%
4	8%	38%	13%
6	30%	^ too many	52%
	100%	100%	100%

*1 instead: alternatives of stop signs, police, speed display, cameras, etc.

*2 compromise doesn't consider public input

*3 80% of Orr Rd residents wanted only 2 plus the two added stop signs

4



The report to Council members for the March 8, 2023 meeting refers to

percentage support of 56% and 61% for "proposed measures" but **misrepresents**

intention to install: 10 speed bumps on Bromsgrove Rd, and 6 speed bumps on Orr Rd.

Report to Council members

<https://pub-mississauga.escribemeetings.com/Meeting.aspx?Id=73c10ec3-b674-4c4f-a0ff-1b0c1df91ed3&Agenda=Agenda&lang=English&Item=21&Tab=attachments>

Clarifying Approach # 1 (Compromise)

Approach #1 addresses the situation where no single option has over 50% of the vote. Since the individuals at the extremes would not get what they prefer, they would of necessity prefer the next closest option to their preference.

In the case of Bromsgrove Rd, that would imply that **100%** of all respondents would select 4 speed bumps as the compromise option

In the case of Orr Rd, that would imply that **62%** of all respondents would select 3 speed bumps as the compromise option .

In comparison, approach #2 applies an unfair logic that is self-serving with an objective of maximizing the number of speed bumps by simply eliminating from consideration all the residents that believe other approaches for dealing with excessive speeding are preferable.

WARD 2 SPEED BUMPS (Bromsgrove Rd & Orr Rd)

Bromsgrove Rd: "**56%** of respondents were supportive of **the proposed measures**"

Orr Rd: "**61%** of respondents were supportive of **the proposed measures**"

			compromise	report
# vote	% vote	report	approach # 1	approach # 2
	A	-	B	C
BROMSGROVE RD				
72	35%	-	v too few	ignore
30	15%	6%	v (*2)	ignore
49	24%	24%	100%	49%
52	26%	26%	^ too many	51%
203	100%	56%	100%	100%
ORR RD				
80	36%	-	v too few	ignore
15	7%	4%	v (*3)	ignore
44	20%	20%	62%	34%
17	8%	8%	38%	13%
67	30%	30%	^ too many	52%
223	100%	61%	100%	100%

*1 - instead: alternatives of stop signs, police, speed display, cameras, etc.

*2 - compromise doesn't consider public input

plus the two added stop signs

*1 - instead: alternatives of stop signs, police, speed display, cameras, etc.

*3 - 80% of Orr Rd residents wanted only 2

Lack of Consultation on Compromise Options

- Problem with **Bromsgrove** compromise option of 4 speed bumps distorted voting – hopefully discussions might resolve this issue and **relocate** one of the proposed speed bumps.

Distortion: “If you want one speed bump, you must vote for 10 !”



- No compromise option for Seagull. No speed bumps considered for Kelly Rd in front of Hillside school. No option of raised school crosswalks (Seagull & Brookhurst).

2021: Hiding Information from Residents

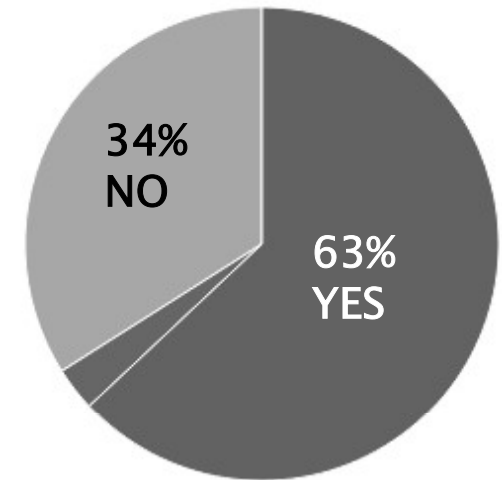
Orr Rd – voting on speed bumps

(non-disclosure problems discovered Feb 24/ **March 7, 2022**)

2021: Comm. Wright/ Councillor Ras/ abm



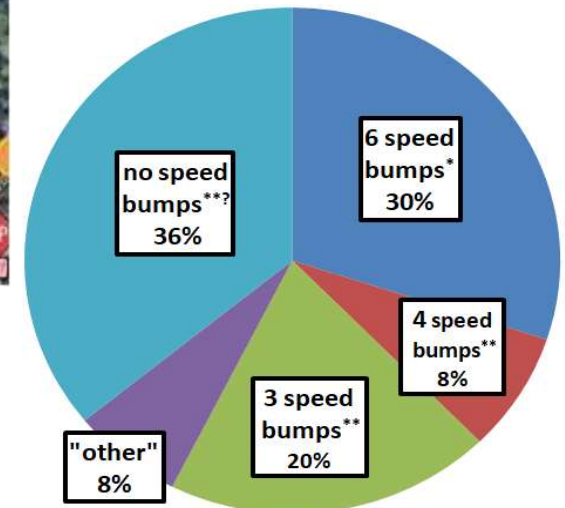
nonsense
2021 “results”



2022: residents & Councillor Mullin



informed residents
2022 voting



For **roadways in other Wards in Mississauga**, if access could be provided to a website with the survey letters and reported results for each of those roadways:

I could identify to Council member **within 24 hours** whether there appear to have been similar non-disclosures/ misrepresentations potentially affecting the voting residents in the other Wards.

On the issue of non-disclosure, the key consideration is whether the proposed number of speed bumps has been disclosed in the survey letters. If not, the Road Safety website continues to be designed so as to hide that information from residents.

The issue of misrepresentations would be specifically applicable only where the residents are provided with more than a single YES-NO option and the issue will then be the effect on voting percentages of excluding residents who did not select one of the specified options.

Proposed March 8, 2023 Motion ?

- ▶ Question becomes how to structure the motion so that the report by Commissioner Wright is accepted, except where it is determined prior to or following the meeting that the report misrepresents the results of voting and/or there has, in effect, been a lack of disclosure of intentions to proceed with installing a predetermined number of speed bumps without further consultations and voting by residents.
- ▶ **Proceeding would seem easier if** Commissioner Wright would simply acknowledge that for Bromsgrove Rd and Orr Rd the number of speed bumps, stop signs, etc would be as implied by the compromise vote scenarios involving **4 and 3 speed bumps**, respectively, with “negotiations” to resolve the placement of one of the four Bromsgrove speed bumps.

City of Mississauga

Corporate Report



Date: February 13, 2023

To: Chair and Members of General Committee

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

Originator's files:
RT.10.ZVAR

Meeting date:
March 8, 2023

Subject

Traffic Calming – Ward 1, Ward 2, Ward 3, and Ward 8

Recommendation

1. That the report from the Commissioner of Transportation and Works, dated February 13, 2023 and entitled "Traffic Calming – Ward 1, Ward 2, Ward 3, and Ward 8" be approved.
2. That the report from the Commissioner of Transportation and Works, dated February 13, 2023 and entitled "Traffic Calming – Ward 1, Ward 2, Ward 3 and Ward 8" be referred to the Mississauga Traffic Safety Council, Cycling Advisory Committee and the Mississauga Road Safety Committee for information.

Executive Summary

- Kendall Road, Rometown Drive, Stanfield Road, Stavebank Road, Orr Road, Meadow Wood Road, Park Royal neighbourhood, Constitution Boulevard, Queen Frederica Drive, Golden Orchard Drive, and Bay Villa Avenue are being recommended for the installation of traffic calming.
- Majority support was received from each community as part of the consultation process for each of the recommended traffic calming locations.
- Funds allocated from the 2021 Traffic Calming Program Capital budget are being utilized for Meadow Wood Road and Seagull Drive (part of Park Royal neighbourhood).
- Funds allocated from Special Project Funding for Ward 1, Ward 2, Ward 3, and Ward 8 are being utilized for Kendall Road, Rometown Drive, Stanfield Road, Stavebank Road, Orr Road, Park Royal neighbourhood (Bonner Road, Bromsgrove Road, Brookhurst Road, Lewisham Drive), Constitution Boulevard, Queen Frederica Drive, Golden Orchard Drive, and Bay Villa Avenue.
- No concerns have been raised from emergency services or MiWay regarding the proposed traffic calming measures.

Background

The Traffic Services and Road Safety Section regularly conducts reviews regarding speeding, aggressive driving, and traffic infiltration on City roadways to determine if physical traffic calming measures are warranted based on the City's Traffic Calming Policy (10-09-03).

In 2022, staff worked in consultation with the local Ward Councillors in Wards 1, 2, 3 and 8, who identified locations within their respective wards as needing physical traffic calming measures. These identified locations would be prioritized and funded through the Special Project Ward Funding. Two of the locations were identified and prioritized by staff to be funded through the 2021 Traffic Calming Capital Budget. The following traffic calming locations were identified:

- Kendall Road between Dixie Road and Harvest Drive (Appendix 1)
- Rometown Drive between Dixie Road and Park Royal Boulevard (Appendix 2)
- Stanfield Road between Queensway East and Henley Road (Appendix 3)
- Stavebank Road between Indian Valley Trail and Rosemere Road (Appendix 4)
- Orr Road and Meadow Wood Road neighbourhood (Appendix 5)
- Park Royal neighbourhood includes Bonner Road, Bromsgrove Road, Brookhurst Road, Lewisham Drive, and Seagull Drive (Appendix 6)
- Constitution Boulevard and Queen Frederica Drive neighbourhood (Appendix 7)
- Golden Orchard Drive between Bloor Street and Dixie Road (Appendix 8)
- Bay Villa Avenue between Metcalfe Avenue and Credit Valley Road (Appendix 9)

The results of the most recent speed reviews at each of the above locations are as follows:

Kendall Road	Posted Speed (km/h)	85th Percentile Speed (km/h)
Between Rambo Road and Watson Orchard Road	40	37

Rometown Drive	Posted Speed (km/h)	85th Percentile Speed (km/h)
Between Kenneth Drive and Marionville Drive	40	53

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Stanfield Road	Posted Speed (km/h)	85th Percentile Speed (km/h)
Between Greening Avenue and Melton Drive	40	60

Stavebank Road	Posted Speed (km/h)	85th Percentile Speed (km/h)
Between Mineola Road West Webster's Lane	40	53
Between Kenollie Avenue and Mineola Road West	40	42
Between Indian Valley Trail/Pinetree Crescent and Kenollie Avenue	40	50

Orr Road	Posted Speed (km/h)	85th Percentile Speed (km/h)
Between Clarkson Road South and Meadow Wood Road	40	60
Between Clarkson Road South and Fletcher Valley Crescent	40	61
Between Iverhouse Drive and Southdown Road	40	61

Meadow Wood Road	Posted Speed (km/h)	85th Percentile Speed (km/h)
Between Green Glade and Sheridan Creek	40	63
Between Sheridan Creek and Petrie Way	40	57
Between Petrie Way and Lakeshore Road west	40	55

Park Royal Neighbourhood Roadways	Posted Speed (km/h)	85th Percentile Speed (km/h)
Bonner Road between Sheridan Creek and Hobbs Crescent (west intersection)	40	48

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Bromsgrove Road between Constable Road and Playford Road	30	54
Bromsgrove Road between Playford Road and Tredmore Drive	30	51
Bromsgrove Road between Tredmore Drive and 2440 Bromsgrove Road	30	54
Brookhurst Road between Sheridan Creek and Bostock Crescent	40	49
Brookhurst Road between Nigel Road and Seagull Drive	40	49
Brookhurst Road between Kelly Road and Seagull Drive	40	50
Lewisham Drive between Truscott Drive and 1450 Lewisham Drive	30	54
Lewisham Drive between 1450 Lewisham Drive and Bonner Road	30	50
Seagull Drive Between Bostock Crescent and Hillside Park Trail	40	50
Seagull Drive Between Hillside Park Trail and Seagull Drive	40	59

Constitution Boulevard	Posted Speed (km/h)	85th Percentile Speed (km/h)
Between Homeric Drive and Vera Cruz Drive	40	53
Between Leilani Drive and Sierra Boulevard	40	49
Between Dundas Street East and Leilani Drive	40	48

Queen Frederica Drive	Posted Speed (km/h)	85th Percentile Speed (km/h)
Between Dundix Road and Applewood Trail	40	50
Between Applewood Trail and Gripsholm Road	40	54

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Between Kingsholm Drive and Westerdam Road	40	47
Between Bloor Street and Sylvania Drive	40	52

Golden Orchard Drive	Posted Speed (km/h)	85th Percentile Speed (km/h)
Between Cedartree Crescent and Grassfire Crescent	40	44
Between Grassfire Crescent and Lonefeather Crescent	40	51

Bay Villa Avenue	Posted Speed (km/h)	85th Percentile Speed (km/h)
Between Credit Valley Road/Radisson Crescent and Metcalfe Avenue	40	45

Comments

Once candidates for the installation of physical traffic calming measures are identified, preliminary plans for the neighbourhood were 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 projects was sent to area residents. The traffic calming presented to the locally impacted residents who were provided the opportunity to provide feedback and vote on their support for the proposed plan. The results of the virtual public engagement consultations are as follows:

- Kendall Road:
 - 100% of respondents were supportive of the proposed measures along Kendall Road. These measures include a series of speed cushions that will be installed between Dixie Road and Harvest Drive.

- Rometown Drive:
 - 89% of respondents were supportive of the proposed measures along Rometown Drive. These measures include a series of speed cushions that will be installed between Dixie Road and Park Royal Boulevard.
- Stanfield Road:
 - 87% of respondents were supportive of the proposed measures along Stanfield Road. These measures include a series of speed cushions that will be installed between Queensway East and Henley Road.
- Stavebank Road:
 - 82% of respondents were supportive of the proposed measures along Stavebank Road. These measures include a series of speed cushions that will be installed between Indian Valley Trail and Rosemere Road.
- Orr Road:
 - 61% of respondents were supportive of the proposed measures along Orr Road. These measures include a series of speed cushions that will be installed between Southdown Road and Meadow Wood Road and, an all-way stop that will be installed at the intersection of Orr Road and Inverhouse Drive.
- Meadow Wood Road:
 - 57% of respondents were supportive of the proposed measures along Meadow Wood Road. These measures include a series of speed cushions and flexible bollards that will be installed between Lakeshore Road West and Orr Road.
- Park Royal Neighbourhood:
 - 56% of respondents were supportive of the proposed measures along Bromsgrove Road. These measures include a series of split speed humps, one raised crossing at the planned pedestrian crossing that will be installed between Widemarr Road and Sheridan Creek and, an all-way stop that will be installed at the intersection of Bromsgrove Road and Playford Road.
 - 54% of respondents were supportive of the proposed measures along Brookhurst Road. These measures include a series of speed cushions that will be installed between Tredmore Drive and Lewisham Drive.
 - 53% of respondents were supportive of the proposed measures along Seagull Drive. These measures include a series of speed cushions and a raised crossing that will be installed between Truscott Drive and Brookhurst Road.
 - 56% of respondents were supportive of the proposed measures along Lewisham Drive. These measures include a series of speed cushions that will be installed between Bonner Road and Truscott Drive.

- 54% of respondents were supportive of the proposed measures along Bonner Road. This measure include a raised crossing that will be installed between Hobbs Crescent (west intersection) and Padstow Crescent (east intersection).
- Constitution Boulevard:
 - 53% of respondents were supportive of the proposed measures along Constitution Boulevard. These measures include a series of speed cushions and a raised crossing that will be installed between Flagship Drive and Dundas Street East.
- Queen Frederica Drive:
 - 51% of respondents were supportive of the proposed measures along Queen Frederica Drive. These measures include a series of speed cushions and a raised crossing that will be installed between Bloor Street and Dundas Street East.
- Golden Orchard Drive:
 - 67% of respondents were supportive of the proposed measures along Golden Orchard Drive. These measures include a series of split speed humps that will be installed between Bloor Street and Dixie Road.
- Bay Villa Avenue:
 - 98% of respondents were supportive of the proposed measures along Bay Villa Avenue. These measures include a series of speed cushions that will be installed between Metcalfe Avenue and Credit Valley Road.

Majority support was received from local residents at all locations listed above. Based on the results of the public consultation, staff recommend proceeding with the implementation of physical traffic calming measures as outlined above.

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

As per the motion passed at Council in May 2019, funding in the amount of \$2,000,000.00 per ward was established for the special infrastructure projects, to be allocated at the discretion of each ward councillor.

The following traffic calming projects are to be funded by the Special Project Ward Funding as outlined below:

Project	Estimate	PN#	
Kendall Road	\$15,000.00	B22199	Ward 1
Rometown Drive	\$15,000.00		
Stanfield Road	\$22,500.00		
Stavebank Road	\$30,000.00		
Orr Road	\$45,000.00	E21199	Ward 2
Park Royal Neighbourhood (roadways include Bonner Road, Bromsgrove Road, Brookhurst Road, and Lewisham Drive)	\$167,500.00		
Constitution Boulevard/Queen Frederica Drive Neighbourhood	\$87,500.00	A22199	Ward 3
Golden Orchard Drive	\$30,000.00		
Bay Villa Avenue	\$22,500.00	C22199	Ward 8

The estimated cost associated with the remaining two traffic calming projects identified by staff on Meadow Wood Road and Seagull Drive is \$67,500.00. This can be accommodated within the Traffic Calming Program capital projects 21199 and 22199.

Conclusion

Through consultation with the Ward Councillors and local residents, staff are recommending the installation of physical traffic calming measures on Kendall Road, Rometown Drive, Stanfield Road, Stavebank Road, Orr Road, Meadow Wood Road, Park Royal neighbourhood, Constitution Boulevard, Queen Frederica Drive, Golden Orchard Drive, and Bay Villa Avenue.

Attachments

Appendix 1: Location Map – Kendall Road between Dixie Road and Harvest Drive (Ward 1)

Appendix 2: Location Map – Rometown Drive between Dixie Road and Park Royal Boulevard (Ward 1)

Appendix 3: Location Map – Stanfield Road between Queensway East and Henley Road (Ward 1)

Appendix 4: Location Map – Stavebank Road between Indian Valley Trail and Rosemere Road (Ward 1)

Appendix 5: Location Map – Orr Road and Meadow Wood Road Neighbourhood (Ward 2)

Appendix 6: Location Map – Park Royal Neighbourhood (Ward 2)

Appendix 7: Location Map – Constitution Boulevard and Queen Frederica Drive Neighbourhood (Ward 3)

Appendix 8: Location Map – Golden Orchard Drive between Bloor Street and Dixie Road (Ward 3)

Appendix 9: Location Map – Bay Villa Avenue between Metcalfe Avenue and Credit Valley Road (Ward 8)



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

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

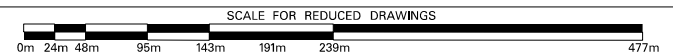


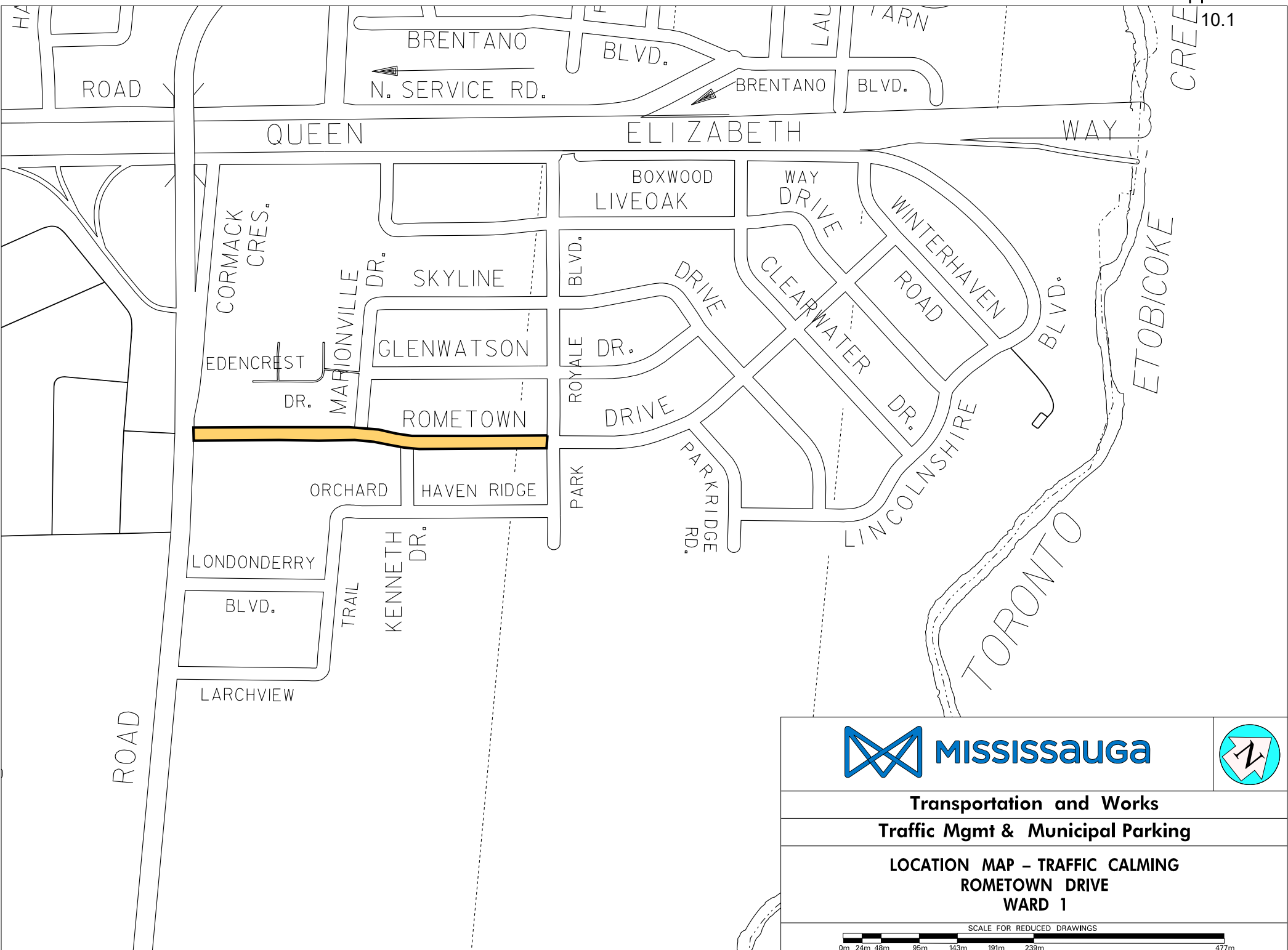
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**Transportation and Works
Traffic Mgmt & Municipal Parking**

