



AGENDA

GENERAL COMMITTEE

THE CORPORATION OF THE CITY OF MISSISSAUGA

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WEDNESDAY, JUNE 17, 2015 – 9:00 AM

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

Members

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

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CALL TO ORDER

APPROVAL OF THE AGENDA

DECLARATIONS OF CONFLICT OF INTEREST

PRESENTATIONS - Nil

DEPUTATIONS

- A. Kathryn Garland, Supervisor, Cultural Programs with respect to the inaugural Poet Laureate and the Poet Laureate Program.
- B. Item 2 Julius Lindsay, Community Energy Specialist

MATTERS TO BE CONSIDERED

- 1. Group Home – 3231 Laburnum Crescent
- 2. Corporate Climate Risk Assessment
- 3. Prohibition of Smoking in Scholars' Green – P-506 and Scholars' Green Phase II – P-507 (Ward 4)
- 4. Council Resolution in Support of Rooftop Solar Applications under the Provincial Small Feed-in Tariff (FIT) Program 4.0
- 5. 2016 Ontario Summer Games Recommendations
- 6. MLSE Foundation's Multi-Sport Court Program Colonial Terrace (Ward 8)
- 7. Request for an Exemption to the Animal Care and Control By-law 0098-04, as amended, to Permit the Keeping of Six Animals, 6855 Glen Erin Drive, Unit 32 (Ward 9)
- 8. All-Way Stop – Port Street West at Peter Street South and Port Street West at John Street South (Ward 1)
- 9. Parking Prohibition Anytime – Sonoma Court (Ward 6)

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11. Lower Driveway Boulevard Parking – Periwinkle Crescent (Ward 10)
12. Lower Driveway Boulevard Parking – Kaiser Drive (Ward 11)
13. Temporary Road Closure – Princess Royal Drive from Living Arts Drive to Duke of York Boulevard (Ward 4)
14. 1139 Lorne Park Road – Execution of Indemnity Agreement (Ward 2)
15. Mississauga Transportation Summit and Transportation Master Plan
16. 2015 Post-Top Streetlighting Replacement Program (Ward 9)
17. Contract Amendments for MiWay Systems Vendors
18. Amendments to the Administrative Penalty By-law 282-13 to Increase the Administrative Penalty Amounts
19. Changes to the Tow Truck Licensing By-law 521-04, as amended, Permission to Tow a Vehicle Form
20. Proposed Street Name for Future Commercial/Residential Development (Ward 1)
21. Review of the Noise Control By-law 360-79, as amended
22. Road Component of the Other Services Charge and Road Component of the Other Services Charge and Stormwater Management Development Charge Credits to be Granted to The Erin Mills Development Corporation, Crownvetch Developments Inc. and Prologis Canada LLC, the Developers of the Proposed Industrial Subdivision T-08006, Phase 2, Located North of Derry Road West, East of Ninth Line (Ward 9)
23. 2015 Services Agreement between the City of Mississauga and the Greater Toronto Marketing Alliance

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- 25. Contract Amendment and Single Source Contract for Infrastructure as a Service Proof of Concept to include Azure Cloud Storage subscription services and Microsoft Office 365 File Ref: Procurement FA.49.308-15
- 26. Single Source Recommendation for the Implementation of SAP Revenue Management Automation and ARC System Conversion File Ref: FA.49.411-15
- 27. Procurement of Electricity and Natural Gas 2014-2015
- 28. City Wide requirements for Desktop Management Services and Products – Vendor of Record Province of Ontario Agreement (DMSP-03) CompuCom Canada Co. File Ref: FA.49.419-15
- 29. Proposed Corporate Policy and Procedure – Open Data Program
- 30. Cash and Securities Management By-law Repeal and Update
- 31. Treasurer's Statement Report: Summary of Development Charges Activity in 2014 (Unaudited)
- 32. Funding Request for SRRA Research on the Impact of RER and SmartTrack on Office Development in Mississauga

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Diversity and Inclusion Advisory Committee Report 1-2015 June 9, 2015

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COUNCILLORS' ENQUIRIES

OTHER BUSINESS/ANNOUNCEMENTS

CLOSED SESSION - Nil

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

ADJOURNMENT

CALL TO ORDER

APPROVAL OF THE AGENDA

DECLARATIONS OF CONFLICT OF INTEREST

PRESENTATIONS - Nil

DEPUTATIONS

- A. Kathryn Garland, Supervisor, Cultural Programs with respect to the inaugural Poet Laureate and the Poet Laureate Program.
- B. Item 2 Julius Lindsay, Community Energy Specialist

MATTERS TO BE CONSIDERED

1. Group Home – 3231 Laburnum Crescent

Corporate Report dated June 1, 2015 from the Commissioner of Planning and Building with respect to a group home at 3231 Laburnum Crescent.

RECOMMENDATION

That the report dated June 1, 2015 from the Commissioner of Planning and Building entitled *Group Home – 3231 Laburnum Crescent Ward 10* be received for information

2. Corporate Climate Risk Assessment

Corporate Report dated May 25, 2015 from the Commissioner of Community Services with respect to corporate climate risk assessment.

RECOMMENDATION

That a by-law be enacted to delegate signing authority to the Commissioner of Community Services for the license required to utilize the City of Toronto Climate Risk Assessment tool as outlined in the Corporate Report titled “Corporate Climate Risk Assessment” dated May 25, 2015 from the Commissioner of Community Services.

3. Prohibition of Smoking in Scholars' Green – P-506 and Scholars' Green Phase II – P-507 (Ward 4)

Corporate Report dated May 22, 2015 from the Commissioner of Community Services with respect to the prohibition of smoking in Scholars' Green P-506 and Scholars' Green Phase II P-507.

RECOMMENDATION

1. That smoking be prohibited in the areas outlined in Appendix 1 of this report from the Commissioner of Community Services dated May 22, 2015 comprising Scholars' Green – (275 Prince of Wales Drive) and the future Scholars' Green Phase II (300 Rathburn Road West).
 2. That a by-law to amend the Smoking By-law 94-14 to prohibit smoking within City Parks and Public Spaces as set out in Appendix 1 of this report from the Commissioner of Community Services dated May 22, 2015, be enacted.
4. Council Resolution in Support of Rooftop Solar Applications under the Provincial Small Feed-in Tariff (FIT) Program 4.0

Corporate Report dated May 26, 2015 from the Commissioner of Community Services with respect to the Provincial Small Feed-in Tariff (FIT) Program 4.0.

RECOMMENDATION

That Council pass a resolution supporting rooftop solar projects in Mississauga as outlined in the Corporate Report titled "Council Resolution in Support of Rooftop Solar Applications Under the Provincial Small Feed-in Tariff (FIT) Program 4.0" dated May 26, 2015 from the Commissioner of Community Services.

5. 2016 Ontario Summer Games Recommendations

Corporate Report dated May 20, 2015 from the Commissioner of Community Services with respect to the 2016 Ontario Summer Games Recommendations.

RECOMMENDATION

1. That the Commissioner of Community Services and the City Clerk be authorized, on behalf of the Corporation of the City of Mississauga (the "City") to enter into and execute all necessary agreements and documents required to facilitate the 2016 Ontario Summer Games as hosted by the City, with said agreements to include contracts for accommodation, transportation, food services, external venues and required permits, in a form satisfactory to the City Solicitor.

2. That three (3) members of Council be appointed to the 2016 Ontario Summer Games Host Committee.
 3. That all City of Mississauga field, venue and parks facility rental and permit fees required for the delivery of the Games be waived.
 4. That all necessary bylaws be enacted.
6. MLSE Foundation's Multi-Sport Court Program Colonial Terrace (Ward 8)

Corporate Report dated June 4, 2015 from the Commissioner of Community Services with respect to the MLSE Foundation's Multi-Sport Court Program Colonial Terrace.

RECOMMENDATION

1. That the Commissioner of Community Services and City Clerk be authorized, on behalf of the City of Mississauga (the "City") to enter into an agreement with Maple Leaf Sports & Entertainment Ltd. (MLSE) Foundation for the receipt of funding to be applied by the City to costs involved in the construction of an outdoor multisport court in a form satisfactory to the City Solicitor.
 2. That all necessary bylaws be enacted.
7. Request for an Exemption to the Animal Care and Control By-law 0098-04, as amended, to Permit the Keeping of Six Animals, 6855 Glen Erin Drive, Unit 32 (Ward 9)

Corporate Report dated June 3, 2015 from the Commissioner of Transportation and Works with respect to a request for an exemption to the Animal Care and Control By-law at 6855 Glen Erin Drive, Unit 32.

RECOMMENDATION

That the request for an exemption to the Animal Care and Control By-law 0098-04, as amended, to permit the keeping of six animals at 6855 Glen Erin Drive, Unit 32, owned by Ms. Nerina Naraghi, be approved, as outlined in the report from the Commissioner of Transportation and Works, dated June 3, 2015 entitled "Request for an Exemption to the Animal Care and Control By-law 0098-04, as amended, to permit the keeping of six animals, 6855 Glen Erin Drive, Unit 32, Ward 9".

8. All-Way Stop – Port Street West at Peter Street South and Port Street West at John Street South (Ward 1)

Corporate Report dated June 4, 2015 from the Commissioner of Transportation and Works with respect to an all-way stop for Port Street West at Peter Street South and Port Street West at John Street.

RECOMMENDATION

That all-way stop controls not be implemented at the intersections of Port Street West at Peter Street South and Port Street West at John Street South as the warrants have not been met.

9. Parking Prohibition Anytime – Sonoma Court (Ward 6)

Corporate Report dated June 3, 2015 from the Commissioner of Transportation and Works with respect to a parking prohibition on Sonoma Court.

RECOMMENDATION

That a by-law be enacted to amend The Traffic By-law 555-00, as amended, to implement a parking prohibition anytime on the north side of Sonoma Court.

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

Corporate Report dated May 29, 2015 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 By-law 555-2000, as amended, to implement a parking prohibition anytime on both sides of Glen Erin Drive between Erin Centre Boulevard and Duncairn Drive/Burnford Trail.

11. Lower Driveway Boulevard Parking – Periwinkle Crescent (Ward 10)

Corporate Report dated May 19, 2015 from the Commissioner of Transportation and Works with respect to lower driveway boulevard parking on Periwinkle 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 any time, on the north, west and south side (outer circle) of Periwinkle Crescent.

12. Lower Driveway Boulevard Parking – Kaiser Drive (Ward 11)

Corporate Report dated June 3, 2015 from the Commissioner of Transportation and Works with respect to lower driveway boulevard parking on Kaiser Drive.

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 both sides of Kaiser Drive.

13. Temporary Road Closure – Princess Royal Drive from Living Arts Drive to Duke of York Boulevard (Ward 4)

Corporate Report dated May 22, 2015 from the Commissioner of Transportation and Works with respect to a temporary road closure.

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., Wednesday, July 15, 2015 and ending at 2:00 p.m., Monday, July 20, 2015, for the placement of a carnival in conjunction with the Rotary Club of Mississauga Ribfest.

14. 1139 Lorne Park Road – Execution of Indemnity Agreement (Ward 2)

Corporate Report dated June 1, 2015 from the Commissioner of Transportation and Works with respect to an Indemnity Agreement for 1139 Lorne Park Road.

RECOMMENDATION

That a by-law be enacted authorizing the Commissioner of Transportation and Works and City Clerk to execute and affix the corporate seal to a Remediation and Indemnity Agreement, and subsequent amending agreements and/or ancillary documents, between the City of Mississauga and Suncor Energy Inc., as owner of 1139 Lorne Park Road, to permit Suncor Energy Inc. to undertake investigative and remedial work for addressing petroleum hydrocarbon impacts in soil and groundwater within the City road allowances (Lorne Park Road and Birchview Drive) in form and content satisfactory to the City Solicitor.

15. Mississauga Transportation Summit and Transportation Master Plan

Corporate Report dated May 28, 2015 from the Commissioner of Transportation and Works with respect to the Mississauga Transportation Summit and Transportation Master Plan.

RECOMMENDATION

1. That staff be directed to proceed with hosting a Mississauga Transportation Summit as outlined in the report entitled Mississauga Transportation Summit and Transportation Master Plan (TMP) dated May 28, 2015 from the Commissioner of Transportation and Works, and that this serve as the public workshop to satisfy recommendation GOV-0001-2015; and
2. That staff be authorized to use funding from PN15-102, currently allocated for a Transportation Master Plan (TMP) to cover the estimated \$50,000 cost associated with the Summit.

16. 2015 Post-Top Streetlighting Replacement Program (Ward 9)

Corporate Report dated May 26, 2015 from the Commissioner of Transportation and Works with respect to 2015 Post-Top Streetlighting Replacement Program.

RECOMMENDATION

That the proposed 2015 Post-Top Streetlighting Replacement Program, as outlined in this report dated May 26, 2015 from the Commissioner of Transportation and Works, be approved.

17. Contract Amendments and Single Source for MiWay Systems Vendors – File Ref: FA.49.535-07, FA.49.163-05, FA.49.484-11, FA.49.598-08

Corporate Report dated May 22, 2015 from the Commissioner of Transportation and works with respect to contract amendments and single source for MiWay Systems Vendors.

RECOMMENDATION

1. That the MiWay systems vendors: Giro Inc., Garival Inc., Coencorp Consultant Corporation, and Trapeze Software Group, Inc. be designated as single source vendors for the MiWay systems provided by them.

2. That the Purchasing Agent be authorized up to December 31, 2017 to negotiate, execute and amend multi-year supply contract(s) and contract amendments, and maintenance and support contract(s) to perform system upgrades and updates, add new software modules, equipment, infrastructure and associated services including growth due to expansion of operations for a term of up to five years with Giro Inc., Garival Inc., Coencorp Consultant Corporation, and Trapeze Software Group, Inc. subject to budget approval by Council.
18. Amendments to the Administrative Penalty By-law 282-13 to Increase the Administrative Penalty Amounts

Corporate Report dated June 3, 2015 from the Commissioner of Transportation and Works with respect to amendments to the Administrative Penalty By-law 282-13.

RECOMMENDATION

That a by-law to amend the Administrative Penalty By-law 282-13 (Appendix 1) be enacted as outlined in the report from the Commissioner of Transportation and Works, dated June 3, 2015 entitled "Amendments to the Administrative Penalty By-law 282-13 to Increase the Administrative Penalty Amounts".

19. Changes to the Tow Truck Licensing By-law 521-04, as amended, Permission to Tow a Vehicle Form

Corporate Report dated June 3, 2015 from the Commissioner of Transportation and Works with respect to changes to the Tow Truck Licensing By-law 521-04, as amended.

RECOMMENDATION

That a by-law be enacted to amend the Tow Truck Licensing By-law 521-04, as amended, to update the permission to tow form as outlined in the report from the Commissioner of Transportation and Works, dated May 20, 2015 entitled "Changes to the Tow Truck Licensing By-law 521-04, as amended, Permission to Tow a Vehicle Form".

20. Proposed Street Name for Future Commercial/Residential Development (Ward 1)

Corporate Report dated June 1, 2015 from the Commissioner of Transportation and Works with respect to a proposed street name for future commercial/residential development.

RECOMMENDATION

That the following be approved with respect to the naming of the private road within the proposed commercial/residential development at 501 Lakeshore Road East under Application SP-12/208, located north of Lakeshore Road East, east of Enola Avenue:

- a) The name **Douglas McCurdy** be assigned;
- b) The standard City of Mississauga private street name signs with blue lettering on a white background indicating the name of the street be erected at the appropriate locations;
- c) All associated costs of the sign be borne by the registered owner, 501 Lakeshore Inc; and
- d) Satisfactory arrangements be made by 501 Lakeshore Inc. with the City for the installation of the signs.

21. Review of the Noise Control By-law 360-79, as amended

Corporate Report dated June 3, 2015 from the Commissioner of Transportation and Works with respect to a review of the Noise Control By-law 360-79, as amended.

RECOMMENDATION

That the report from the Commissioner of Transportation and Works, dated June 3, 2015 entitled "Review of the Noise Control By-law 360-79, as amended", be received for information.

22. Road Component of the Other Services Charge and Stormwater Management Development Charge Credits to be Granted to The Erin Mills Development Corporation, Crownvetch Developments Inc. and Prologis Canada LLC, the Developers of the Proposed Industrial Subdivision T-08006, Phase 2, Located North of Derry Road West, East of Ninth Line (Ward 9)

Corporate Report dated May 25, 2015 from the Commissioner of Transportation and Works with respect to road component of the other services charge and stormwater management development charge credits.

RECOMMENDATION

1. That the Development Agreement for Plan T-08006, Phase 2, located north of Derry Road West, east of Ninth Line, indicate a Road Component of the Other Services Charge Credit in the amount of \$398,996.08, for the costs associated with the construction of Argentinia Road.

2. That the Development Agreement for Plan T-08006, Phase 2, located north of Derry Road West, east of Ninth Line, indicate a Stormwater Management Development Charge Credit in the amount of \$1,780,702.44, for the costs associated with the construction of a stormwater management facility, the Argentia Road culvert crossing and storm sewer oversizing.
 3. That the Servicing Agreement for Plan T-08006, Phase 2, located north of Derry Road West, east of Ninth Line, indicate payment by the City of Mississauga to The Erin Mills Development Corporation, Crownvetch Developments Inc. and Prologis Canada LLC in the amount of \$2,545,772.07, representing the difference between the total amount owed to the developers for the costs associated with the construction of a stormwater management facility, the Argentia Road culvert crossing and storm sewer oversizing and the total Stormwater Management Development Charge Credit available for this development, and that funds be drawn from Account Numbers PN 15-130, PN 14-139, PN 14-144 and PN 14-148.
23. 2015 Services Agreement between the City of Mississauga and the Greater Toronto Marketing Alliance

Corporate Report dated May 29, 2015 from the City Manager and CAO with respect to 2015 Services Agreement with the Greater Toronto Marketing Alliance.

RECOMMENDATION

That a by-law be enacted to authorize the Mayor and City Clerk to execute a Services Agreement between the City of Mississauga and the Greater Toronto Marketing Alliance (GTMA), substantially in the form attached, (Appendix 1) and as described in the City Manager and Chief Administrative Officer's report dated June 17, 2015.

24. Amendment to Capital Project Budget PN-15-243 for iMaps Easement Mapping Project, File Reference Procurement FA.49.459-14

Corporate Report dated May 25, 2015 from the Commissioner of Transportation and Works with respect to an amendment to the capital project budget for iMaps Easement Mapping.

RECOMMENDATION

1. That PN-15-243 "iMaps Extension Easement Mapping" be increased by \$91,000 with a revised gross budget of \$271,000.

2. That a by-law be enacted to transfer funds of \$91,000 from Capital Reserve (Account #33121) to PN-15-243 "iMaps Extension Easement Mapping".
 3. That the Purchasing Agent be authorized to execute a contract amendment and appropriate forms of commitment to Teranet Enterprises Inc. ("Teranet") for the provision of additional services, as required, subject to budget funding availability, in the amount up to \$270,000, on a single source basis for the Easement Mapping Project.
25. Contract Amendment and Single Source Contract for Infrastructure as a Service Proof of Concept to include Azure Cloud Storage subscription services and Microsoft Office 365
File Ref: Procurement FA.49.308-15

Corporate Report dated May 29, 2015 from the Commissioner of Corporate Services and Chief Financial Officer with respect to a contract amendment and single source contract for infrastructure as a service proof of concept to include Azure Cloud Storage subscription services and Microsoft Office 365.

RECOMMENDATION

1. That the Purchasing Agent be authorized to execute the necessary contracts and amendments for the period of July 1, 2015 through to June 30, 2018 to Microsoft Corporation for Infrastructure as a Service (IaaS) Proof of Concept (POC) using Azure Cloud Storage subscription services with Office 365 suite of products.
2. That Microsoft Corporation be recognized as a single source for the term July 1, 2015 to June 30, 2018 in order to accommodate the Azure Cloud Storage subscription services with Office 365 suite of products and related services, as required, subject to budget funding availability.
3. That the Purchasing Agent be authorized to issue contract amendments to increase the value of the contract where necessary to accommodate growth and where such amount is approved in the budget.
4. That the Purchasing Agent be authorized to execute contract amendments to the Microsoft Enterprise Agreement (currently through Dell Canada Inc.) for the provision of additional Azure Cloud Storage subscription services with Office 365 suite of products, as required, subject to budget funding availability, for the term July 1, 2015 to June 30, 2018.

5. That the Purchasing Agent be authorized to execute the appropriate forms of commitment to Dell Canada Inc. in the estimated amount of \$350,000 excluding taxes, for the provision of Azure Cloud Storage subscription services with Office 365 suite of products, as required, for the term July 1, 2015 to June 30, 2018, inclusive of \$50,000 for professional services.

26. Single Source Recommendation for the Implementation of SAP Revenue Management Automation and ARC System Conversion File Ref: FA.49.411-15

Corporate Report dated May 29, 2015 from the Commissioner of Corporate Services and Chief Financial Officer with respect to a single source recommendation for the implementation of SAP Revenue Management Automation and ARC System Conversion.

RECOMMENDATION

1. That the report of the Commissioner of Corporate Services and Chief Financial Officer dated May 29, 2015 and entitled Single Source Recommendation for the Implementation of SAP Revenue Management Automation and ARC System Conversion be received for information.
2. That the Purchasing Agent be authorized to execute the necessary agreements with Illumiti Inc. on a single source basis to provide professional services related to the implementation of SAP Revenue Management automation and Accounts Receivable Collections system conversion to SAP, in the amount not to exceed \$347,188 excluding HST, in a form satisfactory to the City Solicitor.

27. Procurement of Electricity and Natural Gas 2014-2015

Corporate Report dated May 20, 2015 from the Commissioner of Corporate Services and Chief Financial Officer with respect to the procurement of electricity and natural gas 2014-2015.

RECOMMENDATION

That the Corporate Report dated May 20, 2015 on Procurement of Electricity and Natural Gas 2014- 2015 from the Commissioner, Corporate Services and Chief Financial Officer be received for information.

28. City Wide requirements for Desktop Management Services and Products – Vendor of Record Province of Ontario Agreement (DMSP-03) CompuCom Canada Co. File Ref: FA.49.419-15

Corporate Report dated May 27, 2015 from the Commissioner of Corporate Services and Chief Financial Officer with respect to city wide requirements for desktop management services and products.

RECOMMENDATION

1. That the Purchasing Agent be authorized to enter into the Vendor of Record (VOR) Province of Ontario Agreement and to execute the necessary contracts and agreements with CompuCom Canada Co. for the period of three (3) years with the option to extend the Agreement on the same terms and conditions for up to two (2) additional one-year (1) extensions as outlined in the Ontario Master Agreement VOR OSS-00466131 for Desktop Management Services and Products (DMSP-03) for all desktops, notebooks, rugged notebooks, monitors, thin clients, Apple devices, Android devices and Services as outlined in Section 5c of the Vendor of Record User Guide for Provincially Funded Organizations (OSS_00466131), in the estimated amount of \$4,000,000, exclusive of taxes, based on current accounts for a five (5) year contact term;
2. That the Purchasing Agent be authorized to negotiate other Desktop Services and incorporate them in the Publicly Funded Organization Agreement (non-Ontario Agreements) as addendums to the Ontario Master Agreement VOR OSS-00466131;
3. That the Purchasing Agent be authorized to increase the value of the contact where necessary to accommodate growth and where amount is provided in the budget;
4. That the Purchasing Agent be authorized to negotiate and issue contract amendments to add any future Desktop Services from CompuCom Canada Co., and incorporate them in the Publicly Funded Organization (PFO) Agreement (non-Ontario Agreements) where necessary, to accommodate the City's new growth requirements and where amounts are approved in the budget;
5. That CompuCom Canada Co. be designated a "City Standard" for up to a five (5) year period.

29. Proposed Corporate Policy and Procedure – Open Data Program

Corporate Report dated June 2, 2015 from the Commissioner of Corporate Services and Chief Financial Officer with respect to a proposed corporate policy and procedure for Open Data Program.

RECOMMENDATION

1. That the Corporate Policy and Procedure – Open Data Program, attached as Appendix 1 to the Corporate Report dated June 2, 2015 from the Commissioner of Corporate Services and Chief Financial Officer be approved.
2. That the Open Data Implementation Plan including the addition of new Open Data sets, the launch of a new open data portal and plans for a Hackathon on Open Data day in 2016 be endorsed by General Committee.

30. Cash and Securities Management By-law Repeal and Update

Corporate Report dated May 25, 2015 from the Commissioner of Corporate Services and Chief Financial Officer with respect to a Cash and Securities Management By-law.

RECOMMENDATION

1. That the report dated May 25, 2015 entitled “Cash and Securities Management By-law Repeal and Update” from the Commissioner of Corporate Services and Chief Financial officer be received.
2. That By-law 0323-2000, a bylaw to provide for the management of cash and securities be repealed, and that a new by-law be enacted to provide for the management of cash and securities.

31. Treasurer’s Statement Report: Summary of Development Charges Activity in 2014 (Unaudited)

Corporate Report dated May 26, 2015 from the Commissioner of Corporate Services and Chief Financial Officer with respect to the Treasurer’s Statement Report: Summary of Development Charges Activity in 2014.

RECOMMENDATION

1. That the report dated May 26, 2015, entitled “2014 Treasurer’s Statement: Summary of Development Charges Activity in 2014(Unaudited)” from the Commissioner of Corporate Services and Chief Financial Officer, which is required under the *Development Charges Act, 1997*, be received for information.

2. That the City of Mississauga's 2014 Treasurer's Statement be sent to the Ministry of Municipal Affairs and Housing within 60 days of Council receipt, as required under the legislation.
32. Funding Request for SRRA Research on the Impact of RER and SmartTrack on Office Development in Mississauga

Corporate Report dated June 1, 2015 from the Commissioner of Planning and Building with respect to Funding Request for SRRA Research on the Impact of RER and SmartTrack on Office Development in Mississauga.

RECOMMENDATION

That a funding request by Strategic Regional Research Alliance (SRRA) of \$50, 000 to support research, as described in the report titled "Funding Request for SRRA Research on the Impact of RER and SmartTrack on Office Development in Mississauga" from the Commissioner of Planning & Building, dated June 1, 2015, be approved.

ADVISORY COMMITTEE REPORTS

Accessibility Advisory Committee Report 3-2015 June 1, 2015

RECOMMENDATIONS

AAC-0017-2015

1. That Parks staff consult with Councillor Parrish, Ward 5 on-site at the Parkway Belt Leash Free Zone to assess the accessibility of the parking location;
2. That staff provide their comments and possible solutions following the consultation with Councillor Parrish, to Nikhil Sthalekar, Resident.

(AAC-0017-2015)

AAC-0018-2015

1. That the presentation by Bob Topping, Architect, DesignABLE Environments Inc., entitled, "City of Mississauga Facility Accessibility Design Standards Project Update" presented to the Accessibility Advisory Committee on June 1, 2015, be received;
2. That the 2015 City of Mississauga Facility Accessibility Design Standards – Draft be received;
3. That Members of the Accessibility Advisory Committee provide comments to Diana Simpson, Accessibility Coordinator, by June 17, 2015;
4. That Members of the Accessibility Advisory Committee provide comments at the Facility Accessibility Design Subcommittee meeting on June 22, 2015.

(AAC-0018-2015)

AAC-0019-2015

That the Terms of Reference for the Accessibility Advisory Committee be approved.

(AAC-0019-2015)

AAC-0020-2015

That Melanie Taddeo be appointed to the Facility Accessibility Design Subcommittee of the Accessibility Advisory Committee for the term ending November 2018 or until a successor is appointed.

(AAC-0020-2015)

AAC-0021-2015

That the email dated May 20, 2015 from Carol-Ann Chafe, Citizen Member and Chair, with respect to accessibility at City of Mississauga events, be received.

(AAC-0021-2015)

AAC-0022-2015

That the summary of the City of Mississauga Older Adult Panel Consultation to MiWay regarding older adult use of transit, including recommendations, be received.

(AAC-0022-2015)

AAC-0023-2015

That the notice from Peel Regional Police regarding the Cyber Academy Certificate Course being offered on June 8-9, 2015, be received.

(AAC-0023-2015)

AAC-0024-2015

That the Committee of Adjustment provide information to the Accessibility Coordinator regarding applications brought forth where accessibility has not been considered or has decreased.

(AAC-0024-2015)

AAC-0025-2015

That the email dated May 28, 2015 from Mark Sexsmith, All Star Taxi, regarding Ridesharing Programs, be received.

(AAC-0025-2015)

Environmental Advisory Committee Report 3-2015 June 9, 2015RECOMMENDATIONS

EAC-0018-2015

That the presentation by Julius Lindsay, Community Energy Specialist, Environment Division, entitled, "Climate Change Update" to the Environmental Action Committee on June 9, 2015 be received.

(EAC-0018-2015)

EAC-0019-2015

That the presentation by Michelle Berquist, Stormwater Charge Project Manager, Transportation and Works entitled, "Stormwater Charge" to the Environmental Action Committee on June 9, 2015 be received.

(EAC-0019-2015)

EAC-0020-2015

That the presentation by Diana Suzuki, Environmental Outreach Coordinator, Environment Division entitled, "City of Mississauga Environmental Outreach Program" to the Environmental Action Committee on June 9, 2015 be received.

(EAC-0020-2015)

EAC-0021-2015

That the Memorandum dated May 20, 2015 from Mary Bracken, Environmental Specialist, Environment Division with respect to Council Resolution in Support of Rooftop Solar Applications Under the Provincial Small Feed-in Tariff (FIT) Program 2015-2018 be received.

(EAC-0021-2015)

EAC-0022-2015

That the EAC Inquiries Chart, updated June 3, 2015 be received.

(EAC-0022-2015)

Diversity and Inclusion Advisory Committee Report 1-2015 June 9, 2015RECOMMENDATIONS

DIAC-0001-2015

That Councillor McFadden be appointed as Chair of the Diversity and Inclusion Advisory Committee for a term of office to November 30, 2018, or until a successor is appointed.

