
POST-MEETING General Committee

Date: June 21, 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 (CHAIR)
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
Councillor Martin Reid	Ward 9
Councillor Sue McFadden	Ward 10
Councillor Brad Butt	Ward 11

To Request to Speak on Agenda Items - Advance registration is required. To make a Deputation please email Allyson D'Ovidio, Legislative Coordinator at allyson.dovidio@mississauga.ca or call 905-615-3200 ext. 8587 no later than **Monday, June 19, 2023 before 4:00 PM.**

Questions for Public Question Period - Questions for Public Question Period should be provided to the Legislative Coordinator at least 24 hours in advance of the meeting.

Comments submitted will be considered as public information and entered into the public record.

Please note the General Committee meeting will be streamed and a video will be posted afterwards.

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/councilcommittees>

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

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 - June 7, 2023

6. **PRESENTATIONS - Nil**

7. **DEPUTATIONS**

Any member of the public interested in making a deputation 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, June 19, 2023 at 4:00 PM.**

Each Deputation to General Committee is limited to speaking not more than 10 minutes.

Pursuant to Section 57.1 of the Council Procedure By-law 0044-2022, as amended:

Deputations shall be received and the matter shall be referred to staff for a report, unless there is a resolution or recommendation passed to “receive” the Deputation. After a Deputation is completed, Members shall each have one opportunity to make a preamble statement and ask questions to the Deputant(s) or staff for clarification purposes only, and without debate.

7.1 Mark Tyler, Cooksville BIA, Nadia Richard, Clarkson BIA, Natalie Hart, Malton BIA, Kelly Ralston, Port Credit BIA and Amber Pajtasz, Streetsville BIA regarding Mobile Licensing fees for Farmers and Artisan Markets

7.2 Item 10.1 - Michael Foley, Director, Enforcement and Alexandra Schwenger, Policy Analyst

7.3 David Coletto, Chair and CEO, Abacus Data regarding results of a public opinion survey conducted in Mississauga for the National Canadian Fireworks Association

- *7.4 Item 10.1 - Amy Mischianti, Resident
- *7.5 Item 10.1 - Sue Shanly, MIRANET
- *7.6 Item 10.1 - John Pappas, Chair of the Port Credit BIA and Owner of the Crooked Cue
- *7.7 Item 10.1 - Tom Barlow, Resident
- *7.8 Item 10.1 - Ross Noel, Stonehooker Brewing Company

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, June 19, 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 Noise Control Program Review Update
- 10.2 Rathburn Road and Ponytrail Drive Integrated Road Project - Additional Funding Requirements (Ward 3)
- 10.3 A Cost Sharing Agreement with the Region of Peel for the Installation of Enhanced Bus Shelters
- 10.4 Temporary Service Drop Permitting Process for Rogers Communications Canada Inc.
- 10.5 Naming of New Multi-Purpose Room Located Inside the Redeveloped Burnhamthorpe Community Centre at 1500 Gullenden Drive as the "Dixie Woods Room" (Ward 3)
- 10.6 Tax Exemption for a Municipal Capital Facility, being the Park Depot Facility and associated lands leased from Lakeview Community Partners Limited, (PIN 13485-0776), Tax Roll # 21-05-070-998-00202-0000 (Ward 1)
- 10.7 Fence Exemption at 1408 Broadmoor Avenue (Ward 1)

- 10.8 Peel Regional Police Request for Access to City of Mississauga Security Cameras During Active Emergency Events
- 10.9 Single Source Authorizations for Three (3) Building Automation System (BAS) Vendors for Preventative and Demand Maintenance Services
- 10.10 Single Source Procurements Related to 2023 – Q3 Information Technology (IT) Contracts (File Ref PRC000476, PRC000481, PRC000554, PRC001420)
- 10.11 Amendment to change the Consultant Contract – Procurement No. PRC001263 (Planning Act Fees and Charges) from a Medium Value Acquisition to a High Value Acquisition to address the additional costs of the Planning and Building Fees Review Project
- 10.12 Single Source Contract Award for Emergency Chasses Replacement
- 10.13 Annual Treasurer's Statement Report: Summary of Activity in 2022

11. ADVISORY COMMITTEE REPORTS

- 11.1 Environmental Action Committee Report 3 - 2023 - dated June 6, 2023
- 11.2 Towing and Trucking Industry Advisory Committee Report 1 - 2023 - dated June 12, 2023
- 11.3 Heritage Advisory Committee Report 6 - 2023 - dated June 13, 2023
- 11.4 Mississauga Cycling Committee Report 2 - 2023 dated June 13, 2023

12. CORRESPONDENCE

- *12.1 Letter dated June 16, 2023 from Amber Pajtasz, Streetsville, BIA Kelly Ralston, Port Credit BIA, Nadia Richard, Clarkson Village BIA, Mark Tyler, Cooksville BIA and Natalie Hart, Malton BIA regarding Mobile Licensing Fees for Farmers and Artisan Markets

13. MATTERS PERTAINING TO REGION OF PEEL COUNCIL

14. COUNCILLORS' ENQUIRIES

15. OTHER BUSINESS/ANNOUNCEMENTS

16. NOTICES OF MOTION

Notices of Motion listed on the General Committee agenda are for information and will be listed on the next Council agenda for Council's consideration. Members of the public may speak to the Notice of Motion at the Council meeting.

- 16.1 A Notice of Motion for a grant-in-lieu for Eden Food for Change to be listed on the June 28, 2023 Council Agenda (Councillor M. Mahoney)

17. CLOSED SESSION

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

- 17.1 A proposed or pending acquisition or disposition of land by the municipality or local board:
Delegation of Authority to Approve and Execute Agreements required in connection with the Cooksville Parkland Securement Strategy, and a Lease with The TDL Group Corp. for certain premises at 301 Burnhamthorpe Road West, during City Council Summer Recess

(Wards 4 and 7)

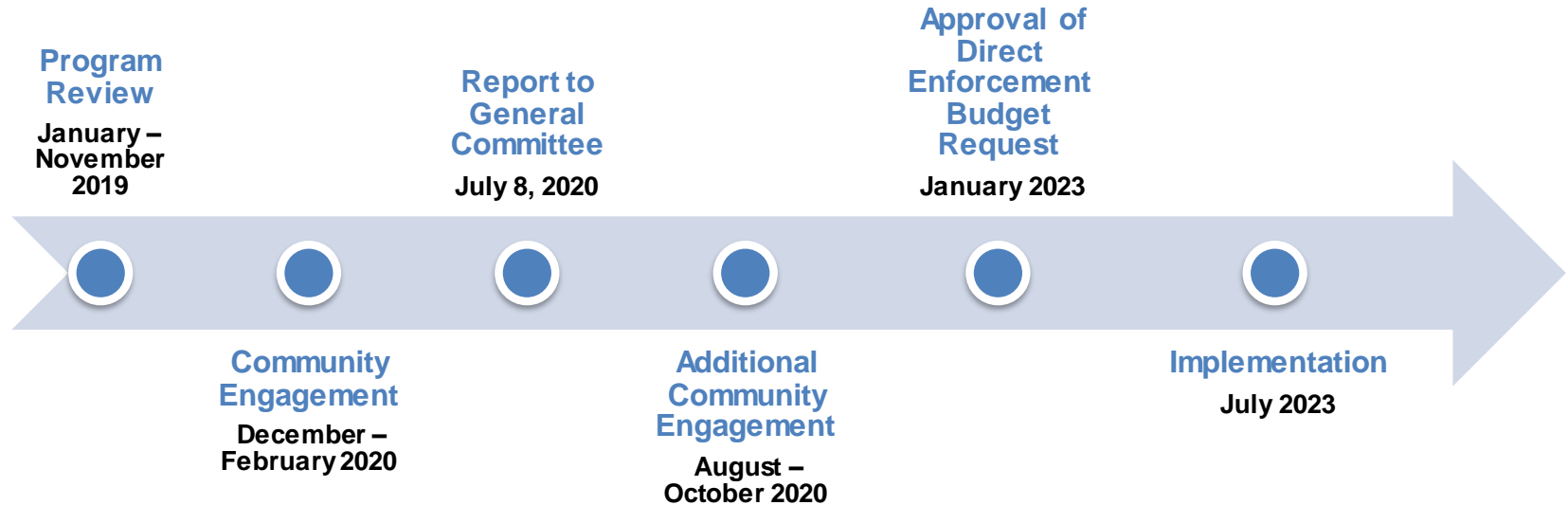
18.

ADJOURNMENT

Noise Control By-law Review



Project Timeline



Background

Modernization of by-law to reflect the reality of Mississauga today:



Mississauga Noise By-laws

The By-law applies to residential and commercial areas, and includes:



Exemption process for noise outside permitted times



10 General Prohibitions



Automatic exemptions for public sites, low risk community events and public safety measures



16 categories of noise regulated through permitted periods:

- Amplified sound (e.g. music)
- Auditory signaling devices (e.g. bells, horns and gongs)
- Construction noise
- Domestic tools and power equipment
- Engine noise
- Industrial noise
- People noise
- Pet noise

Key Changes



**By-law
Changes**

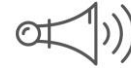


**Enhanced
Enforcement**



**Decibel Limits and
Updated Exemption
Process**

By-law Changes: Auditory Signaling Permitted Periods



Mississauga

CURRENT	Monday- Friday	Saturday	Sunday & Holidays
7 am- 9 am			
9 am- 11 am			
11- 1 pm			
1-3 pm			
3-5 pm			
5 pm- 7 pm			
7 pm- 11 pm			

PROPOSED	Monday- Friday	Saturday	Sunday & Holidays
7 am- 9 am			
9 am- 11 am			
11- 1 pm			
1-3 pm			
3-5 pm			
5 pm- 7 pm			
7 pm- 11 pm			

Neighboring Jurisdictions

Toronto	Monday-Friday	Saturday	Sunday & Holidays
7 am- 9 am			
9 am- 11 am			
11- 1 pm			
1-3 pm			
3-5 pm			
5 pm- 7 pm			
7 pm- 11 pm			

Oakville	Monday-Friday	Saturday	Sunday & Holidays
7 am- 9 am			
9 am- 11 am			
11- 1 pm			
1-3 pm			
3-5 pm			
5 pm- 7 pm			
7 pm- 11 pm			

By-law Changes: Amplified Sound Permitted Periods



Mississauga

CURRENT	Monday- Friday	Saturday	Sunday & Holidays
7 am- 9 am			
9 am- 11 am			
11- 1 pm			
1-3 pm			
3-5 pm			
5 pm- 7 pm			
7 pm- 11 pm			

PROPOSED	Monday- Friday	Saturday	Sunday & Holidays
7 am- 9 am			
9 am- 11 am			
11- 1 pm			
1-3 pm			
3-5 pm			
5 pm- 7 pm			
7 pm- 11 pm			

Neighboring Jurisdictions

Toronto	Monday-Friday	Saturday	Sunday & Holidays
7 am- 9 am			
9 am- 11 am			
11- 1 pm			
1-3 pm			
3-5 pm			
5 pm- 7 pm			
7 pm- 11 pm			

Oakville	Monday-Friday	Saturday	Sunday & Holidays
7 am- 9 am			
9 am- 11 am			
11- 1 pm			
1-3 pm			
3-5 pm			
5 pm- 7 pm			
7 pm- 11 pm			

By-law Changes: Barking Permitted Periods



Mississauga

CURRENT	Monday- Friday	Saturday	Sunday & Holidays
7 am- 9 am			
9 am- 11 am			
11- 1 pm			
1-3 pm			
3-5 pm			
5 pm- 7 pm			
7 pm- 11 pm			

PROPOSED	Monday- Friday	Saturday	Sunday & Holidays
7 am- 9 am			
9 am- 11 am			
11- 1 pm			
1-3 pm			
3-5 pm			
5 pm- 7 pm			
7 pm- 11 pm			

Neighboring Jurisdictions

Toronto	Monday-Friday	Saturday	Sunday & Holidays
7 am- 9 am			
9 am- 11 am			
11- 1 pm			
1-3 pm			
3-5 pm			
5 pm- 7 pm			
7 pm- 11 pm			

Oakville	Monday-Friday	Saturday	Sunday & Holidays
7 am- 9 am			
9 am- 11 am			
11- 1 pm			
1-3 pm			
3-5 pm			
5 pm- 7 pm			
7 pm- 11 pm			

By-law Changes: Domestic Power Tools Permitted Periods



Mississauga

CURRENT	Monday- Friday	Saturday	Sunday & Holidays
7 am- 9 am			
9 am- 11 am			
11- 1 pm			
1-3 pm			
3-5 pm			
5 pm- 7 pm			
7 pm- 11 pm			

PROPOSED	Monday- Friday	Saturday	Sunday & Holidays
7 am- 9 am			
9 am- 11 am			
11- 1 pm			
1-3 pm			
3-5 pm			
5 pm- 7 pm			
7 pm- 11 pm			

Neighboring Jurisdictions

Toronto	Monday-Friday	Saturday	Sunday & Holidays
7 am- 9 am	8 AM	8 AM	
9 am- 11 am			
11- 1 pm			
1-3 pm			
3-5 pm			
5 pm- 7 pm			
7 pm- 11 pm			

Oakville	Monday-Friday	Saturday	Sunday & Holidays
7 am- 9 am			
9 am- 11 am			
11- 1 pm			
1-3 pm			
3-5 pm			
5 pm- 7 pm			
7 pm- 11 pm			

By-law Changes: Persistent Sound General Prohibition

- Intended to address noise not covered through the noise categories or unreasonable noise that occurs during the permitted periods



Consecutively

- Or -

1 hour

Intermittently

Direct Enforcement of Noise Complaints

- Enhanced evening and weekend enforcement of noise regulations will commence in the summer of 2023. This will include:
 - Direct enforcement of complaints
 - Implementation of a priority response model
 - Onsite investigations (No noise logs for most complaints)



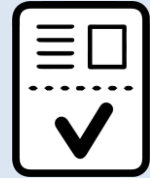
Introduction of Decibel Limits

- Staff recommend implementing decibel limits for Amplified Sound. It is recommended that the limit for this category aligns with Toronto's limit of 55 dB(A) or 70 dB(C).
- Staff will request the cost for training staff and procuring acceptable measurement devices through the 2024 business planning process.

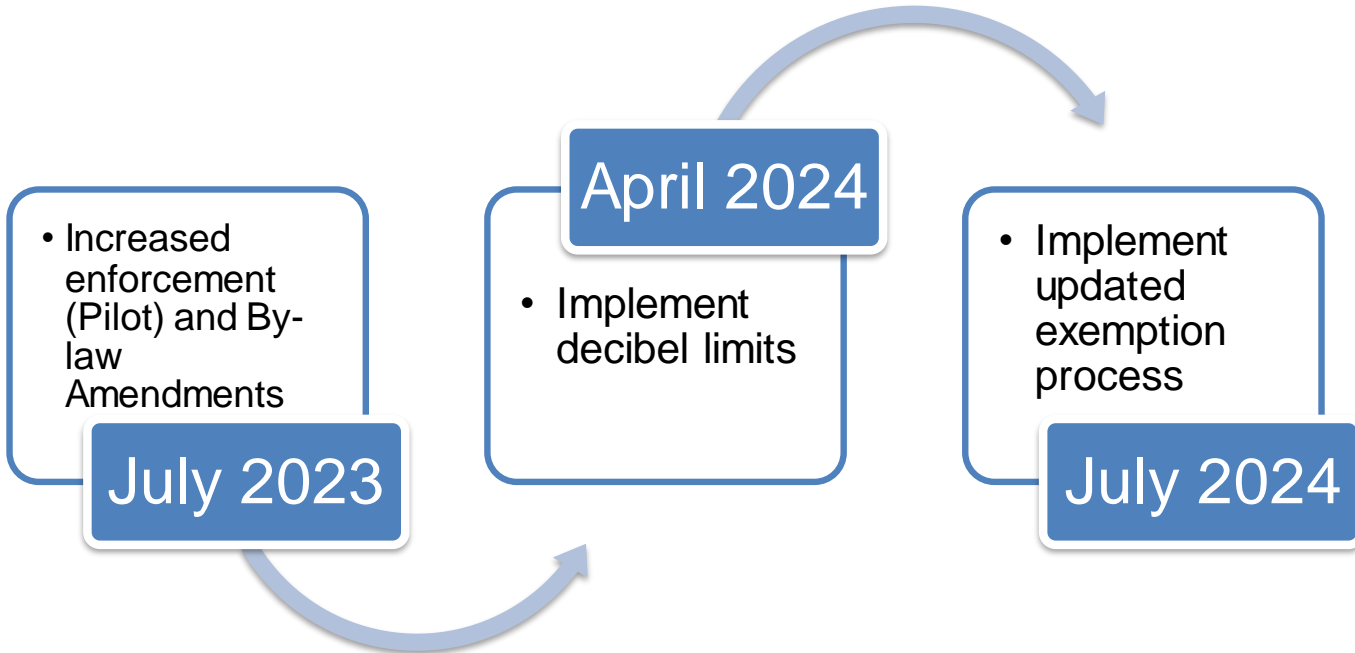


Noise Exemption Process

- This will include implementation of a delegated authority process for divisional Directors and housekeeping amendments to Schedule Three (Automatic Exemptions).
- Staff also recommend updating the exemption process for Enforcement exemptions to make it less onerous on residents and increase compliance.
 - These changes will be informed by the preliminary results of the Pilot.



Implementation





Thank you

City of Mississauga
Corporate Report



<p>Date: May 23, 2023</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files:</p>
<p>From: Raj Sheth, P.Eng, Commissioner of Corporate Services</p>	<p>Meeting date: June 21, 2023</p>

Subject

Noise Control Program Review Update

Recommendation

1. That the report from the Commissioner of Corporate Services, dated May 23, 2023 entitled "Noise Control Program Review Update" be approved.
2. That a by-law be enacted to amend the Noise Control By-law 360-79, as amended, to implement recommendations relating to the City's Noise Control Program Review as outlined in the report from the Commissioner of Corporate Services, dated May 23, 2023 entitled "Noise Control Program Review Update."
3. That the Nuisance Type Noise By-law 785-80, as amended, be repealed.
4. That decibel limits for the noise category of amplified sound be introduced in the Noise Control By-law as soon as feasible, following the procurement of equipment and staff training.
5. That all necessary by-laws be enacted.

Executive Summary

- Following the presentation of the Noise Control Program Review to Council in July 2020, staff conducted additional community engagement in fall 2020. Delivery of the report was delayed due to the impact of Covid-19 on Enforcement operations.
- 62 residents attended virtual consultation sessions and 3,941 completed the online survey. Additionally many residents provided input through phone calls, emails and written submissions.
- As noise is a polarizing and contentious issue, ultimately any decisions will require compromise since the needs of all stakeholders vary significantly.
- The report identifies eleven additional recommendations for changes to the by-law, noise exemption periods, and public awareness activities. Four recommendations are new and seven are updates to previous recommendations.

- Staff recommend the implementation of decibel limits for amplified sound in order to introduce an objective measurement threshold.

Background

Beginning in early 2019, several Councillor inquiries regarding matters related to noise were received by staff. In response to these enquiries a comprehensive review of the Noise Control Program was initiated.

Results of the Review were presented to Council in July 2020 (See Appendix 1). At that time, Council directed staff to conduct additional community engagement. This report summarizes the results of the engagement and staff's updated recommendations.

Due to the impact of Covid-19 on Enforcement operations this report was postponed from fall 2020 to spring 2023. Staff used this time to conduct additional development work regarding exemption options and prohibited periods.

Comments

COMMUNITY ENGAGEMENT UPDATE

Between August and October 2020, staff conducted additional community engagement, which was composed of three virtual consultation sessions and an online survey. Many residents also chose to provide input through phone conversations, emails and written submissions. Many of these topics are included below although some items were out of scope for this project such as health and environmental impacts of noise, a city-wide ban on the use of lawn maintenance equipment and zoning amendments to prevent sports fields near residential areas. While out of scope, these items were of concern for community members and are worth noting.

Virtual Consultation Sessions

The virtual consultation sessions included a presentation with background information on the Noise Control Program Review and the City's proposed approach. This was followed by an open discussion where participants were given the opportunity to ask questions, share their concerns and provide feedback on the proposed recommendations.

Several common themes emerged from the 62 participants who attended the three virtual consultation sessions (See Appendix 2). Vehicle noise was identified by the majority of participants as their top noise concern. Participants expressed an overall preference for less noise, either through keeping the same prohibited periods or by making them more restrictive. Many participants also stated that the current enforcement response is insufficient and that they have had challenges getting through to 311 to make complaints. Several participants also identified that they consider noise to be pollution and would like it addressed as a health and environmental risk.

Online Survey

The online survey was completed 4,063 times (See Appendix 3). Respondents were asked whether they supported the proposed changes to the prohibited periods outlined in the July 8, 2020 report, the proposed persistent sound provision, the recommended prohibition against broadcasting sound outside of the property from where it is originating, the exemption process and a proposed fine increase for infractions. Similar to the virtual consultation sessions, vehicle noise was the top concern identified by residents through the survey, despite the fact it was not a survey topic.

Survey results indicated an overall preference for less noise. As a general pattern, respondents were supportive of proposals which increased prohibited periods and not supportive of proposals which decreased them. However, some respondents indicated that the proposed prohibited period for domestic power tools was too restrictive and would be punitive to homeowners wanting to do yard work or home improvements, while other respondents stated that they would like the periods to be longer or for leaf blowers to be banned.

With regards to amplifying sounds for the purpose of reaching persons from outside of the property from which the sound is originating, participants who didn't support the exemption process were vocal in their disagreement. Key reasons included concerns about the disruption of such noise and a desire for secularism.

Key results included:

- 65.7% of respondents did not support the proposed changes to auditory signalling
- 58.4% of respondents did not support the changes to amplified sound
- 61.5% of respondents supported the proposed changes to the period for the operation of powered and non-powered tools
- The proposed persistent sound provision was broadly supported by 77.3% of respondents
- 76.1% of respondents supported prohibiting amplifying sounds for the purpose of reaching person from outside of the property from which the sound is originating
- 65.4% of respondents supported the introduction of a new noise exemption process for individuals or groups who would like to reach an audience outside of the property through broadcasting

Overall, noise is a polarizing and contentious issue, with many varying perspectives and no clear consensus. It is important that the Noise By-law balance these competing desires along with the need for a reasonable level of enforcement that allows for the wide range of activities present in a large, urban city like Mississauga. Ultimately any decisions will require compromise since the needs of all stakeholders vary significantly.

However, one common thread is that the status quo is no longer viable. Residents want to see greater enforcement, including extended service hours, onsite investigations and quantifiable measures.

JURISDICTIONAL SCAN

In response to issues raised since the July 2020 report, staff conducted additional research into gas powered leaf blowers, fireworks and whistles in comparable jurisdictions (See Appendix 4).

Gas Powered Leaf Blowers

Staff surveyed eleven jurisdictions on whether they prohibit the use of gas powered garden equipment and if their Noise By-laws address the use of this equipment. None of the jurisdictions prohibit the use of gas powered garden equipment.

In 2022, Toronto City Council amended Toronto Municipal Code Chapter, 592, Noise to further restrict the use of power devices by extending the prohibition from 7:00 a.m. to 8:00 a.m. on weekdays, with an exemption for all City operations. City Council also directed Municipal Licensing and Standards to initiate public education efforts about the appropriate use of lawn equipment and to report back in 2023 regarding options for setting decibel limits for power devices. City Council also directed Parks, Forestry and Recreation to develop a plan to phase out gas-powered equipment with their operations.

All of the jurisdictions surveyed except for Brampton, Hamilton and Oshawa restrict the use of powered and non-powered tools using prohibited periods. Of the jurisdictions surveyed, London is the most permissive, only prohibiting the use of powered and non-powered tools between 10:00 p.m. and 7 a.m. (9:00 a.m. Sunday). Three jurisdictions prohibit powered and non-powered tools between 9:00 p.m. and 7:00 am (9:00 am Sunday), while two prohibit them between 7 p.m. and 7 a.m. (9:00 a.m. Sunday). Toronto prohibits domestic power tools between 7 p.m. and 8 a.m. (9:00 a.m. Sunday).

Fireworks

Staff surveyed eleven jurisdictions on whether they prohibit the use of fireworks and if their Noise By-law addresses the use of fireworks. Jurisdictions were also asked if they conduct proactive noise enforcement for fireworks. Currently only Brampton prohibits the use of fireworks through a general ban, the remainder of the surveyed jurisdictions prohibit the use of fireworks, but they all limit their use to a couple times a year on specific holidays.

In all jurisdictions this is done through their Fireworks By-law, not their Noise By-law. Staff will be providing their recommendations to General Committee in fall 2023.

Enforcement of fireworks is commonly done on a complaint basis. Toronto has conducted proactive enforcement in parks and Brampton has also conducted broad general enforcement of their Fireworks Ban utilizing a variety of enforcement staff during occasions when there is broad use of these devices. In Oakville and Ottawa, officers who witness infractions would proactively enforce the By-law.

Whistles

Staff surveyed eleven jurisdictions on whether they address whistle noise through their noise by-laws. Depending on the source, whistle noise could be considered auditory signalling though some jurisdictions would address it in the category of yelling or shouting, which is generally a more permissive category.

Six of the jurisdictions provide safety exemptions for the use of auditory signalling if it is permitted by law or in accordance with safety practices and procedures. London does not have a safety exemption but only prohibits the sounding of a warning device for an unnecessary or unreasonable period of time. Oshawa states that their by-law does not apply to prevent the use in a reasonable manner, of any apparatus or mechanism for the amplification of a human voice.

Kingston identifies whistle noise as a distinct form of auditory signalling and provides a specific exemption on whistles utilized for the purpose of controlling organized sporting activities. Yelling, shouting, and amplified sound utilized on a sports field are also exempt, but for a more limited time period than whistles, which have a longer permitted period.

PROGRAM ASSESSMENT AND IMPROVEMENT OPPORTUNITIES

The July 2020 report provided recommendations incorporating four program elements that were considered through the Review: By-laws, Enforcement Operations, Noise Exemptions and Awareness and Development (See Appendix 5). For consistency, the same format is used below. Recommendations from the first report have been consolidated into the chart on page 14 along with new and updated recommendations.

PROGRAM ELEMENT #1- BYLAWS

Changes to Prohibited Periods

The July 2020 report recommended changes to the prohibited periods for auditory signalling, amplified sound, operation of powered and non-powered tools and persistent barking (Appendix 5). Unless otherwise indicated, the July 2020 recommendations are still being proposed. Based on the feedback received during the second community engagement process, staff recommend the following changes:

Activity	Current Period of Prohibition	Proposed Changes July 2020	Proposed Changes Spring 2023
Auditory Signaling (e.g., Ringing of bells or gongs and the blowing of horns or sirens or whistles)	Quiet zones – Prohibited at any time	No changes proposed	
	Residential areas- 7 p.m. to 7 a.m. and all day Sunday and Statutory Holidays	7 p.m. to 9 a.m. (All days)	That the use of whistles used to control organized sporting activities

Activity	Current Period of Prohibition	Proposed Changes July 2020	Proposed Changes Spring 2023
			be specifically exempted and be restricted from 11 p.m. to 7 a.m. (9 a.m. Sundays) to align with the section on Yelling and Shouting.
Amplified Sound <i>(e.g., Music, loud speakers)</i>	Quiet zones – Prohibited at any time	No changes proposed	No changes proposed
	Residential area - 5 p.m. to 7 a.m. (9 a.m. Sunday)	Residential area - 7 p.m. to 9 a.m. Monday to Thursday, Sunday and Statutory Holidays; 10 p.m. to 9 a.m. Friday to Saturday	Residential area - 7 p.m. to 9 a.m. (All days)
Loading, unloading, delivering, packing, unpacking	Quiet zone - 7 p.m.-7 a.m. (9 a.m. Sunday)	No changes proposed	Due to Bill 215 can only be enforced for specific categories
	Residential areas- 7 p.m. to 7 a.m. and all day Sunday and Statutory Holidays	No changes proposed	Due to Bill 215 can only be enforced for specific categories
Construction equipment	Quiet zones - 5 p.m. to 7 a.m. and all day Sunday and Statutory Holidays	No changes proposed	
	Residential areas - 7 p.m. to 7 a.m. and all day Sunday and Statutory Holidays	No changes proposed	
Fireworks or other non-construction detonation devices	Quiet zones - at any time	Remove from the Noise Control By-law (This activity	Keep in Bylaw to provide broader
	Residential areas - 11 p.m. to 7 a.m. (9 a.m. Sunday) unless		

Activity	Current Period of Prohibition	Proposed Changes July 2020	Proposed Changes Spring 2023
	permitted by By-law 160-74 (Fireworks: Residents)	will be addressed through other City By-laws)	regulatory authority.
Firearms	Quiet zones - at any time	Remove from the Noise Control By-law (This activity will be addressed by Peel Regional Police)	
	Residential areas - at all times unless in accordance with the provisions of By-law 331-77 (Discharging of Firearms)		
Operation of a Combustion engine which is not used for conveyance (e.g., Generator)	Quiet zones - at any time	No changes proposed	
	Residential areas- 11 p.m. to 7 a.m. (9 a.m. Sundays)	No changes proposed	
Operation of a powered rail car while stationary on property not owned or controlled by a railway governed by the Canada Railway Act	Quiet zones - at any time	No changes proposed	
	Residential areas - 11 p.m. to 7 a.m. (9 a.m. Sundays)	No changes proposed	
Operation of any motorized conveyance other than on a highway or other place intended for its operations (e.g., Stationary motor vehicle)	Quiet zones - at any time	No changes proposed	
	Residential areas - 7 p.m. to 7 a.m. (9 a.m. Sundays)	No changes proposed	
Venting, release or pressure release of air, steam, or other gaseous material	Quiet zones - at any time	No changes proposed	
	Residential areas - 11 p.m. to 7 a.m.	No changes proposed	

Activity	Current Period of Prohibition	Proposed Changes July 2020	Proposed Changes Spring 2023
product or compound	(9 a.m. Sundays)		
Barking, calling or whining by a domestic pet	Quiet zones - at any time	No changes proposed	
	Residential areas - at any time	Residential areas- 10 p.m. to 7 a.m. (9 a.m. Sunday)	Residential areas- 7 p.m. to 9 a.m.
Operation of any powered or non-powered tool for domestic purposes other than snow removal (e.g., Leaf blower, lawn mower)	Quiet zones - 11 p.m. to 7 a.m. (9 a.m. Sundays)	Quiet zones- 7 p.m. to 7 a.m. (9 a.m. Sundays)	Quiet zones- 7 p.m. to 9:00 a.m. (All days)
	Residential areas - 11 p.m. to 7 a.m. (9 a.m. Sundays)	Residential areas- 7 p.m. to 7 a.m. (9 a.m. Sundays)	Residential areas- 7 p.m. to 9:00 a.m. (All days)
Operation of solid waste bulk lift or refuse compacting equipment	Quiet zones - 7 p.m. to 7 a.m. (9 a.m. Sundays)	No changes proposed	
	Residential areas - 11 p.m. to 7 a.m. (9 a.m. Sundays)	No changes proposed	
Operation of a commercial car wash with air drying equipment	Quiet zones - 7 p.m. to 7 a.m. (9 a.m. Sundays)	No changes proposed	
	Residential areas - 7 p.m. to 7 a.m. (9 a.m. Sundays)	No changes proposed	
Yelling, shouting or singing	Quiet zones - at any time	No changes proposed	
	Residential areas - 11 p.m. to 7 a.m. (9 a.m. Sundays)	No changes proposed	That noise from sporting activities be added.

Amplified Sound

The staff recommendation to allow for amplified sound from 9:00 a.m. to 7:00 p.m. Sunday to Thursday and 9:00 a.m. to 10:00 p.m. on Friday and Saturday was not supported by 58.4% of

survey respondents and many participants in the virtual consultation sessions. Many residents felt that it is counter to their wish to see less noise overall in the city. In recognition of this, it is recommended that this period change to 7:00 p.m. to 9:00 a.m. Monday-Sunday (All days). This allows for the same number of permitted hours but aligns the prohibited period with other noise categories to allow for consistency. It also aligns with Oakville's prohibited period though it is not aligned with Toronto's which allows for amplified sound until 11:00 p.m.

Recommendation 1: That the prohibited period for Amplified Sound in Schedule Two of the Noise Control By-law be updated from 5:00 p.m. to 7:00 a.m. to 7:00 p.m. to 9:00 a.m. (All days).

Auditory Signalling

The staff recommendation to allow for auditory signalling from 9:00 a.m. to 7:00 p.m. Monday to Sunday and on Statutory Holidays was not supported by 65.7% of respondents. The current prohibited period is 7:00 p.m. to 7:00 a.m. Monday to Saturday with no noise allowed on Sundays or Statutory Holidays. Since auditory signalling is a method of audible expressions of faith (e.g. church bells) staff recommend that it be aligned with amplified sound to ensure equitable treatment of different faith groups. It is also a category which receives very few complaints so this change will have a minimal impact on residents.

Therefore, staff do not recommend any further changes with the exception of whistles used to control organized sporting activities. It is recommended that auditory signalling involving whistles used to control sporting events will be added as a new category in Schedule 2 of the Noise By-law and the prohibited time period will align with the prohibited time period for yelling and shouting, which is 11 p.m. to 7 a.m. (9 a.m. Sundays).

Recommendation 2: That auditory signalling involving whistles used to control sporting events be added as a new category in Schedule 2 of the Noise By-law and the prohibited time period will align with the prohibited time period for yelling and shouting, which is 11 p.m. to 7 a.m. (9 a.m. Sundays).

Loading and Unloading

On September 19, 2021, Bill 215, Main Street Recovery Act, 2020 came into force. Bill 215 limits municipalities from regulating noise related to the delivery of goods to the following destinations to retail business establishments; restaurants, including cafes and bars; hotels and motels and goods distribution facilities. Municipalities will have the authority to regulate delivery noise to destinations other than these categories. This change is intended to ensure that goods can be delivered to communities as efficiently as possible.

Fireworks

The use of fireworks is primarily regulated through the Fireworks By-law 293-01, which outlines the restrictions on firework use outside of permitted periods. It was previously recommended that the permitted period for this category be removed from the Noise Control By-law and added

to the Fireworks By-law for consistency. However, in recognition of the greater desire for proactive enforcement, staff recommend keeping this category.

Recommendation 3: That the Fireworks category remain in Schedule Two of the Noise Control By-law.

Barking, calling or whining by a domestic pet

Staff recommended adding a prohibited period of 10:00 p.m. to 7:00 a.m. to this category in order to provide clarity around when dog barking is acceptable. However, many residents expressed that 7:00 a.m. is too early for this period, so it is recommended that this period be changed to 7:00 p.m. to 9:00 a.m. This also creates consistency with the permitted periods for other types of domestic noise such as amplified sound and domestic power tools.

Recommendation 4: That the prohibited period for “Barking, calling or whining by a domestic pet” in Schedule Two of the Noise Control By-law be changed from “at any time” to 7:00 p.m. to 9:00 a.m. (All days).

Operation of Domestic Power Tools (Including Gas Powered Garden Equipment)

Although the staff recommendation for domestic power tools was supported by 61.5% of survey respondents, staff received feedback throughout that early morning lawn maintenance is disruptive and that there is a desire to see further restrictions to the use of gas-powered equipment. Although the recommendation for the prohibited period to begin at 7:00 a.m. was based on construction noise, it is not directly comparable since domestic power tool noise is intermittent. Therefore, it is recommended that this period change to 7:00 p.m. to 9:00 a.m. all days.

Recommendation 5: That the prohibited period for “The operation of any powered or non-powered tool for domestic purposes other than snow removal” be changed from 11:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays) to 7:00 p.m. to 9:00 a.m. (All days) in Schedule Two of the Noise By-law.

The preceding recommendations are the result of resident feedback and will allow for greater consistency across permitted periods.

PROGRAM ELEMENT #2- ENFORCEMENT OPERATIONS

The July 2020 report recommended that all recommendations with a financial impact be considered in Phase Two, following the recovery phase of COVID-19. This fiscal prudence was unpopular with many stakeholders, who felt that the Noise By-law would not be effective without the introduction of decibel limits and increased staffing.

During the review of the 2023 budget Council approved an increase of eight enforcement officers, one supervisor and one administrative position to focus on the overnight enforcement

of noise regulations. It is expected that enhanced overnight enforcement of noise regulations will commence in the summer of 2023.

Decibel Limits

Another common theme that emerged through the community engagement was objectivity. Objective rules, noise thresholds and investigative processes were all identified as areas that should be addressed.

Many residents communicated a vision of Municipal Law Enforcement Officers (MLEOs) responding to a location equipped with sound level meters. If the sound meter reading exceeded the threshold stated in the by-law, fines or charges would be issued. Unfortunately, there are many steps required to implement this vision. Taking an accurate and consistent decibel reading that would be admissible as court evidence is highly technical and must be conducted by properly trained individuals under precise circumstances. Further, equipment and training is required prior to equipping MLEOs with sound level meters for field enforcement operations.

It was previously recommended that this occur in Phase Two of implementation, but there was a strong demand for objective limits from residents during community engagement. Given that a many jurisdictions have successfully implemented decibel limits and we can learn from their successes', staff recommend that decibel limits be added to some categories of noise, where appropriate and feasible. As a first step, staff recommend implementing decibel limits for the category of Amplified Sound, using Toronto's limit of 55 dB(A) or 70 dB(C). Based on the outcomes of the Pilot, staff will consider whether decibel limits can be added to other noise categories.

Recommendation 6: That the decibel limit of 55 dB(A) or 70 dB(C) be implemented for the Category of Amplified Sound, once equipment has been procured and staff have received training.

Expanded Staff Coverage

One of the strongest themes that emerged from the community engagement sessions was a desire for increased enforcement and investigation of noise complaints. Residents are dissatisfied with the current service levels and indicated that they would prefer quicker response times and on-site investigation of complaints. Additionally, many residents expressed that without increased enforcement changes the By-law would be ineffective.

In the July 2020 report, staff proposed the introduction of a Priority Response Model to begin to deliver onsite investigative services with existing resources. However, increasing the current service level to provide MLEO onsite response and investigation services will require additional staffing to support evening and weekend coverage. A considerable portion of this new service level can be covered through existing resources during daytime and evening hours. Due to changes in licensing there is less pressure for traditional licensing services such as taxi cab

inspections, so there is capacity for evening coverage. This will support an increased service level, particularly when it comes to high priority noise violations, such as parties. However, Peel Regional Police (“PRP”) will continue to attend calls about large gatherings, particularly if there is a safety concern.

To address overnight noise issues the increased levels of enforcement staffing provided in the 2023 budget Regulatory services will be utilized to develop a comprehensive noise enforcement response model that will address the concerns identified both by Council and through public engagement.

Recommendation 7: That Regulatory Services provide a report to Council in Q4 of 2024 to identify the impact of enhanced noise enforcement and to identify any further resources that may be required.

Vehicle Noise

Vehicle noise was one of the top resident concerns throughout the community engagement process. In August 2020, City Council took action in response to these concerns by amending the Noise By-law to prohibit anyone from making unnecessary noise in stationary and moving motor vehicles and increasing the set fine. This change has equipped PRP with an additional tool to address vehicle noise.

MLEOs continue to investigate complaints related to stationary vehicles, but do not have the authority to conduct vehicle stops. Enforcement of moving vehicles is conducted by PRP. PRP continue to conduct their annual “Project Noisemaker” and “Project ERASE” campaigns to address street racing related activities and the noise pollution from excessively loud vehicles.

The Citizen Contact Centre, 311, began logging vehicle noise complaints in June 2020. Between June 1, 2020 and May 1, 2023, they received 322 complaints. This data has been used to identify ‘hot spots’ and coordinate enforcement activities with PRP Staff will also continue to work PRP to develop enforcement strategies.

PROGRAM ELEMENT #3- NOISE EXEMPTIONS

The July 2020 report addressed noise exemptions across City divisions and recommended delegated authority to City Divisional Directors to create and administer noise exemption procedures specific to their respective lines of business. In addition to this change staff recommend implementing improvements to the exemption process to make it less onerous for residents. This may include improvements such as reduced requirements for lower risk noise categories and a streamlined application process. These changes may lead to greater compliance.

Recommendation 8: That staff implement improvements to the exemption process to improve the user experience and increase compliance.

PROGRAM ELEMENT #4- AWARENESS AND DEVELOPMENT

Health and Environmental Impacts of Noise

Many residents have expressed concern about noise pollution and the health impacts of noise. Many residents also expressed concern about the impact that activities that generate high levels noise such as construction and the use of leaf blowers have on the environment through air pollution.

While these concerns are acknowledged by staff and backed by research from international bodies such as the World Health Organization (WHO), they are out of scope of the By-law Review. The Noise Control By-law is intended to regulate intermittent types of noise, related to day-to-day activities of residents and businesses. Environmental and ambient noise are complicated issues that involve multiple levels of government and address issues such as public health and environmental regulations which fall outside of the City's jurisdiction as a lower tier municipality.

Staff will engage with Region of Peel Public Health and the City's Environmental Services section to develop a plan to address these issues and consider next steps.

Recommendation 9: That staff engage relevant stakeholders such as Peel Public Health and the City's Environment section to identify steps the City can take to address the health and environmental impacts of noise and potential noise mitigation approaches.

Resource Requirements

Staff will request the cost for training staff and procuring acceptable measurement devices through the 2024 business planning process

Recommendation 10: That staff request the cost for training staff and procuring acceptable measurement devices through the 2024 business planning process.

Force and Effect Date

It is recommended that the force and effect date for the Noise Control By-law and the repeal date of the Nuisance Noise By-law be July 1, 2023 for all by-law amendments except for the implementation of decibel limits. Staff will include decibel limits in the Noise Control By-law once equipment has been procured and staff have received appropriate training. For all other changes, there will be a three month grace period, until November 1, 2023, where staff will focus on educating residents on the regulatory changes. This will allow time for education and awareness before the spring and summer of 2024, when noise complaints increase due to seasonal activities.

Consolidated Recommendations

The chart below summarizes the recommendations from the July 8, 2020 report and the recommendations above.

Program Element	Recommendation	Remarks
By-law	1– That the Nuisance Type Noise By-law be repealed and consolidated into the Noise Control By-law.	No change
	2– That a new definition for ‘persistent sound’ replace the current ‘nuisance’ definition in the By-law.	No change
	3- That section 7 of the Noise Control By-law be updated to outline the updated exemption application process and application requirements.	No change
	4- That staff apply to the Ministry of the Attorney General for permission to establish set fines consistent with the revised provisions of the amended Noise By-Law.	New recommendation. Previous recommendation was that staff apply to the Ministry of the Attorney General for permission to establish a fine in the Noise Control By-law of no more than \$5000 and a set fine of \$305 in the By-law pursuant to the provisions of the Provincial Offences Act.
	5- That Schedule One of the Noise Control By-law be updated to include a provision prohibiting drivers from making unreasonable or unnecessary noise: “A person having the control or charge of a motor vehicle shall not sound any bell, horn or other signalling device so as to make an unreasonable noise, or install a modified muffler or exhaust with the express intention to create unreasonable noise, nor shall the driver at any time operate or cause the motor vehicle to make any unnecessary noise or noise likely to disturb an inhabitant of the City of Mississauga.”.	Complete. Implemented August 5, 2020
	6-That redundant categories in Schedule Two of the Noise Control By-law be removed and other categories consolidated.	No change
	7-That the prohibited period for Amplified	New recommendation.

Program Element	Recommendation	Remarks
	Sound in Schedule Two of the Noise Control By-law be updated from 5:00 p.m. to 7:00 a.m. to 7:00 p.m. to 9:00 a.m. Monday-Sunday.	Previous recommendation was that the prohibited period for Amplified Sound be updated from 5:00 p.m. to 7:00 a.m. to 7:00 p.m. to 9:00 a.m. Monday-Thursday, Sunday and Statutory Holidays and 10:00 p.m. to 9:00 a.m. Friday and Saturday.
	8- That the prohibited period for Auditory Signalling in Schedule Two of the Noise By-law be updated from 7:00 p.m. to 7:00 a.m. to 7:00 p.m. to 9:00 a.m. Monday to Saturday and on Sundays and Statutory Holidays and that whistles used to control organized sporting activities be exempted.	New recommendation to exempt the use of whistles to control organized sporting events.
	9- That the use of devices to amplify sounds for the purpose of reaching persons outside of the property from which the sound is originating, be prohibited.	No change
	10- That the use of auditory signalling devices for the purpose of reaching persons outside of the property from which the sound is originating, be prohibited.	No change
	11- That noise from sports activities, excluding the use of whistles to control organized sporting activities, be added to the category of Yelling and Shouting in Schedule Two of the Noise Control By-law.	No change
	12- That the category of Selling or advertising by shouting or amplified sound be removed from Schedule Two of the Noise Control By-law.	No change
	13- That the prohibited period for loading and unloading noise in Schedule Two of the Noise Control By-law return to 7:00 p.m. to 7:00 .m. Monday to Saturday once O.Reg 70/20 expires.	Due to Bill 215 can only be enforced for specific categories (See pg. 9) Note - O. Reg. 70/20 was repealed on September 19, 2021.

