



AGENDA

GENERAL COMMITTEE

THE CORPORATION OF THE CITY OF MISSISSAUGA

www.mississauga.ca

WEDNESDAY, MAY 7, 2014 – 9:00 AM

COUNCIL CHAMBER – 2nd FLOOR – CIVIC CENTRE
300 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO, L5B 3C1

Members

Mayor Hazel McCallion	
Councillor Jim Tovey	Ward 1 (Chair)
Councillor Pat Mullin	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor Frank Dale	Ward 4
Councillor Bonnie Crombie	Ward 5
Councillor Ron Starr	Ward 6
Councillor Nando Iannicca	Ward 7
Councillor Katie Mahoney	Ward 8
Councillor Pat Saito	Ward 9
Councillor Sue McFadden	Ward 10
Councillor George Carlson	Ward 11

Contact:

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sacha.smith@mississauga.ca

INDEX – GENERAL COMMITTEE – MAY 7, 2014

CALL TO ORDER

APPROVAL OF THE AGENDA

DECLARATIONS OF CONFLICT OF INTEREST

PRESENTATIONS

- A. Mark Train, President, Mississauga Fire Fighters Association in recognition of 4 City of Mississauga employees and a representative from Shepell FGI for the development of a proactive wellness program.

DEPUTATIONS

- A. Andrew Alexander, Member of Board of Directors and Maureen Hunkeler, Program Coordinator, Bereaved Families of Ontario Halton/Peel with respect to the Walk to Remember and The Loving Memory Tree events.
- B. Jeff Porter, Funeral Director, Turner & Porter with respect to Funeral Professionals Week, May 4-11, 2014.

MATTERS TO BE CONSIDERED

Unfinished Business

- 1. Naming of Multi-purpose Room in Woodlands Library – 3255 Erindale Station Road (Ward 6)

New Business

- 2. Temporary Road Closure – Rotary Ribfest (Ward 4)
- 3. Parking Hours Extension – Mississauga Road North (Ward 1)
- 4. Parking Prohibition – Glen Erin Drive (Ward 9)
- 5. Lower Driveway Boulevard Parking – Brightpool Crescent (Ward 6)

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6. Lower Driveway Boulevard Parking – Laburnum Crescent (Ward 10)
7. Proposed Exemption to Noise Control By-law No. 360-79, Erin Mills Parkway approximately 300 metres (984 ft) north of Burnhamthorpe Road West and Erin Mills Parkway approximately 50 metres (164 ft) north of Windwood Drive (Wards 8, 9, and 11)
8. Warning Clause Agreement between the City of Mississauga and 1812108 Ontario Inc. Site Plan Application SP-12/205 (Ward 1)
9. City Stormwater Management Ponds – Sediment Removal
10. Rainfall Data Sharing Agreement among the City of Mississauga, the Region of Peel, Credit Valley Conservation and Toronto and Region Conservation Authority
11. Climate Change Adaptation and Mitigation Update
12. Pan Am/Para Pan Planning Status Report
13. Mississauga Steelheads MiWay Shuttle Bus Program
14. ActiveAssist – Fee Assistance Program Performance
15. Fire and Emergency Services Home Safe Home Program Community Partnership/Sponsorship with Birnie CurrentSAFE
16. Renaming of Millgrove Park (P-204) – 6181 Edenwood Drive (Ward 9)
17. Parks Seasonal Vehicle Purchases
18. 2nd Annual Abilities Awards Event
19. 2014 Tax Ratios, Rates, Due Dates and Budget Adjustment
20. Write-off of Uncollectible Accounts Receivable and Bank Returned Cheques

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ADVISORY COMMITTEE REPORTS

Towing Industry Advisory Committee Report 2-2014 – April 15, 2014

Heritage Advisory Committee Report 2-2014 – April 22, 2014

Mississauga Cycling Advisory Committee Report 3-2014 – April 22, 2014

Traffic Safety Council Report 4-2014 – April 23, 2014

Mississauga Celebration Square Events Committee Report 2-2014 – April 28, 2014

COUNCILLORS' ENQUIRIES

OTHER BUSINESS/ANNOUNCEMENTS

CLOSED SESSION - Nil

(Pursuant to Subsection 239 (2 & 3.1) of the Municipal Act, 2001)

- A. Labour relations or employee negotiations – United Food & Commercial Workers (UFCW), Local 175 (Transit Call Centre Employees)
- B. The security of the property of the municipality or local board – Sports Complex Naming and Supply Strategy
- C. Personal matters about an identifiable individual, including municipal or local board employees – 2016 Ontario Summer Games Organizing Committee Volunteer Chair Position
- D. Education Session – Whistle Blower Policy
- E. Education Session – Council Security Protocol

ADJOURNMENT

CALL TO ORDERAPPROVAL OF THE AGENDADECLARATIONS OF CONFLICT OF INTERESTPRESENTATIONS

- A. Mark Train, President, Mississauga Fire Fighters Association in recognition of 4 City of Mississauga employees and a representative from Shepell FGI for the development of a proactive wellness program.

DEPUTATIONS

- A. Andrew Alexander, Member of Board of Directors and Maureen Hunkeler, Program Coordinator, Bereaved Families of Ontario Halton/Peel with respect to the Walk to Remember and The Loving Memory Tree events.
- B. Jeff Porter, Funeral Director, Turner & Porter with respect to Funeral Professionals Week, May 4-11, 2014.

MATTERS TO BE CONSIDEREDUnfinished Business

- 1. Naming of Multi-purpose Room in Woodlands Library – 3255 Erindale Station Road (Ward 6)

Corporate Report dated March 4, 2014 from the Commissioner of Community Services with respect to the naming of the Multi-purpose Room in Woodlands Library.

This report was presented to General Committee at its meeting on March 26, 2014; the name was considered for at least thirty (30) days according to established protocol.

RECOMMENDATION:

That the name “Jim Wilde” for the multi-purpose room in the Woodlands Library located at 3255 Erindale Station Road be approved.

New Business2. Temporary Road Closure – Rotary Ribfest (Ward 4)

Corporate Report dated April 21, 2014 from the Commissioner of Transportation and Works with respect to a temporary road closure for the Rotary Ribfest.

RECOMMENDATION

That a by-law be enacted to implement the temporary road closure of Princess Royal Drive from Living Arts Drive to Duke of York Boulevard commencing at 8:00 a.m. on Tuesday, July 15, 2014, and ending at 2:00 p.m. on Monday, July 21, 2014, for the placement of a carnival in conjunction with the Rotary Club of Mississauga Ribfest.

3. Parking Hours Extension – Mississauga Road North (Ward 1)

Corporate Report dated April 21, 2014 from the Commissioner of Transportation and Works with respect to parking hours extension on Mississauga Road North.

RECOMMENDATION

That a by-law be enacted to amend the Traffic By-law 555-00, as amended, to extend the existing one-hour parking to two-hour parking in the layby located on the east side of Mississauga Road North, north of Lakeshore Road West.

4. Parking Prohibition – Glen Erin Drive (Ward 9)

Corporate Report dated April 21, 2014 from the Commissioner of Transportation and Works with respect to a parking prohibition on Glen Erin Drive.

RECOMMENDATION

That a by-law be enacted to amend the Traffic By-law 555-00, as amended, to change the existing by-law on Glen Erin Drive between Gananoque Drive and 270 metres southerly thereof to reflect the parking prohibition that is currently in the field.

5. Lower Driveway Boulevard Parking – Brightpool Crescent (Ward 6)

Corporate Report dated April 21, 2014 from the Commissioner of Transportation and Works with respect to lower driveway boulevard parking on Brightpool Crescent.

RECOMMENDATION

That a by-law be enacted to amend The Traffic By-law 555-00, as amended, to implement lower driveway boulevard parking between the curb and sidewalk, at anytime, on the south and west side (outer circle) of Brightpool Crescent.

6. Lower Driveway Boulevard Parking – Laburnum Crescent (Ward 10)

Corporate Report dated April 21, 2014 from the Commissioner of Transportation and Works with respect to lower driveway boulevard parking on Laburnum Crescent.

RECOMMENDATION

That a by-law be enacted to amend the Traffic By-law 555-00, as amended, to implement lower driveway boulevard parking between the curb and sidewalk, at anytime, on Laburnum Crescent.

7. Proposed Exemption to Noise Control By-law No. 360-79, Erin Mills Parkway approximately 300 metres (984 ft) north of Burnhamthorpe Road West and Erin Mills Parkway approximately 50 metres (164 ft) north of Windwood Drive (Wards 8, 9, and 11)

Corporate Report dated April 15, 2014 from the Commissioner of Transportation and Works with respect to a proposed exemption to the Noise Control By-law 360-79 for Erin Mills Parkway approximately 300 metres north of Burnhamthorpe Road West and Erin Mills Parkway approximately 50 metres north of Windwood Drive.

RECOMMENDATION

That McNally Construction Inc. be granted an exemption from Noise Control By-law No. 360-79, as amended, to allow for extended tunnelling construction work of the existing West Trunk Sanitary System between Highway 401 and Queen Elizabeth Way (QEW) at the following locations:

- a. West side of Erin Mills Parkway approximately 300 metres (984 feet) north of Burnhamthorpe Road West, commencing at 7:00 p.m. on Friday, May 30, 2014 and ending at 7:00 a.m. on Friday, January 30, 2015.

(7.)

- b. East side of Erin Mills Parkway approximately 50 metres (164 feet) north of Windwood Drive, commencing at 7:00 p.m. on Tuesday, May 20, 2014 and ending at 7:00 a.m. on Friday, April 1, 2016.

8. Warning Clause Agreement between the City of Mississauga and 1812108 Ontario Inc. Site Plan Application SP-12/205 (Ward 1)

Corporate Report dated April 21, 2014 from the Commissioner of Transportation and Works with respect to a Warning Clause Agreement with 1812108 Ontario Inc. for Site Plan Application SP-12/205.

RECOMMENDATION

That a by-law be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to execute and affix the Corporate Seal to the Warning Clause Agreement between 1812108 Ontario Inc. and The Corporation of the City of Mississauga to the satisfaction of the City Solicitor, as outlined in the Corporate Report dated April 21, 2014 from the Commissioner of Transportation and Works.

9. City Stormwater Management Ponds – Sediment Removal

Corporate Report dated April 23, 2014 from the Commissioner of Transportation and Works with respect to City Stormwater Management Ponds – Sediment Removal.

RECOMMENDATION

That the report dated April 23, 2014 from the Commissioner of Transportation and Works titled *City Stormwater Management Ponds – Sediment Removal* be received for information.

10. Rainfall Data Sharing Agreement among the City of Mississauga, the Region of Peel, Credit Valley Conservation and Toronto and Region Conservation Authority

Corporate Report dated April 22, 2014 from the Commissioner of Transportation and Works with respect to a Rainfall Data Sharing Agreement with the Region of Peel, Credit Valley Conservation and Toronto and Region Conservation Authority.

(10.)

RECOMMENDATION

That a by-law be enacted to delegate authority to the Commissioner of Transportation and Works to execute general purpose rainfall data sharing agreements with other government agencies, in a form satisfactory to Legal Services.

11. Climate Change Adaptation and Mitigation Update

Corporate Report dated April 15, 2014 from the Commissioner of Community Services with respect to an update on climate change adaptation and mitigation.

RECOMMENDATION

That the report dated April 15, 2014, from the Commissioner of Community Services, entitled Climate Change Adaptation and Mitigation Update be received for information.

12. Pan Am/Para Pan Planning Status Report

Corporate Report dated April 14, 2014 from the Commissioner of Community Services with respect to Pan Am/Para Pan Planning Status Report.

RECOMMENDATION

That the Corporate Report dated April 14, 2014 from the Commissioner of Community Services entitled Pan Am/Para Pan Planning Status Update be received for information.

13. Mississauga Steelheads MiWay Shuttle Bus Program

Corporate Report dated April 14, 2014 from the Commissioner of Community Services with respect to the Mississauga Steelheads MiWay Shuttle Bus Program.

RECOMMENDATION

1. That the Corporate Report dated April 14, 2014 from the Commissioner of Community Services entitled Mississauga Steelheads MiWay Shuttle Bus Program be received.
2. That the Mississauga Steelhead MiWay Shuttle Bus Program cease to operate for the 2014/ 2015 season.

14. ActiveAssist – Fee Assistance Program Performance

Corporate Report dated April 8, 2014 from the Commissioner of Community Services with respect to the Active Assist Program.

RECOMMENDATION

That the ActiveAssist – Fee Assistance Program Policy 08-03-06 be amended to increase the maximum number of ActiveAssist clients to 9,000 as outlined in the Corporate Report dated April 8, 2014 from the Commissioner of Community Services.

15. Fire and Emergency Services Home Safe Home Program Community Partnership/
Sponsorship with Birnie CurrentSAFE

Corporate Report dated April 20, 2014 from the Commissioner of Community Services with respect to Fire and Emergency Services Home Safe Home Program Community Partnership/Sponsorship with Birnie CurrentSAFE.

RECOMMENDATION

That Council approve the sponsorship agreement between the City of Mississauga and Birnie CurrentSAFE, a Division of Birnie Electric Limited, (Birnie) for sponsorship of the Mississauga Fire & Emergency Services (MFES) Home Safe Home program and enact a by-law to authorize the execution of the agreement by the Commissioner of Community Services and the City Clerk, including subsequent renewals, in a form satisfactory to Legal Services.

16. Renaming of Millgrove Park (P-204) – 6181 Edenwood Drive (Ward 9)

Corporate Report dated April 15, 2014 from the Commissioner of Community Services with respect to the renaming of Millgrove Park.

RECOMMENDATION

That the request to rename Millgrove Park, located at 6181 Edenwood Drive, to Charles “Bud” Brennan Memorial Park be considered for the period of 30 days.

17. Parks Seasonal Vehicle Purchases

Corporate Report dated April 11, 2014 from the Commissioner of Community Services with respect to Parks Seasonal Vehicle Purchases.

(17.)

RECOMMENDATION

1. That Parks and Forestry proceed with the purchase of 68 vehicles to replace rented vehicles and achieve the cost savings outlined in the Corporate Report dated April 11, 2014 from the Commissioner of Community Services entitled "Parks Seasonal Vehicle Purchases".
2. That PN# 14-421 be established for Parks Seasonal Vehicle Purchases, with a gross and net budget of \$1,760,000 allocated from the Capital Reserve Fund (Account 33121).
3. That all necessary by-laws be enacted.

18. 2nd Annual Abilities Awards Event

Corporate Report dated April 15, 2014 from the Commissioner of Corporate Services and Chief Financial Officer with respect to the 2nd Annual Abilities Awards Event.

RECOMMENDATION

That an expenditure of up to \$15,000 be funded from the General Contingency Reserve be approved for the 2nd Annual Abilities Awards Event to be held in Mississauga at the Mississauga Convention Centre on December 3, 2014, as outlined in the Corporate Report from the Commissioner of Corporate Services and Chief Financial Officer dated April 15, 2014.

19. 2014 Tax Ratios, Rates, Due Dates and Budget Adjustment

Corporate Report dated April 17, 2014 from the Commissioner of Corporate Services and Chief Financial Officer with respect to the 2014 Tax Ratios, Rates, Due Dates and Budget Adjustment.

RECOMMENDATION

1. That the 2014 net operating levy be approved at \$394,456,890.
2. That the City of Mississauga's 2014 tax ratios remain unchanged and be set as follows:

Residential	1.000000
Commercial	1.409816
Industrial	1.570762

(19.)

Multi-residential	1.778781
Pipeline	1.151172
Farmland	0.250000
Managed Forest	0.250000

3. That the City of Mississauga's 2014 tax rates be established as outlined in Appendix 1 to the report dated April 17, 2014 from the Commissioner of Corporate Services and Chief Financial Officer.
4. That the 2014 residential tax due dates be set for July 3, August 7 and September 4, 2014.
5. That the 2014 non-residential tax due date be set for August 7, 2014.
6. That the 2014 due dates for properties enrolled in one of the City's Pre-authorized Tax Payment Plans be set based on their chosen withdrawal date.
7. That the 2014 budgets of the Clarkson, Malton, Port Credit and Streetsville Business Improvement Areas as set out in Appendix 2 requiring tax levies of \$73,015, \$108,400, \$624,488 and \$282,584 respectively, be approved as submitted, and that the necessary budget adjustments be made.
8. That the rates to levy the 2014 taxes for the Clarkson, Malton, Port Credit and Streetsville Business Improvement Areas be established as set out in Appendix 3 to the report dated April 17, 2014 from the Commissioner of Corporate Services and Chief Financial Officer.
9. That the 2014 budget be adjusted to reflect a transfer to the Capital Reserve Fund in the amount of \$1,255,889.
10. That the necessary by-laws be enacted.

20. Write-off of Uncollectible Accounts Receivable and Bank Returned Cheques

Corporate Report dated April 7, 2014 from the Commissioner of Corporate Services and Chief Financial Officer with respect to write-off of uncollectible accounts receivable and bank returned cheques.

(20.)

RECOMMENDATION

That the Commissioner of Corporate Services and Chief Financial Officer be authorized and directed to cancel uncollectible invoices from 2006 due from UCR2 to the Hershey Centre totalling \$33,874.15.

ADVISORY COMMITTEE REPORTS

Towing Industry Advisory Committee Report 2-2014 – April 15, 2014

(Recommendation TIAC-0004-2014 to TIAC-0006-2014)

Heritage Advisory Committee Report 2-2014 – April 22, 2014

(Recommendation HAC-0017-2014 to HAC-0022-2014)

Mississauga Cycling Advisory Committee Report 3-2014 – April 22, 2014

(Recommendation MCAC-0012-2014 to MCAC-0018-2014)

Traffic Safety Council Report 4-2014 – April 23, 2014

(Recommendation TSC-0068-2014 to TSC-0098-2014)

Mississauga Celebration Square Events Committee Report 2-2014 – April 28, 2014

(Recommendation MCSEC-0007-2014 to MCSEC-0009-2014)

COUNCILLORS' ENQUIRIES

OTHER BUSINESS/ANNOUNCEMENTS

CLOSED SESSION - Nil

(Pursuant to Subsection 239 (2 & 3.1) of the Municipal Act, 2001)

- A. Labour relations or employee negotiations – United Food & Commercial Workers (UFCW), Local 175 (Transit Call Centre Employees)
- B. The security of the property of the municipality or local board – Sports Complex Naming and Supply Strategy
- C. Personal matters about an identifiable individual, including municipal or local board employees – 2016 Ontario Summer Games Organizing Committee Volunteer Chair Position

- D. Education Session – Whistle Blower Policy
- E. Education Session – Council Security Protocol

ADJOURNMENT



Corporate Report

Clerk's Files

Originator's
Files

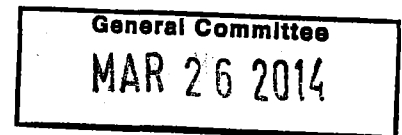
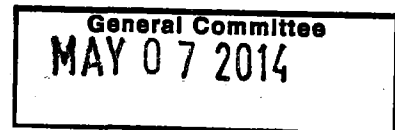
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DATE: March 4, 2014

TO: Chair and Members of the General Committee
Meeting Date: March 26, 2014

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

SUBJECT: **Naming of Multi-purpose Room in Woodlands Library**
3255 Erindale Station Road
(Ward 6)



RECOMMENDATION: That the naming request in recognition of Jim Wilde for the multi-purpose room in the Woodlands Library, located at 3255 Erindale Station Road, be considered for the period of 30 days.

BACKGROUND: In accordance with the City's "Property and Facility Naming and Dedications" corporate policy, 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. In accordance with the policy, General Committee is requested to consider the recommended names 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 multi-purpose room in the Woodlands Library, located at 3255 Erindale Station Road and situated in Ward 6 (Appendix 1).

COMMENTS:

Born in 1930, James Arthur (Jim) Wilde, served as an officer with the Ontario Provincial Police. After retiring from the service, Jim began a long and active career as a community volunteer in the City of Mississauga.

In 1988, Jim Wilde became a founding member of the Friends of the Mississauga Library System and served on the executive for 22 years. As part of the Friends of the Mississauga Library System, he worked on the opening of the new Mississauga Central Library in 1991. Jim Wilde also began serving as a member of the Mississauga Library Board in 2004 and held the Chairman of the Board position from 2007 until his death in 2010.

Jim was recognized for his service with the Friends of the Mississauga Library System with the establishment of the Jim Wilde Young Volunteer Award. In his memory, the Jim Wilde Library Education Award was also established to award City of Mississauga residents entering university to study library science or information studies.

Jim Wilde was also a Life Member of the Traffic Safety Council and co-founded the local Kiss-and-Ride program.

On January 22nd, 2010, Jim passed away at his home in Mississauga, leaving his wife, two children and grandchildren.

In accordance with the City's "Property and Facility Naming and Dedications" corporate policy, this proposed naming of the multi-purpose room in the Woodlands Library in recognition of Jim Wilde is consistent with a selection criteria which gives preference to names which "honour, posthumously, the significant contribution of an individual to the community."

The Library Board endorsed the naming of the multi-purpose room in the Woodlands Library in recognition of Jim Wilde through Motion 11:14 in their February 19, 2014 meeting.

Councillor Starr has been consulted and supports the recommended name.

FINANCIAL IMPACT: There is no material financial impact associated with this initiative.

CONCLUSION:

The proposed naming of the multi-purpose room in the Woodlands Library (Ward 6) in honour of Jim Wilde is in accordance with the City's "Property and Facility Naming and Dedications" corporate policy and should be considered by General Committee for 30 days as per policy.

ATTACHMENTS:

Appendix 1: Map of Woodlands Library



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

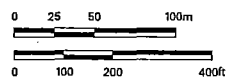
Prepared By: Heather Wright, Intern Planner, Park Planning

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Location Map for 3255 Erindale
Station Road

Woodlands Library





Corporate Report

Clerk's Files

Originator's
Files

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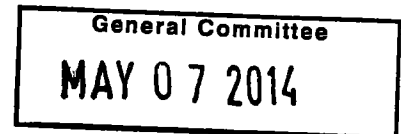
2.

DATE: April 21, 2014

TO: Chair and Members of General Committee
Meeting Date: May 7, 2014

FROM: Martin Powell, P. Eng.
Commissioner of Transportation and Works

SUBJECT: **Temporary Road Closure**
Rotary Ribfest (Ward 4)



RECOMMENDATION: That a by-law be enacted to implement the temporary road closure of Princess Royal Drive from Living Arts Drive to Duke of York Boulevard commencing at 8:00 a.m. on Tuesday, July 15, 2014, and ending at 2:00 p.m. on Monday, July 21, 2014, for the placement of a carnival in conjunction with the Rotary Club of Mississauga Ribfest.

BACKGROUND: The Rotary Club of Mississauga and Rotary Club of Mississauga-West will be jointly holding a Ribfest from July 15 to July 21, 2014. The organizers have received permission from the Community Services Department to use Celebration Square to stage the event.

However, with the inability to stage a carnival on Celebration Square due to weight limitations, an alternate site is required to host the carnival. The carnival itself is a key component to the success of the event.

COMMENTS: A temporary road closure of Princess Royal Drive from Living Arts Drive to Duke of York Boulevard has been requested for seven (7) days commencing at 8:00 a.m. on Tuesday, July 15, 2014 and ending

at 2:00 p.m. on Monday, July 21, 2014. The temporary closure is necessary in order safely accommodate various carnival rides and attractions.

The organizers have received the appropriate permits and approvals to stage the event. The organizers have met with Mississauga Fire Services and Peel Regional Police representatives, and have satisfied their requirements.

Access to the executive underground parking lot located on Princess Royal Drive will be maintained for the duration of the closure. Access to this lot will only be available via southbound Duke of York Boulevard.

The Transportation and Works Department will erect advance road closure information signs to notify the public of the closure. The organizer must pay the appropriate sign fee prior to the permit being issued.

The organizers have been informed that they must supply a damage/clean deposit of \$3,000 which will be refunded upon successful inspection of the site.

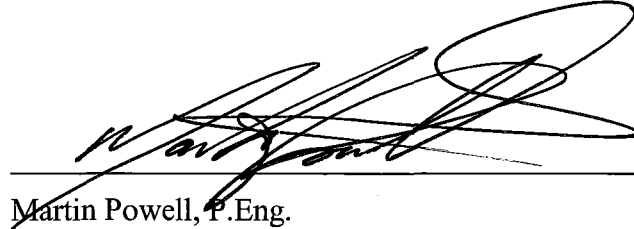
The Ward Councillor supports the temporary road closure of Princess Royal Drive.

FINANCIAL IMPACT: Transportation and Works staff will fabricate, install and remove the required advance road closure signs. The organizer will pay the appropriate signage fee.

CONCLUSION: The Transportation and Works Department supports a seven (7) day closure of Princess Royal Drive from Living Arts Drive to Duke of York Boulevard commencing at 8:00 a.m. on Tuesday, July 15, 2014 and ending at 2:00 p.m. on Monday, July 21, 2014.

ATTACHMENTS:

Appendix 1: Location Map: Temporary Road Closure
Princess Royal Drive from Living Arts Drive to Duke
of York Boulevard (Ward 4)

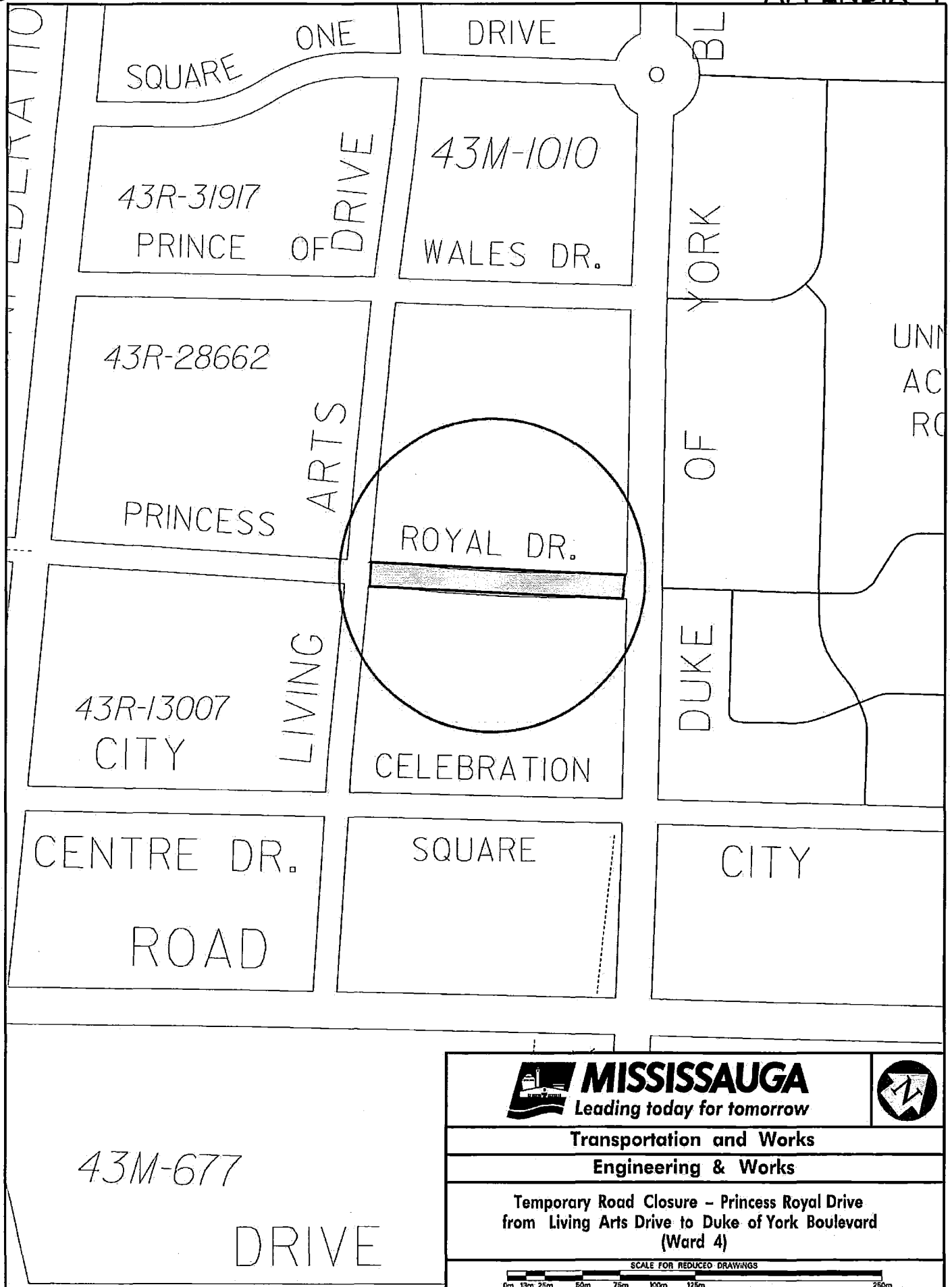
A handwritten signature in black ink, appearing to read 'Martin Powell', is written over a horizontal line.