(DIAC-0001-2015)

DIAC-0002-2015

That Councillor Starr be appointed as Vice-Chair of the Diversity and Inclusion Advisory Committee for a term of office to November 30, 2018, or until a successor is appointed.
(DIAC-0002-2015)

DIAC-0003-2015

That the Terms of Reference for the Diversity and Inclusion Advisory Committee be received.
(DIAC-0003-2015)

DIAC-0004-2015

That the deputation from Crystal Greer, Director, Legislative Services regarding Committee procedures and the City's Procedural By-law be received.
(DIAC-0004-2015)

DIAC-0005-2015

That future Diversity and Inclusion Advisory Committee meetings be held on Wednesday evenings at 6:00 p.m., where possible.
(DIAC-0005-2015)

DIAC-0006-2015

That the Corporate Report dated April 6, 2015 from the Commissioner of Corporate Services and Chief Financial Officer entitled "Multicultural Media and Advertising Strategy" be deferred to a future Diversity and Inclusion Advisory Committee meeting.
(DIAC-0006-2015)

Mississauga Cycling Advisory Committee Report 6-2015 June 9, 2015

RECOMMENDATIONS

MCAC-0029-2015

1. That the Mississauga Cycling Advisory Committee review third party models for Tour de Mississauga including other bike and cycling clubs and organizations and provide input to Greg Symons, Citizen Member and Ben Gomberg, Manager, Active Transportation;
2. That the Mississauga Cycling Advisory Committee request that a staff member from the Community Services Department provide information and a presentation at the July 14, 2015 MCAC meeting with respect to affiliation.
(MCAC-0029-2015)

MCAC-0030-2015

That Roy Buchanan, Citizen Member be authorized to purchase three (3) sets of walkie talkies to promote safety and communication on Community Rides, not exceeding \$300.00.
(MCAC-0030-2015)

MCAC-0031-2015

That the Community Rides Schedule be received, as amended.
(MCAC-0031-2015)

MCAC-0032-2015

1. That the proposed 2015 Mississauga Cycling Advisory Committee Work Plan be received;
 2. That Members are advised to provide budgetary information and amendments to Joanne deCloe, Citizen Member by June 30, 2015, for inclusion on the final Work Plan;
 3. That the final 2015 Mississauga Cycling Advisory Committee Work Plan be presented at the July 14, 2015 MCAC meeting.
- (MCAC-0032-2015)

MCAC-0033-2015

That the 2015 Mississauga Cycling Advisory Committee Calendar of Events be received, as amended.
(MCAC-0033-2015)

COUNCILLORS' ENQUIRIES

OTHER BUSINESS/ANNOUNCEMENTS

CLOSED SESSION - Nil

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

ADJOURNMENT



Corporate Report

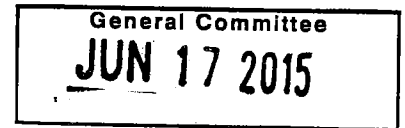
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DATE: June 1, 2015

TO: Chair and Members of General Committee
Meeting Date: June 17, 2015



FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: Group Home – 3231 Laburnum Crescent Ward 10

RECOMMENDATION: That the report dated June 1, 2015 from the Commissioner of Planning and Building entitled *Group Home – 3231 Laburnum Crescent Ward 10* be received for information

BACKGROUND: The Planning and Building Department issued a Zoning Certificate for a Group Home at 3231 Laburnum Crescent in compliance with City of Mississauga Zoning By-law, 225-2007, as amended.

COMMENTS: The Zoning By-law defines a Group Home as:

*“means a supportive housing facility located within a **dwelling unit** where persons live as a unit under responsible supervision consistent with the requirements of its occupants, which may or may not be licensed or approved by the Province of Ontario, but excludes a supportive housing facility that provides accommodation and care for any other purpose including the observation, detention and rehabilitation of offenders or ex-offenders.”*

A Group Home must comply with the provisions of Subsection 4.1.18 of Zoning By-law 225/07, as amended. Subsection 4.1.18 Group Home states:

1a

A group home shall only be permitted within a detached dwelling in a Residential Zone subject to the following;

- 4.1.18.1 A group home shall not be located within an 800.0 metre radius of the lot line of an existing group home;
- 4.1.18.2 A group home shall be occupied by a maximum of eight (8) persons, exclusive of staff and/or receiving family;
- 4.1.18.3 Parking shall be provided in compliance with the regulations of Table 3.1.2.1 (a minimum of two (2) off street parking spaces are required).

Where applications are made and comply with all regulatory requirements, a permit shall be issued.

Pursuant to a petition received from area residents raising concerns about the group home, Council was advised that the group home complied with the City's Zoning By-law and that a Zoning Certificate was issued on March 21, 2014.

During discussion, Council directed staff to provide information regarding group home regulations on the City's website. This was done and the information can be found at:
<http://www.mississauga.ca/portal/pb/grouphomes>

Council members also enquired about receiving notification when an application for a Zoning Certificate to permit a group home is received. In consultation with legal services, staff has determined that information relating to an application for a building permit and/or zoning certificate may be provided to members of council so long as it complies with the *Municipal Freedom of Information and Protection of Privacy Act* which can include the property address for a group home application.

FINANCIAL IMPACT: Not applicable

16

CONCLUSION:

At the time of receipt of a building permit and/or zoning certificate, staff will advise members of Council that the application has been received.

ATTACHMENTS:

APPENDIX 1: Council Resolution 0014-2015
APPENDIX 2: Extract of Council Minutes – February 11
Group Home Deputation



Edward R. Sajecki
Commissioner of Planning and Building

*Prepared By: Tim Gallagher, Manager, Zoning and Zoning
Administrator*



1c



RESOLUTION NO: 0014-2015 Page 1 of 1

Date: Feb 11, 2015

File: _____

Moved by: Pat Saito

Seconded by: [Signature]

That Planning staff be directed to include information about group homes on the City website.

Carried
Mayor

APPENDIX 2

6. DEPUTATIONS(c) Group Home at 3231 Laburnum Crescent

Franca Segreto, Angel Oliva and Edward Shan residents spoke in opposition of a group home being established at 3231 Laburnum Crescent as the home is a single family home. Ms. Segreto Mr. Oliva and Mr. Shan indicated that having the group home in their neighbourhood would present unknown dangers and concerns and expressed their anger that no notice was given to the neighbourhood that a group home was being placed in their neighbourhood. Councillor Parrish indicated that persons are assessed prior to being placed in group homes. Councillors Saito and Carlson indicated that their offices do not know when group homes are being placed in their Wards and further directed staff to include information about group homes on the city website. Ed Sajecki, Commissioner of Planning and Building and Tim Gallagher, Manager Zoning and Zoning Administrator advised that the Zoning By-law permits the group home on the property. Mr. Gallagher further indicated that he would be glad to have a meeting with the persons explaining the by-law.

Petition P-1

Resolution 0014-2015



Corporate Report

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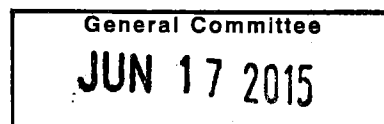
2.

DATE: May 25, 2015

TO: Chair and Members of General Committee
Meeting Date: June 17, 2015

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

SUBJECT: Corporate Climate Risk Assessment



RECOMMENDATION: That a by-law be enacted to delegate signing authority to the Commissioner of Community Services for the license required to utilize the City of Toronto Climate Risk Assessment tool as outlined in the Corporate Report titled "Corporate Climate Risk Assessment" dated May 25, 2015 from the Commissioner of Community Services.

**REPORT
HIGHLIGHTS:**

- Toronto and Region Conservation has produced climate projections data for the time period 2015-2100.
- A number of risks have been identified based on the projected future climate.
- The Environment Division, Community Services Department, would like to perform a climate risk assessment for the Corporation.
- The City of Toronto has developed a tool and procedure to assess municipal climate risks.
- A by-law is needed to delegate authority to sign the license required to utilize the City of Toronto Climate Risk Assessment tool.

BACKGROUND:

Climate change is an issue that has a rising profile in society today. The most recent assessment of climate change by the Intergovernmental Panel on Climate Change (IPCC) states with certainty that man-made emissions are the cause of recently observed global temperature increases and increases in extreme weather events and that if they are not significantly reduced these trends will continue. This would have a negative effect on the economy and many aspects of our community.

Toronto and Region Conservation Authority (TRCA) and the Region of Peel are currently conducting a number of studies that assess the various risks to the region from future climate change. These studies are examining risks at the community level in a number of sectors, including agriculture and health. As a part of the studies, the climate of the region has been projected for the period 2015-2100. This data is at a 10 kilometres x 10 kilometres resolution (6.2 miles x 6.2 miles). The projections were completed using a number of climate models under two possible pathways to give a range of possible outcomes.

This data projects a number of changes to the climate in Mississauga over the next 85 years. The changes are as follows:

- Increased average temperature
- Increased growing season
- Increased extreme hot days
- Increased overall precipitation in spring, winter, and fall
- Increased extreme precipitation events

These projections are based on up to date climate science and represent the best predictions of Mississauga's future climate. The detailed climate projection data can be found in Appendix 1.

Climate change poses a real and imminent threat to the City and its operations. Some of these risks are already being felt across the city, both in City operations and by residents.

Climate change adaptation was recently identified by the Environmental Stewardship Committee as one of the City's top six environmental priorities.

PRESENT STATUS:

The climate change projections noted above were presented to a select group of staff including the Environmental Stewardship Committee, the Parks and Forestry Leadership Team and the Environmental Network Team. These groups were asked to identify risks that the City could face based on the identified changes. This process was undertaken at a high level and was not intended to be a comprehensive list; instead it was intended to gather a preliminary list of risks upon which to build further climate change adaptation understanding and work.

Approximately 120 risks were identified across all departments. These risks are outlined in Appendix 2.

COMMENTS:

The Environment Division, Community Services Department, would like to undertake a climate change risk assessment for the City. This assessment would be confined to Corporate operations and assets. This risk assessment would seek to rate risks to the City associated with climate change. This would allow the City to prioritize actions to adapt to climate change. This would be done in three steps.

Step 1 - Identify Risks

In this step, risks would be identified, based on the projected climate impacts. An initial list of risks has been compiled but a more comprehensive review is required to capture additional risks. Risks will be identified by department or service area. Staff will be asked to identify risks and actions already underway to reduce identified risks.

Step 2 - Risk Analysis

Once the risks have been identified, they will be analyzed using an established risk assessment process. This is based on a methodology developed by the City of Toronto to review climate change risks. The severity and the likelihood of each risk will be rated and then combined to create a climate risk rating. These ratings will be plotted on a chart to show high, medium, and low risk, according to the rating. This tool and methodology has been reviewed with Risk Management,

Legal Services Division, City Manager's Department, and determined to be comprehensive and robust.

Step 3 - Action Identification

Based on the rating identified in the risk analysis, the high and medium risk items will be examined to determine actions that could be taken to reduce the rating of these risks. The actions would be incorporated into the business plan of the respective divisions.

Based on feedback from the Environmental Stewardship Committee, this project would be completed by engaging on a departmental and divisional basis to identify and rate risks. This way divisions will only engage on the risks that are relevant to them.

As stated above, the City of Toronto has developed a methodology and a tool to complete a climate risk assessment. The City of Toronto makes this tool available at no cost but requires a signed license for its use. The Environment Division, Community Services Department, is requesting Council enact a by-law to delegate authority to the Commissioner of Community Services to sign the required license.

STRATEGIC PLAN:

A climate change risk assessment is a forward looking, leading edge exercise that directly supports actions in the Living Green Strategic Pillar for Change.

Action 41 of the Living Green Master Plan is "Undertake an infrastructure vulnerability assessment." This project would be setting the ground work for that action.

FINANCIAL IMPACT:

The City of Toronto makes the Climate Risk Assessment tool available at no cost.

CONCLUSION:

Climate change is a reality for Mississauga. Climate projections show that the temperature will increase, there will be increased precipitation, and an increase in extreme precipitation.

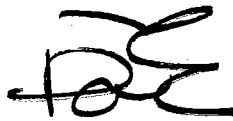
A high level review has been completed of the changes to the climate and over 120 risks have been identified across all departments.

The Environment Division, Community Services Department, would like to undertake a climate change risk assessment using a tool and methodology developed by the City of Toronto. To undertake the climate risk assessment, a by-law must be enacted to delegate signing authority from Council.

ATTACHMENTS:

Appendix 1: Projected Climate Changes for Mississauga

Appendix 2: Climate Risk Matrix



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

Prepared By: Julius Lindsay, Community Energy Specialist

Climate Projections for Mississauga

Indicator Name (observed baseline value)	Change mid- century from 1981- 2010	Change by 2100
Annual Average Temperature	2.3-3.3°C	3-6.3°C
Average Annual Maximum Temperature	2.3-3.2°C	3-6.1°C
Average Annual Minimum Temperature	2.4-3.4°C	3.1-6.6°C
Average Summer Temperature	2.2-3.3°C	2.9-6.5°C
Days over 30°C	33.8-45.4 days	40.9-84.4 days
Days over 40°C	0-0.1 days	0.1-4.1 days
Average Winter Temperature	2.8-3.6°C	3.6-6.8°C
Days under -15°C	Less 7.3-9 days	Less 8.9- 12.3 days
Average Annual Precipitation	66.5-70.9mm	80.9- 102.7mm

Average Summer Precipitation	1.5-6.8mm	-6.1 - 8mm
Average Winter Precipitation	18.8-22.5mm	29-43.9mm
Maximum 1 day precipitation (38 mm)	+6-10%	+10-19%
Maximum 5 day precipitation (59 mm)	+6-7%	+9-18%
SDII (Intensity Index) (6.5mm/day)	+3-4%	+5-10%
95th Percentile precipitation amount (218 mm)	+12-17%	+23-39%
99th Percentile precipitation amount (59 mm)	+26-41%	+49-95%
Growing Season	24 days	31 days

Climate Risk Matrix

2

Departments & Divisions		Climate Impacts							General Risks
		Increased Growing Season	Greater Average Annual Temperature	Increased Summer Temperature	Increased Winter Temperature	Increased Annual Precipitation	Increased Winter Precipitation	Increased Severe Precipitation Events	
Community Services	Fire			<ul style="list-style-type: none"> - Greater heat related emergencies - Greater fire potential - Greater response times from bad roads 		<ul style="list-style-type: none"> - Greater flood and emergency response risks 		<ul style="list-style-type: none"> - Greater flood and emergency response risks - More bank failure 	<ul style="list-style-type: none"> - Higher # of Emergencies
	Recreation	<ul style="list-style-type: none"> - Increased demand for Fields - Increased Field Maintenance Costs 		<ul style="list-style-type: none"> - Increased demand for indoor spaces/resources 		<ul style="list-style-type: none"> - Changing field access - Greater shore erosion 			
	Parks & Forestry	<ul style="list-style-type: none"> - Invasive species proliferation - Suitable species change - Increased Maintenance costs 	<ul style="list-style-type: none"> - Long term impact on growing seasons - Increased use of park facilities, earlier and longer periods of facility use 	<ul style="list-style-type: none"> - Greater demand for water - Greater bush fire potential - Reduced summer water availability - Staff health and Safety Concerns - Increased demand requests for park infrastructure (spray pads, washroom facilities and water bottle filling stations) - Increase need for shade structures - Reduction in Water table - Impact to Marina Operations - Impact on sports turf fields and green space due to extended dormancy periods - Impact on lifecycle of park assets 	<ul style="list-style-type: none"> - Increased energy demand to run outdoor rinks - Increased requests for winter maintenance (more usage) - Decreased snow removal demand - Impact on major sports turf facilities - Increased freeze thaw events 	<ul style="list-style-type: none"> - Increased water load in soil (water table impacts) - Moisture sensitive plants at risk - Increased River mouth Dredging - Increased storm water runoff and infiltration in park facilities (quantity and quality) - Greater monitoring requirements - Innovation needed for potential re-use 	<ul style="list-style-type: none"> - Impact on major sports turf facilities - Increased freeze thaw events - Impacts of more salt and de-icing materials, improved technologies needed 	<ul style="list-style-type: none"> - More Erosion, trail washouts - Need for LID ideas and greater planning for stormwater storage /infiltration in park design - Impact on lifecycle of park assets 	<ul style="list-style-type: none"> - Change in species with most success growing - Tree and plant canopy losses
	Culture			<ul style="list-style-type: none"> - Decreased demand for outdoor events - Increased demand for shelters 					<ul style="list-style-type: none"> - Reduced Event attendance
	Library			<ul style="list-style-type: none"> - Increased demand for indoor spaces/resources 					
	Environment	<ul style="list-style-type: none"> - Increases organics waste services demand - Increased compost needs 		<ul style="list-style-type: none"> - Increased waste volume from increased visitors - Increased Water bottle usage 		<ul style="list-style-type: none"> - Increased waste leachate from outdoor containers 		<ul style="list-style-type: none"> - Increased litter from wind 	

Climate Risk Matrix

Departments & Divisions		Climate Impacts							
		Increased Growing Season	Greater Average Annual Temperature	Increased Summer Temperature	Increased Winter Temperature	Increased Annual Precipitation	Increased Winter Precipitation	Increased Severe Precipitation Events	General Risks
City Manager's Department	Corporate Performance								
	Economic Development								
	Audit								
	Legal							- Greater risk of litigation	
Corporate Services	Communications							- Greater demand for communications resources - Possible loss of communication channels (power outage)	
	Facilities & Property Management		- Greater Energy costs	- Greater risk of Brownouts - Greater cooling loads		- Lower external building lifespan - Lower parking lot lifespan	- Increased snow removal needs - Increased Snow Loads	- Greater chance of water infiltration - Greater building costs	- Increased construction costs
	Finance		- Greater Energy costs	- Greater energy and water costs				- Greater requests for information to apply for funding	
	Human Resources			- Possible increased staffing needs from reduced shift lengths					- Increased demand for temporary staff
	Information Technology			- Greater Cooling Needs - Increased risk of Brownouts				- Increased IT resources needed to respond - Increased chance of loss of power	
	Legislative Services								
	Revenue & Materiel Management								- Decreased revenue
	Building								

24

Climate Risk Matrix

2

Departments & Divisions		Climate Impacts							
		Increased Growing Season	Greater Average Annual Temperature	Increased Summer Temperature	Increased Winter Temperature	Increased Annual Precipitation	Increased Winter Precipitation	Increased Severe Precipitation Events	General Risks
Planning and Building	Development & Design	<ul style="list-style-type: none">- Update list of recommended plant species- Address urban agriculture- Impacts site reviews	<ul style="list-style-type: none">- Increase requests for onsite solar and bio-thermal energy options- Impact site reviews	<ul style="list-style-type: none">- Need for more trees and other shade options;- Use of lighter coloured hard surface materials;- Increased demand for and use of sun/shadow and wind studies;- Greater demand for on-site energy options;- Need for draught tolerant vegetation;- Impacts site and landscape reviews- Need to implement green standards	<ul style="list-style-type: none">- Longer construction season resulting in increased development applications for review	<ul style="list-style-type: none">- Greater attention/time for site reviews to ensure implementation of stormwater and green standards	<ul style="list-style-type: none">- Need for more salt-tolerant vegetation- Increased need for snow storage;- More robust building materials required;- Greater attention to site and landscape plan reviews	<ul style="list-style-type: none">- Increase need for stormwater detention and other green features,- More robust building materials required- Greater attention to site reviews and strong agency/dept coordination	<ul style="list-style-type: none">- Increased pressure to update and implement green development standards/sustainability metrics, including by-laws, legal agreements etc.;- Consider incentives;- New level of technical knowledge required for planning staff
	Policy Planning								<ul style="list-style-type: none">- Ensure consideration is given to Official Plan policies as required and as part of standard work procedure.
	Strategic Community Initiatives								<ul style="list-style-type: none">- Need to think long term about creative and innovative ways to address issues
	Transportation and Works	Enforcement			<ul style="list-style-type: none">- Increased risk to animal safety				
Engineering & Construction				<ul style="list-style-type: none">- Greater construction costs		<ul style="list-style-type: none">- Greater construction costs due to potential delays in construction		<ul style="list-style-type: none">- Increased demand for Low Impact Development	<ul style="list-style-type: none">- Increased construction costs
Transit			<ul style="list-style-type: none">- Greater fuel costs				<ul style="list-style-type: none">- Increased chance of delays	<ul style="list-style-type: none">- Potential for delays in transit service due to disruptions resulting from localized flooding	
Transportation & Infrastructure Planning						<ul style="list-style-type: none">- Greater flood response need		<ul style="list-style-type: none">- Increased Stress on Storm sewer system- Increased overland flows- Increased stream bank erosion- Increases contaminant loading in watercourses	
Works Operations & Maintenance				<ul style="list-style-type: none">- Increased road surface degradation	<ul style="list-style-type: none">- Increased Rain or Snow Events- Lower lifespan on asphalt		<ul style="list-style-type: none">- Increased salt need and costs- Lower lifespan on asphalt- More Snow removal		



Corporate Report

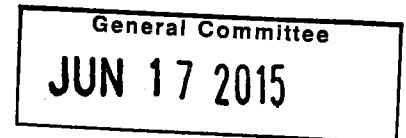
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3.

DATE: May 22, 2015

TO: Chair and Members of General Committee
Meeting Date: June 17, 2015



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

SUBJECT: **Prohibition of Smoking in Scholars' Green – P-506 and Scholars' Green Phase II – P-507 (Ward 4)**

- RECOMMENDATION:**
1. That smoking be prohibited in the areas outlined in Appendix 1 of this report from the Commissioner of Community Services dated May 22, 2015 comprising Scholars' Green – (275 Prince of Wales Drive) and the future Scholars' Green Phase II (300 Rathburn Road West).
 2. That a by-law to amend the Smoking By-law 94-14 to prohibit smoking within City Parks and Public Spaces as set out in Appendix 1 of this report from the Commissioner of Community Services dated May 22, 2015, be enacted.

BACKGROUND: The City of Mississauga's Smoking By-law prohibits smoking in specific City parks and public spaces which are listed in a schedule to the by-law. At present, the areas where the City has prohibited smoking include Mississauga Celebration Square and areas immediately surrounding the Civic Centre and the Central Library.

Scholars' Green is immediately adjacent to the Sheridan College Hazel McCallion Campus. Sheridan College currently prohibits smoking in the leased area surrounding the college building. This prohibition has led to extensive smoking occurring at Scholars' Green, creating damage to some of the features in the park (e.g. the artificial turf area) and the need for Parks staff to clean up cigarette debris on a frequent basis.

COMMENTS:

In order to improve the appearance and general atmosphere at Scholars' Green and reduce the need for daily pickup of cigarette debris, staff are recommending that the current smoking prohibition in the Civic Centre area be extended to this location. In addition, Scholars' Green Phase II is planned for development starting in 2016 with an opening late in 2017. Given the proximity to the second Sheridan College building, similar issues with smoking are anticipated. Consequently staff would like to add the new park to the by-law as well. This can be achieved through the addition of these properties to Schedule A of the Smoking By-law.

Staff have discussed prohibiting smoking with the Sheridan College Administration. They are supportive and will assist the City in publicizing the smoking restrictions to their students and faculty. It is proposed that the prohibition for Scholars' Green Phase I be implemented on August 1, 2015 in time for the new school year. The prohibition for Phase II would be implemented with the opening of the new park to public access.

As with other recent changes to smoking restrictions at City properties, the approach to implementation will emphasize education and information initially, with active enforcement beginning if required. By-law 94-14 is enforced by Security Services.

FINANCIAL IMPACT: There will be a minimal cost, of approximately \$1,000 for signs and promotional material related to the implementation of the proposed change to By-law 94-14 for both Scholars' Green Phase I and II. Funding will be covered from the Parks Operations Operating Budget.

CONCLUSION:

Extensive smoking at Scholars' Green is impacting the workload of City staff and the attractiveness of the park, and similar issues are anticipated for Scholars' Green Phase II. Staff are recommending that the City prohibit smoking at these locations under By-law 94-14, starting August 1, 2015.

ATTACHMENTS:

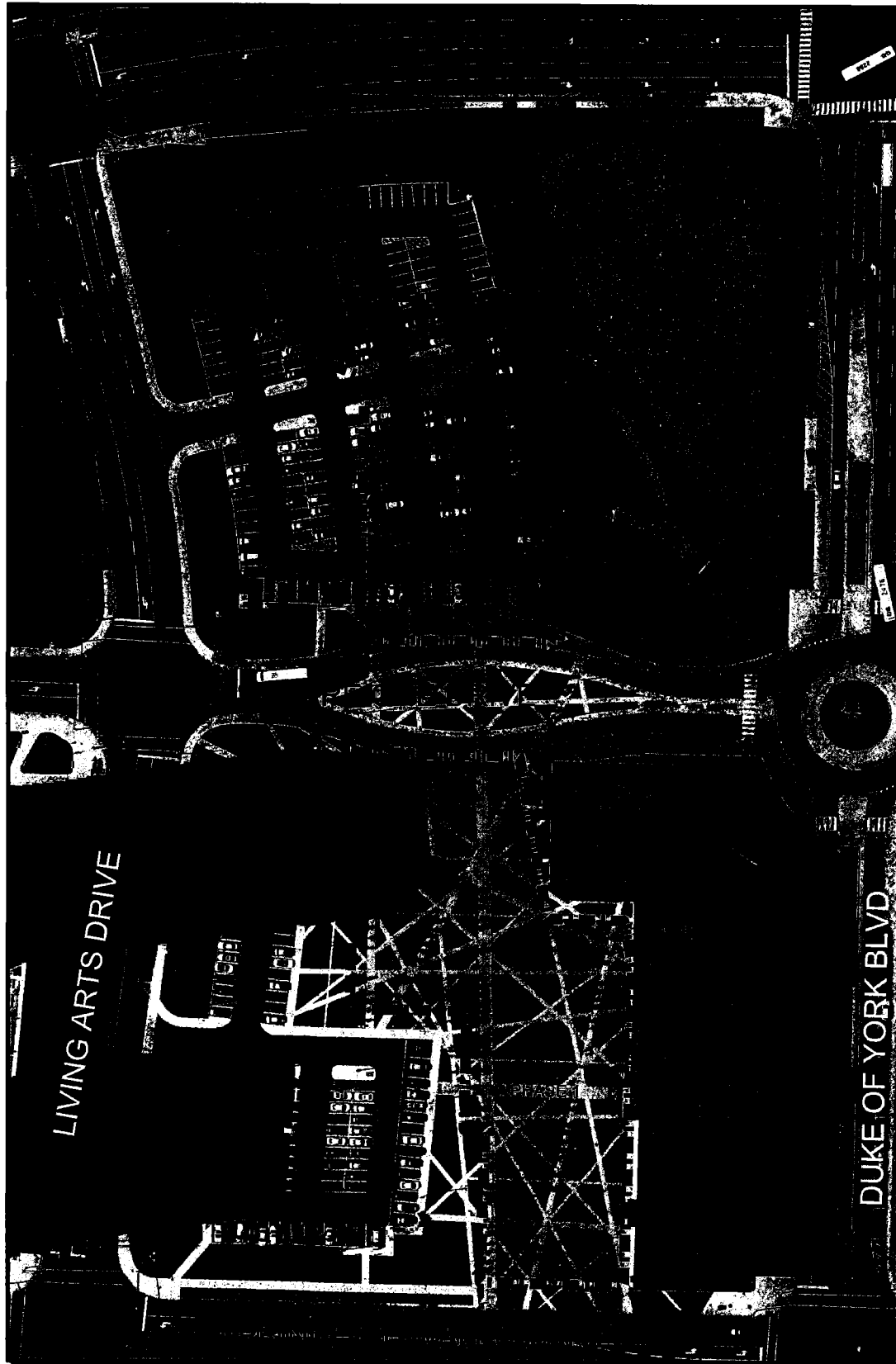
Appendix 1: Scholars' Green Phase I and II



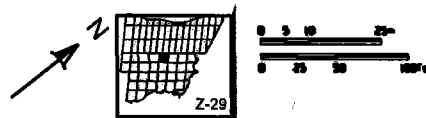
Paul A. Mitcham, P. Eng., MBA
Commissioner of Community Services

Prepared By: Andy Wickens, Manager, Parks Operations

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SMOKE-FREE AREA
SCHOLARS' GREEN
- PHASE 1 & 2
SMOKE-FREE AREA





Corporate Report

Clerk's Files

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Files

4.

DATE: May 26, 2015

TO: Chair and Members of General Committee
Meeting Date: June 17, 2015

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

SUBJECT: **Council Resolution in Support of Rooftop Solar Applications
Under the Provincial Small Feed-in Tariff (FIT) Program 4.0**

General Committee

JUN 17 2015

RECOMMENDATION: That Council pass a resolution supporting rooftop solar projects in Mississauga as outlined in the Corporate Report titled "Council Resolution in Support of Rooftop Solar Applications Under the Provincial Small Feed-in Tariff (FIT) Program 4.0" dated May 26, 2015 from the Commissioner of Community Services.

**REPORT
HIGHLIGHTS:**

- The Independent Electricity System Operator administers the Feed-in Tariff (FIT) program which encourages renewable power generation through a guaranteed pricing structure for renewable electricity production.
- City of Mississauga Council has passed two resolutions, one in 2012 and another in 2013 supporting the construction and operation of rooftop solar projects anywhere in the City of Mississauga, including but not limited to rooftop solar projects on City-owned buildings, applying for the Small FIT program.
- Supporting local solar renewable power generation helps mitigate climate change and reduce greenhouse gas emissions.

- The next application period for Small FIT projects is scheduled for July 13, 2015 to July 30, 2015.
- In order to support applications for renewable projects, specifically rooftop solar, a new Council support resolution is required.

BACKGROUND:

With the effects of greenhouse gas emissions becoming more apparent, climate change mitigation actions are as important as ever. Increasing renewable energy generation reduces our energy system's reliance on coal and other fossil fuel generation, thereby reducing greenhouse gas emissions, mitigating climate change and improving air quality.

In 2006 the Renewable Energy Standard Offer Program (RESOP) was introduced by the Ontario Power Authority (OPA) and in 2009 RESOP was replaced by the Feed-in Tariff (FIT) program, which includes purchase agreement programs for renewable energy projects.

The purpose of the FIT program is to encourage renewable power generation through a guaranteed pricing structure for renewable electricity production. It includes standardized program rules, prices and contracts for qualified renewable energy projects. The Province committed to an annual renewable energy procurement target of 150 megawatts between 2013 and 2018.

There are three categories of FIT projects:

1. microFIT - producing 10 kilowatts (kW) or less of power - such as a residential rooftop solar installation;
2. Small FIT - producing more than 10 kW of power and generally up to 500 kW – the subject of this report; and
3. Large Renewable Procurement (previously Large FIT) - producing more than 500 kW of power – projects of this size are unlikely in Mississauga due to the large land areas required for such projects.

On January 1, 2015, the OPA merged with the Independent Electricity System Operator (IESO) to create a new organization, under the IESO

name, that combines both the OPA's and IESO's mandates. The FIT program is continuing and is being administered by the IESO.