**LOCATION MAP - TRAFFIC CALMING
KENDALL ROAD
WARD 1**





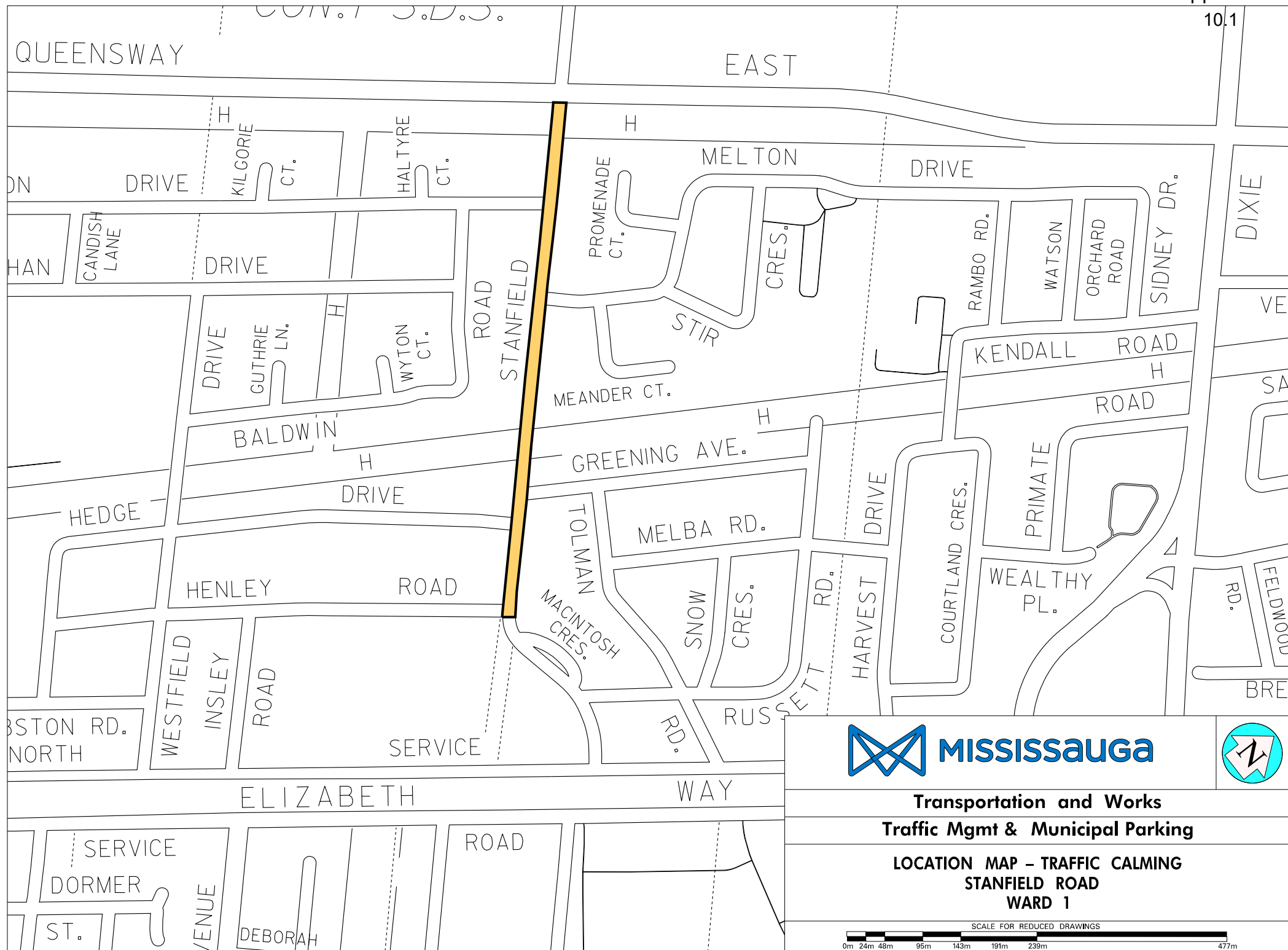


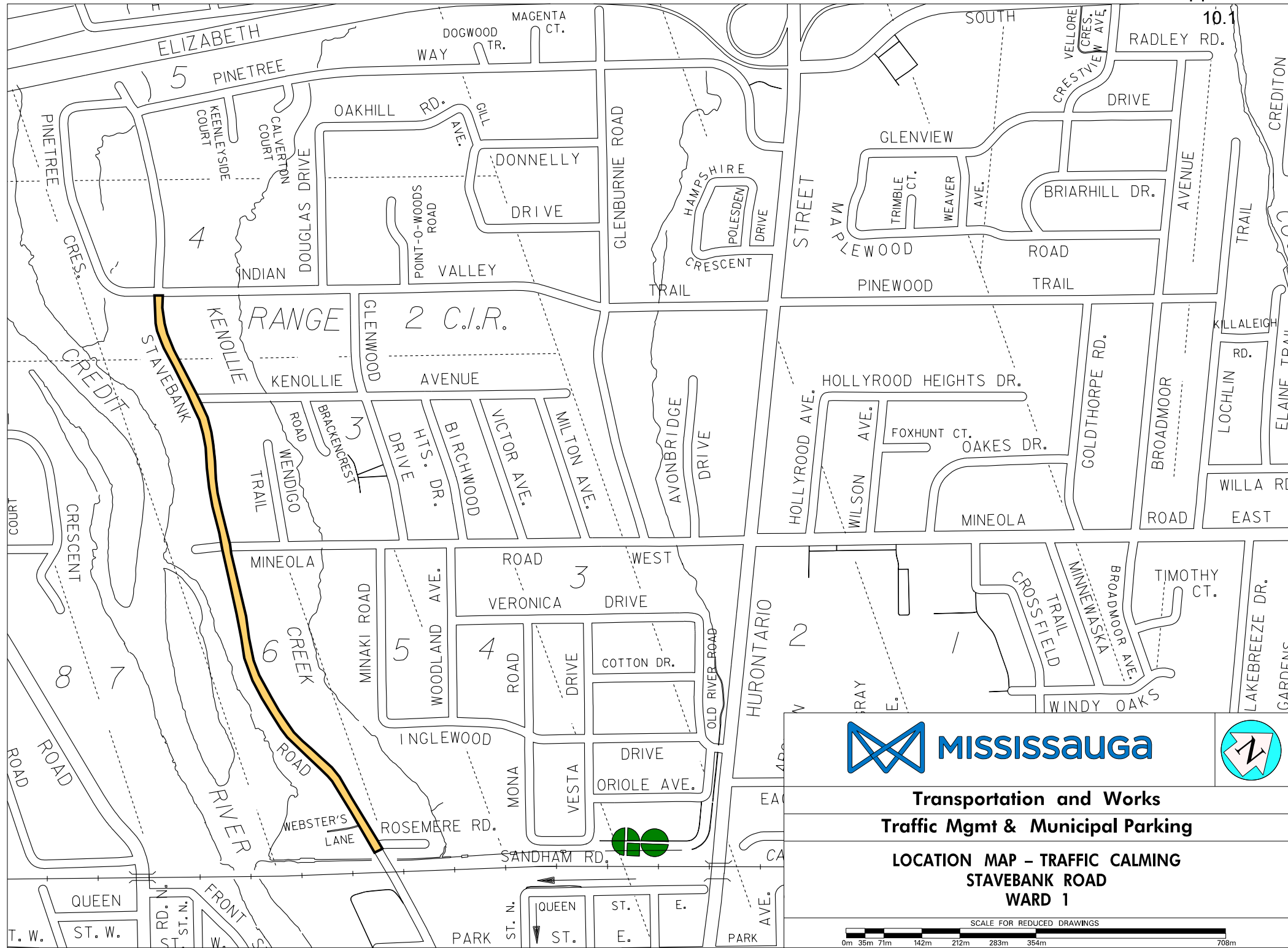
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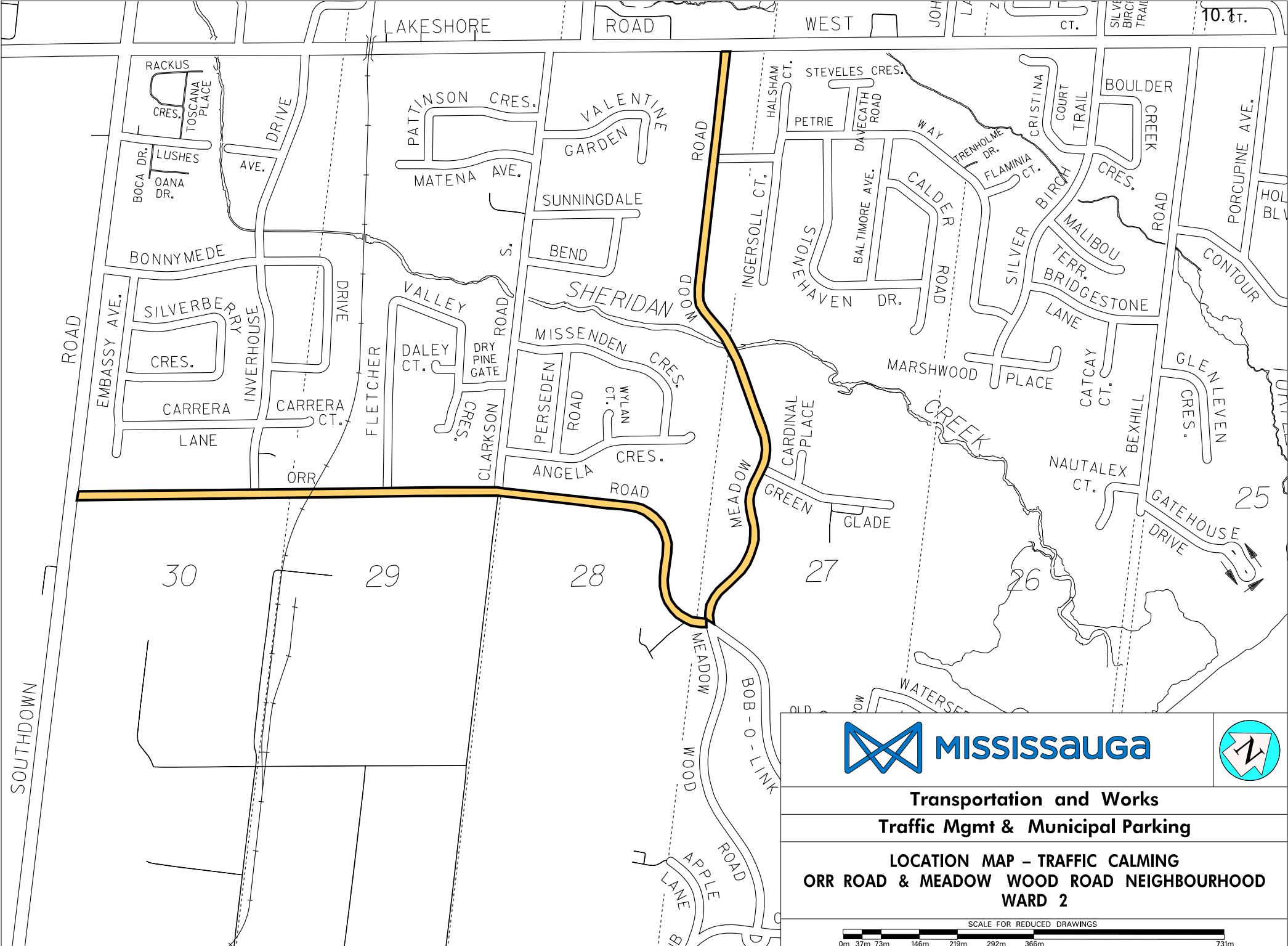