Martin Powell, P.Eng.

Commissioner of Transportation and Works

Prepared By: Craig Pzytula, Traffic Operations Technologist

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Corporate Report

Clerk's Files

Originator's
Files

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3.

DATE: April 21, 2014

TO: Chair and Members of General Committee
Meeting Date: May 7, 2014

General Committee

MAY 07 2014

FROM: Martin Powell, P. Eng.
Commissioner of Transportation and Works

SUBJECT: **Parking Hours Extension**
Mississauga Road North (Ward 1)

RECOMMENDATION: That a by-law be enacted to amend the Traffic By-law 555-00, as amended, to extend the existing one-hour parking to two-hour parking in the layby located on the east side of Mississauga Road North, north of Lakeshore Road West.

BACKGROUND: The Transportation and Works Department has received a request from the owner of Leewi Yoga studio located at 170 Lakeshore Road West to extend the existing one-hour parking to two-hour parking on the east side of Mississauga Road North, just north of Lakeshore Road West as it would be beneficial for the users of Leewi Yoga studio.

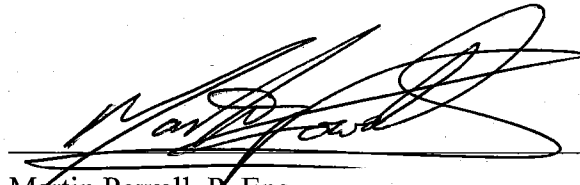
COMMENTS: Currently vehicles are allowed to park for one hour in the layby located on the east side of Mississauga Road North, north of Lakeshore Road West, by the entrance to the Leewi Yoga studio. The owner feels that this change in parking regulation would be beneficial as some of her classes run for more than one hour. The Transportation and Works Department supports two-hour parking in the layby adjacent to the studio.

The Ward Councillor supports extending one-hour parking to two-hour parking in the layby located on the east side of Mississauga Road North by the Leewi Yoga studio.

FINANCIAL IMPACT: Costs for the sign installations can be accommodated in the 2014 Current Budget.

CONCLUSION: The Transportation and Works Department supports extending one-hour parking to two-hour parking in the layby located on the east side of Mississauga Road North, just north of Lakeshore Road West by the Leewi Yoga studio.

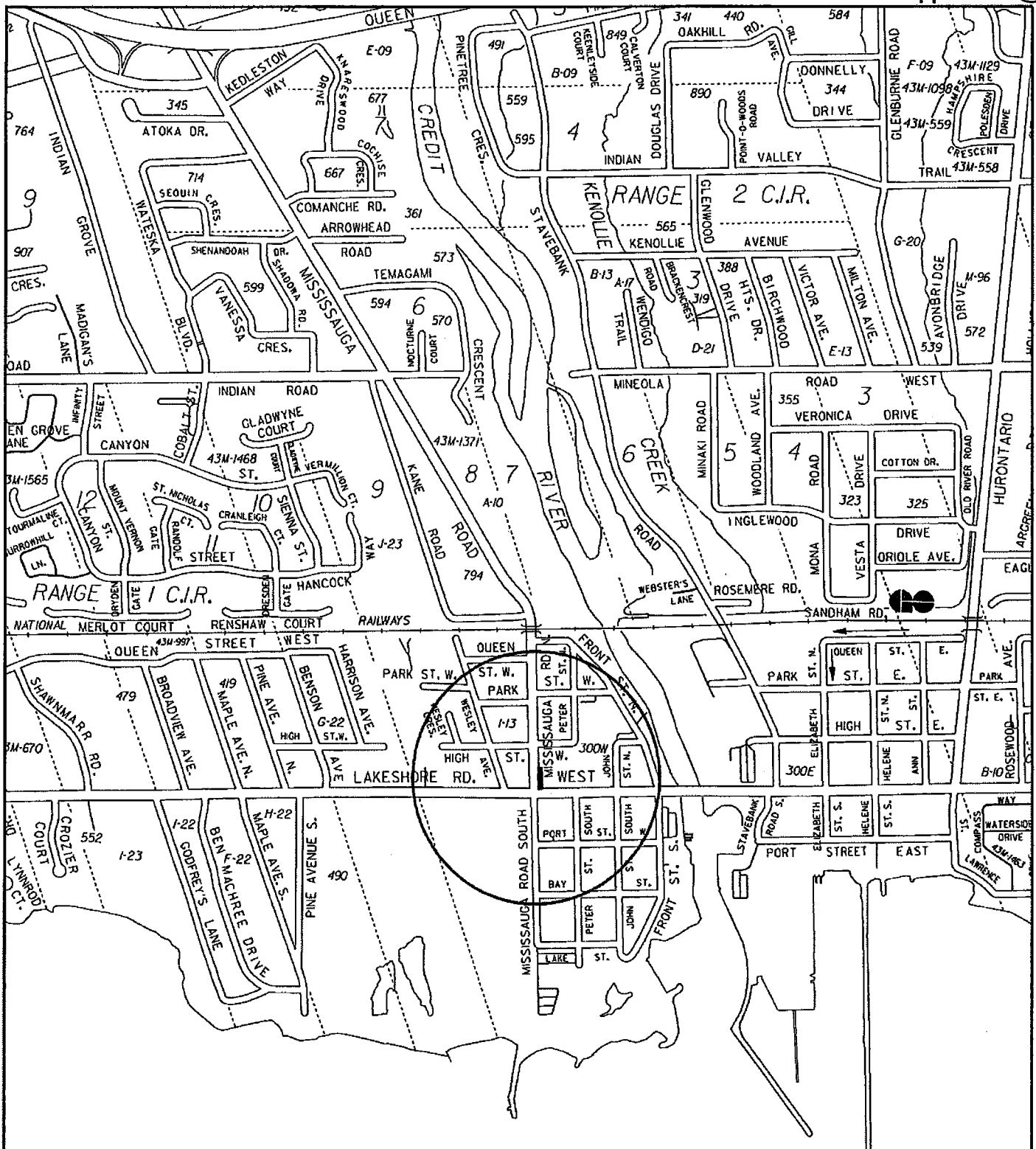
ATTACHMENTS: Appendix 1: Location Map: Parking Hours Extension
Mississauga Road North (Ward 1)



Martin Powell, P. Eng.

Commissioner of Transportation and Works

Prepared By: Magda Kolat, Traffic Operations Technician



K E O



MISSISSAUGA

Leading today for tomorrow



Transportation and Works

Engineering & Works

Location Map * Parking Hours Extension

Mississauga Road North

Ward 1

SCALE FOR REDUCED DRAWINGS





Corporate Report

Clerk's Files

Originator's
Files

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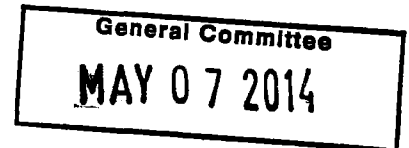
4.

DATE: April 21, 2014

TO: Chair and Members of General Committee
Meeting Date: May 7, 2014

FROM: Martin Powell, P. Eng.
Commissioner of Transportation and Works

SUBJECT: **Parking Prohibition**
Glen Erin Drive (Ward 9)



RECOMMENDATION: That a by-law be enacted to amend the Traffic By-law 555-00, as amended, to change the existing by-law on Glen Erin Drive between Gananoque Drive and 270 metres southerly thereof to reflect the parking prohibition that is currently in the field.

BACKGROUND: The Transportation and Works Department completed a review of the existing parking prohibition on Glen Erin Drive between Gananoque Drive and 270 metres southerly thereof. A subsequent review of the Traffic By-law 555-00 revealed a by-law discrepancy regarding the current posted parking prohibition on Glen Erin Drive.

COMMENTS: Currently, the parking prohibition signage reflects a prohibition on the west side of Glen Erin Drive between Gananoque Drive and 270 metres southerly thereof, between 7:00 a.m. - 9:00 a.m. and 4:00 p.m. - 6:00 p.m., Monday to Friday. However, in the current Traffic By-law 555-00 parking is prohibited on the west side of Glen Erin Drive between Gananoque Drive and 270 metres southerly thereof anytime, except Sunday.

It was requested by the area Councillor that the existing parking prohibition in the field be maintained. As a result, the Traffic By-law 555-00 needs to be changed to reflect what is currently posted on Glen Erin Drive.

FINANCIAL IMPACT: Not Applicable.

CONCLUSION: The Transportation and Works Department recommends changing the parking prohibition in the Traffic By-law 555-00, to align with the existing parking prohibition on Glen Erin Drive between Gananoque Drive and 270 metres southerly thereof.

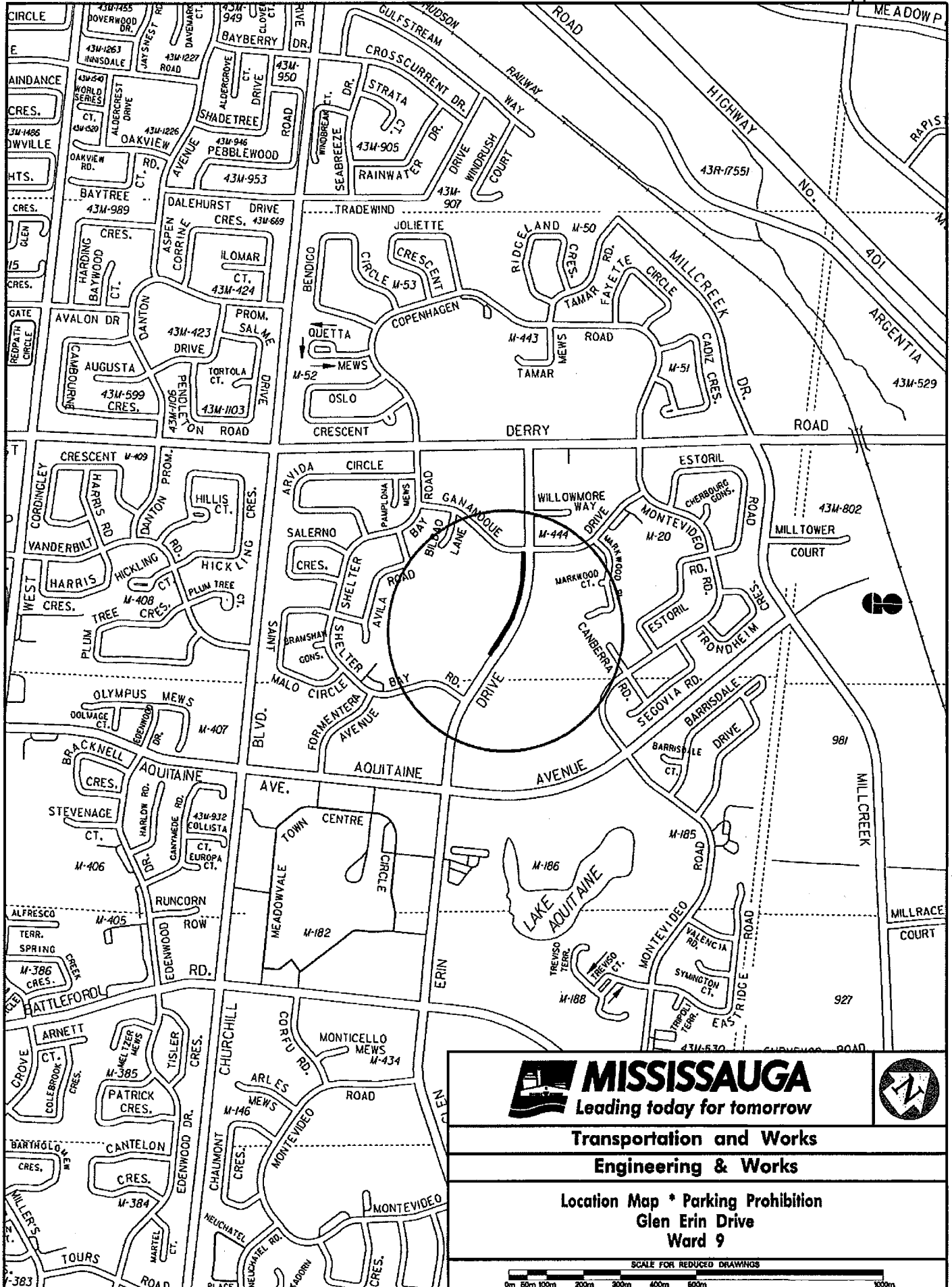
ATTACHMENTS: Appendix 1: Location Map: Parking Prohibition
Glen Erin Drive (Ward 9)



Martin Powell, P.Eng.

Commissioner of Transportation and Works

Prepared By: Magda Kolat, Traffic Operations Technician





Corporate Report

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RT.10.Z-38W

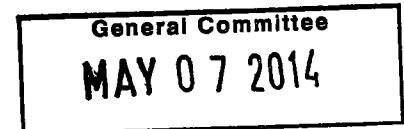
5.

DATE: April 21, 2014

TO: Chair and Members of General Committee
Meeting Date: May 7, 2014

FROM: Martin Powell, P. Eng.
Commissioner of Transportation and Works

SUBJECT: Lower Driveway Boulevard Parking
Brightpool Crescent (Ward 6)



RECOMMENDATION: That a by-law be enacted to amend The Traffic By-law 555-00, as amended, to implement lower driveway boulevard parking between the curb and sidewalk, at anytime, on the south and west side (outer circle) of Brightpool Crescent.

BACKGROUND: The Transportation and Works Department has received a completed petition from an area resident to implement lower driveway boulevard parking on Brightpool Crescent. A sidewalk is present on the south and west side (outer circle) of Brightpool Crescent and lower driveway boulevard parking between the curb and sidewalk is currently prohibited. Three-hour parking is permitted on Brightpool Crescent.

COMMENTS: To determine the level of support for lower driveway boulevard parking between the curb and sidewalk, a parking questionnaire was distributed to the residents of Brightpool Crescent.

Sixteen (16) questionnaires were delivered and 7 (44%) were returned; 7 (100%) supported the implementation of lower driveway boulevard parking and none were opposed.

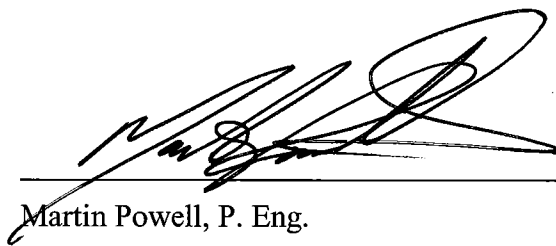
Since greater than 66% of the total respondents support lower driveway boulevard parking, the Transportation and Works Department recommends implementing lower driveway boulevard parking between the curb and sidewalk, at anytime, on the south and west side (outer circle) of Brightpool Crescent.

The Ward Councillor supports the proposal for lower driveway boulevard parking. The existing 3-hour on-street parking will be maintained.

FINANCIAL IMPACT: Costs for the sign installations can be accommodated in the 2014 Current Budget.

CONCLUSION: Based on the results of the questionnaire, the Transportation and Works Department supports lower driveway boulevard parking between the curb and sidewalk, at anytime, on the south and west side (outer circle) of Brightpool Crescent..

ATTACHMENTS: Appendix 1: Location Map: Lower Driveway Boulevard Parking Brightpool Crescent (Ward 6)



Martin Powell, P. Eng.
Commissioner of Transportation and Works

Prepared By: Magda Kolat, Traffic Operations Technician



**Location Map * Lower Driveway Boulevard Parking
Brightpool Crescent
Ward 6**

SCALE FOR REDUCED DRAWINGS





Corporate Report

Clerk's Files

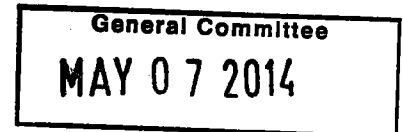
Originator's
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6.

DATE: April 21, 2014

TO: Chair and Members of General Committee
Meeting Date: May 7, 2014



FROM: Martin Powell, P. Eng.
Commissioner of Transportation and Works

SUBJECT: Lower Driveway Boulevard Parking
Laburnum Crescent (Ward 10)

RECOMMENDATION: That a by-law be enacted to amend the the Traffic By-law 555-00, as amended, to implement lower driveway boulevard parking between the curb and sidewalk, at anytime, on Laburnum Crescent.

BACKGROUND: The Transportation and Works Department received a completed petition from an area resident to implement lower driveway boulevard parking on Laburnum Crescent. A sidewalk is present on the north, east and south side of the roadway and lower driveway boulevard parking between the curb and sidewalk is currently prohibited. Three-hour parking is permitted on Laburnum Crescent.

COMMENTS: To determine the level of support for lower driveway boulevard parking between the curb and sidewalk, a parking questionnaire was distributed to the residents of Laburnum Crescent.

Forty (40) questionnaires were delivered and 15 (38%) were returned; 12 (80%) supported the implementation of lower driveway boulevard parking and 3 (20%) were opposed.

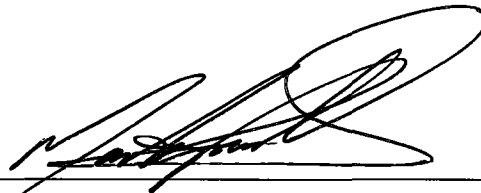
Since greater than 66% of the total respondents support lower driveway boulevard parking, the Transportation and Works Department recommends implementing lower driveway boulevard parking between the curb and sidewalk, at anytime, on the north, east, and south side (outer circle) of Laburnum Crescent.

The Ward Councillor supports the proposal for lower driveway boulevard parking. The existing three-hour on-street parking will be maintained.

FINANCIAL IMPACT: Costs for the sign installations can be accommodated in the 2014 Current Budget.

CONCLUSION: Based on the results of the questionnaire, the Transportation and Works Department supports lower driveway boulevard parking between the curb and sidewalk, at anytime, on Laburnum Crescent.

ATTACHMENTS: Appendix 1: Location Map: Lower Driveway Boulevard Parking Laburnum Crescent (Ward 10)



Martin Powell, P. Eng.
Commissioner of Transportation and Works

Prepared By: Alex Liya, Traffic Operations Technician





Corporate Report

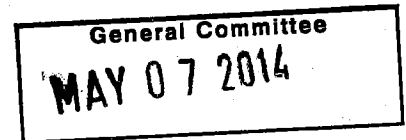
Clerk's Files

Originator's
Files

7.
MG.23.REP
RT.10.Z-32
&46E

DATE: April 15, 2014

TO: Chair and Members of General Committee
Meeting Date: May 7, 2014



FROM: Martin Powell, P. Eng.
Commissioner of Transportation and Works

SUBJECT: **Proposed Exemption to Noise Control By-law No. 360-79,
Erin Mills Parkway approximately 300 metres (984 ft) north of
Burnhamthorpe Road West and Erin Mills Parkway
approximately 50 metres (164 ft) north of Windwood Drive
(Wards 8, 9 and 11)**

RECOMMENDATION: That McNally Construction Inc. be granted an exemption from Noise Control By-law No. 360-79, as amended, to allow for extended tunnelling construction work of the existing West Trunk Sanitary System between Highway 401 and Queen Elizabeth Way (QEW) at the following locations:

- a. West side of Erin Mills Parkway approximately 300 metres (984 feet) north of Burnhamthorpe Road West, commencing at 7:00 p.m. on Friday, May 30, 2014 and ending at 7:00 a.m. on Friday, January 30, 2015.
- b. East side of Erin Mills Parkway approximately 50 metres (164 feet) north of Windwood Drive, commencing at 7:00 p.m. on Tuesday, May 20, 2014 and ending at 7:00 a.m. on Friday, April 1, 2016.

BACKGROUND: McNally-Kiewit-Aecon Partnership, on behalf of the Regional Municipality of Peel, intends to proceed with the fourth phase of the existing sanitary trunk sewer system expansion.

The purpose for the Noise Control By-law exemption is to facilitate a shaft sinking and tunnelling operation to/from the above specified locations.

COMMENTS:

McNally Construction Inc., on behalf of the Regional Municipality of Peel, has requested an exemption from Noise Control By-law No. 360-79 to allow for a two-shift tunnelling and shaft sinking operation between the shaft locations. The proposed construction hours are specified as 7:00 a.m. to 3:30 p.m. for the day shift operations following a 3:30 p.m. to 12:00 a.m. (midnight) afternoon shift. There are no constructions activities scheduled between 12:00 a.m. and 7:00 a.m. hours.

It should also be noted that McNally-Kiewit-Aecon Partnership have been approved and currently are proceeding with tunneling works at the existing shafts located along Erin Mills Parkway north of Eglinton Avenue West and at Thomas Street.

By allowing a two-shift operation and these limited overnight work activities, the duration of the project will be significantly reduced.

Prior to the commencement of construction, the Region of Peel will inform the residents directly affected of the planned construction activities.

The local Ward Councillors have been made aware of the proposed exemption from Noise Control By-law No. 360-79.

FINANCIAL IMPACT: Not Applicable.

CONCLUSION:

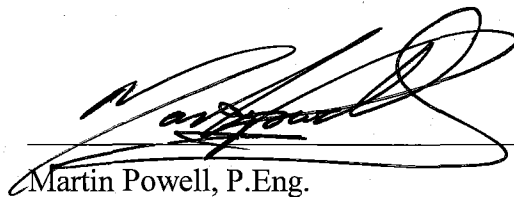
In order to minimize impacts the construction work may have on City of Mississauga residents and to reduce the duration of the project, the Transportation and Works Department supports the Noise By-law exemption to allow for extended tunnelling construction work of the existing West Trunk Sanitary System between Highway 401 and Queen Elizabeth Way (QEW) at the following locations:

- a. West side of Erin Mills Parkway approximately 300 metres (984 feet) north of Burnhamthorpe Road West, commencing at 7:00 p.m. on Friday, May 30, 2014 and ending at 7:00 a.m. on Friday, January 30, 2015.
- b. East side of Erin Mills Parkway approximately 50 metres (164 feet) north of Windwood Drive, commencing at 7:00 p.m. on Tuesday, May 20, 2014 and ending at 7:00 a.m. on Friday, April 1, 2016.

ATTACHMENTS:

Appendix 1: Location Map: Noise Control By-law Exemption – Erin Mills Parkway approximately 300 metres (984 feet) north of Burnhamthorpe Road West (Ward 8)

Appendix 2: Location Map: Noise Control By-law Exemption – Erin Mills Parkway approximately 50 metres (164 feet) north of Windwood Drive (Wards 9 and 11)

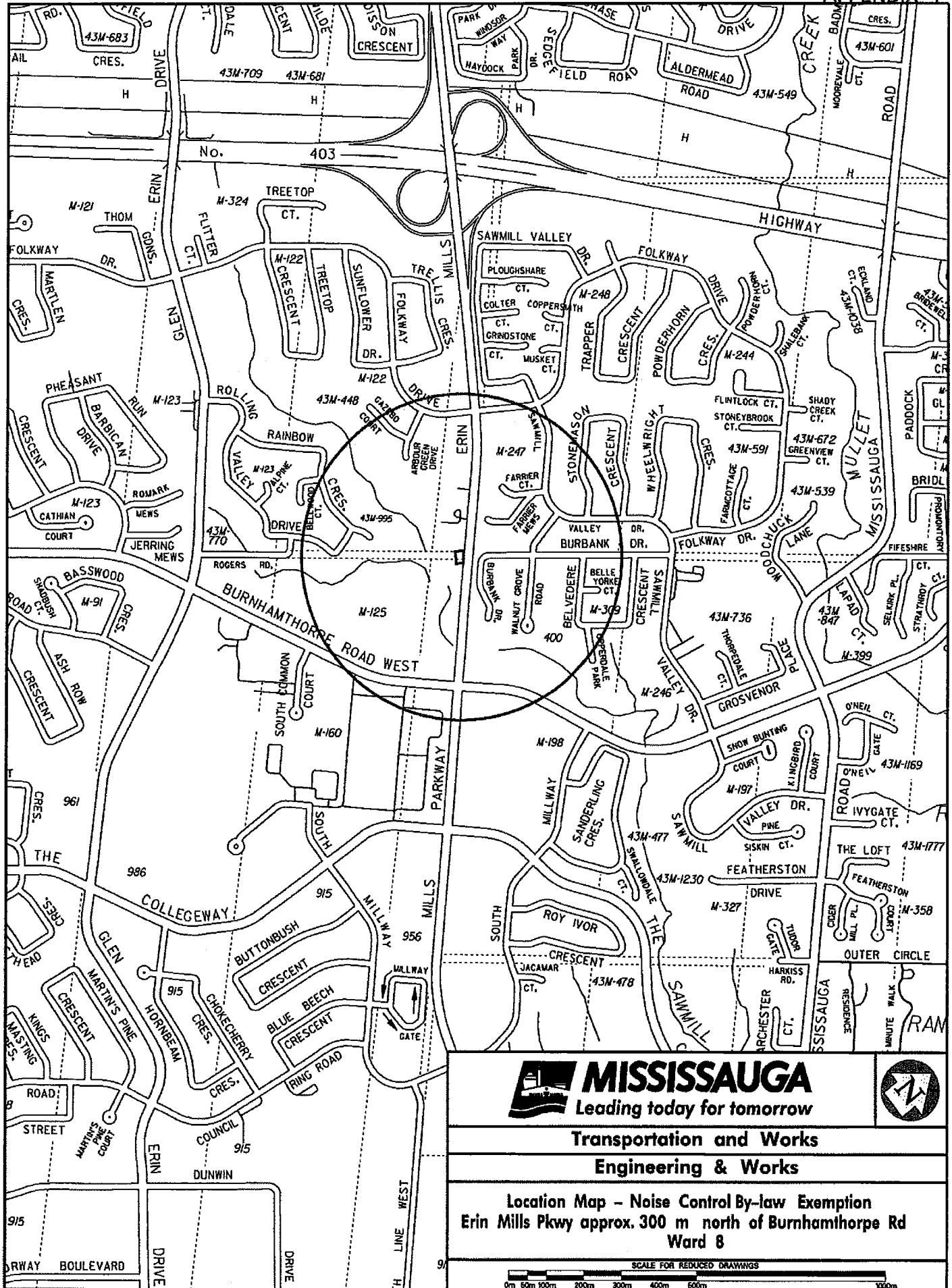


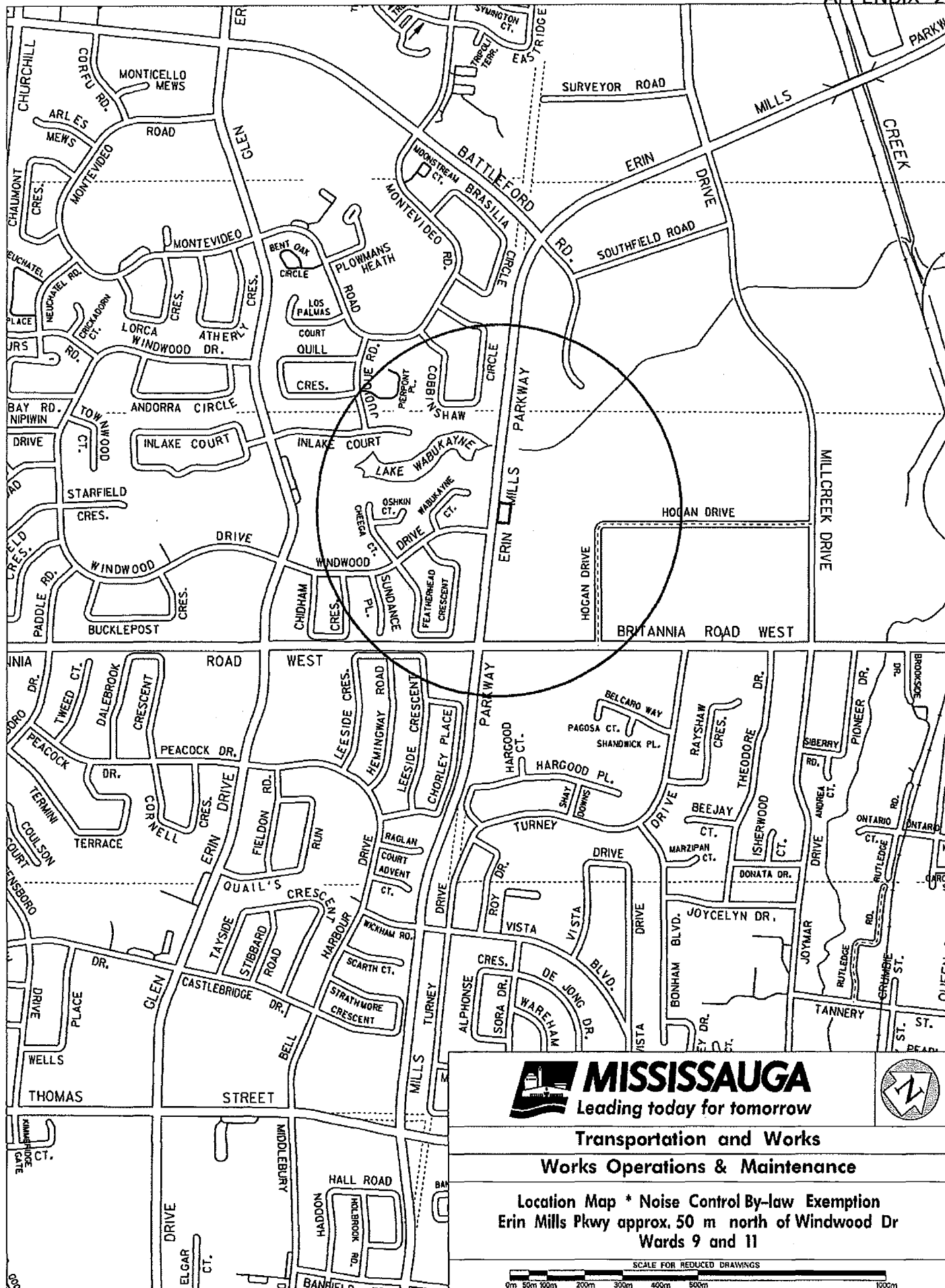
Martin Powell, P.Eng.