Small FIT

The FIT program for small renewable energy projects includes a point system for evaluating renewable energy projects. Priority points are given for municipal support in the form of a council support resolution. IESO requires that the support resolutions follow the prescribed form as set out in the FIT program rules.

City of Mississauga Council has recognized the importance of creating clean renewable energy and has supported the FIT program for renewable energy projects by passing two resolutions supporting the construction and operation of rooftop solar projects anywhere in the City of Mississauga, including but not limited to rooftop solar projects on City-owned buildings. The resolutions were specific to rooftop solar projects since all requests for municipal support in Mississauga were for rooftop solar projects. The first blanket support resolution was passed on December 12, 2012 for the FIT 2.0 program and the second on September 18, 2013 for FIT 3.0. Both were valid for one year.

There are many steps involved in the Small FIT application and development process, but essentially the following stages are pertinent to a municipality:

- The Province (OPA, now IESO) has application periods each year (from 2012 to 2018) for Small FIT applications. Each application period is usually open for two weeks.
- In order to get priority points, applicants, applying for the Small FIT program, seek municipal support for their proposed projects.
- Applicants requesting the blanket Council support resolution from the City of Mississauga must complete a form, which includes a checklist of criteria relating to visibility, noise, glare, ice, safety and emergencies. If the checklist shows that the project addresses the criteria to the City's satisfaction, an official copy of the Council support resolution is provided to the applicant.

- Applicants submit their applications to IESO.
- IESO announces contract offers usually within six months.
- Applicants proceed with execution of the contracts.
- IESO requires that Small FIT rooftop solar projects reach commercial operation within 18 months from the time the contract is executed.
- Building permits are required prior to installation of the rooftop solar projects.

FIT 2.0

The December 12, 2012 Council support resolution was provided for 246 rooftop solar projects applying for the FIT 2.0 program.

Applications were also submitted for five rooftop solar projects on City-owned properties where the City would be acting as a landlord for a solar developer. Subsequently, in August 2013 the OPA offered **twenty-seven (27)** contracts to rooftop solar projects **in Mississauga**. The applications on City-owned properties were not offered contracts in this round.

FIT 3.0

The September 18, 2013 Council support resolution was provided for 144 rooftop solar projects applying for the FIT 3.0 program. The five projects on City-owned properties were re-submitted.

On July 30, 2014, the OPA offered 500 new FIT renewable energy contracts across Ontario. There were **seventy-five (75)** locations **in Mississauga**, including three City-owned properties – Huron Park Recreation Centre, Mississauga Valley Community Centre and Burnhamthorpe Community Centre.

Extended FIT 3.0

The OPA received a large number of complete and eligible applications during the FIT 3.0 application period. Rather than opening a new application window in 2014, the Minister of Energy directed the OPA to award up to 100 megawatts of FIT contracts to FIT 3.0 eligible applicants not offered a contract on July 30, 2014.

On December 19, 2014, the OPA offered 332 new renewable energy contracts. Of these, **nine (9)** were located in **Mississauga**.

January 2015 - OPA and IESO merge.

FIT 4.0

IESO's procurement schedule for FIT 4.0 shows the application period opening on July 13, 2015 and closing on July 30, 2015. The previous Council support resolution expired in September 2014. In order to support applications for renewable projects, specifically rooftop solar, a new Council support resolution is required.

COMMENTS:

In 2013, the renewable energy generated in Mississauga fulfilled only 0.4 per cent of the highest (average peak) demand. Increased energy generation in Mississauga decreases not only the reliance on fossil fuel electricity sources; it also increases energy security in the city and reduces reliance on distant energy generating sources. Additionally, the money generated from renewable energy contracts in Mississauga can generate benefits to the local economy.

The next application period for Small FIT 4.0 projects is scheduled to open on July 13, 2015. The resolution, as proposed in Appendix 1, uses the same wording as the previous Council support resolution and meets the requirements for FIT 4.0 prescribed forms for blanket support resolutions.

The same process for issuing the resolution will be used, whereby applicants must complete a form, which includes a checklist of criteria relating to visibility, noise, glare, ice, safety and emergencies. If the checklist shows that the project addresses the criteria to the City's satisfaction, the Council support resolution will be provided to the applicant.

STRATEGIC PLAN:

Increasing renewable energy generation in Mississauga is a key initiative under the Strategic Plan's visionary action to become a net-zero carbon city. It fulfils Action 1 under the Living Green Pillar to "Pursue renewable energy production and use." The Council support resolution for rooftop solar projects applying to the FIT program facilitates increased renewable energy production and use in the city.

FINANCIAL IMPACT: There are no financial impacts related to the Council support resolution for rooftop solar projects, except for applications on City-owned properties.

Three applications for City-owned properties received notice of contract offers under the FIT 3.0 program. If the revised rooftop lease terms offered by the solar developer are acceptable to the City, and the contracts get executed, and the projects are built; then the City will be acting as a landlord for the solar developer and the City will generate revenue from the lease.

During the remainder of the FIT program (until 2018), if applications are submitted for City-owned properties, where the City is acting as a landlord for a solar developer, and they are offered contracts and the projects get built, there would be revenue generated from the lease.

CONCLUSION:

The IESO's next application period for Small FIT will open on July 13, 2015. Council support resolutions provide applicants priority points when applying for the FIT program. The previous Council support resolution for rooftop solar projects applying to the FIT program have expired. In order to ensure a Council support resolution is available for rooftop solar applications in the City of Mississauga, a new Council support resolution is required.

ATTACHMENTS:

Appendix 1: Motion for City of Mississauga Council Support Resolution for Rooftop Solar Generation Projects



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

Prepared By: Mary Bracken, Environmental Specialist

Motion for
CITY OF MISSISSAUGA COUNCIL SUPPORT RESOLUTION
FOR ROOFTOP SOLAR GENERATION PROJECTS

WHEREAS the Province's Feed-in Tariff (FIT) Program encourages the construction and operation of rooftop solar generation projects ("Rooftop Solar Projects");

AND WHEREAS one or more Rooftop Solar Projects may be constructed and operated in the City of Mississauga;

AND WHEREAS, pursuant to the rules governing the FIT 4.0 Program (the "FIT Rules"), applications whose Rooftop Solar Projects receive the formal support of local municipalities will be awarded priority points, which may result in these applicants being offered a FIT contract by the Province prior to other persons applying for FIT contracts;

AND WHEREAS the *Green Energy Act, 2009*, S.O. 2009, c.12, as amended, stipulates that a municipal Official Plan and Zoning By-law does not apply to a renewable energy undertaking;

AND WHEREAS the *Building Code Act, 1992*, S.O. 1992, c.23, as amended, applies to renewable energy projects and, as such, each Rooftop Solar Project will require a building permit issued by the City of Mississauga Planning and Building Department;

AND WHEREAS, pursuant to the *Ontario Heritage Act*, R.S.O. 1990, c.0.18, as amended, each Rooftop Solar Project that is proposed to be located on a property listed on the City of Mississauga's Heritage Register or designated as a heritage property will require a Heritage Permit from the City of Mississauga prior to work commencing on such properties;

NOW THEREFORE BE IT RESOLVED THAT Council supports the construction and operation of Rooftop Solar Projects anywhere in the City of Mississauga, including but not limited to Rooftop Solar Projects on City-owned buildings;

AND FURTHER, that this Resolution's sole purpose is to enable the participants in the FIT Program to receive priority points under the FIT Program, and that this Resolution may not be used for the purpose of any other form of municipal approval in relation to a FIT application or a Rooftop Solar Project or for any other purpose;

AND FURTHER, that Council support shall lapse twelve (12) months after its adoption by Council.



Corporate Report

Clerk's Files

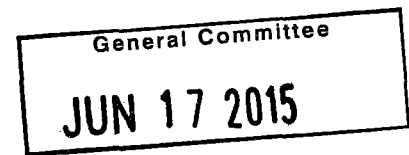
Originator's
Files

DATE: May 20, 2015

TO: Chair and Members of General Committee
Meeting Date: June 17, 2015

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

SUBJECT: 2016 Ontario Summer Games Recommendations



- RECOMMENDATION:**
1. That the Commissioner of Community Services and the City Clerk be authorized, on behalf of the Corporation of the City of Mississauga (the "City") to enter into and execute all necessary agreements and documents required to facilitate the 2016 Ontario Summer Games as hosted by the City, with said agreements to include contracts for accommodation, transportation, food services, external venues and required permits, in a form satisfactory to the City Solicitor.
 2. That three (3) members of Council be appointed to the 2016 Ontario Summer Games Host Committee.
 3. That all City of Mississauga field, venue and parks facility rental and permit fees required for the delivery of the Games be waived.
 4. That all necessary bylaws be enacted.

**REPORT
HIGHLIGHTS:**

- The 2016 Ontario Summer Games were awarded to the City in August 2014 following a successful bid submission approved by Council in April 2014. The event satisfies several key objectives in the Sport Tourism Strategy, the Sport Plan, Youth Plan, and the Culture Master Plan and will take place August 11 to 14, 2016.

- An estimated direct economic impact of \$4.5 million will be as a result of 3,500 athletes, officials and Games family travelling to Mississauga.
- The Ministry of Culture, Sport and Tourism has assumed administration of the 2016 Ontario Summer Games and a host agreement with the Ministry has been established.
- The Hershey Centre and SportZone properties will be a sport venue hub and headquarters for the Games creating a celebratory atmosphere for participants and spectators.
- An exemption of permit and rental fees for all City venues, facilities and sport fields is being requested of Council to offset operating costs for hosting each sport discipline.
- Similar to the Pan Am Games Host Committee structure, Council is being asked to name three councillors to sit on the Ontario Summer Games Host Committee for the period of May 2015 to September 2016.

BACKGROUND:

In August 2014, the Sport Alliance of Ontario awarded the 2016 Ontario Summer Games (the "Games") to the City after a detailed bid and review process. The Games will be hosted from Thursday August 11 to Sunday August 14 in 2016.

Hosting the Games will bring to the City more than 3,500 participants including athletes, coaches, managers, officials, media and spectators. The Games are estimated to generate more than \$4.5 million in economic benefits to the City with over 6,000 hotel room nights required to house the Games family. Twenty four events over 4 days of competition are anticipated. Four of these events including Canoe/Kayak, Mountain Biking, Rifle and Skeet shooting will be hosted in neighbouring municipalities. The variety of events being hosted translates into potential long term partnerships with the provincial sport governing bodies to host future provincial and national event opportunities as outlined in our Sport Tourism Strategy.

The Hershey Centre, Hershey SportZone and Iceland venues will act as the hub and headquarters of the Games with the Opening

Ceremonies and many indoor and outdoor events being staged at the venue. This will allow for a streamlined cost saving approach to transportation and food service delivery as well as creating a celebratory festival atmosphere for participants and spectators during the 4-day event.

The Games operating budget of \$1.6 million was identified and approved by Council in April 2014. No variations to this funding structure are anticipated at this time.

Delivery of the amateur sport programs including the Games has always been administered by the Ministry of Tourism Culture and Sport through the Sport Alliance of Ontario. As of April 10, 2015, the administration of the Games was transferred to the Ministry and the Sport Alliance of Ontario offices were closed.

COMMENTS:**Host Agreement**

The Host Agreement with the Ministry of Tourism, Culture and Sport creates a critical path of financial and operational obligations for the City and the Ministry of Tourism, Culture and Sport, ensuring a successful 2016 Ontario Summer Games.

The Host Agreement also reflects the approved allocation of the \$600,000 grant from the Ministry to the City. This funding will be utilized to offset operating expenses in various logistical areas required for the execution of the Games.

Staff is working with Ministry of Tourism, Culture and Sport staff to develop transition timelines and expect to have a full transition completed with 6-8 weeks. City of Mississauga staff continues to work within established internal timelines and are planning for an exciting and successful Games. A critical path has been developed to encompass all aspects of Games operations and implementation strategies from accommodation procurement to transportation scheduling, marketing and communication planning.

Organizing Committee Structure

The Games Organizing Committee (GOC) represents 11 individual sub-committees which are responsible for various planning components.

Each sub-committee will have a staff lead and will be supported from both staff and community volunteers. These sub-committees will have roles and responsibilities identified and a critical path to help guide them through to 2016. Monthly meetings will be conducted to ensure milestones within the critical path are met.

Sub-committees include Finance, Communications, Security, Information Technology, Sport Venues, Administration, Volunteers, Special Events and Transportation.

This structure worked successfully for the City of Windsor in hosting the 2014 Ontario Summer Games and for Toronto in the 2012 event.

A Project Lead has been hired and will provide operational leadership with the Games Organizing Committee Chair Mr. Peter Fonseca and the Games Organizing Committee.

The Games will require a volunteer workforce of 600 local residents and staff is looking to local sport, volunteer and culture organizations to assist with recruitment, training and placement.

It is recommended that a Host Committee be established to provide guidance on all operational aspects of the Games. The Host Committee will be comprised of the three (3) appointed Members of Council and staff representatives from Recreation, Communications, Culture, Transit and Parks and Forestry. Stakeholder representatives will include, Mississauga Toronto West Tourism, Ministry Culture, Tourism and Sport, the GOC Chair and Project Lead.

This similar structure has been in place to oversee the logistics and operations for the 2015 Pan Am and Parapan Am Games. City facilities and venues have been identified and external venues have been reserved. A celebration to mark "300 Days to the Games" is being planned for the Fall. Procurement of accommodations and food services will be conducted in the fall through Material Management.

STRATEGIC PLAN:

Hosting the Games support the strategic pillars Belong, Connect and Prosper of "Our Future Mississauga". Reaching out to the sport communities to support the Games through volunteerism connects residents and communities, providing them new experiences and learning opportunities.

The Games satisfies recommendations in the Sport Tourism Strategy to seek “multi-discipline sport events that showcase Mississauga’s premiere facilities and parks to sport governing bodies”, and adds to Mississauga’s experience as a host of major sports events.

The event will provide development opportunities for youth in sports promoting life-long physical activity thus satisfying important objectives of Mississauga’s Sport Plan, develop a spirit of volunteerism and “cultivate the creative and expressive potential of citizens and develop a shared, authentic cultural identity” through associated events such as the Opening Ceremonies fulfilling strategic goals of the Cultural Master Plan.

FINANCIAL IMPACT: A municipal investment of \$519,780 was approved by Council in April 2014, to ensure the Games have a balanced budget and does not run a deficit. At that time, staff recommend that the \$519,780 be funded through a combination of internal one-time operating budget savings and one-time reserve funding.

A recommendation was put forth that funding would be provided through approved Operating Budget, redeployment of complement from the closure of Meadowvale Community Centre and the Sport Hosting Account. Final funding will be approved as part of the 2016 Operating Budget.

Finally, Council is requested through this report to authorize the Commissioner of Community Services and the City Clerk to enter into any agreements required for the delivery of the Games within the approved operating budget of the Games and within the parameters of the Host Agreement with the Ministry of Tourism, Culture and Sport. These agreements will include contracts for accommodations, transportation, food services and external venues and required permits.

Total fees for the use of City facilities, venues and sport fields have been estimated at \$44,000. It is recommended that Council waive these fees to offset operating costs for hosting each sport discipline.

CONCLUSION: Hosting the Ontario Summer Games will further establish Mississauga as a sport host friendly community within the provincial and national sport governing bodies staging events in 2016. Measurable legacy development of our staff and volunteer workforce through this multi-

sport major event provides a solid organizational framework for future sport event prospects. The Games gives Mississauga a unique opportunity for economic gain through local tourism spending and satisfies a key recommendation within the Sports Tourism Strategy to acquire events through the development of bids and relationships with sport organizing groups and associations.

ATTACHMENTS:

Appendix 1: Organizing Committee Structure

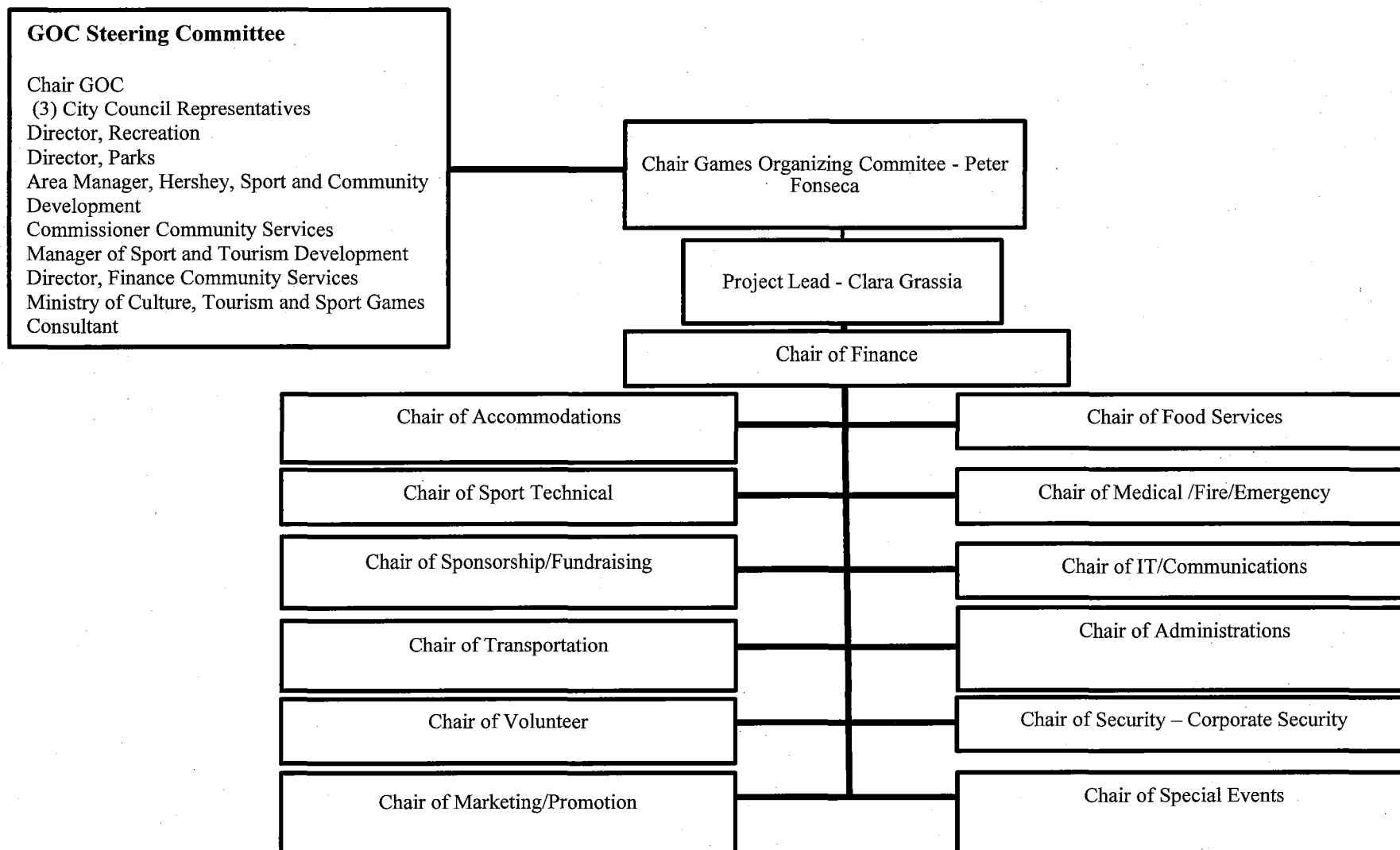
Appendix 2: Allocated Venues and Facilities



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

Prepared By: Clara Grassia, Project Lead, 2016 Ontario Summer Games

Proposed Ontario Summer Games Organizing Committee



2016 Ontario Summer Games Ideal Participant #'s

	Athletes		Coaches	Managers	Major Officials	PSO Rep	Totals	PROPOSED VENUE
	Male	Female						
CORE SPORTS								
Archery	30	30	5	5	3	1	74	Erindale Park
Baseball (M)	192	0	24	12	17	1	246	proposed Dobkin/Valleys)
Beach Volleyball	36	36	12	12	10	1	107	Chinguacousy Park, Brampton
Box Lacrosse	120	0	24	6	10	1	161	Hershey Community Rinks
Canoe Kayak Sprint	44	44	11	2	11	1	113	Welland Flatwater Centre
Fencing	37	35	3	0	15	1	91	Hershey Community Rinks
Field Hockey	64	96	20	2	8	1	191	Courtenay Park Field
Golf	60	30	9	1	12	1	113	Brae Ben Golf Course
Mountain Bike	36	12	12	0	2	1	63	Kelso Park Conservation Area
Rugby	96	96	16	24	12	2	246	Mississauga Valleys
Sailing	20	20	3	1	14	1	59	Port Credit Yaht Club
Soccer	138	132	64	0	30	1	365	Hershey/Iceland Fields and Fieldhouse
Softball	104	104	32	16	20	2	278	Dunton Athletic Fields
Basketball	144	144	48	0	24	2	362	UTM (TBD)
Karate	60	44	6	6	18	2	136	Hershey Gymnasium
Triathlon	24	24	4	4	4	2	62	Jack Darling Park (start)
Boxing	80	20	25	2	10	2	139	Hershey Centre Main Bowl
Diving	27	47				1	75	Etobicoke Olympium
Field Lacrosse	0	108	12	6	8	1	135	UTM (TBD)
Road Cycling	48	24	12	12	4	1	101	Lakeside Park start
Skeet Shooting	7	3	2	2	1	1	16	Ancaster
Sporting Rifle	10	10	5	5	6	1	37	Ancaster
Weightlifting	25	20	7	2	16	2	72	Hershey Community Rinks
Total	1402	1079	356	120	255	30	3242	

Clusters

UTM

Hershey/Iceland





Corporate Report

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Originator's
Files

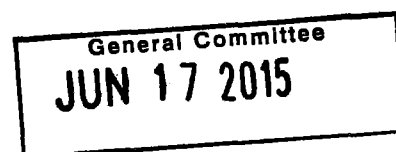
6.

DATE: June 4, 2015

TO: Chair and Members of General Committee
Meeting Date: June 17, 2015

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

SUBJECT: **MLSE Foundation's Multi-Sport Court Program
Colonial Terrace - Ward 8**



- RECOMMENDATION:**
1. That the Commissioner of Community Services and City Clerk be authorized, on behalf of the City of Mississauga (the "City") to enter into an agreement with Maple Leaf Sports & Entertainment Ltd. (MLSE) Foundation for the receipt of funding to be applied by the City to costs involved in the construction of an outdoor multisport court in a form satisfactory to the City Solicitor.
 2. That all necessary bylaws be enacted.

**REPORT
HIGHLIGHTS:**

- The City, in cooperation with Peel Living and the Erin Mills Youth Centre, submitted a grant application in March 2015 to the Multisport Court Program of the Maple Leaf Sports & Entertainment Ltd. (MLSE) Foundation, MLSE's charitable arm, which combines the philanthropic efforts of all four of their teams.
- The project has been funded in the amount of \$225,000 to pay for the fees associated with the construction of an outdoor multisport court at 3570 and 3590 Colonial Drive ("Colonial Terrace").

- Due to fiscal year restrictions of the Foundation, the City must enter into an agreement by June 30, 2015 for the receipt of funds from the Foundation or forfeit access to the funding arrangement.

BACKGROUND:

The MLSE Foundation (the "Foundation") will provide the City with funding in the amount of \$225,000 for the construction of a multisport court at Colonial Terrace.

The Foundation is the charitable arm of Maple Leaf Sports & Entertainment Ltd. and combines the philanthropic efforts of all four MLSE teams: the Toronto Maple Leafs, Toronto Raptors, Toronto FC and Toronto Marlies. The Foundation is committed to investing in recreational refurbishments and funding sustainable programs that will provide children and youth, of all abilities, access to sport and recreational opportunities.

The Foundation selected the Colonial Terrace location for the following reasons:

- There is a clear case for community support.
- There is a demonstrable need for the project that would have significant positive outcomes for the neighbourhood.
- It fits with the Foundation's strategic plan to find collaborative projects that connect to our teams with the added benefit of being in a market that is under served by the Foundation.
- The project timeline is reasonable and fundable within the Foundation's mandate.

The Foundation has recently supported rink refurbishment projects at Malton Arena in 2013 and at the Burnhamthorpe Community Centre Arena in 2011.

COMMENTS:**Acceptance of Offer**

This report recommends that Council authorize the Commissioner of Community Services and the City Clerk to enter into an agreement that sets out the terms and conditions upon which the City will accept funds from the Foundation.

If MLSE Foundation Funding is accepted, the following requires must be met:

- Host a community event upon completion of project.
- Perform work on agreed upon elements; and
- Place the Foundation's logo on all relevant printed materials.
- Logo recognition on multisport court.

Construction Project

Colonial Terrace is the property of the Region of Peel (the "Region"). City staff work regularly with residents to meet recreational needs and have been engaged in discussions with the Region as to terms and conditions upon which the parties could construct a multisport court. Upon finalization of the funding arrangements, City staff will seek authorization to enter into and execute an appropriate document to outline applicable terms and conditions.

Community Benefit

The refurbishment of this lot into a recreational multi-purpose court will allow children to access free sports programming. They will develop physical activity and learn skills in 6 sports areas: soccer, volleyball, tennis, cricket, basketball and hockey. On a daily basis between 80 -100 children will be served by the multi-purpose recreation court. During seasonal/off school programming a minimum of 100 children and youth will be served per day.

The Erin Mills Youth Centre will recruit volunteers made up of youth and adult community members to be trained in FUNdamentals to coach the above-mentioned sports to the kids within the community of Colonial Terrace. Youth that have been successful in their leadership training program acquire FUNdamentals training. The Erin Mills Youth Centre will utilize the court and it is estimated that their programming will serve a minimum of approximately 300 youth per week.

Parks & Forestry staff and Region of Peel staff will coordinate the completion of refurbishment projects. The Region of Peel will act as the Project Manager for this initiative with the City ensuring that the needs of the project are met.

Community Event

In cooperation with the community, and in coordination with the MLSE Foundation, an event will be organized to celebrate project completion.

FINANCIAL IMPACT: The MLSE Foundation's Multisport Court Program is contributing \$225,000 to fund the Colonial Terrace Multisport Court Project. The Foundation will activate the transfer of funds to the City by June 30, 2015.

CONCLUSION: The MLSE Foundation's Multisport Court Program's generous contribution towards this building initiative at Colonial Terrace demonstrates a mutually beneficial arrangement in support of community sport development. The addition of a multisport court will promote active living and be a valued recreational amenity for community residents of all ages.

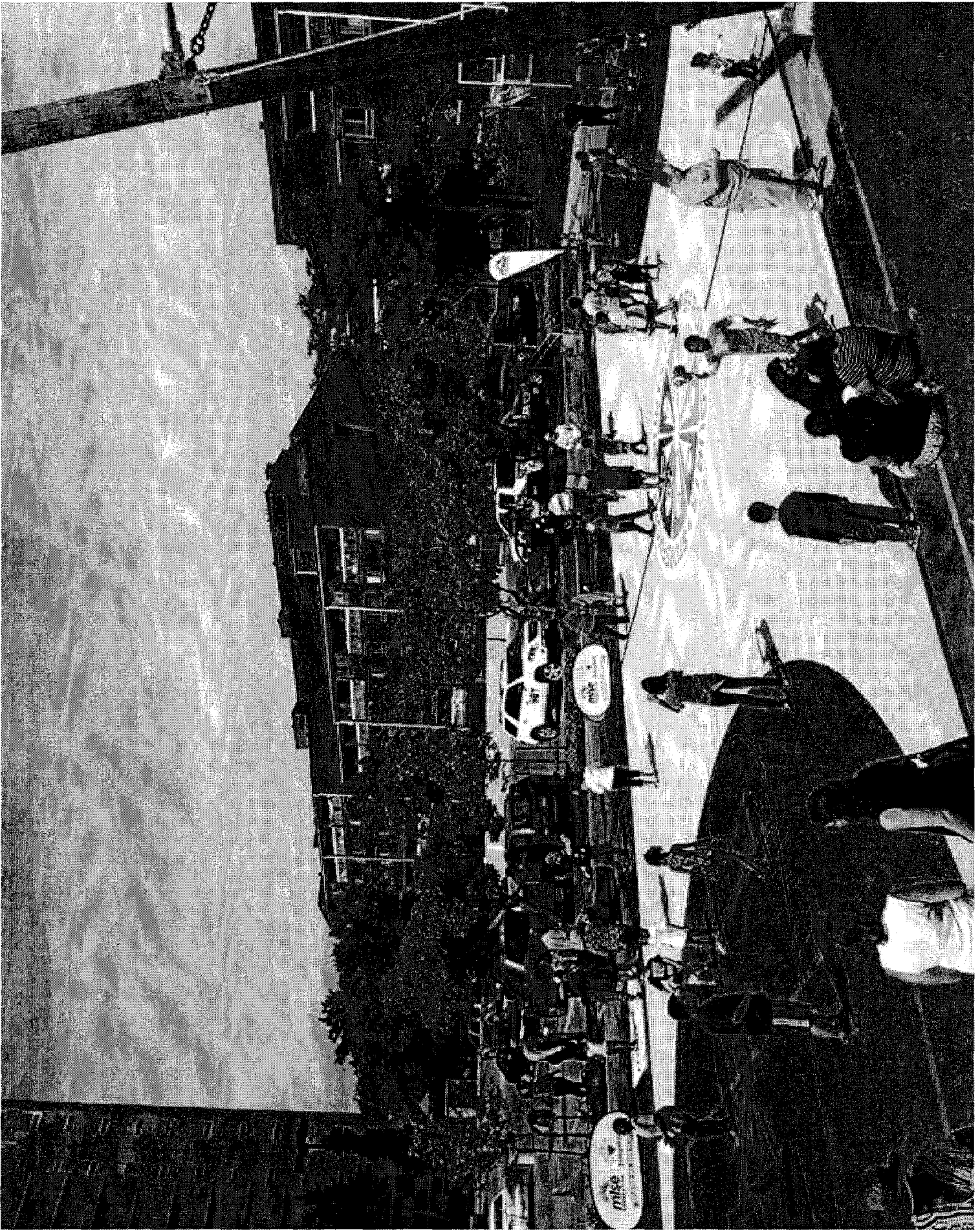
ATTACHMENTS:

- Appendix 1: Map and rendering of Colonial Terrace Multisport Court
- Appendix 2: Picture of Completed MLSE Multisport Court in Scarborough



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

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





Corporate Report

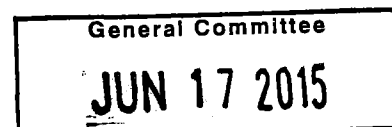
Clerk's Files

Originator's
Files

7

DATE: June 3, 2015

TO: Chair and Members of General Committee
Meeting Date: June 17, 2015



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

SUBJECT: Request for an Exemption to the Animal Care and Control By-law
0098-04, as amended, to permit the keeping of six animals, 6855
Glen Erin Drive, Unit 32, Ward 9

RECOMMENDATION: That the request for an exemption to the Animal Care and Control By-law 0098-04, as amended, to permit the keeping of six animals at 6855 Glen Erin Drive, Unit 32, owned by Ms. Nerina Naraghi, be approved, as outlined in the report from the Commissioner of Transportation and Works, dated June 3, 2015 entitled "Request for an Exemption to the Animal Care and Control By-law 0098-04, as amended, to permit the keeping of six animals, 6855 Glen Erin Drive, Unit 32, Ward 9".