Program Element	Recommendation	Remarks
	14-That the prohibited period for construction noise in Schedule Two of the Noise Control By-law return to 7:00 p.m. to 7:00 a.m. Monday to Saturday once O.Reg 131/20 expires.	No change O. Reg. 131/20 was revoked on October 7, 2021.
	15- That the Firearms category be removed from Schedule Two of the Noise Control By-law.	No change
	16- That the Fireworks category remain in Schedule Two of the Noise Control By-law.	New recommendation. Previous recommendation was to remove this category from the Noise Control By-law and put in the Fireworks By-law.
	17- That the prohibited period for “The operation of any powered or non-powered tool for domestic purposes other than snow removal” be changed from 11:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays) to 7:00 p.m. to 9:00 a.m. (All days) in Schedule Two of the Noise Control By-law.	New recommendation. Previous recommendation was that the prohibited period be changed from 11:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays) to 7:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays).
	18- That the prohibited period for “Barking, calling or whining by a domestic pet” ” in Schedule Two of the Noise Control By-law be changed from “at any time” to 7:00 p.m. to 9:00 a.m. (All days).	New recommendation. Previous recommendation was that the permitted period for “Barking, calling or whining by a domestic pet” in Schedule Two of the Noise Control By-law be changed from “at any time” to 7:00 a.m. to 10:00 p.m.
	19-That staff implement the priority response model and begin to deliver onsite investigative services with existing resources.	No change
	20- That the decibel limit of 55 dB(A) or 70 dB(C) be implemented for the Category of Amplified Sound, once equipment has been procured and staff have received training.	New recommendation. Previous recommendation was that the consulting services of an acoustical engineering firm be sought

Program Element	Recommendation	Remarks
		in Phase Two.
	21-That Regulatory Services provide a report to Council in Q4 of 2024 to identify the impact of enhanced noise enforcement and to identify any further resources that may be required.	New recommendation
	22- That Municipal Law Enforcement Officers participate in joint enforcement actions with Peel Regional Police Road Safety Services.	No change
Noise Exemption Permits	23- That City Divisional Directors be delegated the authority by the Commissioner T&W to create and administer noise exemption procedures specific to their respective lines of business.	No change
	24- That staff implement improvements to the exemption process to improve the user experience and increase compliance.	
Awareness and Development	25-That free or low cost public awareness activities be undertaken to improve awareness of the new regulations, with more comprehensive activities introduced in Phase Two as required.	No change
	26- That staff promote the Community Mediation Service to residents as a method of resolution, when appropriate.	No change
	27- That staff engage relevant stakeholders such as Peel Public Health and the City's Environment Services section to identify steps the City can take to address the health and environmental impacts of noise and potential noise mitigation approaches.	New recommendation
Resourcing	28- That staff request the cost for training staff and procuring acceptable measurement devices through the 2024 business planning process to support the implementation of the recommendations.	New recommendation

Financial Impact

There is no immediate financial impact resulting from recommendations for the Noise Control Program Review. Staff will request \$120,000 as capital funding request for procuring acceptable

measurement devices, procedural materials and training staff through the 2024 business planning process.

Conclusion

The primary purpose of the Noise Control Program Review was to identify and develop program requirements to better meet the needs of the City. Thorough community engagement revealed that noise is a significant issue for many residents but one where there is little consensus. A modernized by-law will provide clarity and allow for more effective enforcement. Enhanced service levels, through the implementation of the Priority Response model, increased staffing and the introduction of decibel limits will meet resident expectations for increased enforcement and investigation of noise complaints. A simplified noise exemption process will provide clarity and support increased compliance. Although it may not resolve all resident concerns, it will result in a more modernized and effective program.

It is however important to recognize that the success of modifications and enhancements to the process of noise enforcement may not be linked to a reduction in the number of complaints and service requests received regarding noise. It is entirely possible that an increased ability to address these issues on a priority basis, that minimizes the need for the involvement of complainants, may trigger a significant expansion in the number of service requests received.

Attachments

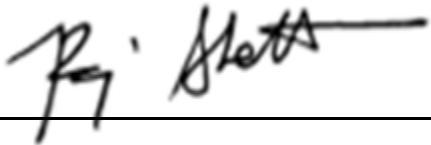
Appendix 1: July 8, 2020 Noise Control Program Review Corporate Report

Appendix 2: Community Engagement Summary

Appendix 3: Online Survey Key Results

Appendix 4: Jurisdictional Scan

Appendix 5: Proposed Changes to Noise Control By-law 360-79



Raj Sheth, P.Eng, Commissioner of Corporate Services

Prepared by: Alexandra Schwenger, Policy Analyst, Enforcement

City of Mississauga Corporate Report



<p>Date: June 12, 2020</p> <p>To: Mayor and Members of Council</p>	<p>Originator's files:</p>
<p>From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works</p>	<p>Meeting date: July 8, 2020</p>

Subject

Noise Control Program Review

Recommendation

1. That the report from the Commissioner of Transportation and Works, dated June 12, 2020 entitled "Noise Control Program Review" be approved.
2. That a by-law be enacted to amend the Noise Control By-law 360-79, as amended, to implement Phase 1 recommendations relating to the City's Noise Control Program Review as outlined in the report from the Commissioner of Transportation and Works, dated June 12, 2020 entitled "Noise Control Program Review."
3. That the Nuisance Type Noise By-law 785-80, as amended, be repealed.
4. That staff report back to Council at a future date on Phase 2 recommendations relating to the City's Noise Control Program Review as outlined in the report from the Commissioner of Transportation and Works, dated June 12, 2020 entitled "Noise Control Program Review."

Report Highlights

- Staff conducted a comprehensive review of the Noise Control Program Review, in order to identify and develop program improvements that will better meet the needs of the City.
- Community engagement on the Noise By-laws resulted in 130 residents attending in person sessions and 4,015 completing the online survey.
- The report identifies 25 recommendations for changes to the by-law, noise exemption periods, enforcement of vehicle noise and public awareness activities.
- Staff recommend implementing a priority response model to deliver onsite noise investigation services with existing resources.

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- Given the financial pressures resulting from COVID-19, a phased implementation is recommended with the introduction of decibel limits and full implementation of service level changes occurring in Phase Two.

Background

Beginning in early 2019, several Councillor enquiries regarding matters related to noise were received by staff. In response to these enquiries a comprehensive review of the Noise Control Program was initiated.

COVID-19 Financial Constraints

The financial impact of COVID-19 on the City is an evolving situation. Given this financial uncertainty, staff have changed the original approach of this review and will be reporting to Council in two phases:

- Phase 1: All recommendations with no financial impacts such as by-law amendments, policy and process changes.
- Phase 2: All recommendations with a financial impact such as consulting services, changes to service levels and staffing levels.

This report includes all Phase 1 recommendations. The Phase 2 recommendations will be brought forward at a later date following the recovery phase of COVID-19.

By-laws and Legislation

There are two separate independent noise by-laws in the City: Nuisance Type Noise By-law 785-80 ("Nuisance Type Noise By-law") and Noise Control By-law 360-79 ("Noise Control By-law").

Noise is managed and regulated through municipal, provincial and federal laws, regulations and guidelines (See Appendix 1). *The Municipal Act, 2001* empowers municipalities to prohibit and regulate noise.

In response to COVID-19, the Province passed Regulation 70/20 on March 19, 2020 pursuant to s. 451.1 of the *Municipal Act, 2001*, which provides that a municipality does not have the power to prohibit and regulate with respect to noise made in connection with the delivery goods in a municipality. Regulation 70/20 is revoked on September 19, 2021.

The Province also passed Regulation 131/20 on April 7, 2020 pursuant to s. 451.1 of the *Municipal Act, 2001*, which provides that a municipality does not have power to prohibit and regulate with respect to noise made in connection with the following:

1. Construction projects and services in a municipality associated with the healthcare sector, including new facilities, expansions, renovations and conversion of spaces that could be repurposed for health care space, at any time of the day or night.

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2. Any other construction activity in a municipality between the hours of 6 a.m. and 10 p.m. Regulation 131/20 is revoked on October 7, 2021.

Both Regulations 70/20 and 131/20 supersede the time periods noted in the City's Noise Control By-law in relation to delivery of goods and construction activities.

Present Status

Noise Control Program Elements

The Noise Control Program consists of four primary program elements:

1. By-Laws: This includes the legal and administrative activities related to periodic by-law amendments and assessment.
2. Enforcement Operations. This includes the receipt and investigation of public complaints as well as proactive and joint enforcement operations. There are currently 18 Municipal Licensing and Enforcement Officers (MLEOs) who enforce the Noise Control By-law and the Nuisance Type Noise By-Law.
3. Noise Exemptions. Noise exemptions are managed and administered by eight divisions and nine business lines within the City. Noise exemption types include construction, road and capital work, film, residential, community events and festivals, and events at City facilities such as Celebration Square.
4. Program Development and Awareness. This includes public education & awareness initiatives, performance metrics, reporting and continuous improvement projects.

Public Complaints

In 2019, there were 1,451 noise complaints and 631 inquiries about noise which did not lead to a service request. Noise complaints represented 13% of the total complaint volume in 2019. The most common noise complaints received by the City were about amplified sound, which received 463 service requests, barking dogs, which had 363, and construction equipment, which had 194 (See Appendix 2). However, it is important to note that it is likely that this does not represent the true scope of noise complaints in the City due to a lack of public awareness of the noise by-laws and service levels. Complaints do not always represent violations.

Comments

Review Methodology

Each of the four preceding program elements were assessed through a six step process:

1. Jurisdictional Scan
2. Community Engagement
3. Assessment of Current State
4. Options Development and Gap Analysis
5. Identification of Short Term Improvement Opportunities
6. Identification of Medium and Long Term Improvements Opportunities

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Below are the key findings for steps one and two. Following that, each of the four program elements are addressed separately for steps three to six.

JURISDICTIONAL SCAN

Staff conducted a jurisdictional scan of noise control programs in 11 jurisdictions; Brampton, Burlington, Calgary, Edmonton, Hamilton, Newmarket, Oakville, Ottawa, Toronto, Vancouver, and Vaughan (Appendix 3).

The City of Mississauga's Noise Control By-law is the oldest dated by-law of all the jurisdictions benchmarked. Mississauga does not use a level of measurement to enforce types of noise emitted but does have prohibited times for noise types. This is not consistent with the jurisdictions benchmarked as seven of 11 jurisdictions have both a level of measurement and prohibited times to enforce noise related issues.

Six of nine jurisdictions equip officers with various forms of noise measuring devices. Mississauga is consistent with four jurisdictions which have a response rate greater than three days. However five jurisdictions aim to respond to noise complaints the same day or in less than three days, though the response window is dependent on the nature of the complaint.

After a four year review, the City of Toronto updated its Noise By-law (Municipal Code Chapter 591) in 2019. The revised by-law includes new and updated definitions to improve clarity and consistency in the interpretation of the by-law, and quantified noise level limits for amplified sound and motorcycles to enhance objectivity. The revised by-law also includes the introduction of an "Unreasonable and Persistent Noise" provision to be applied only when noise is not captured by a specific prohibition, and a more streamlined exemption permit process, with the ability to revoke permits and impose conditions when necessary.

In conjunction with the revised by-law, Toronto also made changes to the enforcement of noise such as the implementation of a priority response model, updating the policy and standard operating procedures for noise investigations, and changing the By-law enforcement hours of coverage to allow for 19 hour daily coverage and 21 hour daily coverage during peak season. To ensure effective implementation, the City of Toronto's Municipal Licensing and Standards Division introduced a dedicated noise team, composed of 24 By-law Enforcement Officers, along with management and administrative support.

COMMUNITY ENGAGEMENT

Between December and February 2020, staff conducted community engagement, which was composed of six facilitator lead community sessions, three targeted focus group sessions with key stakeholders from Ratepayer Associations, the construction industry and Business Improvement Areas (BIAs) and an online survey (See Appendix 4).

The facilitated sessions allowed residents to share their concerns with the current noise by-law program in a neutral setting. Participants were asked to provide their input on types of noise in their neighbourhoods, communication preferences, by-law provisions and service levels.

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Several common themes emerged from the 105 residents who attended the community sessions and 23 community representatives who attended the focus group sessions. Vehicle and construction noise were identified as the most common kind of noise impacting residents. Residents expressed that there is a need for increased enforcement and investigation of noise complaints, increased service levels and quantitative measurement. Participants were generally supportive of updating the permitted periods.

The online survey was completed 4,015 times. Respondents were asked about their knowledge of the current noise by-laws, and for their opinions on potential changes to the permitted periods and noise categories and the introduction of quantitative measures (Appendix 5). Responses were polarized with few strong conclusions, although a number of questions highlighted a lack of awareness of the current Noise Control By-law and permitted periods.

Key results included:

- Respondents said that they were most impacted by noise from motor vehicles, construction, and music.
- There was little awareness of current by-law provisions: 49.6% didn't know where to look to find out when noise is permitted.
- There was support for simplifying the by-law: 60% of respondents supported simplifying the by-law by consolidating periods.
- There was opposition to expanding the hours when construction is permitted. 62% of respondents didn't support extending the time frame when construction is permitted.
- There was limited support for allowing additional noise on Sundays: 52% of respondents strongly disagreed or disagreed with aligning Sunday construction to the rest of the week.

These results demonstrate the need for broader public awareness and taking a balanced approach to updating the Noise Control by-law.

PROGRAM ASSESSMENT AND IMPROVEMENT OPPORTUNITIES

Each of the four program elements are assessed below and recommendations are provided.

PROGRAM ELEMENT #1 – BY-LAWS

In addition to the proposed housekeeping amendments, which are summarized in Appendix 6, the following changes are recommended:

a. Consolidation of By-laws

The Noise Control By-law contains the general prohibitions, noise categories and outlines the exemption process. The Nuisance Type Noise By-law is intended to supplement the Noise Control By-law and identifies three specific prohibitions. Thus, it does not stand on its own.

Recommendation 1 – That the Nuisance Type Noise By-law be repealed and consolidated into the Noise Control By-law.

b. Introduction of Persistent Sound Provision

Nuisance Type Noise causes confusion since the provisions in the Nuisance Type Noise By-law prohibit certain activities at all times but are similar to the categories of noise in the Noise Control By-law, which have permitted periods of time. A more objective and consistent means to address these issues is required in the by-law.

‘Persistent sound’ will be defined as noise continuously heard for a period of at least ten consecutive minutes or intermittently over a period of at least one hour. This will capture the types of noise that the Nuisance Noise By-law was intended to address, while also providing the flexibility for it to address other types of noise not captured in the other categories or unreasonable noise that occurs during the permitted periods.

Recommendation 2 - That a new definition for ‘persistent sound’ be added to the Noise Control By-law to replace the current types of noises included in the Nuisance Type Noise By-law.

c. Introduction of Decibel Limits

Decibel levels provide a quantifiable measurement of sound, allowing for a more objective approach. It is recommended that decibel limits be adopted for select noise types that can be appropriately measured. This is consistent with Toronto’s approach.

Recommendation 3 - That decibel limits for “Amplified Sound” and “Stationary Motor Vehicles” (formerly “The operation of any motorized conveyance” other than on a highway or other place intended for its operations”) be introduced in the second phase of implementation.

d. Changes to the Exemption Process

This section of the By-law allows for the issuance of exemptions for any source of sound or vibration outside of the permitted periods. The current noise exemption process has no automatic exemption for City work and the process does not have the flexibility to meet the needs of the City.

There are eight divisions within the City that are responsible for administering Noise Control by-law exemptions, each with varying levels of administration. It is proposed that a provision be added to the Noise Control By-law to allow divisions not covered by Schedule Three to have their own noise exemption procedures. (See Program Element #3 - Noise Exemptions).

Recommendation 4 - That Section 7 of the Noise Control By-law be updated to outline the updated exemption application process and application requirements.

e. Fines and Penalties

The current fines in the Noise Control and Nuisance Type Noise By-laws, which are set under *the Provincial Offences Act*, are a fine of no more than \$5,000 and a set fine of \$305 respectively. When the By-laws are consolidated, new fines and penalties will be required to be established. Staff recommend that the same fine amounts be included in the new Noise Control By-law.

Recommendation 5 - That staff apply to the Ministry of the Attorney General for permission to establish a fine in the Noise Control By-law of no more than \$5,000 and a set fine of \$305 in the By-law pursuant to the provisions of the Provincial Offences Act.

f. Changes to Schedule One- Vehicle Noise

In order to conduct joint vehicle enforcement with Peel Regional Police, staff need to have the ability to charge motorists under the By-law. In the interim, staff will use the Nuisance Type Noise By-law, but it is recommended that Schedule One be updated with a provision addressing loud engine noise (See Program Element #2-Enforcement Operations).

Recommendation 6 - That Schedule One of the Noise Control By-law be updated to include a provision prohibiting drivers from making unreasonable or unnecessary noise: "A person having the control or charge of a motor vehicle shall not sound any bell, horn or other signalling device so as to make an unreasonable noise, or install a modified muffler or exhaust with the express intention to create unreasonable noise, nor shall the driver at any time operate or cause the motor vehicle to make any unnecessary noise or noise likely to disturb an inhabitant of the City of Mississauga."

g. Changes to Schedule Two- Prohibited Periods of Time

Schedule Two of the Noise Control outlines the activities included in the by-law and their prohibited periods of time. The current provisions are summarized in Appendix 7 and proposed revisions, including housekeeping amendments, are highlighted in Appendix 8.

Recommendation 7 - That redundant categories in Schedule Two of the Noise Control By-law be removed and other categories consolidated.

h. Amplified Sound

Amplified Sound refers to sound made by any electronic device or a group of connected electronic devices incorporating one or more loudspeakers or other electro mechanical transducers, and intended for the production, reproduction or amplification of sound. The current permitted period for amplified sound is from 7:00 a.m. to 5:00 p.m.

Based on the community engagement, jurisdictional scan and other permitted periods, it is recommended that the permitted period for Amplified Sound be updated to 9:00 a.m. to 7:00 p.m. Monday-Thursday, Sunday and Statutory Holidays and 9:00 a.m. to 10:00 p.m. on Friday and Saturday. This approach aligns with the permitted periods for other common noise categories while also allowing for flexibility on weekends. It is also more in line with resident expectations.

Recommendation 8 - That the permitted period for Amplified Sound in Schedule Two of the Noise Control By-law be updated from 7:00 a.m. to 5:00 p.m. to 9:00 a.m. to 7:00 p.m. Monday-Thursday, Sunday and Statutory Holidays and 9:00 a.m. to 10:00 p.m. on Friday and Saturday.

i. Auditory Signalling

Auditory signalling refers to the operation of auditory signalling devices, such as the ringing of bells or gongs and the blowing of horns or sirens or whistles. It is recommended that this permitted period be aligned with the permitted period for Amplified Sound since they are similar noise types.

Recommendation 9 - That the permitted period for Auditory Signalling in Schedule Two of the Noise Control By-law be updated from 7:00 a.m. to 7:00 p.m. to 9:00 a.m. to 7:00 p.m. Monday to Saturday and on Sundays and Statutory Holidays.

j. General Prohibition for Amplified Sound and Auditory Signalling

Amplified Sound and Auditory Signalling differ from most noise types because they have the potential to disrupt many people and with the exception of signalling for safety purposes, the volume of noise can be adjusted by the group or individual(s) making the noise. It is recommended that amplified sound or auditory signalling for the purpose of reaching an audience outside of the property be prohibited in the By-law.

Recommendation 10 - That the use of devices to amplify sounds for the purpose of reaching persons outside of the property from which the sound is originating, be prohibited.

Recommendation 11 - That the use of auditory signalling devices for the purpose of reaching persons outside of the property from which the sound is originating, be prohibited.

k. Sports Related Noise

Sports related noise refers to noise from organized sport activities including whistling, shouting and cheering. The use of whistles to referee a game is considered to be a reasonable aspect of this activity, and is covered under auditory signalling. However, to reflect the multi-faceted nature of sport activities, it is proposed that this noise type be

included under the Yelling and Shouting Category. This aligns with the permitted periods and approved use of sports fields.

Recommendation 12 - That noise from sports activities be added to the category of Yelling and Shouting in Schedule Two of the Noise Control By-law.

I. All Selling or Advertising by Shouting or Amplified Sound

Selling or advertising by shouting or amplified sound refers to individuals operating a business who promote their business verbally, such as newspaper sellers. This category can be addressed through the Amplified Sound and Yelling and Shouting categories.

Recommendation 13 - That the category of Selling or advertising by shouting or amplified sound be removed from Schedule Two of the Noise Control By-law.

m. Loading, Unloading and Deliveries

Due to Ontario Regulation 70/20, this permitted period is not enforceable until September 19, 2021. At this time, it is recommended that the permitted period for loading and unloading return to 7:00 a.m. to 7:00 p.m. Monday to Saturday.

Recommendation 14 - That the permitted period for loading and unloading noise in Schedule Two of the Noise Control By-law return to 7:00 a.m. to 7:00 p.m. Monday to Saturday once O.Reg 70/20 expires.

n. Construction

During the Review, residents were vocal about the prevalence of construction noise and expressed a desire to maintain the permitted period of 7:00 a.m. to 7:00 p.m. Monday to Saturday, with no construction permitted on Sundays. Due to Ontario Regulation 131/20 this is not enforceable until October 2021. At that time, it is recommended that the permitted period for Construction noise return to 7:00 a.m. to 7:00 p.m. Monday to Saturday.

Recommendation 15 - That the permitted period for construction noise in Schedule Two of the Noise Control By-law return to 7:00 a.m. to 7:00 p.m. Monday to Saturday once O.Reg 131/20 expires.

o. Firearms

It is recommended that this category be removed as firearm use is better addressed through the Criminal Code.

Recommendation 16 - That the Firearms category be removed from Schedule Two of the Noise Control by-law.

p. The operation of any powered or non-powered tool for domestic purposes other than snow removal

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This category allows for the use of power tools, including loud devices like lawn mowers and leaf blowers until 11:00 p.m., which is more permissive than the construction noise category. Based on the community engagement, jurisdictional scan and other permitted periods, it is recommended that the permitted period for this category be updated to 7:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays).

Recommendation 17 - That the permitted period for “The operation of any powered or non-powered tool for domestic purposes other than snow removal” be changed from 7:00 a.m. to 7:00 p.m. (9:00 a.m. Sundays) to 7:00 a.m. to 7:00 p.m.(9:00 a.m. Sundays) in Schedule Two of the Noise Control By-law.

q. Persistent barking, calling or whining by a domestic pet

The current permitted period of “at any time” creates unrealistic expectations since it is not possible for dog owners to completely eliminate barking since it is a method of communication for dogs. It is recommended that permitted periods be added to address barking in the evening and early morning.

Recommendation 18 - That the permitted period for “Persistent barking, calling or whining by a domestic pet” in Schedule Two of the Noise Control By-law be changed from “at any time” to 7:00 a.m. to 10:00 p.m.

The preceding recommendations will make the Noise Control By-law easier to understand and interpret, which may result in higher compliance.

PROGRAM ELEMENT #2 – ENFORCEMENT OPERATIONS

Current Service Levels

Noise complaints are rarely investigated by an MLEO. When a complaint is reported, a letter is sent to the person(s) creating the noise advising them that they are required to restrict the noise. A letter and package is also sent to the complainant which includes a noise log sheet to document the time the noise starts and ends, the dates and type of noise for three to four weeks. If the matter proceeds to legal action, the complainant is often required to serve as the witness to the violation.

One of the strongest themes that emerged from the community engagement sessions was a desire for increased enforcement and investigation of noise complaints. Residents are dissatisfied with the current service levels and indicated that they would like quicker response times and on-site investigation of complaints.

Increasing the current service level to provide MLEO onsite response and investigation services would require a significant financial investment. The current staff (18 MLEOs) and coverage (weekday business hours) would be required to be expanded to allow for evening & weekend coverage as well as a 10% increase in case file volume. Given the current financial impacts resulting from COVID-19, investment opportunities will not be recommended or pursued at this

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time. The short term result will be that service levels will not fully satisfy the public demand for enforcement services.

***Recommendation 19** - That staff report back in Phase 2 with the staff requirements necessary to expand the current service levels.*

However, introducing a Priority Response Model will partially satisfy the public demand for onsite noise enforcement services. The model will also inform future resourcing needs to be included in a Phase 2 report.

Priority Response Model

Prioritizing complaints rather than treating all noise complaints the same will allow for the introduction of onsite investigation services in a gradual and measured approach. With a priority response model and improved data management practices, MLEOs will begin to conduct more onsite complaint investigations with existing resources. The proposed response model is summarized below:

Priority Level	Description	Response Time	Example
Priority One	An urgent matter that requires an MLEO to conduct an on-site investigation. This is a matter that it outside of the permitted hours. <ul style="list-style-type: none"> • HIGH Likelihood of reoccurrence; AND • HIGH impact to residents 	Within 24 hours	<ul style="list-style-type: none"> • Construction excavation creating noise outside of permitted hours. • Commercial and industrial loading/unloading noise.
Priority Two	A non-urgent matter that requires an MLEO to conduct an on-site investigation. It is a matter that is either outside of the permitted hours or an instance of persistent noise. <ul style="list-style-type: none"> • HIGH Likelihood of reoccurrence; OR • HIGH impact to residents 	Within 5 Business Days	<ul style="list-style-type: none"> • Noise occurring from a malfunctioning air conditioner. • Persistent amplified sound from a residence within the permitted times. • Dog barking – multiple complaints from multiple residents.
Priority Three	An non-urgent matter that does not require an on-site investigation by an MLEO. <ul style="list-style-type: none"> • LOW Likelihood of reoccurrence; OR • LOW impact to residents 	Letter may be sent out to the subject of the complaint.	<ul style="list-style-type: none"> • An isolated noise event such as a backyard wedding where a complaint is entered on the following business day.

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Priority Level	Description	Response Time	Example
			<ul style="list-style-type: none"> • Dog barking – single complaint.

It should be noted that the subject of a complaint may progress through all three priority levels over time. As the number of complaints and the number of complainants increases, so will the priority level. For example a house party, on a first occurrence, would typically be a priority three complaint. However, if the location had a second house party, with multiple complainants in each instance, the occurrence would be escalated to a priority one or two depending on the impact level.

Data collection and analysis will be a critical factor in tracking and classifying complaints. If done properly, patterns of non-compliance will emerge over time and an appropriate level of enforcement action will be more likely to occur.

Priority Response Model Implementation

In order to assess the feasibility of adopting the priority response mode, staff analyzed 2019 service request data to determine how the 2019 complaints would have been classified using the recommended priority response model:

Category	Projected Number of Complaints
Priority One	389 (21.5%)
Priority Two	573 (31.7%)
Priority Three	847 (46.8%)

Based on historical data, it is estimated (conservatively) that 1,000 annual onsite noise investigations would be required. This represents 10% of the total annual complaint volumes for Compliance and Licensing Enforcement. On average, a priority one or two complaint will require four to eight hours of total staff time.

Achieving a 100% service level for onsite response service will not be possible with the existing staff level. However, establishing the response model and service levels will allow staff to establish a baseline and at least begin to deliver services where staff capacity exists.

Recommendation 20 - That staff implement the priority response model and begin to deliver onsite investigative services with existing resources.

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Decibel Limits

Another common theme that emerged through the community engagement was objectivity. Objective rules, noise thresholds and investigative processes were all identified as areas that should be addressed.

Decibel limits are recommended to be added to a future noise by-law for “Amplified Sound” and “stationary motor vehicles” (Formerly “The operation of any motorized conveyance other than on a highway or other place intended for its operations”) noise categories as they are best suited to a quantifiable measure. However, as a first step, technical expertise is required to establish the appropriate decibel limits, determine investigative practices, identify equipment needs and train staff.

Many residents communicated a vision of Enforcement Officers responding to a location equipped with sound level meters. If the sound meter reading exceeded the threshold stated in the by-law, fines or charges would be issued. Unfortunately, there are many steps required to implement this vision. Taking an accurate and consistent decibel reading that would be admissible as court evidence is highly technical and must be conducted by properly trained individuals under precise circumstances. Further consulting, equipment and training is required prior to equipping MLEOs with sound level meters for field enforcement operations.

Recommendation 21 - That staff seek the consulting services of an acoustical engineering firm through the Phase 2 report in order to determine appropriate decibel limits and enforcement practices.

Joint Enforcement: Vehicle Noise

Throughout the community engagement, loud vehicles were cited by many residents as the noise that most impacts them. While MLEOs can address noise from stationary vehicles, moving vehicles are regulated through the *Highway Traffic Act* and are the responsibility of Peel Regional Police. Historically, Peel Regional Police have conducted enforcement blitzes in response to community concerns regarding excessively loud vehicles in Mississauga, but it is not a top priority.

Staff have engaged Peel Regional Police and are currently developing a joint enforcement strategy which will see Peel Officers and Bylaw Officers riding together and utilizing the *Highway Traffic Act* as well as the Noise Control and Nuisance Type Noise By-laws as tools to educate and enforce in an effort to reduce vehicle noise within the city.

Recommendation 22 - That Municipal Licensing Enforcement Officers participate in joint enforcement actions with Peel Regional Police Road Safety Services, where Municipal Licensing Enforcement Officers will ride in police cars with Peel Officers and utilize the Noise Control By-law to enforce unnecessary vehicle noise.

Vehicle Noise Enforcement: Technology

Although some jurisdictions, such as Edmonton, have piloted the use of automatic technology to enforce vehicle noise, it is not recommended at this time. The current technology being utilized cannot identify the particular vehicle emitting the noise, resulting in officers having to be present to identify the non-compliant vehicle.

Vehicle Noise Enforcement: Decibel Limits

Decibel limits are not recommended for vehicle noise because acceptable decibel limits for vehicles are not included in the *Highway Traffic Act*. The *Highway Traffic Act* relies on the observations and opinion of the Officer completing the investigation.

Additionally, many fleet vehicles such as buses or work trucks would be above the typical dBa range of 85-90 dBa implemented by other jurisdictions.

PROGRAM ELEMENT #3 – NOISE EXEMPTIONS

Noise exemptions are required to be sought by residents or organizations that are planning on making noise outside of the permitted periods. The current noise exemption process was identified by stakeholders as being onerous and difficult to navigate.

Noise Exemption Types

There are six divisions, eight sections and ten types of noise exemptions administered by the City:

Division and Group	Noise Exemption Type	Example
Culture, Culture Services, Creative Industries	Film permit exemptions	Film shoots outside of City facilities
Culture, Meadowvale Theatre and Celebration Square	Automatic (Schedule Three) exemption	Events at Celebration Square
Culture, Museums and Small Arms Building	Automatic (Schedule Three) exemption	Events at museums or the Small Arms Building
Recreation, Sport and Community Development, Community and Neighbourhood Development	Automatic (Schedule Three) exemptions, Parks exemptions	Community events and festivals
Parks and Forestry, Parks Operations	Parks booking permits	Organized events in City parks
Enforcement, Compliance and Licensing Enforcement	Commercial construction exemptions	Construction noise exemption for condominium construction
Enforcement, Compliance and Licensing Enforcement	Residential exemptions	Amplified sound exemption for a backyard wedding
Enforcement, Compliance and	Other noise category	Amplified sound

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Division and Group	Noise Exemption Type	Example
Licensing Enforcement	(Schedule Two) exemptions	exemption for a restaurant patio
Infrastructure Planning and Engineering, Capital Works Delivery	Capital works construction exemptions (facilitated through Traffic Operations)	Water main construction project outside of the permitted period for construction
Traffic Management and Municipal Parking, Traffic Services and Road Safety	Road construction exemptions	Road re-paving outside of the permitted period for construction

Due to the number of processes and the wide variety of activities they encompass, there are inconsistencies between processes and deviations from the prescribed by-law provisions, which in many instances are limiting to the Divisions. Therefore, it is recommended that the Noise Control By-law allow Divisions to have their own exemption procedure. These procedures will adhere to the requirements outlined in the Noise Control By-law, but be determined, and administered by Divisions. This will allow Divisions the flexibility to create procedures that work for their clients and prevent inconsistencies. Noise exemptions will be centrally tracked through 311.

Recommendation 23 - That City Divisional Directors be delegated the authority by the Commissioner T&W to create and administer noise exemption procedures specific to their respective lines of business.

Noise Exemption Application Process and Requirements

Directors will be delegated the authority to grant exemptions by the Commissioner of Transportation and Works. All of the divisional procedures will, at a minimum, be required to detail the following in their applications:

Activity and Type of Exemption Required:

Applicants will be required to provide a description and location of the activity as well as the sources of sound that an exemption is being sought for. For instance, a community street festival may include amplified sound, loading and unloading and yelling and shouting. This requirement will allow applications to be directed to the appropriate Division for review and approval.

Period of time:

Divisions will be allowed to determine the period of time the exemption will be valid for, but it will be limited to no more than six months.

Public notification process:

This requirement will be determined by the Divisions and will allow them to identify a process that works with their exemption type and stakeholder group. Requirements may include distribution of a flyer to all residents within a 500 metre radius, posting a notification in a local paper for two consecutive days or displaying the notification at the exemption location in advance of the exemption date. For instance, for filming exemption permits, it may only be necessary to notify residents on the street where the filming is taking place, but for water main construction a larger notification area may be required.

Application Fees:

Divisions will have the authority to determine their fees and charges, based on the amount of work required to process an application. Fees will be added to the User Fees and Charges By-law.

Application Evaluation Process:

Divisions will determine criteria to evaluate applications on a case by case basis, enabling them to use their discretion and determine what is reasonable for their exemption type. This criteria may include, depending on the exemption type: consultation with the affected Ward Councillor, consideration of proximity of the sound to a residential area, and identification of noise mitigation measures. Regardless of whether the local Ward Councillor is consulted, they must be notified in advance of the exemption date. However, they will not be required to approve the exemption application unless the Division deems it necessary.

Criteria will be tailored and proportional relative to the potential impact of the noise. For instance, a low impact, one-time event application would only require notifying the direct area around the application site, while a high impact, high frequency event application would require a study by a Sound Engineer, a sound mitigation plan, distribution of notices within 500 metres of the application site and consultation with the Ward Councillor.

Terms and Conditions:

Directors will have the authority, as delegates, to determine whether terms and conditions should be imposed on an exemption. Terms and conditions could include noise mitigation strategies, time restrictions and exemption revocation processes.

Automatic (Schedule Three) Exemptions

The Noise Control By-law has a schedule of community events and festivals and City facilities which receive automatic exemptions to the Schedule Two permitted periods. Council approval in the form of a corporate report from the Division administering the exemption will be required for addition to the Schedule.

PROGRAM ELEMENT #4 – PROGRAM DEVELOPMENT AND AWARENESS

This includes public education & awareness initiatives, performance metrics, reporting and continuous improvement projects.

Public Education and Awareness

Community engagement activities revealed that residents have a limited understanding of the current by-law provisions and permitted times. It is recommended that awareness and education activities be undertaken to improve public awareness of the permitted periods and complaint process, and to encourage residents to be courteous of their neighbours.

These activities will take a phased approach and begin with digital materials, then printed materials and if necessary, materials specific to certain activities, such as vehicle noise or weekend construction. Activities in Phase One will be undertaken using existing budget.

Recommendation 24 - That free or low cost public awareness activities be undertaken to improve awareness of the new Noise Control by-law, with more comprehensive activities introduced in Phase Two as required.

Continuous Improvement

During the Review it was determined that more detailed data is required to obtain a better understanding of current noise service requests. Staff are in the process of implementing changes that will allow for better data collection. With increased data on types of complaints and complaint locations, staff will be able to use this data to make service level decisions, inform their response and conduct targeted public education.

Enforcement staff also reviewed existing processes related to noise investigations and enforcement to streamline efforts and to ensure consistency in response. Changes being implemented include changing the language and process of submitting noise complaints to make it more straightforward and easier to do online, updating standard operation procedures for closing complaints and updating the noise Knowledge Base so complaints are properly directed.

Mediation

Mediation is a form of alternative dispute resolution where individuals or groups resolve a dispute with the help of a neutral third party who serves as a mediator. Since 2012, the City has funded a Community Mediation Service run through the Dixie Bloor Neighbourhood Centre. In 2019, the Centre mediated 420 cases on a wide variety of subjects using volunteer mediators. Mediation is often an appropriate tool to address noise complaints, particularly when the noise is occurring during permitted periods, or in the case of disputes between neighbours. Currently, information about mediation is included in the package that is sent to the complainant, but there is often low uptake because both parties need to be willing to participate.

Recommendation 25 - That staff promote the Community Mediation Service to residents as a method of resolution, when appropriate.

Summary of Recommendations

Program Element	Recommendation
By-law	1- That the Nuisance Type Noise By-law be repealed and consolidated into the Noise Control By-law.
	2- That a new definition for 'persistent sound' replace the current 'nuisance' definition in the By-law.
	3- That decibel limits for "Amplified Sound" and "stationary vehicles" (Formerly "The operation of any motorized conveyance other than on a highway or other place intended for its operations") be introduced in the third phase of implementation.
	4- That section 7 of the Noise Control By-law be updated to outline the updated exemption application process and application requirements.
	5- That staff apply to the Ministry of the Attorney General for permission to establish a fine in the Noise Control By-law of no more than \$5000 and a set fine of \$305 in the By-law pursuant to the provisions of the Provincial Offences Act.
	6- That Schedule One of the Noise Control By-law be updated to include a provision prohibiting drivers from making unreasonable or unnecessary noise: "A person having the control or charge of a motor vehicle shall not sound any bell, horn or other signalling device so as to make an unreasonable noise, or install a modified muffler or exhaust with the express intention to create unreasonable noise, nor shall the driver at any time operate or cause the motor vehicle to make any unnecessary noise or noise likely to disturb an inhabitant of the City of Mississauga."
	7- That redundant categories in Schedule Two of the Noise Control By-law be removed and other categories consolidated.
	8- That the permitted period for Amplified Sound in Schedule Two of the Noise Control By-law be updated from 7:00 a.m. to 5:00 p.m. to 9:00 to 7:00 p.m. Monday-Thursday, Sunday and Statutory Holidays and 9:00 a.m. to 10:00 p.m. on Friday and Saturday.
	9- That the permitted period for Auditory Signalling in Schedule Two of the Noise Control By-law be updated from 7:00 a.m. to 7:00 p.m. to 9:00 a.m. to 7:00 p.m. Monday to Saturday and on Sundays and Statutory Holidays.
	10- That the use of devices to amplify sounds for the purpose of reaching persons outside of the property from which the sound is originating, be prohibited.
	11- That the use of auditory signalling devices for the purpose of reaching

Program Element	Recommendation
	<p>persons outside of the property from which the sound is originating, be prohibited.</p> <p>12- That noise from sports activities be added to the category of Yelling and Shouting in Schedule Two of the Noise Control By-law.</p> <p>13- That the category of Selling or advertising by shouting or amplified sound be removed from Schedule Two of the Noise Control By-law.</p> <p>14- That the permitted period for loading and unloading noise in Schedule Two of the Noise Control By-law return to 7:00 a.m. to 7:00 p.m. Monday to Saturday once O.Reg 70/20 expires.</p> <p>15- That the permitted period for construction noise in Schedule Two of the Noise Control By-law return to 7:00 a.m. to 7:00 p.m. Monday to Saturday once O.Reg 131/20 expires.</p> <p>16- That the Firearms category be removed from Schedule Two of the Noise Control By-law.</p> <p>17- That the permitted period for "The operation of any powered or non-powered tool for domestic purposes other than snow removal" be changed from 7:00 a.m. to 11:00 p.m. (9:00 a.m. Sundays) to 7:00 a.m. to 7:00 p.m. (9:00 a.m. Sundays) in Schedule Two of the Noise Control By-law.</p> <p>18- That the permitted period for "Persistent barking, calling or whining by a domestic pet" in Schedule Two of the Noise Control By-law be changed from "at any time" to 7:00 a.m. to 10:00 p.m.</p>
Enforcement Operations	<p>19- That staff report back in Phase 2 with the staff requirements necessary to expand the current service levels.</p> <p>20- That staff implement the priority response model and begin to deliver onsite investigative services with existing resources.</p> <p>21- That staff seek the consulting services of an acoustical engineering firm through the Phase Two report in order to determine appropriate decibel limits and enforcement practices.</p> <p>22- That Municipal Licensing Enforcement Officers participate in joint enforcement actions with Peel Regional Police Road Safety Services, where Municipal Licensing Enforcement Officers will ride in police cars with Peel Officers and utilize the Noise Control By-law to enforce unnecessary vehicle noise.</p>
Noise Exemption Permits	<p>23- That City Divisional Directors be delegated the authority by the Commissioner T&W to create and administer noise exemption procedures specific to their respective lines of business.</p>
Awareness and Development	<p>24- That free or low cost public awareness activities be undertaken to improve awareness of the new by-law, with more comprehensive activities introduced in Phase Two as required.</p> <p>25- That staff promote the Community Mediation Service to residents as a method of resolution, when appropriate.</p>

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Timeline for Noise Control By-law Amendment

Staff intends to bring forward the proposed Noise Control By-law amendment recommended as part of Phase 1 to the September 16, 2020 Council meeting for Council approval.

Financial Impact

There is no financial impact associate with the current recommendations. Staff will provide a future Phase 2 report at a later date with financial impacts.

Conclusion

The primary purpose of the Noise Control Program Review was to identify and develop program requirements to better meet the needs of Council and the community. Thorough community engagement revealed that noise is a significant issue for many residents. A modernized by-law will provide clarity and allow for more effective enforcement. Enhanced service levels are required to fully meet resident expectations but there are many short and medium term actions that can be implemented to improve the program model in the interim.

Attachments

Appendix 1: Federal and Municipal Noise Regulations

Appendix 2: 2019 Noise Complaints

Appendix 3: Noise Control Jurisdictional Scan

Appendix 4: Community Engagement Summary

Appendix 5: Online Survey Key Results

Appendix 6: Summary of Proposed Housekeeping Amendments to Noise Control By-law 360-79

Appendix 7: Current Schedule Two: Permitted Periods

Appendix 8: Recommended Changes to Schedule Two: Permitted Periods



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

Prepared by: Alexandra Schwenger, Policy Analyst, Enforcement

Federal Municipal and Provincial Noise Regulations

Noise is managed and regulated through municipal, provincial and federal guidelines and regulations:

Federal Government	Provincial Government	Municipal Government
<ul style="list-style-type: none"> • National guidelines and regulations for various types of noise, including general guidelines for exposure in the workplace, noise from aircraft, transportation, federal infrastructure projects, federal railways and wind turbines • The <i>Canadian Transportation Act</i>- Includes regulations for aircraft noise management, aviation regulations for noise, as well as guidelines for complaints over railway noise and vibration • Motor Vehicle Safety Regulations set noise emissions standards for motor vehicles • Noise under federal regulation includes federal infrastructure projects, federal railways, airports and aircraft 	<ul style="list-style-type: none"> • <i>Occupational Health and Safety Act</i>- Noise protection requirements from workplaces, including construction, health care, schools and fire/police services • <i>Highway Traffic Act</i>- Provisions to manage noise from the operation of motor vehicles • <i>Environmental Protection Act</i>- Regulates environmental noise emissions by establishing sound level limits for stationary industrial and renewable energy sources, and setting requirements for noise impact studies for land use planning decisions • Noise under provincial regulations includes provincial infrastructure project, provincial railways, highways and wind turbines 	<ul style="list-style-type: none"> • <i>The Municipal Act, 2001</i> empowers municipalities to enact noise by-laws to control sound (noise)

2019 Noise Complaints

In 2019, there were 1451 noise complaints and 631 inquiries about noise which did not lead to a service request. 1300 of the 1451 noise complaints were analyzed to determine noise type. Due to data inaccuracies not all complaints had sufficient information to be classified.