Commissioner of Transportation and Works

Prepared By: Darek Koziol, Traffic Operations Technologist

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Corporate Report

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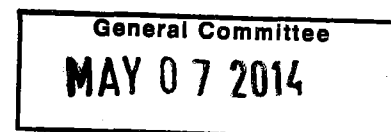
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SP-12/205

8.

DATE: April 21, 2014

TO: Chair and Members of General Committee
Meeting Date: May 7, 2014

FROM: Martin Powell, P. Eng.
Commissioner of Transportation and Works



SUBJECT: **Warning Clause Agreement Between the
City of Mississauga and 1812108 Ontario Inc.
Site Plan Application SP-12/205 (Ward 1)**

RECOMMENDATION: That a by-law be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to execute and affix the Corporate Seal to the Warning Clause Agreement between 1812108 Ontario Inc. and The Corporation of the City of Mississauga to the satisfaction of the City Solicitor, as outlined in the Corporate Report dated April 21, 2014 from the Commissioner of Transportation and Works.

BACKGROUND: 1812108 Ontario Inc. is the owner of a parcel of land located at 441 Aqua Drive, Mississauga, Ontario, L5G 2B5, described as PIN 13471-0229 Lot 199, Plan F20MS, in the City of Mississauga (the 'Development Lands'). 1812108 Ontario Inc. has submitted a Site Plan Application to construct a two storey detached dwelling on the above-noted Development Lands.

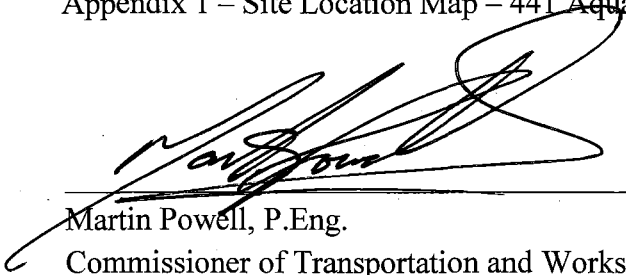
COMMENTS: The proposed development is located within the floodplain for Cooksville Creek, therefore an agreement will be required to advise the owners of the Development Lands of the potential for flooding from Cooksville Creek, and to save the City harmless from any acts, actions, damages or costs which may arise in the future as a result of the approval of the application and location of

the Development Lands within the floodplain. This agreement will be registered on title.

FINANCIAL IMPACT: Not applicable.

CONCLUSION: The Warning Clause Agreement between The Corporation of the City of Mississauga and 1812108 Ontario Inc. will advise the owners of the potential for flooding from Cooksville Creek, and will save the City harmless. The Warning Clause Agreement has been approved by Legal Services.

ATTACHMENTS: Appendix 1 – Site Location Map – 441 Aqua Drive



Martin Powell, P.Eng.

Commissioner of Transportation and Works

*Prepared By: Giancarlo Tedesco, A.Sc.T.
Development Engineering Technician*



Transportation and Works
Transportation & Infrastructure Planning

441 Aqua Drive
1812108 Ontario Inc.
Appendix 1





Corporate Report

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MG.23.REP

DATE: April 23, 2014

TO: Chair and Members of General Committee
Meeting Date: May 7, 2014

General Committee

MAY 07 2014

FROM: Martin Powell, P.Eng.
Commissioner of Transportation and Works

SUBJECT: City Stormwater Management Ponds – Sediment Removal

RECOMMENDATION: That the report dated April 23, 2014 from the Commissioner of Transportation and Works titled *City Stormwater Management Ponds – Sediment Removal* be received for information.

REPORT HIGHLIGHTS:

- A significant number of quality control stormwater management ponds constructed in the Greater Toronto Area have reached their sediment accumulation capacity and will require sediment removal
- Mississauga currently owns and/or maintains an inventory of 34 quality control stormwater management ponds
- New opportunities and feasible retrofits may see the City's inventory of quality control stormwater management ponds increase to 57 in the future
- The Ministry of the Environment regulates stormwater management ponds by issuing an Environmental Compliance Approval to maintain the design and function. If a facility's sediment removal efficiency reaches a five percent reduction, it is deemed out of compliance
- In 2012, a capital project was approved to develop a framework and base inventory for an ongoing pond capital maintenance

program. As part of that study, twelve of the City's ponds deemed most in need of sediment removal were prioritized, and costs for removal and disposal were estimated

- The City has one pond funded in 2014 for sediment removal and one planned for 2015 in the 2014-2023 Capital Plan in accordance with the findings of that study
- The City will consider the implementation of a five year pond forebay cleaning program, which may delay future large scale sediment removal projects as part of the lifecycle management of these assets

BACKGROUND:

Over the past 20 years, a large number of stormwater management ponds have been constructed throughout the Greater Toronto Area (GTA) coinciding with the rapid urbanization of this region. During this period, the provincial Ministry of the Environment mandated the addition of a water quality control function for developments, in addition to stormwater quantity control. Over time, stormwater quality ponds will lose capacity due to sediment accumulation and will require maintenance in the form of sediment removal.

Similar to other GTA municipalities, the City of Mississauga has three main types of stormwater management ponds: water quality control only, water quantity control only and dual purpose water quality and quantity control. Water quantity control only ponds provide a flood control function and are not designed to settle out sediment. They were mainly constructed in the GTA and Mississauga throughout the 1980s and into the 1990s. The transition to quality control ponds came near the end of this period, with the first constructed in Mississauga around 1990.

This report is written to address Mayor McCallion's query regarding the future maintenance requirements of stormwater quality ponds related to sediment accumulation and removal, and to update Council on the development of a stormwater quality pond asset management program.

COMMENTS:**City Stormwater Management Pond Inventory**

The City of Mississauga currently owns and/or maintains 34 stormwater management ponds which provide stormwater quality control only or serve a dual function of quality and quantity control. Five more stormwater quality control ponds are anticipated to be assumed by the City in the near future through recent subdivision developments and the completion of the Mississauga Transitway.

In addition, the draft Mississauga Stormwater Quality Control Strategy Update has identified 18 locations where new opportunities for stormwater quality control exist, either through new ponds or by retrofitting existing quantity ponds with quality control. In the future, the City may be managing up to 57 stormwater management ponds where sediment removal will be required as part of the lifecycle management of these assets.

The number of stormwater management ponds in Mississauga is relatively few when compared to other urban municipalities in the GTA. Some municipalities manage hundreds of ponds and still have developable lands remaining where more can be expected.

Stormwater Management Pond Function and Compliance

Stormwater management ponds with quality control treatment are often referred to as 'wet ponds' and are designed to maintain a permanent pool of water. When stormwater run-off enters a pond from the surrounding drainage area, the speed of the water flow is slowed down. This allows for sediment and pollutants carried by the run-off to settle to the bottom of the pond before being released downstream, thereby providing quality control treatment. Over time, these ponds will accumulate large volumes of sediment as intended.

The Ministry of the Environment (MOE) regulates stormwater management ponds by issuing an Environmental Compliance Approval (ECA). An ECA stipulates that a pond's function and ability to collect sediment must be maintained in accordance with design. Guidelines published by the MOE state that the effective sediment removal of the pond must not be reduced by more than five

percent. As sediment gradually accumulates at the bottom of the stormwater pond there is concurrently less water volume available to settle incoming sediment, resulting in a gradual reduction in sediment removal efficiency. As such, every pond has a threshold that can be calculated and monitored by surveying change in sediment volume over time. Allowing a facility to exceed the five percent target puts the City at risk of being out of compliance with the MOE.

Facility Maintenance Prioritization

The rate at which sediment accumulates in a stormwater management pond varies and is influenced by several factors, including drainage area and land use (e.g. large industrial vs. small residential), imperviousness and level of development and construction activities.

In the past, individual ponds in the City were assessed for sediment accumulation on an ad hoc basis (generally based on pond age) and programmed for sediment removal. A number of ponds in the City have been dredged.

To better manage the City stormwater management pond inventory, Environmental Services recently completed a consultant-led sediment removal Prioritization Study. This study created a database of all existing stormwater quality control ponds with engineering design information and allows for the input of inspection records, the tracking of maintenance items and mapping of the facility location and structures. The database also has an analytical function to forecast sediment accumulation based on surveyed sediment volume data. This system forms the basis of an on-going stormwater quality pond capital maintenance program.

This study ranked the City's "twelve worst" stormwater management ponds, measuring their current sediment volume against sediment removal trigger volume with associated costs for removal/disposal based on detailed surveyed information. These twelve ponds were selected based on several factors including the interval of previous sediment removal (if ever), indicators of sediment accumulation and pond age. The remaining ponds will be assessed and prioritized over time as part of the aforementioned capital maintenance program. One

of the top two priority ponds has been funded in 2014 and the second is planned for 2015 in the 2014-2023 Capital Plan.

Sediment removal is a large undertaking that requires significant capital funds. Additionally, the removed material is deemed waste under MOE regulations. This adds significant cost in the form of transport and landfill disposal fees, where more than two-thirds of the project cost can be related to sediment transport and disposal. Cost can vary widely depending on the size of the pond and the amount of material to be removed. The Prioritization Study estimated that the removal and disposal costs for each of the twelve ponds will range between \$100,000 and \$1,800,000.

One of the recommendations of the Prioritization Study is to implement a regular pond forebay cleaning program, whereby forebays would be assessed as to the need for sediment removal every five years. Many of the City's stormwater management ponds are designed with two cells, a forebay and a main cell. The forebay is the initial body of water where flows enter the pond (Appendix 1). Its main purpose is to contain the sediment and removal works to a smaller footprint, rather than allowing sediment to transfer into the larger main cell. Implementing a five year forebay cleaning program will increase annual maintenance costs and the frequency of sediment removal works but will reduce disposal volumes. This proactive management of sediment has shown to be a cost effective practice in delaying future large scale sediment removal.

Moving forward, all remaining stormwater ponds with quality control will be prioritized through detailed survey. A cost-benefit analysis of a five year pond forebay cleaning program will also be undertaken later this year and the program considered for implementation to maintain sediment volumes on a regular basis, if this approach saves money over time.

Environmental Services will also be assessing opportunities to re-purpose the removed sediment from the planned 2014 sediment removal capital project for a beneficial use (e.g. tree nursery) rather than traditional landfill disposal. Finding innovative ways to reduce or eliminate landfill disposal fees is an important consideration for

future sediment removal works and given current budget constraints.

Other municipalities in the GTA have been undertaking similar prioritization studies and implementing maintenance programs to undertake sediment removal. It is estimated there are close to 1,000 stormwater management ponds in the GTA, with the greatest challenge continuing to be funding for sediment removal works and identifying a location for its disposal. Traditionally, Mississauga and other municipalities have relied on the tax base to fund the increasing costs of these works. The proposed implementation of a stormwater charge will provide dedicated funding for the required sediment removals.

STRATEGIC PLAN: Not applicable

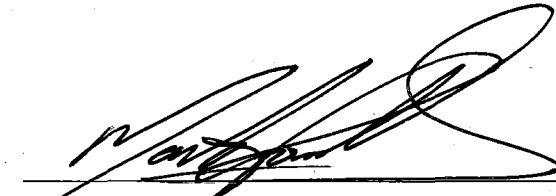
FINANCIAL IMPACT: Sediment removal works for stormwater pond #2601 (Eastgate Business Park Pond) has been approved and funded in the 2014 Capital Budget for \$1.15 million. Another stormwater pond has been planned for 2015 in the 2014-2023 Capital Plan at an estimated cost of \$2.1 million. Consideration will be given to the development of an annual pond cleanout program whereby each pond is cleaned on a rotating five year cycle.

CONCLUSION: The City has been proactive in reviewing the maintenance needs related to its stormwater management ponds and is taking steps to manage the expected burden of activity in the years to come.

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ATTACHMENTS:

Appendix 1: Typical Quality Control Facility Configuration

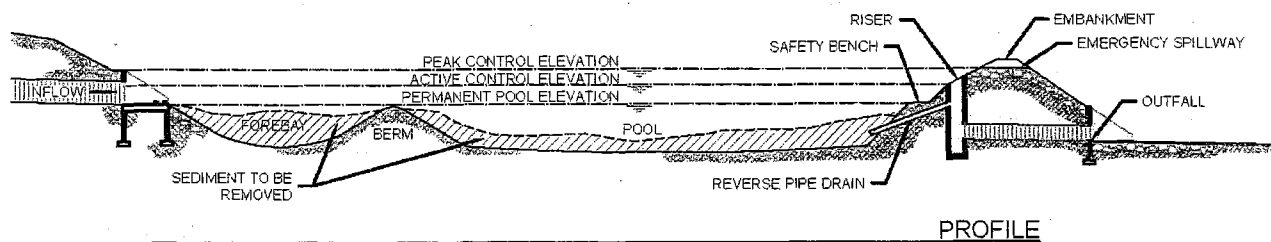
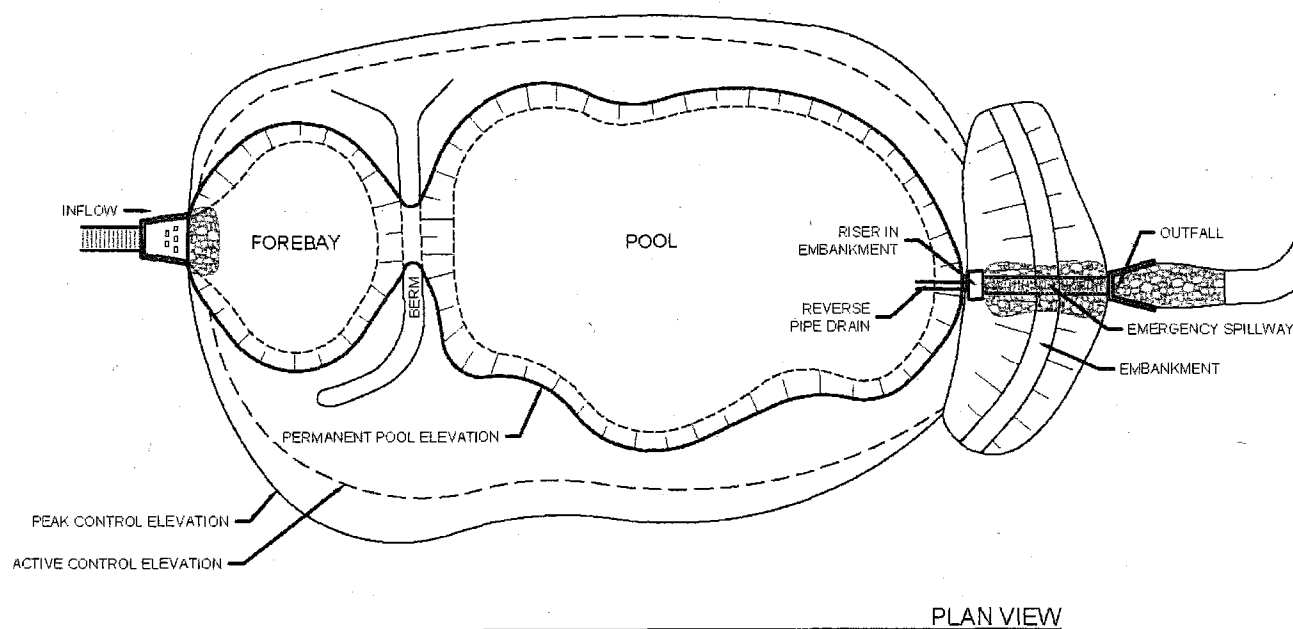


Martin Powell, P.Eng.
Commissioner of Transportation and Works

*Prepared By: Scott Perry, Storm Drainage Coordinator,
Transportation and Infrastructure Planning*

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Appendix 1: Typical Quality Control Facility Configuration





Corporate Report

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MG.23.REP

10.

DATE: April 22, 2014

TO: Chair and Members of General Committee
Meeting Date: May 7, 2014

General Committee

MAY 07 2014

FROM: Martin Powell, P. Eng.
Commissioner of Transportation and Works

SUBJECT: **Rainfall Data Sharing Agreement among the City of Mississauga,
the Region of Peel, Credit Valley Conservation and Toronto and
Region Conservation Authority**

RECOMMENDATION: That a by-law be enacted to delegate authority to the Commissioner of Transportation and Works to execute general purpose rainfall data sharing agreements with other government agencies, in a form satisfactory to Legal Services.

BACKGROUND: The City's Environmental Services Section operates a rainfall monitoring network across the City of Mississauga. The rainfall data from this network supports the City's stormwater management program and Works Maintenance and Operations by providing near-real-time information on rainfall conditions across the City. Mississauga's network currently consists of 14 stations located primarily on City facilities (Appendix 1). During rainfall events, data is logged and transmitted wirelessly to data storage facilities operated by the City's service provider. The system is capable of generating electronic "alarms" to appropriate staff when specific "trigger" values are exceeded.

The Region of Peel, Credit Valley Conservation (CVC) and the Toronto and Region Conservation Authority (TRCA) also operate

weather monitoring networks with some stations located within Peel. Each agency maintains its own distinct rainfall monitoring network according to its own data needs and maintenance requirements.

CURRENT STATUS:

Staff from the City of Mississauga, Region of Peel, CVC and TRCA have been working to maximize the effectiveness of local rainfall data collection and to avoid the duplication of stations within Mississauga. A Data Sharing Agreement has been developed to facilitate data sharing among jurisdictions and rationalization of station locations. The rainfall data collected by each agency is to be freely shared on the assumption that the data is available as-is to partners.

In addition, the partners have agreed to meet regularly to discuss overall gauge network maintenance and expansion. It has been agreed that there is value in each agency continuing to manage its own network (as data needs, IT systems and administrative needs differ), as long as the partners continue to share data and network planning.

COMMENTS:

Legal Services has reviewed the agreement to ensure that it is in accordance with current City policy and interests. Any future revisions to the agreement would also be reviewed by Legal Services prior to signature by the Commissioner.

FINANCIAL IMPACT:

There is no financial impact to the City. The data will be provided free of any and all charges among partner agencies.

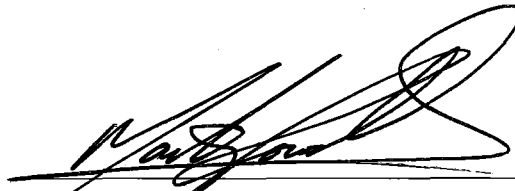
CONCLUSION:

Several government agencies presently operate rainfall monitoring networks and collect rainfall data within the Region of Peel. City access to this available rainfall data is desirable as a tool to improve City business decisions. Maintaining a shared rainfall data resource amongst local jurisdictions minimizes the potential for station duplication, reduces costs and improves rainfall analysis capabilities.

To this end, a Data Sharing Agreement has been developed to facilitate rainfall data sharing among the City of Mississauga, the Region of Peel, Credit Valley Conservation and Toronto and Region Conservation Authority.

ATTACHMENTS:

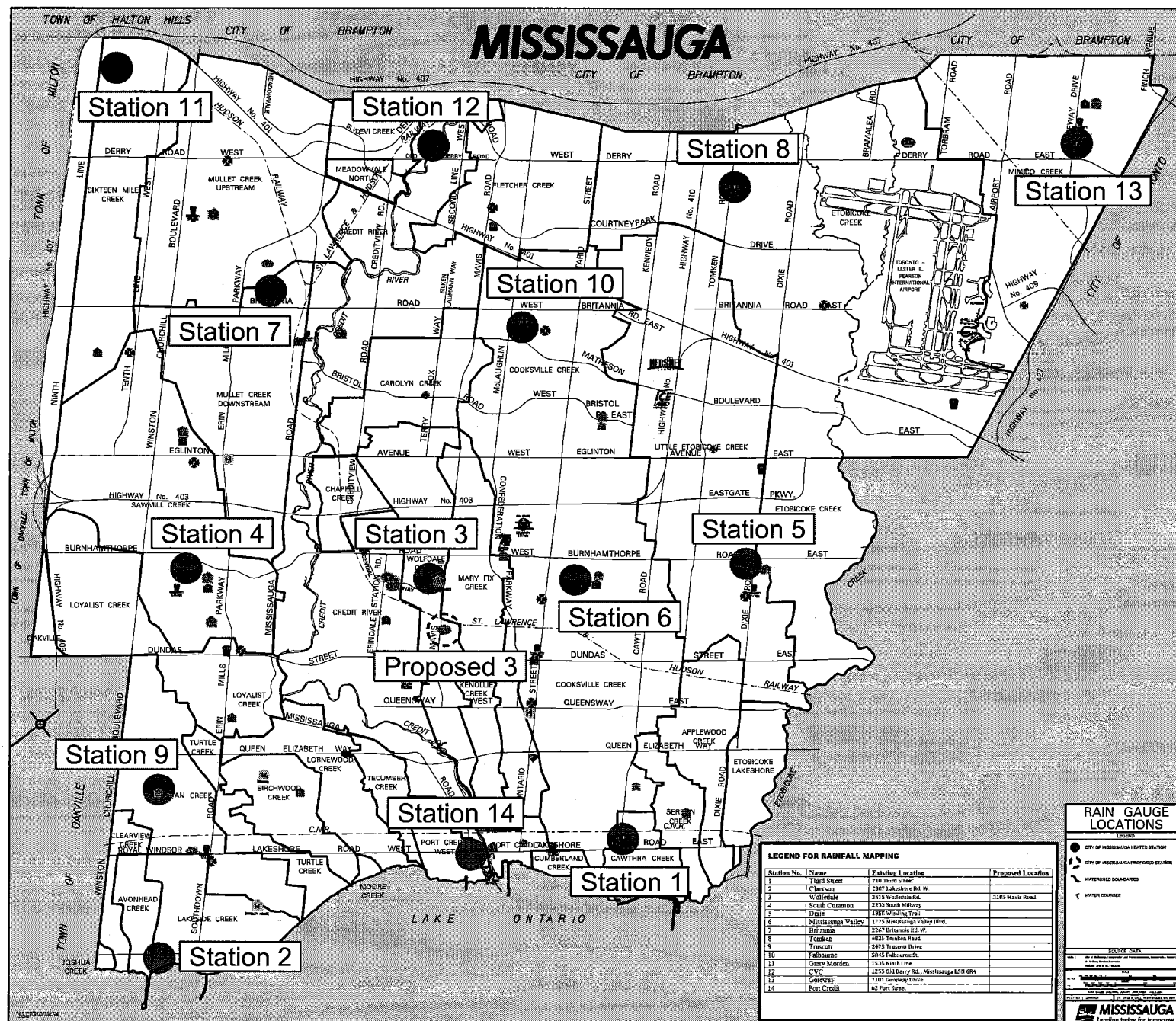
Appendix 1: City of Mississauga Rainfall Monitoring Network

A handwritten signature in black ink, appearing to read 'Martin Powell', is written over a horizontal line.

Martin Powell, P.Eng.

Commissioner of Transportation and Works

*Prepared By: Michelle Charbonneau, B. Sc.
Environmental Services Specialist*





Corporate Report

Clerk's Files

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Files

11.

DATE: April 15, 2014

TO: Chair and Members of General Committee
Meeting Date: May 7, 2014

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

SUBJECT: **Climate Change Adaptation and Mitigation Update**

General Committee

MAY 07 2014

RECOMMENDATION: That the report dated April 15, 2014, from the Commissioner of Community Services, entitled Climate Change Adaptation and Mitigation Update be received for information.

**REPORT
HIGHLIGHTS:**

- City of Mississauga and other regional partners developed the Peel Climate Change Strategy which was approved by Regional Council in 2011.
- The Living Green Master Plan was adopted by City Council in 2012 and includes climate change actions.
- Regional staff are currently preparing a Peel Climate Change Strategy update for Regional Council.
- This report provides an update on actions and initiatives City staff have participated in or led.
- Corporate and community greenhouse gas inventories are complete, and Mississauga's 2010 Corporate emissions are 71,096 tonnes of equivalent carbon dioxide and 2006 community emissions are 9,927,560 tonnes of equivalent carbon dioxide.
- Greenhouse gas emissions data and future climate data will be used to prioritize climate change actions for the City.

BACKGROUND:

The challenge of confronting climate change is often split into two potential paths: adaptation and mitigation. Mitigation is the more well-known, understood and implemented option. It involves reducing and/or offsetting greenhouse gas (GHG) emissions to reduce the magnitude of potential climate change effects. Adaptation is lesser known and much less understood. It involves assessing future risks and vulnerabilities associated with climate change and undertaking measures to reduce or eliminate those risks. Key to this process is not only examining the current climate situation, but also assessing adaptations necessary to cope with possible future climate scenarios.

The Peel Climate Change Strategy ("Strategy"), approved by Regional Council in 2011, was developed in a partnership with the City of Mississauga, Region of Peel ("Region"), City of Brampton, Town of Caledon, Credit Valley Conservation (CVC) and the Toronto and Region Conservation Authority (TRCA). Collectively this group will be referred to as "The Partners".

The Strategy includes both mitigation and adaptation. The Strategy contains six goals and 38 on-going, short-term and medium-term actions over five years. Each action has a lead; certain actions are to be led by the Region, some by the conservation authorities, and the remaining by the area municipalities.

General Committee received an information report on June 15, 2011 detailing the City of Mississauga's role in the development of the Strategy and the collaborative effort to implement the Strategy. General Committee also received a report September 11, 2013 giving an update on local climate change mitigation and adaptation work.

The City of Mississauga's Living Green Master Plan (LGMP), adopted in 2012 by City Council, incorporates climate change into priorities, actions and indicators. Specifically, the LGMP includes the following actions:

- Action 17: "Update corporate and community inventories for Greenhouse Gas emissions and Criteria Air Contaminants."
- Action 39: "Assess energy efficiency and renewable fuel strategies that are feasible in Mississauga as part of the cost-benefit analysis identified in the Peel Climate Change Strategy."