BACKGROUND: On January 30, 2015 Ms. Nerina Naraghi, a new resident to Mississauga, attended Animal Services to obtain licences for her six animals consisting of one dog and five cats. Animal Services staff advised her that under the Animal Care and Control By-law 0098-04, as amended, no more than four animals can be kept on any premises. Animal Services staff advised her that she could request an exemption to the by-law if she wished to keep more than four animals. Ms. Naraghi provided a written exemption request (Appendix 1).

Animal Services staff issued licences for all six of Ms. Naraghi's animals pending the outcome of the exemption request.

COMMENTS:

On March 13, 2015 enforcement staff from Animal Services and Compliance and Licensing Enforcement attended Ms. Naraghi's property and inspected all six animals. Enforcement staff observed no standard of care issues with the animals or the condition of the residence.

On March 18, 2015 Ms. Naraghi provided Enforcement staff with a letter from her property management advising that they were in support of the exemption request as long as there are no complaints from other residents at the complex (Appendix 2). Enforcement staff have not received any complaints in regards to Ms. Naraghi's animals as of the date of writing of this report.

FINANCIAL IMPACT: There is no financial impact.

CONCLUSION:

Enforcement staff support the exemption request based on the number of animals minimally exceeding the permitted number, the standard of care observed being provided to the animals and the resident's property management company being in support of the exemption.

ATTACHMENTS:

Appendix 1: Animal Exemption request letter dated January 30, 2015.

Appendix 2: Property Management letter of support dated March 18, 2015.



Martin Powell, P. Eng.

Commissioner of Transportation and Works

*Prepared By: Douglas Meehan, Manager of Compliance and
Licensing Enforcement*

Name of the Applicant:

Nerina Naraghi

6855 Glen Erin Drive Unit 32

Mississauga, Ontario

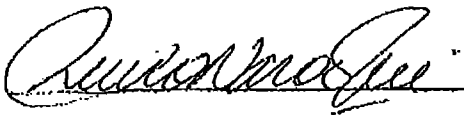
L5N 1P6

By-law for exemption:

16) 1) No person shall keep, or cause to be kept, more than four (4) animals on any premises,

Reason for Exemption:

Rescued a cat and her kittens when living in Aurora when already having 1 dog and 3 cats. Unaware of the by-law for only having 4 animals when purchasing home in Mississauga. Currently has 1 dog and 5 cats. Licenses have been purchased for all animals and requesting exemption from the maximum of four animals by-law.

NERINA NARAGHI

Name

JAN 30/15



March 18th, 2015

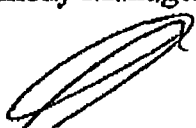
Nerina Diana Naraghi
32 - 6855 Glen Erin Drive
Mississauga, ON L5N 1P6

Dear Homeowner:

RE: PCC 73 – CITY BY-LAW NUMBER OF PETS

We are aware that the city by-law states 4 pets and the owner has approximately 6. As long as there are no complaints from other residents at the complex, the corporation does not have a problem with the current number of pets at this unit.

Sincerely,
Harmony Management Ltd.



Stephen Pointer, RCM
Property Manager – PCC 73

Harmony Management Ltd.
505 Queensway East, Suite 12E
Mississauga, ON L5A 4B4
905-566-0308 fax: 905-566-0309
e-mail: office@harmonymgmt.ca



Corporate Report

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8.

DATE: June 4, 2015

TO: Chair and Members of General Committee
Meeting Date: June 17, 2015

General Committee
JUN 17 2015

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

SUBJECT: **All-Way Stop**
Port Street West at Peter Street South and
Port Street West at John Street South
(Ward 1)

RECOMMENDATION: That all-way stop controls not be implemented at the intersections of Port Street West at Peter Street South and Port Street West at John Street South as the warrants have not been met.

BACKGROUND: Concerns have been identified by area residents regarding vehicle speeds and pedestrian safety in the vicinity of the intersections of Port Street West at Peter Street South and Port Street West at John Street South.

The Ward Councillor has requested that the Transportation and Works Department submit a report to General Committee regarding the implementation of an all-way stop at the intersections of:

- Port Street West at Peter Street South
- Port Street West at John Street South

Currently, the intersection of Port Street West at Peter Street South operates as a four leg intersection with a stop control for northbound and southbound motorists on Peter Street South. The intersection of

Port Street West at John Street South operates as a four leg intersection with a stop control for northbound and southbound motorists on John Street South.

COMMENTS:

A.M./P.M. manual turning movement counts were conducted at each intersection to determine if an all-way stop is warranted. The results are as follows:

Port Street West at Peter Street South

May 5, 2015

Warrant Value

Part "A": Volume for All Approaches

53%

Part "B": Minor Street Volume

49%

Port Street West at John Street South

May 8, 2015

Warrant Value

Part "A": Volume for All Approaches

77%

Part "B": Minor Street Volume

68%

In order for an all-way stop to be warranted, both Parts "A" and "B" must equal 100 percent. Based on the results, an all-way stop is not warranted at the intersections of Port Street West at Peter Street South and Port Street West at John Street South.

A review of the collision history at the intersection of Port Street West at Peter Street South revealed no reported collisions within the past 3 years that are the type considered correctable by the use of an all-way stop. An all-way stop is therefore not warranted based on the collision history.

A review of the collision history at the intersection of Port Street West at John Street South revealed two reported collisions within the past 3 years that are the type considered correctable by the use of an all-way stop. In order for an all-way stop to be warranted based on the collision history at least five (5) reported collisions must have occurred in a 12-month period, provided the collisions are of the type considered correctable by the use of all-way stops. An all-way stop is therefore not warranted based on the collision history.

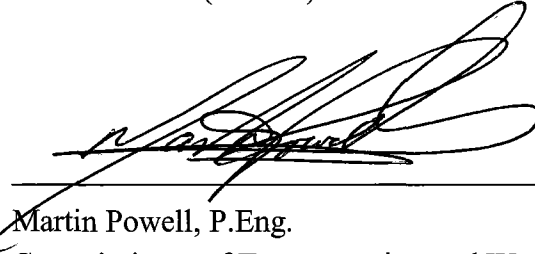
FINANCIAL IMPACT: Not Applicable.

CONCLUSION:

Based on the manual turning movement count warrants and collision history, the Transportation and Works Department does not recommend the installation of an all-way stop at the intersections of Port Street West at Peter Street South or Port Street West at John Street South.

ATTACHMENTS:

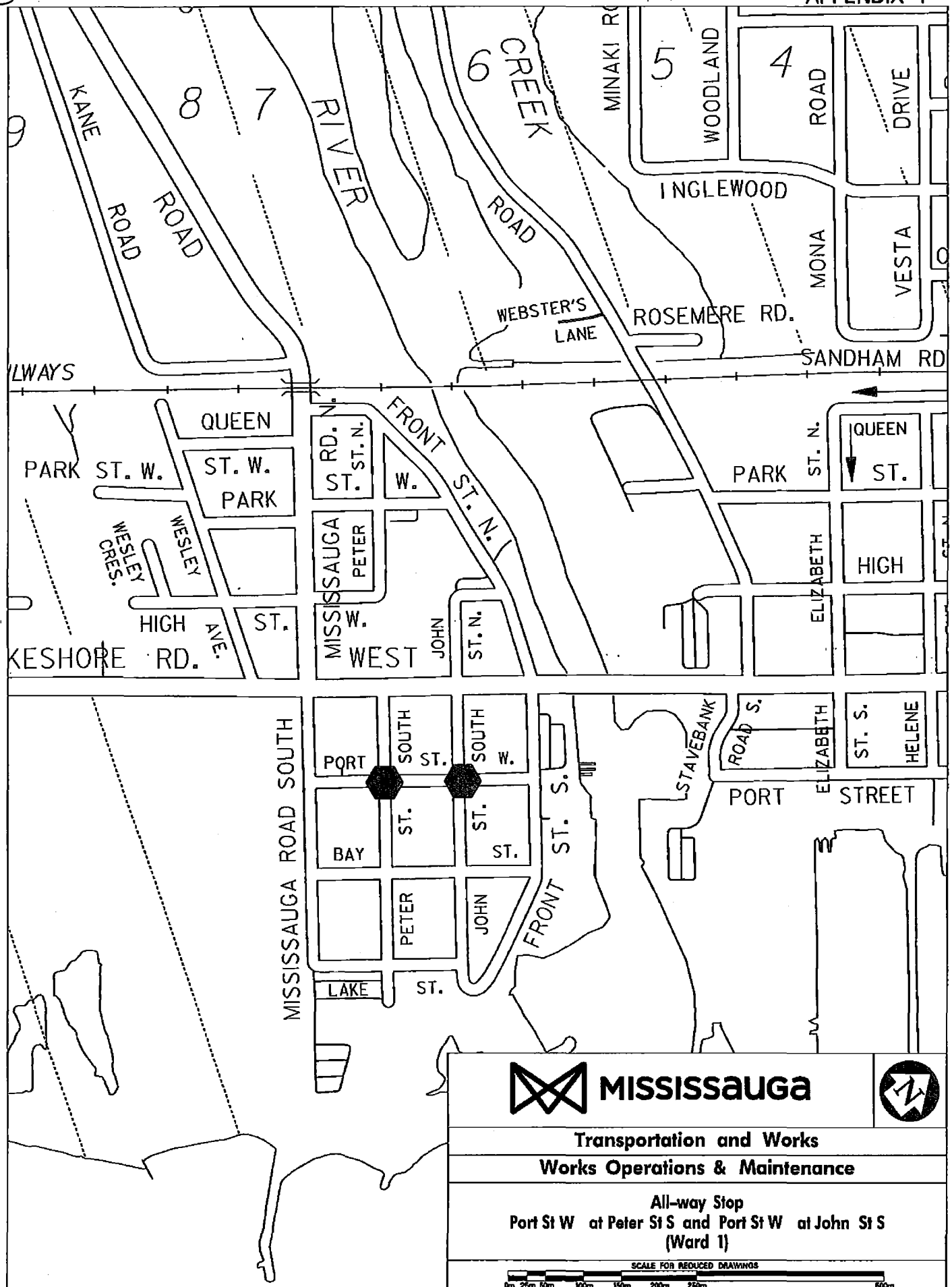
Appendix 1: Location Map – All-Way Stop – Port Street West at Peter Street South and Port Street West at John Street South
(Ward 1)

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: Denna Yaunan, A.Sc.T., Acting Traffic Technologist





Corporate Report

Clerk's Files

Originator's
Files

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RT.10.Z-37W

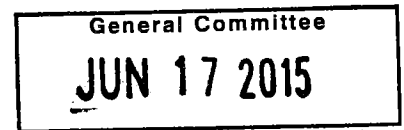
9.

DATE: June 3, 2015

TO: Chair and Members of General Committee
Meeting Date: June 17, 2015

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

SUBJECT: **Parking Prohibition Anytime
Sonoma Court
(Ward 6)**



RECOMMENDATION: That a by-law be enacted to amend The Traffic By-law 555-00, as amended, to implement a parking prohibition anytime on the north side of Sonoma Court.

BACKGROUND: The Transportation and Works Department has received a completed petition from an area resident to implement a parking prohibition anytime on the north side of Sonoma Court. Presently, parking is permitted for a maximum of three hours in the subject area.

COMMENTS: To determine the level of support for a parking prohibition anytime on the north side of Sonoma Court, a parking questionnaire was distributed to the residents of Sonoma Court.

Fifty-four (54) questionnaires were delivered and 14 (26%) were returned; 10 (71%) supported the implementation of a parking prohibition anytime and 4 (29%) were opposed.


Since greater than 66% of the total respondents support a parking prohibition anytime, the Transportation and Works Department recommends implementing a parking prohibition anytime on the north side of Sonoma Court.

The Ward Councillor supports the proposal for implementing a parking prohibition anytime on the north side of Sonoma Court.

FINANCIAL IMPACT: Costs for the sign installations can be accommodated in the 2015 Current Budget.

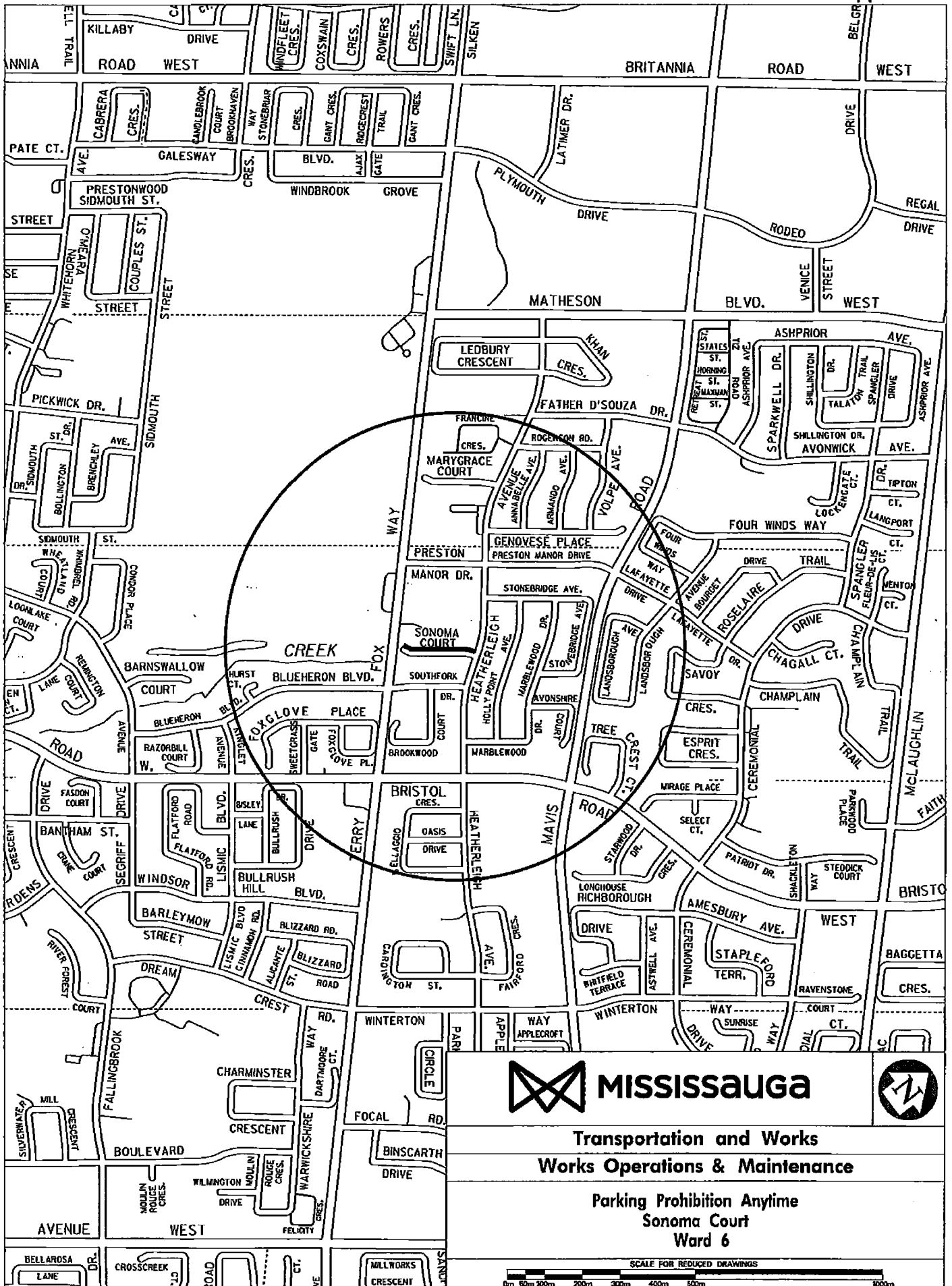
CONCLUSION: The Transportation and Works Department recommends implementing a parking prohibition anytime on the north side of Sonoma Court.

ATTACHMENTS: Appendix 1: Location Map: Parking Prohibition Anytime
Sonoma Court (Ward 6)



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

Prepared By: Magda Kolat, Traffic Technician





Corporate Report

Clerk's Files

Originator's
Files

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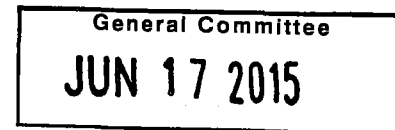
10.

DATE: May 29, 2015

TO: Chair and Members of General Committee
Meeting Date: June 17, 2015

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 By-law 555-2000, as amended, to implement a parking prohibition anytime on both sides of Glen Erin Drive between Erin Centre Boulevard and Duncairn Drive/Burnford Trail.

BACKGROUND: The Transportation and Works Department has received a request from an area resident to prohibit parking on Glen Erin Drive between Erin Centre Boulevard and Duncairn Drive/Burnford Trail. The resident identified a safety hazard caused by vehicles parked on Glen Erin Drive within the road curve resulting in a situation where split second decisions may be required to avoid parked vehicles. A recent collision was recorded due to the unexpected presence of a parked vehicle through the curve.

COMMENTS: Glen Erin Drive is classified as a major collector roadway, functions as an integral part of the City's road network and is designed to channel traffic to and from inter-districts and communities, and may carry arterial traffic during peak hours. High traffic volumes during the peak periods and excessive speeding are not uncommon for this road type.

The collision reported by the resident occurred within the section of Glen Erin Drive between Erin Centre Boulevard and Duncairn Drive/Burnford Trail, which is curvilinear in nature. Presently the statutory three-hour parking is permitted on both sides of this section of the road. Considering the roadway characteristics, it is recognized that many motorists utilizing Glen Erin Drive may not be local area residents that possess an extensive knowledge/familiarity with the road. On-street parking, which is not visually defined, could be unexpected. A site inspection revealed that on-street parking within this curvilinear roadway section, when utilized, creates a safety hazard for motorists on the roadway since the visibility of parked vehicles is obstructed by the curve.

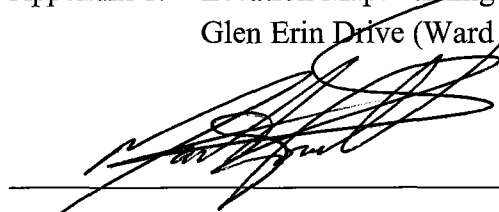
Therefore, the Transportation and Works Department recommends that parking be prohibited anytime on both sides of Glen Erin Drive between Erin Centre Boulevard and Duncairn Drive/Burnford Trail. The implementation of this parking prohibition should improve the general level of safety on the roadway.

The Ward Councillor supports the recommendation for a parking prohibition anytime on Glen Erin Drive between Erin Centre Boulevard and Duncairn Drive/Burnford Trail.

FINANCIAL IMPACT: Costs for the sign installation can be accommodated in the 2015 Current Budget.

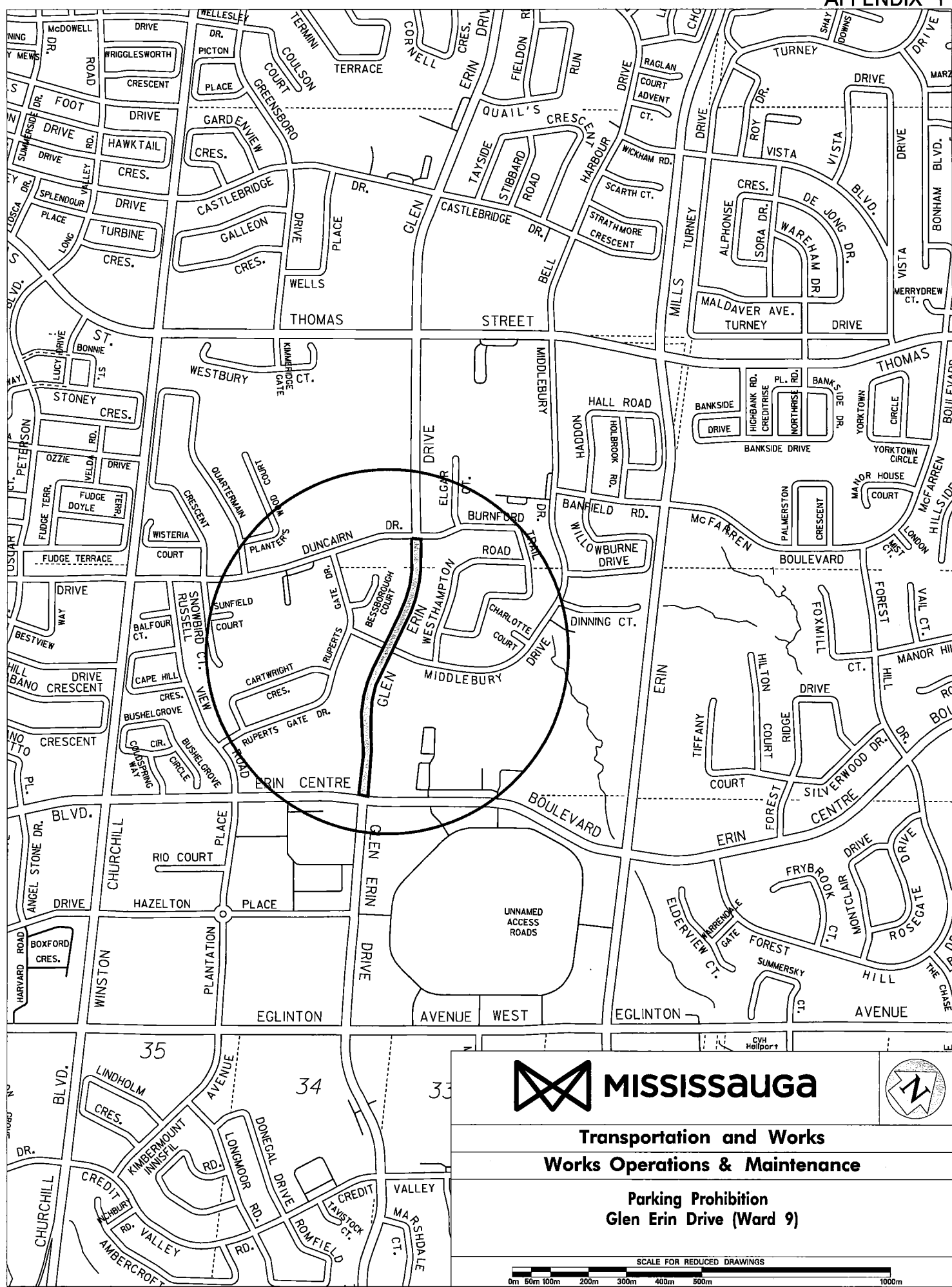
CONCLUSION: The Transportation and Works Department recommends that a parking prohibition be implemented anytime on both sides of Glen Erin Drive between Erin Centre Boulevard and Duncairn Drive/Burnford Trail.

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



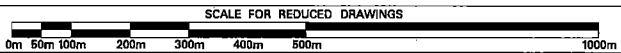
Martin Powell, P. Eng.
Commissioner of Transportation and Works

Prepared By: Ouliana Drobychevskaia, Traffic Technologist



**Transportation and Works
Works Operations & Maintenance**

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



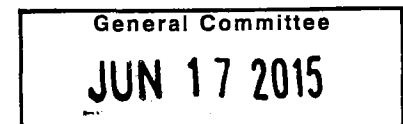


Corporate Report

11.
Clerk's
Files
Originator's MG.23.REP
Files RT.10.Z-56

DATE: May 19, 2015

TO: Chair and Members of General Committee
Meeting Date: June 17, 2015



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

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

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 any time, on the north, west and south side (outer circle) of Periwinkle Crescent.

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

Forty-five (45) questionnaires were delivered and 23 (51%) were returned; 18 (78%) supported the implementation of lower driveway

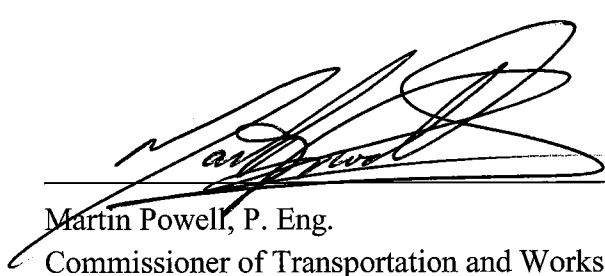
boulevard parking and 5 (22%) were opposed. Since greater than 66% of the total respondents support lower driveway boulevard parking, the Transportation and Works Department recommends implementing lower driveway boulevard parking between the curb and sidewalk, at any time, on the north, west and south side (outer circle) of Periwinkle 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 2015 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 any time, on the north, west and south side (outer circle) of Periwinkle Crescent.

ATTACHMENTS: Appendix 1: Location Map: Lower Driveway Boulevard Parking - Periwinkle 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

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RT.10.Z-52W

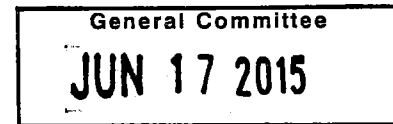
12.

DATE: June 3, 2015

TO: Chair and Members of General Committee
Meeting Date: June 17, 2015

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

SUBJECT: **Lower Driveway Boulevard Parking
Kaiser Drive (Ward 11)**



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 both sides of Kaiser Drive.

BACKGROUND: The Transportation and Works Department has received a completed petition from an area resident to implement lower driveway boulevard parking on Kaiser Drive. A sidewalk is present on both sides of Kaiser Drive and lower driveway boulevard parking between the curb and sidewalk is currently prohibited. Three (3) hour parking is permitted on Kaiser Drive.

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 Kaiser Drive.

Fifty-three (53) questionnaires were delivered and 9 (17%) were returned; 9 (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 on both sides of Kaiser Drive.

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 2015 Current Budget.

CONCLUSION: Based on the results of the questionnaire, the Transportation and Works Department supports lower driveway boulevard parking on both sides of Kaiser Drive.

ATTACHMENTS: Appendix 1: Location Map: Lower Driveway Boulevard Parking Kaiser Drive (Ward 11)

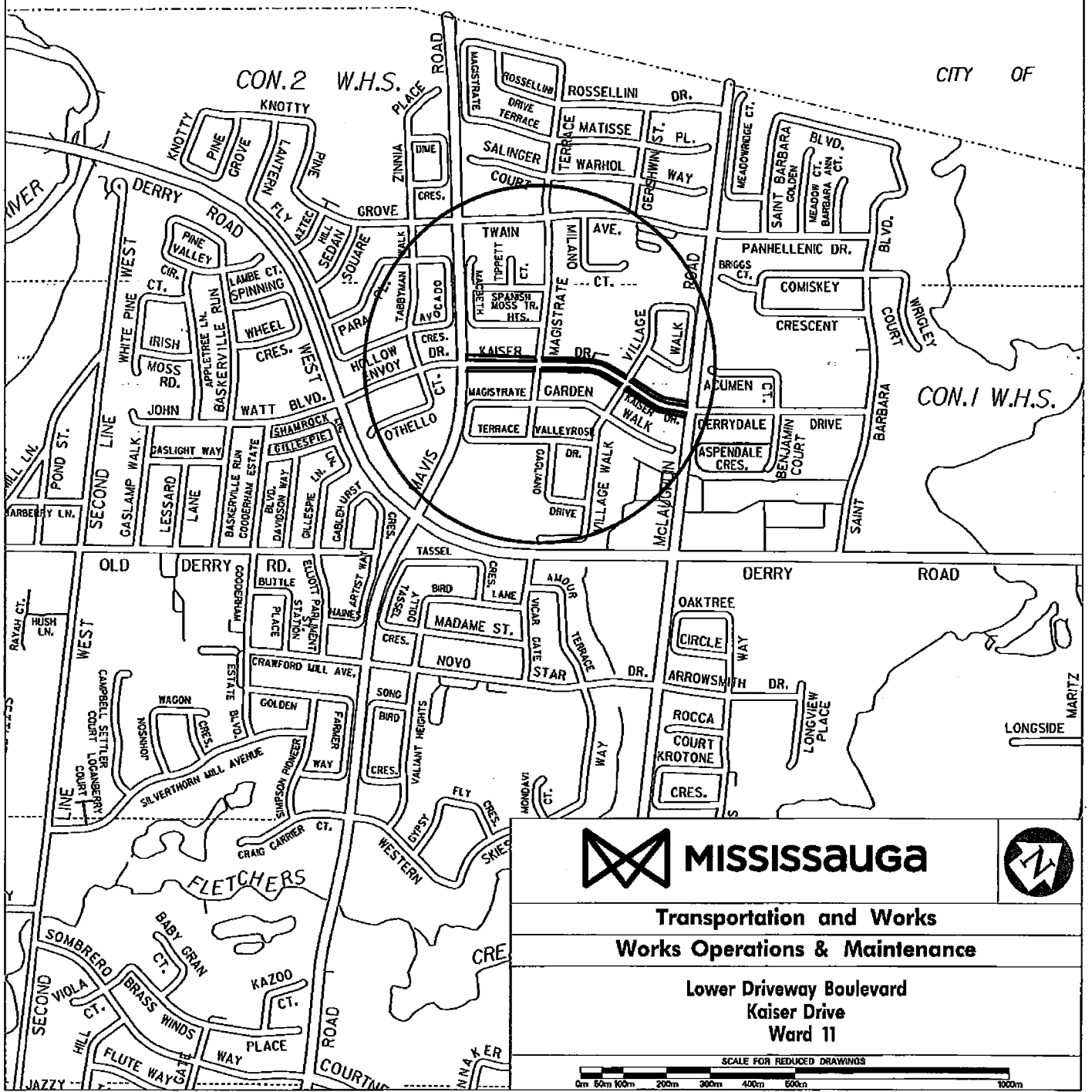


Martin Powell, P. Eng.

Commissioner of Transportation and Works

Prepared By: Magda Kolat, Traffic Operations Technician

ON

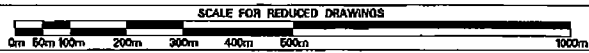


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**Transportation and Works
Works Operations & Maintenance**

**Lower Driveway Boulevard
Kaiser Drive
Ward 11**





Corporate Report

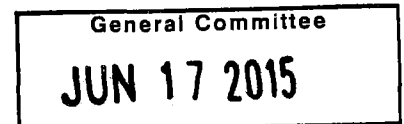
Clerk's Files

Originator's
Files

13.