Noise Types	Description	Number of Complaints in 2019
Auditory signalling	Ringling of bells or gongs and the blowing of horns or sirens or whistles	20
Amplified Sound	Amplified sound (for example, music emanating from speakers from bars, night clubs, restaurants, cafes/patios, buskers or concerts)	463
Power Device Noise	Power devices (for example, leaf blowers, chain saw, lawn mowers, grass trimmers).	16
Commercial and Industrial including Loading and Unloading Noise ¹	Noise from loading, unloading, delivering, packing, unpacking and otherwise handling any containers, products or materials.	195
Stationary Source Noise	A sound from a stationary source or residential air conditioner	49
Motor Vehicle Noise	Clearly audible noise from vehicle repairs, rebuilding, modifying or testing	25
Construction noise	Includes erection, alteration, repair, dismantling, demolition, structural maintenance, land clearing, earth-moving, grading, excavating, the laying of pipe and conduit whether above or below ground level, street and highway building, application of concrete, equipment installation and alteration and the structural installation of construction components and materials in any form or for any purpose, and includes any work in connection with these activities	194
Animal Noise	Persistent noise, including barking, calling or whining or other similar persistent noise, made by any animal kept or used for any purpose	363
Yelling or shouting or other human noises	Yelling, screaming, shouting, singing, loud parties, children playing	123

¹ Includes five categories- Loading and unloading, stationary powered rail cars, venting, release or pressure release of air, steam or other gaseous material, the operation of a solid waste bulk lift or refuse compacting equipment and the operation of a commercial car wash

Appendix 3: Noise Control Jurisdictional Scan

Noise Control Jurisdictional Scan

Category	Brampton	Burlington	Hamilton	Newmarket	Oakville	Ottawa	Toronto	Vaughan	Calgary	Edmonton	Vancouver	Mississauga
Is there a Noise By-law?	Noise By-law 93-84	The Nuisance and Noise Control By-law 19-2003	Noise Control By-law 11-285	Noise By-law 2017-76	Noise By-law 2008-098	Noise By-law 2017-255	Toronto Municipal Code Chapter 591, Noise	The Noise Control By-law 062-2018	Community Standards By-law 5M2004 Part 9 – Regulation of Noise	Community Standards By-law 14600 Part III – Noise Control	Noise Control By-law No. 6555	Noise Control By-law 360-79
Is there a Nuisance By-law?	Public Nuisance By-law 136-2018	Yes	No	No	Nuisance By-law 2007-143	No	No	The Nuisance By-law 195-2000	No	No	No	Nuisance Type Noise By-law 785-80
Does it apply to noise enforcement?	Yes. unreasonable noise, including loud music is included in the definition of public nuisance.	Yes			Yes			Yes				
What is the date of the Noise By-law	2014 – Amended	2019 – Amended	2017 – Amended	2017 – Enacted	2016 – Amended	2019 – Amended	2019 – Updated	2019 – Amended	2017 – Amended	2019 – Consolidated	2020 – Consolidated	1980 – Passed
Are noise levels listed in the Noise By-law?	No Noise levels are not used	No Noise levels are not used	No Noise levels are used only	No Noise levels are not used	Yes A decibel level is used	Yes A decibel level is used	Yes A decibel level is used	Yes A decibel level is used	Yes A decibel level is used	Yes A decibel level is used	Yes A decibel level is used	No Noise levels are not used

Category	Brampton	Burlington	Hamilton	Newmarket	Oakville	Ottawa	Toronto	Vaughan	Calgary	Edmonton	Vancouver	Mississauga
Are prohibited times listed within the Noise By-law?	No Prohibited times are not listed	References are made to the Ministry of Environment s (NPC's) Noise Pollution Control publications which use dBA levels.	for exemptions		to measure noise (dBA)	to measure noise (dBA)	to measure noise (dBA & dBC) for amplified noise, "A" weighted sound levels(dBA) are used to enforce stationary sources, motorcycle noise and noise exemption permits.)	to measure noise (dBA)	to measure noise (dBA)	to measure noise (dBA)	to measure noise (dBA)	
	No Prohibited times are not listed	Yes Prohibited times for noise types are listed in Schedule 2 of the By-law	No Prohibited times are only listed for exemptions	Yes Prohibited times for noise types are listed in Schedule A of the By-law	Yes Prohibited times for noise types are listed in Schedule 2 of the By-law	Yes Prohibited times for noise types are listed within the By-law	Yes Prohibited times for noise types are listed within the Municipal Code	Yes Prohibited times for noise types are listed in Schedule 2 of the By-law	Yes Prohibited times for noise types are listed within the By-law	Yes Prohibited times for noise types are listed within the By-law	Yes Prohibited times for noise types are listed within the By-law	Yes Prohibited times for noise types are listed in Schedule 2 of the By-law
		8 prohibited periods depending on the type of noise		13 prohibited periods depending on the type of noise	6 prohibited periods depending on the type of noise	13 prohibited periods depending on the type of noise	7 prohibited periods depending on the type of noise	7 prohibited periods depending on the type of noise	5 prohibited periods depending on the type of noise	5 prohibited periods depending on the type of noise	8 prohibited periods depending on the type of noise	7 prohibited periods depending on the type of noise

Category	Brampton	Burlington	Hamilton	Newmarket	Oakville	Ottawa	Toronto	Vaughan	Calgary	Edmonton	Vancouver	Mississauga
What are the associated penalties for noise?	Provincial Offences Act	Provincial Offences Act	APS then a Provincial Offences Notice	Provincial Offences Act	POA fines Range from \$115-\$255 Note: currently looking at amending the noise by-law to include APS. Once this is approved, the fine amount will be \$300.	APS then a Provincial Offences Notice	POA – Part I for some offences, and Part III for remaining. Orders can be written for non-compliance.	AMPS and Provincial Offences Act	Typically a fine between \$250-\$500 is issued	Typically a fine between \$250-\$500 is issued	Fine not more than \$10,000 and not less than \$250.00	Provincial Offences Act
What is the complaint process for noise?	Noise complaints can be registered by phone or online Reporting package is available online	Noise complaints can be registered by phone, email or online	Noise complaints can be registered by phone or online	Noise complaints can be registered by phone or online Receive most complaints through customer service phone line	Noise complaints can be registered by phone or email through ServiceOakville As of June 1, the following Noise complaints can be	Noise complaints can be registered by phone or online 24 hours a day.	Noise complaints can be registered by phone or online	Noise complaints can be registered by phone, online, or Access Vaughan App	Noise complaints can be registered by phone, online, or through the City's 311 App	Noise complaints can be registered by phone, online, or through the City's 311 App	Noise complaints can be registered by phone via 311.	Noise complaints can be registered by phone or online Many complaints received by Peel Police Most noise complaints register

Appendix 3: Noise Control Jurisdictional Scan

Category	Brampton	Burlington	Hamilton	Newmarket	Oakville	Ottawa	Toronto	Vaughan	Calgary	Edmonton	Vancouver	Mississauga
					submitted online: Barking Dog Construction Event/party							outside the operating hours of Compliance

Category	Brampton	Burlington	Hamilton	Newmarket	Oakville	Ottawa	Toronto	Vaughan	Calgary	Edmonton	Vancouver	Mississauga
What is the enforcement process for noise?	No noise equipment or training is administered Officers typically respond to a registered complaint the same or next day but it depends on the nature of the complaint Residents can call 311 or report on line using app. Anonymous caller will not be accepted Full details of the noise, dates, times, type of noise... is required If sufficient grounds to suspect an offence has taken place, a Notice of violation may	Noise equipment is outdated and not used. 3 of the 5 Officers are certified in noise by the MLEOA Officers typically respond to registered complaints the same day Typically an officer is assigned to noise complaints Police may deal with some noise complaints depending on the nature of the matter Thursday-Sunday an Officer will ride with local police to respond to noise complaints Sometimes a team is assembled for special events	No noise equipment or training is administered Officers typically respond to registered complaints within 1-3 days Complaints are received by customer service, a reporting package is then sent to the resident and once it is completed it is sent back to the town where it is then provided to the area officer for investigation	Officers use a noise reading device called Larsen Davis LXT1 and receive MLEO noise training Officers typically respond to a registered complaint the same day but it could depend on the nature of the complaint If the location is a party, they may refer the call to the police Priority placed on party noise, construction, deliveries, pool/pumps. Longer investigations include stationary source complaints such as	Officers receive in-house training and carry decimal readers Officers typically respond to a registered complaint the same day but it could depend on the nature of the complaint If a complaint comes in after hours, the next available officer will pick up the case in the morning. Service operating hours: Sunday-Thursday: 6AM-2AM Friday-Saturday: 6 AM-4 AM	There is a dedicated Noise Enforcement Team who is trained on subjective and objective (e.g. decibel limits) measurement. They respond on a priority basis. For example, within 24 hours for Priority One, 3 days for Priority 2, and 5 days for Priority 3. Priority 4 requests receive no investigative action from an Officer.	Officers recertified for noise in November 2018, they also purchased Piccolo noise meters but do not carry them Officers typically respond to a registered complaint between 3-5 days if it is a non-emergency and depending on the nature of the complaint Special events are monitored the day of by Officers	Officers use a noise decimal device and receive informal training Officers do not base a noise offence charge on a measurement but rather focus on complaints and investigation If a charge requires a noise level measurement it is referred to a noise expert outside of the City Officers typically respond to a registered complaint between 7-10 days depending on the nature of the complaint and work load of the officers High priority (3-5 day	Officers use a noise reading device called Bruel & Kjaer no extensive training is provided or needed During the course of an investigation Officers do not typically use the noise reader to measure noise but rather use their own observations and/or witness statements Officers typically respond to a registered complaint between 1-4 days depending on the nature of the complaint and work load of the officers	The operator will take the complaint, our clerk will then receive the complaint and open a case file which is then assigned to the district inspector to investigate Noise complaints are handled as quickly as possible not unlike other complaints they receive Try to contact the complainant within 2-3 days of receiving the complaint Many layers to the	No noise equipment or training is administered Officers typically respond to registered complaints within 5 days Officer discretion and complaint logs are the primary forms of evidence used to address noise complaints	

Appendix 3: Noise Control Jurisdictional Scan

Category	Brampton	Burlington	Hamilton	Newmarket	Oakville	Ottawa	Toronto	Vaughan	Calgary	Edmonton	Vancouver	Mississauga
	<p>be issued to defendant</p> <p>If noise continue, charges may be laid</p> <p>We typically need two separate complaints to proceed with charges</p>	<p>personnel available to respond</p> <p>Noise Enforcement program from May-September with Halton Police has an approximately 10 min response time</p>			<p>delivery noise etc.</p> <p>Low priority calls are barking dogs</p>				<p>response)</p> <p>Standard Priority (5-7 day response)</p> <p>Emergency (24 hour response)</p> <p>Noise does not fall under emergency response</p>		<p>enforcement process and how its carried out; what type of noise, where the noise comes from and received, when it is occurring, our inspectors if need be will do noise readings to see if it is in compliance</p> <p>The noise meters are from Quest Technologies , Model 2200, type 2. Our training was from a gentleman by the name of Eric Zwerling (Director, Rutgers Noise technical Assistance</p>	

Category	Brampton	Burlington	Hamilton	Newmarket	Oakville	Ottawa	Toronto	Vaughan	Calgary	Edmonton	Vancouver	Mississauga
											Center) from Rutgers University. Eric has made his way to Vancouver (on our request) on two occasions. We have also sent some of our inspectors to Seattle when he had an engagement down there to have the training as well.	

Appendix 4: Community Engagement Summary

Community Engagement Summary

**City of Mississauga
Enforcement Division
Noise Control By-law Review
Community Engagement Summary**

Community Consultations

- January 20th, 2020 Huron Park Recreation Centre** ----- Page 3
Ward 7
6-8pm
Approximately five participants
- January 21st, 2020 Malton Victory Hall** ----- Page 6
Ward 5
6-8pm
Zero participants
- January 22nd, 2020 Clarke Memorial Hall** ----- Page 7
Ward 1
6-8pm
Approximately 80 participants
- January 23rd, 2020 Meadowvale Theatre** ----- Page 12
Ward 9
6-8pm
Approximately five participants
- January 29th, 2020 South Common Community Centre** ----- Page 16
Ward 8
6-8pm
Approximately 10 participants
- January 30th, 2020 Tomken Twin Arena** ----- Page 21
Ward 3
6-8pm
Approximately five participants

Focus Group Sessions

February 4th, 2020 Rate Payers Associations ----- Page 25

Mississauga Civic Centre

6-8pm

Approximately six participants

February 6th, 2020 Construction Industry ----- Page 28

Mississauga Civic Centre

10-12pm

Approximately 10 participants

February 12th, 2020 Business Improvement Areas ----- Page 30

Mississauga Civic Centre

10:30-12:30pm

Approximately seven participants



Noise Control By-law Review Community Consultation 1
Monday, January 20, 2020
6:00 - 8:00pm
Huron Park Recreation Centre
830 Paisley Boulevard West

Participants

Approximately five participants attended this community consultation.

Welcome / Project Background

Chris Giles, Manager, Compliance and Licensing provided some opening remarks.

Alex Schwenger, Project Lead for the Noise Control By-law Review welcomed people to the consultation, introduced Karyn Stock-MacDonald, Facilitator and her role to this project, and gave a brief presentation to the participants. This presentation included some background information about the by-laws pertaining to noise, types of noise the by-laws do and do not address, current state and response processes, changes under consideration and next steps.

Due to the attendance this community consultation did not follow the World Café model where tables were created based on four main themes; Types of Noise, Communication Preference, By-law Exemptions, and Service Levels. Rather this consultation followed an open table discussion regarding the Noise Control By-law guided by Karyn Stock-MacDonald while staff took notes. The feedback from this community consultation based on the open table discussion is captured below.

Open Table Discussion

- A quiz regarding facts of the Noise Control By-law was completed by the participants and answers were discussed.
 - What surprised you the most about the information provided by the quiz?
 - The prohibited time periods
 - Music playing not permissible past 5pm
 - No mention of motor vehicles
- What are some of the main noise issues for you?
 - Motor vehicles
 - Noise being persistent
 - home modification needed to be done in attempt to mitigate the noise
 - Unable to sleep
 - City vehicles, especially buses are sometimes the loudest emitters of noise
 - Getting cooperation from Police and Provincial or Federal governments
 - Motor vehicles
 - Modified

- Idling
 - Violating Highway Traffic Act but no consequences
 - Construction work
 - 7am is too soon to allow noise and should reflect regular business hours
 - Sports field
 - Leads to
 - Swearing,
 - Whistle blowing; and
 - Many related issues up until 11pm
- What are some of your ideas? How do you suggest noise be dealt with?
 - More quiet zones or a development of more types of zones which limit the types of noise permitted
 - Decibel levels for objective enforcement
 - Use of technology to enforce and monitor noise
 - A recognition that noise is pollution and requires a mind shift
 - City is spending a lot of money on noise walls and they don't do anything
 - Toronto is doing a noise program to enforce vehicle noise while we just pay Peel Police who are not enforcing vehicles that violate laws
 - Why do Police say it is a "City Issue"
- What brought you here today?
 - Was affected by noise at 3am and was extremely angry and came across the survey and community consultations while online researching
 - Filed a complaint to their Councillor and the Mayor, who forwarded the consultation schedule to them
 - Director of Enforcement emailed the information
- Best way to communicate to the public?
 - City website
 - Mayor and councillor newsletters
 - Insauga
 - Associations like condo boards
- Key themes for you?
 - Vehicle noise
 - Different groups of governments need to come together
 - Enforcement or lack there of
 - If enforcement cannot follow up right away then what help does that provide
 - Constant shouting on the sports field in their neighbourhood
 - Location issues
 - More noise in some areas compared to others
 - Construction happening at 1am
 - Noise needs to be dealt with right away
 - Use of technological equipment to enforce noise
 - Establishing decibel levels for objective enforcement
 - A review of the prohibited periods and quiet zones
 - Limiting times and loud noise emitted from religious institutions

- General time restrictions should be consistent rather than varying by type or day
- Noise is pollution

Closing Remarks

Karyn Stock-MacDonald provided closing remarks and thanked the participants for taking the time to attend and provide their feedback. Staff remained at the session to take personal questions from participants and provide information to those requesting it.

Feedback from Participants

Participants were asked to fill out a feedback form at the conclusion of the community consultation. Participants were asked to rate the consultation on a scale from 1 (strongly disagree) to 4 (strongly agree) based on varying statements. Participants who completed the feedback forms mostly agreed/strongly agreed that this community consultation was effective and were happy with the result. Some participants added further comments and are captured below:

- The low turnout rates at community consultations or for the online survey should not be discouraging and rather the feedback provided by those who have participated should be taken into greater consideration when developing options/approaches
- Would like to know about the outcomes of this by-law review
- Would like to know how the community consultations will be used
- Provide a non-online option for the survey

Main Themes

The main themes that emerged from the Huron Park Community Centre Noise Community Consultation are captured below:

- Enforcement
 - Enforcement Officers are not available when noise issues are the most prominent
 - No cooperation between Peel Police, Government of Ontario and Enforcement
- Noise Issues
 - Both vehicle and motorcycle noise,
 - Includes City vehicles like buses
 - Noise emitted from parks and sport fields
 - Construction
- Solutions
 - Prohibited / permitted times are not equitable and need to change
 - Complaint process should be clearer and deliver a resolution immediately
 - Vehicle noise is a top complaint but it is outside the City's authority so how do we solve this?



Noise Control By-law Review Community Consultation 2
Tuesday, January 21, 2020
6:00 - 8:00pm
Malton Victory Hall
3091 Victory Crescent

Participants

No participants attended this community consultation.



Noise Control By-law Review Community Consultation 3
Wednesday, January 22, 2020
6:00 - 8:00pm
Clarke Memorial Hall
161 Lakeshore Road West

Participants

Approximately 80 participants attended this community consultation.

Welcome / Project Background

Councillor Dasko, who was present for this community consultation, provided some opening remarks.

Alex Schwenger, Project Lead for the Noise Control By-law Review welcomed people to the consultation, introduced Karyn Stock-MacDonald, Facilitator and her role to this project, and gave a brief presentation to the participants. This presentation included some background information about the by-laws pertaining to noise, types of noise the by-laws do and do not address, current state and response processes, changes under consideration and next steps.

The community consultation followed a World Café model where tables were created based on four main themes; Types of Noise, Communication Preference, By-law Exemptions, and Service Levels. Participants would spend time at each table and generate a discussion based on each theme. Enough time was allotted to allow participants to contribute in discussion at each table for each theme. Each table had a facilitator (a member of the City's Innovation Coaches group) who facilitated the discussion by asking some guiding questions and took detailed notes. Once the exercise was complete, Karyn Stock-MacDonald asked each facilitator to discuss the main topics of discussion at their tables. The feedback from the community consultation based on four main themes is captured below.

Types of Noise

- What are some of the issues around noise in your neighbourhood?
 - Construction noise both due to vehicles and power tools being used, especially outside of the permitted times
 - Motor vehicle and motorcycle noise, due to vehicle modifications and racing
 - Domestic units; gas powered leaf blowers, A/C units, lawn mowers, and pressure washers
 - Live music events; those occurring in restaurants/bars or public parks
 - Highway traffic, aircrafts, and water crafts
- What kinds of noise may come from your home/yard that can be heard by other neighbours?

- Domestic units; lawn maintenance tools, A/C units
- Pets
- Small backyard events
- Music
- How loud or frequent do you think noise needs to be before it becomes a nuisance?
 - Traffic noise
 - Regular partying
 - Fireworks
 - Noise after 11:00 p.m. or before 7:00 a.m.
 - Intentionally trying to cause a disturbance
 - Unable to sleep or open your windows
- What are some of your ideas on how noise could be handled in your neighbourhood?
 - Guidelines for businesses regarding noise level and possible penalties
 - Objective criteria like decibel levels
 - Officers equipped with noise measurement tools
 - Better availability of Enforcement Officers during “off-peak” hours
 - Pro-active policing
 - Reviewing the hours for noise

Communication Preference

- How did you hear about this meeting and why did you attend?
 - Facebook
 - City Signs
 - Councillor newsletter
 - Family friend
 - Town Of Port Credit Association (TOPCA) email
 - Lakeview Rate Payer Association
 - Lack of enforcement
 - Noise is a disturbance
 - No resolutions or penalties for offenders
- If you had a noise complaint, what would you do?
 - Call 3-1-1
 - Call the Councillor’s office
 - Call the MPP
 - Speak to the individual(s) emitting the noise
 - Call police
- What is the best method of communication for the City to use moving forward with this project?
 - Councillor mass emails
 - Community association groups, their social media and/or email accounts
 - Signage in City facilities
 - Door-to-door flyers or personal mail
 - Local newspapers

By-law Exemptions

- A quiz on the Noise Control By-law was completed by the participants and their responses guided the discussion of this theme.
- What stood out or surprised you about the Noise Control By-law?
 - Periods for music
 - Firework restriction in quiet zones
 - Advertisement or shouting
 - Whistling
 - Operation of combustible engines
- What changes may you recommend to the By-law?
 - Increase availability of Officers
 - Both an increase in fines and stricter enforcement
 - Change in timeframes
 - Enforcement of vehicles
 - Updating the by-law to remove things that no longer apply
 - Develop decibel limits
 - Enforcement in quiet zones

Service Levels

- List the types of noise complaints you think may warrant on-site intervention?
 - Persistent noise
 - Time noise is occurring (e.g. evening)
 - Loud parties
 - Speeding or modified vehicles
 - Construction
- Based on the different types of noise, where do you think Enforcement staff should focus their resources?
 - Have dedicated noise officers
 - Immediate response
 - Extending Officer availability
 - Vehicle noise
 - Permit allowance / exemptions
 - Construction
 - Restaurant / bar noise
- What expectations do you have or what changes would you like to see?
 - Permit changes
 - Response times
 - Collaboration with police
 - Establishing decibel levels
 - Use of technology for enforcement
 - Heavier fines
 - Quick turnaround time for resolutions

Feedback from Participants

Participants were asked to fill out a feedback form at the conclusion of the community consultation. Participants were asked to rate the consultation on a scale from 1 (strongly disagree) to 4 (strongly agree) based on varying statements. Participants who completed the feedback forms mostly agreed that the community consultations were effective and were happy with the result. Some participants added further comments and these are captured below.

- Staff should have provided the information regarding Noise Community Consultations to more residents
- Enforcement Officers are usually off -duty when noise is an issue
- The facility did not met accessibility needs
- Use complaint data to inform where noise enforcement should occur
- Would like to know about the outcomes of this by-law review
- Would like to know how the community consultation will be used
- Not enough discussion on enforcement practices
- Heavier punishments

Closing Remarks

Chris Giles, Manager, Compliance and Licensing provided closing remarks and thanked the participants for taking the time to attend and inform our approaches moving forward. Staff remained at the facility to answer any further questions.

Main Themes

The main themes that emerged from the Clarke Memorial Hall Noise Community Consultation are captured below:

- Enforcement
 - Enforcement Officers are not available when noise issues are the most prominent
 - There is no enforcement of noise violations
 - No cooperation between Peel Police and Enforcement for noise
- Noise Issues
 - Both vehicle and motorcycle noise has increased over time and is a prominent issue in Port Credit. This includes;
 - Vehicle modifications
 - Racing or revving engines
 - Vehicles traveling in large groups
 - Construction noise relating to tools and vehicles, especially during times when it is not permitted
 - Lawn maintenance tools
 - Live events at restaurants and bars during late hours of the night into early hours of the morning
- Solutions

- Increasing the availability of Enforcement Officers or dedicated Officers for noise
- Use of technological equipment to enforce noise
- Establishing decibel levels for objective enforcement
- A review of the prohibited periods and quiet zones
- Guidelines for businesses
- 'Edmonton model' of vehicle enforcement



Noise Control By-law Review Community Consultation 4
Thursday, January 23, 2020
6:00 - 8:00pm
Meadowvale Theatre
6315 Montevideo Road

Participants

Approximately five participants attended this community consultation.

Welcome / Project Background

Councillor Saito, who was present for this community consultation, provided some opening remarks.

Alex Schwenger, Project Lead for the Noise Control By-law Review welcomed people to the consultation, introduced Karyn Stock-MacDonald, Facilitator and her role to this project, and gave a brief presentation to the participants. This presentation included some background information about the by-laws pertaining to noise, types of noise the by-laws do and do not address, current state and response processes, changes under consideration and next steps.

Due to the attendance this community consultation did not follow the World Café model where tables were created based on four main themes; Types of Noise, Communication Preference, By-law Exemptions, and Service Levels. Rather this consultation followed an open table discussion regarding the Noise Control By-law guided by Karyn Stock-MacDonald while staff took notes. The feedback from this community consultation based on the open table discussion is captured below.

Open Table Discussion

- What noise issues pertain to you?
 - House backs on to railway tracks, but acknowledges he knew when buying the house that this could be an issue
 - Neighbours who play music or refuse to even turn down the bass
 - People not acknowledging that their noise affects others
 - Loud mufflers
 - Industrial noise like rooftop units
 - Fireworks
 - 2am phone conversations taken by neighbours outdoors
 - Vehicle noise
- What types of noise may you cause?
 - Occasional gathering
 - Pets
 - Music

- What consists of a nuisance type noise?
 - Rather than the type of noise
 - Frequency
 - Noise level; and
 - Time are of much greater concern
- What are your ideas for noise?
 - Central place for people to do fireworks
 - By-law officers available right away
 - Letter or poster to remind people of the rules
 - Increase awareness to regulation and the particular by-laws
 - If we have quite zone restrictions we should/need to enforce them
 - People may/can be receptive to informing them that the noise they are emitting is creating a nuisance
 - Why do animal noise calls require an address?
 - Simplified version of the by-law (this is what you are and are not permitted to do)
- What types of noise warrant an on-site intervention?
 - Anything intermittent
 - Continuous noises
 - If it is a health hazard
- What are the most serious noise emitters?
 - Animal noise (in the case that an animal is in danger)
 - Noise occurring at night
 - Prioritizing types of noise is not an effective way as people might have different issues with the level of noise or the frequency of it
 - People can be affected in different ways by the same type of noise
 - Planes
 - Acknowledges it is not in the scope of this project
 - Lawn maintenance
- Communication methods
 - Councillor newsletter
 - Through community organizations and/or groups
 - Personal mail
 - Banners on popular Mississauga websites
 - YouTube ads; Utilizing location settings
 - Automated calls
 - But can be a nuisance to some
 - Email
 - Sometimes when you provide your email nothing is ever sent regarding progress or completion of the particular project
 - Ads on websites and/or social media platforms
- How have you or how would you file a noise complaint?
 - Talk to person(s) emitting the noise
 - Called 3-1-1
 - Called Councillor
 - Call police non-emergency number

- Councillor informed the group that waiting to report a by-law violation is not a good method and rather than waiting months or even years residents should call as soon as possible to document the issue

Closing Remarks

Karyn Stock-MacDonald provided closing remarks and thanked the participants for taking the time to attend and provide their feedback. Staff remained at the session to take personal questions from participants and provide information to those requesting it.

Feedback from Participants

Participants were asked to fill out a feedback form at the conclusion of the community consultation. Participants were asked to rate the consultation on a scale from 1 (strongly disagree) to 4 (strongly agree) based on varying statements. Participants who completed the feedback forms mostly strongly agreed that this community consultation session was effective and were happy with the result. Some participants added further comments and are captured below:

- Happy to see active participation from City staff on multiple nights and locations
- Not clear on what the by-law consists of or deals with
- Would enjoy more follow-up from staff during or after the completion of a project
- What are the health impacts of noise?
- How do we determine what is an urgent noise complaint and what is not?

Main Themes

The main themes that emerged from the Meadowvale Theatre Noise Community Consultation are captured below:

- Enforcement
 - Lack of enforcement from by-law or police
 - Availability of officers
 - How animal noise complaints are dealt with in comparison to other noise complaints
- Noise Issues
 - Loud and persistent music
 - Placing an importance on the level and/or frequency of noise as opposed to the particular type or form of noise emitted
 - Industrial noise
 - Fireworks
 - Noise caused late at night and/or early morning
- Solutions
 - Increased public education of the Noise Control By-law
 - Simplified version of the Noise Control By-law
 - On-site interventions for noise issues

- Ways to report urgent noise complaints compared to low priority complaints
- Use of Ping Street for noise complaints
- Method for audio and/or visual evidence submission
- Re-thinking of reasonable time periods
- Police blitz for vehicle noise



Noise Control By-law Review Community Consultation 5
Wednesday, January 29, 2020
6:00 - 8:00pm
South Common Community Centre
2233 South Millway Road

Participants

Approximately 10 participants attended this community consultation.

Welcome / Project Background

Ross Spreadbury, Supervisor, Compliance and Licensing provided some opening remarks.

Alex Schwenger, Project Lead for the Noise Control By-law Review welcomed people to the consultation, introduced Karyn Stock-MacDonald, Facilitator and her role to this project, and gave a brief presentation to the participants. This presentation included some background information about the by-laws pertaining to noise, types of noise the by-laws do and do not address, current state and response processes, changes under consideration and next steps.

Due to the attendance this community consultation did not follow the World Café model where tables were created based on four main themes; Types of Noise, Communication Preference, By-law Exemptions, and Service Levels. Rather this consultation followed an open table discussion regarding the Noise Control By-law guided by Karyn Stock-MacDonald while staff took notes. The feedback from this community consultation based on the open table discussion is captured below.

Open Table Discussion

- What are some of the noise issues pertaining to you?
 - Construction noise
 - Late at night
 - Early morning
 - Many of the older homes in the area are being renovated and contractors may be violating the by-law(s)
 - Dogs, especially dogs left outside in backyards which are constantly barking
 - Not calling 3-1-1 for noise issues is a problem because then the City doesn't have relevant data
 - Having to call the City and Police, however neither are able to resolve the issue
 - Parties at late hours
 - Multiple times a week
 - Police are not informed of the noise by-laws
 - On weekends everyone is cutting grass and/or hosting parties
 - communal noise
 - Becoming victim to retribution for filing a noise complaints

- Some feared attending the event
 - Not having an immediate response from enforcement
 - Increase in backyard outdoor living areas and pools
 - Leaf blowers
 - Automobiles
 - Modified RAM 1500 in the neighbourhood
- What would warrant an on-site intervention?
 - 3am in the morning
 - Blatant offenders of the by-law
 - Issue of moving cars
 - This can lead to vehicle lights shining in homes, causing a nuisance
 - If officers can't respond to complaints issue can arise between neighbours
 - Lighting nuisance is linked with noise
 - Not the event but the on-going persistence of noise
 - What would be the availability of an officer?
 - Friday - Sunday night issues
 - The time of the event
 - Length of time
 - Short term accommodation issues like noise by-law violations
 - Noise levels
- Communication Preferences
 - Email
 - Websites
 - Councillor newsletters or emails
 - Rate payer associations groups
 - Ping street usage
- Noise Log
 - Keep it simple and use old office templates (Word 2000)
 - It needs to be accessible
 - Both hand written forms and electronic
 - Logs can have more direction on how they are organized and
 - Completing the noise log can be very difficult
 - Don't understand how valuable or invaluable it is to achieving a resolution
 - More education on the log to understand how they need to be filled out
 - Many choose not to do it due to confusion
 - How to submit supporting evidence
 - Video and audio
- General Input
 - Educating contractors on by-law requirements, especially with regards to construction
 - Can't assume that people know the by-laws or possible violations –
 - Animal services education brochures are great
 - Noise is a health hazard and it effects everyone
 - Especially kids or older adults
 - Hiring companies that do too many houses in one area/neighbourhood

- Want police present at these meetings
- Daycares and home babysitting continue to open in residential areas
- Development and intensification in the area and allowing developments to do whatever they like
- Noise should be considered pollution and wants Peel Public Health to start taking this issue seriously
- Complainants need to be present as a witness in courts and this is where charges “fall in the cracks” because they often do not want to be identified or can take the time off work
- Officers need support from police and the court system
- If particular noise issues are outside the jurisdiction of the City then make it clear in the by-law
- The by-law needs to be clear as to what and why certain things are not included
- Sometimes Federal or Provincial governments may have the resolution processes but even these still require support from the City and often times the City does not support residents in these processes that involve multiple levels of government
- Try to help prosecutions to substantiate a charge
- Questions
 - What do you mean about bundling types of noise together?
 - How do you regulate/enforce noise when its permitted to occur but may be causing a disturbance?
 - Why are we permitting so many houses to add additions to their home which directly contribute to noise issues?
 - What kind of noise is considered a public safety issue so police will respond?
 - Will we see the recommendations before they go to council?
 - What will be the difference between the new and old by-law?
 - Will the “new” by-law have a chart within it to inform people what is and is not allowed?
 - Rate payer associations are upset and would like to have an increased presence in these processes and would like to know why there is a lack of acknowledgement and inclusion of these groups by the City/Council?
 - Feeling that these meetings generate discussion but then in the final stages the end result does not reflect the input that was provided by residents

Closing Remarks

Karyn Stock-MacDonald provided closing remarks and thanked the participants for taking the time to attend and provide their feedback. Staff remained at the session to take personal questions from participants and provide information to those requesting it.

Feedback from Participants

Participants were asked to fill out a feedback form at the conclusion of the community consultation. Participants were asked to rate the consultation on a scale from 1 (strongly disagree) to 4 (strongly agree) based on varying statements. Participants who completed the feedback forms mostly agreed that this community consultation was effective and were happy with the result. Some participants added further comments and are captured below:

- Disagreed with the statement “Information provided by the City helped me to prepare for the engagement”
- Hope the comments are taken seriously
- Not many people attended. Maybe 7-9pm is a better time
- Did not agree with being asked to identify a statement that applied to them (i.e visible minority, person with a disability, Indigenous person, etc.)
- Excellent session, looking forward to seeing the results
- Why is the Noise Control By-law being reviewed?
- Concerned with Airbnb’s operating in their neighbourhoods and the corresponding by-law violation renters may cause
- Complainants are often attacked or threatened by the accused and are in fear of the retribution from making a complaint
- Direction by the City and Council regarding intensification and development is not aligned with what the citizens want

Main Themes

The main themes that emerged from the South Common Community Centre Noise Community Consultation are captured below:

- Enforcement
 - Greater punishment
 - Communication between Officers and complainant
 - Quicker response/resolution times
 - By-law awareness/education for public but also for contractors operating in the City
 - Complainants are often attacked or threatened by the accused and are in fear of the retribution from making a complaint
 - Greater cooperation between police, enforcement and the courts to effectively enforce noise
 - Need objective measurements
- Noise Issues
 - Parties
 - Causing loud music
 - Multiple times a week
 - Dogs barking
 - Late night/early morning noise

- Frequent and persisting noise
- Multiple vehicles on a property
 - Noise and lighting nuisances caused when all those vehicles are moved/rearranged
- Construction
 - Home renovations
- Solutions
 - Noise log needs to be updated
 - Accessible format
 - Written and online submission methods
 - Ability to add audio or visual evidence
 - Clear instructions or guidelines on how to complete a log
 - Greater availability of Enforcement Officers on weekends and late at night
 - By-law regulation and penalty awareness
 - Noise should be considered/recognized as a health issue by government agencies



Noise Control By-law Review Community Consultation 6
Thursday, January 30, 2020
6:00 - 8:00pm
Tomken Twin Arena
4495 Tomken Road

Participants

Approximately five participants attended this community consultation.

Welcome / Project Background

Councillor Fonseca was present for this community consultation.

Ryan Regent, Municipal Law Enforcement Officer, Compliance and Licensing provided some opening remarks.

Alex Schwenger, Project Lead for the Noise Control By-law Review welcomed people to the consultation, introduced Karyn Stock-MacDonald, Facilitator and her role to this project, and gave a brief presentation to the participants. This presentation included some background information about the by-laws pertaining to noise, types of noise the by-laws do and do not address, current state and response processes, changes under consideration and next steps.

Due to the attendance this community consultation did not follow the World Café model where tables were created based on four main themes; Types of Noise, Communication Preference, By-law Exemptions, and Service Levels. Rather this consultation followed an open table discussion regarding the Noise Control By-law guided by Karyn Stock-MacDonald while staff took notes. The feedback from this community consultation based on the open table discussion is captured below.

Open Table Discussion

- Types of noise affecting you?
 - Vehicles
 - Street racing
 - Modification of vehicles
 - Soccer field that installed light fixtures in their neighbourhood
 - Construction
 - City led road construction
 - Water main repair/construction
 - Councillor Fonseca spoke on construction noise
 - City age and water main issues need to be done in order to deal with City centre growth
 - High concentration of projects in a small area
 - Need a rest from constant construction noise

- Vehicle reverse safety sound
 - Increase in high-rise construction and intensification causes more people in the area with vehicles and attempting to find parking and general traffic
 - Fireworks
- What warrants an on-site visit?
 - Fireworks –
 - People have courts and it becomes a firework central
 - Cherry bombs
 - Swearing and shouting
- How would you file a complaint?
 - 3-1-1
 - Police
 - Depending on the noise they would make a choice on who should be called
 - Police
 - 3-1-1
- Solutions for noise issues?
 - Enforcement is nonexistence especially for fireworks
 - Enforcement blitz in areas that are known for high firework usage on prohibited days/times
 - Create/increase public education and awareness
 - Administer strict penalties and report these charges in local media to create fear
 - Automated update on complaint
 - Complainants could input their service request # and can receive a status update
 - Would like to actually have officers respond on scene or maintain communication with complainant
- Communication preferences?
 - City websites
 - Mississauga local news outlets
 - Ads in local papers
 - Hard copy to everyone
 - Mailing
 - City signs
- General input
 - Question 10 of the public survey that asks if the City should allow construction on Sundays implied the City was working with construction companies and not thinking about residents
 - Wording on question 10 could be better
 - Having construction for seven days is unfair and residents need a break
 - Noise is pollution and it hinders people's health
 - No construction past 7pm
 - There was no acknowledgement or thank you after submitting a completed survey entry
 - How long would a complaint via a noise log take for a response or resolution?
 - Will decibel measurements be used?

- Lights are a nuisance and may be separate from this review but large industrial lights do create noise
- No special by-law privileges for school, companies, and/or contractors
- People can complain about dogs or parties but not about noise created on an adjacent sports field?
- Resident put up their own DIY signs about fireworks not being permitted in the park
- Audio and video submission for noise logs
- No follow-up on complaints when they are made –
- Should have a feature for 3-1-1/call centre to inform officers that complainant wants an update on the situation and its progress
- Having outcome information sent to complainant
- Online forum
- Greater control on the expansion and intensification of the City especially since Enforcement Officers have not increased
- A sense of apathy and people not contributing because they feel that they are not being acknowledged or heard
- Intensification should be halted until we can respond to it accordingly
- How are officers divided
 - Their hours
 - Availability
 - City areas
- Afraid of retribution
- How does the City allow the school board to set up a sports field or any other developments that they know will cause noise or nuisances
- Tiny dogs left in the backyard and they are barking in the backyard and not being let in
- People's common sense and knowing the rules seems to be lacking
- Why is the City trying to compact so much in such small areas
- Support an emergency water main construction that may cause noise but not proactive construction all the time without breaks for residents
- What is the priority level of the water main construction or all City lead construction projects?
- Construction causes many to not be able to enjoy outdoor activities
- Police not directing traffic or helping people on scene of those construction projects

Closing Remarks

Karyn Stock-MacDonald provided closing remarks and thanked the participants for taking the time to attend and provide their feedback. Staff remained at the session to take personal questions from participants and provide information to those requesting it.

Feedback from Participants

Participants were asked to fill out a feedback form at the conclusion of the community consultation. Participants were asked to rate the consultation on a scale from 1 (strongly disagree) to 4 (strongly agree) based on varying statements. Participants who completed the feedback forms mostly agreed that this community consultation was effective. Some participants added further comments and are captured below:

- Was not satisfied with the engagement process
- There should be better advertisement of events
 - Newspapers
 - Flyers
- City intensification and development is not aligning with resident's desires
- As a white female, believes she is a visible minority
- High density of the City is leading to an increase in issues, in this case by-law related issues
- Seniors are increasingly being forgotten in the City
- By-laws need to be more specific and not broad in nature

Main Themes

The main themes that emerged from the Tomken Twin Arena Noise Community Consultation are captured below:

- Enforcement
 - Lack of response
 - Don't know when Officers would be available
 - Retribution for contacting making a complaint
 - School boards or contractors receiving special privilege to cause noise in the City
 - No staffing increase for Enforcement Officers
- Noise Issues
 - Fireworks
 - Sports field
 - Shouting and swearing
 - Construction
 - Dog barking
- Solutions
 - Limiting City construction
 - More of a response from Enforcement Officers
 - Enforcement Officers providing updates on the status of complaints
 - Enforcement blitz of firework usage during prohibited periods



Noise Control By-law Review Focus Group Session 1
Tuesday, February 4, 2020
6:00 - 8:00pm
Mississauga Civic Centre, Committee Room A
300 City Centre Drive

Participants

Approximately six participants representing various Rate Payer Associations attended this focus group session.

Welcome / Project Background

Ross Spreadbury, Supervisor, Compliance and Licensing provided some opening remarks.

Alex Schwenger, Project Lead for the Noise Control By-law Review welcomed people to the consultation and gave a brief presentation to the participants. This presentation included some background information about the by-laws pertaining to noise, key themes from the community consultations, preliminary survey results, and next steps. The focus group session also included a Noise Control By-law Schedule Two Permitted Period consolidation activity that asked participants to suggest how the 16 activity types in Schedule Two could be consolidated. The feedback from this focus group is captured below.

Feedback

- Noise Control By-law
 - The different classification for Prohibited Periods of Time is confusing (A / B / C / D / E / F)
 - Having to flip back and forth to understand which letter corresponds to which timeframe and sound type is bothersome
 - Would prefer is clapping, the instrument of a whistle, and air horns be included in the by-law (referring to noise emitters at sporting events)
 - Do Ice Cream Truck Vendors fall under the by-law?
 - If activity types are consolidated into general categories there would need to be a description of what the category would include or what would be in scope
 - Remove the different types of zones and have the by-law apply to every area the same
 - Sundays should remain separate from other days of the week in regards to noise regulation
- Enforcement Process
 - If resident only call police for noise complaints the City will not have any record of it. Thus a complaint should always be made to 3-1-1 either before or after submitting a noise complaint to the police

- People may not want to complete a noise log in fear of being identified as the complainant
- Use of Ping Street Application
- Modification of motor vehicles
- How are Ice Cream Trucks Vendors enforced?
- Complainant should receive a written follow-up to every complaint made.
- Questions Asked By Staff
 - Would you like to see objective measures in the by-law?
 - Yes
 - Apply a decibel limit
 - Have this apply to more than just 3 or 4 activities
 - Do you believe one-time live events should require a permit?
 - Yes
 - 500 metres is a large requirement
 - Would you support exemption zones for areas of the City where live music and festivals are common?
 - Unsure
- General input
 - The idling of city vehicles is concerning (especially Parks and Recreation)
 - If the by-law becomes very specific as to what is and is not permitted it may present a risk when attempting to enforce or lay charges for non-compliance
 - People who install sound systems should have to present evidence that they are not impeding on their neighbourhoods
 - Noise exemption require a 500 meter notification radius but construction only has a 60 meter requirement, why is that?
 - Memorial Park has increased the amount of events in recent years and residents are rarely notified. For example, the Ribfest
 - Less and less parking available in Port Credit
 - Celebration Square should be the only space to be considered an exemption area
 - Need an increase in enforcement officers
 - Desire for a more tangible result on complaints
 - Staff should of mailed notices for the community consultations
 - Afraid that reviewing the Noise Control By-law will result in more noise
 - Issues with Judges and Prosecutors being able to lay charges for non-compliance

Noise Control By-law Schedule Two Permitted Periods

- An activity was undertaken with participants to identify types of noise that could be consolidated into one category under schedule two of the Noise Control By-law
 - Category A
 - 1. The operation of any auditory signalling device, including but not limited to the ringing of bells or gongs and the blowing of horns or sirens or whistles, or the production, reproduction or amplification of any similar

- sounds by electronic means except where required or authorized by law or in accordance with good safety practices
 - 16. Yelling, shouting, hooting, whistling or singing
 - Category B
 - 9. The operation of any powered rail car At Any Time A including but not limited to refrigeration cars, locomotives or self-propelled passenger cars, while stationary on property not owned or controlled by a railway governed by The Canada Railway Act
 - 10. The venting, release or pressure relief of air, steam or other gaseous material, product or compound from any autoclave, boiler, pressure vessel, pipe, valve, machine, device or system.
 - 14. The operation of a solid waste bulk lift or refuse compacting equipment
 - 15. The operation of a commercial car was with air drying equipment
 - Activity types that could be removed
 - 7. The discharge of firearms
 - Activity types that should remain its own category
 - 2. The operation of any electronic device or group of connected devices incorporating one or more loudspeakers or other electromechanical transducers, and intended for the production, reproduction or amplification of sound
 - 3. All selling or advertising by shouting or outcry or amplified sound
 - 4. Loading, unloading, delivering, packing, unpacking, or otherwise handling any containers, products, materials, or refuse, whatsoever, unless necessary for the maintenance of essential services or the moving of private household effects.
 - 5. The operation of any construction equipment in connection with construction
 - 6. The detonation of fireworks or explosive devices not used in construction
 - 8. The operation of a combustion engine
 - 11. The venting, release or pressure relief of air, steam or other gaseous material, product or compound from any autoclave. Boiler, pressure vessel, pipe, valve, machine, device or system
 - 12. Persistent barking, calling or whining or other persistent noise making by any domestic pet
 - 13. The operation of any powered or nonpowered tool for domestic purpose other than snow removal

Closing Remarks

Alex Schwenger provided closing remarks and thanked the participants for taking the time to attend and provide their feedback. Staff remained at the session to take personal questions from participants and provide information to those requesting it.



Noise Control By-law Review Focus Group Session 2
Thursday, February 6, 2020
10:00 - 12:00pm
Mississauga Civic Centre, Committee Room A
300 City Centre Drive

Participants

Approximately 10 participants representing various construction companies attended or phoned in for this focus group session.

Welcome / Project Background

Sam Rogers, Director, Enforcement provided some opening remarks.

Alex Schwenger, Project Lead for the Noise Control By-law Review welcomed people to the consultation and gave a brief presentation to the participants. This presentation included some background information about the by-laws pertaining to noise, key themes from the community consultations, current state, response model, exemption process, and next steps. The focus group was asked three particular questions to facilitate the discussion. The feedback from this focus group is captured below.

Questions asked to the group

- From your perspective what would be the advantages or disadvantages of decibel levels?
- Input:
 - If an exemption was granted could the project then be allowed to go over decibel limit in the by-law?
 - High-rise construction has different restrictions than a smaller scale construction project so how would decibel levels reflect that?
 - Would decibel levels be for all the time?
 - Decibel levels are very challenging in the construction industry
 - Technical aspects of measurements are very inconsistent
 - Other stakeholders are unsure about decibel levels
 - Toronto does not apply decibel limits to construction
 - A general No was expressed for this question due to many gaps in the regulation
- What are some options to mitigate construction noise and what role can Enforcement play?
- Input:
 - Toronto's exemption was to make all parties clear and have the information available (developer/city/resident)
 - Making information available and being able to inform residents of exemptions

- Maybe residents associate noise to construction and place blame on developers but this may be an error in assessing the source of the sound
- Pin pointing noise is an issue
- Identify the noise being emitted and assess if it is the construction industry
- There was no general answer provided to this question
- What changes would you like to see made to the noise exemption process?
- Input:
 - Asking about the role of the councillor in approving the exemption
 - Exemption has a six month duration starting at the commencement of the project
 - No provision of when you start but you only have six months when you begin
 - There was no general answer provided to this question

General Input

- What are residents complaining about in regards to construction?
- Separate the type of construction complaints during the intake process
- Development vs homeowners vs City construction
- What is the construction noise?
- How does Enforcement respond to a complaint which has had exemption granted?
- Exemption process onerous?
- Road work gets a different exemption process
- Filming has a different process / Parks as well
- Is there an opportunity to see the draft of the report?
- Limited in the ability to try and mitigate noise for the industry
- Making people aware of the exemptions in place for projects
- Point of reception is extremely important if a decibel level would be implemented

Closing Remarks

Alex Schwenger provided closing remarks and thanked the participants for taking the time to attend and provide their feedback. Staff remained at the session to take personal questions from participants and provide information to those requesting it.



Noise Control By-law Review Focus Group Session 3
Wednesday, February 12, 2020
10:30 - 12:30pm
Mississauga Civic Centre, Committee Room B
300 City Centre Drive

Participants

Approximately seven participants representing various Business Improvement Area (BIA) attended this focus group session.

Welcome / Project Background

Alex Schwenger, Project Lead for the Noise Control By-law Review welcomed people to the consultation and gave a brief presentation to the participants. This presentation included some background information about the by-laws pertaining to noise, key themes from the community consultations, current state, response model, exemption process, and next steps. The focus group was asked three particular questions to facilitate the discussion. The feedback from this focus group is captured below.