- Action 40: “Determine how to optimize the use of alternative energy sources through community energy planning in Mississauga as part of the feasibility study identified in the Peel Climate Change Strategy.”
- Action 41: “Undertake an infrastructure vulnerability assessment.”

Progress on the LGMP was reported in 2013 as part of the City’s Strategic Plan reporting.

The Partners for Climate Protection (PCP) Milestones program empowers municipalities to take action against climate change through a five-milestone framework that helps members to create GHG inventories, set realistic and achievable reduction targets, and develop and deliver local action plans along with measurable actions to reduce emissions. For more information on the program, visit <http://www.fcm.ca/home/programs/partners-for-climate-protection/milestone-framework.htm>.

PRESENT STATUS:

Peel Climate Change Strategy Update

Peel Region staff will be taking a report forward, prepared with input from The Partners, to Regional Council on May 22, 2014 providing an update on the implementation of the Strategy. A number of actions have been either initiated or completed since the launch of the Strategy in 2011 and the last update in 2012. Following is an update of actions in the Strategy that City staff has participated in and the Mississauga-specific parts of those results.

Region-Led Initiatives

Corporate and Community Greenhouse Gas Inventories

Action 2.1 of the Strategy is “Create a common understanding of actual and forecasted GHG emissions within Peel and at the partners’ facilities by developing a series of corporate and community inventories...”. Action 17 of the Living Green Master Plan is “Update corporate and community inventories for Greenhouse Gas emissions and Criteria Air Contaminants.” The Partners worked collectively to complete this action. The results are provided here.

Mississauga Corporate Emissions

Corporate GHG emissions were calculated for the year 2010.

Table 1: Mississauga Corporate GHG Emissions

<u>Source</u>	<u>GHG Emissions (Tonnes of Equivalent Carbon Dioxide (t eCO₂))</u>	<u>Percentage (%)</u>
Buildings	26,168	37%
Vehicle Fleet	38,971	55%
Street Lighting	5,955	8%
Equipment	2	0.002%
TOTAL	71,096	

This total represents a 9% increase over 1990 levels. However, per employee GHG emissions have gone down from 24.3 to 18.3 t eCO₂. The modest increase in total emissions despite the City's growth is a demonstration of the City's commitment to energy and GHG emission reductions.

Mississauga Community Emissions

Community emissions were calculated for the entire Region of Peel for the year 2006, the most recent year of census data available when the project was initiated.

Table 2: Mississauga Community GHG Emissions

<u>Source</u>	<u>GHG Emissions (t eCO₂)</u>	<u>Percentage (%)</u>
Stationary Energy (energy use in buildings i.e. heating, cooling, etc.)	6,253,539	63%
Transportation (road vehicles, rail, aircraft)	2,735,792	28%
Industrial Processes	705,190	7%
Waste (incineration, wastewater, landfills, compost)	229,910	2%
Agriculture	3,130	0.03%
TOTAL	9,927,560	

These emissions have increased 26% over 1990 levels. In the same time period, the city's population has increased by 44%.

Mississauga's total emissions represent 68% of the total emissions for Peel (14.5 million t eCO₂). The relative ratios of the different sources

of emissions have likely remained unchanged since 2006. Corporate emissions are a subset of the community emissions.

Let Your Green Show

“Let Your Green Show” (LYGS) is an environmental awareness campaign that encourages residents of Peel Region to do something, get something and turn their neighbourhoods green by engaging in priority actions in the LGMP and the Strategy. The campaign is run in partnership with the Region of Peel, City of Brampton, Town of Caledon, Credit Valley Conservation and Toronto and Region Conservation. LYGS is a three-phase campaign themed around different priority actions. The three phases are Grow Local/Eat Local, Use Less Water and Give Your Car a Break. Each phase has a list of priority actions, rewards and a challenge related to tracking the most actions. Two phases of LYGS are complete. The third phase begins in June of 2014. This campaign supports Action 5.2 of the Strategy “Develop a Peel-wide communications strategy to inform and engage members of the public, such as youth, young adults and businesses.”

Other Initiatives

The Region has also initiated other projects and work as a part of the Strategy. These include:

- Climate data analysis and future projections in partnership with the Ontario Climate Consortium
- Vulnerability risk assessments on the community of Port Credit and the Agricultural sector in Caledon

City-Led Initiatives

There are other actions that have been undertaken by the City that, while not directly contributing to the Strategy, are climate change mitigation actions or apply to the scope of the Strategy. These include:

- “Greening Our Fleet” Program
- Streetlight conversion to light emitting diode (LED) fixtures
- Renewable energy development, and energy efficiency projects in City facilities

- Natural Heritage and Urban Forest Strategy
- Various transportation projects (bus rapid transit, light rail transit, Cycling Master Plan, car-share, etc.)

COMMENTS:

In the near future the Port Credit Vulnerability Risk Assessment will be completed. From this work, the City will receive the following information:

- Future climate projections for the Region of Peel, from which Mississauga-specific data could be extracted
- Climate change risks specific to the Port Credit community

This data, in combination with the emissions data presented above, will be used by staff in the Environment Division, Community Services Department, in consultation with other City staff, to prioritize both climate change mitigation and adaptation actions for the City. A report outlining these actions will be brought forward at a later date.

The data produced in the GHG inventories, combined with the programs undertaken by the City, will allow the City to apply for the completion of the Partners for Climate Protection Milestones program.

A study has been commissioned by the Insurance Board of Canada to look at the financial impact of climate change. The successful consultant has chosen Mississauga as one of the pilot study areas. Staff have been engaged and will be participating in the study.

Staff will continue to work with the Region on the implementation of the Region-led parts of the Strategy.

STRATEGIC PLAN:

The City's Strategic Plan identifies Living Green as one of the Strategic Pillars for Change. The Peel Climate Change Strategy supports the strategic goals set under Living Green to "Lead and Encourage Environmentally Responsible Approaches" and "Promote a Green Culture".

FINANCIAL IMPACT:

Implementation of any actions listed in the Strategy is subject to the City's normal business planning budget process and approval.

CONCLUSION:

Implementation of the Strategy commenced in 2011 and remains on-going. Progress on the Strategy is reported on an annual basis to Regional Council. Regional staff are currently working on an update. The LGMP also includes climate change actions.

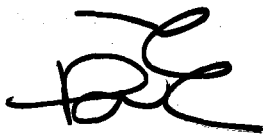
The Region has led a number of climate change actions, including the completion of community and Corporate GHG inventories.

Mississauga's Corporate emissions are 71,096 t eCO₂. The largest emission source is the vehicle fleet, which includes transit.

Community emissions are 9,927,560 t eCO₂ with the largest emission source being energy use in buildings. The Let Your Green Show campaign has completed two phases, with the third happening this summer.

The City has also completed actions that fall under the scope of climate change and the Strategy. These include conversion of city streetlights to LED technology and energy efficiency upgrades in City buildings.

Future climate data for the Region of Peel will be released by the Region of Peel as a result of the Port Credit Vulnerability Risk Assessment. That data and the GHG emissions data will be used to prioritize mitigation and adaptation actions for the City.



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

Prepared By: Julius Lindsay, Community Energy Specialist



Corporate Report

Clerk's Files

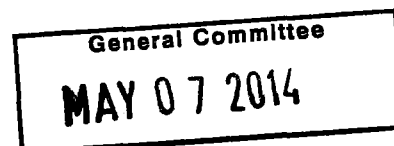
Originator's
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DATE: April 14, 2014

TO: Chair and Members of General Committee
Meeting Date: May 7, 2014

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

SUBJECT: **Pan Am/Para Pan Planning Status Report**



RECOMMENDATION: That the Corporate Report dated April 14, 2014 from the Commissioner of Community Services entitled Pan Am/Para Pan Planning Status Update be received for information.

REPORT HIGHLIGHTS:

- The Host Committee for the City of Mississauga and Working Committees are engaged in games planning and community awareness strategies including but not limited to : Venue planning, Transportation Management, Municipal Services Agreement, Community Awareness and Activation, Legacy Programs and Volunteer recruitment.
- The City has developed and is preparing to launch a Pan Am website www.vivamississauga.ca specific to Mississauga events and information.
- As a Silver Municipal Designate, the city is exercising the designation benefit through use of logos and branding, TO2015 resources, and event hosting rights.
- On July 10, 2014 the City will host its one-Year Countdown Event "VIVA MISSISSAUGA" on Mississauga's Celebration Square.

- As one of two ParaPan hosts, the city is working with TO2015 on planning for the ParaPan events scheduled at the Hershey Centre including venue planning, para torch event and legacy para programming.

BACKGROUND:

On December 11, 2013 Council approved the rental of the Hershey Centre to TO2015, the organizing committee for the Pan Am/Para Pan Am Games (“Games”) which begin July 10, 2015.

The Games are expected to attract 1.2 million visitors to the Greater Toronto Area. The Games will involve approximately 6,000 athletes and 2,400 coaches and team officials representing forty one (41) countries. The Games will attract 1,500 athletes and 900 coaches and team officials.

The city and the community organizations representing youth, sport, arts and culture have a vested interest in the success of these Games to ensure our city, and the entire region is recognized as a welcoming, engaged, dynamic place to compete and visit.

The approved Sport Plan identifies a number of priorities related to the celebration and promotion of sport. A Sports Tourism Strategy, one of the recommendations of the Sport Plan, was also approved by Council. Participation in the Games align with the city’s desire to increase its participation in high profile sport events, draw tourism spending and increase overnight stays which are demonstrated to have a local economic and community benefit.

As the games approach the 12 month countdown, greater focus is being placed on venue planning, communication, transportation demand management as well as community awareness and legacy initiatives to ensure the games experience is a positive one for local residents, spectators, athletes and visitors.

Council had approved a planning framework that includes an Advisory Panel, now called the *Mississauga Host Committee*. Council members, community stakeholders and staff are working together to review plans and provide guidance to the various subcommittee teams which include: Transportation Planning and Venue/Security Planning.

The purpose of this report is to provide General Committee with current information respecting our plans to date.

COMMENTS:**Transportation Planning:**

The Pan Am games brings a number of transportation challenges given the volume of athletes, spectators, workers and visitors and the wide distribution of 33 ceremony and competition and venues across the GTHA and beyond. Transportation planning for the wider transportation network exists within a Strategic Framework released March 14, 2014 and at the venue level through the development of local area plans. These plans are integrated but are only achievable if there is a 20% reduction in demand on the road network therefore Transportation Demand Management (TDM) principles feature prominently in the planning. A measure of the games success will be events occurring on time and with minimal impact on business and local residents. City staff from various divisions are working with the TO2015 on the development of local area plans for the Hershey Centre. Staff from transportation and transit at the city and at Peel Region are also members of the Pam Am Transportation Team panels led by the Ministry of Transportation.

Local Area plans consider the last mile that brings the games family (athletes, coaches and officials), workers and spectators into the site and ensures that city venues close to Hershey such as the Sportzone, Iceland and outdoor fields can continue to operate.

The Transportation Team focuses on the wider network beyond the last mile connecting the athlete's village and spectators to the venues. It encompasses a Games Route Network, additional transit services, TDM measures, construction and route clearance during the games, communication prior to the games and way finding and dynamic messaging during the games.

Initial local area plans have been developed and submitted to TO2015 and the detailed planning is underway. This plan identifies projects such as the Hanlan Watermain project to ensure there is recognition of the impact summer construction projects will have. Plans for parking at the venue, identification of overflow parking, staff requirements, for visitors and regular users are underway.

The City of Mississauga has been asked to operate additional transit routes linking higher order transit services such as GO Transit's Lakeshore Line at Port Credit and Toronto's Subway at Kipling to the Hershey site. These decisions will be incorporated into the final Municipal Services Agreement (MSA), yet to be negotiated. This agreement will resolve any question related to funding and service levels provided by the city during games time along this last mile to the venue. It is expected that the MSA will be brought to the new term of Council, early 2015.

The widest impact in the city is likely to come from the Games Route Network. This sees the creation of Priority Lanes - new High Occupancy Vehicle (HOV) lanes on 400 series highways by reassigning existing lanes and considers the possibility of revised access rules for existing HOV lanes. The proposed games network impacts the 401 and QEW within the city it is not exclusive to games family vehicles. However the current access rules for HOV(2+, bus, taxis and green vehicle) are subject to study and the modelling required will not be complete until later this summer. Until the rules around the Games Route Network are established and the impact on travel times understood it is not possible to determine the local impacts and what steps can be taken to mitigate.

The success of the transportation plan will be highly dependent on how TDM techniques can change behaviour during the games to free up road space for games related activity. Transit, carpooling, active transportation, time shifting all have a role and the city will be active in educating and communication the need for change and the options available to road users during the games.

Communication strategies to local business to encourage flexible work hours and alternative work arrangements during the games period, though likely initiated by the province as this will be an issue across the games footprint

Venue Planning:

Staff and representatives from TO2015 continue to meet and prepare venue overlay plans, service requirements, emergency and security protocols. The terms of the Council approved Venue License

Agreement are guiding these discussions including how funding and recoveries are managed. To ensure accessibility for athletes and visitors during the games, particularly during the Para Pan games, staff from the city's Accessibility Office and TO2015 are undertaking additional venue audits.

Security and Emergency Planning:

The Ontario Provincial Police (OPP) will lead the Pan Am/Para Pan Games security planning and co-ordinate with local authorities. Staff from Fire and Emergency Services are participating in the emergency plans for the venue and games area.

Viva Mississauga:

Following consultation with the Host Committee and community stakeholders (MyGames, Culture Division, Mississauga Arts Council, Sports Council, local sport organizations) the city has determined the following Community Awareness Events leading up to the games:

- After a successful Camp Day for the Two Year Countdown last year, July 10, 2014 marks the One-Year Countdown to the games. *Viva Mississauga* will occur at Mississauga's Celebration Square from 3:00-11:00pm. Official ceremonies will begin at 6:15pm with a parade of flags and local children and the party begins at 7:00pm with Latin dance demonstrations, Caribbean Calypso music, Zumba, cultural food, buskers and sport demonstrations.
- Kids 'N Play is a TO2015 school curriculum that educates children K-8 about the countries, cultures, sports, para-sports through games and activities. TO2015 has distributed resources to Peel area schools. The city's recreation division will adopt this program in its summer camps and after school programs this and next year
- In 2015 the Recreation Division will dedicate the Spring/Summer Active Guide cover to the Pan Am colors and will re-name a number of camps and programs that are sport and culturally themed to reflect the spirit of the games.

- The city will facilitate the volunteer recruitment drive which takes place from April 7-May 31st through the provision of kiosks at local community centres and promotion on our digital signs and community centre displays. TO2015 is targeting 20,000 volunteers for the games and will be employing a “Volunteer Locally” approach to placement and scheduling. The Mississauga venue is expected to require 800 volunteers to host Games’ activities. Mississauga hosted a “Volunteer Day” April 26 at Frank McKechnie Community Centre to support the local recruitment drive.
- Torch Relay: As a Silver Designate, the city is entitled to a four (4) hour stop and two (2) torch bearers. Staff will bring a report forward to Council based on the recommendations of the Host Committee with respect to the two torch bearer names we will submit to TO2015. The City is pleased to announce it has partnered with the Mississauga Waterfront Festival for the Torch Relay event and confirms the date of June 14, 2015. The Torch will wind up at the Waterfront Festival where there will be events to celebrate the Games. The City will also be involved in the Para Pan Torch event though details are not yet available.
- The Tourism Advisory Board will be working with the local tourism industry (restaurants, hotels and local retail) to develop packages that can be promoted to visitors to encourage local accommodations and entertainment options.

Building The Buzz:

TO2015 is leading a number of Pan Am marketing and media plans that host communities will leverage which began February 25, 2015. We are working with the organizing committee to ensure media buys are not Toronto centric.

The City of Mississauga has launched its website www.vivamississauga.ca landing site for Pan Am/Para Pan related information. Our intention is to ensure residents in the city have access to:

- local celebrations
- ticket information
- impact information (traffic, detours)

- hotels and local dining opportunities that are promoting Pan Am discounts
- volunteer opportunities

While the city has a number of planned events and online campaigns, we do not have the resources to fully execute a local festival and marketing program. To ensure local business and community organizations are doing their part, staff will invited community affiliates and partner organizations to a focus group meeting on June 5, 2014 to generate and share ideas to help promote and build excitement in Mississauga.

Legacy Programs:

The Host Committee and community stakeholders have provided input on the development of legacy programs the city is considering:

Grade 5 Action Pass

Program provides activity passes to Grade 5 students in Dufferin-Peel Catholic District School Board and Peel District School Board that provides access free drop in skating and swimming programs. The Program exists in other jurisdictions and is designed to encourage physical activity at an age when youth tend to drop out of extra-curricular programs.

Para Sport Legacy

Staff is currently working with the Canadian Paralympic Association and the Pan/Parapan Am Legacy Committee to identify and develop opportunities for parasport programming in Mississauga for implementation in 2015. A critical path and project scope will be created during planning sessions scheduled over the next several months.

Test Events:

The city is hosting a number of test events beginning May 2014 through September 2014. These include:

- Volleyball (Hershey Centre) May 16-19, 2014
- Team Handball (Sportzone) May 16-18, 2014
- Junior Wrestling (Hershey Centre) June 26-30, 2014

- Goal Ball, (Hershey Centre) August 12-17, 2014
- Gymnastics (Hershey Centre) August 18-Sept 1, 2014

These are ticketed events and will be promoted and organized through National and Provincial Sport Organizations.

STRATEGIC PLAN: The city's participation in the Pan Am and Para Pan Am Games advances the Strategic Goal of Celebrating Our Community under the Connect Pillar.

FINANCIAL IMPACT: Costs associated with the city's hosting of events such as the One Year Countdown event are being funded through the city's Hosting Account as identified to Council in the corporate report dated November 1, 2013 "Municipal Designation Report".

CONCLUSION: The Pan Am and Para Pan Am Games are international events that will attract 1.2 million athletes, spectators and visitors. As a gateway to the games and the 4th largest cluster, Mississauga is well positioned to enjoy the economic and community benefits associated with these games and showcase our superior sport and cultural venues, namely the Hershey Centre and Mississauga's Celebration Square. The Host Committee has been engaged and effective in guiding the overall planning for the games and staff will continue to provide updates to Council as information becomes available.



Paul A. Mitcham, P.Eng., MBA
Commission of Community Services

Prepared By: Howie Dayton, Director Recreation



Corporate Report

Clerk's Files

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Files

General Committee

MAY 07 2014

DATE: April 14, 2014

TO: Chair and Members of General Committee
Meeting Date: May 7, 2014

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

SUBJECT: Mississauga Steelheads MiWay Shuttle Bus Program

- RECOMMENDATION:**
1. That the Corporate Report dated April 14, 2014 from the Commissioner of Community Services entitled Mississauga Steelheads MiWay Shuttle Bus Program be received.
 2. That the Mississauga Steelhead MiWay Shuttle Bus Program cease to operate for the 2014/ 2015 season.

**REPORT
HIGHLIGHTS:**

- MiWay Shuttle Bus was offered for a total of seventeen (17) home Steelheads games during the 2013/2014 season
- A full communication plan was executed by Steelheads and City staff as outlined in this report.
- The cost to operate the MiWay shuttle bus service was \$10,832 [including recreation part-time staff].
- The shuttle bus service generated a total of 298 boarding's with an average of 3.5 customers per trip with an average cost of just over \$36 per person.

BACKGROUND: At a Council meeting on October 9, 2013, a motion that bus transportation be provided to the community, to and from the City

Centre, for Mississauga Steelheads home games was approved. The basis for the initiative was that the City fund the out of pocket cost for the bus (labour, fuel, etc.) provided that the hockey club fund the wrap of a MiWay bus through Lamar Transit Advertising. The bus wrap cost, including creative design, paid by the Mississauga Steelheads hockey club was \$15,650 including tax.

Community Services Department supported the cost of the free shuttle bus service based on charter rates quoted by MiWay. All expenses were charged to the Hershey Centre budget. The service picked up customers from Celebration Square at three (3) designated times prior to home games and transported them directly to the Hershey Centre. In addition, following each game, the shuttle made two (2) return trips transporting fans back to Celebration Square.

To encourage customers at Celebration Square to attend the hockey games, Steelheads staff and the mascot canvassed the Square offering a voucher for a pair of platinum tickets, at 50% off the face value price. Customers were required to pay for the tickets at the Box Office (walk-up) once they arrived at the Hershey Centre.

There was an additional labour fee assigned to the Hershey Centre budget. City Recreation program staff were scheduled a total of five (5) hours each home game. Their responsibilities included opening and closing the gate at Celebration Square for the shuttle, canvassing customers and ensuring accurate head counts on the bus to and from the Hershey Centre. The Mississauga Steelheads provided City staff with two (2) complimentary tickets at each game.

In total, the MiWay shuttle service was operated for nine (9) Friday home games and six (6) Sunday home games. In addition, two (2) home playoff games were added to the shuttle service on March 25 and 27, 2014

Prior to the official rollout of the shuttle bus program, City staff from both Recreation and MiWay worked collaboratively with Steelheads staff in developing and executing a full, communication campaign.

Ridership was tracked for all seventeen (17) home games. A summary of ridership is outlined in the following table:

Steelhead MiWay Shuttle Bus Ridership

	Customers
Per Shuttle (avg.)	3.5
Season Total (all 17 games with 5 shuttles per game)	298

A total of 298 boardings occurred on 85 shuttle trips for an average of 3.5 customers per trip. The total charges for the shuttle bus, including part-time labour at Celebration Square was \$10,832. The average cost per rider was just over \$36.00

The ridership use reveals that 20 percent of the trips were one way and that 78% of trips had between zero (0) and five (5) riders. The dates with the lowest ridership do not correlate with any day of the week or the weather.

COMMENTS:

A full communication plan and media release was rolled-out for this initiative. It included the following marketing collateral, both in hard-copy and web content:

- Full Bus Wrap [Steelheads absorbed full cost]
- Tabloid size posters at all arenas, libraries, community centres
- Media Release to all local newspapers and story and photo-shoot by the Mississauga News on December 2
- Social Media [City and Steelheads pages] – Facebook, Twitter
- Advertisement on Recreation website
- Advertisement Banner on Transit Website
- Advertisements on Celebration Square Media Screens and community centre digital screens
- Messaging in Recreation e-newsletter
- Reader Message on City Pylon Signs
- City Centre Terminal Shelter Poster
- MHL/MGHL promotion

Despite these marketing and communication efforts, it did not translate to a significant response or following from the community, and; therefore, did not convert into increased attendance at the games, which was a measure of success.

FINANCIAL IMPACT: The total MiWay charges assumed by the Hershey Centre for the Mississauga Steelheads Shuttle Bus program were \$8,925. Moreover, to staff Celebration Square with Recreation program staff resulted in an expense of \$1,907 [fringe benefits included]. The total expense, including part time staff for the Steelheads shuttle bus program was \$10,832.

CONCLUSION: The ridership numbers do not appear to have had any appreciable, direct impact on overall game attendance at Steelheads home games and the continued cost and service cannot be justified. Staff recommend the operation of the MiWay shuttle not continue for the 2014/ 2015 Steelheads season, at the city's expense.



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

Prepared By: Greg Socha, Facility Manager, Hershey SportZone



Corporate Report

Clerk's Files

Originator's
Files

14

DATE: April 8, 2014

General Committee

MAY 07 2014

TO: Chair and Members of General Committee
Meeting Date: May 7, 2014

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

SUBJECT: ActiveAssist – Fee Assistance Program Performance

RECOMMENDATION: That the ActiveAssist – Fee Assistance Program Policy 08-03-06 be amended to increase the maximum number of ActiveAssist clients to 9,000 as outlined in the Corporate Report dated April 8, 2014 from the Commissioner of Community Services.

**REPORT
HIGHLIGHTS:**

- The ActiveAssist program provides equality of access to Recreation programs for those Mississauga residents in financial need, regardless of age.
- ActiveAssist offers residents who meet the eligibility criteria a \$275 per person credit to a Recreation account.
- The income eligibility criteria is based on the most current report of Low Income Cut-off's (LICO) as determined and reviewed by *Statistics Canada*.
- The ActiveAssist program has not increased budgeted program operating costs since its inception.
- In order to accommodate the current number of qualified applicants, it is recommended that Council approve an increase in capacity to 9,000.

BACKGROUND:

Previous Recreation Master Plans have recommended and identified the need for a fee assistance program that provides equality of access to those in financial need regardless of age. With the intent to address the economic needs of Mississauga residents, the ActiveAssist program was launched on May 5, 2009. The purpose of ActiveAssist is to provide an opportunity for low-income families and individuals in Mississauga to participate in Recreation programs.

Currently ActiveAssist offers residents who meet the eligibility criteria a \$275 per person credit to a Recreation account. This credit is redeemable as payment for most recreation programs and memberships provided by the City of Mississauga. The eligibility criteria is based on the most current report of Low Income Cut-off's (LICO). The LICO standard is determined and reviewed by *Statistics Canada*. LICO calculates a cost of living requirement based on the number of people in a family.

ActiveAssist participants have one year to utilize the credit on their account. Unused credits expire after a year and are automatically removed from the client's account.

The ActiveAssist program is governed by a corporate policy adopted by Council (GC-0194-2009). This policy, Appendix 1, guides the overall management and administration of the program, including the total number of client spaces available annually – currently 8,000 spaces.

COMMENTS:

During the inaugural year of the program, the original capacity of 2,500 was reached after two months. Prior to the second year of the program, Council approved a capacity increase to 4,000. The capacity has continued to be raised each year based on demand, 2011/12 – 8,000, 2012/13 – 8,500 (interim Commissioner approval), 2013/14 – 9,000 (interim Commissioner approval).

Highlights include;

- Over a five year period, 67% of all subsidies are used for registered programs and 33% are used to purchase memberships/visits.

- Children/Youth utilize between 75-80% of all registered program subsidies and Older Adults account for 3%.
- Malton Community Centre has demonstrated the highest Active Assist program participation as a percentage of total facility program registration (16.7% in 2012/13 and 16.9% in 2013/14).

Since the capacity was raised to 8,000 in year three, the number of registrants has increased each year and, based on interim approvals, participation has surpassed the 8,000 capacity, reaching 8,984 for the 2013/14 ActiveAssist program. Increasing the number of spaces to 9,000 will accommodate the demand realized in the fifth year of the program.

Interest, take up, agency/client feedback and use since the ActiveAssist program launched confirms the need for the program. ActiveAssist has improved access to service and is proving to be efficient by utilizing existing capacity to moderate any pressure on gross expenditure.

The staff recommendation is to increase the number of ActiveAssist spaces from 8,000 to 9,000 for the next allocation period in order to accommodate the current number of qualified applicants.

STRATEGIC PLAN: The ActiveAssist program is aligned to Our Future Mississauga's strategic pillar of change – BELONG. The program ensures more children, youth, families, adults and older adults experience the benefits of recreation and a better quality of life.

FINANCIAL IMPACT: This report has no Financial Impact.

CONCLUSION: The ActiveAssist program has not increased budgeted program operating costs since its inception. This is expected to continue to be the case through 2014/15 with the recommendation to increase ActiveAssist from 8,000 to 9,000. Facilities have been able to accommodate ActiveAssist participants into programs and provide memberships without additional resources. Therefore the ActiveAssist program has been successful in increasing participation

with no impact to the current budget. The fee assistance program enables individuals and families to participate in recreation activities that they may not otherwise be able to.

ATTACHMENTS:

Appendix 1: Corporate Policy Fee Assistance Program



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

*Prepared By: Bradley Stoll, Customer Service Centre Manager,
Community Services*

Corporate Policy and Procedure



Policy No. Appendix 1
08-03-06
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Effective Date 2013 10 24
Supersedes 2011 07 06

14(d)

TAB: COMMUNITY SERVICES
SECTION: RECREATION
SUBJECT: ACTIVEASSIST - FEE ASSISTANCE PROGRAM

POLICY STATEMENT ActiveAssist, the City of Mississauga's fee assistance program, will enable many residents living in low-income households to register and participate in quality recreational and cultural activities by offering user fee credit subsidies.

PURPOSE User fee subsidies will extend the benefits of municipal recreation and culture programs to an increased number of children, youth, families and older adults who live in low-income conditions and are therefore less likely to afford current user fees.