Transportation and Works
Traffic Mgmt & Municipal Parking

LOCATION MAP – TRAFFIC CALMING
ROMETOWN DRIVE
WARD 1









MISSISSAUGA



Transportation and Works

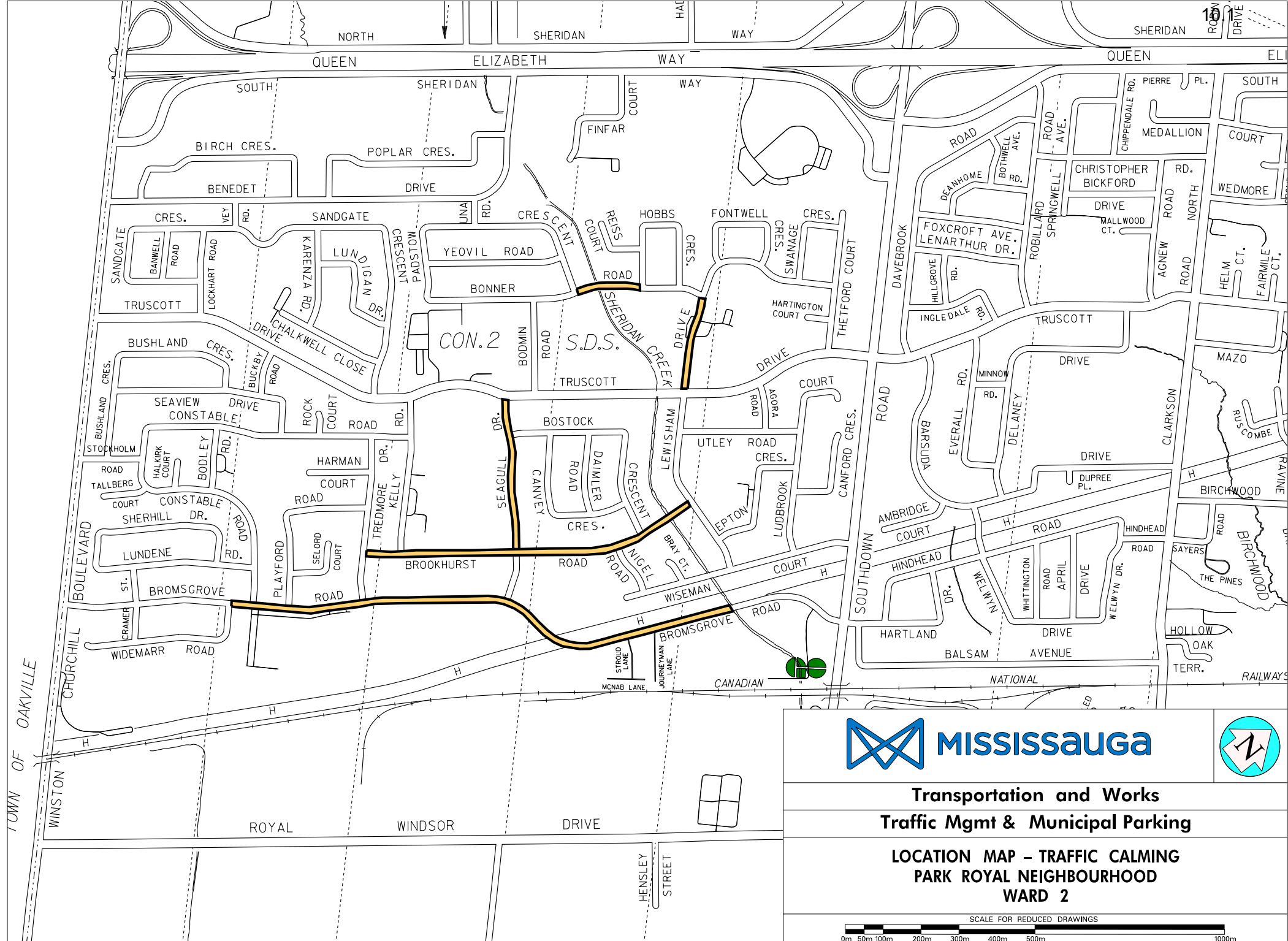
Traffic Mgmt & Municipal Parking

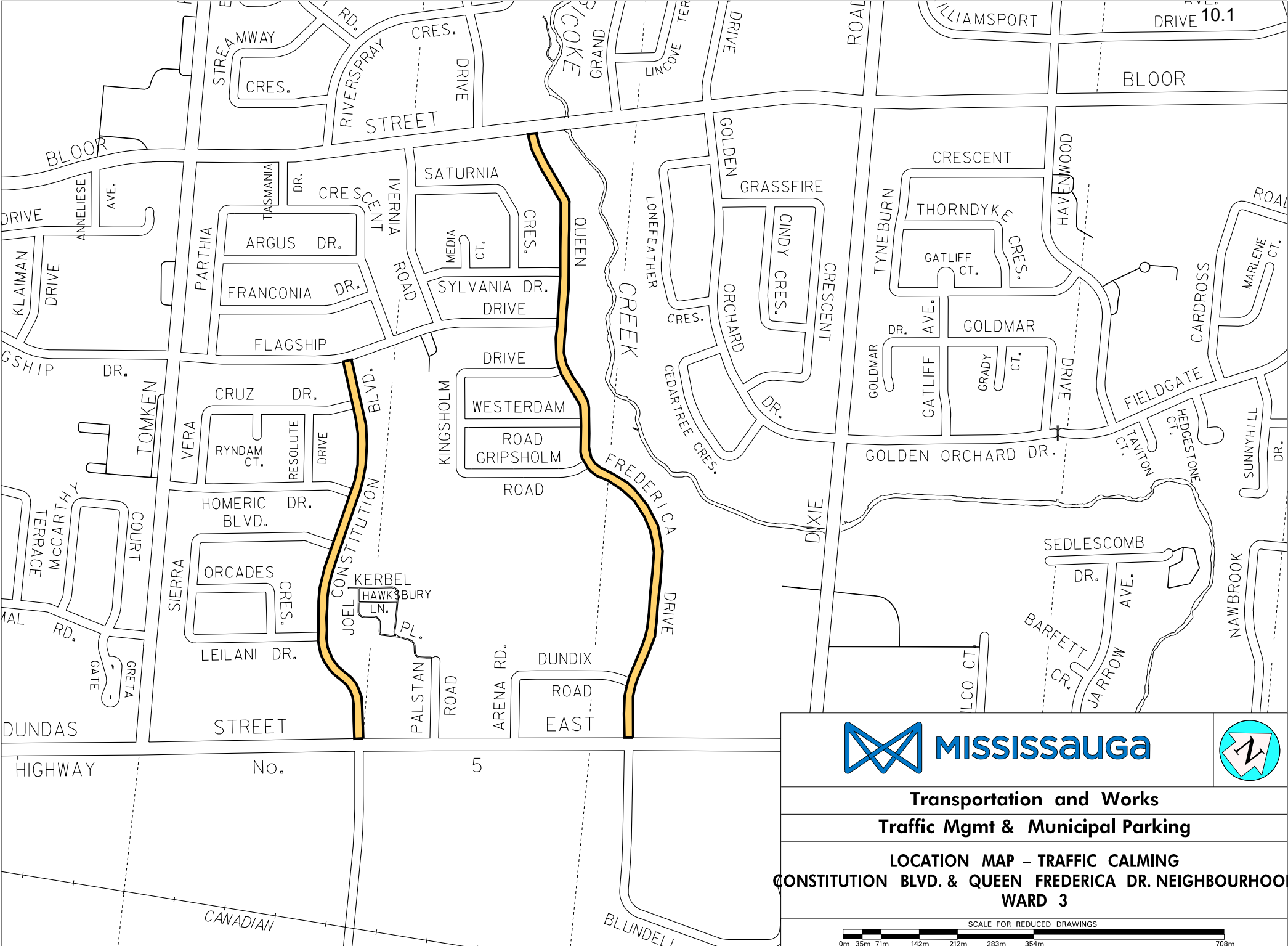
LOCATION MAP - TRAFFIC CALMING


ORR ROAD & MEADOW WOOD ROAD NEIGHBOURHOOD

WARD 2







**MISSISSAUGA**

Transportation and Works

Traffic Mgmt & Municipal Parking

LOCATION MAP – TRAFFIC CALMING

CONSTITUTION BLVD. & QUEEN FREDERICA DR. NEIGHBOURHOOD

WARD 3

SCALE FOR REDUCED DRAWINGS

0m

35m

71m

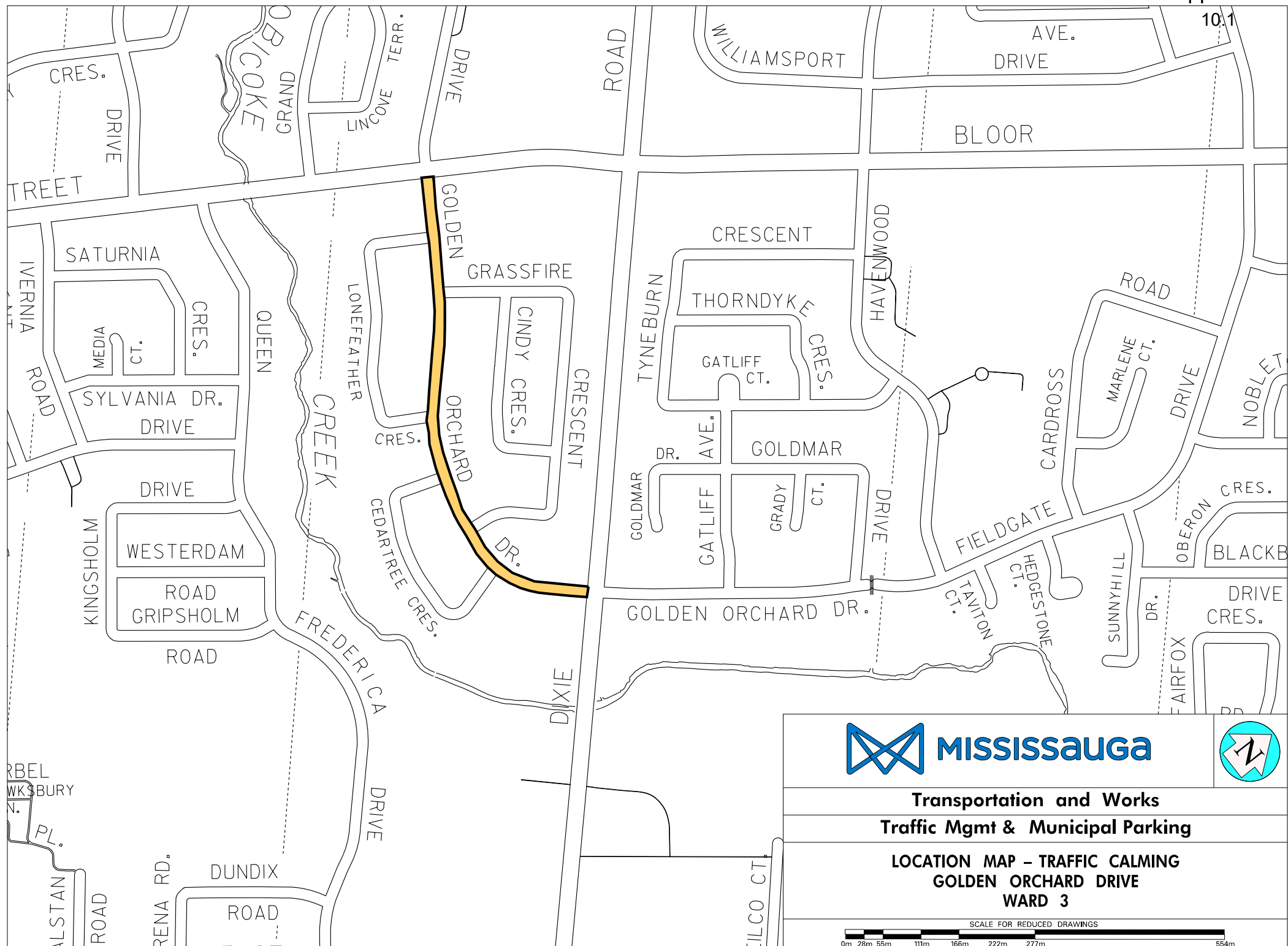
142m

212m

283m

354m

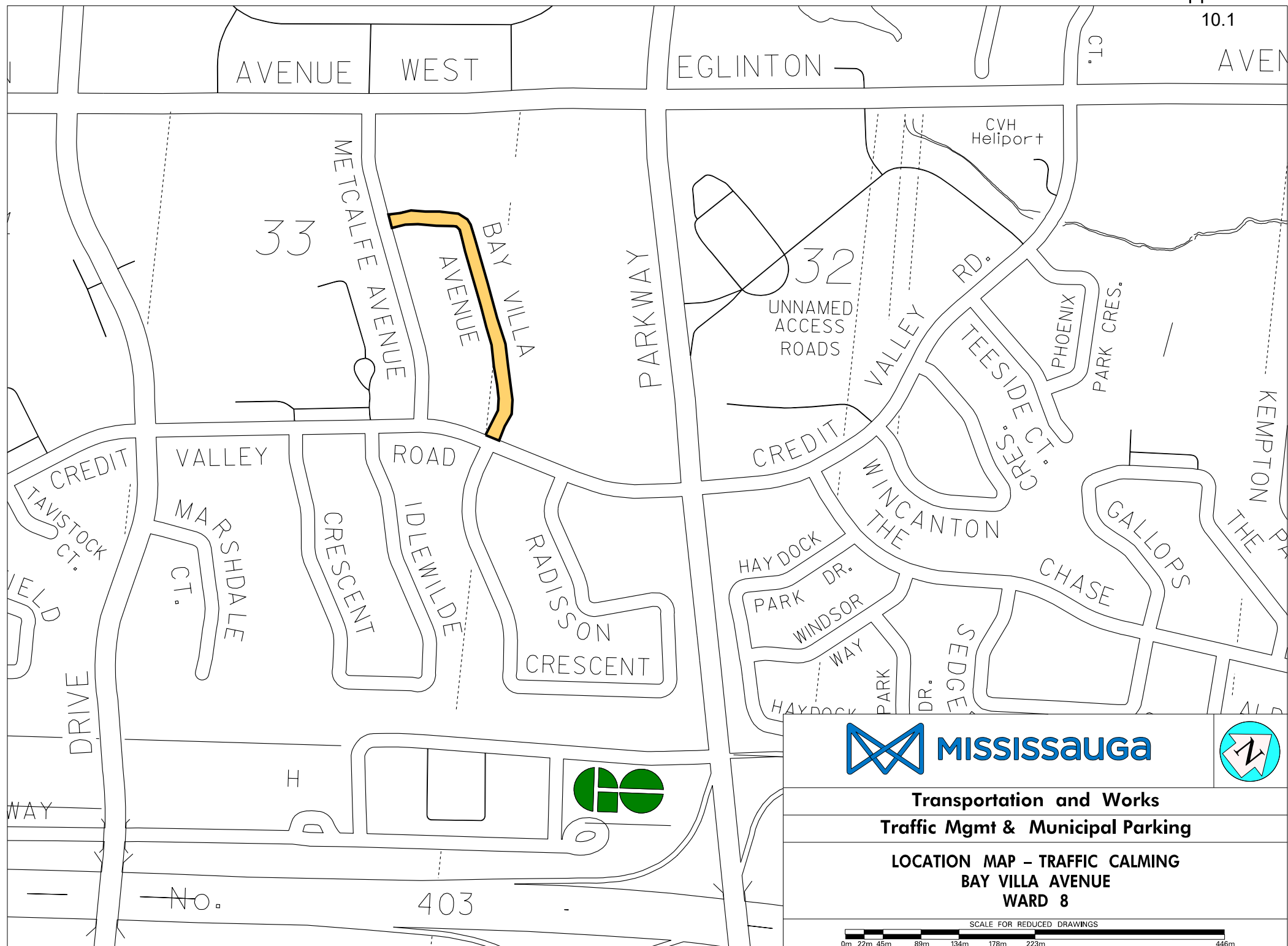
708m



Transportation and Works
Traffic Mgmt & Municipal Parking

LOCATION MAP - TRAFFIC CALMING
GOLDEN ORCHARD DRIVE
WARD 3





**MISSISSAUGA**



Transportation and Works
Traffic Mgmt & Municipal Parking

LOCATION MAP – TRAFFIC CALMING
BAY VILLA AVENUE
WARD 8



City of Mississauga Corporate Report



Date: February 22, 2023

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
March 8, 2023

Subject

Funding for PRC003837 – Roadway Sweeping, Cleaning, Hauling and Disposal Services for a 3 Year Period.

Recommendation

That the 2023 budget for roadway cleaning services be increased by \$617,500, thereby allowing staff to proceed to award PRC003837 - Roadway Sweeping, Cleaning, Hauling and Disposal Services for a 3 Year Period, a total value of \$5,804,671.

Executive Summary

- A new procurement, PRC003837- Roadway Sweeping, Cleaning, Hauling and Disposal Services, for a period of 3 years, has closed at a total recommended award value of \$5,804,671.
- There is insufficient funding to award the procurement at the tendered values. The 2023 operating budget, which supports the activities under this procurement, is \$1,317,390. The annualized procurement amount of PRC003837 is \$1,934,890. When broken down to the funding sources, there is an annualized unfavourable variance of \$617,500 in the Works Operations and Maintenance and Stormwater operating accounts.
- In accordance with Procurement By-law 013-2022, Section 14 – Authority to Approve Awards, staff is seeking approval of increased funding in order to proceed to award the contract.

Background

On March 31, 2023, the City's current roadway cleaning services contract, PRC002174, will expire. The value of the 3-year contract beginning in June of 2020 and ending March 2023 is \$3,720,187. Due to the significant changes in the economic climate since the last procurement, which led to contractual issues arising, the option to extend the current contract was not exercised. This procurement provides for the various roadway cleaning activities including the

spring cleanup program, regular street sweeping program, emergency and on demand street sweeping/flushing, PM-10 dustless sweeping in the Clarkson District and various other sweeping services for internal City divisions.

In late 2022, staff prepared a new procurement for roadway cleaning services at existing service levels. The procurement was issued as PRC003837 and closed on January 30th, 2023. The new contract has been structured in parts, where bidders could bid on the whole or on parts of the contract. Five vendors submitted bids, which ranged significantly in value due to some vendors submitting bids on only parts of the contract and others submitting bids on all parts of the contract. The bids ranged from \$1,689,000 to \$15,259,585 for the 3-year period of the contract.

Funding for this procurement is provided through the Works Operations and Maintenance (WOM) operating account, MiWay operating account and the majority of funding coming out of the Stormwater operating account. Total budget for this procurement in 2023 is \$1,317,390.

In accordance with Procurement By-law 013-2022, Section 14 – Authority to Approve Awards, staff cannot award a contract when funds are not available. At time of writing, the Notice of Procurement Results has not been published while increased funding is sought.

Comments

The values representing the award recommendation for PRC003837 are as per the following:

Part A: Spring Cleanup Program - \$2,777,571

Part B: Regular Street Sweeping Program - \$2,089,950

Part C: Emergency/Scheduled Street Sweeping - \$111,750

Part D: Emergency/Scheduled Street Flushing - \$12,900

Part E: Regenerative Air Street Sweeping - \$49,500

Part F: Sweeping of Transit Facility - \$259,000

Part G: Haulage and Disposal of Sweeping Materials - \$504,000

The total recommended award is \$5,804,671 for the 3-year term of the contract, which represents \$1,934,890 on an annualized basis. Of this amount, \$1,848,557 will be funded by WOM and Stormwater operating accounts and \$86,333 will be funded by MiWay operating accounts. There is an unfavourable variance in the WOM and Stormwater operating accounts of \$617,500 (see breakdown in table below) over the approved 2023 WOM and Stormwater budget of \$1,231,057.

The significant increase in pricing for this tender, when compared to the most recent procurement in 2020, is attributed to a combination of increases in fuel, equipment and labour costs over the past few years. Significant increases are expected in various other service contracts, heavily dependant on fuel and labour, as the current contracts expire.

Financial Impact

For the 2023 year, the recommended roadway cleaning services procurement award amount of \$5,804,671 will present an annual unfavourable variance of \$617,500. This variance falls within the WOM and Stormwater operating cost centers and cost element 715636. This report is asking for additional funding of \$617,500 in 2023 to allow for staff to proceed to award PRC003837 - Roadway Sweeping, Cleaning, Hauling and Disposal Services for a 3 Year Period. The requested funding will be provided through operating reserve and Stormwater reserve funds. Future year budgets for this service will be adjusted accordingly.

The below table indicates the variance of the applicable cost centres in consideration of the award of PRC003837:

Cost Centres	2023 Allocated Budget	Recommended Award Amount, Per Year	Variance
23402 Spring Clean/24306 Sidewalk/Boulevard Cleaning	\$615,971	\$925,857	(\$309,886)
24301 Works Street Cleaning	\$375,086	\$754,700	(\$379,614)
23845 Waste Haulage/Disposal	\$240,000	\$168,000	\$72,000
Total WOM and Stormwater Budget/Costs	\$1,231,057	\$1,848,557	(\$617,500)
23646 MiWay Transit	\$86,333	\$86,333	\$0
Total	\$1,317,390	\$1,934,890	(\$617,500)

Conclusion

In order to maintain existing service levels in regards to the various street cleaning activities, staff are recommending the award of PRC003837 in the total amount of \$5,804,671 to various vendors, which presents a budget pressure of \$617,500 in 2023 and the same amount for the 2024 and 2025 budgets respectively.

As a result, in accordance with Procurement By-law 013-2022, Council approval is required to secure sufficient funding in order to allow staff to proceed with award of PRC003837.



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

Prepared by: Christopher Trombino, Manager, Works Maintenance

City of Mississauga Corporate Report



<p>Date: February 21, 2023</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files:</p>
<p>From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works</p>	<p>Meeting date: March 8, 2023</p>

Subject

MiWay 2024 Bus Procurement

Recommendation

1. That the report entitled "MiWay 2024 Bus Procurement" dated February 21, 2023 from the Commissioner of Transportation and Works be approved.
2. That the funds of \$85,200,000 be pre-authorized in the 2024 Capital Budget in advance of the 2024-2027 Budget and Business Plan, to allow the 2024 procurement of Hybrid-Electric buses by competitive procurement as outlined in the corporate report dated February 21, 2023 entitled "MiWay 2024 Bus Procurement" from the Commissioner of Transportation and Works.

Executive Summary

- The ICIP-MIS-01 (Bus Replacement Program) has provided much-needed funding to allow MiWay to replace public transit buses since 2022.
- MiWay is seeking budget approval to move forward with 2024 procurement of Hybrid-Electric buses, which has proven to reduce emissions and increased fuel efficiency compared to diesel buses. Bus deliveries to MiWay will take at least (12) months.
- As part of the 2024 Bus Procurement, MiWay is expected to replace (82) Forty-Foot buses, which equates to 16% of its total fleet. These buses will replace the aging 2007, 2008, and 2009 MiWay buses, which most have surpassed their service life.
- MiWay is seeking pre-approval of \$85,200,000 to purchase buses for delivery in 2024. Mississauga will need to contribute 26.7% of total project costs, while the Federal and Provincial government will fund the remaining total project costs (40.0% and 33.3% respectively). The municipal portion of funds is equal to roughly \$22,722,840.

Background

Hybrid-Electric Bus Procurement

On October 6, 2021, Council authorized the pre-approval of \$183,400,000 for the 2022 and 2023 Capital Budget to purchase (165) Hybrid-Electric Buses. This multi-year procurement allowed MiWay to take advantage of economies of scale for price advantages. This contract was awarded to New Flyer Industries (NFI) in 2022, however due to component parts supply shortages, microprocessor chip shortages, and unreliable supplier performance, the buses were delayed. MiWay has begun to receive these buses and have placed the first bus of this order into revenue service in February 2023. By the end of 2023, all (165) buses are planned to be delivered to MiWay.

Since 2019, MiWay has purchased exclusively hybrid-electric buses, and by the end of 2023, MiWay will have 206 hybrid-electric buses total. With recent operational experience with these buses, MiWay is seeing great benefits of this technology from a fuel savings, GHG reduction, and reliability perspective, and are confident that hybrid-electric buses is the feasible stepping stone for MiWay's journey to a fully zero-emission transit fleet.

If approved by Council, the tender for the 2024 bus procurement is planned to be released in March/April 2023, and bus deliveries will be planned for Q2 2024.

Transit Bus Fleet Replacement Schedule

As part of the 2024 Bus Procurement, MiWay will replace (82) forty-foot buses, which equates to 16% of its total fleet. The following 2025 Bus Procurement may include Zero-Emission Buses (Battery-Electric and/or Hydrogen Fuel Cell Electric) if the funding and associated infrastructure is available before then.

Table 1: Fleet Replacement Procurement Plan 2024 – 2029

	← Remainder of ICIP Funding →					
Bus Type	2024	2025	2026	2027	2028	2029
40' Local	82	15	43	0	0	0
60' Local	0	10	0	0	0	30
40' Express	0	20	0	15	14	7
60' Express	0	0	0	0	0	0
Total Buses	82	45	43	15	14	37

The (82) buses planned for purchase in 2024 will facilitate the replacement of MiWay's 2007, 2008, and 2009 New Flyer buses. These buses have been previously deferred due to the anticipation of the ICIP funding announcement. As a result, most of these buses have been operating past their expected life and are receiving more corrective maintenance to remain serviceable. With projected service increases to pre-pandemic levels or more, MiWay will need to replace these buses as soon as possible to maintain service levels.

In recent years, it would take the bus manufacturers an estimated (12) months to build and deliver buses, however with recent parts supply challenges, it may take substantially longer, as MiWay has experienced with the current bus order. Therefore, it is important for MiWay to begin the procurement as soon as possible. At the same time, this would allow OEMs to better plan for design and production schedules if orders are committed in advance, which would reduce risks of delivery delays. Prices will also be locked in throughout the duration of the contract, therefore municipal capital budgets will be better informed of expected costs ahead of the 2024 Capital Budget.

Facility Infrastructure Requirements – Central Parkway (CP) Garage

As mentioned in the last report, in order to operate hybrid-electric buses out of the main bus facility, MiWay had to undertake a facility modification project at the Central Parkway (CP) bus storage garage to accommodate hybrid-electric buses, which are taller than diesel buses. This project was complete in the summer of 2022 and ductwork and associated mechanical infrastructure was raised to accommodate the taller buses. Both the Central Parkway and Malton Transit Garages are now capable of maintaining and storing hybrid-electric buses.

Comments

ICIP Funding Approval for MIS-01 – Bus Replacement Program

The Investing in Canada Infrastructure Program (ICIP) is a ten-year federal infrastructure program designed to create long-term economic growth, build inclusive, sustainable and resilient communities and support a low-carbon economy. Through ICIP, the Federal government is providing \$33B in federal infrastructure funding to cost-share projects. On July 22, 2019, the Government of Ontario launched the ICIP Public Transit funding stream for inside the GTHA. Under the Public Transit Stream, funding allocations to municipalities and Metrolinx were established using a ridership formula. The City of Mississauga was allocated \$339M in federal funding and \$282.5M in provincial funding with a required City cost share of \$226M. Although an allocation has been provided, the ICIP Public Transit Stream is application based.

In October 2019, following Council approval, the City of Mississauga submitted applications for funding consideration in order to utilize the full funding allocation. As a result of MiWay's application submission, the **ICIP-MIS-01 (Bus Replacement Program) was approved in Q1 2022 by the Ministry of Transportation**, which provided much needed funding to allow MiWay

to purchase and replace aging diesel buses to hybrid-electric buses. The scope of the funding will allow 358 buses to be purchased between 2022 and 2027.

As part of the ICIP-MIS-01 (Bus Replacement Program), the total funding amount for the purchase of MiWay buses is \$359,700,000 between 2022 and 2027. Mississauga will need to contribute 26.7% of total project costs, while the Federal government will fund 40%, and the Provincial government will fund the remaining 33.3% of project costs. The table below shows the funding sources, per cent contribution, and total funding amounts that were approved.

Funding Source	% Contribution	2022-2027 Funding Amount
Federal	40.00 %	\$143,880,000
Provincial	33.33 %	\$119,888,010
Municipal (Mississauga)	26.67 %	\$95,931,990
Total:	100.00 %	\$359,700,000

Strategic Plan

The purchase of Hybrid-Electric buses would contribute to two strategic goals: **Move** (Develop Environmental Responsibility) and **Green** (Lead and Encourage Environmentally Responsible Approaches). Mississauga has been proactive in sustainability and climate change governance for over two decades. This includes joining the FCM Partners for Climate Protection program in 1999, integrating climate change and environmental considerations into the City's Strategic Plan in 2009, developing the City's Living Green Master Plan, integrating climate change considerations into its Official Plan in 2012, and becoming a signatory to the Global Covenant of Mayors for Climate and Energy (coalition of 10,000 Cities) in 2017.

The Climate Change Action Plan was approved in 2019 and calls for the City to significantly reduce its greenhouse gas (GHG) to meet a 40% GHG reduction by 2030 and an 80% reduction by 2050. As Transit is the most significant source of GHGs corporately (approximately 70%), the electrification of the MiWay bus fleet is critical to meet these targets.

Financial Impact

MiWay is seeking pre-approval of \$85,200,000 to purchase 82 buses for delivery in 2024. Mississauga will need to contribute 26.7% of total project costs, while the Federal and Provincial government will fund the remaining total project costs (40.0% and 33.3% respectively). The municipal portion of funds is equal to roughly \$22,722,840.

The 2023 Business Plan & Budget has the following budget request for the bus replacement program and the funding sources for 2024, which is being requested for pre-approval through this Corporate Report.

Parent Number	TWTR002752
Questica PN	2752
	2024
Cost	
715380- Vehicle Replacement Cost	85,200,000
Funding Source	
590132- Recovery from Province	28,397,160
590133- Recovery from Federal	34,080,000
575104 - Transfers to/from Reserve Fund	22,722,840

The municipal portion of \$22,722,840 is funded with Tax Debt account 37100.

Conclusion

The ICIP-MIS-01 (Bus Replacement Program) is an important investment in public transit for the City of Mississauga. The purchase of hybrid-electric buses to replace aging diesel buses that have well surpassed their useful lives will lead to transit improvement outcomes including improved capacity of public transit infrastructure, and improved quality, safety, and access of our transit system.

If council pre-approves the funds required to purchase public transit buses using existing ICIP funding, this will enable MiWay to catch up on previously deferred bus replacements, and increase levels of service and reliability. Replacing diesel buses with cleaner, fuel efficient, and proven hybrid-electric buses will continue to mark a milestone for the City's commitment to a cleaner propulsion technology.



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

Prepared by: Stephen Bacchus, Manager Transit Fleet Assets

City of Mississauga Corporate Report



<p>Date: February 23, 2023</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files:</p>
<p>From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works</p>	<p>Meeting date: March 8, 2023</p>

Subject

Municipal Access Agreements between the City of Mississauga and Various Telecommunication Companies

Recommendation

1. That the Commissioner of Transportation and Works or their designate be authorized to negotiate new Municipal Access Agreements with Rogers Communications Canada Inc., Bell Canada, and Telus Communications Company including all necessary documents ancillary thereto, and any and all amendments and renewals;
2. That the Commissioner of Transportation and Works and the City Clerk be authorized to execute new Municipal Access Agreements with Rogers Communications Canada Inc., Bell Canada, and Telus Communications Company including all necessary documents ancillary thereto, and any and all amendments and renewals, all in a form satisfactory to Legal Services;
3. That the Commissioner of Transportation and Works or their designate to be authorized to negotiate new Municipal Access Agreements with each of the other telecommunication companies operating in the City of Mississauga, as their existing agreements expire, with terms and conditions no more onerous than those contained in the new Municipal Access Agreements with Rogers Communications Canada Inc., Bell Canada, and Telus Communications Company; and
4. That the Commissioner of Transportation and Works and the City Clerk be authorized to execute new Municipal Access Agreements with each of the other telecommunication companies operating in the City of Mississauga, as their existing agreements expire, with terms and conditions no more onerous than those contained in the new Municipal Access Agreements with Rogers Communications Canada Inc., Bell Canada, and Telus Communications Company, all in a form satisfactory to Legal Services.

Background

In accordance with the *Telecommunications Act of Canada 1993*, telecommunication companies must obtain the City's consent to construct their equipment within the right-of-way (ROW). Over the years, the City has entered into Municipal Access Agreements (MAAs) with several telecommunication companies whereby under the MAAs, the City has allowed the companies non-exclusive access and use of ROWs for the construction, installation, maintenance, operation and relocation of equipment, subject to the terms and conditions imposed by the City, including assurance under the MAAs that these companies have due regard to the safety, use and enjoyment by others of the ROWs.

In 2006, Rogers, Bell and Telus entered into their original MAAs with the City. The original agreements were for a five-year term with two automatic 5-year renewals, bringing the expiration date for all three agreements to 2021. Under the terms of the existing MAAs, these agreements continue to govern over the telecommunication companies' existing installed equipment until new MAAs are entered into between the parties.

There are also other telecommunication companies that have MAAs with the City that are set to expire in the coming years.

This report is seeking Council authority to both negotiate and enter into new MAAs with Rogers, Bell, and Telus; as well as negotiate and enter into new MAAs with the other telecommunication companies as their agreements expire.

Comments

The City and Rogers, Telus, and Bell (jointly) began negotiations for the new MAA in September 2021. These negotiations are ongoing and there are a number of items that still need to be addressed, including the following:

- when a Road Occupancy Permit is required,
- restrictions on excavations,
- sharing of inspection costs,
- telecommunication infrastructure relocation terms and conditions, and
- development of a permit and fee schedule.

If negotiations prove to be unsuccessful, any of the parties may apply to the CRTC to set the terms and conditions for the agreements. The CRTC is an administrative tribunal that regulates broadcasting and telecommunications in the public interest. Should a dispute to the CRTC be filed by either party, a Corporate Report will be brought forward to General Committee to seek direction on the path forward.

Furthermore, a report will be provided to General Committee and Council if the negotiations conclude and have resulted in significant changes from the previous agreement. This report will outline the amendments and the impacts to the City.

There are other telecommunication companies that have existing MAAs with the City that are set to expire in the coming years. Negotiations for these agreements will begin closer to the expiry dates for these agreements. It is staff's intent to keep the terms and conditions of the MAAs as consistent as possible with the agreements reached with Rogers, Bell and Telus for all new MAAs that the City enters into.

Financial Impact

There are no financial impacts resulting from the approval of the Recommendations in this report. The financial impact to the City of Mississauga is to be determined once the negotiations are complete. Should the new MAA result in significant financial impacts to the City, a further Corporate Report will be prepared prior to the execution of the agreements.