Questions asked to the group

- Would you like to see 'exemption areas' in parts of the City where live music and festivals are common?
- Input:
 - Not many restaurants play live music in Streetsville
 - Door 55 used to have issues
 - Streetsville has a unique village aspect to it
 - Maybe some BIAs may benefit from it
 - There was no general answer provided to this question
- How can Enforcement help 'keep the peace' when it comes to continuous issues like music on outdoor patios where there are competing interests from businesses and local residents?
- Input:
 - Having events on the radar for 3-1-1 and discussing that the event they are calling about has been approved
 - Decibel levels could help enforcement (some BIAs try to monitor their events)
 - What about the availability of staff for enforcement
 - There was no general answer provided to this question
- What changes would you like to see made to the noise exemption process?
- Input:
 - Online option
 - There was no general answer provided to this question

General Input

- What is the tolerance for specific types of music
- Music festival once wanted to be allowed but too many residential homes
- Where can people access debrief from community input
- When is the report going to be finished
- How will you give updates to residents or tell them about the changes
- Will there be changes to the prohibited times for noise restrictions
- BIAs will be using the current by-law for their events this year

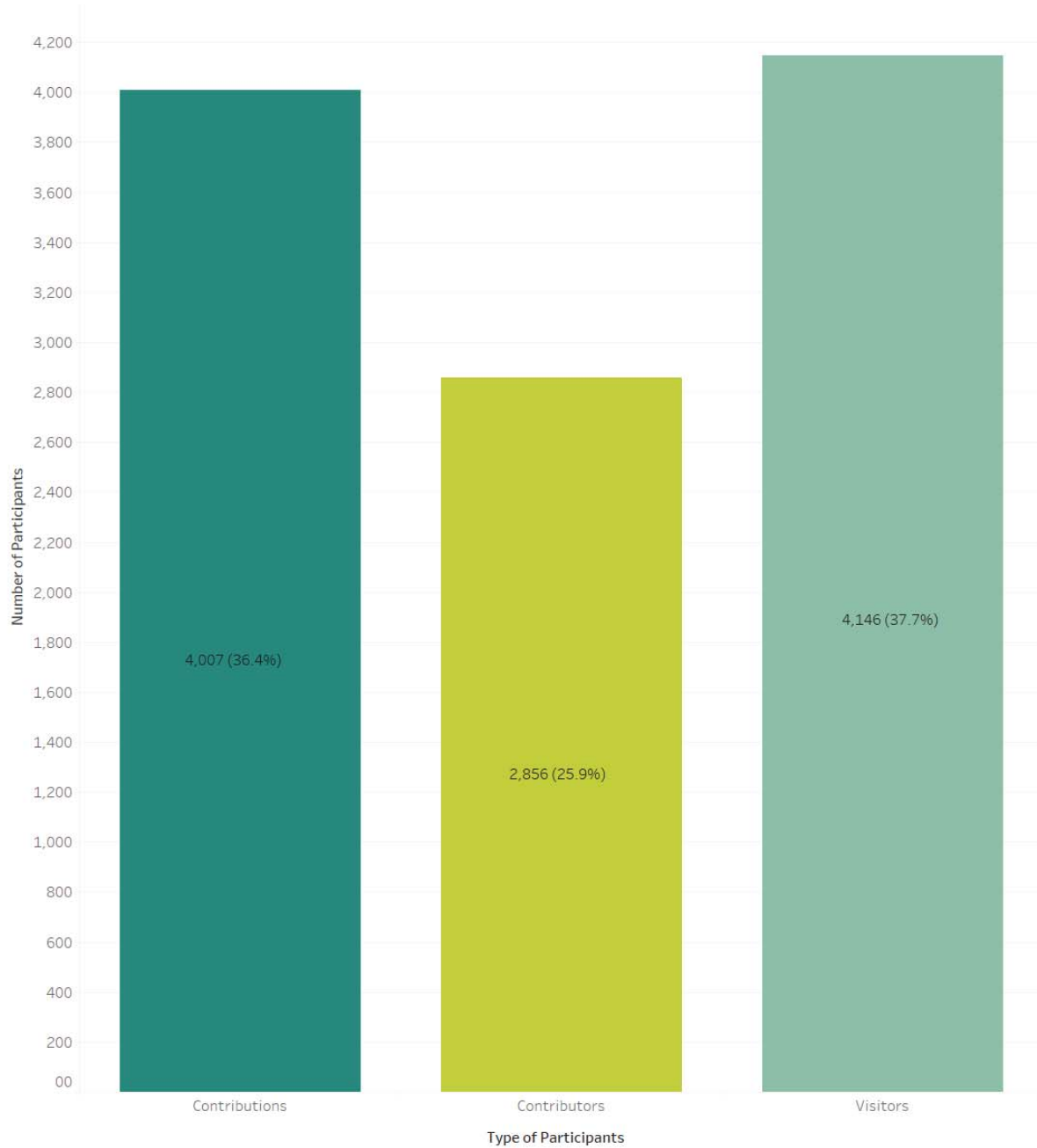
Closing Remarks

Alex Schwenger provided closing remarks and thanked the participants for taking the time to attend and provide their feedback. Staff remained at the session to take personal questions from participants and provide information to those requesting it.

Appendix Five: Online Survey Key Results

Online Survey Key Results

The online survey was also available between December 16th - February 29th. 4,015 residents completed the survey:

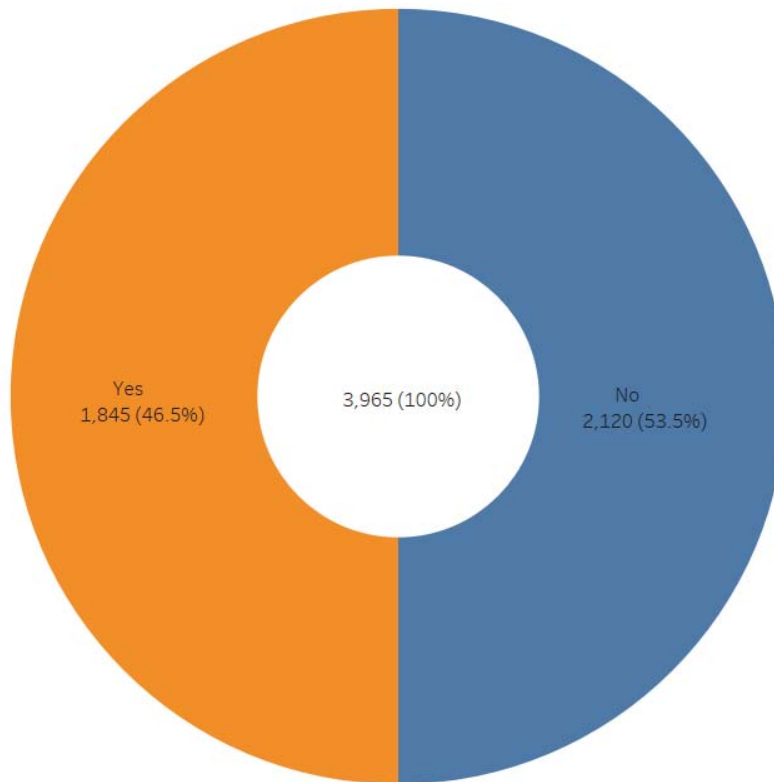
Noise Control By-law Review Survey**Type of Participants**

Visitors - The number of people who have visited the site.

Contributors - The numbers of users who have responded to the survey. This includes registered and unregistered users and anonymous responses.

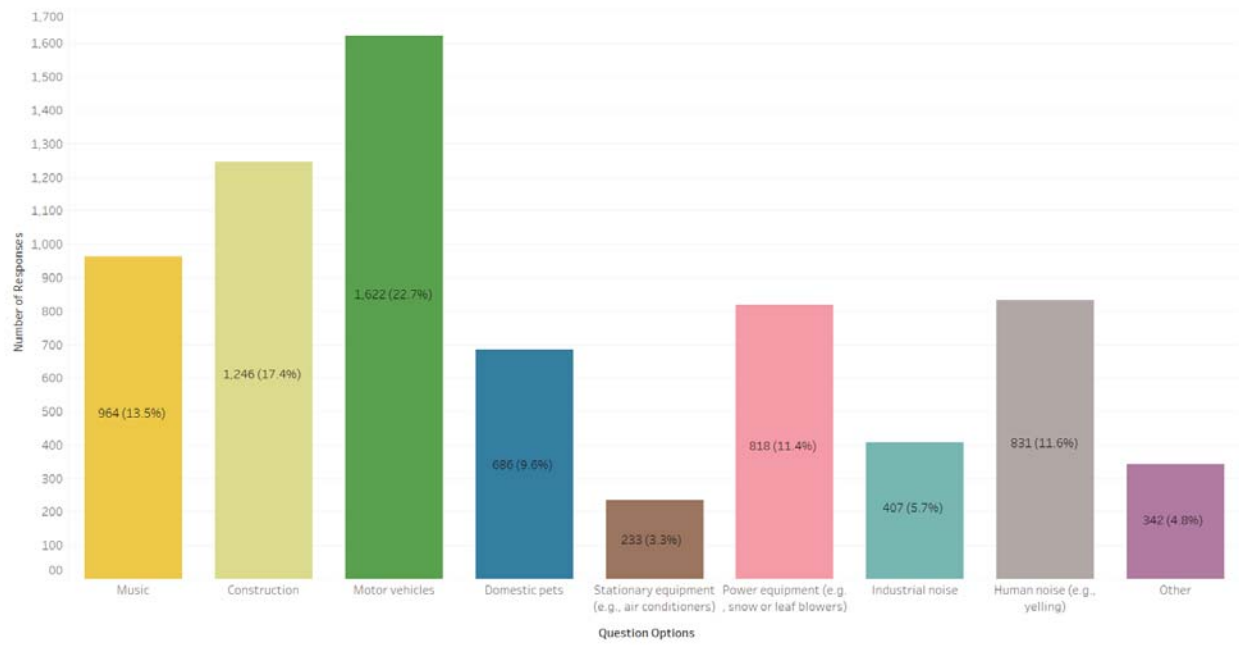
Contributions: The total actions taken place within the project

Do you know that Mississauga has two noise By-laws, Noise Control 360-79 and Nuisance Type Noise 785-80?

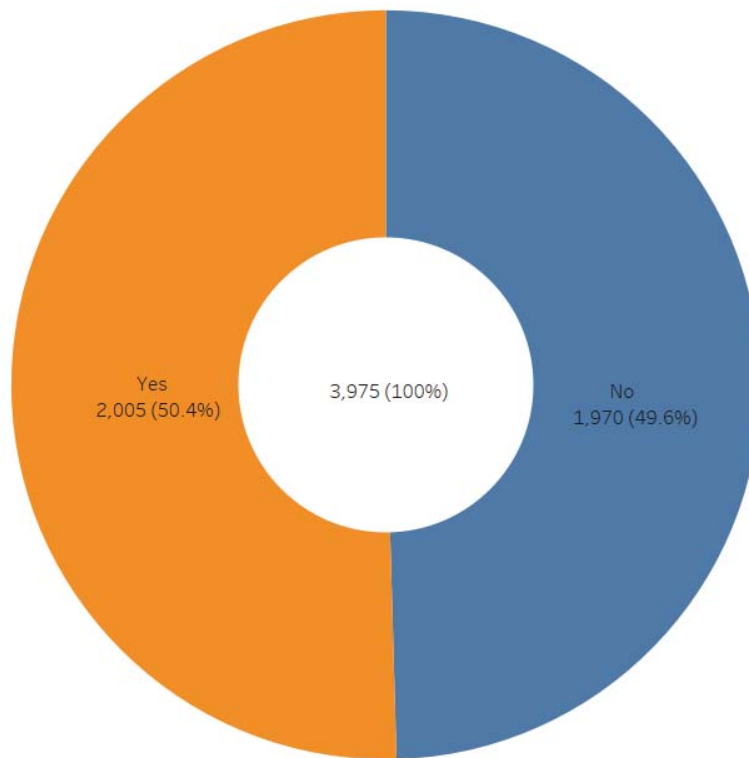


3,965 responses, 42 skipped

Which of the following noise issues impact you?

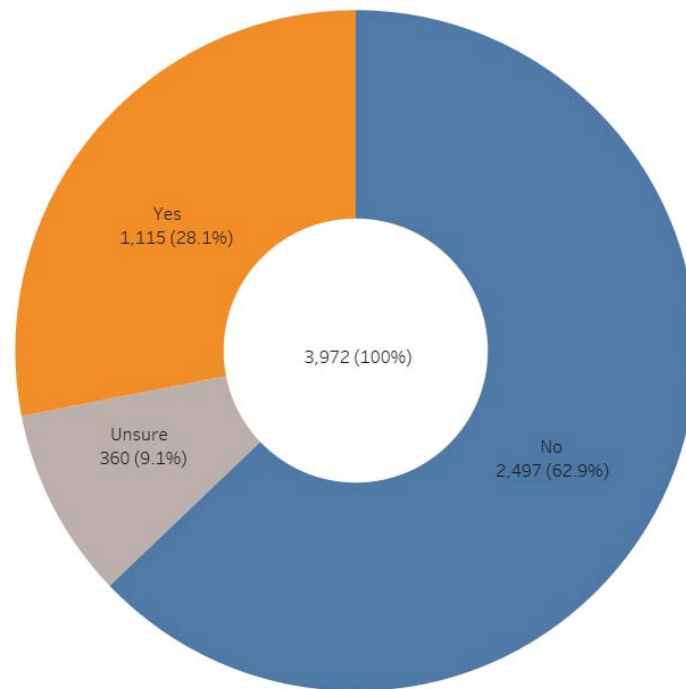


Do you know where to look to find out when noise is permitted?



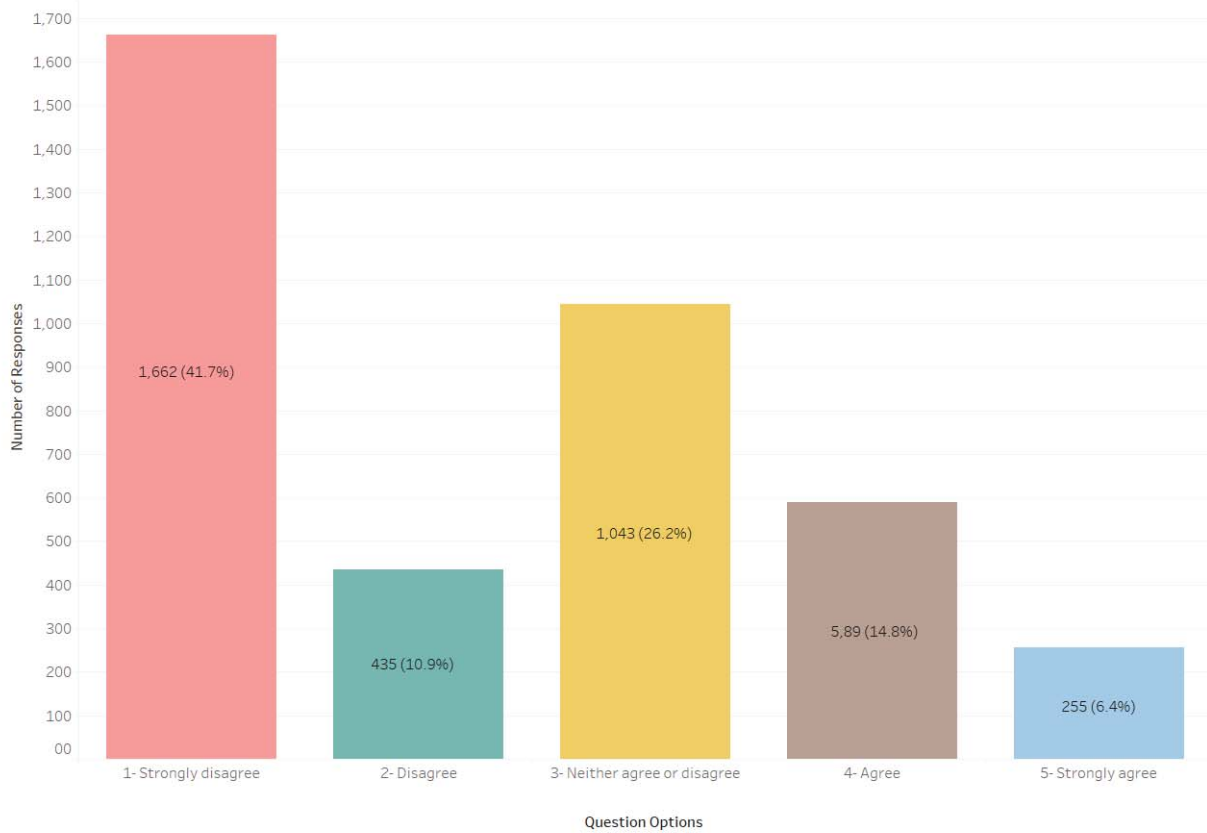
3,975 responses, 32 skipped

Do you support extending the time frame that construction noise is permitted?



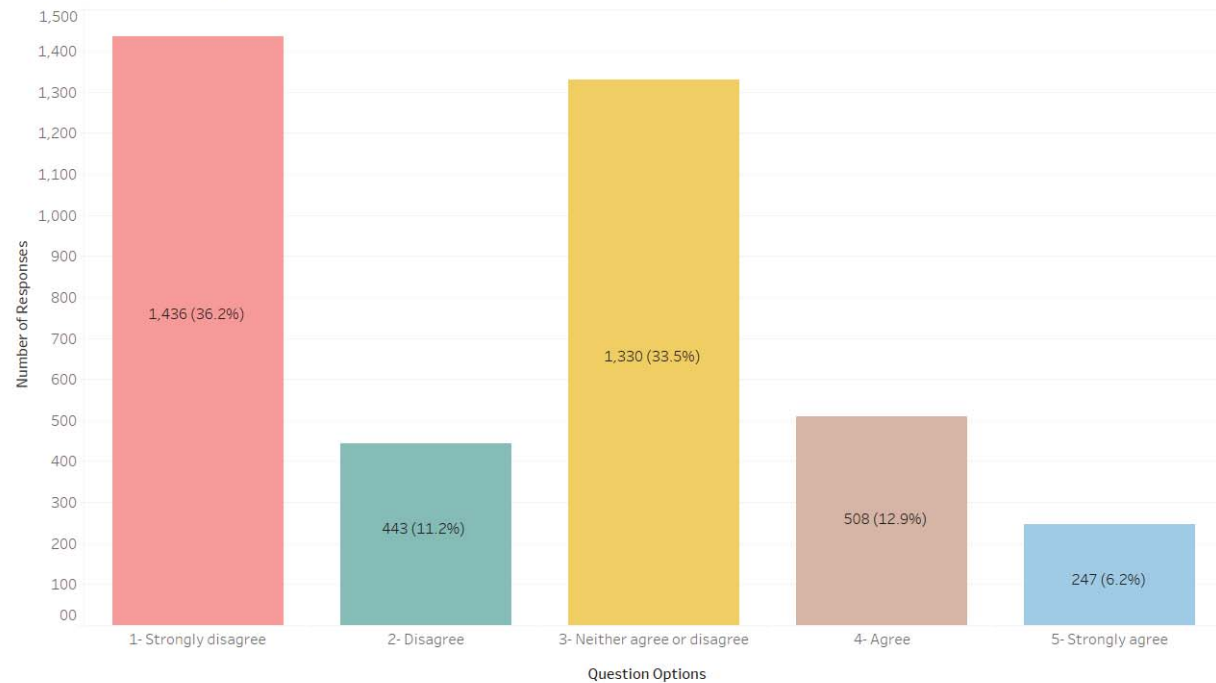
3,972 responses, 35 skipped

On a scale of one to five, with one being strongly disagree and five being strongly agree, please rate the following statement: I support aligning the Sunday construction noise periods with the permitted periods for all the other days of the week.



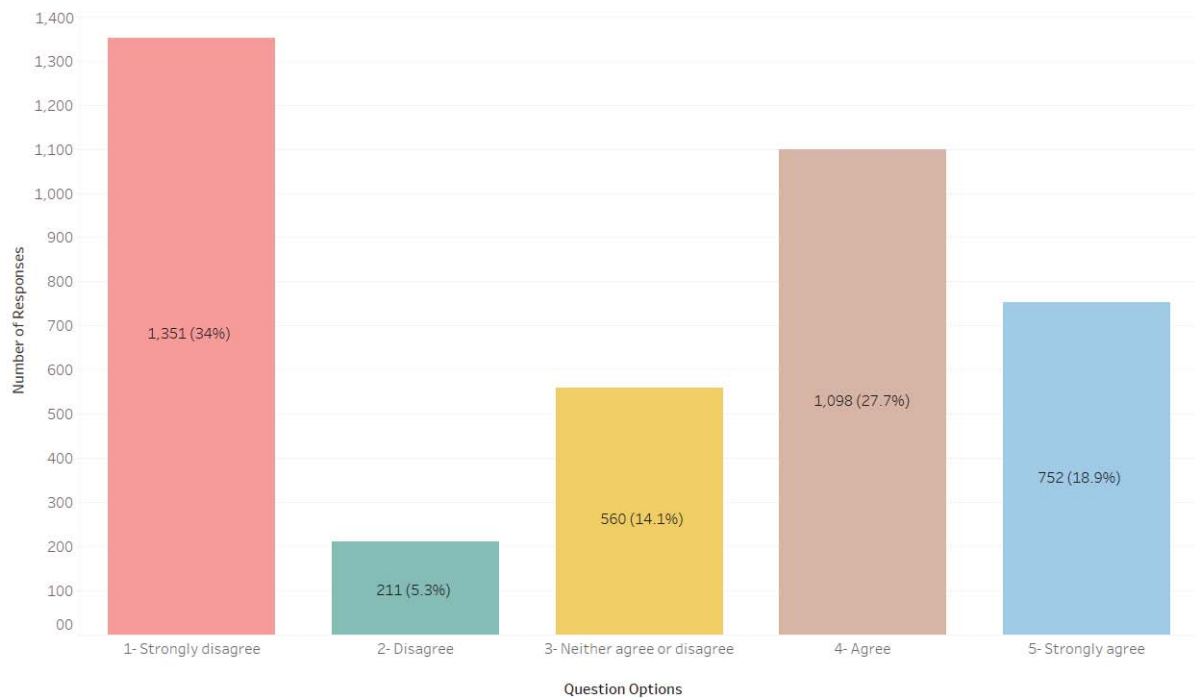
3,984 responses, 23 skipped

On a scale of one to five, with one being strongly disagree and five being strongly agree, please rate the following statement: I support aligning Sunday noise types with the types for all other days of the week.



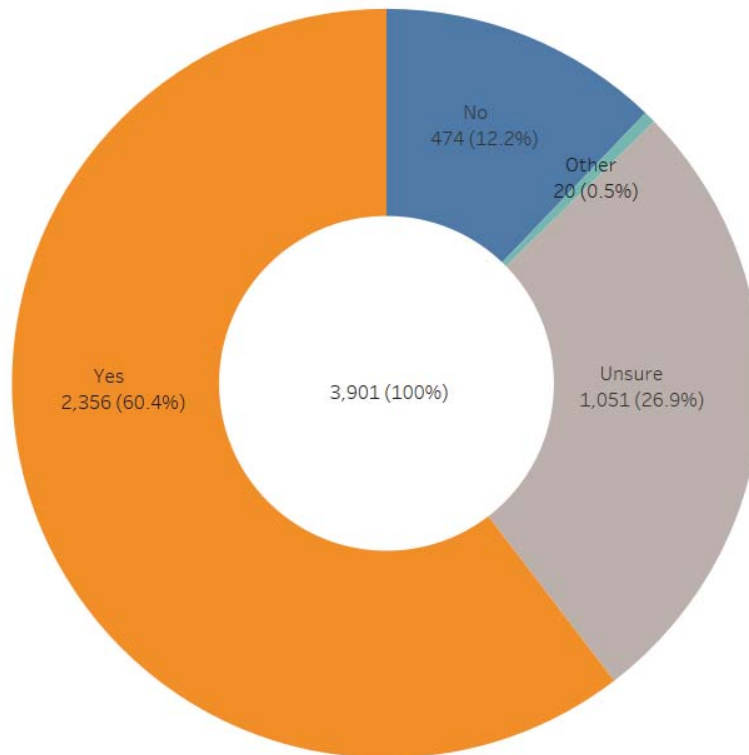
3,964 responses, 43 skipped

On a scale of one to five, with one being strongly disagree and five being strongly agree, please rate the following statement: I support introducing objective measures to the updated Noise By-law such as decibel limits.



3,972 responses, 35 skipped

Do you support simplifying the By-law by combining the 16 noise types?



3,901 responses, 106 skipped

Appendix 6:
Summary of Proposed Housekeeping Amendments to Noise Control By-law 360-79

Summary of Proposed Housekeeping Amendments to Noise Control By-law 360-79

By-law Provision	Recommendation
Construction definition (1)	Update definition
Highway definition (1)	Update definition
Minister and Ministry definition (1)	Remove since no longer required
Auditory Signalling definition	Add definition to By-law
Amplified Sound definition	Add definition to By-law
Sports Noise definition	Add definition to By-law
Exemption for Higher Orders of Government	Add in an exemption for work conducted by the Region of Peel, and the provincial and federal governments. Formalizes the existing working relationships between the City, the region and the provincial government.
Schedule Two- Quiet Zone periods	Update the Quiet Zone periods to reflect the updates to the permitted periods
Schedule Two- "Yelling, shouting, hooting, whistling or singing"	Remove the term 'hooting'; no longer a commonly used term
Schedule Two- "The operation of any motorized conveyance" other than on a highway or other place intended for its operations"	Re-title to Stationary Motor Vehicles
Schedule Three- Activities to Which the By-law Doesn't Apply	Update to include the Small Arms Institute

Appendix 7: Current Schedule Two: Permitted Periods

Current Schedule Two: Permitted Periods

Activity	Prohibited Periods of Time
Auditory Signaling (Ringing of bells or gongs and the blowing of horns or sirens or whistles)	Quiet zones- At any time
	Residential areas- 7:00 p.m. to 7:00 a.m. and all day Sundays and Statutory Holidays
Amplified Sound	Quiet zones- At any time
	Residential area- 5:00 p.m. to 7:00 a.m. (9:00 a.m. Sunday)
All selling or advertising by shouting or amplified sound	Quiet zones- At any time
	Residential areas- 7:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays) and All day Sundays and Statutory Holidays
Loading, unloading, delivering, packing, unpacking	Quiet zones- 7:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
	Residential areas- 7:00 p.m. to 7:00 a.m. and all day Sundays and Statutory Holidays
Construction equipment	Quiet zones- 5:00 p.m. to 7:00 a.m. and all day Sundays and Statutory Holidays
	Residential areas- 7:00 p.m. to 7:00 a.m. and all day Sundays and Statutory Holidays
Fireworks or other non-construction detonation devices	Quiet zones- At any time
	Residential areas- 11:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays) unless permitted by By-law 160-74 (<i>Fireworks: Residents</i>)
Firearms	Quiet zones-At any time
	Residential areas- At all times unless in accordance with the provisions of By-law 331-77 (<i>Discharging of Firearms</i>)
The operation of a combustion engine which is not used for conveyance	Quiet zones- Ay any time
	Residential areas- 11:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
The operation of a powered rail car while stationary on property not owned or controlled by a railway governed by the Canada Railway Act	Quiet zones- At any time
	Residential areas- 11:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
The operation of any motorized conveyance other than on a highway or other place intended for its operations	Quiet zones- At any time
	Residential areas- 7:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
The venting, release or pressure release of air, steam, or other gaseous material product or compound	Quiet zones- At any time
	Residential areas- 11:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
Persistent barking, calling or whining by a domestic pet	Quiet zones- At any time
	Residential areas- At any time
The operation of any powered or no powered tool for domestic purposes other than snow removal	Quiet zones- 11:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
	Residential areas- 11:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
The operation of solid waste bulk lift or	Quiet zones- 7:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)

Activity	Prohibited Periods of Time
refuse compacting equipment	Residential areas- 11:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
The operation of a commercial car wash with air drying equipment	Quiet zones- 7:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
	Residential areas- 7:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
Yelling, shouting, hooting, whistling or singing	Quiet zones- At any time
	Residential areas- 11:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)

Appendix 8: Recommended Changes to Schedule Two: Permitted Periods

Recommended Changes to Schedule Two: Permitted Periods

Activity	Prohibited Periods of Time
Auditory Signaling (Ringing of bells or gongs and the blowing of horns or sirens or whistles)	Quiet zones- At any time
	Residential areas- 7:00 p.m. to 9:00 a.m. Monday to Saturday, Sundays and Statutory Holidays
Amplified Sound	Quiet zones- At any time
	Residential area- 7:00 p.m. to 9:00 a.m. Monday to Thursday, Sunday and Statutory Holidays; 10:00 p.m. to 9:00 a.m. Friday to Saturday
Loading, unloading, delivering, packing, unpacking (Due to Regulation 70/20, not enforceable until September 2021)	Quiet zones- 7:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
	Residential areas- 7:00 p.m. to 7:00 a.m. and all day Sundays and Statutory Holidays
Construction equipment (Due to Regulation 131/120, not enforceable until October 2021)	Quiet zones- 5:00 p.m. to 7:00 a.m. and all day Sundays and Statutory Holidays
	Residential areas- 7:00 p.m. to 7:00 a.m. and all day Sundays and Statutory Holidays
Fireworks or other non-construction detonation devices	Quiet zones- At any time
	Residential areas- 11:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays) unless permitted by By-law 160-74 (Fireworks: Residents)
The operation of a combustion engine which is not used for conveyance	Quiet zones- At any time
	Residential areas- 11:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
Commercial/Industrial: 1. The operation of a powered rail car while stationary on property not owned or controlled by a railway governed by the Canada Railway Act 2. The venting, release or pressure release of air, steam, or other gaseous material product or compound 3. The operation of solid waste bulk lift or refuse compacting equipment	Quiet zones- 1 and 2- At any time; 3- 7:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
	Residential areas- 11:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
Stationary Motor Vehicles	Quiet zones- At any time
	Residential areas- 7:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
Persistent barking, calling or whining by a domestic pet	Quiet zones- At any time
	Residential areas- 10:00 p.m. to 7:00 a.m. (9:00 a.m. Sunday)
The operation of any powered or no	Quiet zones- 7:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)

Activity	Prohibited Periods of Time
powered tool for domestic purposes other than snow removal	Residential areas- 7:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
The operation of solid waste bulk lift or refuse compacting equipment	Quiet zones- 7:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
	Residential areas- 11:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
The operation of a commercial car wash with air drying equipment	Quiet zones- 7:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
	Residential areas- 7:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)
Yelling, shouting, whistling or singing (Including the noise from sports activities)	Quiet zones- At any time
	Residential areas- 11:00 p.m. to 7:00 a.m. (9:00 a.m. Sundays)

Appendix 2: Community Engagement Summary



Noise Control By-law Review
Virtual Consultation 1
Thursday, October 1, 2020
1:00 - 2:30pm
WebEx

Participants

Approximately 17 participants attended this virtual consultation.

Councillor Stephen Dasko of Ward 1 attended this consultation.

Consultation Format

Ross Spreadbury, Supervisor, Compliance and Licensing, facilitated the session and provided opening remarks and introductions. Jonathan De Luliis, Researcher, Enforcement Business Support, transcribed the consultation. Alex Schwenger, Project Lead for the Noise Control By-law Review, gave a presentation, addressed any questions or concerns, and provided closing remarks. Ross Spreadbury, Supervisor, Compliance and Licensing, assisted with addressing questions and concerns.

Alex Schwenger welcomed participants to the consultation and gave a presentation. This presentation included some background information on the progress of the Noise Control Program Review, details regarding the phased approach by Enforcement, program elements, results of previous consultations, proposed changes to the Noise Control By-law, exemptions process for noise, enforcement operations and next steps.

To receive feedback the consultation followed a discussion format and attendees were asked three main questions to guide their input.

- 1) Does the proposed approach address your concerns?;
- 2) What is your feedback on the proposed recommendation for audible expressions of faith?; and
- 3) Is there anything you would like to share?

Enough time was allotted to allow participants to contribute and ask questions to Enforcement staff. Once the discussion had ended, Alex Schwenger provided closing remarks and thanked the participants for taking the time to attend the consultation. Contact information was also provided to attendees. The feedback received from the consultation is captured below.

Feedback from Participants

Participants were asked three questions to guide the discussion portion of the session. Ross Spreadbury moderated the discussion while Enforcement Staff documented the input and addressed questions and concerns. The feedback from the discussion is summarized below along with key points to Enforcement's response. Please be advised that the summarization below is not a word for word transcription of the consultation but a summarization of the main concerns, questions and input from attendees.

- My main concern is vehicle noise. I live in a condo in the downtown area and continually call Peel Police, but there is no resolution. Would like to speed up the process and get a resolution to vehicle noise.
 - ❖ *Peel Regional Police are the correct group to call regarding vehicle noise. Enforcement Officers do not have the authority to pull vehicles over. By-law amendments were made in an effort to increase fines and staff are working towards joint enforcement with Peel Police.*
- Concerned that restaurants and other businesses who generate noise will be unfairly targeted and want to make sure they do not get into issues with Enforcement.
 - ❖ *Permitted periods for noise refer to residential areas; many of the businesses referred too which may generate noise are outside of residential areas. But for those which are not, exemption processes can help address noise they cannot control.*
- Were any Phase One amendments accepted by Council?
 - ❖ *When the report went to Council in July with Phase One recommendations Council directed Staff to continue with consultations with a report going back for this Fall.*
- Could you elaborate on the expression of faith part, what feedback did you receive?
 - ❖ *In Spring Council received an exemption request for two religious exemptions for a call to faith and wanted a more robust approach moving forward. Reception has been mixed. The intent is to make a standardized exemption process.*
- What will the extra cost be for Phase Two?
 - ❖ *We have estimations regarding the cost for Phase Two, but the advantage Staff will have is the collection of data in Phase One. This will allow Staff to analyze the needs of the program moving forward.*
- I live at Dixie and Bloor and have experienced noise pollution from construction but the largest concern is the taking off of heavy planes from the airport. There is also a service station for cars in my area and it seems that many muscle cars meet there and street race, honk, and make a lot of noise.
 - ❖ *By-law amendments made this year included noise made by tires and honking. If noise is heard from moving vehicles, Peel Regional Police should be contacted as Enforcement cannot stop moving vehicles. Staff have heard about issues on Dixie road and Peel Police are aware of this and it has informed their recent blitzes. The Region is also considering a change to the speed limits on Dixie road.*

- Have lived in a building for 20 years and it has gotten so much worse with construction, racing, airport noise. This noise pollution has affected me personally and my realty value and am not happy with the response by police and their links do not always work or are over used. Would appreciate if the police did something more and conduct more blitzes until people are aware that we do not accept this behaviour.
 - ❖ *We will pass this information along to Peel Regional Police.*
- Concerned with 3-1-1. Previously there used to be dedicated numbers for dedicated departments in the City but now 3-1-1 is a “catch-all” for any calls to the City. Calls are received by 3-1-1 then passed along to appropriate departments, who respond at a later date. Would appreciate a response from a representative who can address the issue at that moment in time.
 - ❖ *We will bring this information to 3-1-1. Covid-19 has had an unprecedented impact on 3-1-1 and they are addressing current issues.*
- I live near Square One and I cannot take the noise.

Main Themes

The main themes that emerged from the Noise Control By-law Review Virtual Consultation 1 were:

- Vehicle noise
 - Vehicle noise is very disruptive
 - Participants would like to see greater enforcement
- Noise pollution
 - The overall level of noise is a concern
- 311
 - Concern that staff do not have the specialized knowledge to respond to issues in a timely manner



Noise Control By-law Review
Virtual Consultation 2
Tuesday, October 6, 2020
6:30 – 8:00pm
WebEx

Participants

Approximately 30 participants attended this virtual consultation.

Councillor Chris Fonseca of Ward 3, Councillor Dipika Damerla of Ward 7, and Councillor Pat Saito of Ward 9 attended this consultation.

Consultation Format

Ryan Regent, Supervisor, Compliance and Licensing, facilitated the session and provided opening remarks and introductions. Jeff Liu, Business Analyst, Enforcement Business Support, transcribed the consultation. Alex Schwenger, Project Lead for the Noise Control By-law Review, gave a presentation, addressed any questions or concerns, and provided closing remarks. Chris Giles, Manager, Compliance and Licensing, assisted with addressing questions and concerns.

Alex Schwenger welcomed participants to the consultation and gave a presentation. This presentation included some background information on the progress of the Noise Control Program Review, details regarding the phased approach by Enforcement, program elements, results of previous consultations, proposed changes to the Noise Control By-law, exemptions process for noise, enforcement operations and next steps.

To receive feedback the consultation followed a discussion format and attendees were asked three main questions to guide their input.

- 1) Does the proposed approach address your concerns?;
- 2) What is your feedback on the proposed recommendation for audible expressions of faith?; and
- 3) Is there anything you would like to share?

Enough time was allotted to allow participants to contribute and ask questions to Enforcement staff. Once the discussion had ended, Alex Schwenger provided closing remarks and thanked the participants for taking the time to attend the consultation. Contact information was also provided to attendees. The feedback received from the consultation is captured below.

Feedback from Participants

Participants were asked three questions to guide the discussion portion of the session. Ryan Regent moderated the discussion while Enforcement Staff documented the input and addressed

questions and concerns. The feedback from the discussion is summarized below along with key points to Enforcement's response. Please be advised that the summarization below is not a word for word transcription of the consultation but a summarization of the main concerns, questions and input from attendees.

- Is there a restriction on use of air brakes for truck on the QEW when passing through community areas?
 - ❖ *City cannot regulate highway noise as it falls under the authority of the Provincial Government.*
- Is this the same survey from earlier this year, or another one?
 - ❖ *This is a new survey. It asks questions based on Staff's recommendations and seeks resident feedback.*
- Can you advise us as to how you will be able to enforce vehicle noise, and does this noise include loud muffler sounds? The loud muffler sounds are coming from speeding vehicles and having difficulties to track down the vehicle/licence information. Are there any joint partnerships with Peel Police?
 - ❖ *You can contact/file a complaint with Peel Police's road safety department with supporting information such as location/specific day and time of these reoccurring issues.*
- I live in new townhomes near Lakeshore and Cawthra vehicles park there until three-four am because of the 24 hour McDonalds. My neighbours and I are woken up every night all night long. What can be done with a commercial plaza with vehicle disturbances (muffler and music) coming from cars? Many calls have been made to Peel Police and they have not helped.
 - ❖ *Residents can submit a noise complaint through 3-1-1 or by emailing Enforcement. Enforcement Officer can speak with the business or property management.*
- Loud muffler noise is the biggest issue for all residential noise. I am sure you are hearing that noise is non-stop day and night on residential roads. Calling Peel Police has proven ineffective. Is there a quicker way to resolve the issue? Is there any way we can optimize residents to identify violators?
 - ❖ *Enforcement Officers do not have the authority to stop vehicles. This is not within the City's authority and Staff need assistance from Peel Police. Staff understand that this is a high priority issue and are working deliberately through various channels, in addition to the proposed By-law, such as increasing fines and partnering with Peel Police. There are also jurisdictional examples of City's attempting to use technology to address these concerns, which Staff continues to monitor closely. Peel Police road safety service should still be contacted regarding these issues.*
- Regarding Question 6 on the Noise Control By-law survey: *"The proposed new by-law also recommends that individuals or groups who would like to reach an audience outside of their property through broadcasting be required to apply for a noise exemption. This noise exemption process would be thorough, objective, site specific and take into account the community and Ward Councillor's feedback. Do you agree with this*

approach?” Please explain the rationale to allow Ward Councillors to make exemption to the Noise By-law.

- ❖ *There are several steps within the process where a Ward Councillor would be consulted as they are familiar with their respective Ward. The decision of approving the By-law exemption is done by the Director of Enforcement. This process is the same across all City departments and a public notification period, where residents can submit a complaint, would take place. This means the Ward Councillors would be consulted but community input would carry most weight.*
- Why is persistent noise from sports fields that are close to residential homes and are busy both in the day and night, especially with the sport fields that have lighting, not included in the Noise Bylaw. These fields are sometimes as little as one metre away from residence’s backyards. Why is there not a By-law for this type of noise?
 - ❖ *Staff are not proposing changes for yelling/shouting/whistling/singing. Staff will introduce a persistent sound provision which intends to cover noise not captured in other categories or noise that is unreasonable and occurs during the permitted periods. Persistent sound will be defined as noise continuously heard for a period of at least ten consecutive minutes or intermittently over a period of at least one hour. In Phase Two there will be an introduction of decibel limits; this will provide a quantifiable measurement of sound, allowing for a more objective approach.*
- If residents make noise that travels from backyards through neighboring closed windows and doors- persistent sound, and a complaint has been sent online, what are the next steps we should take?
 - ❖ *Depending on the type of noise that residents are reporting (Yelling, Music, Nuisance). Resident’s should file a complaint through 311 or email. Upon receipt of the complaint, Staff will review the information. Staff may send a letter to the person you’ve complained about asking them to restrict the noise. Staff may also send you a package within 10 business days, which includes a noise log sheet to note the noise start and end times, dates and type of noise over 3-4 weeks. Staff will review the evidence and let you know if any legal action can be initiated by you.*
- Regarding the timeframe for 7am to 7pm for construction and power tools. Why can’t this be consistent across the start time of 9am instead of 7am? 7am is very early especially on weekends.
 - ❖ *This is what is proposed for construction as they begin their operations early. We will take your feedback into consideration.*
- Regarding the notification of surrounding residents for noise exemption, has this actually happened how do we receive these requests for input?
 - ❖ *Notices are supposed to be sent by letter to surrounding residents. Enforcement Officers will conduct spot checks. Resident’s feedback can be submitted back to the City. If residents did not receive a notification it could have been because an exemption was not granted or initiated.*
- What was the justification behind the changes in relation to the extension of amplified noise in residential areas to 10pm on Fridays and Saturdays. In reviewing the consultations conducted by Staff, there is no qualitative data expressing interest for such

a change. What is the logic behind the extension of the allowance of amplified sound for the two days?

- ❖ *We received a lot of feedback throughout consultation and survey. The responses that we received are not only from residents. We need to understand reasons from all sides as this approach will allow us better awareness of these issues and better enforcement.*
- The City needs to address screaming/shouting in school areas near residential areas. The same behaviour should not be permitted in parking lots.
- Regarding expression of faith, this may be additional noise pollution to the community and want to ensure this is fair and not being amended for certain faith/religious communities.
- What is the requirement regarding notifying residents in the area of a granted noise exemption?
 - ❖ *Residents who are within 500m of an impacted noise exemption will receive a notice.*

Main Themes

The main themes that emerged from the Noise Control By-law Review Virtual Consultation 2 were:

- Vehicle noise
 - Participants would like to see greater enforcement
 - Music emanating from vehicles and loud mufflers
- Persistent noise
 - Noise emitted from sports fields and shouting in school areas near residential areas
- Audible expressions for faith
 - Many participants felt that this may be additional noise pollution to the community and wanted to stay with the status quo
- Exemption process
 - Participants had questions about the current and proposed process



Noise Control By-law Review
Virtual Consultation 3
Wednesday, October 7, 2020
6:30 - 8:00pm
WebEx

Participants

Approximately 15 participants attended this virtual consultation.

Consultation Format

Ryan Regent, Supervisor, Compliance and Licensing, facilitated the session and provided opening remarks and introductions. Jonathan De Luliis, Researcher, Enforcement Business Support, transcribed the consultation. Alex Schwenger, Project Lead for the Noise Control By-law Review, gave a presentation, addressed any questions or concerns, and provided closing remarks. Ryan Regent, Supervisor, Compliance and Licensing, assisted with addressing questions and concerns.

Alex Schwenger welcomed participants to the consultation and gave a presentation. This presentation included some background information on the progress of the Noise Control Program Review, details regarding the phased approach by Enforcement, program elements, results of previous consultations, proposed changes to the Noise Control By-law, exemptions process for noise, enforcement operations and next steps.

To receive feedback the consultation followed a discussion format and attendees were asked three main questions to guide their input.

- 4) Does the proposed approach address your concerns?;
- 1) What is your feedback on the proposed recommendation for audible expressions of faith?; and
- 2) Is there anything you would like to share?

Enough time was allotted to allow participants to contribute and ask questions to Enforcement staff. Once the discussion had ended, Alex Schwenger provided closing remarks and thanked the participants for taking the time to attend the consultation. Contact information was also provided to attendees. The feedback received from the consultation is captured below.

Feedback from Participants

Participants were asked three questions to guide the discussion portion of the session. Ryan Regent moderated the discussion while Enforcement Staff documented the input and addressed questions and concerns. The feedback from the discussion is summarized below along with key points to Enforcement's response. Please be advised that the summarization below is not a

word for word transcription of the consultation but a summarization of the main concerns, questions and input from attendees.

- My concern in my area is dog barking and I have had two dogs for 24 years– but there are more and more people with dogs, I would say 50% of homes have a dog in his area and my issue is with a small minority of people /dog owners who put their dogs outside and leave them out there for long periods of time and I have gone through the process and it was difficult. The onerous is on the complainer unlike parking tickets.
 - ❖ *We have heard similar complaints from other residents and the proposed changes would get rid of the noise log and the onerous would be put onto the Officers to go an investigate complaints. Animal Service Officers do extensive work in educating pet owners.*
- Definition of persistent sound is good, but fear that it is too vague.
- My concern is that 7am is way too early and lets people make noise too early and would like 9am.
- When people licence their dogs in the City I would like pet owners to receive education on how to be a good neighbourhood.
- Can we increase fines for vehicular noise? If we anticipate difficulty with catching offenders can we at least attempt to deter them via heavy fines? The late night sounds seem to be from street racing so why does it continue?
 - ❖ *Staff have made changes to the By-law to allow Peel Police to also use it when laying charges. This will allow for increased penalties regarding noise produced by a vehicle and stereo systems within the vehicle. Peel Police and Enforcement joint operations have been suspended due to Covid-19.*
- Would amplified noise be from outside of the immediate property, because calls to faith are done to alert people from outside the property? Why can we not leave amplified sound as it is?
 - ❖ *Two requests for audible expression of faith exemptions were approved earlier this year and Council asked Staff to report back with a more robust and standardized approach moving forward. Broadcasting outside beyond your property would be a violation.*
- A single person can fill out the online survey multiple times.
 - ❖ *A decision was made not to have a registration system for the online survey in an effort to eliminate any potential barriers to residents providing their feedback. We are aware of this potential submission repetition and Staff have the ability to identify multiple submissions from one person and will vet the result of the survey accordingly.*
- What is the process for reporting vehicle noise. I live in an area where over the past 10 years I have seen a dramatic increase in vehicle noise including loud exhausts at very early hours of the morning. More importantly there is also street racing happening. We report to Peel Police but it keeps happening.
 - ❖ *Reporting vehicle noise depends on if the vehicle is moving or if it is stationary. You can call Peel Police non-emergency line or the road safety department. Ask*

about the potential of targeted enforcement. For private property you can call 3-1-1 or email Enforcement.