DATE: May 22, 2015

TO: Chair and Members of General Committee
Meeting Date: June 17, 2015



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

SUBJECT: **Temporary Road Closure**
Princess Royal Drive from Living Arts Drive to Duke of York
Boulevard
(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., Wednesday, July 15, 2015 and ending at 2:00 p.m., Monday, July 20, 2015, 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 20, 2015. 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 six days commencing at 8:00 A.M. Wednesday, July 15, 2015 and ending at 2:00 P.M., Monday, July 20, 2015. The temporary closure is necessary in order to 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.

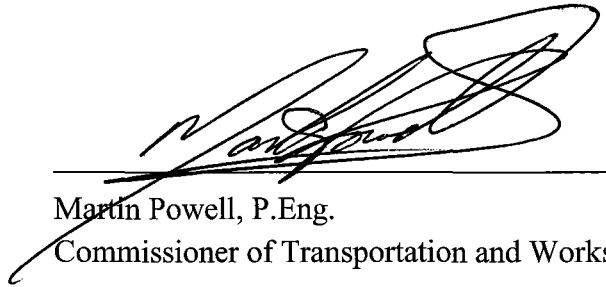
FINANCIAL IMPACT: Transportation and Works staff will fabricate, install and remove the required advance road closure signs. The organizer will pay the appropriate signage fee.

CONCLUSION:

The Transportation and Works Department supports a six-day closure of Princess Royal Drive from Living Arts Drive to Duke of York Boulevard commencing at 8:00 a.m., Wednesday, July 15, 2015 and ending at 2:00 p.m., Monday, July 20, 2015

ATTACHMENTS:

Appendix 1: Location Map – Temporary Road Closure –Princess
Royal Drive from Living Arts Drive to Duke of York
Boulevard

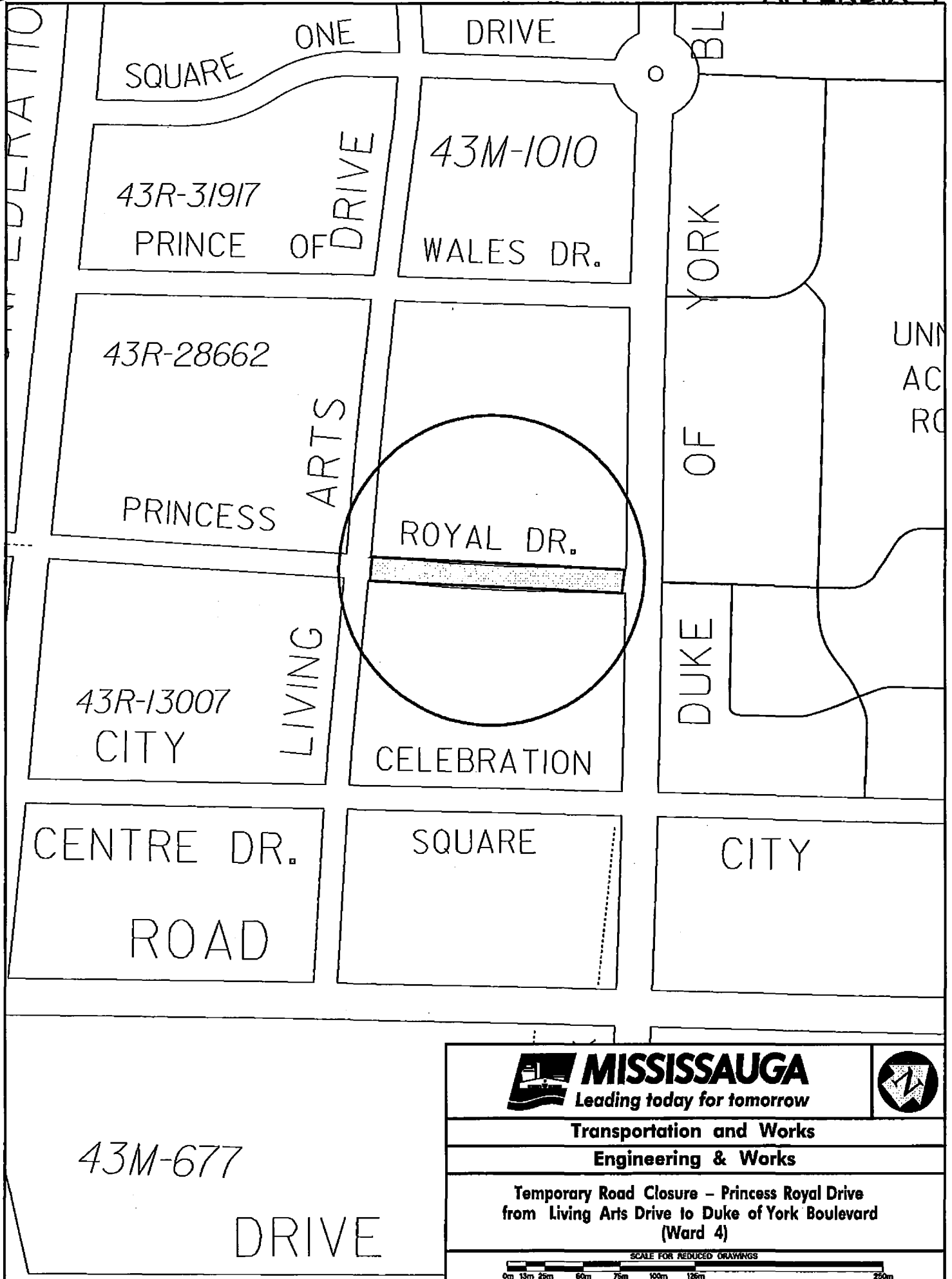


Martin Powell, P.Eng.

Commissioner of Transportation and Works

Prepared By: Craig Pzytula, Traffic Operations Technologist

13c



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Transportation and Works

Engineering & Works

**Temporary Road Closure – Princess Royal Drive
from Living Arts Drive to Duke of York Boulevard
(Ward 4)**

SCALE FOR REDUCED DRAWINGS





Corporate Report

Clerk's Files

Originator's
Files

MG.23.REP

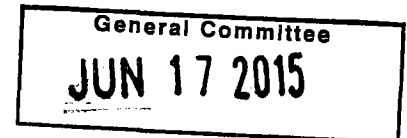
14.

DATE: June 1, 2015

TO: Chair and Members of General Committee
Meeting Date: June 17, 2015

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

SUBJECT: **1139 Lorne Park Road (Ward 2)**
Execution of Indemnity Agreement



RECOMMENDATION: That a by-law be enacted authorizing the Commissioner of Transportation and Works and City Clerk to execute and affix the corporate seal to a Remediation and Indemnity Agreement, and subsequent amending agreements and/or ancillary documents, between the City of Mississauga and Suncor Energy Inc., as owner of 1139 Lorne Park Road, to permit Suncor Energy Inc. to undertake investigative and remedial work for addressing petroleum hydrocarbon impacts in soil and groundwater within the City road allowances (Lorne Park Road and Birchview Drive) in form and content satisfactory to the City Solicitor.

BACKGROUND: The subject property is municipally known as 1139 Lorne Park Road (the "Site"), illustrated in Appendix 1, and is owned by Suncor Energy Inc. (the "Owner"). The Site was formerly a Petro Canada retail station with an onsite service garage. It is currently vacant.

The retail station was decommissioned in 2000, with all petroleum dispensing equipment removed. The service garage continued to operate until it was closed in 2011, and the building was demolished.

Between 2000 and 2004, the Owner undertook a number of environmental investigations to identify soil and groundwater petroleum hydrocarbon impacts both on the Site and offsite in the adjacent City road allowances, namely Lorne Park Road and Birchview Drive (the "City Road Allowances").

The results of the investigations indicated that petroleum hydrocarbons were present in soil and groundwater on the Site and in the City Road Allowances.

The Owner undertook remedial works on the Site in 2012 and 2013 to remove the sources of hydrocarbon contamination. Annual groundwater sampling was completed in the City Road Allowances between 2010 and 2014 to monitor groundwater quality and assess whether groundwater concentrations were decreasing through natural attenuation.

As of August 2014, the levels of petroleum hydrocarbons found in the City Road Allowances exceeded the applicable Ministry of the Environment and Climate Change (MOECC) Site Condition Standards (SCS), and the groundwater impacts were not delineated.

COMMENTS:

The Owner is filing a Record of Site Condition for the Site by way of a Risk Assessment and is proposing to carry out ongoing groundwater monitoring to address the impacts in the City Road Allowances.

City staff expressed concerns about the impact along the City Road Allowances. The Owner has not fully delineated the extent of the groundwater contamination and City staff is concerned with the potential for migration of the contamination from the City Road Allowances to downgradient properties.

The Owner has agreed to negotiate and enter into a Remediation and Indemnity Agreement (the "Agreement") with the City. It would be of benefit to the City to negotiate and enter into an Agreement with the Owner. The Agreement will commit the Owner to delineate the contamination, and prepare and implement a remedial plan for addressing the contamination in the City Road Allowances. The Agreement will also provide an indemnity in favour of the City from

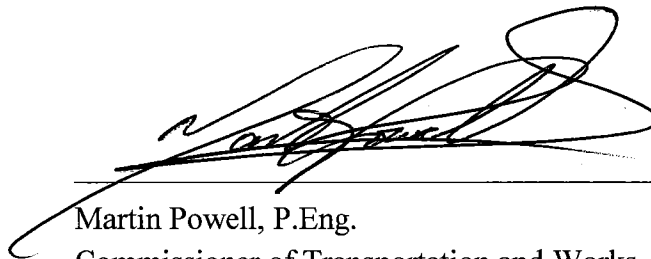
the Owner with respect to claims that may be brought against the City relating to the contamination in the City Road Allowances.

The Agreement will commit the Owner to bear all costs associated with the delineation and remediation, which will also include reimbursing the City for any incremental costs that may be incurred by the City in connection with the contamination, should any major work be required within the City Road Allowances.

FINANCIAL IMPACT: There will be no financial impact to the City for entering into the Agreement. If this agreement is not entered into, the City may incur costs associated with pursuing environmental investigations to delineate and remediate the contamination in the City Road Allowances.

CONCLUSION: It is in the City's best interest to negotiate and execute an Agreement, which will include an indemnity in favour of the City and commit the Owner to remediate the contamination in the City Road Allowances, at the cost of the Owner.

ATTACHMENTS: Appendix 1: Site Location Map



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

Prepared By: Emma Calvert, Project Manager, Environmental

14c

APPENDIX 1



1139 LORNE PARK ROAD (SUNCOR)



CITY ROAD ALLOWANCES WITH IDENTIFIED IMPACTS



MISSISSAUGA

Plotted Date

FileName

APPENDIX 1.DGN

TRANSPORTATION & WORKS DEPT.
ENG. & CONSTRUCTION DIVISION
GEOMATICS SECTION
20 CITY CENTRE DR., STE 800
MISSISSAUGA, ONTARIO
L5B 2T4
PHONE 905-665-3200, EXT. 568



Corporate Report

Clerk's Files

Originator's
Files

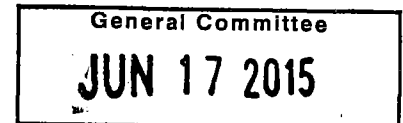
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15 .

DATE: May 28, 2015

TO: Chair and Members of General Committee
Meeting Date: June 17, 2015

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



SUBJECT: **Mississauga Transportation Summit and Transportation Master Plan**

- RECOMMENDATION:**
1. That staff be directed to proceed with hosting a Mississauga Transportation Summit as outlined in the report entitled Mississauga Transportation Summit and Transportation Master Plan (TMP) dated May 28, 2015 from the Commissioner of Transportation and Works, and that this serve as the public workshop to satisfy recommendation GOV-0001-2015; and
 2. That staff be authorized to use funding from PN15-102, currently allocated for a Transportation Master Plan (TMP) to cover the estimated \$50,000 cost associated with the Summit.

**REPORT
HIGHLIGHTS:**

- This report outlines details regarding a plan to host a Mississauga Transportation Summit (the "Summit") in late Fall 2015 per recommendation GOV-0001-2015.
- The Summit will serve as an opportunity to learn about current and future needs and trends in transportation, learn about projects currently underway (e.g.: Hurontario-Main LRT, Dundas Street Corridor Master Plan), generate ideas, identify issues and priorities amongst stakeholders and engaged collaborators; as well as explore best practices for Mississauga.

- The Summit will also act as a kick-off to the preparation of the Mississauga Transportation Master Plan (TMP), planned to commence in 2016.
- The purpose of the TMP is to provide a consolidated vision for the future of mobility in Mississauga as well as an overarching framework for all of the City's transportation initiatives and priorities.

BACKGROUND:**Mississauga Transportation Summit**

At the February 11, 2015 meeting of Council, recommendation GOV-0001-2015 was approved which included the following revised recommendations from the February 2, 2015 meeting of the Governance Committee:

That staff be directed to create a transportation public workshop with experts and staff presentations to discuss the current and future transportation needs with members of Council and the public.

The Mississauga Transportation Summit will serve as the public workshop to satisfy recommendation GOV-0001-2015 from the February 2, 2015 meeting of Governance Committee.

Transportation Master Plan (TMP)

The City of Mississauga has matured as a community and is no longer in its greenfield phase of growth, meaning most major land parcels have now been developed. Future population and employment growth in the City will therefore be accommodated through intensification (higher density development) in existing urbanized areas. This is a major turning point in how Mississauga grows and as such, will require a shift in how the City plans and delivers transportation infrastructure and services to support growth and keep the City moving, improve access to jobs and maintain a high quality of life for residents. Undertaking a TMP is an opportunity to develop a consolidated vision regarding the future of mobility in Mississauga given this new phase in its history as well as an overarching policy framework to guide and prioritize investments on future transportation infrastructure and services.

COMMENTS:**Mississauga Transportation Summit**

Congestion and other transportation issues are often cited as top areas of concern for Mississauga residents. Staff is planning to host a Mississauga Transportation Summit (the "Summit") in late Fall 2015 per recommendation GOV-0001-2015, which will do a number of things to advance dialogue with stakeholders and engaged collaborators regarding these concerns. The two primary objectives of the Summit are:

1. To educate stakeholders and engaged collaborators about current and future needs and trends in transportation, about projects currently underway (e.g.: Hurontario-Main LRT, Dundas Street Corridor Master Plan), generate ideas, identify issues and priorities, as well as explore best practices for Mississauga; and,
2. To kick-off the TMP that will commence in 2016.

Proposed Summit Scope

The following outlines, at a high level, the proposed scope and format of the Summit. This was developed based on benchmarking the format, budget and programming of other recently held Transportation Summits in the Greater Toronto and Hamilton Area (GTHA):

- A one-day event scheduled for a weekday in late Fall 2015 from 8:30 a.m. to 4:30 p.m. at a venue easily accessible by public transit;
- Target attendance of approximately 250-300 people;
- Free admission but registration required;
- All members of the public are welcome but the target audience being key community stakeholders and engaged collaborators;
- Lunch and refreshments provided;
- Programming comprised of sessions, panels and workshops on a variety of transportation-related themes;
- Speakers/panelists comprised of experts with a keynote speaker;
- Roundtable discussions as an opportunity for interaction and collaboration; and
- Online/digital engagement options for those who are unable to attend in person.

An inter-departmental Committee will be created and will be responsible for planning and delivering the Summit program. Staff contacted the Mayor and Members of Council to provide a brief update in advance of General Committee and briefed those who requested a meeting. A dialogue has also been established with external stakeholders for input regarding the Summit's program and logistics.

Transportation Master Plan (TMP)

A TMP is needed to develop a consolidated vision regarding the future of mobility in Mississauga for the next 25 years (to 2041), as well as an overarching policy framework to guide and prioritize investments on future transportation infrastructure and services. Although Mississauga already has comprehensive and detailed policies regarding transportation in its Strategic Plan, Official Plan and other policy documents, Mississauga does not currently have a city-wide TMP in place.

Staff completed an environmental scan and consulted with other major Canadian municipalities regarding the scope, budget and frequency of their TMP processes. Staff concluded that nearly all cities and regions in the GTHA have a TMP in place, which comprehensively outlines vision, goals and objectives regarding all modes/issues affecting the transportation system (e.g. transit, roads, Transportation Demand Management, active transportation, goods movement and mobility hubs). Regarding the timing, frequency and budget of the other TMPs reviewed, most took an average of two years to complete, they are updated fairly frequently (every 5-10 years), and the average budget was approximately \$800,000.

Proposed TMP Scope

The following outlines, at a high level, the proposed scope and format of the TMP. This was developed based on the environmental scan into how other municipalities have undertaken their TMPs and in considering Mississauga's current needs:

- A consolidated vision for the future of mobility in Mississauga to 2041;

- A comprehensive policy framework for the Corporation and Council to guide investments in transportation infrastructure and services;
- A review of best practices from other similarly-sized municipalities (in Canada and internationally);
- A process that includes multiple opportunities for public consultation with key stakeholders, both internal and external;
- Development of performance measures and 2041 targets;
- A policy framework that provides linkages to annual business planning and operational planning; and
- Consistency with the City's Strategic Plan and Official Plan, the Region's Long Range Transportation Plan, as well as the Provincial Growth Plan and Metrolinx's Regional Transportation Plan (RTP).

This Fall's Mississauga Transportation Summit will be a kick-off event for Mississauga's planned TMP project. The intention is to then release a Request for Proposals (RFP) in late 2015 with an award of the assignment anticipated in early 2016 with the project lasting approximately two years. The TMP will be led by an inter-departmental Steering Committee. Interdisciplinary Core and Extended working teams will also be established to carry out work that needs to be completed as part of the plan.

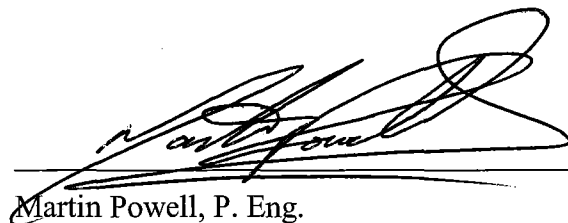
STRATEGIC PLAN: The Summit and TMP will assist in advancing the "MOVE" Strategic Pillar, in that developing a transit-oriented City requires a long-term vision developed in partnership with the community. These will also advance certain aspects of the Strategic Pillars of Change "BELONG", "CONNECT" and "GREEN".

FINANCIAL IMPACT: The estimated cost to undertake the Summit is \$50,000 (venue, food, speakers and programming) which will be paid for through PN15-102 currently allocated for the Transportation Master Plan (TMP). Additional funds have been requested for the TMP as part of the 2016-2018 Business Plan and Budget. The total budget to undertake both the Summit and the TMP is \$550,000.

CONCLUSION:

The Mississauga Transportation Summit is planned to take place in late Fall 2015, fulfilling recommendation GOV-0001-2015, and will serve as an opportunity to learn about current and future needs and trends in transportation, learn about projects currently underway, generate ideas, identify issues and priorities amongst stakeholders and engaged collaborators; as well as explore best practices for Mississauga.

The Summit will also act as a kick-off to the development of the Mississauga Transportation Master Plan planned to commence in 2016. The purpose of the Master Plan is to provide a consolidated vision for the future of mobility in Mississauga as well as an overarching framework for all of the City's transportation initiatives and priorities.

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: Hamish Campbell, Strategic Advisor
Transportation and Works*



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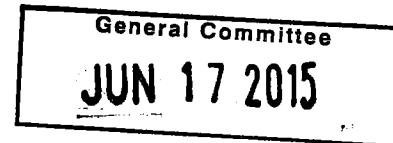
16.

DATE: May 26, 2015

TO: Chair and Members of General Committee
Meeting Date: June 17, 2015

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

SUBJECT: **2015 Post-Top Streetlighting Replacement Program
(Ward 9)**



RECOMMENDATION: That the proposed 2015 Post-Top Streetlighting Replacement Program, as outlined in this report dated May 26, 2015 from the Commissioner of Transportation and Works, be approved.

BACKGROUND: The Capital Budget provides for the replacement of obsolete post-top streetlights. Post-top replacement throughout the City is scheduled through a 10-year program. For 2015, the streets scheduled for post-top streetlight replacement are located within Ward 9.

COMMENTS: The existing post-top streetlighting needs to be replaced as they are obsolete and the cost to maintain them is rising as spare parts for repair are difficult to source. As well, the lighting levels provided by these lights do not meet the current light level and uniformity requirements established by City standards.

These lights will be replaced with the standard concrete poles and LED streetlight luminaires unless the residents select to fund the decorative upgrades.

The streets scheduled for post-top replacement for 2015 in Ward 9 are as follows:

Ward 9

- Barrisdale Court
- Barrisdale Drive
- Ridgeland Crescent
- Treviso Court
- Oslo Crescent
- Quetta Mews
- Bendigo Circle
- Joliette Crescent

FINANCIAL IMPACT: A gross amount of \$1,300,000 was approved in the 2015 Capital Budget for streetlighting. The proposed post-top replacement will be funded from an allocated portion of this budget in the amount of \$700,000.

CONCLUSION: Eight (8) streets, with a total of ninety-one (91) light standards, are proposed for post-top streetlighting replacement and these projects will be funded from the approved 2015 Streetlighting Capital Budget.

ATTACHMENTS: Appendix 1: Streetlighting Post-Top Rebuild – Barrisdale Court, Barrisdale Drive and Treviso Court
Ward 9

Appendix 2: Streetlighting Post-Top Rebuild – Ridgeland Crescent, Oslo Crescent, Quetta Mews, Bendigo Circle and Joliette Crescent
Ward 9



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

Prepared By: Eric Menezes, C.E.T, Supervisor, Streetlighting







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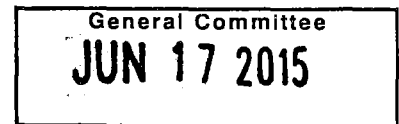
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17

DATE: May 22, 2015

TO: Chair and Members of General Committee
Meeting Date: June 17, 2015

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



SUBJECT: **Contract Amendments and Single Source for MiWay Systems
Vendors –File Ref: FA.49.535-07, FA.49.163-05, FA.49.484-11,
FA.49.598-08**

- RECOMMENDATION:**
1. That the MiWay systems vendors: Giro Inc., Garival Inc., Coencorp Consultant Corporation, and Trapeze Software Group, Inc. be designated as single source vendors for the MiWay systems provided by them.
 2. That the Purchasing Agent be authorized up to December 31, 2017 to negotiate, execute and amend multi-year supply contract(s) and contract amendments, and maintenance and support contract(s) to perform system upgrades and updates, add new software modules, equipment, infrastructure and associated services including growth due to expansion of operations for a term of up to five years with Giro Inc., Garival Inc., Coencorp Consultant Corporation, and Trapeze Software Group, Inc. subject to budget approval by Council.

**REPORT
HIGHLIGHTS:**

- This report seeks Council's authorization to designate Giro Inc., Garival Inc., Coencorp Consultant Corporation, and Trapeze Software Group Inc., as single source vendors for MiWay's technology program including authorizing the Purchasing Agent, up to December 31, 2017, to negotiate, amend, and execute contracts from the above listed vendors.
- Each MiWay system vendor delivers an integrated portfolio of products, designed as modules to be added as required; the proprietary nature of the technology precludes the option to interchange components from vendors other than the ones certified by the main contractor.
- MiWay's ability to deliver service and comply with legislation relies on the technology provided by these vendors; which has been fully integrated with business processes. The learning curve to master new technology, plus the expense to procure, design, build, and replace systems makes vendor replacements an extremely expensive proposition.
- The necessary operating and capital budget required to support these business critical systems have been requested through the City's business planning process.

BACKGROUND:

MiWay's I.C.T. (information and communication technology) strategy is based on an integrated technology platform to enable daily delivery of transit services.

A careful selection of industry leaders and diligent contract management is followed to ensure vendors can keep up with the demands of the technology landscape, are dependable and responsive, and maintain an equitable relationship with the City.

The table is a summary of the functions supported by these systems:

Vendor	Application	Business Function
Giro	Hastus	<ul style="list-style-type: none"> • Creation of service plans • Work selection by bus operators • Daily allocation of buses • Operators attendance management • Daily management of changes to plans, like use of spare boards • Customer information for web site, mobile site, City Link, Click N' Ride, Google, Apple App, and Open Data • Automation of operators' payment provisions as per Union contract
Garival	GFI Fareboxes	<ul style="list-style-type: none"> • Collection and record of bus fares in cash, tickets, and passes • Daily retrieval of bus canisters and safe keeping storage until collected • Records, analysis, and reporting of collected fares
Coencorp	Fuel Management System	<ul style="list-style-type: none"> • Record by bus of dispensed fuel • Record, analysis, and reporting of fuel consumption per bus and inventories
Trapeze	TransitMaster - iBus	<ul style="list-style-type: none"> • Automated next stop announcements • Automated next bus arrival • Bus cameras • Automated passenger counters • Distress button • Radios • Control and dispatch operations

GIRO – Hustus

Since 2002, Giro's Hustus has been the application used by MiWay to create its service plans and manage the bus operator workforce.

Over the years additional modules have been added to manage customer information content and the bus operator workforce.

In 2014, a full system upgrade was completed as part of the project to produce *real time* travel information.

Two projects are currently underway to integrate Hastus with SAP and to replace a legacy call centre application.

The integrated platform offered by Hastus produces significant savings and efficiencies through elimination of interfaces and double data entries. Data entered in one area is immediately available for all users and all systems become updated simultaneously.

Garival – GFI Fareboxes

MiWay has relied on GFI to manage its revenue collection operations for almost 20 years. The entire GFI system includes: fareboxes, a software application to register and process cash, tickets, and record boardings made with passes and transfers. It also includes the vaults used to empty fareboxes' containers and hold the cash until it is retrieved by armoured transportation.

In 2013 the vendor performed a quality test of the entire system and confirmed that performance and reliability are on the high end of the expected range. The quality test recommended replacement of some of the hardware components in fareboxes for which funds have been approved.

Coencorp – Fuel Management Systems

In 2008, as part of the Central Parkway Campus Expansion and improvements to Malton, a fuel management system was installed to automatically record and track bus fuel consumption and fuel tanks inventories.

Trapeze – TransitMaster [iBus]

MiWay's ITS (Intelligent Transportation Systems) are delivered through the integration of hardware and software applications based on a bus controller and a GPS to stamp records with location, time, and date; the devices are centrally managed and the data output stored in a single structured data warehouse.

In operation since Spring 2010, phase 1 delivered the automated next

stop announcements to comply with AODA (*Accessibility for Ontarians with Disabilities Act*) legislation. The iBus project has continued to add features like bus cameras, an upgrade to the distress button, and automated passenger counters.

The radio replacement project was completed this April.

The table shows the current, fully funded, contract values, as per outstanding contracted obligations:

Vendor	Application	Commitment (millions)
Giro	Hastus	\$ 4.17
Garival	GFI Fareboxes	\$ 4.80
Coencorp	Fuel Management System	\$ 0.10
Trapeze	TransitMaster – iBus	\$20.11

COMMENTS:

The four vendors and their systems have proved their reliability over the years, their products are up to date and not due for replacement in the next five years.

The quality of the four systems and MiWay's investment in training and process design has made it possible to have an effective integration between processes and technology.

The transit industry is dominated by niche players, which makes it common to have only two or three vendor options per product category; there are cases where only one option is available.

The products of competing vendors are not interchangeable. The capital and transition costs of switching vendors outweigh any potential maintenance and support costs, which on an annual basis are about 4% of the total capital cost.

Purchasing By-law Authorization

The recommendations in this report are made in accordance with Schedule A of the Purchasing By-law #374-2006 item 1(a)(iii) which states that the single source procurement method may be applied in, "*the existence of exclusive rights such as patent, copyright or licence*".

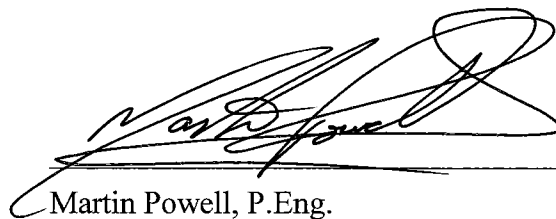
FINANCIAL IMPACT: The necessary operating and capital budget required to support these business critical systems is being requested as part of the City's business planning process.

CONCLUSION: The four MiWay systems described in this report are proprietary to the original vendors that supply them. The systems and vendors have proven their reliability and worth as good City partners.

MiWay has built its operational capabilities through process design that integrates technology with job functions and extensive training for staff to learn and consistently use the tools that support their work.

This report seeks authority for the Purchasing Agent up to December 31, 2017 to negotiate, execute and amend multi-year supply contract(s) and contract amendments, amend maintenance and support contract(s) to perform system upgrades, add new software modules, equipment, infrastructure and associated services including growth due to expansion of operations for a term of up to five years with Giro Inc., Garival Inc., Coencorp Consultant Corporation, and Trapeze Software Group, Inc. on a single source basis to ensure adequate support to business critical systems.

ATTACHMENTS: Appendix 1: Statement of work for each vendor.

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: Fermin Pico, Manager of Business Systems

Appendix 1 – Statement of Work

Vendor	Application	Statement of work
Giro	Hastus	<p>Objectives:</p> <ul style="list-style-type: none"> • To maintain and support Hastus technology. • To upgrade Hastus technology. • To implement business analytics. • To implement garage management. • To add mobile and social media features. <p>Deliverables:</p> <ul style="list-style-type: none"> • Software licence, including updates as required. • Customized and configured applications, including updates. • System performance assessments and support.
Garival	GFI Fareboxes	<p>Objectives:</p> <ul style="list-style-type: none"> • To maintain and support GFI technology. • To maintain fareboxes, retrieval and storage infrastructure, and administration software up to date. • To refurbish fareboxes. • To source parts and new fareboxes to maintain equipment in state of good repair and accommodate growth. <p>Deliverables:</p> <ul style="list-style-type: none"> • System performance assessment and support, including disaster recovery. • Software licences, including updates as required. • Parts and equipment. • Equipment repairs and installation specifications.
Coencorp	Fuel Management System	<p>Objectives:</p> <ul style="list-style-type: none"> • To maintain and support Coencorp technology. • To maintain equipment and infrastructure in state of good repair. <p>Deliverables:</p> <ul style="list-style-type: none"> • System performance assessment and support. • Software licences, including updates as required. • Parts and equipment and equipment repairs.
Trapeze	TransitMaster - iBus	<p>Objectives:</p> <ul style="list-style-type: none"> • To maintain and support iBus technology. • To upgrade iBus technology and add mobile and social media features. • To integrate with garage management. • To integrate with fleet and asset management systems. <p>Deliverables:</p> <ul style="list-style-type: none"> • Software licences, including updates as required. • Customized and configured applications, including updates. • System performance assessments and support, including disaster recovery. • Equipment, parts, repairs, installation services and specifications.