SCOPE ActiveAssist is based on the economic need of individuals and families. Participation in the program is capped at 8,500 low-income individuals who are residents of Mississauga.

Post-secondary students who are enrolled full time in a college or university are not eligible, as these institutions provide affordable recreation options. An exception is made for full-time post-secondary students with dependants.

Mississauga residents who participate in another City-administered fee assistance program are not eligible to apply for ActiveAssist during that calendar year.

This policy does not apply to Mississauga Library programs or memberships. For information on these programs and memberships, contact the Mississauga Library.

LEGISLATIVE AUTHORITY

Verification of income is required in order to confirm eligibility to ActiveAssist. The procedures for gathering and recording

14(e) **Corporate Policy and Procedure**



Policy No.	Appendix 1
	08-03-06
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income level and net individual/family income information outlined in this policy comply with all applicable legislation, including the *Municipal Freedom of Information and Protection of Privacy Act* (MFIPPA). For additional information on MFIPPA refer to Corporate Policy and Procedure, Records Management, Freedom of Information and Protection of Privacy.

The City of Mississauga, as authorized by the *Municipal Act, 2001*, establishes an annual by-law to impose, waive, reduce or otherwise vary a recreation program fee or charge.

DEFINITIONS

For the purposes of this policy:

“Family” means the applicant, his/her spouse or common-law partner and all legal dependants.

“Family Net Income”, as defined by the Canada Revenue Agency (CRA), means the total of the applicant’s net income and his/her spouse’s or common law partner’s net income.

“Low Income Cut-Off (LICO)” means a measure of poverty calculated by Statistics Canada using an annual survey of incomes, and defines a set of after tax (net) income levels below which individuals are considered to be living under the poverty line. Cut-off levels vary with the number of family members and are adjusted periodically for inflation.

“Membership” means all recreational memberships/passes, such as, but not limited to, fitness, swimming and skating.

Memberships are for the exclusive use of the member, are limited to a fixed term and have a specific expiry date. Personal training and swipe visits are excluded.

ADMINISTRATION

ActiveAssist is administered by the Community Services Department, Recreation Division, via the Customer Service Centre (CSC). All ActiveAssist credit subsidies will be tracked using a registration software system. Recreation staff will

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undertake compliance auditing and produce ongoing reports to ensure strict management of the program.

OVERVIEW OF PROGRAM

ActiveAssist is a municipally supported financial assistance program available to those with incomes below LICO levels. The most recent LICO rates available at the time of registration will be used to determine eligibility. The CSC Manager or his/her designate will be responsible to monitor Statistics Canada LICO adjustments and communicate them to staff, including clear effective dates.

Community Services staff will collaborate with community agencies and stakeholders, who will promote ActiveAssist to residents who have been identified as low-income. Information will also be available to residents of Mississauga in a variety of Recreation marketing material.

Enrolment

Participants in the program will be accepted on a first-come, first-served basis. Each eligible ActiveAssist participant will be enrolled for a period of one year and receive an annual subsidy of \$275, in the form of an account credit, that can be applied to Mississauga Recreation and Culture registered programs and/or non-transferable Memberships. ActiveAssist participants have the option to either use their credit subsidy to cover the full program cost, or to pay a portion themselves, using an accepted payment method. ActiveAssist credits cannot be transferred to another person.

Registrations will be ongoing throughout the year. The first day of each customer's twelve month enrolment period will be the date their subsidy is activated.

ActiveAssist participants are responsible to apply annually and must continue to meet all eligibility criteria. Applications for the next year may be made thirty calendar days prior to the end of

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their current enrolment period.

If the maximum number of ActiveAssist customers has been reached applicant(s) will be put on a waitlist, as outlined in the ActiveAssist Waitlist section of this policy.

Unused Credit

Any unused account credits remaining at the end of the customer's enrolment period are automatically removed by the registration software system. Credits cannot be carried over to the following year, transferred to another individual or family member, or redeemed for cash. If the remaining credit is not sufficient to cover the full cost of a program the participant may opt to pay the balance using any accepted means of payment.

Credits can be applied to any active registration program, even if the start date is past the individual's year end date. For example, the customer's activation date is July 15, 2013, with an expiry date of July 14, 2014. The customer may choose to enrol in April, 2014 for a program that starts in August, 2014.

Credits can be used to purchase a Membership, providing the start date is before the ActiveAssist expiry date, or to extend an existing Membership.

In the event that an Active Assist participant has registered in a program that is cancelled by the City after the participant's ActiveAssist enrolment period has expired, the customer may be transferred to another program in the same session by the CSC.

CRITERIA

To qualify for the program the applicant must be:

- a resident of Mississauga;
- have a total net individual or combined family income below LICO;
- be able to provide recent official documentation that shows total family net income, and proof that all dependants are the legal responsibility of the adult and

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reside in the adult's household, using one or more of the following original statements/documents:

- Canada Customs and Revenue Agency (CRA) Notice of Assessment form (T451) showing net income/earnings (line 236) for all adults less than the designated cut offs
- Ontario Sales Tax Benefit form
- Ontario Disabilities Support Program Drug benefit eligibility card;
- Ontario Works Drug/Dental benefit eligibility card;
- Canada Child Tax Benefit Notice;
- Ontario Child Care Supplement for Working Families Entitlement Notice; and
- Goods and Services Tax/Harmonized Sales Tax Credit Notice.

Dependants under the age of 18 cannot apply as individuals. A parent or legal guardian must complete an application on their behalf.

EXCLUDED PROGRAMS

Programs and services that are ineligible for ActiveAssist due to higher program delivery costs or inability to register via the central registration system include:

- Green Fees at BraeBen and Lakeview;
- Hershey Sport Zone Leagues;
- private or semi-private swimming and skating lessons; other private or semi-private lessons/instruction (e.g. squash); low ratio instructor to participant programs (i.e. 1 to 4 or less); and personal training (e.g. fitness and aquatic therapy);
- marina slip reservations (Port Credit Village Marina and Lakefront Promenade);
- Meadowvale Theatre box office tickets or rentals;
- room or facility rentals and park permits;
- single admission (pay as you go) or swipe visits for swimming, skating, fitness and youth-drop in programs;
- senior's bus trips;

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- Museums admissions; and
- additional fees that are payable on top of registration fees (e.g. National Lifesaving Society instructional book).

APPLICATION PROCESS

Applications for ActiveAssist may be made at any City of Mississauga Recreation Community Centre or the CSC and must be done in person. A specific appointment time is not necessary, however, may be arranged in advance by phoning the applicable location. Applicants are required to bring the following documentation:

- the completed ActiveAssist form;
- proof of residency in Mississauga (e.g. recent utility bill, lease agreement, driver's license); and
- proof of total family net income and legal responsibility for all dependants listed on the application as outlined in the Criteria section of this policy.

Applications are also available in alternative formats upon request.

Role of Front Desk Staff

Community Centre and CSC staff will be responsible to complete the following:

- review customer's documents, ensuring confidentiality;
- verify total family or individual net income and the type of identification and documentation provided, including the document's date;
- sign the form and ensure it is initialled by a full-time supervisor, full-time operations staff, or on-duty manager;
- forward the completed and verified application form, in a sealed envelope, to the CSC; and
- advise applicants that they will hear back from the CSC within 15 business days.

Documents will not be photocopied and all originals will be returned to the applicant. Applicants will be required to sign a

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declaration that the information provided is factual and agree, if requested by the City, to provide originals for auditing purposes at any time during the coverage period.

Kids in Care Provision

In order to provide access to ActiveAssist for those children in the care of Peel Children's Aid, the City authorizes designated Peel Children's Aid staff to complete ActiveAssist applications and verify documents for children under their guardianship. Peel Children's Aid staff will follow the processes outlined under the Role of Front Desk Staff, above. The application must be sent to the CSC for consideration.

Role of Customer Service Centre Staff

CSC staff authorized by the CSC Manager to approve ActiveAssist applications will confirm that all areas of the application are complete, the application form has been verified, and that the applicant(s) are not currently benefiting from the Jerry Love Fund.

CSC staff will then contact the ActiveAssist applicant and confirm whether or not they have been approved for the program. Applicants who have been declined will be advised of the reason(s) and, if applicable, any steps they can take to make a successful application. A user account will be set up in the registration software system for successful applicants, if none exists, and the credit subsidy will be applied. Staff will provide information and instruction to applicants on how to register for the programs of their choice, and advise them that credit will be drawn from the account as payment.

All applications, both approved and declined, will be filed in a secure, confidential location at the CSC, where they are available only to staff who need to have access to the information. Records will be maintained in accordance with established Recreation procedures and Corporate Policy and Procedure, Corporate Administration, Records Management, Records Management Program.

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ActiveAssist Waitlist

Maximum enrolment in ActiveAssist is capped at 8,500. The CSC will monitor the number of registered ActiveAssist participants and maintain supplementary waitlist tracking.

When maximum enrolment is reached, ActiveAssist applicants that meet all eligibility requirements will be advised that they have been put on a waitlist.

CSC staff will be responsible to actively monitor the number of registered ActiveAssist participants. When space becomes available the CSC will contact the customer at the top of the waitlist and advise them that they may now enrol in the program/Membership.

Registration Process

Once the subsidy credit has been applied to their account, ActiveAssist customers may register in eligible programs/Memberships of their choice.

All conditions related to recreation programs, including: transfers, Membership changes, withdrawals and missed classes as outlined in Corporate Policy and Procedure – Fees and Other Revenues – Administration of Recreation Fees, will apply to ActiveAssist registrants, with the exception of administration fees.

JERRY LOVE CHILDREN'S FUND

The Jerry Love Children's Fund (the Fund) is a volunteer donations fund established to provide financial assistance to eligible children participating in City recreation activities. Recreation staff administer the Fund, which City staff and corporate sponsors contribute to through a variety of fund raising activities. Many of the children who qualify may not meet the financial criteria for the ActiveAssist, so will continue to be accommodated by the Fund.

MONITORING AND REPORTING

ActiveAssist Cost Centre

Minimum registration requirements exist to offset labour and

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material costs associated with delivering recreation and culture programs. All registered programs, including those added to accommodate ActiveAssist customers, must meet the minimum number of course registrations. The program supervisor, in consultation with the facility manager and/or other programmers in the specific line of business, may determine that, if program cost recovery is at risk due to ActiveAssist registrations, the program may proceed if the overall line of business is profitable. Otherwise, the course will be cancelled.

Courses that incur a direct cost to the City will be offset by the ActiveAssist cost centre. Programmers must submit a request (a journal voucher) to transfer funds from the ActiveAssist cost centre for ActiveAssist participants who are registered in partnership programs that incur a direct cost to the City.

Tracking of ActiveAssist will take the form of a separate cost element in SAP, the City's finance software system. The following monitoring and reporting practices will ensure proper management and oversight of the program:

- Standardized quarterly reports will be provided to the Director of Recreation and the Director of Culture itemizing the number of ActiveAssist customers, the total unrealized revenue of ActiveAssist credit spending on registrations and Memberships, and ratio of paying customers to ActiveAssist customers, with such information available for audit;
- An annual statistics report analyzing program trends and costs;
- A report of all internal program registration fees charged or credited to the ActiveAssist cost centre budget; and
- Overall demand for assistance will be tracked and used for future forecasting of need for financial assistance.

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EXCEPTIONS

Children and youth with disabilities (under the age of 18) who do not meet the ActiveAssist program criteria may be approved for the program if it is determined by the City that a qualified support worker is required in order to participate in City programs. Requests for this exception will be directed to the designate in the Recreation Division, Community Services Department for consideration and possible approval.

The Director of Recreation (or his/her designate) or the Director of Culture (or his/her designate), after careful consideration of the circumstances and in consultation with applicable staff, may make additional exceptions to the ActiveAssist criteria on a case by case basis to accommodate individual requests.

Significant exceptions cannot be made to the program cap or eligibility requirements without Council approval.

REFERENCE:

GC-0194-2009 2009 04 08
GC-0385-2010 2010 05 26 – increased maximum participation to 4,000 residents.
2010 06 02 – Administrative revision related to Administration of Recreation Fees policy – FAP customers not charged admin fee
GC-0455-2011 2011 07 06 - increased maximum to 8,000
2012 01 25 – added aquatic therapy in excluded programs
Leadership Team - 2013 10 24 – Scheduled review. Admin changes to reflect current practices and add Kids in Care Provision.

LAST REVIEW DATE:

October, 2013

CONTACT:

For more information contact the Community Services Division, Recreation Department.



Corporate Report

Clerk's Files

Originator's
Files

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DATE: April 20, 2014

TO: Chair and Members of General Committee
Meeting Date: May 7, 2014

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

SUBJECT: **Fire and Emergency Services Home Safe Home Program
Community Partnership/Sponsorship with Birnie CurrentSAFE.**

General Committee

MAY 07 2014

RECOMMENDATION: That Council approve the sponsorship agreement between the City of Mississauga and Birnie CurrentSAFE, a Division of Birnie Electric Limited, (Birnie) for sponsorship of the Mississauga Fire & Emergency Services (MFES) Home Safe Home program and enact a by-law to authorize the execution of the agreement by the Commissioner of Community Services and the City Clerk, including subsequent renewals, in a form satisfactory to Legal Services.

**REPORT
HIGHLIGHTS:**

- Through a letter of intent dated March 1, 2014 staff from the City's Sponsorship and Corporate Development Unit, working in concert with staff from MFES, has negotiated a 3-year sponsorship agreement with Birnie.
- The expected increase in the number of housing units along with the number of Mississauga residents whose first language is not English has required that MFES expand the Home Safe Home program and demographically target fire safety and public education campaigns. The acquisition of a corporate sponsor for Home Safe Home has responded to this need.

Subject to final approval and execution of the Agreement, the expected revenue from Birnie is \$60,000 over the three year term.
--

BACKGROUND:

Since 1995 Mississauga Fire and Emergency Services has conducted its annual Home Safe Home public education program for our residents from May 1st to September 30th. Firefighters engage our residents at the home front door to provide important fire safety public education information, ensure compliance with current smoke alarm and carbon monoxide alarm bylaws, and answer fire safety questions with the goal to reduce residential fires.

The current theme, **“Meet, Greet, and Educate”** allowed firefighters to reach 32,445 homes in 2013 and distribute fire safety postcards promoting access to our public education brochures in 12 different languages available on our website.

PRESENT STATUS:

Through a letter of intent dated March 1, 2014 (see Appendix “1”) staff from the City’s Sponsorship and Corporate Development Unit, working in concert with staff from MFES, has negotiated a 3-year sponsorship agreement with Birnie. The agreement term will run from March 1, 2014 to March 1, 2017.

Birnie, a Mississauga-based, family-owned electrical contractor founded in 1967, provide an exclusive, non-invasive Electrical Hazards Detection (EHD) program that detects potential hazards behind the walls before they become emergencies. Thus, making people’s homes safer, both through education and in-home testing.

COMMENTS:**Need For Program Expansion**

According to the *Mississauga Growth Forecast for Housing*, the number of housing units is expected to grow 20.2% by 2031. More than 50% of Mississauga residents will have a language other than English as their mother tongue. In order to keep pace with this growth and change MFES must increase and demographically target fire safety and public education campaigns. Sponsorship dollars are critical to subsidize the Home Safe Home initiative if it is to fulfill its mandate.

The acquisition of a corporate sponsor for Home Safe Home has responded to this need. It has enabled the City to position itself for improved customer service and education delivery. This new partnership will allow MFES to provide widespread coverage with our public education materials to educate our residents in the principles of fire prevention: "Prevention, Detection, and Escape."

In 2014, Birnie's sponsorship investment will enable MFES to:

- Increase home visits from 32,000 to 35,000
- Develop an 8-page, full colour, information pamphlet to *replace* the old postcard
- Increase distribution of 5000 postcards to 100,000 pamphlets
- Grow registered Home Safe Home website views from 1000 to 5000
- Upgrade and enhance website content
- Execute a broader marketing campaign for the program through internal and external media and cross-promotion with Birnie CurrentSAFE
- Produce a new Fire Recovery Booklet for distribution to house fire victims.

FINANCIAL IMPACT: Subject to final approval and execution of the Agreement, the revenue from Birnie is \$60,000 over the three year term with cash payments as follows:

- \$15,000 in 2014
- \$20,000 in 2015
- \$25,000 in 2016

In exchange for the financial commitment, Birnie will receive logo recognition on all City produced Home Safe Home promotional flyers and education pamphlets, and on the Home Safe Home website. In addition, promotion of the Birnie CurrentSAFE program in the City's community centre brochure racks and on the City-wide digital advertising network.

MFES Fire Prevention and Life Safety Officers will continue to

participate in Birnie CurrentSAFE home safety seminars, for the purpose of disseminating fire safety information to the community.

100% of all revenue from the Birnie sponsorship will be utilized for the operation of the program.

CONCLUSION:

Birnie's sponsorship contribution demonstrates the power of corporate partnership to affect positive outcomes for City programs and the benefits of building strong sponsorship relationships. Sponsorship revenue will allow Home Safe Home to expand its reach into our demographically diverse community to deliver fire-safety messaging and save lives.

ATTACHMENTS:

Appendix 1: Letter of Intent dated March 1, 2014.



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

*Prepared By: Michael Campbell, Manager, Sponsorship &
Corporate Development*



THE CORPORATION OF THE CITY OF MISSISSAUGA ("CITY"): SPONSORSHIP LETTER OF INTENT ("LOI")

I. EFFECTIVE DATE: 1 March 2014

II. EXPIRY DATE: 1 March 2017

III. SPONSOR:

1. Name: Birnie CurrentSAFE a Division of Birnie Electric Limited (the "Sponsor")
2. Contact Person: Tim Birnie
3. Address: 2209 Dunwin Drive
Mississauga ON L5L 1X1
4. Tel. No.: 905-569-1818 x224
Fax No.: 905-569-9119
5. Email: tbirnie@birnie.com

IV. SPONSORSHIP ELEMENT(S): Presenting Sponsor, Home Safe Home Program

V. FEES:

- a. \$60,000.00 CDN plus applicable taxes to be paid as follows:
- b. \$5,000.00 CDN plus applicable taxes by 01/03/14
- c. \$5,000.00 CDN plus applicable taxes by 01/07/14
- d. \$5,000.00 CDN plus applicable taxes by 01/10/14
- e. \$5,000.00 CDN plus applicable taxes by 01/01/15
- f. \$5,000.00 CDN plus applicable taxes by 01/04/15
- g. \$5,000.00 CDN plus applicable taxes by 01/07/15
- h. \$5,000.00 CDN plus applicable taxes by 01/10/15
- i. \$6,250.00 CDN plus applicable taxes by 01/01/16
- j. \$6,250.00 CDN plus applicable taxes by 01/04/16
- k. \$6,250.00 CDN plus applicable taxes by 01/07/16
- l. \$6,250.00 CDN plus applicable taxes by 01/10/16

VI. AGREEMENT: Once this LOI and attached Sponsorship Agreement (the "Agreement") (See Appendix "2") are both fully executed by the City and the Sponsor, the Agreement shall constitute the entire agreement between the City and the Sponsor with regards to the rights set out therein and shall include this LOI (including Appendix "1"). This LOI is not binding on either the City or the Sponsor until it becomes part of the Agreement as referenced above.

On behalf of the City:

Name/Title: Catherine Timoon, Account Executive

Date: February 28, 2014.

Please accept this LOI by signing below:

Name/Title: Tim Birnie, President

Date: March 1, 2014

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APPENDIX I TO CITY SPONSORSHIP LETTER OF INTENT

SPONSORSHIP RIGHTS

- A. **As Presenting Sponsor of the Home Safe Home Program, Birnie CurrentSAFE** is afforded with the following sponsorship and advertising benefits, in each of the three years of the contract:
- I. Full-colour Birnie CurrentSAFE logo on front of Home Safe Home pamphlet - distribution of 100,000 copies, including 35,000 homes
 - II. Birnie CurrentSAFE cut-off coupon/special offer, specifically related to electrical safety, included inside or on outside back of Home Safe Home pamphlet, including Birnie web site URL *ismyhomesafe.ca*
 - III. Door-to-door distribution of Home Safe Home pamphlet, by Fire Crews, to 35,000 homes
 - IV. Fire Crew distribution of Home Safe Home pamphlet and Birnie CurrentSAFE brochure/flyer (fire safety-specific only) at a minimum of six cross-promotional events
 - V. Posting of Birnie CurrentSAFE animated fire safety video, logo and web site URL *ismyhomesafe.ca*, on *home-safe-home.ca* web site
 - VI. Inclusion of Birnie CurrentSAFE logo and sponsor recognition in the City of Mississauga's internal and external media, related to the Home Safe Home program
 - VII. Opportunity for Birnie CurrentSAFE to participate in formal media launch of Home Safe Home program with speaking rights and/or quotation in media releases
 - VIII. Right to include Home Safe Home logo (which includes Mississauga Fire & Emergency Services logo) and message "Proud Partner of Mississauga Fire & Emergency Services" in Birnie CurrentSAFE promotional materials
 - IX. Participation of the Mississauga Fire & Emergency Services' Public Education officer (or designate) in Birnie CurrentSAFE home safety seminars, for the purpose of disseminating fire safety information - three per year - subject to mutually agreed upon dates
 - X. Right to include Mississauga Fire & Emergency Services logo and Public Education Officer photograph in promotional materials and media releases regarding Birnie CurrentSAFE home safety seminars, which include Mississauga Fire & Emergency Services
 - XI. Birnie CurrentSAFE logo, web site URL and messaging in the Fire Recovery Booklet distributed to homeowners recovering from residential fires - cost of re-print to be paid by Birnie CurrentSAFE
 - XII. City-wide display of Birnie CurrentSAFE brochure/flyer, in City of Mississauga's facility/community centre brochure racks
 - XIII. Three one-month flights of digital advertising on city-wide digital screen network for the following dates (subject to inventory availability):
 - i. 2014 - May, September, November
 - ii. 2015 and 2016 - February, May and September

APPENDIX 2 TO CITY LETTER OF INTENT

SPONSORSHIP AGREEMENT (the "Agreement") between The City and the Sponsor

WHEREAS the Sponsor wishes to sponsor one or more City events and/or purchase advertising rights at or in one or more City facilities and/or publications as described herein;

AND WHEREAS City Council has authorized the Commissioner, Community Services or his/her designate to execute this Agreement in accordance with the City's Placing Advertisement with the City Policy No. 03-09-01;

NOW THEREFORE in consideration of the foregoing, the covenants in this Agreement, and other good and valuable consideration (the receipt and adequacy of which are hereby acknowledged), the parties agree as follows:

Article I. APPLICATION: The terms of this Agreement apply to each Event and Ad described in the LOI. All capitalized terms not defined in the body of this Agreement shall have the same meaning as such terms are defined in the LOI attached hereto. Unless inconsistent with the subject matter or context, words importing the singular number shall include the plural and vice versa.

Article II. TERM: This Agreement is effective as of the Effective Date and expires on the Expiry Date (the "Term").

Article III. SPONSORSHIP RIGHTS:

- (i) The Sponsor's name and/or trade-mark will be included in the City's promotional material for the Event as described in the LOI.
- (ii) The Event is at all times a City Event, which shall be designed and implemented in the City's sole discretion. The City may change one or more aspects of the LOI at any time with agreement of the Sponsor.
- (iii) Notwithstanding Section (i), the City retains the full right to negotiate, procure and enter into separate sponsorship, advertising or other promotional arrangements with other persons in relation to the Event or any other event at any time, provided the same do not conflict with the rights granted to the Sponsor pursuant to this Agreement. Unless otherwise provided for in the LOI, there is no exclusivity in the Sponsor's sponsorship or advertising rights listed herein.

Article IV. ADVERTISING RIGHTS: The Sponsor:

(A) For all Ads listed in the LOI:

- (i) during the Advertising Period, may display the Ad in the Dimensions at/in the Location for the sole purpose of advertising the Sponsor's

business. All Ads must be preapproved by the City in writing. Once installed, printed or published, as the case may be, no changes may be made to the form and content of the Ad unless agreed upon by both parties in writing.

- (ii) shall apply and obtain any approvals or permits necessary for the display or distribution of the Ad at or in the Location;
- (iii) is responsible for the costs associated with the design, production, installation, removal and distribution of the Ad. Unless changes are requested solely by the City for reasons other than breach of this Agreement by the Sponsor, all changes to the Ad shall be paid for by the Sponsor.
- (iv) shall ensure that its employees, officers, directors, agents, contractors and invitees comply with the terms of this Agreement and any instructions provided by City personnel. Failure to comply with the foregoing may result in the City requiring such persons and/or the Ad to be removed from the Location and/or Facility immediately without refund to the Sponsor of the Fee, in the City's absolute discretion.
- (v) acknowledges that the City may, in its sole discretion, either remove the Ad temporarily if the Location is required at any time to host an event, show or tournament (each an "Occasion") requiring the accommodation of an advertisement, trade-mark or logo of any sponsor associated with the Occasion. In these circumstances, the City agrees to pay for the cost, if any, of removal and prompt re-installation of the Ad after the Occasion.

(B) For all Ads except Publications and Digital Screens:

- (i) acknowledges that there could potentially be damages to, or wear and tear of the Ad as a result of the use of the Location. The City will only be responsible for the direct costs of damage to the Ad to the extent such damage is caused by the negligence of the City.
- (ii) is responsible for all damages or losses to its or anyone else's property arising out of the setup, display, removal, distribution to and access by the public to the Ad;
- (iii) within fifteen (15) days of the Expiry Date or earlier date of termination of this Agreement, must claim possession of the Ad, following which, the City shall have no obligation to keep the Ad and may dispose of or use it in any manner in its sole discretion.

(C) For all Ads except Kiosks and Sponsor Materials: All installations and removals of and regarding the Ad will be performed by or on behalf of the City

(D) For Kiosks and Sponsor Materials:

- (i) During the Advertising Period, may display a Kiosk Ad at the Location and/or distribute Sponsor Materials as checked in the LOI in a space provided by the City. Once approved by the City, no changes may be made to the form and content of the Kiosk Ad and Sponsor Materials unless agreed upon by the City in writing. If the Advertising Period is more than one calendar day, the Sponsor shall remove the Kiosk Ad and Sponsor Materials from the Location at the end of each day's Advertising Period.
- (ii) if the City determines that the display of the Kiosk Ad or distribution of the Sponsor Materials is unsafe, the City will provide the Sponsor with the use of an available City-owned space that is as close to the original advertising space in size and location as reasonably possible.
- (iii) is responsible for the physical installation, safety, management and removal of the Kiosk Ad;
- (iv) shall engage its own personnel to manage and operate the Kiosk Ad and distribute the Sponsor Materials during the Advertising Period.

Article V. APPLICABLE LAWS & CITY BY-LAWS/POLICIES: The Sponsor shall comply with applicable laws, City By-laws and City Policies.

Article VI. INTELLECTUAL PROPERTY:

- (i) The Sponsor is the beneficial owner or licensee of the Ad and the contents thereon and its name and trademarks used in the City's promotional material, and has the right to enter into this Agreement with regards to the display, use and distribution of such, as the case may be, according to its terms.
- (ii) All intellectual property rights of each party shall remain in the name of each such party. Each party agrees that it shall not use or otherwise incorporate all or any part of the other party's intellectual property rights into any part of the Ad without the prior written consent of the other party, which consent may be arbitrarily or unreasonably withheld and may be subject to discretionary terms and conditions with respect to their use.

Article VII. LIABILITY & INDEMNIFICATION:

- (i) The Sponsor shall indemnify, defend and save harmless the City, its elected officials, employees, officers, agents, contractors and volunteers (the "City Indemnitees") from and against any losses, actions, claims, causes of action, damages, both direct or indirect, and such other costs and expenses (collectively, "Claims"), incurred by the City Indemnitees arising out of or related to: (a) any damage or injury to persons or property, including death, arising out of or related to the any act or omission of the Indemnifying Party or its employees, agents, contractors or anyone for whom in law it is responsible, in the performance

of its obligations pursuant to this Agreement; (b) the failure to perform its obligations under this Agreement; (c) breach of its obligations pursuant to this Agreement, or (d) infringement of any third-party's intellectual property rights including, without limiting the generality of the foregoing, copyright, trade secret, patent or industrial design rights, all except to the extent that such Claims are caused by the negligence of City Indemnitees.