- Do not think a \$350 fine is enough. Fines need to be heavier especially towards those who are causing vehicle noise. If these penalties reoccur they need to increase in fine amount and severity.
- Noise is almost like assault- screening in someone's ear. I'm concerned that without heavier penalties we will cause no real action.
- It seems that the changes will allow people to play music until 7pm and on Friday to Sunday it can be played until 10pm. We are giving precedence for those who want to amplify their music by extending the permitted period. This is moving in the wrong direction.
 - ❖ *Noise is a challenging topic because it is personal and subjective in regards to tolerances. Staff are trying to balance the feedback received and create reasonable permitted periods.*
- I don't think the goal should be to go to Officers with decibel readers but rather have residents be compliant and understand the rules clearly.
- Please clarify what is in the scope, what is out of scope for Noise Control By-law? There are potential loading and unloading noise which come from the region or the contractor? How about the stationary resource including heat pump/ air conditioner, etc.? What is the process for noise complaint investigations for residential, commercial and institutional sources?
 - ❖ *The Noise By-law covers the measures which the City can regulate, there are By-law provisions for each of the areas mentioned. Some Provincial exemptions have been created that will not be lifted until next year.*
- When the new By-law is in place will there be a grace period or an education period?
 - ❖ *Notice will definitely be given, we can't expect everyone to be aware of changes and we will work with the public and make sure communication and Enforcement is done accordingly.*
- Households should receive a paper notice advising them of the Noise By-law changes.
- Maybe have Animal Services deal with dog barking, I know this is the case in Hamilton.
- I continue to not receive information regarding proposed changes or engagement opportunities.
 - ❖ *Staff make every effort to reach all residents for their opportunity to engage with Enforcement changes.*

Main Themes

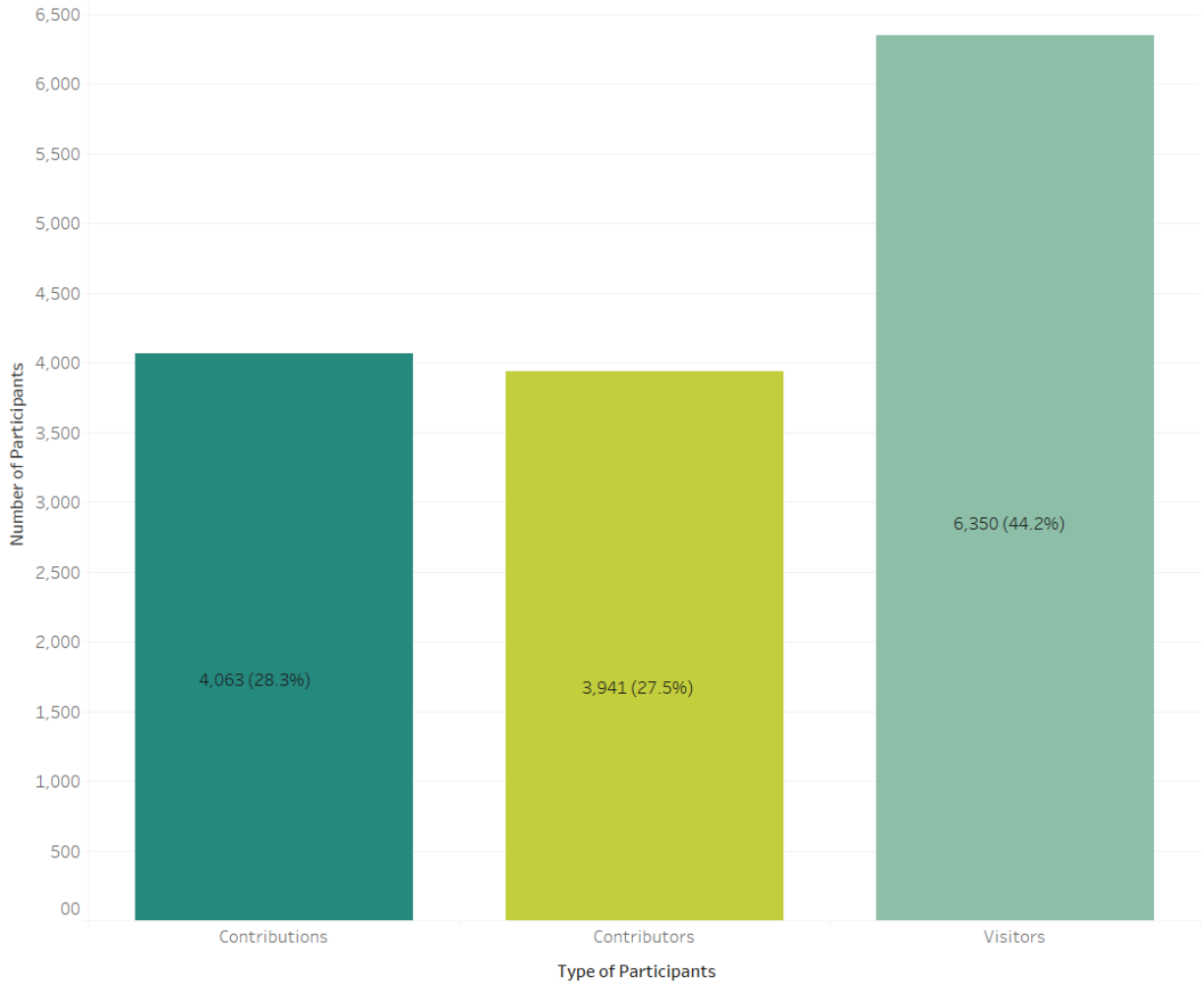
The main themes that emerged from the Noise Control By-law Review Virtual Consultation 2 were:

- Dog barking
 - The process for enforcing persistent barking is onerous for residents
- Vehicle noise
 - Increase fines

- Loud exhausts
- Amplified Sound
 - Decrease periods for amplified sound
 - Audible expressions of faith will add to noise pollution in the City
- Penalties or fines
 - Increase fines
- Public education
 - Provide public education on being a good pet owner
 - Notify residents of changes to the Noise By-law

Appendix 3: Online Survey Key Results

Noise Control By-law Survey Type of Participants



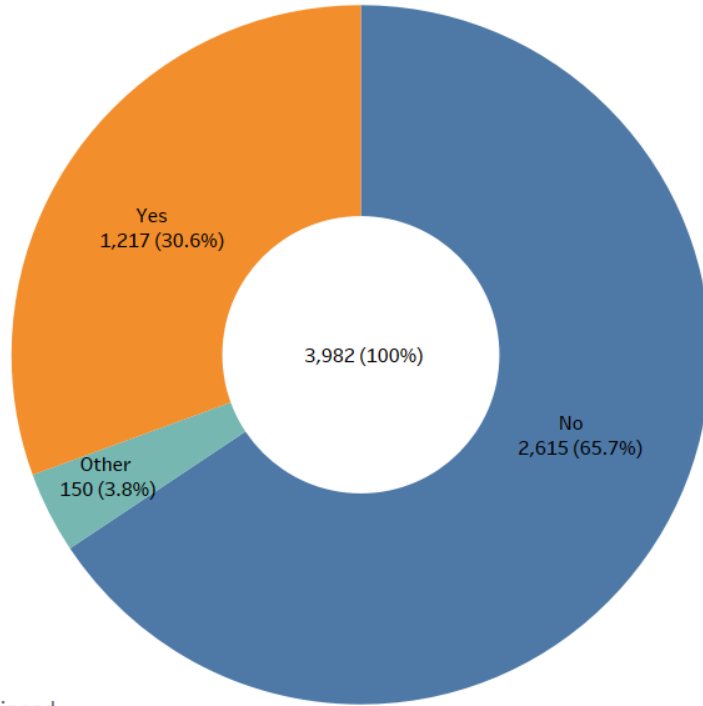
14,354 response(s)

Visitors - The number of people who have visited the site.

Contributors - The numbers of users who have responded to the survey. This includes registered and unregistered users and anonymous responses.

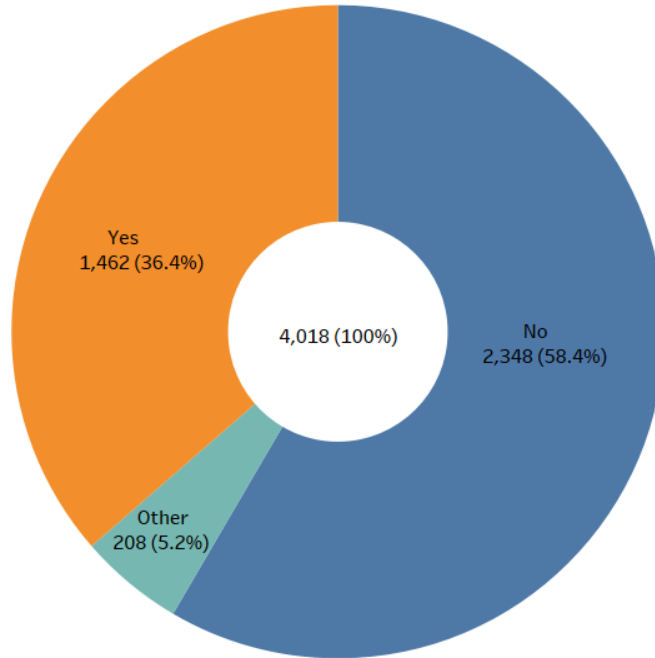
Contributions: The total actions taken place within the project

Auditory Signalling includes ringing of bells or gongs and blowing of horns, sirens or whistles. This is currently permitted from 7 a.m.-7 p.m. Monday to Saturday (prohibited on Sunday and Statutory Holidays). The report recommends changing the permitted period to 7 p.m. Monday to Saturday, Sundays and Statutory Holidays. Do you agree with this change?



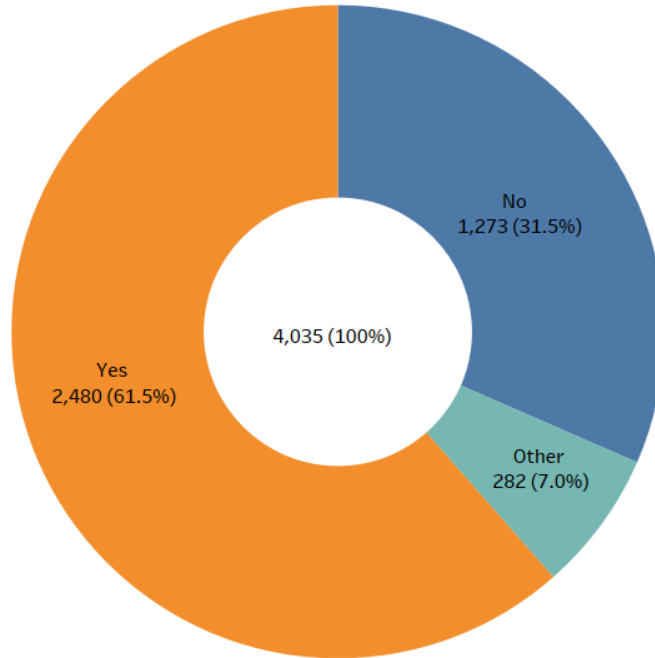
3,982 response(s), 81 skipped

Amplified Sound comes from loud speakers, stereo systems or other electronic devices. This is currently permitted from 7 a.m. to 5 p.m. Monday to Saturday and 9 a.m. to 5 p.m. on Sunday and Statutory Holidays. The report recommends changing the permitted period to 9 a.m. to 7 p.m. Monday to Thursday, Sunday and Statutory Holidays and 9 a.m. to 10 p.m. Friday and Saturday. Do you agree with this change?



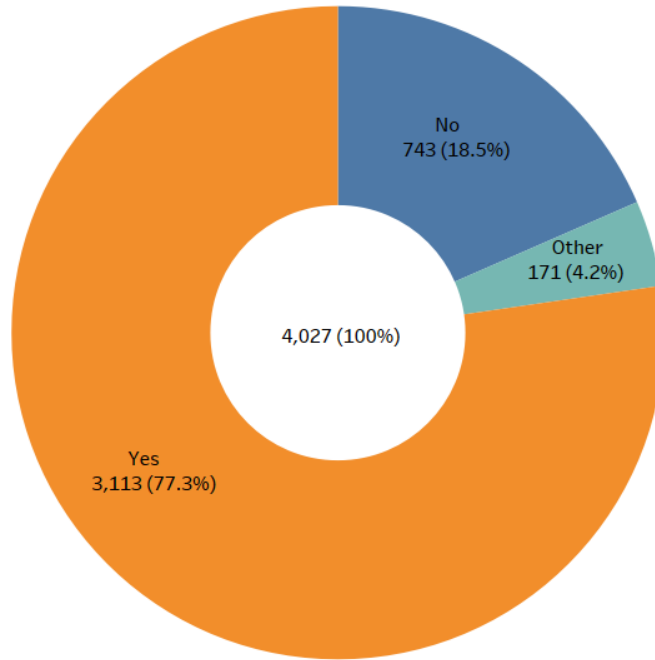
4,018 response(s), 45 skipped

Noise caused by powered or non-powered tools such as leaf blowers and lawn movers (excluding snow removal) is included in the current by-law. This is currently permitted from 7 a.m. to 11 p.m. Monday to Saturday and 9 a.m. to 11 p.m. on Sunday and Statutory Holidays. The report recommends changing the permitted period for this category to 7 p.m. Monday to Saturday, Sunday and Statutory Holidays. Do you agree with this change?



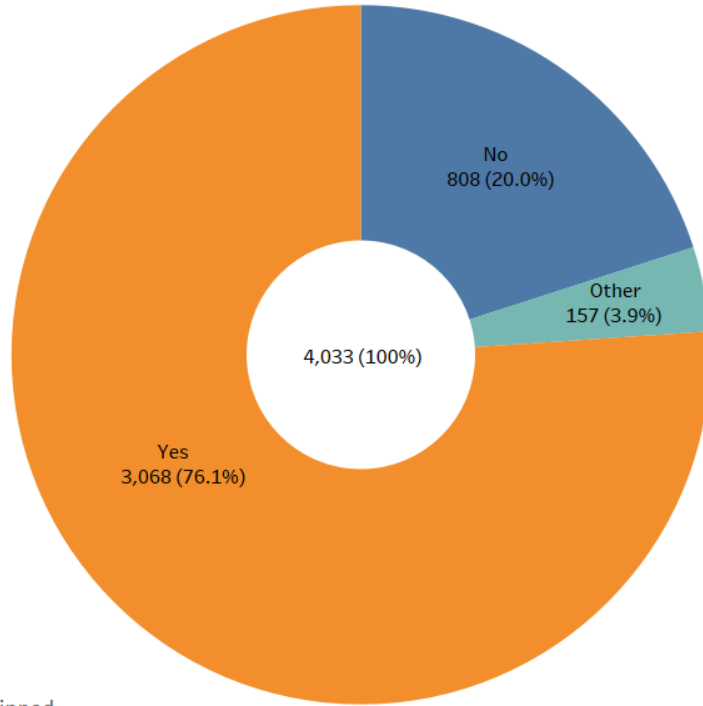
4,035 response(s), 28 skipped

A new category is being proposed for the By-law. "Persistent Sound" would address unreasonable noise and noise not captured in other categories. It is defined "noise continuously heard for a period of at least ten consecutive minutes or intermittently over a period of at least one hour." Do you agree with this definition?



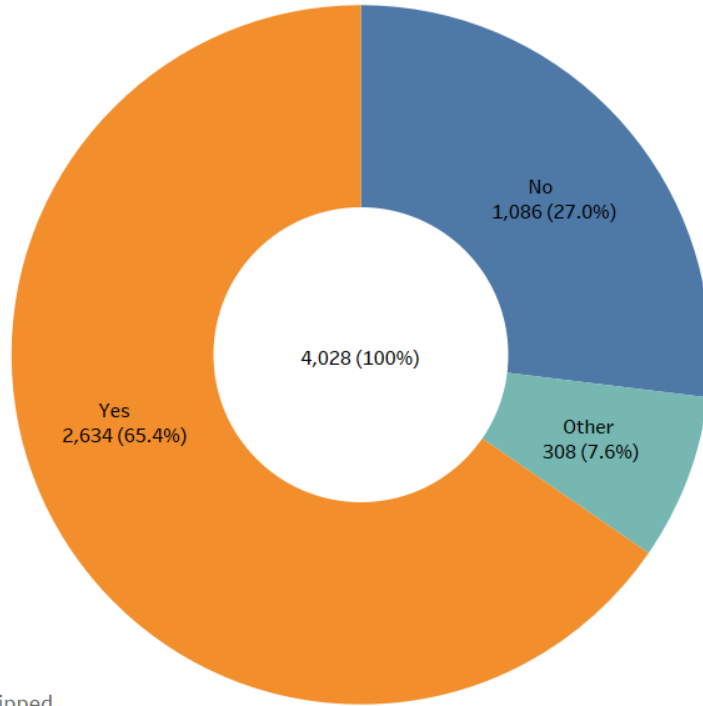
4,027 response(s), 36 skipped

The proposed new by-law will prohibit the use of devices to amplify sounds for the purpose of reaching persons outside of the property from which the sound is originating. This means that audible expressions of faith, such as the ringing of bells, calls to prayer and the playing of hymns will be prohibited at all times. Do you agree with this prohibition?



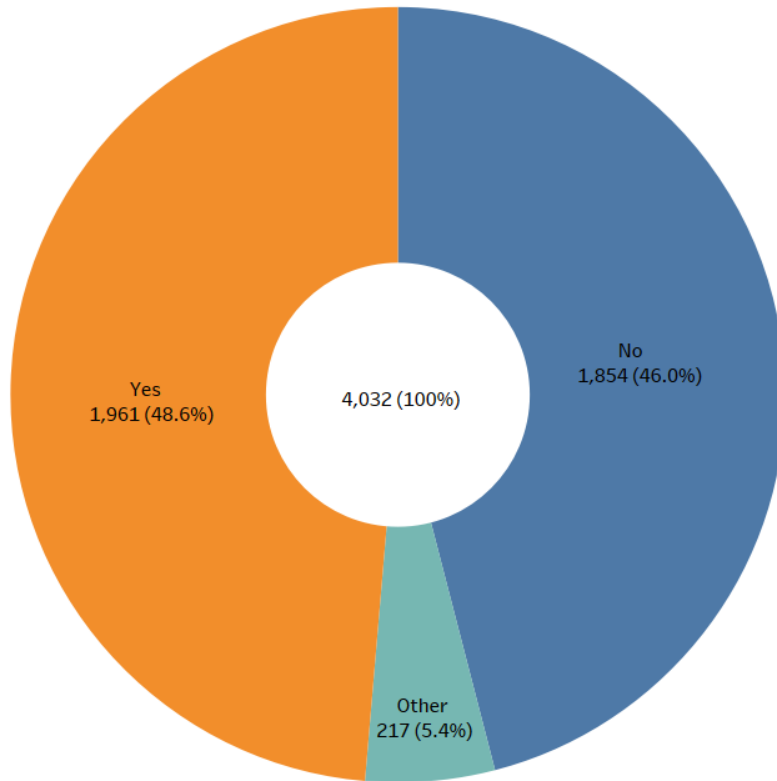
4,033 response(s), 30 skipped

The proposed new by-law also recommends that individuals or groups who would like to reach an audience outside of their property through broadcasting be required to apply for a noise exemption. This noise exemption process would be thorough, objective, site specific and take into account the community and Ward Councillor's feedback. Do you agree with this approach?



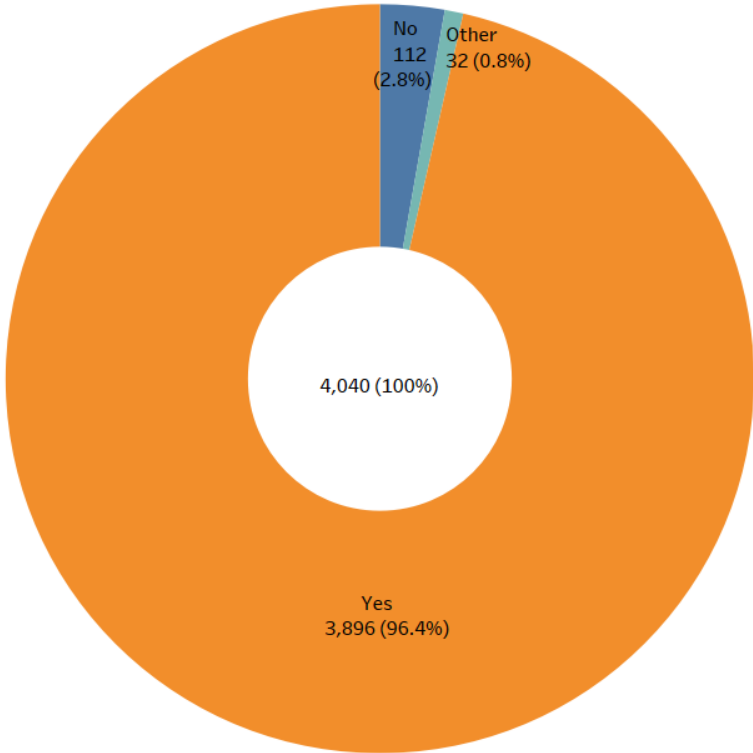
4,028 response(s), 35 skipped

A person convicted of violating the Noise Control By-law can be fined up to \$5,000. Should the fine be increased?



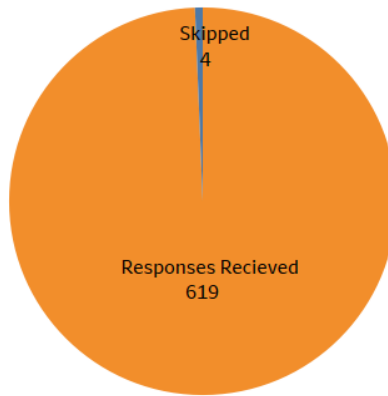
4,032 response(s), 31 skipped

Are you a resident of Mississauga?

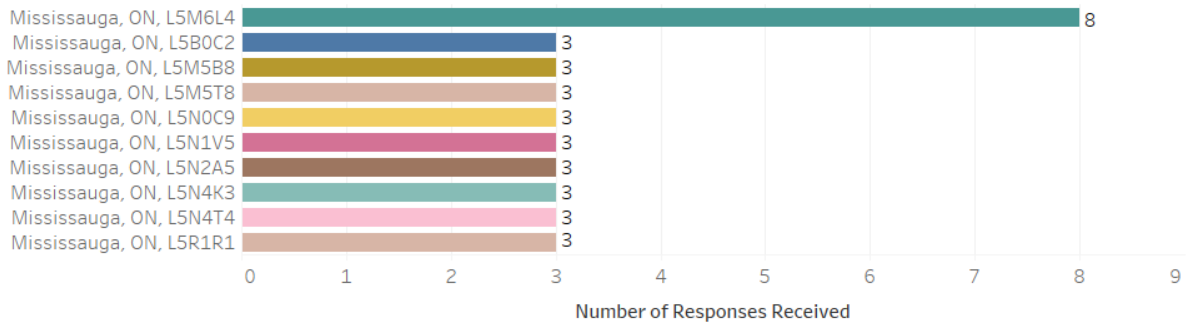


4,040 response(s), 23 skipped

What is your postal code?



Top 10 postal codes where the most responses received



619 response(s), 4 skipped

Appendix 4: Jurisdictional Scan

Jurisdiction	By-law Referenced	Prohibited Periods in the By-law				Safety Exemption for Auditory Signaling
		Animal Noise	Domestic Power Tools	Amplified Noise	Auditory Signaling	
Brampton	Noise By-law 93-84	The By-law prohibits animal noise at all times, such as a dog barking daily and excessively	N/A	The By-law prohibits at all times, consistently loud stereo or musical equipment.	The By-law prohibits at all times, the ringing of bells and the blowing of horns.	N/A.
Burlington	Noise and Nuisance Control By-law (By-law 019-2003) Schedule 2 – Time and Place Prohibitions.	Persistent barking, calling, whining, or other noise made by an animal is prohibited at all times.	Noise from power tools is prohibited between 9:00 pm to 7:00 am (9:00 am on Sundays)	Schedule 2 of the By-law prohibits amplified noise between 11:00 pm to 7:00 am (9:00 am on Sundays).	Auditory signaling including the ringing of bells, gongs, horns, sirens or whistles, is prohibited between 7:00 pm to 7:00 am	Yes.
Hamilton	Noise Control By-law (By-law 11-285)	Noise from an animal that is persistent and clearly audible at a	N/A	Amplified noise that is projected into a public space or audible 8	A bell, horn, or siren, or other warning devices used for an	Yes.

Jurisdiction	By-law Referenced	Prohibited Periods in the By-law				Safety Exemption for Auditory Signaling
		Animal Noise	Domestic Power Tools	Amplified Noise	Auditory Signaling	
	Section 3 – Prohibitions	point of reception, is prohibited.		meters from a vehicle.	unreasonable period of time are prohibited.	
Kingston	A By-law to Regulate Noise (By-law 2004-52) Schedule B – Noise Prohibitions by Time and Place	Persistent barking, calling or whining or other similar persistent noisemaking by animals and birds kept as household pets, is prohibited at all times.	The operation of power tools is prohibited from 9:00 pm to 7:00 am (9:00 am on Sundays).	The operation of sound amplification devices is prohibited at all times, with the exception of their use during sports field activities.	The operating of auditory signaling devices is prohibited, with the exception of their use in controlling organized sporting activities in sport fields or in compliance with safety practices. Whistles used to control organized sporting activities are prohibited from 10:30 pm to 8:00 am.	Yes.

Jurisdiction	By-law Referenced	Prohibited Periods in the By-law				Safety Exemption for Auditory Signaling
		Animal Noise	Domestic Power Tools	Amplified Noise	Auditory Signaling	
London	Sound By-law - PW-12	The persistent sound by any Animal under the care, control or ownership of the person that is clearly audible at a Point of Reception in a Residential Area, is prohibited at any time.	The sound caused by power equipment is prohibited from 10:00 pm to 7:00 am.	Amplified sound that is clearly audible at a point of reception in a residential area, is prohibited at any time.	The sounding of any alarm, bell, horn, siren or other warning device for an unnecessary or unreasonable period of time, is prohibited.	Yes.
Markham	Noise By-law (By-law 2017-74) Schedule 2 – Time and Place Prohibitions	N/A	Power tools used for domestic purposes, are prohibited from 7:00 pm to 7:00 am.	Amplified sound from electronic devices, is prohibited from 5:00 pm (11:00 pm on Friday and Saturday) to 7:00 am.	Auditory signaling devices including bells, gongs, horns, or whistles, are prohibited from 7:00 pm to 7:00 am.	Yes.
Oakville	Noise By-law (By-law 2008-098)	Persistent barking, whining, or other noise made by a	Domestic power tools, are prohibited from	Amplified sound from electronic devices, is	Auditory signaling devices including bells,	Yes.

Jurisdiction	By-law Referenced	Prohibited Periods in the By-law				Safety Exemption for Auditory Signaling
		Animal Noise	Domestic Power Tools	Amplified Noise	Auditory Signaling	
	Schedule 2 – Time and Place Prohibitions	domestic pet, is prohibited at all times.	7:00 pm to 7:00 am, and all day on Sundays and Statutory Holidays.	prohibited from 7:00 pm to 7:00 am (9:00 am on Sunday).	gongs, horns, or whistles, are prohibited from 7:00 pm to 7:00 am, and all day on Sundays and Statutory Holidays.	
Ottawa	Noise (By-law No. 2017-255)	N/A	Section 8 – Power equipment The use of power equipment is prohibited between 9:00 am and 7:00 am (9:00 am on Saturday, Sunday, and Statutory Holidays).	Section 4 – Sound reproduction The use of a sound reproduction device between 11:00 pm and 7:00 am of the next day, is not permitted.	Section 3 – Bells. Horns, shouting: The ringing of any bell, sounding of any horn, or shouting in a manner likely to disturb the inhabitants of the City, is not permitted.	Yes.

Jurisdiction	By-law Referenced	Prohibited Periods in the By-law				Safety Exemption for Auditory Signaling
		Animal Noise	Domestic Power Tools	Amplified Noise	Auditory Signaling	
Oshawa	Noise By-law (By-law 112-82) Section 2 - Prohibitions	N/A	The sound of power tools is prohibited.	Amplified sounds that disturb those outside of the premise it is being played, is prohibited.	The ringing of bells, blowing of horns, shouting, and unusual noise, is prohibited.	Yes.
Toronto	Toronto Municipal Code, Chapter 591, Noise Article 2 - Prohibitions	Section 2.2. Animals Persistent noise, including barking, calling or whining or other similar persistent noise, to be made by any animal, is prohibited.	Section 2.6. Power Devices Sound from a power device is prohibited from 7:00 pm to 8:00 am (9:00 am on Saturdays, Sundays and Statutory Holidays).	Section 2.1. Amplified sound The emission of continuous amplified sound, measured with a sound level meter at a point of reception in an outdoor living area, is prohibited from 11:00 pm to 7:00 am.	N/A	Yes.
Vaughan	Noise By-law 121-2021	The persistent barking, calling, or	The operation of powered and non-	The operation of electronic	The operation of any auditory	Yes.

Jurisdiction	By-law Referenced	Prohibited Periods in the By-law				Safety Exemption for Auditory Signaling
		Animal Noise	Domestic Power Tools	Amplified Noise	Auditory Signaling	
	Schedule 2 – Time and Place Prohibited Periods	whining, or other noise made by a domestic pet, is prohibited.	powered tools for domestic purposes, is prohibited from 9:00 pm to 7:00 am (9:00 am on Sundays).	amplified noise, is prohibited from 11:00 pm to 7:00 am (9:00 am on Sundays).	signaling device, is prohibited from 7:00 pm to 7:00 am (9:00 am on Sundays).	

Proposed Changes to Noise Control By-law 360-79

The Noise Control Program Review [Corporate Report](#), which was presented to Council on July 8, 2020, proposes 25 recommendations across four areas: by-laws, noise exemptions, enforcement operations and public awareness.

Key recommendations include:

- Introduction of a persistent sound provision to address noise that is either not captured in other categories or unreasonable noise that occurs during the permitted periods
- Introduction of a general prohibition that will prohibit the use of devices to amplify sounds for the purpose of reaching persons outside of the property from which the sound is originating – this will include broadcasting audible expressions of faith
- Introduction of a priority response model to deliver onsite noise investigation
- Joint enforcement of vehicle noise with Peel Regional Police
- Updates to the noise exemption process

Changes to *Schedule 2 Prohibited Periods of Time* for noise are summarized below:

Activity	Current Regulation	Proposed Changes
Auditory Signaling (e.g., Ringing of bells or gongs and the blowing of horns or sirens or whistles)	Quiet zones - at any time	No changes proposed
	Residential areas- 7 p.m. to 7 a.m. and all day Sunday and Statutory Holidays	Residential areas - 7 p.m. to 9 a.m. (including Sunday and Statutory Holidays)
Amplified Sound (e.g., Music, loud speakers)	Quiet zones - at any time	No changes proposed
	Residential areas- 5 p.m. to 7 a.m. (9 a.m. Sunday)	Residential areas- 7 p.m. to 9 a.m. Monday to Thursday, Sunday and Statutory Holidays; 10 p.m. to 9 a.m. Friday to Saturday
Loading, unloading, delivering, packing, unpacking <i>(Due to Provincial Regulation 70/20, this is not enforceable until September 2021)</i>	Quiet zones- 7 p.m. to 7 a.m. (9 a.m. Sunday)	No changes proposed
	Residential areas- 7 p.m. to 7 a.m. and all day Sunday and Statutory Holidays	No changes proposed
Construction equipment <i>(Due to Provincial Regulation 131/120, this is not enforceable until October 2021)</i>	Quiet zones- 5 p.m. to 7 a.m. and all day Sunday and Statutory Holidays	No changes proposed
	Residential areas - 7 p.m. to 7 a.m. and all day Sunday and Statutory Holidays	No changes proposed
Fireworks or other non-construction detonation devices	Quiet zones- at any time	Remove from the Noise Control By-law (This activity will be addressed through other City By-laws)
	Residential areas- 11 p.m. to 7 a.m. (9 a.m. Sunday) unless permitted by By-law 160-74 (Fireworks: Residents)	
Firearms	Quiet zones- at any time	Remove from the Noise Control By-law (This activity will be addressed by Peel Regional Police)
	Residential areas- at all times unless in accordance with the provisions of By-law 331-77 (Discharging of Firearms)	

Activity	Current Regulation	Proposed Changes
Operation of a Combustion engine which is not used for conveyance (e.g., Generator)	Quiet zones- at any time	No changes proposed
	Residential areas- 11 p.m. to 7 a.m. (9 a.m. Sundays)	No changes proposed
Operation of a powered rail car while stationary on property not owned or controlled by a railway governed by the Canada Railway Act	Quiet zones- at any time	No changes proposed
	Residential areas- 11 p.m. to 7 a.m. (9 a.m. Sundays)	No changes proposed
Operation of any motorized conveyance other than on a highway or other place intended for its operations (e.g., Stationary motor vehicle)	Quiet zones- at any time	No changes proposed
	Residential areas- 7 p.m. to 7 a.m. (9 a.m. Sundays)	No changes proposed
Venting, release or pressure release of air, steam, or other gaseous material product or compound	Quiet zones- at any time	No changes proposed
	Residential areas- 11 p.m. to 7 a.m. (9 a.m. Sundays)	No changes proposed
Persistent barking, calling or whining by a domestic pet	Quiet zones- at any time	No changes proposed
	Residential areas- at any time	Residential areas- 10 p.m. to 7 a.m. (9 a.m. Sunday)
Operation of any powered or non-powered tool for domestic purposes other than snow removal (e.g., leaf blower, lawn mower)	Quiet zones- 11 p.m. to 7 a.m. (9 a.m. Sundays)	Quiet zones- 7 p.m. to 7 a.m. (9 a.m. Sundays)
	Residential areas- 11 p.m. to 7 a.m. (9 a.m. Sundays)	Residential areas- 7 p.m. to 7 a.m. (9 a.m. Sundays)
Operation of solid waste bulk lift or refuse compacting equipment	Quiet zones- 7 p.m. to 7 a.m. (9 a.m. Sundays)	No changes proposed
	Residential areas- 11 p.m. to 7 a.m. (9 a.m. Sundays)	No changes proposed
Operation of a commercial car wash with air drying equipment	Quiet zones- 7 p.m. to 7 a.m. (9 a.m. Sundays)	No changes proposed
	Residential areas- 7 p.m. to 7 a.m. (9 a.m. Sundays)	No changes proposed
Yelling, shouting, whistling or singing	Quiet zones- at any time	No changes proposed
	Residential areas- 11 p.m. to 7 a.m. (9 a.m. Sundays)	No changes proposed

If you have questions or comments on the proposed By-law changes, please contact Alex Schwenger, Noise Control Program Lead at Alexandra.Schwenger@mississauga.ca or 905-615-3200, ext. 4193.

City of Mississauga
Corporate Report



<p>Date: June 5, 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: June 21, 2023</p>

Subject

Rathburn Road and Ponytrail Drive Integrated Road Project - Additional Funding Requirements (Ward 3)

Recommendation

1. That capital project PN C20127 Rathburn Road and Ponytrail Drive Integrated Road Project be amended to a gross and net budget of \$9,572,061 to be funded from Capital Reserve Fund (Account # 33121) as outlined in the Corporate Report entitled "Rathburn Road and Ponytrail Drive Integrated Road Project - Additional Funding Requirements (Ward 3)", dated June 5, 2023 from the Commissioner of Transportation and Works;
2. That funding of \$3,124,000 be transferred from Capital Reserve Fund (Account # 33121) to PN C20127 Rathburn Road and Ponytrail Drive Integrated Road Project;
3. That capital project PN 23109 Cycling Linear Infills (Major Roads) be amended to a gross and net budget of \$1,321,000 to be funded from Capital Reserve Fund (Account # 33121);
4. That funding of \$286,000 be transferred from Capital Reserve Fund (Account # 33121) to PN 23109 Cycling Linear Infills (Major Roads);
5. That capital project PN 23101 Intersection Capital Program be amended to a gross and net budget of \$711,000 to be funded from DCA Roads and Related Infrastructure Reserve Fund (Account # 31335);
6. That funding of \$211,000 be transferred from DCA Roads and Related Infrastructure Reserve Fund (Account # 31335) to PN 23101 Intersection Capital Program;
7. That capital project PN 21187 Cycling Program (Mid-block Crossings) be amended to a gross and net budget of \$475,000 to be funded from DCA Roads and Related Infrastructure Reserve Fund (Account # 31335);
8. That funding of \$275,000 be transferred from DCA Roads and Related Infrastructure Reserve Fund (Account # 31335) to PN 21187 Cycling Program (Mid-block Crossings);
9. That all necessary by-laws be enacted.

Background

The study and preliminary design phases of the Rathburn Road and Ponytrail Drive Integrated Road Project (IRP) were completed in February 2022. The IRP will include a number of infrastructure improvements and renewals, including road safety measures, dedicated cycling facilities, mid-block crossings, intersection and traffic signal enhancements, transit improvements, new noise wall installations, roadway pavement rehabilitation, street lighting relocations, stormwater management, culvert renewal and landscaping. These improvements will support a range of transportation modes, including walking, cycling, transit and other vehicles, ensuring the community remains vibrant and active. The IRP also advances the City's Vision Zero action plan by prioritizing the safety and access of our most vulnerable road users.

Comments

The detailed design phase of the IRP is nearing completion, with tendering and construction expected to proceed this summer. The construction phase is anticipated to take about 18 to 24 months to complete, depending on issues that may arise during construction. More precise timing will be available upon contract award.

The IRP is integrating a number of roads and stormwater-related improvement and renewal projects (or "elements") into one bundle for the purpose of construction tendering. As such, funding for the construction phase of the IRP is being provided by a number of approved capital project PNs, as summarized in the Financial Impact section of this report. The available funding currently allocated by these capital project PNs to the IRP totals to approximately \$12.3 million.

The updated cost estimate for the construction phase, based on the detailed design and recent tender prices, is \$16.2 million. The budget shortfall of approximately \$3.9 million is primarily associated with the anticipated costs for pavement renewal, traffic signal enhancements, mid-block crossings and street lighting relocations.

Financial Impact

The total financial impact of the recommendation of this report is \$3,896,000 resulting from an increase in capital funding for the Rathburn Road and Ponytrail Drive Integrated Road Project, as summarized in Table 1 below.

Table 1 – Project Funding Requirements

Capital Project PN #	Gross Budget	Project Element	Budget Requirement	Allocated Funds in PN	Additional Funding Required	Funding Source(s)
C20151	\$500,000	Culvert	\$252,000	\$252,000	\$0	
C20127	\$6,448,061	Pavement Renewal	\$8,572,000	\$5,448,000	\$3,124,000	Capital Reserve Fund
19185	\$4,250,000	Cycle Tracks	\$3,200,000	\$3,200,000	\$0	
21184	\$2,615,000	Noise Walls	\$1,316,000	\$1,316,000	\$0	
21143	\$250,000	LID	\$74,000	\$74,000	\$0	
23109	\$1,035,000	Street Lighting	\$1,321,000	\$1,035,000	\$286,000	Capital Reserve Fund
18101	\$1,355,000	Traffic Signals and Mid-block Crossings	\$1,438,000	\$256,000	\$0	
23101	\$500,000			\$500,000	\$211,000	DCA Roads and Related Infrastructure Reserve Fund
21187	\$200,000			\$196,000	\$275,000	
Totals	\$17,153,061		\$16,173,000	\$12,277,000	\$3,896,000	

Conclusion

The construction of the Rathburn Road and Ponytrail Drive Integrated Road Project will represent a significant investment in road and stormwater-related improvements and renewals that will advance Vision Zero and other master plans and priorities in the City of Mississauga. Securing funding to construct all of the elements as part of a single, integrated project is the fiscally responsible approach for the City.



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

Prepared by: Jeremy Blair, P.Eng., Manager, Transportation Infrastructure Management

City of Mississauga
Corporate Report



<p>Date: June 5, 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: June 21, 2023</p>

Subject

A Cost Sharing Agreement with the Region of Peel for the Installation of Enhanced Bus Shelters

Recommendation

1. That the Commissioner of Transportation and Works or their designates be authorized to negotiate and execute an Enhanced Bus Shelters Cost Sharing Agreement between The Corporation of the City of Mississauga (City) and The Regional Municipality of Peel (Region) for the installation of new enhanced bus shelters on Regional roads as outlined in the Corporate Report entitled "A Cost Sharing Agreement with the Region of Peel for the Installation of Enhanced Bus Shelters" dated June 5, 2023 from the Commissioner of Transportation and Works.
2. That the Commissioner of Transportation and Works or their designates be authorized to execute any necessary documents, amendments or renewal agreements ancillary thereto, all in a form satisfactory to the City Solicitor.

Executive Summary

- In March 2021, Council approved the MiWay Infrastructure Growth Plan (MIGP), a strategic plan developed to direct the effective allocation of the city's capital investments to transit infrastructure where one of the recommendations was for enhanced shelters at on-street stops and transit terminals.
- MiWay was able to successfully secure Investing in Canada Infrastructure Program (ICIP) funding to allow for the design, construction and installation of eighty-eight (88) enhanced bus shelters within the road right-of-way and four (4) enhanced bus shelters at terminals.
- As fifty-two (52) of the on-street enhanced bus shelters and one (1) terminal bus shelter would be located on the Region's right-of-way, the City approached the Region to confirm design and approval requirements, opportunities to integrate the enhanced shelters into

the Region's current and future Capital Works projects, associated roles and responsibilities, and cost-sharing responsibilities.

- The Region was supportive of having the enhanced bus shelters on the Region's right-of-way subject to the Region's terms and conditions, as documented in the Cost Sharing Agreement with the Region of Peel for the Installation of Enhanced Bus Shelters.
- City staff, in cooperation with the Region of Peel, is recommending endorsement and execution of the Cost Sharing Agreement with the Region of Peel for the Installation of Enhanced Bus Shelters upon finalization of agreement schedules and details.

Background

In March 2021, Council approved the MiWay Infrastructure Growth Plan (MIGP), a strategic plan that would be used to direct the effective allocation of the city's capital investments to transit infrastructure, and support funding opportunities for faster implementation of transit infrastructure enhancing the customer experience. The study identified enhanced shelters within some of the Express services at on-street stops and at several transit terminals.

MiWay was successful in securing funding under the federal government's Investing in Canada Infrastructure Program (ICIP) for the enhanced shelter program. The funding provides the opportunity to design, construct and install eighty-eight (88) enhanced bus shelters within existing road right-of-ways and four (4) enhanced terminal bus shelters, pending a review of property availability and to be completed prior to October 2027. The enhanced bus shelters would include amenities such as an enclosed area with fully-accessible doors, heating, customer seating and a digital display of schedules.

The project identified that fifty-two (52) of the proposed enhanced bus shelters and one (1) of the enhanced terminal bus shelters are located on Regional road right-of-ways. As such, the City approached the Region to discuss design and approval requirements, opportunities to integrate the enhanced shelters into Peel Region's current and future Regional Capital Works projects, associated roles and responsibilities, and cost-sharing responsibilities for enhanced bus shelter work completed by the Region on behalf of the City. The Region was amenable to having the enhanced bus shelters located on Regional road right-of-ways subject to the Region's terms and conditions, which it wished to be set out by way of an agreement. These details have since been documented in a Cost Sharing Agreement with the Region of Peel for the Installation of Enhanced Bus Shelters.

Present Status

A draft Enhanced Bus Shelters Cost Sharing Agreement has been in circulation between MiWay staff and representative departments within the Region. From a design, approvals, construction and funding perspective, comments were resolved through each iteration of the draft agreement and the agreement is at a state for which MiWay would like to finalize the agreement. The remaining items to be reconciled in the agreement pertain to liabilities and real estate, which are

being resolved through the City's Legal and Real Estate representatives. As the City's enhanced bus shelter program is following an accelerated program, three enhanced bus shelters and a number of enhanced shelter pads have been installed to date, with additional ongoing implementation to meet funding parameters.

Comments

To date, the approval and implementation process for the enhanced bus shelter program has been following the requirements of the draft agreement on principle and as such it is necessary to finalize the agreement. While it is understood that the Region will be dissolving in 18 months, the Region's approval and coordination of works is still required until such time that the Region dissolves. Highlights of the agreement are noted below.

Term:

The term of the agreement is currently set for ten (10) years commencing on execution, and may be amended pending final decision as related to the dissolution of the Region. Either party can extend this agreement through the delivery of a written notice noting its intentions to the other party at least 180 days prior to the expiry date. The shelters will remain at their locations upon termination of the agreement as the City's asset.

Design:

The City is responsible for the design of the enhanced bus shelter, inclusive of the shelter pad design, in accordance with both the Region's and the City's standards and specifications. Where possible, the design will be incorporated into existing Regional road projects to improve coordination of design work. All other work will be designed by the City to support the enhanced bus shelter program. The Region will provide written approval for the City initiated projects.

Construction:

The City and the Region will endeavour to identify opportunities to integrate the enhanced shelters into current and future Regional Capital Works projects. For enhanced bus shelter locations that can be incorporated into any current or upcoming Regional road projects, the Region will construct the enhanced bus shelter pad as per the approved design. Construction and installation of the bus shelter will be the City's responsibility following completion of the enhanced bus shelter pad.

For standalone initiatives whereby the City will undertake the construction of both the enhanced bus shelter pad and enhanced bus shelter, the City will apply for a Road Occupancy Permit to undertake the work.

Strategic Plan

This agreement will support the enhancement of the strategic pillar of Developing a Transit Oriented City through the strategic goal of “Build and maintain infrastructure”.

Financial Impact

MiWay has funding of \$38.4M (ICIP funding \$28.2M and City funding \$10.2M) for eighty-eight (88) enhanced bus shelters at on-street stops (total funding \$36.8M) and four (4) enhanced terminal shelters (total funding \$1.2M) with a target completion date of 2027.

Of the total funding of \$38.4M, installations on the Regional right-of-way has funding allocated of \$21.2M (ICIP funding \$15.6M and City funding \$5.6M) for estimated fifty-two (52) enhanced bus shelters and one (1) enhanced terminal shelter.