Conclusion

The Municipal Access Agreements with Rogers, Bell, and Telus expired in 2021. Negotiations are ongoing for new Municipal Access Agreements with the aim of finalizing new agreements in the coming months. MAAs with other telecommunication companies will be expiring in the coming years and will require new agreements. This report is seeking Council authority to negotiate and enter into the new agreements.



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

Prepared by: Lisa Ku, Manager, Technical Services

City of Mississauga

Corporate Report



<p>Date: February 15, 2023</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files:</p>
<p>From: Jodi Robillos, Commissioner of Community Services</p>	<p>Meeting date: March 8, 2023</p>

Subject

Single Source Contract Awards for Provision of Electronic Resources for the Mississauga Library System

Recommendation

1. That OverDrive Inc. be approved as a single source supplier for the supply and delivery of eBooks, eAudioBooks, eMagazines and streaming videos.
2. That Bridgeall Libraries Limited, CVS Midwest Tapes, EBSCO Publishing Inc., ProQuest LLC, LinkedIn Corporation, McGraw-Hill LLC, OCLC Inc., Library Ideas LLC, Brainfuse, Inc., Kanopy Inc., and Ontario Library Service be approved as single source suppliers for the provision of streaming, downloadable and database resources.
3. That the Purchasing Agent be authorized to execute the appropriate forms of contract with OverDrive Inc. for the ongoing supply and delivery of eBooks, eAudiobooks, eMagazines and streaming video as required, and for which funding is approved in the budget for 2023 and will be requested in the budget for 2024 through to December 31, 2033.
4. That the Chief Procurement Officer, or designate be authorized to execute the appropriate forms of contract with Bridgeall Libraries Limited, CVS Midwest Tapes, EBSCO Publishing Inc., ProQuest LLC, LinkedIn Corporation, McGraw-Hill LLC, OCLC Inc., Library Ideas LLC, Brainfuse, Inc., Kanopy Inc., and Ontario Library Service, for the ongoing supply and delivery of electronic streaming and downloadable resources, as required, and for which funding is approved in the budget for the period 2023 and will be requested in the budget for 2024 through to December 31, 2033.

Executive Summary

- Electronic resources, including streaming, downloadable database resources and eBook and eAudiobooks are required by the Mississauga Library to satisfy customer demand. The market for these electronic resources is served by speciality suppliers who are deemed single sources.
- Establishing the suppliers who have exclusive rights to streaming, downloadable and database electronic resources, as shown on Appendix 1, as single source suppliers for the period 2023 through to 2033 is recommended in accordance with the Procurement By-law # 0013-2022, Schedule A (1) (c) The Goods and Services are unique to one particular supplier and no reasonable alternative or substitute exists due to exclusive rights such as patent, copyright or licence.
- Establishing Overdrive Inc., whose platform for service delivery is unique to them, as a single source vendor for eBooks, eAudiobooks, eMagazines and streaming video for the period 2023 to December 31, 2033 is recommended in accordance with the Procurement By-law # 0013-2022, Schedule A (1) (c) The Goods and Services are unique to one particular supplier and no reasonable alternative or substitute exists due to exclusive rights such as patent, copyright or licence.
- This report extends the initial five year approval granted by Council in 2018. When contracts are renewed (on an annual or semi-annual basis) a market assessment will be undertaken to ensure that there are no competitive vendors and that the contracts still provide the best value for the library before renewing.
- The Procurement By-law # 0013-2022 requires that single source contract awards with a value of \$100,000 or more be approved by Council.

Background

Electronic Databases and Streaming Services

Mississauga Library provides customers access to a variety of streaming, downloadable and database resources that are available from a variety of suppliers. Each supplier offers access to quality products for which they have been granted exclusive distribution rights by the resources' producers. The Library has selected electronic resources that satisfy the demands of its customers with the appropriate licensing and features to facilitate public use of materials.

These electronic resources are provided on a subscription basis and are subject to regular renewal periods (annually or semi-annually). Successive renewals and increasing demand for electronic resources will, over the anticipated ten year period, exceed the \$100,000 threshold for which the Procurement By-law requires Council approval. In addition, it is expected that these resources will be subject to inflation and the Library may choose to purchase more content from the vendor over the period of this agreement.

EBook and eAudiobook Lending Service

OverDrive is the current service provider, originally selected in 2009 through a competitive process. EBook and eAudiobook titles are available from other sources. However, OverDrive provides an eBook, eAudiobook, eMagazine and streamed video service which combines a complex management and access platform with content purchased to meet the needs of Mississauga residents. In our thirteen year relationship we have built a collection of 65,000+ titles and 115,000+ copies including access to over 4,000 magazine titles. Annual OverDrive circulation is over 1,000,000, with a lifetime circulation of almost 7,000,000. Customer use of OverDrive has increased year over year with a significant 50 percent increase in usage in 2020 as people stayed home during the pandemic, and then further increased by 20 percent in 2021 to a record high of 1,345,433 circulations in 2022. They offer the largest digital catalog available to libraries today with a catalogue of over two million eBooks and audiobooks. They currently host collections for more than 81,000 libraries in more than 40 countries including most of the libraries neighbouring Mississauga.

The platform for service delivery is exclusive to OverDrive. Since the platform and the content are linked the Library would risk losing some of its collection investment with migration to a different platform. Older titles could not be repurchased as they are no longer available and some titles would be lost due to the inability to transfer publisher rights from platform to platform. It is estimated that the Library would lose five to ten percent of the collection during a migration. Since the average eBook has cost us \$29.00, and the average eAudiobook \$71.00, this would represent a loss of over \$400,000.00, plus the cost of replacing the downloadable magazine collection. Overdrive is an exclusive provider of any of the Mississauga Library's current collection of downloadable magazine titles. They offer a flat rate for approximately 4000 titles while the competition offers a smaller selection and charges per title. Without this single source agreement, the Library would have less access to magazine titles and an average cost of \$1,200.00 per title pay significantly more for the collection.

In addition, the Library's customers have grown accustomed to the OverDrive user experience. Asking them to switch to a new app would involve them learning a whole new way of accessing their books. There would likely be both resistance and customer loss in any migration.

In addition, Mississauga Library has established a Reciprocal Lending Agreement (RLA) with four Ontario public libraries (Hamilton, Burlington, London and Ottawa) through the OverDrive platform. The agreement allows Mississauga Library customers to borrow OverDrive content from the partner libraries at no additional costs, and conversely allows our partner library customers to borrow from the Mississauga OverDrive collection. The OverDrive RLA is of great benefit to Mississauga customers by offering triple the amount of material to choose from without requiring the library to purchase this material. This service and relationship would not be transferable to another platform.

Publishers set the prices for titles, not OverDrive. EBooks have been much more expensive than print materials due to significant publisher resistance to the new medium. Publishers have imposed higher (up to five times higher) prices and limits of circulation and time on eBook purchases. The supplier's share is not a significant part of the price paid and there has been little room for the suppliers to provide significant discounts.

OverDrive continues to represent Best Value to the Library and the platform for service delivery is exclusive to them. Schedule 'A' of the Procurement By-law # 0013-2022 provides for single source contract awards under these circumstances, ref. Schedule A (1) (c) The Goods and Services are unique to one particular supplier and no reasonable alternative or substitute exists due to exclusive rights such as patent, copyright or licence.

Comments

This report seeks authority to award single source contracts to the suppliers shown in Appendix 1, which also indicates the current electronic resources they provide. Additional electronic resources may be required from time to time from these and other suppliers, which will be accommodated in accordance with the Procurement By-law.

Single source approval of these suppliers is recommended for up to ten years, to fulfil the Library's ongoing requirements. The contracts will be subject to annual budget approval, on-going need for the materials supplied and satisfactory supplier performance. In the event of significant changes within the marketplace, the Library will review the terms of this agreement regularly to determine if there is a better way to support access to electronic resources and ensure a competitive process.

The Comprehensive Economic and Trade Agreement (CETA) between Canada and the European Union (EU) and the Canadian Free Trade Agreement (CFTA) both came into effect in September 2017. CETA is the first international trade agreement in which municipal procurement is covered. The objectives of the government procurement obligations within these trade agreements are to ensure fairness and increase competition. The threshold for municipalities for goods and services is \$340,600 under CETA and \$100,000.00 under CFTA.

Not conducting a competitive procurement processes presents the risk of a challenge under CETA/CFTA. However, Canadian licensing is required. The likelihood of a European supplier bidding for the supply and delivery of these library materials in Mississauga is very low. Furthermore, OverDrive is a global supplier.

Since CETA came into effect no European bidders have requested bidding documents or submitted bids to the City.

Financial Impact

Funding for 2023 is budgeted in cost center 27271.

Below are the estimated annual contract values that are not finalized and may flex to accommodate demand, changing distribution rights and/or product offerings by suppliers and will be requested through the annual business planning process for 2024 through to 2033.

Vendor Name	Current Estimated Annual Contract Value (rounded)
OverDrive Inc.	\$1,050,000
Bridgeall Libraries Limited	\$35,000
CVS Midwest Tapes	\$300,000
EBSCO Publishing Inc.	\$95,000
ProQuest LLC	\$180,000
LinkedIn Corporation	\$30,000
McGraw-Hill LLC	\$7,000
OCLC Inc.	\$35,000
Library Ideas LLC	\$110,000
Brainfuse, Inc.,	\$55,000
Kanopy Inc.	\$60,000
Ontario Library Service	\$105,000
Scott's Directories	\$15,000
Cengage Learning	\$15,000
New York Times	\$ 20,250 (\$15,000 USD)
Value Line Publishing	\$ 20,250 (\$15,000 USD)
TOTAL	\$2,132,500

Conclusion

The Library strives to meet the demands of its customers by providing desirable electronic resources. Over time, core suppliers have been established who provide access to a variety of streaming, downloadable and database resources on a subscription basis. Each of the suppliers holds exclusive distribution rights, granted by the producer of the electronic resource. Each supplier on Appendix 1 is the single source supplier for the electronic resource they provide.

OverDrive Inc. is the leading supplier in the eBook, eAudiobook, eMagazine and streamed video lending market providing a service which combines a complex management and access platform that is unique to them. OverDrive is considered a single source for the provision of this service.

The recommended single source awards are provided for in the Procurement By-law # 0013-2022, Schedule A (1) (c) The Goods and Services are unique to one particular supplier and no reasonable alternative or substitute exists due to exclusive rights such as patent, copyright or licence, respectively.

Attachments

Appendix 1: Electronic Resources Suppliers and Titles

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 Stirling, Manager, Digital Library Services & Collections

Electronic Resources Suppliers and Titles

Vendor Name	Current Estimated Annual Contract Value	Current Products Purchased
OverDrive Inc.	\$1,050,000	Ebooks & eaudiobooks (individual licensed digital content) Magazines (digital content - annual subscription) Artistworks (database - annual subscription) Craftsy (database - cost-per-use)
Bridgeall Libraries Limited	\$35,000	Collection HQ - staff resource
CVS Midwest Tapes	\$300,000	Hoopla (streaming & downloadable)
EBSCO Publishing Inc.	\$95,000	Flipster (digital content) Learning Express (database) Novelist (database) Core Collections (staff resource)
ProQuest LLC	\$180,000	O'Reilly Books – digital content Press Reader - digital content eLibrary - database Historical Newspaper Archive – Toronto Star – database Historical Newspaper Archive – Globe & Mail – database
LinkedIn Corporation	\$30,000	LinkedIn Learning – eLearning
McGraw-Hill LLC	\$7,000	Access Science - database
OCLC Inc.	\$35,000	OCLC & Web Dewey – staff resources
Library Ideas LLC	\$110,000	Freegal - streaming content
Brainfuse, Inc.,	\$55,000	Brainfuse - eLearning
Kanopy Inc.	\$60,000	Kanopy – streaming content

Ontario Library Service	\$105,000	Ancestry Library Edition - database Gale Health and Wellness - database Gale Health and Medicine - database Gale OneFile – CPI.Q - database Gale In Content: Elementary - database Mango Languages & Little Pim – eLearning
Scott's Directories	\$15,000	Scott's Canadian Business Directory - database
Cengage Learning	\$15,000	National Geographic - database Gale Virtual Reference Library – digital content
New York Times	\$15,000 USD	New York Times Online – digital content
Value Line Publishing	\$15,000 USD	Value Line – database

City of Mississauga

Corporate Report



<p>Date: February 15, 2023</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files:</p>
<p>From: Jodi Robillos, Commissioner of Community Services</p>	<p>Meeting date: March 8, 2023</p>

Subject

Single Source Contract Awards for Provision of Specialty Physical Resources for the Mississauga Library System

Recommendation

1. That Findaway be approved as a single source supplier for the supply and delivery of specialty physical resources such as Launch Pads and Wonder Books.
2. That Library Ideas be approved as a single source supplier for the supply and delivery of specialty physical resources such as Vox Books.
3. That Globe and Mail, Postmedia Network and Toronto Star be approved as single source suppliers for the provision of Canadian paper periodicals.
4. That Far Eastern and Roltek International be approved as single source suppliers for the provision of U.S. and International paper periodicals in English and other world languages.
5. That Canadian Pharmaceutical Association be approved as a single source supplier for the Compendium of Pharmaceuticals and Specialties (CPS).
6. That the Chief Procurement Officer, or designate be authorized to execute the appropriate forms of contract with Findaway for the ongoing supply and delivery of specialty physical resources as required, and for which funding is approved in the budget for 2023 and will be requested in the budget for 2024 to December 31, 2033.

7. That the Chief Procurement Officer, or designate be authorized to execute the appropriate forms of contract with Library Ideas, for the ongoing supply and delivery of specialty physical resources as required, and for which funding is approved in the budget for the period 2023 and will be requested in the budget for 2024 through to December 31, 2033.
8. That the Chief Procurement Officer, or designate be authorized to execute the appropriate forms of contract with Globe and Mail, Postmedia Network and Toronto Star for the ongoing supply and delivery of Canadian paper periodicals as required, and for which funding is approved in the budget, for the period 2023 and will be requested in the budget for 2024 through to December 31, 2033.
9. That the Chief Procurement Officer, or designate be authorized to execute the appropriate forms of contract with FarEastern and Roltek International for the ongoing supply and delivery of U.S. and International paper periodicals in English and world languages as required, and for which funding is approved in the budget, for the period 2023 and will be requested in the budget for 2024 through to December 31, 2033.
10. That the Chief Procurement Officer, or designate be authorized to execute the appropriate forms for contract with Canadian Pharmaceutical Association for the ongoing supply and delivery of Compendium of Pharmaceuticals and Specialties (CPS) as required, and for which funding is approved in the budget, for the period 2023 and will be requested in the budget for 2024 through to December 31, 2033.

Executive Summary

- Specialty devices and resources are required by the Mississauga Library to satisfy customer demand. The market for these speciality physical resources is served by suppliers who are deemed single sources.
- Establishing the suppliers who have exclusive products and resources, as shown on Appendix 1, as single source suppliers for the period 2023 through to 2033 is recommended in accordance with the Procurement By-law # 0013-2022, Schedule A (1) (c). The Goods and Services are unique to one particular supplier and no reasonable alternative or substitute exists due to exclusive rights such as patent, copyright or licence.
- As a part of the contract renewal process which occurs on an annual or semi-annual basis, a market assessment will be undertaken to review whether a competitive process is warranted and that the contracts still provide the best value for the library.
- The Procurement By-law # 0013-2022 requires that single source contract awards with a value of \$100,000 or more be approved by Council.

Background

Specialty Physical Resources

Mississauga Library offers customers access to a variety of specialized physical resources that are exclusively provided by certain suppliers. Launch pads are tablets designed for repeated customer use, pre-loaded with educational apps for a variety of reading levels. Vox and Wonder books includes audio of the book text, allowing for both accessibility and reading development. All of these resources are produced for repeated use in a public library setting with highly durable packaging and a warranty for maintenance and replacement. Each supplier offers access to quality products which they produce or have been granted exclusive distribution rights by the device's producers. The Library has selected devices that satisfy the demands of its customers with the appropriate licensing and features to facilitate public use of materials. Due to changes in the market, it is possible that these suppliers will offer new products that provide a desirable and accessible experience for customers.

These devices are purchased outright by the Library with all related content.

Paper Periodicals and Specialty Resources

Paper periodicals remain integral to the Library's collection. Globe and Mail, Postmedia Network and Toronto Star are the exclusive publishers of major Canadian newspapers. Community access to these resources are facilitated through the provision of them at local branch libraries. These items are in high demand and require multiple subscriptions across the system to ensure there is sufficient access for customers.

Far Eastern provides access to international paper periodicals in a wide variety of world languages for the Library and Roltek International offers paper periodicals from the United States. These companies are not publishers but wholesale distributors of these items for Canadian libraries. Community access to these resources is facilitated through the provision of them at local branch libraries. The paper periodicals provided by Far Eastern and Roltek International are not available from our main periodical supplier. Due to the diversity of the Mississauga community, these items are in high demand and may require multiple subscriptions across the system to ensure there is sufficient access for customers.

The Compendium of Pharmaceuticals and Specialties, published by the Canadian Pharmaceutical Association, is published annually and is the only resource that provides up to date information about pharmaceuticals in Canada. This resource is in high demand for patients, students and medical practitioners in Mississauga. Community access to these resources is provided at local branch libraries and requires multiple subscriptions across the system to ensure there is sufficient access for customers.

For all of the above products, it is expected that both demand and costs will rise during the next ten years and the Library wants to be able to adequately provide access to these items. The products are unique to each particular supplier and no reasonable alternative or substitute exists due to exclusive rights such as patent, copyright or licence. The Procurement By-law

provides for single source contract awards under these circumstances, ref. Schedule A (1) (c) The Goods and Services are unique to one particular supplier and no reasonable alternative or substitute exists due to exclusive rights such as patent, copyright or licence.

Comments

This report seeks authority to award single source contracts to the suppliers shown in Appendix 1, which also indicates the products they provide. Additional devices and paper resources may be required from time to time from these and other suppliers, which will be accommodated in accordance with the Procurement By-law.

Financial Impact

Funding for 2023 is budgeted in cost center 27271.

Below are the estimated annual contract values that are not finalized and may flex to accommodate demand, changing distribution rights and/or product offerings by suppliers and will be requested through the annual business planning process for 2024 through 2023.

Supplier Name	Current Estimated Annual Contract Value
Findaway	\$30,000
Library Ideas	\$30,000
Globe and Mail	\$10,000
Postmedia Network	\$10,000
Toronto Star	\$10,000
Far Eastern	\$20,000
Roltek International	\$10,000
Canadian Pharmaceutical Association	\$10,000
TOTAL	\$130,000

Conclusion

The Library strives to meet the demands of its customers by providing desirable electronic devices and paper resources. Over time, core suppliers have been established who provide access to electronic devices and paper resources expected by Library customers. Each of the suppliers offers exclusive products or resources that are not available from other suppliers. Each supplier on Appendix 1 is the single source supplier for the resource they provide.

Findaway and Library Ideas are exclusive suppliers of devices such as Launch Pads, Wonder Books and Vox Books.

Globe and Mail, Postmedia Network, Toronto Star and Canadian Pharmaceutical Association are exclusive publishers of their paper periodicals and resources. Far Eastern and Roltek International are exclusive distributors of International and U.S. paper periodicals.

The recommended single source awards are provided for in the Procurement By-law #0013-2022, Schedule A (1) (c). The Goods and Services are unique to one particular supplier and no reasonable alternative or substitute exists due to exclusive rights such as patent, copyright or licence, respectively.

In the event of significant changes within the marketplace, the Library will review the terms of this agreement regularly to determine if there is a better way to support access to these resources and ensure a competitive process.

Attachments

Appendix 1: Resource Suppliers and Products

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 Stirling, Manager, digital Library Services & Collections

Resource Suppliers and Products

Supplier Name	Products
Findaway	Launchpads, Wonder books
Library Ideas	Vox Books
Globe and Mail	Paper periodicals
Postmedia Network	Paper periodicals
Toronto Star	Paper periodicals
Far Eastern	Paper periodicals
Roltek International	Paper periodicals
Canadian Pharmaceutical Association	Specialty information resource

City of Mississauga Corporate Report



Date: February 3, 2023

To: Chair and Members of General Committee

From: Jodi Robillos, Commissioner of Community Services

Originator's files:

Meeting date:
March 8, 2023

Subject

Office of Emergency Management 2022 Report

Recommendation

That the report dated February 3, 2023 entitled "Office of Emergency Management 2022 Report" from the Commissioner of Community Services be received for information.

Executive Summary

- In accordance with the Emergency Management & Civil Protection Act, the Office of Emergency Management (OEM) has prepared the 2022 annual report titled "Office of Emergency Management 2022 Report".
- The OEM was engaged in responding to/monitoring approximately 40 incidents in 2022, compared to 19 in 2021.
- The OEM continued to provide emergency/incident management training to both internal staff, as well as emergency management stakeholders from various partner agencies.
- The OEM attended 24 community events in 2022, engaging with over 2,600 residents.

Background

The Emergency Management & Civil Protection Act and Ontario Regulation 380/04 requires each municipality within the Province of Ontario to have an emergency management program and an Emergency Management Program Committee (EMPC). One of the requirements of the EMPC is to "conduct an annual review of the municipality's emergency management program" as well as "advise council on the development and implementation of the municipality's emergency management program". Each year the EMPC, through the Office of Emergency Management (OEM), undertake an annual review of the Program as well as the development of an annual report for the Mayor and Members of Council.

Comments

The attached report (appendix 1) provides an overview of the City's emergency management program, including the details pertaining to:

1. Emergency Response;
2. Community and Stakeholder Engagement;
3. Special Events;
4. Training & Exercises;
5. Hazard and Critical Infrastructure Identification and Risk Assessment;
6. Awards; and
7. Action Plan 2023 – 2024.

Emergency Operations & Response

The OEM operates under four emergency activation levels: Routine Monitoring, Enhanced Monitoring, Partial Activation, and Full Activation. The OEM also occasionally deploy to incident sites to provide on-scene support. For 2022 there were:

- Enhanced Monitoring: 35 incidents.
- Deployments: 3 incidents.
- Partial Activation: 1 incident.
- Full Activation: 0 incidents.

Community and Stakeholder Engagement

Throughout 2022, the OEM attended community events in partnership with various partner organizations to promote emergency preparedness and community resilience. The OEM engaged with residents encompassing a range of different demographics including students, older adults, and new Canadians.

In total, the OEM participated in 24 different community events, engaging with 2,637 residents. Of these residents, approximately 830 were students, and 675 were members of organizations supporting new Canadians.

Special Events

In 2022, the OEM supported the Ontario Parasport Games and Ontario Summer Games, developing emergency plans, delivering emergency exercises, and providing situational awareness support throughout both events. The OEM also provided emergency planning support in the lead-up to the 2022 Municipal Election.

Training & Exercises

The OEM provide emergency management and incident management training to both internal City employees, as well as external partners from the broader emergency management community.

In 2022, the OEM delivered eight training sessions, in addition to the virtual online training that is required to be completed by members of the City's Municipal Emergency Control Group. Over 120 City employees and external partners received incident management training in 2022.