- (ii) The Sponsor shall immediately advise the City of any Claim or potential Claim. At any time the City becomes aware of such Claims or potential Claims, the City may, in its sole discretion, remove the Ad from the Location.
- (iii) This Section VII shall survive the expiry or earlier termination of this Agreement.

Article VIII. CONFIDENTIALITY: Notwithstanding anything to the contrary, subject to the *Municipal Freedom of Information and Protection of Privacy Act*, as amended, neither party shall disclose the details of this Agreement in any communication, written or verbal, to any third party without the consent of the other party for at least then three (3) years following the expiry or earlier termination of this Agreement.

Article IX. INSURANCE: The Sponsor shall obtain and maintain insurance in accordance with Schedule "A" attached to this Appendix 2 and shall provide proof thereof upon request by and in the form stipulated by the City.

Article X. PAYMENT TERMS: The Sponsor shall pay to the City the Fee in accordance with the LOI for the rights outlined in this Agreement.

Article XI. TERMINATION:

- i) This Agreement may be immediately terminated upon written notice by either party if the other party is in breach of any term of this Agreement. If this Agreement is terminated by the Sponsor pursuant to this Article XI (i), the City shall refund to the Sponsor the Fee calculated on a pro rata basis from, but not including, the Expiry Date if the Agreement has not carried out its full Term.
- ii) In addition to the above, the City may terminate this Agreement immediately for any of the following reasons:
 - (a) the Sponsor becomes bankrupt or insolvent or takes the benefit of any statute for bankrupt or insolvent debtors or makes any LOI assignment or arrangement with its creditors;
 - (b) the Sponsor or its directors and/or officers in their capacity as directors and/or officers breach any federal, provincial or municipal laws, regulations, policies or requirements;
 - (c) an event occurs that brings into question the reputation of the Sponsor such as being investigated and charged with criminal offences of fraud;

- (d) the Sponsor is involved in any judicial or arbitral proceedings against the City; or
- (e) the Sponsor becomes related or controlled by another entity to which any of foregoing sections apply.

- iii) The City may terminate this Agreement immediately without cause by providing the Sponsor with at least thirty (30) days written notice and will refund the Sponsor the fee on a prorated basis.
- iv) The Sponsor reserves the right to terminate with notice at the conclusion of year 1 and again year 2, providing at least ninety (90) days' advance written notice to allow the City time to amend its brochures before printing each year's supply

If the City terminates the Agreement for any of the above reasons, except as detailed below, and the Sponsor has not completed payment of the Fee to the City or otherwise owes the City any fees or charges, the Sponsor shall make payment to the City forthwith with respect thereto on a pro rata basis. If the City terminates this Agreement pursuant to sub-paragraph iii) it shall refund the Sponsor the fee on a pro rata basis.

Article XII. NOTICE: Any notice contemplated by this Agreement will be properly given if it is in writing and delivered in person, by prepaid courier, fax, electronic mail, or prepaid registered mail as follows:
To the City: 5600 Rose Cherry Place, City Administration Office, Mississauga, ON L4Z 4B6
Attention: Manager, Sponsorship and Corporate Development; Fax No: (905) 615-3430 email: michael.campbell@mississauga.ca
To the Sponsor: as set out in the LOI.

A notice that is delivered in the following manner shall be deemed received as follows: (a) in person or by prepaid courier; received on the day of delivery; (b) prepaid registered mail; received on the seventh (7th) day following the date it was sent; (c) by fax or electronic mail; received when the party giving the notice receives an acknowledgement by electronic mail or transmission report confirming that the facsimile or electronic mail, as the case may be, was sent in its entirety to the addressee's facsimile number or electronic mail address.

Any notice received after 5:00 p.m. or on a day that is not a business day will be deemed to have been received at 9:00 a.m. on the next business day. During any postal disruption, all notices must be delivered in person, by fax or sent by prepaid courier to be effective.

Article XIII. Assignment: The City reserves the right to assign this Agreement without the Sponsor's consent. The Sponsor may not assign this Agreement without the prior written consent of the City which

consent may be arbitrarily withheld. This Agreement shall be binding upon and shall exist for the benefit of any assignee(s) as permitted under this Agreement and successor(s) of either party.

Article XIV. GENERAL:

- (i) This Agreement shall be governed by and construed in accordance with the laws of the Province of Ontario and the laws of Canada applicable therein.
- (ii) This Agreement shall enure to the benefit of and be binding upon the parties and their respective successor and permitted assigns and shall not be assigned without the written consent of the City.
- (iii) Nothing in this Agreement shall constitute a partnership, employment relationship or a joint venture between the parties. No party shall have the right to enter into contracts or pledges of credit or incur expenses or liabilities on behalf of the other party.
- (iv) No waiver of any of the provisions of this Agreement shall be deemed to be or shall constitute a waiver of any other provision (whether or not similar) nor shall such waiver constitute a continuing waiver unless otherwise expressly provided.
- (v) This Agreement constitutes the entire agreement between the parties relating to the matters herein raised and supersedes all prior formal and informal agreements, LOIs, promises, inducements, representations, conditions, warranties, understandings, negotiations and discussions, whether oral or written, of the parties respecting same.
- (vi) Should there be a conflict between or among the terms and conditions contained in the body of this Agreement, the schedules and/or any documents incorporated herein by reference; the order of precedence shall be as follows:
 - a. The terms and conditions in the body of this Agreement;
 - b. Schedule "A"
 - c. The LOI and Appendix 1 to the LOI;

[Signature Page Follows]

15(i)

IN WITNESS THEREOF the Parties have duly
executed this Agreement.

THE CORPORATION OF THE CITY OF MISSISSAUGA

Per: Michael Campbell

Michael Campbell, Manager, Sponsorship
and Corporate Development

Authorized by City of Mississauga
By-Law No.0261-2005

I/we acknowledge that I/we have read the above and do voluntarily enter into this Agreement and accept
to be bound by its terms

Birnie Electric Limited

Per: [Signature]

Name: Tim Birnie

Title: President

Date: May 1, 2014

[Signature Page to Sponsorship Agreement]

SCHEDULE "A" TO APPENDIX 2 - INSURANCE

The Sponsor shall, at its sole cost and expense, obtain and maintain in full force and effect at all times throughout the term or extended term(s) of this Agreement, insurance satisfactory to the City with financially sound and reputable insurance companies licensed to underwrite insurance in the Province of Ontario. The Sponsor shall be responsible for payment of all amounts within the deductible or self insured retention under each policy of insurance. All Insurance policies required pursuant to this clause shall be primary and shall not call into contribution any insurance available to the City.

(i) The insurance shall include but not be limited to:

- a. Commercial general liability insurance in respect of the Location and all obligations and operations of the Sponsor as outlined in this Agreement, against claims for bodily injury, including personal injury and death, and property damage or loss, indemnifying and protecting the Sponsor, its respective employees, servants, agents, invitees or Sponsors, to the inclusive limit of not less than Two Million (\$2,000,000.00) Dollars. Such insurance shall specifically state by its wording or by endorsement that:
- b. The City is included as an additional insured under the policy with respect to the operations and obligations of the Sponsor as outlined in this Agreement;
- c. The policy includes tenant's legal liability, contractual liability, non-owned automobile liability, products and completed operations coverage, owners and contractors protective coverage, contingent employer's liability, and employees as additional insured's;
- d. The policy contains a cross-liability clause which shall have the effect of insuring each person, firm or corporation named in the policy as an insured in the same manner and to the same extent as if a separate policy had been issued to each;

e. The policy shall contain a waiver of subrogation against the City its elected officials, employees, agents and contractors and the Sponsors;

f. Includes advertising liability insurance;

- (ii) All Risks Property insurance coverage on a replacement cost basis to adequately cover the Sponsor's equipment and other such property in the care, custody and control of the Sponsor. The policy shall protect the interests of the Sponsor and City in the leasehold improvements and that loss, if any, be payable to the Sponsor and City as each of their respective interests may appear. The policy shall contain a waiver of rights of subrogation against the City unless such loss or damage is caused by the City.
- (iii) If the Sponsor uses, plans to use or allows to be used a motor vehicle to perform any of its obligations hereunder, including the delivery and removal of the Advertisement and/or transporting personnel, Automobile liability insurance with limits of not less than One Million (\$1,000,000) dollars per occurrence, and must include Legal Liability for damage to Non-owned automobiles coverage and/or Cargo Insurance. The policy must provide coverage for bodily injury or Property damage arising out of the ownership, use or operation of all owned and/or leased automobiles.
- (iv) Such policies shall not be terminated, cancelled or materially altered unless written notice of such termination, cancellation or material change is given by the insurers to the City at least thirty (30) clear days before the effective date thereof;

Invoice Number	Date
28022014	28/02/2014

Seller Info			Buyer Info	
Birnie CurrentSAFE 2209 Dunwin Drive Mississauga, ON, L5L 1X1 Attn: Tim Birnie Phone: 905.569.1818 x224			City of Mississauga Hershey SportZone Complex 5600 Rose Cherry Place Mississauga, ON, L4Z 4B6 Attn: Catherine Timoon	
Sales Person	Order No.	Date Shipped	Shipped Via	Phone
Catherine Timoon	N/A	N/A	N/A	905-615-3200 x3518

Quantity	Description	Unit Price	Amount
1	Presenting Sponsor Package , <i>Home Safe Home</i> Year One of a three year term (Year Two) (Year Three)	15,000.00 20,000.00 25,000.00 60,000.00	\$ 15,000.00
*Year One to be paid in 3 instalments of \$5,650.00		Subtotal	\$ 15,000.00
GST Business Number 12141 4106 RT		Tax	\$ 1,950.00
			\$ 16,950.00
			*PAY THIS AMOUNT



Year One

Payments due: 01/03/2014
01/07/2014
01/10/2014



Birnie Electric Limited
2209 Dunwin Drive
Mississauga, ON L5L 1X1

THE BANK OF NOVA SCOTIA - 47696
www.scotiabank.com/businessservices
1-888-855-1235

101368

06 03 2014
DATE DD MM YYYY

PAY FIVE THOUSAND SIX HUNDRED FIFTY DOLLARS & 00 CENTS

\$5,650.00

TO
THE
ORDER
OF

CITY OF MISSISSAUGA
HERSHEY SPORTZONE COMPLEX
5600 ROSE CHERRY PLACE
MISSISSAUGA ONTARIO
L4Z 4B6

⑈101368⑈ ⑆60582⑈002⑆ 00526⑈12⑈

Birnie Electric Limited

CITY05 CITY OF MISSISSAUGA

Mar06/14

Cheque No. 101368

Invoice No	Inv.Date	PO Number	Reference	Audit No	Gross Amt	Disc/HT	HST/GST	Net Amt
28022014	1 Mar06/14	N/A		CD2534	5,000.00	0.00	650.00	5,650.00
					5,000.00	0.00	650.00	5,650.00

Distribution: 01-5353-00

CURRENT SAFE ADVERTISING

5,000.00

1541



Corporate Report

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DATE: April 15, 2014

General Committee

MAY 07 2014

TO: Chair and Members of the General Committee
Meeting Date: May 7, 2014

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

SUBJECT: **Renaming of Millgrove Park (P-204)**
6181 Edenwood Drive
(Ward 9)

RECOMMENDATION: That the request to rename Millgrove Park, located at 6181 Edenwood Drive, to Charles "Bud" Brennan Memorial Park be considered for the period of 30 days.

BACKGROUND: In accordance with the City's "Property and Facility Naming and Dedications" corporate policy, 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. In accordance with the policy, General Committee is requested to consider the recommended names 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 renaming request of Millgrove Park, located at 6181 Edenwood Drive and situated in Ward 9 (Appendix 1).

COMMENTS:

Charles "Bud" Brennan was born on November 8, 1944. As a retired member of the OPP, he served as a community watch for Millgrove Park and children in the neighbourhood. Charles actively worked to ensure this community space was well-maintained through hands-on involvement in the park.

On January 8, 2012, Charles passed away, leaving his wife, four children and grandchildren.

The request to rename Millgrove Park in recognition of Charles "Bud" Brennan was brought forth by local residents. A survey provided to Councillor Saito's office demonstrated the strong neighbourhood support for the renaming. The Millgrove Park name does not have a strong connection with the neighbourhood as a park sign had never been erected.

In accordance with the City's "Property and Facility Naming and Dedications" corporate policy, this proposed renaming of Millgrove Park in recognition of Charles "Bud" Brennan is consistent with a selection criteria which gives preference to names which "honour, posthumously, the significant contribution of an individual to the community."

Councillor Saito (Ward 9) has been consulted and supports the recommended name.

FINANCIAL IMPACT: There is no material financial impact associated with this initiative.

CONCLUSION: The proposed renaming of Millgrove Park (Ward 9) to Charles "Bud" Brennan Memorial Park is in accordance with the City's "Property and Facility Naming and Dedications" corporate policy and should be considered by General Committee for 30 days as per policy.

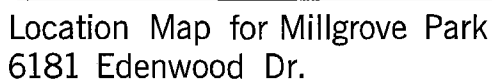
ATTACHMENTS:

Appendix 1: Map of Millgrove Park



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

Prepared By: Heather Wright, Intern Planner, Park Planning





Corporate Report

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DATE: April 11, 2014

TO: Chair and Members of General Committee
Meeting Date: May 7, 2014

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

SUBJECT: Parks Seasonal Vehicle Purchases

General Committee
MAY 07 2014

- RECOMMENDATION:**
1. That Parks and Forestry proceed with the purchase of 68 vehicles to replace rented vehicles and achieve the cost savings outlined in the Corporate Report dated April 11, 2014 from the Commissioner of Community Services entitled "Parks Seasonal Vehicle Purchases".
 2. That PN# 14-421 be established for Parks Seasonal Vehicle Purchases, with a gross and net budget of \$1,760,000 allocated from the Capital Reserve Fund (Account 33121)
 3. That all necessary by-laws be enacted.

**REPORT
HIGHLIGHTS:**

- An internal analysis was undertaken in 2013 for potential cost savings of purchasing 68 seasonal vehicles currently rented for seasonal Parks Operations staff.
- Savings and qualitative benefits of vehicle purchases are supported by third party verification through Richmond Sustainability Initiatives as the most cost effective option.
- Purchase of vehicles would save \$2,300,000 above vehicle replacement costs or nearly 50% compared to the current rental agreement over 10 years, while leasing versus renting for the same period would save \$560,000 or 10%.
- A reduction of \$220,000 will be realized in the Parks and Forestry

operating budget.

- For March 2015 vehicle delivery, 2014 pre-approval of \$1,600,000 plus \$160,000 contingency will be required before the capital budget process to begin procurement, scheduled for the summer of 2014.

BACKGROUND:

On an annual basis, Parks Operations increases its vehicle fleet to coincide with peak maintenance periods through the rental of ¾ ton pickup vehicles. Vehicle rentals were historically a cost effective means of delivering seasonal operations and initially involved a minimal number of trucks. As the parkland inventory grew over the years, the need for additional seasonal vehicles grew accordingly. Changes to the automotive industry in recent years however have led to lower per unit costs for pickup trucks, while vehicle rental options have diminished, leading to higher rental costs.

In 2013, 73 vehicles were rented from Somerville Leasing Co. for \$528,720.75. The vehicles facilitate the transportation of over 310 temporary employees, equipment and materials to maintain over 6,800 acres (2,751 Hectares) of City owned parkland. Through an analysis of existing operations in 2013, staff reduced the rental requirement for 2014 to 68 vehicles.

Mississauga has a reputation as a leader in municipal service provision and quality services. The current contract for vehicle rentals expires at the end of the 2014 season, which provided the opportunity to identify the most cost effective option for seasonal vehicles. As part of the Corporate Business Planning process, Parks and Forestry, Fleet and Finance staff identified a significant potential cost savings opportunity through the outright purchase of the seasonal vehicles and elimination of the rental contract.

COMMENTS:

In the fall of 2013, staff retained Richmond Sustainability Initiatives (RSI), a division of Fleet Challenge, to independently evaluate vehicle procurement options for Parks Operations. The primary focus was to compile historical operating data, prepare a life cycle analysis and review the quantitative and qualitative benefits and risks of renting, leasing or owning Parks vehicles. In addition, staff asked RSI to

identify and evaluate alternative methods of fulfilling seasonal vehicle requirements and investigate the market to ensure the City is receiving the best pricing for new vehicles. A summary of RSI's conclusions for this analysis are outlined in this report.

Situation Analysis

Parks Operations requires additional vehicles for a period of time each year to accommodate increased seasonal activities. Following an evaluation of all options with RSI and staff, three options were identified for analysis; long-term rentals (currently in place), vehicle leasing and vehicle purchases:

- Long term rentals are currently employed by the City, where the vehicles are rented annually as peak season begins, and returned when the peak period is over. In general, the vehicles are new and maintenance and repair costs are minimal. As rental companies typically dispose of their inventory in 1 to 3 years, clients typically receive newer models;
- Vehicle leasing would involve the acquisition of vehicles for the client based on the specifications provided and the leasing term length. Monthly fees typically consist of depreciation cost and the cost of capital. Transportation costs and other costs are typically passed through to the client. A long-term lease was evaluated and is more cost effective than the rental option;
- New or used vehicles can be purchased outright to meet seasonal requirements. The City would purchase new vehicles to meet the requirements of Parks Operations (3/4 ton, regular cab pickup with 4x2 drive train).

Lifecycle Analysis

Life-cycle analysis enables Fleet staff to determine the best time to replace vehicles and equipment depending on age, mileage and other pertinent factors. Typically, as a vehicle ages, ownership costs decline and operating costs (e.g. maintenance, increased fuel consumption, loss in driver productivity) increase as the age of the vehicle increases.

The results of the analysis showed that given the low utilization and seasonal use of the units, RSI recommends that the life cycle of the Parks seasonal fleet be 10 years, based on historical data. Each year of ownership up to year ten delivers a cost savings.

Financial Analysis**Vehicle Rentals (Current State)**

Parks Operations currently rents 68 vehicles for 7.5 months for a total annual cost impact of \$492,508 and a 10 year cost of \$4,925,080.

A three year contract has been traditionally issued, with 2014 being the final year of the current contract.

Vehicle Leasing

Lease costs were provided to the City from Automotive Resources International (ARI), who is currently the Vendor of Record for the Province of Ontario. Maintenance cost assumptions would be equivalent with a vehicle purchase, as leased vehicles should be maintained to the same standards as owned vehicles. A vehicle leasing model shows savings to the fleet of \$560,000 over a 10 year term.

Vehicle Purchase (All Vehicles Purchased in Year 1)

Based on the outcomes of the life cycle analysis, the ideal timeframe for the vehicle to be replaced would be at 10 years. At 10 years, the savings is \$2,300,000 versus the current rental agreement.

Recommendations

The recommendation from RSI states that the City should purchase all 68 seasonal vehicles in year one, as this would demonstrate the most significant cash flow savings. Additionally, the City would have a more flexible use of the fleet over the whole year.

**RECOMMENDED
OPTION:**

In accordance with the recommendations from RSI, staff are proposing to proceed with the purchase of 68 vehicles in 2014 to replace the rental arrangement currently in place. In order to accommodate the procurement requirements for the acquisition of seasonal vehicles for March 2015 delivery, an approved budget is required to begin the procurement process in the summer of 2014, to allow a bid award in fall 2014.

**FINANCIAL
IMPACT:**

\$1,600,000 plus \$160,000 in contingency is required for vehicle purchases, funded from the Capital Reserve Fund (Account 33121), for a delivery date of March 2015. This will result in a savings of \$2,300,000 over the next 10 years versus the current practise of renting vehicles. The following table summarizes the savings over the next 10 years:

Current Vehicle Rental Operating Cost	\$4,900,000
New Vehicle Maintenance Costs	-\$1,100,000
Amount to be Transferred to Capital Tax Reserve	-\$1,600,000
Subtotal	\$2,200,000
Resale of Vehicles in 10 th year	\$100,000
Total 10 Year Savings	\$2,300,000

- \$160,000 will be transferred annually to the Capital Tax Reserve from the reduced operating costs of the existing vehicle rental contract.
- Savings of \$220,000 to the Parks and Forestry operating budget would be realized annually beginning in 2015.
- Should interest be applied to borrow the funds necessary for the project, or interest foregone from the capital reserve fund be included in the calculation, savings would be reduced to \$197,000 annually.

CONCLUSION:

The acquisition of the Parks Operations seasonal rental vehicles will provide a cost savings opportunity of \$2,300,000 over 10 years or nearly 50% of current costs. Council approval of 2014 funding for \$1,760,000 is required to facilitate the acquisition of the vehicles for 2015 implementation.



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

Prepared By: Wesley Anderson, Business Advisor



Corporate Report

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DATE: April 15, 2014

TO: Chair and Members of General Committee
Meeting Date: May 7, 2014

General Committee

MAY 07 2014

FROM: Gary Kent
Commissioner of Corporate Services and Chief Financial Officer

SUBJECT: 2nd Annual Abilities Awards Event

RECOMMENDATION: That an expenditure of up to \$15,000 be funded from the General Contingency Reserve be approved for the 2nd Annual Abilities Awards Event to be held in Mississauga at the Mississauga Convention Centre on December 3, 2014, as outlined in the Corporate Report from the Commissioner of Corporate Services and Chief Financial Officer dated April 15, 2014.

BACKGROUND: A memo dated January 23, 2014 was provided to the Accessibility Advisory Committee (AAC) at their February 3, 2014 meeting, providing information about the inaugural Abilities Awards Event which was held in Toronto on December 3, 2013 (the International Day of Persons with Disabilities). The memo also identified that a kick off meeting was arranged for January 31, 2014 to explore options to have Mississauga host the event in 2014.

At the kick-off meeting, representatives from disability organizations such as the Abilities Centre in Whitby, ErinOak Treatment Centre, and Able Living (supportive housing) attended in addition to representatives from Peel Regional Police, Volunteer Toronto, Christian Horizons and the Region of Peel. AAC members and Members of the Accessibility Staff Working Group also attended the meeting. Attendees were enthusiastic about having Mississauga host the 2nd Annual Abilities Awards Event and are willing to contribute to

the event. The AAC fully supports Mississauga hosting this event in 2014. They feel that it would be a great opportunity to promote the City of Mississauga as an accessible city and are willing to assist with promoting the event by getting the Promotional Awareness Subcommittee of the AAC involved.

Glenn Barnes, AAC Member was selected as a winner of a 2013 Abilities Award. Unfortunately, Glenn Barnes was not able to attend the event and he was presented with his 2013 Abilities Award at the February 12, 2014 Council meeting.

At the February 12, 2014 Council meeting, Rabia Khedr, Chairperson of the Mississauga AAC and Jaime Castro, Founder and Public Relations Director of the Abilities Awards Event addressed Council with respect to Mississauga hosting the 2nd Annual Abilities Awards Event on December 3, 2014. In response, Council passed Resolution 0018-2014: "That Council supports the Abilities Awards (Event) to be held in Mississauga on December 3, 2014."

At the April 7, 2014 AAC meeting, the following recommendation was adopted: "That the Accessibility Advisory Committee is in support of requesting funding from the Corporation of the City of Mississauga for a portion of the costs associated with the 2nd Annual Abilities Awards Event". This Recommendation was adopted by Council at its meeting of April 16, 2014.

COMMENTS:

The event brings awareness to the contributions of people with disabilities and the accessibility sector; along with cultivating greater awareness to inclusion, equality, and accessibility. It is "North America's only celebrity inspired celebration of the International Day of Persons with Disabilities that is leading the way as the largest region-wide mainstream appreciation event for the whole accessibility sector." (<http://www.abilitiesawards.org/>)

For Mississauga to host this event, an accessible space for 1200 participants is needed. The most suitable location for this event is the Mississauga Convention Centre on 75 Derry Road, Mississauga. There is a facility rental cost associated with using this venue.

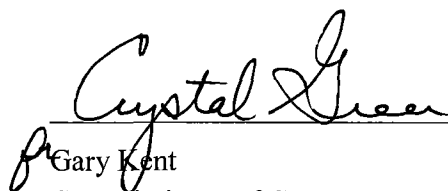
The Abilities Awards Event will bring together politicians, CEO's, celebrities, and VIP guests from across the GTA. Disability organizations from the region will have an opportunity to showcase their services to a wide range of persons with disabilities, their families, friends and the public. The Abilities Awards Event is a one-time event for Mississauga. The vision is to take this event to a different municipality around the GTA each year to help bring greater exposure and awareness to the organizations and advocates supporting people with disabilities.

STRATEGIC PLAN: Accessibility is captured in the City's Strategic Plan, under the Belong Pillar, with the Strategic Goal: "Ensure Affordability and Accessibility", and "Support Aging in Place".

FINANCIAL IMPACT: The operating cost of the Abilities Awards Event is estimated to be \$21,100. This captures facility rental, audiovisual services, advertising, awards, and honorariums for entertainers. To assist with offsetting this cost, approximately \$8,900 is anticipated from exhibitors' fees and sponsors, based on the 2013 event.

The cost for this event has not been included in the 2014 Operating Budget. It is proposed that funding be provided from the General Contingency Reserve, account 305125 (up to \$15, 000).

CONCLUSION: The City of Mississauga has built a good reputation for removing barriers to persons with disabilities. It is important that the City work together with disability organizations to continue this work and to recognize the contributions that people with disabilities make in creating an accessible community for all. The Abilities Awards Event will further this work by cultivating greater awareness of inclusion, equality and accessibility. It will be an opportunity to showcase Mississauga as an accessible community that is inclusive to all.



Gary Kent

Commissioner of Corporate Services and Chief Financial Officer

Prepared By: Diana Simpson, Accessibility Coordinator



Corporate Report

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DATE: April 17, 2014

TO: Chair and Members of General Committee
Meeting Date: May 7, 2014

FROM: Gary Kent
Commissioner of Corporate Services and Chief Financial Officer

SUBJECT: **2014 Tax Ratios, Rates, Due Dates and Budget Adjustment**

General Committee

MAY 07 2014

RECOMMENDATION: 1. That the 2014 net operating levy be approved at \$394,456,890.

2. That the City of Mississauga's 2014 tax ratios remain unchanged and be set as follows:

Residential	1.000000
Commercial	1.409816
Industrial	1.570762
Multi-residential	1.778781
Pipeline	1.151172
Farmland	0.250000
Managed Forest	0.250000

3. That the City of Mississauga's 2014 tax rates be established as outlined in Appendix 1 to the report dated April 17, 2014 from the Commissioner of Corporate Services and Chief Financial Officer.
4. That the 2014 residential tax due dates be set for July 3, August 7 and September 4, 2014.

5. That the 2014 non-residential tax due date be set for August 7, 2014.
6. That the 2014 due dates for properties enrolled in one of the City's Pre-authorized Tax Payment Plans be set based on their chosen withdrawal date.
7. That the 2014 budgets of the Clarkson, Malton, Port Credit and Streetsville Business Improvement Areas as set out in Appendix 2 requiring tax levies of \$73,015, \$108,400, \$624,488 and \$282,584 respectively, be approved as submitted, and that the necessary budget adjustments be made.
8. That the rates to levy the 2014 taxes for the Clarkson, Malton, Port Credit and Streetsville Business Improvement Areas be established as set out in Appendix 3 to the report dated April 17, 2014 from the Commissioner of Corporate Services and Chief Financial Officer.
9. That the 2014 budget be adjusted to reflect a transfer to the Capital Reserve Fund in the amount of \$1,255,889.
10. And that the necessary by-laws be enacted.

**REPORT
HIGHLIGHTS:**

- Budget adjustment of \$1,255,889 is proposed to reflect actual growth compared to estimated growth and is to be allocated to the Capital Reserve Fund.
- 2014 taxes on the average single family detached residential dwelling will increase by \$55.06 due to assessment phase-in or \$175.88, including tax increases.
- Tax due dates consistent with the previous year in number and timing are being proposed.
- Approval is being sought for the City's 2014 net levy, tax ratios, tax rates, tax due dates and budgets submitted by the Clarkson, Malton, Port Credit and Streetsville Business Improvement Areas.

BACKGROUND:

City Council approved the 2014 budget which provided for a 6.1% average tax increase on the City's portion of the tax bill which equates to an average 1.9% increase on the total residential tax bill.