The total funding of \$38.4M has been allocated in PNs 21242, 21245, 22242, 22245 and 23242, of which \$13.3M has been approved and \$25.1M is forecasted in the capital plan.

Conclusion

To identify, design and approve requirements for the enhanced bus shelters to be located within the Regional right-of-way, roles and responsibilities related to the construction of the enhanced bus shelters and funding responsibilities, the City and the Region wish to enter into an Enhanced Bus Shelter Cost Sharing Agreement until such time as when the Region dissolves. The agreement was developed in a collaborated effort between the City and the Region. All costs associated with the design, construction and installation of the enhanced bus shelters on the Regional right-of-way will be the responsibility of the City through ICIP funds. City staff, in cooperation with the Region, is recommending endorsement and execution of this Enhanced Bus Shelter Cost Sharing Agreement upon finalization of Agreement schedules and details.



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

Prepared by: Alice Ho, P.Eng., Manager, Transit Infrastructure

City of Mississauga
Corporate Report



<p>Date: June 12, 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: June 21, 2023</p>

Subject

Rogers Temporary Pilot Permitting Process for Service Drops

Recommendation

1. That the report from the Commissioner of Transportation and Works dated June 21, 2023, and titled Rogers Temporary Pilot Permitting Process for Service Drops be approved.
2. That the Temporary Pilot Permitting Process for Service Drops, negotiated by City staff with Rogers and attached as Appendix 1, be approved.

Executive Summary

- In 2022, and concurrent with the City re-negotiating the Municipal Access Agreement (MAA), Rogers began raising issues with the City's permit requirements for service drops having an impact on their budget.
- At the end of May 2023, Rogers informed the City that they have a backlog of over 8,000 temporary service drops that need to be permanently installed for property owners across the City.
- In response, City staff have agreed to a temporary pilot permitting process that will allow Rogers to address their service backlog by easing requirements found in the City's Road Occupancy Permit By-law 0173-2020 for a limited period of one year.
- The pilot permit process would temporarily exempt Rogers from complying with the depth requirement for burial of permanent service drops with the condition that if any cables become damaged, impacted or unburied by others doing work, then Rogers will bare the cost and responsibility for repair.

Background

In accordance with the Telecommunications Act of Canada 1993, telecommunication carriers must obtain the City's consent to construct their equipment within the municipal right-of-way (ROW), and the City has taken the position that this includes certain types of communication drops, also referred to as subscriber drop wires or service drops. This consent provided to carriers in Mississauga comes in the form of a Road Occupancy Permit (ROP).

Service drops are telecommunication cables with the sole purpose of connecting the mainline network to not more than a single customer or building point. Temporary service drops are placed above ground by telecommunication utilities until the cable can be buried permanently.

When the surface of the roadway will be disturbed in any way as a part of the installation process of permanent service drops, utilities are required to obtain ROPs. This requirement has been in place since 2011 and is captured in the City's Road Occupancy Permit By-law 0173-2020.

The current standards for service drops have been long standing requirements of the City without issues from the utilities. However, in 2022, and concurrent with the City re-negotiating the Municipal Access Agreement (MAA), Rogers began raising issues with these requirements. Rogers approached the City to express concerns that the fees and conditions associated with permits for service drops that disturb the hard surface are having an impact on their budget. At the end of 2022, Rogers informed that they had more than 4300 temporary service drops that required permanent installation. Rogers has most recently informed that this has increased to over 8000 as of May 2023.

The temporary pilot process is being considered by the City to allow Rogers to address its outstanding installations over the next 12 months. City standards will resume afterwards, subject to the City's pilot process review. Were the City to receive any request for extension or consider same, City staff would first return to Council for approval and/or direction.

Present Status

City staff feels that the current requirements are appropriate in respect to the needs of the City and property owners, but as a courtesy, the City has proposed certain temporary exemptions to the service drop permitting process, as outlined in Appendix 1 attached, to allow Rogers to catch up on their backlog of temporary service drops, which Rogers has informed they are agreeable to.

Comments

The pilot permit process would temporarily exempt Rogers from complying with the depth requirement for burial of permanent service drops with the condition that if any cables become damaged, impacted or unburied by others doing work, then Rogers will bare the cost and responsibility for repair.

Summary of Temporary Pilot Permitting Process for Service Drops:

- A temporary exemption for conditions to follow City standard burial depths.
- Responsibility for unburied, damaged, or impacted cables, as a result of pilot process.
- Provisions in place that allow locations to be clustered by geographic area compared to applying for a permit per location.
- Naming a dedicated contact person from Rogers for property owners to contact in order to address and resolve issues with shallow bury infrastructure within 24 hours.
- Terms of pilot duration and evaluation.
- A requirement for Rogers to comply with all other City by-laws and requirements.

Complete details of the process are included in Appendix 1.

The City has not received concerns about our permit requirements from any other utilities to date. Any similar requests from other utilities will be reviewed on a case-by-case basis by staff and presented to Council.

Financial Impact

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

Conclusion

Temporary service drops are a necessary interim measure that allows for timely service access or restoration for residents until permanent service drops can be installed. City staff has responded to Rogers request by way of temporary exemptions to our permit requirements in order to allow them to address their service drop backlog. City standards will resume afterwards, subject to the City's pilot process review.

Attachments

Appendix 1: Temporary Pilot Permitting Process for Service Drops



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

Prepared by: Lisa Ku, Manager, Technical Services

Temporary Pilot Permitting Process for Service Drops



MISSISSAUGA

*This proposed pilot process is subject to City and Council approval.

Temporary Pilot Permitting Process for Service Drops	
1.	Rogers is to apply for Road Occupancy Permits – Utility (Municipal Consent) for permanent service drop installations. The requirements of the permit are found in the City’s Road Occupancy Permit By-law 0173-2020.
2.	Rogers is exempt from PUCC circulation as a result of installation of cables and/or wires for permanent service drops.
3.	Permits are to be organized geographically with up to 10 locations per permit. The City reserves the right to review and make changes to this arrangement, for cost recovery, following the end of the 2023 construction season.
4.	Permit fees will be \$399/permit + HST as may be adjusted annually
5.	Rogers is required to take pre-existing condition photos of each site.
6.	Standard permit conditions are to be followed where permits need to be activated within 24 hours prior to commencement of work.
7.	A written notification shall be delivered to all residences and businesses abutting the work area with a reasonable advanced notice to commencement of work. The notification is to state the type of proposed work, location of the proposed work, duration of work and contact information of both the company and contractor undertaking the work. The contact information must include the name of the person(s) managing the work, direct telephone number and email address.
8.	A temporary exemption for the condition to follow City standard burial depths (as found in Road Occupancy Permit By-law 0173-2020 “Municipal Requirements” where “standards” include Transportation and Works Standard Drawings that include geometric design for roadways) will be granted for a one year period for service drop installations by Rogers. If the cables become unburied, damaged, or impacted by residents, or other infrastructure owners who are maintaining their boulevard or plant, Rogers is wholly responsible for resolving the issue in a timely manner and bearing the costs thereof. This includes, but is not limited to, any service drops that have been located by Rogers. Rogers will indemnify, defend and hold the City harmless for any third party claims against the City as a result of this Pilot Project, unless such claims were proven to be caused by the gross negligence or wilful misconduct of the City, City staff, or City contractors.

Temporary Pilot Permitting Process for Service Drops

Temporary Pilot Permitting Process for Service Drops	
9.	<p>An enhanced Customer Service protocol for shallow bury infrastructure will be required that includes a direct line for property owners and infrastructure owners, to Rogers to address and resolve (i.e. temporarily repair service drops) within 24 hours.</p> <p>Rogers direct/dedicated contact person for all shallow buried drop infrastructure issues:</p> <p><u>Normal business hours:</u> Attn: Kami Kuzdak at: westdrop.control@rci.rogers.com</p> <p><u>After hours:</u> rogers.line.repair@rci.rogers.com</p>
10.	<p>Permit must have work commenced within 30 days of issuance and completed within 60 days of issuance of the permit.</p> <p>If work is not completed within 60 days, Rogers is able to apply for a permit extension as per standard process.</p>
11.	<p>Rogers is responsible for restoration costs as per the general conditions of the permit.</p>
12.	<p>The term of this Temporary Pilot Permitting Process for Service Drops is 12 months. The commencement of the term will begin after Council approval.</p>
13.	<p>Rogers will take the onus to satisfy themselves or fulfill the requirements of all other owners of infrastructure in the right-of-way. The City will not perform any infrastructure offset conflict checks.</p>
14.	<p>The City will require an on-site Rogers technician to be available by request during City infrastructure work to perform immediate on-site repairs.</p> <p>Rogers is to provide the process and contact information in order to coordinate such work.</p> <p>With 48-hour notice, an on-site repair crew will be dispatched and present for ongoing City street and sidewalk work.</p> <p>All notices to:</p> <p><u>Normal business hours:</u> Attn: Kami Kuzdak at: westdrop.control@rci.rogers.com</p> <p><u>After hours:</u> rogers.line.repair@rci.rogers.com</p>
15.	<p>Rogers is to comply with all other applicable City Bylaws and requirements.</p>
16.	<p>This Temporary Pilot Permitting Process for Service Drops will expire at the end of the 12-month term, and the City’s applicable by-law and practice standards will resume applying for Rogers. This temporary pilot permitting process will be evaluated solely by the City at the end of the 12 months, and any continuation of this process will be determined in the sole discretion of the City.</p>

City of Mississauga
Corporate Report



<p>Date: May 30, 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: June 21, 2023</p>

Subject

Naming of New Multi-Purpose Room Located Inside the Redeveloped Burnhamthorpe Community Centre at 1500 Gulleden Drive as the “Dixie Woods Room” (Ward 3)

Recommendation

1. That for a period of 30 days, the naming of the new multi-purpose room located inside the redeveloped Burnhamthorpe Community Centre at 1500 Gulleden Drive as the “Dixie Woods Room” be considered as outlined in the corporate report dated May 30, 2023 from the Commissioner of Community Services entitled “Naming of Multi-Purpose Room inside the Redeveloped Burnhamthorpe Community Centre.
2. That Community Services staff be directed to provide notice as set out in the City’s “Facility Naming” Policy 05-02-02 of the proposed naming of the new multi-purpose room at Burnhamthorpe Community Centre as the “Dixie Woods Room”.
3. That Council waive the requirement for a final report after community consultation and that the Commissioner of Community Services be authorized to provide final approval for the name as outlined in the report unless there are substantial objections.

Executive Summary

- The subject report outlines the recommended naming of the new multi-purpose room inside the redeveloped Burnhamthorpe Community Centre located at 1500 Gulleden Drive as the “Dixie Woods Room”.
- The City’s interim Equity, Diversity and Inclusion (EDI) Asset Naming Review Committee has been consulted on the proposed name and supports the recommendation.
- The requested naming “Dixie Woods Room” is in accordance with the City’s “Facility Naming” Corporate Policy.
- The new multi-purpose room is the result of adding a community meeting space next to the indoor aquatics facility, with lobby access.

Background

In accordance with the City's "Facility Naming" Corporate Policy 05-02-02, the Community Services Department is directed to present names for the General Committee and Council's consideration for the purposes of naming parks, trails, and facilities in the City of Mississauga. Following the policy, General Committee is requested to consider the recommended name presented by the Community Services Department for a period of 30 days, after which the Committee is asked to make a final recommendation to Council.

The subject report outlines the naming request for the new multi-purpose room inside the redeveloped Burnhamthorpe Community Centre located at 1500 Gulleden Drive as the "Dixie Woods Room". As the facility is preparing signage packages for the opening, the naming of the new multi-purpose room is imminent and must be completed prior to the completion of the policy review for naming City assets.

The new multi-purpose room is the result of adding a community meeting space next to the indoor aquatics facility, with lobby access. Construction has begun and is anticipated to be completed in Fall 2023. The multi-purpose room will provide additional social and recreation opportunities for the community.

Comments

The existing multi-purpose spaces within Burnhamthorpe Community Centre are named to reflect neighbourhoods within the community surrounding the facility, such as Forest Glen, Applewood Hills, Applewood Heights, and Fleetwood. The proposed naming is to recognize the area known as Dixie Woods (near Burnhamthorpe Road East and Dixie Road).

The Dixie Woods neighbourhood was named after Doctor Beaumont Wilson Dixie of Springfield-on-the-Credit in 1864. In accordance with the policy, a bio for Doctor Dixie was provided, below, with extensive direct and indirect excerpts from the Heritage Mississauga article: "*Way Back Wednesday: The History of Doctor Dixie*" by Meghan Mackintosh.

Dr. Beaumont Dixie was born in 1819 in Carmarthenshire, Wales to Captain Richard Dixie and his wife Harriet. In 1831 the Dixie family came to Upper Canada, first settling in Stamford Township (Niagara). Beaumont and his brother, Wolstan, attended Upper Canada College in 1829, and Beaumont then attended medical school in Toronto under Doctor John Rolph. Beaumont received his medical license in 1834.

Doctor Dixie married Anna Skynner in 1841, and in 1843 they purchased "The Grange" (now home of Heritage Mississauga) in the historic community of Springfield (Erindale). Their family would reside here until 1854, when they moved to another home at the other end of the village, along what is now Dundas Crescent, and was known as "Oakhill". Doctor Dixie was considered a "saddle-bag doctor" – that is, a doctor that travelled on horseback to see his patients.

Sadly, during the diphtheria epidemic of 1853-54, Doctor Dixie is believed to have brought the illness home to his own family, and tragically lost all four of his young children to the disease.

Doctor Dixie and his wife Anna would have two more children. When Anna passed away in 1867, Doctor Dixie remarried Elizabeth “Bessie” Blakely (1834-1923), and they would have one daughter.

In 1865 the hamlet of Sydenham (also known as Fountain Hill) received a post office, and a new name was needed. Residents chose “Dixie” in honour of their well-liked doctor. The road originally known as Third Line East which led to the historic hamlet of Dixie came to be known as Dixie Road as a result. The name “Dixie Road” has been in use at least since 1917.

Doctor Dixie was well respected and considered to be one of the leading physicians in the province. Along with Doctor Sutton in Cooksville, Doctor Dixie became an advocate for improving public health, with specific attention to sanitary conditions and access to clean drinking water.

During his lengthy career, Doctor Dixie was engaged in combatting several epidemics, including diphtheria, smallpox and typhus. However, his greatest challenge was during the cholera pandemics 1845-53 and 1865-68.

The request to name the Multi-purpose room as “Dixie Woods” is in accordance with the City’s “Facility Naming” Corporate Policy. The City’s interim Equity, Diversity and Inclusion (EDI) Asset Naming Review Committee has been consulted on the proposed name and supports the recommendation given the imminent need. The Interim Working Group further recommend that Recreation Division work with Heritage Planning to put together an “information slide” to be featured on the screens in the Community Centre as well as the nearby Library screens to provide context to the name in the local area and drawing a clear distinction from the US Dixie connotations along with a small sign/plaque that could be hung in the room itself. The Ward 3 Councillor supports the recommended naming.

Financial Impact

As per the Corporate Policy and Procedure for Official City Openings/Events, this room naming falls under Category B: Small-Scale Projects with Capital Budgets. The cost for creating the room and wayfinding signage in the facility will be absorbed through the existing capital budget of the redevelopment project, PN 19-427.

If an official opening event is planned for the Spring 2024, it would have a budget of up to \$5,000 for a plaque including its installation, and \$5,000 for supporting the opening ceremony event. These costs will be absorbed through the existing operational cost centres of Burnhamthorpe Community Centre, 25123 & 25084.

Conclusion

The proposed naming of the new multi-purpose room located inside the redeveloped Burnhamthorpe Community Centre at 1500 Gulleden Drive as the “Dixie Woods Room” is in accordance with the City’s “Facility Naming” corporate policy and should be considered by General Committee for 30 days as per policy.

Attachments

Appendix 1: Location map of the Burnhamthorpe Community Centre & the new multi-purpose room





Jodi Robillos, Commissioner of Community Services

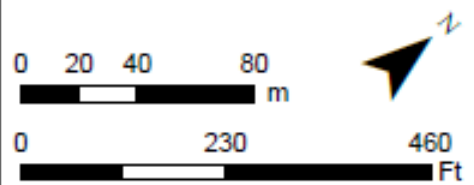
Prepared by: Bradley Stoll, South District Manager



Location Map of Burnhamthorpe CC & New Multi-purpose Room

Legend

-  Burnhamthorpe Community Centre
1500 Gullelden Drive
-  Gullelden Park (P-055)



 **MISSISSAUGA**

Produced by: CPS-IT, Geospatial Solutions

City of Mississauga
Corporate Report



<p>Date: June 7, 2023</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files: PO.13.HYD</p>
<p>From: Raj Sheth, P.Eng, Commissioner of Corporate Services</p>	<p>Meeting date: June 21, 2023</p>

Subject

Tax Exemption for a Municipal Capital Facility, being the Park Depot Facility and associated lands leased from Lakeview Community Partners Limited, (PIN 13485-0776), Tax Roll # 21-05-070-998-00202-0000 (Ward 1)

Recommendation

1. That a by-law be enacted to classify the Commercial Lease Agreement for the Park Depot Facility at Lakeview Village (the "PDF") dated March 23, 2023 (the "PDF Lease") between Lakeview Community Partners Limited ("LCPL") and the City of Mississauga (the "City"), as a municipal capital facilities agreement made pursuant to section 110 of the Municipal Act, 2001, SO 2001, c.25, as amended, and to hereby exempt a portion of the LCPL lands described under PIN 13485-0776, tax roll 21-05-07-0-998-00202-0000, comprising a total area of approximately 7,346.46 square metres (79,076.64 square feet) of land and building to be used as a PDF, as shown in Appendix 1 (the "PDF Leased Lands") from taxation for municipal and school purposes effective on March 27, 2023 as outlined in the Corporate Report entitled "Tax Exemption for a Municipal Capital Facility, being the Park Depot Facility and associated lands leased from Lakeview Community Partners Limited, (PIN 13485-0776), Tax Roll # 21-05-070-998-00202-0000 (Ward 1), dated June 7, 2023 from the Commissioner of Corporate Services.
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

- On March 23, 2023, the City entered into the PDF Lease with LCPL. The term is for ten (10) years. The terms of the lease require the City to pay realty taxes attributable to the PDF Leased Lands.

- 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.
- By declaring the PDF Leased Lands as a Municipal Capital Facility (MCF), the City will not be required to pay property taxes as part of the additional rent payable under the Lease.

Background

LCPL is in the process of converting 71.63 hectares (177 acres) of land, formerly owned by Ontario Power Generation and operated as the Lakeview Generating coal burning station (the “LCPL Lands”) into a mixed use development.

On March 23, 2023, the City entered into a Commercial Lease Agreement with LCPL for the PDF. The term of the PDF Lease is for ten (10) years, with each specific part of the PDF Leased Lands, namely, access road, a parks depot building, and parking area having specific conditions for early termination. One of the terms of the lease requires that the City shall pay realty taxes attributable to the PDF Leased Lands.

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, and include among other things facilities used for the general administration of the municipality and facilities used for cultural, recreational or tourist purposes.

When municipal capital facilities are located on just a portion of land, the remainder of the lands that are not designated as municipal capital facilities continue to be taxed for municipal and school purposes. The commencement date of the PDF Lease is March 27, 2023.

Comments

The City entered into the PDF Lease with LCPL for a term which commenced on March 27, 2023 for the Leased Lands comprising a total area of approximately 7,346.46 square metres (79,076.64 square feet) as shown in Appendix 1. Under the terms of the PDF Lease, the City is to be exempt from taxation, provided that a by-law is enacted declaring the Leased Lands a MCF for the purposes of the Municipal Act, 2001, and O. Reg. 603/06, as amended. Should Council adopt the recommendations herein, the Leased Lands would become tax exempt. This

exemption is applicable until such time as the bylaw is amended or repealed to remove the Leased Lands from the list of MCFs.

Designating the lands as a MCF will only exempt the PDF Leased Lands from property taxes. The remainder of the LCPL's property will continue to be subject to property taxes.

Financial Impact

Should Council adopt the recommendations of this report and exempt the PDF Leased Lands from taxation for municipal and school purposes, the City will not be required to pay property taxes on the Leased Lands. While the PDF Lease contemplates the possibility of the PDF Leased Lands as being a MCF, the enactment of a by-law declaring it as such is required under the Municipal Act, 2001, as amended.

Conclusion

While ordinarily exempt from taxation, the City is obligated to pay its proportionate share of property taxes on properties which have been leased from private parties. Tax exempting the PDF Leased Lands in accordance with the municipal capital facilities provisions of the Municipal Act, 2001, as amended, would result in savings to the City.

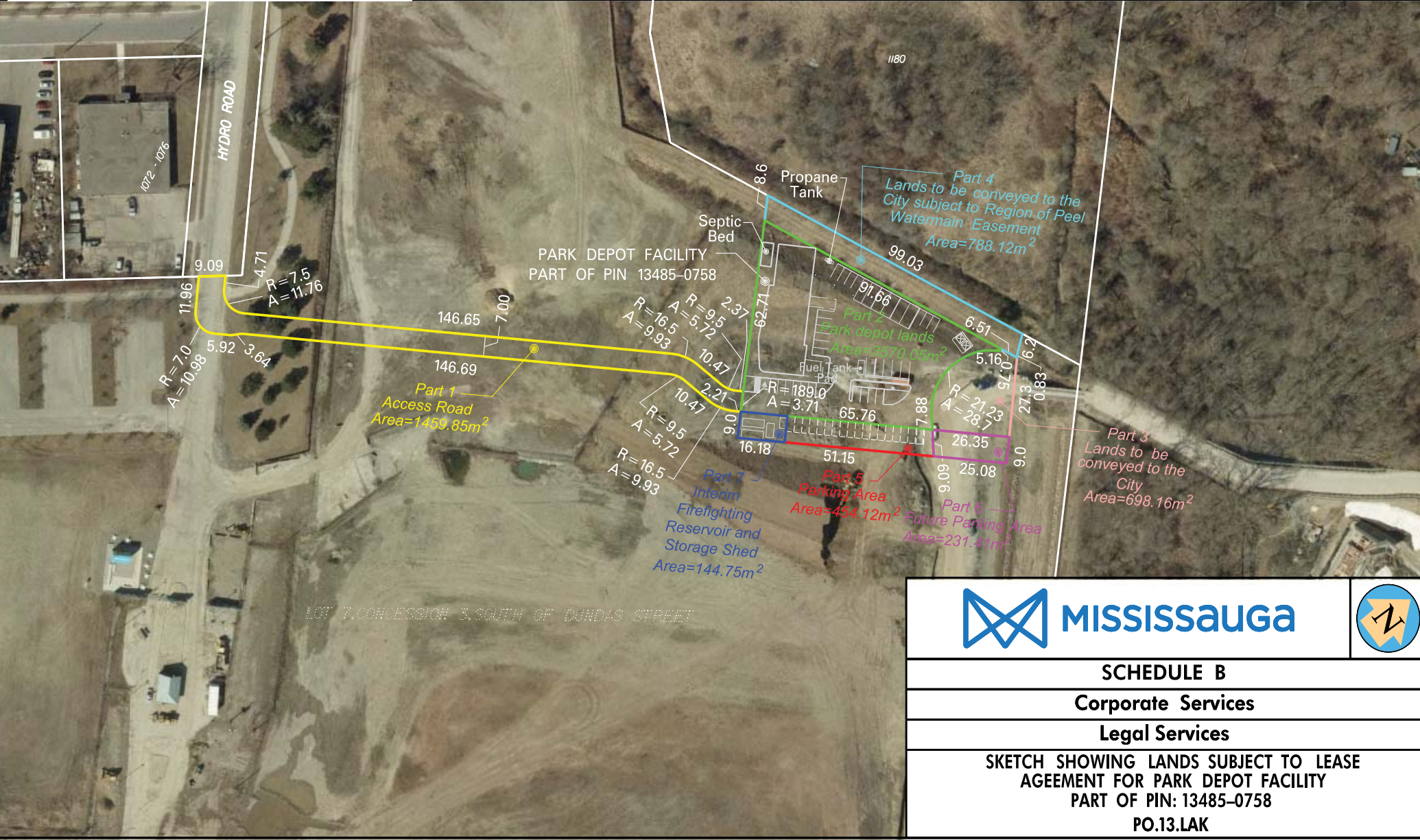
Attachments

Appendix 1: The PDF Leased Lands – The Proposed Tax Exempt Portion



Raj Sheth, P.Eng, Commissioner of Corporate Services

Prepared by: Janeth Huab, Project Leader, Realty Services



MISSISSAUGA



SCHEDULE B

Corporate Services

Legal Services

**SKETCH SHOWING LANDS SUBJECT TO LEASE
AGEMENT FOR PARK DEPOT FACILITY
PART OF PIN: 13485-0758**

PO.13.LAK

City of Mississauga
Corporate Report



<p>Date: June 2, 2023</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files:</p>
<p>From: Raj Sheth, P.Eng, Commissioner of Corporate Services</p>	<p>Meeting date: June 21, 2023</p>

Subject

Fence Exemption at 1408 Broadmoor Avenue, Ward 1

Recommendation

That the request for an exemption from Section 6(2) of The Fence By-law 0397-1978, as amended, to permit the existing non-compliant front yard fence located at 1408 Broadmoor Avenue, be denied, as outlined in the report from the Commissioner of Corporate Services, dated June 2, 2023 entitled "Fence Exemption at 1408 Broadmoor Avenue, Ward 1".

Background

In December 2022, staff from the Compliance and Licensing Enforcement section of the Enforcement Division received a complaint concerning a front yard fence located at 1408 Broadmoor Avenue. Enforcement staff inspected the property based upon the complaint received. The investigation determined that the metal fence along the front of the property facing Broadmoor Avenue measured approximately 30 metres in length and the height varied from 1.75 metres (fence post) and between 1.6 metres (fence panel), 2 metres (gate post) and 1.8 metres (gates) in height.

Two fence panels on the North-East side measured approximately 4 metres in length and 1.75 metres in height and two fence panels on the South-West side measured approximately 4 metres in length and 1.75 metres in height, all of which are in contravention of The Fence By-law 0397-1978, as amended. Photographs of the offending sections of the fence were taken by Enforcement staff (Appendix 1, 2 and 3). A Notice of Contravention was issued to Barbara Gladysz, the property owner, on December 13, 2022 requiring compliance with the Fence By-law 0397-1978, as amended by January 31, 2023.

In April 2023, Jan Petrykowski (agent for the property owner), submitted an application for a fence exemption. Subsequently, Mr. Petrykowski was advised by Compliance and Licensing Enforcement staff that the fence exemption application could not be accepted, as it did not

include the required written consent from all abutting neighbours to the exemption request. This is a mandatory requirement under the Fence By-law 0397-1978, as amended.

In response to further follow-up inquiries from Mr. Petrykowski, he was advised on May 1, 2023 that if he wished to pursue his fence exemption before Council, he would be required to provide his request in writing, along with any supporting documentation, in order for a report to be prepared for General Committee to consider.

Comments

Compliance and Licensing Enforcement staff inspected the property on May 2, 2023 and found no change regarding the status of the non-compliant fence. Compliance and Licensing Enforcement staff have received five complaints regarding the fence from multiple complainants. Given the number of complaints and the lack of consent from all abutting neighbours, staff recommend that the exemption request be denied.

Financial Impact

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

Conclusion

Compliance and Licensing Enforcement staff recommend that the fence exemption request be denied due to complaints received from area residents and the non-compliance with the mandatory requirement to have consent from all abutting neighbours as required within the Fence By-law 397-78, as amended.

Attachments

Appendix 1: Photograph of Fence taken May 2 2023 taken by Enforcement Staff

Appendix 2: Photograph of Fence taken May 2 2023 taken by Enforcement Staff

Appendix 3: Photograph of Fence taken May 2 2023 taken by Enforcement Staff



Raj Sheth, P.Eng, Commissioner of Corporate Services

Prepared by: Chris Giles, Manager, Compliance and Licensing Enforcement



May 2, 2023
Mississauga
MLEO C.MILLSAP #1179

1408 Broadmoor Ave
Appendix 1



May 2, 2023
Mississauga
MLEO C.MILLSAP #1179

1408 Broadmoor Ave

Appendix 2



May 2, 2023
Mississauga
MLEO C. MILLSAP #1179
1408 Broadmoor Ave
Appendix 3

City of Mississauga
Corporate Report



<p>Date: May 30, 2023</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files:</p>
<p>From: Raj Sheth, P.Eng, Commissioner of Corporate Services</p>	<p>Meeting date: June 21, 2023</p>

Subject

Peel Regional Police Request for Access to City of Mississauga Security Cameras During Active Emergency Events

Recommendation

That the Commissioner of Corporate Services or their designate be authorized to execute a Data Sharing Agreement between Peel Regional Police (PRP) and the City of Mississauga that will provide “on demand” access to security camera feeds during Active Emergency Events, in a form satisfactory to Legal Services as outlined in the Corporate Report entitled “Peel Regional Police Request for Access to City of Mississauga Security Cameras During Active Emergency Events” dated May 30, 2023 from the Commissioner of Corporate Services.

Executive Summary

- Peel Regional Police (PRP) have requested “on demand” access to the City’s building and site security cameras during Active Emergency Events. Security Services believes there is a legitimate need and benefit to public safety in granting this request subject to conditions and parameters outlined in this report.
- Legal, Risk Management, Privacy, IT, and Security Services have collaborated and have developed the framework upon which PRP will be granted access to security cameras.
- Additional access to traffic cameras will be provided once the technology integration issues have been resolved.
- Legal Services has consulted with PRP Legal Services and have come to a mutually acceptable Data Sharing Agreement that both parties will sign if Council grants approval in principle to proceed. It should be noted that the Data Sharing Agreement protects against the collection of personal information and there will not be live monitoring by PRP.

- If Council approves this request, the signing of the Data Sharing Agreement should be completed within the next few weeks and access to the live feed would be effective September 1, 2023 or sooner.

Background

The 24/7/365 Security Operations Centre (SOC) is set up as a command and control centre for Security Services that takes calls from staff and the public while also monitoring over 1,000 City building and site cameras on a live continuous feed through its multiple screens. The SOC operates in addition to the T&W's Traffic Management Centre (TMC) that controls traffic cameras and signal light systems across the City's road network.

Peel Regional Police (PRP) have set up a Real Time Operations Centre (RTOC) with live camera feeds for their operational needs. The RTOC has been fully operational since January 2021. In October 2020, PRP reached out to each of the surrounding jurisdictions within the Region of Peel for access to their respective camera feeds such that they can enhance their operational capabilities during emergency events.

Present Status

Security Services conducted a benchmarking exercise to gauge which public institutions and private companies provide camera access to Police entities. The City of Toronto and City of Ottawa and York Region do not provide access while City of Brampton is in the process of providing access but do not have a formal agreement in place. However, Square One and Sheridan College have granted camera access to PRP.

There is no legal obligation to grant PRP's request; however, the City does currently provide after-the-fact access to recorded video from its cameras in accordance with the Mississauga Video Surveillance Policy 03-10-02 as a permitted exemption under s.32 (g) of MFIPPA.

Comments

A number of City Divisions (Privacy, Risk, and IT) were consulted and Legal Services have prepared a Data Sharing Agreement that provides sufficient protections against liability and ensures any personal information will be protected by the conditions outlined within the contents of the agreement. Given the privacy implications, Legal Services have recommended that any on-demand access granted to the PRP be controlled by City staff (turn on/turn off) based on predefined emergency situations, rather than providing continuous feeds to PRP.

From a Privacy perspective, there is a chance that screenshots of individuals involved in the Emergency may be captured by PRP. However, as detailed in the Data Sharing Agreement, PRP will use images for the purpose of sharing with responding frontline officers for their safety (including public safety) and further that PRP advises the City of both its intention and the

limited purpose of capturing these screenshots. Any other proposed use of the screenshots must be expressly approved by the City as outlined in the Data Sharing Agreement. Further, a Breach Protocol was included in the Data Sharing Agreement to minimize impact in the event of a data breach.

Security Services supports providing “on demand” access for emergency situations including active shooters such that PRP can gain tactical real time intelligence on a developing situation. This would enable PRP to gain a strategic advantage and assess the situations with the utmost precision before deploying their officers into a potentially hazardous scenario. The public also benefits by being protected due to the enhanced situational awareness.

After consulting and collaborating with Privacy, Legal, and IT, staff are seeking Council approval to allow PRP “on demand” access to security cameras. Additionally, access to traffic cameras will be provided once the technology integration issues have been resolved. If this request were to be approved then Security Services will further collaborate with IT and security software vendor to implement the technology required to ensure a secure live feed can be established with the PRP RTOC. There will be an agreed upon Standard Operation Procedure (SOP) that will form the basis of providing access to PRP.

Legal Services has consulted with PRP Legal Services and have come to a mutually acceptable Data Sharing Agreement that both parties will sign if Council grants approval in principle to proceed. It should be noted that the Data Sharing Agreement protects against the collection of personal information and there will not be live stream monitoring by PRP.

If Council approves this request, the due diligence period and signing of the Data Sharing Agreement should be completed within the next few weeks and access to the live feed would be effective September 1, 2023 or sooner.


Financial Impact

Based on the conditions set out in the Data Sharing Agreement, PRP should be responsible for all reasonable costs associated with the City providing direct remote access. Based on the City’s current understanding, there is no financial impact to the City of Mississauga.

Conclusion

PRP has requested “on demand” access to the City’ security cameras during an emergency event on City property. Legal, Risk Management, Privacy, and IT have completed their review of this request and have reached an agreement with PRP in protecting the City’s interests and the public’s privacy as outlined within the conditions of the Data Sharing Agreement.

Security Services believes there is a legitimate need and benefit to public safety in granting security camera access to Peel Regional Police.



Raj Sheth, P.Eng, Commissioner of Corporate Services

Prepared by: Daniel Ulrich, CPP – Manager, Security Services & Civic Precinct Operations

City of Mississauga
Corporate Report



<p>Date: June 7, 2023</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files:</p>
<p>From: Raj Sheth, P.Eng, Commissioner of Corporate Services</p>	<p>Meeting date: June 21, 2023</p>

Subject

Single Source Authorizations for Three (3) Building Automation System (BAS) Vendors for Preventative and Demand Maintenance Services – 0360-2023

Recommendation

1. That the Chief Procurement Officer or designate be authorized to award and execute a four (4) year contract term with Siemens Canada Ltd. for Preventative and Demand Maintenance Services for their proprietary BAS equipment at four (4) City buildings in the estimated amount of \$874,266 excluding taxes.
2. That the Chief Procurement Officer or designate be authorized to award and execute a four (4) year contract term with Ainsworth Inc. for Preventative and Demand Maintenance Services for their proprietary BAS equipment at four (4) City buildings in the estimated amount of \$233,332, excluding taxes.
3. That the Chief Procurement Officer or designate be authorized to award and execute a four (4) year contract term with Convergent Technologies Ltd. for Preventative and Demand Maintenance Services for their proprietary BAS equipment at fourteen (14) City buildings in the estimated amount of \$342,064 excluding taxes, as outlined in the Corporate Report entitled "Single Source Authorizations for Three (3) Building Automation System (BAS) Vendors for Preventative and Demand Maintenance Services", dated June 7, 2023 from the Commissioner of Corporate Services.

Executive Summary

- Building Automation System (BAS) is a technology solution that controls mechanical (HVAC) and other equipment in a building for energy efficiency and comfort. Out of the 376 portfolio of buildings owned and operated by the City, BAS is installed in 41 of the largest and most complex City buildings.
- Traditionally, BAS equipment includes hardware, communication network, and software that is proprietary and serviceable by the original equipment manufacturer or by the manufacturer's authorized dealer.
- In 2005, Council pre-qualified three (3) BAS vendors (Siemens Canada Limited,

Ainsworth Inc., and Convergent Technologies) through a competitive procurement process. Since then, only these three (3) vendor-specific systems have been installed in City buildings. Consequently, Council has approved procuring services with these vendors on a single source basis for Preventative and Demand Maintenance services in 2012 (reference GC-0507-2012), and in 2018 (reference GC-0154-2018)

- In 2020, Council approved the standardization of the City's BAS to an open license BAS standard that allows the City maximum flexibility to move away from installing proprietary systems and allowing for a competitive procurement process for maintenance and demand services. To date, 19 of the 41 City buildings have been upgraded or in the process of being upgraded.
- The remaining 22 buildings have proprietary BAS equipment from the aforementioned BAS vendors which require Preventative and Demand Maintenance services to reduce risk of failure and bridge the gap until all remaining 22 buildings can be upgraded to the new open license BAS standard.
- It is recommended that the Chief Procurement Officer or designate be authorized to award and execute a four (4) year contract term for Preventative and Demand Maintenance with Siemens Canada Ltd., Ainsworth Inc., and Convergent Technologies Ltd. in the estimated amount of \$874,266 (excluding taxes), \$233,332 (excluding taxes), \$342,064 (excluding taxes) respectively.

Background

Out of the 376 portfolio of buildings owned and operated by the City, 41 of the largest and complex City buildings have Building Automation System (BAS) installed as a technology solution to control mechanical (HVAC), ice plant, pool plant, lighting, and other equipment for energy efficiency and comfort. A competitive procurement process was conducted in 2005 to establish the City Standard for BAS vendors. Three (3) vendors were selected and approved by Council as City Standards, reference GC-0578-2005, including Siemens Building Technologies (now Siemens Canada Limited), Direct Energy Business Services (now Ainsworth Inc.) and Thermo Automation Canada (now Convergent Technologies). Since 2005, proprietary BAS equipment have been installed in the 41 City buildings through a competitive procurement process between the three (3) vendors. This includes hardware, communication network, and software that is proprietary to each vendor and that requires an ongoing maintenance program to increase its lifecycle and reduced risk of failure. During this time, Council approved the single source authorization of these vendors for Preventative and Demand Maintenance services in 2012 (reference GC-0507-2012), and in 2018 (reference GC-0154-2018).

Comments

A Building Automation System (BAS) comprises of hardware (field controllers, end-devices), communication network (network controllers, communication bus), and the user interface software. The capability to service these parts, perform regular software upgrades, and availability of replacement parts are critical in ensuring equipment is kept in service. Traditionally, these components are proprietary and serviceable by the original equipment

manufacturer or by the manufacturer's authorized dealer. While the new BAS standard approved by Council in 2020 has allowed the City to move away from proprietary systems, there are still legacy systems in 22 of our buildings that require continued servicing until these systems are upgraded.

Staff recommend retaining Siemens Canada Limited, Ainsworth Inc., and Convergent Technologies to provide Preventative and Demand Maintenance services for a period of four (4) years until 2027. It is recommended that the vendors be procured on a single source basis, in accordance with Procurement By-law 0013-2022 under Schedule (A) Criteria for Single Source and Emergency Procurement: (c) The Goods and/or Services are unique to one particular supplier and no reasonable alternative or substitute exists due to exclusive rights such as patent, copyright or licence. It will allow these systems in the remaining buildings to be serviced, while the upgrades can be completed over the next four (4) years.

Staff have developed a detailed statement of work for the Preventative and Demand Maintenance, and best value price has been negotiated with all three (3) the vendors, ensuring fair market value by benchmarking between them and against industry standard. Additionally, the labour rate to perform the services will be negotiated to ensure that they only increase by the consumer price index compared to rates established for previous contracts.

Financial Impact

The required budgets for the Preventative and Demand Maintenance support services of each vendor's proprietary building automation equipment is included in the 2023 Facilities and Property Management operating budget (cost element 715520 - Preventative Maintenance with annual budget of \$1.65 million). There are no financial impacts resulting from the recommendations in this report.

Conclusion

There is a need to retain the three (3) aforementioned proprietary Building Automation System (BAS) vendors for Preventative and Demand Maintenance services of their proprietary BAS equipment for a period of four (4) years. The new contracts will bridge the gap until all the remaining 22 buildings will be upgraded to the new open license BAS standard.



Raj Sheth, P.Eng, Commissioner of Corporate Services

Prepared by: Sumeet Jhingan, Manager, Energy Management, Facilities & Property Management

City of Mississauga
Corporate Report



<p>Date: May 22, 2023</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files:</p>
<p>From: Raj Sheth, P.Eng, Commissioner of Corporate Services</p>	<p>Meeting date: June 21, 2023</p>

Subject

Single Source Procurements Related to 2023 – Q3 Information Technology (IT) Contracts (File Ref PRC000476, PRC000481, PRC000554, PRC001420)

Recommendation

1. That the single source procurements for software licensing, subscription services, professional services, and maintenance and support related to four (4) Information Technology contracts listed in Appendix 1 of the report dated May 22, 2023, from the Commissioner of Corporate Services, "Single Source Procurements Related to 2023 – Q3 Information Technology (IT) Contracts (File Ref: PRC000476, PRC000481, PRC000554, PRC001420)" be approved.
2. That the products, software and subscriptions listed in Appendix 1 of this report be approved as City Standards for the duration of their respective contracts, and for any additional period should the City exercise its option to extend the term of the contract, in accordance with the City's Procurement By-law 0013-2022, as amended.
3. That the Chief Procurement Officer or designate be authorized to execute all contracts and the necessary amendments and related ancillary documents to extend the term of the contracts and to increase the value of the contracts with the suppliers for the City Standards as identified in Appendix 1 of this report, as required by the City for the purpose of accommodating growth or to ensure business continuity, if the funding for such contract increase has been approved by Council, and in accordance with the City's Procurement By-law 0013-2022, as amended, and in a form satisfactory to Legal Services.

Executive Summary

- Maintaining critical business functions supported by IT technology requires yearly contract renewals and extensions to ensure that they are on current supplier-supported versions, secure from security threats and that they allow for the deployment of necessary upgrades and updates.

- Consolidating multiple IT contract expirations and renewals into a single Corporate Report provides efficiencies and reduces the quantity and frequency of reports to Council and the associated requirement for the scheduling, authoring, collaborating, and approving of them.
- The approval of this report would allow the specific IT supplier contracts identified in Appendix 1 to be executed, amended and extended, as required, ensuring the IT systems listed in Appendix 1 are on supplier-supported versions providing business continuity to the City for the services that are dependent on them.

Background

Currently Information Technology (IT) manages over 150 contracts for hardware, software and services for the City. This number increases annually as the City embraces new business driven technologies required to improve service delivery for residents and staff. These contracts directly support business service delivery as well as critical IT infrastructure that “keep the lights on” and occasionally introduces newer IT technologies. IT has an established operational work plan for contract renewals and/or new procurements to replace existing contracts that are scheduled to expire over the next twelve to twenty-four months.

Comments

IT follows approved City processes for procuring software, professional services, maintenance and support and subscription services through a balance of competitive procurements, single source procurements, and contract renewals. IT, Procurement Services and the business are requesting the approval of four (4) single source procurements and expiring contracts for Q3 2023 that are identified in Appendix 1 of this report. The approval of this report would allow the specific IT procurements and contracts identified in Appendix 1 to be executed, amended and extended, as required, ensuring business continuity and no service disruption to the City’s operations that are dependent on these systems.

Procurement By-law Authorization

Four (4) contracts for Q3 2023. These contracts will be executed under Procurement By-law 0013-2022, Schedule “A” using the Single Source Procurement justification clauses shown below, and the supporting rationale for each single source contract in Appendix 1, which has been reviewed and approved by Procurement Services:

- (c) The Goods and/or Services are unique to one particular supplier and no reasonable alternative or substitute exists due to exclusive rights such as patent, copyright or license;
- (h) For additional Goods and/or Services from the original Supplier that were not included in the original Procurement, if the change of Supplier for such additional Goods and/or Services cannot be made for:

- (i) Economic or technical reasons such as requirements of interchangeability or interoperability with existing equipment, software, services or installations procured under the initial Procurement; and
- (ii) Would cause significant inconvenience or substantial duplication of costs for the City;
- (j) It is advantageous to the City to acquire the Goods and/or Services from a supplier pursuant to the competitive Procurement process conducted by another Public Body;
- (m) A need exists for compatibility with, or for the maintenance and support of, a City Standard.

Financial Impact

There are no financial impacts resulting from the recommendations in this report. The required contracts identified in Appendix 1 represent a total estimated spend of additional \$5,777,271.19 for the new contract terms. The total estimated value of the existing contracts will increase from \$6,384,985.80 to approximately \$12,162,256.99 as a result of the requested changes. The existing contracts are funded in the 2023 approved IT operating budget (GL 715516). Any IT contracts in subsequent years will be subject to budget approvals. Capital expenditures will be funded through approved capital project budgets. The financial detail for each contract can be found in Appendix 1.

Conclusion

It is critical for IT to maintain support to key business systems that rely on IT technology to manage their day-to-day work. By moving these specific contracts forward as proposed in this report, the City will ensure continued service delivery in the respective service areas that are reliant on these IT systems.

Attachments

Appendix 1: Statement of Work Criteria for Single Source and Emergency Procurement



Raj Sheth, P.Eng, Commissioner of Corporate Services

Prepared by: Stan Hankowski, Program Manager, IT Strategic Sourcing and Contract Management

OPERATING BUDGET ESTIMATED FORECAST FOR 2024-2029

SINGLE SOURCE JUSTIFICATION (SSJ) CRITERIA:

- (c) The Goods and/or Services are unique to one particular supplier and no reasonable alternative or substitute exists due to exclusive rights such as patent, copyright or license;
- (h) For additional Goods and/or Services from the original Supplier that were not included in the original Procurement, if the change of Supplier for such additional Goods and/or Services cannot be made for:
 - (i) Economic or technical reasons such as requirements of interchangeability or interoperability with existing equipment, software, services or installations procured under the initial Procurement; and
 - (ii) Would cause significant inconvenience or substantial duplication of costs for the City;
- (j) It is advantageous to the City to acquire the Goods and/or Services from a supplier pursuant to the competitive Procurement process conducted by another Public Body;
- (m) A need exists for compatibility with, or for the maintenance and support of, a City Standard.