In 2022, the OEM partnered with both Peel Regional Police and Halton Regional Police to deliver incident management training to the members of these organizations, helping to ensure that there will be coordinated responses to incidents involving the City and its local policing partners.

In addition to training, the OEM conducted and participated in several emergency exercises with both internal staff and external emergency management partners. These exercises help validate emergency plans, and identify potential areas of improvement related to emergency response.

Hazard and Critical Infrastructure Identification and Risk Assessment

The OEM are required to identify the various hazards and risks that could result in emergencies, and identify the facilities and critical infrastructure that are at risk of being affected by these emergencies. In 2022, the OEM worked with various subject matter experts and conducted extensive research to identify the top risks in Mississauga. The OEM also worked with the City's Geomatics Solutions team to ensure that the City's critical infrastructure inventory is mapped, and available as a useful visual tool to support situational awareness during emergencies.

Awards

The City of Mississauga was recognized with two prestigious emergency management awards in 2022:

- 2022 Community Preparedness Award by the International Association of Emergency Managers – Canada Council.
- Emergency Management Exemplary Service Award by Public Safety Canada.

The City was recognized with these awards as a result of the City's continuous efforts to foster resilience, through a collaborative, all-of-society approach to disaster-risk reduction.

Financial Impact

There is no financial impacts from this report

Conclusion

The City of Mississauga's Emergency Management Program will continue to evolve to ensure that the City is prepared for the various hazards that put the City at risk of experiencing emergencies. The OEM will continue to take a collaborative approach to community resilience, working closely with internal City divisions, external stakeholders, and community groups to adapt disaster-risk reduction solutions to the unique needs of the various groups and communities within Mississauga.

Attachments

Appendix 1: Office of Emergency Management 2022 Report

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: Ben Gallagher, CEMC, Manager, Office of Emergency Management



Office of
Emergency
Management

2022 Report



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Foreword

Over the past several years, we have witnessed large-scale disasters occurring with increasing frequency across the globe. These disasters have included severe weather events, technological and communications failures, and significant humanitarian crises that have had extensive impacts on local communities and the people and businesses who call these places home. While Mississauga is a thriving, diverse and vibrant city, we are not immune from disasters or the impacts they can have on our community.

In 2022, Mississauga's Office of Emergency Management supported the monitoring and co-ordination of more emergencies and potential disasters than ever before. These events included a significant amount of storms, fires, flooding and other hazardous situations that disrupted or threatened to disrupt the lives of Mississauga residents and businesses. While the Office of Emergency Management was busy throughout 2022 preparing for, and responding to different types of emergencies, a different group also played a significant role in building community resilience – Mississauga residents.

We are mindful that Mississauga residents are often the first to respond to emergencies before first responders like firefighters and police are able to arrive. After the immediate emergency has been resolved, local clubs, organizations, neighbours and friends help their community recover from emergencies. It's the welcoming, generous, and can-do spirit of the residents of Mississauga that truly fosters community resilience.

Recognizing that resilience must be community-informed and community-driven, Mississauga's Office of Emergency Management engaged with more groups and individual members in our community in 2022 than ever before. Moving forward into 2023 and beyond, the Office of Emergency Management will continue to work with the community to understand what resilience means to the diverse populations that make-up our great city, and how we can support these communities to foster local resilience. Community-led resilience building initiatives will ensure more equitable, inclusive and effective solutions to hazards and disasters impacting our city.

On behalf of the City of Mississauga's Office of Emergency Management, I present to you the Emergency Management in Mississauga 2022 Annual Report. This report outlines the various elements of the City's Emergency Management Program, including the projects and programs that were implemented in 2022. It also identifies our strategy moving forward to ensure the City is resilient against all of the stresses and shocks it may encounter.



Deryn Rizzi
Fire Chief & Director of
Emergency Management



Ben Gallagher,
Manager, Office of
Emergency Management

Why Emergency Management?

The City of Mississauga's Office of Emergency Management (OEM) works to prevent, mitigate, prepare for, respond to and recover from emergencies and disasters that impact Mississauga.

Emergency Management and Civil Protection Act

The Emergency Management and Civil Protection Act, and Ontario Regulation 380/04 requires each municipality in Ontario to have an emergency management program. These Acts also outline the minimum requirements that these programs must include. Each year, the OEM surpasses these minimum requirements, which help ensure the City continues to stay resilient.

Items reviewed, updated and completed in 2022

Emergency/Disaster Plan



Training & Exercises



Public Education



Hazard Identification & Risk Assessment



Critical Infrastructure Identification



Emergency Management Program Committee (EMPC)

The City's EMPC provides strategic direction to the OEM as they develop and implement the City's emergency management program. The EMPC meets throughout the year to review the program and makes recommendations to City Council if revisions to the program are necessary.

Emergency Management Control Group (EMCG)

Each municipality is required to have a group of designated staff that are responsible for co-ordinating response and recovery efforts during emergencies. In addition to the EMCG, the City has several Incident Management Teams (IMT). These IMTs are risk-based, meaning that a specific team is activated depending on the type of emergency. However, IMT members are also all cross-trained in Ontario's Incident Management System so they are able to respond to various types of emergencies, regardless of the hazard type.

Community Resilience

The OEM regularly engages with various community groups and individuals to promote emergency preparedness and help foster community resilience. As community members play an integral role during emergencies, it's imperative that the OEM works with different communities to identify how the City can best support these groups before, during and after emergencies and disasters.

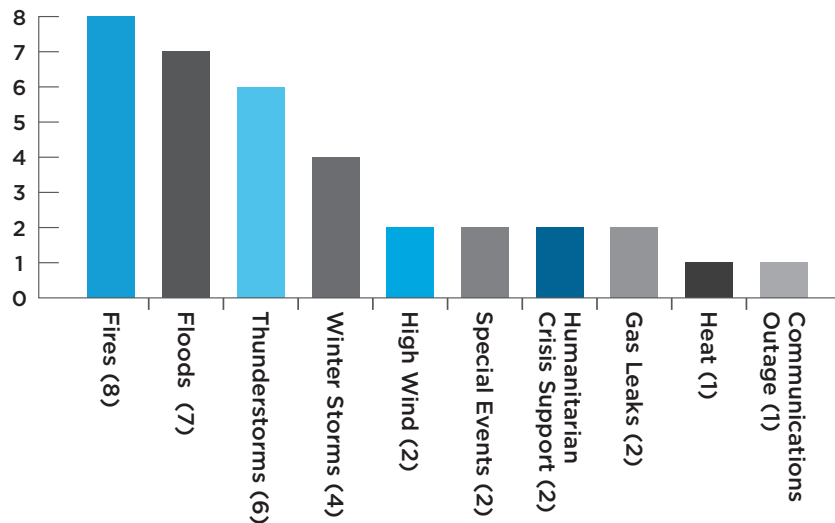


Emergency Response

Each year the OEM and Incident Management Teams monitor and respond to a variety of different hazards and emergencies. The City has four levels of response: Routine Monitoring, Enhanced Monitoring, Partial Activation and Full Activation.

Enhanced Monitoring

Number of Enhanced Monitoring Events = 35



COVID-19

The City continued to monitor and respond to the COVID-19 pandemic, with case counts being higher in early 2022 than they were at any previous point of the pandemic. In March of 2022, the City ended the declaration of emergency associated with the COVID-19 pandemic in response to improving health indicators.

Partial Activation

Extensive ice jamming along the Credit River in February resulted in flooding to Mississauga parks and green space. The Works IMT co-ordinated several efforts to reduce flood impacts to residents.



Deployments

- January Gas Leak in Mississauga requiring the extended evacuation of several homes.
- June Fire that resulted in the evacuation of 36 units.
- July Gas Leak that resulted in the evacuation of approximately a dozen homes.



Community Engagement

The OEM recognizes that resilience must be community-focused.

In 2022, staff from the OEM engaged in more community consultations, workshops and other events than ever before. Working together with community partners allowed the OEM to understand the unique needs of the diverse community and how to best support them during disasters.

2,637

Total People Engaged With

830

Number of Students Engaged With

24

Total Events Attended

4

Presentations Specifically for Older Adults

17

Number of Virtual School Presentations

675

Number of New Canadians Engaged With

The City of Mississauga engaged with several local community organizations and partners in 2022 to advance community resilience.

Some of these organizations included:

- Ecosource
- Pak Pioneers Seniors Club
- Citizens for the Advancement of Community Development
- Mississauga Chinese Business Association
- Dufferin-Peel Catholic School Board
- The Lifestream Initiative



Stakeholder Engagement

It is critical that the OEM work with external stakeholders to promote public safety and community resilience. Throughout 2022, the OEM conducted site-tours, reviewed emergency plans, attended consultation meetings and participated in emergency exercises with several local stakeholders.

Some of the stakeholders the OEM worked with in 2022 included:

- The Greater Toronto Airports Authority
- Trillium Health Partners
- Trans-Northern Pipeline
- Credit Valley Conservation
- Toronto & Region Conservation Authority
- City of Brampton
- Region of Peel
- Emergency Management Ontario
- Petro-Canada/Holly Frontier
- Ash Grove Cement Company
- Xerox
- Sysco
- Trans-CAER



Special Events

Ontario Parasport Games and Ontario Summer Games

For almost a full year, the OEM was involved with the planning and implementation of the 2022 Ontario Parasport Games and Ontario Summer Games. The OEM assisted in the development of emergency plans and exercises, assisted the Games Medical Committee with their emergency planning efforts and attended the Games Headquarters leading up to and during the games to support the situational awareness of various potential hazards.



Municipal Elections

Throughout 2022, the OEM assisted in the emergency planning for the 2022 Municipal Election. An emergency plan was developed that identified how the Election's IMT would respond to various potential election disruptions. An exercise was conducted to validate this planning process.



Training

Ensuring that IMT members and other City staff know what to do during an emergency is a critical component of the City's Emergency Management Program. Beyond this, the OEM provide training to many external partners. This allows the City's OEM to share their knowledge with the broader emergency management community, ensuring that different agencies and organizations are able to collaborate effectively with the City's IMT during an emergency or disaster.

Some of the organizations that participated in training sessions in 2022 included:

- City of Burlington
- City of Chatham-Kent
- City of Vaughan
- Township of South Frontenac
- Waterloo Police
- Ontario Provincial Police
- McMaster University
- Emergency Management Ontario
- York Regional Police

Throughout 2022, the OEM partnered with Peel Regional Police as well as Halton Regional Police, to jointly provide Incident Management System (IMS) training to partners in the local police services.

Training Delivered in 2022

4

IMS 200 Sessions

4

IMS 300 Sessions

1

Emergency Management Workshop

120+

City Employees and External Partners Trained



Exercises

While emergency plans and training are important, it is crucial that the City's Incident Management Teams participate in emergency exercises to validate these plans and training courses. Several different emergency exercises were held in 2022, presenting a range of different scenarios to City employees.

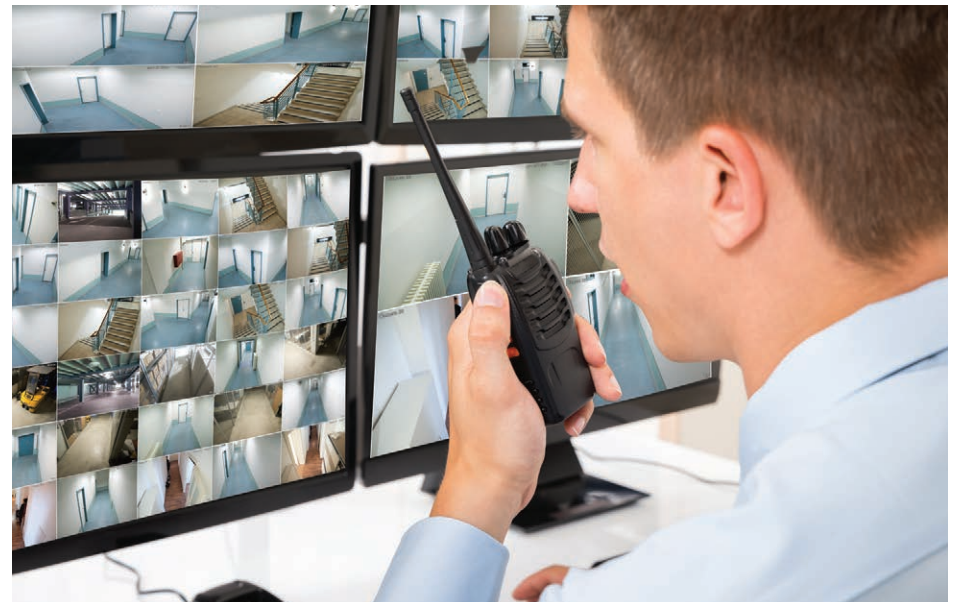
4

emergency exercises
participated in 2022

Partner Exercises

Representatives from the OEM also participated in several emergency exercises with some of our external partners:

- The GTAA's Full-Scale Security Exercise
- The GTAA's Table-Top Emergency Exercise
- A Major Incident Response Exercise with Peel Regional Police, Peel Regional Paramedic Services, and Brampton Fire & Emergency Services



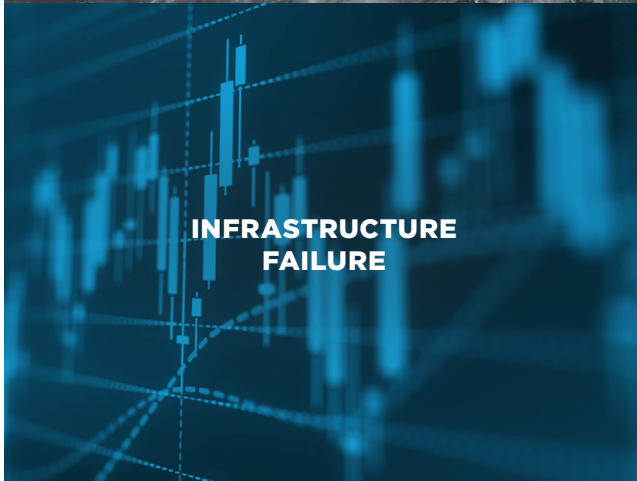
HIRA and Critical Infrastructure

Hazard Identification & Risk Assessment

Each year, the OEM assesses the likelihood and consequences of different hazards that could result in disasters within Mississauga. Through this assessment, known as the Hazard Identification & Risk Assessment (HIRA), the OEM was able to identify the top risks in Mississauga. The HIRA serves as the foundation for the City's Emergency Management Program, influencing which risks the OEM should be focusing their resources and efforts on.

Critical Infrastructure

The OEM also annually assesses the different critical infrastructure that exists within Mississauga that could be impacted during an emergency. In 2022, the OEM worked with the City's Geomatics Solutions team to ensure all critical infrastructure within the City is mapped. This serves as a useful visual tool for the City's IMT members during emergencies.



Awards

2022 Community Preparedness Award by the International Association of Emergency Managers – Canada Council

The hard work of all of the City employees who work to support emergency preparedness and community resilience was recognized in 2022. The City of Mississauga received the 2022 Community Preparedness Award from the International Association of Emergency Managers – Canada Council. In receiving this award, the City was recognized for its collaborative, all-of-society approach to disaster-risk management, which is achieved through strengthening the social and physical capacity of Mississauga's communities and infrastructure.



Emergency Management Exemplary Service Award by Public Safety Canada

The City of Mississauga was again recognized in 2022 for its exceptional service and achievement in the field of emergency management. The City's Emergency Management Program received Public Safety Canada's Emergency Management Exemplary Service Award in the Resilient Communities Category. The City of Mississauga received this prestigious award as a result of the City's continuous dedication to prevent, prepare for, respond to and recover from emergencies and disasters.



Action Plan 2023 – 2024

The City of Mississauga's Emergency Management Program will continue to evolve to ensure that City staff are prepared to respond to all types of disasters. This requires the City's internal emergency processes and procedures to be continuously evolving. However, the OEM recognizes that resilience within Mississauga involves both City employees and community members. As the City continues to move forward with the goal to foster resilience and emergency preparedness, community voices will be at the forefront of all efforts.

Moving forward, the OEM will foster community resilience through:

- Engaging with residents, businesses and community groups to develop community-driven solutions to vulnerability.
- Collaborating with internal City divisions to move forward emergency preparedness and resilience initiatives related to climate change, special events, emergency response and recovery and other critical activities.
- Collaborating with external partners to ensure a co-ordinated approach to emergency planning and disaster-risk reduction.
- Continuously ensuring the Emergency Management Program is at the forefront of disaster-risk reduction and resilience best practices, as informed by the latest research and evidence-based solutions.



City of Mississauga Corporate Report



Date: February 13, 2023 To: Chair and Members of General Committee	Originator's files:
From: Jodi Robillos, Commissioner of Community Services	Meeting date: March 8, 2023

Subject

Joint-Use and Funding Agreement with the Dufferin Peel Catholic District School Board for a new Track and Field Facility at City owned lands, Anaka Park (P-094), 7666 Anaka Drive (Ward 5)

Recommendation

1. That the Commissioner of Community Services and the City Clerk on behalf of the Corporation of the City of Mississauga be authorized to enter into and execute a joint use and funding agreement with the Dufferin-Peel Catholic School Board for a new lit artificial turf track and field facility at City owned lands, Anaka Park, at 7666 Anaka Drive, including all documents ancillary thereto and subsequent amending agreements, all in form and content satisfactory to the City Solicitor.
2. That the Commissioner of Community Services be authorized to provide a letter of commitment to the Dufferin-Peel Catholic District School Board to be shared with the Ministry of Education that outlines the details of the joint-use agreement for the purposes of satisfying the Ministry's funding requirements.
3. That all necessary by-laws be enacted.

Background

City owned lands, Anaka Park, shares property boundary with Ascension of Our Lord Secondary School located at 7640 Anaka Drive whereby a direct pedestrian connection to the school property is achieved via park pathways. Given the shared property boundary and facilities, the Dufferin-Peel Catholic District School Board (DPCDSB) has been seeking partnership opportunities to work with the City of Mississauga on the redevelopment of Anaka Park.

In recognition of mutual benefit to the City and DPCDSB, the City's proposal includes building a new track and field facility, with the majority of the facility on Anaka Park and a small portion on

DPCDSBs lands. This partnership will represent, the school board contributing 50% of the upfront capital cost to construct the new facility while the City will be funding the remainder 50% of capital cost. The improvements are proposed to include a lit artificial turf field, synthetic four lane track and associated park modifications.

The DPCDSB funding request for this joint project has been approved by the School Board of Trustees and pending approval from the Ministry of Education. In order for the project to move forward, and for the Ministry of Education to approve the DPCDSB request for capital funding and ongoing commitment of operating and maintenance costs, Council approval to enter into a Joint Use and Funding Agreement is required.

The City has identified funding in our capital budget forecast anticipating that the board would eventually be successful in securing their funding share. The joint use agreement will establish that each party funds the ongoing maintenance and operation costs as well as the initial capital contribution and future capital replacement costs.

The 2019 Parks and Forestry Master Plan (Future Directions) supports this proposal. Future Directions Recommendation #42 specifically recommends that we engage school boards in discussions to explore the joint development and maintenance of sport fields and hard surface courts. Shared-use facilities are a cost-effective strategy for providing access to new park facilities.

Comments

Community Services Staff requires Council authority to enter into a joint use and cost sharing agreement with the DPCDSB. The proposal is for the DPCDSB and the City to jointly share on a 50/50 basis the cost of construction, maintenance, repairs and replacement of the track and field facility on the City owned lands at Anaka Park.

The City will be responsible for the construction of the facility with input from the school board on design and construction. Following completion of this facility, the DPCDSB will have exclusive use of the facility during the school hours and the public would have use of the facility after school hours, weekends, statutory holidays and vacation periods. The existing soccer field is regularly permitted by Malton Soccer Club.

Ascension of our Lord Secondary school was previously an elementary school. The outdoor amenity space provided at most secondary schools across Mississauga is significantly reduced. There has been a gap in providing space for field programming and track facilities at this location. Staff in Community Services has met with school board officials, advocates and parents over the last several years in order to develop a concepts that would meet the needs of users and conform to the site.

Should the DPCDSB and the City come to an agreement on proposal details and terms of a joint use and funding agreement, the City will commence construction following receipt of all necessary approvals with anticipated completion in 2024. Prior to commencement of construction, City will undertake a public engagement process seeking to ensure support of residents of the proposed redevelopment at Anaka Park.

Financial Impact

Funding of \$1,650,000 for the City's 50% cost share portion will be funded from PN 23309 Sports Fields (New)-Lit Artificial Turf Football Field and Track Ascension of Our Lord SS.

Conclusion

The City has a long standing partnership with the DPCDSB to share facilities on City's lands and vice versa. The City's contribution to this project will ensure community access to a new track and field facility that provides opportunities for residents to maintain a healthy and active lifestyle.