The Region of Peel Council approved its 2014 budget which provided for a 1.8% average tax increase in Mississauga which equates to an average 0.8% increase on the total residential bill.

The Province of Ontario has set the 2014 education tax rates by regulation. There is one Province-wide rate for residential taxpayers. While the Province has reduced the residential education rate to offset the increase in 2014 phased-in assessment, the impact can be felt differently across the Province depending on whether the 2014 phased-in assessment increases are above or below the 2014 provincial average phased-in assessment change.

The Clarkson, Malton, Port Credit and Streetsville Business Improvement Areas (BIA) have submitted their 2014 budget requests. In accordance with section 205 of the *Municipal Act, S.O. 2001, c. 25*, Council must approve the BIA budgets annually. Section 208 of the *Municipal Act, S.O. 2001, c. 25*, requires a special charge to be levied upon the BIA members to provide the revenues as identified in each of the BIA budgets.

This report outlines the decisions necessary by Council to establish tax ratios and tax rates for 2014 and authorize the final tax levy.

COMMENTS:Assessment Phase-In

All properties in Ontario were reassessed by MPAC based upon property values on January 1, 2012 for the four year period 2013 to 2016. Any resulting assessment increase from the previous valuation date of January 1, 2008 is phased in over the four year period at one-quarter of the increase added in each of the four years. All assessment decreases took effect for the 2013 taxation year.

Tax Ratios and Rates

Section 310 of the *Municipal Act, S.O. 2001, c. 25*, requires Council to establish tax ratios for property classes annually. The existing tax ratios have been in place since 2005. There is no reason to change the tax ratios for 2014. Attached as Appendix 1 are the tax rates based upon the existing tax ratios. Education tax rates are set by the Province through regulation and are included in Appendix 1 for information purposes.

Levy Due Dates

It is proposed that the 2014 final levy for residential properties with regular instalment due dates be payable in three (3) instalments on July 3, August 7 and September 4, 2014 and that the 2014 final levy for commercial, industrial, and multi-residential properties on the regular instalment plan be payable in a single instalment on August 7, 2014.

The final levy due dates recommended are consistent in time and number of instalments with the previous year. The 2014 final levy for properties enrolled in the City's Pre-authorized Tax Payment Plan will be payable based on their chosen withdrawal date. The Pre-authorized Tax Payment Plan is available to all taxpayers.

Levy Adjustment

When the 2014 budget was prepared in the fall of 2013, assessment growth for 2013 was projected to be 0.3%. With receipt of the 2014 assessment roll, actual assessment growth has been determined to be 0.565%. The previous year's assessment forms the base for the current year's tax levy. Because the budget was approved before final growth numbers were calculated, it is necessary to amend the budget and the 2014 levy by \$1,255,889 to reflect the actual assessment growth in 2013. It is proposed that the additional funds be allocated to the Capital Reserve Fund.

BIA Budgets and Levies

The Clarkson, Malton, Port Credit and Streetsville BIAs 2014 budget submissions are summarized in Appendix 2.

Staff have reviewed the submissions to ensure that adequate provisions have been made for audit fees. While the BIAs have provisions for audit fees based on past charges, it should be noted that audit fees could exceed this amount. KPMG has noted in their Audit Findings Report that the BIA audits are requiring more time due to deficiencies in their financial reporting. In keeping with past practice, other elements of the budgets have not been reviewed in detail. BIA tax rates have been calculated as indicated in Appendix 3 using the current value assessment provided by the Municipal Property Assessment Corporation for the 2014 taxation year for the properties within each of the BIA boundaries to raise the required revenues.

FINANCIAL IMPACT: The tax levy changes affecting the average single family home are as follows:

2013 taxes on \$479,000 assessment	\$4,438.64
Phased-In Assessment change - Municipal	44.12
Phased-In Assessment change - Education	10.94
City tax increase	84.86
Region tax increase	35.96
2014 taxes on \$508,000 assessment	<u>\$4,614.52</u>

CONCLUSION:

The 2014 tax rates have been calculated as shown in Appendix 1. It is proposed that the existing tax ratios for the property classes remain unchanged. An adjustment in the levy amount is necessary to reflect the actual assessment growth in 2013. Final levy due dates are consistent with the previous year.

The 2014 budgets submitted by the Clarkson, Malton, Port Credit and Streetsville BIAs provide sufficient funds for audit fees. 2014 BIA tax

rates have been calculated as shown in Appendix 3 to raise the required revenue for the purposes of the BIA Boards of Management specified in Appendix 2.

ATTACHMENTS:

Appendix 1: 2014 Final Tax Rates and Levy

Appendix 2: 2014 Business Improvement Area Budget
Submissions

Appendix 3: 2014 Business Improvement Area Tax Rates

A handwritten signature in cursive script, appearing to read "Gary Kent", is written over a horizontal line.

Gary Kent

Commissioner of Corporate Services and Chief Financial Officer

Prepared By: Connie Mesih, Manager, Revenue and Taxation

**The Corporation of the City of Mississauga
2014 Final Tax Rates and Levy**

Class	Description	City Tax Rate (%)	Region Tax Rate (%)	Education Tax Rate (%)	Total Tax Rate (%)	City of Mississauga Levy	Region of Peel Levy	Education Levy	Total Levy
RT	Residential	0.293805%	0.411565%	0.203000%	0.908370%	251,511,214	352,319,410	173,777,803	777,608,427
RH	Residential Shared (PIL for Ed)	0.293805%	0.411565%	0.203000%	0.908370%	8,623	12,079	5,958	26,660
R1	Res Farm Awaiting Development I	0.088141%	0.123469%	0.060900%	0.272510%	21,403	29,982	14,788	66,173
R4	Res Farm Awaiting Development II	0.293805%	0.411565%	0.203000%	0.908370%	0	0	0	0
RD	Residential - Education Only	0.000000%	0.000000%	0.203000%	0.203000%	0	0	13,044	13,044
MT	Multi-Residential	0.522615%	0.732084%	0.203000%	1.457699%	19,174,060	26,859,215	7,447,810	53,481,085
M1	MR Farm Awaiting Development I	0.088141%	0.123469%	0.060900%	0.272510%	30,839	43,199	21,307	95,345
M4	MR Farm Awaiting Development II	0.522615%	0.732084%	0.203000%	1.457699%	0	0	0	0
CT	Commercial	0.414211%	0.580231%	1.107083%	2.101525%	57,969,840	81,204,729	154,939,004	294,113,573
CH	Commercial Shared (PIL for Ed)	0.414211%	0.580231%	1.107083%	2.101525%	57,226	80,162	152,950	290,338
CM	Commercial Taxable (No Ed)	0.414211%	0.580231%	0.000000%	0.994442%	144,060	201,800	0	345,860
CK	Commercial Excess Land (PIL for Ed)	0.289948%	0.406162%	0.774958%	1.471068%	2,891	4,050	7,727	14,668
C1	Commercial Farm Awaiting Development I	0.088141%	0.123469%	0.060900%	0.272510%	101,313	141,921	70,001	313,235
C4	Commercial Farm Awaiting Development II	0.414211%	0.580231%	1.107083%	2.101525%	0	0	0	0
CU	Commercial Excess Land	0.289948%	0.406162%	0.774958%	1.471068%	462,513	647,893	1,236,183	2,346,589
CJ	Commercial Vacant Land (PIL for Ed)	0.289948%	0.406162%	0.774958%	1.471068%	1,927	2,699	5,150	9,776
CX	Commercial Vacant Land	0.289948%	0.406162%	0.774958%	1.471068%	770,979	1,079,995	2,060,636	3,911,610
XC	Commercial New Construction - Lower Tier and Education Only	0.414211%	0.000000%	1.107083%	1.521294%	0	0	0	0
XD	Commercial New Construction - Education Only	0.000000%	0.000000%	1.107083%	1.107083%	0	0	0	0
XH	Commercial New Construction Shared (PIL for Ed)	0.414211%	0.580231%	1.107083%	2.101525%	0	0	0	0
XJ	Commercial New Construction Vacant Land (PIL for Ed)	0.289948%	0.406162%	0.774958%	1.471068%	0	0	0	0
XK	Commercial New Construction Excess Land (PIL for Ed)	0.414211%	0.406162%	0.774958%	1.595331%	0	0	0	0
XL	Commercial New Construction - Upper Tier and Education Only	0.000000%	0.580231%	1.107083%	1.687314%	0	0	0	0
XT	Commercial New Construction	0.414211%	0.580231%	1.107083%	2.101525%	2,835,611	3,972,152	7,578,885	14,386,648
XU	Commercial New Construction Excess Land	0.289948%	0.406162%	0.774958%	1.471068%	107,453	150,521	287,195	545,169
XX	Commercial New Construction Vacant Land	0.289948%	0.406162%	0.774958%	1.471068%	0	0	0	0
DT	Office Building	0.414211%	0.580231%	1.107083%	2.101525%	13,582,086	19,025,921	36,301,546	68,909,553
DH	Office Building Shared (PIL for Ed)	0.414211%	0.580231%	1.107083%	2.101525%	65,311	91,488	174,560	331,359
DU	Office Building Excess Land	0.289948%	0.406162%	0.774958%	1.471068%	90,065	126,164	240,721	456,950
DK	Office Building Excess Land (PIL for Ed)	0.289948%	0.406162%	0.774958%	1.471068%	8,299	11,625	22,181	42,105
YD	Office Building New Construction - Lower Tier and Education Only	0.414211%	0.000000%	1.107083%	1.521294%	0	0	0	0
YD	Office Building New Construction - Education Only	0.000000%	0.000000%	1.107083%	1.107083%	0	0	0	0
YH	Office Building New Construction Shared (PIL for Ed)	0.414211%	0.580231%	1.107083%	2.101525%	0	0	0	0
YK	Office Building New Construction Excess Land (PIL for Ed)	0.289948%	0.406162%	0.774958%	1.471068%	0	0	0	0
YL	Office Building New Construction - Upper Tier and Education Only	0.000000%	0.580231%	1.107083%	1.687314%	0	0	0	0
YT	Office Building New Construction	0.414211%	0.580231%	1.107083%	2.101525%	1,800,511	2,522,174	4,812,320	9,135,005
YU	Office Building New Construction Excess Land	0.289948%	0.406162%	0.774958%	1.471068%	3,334	4,671	8,912	16,917
ST	Shopping Centre	0.414211%	0.580231%	1.107083%	2.101525%	21,726,130	30,434,179	58,068,556	110,228,865
SU	Shopping Centre Excess Land	0.289948%	0.406162%	0.774958%	1.471068%	57,669	80,783	154,134	292,586
ZC	Shopping Centre New Construction - Lower Tier and Education Only	0.414211%	0.000000%	1.107083%	1.521294%	0	0	0	0
ZD	Shopping Centre New Construction - Education Only	0.000000%	0.000000%	1.107083%	1.107083%	0	0	0	0
ZH	Shopping Centre New Construction Shared (PIL for Ed)	0.414211%	0.580231%	1.107083%	2.101525%	0	0	0	0
ZK	Shopping Centre New Construction Excess Land (PIL for Ed)	0.289948%	0.406162%	0.774958%	1.471068%	0	0	0	0
ZL	Shopping Centre New Construction - Upper Tier and Education Only	0.000000%	0.580231%	1.107083%	1.687314%	0	0	0	0
ZT	Shopping Centre New Construction	0.414211%	0.580231%	1.107083%	2.101525%	601,972	843,249	1,608,923	3,054,144

**The Corporation of the City of Mississauga
2014 Final Tax Rates and Levy**

Class	Description	City Tax Rate (%)	Region Tax Rate (%)	Education Tax Rate (%)	Total Tax Rate (%)	City of Mississauga Levy	Region of Peel Levy	Education Levy	Total Levy
ZU	Shopping Centre New Construction Excess Land	0.289948%	0.406162%	0.774958%	1.471068%	61,345	85,933	163,960	311,238
GT	Parking Lot	0.414211%	0.580231%	1.107083%	2.101525%	66,589	93,279	177,976	337,844
IT	Industrial	0.461498%	0.646470%	1.361148%	2.469116%	15,682,976	21,968,869	46,255,603	83,907,448
IH	Industrial Shared (PIL for Ed)	0.461498%	0.646470%	1.361148%	2.469116%	220,354	308,675	649,917	1,178,946
I1	Industrial Farm Awaiting Development I	0.088141%	0.123469%	0.060900%	0.272510%	65,121	91,223	44,995	201,339
I4	Industrial Farm Awaiting Development II	0.461498%	0.646470%	1.361148%	2.469116%	0	0	0	0
IU	Industrial Excess Land	0.323048%	0.452529%	0.952804%	1.728381%	160,778	225,220	474,201	860,199
IX	Industrial Vacant Land	0.323048%	0.452529%	0.952804%	1.728381%	1,197,597	1,677,606	3,532,212	6,407,415
II	Industrial - Water Intake System	0.461498%	0.646470%	1.361148%	2.469116%	0	0	0	0
IJ	Industrial Vacant Land (PIL for Ed)	0.323048%	0.452529%	0.952804%	1.728381%	13,675	19,156	40,332	73,163
IK	Industrial Excess Land (PIL for Ed)	0.323048%	0.452529%	0.952804%	1.728381%	163,388	228,875	481,898	874,161
JH	Industrial New Construction Shared (PIL for Ed)	0.461498%	0.646470%	1.220000%	2.327968%	0	0	0	0
JI	Industrial New Construction - Water Intake System (PIL for Ed)	0.461498%	0.646470%	1.220000%	2.327968%	0	0	0	0
JJ	Industrial New Construction Vacant Land (PIL for Ed)	0.323048%	0.452529%	0.854000%	1.629577%	0	0	0	0
JK	Industrial New Construction Excess Land (PIL for Ed)	0.323048%	0.452529%	0.854000%	1.629577%	0	0	0	0
JN	Industrial New Construction - Non-Generating Station (PIL for Ed)	0.461498%	0.646470%	1.220000%	2.327968%	0	0	0	0
JS	Industrial New Construction - Generating Station (PIL for Ed)	0.461498%	0.646470%	1.220000%	2.327968%	0	0	0	0
JT	Industrial New Construction	0.461498%	0.646470%	1.220000%	2.327968%	170,237	238,470	450,034	858,741
JU	Industrial New Construction Excess Land	0.323048%	0.452529%	0.854000%	1.629577%	16,911	23,690	44,706	85,307
JX	Industrial New Construction Vacant Land	0.323048%	0.452529%	0.854000%	1.629577%	0	0	0	0
LT	Large Industrial	0.461498%	0.646470%	1.361148%	2.469116%	4,756,705	6,663,240	14,029,497	25,449,442
LH	Large Industrial Shared (PIL for Ed)	0.461498%	0.646470%	1.361148%	2.469116%	0	0	0	0
LJ	Large Industrial Vacant Land (PIL for Ed)	0.323048%	0.452529%	0.952804%	1.728381%	0	0	0	0
LK	Large Industrial Excess Land (PIL for Ed)	0.323048%	0.452529%	0.952804%	1.728381%	0	0	0	0
LU	Large Industrial Excess Land	0.323048%	0.452529%	0.952804%	1.728381%	189,455	265,391	558,783	1,013,629
KH	Large Industrial New Construction Shared (PIL for Ed)	0.461498%	0.646470%	1.220000%	2.327968%	0	0	0	0
KI	Large Industrial New Construction - Water Intake System (PIL for Ed)	0.461498%	0.646470%	1.220000%	2.327968%	0	0	0	0
KK	Large Industrial New Construction Excess Land (PIL for Ed)	0.461498%	0.646470%	0.854000%	1.961968%	0	0	0	0
KN	Large Industrial New Construction - Non-Generating Station (PIL for Ed)	0.461498%	0.646470%	1.220000%	2.327968%	0	0	0	0
KS	Large Industrial New Construction - Generating Station (PIL for Ed)	0.461498%	0.646470%	1.220000%	2.327968%	0	0	0	0
KT	Large Industrial New Construction	0.461498%	0.646470%	1.220000%	2.327968%	90,426	126,669	239,047	456,142
KU	Large Industrial New Construction Excess Land	0.323048%	0.452529%	0.854000%	1.629577%	0	0	0	0
KX	Large Industrial New Construction Vacant Land	0.323048%	0.452529%	0.854000%	1.629577%	0	0	0	0
PT	Pipeline	0.338220%	0.473782%	1.371131%	2.183133%	458,782	642,666	1,859,884	2,961,332
FT	Farm	0.073451%	0.102891%	0.050750%	0.227092%	6,807	9,535	4,703	21,045
TT	Managed Forests	0.073451%	0.102891%	0.050750%	0.227092%	415	581	287	1,283
						394,456,890	552,559,139	518,018,329	1,465,034,358

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Business Improvement Associations Budget Submissions

Appendix 2

2014 Budget

	Clarkson	Port Credit	Streetsville	Malton	Total
Revenues:					
Taxation	73,015	624,488	282,584	108,400	1,088,487
Membership Fees	750	6,000	4,200		10,950
Interest Income					0
Sponsorship		75,000			75,000
Donation			107,000		107,000
Marketing Income		40,000	13,800		53,800
Miscellaneous Income		73,460			73,460
Transfer from Reserve	18,500			3,100	21,600
Total Revenues	92,265	818,948	407,584	111,500	1,430,297
Expenses:					
Deficit Adjustment (Prior Yr)		20,000			20,000
Tax Write-offs/Adjustments					0
Salaries		154,467	87,520		241,987
Office Administration	2,470	50,535	45,214	35,500	133,719
Finance Expenses	130	350	3,450		3,930
Audit	1,200	2,500	1,250		4,950
Bookkeeping Services	1,500	10,260			11,760
Contracted Services			1,500		1,500
Board Meeting Expenses	70				70
Beautification and Maintenance	54,670	144,035	97,850	50,000	346,555
Marketing and Promotions	4,225	136,410	23,300	21,000	184,935
Project/Event Expenses	26,500	189,341	120,500		336,341
Sponsorship	1,500	58,500			60,000
Capital		34,550	20,000	5,000	59,550
Business Development					0
Transfer to Reserve		18,000	7,000		25,000
Total Expenses	92,265	818,948	407,584	111,500	1,430,297

2013 Budget

	Clarkson	Port Credit	Streetsville	Malton	Total
Revenues:					
Taxation	75,000	594,993	232,102	108,400	1,010,495
Other Income		79,500	117,500		197,000
Surplus/(Deficit) from prior year	3,360	(25,456)	5,757		(16,339)
Total Revenues	78,360	649,037	355,359	108,400	1,191,156
Expenses:					
Advertising and promotion	23,200	225,845	134,600	37,200	420,845
Beautification and maintenance	46,000	142,100	69,352	42,000	299,452
Office and general	5,800	180,942	137,182	14,200	338,124
Sponsorship		56,950		10,000	66,950
Capital		23,000	14,225		37,225
Transfer to Reserves	3,360			5,000	8,360
Repayment of prior year under levy to City		20,200			20,200
Total Expenses	78,360	649,037	355,359	108,400	1,191,156
Accumulated Surplus/(Deficit)	44,292	(26,242)	95,023		
Balance of Reserve	11,399	53,548	0		

**Port Credit Business Improvement Area
2014 Final Tax Rates and Levy**

Appendix 3

	Description	Returned Assessment for 2014	Tax Rate	Tax \$
CT	Commercial	158,830,191	0.340760%	541,230
CH	Commercial Shared (PIL for Ed)		0.340760%	0
CM	Commercial Taxable (No Ed)		0.340760%	0
CK	Commercial Excess Land (PIL for Ed)		0.238532%	0
C4	Comm Farm Awaiting Development II		0.340760%	0
CU	Commercial Vacant Units	137,765	0.238532%	329
CJ	Commercial Vacant (PIL for Ed)		0.238532%	0
CX	Commercial Vacant Land	4,073,000	0.238532%	9,715
XC	Commercial New Construction - Lower Tier and Education Only		0.340760%	0
XH	Commercial New Construction Shared (PIL for Ed)		0.340760%	0
XJ	Commercial New Construction Vacant Land (PIL for Ed)		0.238532%	0
XK	Commercial New Construction Excess Land (PIL for Ed)		0.238532%	0
XT	Commercial New Construction	5,524,000	0.340760%	18,824
XU	Commercial New Construction Excess Land		0.238532%	0
XX	Commercial New Construction Vacant Land		0.238532%	0
DT	Office Building		0.340760%	0
DH	Office Building Shared (PIL for Ed)		0.340760%	0
DU	Office Building Vacant Units		0.238532%	0
DK	Office Building Excess Land (PIL for Ed)		0.238532%	0
YC	Office Building New Construction - Lower Tier and Education Only		0.340760%	0
YH	Office Building New Construction Shared (PIL for Ed)		0.340760%	0
YK	Office Building New Construction Excess Land (PIL for Ed)		0.238532%	0
YT	Office Building New Construction		0.340760%	0
YU	Office Building New Construction Excess Land		0.238532%	0
ST	Shopping Centre	14,861,045	0.340760%	50,640
SU	Shopping Centre Vacant Units	317,435	0.238532%	757
ZC	Shopping Centre New Construction - Lower Tier and Education Only		0.340760%	0
ZH	Shopping Centre New Construction Shared (PIL for Ed)		0.340760%	0
ZK	Shopping Centre New Construction Excess Land (PIL for Ed)		0.238532%	0
ZT	Shopping Centre New Construction		0.340760%	0
ZU	Shopping Centre New Construction Excess Land		0.238532%	0
GT	Parking Lot	585,000	0.340760%	1,993
IT	Industrial		0.340760%	0
IH	Industrial Shared (PIL for educ)		0.340760%	0
I4	Industrial Farm Awaiting Development II		0.340760%	0
IU	Industrial Vacant Units		0.238532%	0
IX	Industrial Vacant Land	419,065	0.238532%	1,000
II	Industrial - Water Intake System (PIL for Ed)		0.340760%	0
IJ	Industrial Vacant (PIL for Ed)		0.238532%	0
IK	Industrial Excess Land (PIL for Ed)		0.238532%	0
JH	Industrial New Construction Shared (PIL for Ed)		0.340760%	0
JI	Industrial New Construction - Water Intake System (PIL for Ed)		0.340760%	0
JJ	Industrial New Construction Vacant Land (PIL for Ed)		0.238532%	0
JK	Industrial New Construction Excess Land (PIL for Ed)		0.238532%	0
JN	Industrial New Construction - Non-Generating Station (PIL for Ed)		0.340760%	0
JS	Industrial New Construction - Generating Station (PIL for Ed)		0.340760%	0
JT	Industrial New Construction		0.340760%	0
JU	Industrial New Construction Excess Land		0.238532%	0
JX	Industrial New Construction Vacant Land		0.238532%	0
LT	Large Industrial		0.340760%	0
LH	Large Industrial Shared (PIL for Ed)		0.340760%	0
LJ	Large Industrial Vacant (PIL for Ed)		0.238532%	0
LK	Large Industrial Excess Land (PIL for Ed)		0.238532%	0
LU	Large Industrial Vacant Units		0.238532%	0
KH	Large Industrial New Construction Shared (PIL for Ed)		0.340760%	0
KI	Large Industrial New Construction - Water Intake System (PIL for Ed)		0.340760%	0
KK	Large Industrial New Construction Excess Land (PIL for Ed)		0.238532%	0
KN	Large Industrial New Construction - Non-Generating Station (PIL for Ed)		0.340760%	0
KS	Large Industrial New Construction - Generating Station (PIL for Ed)		0.340760%	0
KT	Large Industrial New Construction		0.340760%	0
KU	Large Industrial New Construction Excess Land		0.238532%	0
KX	Large Industrial New Construction Vacant Land		0.238532%	0
	Total Returned Assessment	184,747,501		624,488

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Clarkson Business Improvement Area
2014 Final Tax Rates and Levy

Appendix 3

	Description	Returned Assessment for 2014	Tax Rate	Tax \$
CT	Commercial	64,542,695	0.098899%	63,832
CH	Commercial Shared (PIL for Ed)		0.098899%	0
CM	Commercial Taxable (No Ed)		0.098899%	0
CK	Commercial Excess Land (PIL for Ed)		0.069230%	0
C4	Commercial Farm Awaiting Development II		0.098899%	0
CU	Commercial Excess Land	362,000	0.069230%	251
CJ	Commercial Vacant Land (PIL for Ed)		0.069230%	0
CX	Commercial Vacant Land		0.069230%	0
XC	Commercial New Construction - Lower Tier and Education Only		0.098899%	0
XH	Commercial New Construction Shared (PIL for Ed)		0.098899%	0
XJ	Commercial New Construction Vacant Land (PIL for Ed)		0.069230%	0
XK	Commercial New Construction Excess Land (PIL for Ed)		0.069230%	0
XT	Commercial New Construction		0.098899%	0
XU	Commercial New Construction Excess Land		0.069230%	0
XX	Commercial New Construction Vacant Land		0.069230%	0
DT	Office Building		0.098899%	0
DH	Office Building Shared (PIL for Ed)		0.098899%	0
DU	Office Building Excess Land		0.069230%	0
DK	Office Building Excess Land (PIL for Ed)		0.069230%	0
YC	Office Building New Construction - Lower Tier and Education Only		0.098899%	0
YH	Office Building New Construction Shared (PIL for Ed)		0.098899%	0
YK	Office Building New Construction Excess Land (PIL for Ed)		0.069230%	0
YT	Office Building New Construction		0.098899%	0
YU	Office Building New Construction Excess Land		0.069230%	0
ST	Shopping Centre	9,031,435	0.098899%	8,932
SU	Shopping Centre Excess Land		0.069230%	0
ZC	Shopping Centre New Construction - Lower Tier and Education Only		0.098899%	0
ZH	Shopping Centre New Construction Shared (PIL for Ed)		0.098899%	0
ZK	Shopping Centre New Construction Excess Land (PIL for Ed)		0.069230%	0
ZT	Shopping Centre New Construction		0.098899%	0
ZU	Shopping Centre New Construction Excess Land		0.069230%	0
GT	Parking Lot		0.098899%	0
IT	Industrial		0.098899%	0
IH	Industrial Shared (PIL for Ed)		0.098899%	0
I4	Industrial Farm Awaiting Development II		0.098899%	0
IU	Industrial Excess Land		0.069230%	0
IX	Industrial Vacant Land		0.069230%	0
II	Industrial - Water Intake System (PIL for Ed)		0.098899%	0
IJ	Industrial Vacant Land (PIL for Ed)		0.069230%	0
IK	Industrial Excess Land (PIL for Ed)		0.069230%	0
JH	Industrial New Construction Shared (PIL for Ed)		0.098899%	0
JI	Industrial New Construction - Water Intake System (PIL for Ed)		0.098899%	0
JJ	Industrial New Construction Vacant Land (PIL for Ed)		0.069230%	0
JK	Industrial New Construction Excess Land (PIL for Ed)		0.069230%	0
JN	Industrial New Construction - Non-Generating Station (PIL for Ed)		0.098899%	0
JS	Industrial New Construction - Generating Station (PIL for Ed)		0.098899%	0
JT	Industrial New Construction		0.098899%	0
JU	Industrial New Construction Excess Land		0.069230%	0
JX	Industrial New Construction Vacant Land		0.069230%	0
LT	Large Industrial		0.098899%	0
LH	Large Industrial Shared (PIL for Ed)		0.098899%	0
LJ	Large Industrial Vacant Land (PIL for Ed)		0.069230%	0
LK	Large Industrial Excess Land (PIL for Ed)		0.069230%	0
LU	Large Industrial Excess Land		0.069230%	0
KH	Large Industrial New Construction Shared (PIL for Ed)		0.098899%	0
KI	Large Industrial New Construction - Water Intake System (PIL for Ed)		0.098899%	0
KK	Large Industrial New Construction Excess Land (PIL for Ed)		0.069230%	0
KN	Large Industrial New Construction - Non-Generating Station (PIL for Ed)		0.098899%	0
KS	Large Industrial New Construction - Generating Station (PIL for Ed)		0.098899%	0
KT	Large Industrial New Construction		0.098899%	0
KU	Large Industrial New Construction Excess Land		0.069230%	0
KX	Large Industrial New Construction Vacant Land		0.069230%	0
	Total Returned Assessment	73,936,130		73,015