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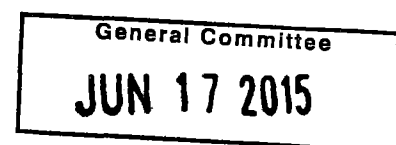
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18.

DATE: June 3, 2015

TO: Chair and Members of General Committee
Meeting Date: June 17, 2015

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



SUBJECT: **Amendments to the Administrative Penalty By-law 282-13 to
Increase the Administrative Penalty Amounts**

RECOMMENDATION: That a by-law to amend the Administrative Penalty By-law 282-13 (Appendix 1) be enacted as outlined in the report from the Commissioner of Transportation and Works, dated June 3, 2015 entitled "Amendments to the Administrative Penalty By-law 282-13 to Increase the Administrative Penalty Amounts".

BACKGROUND: At its meeting of July 3, 2013 Council approved a recommendation by staff to proceed with the implementation of an Administrative Penalty System (APS) for the enforcement of licensing and parking by-laws in the City of Mississauga (GC 0411-2013).

On December 11, 2013 a by-law to establish a system of administrative penalties respecting the stopping, standing or parking of vehicles in the City of Mississauga (referred to as the Administrative Penalty By-law 282-13) was enacted and on June 1, 2014 the City's parking APS was launched.

Schedule "A" of the Administrative Penalty By-law 282-13 sets out the provisions of Traffic By-law 555-00, as amended, that are designated for enforcement through the City's APS, the short form wordings for the designated provisions and the administrative penalty

amounts that are payable for contraventions of the designated provisions.

Attached is Schedule "A" of Administrative Penalty By-law 282-13 (Appendix 2).

COMMENTS:

Ontario Regulation 333/07, under the *Municipal Act, 2001* (Administrative Penalties Regulation) authorizes the municipality to establish the amount of the administrative penalty and states that the amount must not be punitive, must not exceed \$100 and must be an amount reasonably required to promote compliance with a designated by-law.

Staff reviewed the current administrative penalty amounts for parking contraventions and compared them to the set fines and penalty amounts in surrounding municipalities. The penalty amounts in the City of Mississauga for the contraventions of parking on private property without the owner's consent and stopping a vehicle on a sidewalk are lower than most of the municipalities as shown in the following table:

Municipality	Fine/Penalty for Parking on Private Property	Fine/Penalty for Stopping on Sidewalk
Brampton	\$40.00	\$40.00
Burlington	\$45.00	\$61.00
Hamilton	\$50.00	\$75.00
Mississauga	\$30.00	\$30.00
Oshawa	\$30.00	\$45.00
Toronto	\$30.00	\$60.00
Vaughan	\$35.00	\$25.00

The penalty amount for the contravention of parking on private property without the owner's consent has not changed since May of 2012 when the set fine was increased from \$25 to \$30.

In 2014 74,466 Penalty Notices were issued in the City of Mississauga for the contravention of parking on private property without the owner's consent. This constitutes 40% of the total parking tickets issued in 2014 making it the most prevalent contravention of the by-law. Staff conclude that the current amount of the administrative penalty is not a sufficient deterrent and recommend that the administrative penalty be increased from \$30 to \$45 to more

effectively achieve compliance and to align with the fine and penalty amounts in surrounding municipalities.

In 2014 4,337 Penalty Notices were issued for the contravention of stopping on a sidewalk. The intent of this by-law provision is to ensure public safety through the unobstructed use of sidewalks by pedestrians. Staff recommend that the current administrative penalty of \$30 be increased to \$50 to further this important safety objective, more effectively achieve compliance with the by-law and align with the fine and penalty amounts in surrounding municipalities.

FINANCIAL IMPACT: The increase to penalty amounts may have a positive impact on parking enforcement revenue; however, this cannot be said with certainty at this time. Increased penalty amounts may be offset by decreased ticket issuance as a result of increased compliance, which our experience has shown to be a consequence of increased fines. Staff will monitor the actual impact to parking enforcement revenue.

CONCLUSION: The amount of the administrative penalty for the contravention of parking on private property without owner's consent and for stopping on a sidewalk must be increased to improve compliance with these designated provisions. Schedule "A" of the Administrative Penalty By-law 282-13 must be amended to reflect the increased penalty amounts. It is recommended that the by-law attached to this report be enacted substantially as set out and attached to this report.

ATTACHMENTS: Appendix 1: A By-law to Amend the Administrative Penalty By-law 282-13.

Appendix 2: Administrative Penalty By-law 282-13 Schedule "A".



Martin Powell, P. Eng.

Commissioner of Transportation and Works

Prepared By: Carla Mariuz, Project Manager, APS

A by-law to amend By-law 282-13,
being a by-law to establish a System of Administrative Penalties respecting
the stopping, standing or parking of vehicles in the City of Mississauga

WHEREAS sections 8, 9 and 11 of the *Municipal Act, 2001*, S.O. 2001, c. 25, as amended, ("*Municipal Act, 2001*") authorize The Corporation of the City of Mississauga to pass by-laws necessary or desirable for municipal purposes;

AND WHEREAS subsection 102.1(1) of the *Municipal Act, 2001* provides that a municipality may require a person to pay an administrative penalty if the municipality is satisfied that the person failed to comply with any by-laws respecting the parking, standing or stopping of vehicles.

AND WHEREAS the Province adopted the "Administrative Penalties" regulation, O.Reg. 333/07 pursuant to the *Municipal Act, 2001* which applies to administrative penalties in respect of the parking, standing or stopping of vehicles;

AND WHEREAS The Council of the Corporation of the City of Mississauga is desirous of amending the Administrative Penalty By-law 282-13, as amended, to effect housekeeping measures;

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

1. That Schedule "A" Item 5 Column 3 of By-law 282-13, as amended, is hereby amended by increasing the Administrative Penalty amount from \$30.00 to \$50.00.
2. That Schedule "A" Item 56 Column 3 of By-law 282-13, as amended, is hereby amended by increasing the Administrative Penalty amount from \$30.00 to \$45.00.
3. This By-law shall come into force on August 1, 2015.

ENACTED AND PASSED this day of , 2015.

APPROVED AS TO FORM City Solicitor MISSISSAUGA			
Date	2015		

MAYOR

CLERK

SCHEDULE "A"

CITY OF MISSISSAUGA ADMINISTRATIVE PENALTY BY-LAW
DESIGNATED BY-LAW PROVISIONS - TRAFFIC BY-LAW 555-00

1. For the purposes of section 3 of this By-law, Column 1 in the following table lists the provisions in the Traffic By-law 555-00, as amended that are hereby designated for the purposes of 3(1)(b) of the Regulation.
2. Column 2 in the following table sets out the short form wording to be used in a Penalty Notice for the contravention of the designated provisions listed in Column 1.
3. Column 3 in the following table sets out the Administrative Penalty amounts that are payable for contraventions of the designated provisions listed in Column 1.

ITEM	COLUMN 1 Designated Provisions	COLUMN 2 Short Form Wording	COLUMN 3 Administrative Penalty
1	5(1)	Stopping vehicle on untravelled portion of highway	\$30.00
2	5(1)	Parking vehicle on untravelled portion of highway	\$30.00
3	5(1)(a)	Parking vehicle facing wrong direction	\$30.00
4	5(2)	Parking vehicle more than 30 centimetres from a raised curb	\$40.00
5	6(1)	Stopping vehicle on sidewalk	\$30.00
6	6(2)	Stopping vehicle on crosswalk	\$30.00
7	7(2)(a)	Parking vehicle on highway obstructing sidewalk	\$30.00
8	7(2)(b)	Parking vehicle on highway obstructing crosswalk	\$30.00
9	7(2)(c)	Parking vehicle on highway obstructing traffic	\$30.00
10	7(3)	Parking vehicle within 1 metre of private road or lane entrance	\$30.00

ITEM	COLUMN 1 Designated Provisions	COLUMN 2 Short Form Wording	COLUMN 3 Administrative Penalty
11	7(4)	Parking vehicle within 3 metres of a fire hydrant	\$50.00
12	7(7)	Parking vehicle within 5 metres of intersection	\$50.00
13	7(10)	Parking vehicle longer than three hours	\$35.00
14	7(11)	Parking vehicle while displaying For Sale sign	\$30.00
15	7(12)	Parking vehicle in permit parking area without displaying permit	\$30.00
16	7(13)	Parking vehicle on highway which is immobile or unlicensed	\$30.00
17	7(17)	Parking vehicle on a highway in City park/municipal cemetery/marina/golf course	\$30.00
18	7(18)	Parking vehicle on a highway between 2:00 a.m. to 6:00 a.m. during prohibited period	\$40.00
19	7(19)	Parking vehicle longer than permitted by authorized signs	\$35.00
20	8(7)	Parking vehicle on signed Public Lane	\$40.00
21	8(9)	Parking vehicle on signed highway shoulder	\$40.00
22	11(1)	Parking vehicle in prohibited area	\$40.00
23	11(2)	Parking vehicle in school zone	\$65.00
24	12(1)	Stopping vehicle in a prohibited area	\$55.00
25	12(2)	Stopping vehicle in a school zone	\$65.00
26	13(2)	Parking commercial motor vehicle on highway which is exempt from three-hour parking	\$30.00
27	14(1)	Parking heavy vehicle in residential zone	\$100.00
28	15(1)	Parking heavy vehicle within 3 metres of a fire hydrant	\$100.00
29	15(2)	Parking heavy vehicle longer than three hours	\$100.00

ITEM	COLUMN 1 Designated Provisions	COLUMN 2 Short Form Wording	COLUMN 3 Administrative Penalty
30	15(5)	Parking heavy vehicle on highway which is immobile or unlicensed	\$100.00
31	16(9)	Parking heavy vehicle on signed highway shoulder	\$100.00
32	17	Parking heavy vehicle in prohibited area	\$100.00
33	18	Stopping heavy vehicle prohibited area	\$100.00
34	19(1)	Parking vehicle in restricted area contrary to permitted times	\$30.00
35	20(1)	Parking vehicle in off street parking lot in excess of posted time	\$30.00
36	20B(1)(a)	Parking vehicle in a City park/municipal cemetery/marina/golf course other than in the parking lot	\$30.00
37	20B(1)(b)	Fail to park vehicle within the parking space marked by markers or painted lines	\$30.00
38	20B(1)(c)	Parking vehicle in a City park/municipal cemetery/marina/golf course while not using it.	\$30.00
39	20B(2)(a)	Parking vehicle in a City park/marina/municipal cemetery/golf course when it is closed	\$30.00
40	20B(3)	Parking school bus in a City park/marina not for the purpose of pick-up and drop-off	\$30.00
41	20B(3)	Parking school bus in a City park/marina longer than 30 minutes	\$30.00
42	20B(4)(a)	Parking heavy vehicle in a City park/municipal cemetery/marina/golf course	\$100.00
43	20B(4)(b)	Parking a truck/trailer in a City park/municipal cemetery/marina/golf course	\$30.00
44	20B(4)(c)	Parking recreational vehicle in a City park/municipal cemetery/marina/golf course	\$30.00
45	20B(5)(a)	Parking a vehicle where goods and/or services are sold/offered for sale in a golf course	\$30.00
46	20B(7)(a)	Parking in a City park a vehicle where goods and/or services are sold/offered for sale without a valid permit	\$30.00
47	20B(7)(b)	Parking in a City park a vehicle where goods and services are sold/offered for sale without	\$30.00

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ITEM	COLUMN 1 Designated Provisions	COLUMN 2 Short Form Wording	COLUMN 3 Administrative Penalty
		satisfying all licensing requirements	
48	20B(7)(c)	Parking in a City park a vehicle where goods and services are sold/offered for sale without complying with provisions of the permit	\$30.00
49	21(2)	Parking vehicle at expired meter	\$30.00
50	21(3)	Parking vehicle in metered parking space beyond maximum permitted time	\$30.00
51	21A(2)(a)(i)	Parking a vehicle in a parking space governed by a parking machine without clearly displaying receipt	\$30.00
52	21A(2)(a)(ii)	Parking a vehicle in a parking space governed by a parking machine not within the permitted period	\$30.00
53	21A(2)(a)(iii)	Parking a vehicle in a parking space governed by a parking machine beyond the maximum period	\$30.00
54	21A(3)	Fail to park vehicle in a parking space governed by a parking machine with the front of the vehicle aligned as closely as possible with the parking space	\$30.00
55	21A(4)	Fail to park vehicle in a parking space governed by a parking machine wholly within one parking space	\$30.00
56	41(2)	Parking vehicle on private property without owner's consent	\$30.00
57	41(3)	Parking vehicle on property owned or occupied by the City without consent of the City or local board	\$30.00
58	41(4)	Parking heavy vehicle on private property without owner's consent	\$100.00



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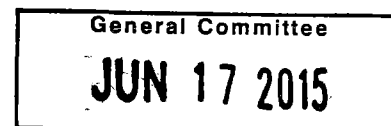
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19.

DATE: June 3, 2015

TO: Chair and Members of General Committee
Meeting Date: June 17, 2015

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



SUBJECT: **Changes to the Tow Truck Licensing By-law 521-04, as amended,
Permission to Tow a Vehicle Form**

RECOMMENDATION: That a by-law be enacted to amend the Tow Truck Licensing By-law 521-04, as amended, to update the permission to tow form as outlined in the report from the Commissioner of Transportation and Works, dated May 20, 2015 entitled "Changes to the Tow Truck Licensing By-law 521-04, as amended, Permission to Tow a Vehicle Form".

BACKGROUND: At its meeting of May 27, Council approved the following recommendation:

"GC-0327-2015

That the Towing Industry Advisory Committee provide comments to staff, for inclusion in a future report to General Committee, on the report from the Commissioner of Transportation and Works dated March 26, 2015, entitled "Amendment to the Tow Truck Licensing By-law 521-04, as amended, Permission to Tow a Vehicle Forms".

(TIAC-0006-2015)

The purpose of this report is to respond to TIAC-0006-2015.

COMMENTS:

At its meeting of May 4, 2015 the Towing Industry Advisory Committee (TIAC) approved the recommendations in GC-0327-2015. Further, TIAC did not provide any comments on the report.

A summary of the requirements for this change is provided below. This summary includes information taken directly from the report mentioned in the preceding paragraph.

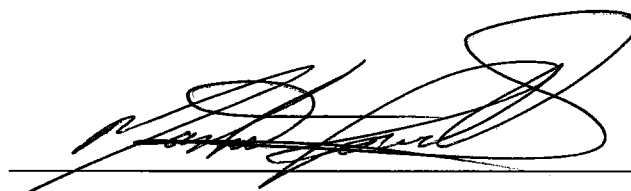
“Staff have received numerous complaints from the public regarding confusion about forms that are being presented and signed at an accident scene. At the Towing Industry Advisory Committee meeting of December 1, 2014, staff gave a verbal update on the concerns raised from forms that are being signed at accident scenes and were directed to provide a report to ensure clarity and protection for the public.

The Tow Truck Licensing By-law 521-04, as amended, requires that a driver keep a run sheet or sequentially numbered invoices in the tow truck for the towing services and Permission to Tow Forms as per Schedule 2 of the by-law. The by-law does not permit a driver to carry work orders in the tow truck. The owner of a tow truck is permitted to carry stationary, forms, bills, invoices, statements and written advertising with the business name clearly legible to allow for the operation of business.

The “Permission to Tow a Vehicle Form” in its current state does not lend itself to clearly stand out from other forms. Due to the “Permission to Tow a Vehicle Form” being part of the by-law in Schedule 2, staff cannot alter the form to ensure that it is both current with today’s practices and provides consumer protection without amending the by-law. The form needs to be updated and should be brightly coloured to ensure that it stands out to the public. Further, the form should be a three part form: one copy would go to the vehicle owner/hirer, one to the tow truck driver and one to the City. In addition, the owner requirements that allow for a wide range of stationary, forms, bills, invoices, statements and written advertising is too broad and needs to be reduced to ensure consumer protection.”

FINANCIAL IMPACT: The proposed amendments outlined in this report will have no financial impact.

CONCLUSION: Staff recommend that the Tow Truck Licensing By-law 521-04, as amended, be amended by revising the definition of "Permission To Tow a Vehicle Form" substantially similar to the following: " means a three-part brightly coloured form as supplied to an Owner/Driver by the City, which must be completed and signed by the Tow Truck Driver and the Hirer prior to a tow commencing from a Collision Scene where such tow is requested by the Hirer and a copy of which is provided by the Tow Truck Driver to the Hirer and the City". Further, staff recommend that the by-law be amended to permit only advertising and business invoices in the business name being kept in a tow truck in addition to the "Permission to Tow a Vehicle Form."



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

Prepared By: Daryl Bell, Manager, Mobile Licensing Enforcement



Corporate Report

Clerk's Files

Originator's
Files

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MG.23.REP
SP-12/208

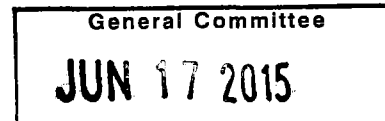
20.

DATE: June 1, 2015

TO: Chair and Members of General Committee
Meeting Date: June 17, 2015

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

SUBJECT: **Proposed Street Name for Future Commercial/Residential
Development (Ward 1)**



RECOMMENDATION: That the following be approved with respect to the naming of the private road within the proposed commercial/residential development at 501 Lakeshore Road East under Application SP-12/208, located north of Lakeshore Road East, east of Enola Avenue:

- a) The name **Douglas McCurdy** be assigned;
- b) The standard City of Mississauga private street name signs with blue lettering on a white background indicating the name of the street be erected at the appropriate locations;
- c) All associated costs of the sign be borne by the registered owner, 501 Lakeshore Inc; and
- d) Satisfactory arrangements be made by 501 Lakeshore Inc. with the City for the installation of the signs.

BACKGROUND: Councillor Tovey requested that a street be named after Mr. John Alexander Douglas McCurdy, also known as "Douglas McCurdy", a Canadian aviation pioneer who set numerous records throughout his lifetime.

Mr. Douglas McCurdy was born in Baddeck, Nova Scotia in August of 1886 and graduated from the University of Toronto with a Master of Engineering degree in 1907.

With the renowned inventor Alexander Graham Bell and others, Mr. McCurdy established the Aerial Experiment Association (AEA) with the objective of achieving sustained powered flight. In 1909, Mr. McCurdy became the first person in the entire British Empire to achieve mechanized flight with his plane, the Silver Dart, which set an aviation record for Canada's first passenger flight and consequently, Mr. McCurdy was awarded the first ever pilot's licence from British Aviation Authorities.

In 1911, Mr. McCurdy attempted a flight from Florida to Cuba, for which he was credited with two more accolades in aviation history: the longest recorded flight and the first flight of an airplane over water that was out of sight of land.

Mr. McCurdy continued to be an icon of Canadian history, founding Canada's first aerodrome and aviation school at Long Branch Rifle Ranges in Lakeview, Mississauga in May, 1915. Known as the Long Branch Aerodrome and Flying School, it later became home to the Royal Flying Corps during WWI. The site later served as ground training for air cadets where pilots were trained for overseas aerial warfare.

In his elder years, Mr. McCurdy was appointed Nova Scotia's lieutenant-governor, serving from 1947-1952. Up until his death in 1961, Mr. McCurdy never retired from flying and at age 74, he was the eldest person in the world to hold a pilot's licence.

COMMENTS:

The Region of Peel Street Name Committee has reviewed and approved the name **Douglas McCurdy**. The Region of Peel Street Name Committee refused the name **McCurdy** because it is already assigned to a street in Caledon and the name **J.A.D. McCurdy** was refused due to the initials.

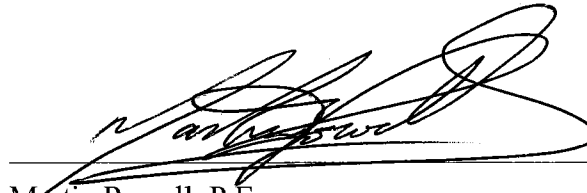
The Names Honouring Individuals section under the Corporate Policy on Street Names states that if the individual is deceased, the consent of

his family is then required. In this regard, Honorary Colonel Gerald P. J. Haddon, grandson of John Alexander Douglas McCurdy, has given consent to naming a street within Mississauga in honour of his grandfather.

FINANCIAL IMPACT: Not Applicable.

CONCLUSION: The Region of Peel Street Name Committee has no objection to the name **Douglas McCurdy** for assignment to the proposed private street within the commercial development at 501 Lakeshore Road East under Application SP-12/208.

ATTACHMENTS: Appendix 1 – Site Location Map

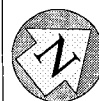


Martin Powell, P.Eng.
Commissioner of Transportation and Works

*Prepared By: Jay Lee, E.I.T
Development Engineering Technologist*



MISSISSAUGA



Transportation and Works

Transportation & Infrastructure Planning

Proposed Commercial/Residential Development
North of Lakeshore Road East, east of Enola Avenue
501 Lakeshore Inc., File: SP 12/208, Appendix #1

SCALE FOR REDUCED DRAWINGS





Corporate Report

Clerk's Files

Originator's
Files

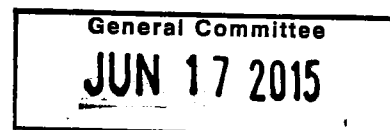
21.

DATE: June 3, 2015

TO: Chair and Members of General Committee
Meeting Date: June 17, 2015

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

SUBJECT: Review of the Noise Control By-law 360-79, as amended



RECOMMENDATION: That the report from the Commissioner of Transportation and Works, dated June 3, 2015 entitled "Review of the Noise Control By-law 360-79, as amended", be received for information.

BACKGROUND: Construction activity has increased in recent years. Concerns have been raised by Council over the start time at which construction is permitted to begin on Saturdays. At the April 15, 2015 Council meeting staff were requested to review the provisions of the Noise Control By-law 360-95, as amended, to address the issues concerning the start time of construction noise on Saturday mornings.

PRESENT STATUS: Schedule 2 of the Noise Control By-law 360-95, as amended, prohibits noise from construction between 7:00 p.m. to 7:00 a.m. Monday to Saturday, all day Sunday, and statutory holidays.

COMMENTS: **Actions of Other Municipalities**

As noted in Table 1 below, staff benchmarked with eight municipalities in the Greater Toronto Area (GTA) to determine the standards provided under their legislation for construction noise on

Saturdays. These municipalities were Brampton, Burlington, Hamilton, Markham, Oakville, Oshawa, Toronto, and Vaughan.

Table 1: Municipal Scan of Construction Noise Regulation

Municipality	Time Period Permitted on Saturday
Brampton	7:00 a.m. to 11:00 p.m.
Burlington	7:00 a.m. to 9:00 p.m.
Hamilton	7:00 a.m. to 10:00 p.m.
Markham	7:00 a.m. to 7:00 p.m.
Oakville	7:00 a.m. to 9:00 p.m.
Oshawa	7:00 a.m. to 7:00 p.m.
Toronto	9:00 a.m. to 7:00 p.m.
Vaughan	7:00 a.m. to 7:00 p.m.

Table 1 summarizes the surrounding municipalities and the time period in which construction noise is permitted on Saturdays. The majority of the municipalities in the GTA permit construction to begin at 7:00 a.m. on Saturdays. The City of Toronto is the only municipality that allows construction to begin at 9:00 a.m. Most of these municipalities have established processes to consider any exemption requests for construction outside of their regulations.

Analysis of Past Noise Complaints

Compliance and Licensing Enforcement received approximately 464 noise complaints related to construction activity between May 2010 and May 2015. Of these complaints received over the last five years, only 12 were specifically regarding construction noise on Saturday mornings commencing prior to 7:00 a.m. and none related to 7:00 a.m. being too early of a start time. In comparison to the total number of construction noise complaints received, this is not a significant number. It is even smaller in comparison to the total number of complaints Compliance and Licensing Enforcement receives annually (approximately 8,000).

FINANCIAL IMPACT: There is no financial impact.

CONCLUSION:

This report responds to the request received by Compliance and Licensing Enforcement staff from Council to review the need to change the current start time prescribed in the Noise Control By-law 360-79, as amended, for construction noise on Saturdays. Based on the City of Mississauga having the same start time as most other municipalities in the GTA and the low number and nature of construction noise complaints on Saturday mornings, staff are not recommending changes to the Noise Control By-law 360-79, as amended, at this time.



Martin Powell P. Eng.

Commissioner of Transportation and Works

*Prepared By: Kristen John, Policy Development Coordinator Intern,
Compliance and Licensing Enforcement*



Corporate Report

Clerk's Files

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Files

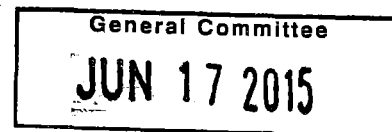
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T-08006, PH 2

22.

DATE: May 25, 2015

TO: Chair and Members of General Committee
Meeting Date: June 17, 2015

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



SUBJECT: **Road Component of the Other Services Charge and Stormwater Management Development Charge Credits to be Granted to The Erin Mills Development Corporation, Crownvetch Developments Inc. and Prologis Canada LLC, the Developers of the Proposed Industrial Subdivision T-08006, Phase 2, Located North of Derry Road West, East of Ninth Line (Ward 9)**

- RECOMMENDATION:**
1. That the Development Agreement for Plan T-08006, Phase 2, located north of Derry Road West, east of Ninth Line, indicate a Road Component of the Other Services Charge Credit in the amount of \$398,996.08, for the costs associated with the construction of Argentia Road.
 2. That the Development Agreement for Plan T-08006, Phase 2, located north of Derry Road West, east of Ninth Line, indicate a Stormwater Management Development Charge Credit in the amount of \$1,780,702.44, for the costs associated with the construction of a stormwater management facility, the Argentia Road culvert crossing and storm sewer oversizing.
 3. That the Servicing Agreement for Plan T-08006, Phase 2, located north of Derry Road West, east of Ninth Line, indicate payment by the City of Mississauga to The Erin Mills Development Corporation, Crownvetch Developments Inc. and Prologis Canada LLC in the amount of \$2,545,772.07,

representing the difference between the total amount owed to the developers for the costs associated with the construction of a stormwater management facility, the Argentia Road culvert crossing and storm sewer oversizing and the total Stormwater Management Development Charge Credit available for this development, and that funds be drawn from Account Numbers PN 15-130, PN 14-139, PN 14-144 and PN 14-148.

**REPORT
HIGHLIGHTS:**

- The development site is located north of Derry Road West, east of Ninth Line and is a proposed Industrial Plan of Subdivision.
- In accordance with the City's Development Charges By-Law, the developers will be required to pay a Road Component of the Other Services Development Charge in the amount of \$5,264,764.01 and a Stormwater Management Charge in the amount of \$1,780,702.44
- Under the terms of the proposed Servicing Agreement, the developers will be constructing Argentia Road from Ninth Line easterly across the storm channel, Argentia Road culvert crossing, stormwater management facility and oversizing storm sewers.
- In accordance with the Development Charges By-Law, the developers are entitled to Development Charge Credits in the amounts of \$398,996.08 for the construction of Argentia Road and \$4,326,474.51 for the costs associated with the construction of a stormwater management facility, Argentia Road culvert crossing and storm sewer oversizing.
- As the Stormwater Management Charge owing is less than the Stormwater Management Credit, the developers are entitled to a payment by the City of Mississauga in the amount of \$2,545,772.07 representing the difference between the total owed to the developers and the total Stormwater Management Development Charge Credit available.

BACKGROUND:

Appendix 1, attached, indicates the lands north of Derry Road West, east of Ninth Line, owned by the developers of Plan T-08006, Phase 2, The Erin Mills Development Corporation, Crownvetch Developments Inc., and Prologis Canada LLC.

The development site, being a proposed industrial subdivision, is now proceeding towards registration. In accordance with the City's Development Charges By-law, the developers will be required to pay a Road Component of the Other Services Development Charge in the amount of \$5,264,764.01 and a Stormwater Management Development Charge in the amount of \$1,780,702.44.

COMMENTS:

Under the terms of the proposed Servicing Agreement, the developers will be constructing Argentia Road from Ninth Line easterly across the storm channel, a distance of approximately 698 metres (2,290 feet), at an estimated cost of \$1,595,984.33.

The City's Development Charges By-law requires that the developers be responsible for the cost of constructing the first two lanes of Argentia Road, and receive a Development Charge Credit for any additional lanes constructed. The developers' responsibility represents 75% of the cost of constructing the major road, with the balance (25%) subject to a Development Charge Credit. Based on the above cost breakdown the credit owed to the developers has been calculated to be \$398,996.08 (25% of \$1,595,984.33).

The Development Charge Credit for the proposed major road works will be deducted from the \$5,264,764.01 Road Component of the Other Services Charge payable by the developers prior to the issuance of building permits.

Under the terms of the proposed Servicing Agreement, the developers will also be constructing a stormwater management facility, the Argentia Road culvert crossing and an 1800mm x 1200mm (72 inches x 48 inches) storm box culvert, which will provide an outlet for external upstream lands and for servicing the subdivision. Under the City's Development Charges By-law, the developers are entitled to a Stormwater Management Charge Credit for 100% of the cost of constructing a stormwater management facility, the cost of the

Argentia Road culvert crossing and the cost of the incremental portion of any storm sewer in excess of 1500mm (60 inches) in diameter. The cost of constructing the above works has been estimated to be \$1,922,613.31 (\$568,576.79 for the stormwater management facility, \$821,100.00 for the culvert crossing and \$532,936.52 for the storm sewer in excess of 1500mm).

Also, in accordance with the Development Charges By-law, the City is required to compensate the developers for the value of the table lands on which the stormwater management facility is located. In this instance, the table land area required for construction of this facility is 0.85 hectares (2.10 acres) in rounded numbers. The value used in calculating the credit for the land component of the stormwater management facility for non-residential development has been established at \$2,840,000 per hectare (\$1,149,348 per acre). Therefore, the developers are entitled to an additional Stormwater Management Charge Credit in the amount of \$2,403,861.20 (0.84643 hectares at \$2,840,000 per hectare).