Attachments

Appendix 1: Location Map

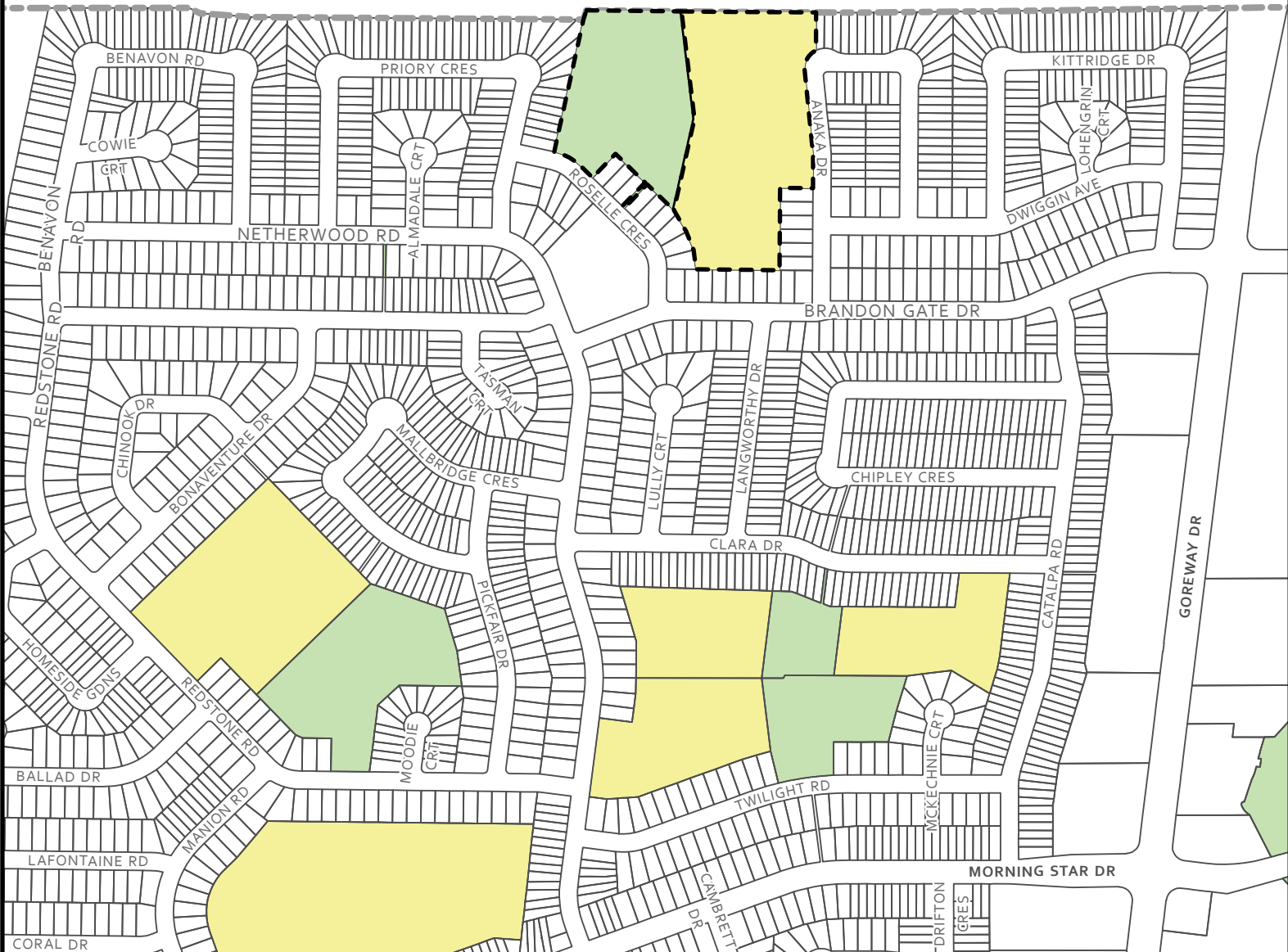
Appendix 2: Concept Plan

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: Sangita Manandhar, Team Leader, Parks Planning

City of Brampton



Location of Anaka Park and Ascension of Our Lord Secondary School

Legend

- Anaka Park (7666 Anaka Drive)
- Ascension of Our Lord Secondary School (7640 Anaka Drive)
- Park
- School
- Municipal Boundary



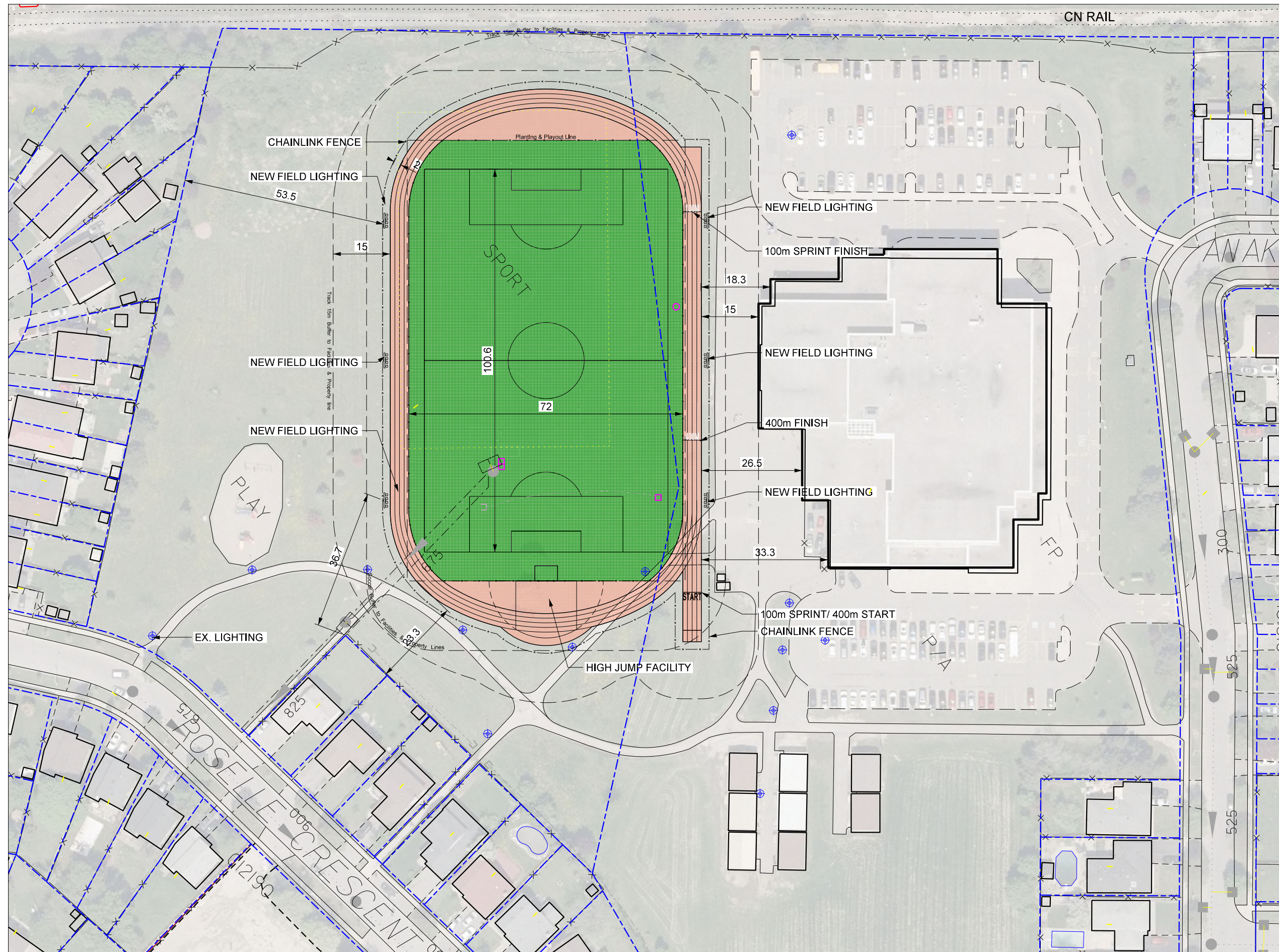
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0 600 1,200
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MISSISSAUGA

Produced by: CPS-IT, Geospatial Solutions



- ARTIFICIAL TURF
- SYNTHETIC TRACK

ANAKA PARK FACILITY FIT

4 LANES 360m
DOUBLE BEND (R: 24m & 48m)
W/ MAJOR SOCCER PITCH

06	201#-##-##	Issued for -----
05	201#-##-##	Issued for -----
04	201#-##-##	Issued for -----
03	201#-##-##	Issued for -----
02	2022-01-28	Issued for Review
01	2018-09-26	Issued for Review

Scale 1:1000 DWG No. **L-AP3B**

January 2018

Drawn By: KY
Checked By: SS



Community Services
Park Development
201 City Centre Drive.
Mississauga ON 9F1 L5B 2T4

MISSISSAUGA.CA
905.615.3200

PLOTTED ON: \$DATE\$

City of Mississauga Corporate Report



Date: February 24, 2023

To: Chair and Members of General Committee

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

Originator's files:
LA.07-MZO (All Wards)

Meeting date:
March 8, 2023

Subject

PUBLIC MEETING RECOMMENDATION REPORT (ALL WARDS)

Expanded delegated authority – Minister's Zoning Orders pursuant to Section 47 of the *Planning Act*

Recommendation

1. That the Commissioner of Planning and Building, or their designate, be authorized to execute development agreements and associated commitments required to implement the terms of Minister's Zoning Orders between the Corporation of the City of Mississauga and landowners and their development partners under Section 47 of the *Planning Act* including all necessary amendments, extensions, and/or documents ancillary thereto, in a form satisfactory to Legal Services.
2. That a by-law be enacted to authorize the Commissioner of Planning and Building and the City Clerk to execute and affix the Corporate Seal to the development agreements under Section 47 of the *Planning Act* between the City of Mississauga, landowners, development partners and authorized agents, to the satisfaction of the City Solicitor.

Background

The Province may authorize changes to land use through Minister's Zoning Orders (MZO). MZOs can permit new uses and buildings, but the technical review to ensure that any proposed development meets municipal standards and by-laws is a separate process. MZOs supersede local zoning regulations.

Generally, the City's technical review of features such as site design, access, servicing, waste storage, parking, loading and landscaping are reviewed through Site Plan Control under Section

41 of the *Planning Act*. While site plan approval under Section 41 of the *Planning Act* is not required for MZOs, the orders still require that development be subject to an agreement under Section 47 of the *Planning Act* between the City and the owner of the property. Agreements are put in place to outline the responsibilities of the City and the property owner, to ensure the site is developed in a specific manner. Agreements outside of the site plan control process currently require Council authority for execution.

A Section 47 agreement would be similar to a Section 41 agreement for site plan approval. In order to expedite agreement execution, Council may choose to delegate authority to staff.

Comments

The City of Mississauga's Corporate Policy and Procedure 02-03-02 Delegation of Council's Powers and Duties provides a framework where Council's legislative and administrative powers may be delegated in accordance with applicable legislative requirements. Legislative powers may be delegated by Council where they are minor in nature and where Council has explicitly provided for the terms and conditions under which the powers shall be exercised.

The Commissioner of Planning and Building has delegated authority to approve site plan applications, including executing site plan agreements. The Commissioner also has authority to approve Plans of Subdivision and Plans of Condominium. In 2022, Council adopted additional delegated authority to allow the Commissioner to approve by-law amendments to remove holding provisions in addition to approving applications.

The Commissioner does not have the delegated authority to execute agreements and associated commitments required to implement the terms of MZOs. These agreements would be similar to site plan agreements; as they are technical in nature and do not require public consultation as per the *Planning Act*. MZOs are issued infrequently but are increasing. By delegating authority to the Commissioner, the City is able to provide better customer service and reduce processing time.

Any changes as a result of delegated authority would not alter the *Planning Act* requirements. Agreements will not be executed by the City until it has been finalized to the satisfaction of all appropriate City departments.

COMMUNITY ENGAGEMENT

The General Committee meeting of March 8, 2023 will be considered the public meeting for members of the public to comment on the proposed by-law.

PLANNING ANALYSIS SUMMARY

The delegation of authority to execute agreements does not change any notice or public meeting requirements or limit appeal rights under the *Planning Act*. It also does not change the requirements under the *Planning Act* for land use planning decisions to be consistent with the Provincial Policy Statement (PPS), conform with and not conflict with provincial plans and conform to both the Region of Peel Official Plan and the City of Mississauga Official Plan.

Financial Impact

There are no financial impacts resulting from the adoption of the recommendations in this report.

Conclusion

The proposed delegated authority to execute agreements associated with MZO's represents a progressive approach to addressing the Provincial objective of streamlining the development approval process. Should the proposed policies be approved by Committee, a by-law delegating authority to the Commissioner of Planning and Building to authorize the passing of by-laws to execute agreements will be brought forward to Council at a future date.



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

Prepared by: Robert Ruggiero, Development Planner

City of Mississauga Corporate Report



Date: February 14, 2023 To: Chair and Members of General Committee	Originator's files:
From: Raj Sheth, P.Eng, Acting Commissioner of Corporate Services	Meeting date: March 8, 2023

Subject

2022 Obsolete Policies and Procedures

Recommendation

That Corporate Policy and Procedure - 09-00-01 - Corporate Environmental Principles, attached as Appendix 1 to the report dated February 14, 2023 from the Acting Commissioner of Corporate Services, entitled "2022 Obsolete Policies and Procedures", be rescinded.

Executive Summary

- Corporate Policies and Procedures are regularly reviewed
- Staff responsible for reviewing Corporate Policies and Procedures may determine that a policy is no longer required and request that it be rescinded
- Corporate Policy and Procedure - 09-00-01 - Corporate Environmental Principles, introduced in 1997, has been effective, has now become embedded in the day-to-day actions of the City, and therefore is no longer required as a stand-alone policy.

Background

All Corporate Policies and Procedures are regularly reviewed to ensure that they remain current:

- Most Corporate Policies and Procedures, including 09-00-01 - Corporate Environmental Principles, are reviewed on a three (3) year cycle.
- Where required by legislation, policies are reviewed annually.
- Where applicable to a term of Council, policies are reviewed on a four (4) year cycle

In the course of a scheduled review in 2022, departmental staff from the Environment Section, Parks, Forestry and Environment Division (Owner of the policy) identified that Corporate Policy and Procedure - 09-00-01 - Corporate Environmental Principles is no longer required.

Comments

The Corporate Environmental Principles policy was first introduced in 1997. The principles set out in the policy can be grouped into three categories:

1. Principles that foster regulatory compliance and promote due diligence
2. Principles that promote corporate stewardship and environmental risk management, and
3. Principles that promote community partnerships to achieve environmental stewardship

Over the past twenty-five years, the principles have been thoroughly embedded in City operations by aligning the principles with corporate strategies, policies and programs.

Examples of corporate strategies that are aligned with the Corporate Environmental Principles policy include, but are not limited to, the [Strategic Plan](#), the [Transportation Master Plan](#) and its supporting [Cycling](#) and [Pedestrian](#) Plans, [Climate Change Action Plan](#), [MiWay Five Transit Service Plan](#), [MiWay's Infrastructure Growth Plan](#), [5 Year Energy Conservation Plan](#), [Corporate Green Building Standards](#), [Parks and Forestry Master Plan](#), [Natural Heritage and Urban Forest Strategy](#), [Urban Forest Management Plan](#), [Invasive Species Management Plan and Implementation Strategy](#), and the [Peel Zero Emission Vehicle Strategy](#).

[Sustainable Procurement](#), [Disposal of Surplus City Assets](#) and [Corporate Green Fleet and Equipment](#) are examples of Corporate Policies and Procedures aligned with the principles.

The principles are also imbedded in the projects and programs that we have developed in our environmental educational programs, at our parks and in our forests, through our commitment to low impact developments, the purchase of electric vehicles and second-generation hybrid buses, incorporating sustainable design principles to buildings and by building energy efficient facilities.

While the journey to environmental sustainability excellence continues, the intent of the Corporate Environmental Principles policy has been achieved and City staff recommend rescinding this policy.

Financial Impact

There is no financial impact resulting from the Recommendation in this report.

Conclusion

For the reasons outlined in this report, Corporate Policy and Procedure - 09-00-01 - Corporate Environmental Principles has been effective and has now become embedded in the day-to-day actions of the City and therefore a stand alone policy is no longer required.

Attachments

Appendix 1: Corporate Policy and Procedure – 09-00-01 – Corporate Environmental Principles.



Raj Sheth, P.Eng, Acting Commissioner of Corporate Services

Prepared by: David DeForest, Corporate Policy Consultant

City of Mississauga

Corporate Policy & Procedure

**Policy Title: Corporate Environmental Principles****Policy Number: 09-00-01**

Section:	Environment And Conservation	Subsection:	General
Effective Date:	December 17, 1997	Last Review Date:	May, 2015
Approved by: Council	Owner Division/Contact: Environment Division, Community Services Department		

Policy Statement

The Corporation of the City of Mississauga is committed to fostering environmental protection, conducting its operations in an environmentally responsible manner and promoting awareness of environmental issues and initiatives.

Purpose

The Corporation recognizes the intrinsic value of the natural environment and has identified environmental management as an important corporate priority. The practice of environmental management provides a framework to manage an organization's environmental practices, processes and issues and to continuously improve its environmental performance.

The Corporation has adopted principles to fulfill its commitment to environmental protection and stewardship. This policy outlines those principles.

Scope

This policy applies to all employees. Each employee must understand his or her environmental responsibilities and act accordingly.

Environmental Principles

The Corporation's environmental principles can be grouped under the following three categories:

- Principles designed to foster regulatory compliance and promote due diligence
- Principles designed to foster corporate stewardship and environmental risk management, and
- Principles designed to foster environmental stewardship in the City

Regulatory Compliance

Compliance with environmental regulatory requirements and policies is fostered by:

Policy Number: 09-00-01

Effective Date: December 17, 1997

Policy Title: Corporate Environmental Principles

Last Review Date: May, 2015

2 of 2

- Promoting regulatory compliance and having regard for government environmental policies and guidelines in planning, establishing and managing City facilities, including public lands
- Requiring that future development be undertaken in conformity with the environmental policies in the Official Plan
- Developing, maintaining and testing emergency and contingency response plans for environmental incidents
- Promoting awareness of the Corporation's environmental management approach to assist employees in fulfilling their environmental responsibilities, and
- Undertaking performance reviews and evaluations of operations to promote and verify adherence to environmental policies

Corporate Stewardship and Environmental Risk Management

Corporate stewardship and the minimization of environmental risks and hazards are promoted by:

- Identifying, assessing and managing environmental risks associated with City activities
- Reducing or, where possible, eliminating pollution at the source
- Designing, developing and operating City facilities to use energy and materials efficiently to minimize potentially adverse environmental effects and to responsibly dispose of residual wastes, and
- Considering the purchase of environmentally responsible products when cost effective and practical

Community Stewardship

The Corporation promotes community partnerships in achieving environmental stewardship in the City by:

- Encouraging awareness and understanding of environmental practices by employees, customers, suppliers and the public and being responsive to environmental concerns
- Seeking opportunities to develop partnerships with other governments, the private sector and the community to achieve environmental solutions, and
- Responding to business and intergovernmental programs and educational initiatives that enhance environmental awareness and protection in the City

Revision History

Reference	Description
GC-693-97 - 1997 12 17	
April 2008 and May, 2015	Housekeeping amendments – Contact information

City of Mississauga Corporate Report



Date: February 14, 2023 To: Chair and Members of General Committee	Originator's files:
From: Raj Sheth, P. Eng, Acting Commissioner of Corporate Services	Meeting date: March 8, 2023

Subject

Annual Report on Commodity Price Hedging Agreements for 2022 (Electricity and Natural Gas)

Recommendation

That the Corporate Report dated February 14, 2023 entitled "Annual Report on Commodity Price Hedging Agreements for 2022 (Electricity and Natural Gas)", from the Commissioner, Corporate Services be received for information.

Report Highlights

- The Ontario Regulation 653/05 "Debt-related financial instruments and financial agreements" under Municipal Act 2001 as it pertains to Commodity Price Hedging Agreements, requires that municipalities adopt a statement of policies and goals relating to the use of financial agreements to address commodity pricing and costs before the municipality enters into commodity price hedging agreements. City of Mississauga adopted Corporate Policy #03-06-07 Procurement of Electricity and Natural Gas. This report is to satisfy the requirements of this Policy.
- The goal of the electricity and natural gas procurement strategies is to mitigate the risk of price volatility and optimize the cost of the City's electricity and natural gas.
- Fixed Price Contract (Hedging) is a method of managing the electricity and natural gas price volatility.
- The total cost of electricity for the City of Mississauga in 2022 was \$12,665,702 (1.76% tax included). The market conditions and offerings did not favour hedging for electricity; therefore, this strategy was not considered in 2022.
- The total cost of natural gas for the City of Mississauga in 2022 was \$4,345,833 (1.76% tax included). The City entered into a hedging agreement for 184,625 GJ (61%) of the

total natural gas requirements of 300,652 GJ for 2022, which was based on SME's advice as natural gas prices were forecasted to increase. The total avoided costs as a result of the blended hedge is \$249,376 compared to purchasing 100% of the quantity at market pricing.

- The City entered into a hedging agreement for 219,450 GJ (69%) of the total natural gas requirements of 319,172 GJ for 2023, which was based on SME's advice as natural gas prices are forecasted to increase.
- Moving City Hall to Class A for Global Adjustment in 2023 is expected to reduce electricity costs by \$82,570 to \$182,620 per year.

Background

This Report is being provided to General Committee as required by Corporate Policy # 03-06-07 on Commodity Price Hedging Agreements on Electricity and Natural Gas. The Policy states that electricity and natural gas procurement will be undertaken in a manner that endeavours to balance the need to achieve the lowest cost with the need for price stability.

To assist in developing the City's electricity and natural gas procurement strategy, the City hired Jupiter Energy Advisors Inc. (Subject Matter Expert) as an energy consultant for natural gas procurement and WattsWorth Analysis Inc. as an energy consultant for electricity procurement. They are hired to advise on supplier contracts and market opportunities and to provide the City with ongoing market updates and support as required.

The Policy also requires that the Commissioner of Corporate Services and CFO provide a report to Council, on an annual basis that contains the information provided in this report.

Comments

Electricity

There are 3 major costs associated with Electricity use for the City:

- Commodity/Supply – The cost of purchasing the electricity from a Generator, Retailer, or the Local Distributing Company (LDC).
- Global Adjustment – Charge which includes compensation to Ontario Power Generation when market prices fall below an agreed base price but also the recovery of premium that the Province pays towards green power generation projects and conservation programs. Global Adjustment can be either Class A, Class B or embedded in the commodity rates for small accounts.

- Regulated Charges – Costs to deliver the electricity from the Generator to the LDC (Transmission) and from the LDC to the end user (Distribution) in addition to fixed connection and administrative fees.

In an effort to identify the most suited electricity procurement strategy which best optimizes the City's electricity cost and reduces the risk of adverse price movement, the City analyzes the previous year's strategy performance, the market conditions, new regulations and available procurement options offered by the LDC.

Hedging is a procurement strategy known to manage the price volatility. Hedging was not considered for the City's electricity purchase since 2004 when Global Adjustment was introduced. The reason for this is that retailers are currently only offering contracts to cover the Hourly Ontario Electricity Price (HOEP) which is the commodity portion of the electricity price, and not the Global Adjustment. As the HOEP currently makes up 48% of the pricing, a hedge would still leave a portion of the City's electricity exposed to the volatility of the Global Adjustment.

The City also monitors Electricity accounts type. There are 321 electricity accounts in the City that can be divided into two main categories:

- Small accounts (less than 50 kW, Residential and Small Commercial):
Commodity rates for these accounts are regulated and can be either Time of Use (ToU) or Tiered price plans. There are 258 accounts in this category but they only represent around 13% of the annual electricity cost of the City. The City recently changed 9 of these accounts from Tiered to Spot and 1 account from Tiered to ToU as they are better suited for the load profiles.
- Large account (50 to 499 kW, 500 to 4999 kW and Street Lighting):
The City has 63 accounts in this category representing 87% of the annual electricity cost. Electricity rates for these accounts are based on Spot Market Rates (Hourly Ontario Energy Price – HOEP) and; for the majority of them; Global Adjustment Class B rates. The City has the option to select Global Adjustment Class A if the demand of the account is more than 1,000 kW. This allows the City to potentially save on Global Adjustment charges by curtailing demand during peak periods. In 2022, the optimal option was to remain Class B due to uncertainty associated with the impact on the load profile.

2023 Strategy

With HOEP (i.e. index rates) currently averaging about 4.71 cents per kWh year-to-date, the Global Adjustment (5.34 c/kWh) still makes up a higher share of the City's electricity charge (10.05 c/kWh). As such, no hedging is currently suggested as part of the procurement strategy for 2023; however, should market conditions continue to trend towards higher HOEP share and the risk of higher index price volatility increases, the strategy will be revisited.

For 2023, the more beneficial option from a cost perspective for City Hall for 2023 was to opt in for ICI Class A. The avoided cost for the City to elect this option is estimated to be between \$82,570 to \$182,620 over remaining in Class B. The Class A versus Class B option will be reviewed each year.