Procurement No.	Supplier	City Standard Technology Description	Expiry Date	Requested Extension / Renewal / New Term	Est. Contract \$ Value To-Date	Est. \$ Value of Extension / Renewal / New Term	New Est. Total Contract \$ Value	Scope of Work (SOW)	SSJ Criteria	Rationale to Support Justification
PRC000476	Avolve Software Corporation	Integrated ePermitting Solution (ePlans)	12/31/2023	Up to 5 years to 12/31/2028	\$ 4,000,000.00	\$ 1,363,772.90	\$ 5,363,772.90	1. Maintenance and Support 2. Additional Licenses 3. Data Integration with City Systems (e.g. MAX) 4. Professional Services	c & h	<p>1) In 2014, Avolve Software Corporation was selected as the supplier for the City's Integrated ePermitting Solution, ePlans, through a competitive procurement process. ePlans launched on January 1st of 2016 and is the first end-to-end service for online application submissions and plan review approvals for building permits and development applications in Canada. Since then, the platform has been expanded to enable field access of data to building inspections.</p> <p>2) Avolve Software Corporation is the exclusive supplier of the ePlans and PlansAnywhere systems, related consulting services, and maintenance and support.</p> <p>3) Since ePlans originally deployed, the City has worked closely with Avolve to customize the solution according to the City's requirements, and the platform went through several phases of implementation and upgrades. The City has made significant investments to build, maintain and keep the system infrastructure updated.</p> <p>4) ePlans is deeply integrated with MAX (Mississauga Approval Express), the City's in-house developed and supported Land Development Services system. Both ePlans and MAX are dedicated systems primarily used as part of legislated building and development approvals processes and have strong application security and user access controls built in and configured. ePlans also has direct integration points with PlansAnywhere and Global Payments gateway and indirect integration with SAP for ePlans payments reconciliation.</p> <p>5) Considering the unique services provided by Avolve, heavily customized software and integration with the City's MAX system, high volume of system transactions and application users, number of digital drawings and data files storage volume, it is recommended to maintain the existing solution for as long as Avolve is willing to support it (currently estimated at 3-5 years), while the City considers options for the future.</p> <p><i>*Note: Est. \$ Value of Extension Term has been converted from USD to CAD at the annual average Bank of Canada exchange rate as of May 30, 2023 of 1.3351.</i></p>
PRC000481	Box.com (UK) Ltd.	Box.com Cloud Storage Solution (Box) for enterprise cloud content management and file sharing	1/15/2024	Up to 5 years to 1/15/2029	\$ 536,428.93	\$ 452,164.99	\$ 988,593.92	1. Enterprise Account Licenses and Subscription Services; 2. Additional Licenses, Subscriptions, Storage, and Support	h & m	<p>1) Box is the current City Standard (ref. GC-0322-2020) for secure file sync/share/storage in the cloud. It has been used for almost 8 years by senior City management to securely upload, store, download and share confidential and non-confidential documents. The solution is also utilized to securely store security camera footage and very large files of all types in the cloud.</p> <p>2) The City will be transitioning to Microsoft OneDrive to replace Box, and the project team estimates that the transition and migration of data will take up to 5 years. Switching secure cloud document storage to a competing solution at this time would cause significant inconvenience, duplication of costs, unnecessary risk, and would not be advantageous to the City.</p> <p>3) Box has been extensively vetted by IT Security and is currently its recommended solution. Box is integrated into many important business processes across the Corporation and it would cause significant disruption if Box were to be discontinued. The City will be at risk if the Box contract is not extended and data is lost.</p> <p><i>*Note: Est. \$ Value of Extension Term has been converted from USD to CAD at the annual average Bank of Canada exchange rate as of May 30, 2023 of 1.3351.</i></p>

OPERATING BUDGET ESTIMATED FORECAST FOR 2024-2029

SINGLE SOURCE JUSTIFICATION (SSJ) CRITERIA:

- (c) The Goods and/or Services are unique to one particular supplier and no reasonable alternative or substitute exists due to exclusive rights such as patent, copyright or license;
- (h) For additional Goods and/or Services from the original Supplier that were not included in the original Procurement, if the change of Supplier for such additional Goods and/or Services cannot be made for:
 - (i) Economic or technical reasons such as requirements of interchangeability or interoperability with existing equipment, software, services or installations procured under the initial Procurement; and
 - (ii) Would cause significant inconvenience or substantial duplication of costs for the City;
- (j) It is advantageous to the City to acquire the Goods and/or Services from a supplier pursuant to the competitive Procurement process conducted by another Public Body;
- (m) A need exists for compatibility with, or for the maintenance and support of, a City Standard.

Procurement No.	Supplier	City Standard Technology Description	Expiry Date	Requested Extension / Renewal / New Term	Est. Contract \$ Value To-Date	Est. \$ Value of Extension / Renewal / New Term	New Est. Total Contract \$ Value	Scope of Work (SOW)	SSJ Criteria	Rationale to Support Justification
PRC000554	Brightcove Inc.	Brightcove Live Event Streaming and Video Hosting Solution	12/14/2023	Up to 5 years to 12/14/2028	\$ 398,556.87	\$ 460,529.39	\$ 859,086.26	1. Maintenance and Support; 2. Additional Licenses, Subscriptions, Data Plans, Storage; 3. Professional Services	C & M	<p>1) Brightcove is an industry standard commercial enterprise video hosting solution for live event streaming and on-demand commercial-free video hosting. It provides the City with the enterprise grade hosting services, stability and 24/7 support that is required for City live event streaming and video hosting. The solution has many capabilities the City requires to support Council meetings, press conferences, media events, including multi-platform simultaneous social media streaming on Facebook, YouTube, twitter, etc.</p> <p>2) Brightcove is the only solution compatible with all City video streaming hardware systems (e.g. Newtek Tricaster Broadcast equipment) embedded on the City of Mississauga's website, offering ad-free video playback (unlike YouTube, Vimeo, etc.). The IT Division conducted market research with other public agencies and service providers, and concluded that no other providers meet the requirements for event management and video hosting as set out by City stakeholders.</p> <p>3) Brightcove has been extensively vetted by IT Security and is currently designated as a City Standard solution for this type of application because it is the only solution capable of supporting the City's existing video streaming hardware systems, eScribe Council Agenda Management Solution, and meeting commercial grade secure hosting service requirements. Brightcove was previously designated an IT City Standard until 2024 under GC-0643-2021, and IT recommends to continue with the solution as a City Standard for the next 5 years up to December 2028.</p> <p><i>*Note: Est. \$ Value of Extension Term has been converted from USD to CAD at the annual average Bank of Canada exchange rate as of May 30, 2023 of 1.3351.</i></p>
PRC001420	Motorola Solutions Canada Inc.	Motorola Portable and Mobile Radios and Fire Station Alerting (FSA) Systems	3/13/2024	Up to 5 years to 3/13/2029, with option to extend for additional up to 5 years to 3/13/2034 should VCOM members agree to extend	\$ 1,450,000.00	\$ 3,500,803.90	\$ 4,950,803.90	1. Maintenance and Support; 2. All Motorola VCOM Products and Services; 3. Professional Services	C & J & M	<p>1) Motorola Solutions Canada Inc. is a designated supplier to supply products and related services (portable radios and the voice communications and radio infrastructure) for Mississauga Fire and Emergency Services (MFES) and Region of Peel Voice Communication (VCOM) Radio Network. VCOM infrastructure includes members from MFES, The Region of Peel, Peel Regional Police, Caledon Fire and Emergency Services, Hydro One Brampton and The City of Mississauga Non-Emergency Services and Transit.</p> <p>2) Motorola Radios are the only radios inherently compatible with all features of the current VCOM Radio Network Infrastructure. Also, Motorola radios are intrinsically safe, public safety grade, water and damage resistant, have penetration capabilities, are compatible with the P25 Public Safety Network Standard, and are the standard for Peel Regional Police, Brampton Fire Services and Caledon Fire Services.</p> <p>3) As a VCOM member, The City of Mississauga can leverage an existing agreement between the VCOM group and Motorola Solutions Canada Inc. conducted through direct negotiation by VCOM member (The Region of Peel) obtaining a 25% discount off Motorola products and related services. Motorola resellers will be incapable of providing a reasonable alternative, as the City will be supplied products and related services directly from the manufacturer with this discount.</p> <p>4) Motorola Solutions Canada Inc. was previously approved by Council as a City Standard for the supply of Motorola products and related services for MFES under GC-0090-2019.</p>
TOTALS					\$6,384,985.80	\$5,777,271.19	\$12,162,256.99			

OPERATING BUDGET ESTIMATED FORECAST FOR 2024-2029											
Procurement No.	Supplier	Goods and Services Description	Requested Extension / Renewal / New Term	2024	2025	2026	2027	2028	Sub -TOTAL	TOTAL	
PRC000476	Avolve Software Corporation	Annual ePlans M&S, PlansAnywhere Licenses and Support, Data Integration with MAX	Up to 5 years to 12/31/2028	\$ 174,322.69	\$ 183,038.82	\$ 192,190.77	\$ 201,800.31	\$ 211,890.32	\$ 963,242.90	\$ 1,363,772.90	
		Contingency for additional Licenses, Support, Integration and Professional Services, as required							400,530.00		\$ 400,530.00
PRC000481	Box.com (UK) Ltd.	Box Enterprise Licenses	Up to 5 years to 1/15/2029	\$ 69,952.56	\$ 69,952.56	\$ 69,952.56	\$ 69,952.56	\$ 69,952.56	\$ 349,762.82	\$ 452,164.99	
		Box Zones		\$ 15,140.03	\$ 15,140.03	\$ 15,140.03	\$ 15,140.03	\$ 15,140.03	\$ 75,700.17		
		Contingency for Future Growth/Additional Licenses and Prof. Services							26,702.00		\$ 26,702.00
PRC000554	Brightcove Inc.	Video Marketing Suite Pro Licenses	Up to 5 years to 12/14/2028	\$ 29,356.18	\$ 32,693.93	\$ 36,031.68	\$ 39,369.43	\$ 42,707.18	\$ 180,158.39	\$ 460,529.39	
		Live Module Advanced (HD) with 50 event hours per month		\$ 29,372.20	\$ 29,372.20	\$ 29,372.20	\$ 29,372.20	\$ 29,372.20	\$ 146,861.00		
		Contingency for Future Growth/Additional Live Hours and Prof. Services							133,510.00		\$ 133,510.00
PRC001420	Motorola Solutions Canada Inc.	Existing Portable Radio Lifecycle	Up to 5 years to 3/13/2029, with option to extend for additional up to 5 years to 3/13/2034 should VCOM members agree to extend						1,889,865.39	\$ 1,889,865.39	\$ 3,500,803.90
		Radios (New Stations)		\$ 63,376.68	\$ 63,376.68	\$ 120,808.47	\$ 63,376.68		\$ 310,938.51		
		Fire Station Alerting (FSA) Systems		\$ 175,000.00	\$ 175,000.00	\$ 175,000.00	\$ 175,000.00		\$ 700,000.00		
		Maintenance and Peripherals		\$ 60,000.00	\$ 60,000.00	\$ 60,000.00	\$ 60,000.00	\$ 60,000.00	\$ 300,000.00		
		Contingency for Future Growth and Prof. Services							300,000.00	\$ 300,000.00	
TOTALS				\$ 3,367,127.73	\$ 628,574.23	\$ 698,495.72	\$ 654,011.22	\$ 429,062.29	\$ 5,777,271.19	\$ 5,777,271.19	

City of Mississauga
Corporate Report



<p>Date: June 8, 2023</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's file:</p>
<p>From: Andrew Whittlemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Meeting date: June 21, 2023</p>

Subject

Amendment to change the Consultant Contract – Procurement No. PRC001263 (Planning Act Fees and Charges) from a Medium Value Acquisition to a High Value Acquisition to address the additional costs of the Planning and Building Fees Review Project.

Recommendation

That Council approve a contract adjustment for the Planning and Building Fees Review from a Medium Value Acquisition to a High Value Acquisition to reflect the recently amended project budget amount of \$150,000 (Procurement No. PRC002615) as outlined in the Corporate Report entitled “Amendment to change the Consultant Contract – Procurement No. PRC001263 (Planning Act Fees and Charges) from a Medium Value Acquisition to a High Value Acquisition to address the additional costs of the Planning and Building Fees Review Project”, dated June 8, 2023 from the Commissioner of Planning and Building.

Executive Summary

- The Planning and Building Fees review contract was awarded to Watson and Associates in January 2021. The project is assessing all Planning, Building and Committee of Adjustment application fees for the City of Mississauga.
- Project is funded from the Reserve Building Revenue Stabilization Fund.
- Legislative changes to the *Planning Act* have significantly modified planning regulations which required changes to the City's application review processes, their related fees and required additional study by the consultant.
- Council approved an increase in the maximum budget for the project on May 17, 2023, through the quarterly works in progress (WIP) review.
- Staff recommend that the existing contract with Watson and Associates be changed from a Medium Value Acquisition (MVA) to a High Value Acquisition (HVA).

Background

The City of Mississauga completes a review of its Planning and Building Fees and Charges every 5 years to ensure that its fees are current, they reflect the current review process and account for any process changes. By completing this review regularly, the City ensures that its fees are consistent with the provincial legislation (Section 69(1) of the *Planning Act*). Any fee collected pursuant to a *Planning Act* application must reflect the anticipated City costs to process an application.

A Request for Proposal (RFP) process was completed by the City in January 2021 to retain a consultant to review its planning and building application fees. Watson and Associates was the successful bidder. The original contract with Watson and Associates set a maximum project budget of \$99,370, thereby allowing the project to fall within the Medium Value Acquisition parameters defined by Corporate Policy 03-06-12 (Contract Amendments and Termination). Funding for the project came from the Reserve Building Revenue Stabilization fund.

The original project schedule estimated study completion by early 2022. However, shortly after the project started, the Province of Ontario made a number of significant legislative changes to the *Planning Act* that would have several impacts on the fee review. The City has revised several of its planning application review processes as a result of Bills 109, 23 and 97, which has impacted the fees review.

In anticipation of the additional costs stemming from these changes, staff requested a \$50,630 increase to the project budget (PN 20953) through the quarterly WIP review in late March that was approved by Council in May 2023. The approved increase sets a maximum project budget of \$150,000.

Comments

It is expected that the project review of the planning and building fees will be completed by late summer/early fall, including the public consultation component and an Information Report being presented to Budget Committee. A Recommendation Report to the Budget Committee will follow and will contain recommended changes to the City's fee by-law. The intent is to implement the new fees on January 1, 2024 in the updated Fees By-law.

Council approval is required to treat the project as a High Value Acquisition and allow access to additional budgeted funds in accordance with Policy 03-06-12 (Contract Amendments and Terminations). The existing contract with Watson and Associates needs to be amended from a Medium Value Acquisition contract to a High Value Acquisition contract to account for the additional costs.

Financial Impact

On May 17, 2023, Council approved an increase to the original project budget of \$50,630, thereby increasing the overall budget for the project to \$150,000 and moving the contract to a High Value Acquisition.

Table 1	
Contract Items	Planning and Building Fee Review (PRC 002615)
Original Contract Value	\$99,370
WIP Budget Increase	\$50,630
Total New Budget Value (excluding taxes)	\$150,000

Conclusion

Council has already approved a budget increase to the Planning and Building Fees Review project to address anticipated overages due to legislative and process changes. Council approval is now requested to approve a contract classification change from a Medium Value Acquisition to a High Value Acquisition contract. There is no additional budget impact to this request since the funds have been secured.



Chris Rouse, Director, Development & Design

For:

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

Prepared by: Stephen Stirling, MCIP, RPP,
Development and Design Initiatives Manager

City of Mississauga Corporate Report



<p>Date: June 1, 2023</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files:</p>
<p>From: Shari Lichterman, CPA, CMA, City Manager and Chief Administrative Officer</p>	<p>Meeting date: June 21, 2023</p>

Subject

Single Source Contract Award for Emergency Chasses Replacement

Recommendation

That the Chief Procurement Officer or Designate be authorized to award and execute a contract with Dependable Emergency Vehicles for the replacement of a new 2022 Spartan FC 94 Chassis on Mississauga Fire & Emergency Services (MFES) fire apparatus, S111 in the amount of \$464,465.00 exclusive of taxes as outlined in the corporate report dated June 1, 2023 entitled "Single Source Contract Award for Emergency Chasses Replacement" from the City Manager and Chief Administrative Officer.

Executive Summary

- Within the past 6 months, 2 apparatus were deemed beyond economical repair and were taken out of service. A 3rd fire apparatus (S111) taken out of service would significantly hinder MFES' ability to protect life, property, and the environment in the community.
- Fire apparatus S111 was found to have significant frame degradation during its annual Periodic Mandatory Commercial Vehicle Inspection (PMCVI). Of the two possible repair options, the long-term option, refurbish the body and replace the chassis, is deemed to be the most advantageous and cost effective.
- The full replacement cost for S111 has been budgeted in MFES' approved capital plan. The opportunity to replace the chassis at a cost of \$465,000 instead of purchasing an entire vehicle will provide MFES with a fire apparatus with an in-service life of 12-15 years and save the City an estimated \$800,000.

Background

MFES operates a fleet of approximately 80 frontline apparatuses and support vehicles. Maintaining an optimum number of in-service vehicles is critical in ensuring emergency

response times are being met and the necessary tools and equipment are available to combat the emergency. MFES requires a complement of 31 front line fire apparatus to maintain current emergency response levels and 10 spare apparatus to supplement when front line units require maintenance or repairs. Within the past 6 months, 2 apparatus were deemed beyond economical repair and were taken out of service. MFES is in the process of securing a contract for the supply and delivery of fire apparatuses. However, it will be a minimum of 24 months from the contract award before deliveries can take place. Having a 3rd fire apparatus (S111) taken out of service would significantly hinder MFES' ability to protect life, property, and the environment in the community.

Fire apparatus S111 was found to have significant frame degradation during its annual Periodic Mandatory Commercial Vehicle Inspection (PMCVI). The unit was sent to a third party vendor for further diagnosis and to prepare a repair proposal, Dependable Emergency Vehicles was selected as they were the original manufacturer of this unit. The frame degradation was beyond a point of repair. The vendor provided 2 options:

The first option, a short-term fix, consists of frame rail replacement, which only addresses the current deficiency at a cost of \$180,000. The rest of the unit, 2007 Spartan chassis, which consists of the engine, cab, driveline and other components remain untouched.

The second option, a long term solution, provides a new chassis, so all the critical components will be new. The body from S111 would be refurbished and installed on a new chassis. This option would cost \$465,000.

A cost-benefit analysis was performed and option 2 is recommended.

This contract to Dependable Emergency Vehicles is considered a single source procurement as defined in the Procurement By-Law #0013-2022 which states under Schedule 'A' Criteria for Single and Emergency Procurement (h) For additional Goods and/or Services from the original Supplier that were not included in the original procurement, if the change of Supplier for such additional Goods and/or Services cannot be made for: (ii) would cause significant inconvenience or substantial duplication of costs for the City.

Comments

MFES is seeking approval to proceed with the purchase of a replacement chassis for S111 from Dependable Emergency Vehicles. The unit is currently at the vendor for repairs. Based on current circumstances, a competitive procurement would cause significant inconveniences and add substantial duplication of costs for the City. The vendor has expertise for the goods and services required, in addition fire apparatus chassis' are in extremely short supply, at this moment Dependable Emergency Vehicles has an available chassis.

The replacement cost for S111 has been budgeted in MFES' approved capital plan. The opportunity to replace the chassis instead of purchasing an entire vehicle will provide MFES with a fire apparatus with an in-service life of 12-15 years and save the City an estimated \$800,000. This represents the best value for the City.

By-law 0013-2022 section 14 further requires Council authority to award sole source contracts having a value of \$100,000 or more.

Financial Impact

There are no additional financial impacts resulting from the recommendations in this report. The estimated cost of \$464,465.00 is available in the Council approved 2023 MFES Capital budget, under cost element 715480, P/N 23256.

Conclusion

Maintaining MFES service levels to the residents of the City requires the availability of front line fire apparatuses to support emergency response efforts.

Dependable Emergency Vehicles is a current vendor on contract with the City as an authorized dealer for OEM maintenance and repairs on MFES fire apparatuses. Based on MFES' current situation, the replacement of a new chassis on S111 at a cost of \$464,465.00 exclusive of taxes represents the best value for the City.



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

Prepared by: John Crozier, Deputy Chief, Capital Assets, Fire & Emergency Services Division

City of Mississauga
Corporate Report



<p>Date: May 29, 2023</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files:</p>
<p>From: Shari Lichterman, CPA, CMA, City Manager and Chief Administrative Officer</p>	<p>Meeting date: June 21, 2023</p>

Subject

Annual Treasurer's Statement Report: Summary of Activity in 2022

Recommendation

1. That the report dated May 29, 2023, entitled "Annual Treasurer's Statement Report: Summary of Activity in 2022" from the City Manager and Chief Administrative Officer be approved in compliance with the reporting requirements of the Development Charges Act, 1997 and the Planning Act.
2. That the report dated May 29, 2023 from the City Manager and Chief Administrative Officer entitled "Annual Treasurer's Statement Report: Summary of Activity in 2022" be made available to the public on the City of Mississauga's website.

Executive Summary

- Legislative requirements in the *Development Charges Act* (DC Act) and the *Planning Act* require the Treasurer of the municipality to provide Council with a financial statement each year for the Development Charges (DC), Bonus Zoning (Section 37) and the Cash-in-Lieu (CIL) of Parkland reserve funds and a listing of DC/Lot Levy credits.
- The Treasurer's Annual Statement summarizes the financial activities related to those reserve funds and DC/Lot Levy credits for the 2022 fiscal year.
- The DC reserve fund opening balance for 2022 was \$170.2 million. The City collected \$111.2 million in DC revenue and funded \$61.7 million in capital projects for growth-related capital assets. Refunds were issued in the amount of \$2.9 million. The closing balance was \$222.2 million at the end of 2022.
- The CIL Parkland reserve fund opening balance for 2022 was \$75.6 million. The City collected \$53.3 million in CIL Parkland revenue during 2022 and funded capital assets of \$73.9 million in 2022. The closing balance of the CIL Parkland reserve fund after all transactions was \$54.4 million.

- The Bonus Zoning (Section 37) reserve fund had an opening balance of \$2.5 million in 2022. The City collected \$13.0 million through Section 37 agreements during the year. The amount of funded capital assets in 2022 was \$2.8 million. The closing balance at the end of 2022 was \$13.4 million.
- This report is compliant with both the DC Act and the *Planning Act*.

Background

Section 43 of the *Development Charges Act, 1997* and Section 42 of the *Planning Act* require the Treasurer of the municipality to provide Council with an annual financial statement for activities related to its DC, Bonus Zoning (Section 37) and Cash-in-lieu (CIL) of Parkland Reserve Funds and DC/Lot Levy credits.

Additionally, Section 37 of the *Planning Act* states that a council of a municipality that passes a community benefits charges (CBC) by-law shall provide an annual financial statement of the CBC transactions in the preceding year. City Council approved its first Community Benefits Charge Strategy and By-law in 2022.

Comments

This report has been prepared to comply with the legislative requirements of both the DC Act and the *Planning Act*. A summary of reserve fund activities during 2022 is contained within the body of this report for Council's information. The report appendices have been prepared to comply with the reporting requirements as contained in each of the respective Acts.

The Statement of Compliance found in Appendix 6 is a legislative requirement that came into effect on January 1, 2016. This statement requires the municipal Treasurer to indicate that no additional levies have been collected by the City beyond those allowed under existing legislation acts.

Development Charges (DC) Reserve Fund Activity

Table 1 summarizes DC Reserve Fund activity. DC revenue of \$111.2 million was collected in 2022. This is \$15.6 million more than the \$95.6 million collected in 2021. Interest in the amount of \$5.6 million was earned, which is \$2.1 million more than in 2021, due to higher cash balances in 2022.

The allocation of DC revenue to growth-related capital projects in 2022 was \$61.7 million, after accounting for DC funds returned from capital projects. This represents an increase of \$15.7 million from the 2021 DC allocations to capital projects. Roughly 40% of the \$61.7 million was for road and road-related infrastructure projects and a further 40% was for recreation and park development projects. Transfers to Revenue and Refunds in 2022 are lower by \$6.8 million due to the refunds issued as a result of the 2019 DC By-law appeal settlements in 2020.

Table 1. DC Reserve Fund Activity

DC Reserve Fund Activity	2022 \$(millions)	2021 \$(millions)	Difference
Opening Balance	\$ 170.2	\$ 127.1	\$ 43.1
Add: DC Revenues	\$ 111.2	\$ 95.6	\$ 15.6
Interest Income and Other	\$ 5.6	\$ 3.5	\$ 2.1
Total Revenues	\$ 116.8	\$ 99.1	\$ 17.7
Less:			
DC Funds Transferred to Capital Projects	\$ 69.9	\$ 51.7	\$ 18.2
DC Funds Returned from Capital Projects	\$ (8.2)	\$ (5.7)	\$ (2.5)
Transfers to Revenue and Refunds	\$ 3.1	\$ 9.9	\$ (6.8)
Total Expenditures	\$ 64.8	\$ 55.9	\$ 8.9
Closing Balance	\$ 222.2	\$ 170.2	\$ 52.0

A list of all DC Reserve Funds, including descriptions, can be found in Appendix 1, and 2022 activity for each DC Reserve Fund can be found in Appendix 2.

The City expects to incur the amount of capital costs that were estimated in the 2022 DC Background Study, during the term of the 2022 DC by-law. This exercise of examining and funding of capital projects included in the DC background study is done annually through the capital budget process.

Impacts of Bill 23

On November 28, 2022, Bill 23 the *More Homes Built Fast Act, 2022* received Royal Assent. The legislation had significant and immediate impacts to the City's recently passed 2022 DC By-law. Most notably, a mandatory retroactive 20% discount applied to all residential and non-residential DC rates. In other words, a municipality may only collect 80% of the Council approved DC rates in the first year of its by-law. This 20% discount decreases by 5% annually until the fifth year of the by-law. As the Council passed its current DC By-law on June 22, 2022, the City would only be able to begin collecting the Council approved DC rates after June 22, 2026.

The revenue loss associated with this one change in legislation was \$52,000 between November 29 and December 31, 2022. The revenue loss to date, at the time of writing of this report, is approximately \$520,000. It should be noted that the City is anticipated to experience further revenue loss as time progresses, as the DC rates are now frozen at the time the planning application is deemed complete. Once those applications with frozen discounted DC rates come forward for permit issuance, it would only be then that the City would experience greater revenue losses.

This change will reduce DC revenues as well as cash flow and impact the City's ability to fund growth-related infrastructure required to maintain existing service levels, unless the burden is shifted to the existing tax base.

CIL Parkland Reserve Fund Activity

As summarized in Table 2, the collection of CIL Parkland revenues in 2022 increased by \$4.5 million from 2021. The total capital expenditures for eligible expenses such as land acquisition, building renovation and equipment repair and replacement was \$73.9 million in 2022, after accounting for CIL Parkland funds returned from capital projects. This represents a \$2.4 million increase over 2021. The closing fund balance (after adding interest earned) shows a reduction of \$21.2 million compared to 2021.

Table 2. CIL Parkland Reserve Fund Activity

CIL-Parkland Reserve Fund Activity	2022 \$(millions)	2021 \$(millions)	Difference
Opening Balance	\$ 75.6	\$ 95.2	\$ (19.6)
Add: CIL Parkland Revenues	\$ 53.3	\$ 48.8	\$ 4.5
Interest Income and Other	\$ 4.2	\$ 4.0	\$ 0.2
Total Revenues	\$ 57.5	\$ 52.8	\$ 4.7
Less: CIL Parkland Funds Transferred to Capital Projects	\$ 78.5	\$ 71.5	\$ 7.0
CIL Parkland Funds Returned from Capital Projects	\$ (4.6)	\$ -	\$ (4.6)
Transfers to Revenue and Refunds	\$ 4.9	\$ 0.9	\$ 4.0
Total Expenditures	\$ 78.8	\$ 72.4	\$ 6.4
Closing Balance	\$ 54.4	\$ 75.6	\$ (21.2)

A list of all capital projects financed by DC and CIL Parkland can be found in Appendix 3.

Bonus Zoning (Section 37) Reserve Fund Activity

The Bonus Zoning reserve fund was established with the approval of the 2012 Corporate Policy governing the collection of monies related to Section 37 of the Planning Act. The City collected \$13.0 in bonus zoning revenue from development during 2022. An allocation of \$2.8 million for capital expenditures was made from this reserve fund in 2022. The Bonus Zoning Reserve Fund had a closing balance of \$13.4 million at the end of 2022.

Table 3. Bonus Zoning Reserve Fund Activity

Bonus Zoning Reserve Fund Activity	2022 \$(millions)	2021 \$(millions)	Difference
Opening Balance	\$ 2.5	\$ 3.0	\$ (0.5)
Add: Bonus Zoning Revenue	\$ 13.0	\$ 0.3	\$ 12.7
Interest Income and Other	\$ 0.6	\$ 0.1	\$ 0.5
Total Revenues	\$ 13.6	\$ 0.4	\$ 13.2
Less: Bonus Zoning Funds Transferred to Capital Projects	\$ 2.8	\$ 0.9	\$ 1.9
Bonus Zoning Funds Returned from Capital Projects	\$ -	\$ -	\$ -
Transfers to Revenue and Refunds	\$ -	\$ (0.1)	\$ 0.1
Total Expenditures	\$ 2.8	\$ 0.8	\$ 2.0
Closing Balance	\$ 13.4	\$ 2.5	\$ 10.9

Community Benefits Charges (CBC) Reserve Fund Activity

As a result of the Royal Assent of Bill 197, *COVID-19 Economic Recovery Act, 2020*, the CBC replaced the bonus zoning provision in the *Planning Act*. City Council approved its first Community Benefits Charge Strategy and By-law in 2022. As at the end of 2022, all applicable planning applications have been processed under the previous Section 37 requirements and therefore no CBCs were collected in 2022. Therefore there are no CBC transactions to report for the fiscal year 2022.

DC and Lot Levy Credit Activity

The majority of lot levy credits are related to the road and storm services that were waived during the lot levy regime in the development agreements. These credits are redeemed when a building permit is issued. The value of each credit is calculated and this amount is transferred from the lot levy reserve funds to the development charge reserve funds to keep DC revenues whole. Appendix 4 summarizes the amount of lot levies held by the City. An amount of roughly \$193,000 was redeemed in 2022.

Developers are also entitled to DC credits if they construct infrastructure on behalf of the City. There was no DC credit activity during 2022, as shown in Appendix 5.

A Statement of Compliance, required by the DC Act, is acknowledged by the City Treasurer and attached as Appendix 6.

Financial Impact

There are no immediate financial impacts as a result of the recommendations in this report.

Conclusion

The Annual Treasurer's Statement is required by the *Development Charges Act, 1997* and the *Planning Act*. This report and its accompanying appendices have been prepared for Council's information and to fulfill the legislative and regulatory reporting requirements of the Annual Treasurer's Statement. This statement will be available to the public on the City's website following Council's approval of the recommendation.

Attachments

Appendix 1: 2022 DC Reserve Funds Description

Appendix 2: 2022 DC Reserve Funds, Bonus Zoning and CIL Parkland Continuity Schedule

Appendix 3: 2022 Capital Projects Financed

Appendix 4: 2022 Development Levy Credits Continuity Schedule

Appendix 5: 2022 DC Credits Continuity Schedule

Appendix 6: 2022 Statement of Compliance



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

Prepared by: Janet Lee, Manager, Development Financing

Development Charges Reserve Funds

Pursuant to the *Development Charges Act, 1997* S.O. 1997 c.27, as amended, monies collected under the *Act* shall be placed into separate reserve fund accounts for the purpose of funding growth related capital costs for which the development charge was imposed under the Development Charges By-law 0133-2022 or in previous Mississauga Development Charge By-laws.

Reserve funds were established for the following purpose:

General Government	Funds were collected for the purpose of the animal control expansion, and services related to the <i>Provincial Offences Act</i> , as a result of new development. This charge was previously collected from both the residential and non-residential sectors.
Development Related Studies	Funds are collected for growth-related studies related to new development. This charge is collected from both the residential and non-residential sectors.
Development Related Studies - Non Discounted	Funds were collected for growth-related studies related to new development. This former charge was collected from both the residential and non-residential sectors.
Recreation & Parks Development	Funds are collected for the purpose of capital requirements consistent with the Future Directions Plan servicing residential growth. Development charges are collected from the residential sector only.
Fire Services	Funds are collected for the capital construction requirements consistent with the Fire Master Plan as it relates to growth. This charge is collected from both the residential and non-residential sectors.
Library	Funds are collected for the capital expenses related to growth as outlined in the Library Master Plan, which was endorsed by both Council and the Library Board. Development charges are collected from the residential sector only.
Transit	Funds are collected for the purpose of providing all transit services as they relate to growth. This charge is collected from both the residential and non-residential sectors.
Roads and Related Infrastructure	Funds are collected for the construction of transportation infrastructure in the City as this relates to development growth. This charge is collected from both the residential and non-residential sectors.
Public Works	Funds are collected for the capital costs involved with Building and Fleet components of the Public Works Division of the Transportation and Works Department as these relate to growth. This charge is collected from both the residential and non-residential sectors.
Parking	Funds were collected for this services are to be used for the design and construction of parking services in the City of Mississauga. This charge was previously collected from both the residential and non-residential sectors.
Living Art Centre Debt	Funds collected for this service are used to retire a debt incurred for the construction of the Living Arts Centre in Mississauga. Development charges are collected from the residential sector only.
Storm Water Management	Funds collected for this service are to be used for items such as erosion control, conveyance, storm water management, storm sewer oversizing and related studies. This charge is collected from both the residential and non-residential sectors, on a cost per net hectare basis.

2022 Development Charge Reserve Funds, Bonus Zoning and Cash-in-Lieu of Parkland Continuity Schedule

Fund Name	Balance January 1, 2022	Revenues				Total Revenue	Capital Expenditures			Balance December 31, 2022
		From Revenue	Interest	From Developers	Other		DCA / General Reserve Refunds	Transfers To/ (From) Capital ¹	Transfers To Revenue	
DCA-By-Law Enforcement	(3,544,749)	0	(118,479)	508,532	0	390,053	434	(16,877)	0	(3,138,253)
DCA-Development Related Studies	(435,723)	0	(3,545)	1,575,592	0	1,572,047	948	336,492	0	798,883
DCA-Development Related Studies-Non-Discounted	334,186	0	0	53,775	0	53,775	461	387,500	0	0
DCA-Recreation and Parks Development	48,043,362	0	1,606,428	45,201,143	0	46,807,571	47,932	25,826,504	0	68,976,497
DCA-Recreation (Hershey) ²	0	0	38,651	(36,162)	0	2,489	2,489	0	0	0
DCA-Fire Services	(6,605,403)	0	(344,124)	4,358,678	0	4,014,554	3,710	(35,189)	0	(2,559,370)
DCA-Library	7,021,133	0	206,479	4,780,144	0	4,986,622	5,024	2,182,420	0	9,820,311
DCA-Transit	13,309,101	0	457,261	4,285,230	0	4,742,490	3,545	3,435,610	0	14,612,436
DCA-Roads and Related Infrastructure	53,281,208	0	2,043,656	54,818,881	0	56,862,537	2,871,932	25,238,367	0	82,033,446
DCA-Public Works	11,719,216	0	467,110	3,094,656	0	3,561,766	2,653	345,000	150,000	14,783,328
DCA-Parking ³	7,774,499	0	0	(7,773,699)	0	(7,773,699)	801	0	0	(0)
DCA-LAC	0	0	6,257	(5,869)	0	387	387	0	0	(0)
DCA-Storm Water	35,034,860	0	1,128,389	1,042,309	0	2,170,698	0	3,977,765	0	33,227,793
DC Appeal - Residential	3,113,400	0	98,041	(375,839)	0	(277,798)	0	0	0	2,835,602
DC Appeal - Industrial	503,906	0	15,127	(68,099)	0	(52,972)	0	0	0	450,934
DC Appeal - Non-Industrial	640,061	0	12,767	(262,820)	0	(250,053)	0	0	0	390,008
Total DC Reserve Funds	170,189,055	0	5,614,019	111,196,449	0	116,810,468	2,940,316	61,677,592	150,000	222,231,615
Bonus Zoning (section 37)	2,545,796	0	639,318	12,988,136		13,627,455	444	2,766,271	0	13,406,536
Cash-in-Lieu of Parkland (section 42)	75,640,400	0	4,147,205	53,322,640	0	57,469,845	4,881,655	73,869,743	0	54,358,847

¹ Details of the transfers to/(from) Reserve Funds by project are shown in Appendix 3.

² Revenues collected under the DCA Recreation (Hershey) was used to pay for the growth-related share of the Hershey Centre. In 2019, the Hershey Centre was renamed the Paramount Centre.

³ Parking is no longer an eligible service under the DC Act. Balance \$7.8 million was transferred to Bonus Zoning (section 37) reserve account in 2022.

**Capital Projects Financed by Development Charge Reserve Funds and Cash-in-Lieu of Parkland
December 31, 2022**

Description: This report highlights all Development Charge, Cash-in-Lieu of Parkland Reserve Fund and Other Sources of funding transfers to Capital Projects in 2022.

Project Number	Description	2022 Development Charge Financing		2022 Cash-in-Lieu of Parkland		2022 Other Financing			Total Project Net Financing By Project and Reserve	Total Project Net Financing
		Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Debt Financing		
10137	Credit River Erosion Control - Ostler Co Storm Water Management - 31350 Capital Reserve Fund - 33121	1,375				80,719			(7,022) (412,154)	(419,175)
12269	Design and Construction of Station 120 Fire Services - 31320 Capital Reserve Fund - 33121	185,189				39,187			(6,091,614) (1,289,010)	(7,380,625)
12307	Hydro One Corridor - Oakville to Credit River - Recreation and Parks - 31315 Capital Reserve Fund - 33121	380,660				3			(1,887,762) (209,760)	(2,097,522)
14142	New Facility-Cooksville Creek Pond #3702 Storm Water Management - 31350 Parks-Other Developer Contribution - 35219 Stormwater-Capital Reserve Fund - 35992 Debt Management - Stormwater - 37200 Developer Contribution-Stormwater Reserve - 37513	26,300				89,000 599,000			(7,263,700) (1,711,000) (3,325,000) (8,186,000) (1,900,000)	(22,385,700)
15102	Transportation Master Plan Study City Wide Engineering - 31335	44,824							(387,932)	(387,932)
15104	Lakeshore Road Movement Study City Wide Engineering - 31335	33,057							(1,409,699)	(1,409,699)
15106	Second Line Over HWY. 401- Bridge Pier City Wide Engineering - 31335	1,677,302							(3,527,698)	(3,527,698)
15141	Moore Crk Erosion Ctrl-Lakeshore Rd W Storm Water Management - 31350 Capital Reserve Fund - 33121 Stormwater-Capital Reserve Fund - 35992	599				53,948 203,204			(1,912) (172,098) (648,237)	(822,248)
16107	QEW/Credit River Active Trans Assessment City Wide Engineering - 31335	774,821							(95,179)	(95,179)
16201	Transit Bus Acquisitions - Growth Transit - 31330 Capital Reserve Fund - 33121 Federal Gas Tax Reserve Fund - 35183		(60)					(5)	(1,490,060) (131,150)	(1,621,210)
16270	Central Library Redevelopment Library - 31325 Capital Reserve Fund - 33121 Federal Gas Tax Reserve Fund - 35183 Debt Management RF-Tax Capital - 37100		(1,927,500)					(21,196,000) (2,255,000)	(3,465,000) (380,500) (21,196,000) (22,587,000)	(47,628,500)

**Capital Projects Financed by Development Charge Reserve Funds and Cash-in-Lieu of Parkland
December 31, 2022**

Description: This report highlights all Development Charge, Cash-in-Lieu of Parkland Reserve Fund and Other Sources of funding transfers to Capital Projects in 2022.

Project Number	Description	2022 Development Charge Financing		2022 Cash-in-Lieu of Parkland		2022 Other Financing			Total Project Net Financing By Project and Reserve	Total Project Net Financing
		Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Debt Financing		
16312	City Centre Scholar's Green Recreation and Parks - 31315 Capital Reserve Fund - 33121 Federal Gas Tax Reserve Fund - 35182	360,000				37,806 2,194			(2,405,047) (252,568) (14,660)	(2,672,275)
16323	2 Unit Tennis Centre-Design & Construction Recreation and Parks - 31315 Capital Reserve Fund - 33121	27,160					(428)		(195,177) (21,738)	(216,915)
16326	Design & Construction - Park F-410 (Willow Glen) Recreation and Parks - 31315 Capital Reserve Fund - 33121	50,588				5,622			(748,434) (83,168)	(831,602)
17010	Cooksville Ck Erosion Ctrl - Miss Valley Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992	3,412				97,395			(34,134) (974,385)	(1,008,518)
17014	Levi Creek Watercourse Realignment Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992	412				119,588			(966) (280,152)	(281,118)
17015	Mary Fix Ck Erosion Ctrl-S of Dundas Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992		(3,099)				(296,901)		(23,647) (2,265,773)	(2,289,421)
17102	Preliminary Engineering Studies City Wide Engineering - 31335	5,747							(94,253)	(94,253)
17165	Sidewalks City Wide Engineering - 31335 Contributions - Sidewalks - 35207	18,276							(331,724) (426,502)	(758,225)
17171	Traffic Signal Equipment Enhancements City Wide Engineering - 31335		(155)						(79,807)	(79,807)
17173	Traffic Systems and ITS City Wide Engineering - 31335		(1,994)						(41,817)	(41,817)
17205	Transit Change-Off Vehicle Acquisitions Transit - 31330 Capital Reserve Fund - 33121	78,202				9,075			(177,741) (20,625)	(198,367)
17228	Transit Bus Acquisitions 40FT-PTIF Transit - 31330 Capital Reserve Fund - 33121	42				274			(1,984,958) (12,790,763)	(14,775,721)
17308	Riverwood VC-Study & Preliminary Design Reserve for Contingencies - 30125 Recreation and Parks - 31315	15,249				1,694			(7,806) (70,251)	(78,056)

**Capital Projects Financed by Development Charge Reserve Funds and Cash-in-Lieu of Parkland
December 31, 2022**

Description: This report highlights all Development Charge, Cash-in-Lieu of Parkland Reserve Fund and Other Sources of funding transfers to Capital Projects in 2022.

Project Number	Description	2022 Development Charge Financing		2022 Cash-in-Lieu of Parkland		2022 Other Financing			Total Project Net Financing By Project and Reserve	Total Project Net Financing
		Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Debt Financing		
17312	ComPks-Basic Development-F_034 Recreation and Parks - 31315 Capital Reserve Fund - 33121 Federal Gas Tax Reserve Fund - 35182	419,203				27,296 53,501			(2,779,575) (180,989) (354,744)	(3,315,309)
17313	ComPks-Design & Cons (Harris Property) Recreation and Parks - 31315 Capital Reserve Fund - 33121 Federal Gas Tax Reserve Fund - 35182		(1,832,538)				(37,007) (23,456)		(4,145,538) (194,307) (123,156)	(4,463,000)
17601	DC Background Study 2017 General Government - 31310 Capital Reserve Fund - 33121	2,734				304			(357,266) (39,696)	(396,962)
18004	Cooksville Crk Flood Protect-H.Molasy Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992	1,920				54,080			(1,509) (42,491)	(44,000)
18009	Lakeview Master Drainage Plan Storm Water Management - 31350	380,000								0
18010	Port Credit Master Drainage Plan Storm Water Management - 31350	380,000								0
18103	Preliminary Engineering Studies City Wide Engineering - 31335	40,720							(59,280)	(59,280)
18135	Applewood Crk Erosion Control - Lakeview Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992		(91,800)				(2,968,200)		(375,530) (12,434,470)	(12,810,000)
18145	Minor Erosion Ctrl Work-Variou Locations Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992	337				8,644			(2,663) (68,356)	(71,019)
18165	Sidewalks City Wide Engineering - 31335 Contributions - Sidewalks - 35207	1,411				564			(348,589) (139,436)	(488,025)
18186	Cycling Program (Structures) City Wide Engineering - 31335	16,666							(283,334)	(283,334)
18308	Land Acquisition Cooksville Creek Cash-in-Lieu of Parkland - 32121			4,519,399					(19,958,136)	(19,958,136)
18348	Design & Construction - F_408 Recreation and Parks - 31315 Capital Reserve Fund - 33121	22,500				2,500			(1,292,400) (143,600)	(1,436,000)
18349	Sun-Canadian Pipeline Trail Development Recreation and Parks - 31315 Capital Reserve Fund - 33121	38,201				4,245			(175,470) (19,496)	(194,966)

**Capital Projects Financed by Development Charge Reserve Funds and Cash-in-Lieu of Parkland
December 31, 2022**

Description: This report highlights all Development Charge, Cash-in-Lieu of Parkland Reserve Fund and Other Sources of funding transfers to Capital Projects in 2022.

Project Number	Description	2022 Development Charge Financing		2022 Cash-in-Lieu of Parkland		2022 Other Financing			Total Project Net Financing By Project and Reserve	Total Project Net Financing
		Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Debt Financing		
18612	DC Background Study - Consulting General Government - 31310 Capital Reserve Fund - 33121	14,143				1,572			(75,857) (8,429)	(84,285)
18965	Innovative Planning Tools Reserve for Contingencies - 30125 Development Related Studies - 31357	90,000				60,000			(60,000) (90,000)	(150,000)
18968	Municipal Growth Management Development Related Studies - 31357 Capital Reserve Fund - 33121	73,365				252,703			(129,135) (444,797)	(573,932)
19002	Minor Erosion Ctl Works - Var Locations Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992	1,795				46,074			(1,205) (30,926)	(32,131)
19004	Cksvl Creek Fld Strg Fac-Mississauga Val Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992		(268,890)				(5,731,110)		(410,890) (9,779,110)	(10,190,000)
19007	Mississauga Stm Water Mngt Master Plan Storm Water Management - 31350	250,000							(500,000)	(500,000)
19010	Sawmill Ersn Ctl-Folkway-Erin Mls Pkwy Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992		(110,000)				(2,390,000)		(114,000) (2,736,000)	(2,850,000)
19104	9th Line Widening Eglin W to DerryW- EA City Wide Engineering - 31335 Capital Reserve Fund - 33121	24,930				2,770			(749,070) (83,230)	(832,300)
19106	Lakeshore HOT TPAP for Phases 1 and 2 City Wide Engineering - 31335 Capital Reserve Fund - 33121		(2,500,000)						(4,095,000)	(4,095,000)
19107	Dundas BRT TPAP City Wide Engineering - 31335 Capital Reserve Fund - 33121 Debt Management RF-Tax Capital - 37100		(3,500,000)				(659,212) (1,800,000)		(5,500,000) (659,212) (4,300,000)	(10,459,212)
19165	Sidewalks City Wide Engineering - 31335 Contributions - Sidewalks - 35207	32,852							(179,172) (110,260)	(289,431)
19185	Cycle Tracks w Rd Rehab Bloor & Tomken City Wide Engineering - 31335		(1,000,000)						(3,250,000)	(3,250,000)
19188	Noise Wall Program Retrofit City Wide Engineering - 31335 Capital Reserve Fund - 33121		(650,000)				(650,000)		(1,650,000) (650,000)	(2,300,000)

**Capital Projects Financed by Development Charge Reserve Funds and Cash-in-Lieu of Parkland
December 31, 2022**

Description: This report highlights all Development Charge, Cash-in-Lieu of Parkland Reserve Fund and Other Sources of funding transfers to Capital Projects in 2022.