Based on the above costs incurred, the developers are entitled to a total Stormwater Management Charge Credit in the amount of \$4,326,474.51 (\$1,922,613.31 plus \$2,403,861.20).

As the Stormwater Management Charge in the amount of \$1,780,702.44 owing with respect to this development is less than the Stormwater Management Charge Credit in the amount of \$4,326,474.51, the developers are entitled to payment from the City in the amount of \$2,545,772.07 (\$4,326,474.51 less \$1,780,702.44).

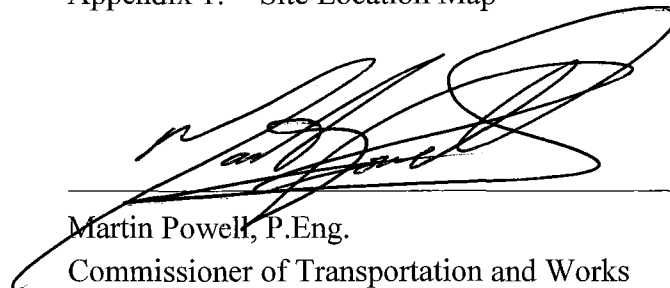
FINANCIAL IMPACT: Funding is available in the Development Charge Account.

CONCLUSION: Argentia Road from Ninth Line easterly across the storm channel is being constructed by the developers of Plan T-08006, Phase 2. As the road construction was included within the Road Component of the Other Services Charge of the City's Development Charges By-law, based on 75% being the developers' responsibility and 25% being the City's responsibility, the developers should receive a credit equal to 25% of the cost.

The developers are also constructing a stormwater management facility, the Argentia Road culvert crossing and oversizing storm sewers to accommodate their development and upstream lands. As these works are included in the City's Development Charges By-law, the developers are entitled to receive full compensation for the cost of construction. In addition, the developers are entitled to full compensation for the table land on which the stormwater facility is located, as this land cost is also included in the Development Charges By-law.

ATTACHMENTS:

Appendix 1: Site Location Map

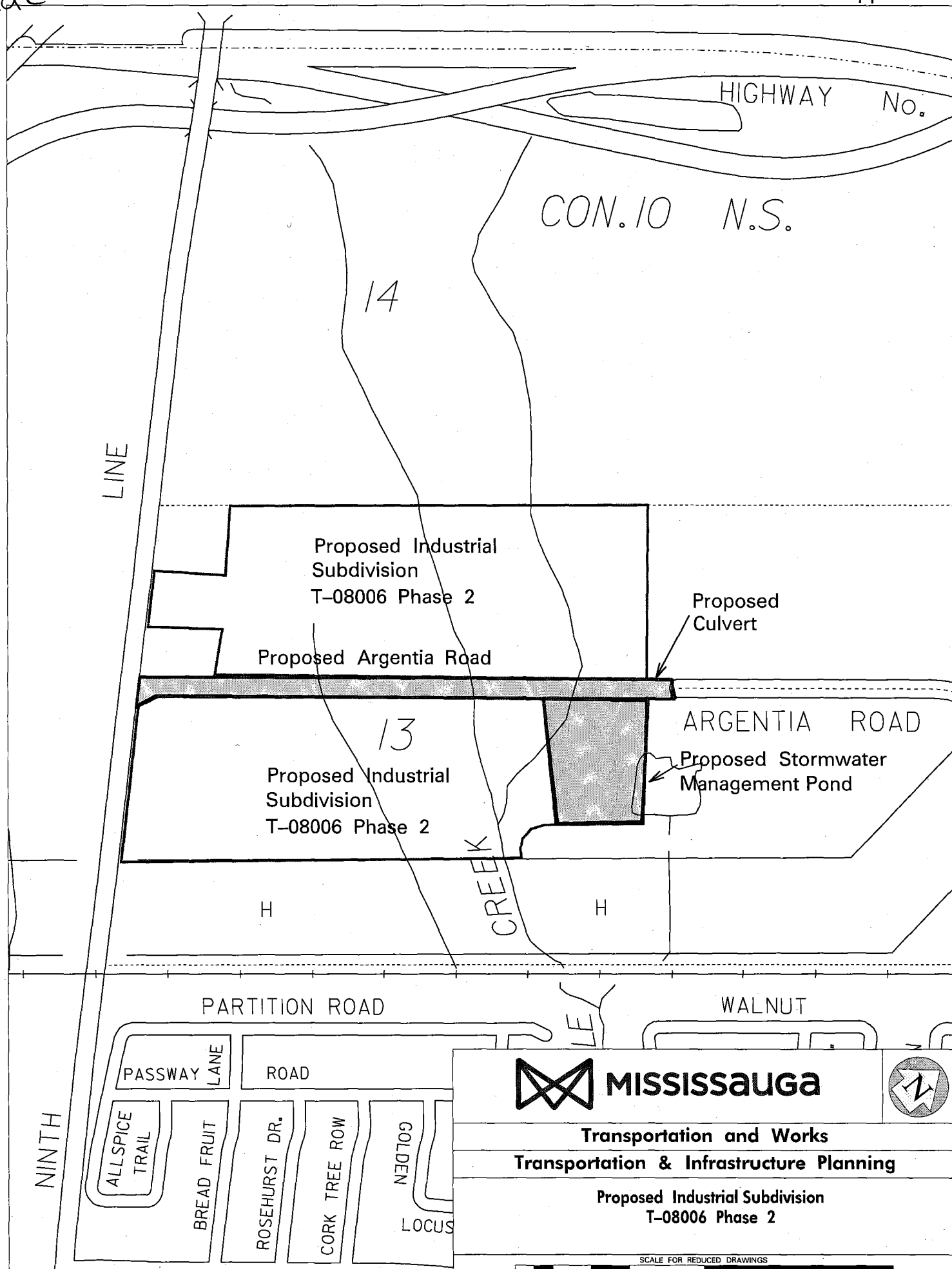


Martin Powell, P.Eng.

Commissioner of Transportation and Works

*Prepared By: Ken Franklin, C.E.T.**Site Plan and Servicing Agreement Coordinator*

22e





Corporate Report

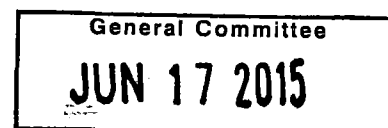
Clerk's Files

Originator's
Files

23.

DATE: May 29, 2015

TO: Chair and Members of General Committee
Meeting Date: June 17, 2015



FROM: Janice M. Baker, FCPA, FCA
City Manager and Chief Administrative Officer

SUBJECT: **2015 Services Agreement between the City of Mississauga and the
Greater Toronto Marketing Alliance**

RECOMMENDATION: That a by-law be enacted to authorize the Mayor and City Clerk to execute a Services Agreement between the City of Mississauga and the Greater Toronto Marketing Alliance (GTMA), substantially in the form attached, (Appendix 1) and as described in the City Manager and Chief Administrative Officer's report dated June 17, 2015.

BACKGROUND: The GTMA is a not-for-profit corporation that was established in 1997 by the GTA Mayors and Chairs initiative as a public-private partnership for the purpose of enhancing the international marketing of the Greater Toronto Area (GTA) for foreign direct investment (FDI).

The GTMA serves as a key point of contact for foreign businesses exploring business location opportunities in the GTA. It works collaboratively with the 29 GTA Regional and local municipalities, the governments of Ontario and Canada, several not-for-profit organizations and a broad cross section of private sector corporations.

The City of Mississauga's Economic Development Office (EDO)

works closely with the GTMA and is one of the core municipal funding partners who provide an annual contribution totalling \$500,000 to the GTMA for its investment marketing activities. The municipal funding partners include the City of Toronto and the four regional areas in the GTA.

As the Region of Peel does not have an economic development mandate, the GTMA contribution comes from the local municipalities. The total annual municipal contributions to the GTMA are as follows:

• Region of Durham	\$100,000
• City of Toronto	\$100,000
• Region of York	\$100,000
• Region of Halton	\$100,000
• City of Mississauga	\$ 56,250
• City of Brampton	\$ 37,500
• Town of Caledon	\$ 6,250

COMMENTS:

The GTMA is a valuable resource to the City of Mississauga Economic Development Office. Among its services and accomplishments, the GTMA has led numerous international business missions and delegations and since its inception has assisted in attracting 127 companies and 4,835 new direct jobs to the GTA. Many of these companies have located in Mississauga. The attached (Appendix 2) is an outline of new investments assisted by the GTMA in 2014.

The Services Agreement was created in partnership with the above-referenced municipal funding partners and sets out a number of key deliverables that the GTMA is expected to achieve. As an overview, the deliverables include the following:

- Develop and maintain GTA data and a GTMA website.
- Undertake GTA-based international marketing initiatives in line with local economic development strategies.
- Develop and coordinate GTA investment leads.
- Develop and coordinate GTA business investment missions.
- Consult with and report annually to municipal funding partners.

This funding contribution and agreement has not changed over a number of years. Currently a review of the GTMA is being undertaken to recommend a restructured agency that can more effectively capture FDI opportunities for the GTA. In fact a transition board has been established and a new company is being incorporated in readiness to accept new funding from both the provincial and federal governments. Mayor Bonnie Crombie has been appointed to this Transition Board. The target for the launch of this restructured company is January 2016. Therefore, since these formal commitments from the senior government levels have not yet been made, it is recommended that all partners maintain their current funding levels for 2015 during this transition.

STRATEGIC PLAN:

The relationship between the City and the GTMA helps to achieve the "Prosper" pillar of the City Strategic Plan. In addition, it is directly aligned with the approved Economic Development Strategy for Mississauga which includes the goal of being a "Global Business Magnet".

FINANCIAL IMPACT:

In 2015, the City of Mississauga would provide a financial contribution in the amount of \$56,250 to the GTMA. This amount can be accommodated within the 2014-2018 Corporate Business Plan and Budget.

CONCLUSION:

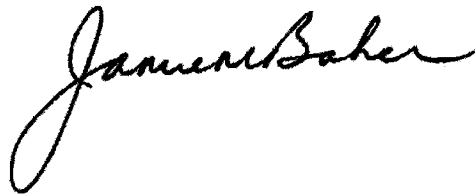
From an economic development perspective, the GTMA is a beneficial partner and provides good value that fosters foreign direct investment and international marketing benefits for the City. As such, the proposed Services Agreement between the City of Mississauga and the GTMA is supported.

23c

ATTACHMENTS:

Appendix 1: Services Agreement

Appendix 2: 2014 New Investments Assisted by the GTMA

A handwritten signature in black ink, reading "Janice M. Baker". The signature is fluid and cursive, with a large loop at the end of the last name.

Janice M. Baker, FCPA, FCA
City Manager and Chief Administrative Officer

*Prepared By: Susan Amring, CEc.D., Ec.D.
Director, Economic Development*

International Marketing Services Agreement

This Agreement made this ____ day of ____ 2015

Between:

The Corporation of the City of Mississauga

- And -

Greater Toronto Marketing Alliance Inc.
(the "GTMA")

This Agreement outlines the key understandings the GTMA has with The City of Mississauga to promote the Greater Toronto Area ("GTA") as a location of choice for foreign direct investment.

WHEREAS:

The GTMA was incorporated in 1997 as a not-for-profit corporation and established as a public-private partnership. The GTMA was founded for the purpose of enhancing the international marketing of the GTA as a location of choice for foreign direct investment.

In order to attract new or expanding companies with operations headquartered elsewhere in Canada, the United States and internationally to invest in the GTA, a unified marketing approach for the GTA is required to compete with other regions around the world.

The City of Mississauga recognizes that the GTMA is beneficial to all residents and businesses in the GTA, and endorses the GTMA's international marketing of the GTA in an effort to increase its economic growth.

The GTMA's Board of Directors seeks to implement an annual program of initiatives guided by the GTMA 2011-2015 Corporate Strategic Plan which includes the:

Vision:

"To contribute to the growth of the economy as a leader in facilitating foreign direct investment into the Greater Toronto Area"

Mission:

"The GTMA acts as an investment gateway, working collaboratively with its public and private sector partners across the GTA to connect them with international investors"

The GTMA's efforts are not meant to replace the marketing efforts of individual GTA municipalities, but rather to leverage and coordinate international aspects of the GTA

municipalities' marketing activities by providing Leads and Prospects for their benefit. The GTMA's cooperative marketing effort is designed to attract potential foreign direct investors and showcase the business advantages of the GTA.

1.0 DEFINITIONS

Contact(s) – is a person's name, address, corporate or organizational affiliation, and phone or email for any Leads, Prospects, or Intermediaries.

Greater Toronto Economic Development Partnership (the "GTAEDP") - means the group of municipal staff providing economic development services from the twenty-five (25) local municipalities and four (4) regional municipalities in the GTA who meet regularly to discuss issues.

GTA - means the full geographic area comprising of the Municipal Partners. The GTMA and the Municipal Partners agree that this geographic area is to be referred to as Greater Toronto, the Toronto Region, the Greater Toronto Area or the initials GTA, all with the same meaning, and to be represented by the GTMA as such.

GTMA Board of Directors – is composed of twenty-two (22) (and up to twenty-four (24)) persons including the following;

- two (2) positions for the Co-Chairs of the GTMA;
- one (1) position for the President and Chief Executive Officer (CEO) of the GTMA;
- one (1) position for an elected official (mayor, deputy mayor or councillor) nominated from each of the following municipalities: The City of Toronto or Invest Toronto, The Regional Municipality of Durham, The Regional Municipality of Halton, and The Regional Municipality of York;
- one (1) position for an elected official (mayor, deputy mayor, or councillor) nominated from the three (3) municipalities of: The City of Brampton, The City of Mississauga, and The Town of Caledon;
- two (2) positions nominated from the GTAEDP; and
- up to fifteen (15) positions nominated by the GTMA Board of Directors.

Investment Intermediaries ("Intermediary(s)") – are persons and/or organizations which have the potential to refer Leads and Prospects to the GTMA, including officials in government and real estate who are involved in foreign direct investment site selection.

Investment Leads ("Lead(s)") – are either potential foreign direct investors identified through pre-qualified Lead generation reports or referrals to the GTMA and who meet with the GTMA in market; or foreign direct investment inquiries that come to the GTMA through its website, email, phone, in writing or in person.

Investment Prospects ("Prospect(s)") – are qualified Leads who have visited the GTA and their key location decision-makers have received a substantial amount of direct servicing, including having attended meetings with the GTMA and its Municipal Partners. Only when

meetings between qualified Leads and both the GTMA and its Municipal Partners occur, will such qualified Leads be considered Prospects.

Municipal Partners or Municipal Funding Partners - means the GTA local and regional municipalities as follows:

The Regional Municipality of Halton, The Regional Municipality of Durham, The City of Toronto or Invest Toronto, The Regional Municipality of York, The City of Brampton, The City of Mississauga, and The Town of Caledon.

The Municipal Partners will work collaboratively with the GTMA on international marketing initiatives benefiting the GTA, and will provide annual funding to the GTMA for international marketing services and the attraction of foreign direct investment to the GTA.

The term "Municipal Partners" is **not** intended to imply any legal commitment among the municipalities regarding the formation of a legal "partnership" and does not imply that each municipality is a partner pursuant to the *Limited Partnerships Act*, R.S.O. 1990, c. L.16, and/or the *Partnerships Act*, R.S.O. 1990, c. P.5, and its regulations, as amended. Further, the term is not intended to imply that any municipality has a legal liability for any other municipalities' actions or omissions. The use of the terms "partners" and "partnership" throughout the Agreement is intended to be descriptive only of the relationship.

New Investments ("Investments") – are Prospects who have made a foreign direct investment in the GTA through the establishment of a new office, facility or other non-residential development, which creates jobs and non-residential assessment.

Private Sector Partner(s) - means any for profit business person or corporation contributing funding or unpaid services to the GTMA.

Roadmap to Revitalization Final Report – means the final report dated May 2013 prepared by PricewaterhouseCoopers regarding the revitalization and restructuring of the GTMA, approved by the GTMA Board of Directors at its meeting of June 24, 2013.

Term – means the period of time commencing on January 1, 2015 to December 31, 2015 in which this Agreement is in full force and effect.

Unique Visitor(s) – means the number of persons who visit the GTMA's website with a singular Internet Protocol address at least once during the Term of this Agreement. For clarity, each Unique Visitor is only counted once, and if the same Internet Protocol address accesses the GTMA's website numerous times it will still be counted as one Unique Visitor to the website.

2.0 ROLES

- 2.1 The parties to this Agreement are committed to a partnership characterized by ongoing reciprocal communication and a mutual commitment to work together to ensure plans and activities are complementary and focused on the needs of Leads and Prospects to attract New Investments and jobs to the GTA for the betterment of all its citizens.

3.0 COMMITMENTS OF THE GTMA

- 3.1 The GTMA is committed to applying The City of Mississauga's funding with anticipated funding from other Municipal Partners to international marketing services activities during the Term including:

GTMA ANNUAL MARKETING PROGRAM

- a) To develop a GTMA annual marketing program, including the GTMA's geographic and key sector focus in collaboration with The City of Mississauga and the Municipal Partners targeted at attracting foreign direct investment to the GTA. The annual marketing program will include objectives, performance measures and indicate the delivery components and sources of funding.
- b) The GTMA will collaborate with The City of Mississauga and the Municipal Partners to develop the annual marketing program as described above in Section 3.1(a); this will be achieved by both conference calls and meetings, as follows:
 - (i) The GTMA will initiate conference calls as needed with The City of Mississauga and the Municipal Partners' economic development staff; and
 - (ii) The GTMA will initiate quarterly meetings with the GTAEDP.
- c) The GTMA will undertake its annual marketing program and the Lead generation activities described below in 3.1(i) with a "GTA First" approach to development and activity prioritization.

BUSINESS SALES TRIP

- d) As part of the GTMA's annual marketing program, the GTMA shall, following consultation with the Municipal Funding Partners organize annually one business sales trip focused on pre-qualified meetings with potential foreign direct investors to the GTA in a foreign location on behalf of and with the agreement of the majority of the Municipal Funding Partners. If there is no agreement among the Municipal Funding Partners as to a location, the GTMA may proceed to allocate the associated budget to other aspects of this Agreement.

The location shall be selected in consultation with the Canadian Trade Commissioner Service and provincial economic development ministries. The location's decision will be confirmed prior to June 30 in any given year.

The cost of the business sales trip can be provided from Municipal Partner funding (excluding travel, personal meals and accommodation costs) and/or private sector funding or other sources that do not require additional funding from The City of Mississauga or other Municipal Partners.

The GTMA will provide the opportunity within the scope of the business sales trip, for up to fifteen (15) representatives to join this trip at the sole discretion of the Municipal Partners as follows:

The Regional Municipality of Halton, three (3) representatives;
The Regional Municipality of Durham, three (3) representatives;
The Regional Municipality of York, three (3) representatives;
The City of Toronto or Invest Toronto, three (3) representatives; and
Together, The City of Mississauga, The City of Brampton, The Town of Caledon, three (3) representatives.

If additional municipal representatives (staff or elected officials) wish to participate their fee will be based on full program cost-recovery.

GTMA'S WEBSITE

- e) To develop and maintain the GTMA's website providing up to date, comprehensive information and contacts for potential investors with links to the websites of The City of Mississauga, the websites of the other Municipal Partners and the local municipalities in the GTA. The GTMA will also maintain, on a password-protected section of its website, a catalogue of non-confidential GTA marketing initiatives in accordance with a protocol agreed upon by the Municipal Partners. Provincial and federal government partners may join this password protected area so that joint activities can be coordinated. The website's content will be updated by the GTMA as needed, but at a minimum it will be updated at least once each calendar year.
- f) To ensure The City of Mississauga, the Municipal Partners, the local municipalities in the GTA and the Private Sector Partners' logos and branding appear prominently on the GTMA's website and printed materials.

DATA AND CUSTOMER RELATIONSHIP MANAGEMENT

- g) To provide current GTA-wide economic data and information, including growth statistics such as industrial, commercial and institutional development growth, employment and key sector profiles to assist potential Leads and Prospects.
- h) To maintain the quality and integrity of the GTMA's customer relationship management system which houses the GTMA's accumulated Leads, Prospects and Intermediaries; and other Contacts.

LEAD GENERATION

- i) To undertake country market and sector sales research and/or engage with external organizations to develop pre-qualified Lead generation reports, to undertake targeted marketing, including but not limited to in-person meetings with potential foreign direct investors, to undertake email marketing and advertising targeted to Leads,

Prospects and Intermediaries and to engage the Municipal Partners wherever possible directly in these activities.

LEAD SERVICING

- j) To provide new GTA marketing information and newsletter content, and to catalogue this information on the website's publicly accessible archives.
- k) To provide customized information to Leads and Prospects.
- l) To coordinate and manage the servicing and tracking of GTMA Leads and Prospects and to provide servicing information to its Municipal Partners and the GTAEDP, as needed.

REPORTING

- m) To provide a quarterly report to its Municipal Partners and the GTAEDP summarizing the GTMA's Leads, Prospects and New Investments for the preceding quarter, including a summary of the country of origin, sector and initial source for each category. Further, the GTMA shall provide a business description for each identified Prospect, and the location within the GTA and approximate number of jobs for any announced New Investments in the preceding quarter.
- n) To provide The City of Mississauga and the Municipal Partners with an annual estimate for the number of GTMA staff engaged in international investment marketing activities and the percentage of their time devoted to these activities as set out in Section 3.0.
- o) To submit annually a report by April 30 to The City of Mississauga's Council or appropriate Council standing committee on the prior year's activities. This report will be both a written communication and a presentation on the status of the commitments of the GTMA as outlined in Section 3.0, and the most recent audited GTMA annual financial statement. This report shall include the requirements outlined in Section 5.0.

4.0 COMMITMENTS OF THE CITY OF MISSISSAUGA

4.1 The City of Mississauga agrees to:

- a) Advise and collaborate with the GTMA regarding The City of Mississauga's international marketing plans and to provide assistance with the development of the GTMA's annual marketing program.
- b) Engage and inform economic development staff at The City of Mississauga about related GTMA matters.

- c) Provide information and data to the GTMA which could be used in the preparation of reports, research and promotional materials for marketing to potential foreign direct investors, Leads and Intermediaries and for servicing Prospects.
- d) Pay its annual fees to the GTMA by May 31 of each calendar year.
- e) In cooperation with the Municipal Partners, provide annually to the GTMA a list of GTAEDP staff who have international marketing and/or site selection servicing as part of their work program responsibilities.

5.0 DELIVERABLES

5.1 The GTMA shall undertake, monitor and report to The City of Mississauga and its Municipal Partners on the following deliverables:

a) Partnerships and Revenue

The GTMA shall provide annually the following information:

- (i) An audited annual financial statement, including a notation of The City of Mississauga and the total Municipal Partners' funding;
- (ii) A listing of all of the GTMA's funding partners by category and funding level; and
- (iii) A description of what the Municipal Partner funding may be used for during the Term of this Agreement and what the funding was used for in the prior year.

b) Marketing and Website Activities

The GTMA shall provide annually the following information:

- (i) Web page views (counted pages viewed) and Unique Visitors for the prior year. The target for 2015 is a 30% increase over 2010 numbers for both web page views and Unique Visitors, and annually a 10% increase thereafter relative to the 2010 base year.
- (ii) A list of web content updates, advertisements, newsletters and any other electronic or printed material developed and/or distributed during the prior year. The target for newsletter distribution in 2015 is a 30% increase to non-GTA Contacts over 2010, and annually a 10% increase thereafter relative to the 2010 base year.

c) Lead, Prospect and Intermediary Contact Lists

The GTMA shall provide the following:

- (i) Contact lists respecting the GTMA's Leads, Prospects and Intermediaries to be delivered by email on a quarterly basis to The City of Mississauga and the Municipal Partners.
- (ii) The Contact lists shall include a classification by initial source, including Leads and Prospects which were provided directly to the GTMA from a government source (including, but not limited to the Ministry of Economic Development, Trade and Employment, Ontario Ministry of Agriculture and Food, Department of Foreign Affairs, Trade and Development including Canadian Embassies and Consulates); Leads and Prospects provided by Private Sector Partner sources, Leads and Prospects generated by the GTMA itself and Leads and Prospects that approached the GTMA directly.
- (iii) The annual Contact list target for 2015 is a 30% increase for Leads, Prospects and Intermediaries over 2010, and annually a 10% increase thereafter relative to the 2010 base year.
- d) The GTMA will annually update key sector profiles and related value propositions on its website and presentation materials.

6.0 THE CITY OF MISSISSAUGA'S FUNDING

6.1 The City of Mississauga shall provide funding to the GTMA in the aggregate amount of Fifty-Six Thousand, Two Hundred, Fifty (\$56,250), for the Term of this Agreement.

6.2 The Municipal Partners will provide funding to the GTMA in the following amounts for the 2015 calendar year:

The Regional Municipality of Durham	\$100,000
The Regional Municipality of Halton	\$100,000
The City of Toronto or Invest Toronto	\$100,000
The Regional Municipality of York	\$100,000
The City of Brampton	\$ 37,500
The Town of Caledon	\$ 6,250

6.3 The GTMA will advise The City of Mississauga by June 30, if any Municipal Partner has not paid their dues for the current calendar year.

6.4 The City of Mississauga agrees to assess the need for an annual funding increase in any subsequent Agreement based on the GTMA's measurable performance.

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- 6.5 The City of Mississauga shall pay its annual funding obligation to the GTMA no later than May 31st of each calendar year.

7.0 ADDITIONAL FUNDING

- 7.1 The GTMA has the right, without restriction or limitation, to enter into other funding agreements with third parties to support the delivery of complementary programming benefitting the Municipal Partners, in accordance with the provisions of Sections 3.0 and 5.0 of this Agreement.

8.0 MUNICIPAL REPRESENTATION ON THE GTMA BOARD OF DIRECTORS AND GTMA EXECUTIVE COMMITTEE

- 8.1 It is the intention of the parties to work together to do the following:

- a) Increase Municipal Partners' representation on the Board of Directors and the GTMA Executive Committee;
- b) Obtain full voting rights for Municipal Partners on the Executive Committee; and
- c) Balance the Board and Executive Committees' representation between the Municipal Partners and the Private Sector Partners.

9.0 TERM OF AGREEMENT & PROVISIONS FOR AMENDMENT AND TERMINATION

- 9.1 This Agreement commences on January 1, 2015, and continues in full force and effect until December 31, 2015 (the "**Term**").
- 9.2 The parties will endeavor to create a subsequent annual agreement with a term commencing on January 1 and ending December 31, to ensure the continuation of international marketing efforts.
- 9.3 The GTMA agrees that no later than July 31, it will initiate a review of this Agreement through correspondence to The City of Mississauga's Council, attaching a draft agreement and requesting a subsequent agreement. Amendments to this draft agreement responding to trends and changes in international marketing will be considered at this time.
- 9.4 This Agreement will terminate on December 31, 2015.

10.0 NOTICE

- 10.1 The parties to this Agreement shall give written notice of the nature of any default of any of the obligations under this Agreement. Such notice shall be made in a manner specified in Section 10.2 and delivered not less than three (3) months prior to December 31. Any party to this Agreement may wish to remedy such default within sixty (60) days and provide written notice of such remedy to the other parties not less than (1) month prior to December 31. Failure to remedy a default will be a factor in the drafting and consideration of any subsequent agreement.
- 10.2 Unless otherwise provided in this Agreement, any notice provided for under this Agreement shall be in writing and shall be sufficiently given if delivered personally, or if transmitted by facsimile with an original signed copy delivered personally within twenty-four (24) hours thereafter, or mailed by prepaid registered post addressed to the party or parties, whichever the case, at their respective addresses set forth below or at such other then current address as is specified by notice.

If to The City of Mississauga:

The City of Mississauga
300 City Centre Drive, 3rd Floor
Mississauga, ON L5B 3C1
Attention: Ms. Crystal Greer, City Clerk
Fax Number: (905) 615-4181

If to the GTMA:

The Greater Toronto Marketing Alliance
350 Bay Street, Suite 1200
Toronto, Ontario M5H 2S6
Attention: Mr. George Hanus, President and CEO
Fax Number: (416) 360-7331

- 10.3 The parties acknowledge that this Agreement describes a subsequent agreement being negotiated for the following calendar year. If The City of Mississauga anticipates its termination of this Agreement for the following calendar year, the notice provisions in section 10.2 must be initiated not less than three (3) months prior to December 31 or after The City of Mississauga's receipt of the GTMA Agreement for its review.

11.0 LIABILITY

- 11.1 The City of Mississauga shall only be liable for claims resulting from its actions, omissions or failures under this Agreement. If found liable The City of Mississauga shall only pay for its proportionate share of damages or costs resulting from its actions, omissions or failures, and in no event shall such a share exceed Fifty-Six Thousand, Two Hundred, Fifty Dollars (\$56,250), being The City of Mississauga's contribution pursuant to this Agreement.

- 11.2 The GTMA shall indemnify and save harmless The City of Mississauga from and against all claims, actions, losses, expenses, costs or damages of every nature and kind whatsoever which The City of Mississauga, its employees, officers or agents may suffer as a result of the negligence of the GTMA, its employees, officers or agents in the performance of this Agreement.
- 11.3 The GTMA, at its sole cost and expense, shall take out and maintain the following forms of insurance:
- Commercial general liability insurance including advertising liability, personal injury, broad form contractual liability, owners' and contractors protective, completed operations, and non-owned automobile liability in an amount of not less than five million dollars (\$5,000,000) for claims arising out of one occurrence. The City of Mississauga will be named as an additional insured to this policy.
- Certificates of insurance evidencing such coverage shall be provided upon request.
- 11.4 The parties acknowledge and agree that this Agreement does not constitute a legal partnership as defined in the *Limited Partnerships Act*, R.S.O. 1990, c. L.16, and the *Partnerships Act*, R.S.O. 1990, c. P.5, and its regulations, as amended.
- 11.5 The parties acknowledge and agree that this Agreement does not constitute a joint venture.

The remainder of this page is left blank intentionally.

12.0 GENERAL

12.1 This Agreement shall ensure to the benefit of and be binding upon the parties hereto, their respective heirs, successors and assigns.

The parties have affixed their corporate seals attested by their respective proper signing officers in that behalf duly authorized.

Dated the _____ day of _____, 2015

Greater Toronto Marketing Alliance Inc.

George Hanus, President and CEO

I have the authority to bind the corporation.

Dated the _____ day of _____, 2015

The Corporation of the City of Mississauga

Bonnie Crombie, Mayor

Crystal Greer, City Clerk

We have the authority to bind the corporation.