The City will continue to monitor all large accounts and select the optimum strategy for each one as performance, eligibility criteria and requirements change over time.

Natural Gas

There are three major costs associated with Natural Gas use for the City:

- **Commodity/Supply** – The cost of purchasing the physical natural gas from a supplier.
- **Transportation** – The costs associated with moving the purchased natural gas from the point of purchase to the Local Distributing Company (LDC) at Dawn (Ontario). If natural gas is purchased directly at Dawn the transportation cost becomes embedded in the commodity price.
- **Regulated Charges** – Administrative charges and costs to deliver the natural gas from the LDC to the end user and the Federal Carbon Charge.

This report refers to the first two bullet points. Regulated charges are set by the Ontario Energy Board (OEB) or the Federal government and are not subject to commodity purchase strategies.

Similar to electricity, the procurement strategy for natural gas aims to mitigate budget volatility while maintaining an optimal cost over time.

There are three representative strategies for commodity procurement:

- 100% Fixed Price (Hedge);
- 0% Fixed (100% Index or Spot Market);
- Blended strategies (a combination of the two strategies).

Statistics show that a 100% Fixed Price strategy lowers volatility but produces the highest prices. The 100% Index achieves the lowest price but with greater volatility relative to other strategies. Blended strategies provide a compromise between price and volatility. Hedging contracts are offered for fixed terms. Typical terms include Winter Hedges (November to March) and Annual Hedges (November to October).

The City used Blended strategies in the past years and the City did pursue purchasing 61% of the required quantity on fixed price contracts (hedging). The decision was taken after reviewing historical market conditions and the future forecasted trends of the factors that impact natural gas prices. The City also reviewed hedging scenarios received from Jupiter Energy Advisors

Inc. (Subject Matter Expert) and a summary of the purchase strategy used in 2022 is presented in the table below.

Table 1: Natural Gas 2022 Procurement Strategy

Year	Procurement Method	Period	Duration	Amount (% of total volume)	Volume of Natural Gas
2022	Hedging (contract) at Dawn	Jan-Jun	6 Months	50%	184,625 GJ
		Jul-Oct	4 Months	75%	
		Nov-Dec	2 Months	67%	
	Daily Priced Index at Dawn	Jan-Jun	6 Months	50%	116,027 GJ
		Jul-Oct	4 Months	25%	
		Nov-Dec	2 Months	33%	
	2022 Totals	Jan-Dec	12 Months	100%	300,652 GJ

It should be noted that the decision to engage in different purchase strategies of natural gas is always based on the information available at the time and the recommendations provided by the SME engaged by the City to advise on commodity procurement.

Review of Natural Gas Strategy for 2022

The following hedging scenarios were analysed for 2022 natural gas purchasing:

Table 2: Natural Gas 2022 Procurement Scenarios

Date of Analysis	Scenario	Percentage of Hedging	Duration	Cost Compared to No-Hedging Scenario (Benefit)	
				Forecasted Index Price	High Index Price
Aug 2021	Winter Hedge	50%	Nov 21 to Mar 22	(\$13,563)	(\$34,527)
Mar 2022	Hedging 12 Months	50%	Apr 22 to Mar 23	(\$2,600)	(\$229,900)
	Hedging 19 Months	50%	Apr 22 to Oct 23	(\$2,600)	(\$264,600)
Jun 2022	Hedging 9 Months	25%	Jul 22 to Mar 23	\$21,200	(\$197,300)
	Hedging 21 Months	25%	Jul 22 to Mar 24	\$46,400	(\$256,100)
Dec 2022	Hedging 12 Months	44%	Apr 23 to Mar 24	(\$19,100)	(193,100)
RiskSensor Model				10%	90%

In March 2022, based on SME's advice the City entered a hedging agreement for 12 months as the RiskSensor Model analysis shown above indicated that all hedging scenarios would result in avoided costs.

In June 2022, SME's analysis indicated high price volatility due to the explosion at a Texas LNG plant which at the time caused prices to increase significantly. Hence, additional hedging options were pursued at the time the forecasts were presented.

In December 2022, a combination of colder than normal weather forecasts and the anticipated higher exports due to the resumption of the Texas LNG plant indicated that prices were going to increase into 2023. Based on the SME's advice the City entered into a hedging agreement as the analysis showed the proposed hedging scenario would result in avoided costs.

Forecast and Recommendations

Natural gas prices are impacted by supply and demand factors. To anticipate natural gas prices, volatility and evaluate hedging options, the following factors were reviewed in 2022:

Storage – Low

- Storage levels were slightly below the 5 year average levels.
- Storage levels were expected to fall further behind the 5 year average by the end of 2022.

Production Levels – Normal

- Production increased to pre-pandemic levels and expected to increase only gradually through the remainder of 2022 into 2023.

Demand – Normal to High

- Natural gas exports increased significantly from 2021 to 2022 and are expected to grow again from 2022 to 2023.
- Domestic use was expected to increase due to nuclear capacity going offline and natural gas being used to backfill it.

Weather

- Weather forecasts indicated colder than normal winter conditions for the remainder of 2022 going into 2023.

An analysis of the above factors at the time indicated that the risk of volatility is high and that the index prices would maintain recent variable trends.

Implemented Actions

- In the first quarter of 2022, the City entered into a hedge agreement for 50% of its natural gas requirements on a fixed price contract for the period April 2022 to March 2023, with the remaining 50% at index pricing.
- In the second quarter of 2022, the City entered into another hedge agreement for 25% of its natural gas requirements on a fixed price contract for the period July 2022 to March 2024.

- In the last quarter of 2022, the City entered into another hedge agreement for 44% of its natural gas requirements for the period April 2023 to March 2024.
- There was no need for separate transportation charges as they were embedded in the commodity price.
- Hedging in 2022 resulted in \$249,376 in avoided costs as compared to purchasing 100% of the quantity at market pricing.

Actual Conditions

The actual market conditions were disturbed by the tight supply and demand balance that impacted the majority of the world in 2022 due to ongoing geopolitical conditions. The impact on natural gas prices was unprecedented volatility that resulted in higher prices over 2022 due to the following reasons:

Storage –Low to Normal

- Lower than normal storage at the end of 2022 compared to the 5 year average.

Production – Low to Normal

- The production has increased to pre-pandemic levels but still lower than the 5 year average production levels.

Demand – Normal to High

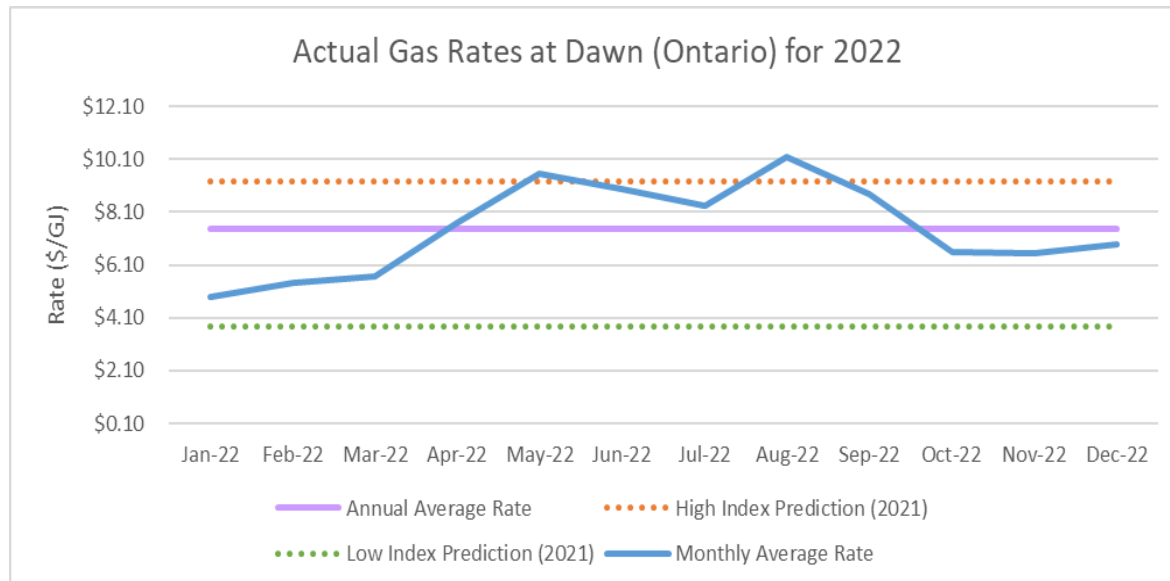
- Liquefied Natural Gas (LNG) exports grew significantly between 2021 and 2022.
- Domestic use increased due to nuclear capacity going offline and natural gas being used to backfill it.

Weather

- Relatively mild summer and a moderate beginning to the heating season helped reduce the demand for natural gas in 2022.

Actual Results

- The annual average of the monthly rate that the City paid for natural gas delivered to Dawn (transportation included) was \$7.452/GJ.
- The average monthly rates had an increasing trend at the start of 2022 then significantly increased following March 2022 until October 2022 when prices started to stabilize. The variation was around 20% on average from the mean where the monthly rates ranged between \$3.770/GJ and \$9.280/GJ.
- Figure 1 below depicts the monthly variation in rates which were within the prediction limits identified in 2021 until September 2022 when rates exceeded the high case index prediction.

Figure 1: Actual 2022 Natural Gas Rates at Dawn

As can be seen above, the impact of the pandemic on supply and demand factors and geopolitical factors caused unusual volatility in the second quarter of 2022 and pushed the prices towards and above the high case index projection into the third quarter of 2022. The 2022 purchase strategy provided the intended budget stability and resulted in approximately \$249,376 in avoided costs as compared to purchasing 100% of the quantity on market pricing.

2023 Strategy

For the period from November 2022 to October 2023 period the following factors were reviewed in 2022 to anticipate natural gas prices, volatility, and evaluate hedging options:

Storage – Low

- Storage levels were slightly below the 5 year average levels.
- Storage levels were expected to fall further behind the 5 year average by the end of 2022.

Production Levels – Normal

- Production increased to pre-pandemic levels and expected to increase only gradually through the remainder of 2022 into 2023.

Demand – Normal to High

- Natural gas exports are expected to grow again from 2022 to 2023.
- Domestic use is expected to decrease slightly in 2023 due to recessionary expectations.

Weather

- Weather forecasts indicated colder than normal winter conditions for the remainder of 2022 going into 2023.

Given the above factors and the unprecedented natural gas prices in 2022 and market volatility the City entered into hedging agreements as noted above.

Financial Impact

In 2022, the City achieved the intended utility budget stability with hedging. Although November and December are considered part of the 2023 purchasing strategy, the hedging options selected resulted in 2021 and 2022 resulted in \$249,376 in avoided costs for the calendar year.

Conclusion

This report provides an overview of the electricity and natural gas procurement strategy used in 2022 and the results of the strategy. Additionally, it presents the approach to be followed in 2023.

The City proactively monitors electricity and natural gas markets conditions and takes appropriate procurement decisions in order to mitigate the risk of price volatility and optimize the cost of the City's utilities.



Raj Sheth, P. Eng, Acting Commissioner of Corporate Services

Prepared by: Dana Wadi, Supervisor, Utilities, Facilities & Property Management

City of Mississauga

Corporate Report



<p>Date: January 30, 2023</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files: PO13 CIT</p>
<p>From: Raj Sheth, P.Eng, Acting Commissioner of Corporate Services</p>	<p>Meeting date: March 8, 2023</p>

Subject

Removal of the Municipal Capital Facility designation under By-law 0434-2004 for Units 800 and 900 of 201 City Centre Drive, Tax Roll No.210504015400449

Recommendation

1. That effective April 1, 2023, a by-law be enacted to amend By-law 0434-2004, being "A By-law to provide for Municipal Capital Facilities", in order to delete the municipal capital facilities designation for property tax purposes for Units 800 and 900 of 201 City Centre Drive (the "Leased Premises"), comprising a total area of approximately 3,780.50 square meters (40,693 square feet) as outlined in the corporate report and appendix dated January 30, 2023 from the Acting Commissioner of Corporate Services entitled "Removal of the Municipal Capital Facility designation under By-law 0434-2004 for Units 800 and 900 of 201 City Centre Drive, Tax Roll No.210504015400449.
2. That the Clerk be directed to notify the Minister of Education, Municipal Property Assessment Corporation, the Regional Municipality of Peel and the secretary of any school board which includes the land exempted, of the enactment of the By-law.
3. That all necessary by-laws be enacted.

Executive Summary

- By a commercial lease dated August 8, 2007, the City of Mississauga (the "City") as Tenant acquired use of the Leased Premises from Morguard Corporation & MCC Ontario Limited (the "Landlord") consisting of approximately 3,780.50 square meters (40,693 square feet) of space in the office building located at 201 City Centre Drive, to be used for staff offices.
- By-law 0434-2004 provides a comprehensive list of City leased or licensed facilities that City Council has exempted from property taxes by designating such facilities as Municipal Capital Facilities.

- The Leased Premises were designated as Municipal Capital Facilities under By-law 0434-2004, carried out through amending By-laws 0459-2007 and 0159-2012. By designating the Leased Premises as municipal capital facilities, the City was not required to pay property taxes as part of the monthly rent payable under the lease agreement.
- The City will surrender possession of Units 800 and 900 on March 31, 2023.
- By removing the Municipal Capital Facility designation from the Leased Premises, those office spaces will revert to being taxable for municipal and school purposes.

Background

By way of delegated authority under By-law 0278-2007, the City entered into the Lease Agreement with the Landlord dated August 8, 2007 to occupy, among other space, Units 800 and 900 for a period of five (5) years commencing on April 1, 2008 (the “Lease Agreement”). The City exercised its options to extend the term of the Lease Agreement and amended it to also include additional office space in subsequent years. The City thereafter vacated all units under the Lease Agreement except for Units 800 and 900. The term for these units will be expiring on March 31, 2023 and the City does not intend to extend the lease.

Property that is owned and occupied by the City is exempt from taxation pursuant to section 3(9) of the Assessment Act, RSO 1990, c A.31. However, this exemption does not flow through automatically where the City leases or licenses space for municipal purposes from a person or corporation that is subject to taxation.

Section 110 of the Municipal Act, 2001, SO 2001, c 25, permits the council of a municipality to exempt from taxation for municipal and school purposes leased or licensed lands on which municipal capital facilities are or will be located. Municipal capital facilities are defined by the O. Reg. 603/06, as amended by O. Reg. 151/16 to include, among other things, facilities used for the general administration of the municipality. Once a property is designated as a Municipal Capital Facility, the Municipal Property Assessment Corporation (MPAC) is notified and then change the classification for the property or portion of the property to exempt.

The Leased Premises were designated as a Municipal Capital Facility under By-law 0434-2004, as amended. In order to have the Leased Premises revert back to being taxable, a new amending by-law must be enacted removing the Municipal Capital Facility designation to be effective on April 1, 2023 (the day after the Lease Agreement expires)

Comments

When a property no longer qualifies being designated as a municipal capital facility, it is important to amend By-law 0434-2004, being “A By-law to provide for Municipal Capital Facilities”, so that the Municipal Property Assessment Corporation (MPAC) is then provided with the required information to adjust the classification for the property back to taxable and remove the exemption from taxation for municipal and school purposes. The Leased Premises will no longer be occupied by the City after March 31, 2023 and therefore it is appropriate to amend By-law 0434-2004 to remove the Leased Premises from the list of designated municipal capital facilities.

Financial Impact

The removal of the Municipal Capital Facilities designation and returning the leased space to taxable will result in in-year tax adjustments through supplementary/omitted taxes for the current and two prior years as applicable. Current legislation only allows collection of supplementary/omitted taxes for the current and two prior years. The amount of supplementary/omitted taxes is dependent on the assessment change from MPAC changing from exempt to taxable.

Conclusion

It is necessary to amend By-law 0434-2004 in order to remove the Leased Premises from the list of designated municipal capital facilities. This amendment will enable MPAC to correct the classification from exempt for municipal and school taxation. Should Council adopt the recommendations of this report, MPAC would revert the Leased Premises back to taxable for municipal and school purposes.

Attachments

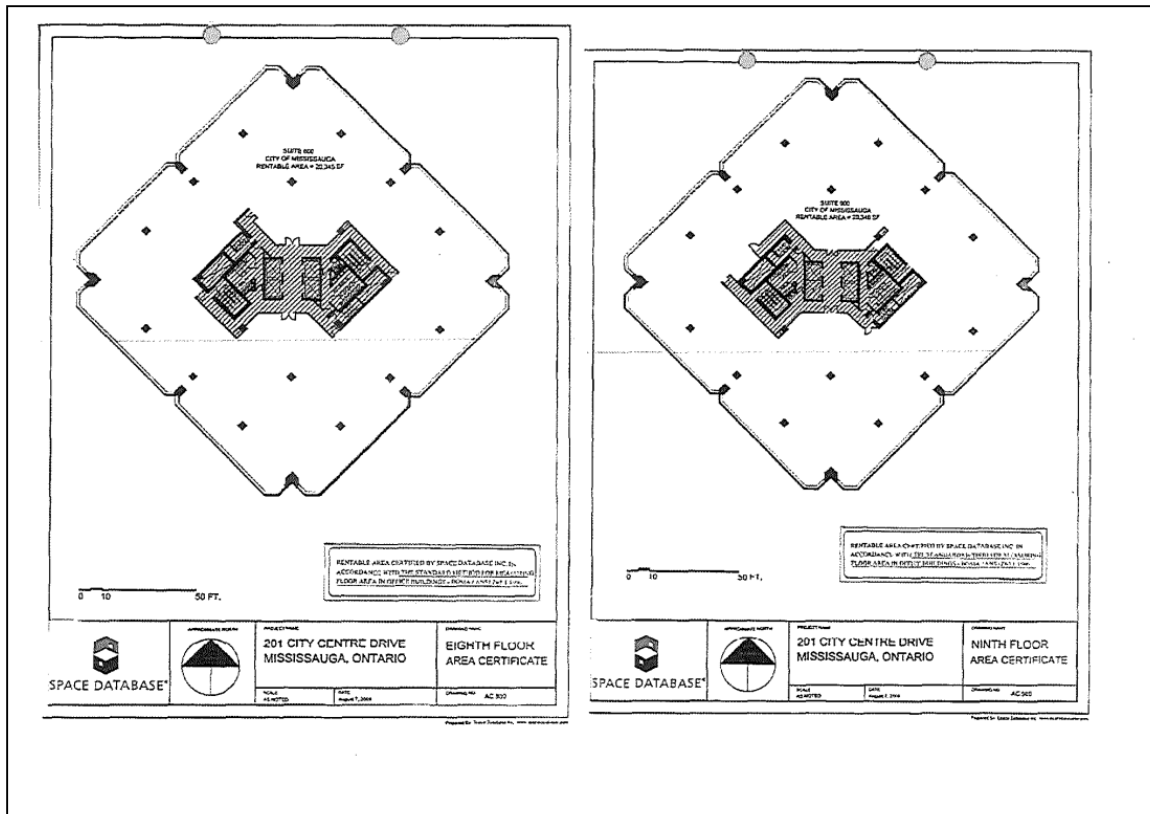
Appendix 1: The Leased Premises – The Tax Exempt Portion of 201 City Centre Drive



Raj Sheth, P.Eng, Acting Commissioner of Corporate Services

Prepared by: Jackie Murchland, Supervisor, Realty Services

Appendix 1 The Leased Premises – The Tax Exempt Portion of 201 City Centre Drive



City of Mississauga

Corporate Report



<p>Date: February 3, 2023</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files: PO13 MEA</p>
<p>From: Raj Sheth, P.Eng, Acting Commissioner of Corporate Services</p>	<p>Meeting date: March 8, 2023</p>

Subject

Removal of the Municipal Capital Facility designation under By-law 0434-2004 for Unit A001003 of 6677 Meadowvale Town Centre Circle, Tax Roll # 21-05-04-0-098-56920-0000

Recommendation

1. That a by-law be enacted to amend By-law 0434-2004, being "A By-law to provide for Municipal Capital Facilities", in order to remove the municipal capital facilities designation for property tax purposes for certain premises comprising an area of approximately 1,839.39 square meters (19,799 square feet) (the "Leased Premises") as outlined in the corporate report and appendix dated February 3, 2023 from the Acting Commissioner of Corporate Services entitled "Removal of the Municipal Capital Facility designation under By-law 0434-2004 for Unit A001003 of 6677 Meadowvale Town Centre Circle, Tax Roll # 21-05-04-0-098-56920-0000".
2. That the Clerk be directed to notify the Minister of Education, Municipal Property Assessment Corporation, the Regional Municipality of Peel and the secretary of any school board which includes the land exempted, of the enactment of the By-law.
3. That all necessary by-laws be enacted.

Executive Summary

- By a commercial lease dated September 6, 2001, the City of Mississauga (the "City") as the tenant acquired use of the Leased Premises from First Capital (Meadowvale) Corporation (the "Landlord") consisting of approximately 1,839.39 square meters (19,799 square feet) of space in the commercial building located at 6677 Meadowvale Town Centre Circle, to be used as a public library.
- By-law 0434-2004 provides a comprehensive list of City leased or licensed facilities that City Council has exempted from property taxes by designating such facilities as Municipal Capital Facilities.

- The Leased Premises were designated as Municipal Capital Facilities under By-law 0434-2004, carried out through amending By-law 0459-2007. By designating the Leased Premises as municipal capital facilities, the City was not required to pay property taxes as part of the monthly rent payable under the lease agreement.
- The City surrendered possession of the Leased Premises to the Landlord on September 30, 2016.
- By removing the Municipal Capital Facility designation from the Leased Premises, those office spaces will revert to being taxable for municipal and school purposes.

Background

By way of delegated authority under By-law 0605-2001, the City entered into the Lease Agreement with the Landlord dated September 6, 2001 to occupy Unit A001003 for a period of ten (10) years and twenty-one (21) days commencing on March 11, 2002 (the “Lease Agreement”). The parties subsequently extended the term of the Lease Agreement to expire on September 30, 2016.

Property that is owned and occupied by the City is exempt from taxation pursuant to section 3(9) of the Assessment Act, RSO 1990, c A.31. However, this exemption does not flow through automatically where the City leases or licenses space for municipal purposes from a person or corporation that is subject to taxation.

Section 110 of the Municipal Act, 2001, SO 2001, c 25, permits the council of a municipality to exempt from taxation for municipal and school purposes leased or licensed lands on which municipal capital facilities are or will be located. Municipal capital facilities are defined by the O. Reg. 603/06, as amended by O. Reg. 151/16 to include, among other things, facilities used for the general administration of the municipality. Once a property is designated as a Municipal Capital Facility, the Municipal Property Assessment Corporation (MPAC) is notified and then change the classification for the property or portion of the property to exempt.

The Leased Premises were designated as a Municipal Capital Facility under By-law 0434-2004, as amended. In order to have the Leased Premises revert back to being taxable, a new amending by-law must be enacted removing the Municipal Capital Facility designation to be effective on October 1, 2016 (the day after the Lease Agreement expired).