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**Streetsville Business Improvement Area
2014 Final Tax Rates and Levy**

Appendix 3

	Description	Returned Assessment for 2014	Tax Rate	Tax \$
CT	Commercial	76,191,522	0.289817%	220,815
CH	Commercial Shared (PIL for Ed)		0.289817%	0
CM	Commercial Taxable (No Ed)		0.289817%	0
CK	Commercial Excess Land (PIL for Ed)		0.202872%	0
C4	Commercial Farm Awaiting Development II		0.289817%	0
CU	Commercial Excess Land		0.202872%	0
CJ	Commercial Vacant Land (PIL for Ed)		0.202872%	0
CX	Commercial Vacant Land	1,312,000	0.202872%	2,662
XC	Commercial New Construction - Lower Tier and Education Only		0.289817%	0
XH	Commercial New Construction Shared (PIL for Ed)		0.289817%	0
XJ	Commercial New Construction Vacant Land (PIL for Ed)		0.202872%	0
XK	Commercial New Construction Excess Land (PIL for Ed)		0.202872%	0
XT	Commercial New Construction	1,953,500	0.289817%	5,662
XU	Commercial New Construction Excess Land		0.202872%	0
XX	Commercial New Construction Vacant Land		0.202872%	0
DT	Office Building		0.289817%	0
DH	Office Building Shared (PIL for Ed)		0.289817%	0
DU	Office Building Excess Land		0.202872%	0
DK	Office Building Excess Land (PIL for Ed)		0.202872%	0
YC	Office Building New Construction - Lower Tier and Education Only		0.289817%	0
YH	Office Building New Construction Shared (PIL for Ed)		0.289817%	0
YK	Office Building New Construction Excess Land (PIL for Ed)		0.202872%	0
YT	Office Building New Construction		0.289817%	0
YU	Office Building New Construction Excess Land		0.202872%	0
ST	Shopping Centre	18,086,940	0.289817%	52,419
SU	Shopping Centre Excess Land		0.202872%	0
ZC	Shopping Centre New Construction - Lower Tier and Education Only		0.289817%	0
ZH	Shopping Centre New Construction Shared (PIL for Ed)		0.289817%	0
ZK	Shopping Centre New Construction Excess Land (PIL for Ed)		0.202872%	0
ZT	Shopping Centre New Construction		0.289817%	0
ZU	Shopping Centre New Construction Excess Land		0.202872%	0
GT	Parking Lot	354,000	0.289817%	1,026
IT	Industrial		0.289817%	0
IH	Industrial Shared (PIL for Ed)		0.289817%	0
IA	Industrial Farm Awaiting Development II		0.289817%	0
IU	Industrial Excess Land		0.202872%	0
IX	Industrial Vacant Land		0.202872%	0
II	Industrial - Water Intake System (PIL for Ed)		0.289817%	0
IJ	Industrial Vacant Land (PIL for Ed)		0.202872%	0
IK	Industrial Excess Land (PIL for Ed)		0.202872%	0
JH	Industrial New Construction Shared (PIL for Ed)		0.289817%	0
JI	Industrial New Construction - Water Intake System (PIL for Ed)		0.289817%	0
JJ	Industrial New Construction Vacant Land (PIL for Ed)		0.202872%	0
JK	Industrial New Construction Excess Land (PIL for Ed)		0.202872%	0
JN	Industrial New Construction - Non-Generating Station (PIL for Ed)		0.289817%	0
JS	Industrial New Construction - Generating Station (PIL for Ed)		0.289817%	0
JT	Industrial New Construction		0.289817%	0
JU	Industrial New Construction Excess Land		0.202872%	0
JX	Industrial New Construction Vacant Land		0.202872%	0
LT	Large Industrial		0.289817%	0
LH	Large Industrial Shared (PIL for Ed)		0.289817%	0
LJ	Large Industrial Vacant Land (PIL for Ed)		0.202872%	0
LK	Large Industrial Excess Land (PIL for Ed)		0.202872%	0
LU	Large Industrial Excess Land		0.202872%	0
KH	Large Industrial New Construction Shared (PIL for Ed)		0.289817%	0
KI	Large Industrial New Construction - Water Intake System (PIL for Ed)		0.289817%	0
KK	Large Industrial New Construction Excess Land (PIL for Ed)		0.202872%	0
KN	Large Industrial New Construction - Non-Generating Station (PIL for Ed)		0.289817%	0
KS	Large Industrial New Construction - Generating Station (PIL for Ed)		0.289817%	0
KT	Large Industrial New Construction		0.289817%	0
KU	Large Industrial New Construction Excess Land		0.202872%	0
KX	Large Industrial New Construction Vacant Land		0.202872%	0
	Total Returned Assessment	97,897,962		282,584

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**Malton Business Improvement Area
2014 Final Tax Rates and Levy**

Appendix 3

	Description	Returned Assessment for 2014	Tax Rate	Tax \$
CT	Commercial	148,946,200	0.045698%	68,066
CH	Commercial Shared (PIL for Ed)		0.045698%	0
CM	Commercial Taxable (No Ed)		0.045698%	0
CK	Commercial Excess Land (PIL for Ed)		0.031989%	0
C4	Commercial Farm Awaiting Development II		0.045698%	0
CU	Commercial Excess Land	475,575	0.031989%	152
CJ	Commercial Vacant Land (PIL for Ed)		0.031989%	0
CX	Commercial Vacant Land	997,500	0.031989%	319
XC	Commercial New Construction - Lower Tier and Education Only		0.045698%	0
XH	Commercial New Construction Shared (PIL for Ed)		0.045698%	0
XJ	Commercial New Construction Vacant Land (PIL for Ed)		0.031989%	0
XK	Commercial New Construction Excess Land (PIL for Ed)		0.031989%	0
XT	Commercial New Construction	2,167,500	0.045698%	991
XU	Commercial New Construction Excess Land		0.031989%	0
XX	Commercial New Construction Vacant Land		0.031989%	0
DT	Office Building	1,323,970	0.045698%	605
DH	Office Building Shared (PIL for Ed)		0.045698%	0
DU	Office Building Excess Land		0.031989%	0
DK	Office Building Excess Land (PIL for Ed)		0.031989%	0
YC	Office Building New Construction - Lower Tier and Education Only		0.045698%	0
YH	Office Building New Construction Shared (PIL for Ed)		0.045698%	0
YK	Office Building New Construction Excess Land (PIL for Ed)		0.031989%	0
YT	Office Building New Construction		0.045698%	0
YU	Office Building New Construction Excess Land		0.031989%	0
ST	Shopping Centre	83,739,375	0.045698%	38,267
SU	Shopping Centre Excess Land		0.031989%	0
ZC	Shopping Centre New Construction - Lower Tier and Education Only		0.045698%	0
ZH	Shopping Centre New Construction Shared (PIL for Ed)		0.045698%	0
ZK	Shopping Centre New Construction Excess Land (PIL for Ed)		0.031989%	0
ZT	Shopping Centre New Construction		0.045698%	0
ZU	Shopping Centre New Construction Excess Land		0.031989%	0
GT	Parking Lot		0.045698%	0
IT	Industrial		0.045698%	0
IH	Industrial Shared (PIL for Ed)		0.045698%	0
I4	Industrial Farm Awaiting Development II		0.045698%	0
IU	Industrial Excess Land		0.031989%	0
IX	Industrial Vacant Land		0.031989%	0
II	Industrial - Water Intake System (PIL for Ed)		0.045698%	0
IJ	Industrial Vacant Land (PIL for Ed)		0.031989%	0
IK	Industrial Excess Land (PIL for Ed)		0.031989%	0
JH	Industrial New Construction Shared (PIL for Ed)		0.045698%	0
JI	Industrial New Construction - Water Intake System (PIL for Ed)		0.045698%	0
JJ	Industrial New Construction Vacant Land (PIL for Ed)		0.031989%	0
JK	Industrial New Construction Excess Land (PIL for Ed)		0.031989%	0
JN	Industrial New Construction - Non-Generating Station (PIL for Ed)		0.045698%	0
JS	Industrial New Construction - Generating Station (PIL for Ed)		0.045698%	0
JT	Industrial New Construction		0.045698%	0
JU	Industrial New Construction Excess Land		0.031989%	0
JX	Industrial New Construction Vacant Land		0.031989%	0
LT	Large Industrial		0.045698%	0
LH	Large Industrial Shared (PIL for Ed)		0.045698%	0
LJ	Large Industrial Vacant Land (PIL for Ed)		0.031989%	0
LK	Large Industrial Excess Land (PIL for Ed)		0.031989%	0
LU	Large Industrial Excess Land		0.031989%	0
KH	Large Industrial New Construction Shared (PIL for Ed)		0.045698%	0
KI	Large Industrial New Construction - Water Intake System (PIL for Ed)		0.045698%	0
KK	Large Industrial New Construction Excess Land (PIL for Ed)		0.031989%	0
KN	Large Industrial New Construction - Non-Generating Station (PIL for Ed)		0.045698%	0
KS	Large Industrial New Construction - Generating Station (PIL for Ed)		0.045698%	0
KT	Large Industrial New Construction		0.045698%	0
KU	Large Industrial New Construction Excess Land		0.031989%	0
KX	Large Industrial New Construction Vacant Land		0.031989%	0
	Total Returned Assessment	237,650,120		108,400



Corporate Report

Clerk's Files

Originator's
Files

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DATE: April 7, 2014

TO: Chair and Members of General Committee
Meeting Date: May 7, 2014

FROM: Gary Kent
Commissioner of Corporate Services and Chief Financial Officer

SUBJECT: **Write-off of Uncollectible Accounts Receivable and Bank
Returned Cheques**

General Committee

MAY 07 2014

RECOMMENDATION: That the Commissioner of Corporate Services and Chief Financial Officer be authorized and directed to cancel uncollectible invoices from 2006 due from UCR2 to the Hershey Centre totalling \$33,874.15.

BACKGROUND: The City's Invoicing and Collection Corporate Policy and Procedure #04-07-02 requires Council to approve the write-off of uncollectible invoices over \$25,000. The write-off of invoices under \$25,000 approved by the Commissioner of Corporate Services and Chief Financial Officer during the year must be reported to Council.


COMMENTS: In 2013, a total number of 4,523 invoices totalling \$26,603,427.04 were issued. \$82,135.31 of past invoices was written off as uncollectible. Invoices are only written off after all avenues for collection have been exhausted including adding invoices to the tax roll for collection where authorized under legislation and/or by-laws, assigning to collection agencies and/or taking legal action.

During the year, in accordance with Policy, returned cheques that are not collectible totalling \$800.89 were approved for write-off.

In 2007 UCR2 Concert Productions declared bankruptcy. At the time, \$84,685.37 was outstanding from UCR2. Spectrum Management Group (SMG) has forfeited management fees in the amount of \$50,811.22. A balance of \$33,874.15 remains. Legal Services has confirmed that this amount is uncollectible.

FINANCIAL IMPACT: There is no impact on the 2013 budget as all amounts written off have been provided for in previous years or included in the annual provision.

CONCLUSION: During 2013, the Commissioner of Corporate Services and Chief Financial Officer has written off uncollectible invoices in the amount of \$82,135.31 and returned cheques in the amount of \$800.89 in accordance with Corporate Policy and Procedure #04-07-02. A further amount of \$33,874.15 requires Council approval to write-off.



Gary Kent
Commissioner of Corporate Services and Chief Financial Officer

Prepared By: Connie Mesih, Manager, Revenue and Taxation

REPORT 2 - 2014

General Committee

MAY 07 2014

TO: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Towing Industry Advisory Committee presents its second report for 2014 and recommends:

TIAC-0004-2014

That the report from the Commissioner of Transportation and Works, dated March 19, 2014, entitled "A Report to Identify Towing and Storage Practices of Mississauga and other Municipalities that Regulate Towing and Storage", be received for information.

(TIAC-0004-2014)

TIAC-0005-2014

That the letter dated April 15, 2014 from Elliott Silverstein, Manager, Government Relations, CAA regarding the two tier tow truck licensing system be received.

(TIAC-0005-2014)

TIAC-0006-2014

That the action list of the Towing Industry Advisory Committee meeting held on April 15, 2014 provided to the Committee to update on the status of initiatives raised at prior meetings be received.

(TIAC-0006-2014)

REPORT 2-2014**General Committee****MAY 07 2014**

TO: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Heritage Advisory Committee presents its second report for 2014 and recommends:

HAC-0017-2014

That the deputation by John Ariyo, Supervisor, Research and Projects and Michael Tunney, Cultural Research Coordinator with respect to Cultural Mapping and Heritage be received for information.

(HAC-0017-2014)

HAC-0018-2014

That the owner's request to demolish and replace the bridge spanning the Credit River on the property located at 6545 Creditview Road, which is listed on the City's Heritage Register as part of the Credit River Corridor Cultural Landscape, be approved and that the appropriate City officials be authorized and directed to take the necessary action to give effect thereto, as described in the Corporate Report dated March 20, 2014 from the Commissioner of Community Services.

(Ward 11)

(HAC-0018-2014)

HAC-0019-2014

That the owner's request to demolish the two car garage and to make alterations to the Listed Heritage property located at 1276 Clarkson Road North be approved and that the appropriate City officials be authorized and directed to take the necessary action to give effect thereto as described in the Corporate Report dated March 17, 2014 from the Commissioner of Community Services.

(Ward 2)

(HAC-0019-2014)

HAC-0020-2014

That the owner's request to make alterations to the Designated Heritage property located at 1074 Old Derry Road in the Meadowvale Village Heritage Conservation District by constructing a stand-alone, one-storey, two-car garage be approved and that the appropriate City officials be authorized and directed to take the necessary action to give effect thereto, as described in the Corporate Report dated March 20, 2014 from the Commissioner of Community Services.

(Ward 11)

(HAC-0020-2014)

HAC-0021-2014

That the chart dated March 28, 2014 from Sacha Smith, Legislative Coordinator with respect to the status of outstanding issues from the Heritage Advisory Committee be received for information.

(HAC-0021-2014)

HAC-0022-2014

That the memorandum dated March 28, 2014 from Laura Waldie, Heritage Coordinator – Planning providing a monthly update from Heritage Coordinators be received for information.

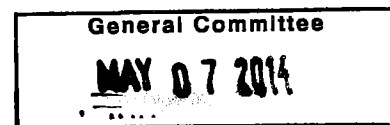
(HAC-0022-2014)

**MISSISSAUGA CYCLING
ADVISORY COMMITTEE**

April 22, 2014

REPORT 3-2014

TO: CHAIR AND MEMBERS OF GENERAL COMMITTEE



The Mississauga Cycling Advisory Committee presents its third report for 2014 and recommends:

MCAC-0012-2014

That staff review and report back on the start date of the street sweeping program due to the volume of debris causing safety concerns for cyclist and pedestrians, with priority on cycling lane routes.

(MCAC-0012-2014)

MCAC-0013-2014

That the Phil Green Recognition Award criteria be reviewed with Phil Green and that the Communications and Promotional Subcommittee report back to a future Mississauga Cycling Advisory Committee meeting.

(MCAC-0013-2014)

MCAC-0014-2014

That the City of Mississauga adopt the goal of achieving a "Silver" designation for Mississauga as part of the Bicycle Friendly Community award program and that Mississauga Cycling Advisory Committee Members and City staff work together to develop a "Go for Silver" strategy that identifies key areas of focus for 2014 and report back on progress.

(MCAC-0014-2014)

MCAC-0015-2014

That the Network and Technical Subcommittee review the Off Road Prioritization Matrix and Primary Route Prioritization Matrix and report back at the May Mississauga Cycling Advisory Committee meeting.

(MCAC-0015-2014)

MCAC-0016-2014

That the 2013 Mississauga Cycling Advisory Committee Calendar of Events be received as amended.

(MCAC-0016-2014)

MCAC-0017-2014

That the Mississauga Cycling Advisory Committee action list be received as amended.

(MCAC-0017-2014)

**MISSISSAUGA CYCLING
ADVISORY COMMITTEE****April 22, 2014**

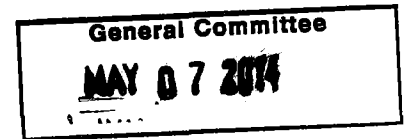
MCAC-0018-2014

That the following information items be received for information:

- a) Mississauga Cycling Advisory Committee to review the Public Notice regarding the Municipal Class Environmental Assessment Study for Second Line West Crossing of Highway 401.
- b) Mississauga Cycling Advisory Committee to review the letter regarding improving road safety in Ontario.
- c) Mississauga Cycling Advisory Committee to review the letter regarding the Keeping Ontario's Roads Safe Act.
- d) Mississauga Cycling Advisory Committee to review the letter dated March 17, 2014 regarding the OTC announces release of OTM Book 18 and welcomes HTA Amendments Bill.
- e) Resignation email dated April 14, 2014 from Suzanne Doyle, of Mississauga Cycling Advisory Committee (MCAC) Citizen Member advising her resignation from MCAC.
- f) Mississauga Cycling Advisory Committee to review the news article dated April 14, 2014 regarding the Province building cycling infrastructure.
- g) Mississauga Cycling Advisory Committee (MCAC) to review the Committee Report from the February 11, 2014 MCAC meeting
(MCAC-0018-2014)

REPORT 4 – 2014

TO: CHAIR AND MEMBERS OF GENERAL COMMITTEE



The Traffic Safety Council presents its fourth report for 2014 and recommends:

TSC-0068-2014

1. That Transportation and Works be requested to review signage in front of Blessed John XXIII Catholic Elementary School.
2. That Parking Enforcement be requested to enforce parking prohibitions in front of Blessed John XXIII Catholic Elementary School between 3:20 p.m. – 3:40 p.m., once signage is in place.

(TSC-0068-2014)

TSC-0069-2014

1. That Transportation and Works be requested to review signage in front of St. Hilary Catholic School, and extend the No Stopping Zone on the east side of Fairwind Drive South to the school boundary.
2. That Parking Enforcement be requested to enforce parking prohibitions in front of St. Hilary Catholic School between 3:15 p.m. – 3:45 p.m., once signage is in place.

(TSC-0069-2014)

TSC-0070-2014

1. That the request to extend the times of the crossing guard from 8:30 a.m. to 9:00 a.m. and from 3:25 p.m. to 3:55 p.m. for the students attending St. Herbert Catholic School be denied as the warrants have not been met.
2. That Transportation and Works be requested to review signage on the north side of Dream Crest Road between Lismic Boulevard and Cinnamon Road for the students attending St. Herbert Catholic School.

(TSC-0070-2014)

TSC-0071-2014

1. That the request for a crossing guard for students attending Ridgewood Public School be denied as the warrants have not been met.
2. That the Peel District School Board be requested to consider the following at Ridgewood Public School:
 - a. Installing a fence across the front of the school, driveway to driveway, to prevent students from walking across the Kiss & Ride area.
 - b. Installing a fence along the north side of the school.
3. That Transportation and Works be requested to review signage in front of Ridgewood Public School.

4. That Traffic Safety Council work with the Principal of Ridgewood Public School to implement a School Walking Route Program.

(TSC-0071-2014)

TSC-0072-2014

1. That the request to install a layby in front of Oscar Peterson Public School is not recommended as the road width is adequate to accommodate parking on the north side, left turn lane into school Kiss & Ride and a through lane east and west.
2. That the Principal of Oscar Peterson Public School be requested to encourage parents to utilize the park parking lot at school, which is currently not fully utilized, during entry and dismissal times.

(TSC-0072-2014)

TSC-0073-2014

That the Crossing Guard placed at the intersection of Hurontario Street and Park Street for student attending Forest Avenue Public School be removed at the end of the 2013-2014 school year, June 27, 2014, as the warrants have not been met to retain the Crossing Guard, and further, that all conditions are good for self-control of crossing and traffic compliance is very good.

(TSC-0073-2014)

TSC-0074-2014

1. That the request for a Crossing Guard at the intersection of Paisley Boulevard and Crystalburn Avenue, for the students attending Mary Fix Catholic School be denied as the warrants have not been met and the all way stop provides protection for crossing students.
2. That the request for a Crossing Guard at the intersection of Stillmeadow Road and Louis Drive for the students attending Mary Fix Catholic School be denied as the warrants have not been met.
3. That the request for a Crossing Guard at the intersection of Stillmeadow Road and Queensway West for the students attending Mary Fix Catholic School be denied as the warrants have not been met.

(TSC-0074-2014)

TSC-0075-2014

That the email dated March 25, 2014 from Sheelagh Duffin, Supervisor, Crossing Guard with respect to a request for Traffic Safety Council to determine if the warrants are met for the implementation of a school crossing guard at the intersection of Alexandra Avenue and Fourth Street for the students of Queen of Heaven Catholic School be received and referred to the Site Inspection Subcommittee of Traffic Safety Council for a report back to Traffic Safety Council.

(TSC-0075-2014)

TSC-0076-2014

That the Dismissal Report for the month of April 2014 be received.

(TSC-0076-2014)

TSC-0077-2014

1. That the Peel District School Board be requested to consider the following at Forest Avenue Public School.
 - a. Place Forest Avenue Public School on the 2014 painting contract.
 - b. Painting one way directional arrows on the driveway.
 - c. Install all appropriate signage on site as required.
2. That Transportation and Works be requested to install No U Turn signs on the east side of Elmwood Avenue North, in front of Forest Avenue School.

(TSC-0077-2014)

TSC-0078-2014

That the Peel District School Board be requested to consider reviewing the site at Artesian Drive Public School for inclusion in the 2014 pavement painting contract.

(TSC-0078-2014)

TSC-0079-2014

1. That Parking Enforcement be requested to enforce the "No Stopping" and "No Parking" signs between 3:05 p.m. and 3:25 p.m. on Council Ring Road for St. Margaret of Scotland School.
2. That Transportation and Works be requested to review the adequacy of signs on Council Ring Road beyond the school boundaries with a view to eliminate parking on both sides of the road.
3. That the Dufferin-Peel Catholic District School Board be requested to review the placement of a "No Left Turn" sign at the driveway exit location.

(TSC-0079-2014)

TSC-0080-2014

1. That Parking Enforcement be requested to attend on Perennial Drive and Tenth Line West to enforce existing posted prohibitions between 3:10 p.m. and 3:35 p.m. for a minimum of three consecutive days for Oscar Peterson Public School.
2. That Transportation and Works be requested to undertake a traffic light study to determine if warrants exist for traffic lights at the intersection of Perennial Drive and Eglinton Avenue.
3. That the Crossing Guard Supervisor be requested to review procedures at the intersections of Perennial Drive and Tenth Line West to determine if improvements are possible.

(TSC-0080-2014)

TSC-0081-2014

That Parking Enforcement be requested to attend on Fallingbrook Drive to enforce existing posted prohibitions on Fallingbrook Drive between 3:20 p.m. and 3:40 p.m. for St. Herbert Catholic School.

(TSC-0081-2014)

TSC-0082-2014

1. That the Peel District School Board be requested to consider placing Castlebridge Public School on the 2014 painting contract.
2. That Parking Enforcement be requested to attend Castlebridge Public School to enforce the existing posted prohibitions between 3:15 p.m. and 3:40 p.m.
3. That the Principal of Castlebridge Public School be requested to encourage more parents to leave their cars at home during dismissal and walk their children home from school.

(TSC-0082-2014)

TSC-0083-2014

That Parking Enforcement be requested to attend at Erin Centre Public School to enforce existing posted prohibitions between 2:00 p.m. and 2:35 p.m.

(TSC-0083-2014)

TSC-0084-2014

1. That Parking Enforcement be requested to enforce the existing posted prohibitions on Cliff Road in front of St. Timothy Catholic School between 2:50 p.m. and 3:40 p.m.
2. That the Principal of St. Timothy Catholic School be requested to encourage parents presently picking up students during the dismissal period, to have their children walk to school.

(TSC-0084-2014)

TSC-0085-2014

That the School Zone Safety (Kiss & Ride) Report from March – April 2014 be received for information.

(TSC-0085-2014)

TSC-0086-2014

1. That the Peel District School Board be requested to consider relocating the drop off for Kiss & Ride at Lisgar Middle School, to the south side of the building, to create a larger storage area for cars in the queue to drop off students.
2. That the Principal at Lisgar Middle School be requested to ensure staff at the Kiss & Ride wear the safety vests.

(TSC-0086-2014)

TSC-0087-2014

That the Peel District School Board be requested to review the feasibility of the following at the Kiss & Ride at Clifton Public School:

- a. Install Kiss & Ride sign and stop bar at the drop off areas located at the south side of the building.
- b. Fire Route signage on property.
- c. Creating a walkway for parents, from the south part of the parking lot.
- d. Repaint the pavement signs before the start of school in September 2014.

(TSC-0087-2014)

TSC-0088-2014

That the Peel District School Board be requested to consider the following at Sheridan Park Public School:

- a. Install a "No Left Turn" sign on driveway exit; and, place Kiss & Ride signs on the driveway.

(TSC-0088-2014)

TSC-0089-2014

That the Dufferin-Peel Catholic District School Board be requested to consider the following at Corpus Christi Catholic School:

- a. Review the Kiss & Ride and Fire Route signage.
- b. Mark two lanes for traffic to exit the driveway.
- c. Move the stop bar located in the Kiss & Ride to all buses more room.

(TSC-0089-2014)

TSC-0090-2014

That the minutes from the April 2, 2014 Budget Subcommittee meeting be received for information.

(TSC-0090-2014)

TSC-0091-2014

1. That the draft 2014 Traffic Safety Council operating budget from the April 2, 2014 Budget Subcommittee meeting be approved.
2. That the amount of \$775.00 be allocated in the 2014 Traffic Safety Council operating budget to send three Mississauga students to participate in the 2013/2014 School Safety Patroller Program.

(TSC-0091-2014)

TSC-0092-2014

That the Walk to School Subcommittee Meeting Minutes from the meeting held on April 11, 2014 be received.

(TSC-0092-2014)

TSC-0093-2014

That Louise Goegan be appointed as Chair of the Traffic Safety Council's Walk to School Subcommittee for a term ending on November 30, 2014 or until a successor is appointed.

(TSC-0093-2014)

TSC-0094-2014

That the Action Items List from the Transportation and Works Department for the month of February 2014 be received for information.

(TSC-0094-2014)

TSC-0095-2014

That the report from the Manager of Parking Enforcement with respect to parking enforcement in school zones for the month of March 2014 be received for information.

(TSC-0095-2014)

TSC-0096-2014

That up to three (3) Traffic Safety Council members be authorized to attend the Ontario Traffic Conference Annual Convention, scheduled for June 1-4, 2014 in Kitchener/Waterloo and that the costs for their attendance at the Convention be allocated in the 2014 Traffic Safety Council budget.

(TSC-0096-2014)

TSC-0097-2014

That the letter from Traffic Safety Council Citizen Member, Anna Myrdal, dated March 31, 2014, resigning from Traffic Safety Council, be received.

(TSC-0097-2014)

TSC-0098-2014

1. That the Chair of Traffic Safety Council send a letter to the school Principals who submitted applications for the Wilde Wood School Zone Safety (Kiss & Ride) Award, to advise of results.
2. That the Public Information Subcommittee review the guidelines and criteria of the Wilde Wood School Zone Safety (Kiss & Ride) Award for future Awards and report back to Traffic Safety Council.

(TSC-0098-2014)

**MISSISSAUGA CELEBRATION SQUARE
EVENTS COMMITTEE**

April 28, 2014

REPORT 2-2014

General Committee

MAY 07 2014

TO: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Mississauga Celebration Square Events Committee presents its second report for 2014 and recommends:

MCSEC-0007-2014

That the PowerPoint presentation and update by John Ariyo, Supervisor, Research and Projects and Michael Tunney, Cultural Research Coordinator with respect to the Mississauga Celebration Square Strategic Plan be received for information.
(MCSEC-0007-2014)

MCSEC-0008-2014

That the Corporate Report dated April 17, 2014 from the Commissioner of Community Services entitled, "Mississauga Celebration Square 2014 Spring/Summer Calendar" be received.
(MCSEC-0008-2014)

MCSEC-0009-2014

That the memorandum dated April 28, 2014 from Howie Dayton, Director, Recreation with respect to the Mississauga Celebration Square Food Services Hours of Operation be received.
(MCSEC-0009-2014)