Project Number	Description	2022 Development Charge Financing		2022 Cash-in-Lieu of Parkland		2022 Other Financing			Total Project Net Financing By Project and Reserve	Total Project Net Financing
		Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Debt Financing		
19223	Transit Bus Landing Pads Transit - 31330 Federal Gas Tax Reserve Fund - 35183		(19,123)						(219,123)	(219,123)
19246	Transit Electrification Study Transit - 31330 Capital Reserve Fund - 33121		(916,667)				(133,333)		(1,116,667)	(1,250,000)
19306	Parkland Acquisition Program Cash-in-Lieu of Parkland - 32121			1,389					(108,611)	(108,611)
19427	Burnhamthorpe CC Indoor Pool Redevelpmnt Recreation and Parks - 31315 Cash-in-Lieu of Parkland - 32121 Capital Reserve Fund - 33121 Federal Gas Tax Reserve Fund - 35182 Debt Management RF-Tax Capital - 37100		(2,554,915)		(9,501,750)		(335)	(9,058,000)	(22,818,000)	(37,808,000)
20004	Cooksville Crk Flood Stg Facility Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992	53,611				1,087,389			(373,964)	(7,959,000)
20018	Cooksville Creek Erosion Contr Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992		(6,750)				(143,250)		(15,750)	(350,000)
20027	Carolyn Crk Eros Ctrl-Cr Riv Outlet Chan Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992		(1,250)				(48,750)		(6,250)	(250,000)
20029	Loyalist Crk Erosn Ctl-Betwn ThornlodgeDr Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992		(44,690)				(1,755,310)		(148,966)	(6,000,000)
20102	Courtneypark Drive East/Hiway 410 Inter City Wide Engineering - 31335		(2,465,000)						(6,765,000)	(6,765,000)
20107	Downtown Mississauga Movement PlanUpdate City Wide Engineering - 31335		(300,000)						(1,000,000)	(1,000,000)
20137	Cr River Eros Ctrl- Adj to Ostler Crt Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992		(4,515)				(77,579)		(16,615)	(302,094)
20145	Minor Erosion Control Works - Var Loc Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992	5,723				99,201			(12,277)	(225,076)
20186	Port Credit AT Bridge City Wide Engineering - 31335		(1,000,000)						(1,600,000)	(1,600,000)

**Capital Projects Financed by Development Charge Reserve Funds and Cash-in-Lieu of Parkland
December 31, 2022**

Description: This report highlights all Development Charge, Cash-in-Lieu of Parkland Reserve Fund and Other Sources of funding transfers to Capital Projects in 2022.

Project Number	Description	2022 Development Charge Financing		2022 Cash-in-Lieu of Parkland		2022 Other Financing			Total Project Net Financing By Project and Reserve	Total Project Net Financing
		Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Debt Financing		
20197	Property Acquisition City Wide Engineering - 31335 Cash-in-Lieu of Parkland - 32121	2,270,000							(2,730,000)	(2,730,000)
20304	Land Acquisition – Parkland (F-585) Cash-in-Lieu of Parkland - 32121								(16,353,707)	(16,353,707)
20309	Land Acquisition – Parkland (F-563) Cash-in-Lieu of Parkland - 32121			16,441					(19,566,311)	(19,566,311)
20315	Park Dev - Not Yet Named (F_411)(Rogers) Recreation and Parks - 31315 Capital Reserve Fund - 33121		(4,345,000)						(5,755,300) (156,700)	(5,912,000)
20322	Marina Park Development (P_112) Recreation and Parks - 31315 Capital Reserve Fund - 33121		(3,155,000)						(5,479,700) (258,300)	(5,738,000)
20340	Vehicles & Equipment Recreation and Parks - 31315 Cash-in-Lieu of Parkland - 32121 Capital Reserve Fund - 33121			14,528					(162,000) (341,000) (60,096)	(563,096)
20341	New Trail Development Recreation and Parks - 31315 Capital Reserve Fund - 33121	376,528					41,836		(472,172) (52,464)	(524,635)
20342	Park Development - Zonta Meadows (P_294) Recreation and Parks - 31315 Capital Reserve Fund - 33121		(2,544,000)						(5,532,000) (332,000)	(5,864,000)
20425	Carmen Corbasson CC Indoor Pool Recreation and Parks - 31315 Cash-in-Lieu of Parkland - 32121 Capital Reserve Fund - 33121 Debt Management RF-Tax Capital - 37100		(117,000)		(4,350,000)			(533,000)	(645,190) (4,350,000) (587,810) (3,480,000)	(9,063,000)
20603	2021 DC Background Study and By-Law Development Related Studies - 31357 Development Related Studies-Non Discounted - 31358	142							142 (382,168)	(382,026)
21107	Square One Dr-Amacon Drwy to RathburnRdW City Wide Engineering - 31335		(1,249,300)						(10,659,300)	(10,659,300)
21108	Corridor Transportation Master Plans City Wide Engineering - 31335		(750,000)						(1,500,000)	(1,500,000)
21135	CreditRiver ErContrl-Dundas St to HWY403 Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992		(5,750)					(94,250)	(28,750) (471,250)	(500,000)

**Capital Projects Financed by Development Charge Reserve Funds and Cash-in-Lieu of Parkland
December 31, 2022**

Description: This report highlights all Development Charge, Cash-in-Lieu of Parkland Reserve Fund and Other Sources of funding transfers to Capital Projects in 2022.

Project Number	Description	2022 Development Charge Financing		2022 Cash-in-Lieu of Parkland		2022 Other Financing			Total Project Net Financing By Project and Reserve	Total Project Net Financing
		Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Debt Financing		
21137	CreditRiver ErosionCtrl-Adj to OstlerCrt Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992		(215,773)				(3,569,877)		(383,773) (6,351,877)	(6,735,650)
21145	Minor Erosion Control Works-VarLocations Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992	18,000				312,000				0
21184	Noise Wall Upgrades City Wide Engineering - 31335 Capital Reserve Fund - 33121 Debt Management RF-Tax Capital - 37100		(1,207,500)				(7,500) (1,200,000)		(1,307,500) (107,500) (1,200,000)	(2,615,000)
21193	Cycling Program (Major Roads) City Wide Engineering - 31335		(2,800,000)						(2,934,000)	(2,934,000)
21248	Transit MiWay Transit Shelters Transit - 31330		(6,336)						(366,336)	(366,336)
21304	Land Acquisition Waterfront F-105 Cash-in-Lieu of Parkland - 32121				(10,650)				(117,718)	(117,718)
21306	Parkland Acquisition Program Cash-in-Lieu of Parkland - 32121				(105,000)				(225,000)	(225,000)
21311	Land Acquisition – Parkland (F-622) Cash-in-Lieu of Parkland - 32121									0
21323	New Amenities - Football/ Track Recreation and Parks - 31315 Capital Reserve Fund - 33121		(825,000)						(1,122,000) (33,000)	(1,155,000)
21326	Park Development-Lakeview Village(F_303) Recreation and Parks - 31315 Capital Reserve Fund - 33121		(4,922,000)						(5,770,700) (94,300)	(5,865,000)
21328	Bough Beeches Park Improvements Storm Water Management - 31350 Capital Reserve Fund - 33121 Parks-Other Developer Contribution - 35219		(26,300)				(89,000)		(26,300) (663,000) (89,000)	(778,300)
21334	Playground (new) - Elmcreek Park Recreation and Parks - 31315 Capital Reserve Fund - 33121 Federal Gas Tax Reserve Fund - 35182		(369,000)				(65,800) (874,200)		(451,800) (282,000) (874,200)	(1,608,000)
21336	Major Redevelopment :. Gulledden Park Recreation and Parks - 31315 Capital Reserve Fund - 33121 Federal Gas Tax Reserve Fund - 35183		(278,200)				(94,465) (976,835)		(278,200) (269,215) (976,835)	(1,524,250)

**Capital Projects Financed by Development Charge Reserve Funds and Cash-in-Lieu of Parkland
December 31, 2022**

Description: This report highlights all Development Charge, Cash-in-Lieu of Parkland Reserve Fund and Other Sources of funding transfers to Capital Projects in 2022.

Project Number	Description	2022 Development Charge Financing		2022 Cash-in-Lieu of Parkland		2022 Other Financing			Total Project Net Financing By Project and Reserve	Total Project Net Financing
		Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Debt Financing		
21338	Park Dev- Not Yet Named (F_486 Solmar) Recreation and Parks - 31315 Capital Reserve Fund - 33121		(50,000)						(95,000) (5,000)	(100,000)
21348	Various Washroom Installation Cash-in-Lieu of Parkland - 32121				(2,224,000)				(2,675,000)	(2,675,000)
21603	DC Background Study and By-Law Development Related Studies-Non Discounted - 31358 Capital Reserve Fund - 33121		(200,000)						(515,000) (35,000)	(550,000)
21956	Major Tansit Station Area (MTSA) Studies Reserve for Contingencies - 30125 Development Related Studies-Non Discounted - 31358		(187,500)				(62,500)		(143,750) (356,250)	(500,000)
22103	Preliminary Engineering Studies City Wide Engineering - 31335		(115,000)						(115,000)	(115,000)
22111	Property Acquisition City Wide Engineering - 31335		(2,000,000)						(2,000,000)	(2,000,000)
22112	The Exchange-Burnham Rd W to City Ctr Dr City Wide Engineering - 31335		(2,270,000)						(2,270,000)	(2,270,000)
22113	Integrated Roads Studies City Wide Engineering - 31335		(500,000)						(500,000)	(500,000)
22117	Lakeshore Bus Rapid Transit Design & Con Transit - 31330 City Wide Engineering - 31335 Capital Reserve Fund - 33121		(66,755) (491,670)					(672,981)	(66,755) (491,670) (672,981)	(1,231,406)
22118	Dundas Bus Rapid Transit Design & Constr Transit - 31330 City Wide Engineering - 31335 Capital Reserve Fund - 33121 Debt Management RF-Tax Capital - 37100		(473,095) (1,677,854)					(259) (1,110,000)	(473,095) (1,677,854) (259) (1,110,000)	(3,261,208)
22120	Lakeshore Corridor Land City Wide Engineering - 31335 Capital Reserve Fund - 33121		(400,000)					(100,000)	(400,000) (100,000)	(500,000)
22128	Redmond Rd Burnhamthorpe Rd W to Webb Dr City Wide Engineering - 31335		(508,000)						(508,000)	(508,000)
22132	SWM Fac 5602 - Ninth Line Lands- Constr Storm Water Management - 31350		(400,000)						(400,000)	(400,000)
22133	Sheridan Crk Erosion Control Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992		(67,000)					(963,000)	(67,000) (963,000)	(1,030,000)

**Capital Projects Financed by Development Charge Reserve Funds and Cash-in-Lieu of Parkland
December 31, 2022**

Description: This report highlights all Development Charge, Cash-in-Lieu of Parkland Reserve Fund and Other Sources of funding transfers to Capital Projects in 2022.

Project Number	Description	2022 Development Charge Financing		2022 Cash-in-Lieu of Parkland		2022 Other Financing			Total Project Net Financing By Project and Reserve	Total Project Net Financing
		Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Debt Financing		
22134	Cooksville Crk Erosion Control-CP Rail Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992		(93,000)				(1,887,000)		(93,000) (1,887,000)	(1,980,000)
22135	Credit River Erosion Control-Creditview Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992		(22,800)				(377,200)		(22,800) (377,200)	(400,000)
22137	SWM Fac 5602 - Ninth Line Lands -Design Storm Water Management - 31350		(100,000)						(100,000)	(100,000)
22138	Storm Sewer Oversizing - Var Loc Storm Water Management - 31350		(270,000)						(270,000)	(270,000)
22140	Mtrng & Min Mod STM Managemnt Fac-VarLoc Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992		(4,300)				(75,700)		(4,300) (75,700)	(80,000)
22141	SWM Facility 5602 - Property Acquisition Storm Water Management - 31350		(2,700,000)						(2,700,000)	(2,700,000)
22142	Hurontario LRT Storm Sewer Improvements Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992 Stormwater Pipe Reserve Fund - 35993		(576,000)				(3,015,700) (1,298,300)		(576,000) (3,015,700) (1,298,300)	(4,890,000)
22144	Cooksville Crk Flood Stg Fac-Mckenzie Pk Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992		(51,200)				(1,038,800)		(51,200) (1,038,800)	(1,090,000)
22145	Minor Erosion Control Works - Var Loc Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992		(8,000)				(142,000)		(8,000) (142,000)	(150,000)
22147	Cooksville Crk Flood Storage-Huron Hghts Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992		(30,133)				(609,867)		(30,133) (609,867)	(640,000)
22163	New Vehicles & Equipment Public Works - 31340		(195,000)						(195,000)	(195,000)
22165	Sidewalks (Major Roads) City Wide Engineering - 31335		(625,000)						(625,000)	(625,000)
22168	Winter Maintenance Vehicles Public Works - 31340		(150,000)						(150,000)	(150,000)
22171	Traffic Signal Equipment Enhancements City Wide Engineering - 31335		(350,000)						(350,000)	(350,000)

**Capital Projects Financed by Development Charge Reserve Funds and Cash-in-Lieu of Parkland
December 31, 2022**

Description: This report highlights all Development Charge, Cash-in-Lieu of Parkland Reserve Fund and Other Sources of funding transfers to Capital Projects in 2022.

Project Number	Description	2022 Development Charge Financing		2022 Cash-in-Lieu of Parkland		2022 Other Financing			Total Project Net Financing By Project and Reserve	Total Project Net Financing
		Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Debt Financing		
22172	Transit Signal Priority (TSP) City Wide Engineering - 31335		(340,000)						(340,000)	(340,000)
22173	Traffic System and ITS City Wide Engineering - 31335		(200,000)						(200,000)	(200,000)
22183	Noise Wall Upgrades City Wide Engineering - 31335 Federal Gas Tax Reserve Fund - 35183		(2,480,000)				(2,480,000)		(2,480,000)	(2,480,000)
22184	Noise Wall Upgrades City Wide Engineering - 31335 Capital Reserve Fund - 33121		(37,500)				(37,500)		(37,500)	(37,500)
22186	Cycling Program (Structures) City Wide Engineering - 31335		(250,000)						(250,000)	(250,000)
22198	Traffic Signals - New City Wide Engineering - 31335 Contributions - Traffic Signals - 35209		(510,000)				(560,000)		(510,000)	(560,000)
22212	CentPkway Station-Bus loop&washroom Transit - 31330 Federal Gas Tax Reserve Fund - 35183		(1,219,432)				(1,780,568)		(1,219,432)	(1,780,568)
22216	Transit Bus Stops/Pads Transit - 31330		(44,806)						(44,806)	(44,806)
22217	Variable message signs (Display Equip) Transit - 31330		(400,000)						(400,000)	(400,000)
22218	Electrification/On Route Charging Transit - 31330 Capital Reserve Fund - 33121		(60,972)				(89,028)		(60,972)	(89,028)
22220	Laird/Vega Bus Terminal – washroom Transit - 31330 Federal Gas Tax Reserve Fund - 35182		(162,591)				(237,409)		(162,591)	(237,409)
22248	Transit MiWay Transit Shelters Transit - 31330		(144,018)						(144,018)	(144,018)
22264	Future Directions Master Plan Review Fire Services - 31320		(150,000)						(150,000)	(150,000)
22268	New Fire Station Land Acquisition Fire Services - 31320 Public Safety Fire Program Reserve Fund - 35592						(20,000,000)		(20,000,000)	(20,000,000)
22272	Port Credit Library Library - 31325 Capital Reserve Fund - 33121						(3,000,000)		(3,000,000)	(3,000,000)

**Capital Projects Financed by Development Charge Reserve Funds and Cash-in-Lieu of Parkland
December 31, 2022**

Description: This report highlights all Development Charge, Cash-in-Lieu of Parkland Reserve Fund and Other Sources of funding transfers to Capital Projects in 2022.

Project Number	Description	2022 Development Charge Financing		2022 Cash-in-Lieu of Parkland		2022 Other Financing			Total Project Net Financing By Project and Reserve	Total Project Net Financing
		Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Debt Financing		
22273	South Common Library - design & const Library - 31325 Capital Reserve Fund - 33121		(24,920)				(88,353)		(24,920) (88,353)	(113,273)
22274	Library Collection Increases Library - 31325		(100,000)						(100,000)	(100,000)
22278	Library Future Directions Master Plan Library - 31325		(130,000)						(130,000)	(130,000)
22301	Future Directions Background Study Recreation and Parks - 31315		(120,000)						(120,000)	(120,000)
22302	Future Directions M.P. - Parks Recreation and Parks - 31315		(200,000)						(200,000)	(200,000)
22303	Parkland Acquisitions Various Cash-in-Lieu of Parkland - 32121				(61,400,000)				(61,400,000)	(61,400,000)
22306	Parkland Acquisition Studies Cash-in-Lieu of Parkland - 32121				(120,000)				(120,000)	(120,000)
22307	Land Exchange Cash-in-Lieu of Parkland - 32121				(110,100)				(110,100)	(110,100)
22316	Shade Structure - Various Community Park Cash-in-Lieu of Parkland - 32121				(250,000)				(250,000)	(250,000)
22320	Bike System Culham Trail - Harris Lands Recreation and Parks - 31315 Capital Reserve Fund - 33121		(612,145)				(177,855)		(612,145) (177,855)	(790,000)
22321	Multi-Use Trails - Construction Recreation and Parks - 31315 Capital Reserve Fund - 33121		(185,968)				(54,032)		(185,968) (54,032)	(240,000)
22322	Bike System Culham Trail - Derry Rd Recreation and Parks - 31315 Capital Reserve Fund - 33121		(154,973)				(45,027)		(154,973) (45,027)	(200,000)
22323	N.W Sports Park 2B - Field Heritage Area Recreation and Parks - 31315		(1,900,000)						(1,900,000)	(1,900,000)
22324	Sport Fields-Design and Const-Variou Recreation and Parks - 31315		(202,000)						(202,000)	(202,000)
22325	N.W Sports Park 2B - Tennis Facility Recreation and Parks - 31315		(1,245,000)						(1,245,000)	(1,245,000)
22327	Harris Building Redevelopment Assessment Cash-in-Lieu of Parkland - 32121				(350,000)				(350,000)	(350,000)
22334	Park Facility Instal - Leash Free Zone Recreation and Parks - 31315		(58,500)						(58,500)	(58,500)

**Capital Projects Financed by Development Charge Reserve Funds and Cash-in-Lieu of Parkland
December 31, 2022**

Description: This report highlights all Development Charge, Cash-in-Lieu of Parkland Reserve Fund and Other Sources of funding transfers to Capital Projects in 2022.

Project Number	Description	2022 Development Charge Financing		2022 Cash-in-Lieu of Parkland		2022 Other Financing			Total Project Net Financing By Project and Reserve	Total Project Net Financing
		Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Debt Financing		
22335	Outdoor Volleyball Recreation and Parks - 31315		(106,000)						(106,000)	(106,000)
22336	New Park Play Facilities-various Recreation and Parks - 31315		(737,900)						(737,900)	(737,900)
22337	Park Sanitation Infrastructure Recreation and Parks - 31315		(50,000)						(50,000)	(50,000)
22340	Vehicle & Equipment Recreation and Parks - 31315 Capital Reserve Fund - 33121		(200,000)				(402,000)		(200,000) (402,000)	(602,000)
22344	Park Development - Hancock Woodlands Recreation and Parks - 31315		(200,000)						(200,000)	(200,000)
22420	South Common CC renovation Recreation and Parks - 31315 Capital Reserve Fund - 33121		(231,455)				(294,579)		(231,455) (294,579)	(526,034)
22432	Future Directions Background Studies Recreation and Parks - 31315		(120,000)						(120,000)	(120,000)
22433	Future Directions M.P. - Rec Recreation and Parks - 31315		(200,000)						(200,000)	(200,000)
22952	Special Planning Studies Reserve for Contingencies - 30125 Development Related Studies - 31357		(125,000)				(125,000)		(125,000) (125,000)	(250,000)
22953	Strategic Waterfront Implementation Reserve for Contingencies - 30125 Development Related Studies - 31357		(150,000)				(50,000)		(50,000) (150,000)	(200,000)
22954	Municipal Growth Management Development Related Studies - 31357 Capital Reserve Fund - 33121		(225,000)				(75,000)		(225,000) (75,000)	(300,000)
TOTAL FINANCING ALL YEARS ALL SOURCES									(491,610,383)	(491,610,383)
TOTAL FINANCING TRANSFERRED IN 2022		8,197,999	(69,875,591)	4,551,757	(78,421,500)	3,393,387	(97,578,461)	0		
NET FINANCING TOTALS			(61,677,592)		(73,869,743)					

Appendix 4

2022 Development Levy Credit Continuity Schedule

Section 14 Development Levy Credits represent payments made by our developers under the old lot levy regime that can be applied against future development charge activity. These credits are recognized by the City as a liability on our Financial Statements.

M Plan	Applicant	Value of Prepaid City Credits @ Jan 1, 2022	Storms Waived @ Jan 1, 2022	Roads Waived @ Jan 1, 2022	Other Services Waived @ Jan 1, 2022	Value of Prepaid and Waived Credits @ Jan 1, 2022	Prepaid Credits Redeemed in 2022	Waived Services Redeemed in 2022	Value of Prepaid and Waived Credits @ Dec 31, 2022
M-957	1181482 Ontario Ltd	63,201	8,323	0	0	71,525	0	0	71,525
M-948	1236236 Ontario Inc.	21,282	3,072	0	0	24,354	0	0	24,354
M-901	763442 Ontario Limited (Indrio)	77,233	0	0	0	77,233	0	0	77,233
M-915	Annovator Investments	80,861	13,344	0	0	94,205	0	0	94,205
OZ-50/90	Bohler Uddeholm Thermo Tech	10,102	1,279	0	0	11,381	0	0	11,381
M-915	Boldco Group Inc.	87,551	18,192	0	0	105,743	0	0	105,743
M-584	Brookfield Commercial Properties/Gentra Inc.	0	16,032	0	0	16,032	0	0	16,032
M-284	Cadillac Fairview Corp Ltd	0	15,284	570,687	0	585,972	0	0	585,972
M-425	Canonfield Inc.	0	32,342	1,445,705	0	1,478,048	0	0	1,478,048
M-793	Canonfield Inc.	221,561	39,931	0	0	261,492	0	0	261,492
43R-13128	City Centre Plaza	0	18,130	4,408,493	0	4,426,622	0	0	4,426,622
M-814	Dariusz Krowiak	1,212	0	0	0	1,212	0	0	1,212
M-852	Dundee Realty Corp	24,274	3,792	0	0	28,066	0	0	28,066
M-539	Eric Robbins	4,078	528	0	0	4,606	0	0	4,606
M-781	Erin Mills Development Corporation	99,253	4,176	0	0	103,429	0	0	103,429
M-592	Erin Mills Development Corporation	59,314	14,976	0	0	74,290	0	0	74,290
M-823	Erin Mills Development Corporation	13,520	154,626	2,138,633	0	2,306,780	0	-139,938	2,166,841
M-908 & R-22964	Erin Mills Development Corporation	0	7,838	5,068,763	0	5,076,601	0	0	5,076,601
RP1542	Erin Mills Development Corporation	0	0	3,318,630	0	3,318,630	0	0	3,318,630
T-86106 & 43R-22605	Erin Mills Development Corporation	0	77,769	4,055,002	0	4,132,771	0	0	4,132,771
B-111/87	Everlast Construction	710	2,331	104,190	0	107,231	0	0	107,231
M-677	Great West Life Assurance Company	13,167	9,064	0	0	22,231	0	0	22,231
M-948	Impulse Technologies Ltd.	6,198	894	0	0	7,092	0	0	7,092
M-757	Kaiser Photo Products	5,163	913	0	0	6,076	0	0	6,076
OZ-50/90	Keanall Holdings Ltd.	123,196	15,600	0	0	138,796	0	0	138,796
M-1015	Kee Group Inc.	28	4	0	0	32	0	0	32
M-635	Kee Group Inc.	2,922	816	0	0	3,738	0	0	3,738
M-728	Kee Group Inc.	3,881	1,008	0	0	4,889	0	0	4,889
M-793	Lord Realty Holdings Ltd	7,008	3,600	0	0	10,608	0	0	10,608
M-533	Lord Realty Holdings Ltd	0	31,109	0	0	31,109	0	0	31,109
M-852	Meadowpines Development Corporation	202,513	46,472	0	0	248,986	0	0	248,986
M-689	Menkes Industrial Parks Ltd	36,004	8,640	0	0	44,644	0	0	44,644

Appendix 4

2022 Development Levy Credit Continuity Schedule

Section 14 Development Levy Credits represent payments made by our developers under the old lot levy regime that can be applied against future development charge activity. These credits are recognized by the City as a liability on our Financial Statements.

M Plan	Applicant	Value of Prepaid City Credits @ Jan 1, 2022	Storms Waived @ Jan 1, 2022	Roads Waived @ Jan 1, 2022	Other Services Waived @ Jan 1, 2022	Value of Prepaid and Waived Credits @ Jan 1, 2022	Prepaid Credits Redeemed in 2022	Waived Services Redeemed in 2022	Value of Prepaid and Waived Credits @ Dec 31, 2022
M-845	N.H.D. Developments Limited	17,059	2,599	0	0	19,658	0	0	19,658
M-401	OMERS REALTY MGMT CORP	15,125	11,664	0	0	26,789	0	0	26,789
M-1010	OMERS REALTY MGMT CORP	0	290,873	14,678,572	8,271,423	23,240,868	0	-53,418	23,187,450
M-1023	Orlando Corporation	36,818	4,320	0	0	41,138	0	0	41,138
M-832	Orlando Corporation	75,997	13,035	0	0	89,032	0	0	89,032
M-900	Orlando Corporation	0	24	957,438	0	957,462	0	0	957,462
M-948	Richill Construction Limited	40,901	5,904	0	0	46,805	0	0	46,805
M-886	Riello Burners	15,768	2,256	0	0	18,024	0	0	18,024
M-1326	Rivergrove Development	98,844	16,938	0	0	115,782	0	0	115,782
M-901	Slough Estates Canada Ltd	83,971	17,973	0	0	101,943	0	0	101,943
M-435	Tordar Investments Ltd	11,774	7,920	0	0	19,694	0	0	19,694
M-922	Trailmobile Canada Inc	1,869	263	0	0	2,131	0	0	2,131
M-926	Tridel	1	0	0	0	1	0	0	1
OZ-50/90	Uddeholm	6,478	820	0	0	7,299	0	0	7,299
M-886	Uddeholm	15,347	2,208	0	0	17,555	0	0	17,555
Total		1,584,184	926,883	36,746,113	8,271,423	47,528,603	0	-193,356	47,335,247

Note: Opening balance for waived services will fluctuate with rate changes.

2022 Development Charge Credits Continuity Schedule

Represents Development Charge Credits for work being undertaken by the Developer.

Municipalities have the ability to offer credits towards development charges in exchange for services paid for by the Developer

M Plan	Developer	Type of DC Credit	Outstanding DC Credits Issued in Prior Years	Total Credits Used in Prior Years	DC Credits Balance @ Jan. 1, 2022	DC Credits Used during 2022	DC Credits Granted by Council during 2022	DC Credits Balance @ Dec. 31, 2022	GC Approval
M-1447	1296421 Ontario Inc.	Storm Water Mgmt	858,653	(681,906)	176,747			176,747	276-2000
M-1759	678604 Ontario Inc.	Park Development	12,981	(11,554)	1,427			1,427	GC 0574-2007
M-1874	678604 Ontario Inc. and 1105239 Ontario Inc.	Other Services	219,607	0	219,607			219,607	GC 0548-2011
M-1484	919848 Ontario Inc. & 1368781 Ontario Inc.	Park Development	27,574	(8,685)	18,889			18,889	178-2001
M-1272	996075 Ontario Ltd	Park Development	19,600	(615)	18,985			18,985	597-97
M-950, M-1263	Berlen Development Corp	Park Development	32,892	(31,895)	997			997	604-1997
M-1366	Britannia Meadows Development Corp	Transportation	187,250	(183,484)	3,766			3,766	442-1999
M-1366	Britannia Meadows Development Corp	Park Development	292,432	(287,485)	4,947			4,947	650-1999
M-1077 & M-1078 & M-1080	EMDC	Park Development	59,341	(58,815)	526			526	247-93
M-1079 & M-1081 & M-1082	EMDC	Park Development	476,214	(465,971)	10,243			10,243	212-93
M-1537 & M-1538	EMDC	Other Services	225,000	(198,876)	26,124			26,124	358-2002
M-1553/ M-1554	EMDC	Storm Water Mgmt	698,288	(694,675)	3,613			3,613	324-2001
M-1663, M-1664, M-1665	EMDC	Park Development	177,345	(153,616)	23,729			23,729	532-2004
M-1700 M-1701 M-1702	EMDC	Storm Water Mgmt	3,130,400	(3,125,900)	4,500			4,500	GC 0571-2005
PN04-140	EMDC	Storm Water Mgmt	299,200	0	299,200			299,200	527-2003
PN-02-130	EMDC	Transportation	25,000	0	25,000			25,000	107-93
	EMDC	Transportation	40,000	0	40,000			40,000	107-93
M-1419 & M-1420	Fieldrun Development Corporation	Park Development	457,149		457,149			457,149	222-2000
M-1557	Gadan Properties Inc	Park Development	254,199	(251,310)	2,889			2,889	600-2002
M-1335	Graylight Properties Ltd	Transportation	203,490	(198,896)	4,594			4,594	812-1998
M-1483	KZK Group	Park Development	3,771	(2,606)	1,164			1,164	216-2001
M-1653	Matgo Developments Inc.	Park Development	174,653	(163,310)	11,342			11,342	477-2004
M-1563	Mattamy (Country Club) Ltd	Park Development	24,750	(21,656)	3,094			3,094	532-2002
M-1468	Mattamy Homes (Lorne Park)	Storm Water Mgmt	184,336	(182,520)	1,816			1,816	9-2001
M-1565	Mattamy Homes (Lorne Park)	Storm Water Mgmt	109,951	(109,378)	573			573	9-2001
M-1468	Mattamy Ltd	Park Development	451,254	(126,707)	324,547			324,547	125-2001
M-1565	Mattamy Ltd	Park Development	300,836	(299,243)	1,593			1,593	125-2001
M-1497	Monarch Construction Ltd	Park Development	11,067	(9,881)	1,186			1,186	527-2001

2022 Development Charge Credits Continuity Schedule

Represents Development Charge Credits for work being undertaken by the Developer.

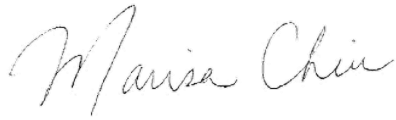
Municipalities have the ability to offer credits towards development charges in exchange for services paid for by the Developer

M Plan	Developer	Type of DC Credit	Outstanding DC Credits Issued in Prior Years	Total Credits Used in Prior Years	DC Credits Balance @ Jan. 1, 2022	DC Credits Used during 2022	DC Credits Granted by Council during 2022	DC Credits Balance @ Dec. 31, 2022	GC Approval
M-1526	Steelgate Security Products Ltd	Park Development	48,477	(43,932)	4,545			4,545	548-2001 & 481-2001
M-1502	Summit Meadow Ltd	Park Development	45,924	(45,486)	438			438	528-2001
M-1246	Tarmac Canada Inc	Park Development	443,299	(439,842)	3,457			3,457	344-97
M-1476 & M-1477	Todbrook Investors Inc & Gasmuz Construction Inc	Park Development	214,152	(202,847)	11,305			11,305	330-2001
M-1476 & M-1477	Todbrook Investors Inc & Gasmuz Construction Inc	Other Services	340,775	(322,787)	17,988			17,988	323-2001
M-1535 & M-1536	Westport Realty Ltd	Park Development	4,884	(2,394)	2,490			2,490	156-2002
M-1509	Woodhaven Investments (1996) Inc	Park Development	410,267	(409,621)	646			646	547-2001
Total			10,465,009	(8,735,896)	1,729,113	0	0	1,729,113.37	

Summary of Credits by Type						
Type of DC Credit	Outstanding DC Credits Issued in Prior Years	Total Credits Used in Prior Years	DC Credits Balance @ Jan. 1, 2022	Total 2022 Credits Used during 2022	DC Credits Granted by Council during 2022	DC Credits Balance @ Dec. 31, 2022
Park Development	3,943,059	(3,037,473)	905,586	0	0	905,586
Storm Water Mgmt	5,280,829	(4,794,380)	486,449	0	0	486,449
Other Services	785,382	(521,663)	263,719	0	0	263,719
Transportation	455,740	(382,380)	73,360	0	0	73,360
Total	10,465,009	(8,735,896)	1,729,113	0	0	1,729,113

Statement of Compliance

For the year ended December 31, 2022, the Annual Treasurer's Statement Report: Summary of Activity in 2022 is in compliance with the *Development Charges Act 1997*, as amended. The City has not imposed additional levies in accordance with Subsection 59.1 (1) of the DC Act.



Marisa Chiu, CPA, CA
Director of Finance and Treasurer
City of Mississauga

REPORT 3 - 2023

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Environmental Action Committee presents its third report for 2023 and recommends:

EAC-0013-2023

1. That the deputation and associated presentation from LJ Prabakaran, Environmental Outreach Assistant and Tooba Shakeel, Senior Coordinator, Sustainable Neighbourhoods, Credit Valley Conservation regarding Planning the Cooksville Sustainable Neighbourhood Action Program (SNAP), be received.
2. That the Environmental Action Committee Members support the development of the new Sustainable Neighbourhood Action Plan (SNAP).
3. That Council endorse the development of a plan for the Cooksville SNAP that includes sustainability goals, specific targets, actions, implementation and monitoring strategy, as well as the allocation of \$40,000 from the Environment Section budget towards the cost of this initiative.

(EAC-0013-2023)

EAC-0014-2023

That the deputation and associated presentation from Dianne Zimmerman, Manager, Environment and Matthew Sweet, Manager, Active Transportation regarding City Efforts to Reduce Carbon Impact of Transportation, be received.

(EAC-0014-2023)

EAC-0015-2023

That the Environmental Action Committee Work Plan be approved as discussed at the June 6, 2023 EAC meeting.

(EAC-0015-2023)

REPORT 1 - 2023

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Towing and Trucking Industry Advisory Committee presents its first report for 2023 and recommends:

TTIAC-0001-2023

That Councillor Parrish be appointed Chair of the Towing and Trucking Industry Advisory Committee for the term ending November 2026 or until a successor is appointed.
(TTIAC-0001-2023)

TTIAC-0002-2023

That Tony Pento be appointed Vice-chair of the Towing and Trucking Industry Advisory Committee for the term ending November 2026 or until a successor is appointed.
(TTIAC-0002-2023)

TTIAC-0003-2023

That the Towing and Trucking Industry Advisory Committee form a Subcommittee with the industry representatives from the trucking industry to discuss concerns within the trucking industry.
(TTIAC-0003-2023)

TTIAC-0004-2023

That the Towing and Trucking Industry Advisory Committee Terms of Reference be received.
(TTIAC-0004-2023)

TTIAC-0005-2023

That the Towing and Trucking Industry Advisory Committee meetings take place in a hybrid format.
(TTIAC-0005-2023)

TTIC-0006-2023

That the Towing and Trucking Industry Advisory Committee send two representatives to meet with the Minister of Transportation at Queen's Park to discuss the Provincial regulations for tow operators, tow truck drivers, and vehicle storage operators to obtain a certificate from the Province of Ontario in order to operate in the sector.
(TTIAC-0006-2023)

REPORT 6 - 2023

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

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

HAC-0027-2023

That the deputation and presentation on the Cultural Heritage Value of Banquet Halls by Sneha Mandhan, PhD Candidate, University of Toronto presented to the Heritage Advisory Committee on June 13, 2023 be received for information.

(HAC-0027-2023)

HAC-0028-2023

That the following items were approved on consent at the Heritage Advisory Committee meeting on June 13, 2023:

- Item 9.1 - Request to Alter a Heritage Designated Property: 1695 The Collegeway (Ward 8)
- Item 9.2 - Request to Alter a Heritage Designated Property: 7025 Pond Street (Ward 11)
- Item 9.4 - Meadowvale Village Heritage Conservation District Subcommittee Report 2 - 2023 05 09

(HAC-0028-2023)

HAC-0029-2023

That the request to alter the property at 1695 The Collegeway (Ward 8), as per the Corporate Report dated May 8, 2023 from the Commissioner of Community Services be approved.

(HAC-0029-2023)

(Ward 8)

HAC-0030-2023

That the request to alter 7025 Pond Street (Ward 11), as per the Corporate Report dated May 10, 2023 from the Commissioner of Community Services be approved.

(HAC-0030-2023)

(Ward 11)

HAC-0031-2023

That the request to alter a heritage property: 7076 Old Mill Lane (Ward 11), as per the Corporate Report dated May 19, 2023 from the Commissioner of Community Services be refused.

(HAC-0031-2023)

(Ward 11)

HAC-0032-2023

That the Recommendations MVHCD-0004-2023 to MVHCD-0005-2023 from the Meadowvale Village Conservation District Subcommittee on May 9, 2023 be approved.

(HAC-0032-2023)

(Ward 11)

REPORT 2 - 2023

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

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

MCAC-0014-2023

That the deputation and associated presentation from Carol-Ann Chafe, Founder & Chair, Access 2 Accessibility and Mary Daniel, Business Development & Community Engagement, Access 2 Accessibility regarding Adaptive & Inclusive Micro-mobility (AIM), be received.

(MCAC-0014-2023)

MCAC-0015-2023

That the deputation and associated presentation from Mattea Turco, Transportation Planner regarding Micro-mobility Program Development – Phase 2, be received.

(MCAC-0015-2023)

MCAC-0016-2023

That the memorandum dated June 5, 2023 entitled “Cycling Engagement and Education Program options (2023-24)” from Matthew Sweet, Manager, Active Transportation requesting that the Tour de Mississauga event for 2023 be paused and not proceed at this time while new options for engagement and education programs are developed and evaluated, be approved.

(MCAC-0016-2023)

MCAC-0017-2023

That the Mississauga Cycling Advisory Committee 2023 Action List, be approved.

(MCAC-0017-2023)

MCAC-0018-2023

1. That the email dated June 9, 2023 from John Currie, Citizen Member with respect to his resignation from the Mississauga Cycling Advisory Committee, be received.
2. That the Mississauga Cycling Advisory Committee terms of reference be amended to reflect the current membership of 10 voting members.

(MCAC-0018-2023)

MCAC-0019-2023

That the Volta Charities Walk and Ride invitation, be received.

(MCAC-0019-2023)

June 16, 2023

Her Worship Mayor Bonnie Crombie & Members of Mississauga City Council
300 City Centre Drive, Mississauga, Ontario, L5B 3C1

Dear Madam Mayor & Members of Council,

RE: MOBILE LICENSING FEES FOR FARMERS & ARTISAN MARKETS

The five Mississauga BIAs are collectively writing to express our concern about the recent changes regarding the interpretation of the Vendors' By-law 0522-2004. We ask for an amendment to be made that clearly includes artisans and crafters be exempt under Scenario 3 (section 4B) of By-law 0522-2004.

A Special Event Licence from the City of Mississauga's Mobile Licensing Department is required for any event in Mississauga that includes vendors, including temporary farmers and artisan markets. This requirement applies to events being held on both public and private property.

The City's mobile licensing fee for temporary markets is \$58.20 per vendor, per event—with the possibility of a reduced fee of \$36.31 per vendor for Registered Community Groups affiliated with the City.

The Special Event Licence Application & Event Organizer Participation Agreement states that fee exemptions for vendors are possible under four scenarios. Scenario 3 states that vendors are fee-exempt if “the goods are manufactured/produced in Ontario, the goods are being sold in the municipality where the producer lives, and they possess an Ontario address”.

Until recently, the majority of artisans participating in both farmers and artisan markets across the city fell into this Scenario 3 fee-exemption category. However, although the wording of the by-law has not changed, artisans are no longer fee-exempt. BIAs and event organizers are now being told that “artisans are not exempt under Scenario 3, as they would be required to possess a business address that is not zoned residential”. This information is unclear and conflicting as section 4 of the Vendors' By-law 0522-2004 states:

4. (1) A Licence is not required under this By-law in respect to Portable Display Unit or Refreshment Cart if the Articles for Sale are hawked, peddled or sold:

(a) to wholesale or retail dealers in similar goods, wares or merchandise; **or**

(b) if the goods, wares or merchandise are grown, produced or manufactured in Ontario and are hawked, peddled or sold by the grower, producer or manufacturer or his agent or employee having written authority to do so, in the municipality in which the grower, producer or manufacturer resides; **or**

(c) if the goods, wares or merchandise are grown or produced by a farmer resident in Ontario who offers for sale or Sells only the produce of his own farm; **or**

(d) if the goods, wares or merchandise are hawked, peddled or sold by an agent of the grower, producer or manufacturer, acting on behalf of a dealer who pays business tax in the municipality in respect of premises used for the sale of such goods, wares or merchandise; **or**

(e) by Persons who Sell milk or cream or fluid milk products to the consumer or to any Person for resale; or (f) if the goods, wares or merchandise are hawked, peddled or sold by a Person who pays business tax in the municipality or by his employee, or by his agent. 5 5. Those Owners and Operators exempted from obtaining Persons who Sell milk or cream or fluid milk products to the consumer or to any Person for resale; **or**

(f) if the goods, wares or merchandise are hawked, peddled or sold by a Person who pays business tax in the municipality or by his employee, or by his agent.

BIAs and community groups that frequently hold markets are not doing so to make money. Markets are seen as a way to bring people into business and tourist areas, and as a way for people to participate in and contribute to vibrant neighbourhoods. These markets also serve as incubators for artisans to grow their businesses into opening shops on main street or supply their products to existing local businesses.

BIAs, community groups, and other market organizers typically charge \$30-\$50 per artisan/handcrafted vendors to participate in a market. This fee is used to cover a portion of event marketing costs, city permits for using the venue/ rental fees for the use of private property, and staff time. If artisans are no longer covered under a mobile licensing fee-exemption, market participation fees will need to rise accordingly. This change will make it increasingly challenging to secure vendors for temporary markets across Mississauga and it will make participation in neighbouring municipalities such as Oakville and Toronto more appealing to vendors, because they do not pay Mobile Licence fees as artisans. We have already seen vendors choose to decline participation in our upcoming summer events as a direct result of the additional Mobile License Fee they have been requested to pay this year that they have not had to pay in past years.

Recently, the BIAs have received the results of the City of Mississauga's 2022 Cultural Districts Feedback Survey that will be shared with Council by the Culture Division in the Fall of 2023. An overwhelming number of residents and visitors from across Mississauga want to see more outdoor markets in public spaces.

We hope that you will take the information provided into consideration and support our request to include artisan vendors and handcrafted products under the Scenario 3 Exemption. BIAs are frontline in our neighbourhoods; we see firsthand the economic value that these events and pop-up markets bring to our main streets and how they contribute to creating community engagement and neighbourhood pride.

Yours truly,



Amber Pajtasz, Streetsville BIA



Kelly Ralston, Port Credit BIA



Clarkson Village
A TREASURED ONTARIO COMMUNITY

Nadia Richard, Clarkson Village BIA



Mark Tyler, Cooksville BIA



Natalie Hart, Malton BIA

A Notice of Motion for a grant-in-lieu for Eden Food for Change

Moved by: Councillor Matt Mahoney

Seconded by: Councillor Martin Reid

Whereas Eden Food for Change has been serving hungry families in the community since 1989 and became an informal food bank where people would donate food and hungry families could access food;

AND Whereas in 1990 became an official program at Eden United Church;

AND Whereas in 2002 Eden Food Bank was incorporate and became an official registered charity;

AND Whereas in 2009 overwhelmed with donations, Eden Food Bank grew to a second location;

AND Whereas Eden Food Bank works to be a place where everyone in western Mississauga can be a part of a community focused on good food;

AND Whereas their kitchen programs teach people the skills and knowledge to provide healthy meals; officially launched in 2013 to provide cooking classes for food bank recipients;

AND Whereas in 2014, they adapted again to meet the needs of the community and transitioned away from stereotypical food bank model of food collection and distribution to a community food create model that better responds to the needs of hungry families;

AND Whereas in 2015 became Eden Food for Change to reflect all the work they do;

And Whereas in 2023 Eden Food for Change has been approved for permit to build a mezzanine and kitchen expansion;

And Whereas the development charges associated with this building permit application, BP 3ALT 22 4547, to July 31, 2023 amount to \$58,308.66;

- *City of Mississauga \$19,269.90 / Region of Peel \$37,468.98 / Peel District School Board \$801.90 / Dufferin Peel Catholic School Board \$767.88*

NOW THEREFORE BE IT RESOLVED THAT that a grant-in-lieu, to be funded by Tax Capital Reserve Fund #33121, of development charges be provided on the City's portion of the Growth Charges Invoice for BP 3ALT 22 4547 to Eden Food for Change so they may allocate the funds to serve the over 2,000 and growing families that require food bank assistance on a weekly basis.