Comments

When a property no longer qualifies being designated as a municipal capital facility, it is important to amend By-law 0434-2004, being “A By-law to provide for Municipal Capital Facilities”, so that the Municipal Property Assessment Corporation (MPAC) is then provided with the required information to adjust the classification for the property back to taxable and remove the exemption from taxation for municipal and school purposes. The Leased Premises was

surrendered to the Landlord in 2016 and therefore it is appropriate to amend By-law 0434-2004 to remove the Leased Premises from the list of designated municipal capital facilities.

Financial Impact

The removal of the Municipal Capital Facilities designation and returning the leased space to taxable results in in-year tax adjustments through supplementary/omitted taxes for the current and two prior years as applicable. MPAC reverted the exempted portion of the property to taxable and issued tax adjustments for 2016 and 2017, when the lease termination was forwarded to MPAC in 2017, therefore there is no additional financial impact as a result of the removal of MCF designation for this property through amended bylaw.

Conclusion

It is necessary to amend By-law 0434-2004 in order to remove the Leased Premises from the list of designated municipal capital facilities. This amendment will enable MPAC to correct the classification from exempt for municipal and school taxation.

Attachments

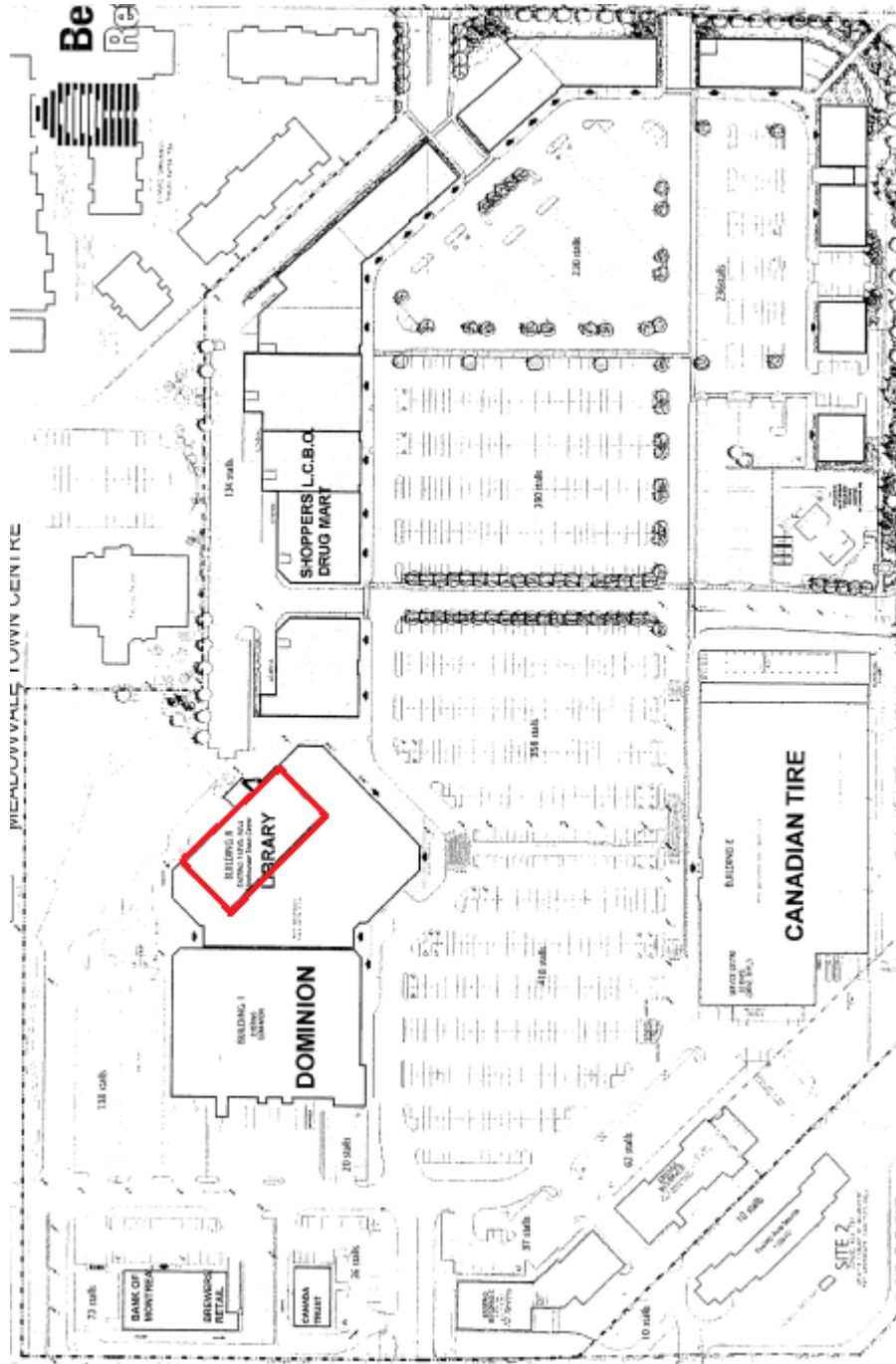
Appendix 1: The Leased Premises – The Tax Exempt Portion of 6677 Meadowvale Town Centre Circle, Tax Roll # 21-05-04-0-098-56920-0000



Raj Sheth, P.Eng, Acting Commissioner of Corporate Services

Prepared by: Jackie Murchland, Supervisor, Realty Services

Appendix 1
The Leased Premises – The Tax Exempt Portion of 6677 Meadowvale Town Centre Circle



City of Mississauga Corporate Report



Date: February 28, 2023 To: Chair and Members of General Committee	Originator's files:
From: Shari Lichterman, CPA, CMA, Acting City Manager and Chief Administrative Officer	Meeting date: March 8, 2023

Subject

Amendment to By-law 0233-2013

Recommendation

That Council approve the amendment to By-law 0233-2013, being a by-law to delegate the powers and duties of Council with respect to the execution of Extension Agreements, to delegate the powers and duties of Council to the Director, Finance and Treasurer or the Manager, Revenue and Taxation, with respect to also entering into an extension agreement with any person the Treasurer is satisfied has an interest in the land, pursuant to section 378 of the *Municipal Act, 2001*; as outlined in the report dated February 28, 2023, from the Acting City Manager and Chief Administrative Officer, entitled, "Amendment to By-law 0233-2013".

Background

Section 373 of the *Municipal Act, 2001* (the "Act") provides the municipality with the ability to register a tax arrears certificate against the title of land where taxes are more than three years in arrears. In order to have the tax arrears certificate cancelled, the cancellation price needs to be paid within one year from the date of registration of the tax arrears certificate, per subsection 375(1) of the Act.

Section 378 of the Act allows a municipality, after the registration of the tax arrears certificate and before the expiry of the one-year period, to enter into an extension agreement extending the period of time in which the cancellation price is to be paid. An extension would avoid tax sale of the property provided the terms of the agreement are adhered to. Failure to meet any payment date and/or amount specified in the agreement will reinstate the tax sale process.

If at the end of the one-year period following the date of the registration of the tax arrears certificate, the cancellation price remains unpaid and there is no subsisting extension agreement, subsection 379(2) of the Act provides for the land to be offered for public sale.

On October 30, 2013, Council enacted By-law 0233-2013, to delegate the powers and duties of Council to the Director, Revenue and Materiel Management (now the Director, Finance and Treasurer) or the Manager, Revenue and Taxation, with respect to the execution of extension agreements with any owner of the land, the spouse of any owner, any mortgagee, or any tenant in occupation of the land, pursuant to the then section 378 of the Act.

Comments

After the enactment of By-law 0233-2013, section 378 of the Act was subsequently amended to allow Council the ability to also enter into an extension agreement with any person the Treasurer is satisfied has an interest in the land.

It is determined that an amendment is required to By-law 0233-2013 to also delegate to the Director, Finance and Treasurer or the Manager, Revenue and Taxation Council's powers and duties to enter into an extension agreement with any person the Treasurer is satisfied has an interest in the land, pursuant to section 378 of the Act.

Financial Impact

There are no financial impacts resulting from the recommendations in this report.

Conclusion

By-law 0233-2013 requires an amendment to delegate the powers and duties of Council, to the Director, Finance and Treasurer or the Manager, Revenue and Taxation, with respect to entering into an extension agreement with any of the persons described in section 378 of the *Municipal Act, 2001*.



Shari Lichterman, CPA, CMA, Acting City Manager and Chief Administrative Officer

Prepared by: Angela Li, Manager, Revenue and Taxation

REPORT 2 - 2023

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Heritage Advisory Committee presents its second report for 2023 and recommends:

HAC-0005-2023

That the following items were approved on consent at the February 21, 2023 Heritage Advisory Committee:

- Item 9.2 - Request to Alter a Heritage Designated Property at 327 Queen Street South (Ward 11)
- Item 10.1 - 91 Lakeshore Road East (Ward 1)

(HAC-0005-2023)

HAC-0006-2023

1. That the Corporate Report dated January 13, 2023 from the Commissioner of Community Services, entitled "Heritage Planning 2022 Year in Review," be received.
2. That staff be directed to provide General Committee with a report reviewing the three tier system of heritage grants with a proposal to increase the base amount from \$5,000 to \$10,000;
3. That staff be directed to conduct an analysis of how funding can be reallocated to other applications should a property owner not wish to complete their approved project in a given year;
4. That staff be directed to explore how the grant program can allow for increases in funding due to the rise in costs after the grant has been approved.

(HAC-0006-2023)

HAC-0007-2023

That the request to alter the heritage designated property at 327 Queen Street South (Ward 11), as outlined in the Corporate Report dated January 17, 2023 from the Commissioner of Community Services be approved.

(HAC-0007-2023)

(Ward 11)

HAC-0008-2023

That the memorandum dated February 3, 2023 entitled "91 Lakeshore Road East (Ward 1)" from John Dunlop, Manager, Heritage Planning & Indigenous Relations, be received for information.

(HAC-0008-2023)

(Ward 1)

REPORT 1 - 2023

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Mississauga School Traffic Safety Action Committee presents its first report for 2023 and recommends:

MSTSAC-0001-2023

1. That the head of school of Rotherglen School be requested to complete the following:
 - a. Remove the chain blocking alternate egress from Rotherglen School to Gaslamp Walk at AM school entry and PM school dismissal and that signage be installed indicating "exit only".
 - b. Implement modifications to the traffic circle on school property, signage and pavement markings to direct traffic wanting to proceed East on Old Derry Road to use the re-opened exit driveway on Gaslamp Walk to proceed South on Gaslamp Walk and East on Old Derry Road, and that traffic wanting to proceed Westbound on Old Derry Road continue to use the school driveway to access Old Derry Road.
 - c. Advise parents of the new procedure for accessing Old Derry Road via Gaslamp Walk for all Eastbound traffic on Old Derry Road.
2. That once part 1 of the recommendation has taken place, Transportation and Works be requested to extend the "no stopping" zone on Gaslamp Walk North an additional 50 metres from the stop sign at the intersection of Gaslamp Walk and Old Derry Road.
3. That Mississauga School Traffic Safety Action Committee be requested to re-inspect once parts 1 and 2 of the recommendation have been implemented.

(MSTSAC-0001-2023)

(Ward 11)

MSTSAC-0002-2023

1. That the warrants have not been met for the placement of a school crossing guard at Rathburn Road East and Trail 11, the Hydro Corridor at this time.
2. That Mississauga School Traffic Safety Action Committee be requested to re-inspect in March after March break.
3. That Transportation and Works be requested to conduct a speed study on Rathburn Road East at Trail 11, the Hydro Corridor.

(MSTSAC-0002-2023)

(Ward 3)

MSTSAC-0003-2023

1. That Parking Enforcement be requested to enforce the "no stopping" zones in front of Erin Centre Middle school at 3240 Erin Centre Boulevard and on Tenth Line West, South of Erin Centre Boulevard between the hours of 8:10 - 8:35 am and 2:10 - 2:40 pm.
2. That Peel Regional Police be requested to attend Erin Centre Middle School at 3240 Erin Centre Boulevard between the hours of 8:00- 8:30 am and 2:15- 3:00 pm to enforce:
 - a. The 30 km/hr speed limit.
 - b. no u-turns.
3. That Transportation and Works be requested to:
 - a. Review the feasibility of extending the signals for Erin Centre Boulevard at Tenth Line West to allow for back up of vehicles to clear Erin Centre Boulevard in front of the school.
 - b. Review the feasibility of implementing an advance left turn phase from 8:00 - 8:30 am and 2:30 - 3:00 pm.
 - c. Review the existing speed bumps that do not slow traffic.
 - d. Implement speed cameras on Erin Centre Boulevard in front of Erin Centre Middle School, 3240 Erin Centre boulevard.
 - e. Review the existing signage and replace any faded signage in front of Erin Centre Middle School, 3240 Erin Centre Boulevard.
4. That Mississauga School Traffic Safety Action Committee be requested to re-inspect at the area in front of Erin Centre Middle School and at the intersection of Tenth Line West and Erin Centre Boulevard once 1 - 3 have taken place.

(MSTSAC-0003-2023)

(Ward 10)

MSTSAC-0004-2023

That the warrants have been met for the placement of a school crossing guard at the intersection of Paisley Boulevard West and Confederation Parkway for the students attending St. Catherine of Siena Catholic Elementary School and Floradale Public School.

(MSTSAC-0004-2023)

(Ward 7)

MSTSAC-0005-2023

That the Parking Enforcement in School Zone Report for December 2022 be received.

(MSTSAC-0005-2023)

MSTSAC-0006-2023

That the Let's Move Mississauga Campaign be paused for 2023 and that Active Transportation Staff report back to the Mississauga School Traffic Safety Action Committee in 2024 with respect to resuming the campaign.

(MSTSAC-0006-2023)

March 3, 2023

To: General Committee, City of Mississauga

From: Don Carter and Sharon Cuthbertson

Re: Comment on Item 10.1, Meeting of March 8, 2023, 930am

We recommend that the Committee instruct the Traffic and Works (“T&W”) department to install 3 speed bumps and two new stop signs on Orr Road, which is T&W’s Option 3 of their second survey of residents, undertaken last summer.

The T&W department recommendation to the Committee of February 13, 2023, does not describe their “proposed measures”, which therefore gives T&W unrestricted authority to install as many speed bumps as they wish. A year ago they intended to install 12 speed bumps, but given resident objections, Councillor Mullin decided to have a second survey conducted last summer, the results of which were:

Orr Rd Traffic Study					
Summer 2022				Cumulative	
	Vote	%	#	%	
Voted Yes or No					
No traffic calming	80	38%	80	38%	
Option 3: 3 bumps + 2 new stop signs	44	21%	124	60%	
Option 2: 4 bumps + 2 new stop signs	17	8%	141	68%	
Option 1: 6 bumps + 1 new stop sign	67	32%	208	100%	
	208	100%			
None of the above	6				
Don't Know	8				
N/A	1				

The T&W Executive Summary states “Majority support received from each community as part of the consultation process for each of the traffic calming locations”, and for Orr Rd specifically, “61% of respondents were supportive of the proposed measures along Orr Road. These measures include a series of speed cushions that will be installed between Southdown Road and Meadow Wood Road and an all-way stop that will be installed at the intersection of Orr Road and Inverhouse Drive.”

We believe this indicates T&W intend to proceed with maximum bumps (Option 1: 6 bumps and 1 new stop sign), whereas 60% of survey respondents want minimal bumps (Option 3: 3 bumps and 2 new stop signs; or no traffic calming at all). We believe T&W’s logic uses a two-step process; 1) determine if a majority want traffic calming, and then, if true, 2) which traffic calming option is most favoured. However, this disenfranchises those who voted for no traffic calming.

While it is unusual to ask the General Committee of the City of Mississauga to deal with such a small matter as the number of bumps on one road in the City, we are concerned that T&W’s implied recommendation for maximum bumps is the actually the opposite of the minimal bumps/no bumps that 60% of residents who voted prefer.

From: [Geoff Hollands](#)
To: [Allyson D'Ovidio](#)
Subject: Fw: adjenda item 10.1 general committee meeting March 8th
Date: Monday, March 6, 2023 10:46:42 AM

From: Geoff Hollands [REDACTED]
Sent: March 5, 2023 9:03 AM
To: mayor@mississauga.ca <mayor@mississauga.ca>; stephen.dasko@mississauga.ca <stephen.dasko@mississauga.ca>; chris.fonseca@mississauga.ca <chris.fonseca@mississauga.ca>; john.kovac@mississauga.ca <john.kovac@mississauga.ca>; carolyn.parrias@mississauga.ca <carolyn.parrias@mississauga.ca>; joe.horneck@mississauga.ca <joe.horneck@mississauga.ca>; dipika.damerla@mississauga.ca <dipika.damerla@mississauga.ca>; matt.mahoney@mississauga.ca <matt.mahoney@mississauga.ca>; martin.reid@mississauga.ca <martin.reid@mississauga.ca>; sue.mcfadden@mississauga.ca <sue.mcfadden@mississauga.ca>; brad.butt@mississauga.ca <brad.butt@mississauga.ca>
Subject: Fw: adjenda item 10.1 general committee meeting March 8th

Rather than take your time to present at this meeting I decided to send my comments directly to you.

PLEASE SEE BELOW.

My understanding that installations of too many speed bumps in each project completed in other locations in Mississauga has brought forward unhappy voters to their representatives. Orr road has approximately 15 houses on it and is about 1.2km long.

Preciously the speed limit was 60km.

It was reduced to 40km and 1 stop sign was installed and there has been a significant reduction in speeds.

I assume the installation of the MINIMUM number of speed bumps plus 1 or 2 more stop signs would have the desired outcome.

Geoff Hollands
 [REDACTED]

From: Geoff Hollands
Sent: March 4, 2023 12:49 PM
To: allyson.dovidio@mississauga.ca <allyson.dovidio@mississauga.ca>
Cc: alvin.tedjo@mississauga.ca <alvin.tedjo@mississauga.ca>
Subject: adjenda item 10.1 general committee meeting March 8th

Allyson / Alvin

I had several conversations and email exchanges last year with Pat Mullin and Colin Paterson about speed bumps on Orr road and Meadowood road north.

I was happy that Pat, because of communication from myself and many neighbours was able to get a second survey done as the first was not well circulated and was flawed.

I am shocked and disappointed that traffic department wants to push forward with the maximum number of speed bumps even though it clearly goes against the views of participants in the second survey.

Commissioner Wright seems to be totally ignoring people who voted for no speed bumps.

If the people that voted no in the survey results are included then 70% of respondents want between zero and 4 speed bumps.

Only 30% wanted 6 speed bumps.

Why are we going against the majority?

Note I never got the first survey - in the second survey I did support some traffic calming.

I believe that Orr road should no more than 3 speed bumps and 1 or 2 more stop signs.

I believe Meadowood north should have only 2 speed bumps.

Note I also had a conversation with Pat about speed bumps installed on Indian road.

Hopefully the speed bumps proposed will be better in design because you can't even drive over them safely in a car at 30km.

thank you for your consideration

Geoff Hollands

[REDACTED]
[REDACTED]

From: [Kathy Yeoman](#)
To: [Allyson D'Ovidio](#)
Cc: [Alvin Tedjo](#); [REDACTED]
Subject: Traffic calmer
Date: Monday, March 6, 2023 2:11:50 PM

To: General Committee, City of Mississauga

My husband and I would like to confirm our concern and add our support for the objection and recommendations expressed by Mr. Don Carter in his memo to Council in regard to the traffic calming measures being recommended by Transportation and Works. This is in regard General Committee agenda item 10.1 scheduled for March 8, 2023.

While we appreciate Ms. Mullin's efforts resulting in a second survey seeking residents opinions relating to traffic calming, unfortunately, traffic calming was not defined and, we, as well as others, did not realize traffic calming simply meant as many speed bumps as Transportation and Works deems appropriate. The second survey provided options only if your answer to the question of whether or not you were in favour of traffic calming, the least intrusive of which was 3 speed bumps and 2 stop signs. Options such as no speed bumps and 2 stop signs, or no speed bumps, no stop signs but reduced speed limits and increased policing or electronic monitoring were not offered unfortunately.

Based on the analysis included in Mr. Carter's memorandum to the General Committee, my husband and I would like to add our support to his conclusions and recommendations.

Neither my husband nor myself intend to make an appearance or make a verbal presentation.

Thank you for your consideration.

Kathleen and Robert Yeoman
[REDACTED]

From: [REDACTED]
To: [Allyson D'Ovidio](#)
Subject: Re speed bumps on Orr/Meadow Wood/Bob O link Rd
Date: Monday, March 6, 2023 3:28:52 PM

To the General Committee:

We live at [REDACTED], Mississauga. We have been living here for over 13 years and have a good "feel" for the neighborhood and its issues.

We want to be on record as supporting Don Carter and Sharon Cuthbertson's comments.

We will also add that we are NOT against controlling traffic speed in the neighbourhood, but speed bumps and bollards are NOT the best approach.

Police officers with photo radar and/or traffic cameras will generate money for the City and slow traffic.

Speed bumps COST the City money.

The number of speed bumps being proposed frankly is silly. The number is excessive.

Speed bumps increase pollution as vehicles have to accelerate back up to road speed after decelerating to pass over the speed bumps.

Speed bumps take a toll on all vehicles, especially those of local residents.

As a former Toronto Firefighter of 31 years, I have driven MANY different fire trucks in MANY circumstances, and I can absolutely assure you that speed bumps DO slow emergency response times, especially for larger fire trucks, ie. Aerials (ladder trucks).

We would also like to be on record as stating that we feel the survey was manipulative and biased in favor of speed bumps.

We do miss Pat Mullin's common sense and her support of her constituents.

Andrew Ganguly and Maureen Shaw

[REDACTED]

Mississauga [REDACTED]

[REDACTED]

ROBERT J. SWAYZE

INTEGRITY COMMISSIONER

TELE: (519) 942-0070
FAX (519) 942-1233
E-mail: robert.swayze39@gmail.com

20736 Mississauga Road
CALEDON, ONTARIO
L7K 1M7

March 6, 2023

Mayor Bonnie Crombie and Members of Council
City of Mississauga
300 City Centre Drive
Mississauga, ON
L5B 3C1
Att. Andra Maxwell, City Solicitor

Dear Mayor and Council:

I have served the City of Mississauga as external legal counsel for 6 years and subsequently as Integrity Commissioner for a total of 7 years but find myself now having workload concerns. I am currently appointed as Integrity Commissioner by 30 municipalities in Ontario and the most active is Mississauga. I will attempt to continue with my other clients but cannot carry on at the same level of service to the City.

Regretfully, I must request Council to accept my resignation as Integrity Commissioner with effect from March 22, 2023, or as soon as possible thereafter on a date satisfactory to Council. I will continue as Respondent in the Judicial Review Application made by former Councillor Starr to the Superior Court against me, in my capacity as former Integrity Commissioner. I will also continue with my retainer of Aird & Berlis to represent me in that application.

It has been a distinct honour to have served Mississauga Council in both capacities and I commend your excellent staff who have supported me throughout.

Respectfully,