2014 New Investments Assisted by the GTMA



		COMPANY	GTA LOCATION	SECTOR	ORIGIN	INITIAL JOBS	LEAD YEAR
1	Advanced	Wilson Manufacturing	Toronto	Manufacturing	USA	8	2014
2		Apex Systems	Toronto	ICT (staffing)	USA	15	2013
3		EDP Renewables	Toronto	Energy	USA	4	2010
4		Nation Builder	Toronto	ICT	USA	7	2014
5		AIC Group Film Studios	Toronto	Film	Italy	30	2014
6		KBE Intelligence	Toronto	ICT	Italy	1	2014
7		Doogits (Dootoons)	Mississauga	ICT	France	2	2014
8		PSideo	Toronto	ICT	Switzerland	15	2013
9		Mountain Warehouse	Halton Hills	Retail	UK	5	2013
10	BRIC	FK Biotech	Toronto	Life Sciences	Brazil	1	2014
11		Avanti	Oakville	ICT	Brazil	2	2013
12		Gateway Technolabs	Toronto	ICT	India	1	2013
13		Forward Innovations Technologies Inc. (Xerces Technologies)	Toronto	ICT	India	5	2012
14		Zomato	Toronto	ICT	India	20	2014

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Corporate Report

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MG.23.REP

DATE: May 25, 2015

TO: Chair and Members of General Committee
Meeting Date: June 17, 2015

General Committee

JUN 17 2015

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

SUBJECT: **Amendment to Capital Project Budget PN-15-243
for iMaps Easement Mapping Project, File Reference:
Procurement FA.49.459-14**

- RECOMMENDATION:**
1. That PN-15-243 "iMaps Extension Easement Mapping" be increased by \$91,000 with a revised gross budget of \$271,000.
 2. That a by-law be enacted to transfer funds of \$91,000 from Capital Reserve (Account #33121) to PN-15-243 "iMaps Extension Easement Mapping".
 3. That the Purchasing Agent be authorized to execute a contract amendment and appropriate forms of commitment to Teranet Enterprises Inc. ("Teranet") for the provision of additional services, as required, subject to budget funding availability, in the amount up to \$270,000, on a single source basis for the Easement Mapping Project.

**REPORT
HIGHLIGHTS:**

- This one-time project is to establish a complete inventory of properties and easements which will reduce the costs for land registry searches.

- The estimated cost has increased as the number of properties is larger than originally estimated. Also, the complexity of the work requires more specialized interpretation.
- That the gross budget for PN-15-243 be increased by \$91,000 for a total project budget of \$271,000 (\$180,000+\$91,000).

BACKGROUND:

The purpose of this report is to seek approval for an increase in funding to be able to complete the mapping of easements either owned by the City on private lands or granted by the City on City-owned lands. The Transportation and Works Geomatics Section has been mapping easements since January 2010. There is a need to map all easements prior to January 2010 to have a complete inventory of easements where the City holds interests in those lands. This is a one-time project as the Geomatics Section currently provides ongoing maintenance (mapping) of all new easements for the City since January 2010.

As part of the 2015 Budget (BR 1348), Council approved the project with a base funding of \$180,000.

The Geomatics Section has been working to move this project forward for more than six years. Original estimated budgets were increased to account for inflation to arrive at the estimate of \$180,000. The estimate was based on knowledge of the number of variants of "City of Mississauga" within the Land Registry Offices and the expected level of difficulty to define the geographic extents of easements as described in related textual documents.

Since the request for budget approval, Geomatics has found a number of alternate names that were not accounted for in the original estimates. The net result is that many more parcels require mapping and that a large number of the additional parcels require specialised interpretation to properly define the spatial extent of the easement grants.

In addition, several municipal peers have moved forward with this same type of project over the past few years, such as the Region of Peel. Lessons learned from those peers, specifically the Region, have

been submitted to Geomatics for consideration for the project. These information exchanges have been included in the revised budget estimate.

The value in a data repository is only realised if the assets within the repository are fully described and complete. Having a partial repository will lead to erroneous assumptions by users and it is not in the best interests of the City to do a partial record conversion.

Currently Teranet Enterprises Inc. ("Teranet") is the City's vendor that provides services for Municipal Property Assessment, Property Data Services and GeoWarehouse On-Line Subscriptions (FA.49.459-14) and is the City Standards for IT Systems and Acquisition until January, 2020. The proposed iMaps Easement Mapping Project will be done by Teranet who has the background knowledge, skills, underlying concepts, ideas, methodologies, processes, tools, techniques, and essential know-how unique to them to do the project.

COMMENTS:

Outside of reduced costs to perform Land Registry Offices Title record searches for easements, having the easement data available to Realty, Legal, Capital Project Management and Planning and Building staff in a self-serve manner will speed up the decision-making process. This self-serve approach will also reduce the demand on administrative staff for full title searches on City lands. These benefits are not included in the overall Return of Investment for the project.

The total cost of the project is \$266,008. This work will be performed by Teranet and is broken down into three parts:

- Land Registry Office database search and export of individual records;
- Downloading of all source documents pertinent to the easement record within the Land Registry Office database; and
- Mapping of the geographic extents of the easement and linking the shape of the easement to related documents.

The project, once complete, will save the City \$105 per easement search. These searches are required for Capital construction projects as well as other Divisions across the Corporation.

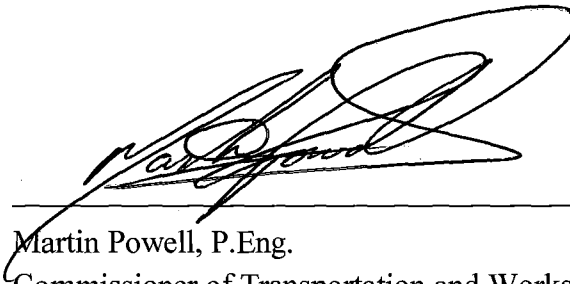
It is recommended that the contract with Teranet be amended for the provision of additional services, as required, subject to budget funding

availability, in the amount up to \$270,000, on a single source basis for the Easement Mapping Project, in accordance with the Purchasing By-law #374-2006, Schedule A 1 (b) (viii): "It is advantageous to the City to acquire the Goods and/or Services directly from another Public Body or public service body."

FINANCIAL IMPACT: The original mapping estimates based on the Land Registry Office database easement records required funding of \$180,000. Subsequent discovery of many more easement parcels requiring mapping and additional parcels requiring specialised interpretation will require additional funding of \$91,000 to complete.

The iMaps Extension Easement Mapping project (PN-15-243) has an approved budget of \$180,000. Additional funding of \$91,000 will be required from the Capital Reserve Fund (Account #33121).

CONCLUSION: In order to be able to complete this one-time project, additional funding is required. The budget PN-15-243 will be revised for a total of \$271,000 which will cover the cost estimate of \$266,008 plus the rebated HST portion.



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

*Prepared By: David Marion
Manager, Geomatics – Transportation and Works*



Corporate Report

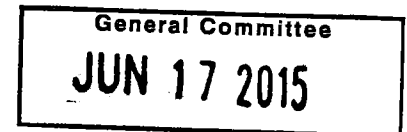
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25.

DATE: May 29, 2015

TO: Chair and Members of General Committee
Meeting Date: June 17, 2015



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

SUBJECT: **Contract Amendment and Single Source Contract for
Infrastructure as a Service Proof of Concept to include Azure
Cloud Storage subscription services and Microsoft Office 365
File Ref: Procurement FA.49.308-15**

- RECOMMENDATION:**
1. That the Purchasing Agent be authorized to execute the necessary contracts and amendments for the period of July 1, 2015 through to June 30, 2018 to Microsoft Corporation for Infrastructure as a Service (IaaS) Proof of Concept (POC) using Azure Cloud Storage subscription services with Office 365 suite of products.
 2. That Microsoft Corporation be recognized as a single source for the term July 1, 2015 to June 30, 2018 in order to accommodate the Azure Cloud Storage subscription services with Office 365 suite of products and related services, as required, subject to budget funding availability.
 3. That the Purchasing Agent be authorized to issue contract amendments to increase the value of the contract where necessary to accommodate growth and where such amount is approved in the budget.

4. That the Purchasing Agent be authorized to execute contract amendments to the Microsoft Enterprise Agreement (currently through Dell Canada Inc.) for the provision of additional Azure Cloud Storage subscription services with Office 365 suite of products, as required, subject to budget funding availability, for the term July 1, 2015 to June 30, 2018.
5. That the Purchasing Agent be authorized to execute the appropriate forms of commitment to Dell Canada Inc. in the estimated amount of \$350,000 excluding taxes, for the provision of Azure Cloud Storage subscription services with Office 365 suite of products, as required, for the term July 1, 2015 to June 30, 2018, inclusive of \$50,000 for professional services.

**REPORT
HIGHLIGHTS:**

- The City of Mississauga requires an upgrade from Microsoft Office 2010 to Microsoft Office 365 which is a Cloud Service.
- Cloud Services are remotely managed services and solutions for Microsoft Office 365 and Cloud Storage.
- We are proceeding with Microsoft Cloud Storage so that we have an integrated solution with Microsoft Office 365.
- Microsoft Corporation is the City's Vendor of Record.
- Microsoft recently announced the development of Cloud data centres in Canada.
- Microsoft Cloud Storage services are required to accommodate accelerated corporate data growth. This report recommends the proposed limited scale Proof of Concept (POC) and implementation of Infrastructure as a Service (IaaS).
- Microsoft Azure subscription services and Office 365 Cloud based suite of products, is required for a POC Cloud technology discovery implementation Software as a Service (SaaS).
- This report requests authority to execute the appropriate contracts and forms of commitment with Microsoft Corporation a single source service provider Azure subscription Services with Cloud Storage capabilities and Office 365 suite of products and related services.

- The contract commitment for Azure subscription services with Cloud Storage capabilities and Office 365 suite of products, as required, for the term July 1, 2015 to June 30, 2018 is estimated at \$350,000 excluding taxes.

BACKGROUND:

In 2012, the City's data centre was upgraded with a new storage area network (SAN) which stores all City data on premises at City Hall in our primary data centre with a complete back up copy stored at our offsite disaster recovery data centre.

The City also established Microsoft Office productivity tools with Office 2010, including email. These products are installed and used locally on city servers and staff desk top computers.

The Information Technology (IT) industry has changed significantly with the introduction of cloud computing. Data Centre storage and office products software are being designed as cloud based solutions known as Software as a Service (SaaS) and Infrastructure as a Service (IaaS).

COMMENTS:

The City of Mississauga requires an upgrade from Microsoft Office 2010 to Microsoft Office 365 which is a Cloud Service. Cloud Services are remotely managed services and solutions for Microsoft Office 365 and Cloud Storage. We are proceeding with Microsoft Cloud Storage so that we have an integrated solution with Microsoft Office 365. Microsoft Corporation is our current Vendor of Record.

Corporate data storage is continuously increasing demands on the City's traditional data storage space. In order to continue to provide system support to City services in the most effective way, IT proposes the implementation of Microsoft Azure subscription services with a Cloud based storage capabilities. This Cloud storage offering allows for the storage of large amounts of static, rarely changing data with near limitless capacity.

Several data sets have been identified as ideal candidates for this type of storage. Relocation of this data from traditional on premises storage to Cloud storage will result in a more effective way to grow the City's data storage requirements.

The Office 365 suite of products is a well-defined Cloud provided service that integrates seamlessly into our current Microsoft environment. The solution includes online SharePoint, Exchange (corporate email), Identity Management (secure log-in) as well as the Microsoft Office product suite.

The Azure subscription services with Cloud Storage capabilities and Office 365 suite of products offers numerous benefits for the mobile user such as ease of access, compatibility with smart devices as well as decreased footprint on the internal infrastructure. This will also reduce the operational impact to support these systems by City IT staff.

Privacy and security is a major concern for City IT when it comes to storing the corporation's data in the cloud. As part of the proof of concept, these concerns will be addressed by working with the Privacy Officer to complete a Privacy Impact Assessment (PIA). Microsoft recently announced that it will be building data centres in Canada to provide Cloud Services in a move to address public agency concerns.

It is recommended that the Microsoft Enterprise Agreement (EA) currently through Dell Canada Inc. be amended to include Azure Cloud Storage subscription services with Office 365 suite of products, as required, for the term July 1, 2015 to June 30, 2018.

It is further recommended that the Microsoft Corporation through its Enterprise Agreement (EA) be awarded a contract for Proof of Concept (POC) using Azure Cloud Storage subscription services with Office 365 suite of products, as required, for the term July 1, 2015 to June 30, 2018, on a single source basis, in accordance with the Purchasing By-law #374-2006, Schedule A 1 (a) (iii); *The Goods and/or Services are only available from one supplier by reason of;* *The existence of exclusive rights such as patent, copyright or licence,* and (b) (iv) *The Goods and Services are available from more than one source, but there are good and sufficient reasons for selecting one supplier in particular as follows; The solicitation of competitive bids would not be economical to the City.*

FINANCIAL IMPACT: Capital funding has been approved for related Cloud Storage technologies which include infrastructure. The transfer of capital budget to operating will need to be assessed for future years.

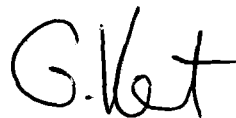
Microsoft Azure Cloud Storage subscription services are estimated at \$100,000 for the first 12 months. During the 12 month period the sizing and space requirements for the next two (2) years are estimated at \$100,000 per year.

Professional services were included in the capital budget, and will be used to implement the Proof of Concept estimated at \$50,000.

The POC for Azure Cloud Storage subscription services, Office 365 suite of products and Professional services was included in the 2015 through to 2018 capital budget at a value of \$350,000 under PN 15512.

CONCLUSION: The City's robust internal IT infrastructure will be greatly complemented by expansion to the cloud. Cloud based services will allow City IT to provide dynamic and agile world class IT business solutions based on the latest industry trends.

ATTACHMENTS: Appendix 1: Statement of Work – Cloud Solutions



Gary Kent
Commissioner of Corporate Services and Chief Financial Officer

*Prepared By: Shawn Slack, Director Information Technology
and Chief Information Officer*

Statement of Work – Cloud Solutions

A proof of concept will be developed in consultation with Microsoft Corporation and Dell Canada and be based on the City of Mississauga's current data centre environment and backup restore capabilities.

The proof of concept will include design and implementation of three deliverables through to completion in a production environment.

The Proof of Concept for Azure subscription services with Cloud Storage capabilities and Office 365 suite of products capital budget was approved at a value of \$350,000 from 2015 through to 2018 under PN 15512.

The Microsoft Azure subscription is estimated at \$100,000 for the first 12 months. During the 12 month period the sizing and space requirements for the next three (3) years are estimated at \$100,000 per year.

Professional services will be required to implement the Proof of Concept estimated at \$50,000.

Microsoft Azure technologies for Infrastructure as a Service (IaaS) will be used to demonstrate and for the Proof of Concept in three main areas:

1. Cloud Storage

Cost effective solution to store data securely in the cloud, Microsoft Azure provides military grade data encryption to ensure the highest levels of security. The estimated data size to be stored on Azure storage in the first year is 10 TB with 5 TB annual increases for the period of the Proof of Concept.

2. Mobile First App[lications]

Proof of Concept of Office 365 suite of products, SharePoint Online and Exchange (corporate email), the Proof of Concept will focus on mobile users' ease of access, security and manageability.

3. Identity Management

Azure Active Directory (AD) is a comprehensive identity and access management cloud solution that seamlessly integrates with the City's current local AD infrastructure to provide a robust set of capabilities to manage users and groups and help secure access to on-premises and cloud applications. Azure AD is an ultimate solution to address Single Sign-on, Self-Service Password Reset and Active Directory Federation.



Corporate Report

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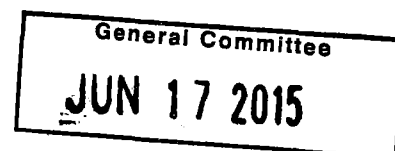
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DATE: May 29, 2015

TO: Chair and Members of General Committee
Meeting Date: June 17, 2015

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

SUBJECT: **Single Source Recommendation for the Implementation of SAP
Revenue Management Automation and ARC System Conversion**
File Ref: FA.49.411-15



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- RECOMMENDATION:**
1. That the report of the Commissioner of Corporate Services and Chief Financial Officer dated May 29, 2015 and entitled Single Source Recommendation for the Implementation of SAP Revenue Management Automation and ARC System Conversion be received for information.
 2. That the Purchasing Agent be authorized to execute the necessary agreements with Illumiti Inc. on a single source basis to provide professional services related to the implementation of SAP Revenue Management automation and Accounts Receivable Collections system conversion to SAP, in the amount not to exceed \$347,188 excluding HST, in a form satisfactory to the City Solicitor.

**REPORT
HIGHLIGHTS:**

- 2012 & 2015 Capital Budgets of \$400,000 were approved to implement improvements to the Revenue Management process and to convert the Accounts Receivable Collections system to SAP.

In November 2014, the City issued an enquiry for professional service through a competitive procurement process from three pre-qualified vendors listed in the IT SAP Vendor Roster. The enquiry was to conduct a comprehensive assessment of the current processes for Revenue Management and Accounts Receivable Collections. Illumiti Inc. was the only vendor who submitted a proposal. Therefore, the City awarded Illumiti Inc. for the assessment in the amount of \$99,650. The assessment identified a number of manual steps that can be automated using existing SAP financial modules that the City currently licenses.

- Implementation of the recommended SAP solutions will generate capacity that can result in an estimated annual savings of 4,312 Collections staff hours and an estimated annual savings of 15,040 hours for the Finance and service area staff. A total annual savings of 19,352 staff hours creates capacity to be reallocated or reduced.
- This report proposes a contract award to Illumiti Inc., the amount of \$347,188 exclusive of taxes on a single source basis to provide professional services related to the implementation of SAP solutions for Revenue Management and Accounts Receivables Collections. The project will be implemented in phases with solution delivery starting in Q4 of 2015 and concluding in Q3 of 2016.

BACKGROUND:

City services such as recreation programs, parking meters, Library services, Animal Services, Presto, parking tickets etc. generate approximately \$69 million (approx. 870,000 transactions) annually revenue of through point-of-sale systems across the City. This includes walk-up, over the phone and internet transactions.

Since 1995, City staff have used SAP financial modules for revenue management activities; specifically, general ledger, accounts receivables, revenue and bank reconciliation and financial reporting.

When the SAP financial modules were first implemented, a number of manual processes were put in place to reconcile the revenue collected from point-of-sale systems against what was recorded in the City's SAP General Ledger and the City's bank statements. Due to the lack

of integration between the point-of-sale systems and SAP, and to satisfy audit recommendations, additional manual steps were added over the years. Currently, the revenue management process is manually intensive involving staff from various service areas and Finance.

Over the years, SAP has evolved system modules to allow better automation to enhance efficiencies. In 2010, the City conducted a comprehensive Finance E3 review which identified the need to implement new SAP features to address efficiency, effectiveness and economy.

Collections staff are responsible for the collection of overdue taxes, Provincial Offenses Act fines and overdue receivables. Some of the types of receivables are false alarms, attending to the scene of an accident by the Fire and Emergency Services, or damage to City property. In 2014, the City issued \$24 million of invoices of which \$10.3 million had collection activity.

Collections staff have used a custom developed Accounts Receivable Collections system to manage the collection of overdue Accounts Receivables. The collection process has many manual processes and the system has business requirement shortfalls, outstanding audit recommendations and is now at end of life.

2012 & 2015 Capital Budgets of \$400,000 were approved to implement improvements to the Revenue Management process and to convert the Accounts Receivable Collections system to SAP.

COMMENTS:

In November 2014, the City issued an enquiry for professional service through a competitive procurement process from three pre-qualified vendors listed in the IT SAP Vendor Roster. The enquiry was to conduct a comprehensive assessment of the current processes for Revenue Management and Accounts Receivable Collections. Illumiti Inc. was the only vendor who submitted a proposal. Therefore, the City awarded Illumiti Inc. for the assessment in the amount of \$99,650. The assessment identified a number of manual steps that can be automated leveraging existing SAP solutions that the City currently licenses.

Following the assessment, Illumiti Inc. prepared demonstrations, recommended new business processes and SAP solutions to achieve automation and improved efficiencies through the elimination of a majority of the manual processes.

Although the SAP recommended solutions will not require additional licenses, professional services will be required. A formal proposal from Illumiti Inc. has been received based on the submitted Statement of Work as attached in Appendix 1 in the amount of \$347,188. A return on investment in one (1) year will be achieved based on the estimated costs and savings.

Implementation of the recommended SAP solutions will generate capacity that can result in an estimated annual savings of 4,312 Collections staff hours and an estimated annual savings of 15,040 hours for Finance and service area staff. A total annual savings of 19,352 staff hours provides more time for these roles to complete value added work or the capacity can be reallocated or reduced. Other key benefits that will be achieved after implementation of the recommended SAP solutions include:

- Replaces an end-of-life Accounts Receivable Collections system
- Addresses audit recommendations
- Standardizes processes
- Automates processes that eliminates manual intervention
- Improves data accuracy
- Eliminates duplicate reconciliation efforts
- Improves partnership with Collection Agencies
- Improves customer service
- Increases visibility of collection status by other Departments
- Streamlines the bank reconciliation and eliminates most of the manual processes.

The Purchasing By-law #374-06, provides for Non-Competitive Acquisitions - Single Source awards under Schedule A (b)(iv), wherein it states; The Goods and/or Services are available from more than one source, but there are good and sufficient reasons for selecting one supplier in particular; The solicitation of competitive Bids would not be economical to the City.

Illumiti Inc. is one of the three vendors on the City's SAP Vendor Roster list and has been successfully providing SAP professional services to the City for over six (6) years. Illumiti Inc. has detailed knowledge of the City's business processes and proven expertise to deliver the recommended solutions.

In addition, the risk of not single sourcing Illumiti Inc. to implement the recommended solutions include loss of project momentum resulting in an increase in cost and time to implement and reduction in return on investment.

FINANCIAL IMPACT: The SAP Financial Modules capital budget was approved in 2012 with a remaining budget of \$200,000 in PN 12548. The SAP Conversion of Collection ARC System capital budget was approved in 2012 with \$100,000 allocated in PN 12550. The Automated Financial Parking Reconciliation Program capital budget was approved in 2015 with \$100,000 allocated in PN 15241 to automate the bank reconciliation process. Total approved funding to implement the recommended SAP solutions is \$400,000.

The estimated cost for completion of the Statement of Work by Illumiti Inc. is \$347,188 exclusive of taxes. There are no ongoing costs associated with the work being undertaken by Illumiti Inc.

CONCLUSION: The implementation of the recommended SAP solutions for Revenue Management and Accounts Receivable/Collections will improve the efficiency, effectiveness and economy of operations.

An agreement with Illumiti Inc. is already in place as part of the SAP vendor roster. Engaging Illumiti Inc. to implement the recommended SAP solutions will leverage the work already completed and eliminate the risk of rework and increase costs.

This report proposes to award Illumiti Inc. in the amount of \$347,188 exclusive of taxes on a single source basis to procure professional services related to the implementation of SAP solutions for Revenue Management and Accounts Receivables/Collections. The project will be implemented in phases with solution delivery starting in Q4 of 2015 and concluding in Q3 of 2016.

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ATTACHMENTS:

Appendix 1: Illumiti Inc. – Statement of Work

G. Kent.

Gary Kent

Commissioner of Corporate Services and Chief Financial Officer

*Prepared By: Shawn Slack, Director Information Technology and
Chief Information Officer*

The Corporation of the City of Mississauga
Procurement No. FA 49.411-15; Statement of Work
SAP Revenue Management Automation and
Accounts Receivables Collection System Conversion to SAP

Appendix 1

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1.0 INTRODUCTION

This **Statement of Work** (the "**SOW**") will serve as **Schedule A-1** to the Master Services Agreement executed on June 16, 2010 (the "**Master Agreement**"), entered into on this **1** day of **JULY, 2015** by and between:

1. **ILLUMITI INC. (Contractor)**, a company incorporated and existing under the laws of Ontario and having its registered office at 45 Vogell Road , Suite 101, Richmond Hill, Ontario, L4B 3P6, Canada (the "**Contractor**"); and
 2. **THE CORPORATION OF THE CITY OF MISSISSAUGA (Client)**, a company incorporated and existing under the laws of Canada and having its principal place of business at ONTARIO, Canada (the "**Client**").
- (each individually referred to as a "Party" and collectively as the "Parties")

2.0 PROJECT OBJECTIVES

The project objectives include:

- 2.1 To replace the existing Accounts Receivable Collection system with SAP Accounts Receivable and Collections functions:
 - Use of Customer Master
 - Generation of customer invoices from SAP
 - Use of SAP Dunning
 - Automated Interest Calculations
 - Customer Statements
 - Interface sub systems to SAP when possible
 - Outbound interface to collections agencies
 - Use of SAP Personas for collections process screens
 - Standardize use of fields in SAP
- 2.2 To automate Revenue and Bank Reconciliation
 - Standardization of revenue sheets
 - Interface various sub-systems to SAP
 - Implementation of Electronic Bank Statements

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The Corporation of the City of Mississauga
Procurement No. FA 49.411-15; Statement of Work
SAP Revenue Management Automation and
Accounts Receivables Collection System Conversion to SAP

Appendix 1

3.0 PROJECT SCOPE

Contractor shall provide professional services for SAP ECC 6.0 EHP 7 applications and associated components for the "Accounts Receivable & Collection (ARC) and Revenue Management / Bank Reconciliation" initiative (The **Project**).

The following work will be executed by contractor consultants which represents the scope of the engagement.

3.1 Financial Configuration

- Configuration of SAP Components to support ARC replacement and Revenue Management and Bank Reconciliation
 - Customer Master
 - Customer Invoicing
 - Screen Personas for user interface simplification
 - Dunning (Reminder Letters) functions in support of the collections process
 - Automated Interest Calculation
 - Collections and Dispute functions
 - Customer Statements and Aging
- Automated Revenue Postings
 - Electronic Bank Statements

3.2 Interfaces

- Development of interfaces to support ARC replacement, Revenue Management and Bank Reconciliation. Known interfaces are listed below.
 - Interfaces to SAP customer master file from various point of sale systems where possible
 - Interfaces to existing city revenue systems where possible
 - Interface to one City of Mississauga bank (CIBC) in support of SAP Electronic Bank Statement
 - Interface between SAP and collection agencies

3.3 Enhancements

- Development of enhancements to support ARC replacement, Revenue Management and Bank Reconciliation. Known enhancements are listed below.
 - An enhancement to support customer interaction and activity logging
 - An enhancement to support multiple alternate payers

3.4 Workflow

- Workflow for invoice approval

The Corporation of the City of Mississauga
Procurement No. FA 49.411-15; Statement of Work
SAP Revenue Management Automation and
Accounts Receivables Collection System Conversion to SAP

Appendix 1

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3.5 Reporting

- Key business reporting requirements for Client will be addressed by standard SAP reporting tools including standard SAP reports, Report Writer, Report Painter, Logistics information systems and SAP query.

4.0 SERVICES PROVIDED

The following lists the services that the contractor will provide for the ARC Replacement and Revenue Management initiatives:

- Project Management Oversight
- Solution Architecture Design and Quality Assurance
- Configuration of SAP Components in support of ARC and Revenue Management
 - Customer Master
 - Customer Invoicing
 - Screen Personas
 - Dunning (reminder letters) functions in support of the collections process
 - Automated interest calculation
 - Collections and Dispute functionality
 - Customer Statements and Aging Reporting
 - Automated revenue postings
 - Electronic Bank Statements
- Development
 - Interfaces to the SAP Customer Master File from various Point of Sale systems where possible
 - Interfaces to existing City sub systems
 - Interfaces to bank(s) in support of the SAP electronic bank statement
 - Interface between SAP and Collection Agencies
 - An enhancement to support Customer interaction and collection activity logging
 - Workflow in support of transaction postings
- Provide a "Train the Trainer" Approach and Subject Matter Expertise for Knowledge Transfer to City Subject Matter Experts
- Support to City project resources during User Acceptance Testing to address questions and issues
- Prepare the production environment for the Collections and Revenue Management solution in SAP
- Support Cutover and provide post Go Live support



Corporate Report

Clerk's Files

Originator's
Files

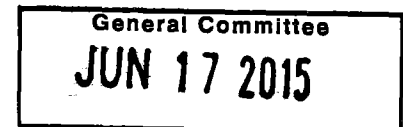
27.

DATE: May 20, 2015

TO: Chair and Members of General Committee
Meeting Date: June 17, 2015

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

SUBJECT: Procurement of Electricity and Natural Gas 2014- 2015



RECOMMENDATION: That the Corporate Report dated May 20, 2015 on Procurement of Electricity and Natural Gas 2014- 2015 from the Commissioner, Corporate Services and Chief Financial Officer be received for information.

**REPORT
HIGHLIGHTS:**

Electricity

- Ontario electricity prices are expected to continue to increase by 7% per year over the next two years due to a number of influences including the Green Energy Act, incentives for generating green power and for promoting energy conservation.
- For 2014 and 2015, the strategy of buying electricity primarily on the variable market price rather than fixed price contracts has continued. However retailers are being utilized for smart metered accounts where they offer additional value to the City.
- This strategy resulted in a saving of \$219,000 in 2014 compared to purchasing electricity on a fixed price contract.

Natural Gas

- For 2014, the City purchased 54% of natural gas requirement at an average fixed price of \$3.25/GJ (giga-joule). The remaining natural gas for 2014 was purchased at the average open market price of \$4.31/GJ. This strategy resulted in a saving of \$172,600 compared to purchasing 100% requirement at spot prices.
- Natural gas prices were higher in 2014 over 2013 as a result of the unusually cold winter, but have reduced in early 2015.
- The City has purchased 50% of its gas requirement for 2015 at an average rate of \$3.32/GJ.

BACKGROUND:

This Report is being provided to General Committee as required by Corporate Policy # 03-06-07 on Procurement of Electricity and Natural Gas. The Policy states that electricity and natural gas procurement will be undertaken in a manner that endeavours to balance the need to achieve the lowest cost, with the need for price stability. The Policy also requires that the Commissioner of Corporate Services & Chief Financial Officer provide a report to Council, on an annual basis that contains the information provided in this Report.

COMMENTS:**Electricity**

In 2014, the average market price for electricity increased by 5.9% over 2013.

The City used the variable market price rather than fixed price contracts for all electricity purchases in 2014. 91% of electricity was purchased from Enersource for large City accounts, streetlights and a portion of medium sized accounts. The remaining 9% consisting of medium sized accounts with smart meters were purchased at the variable market price through a retailer at a nominal fee. By purchasing through a retailer the City was able to avoid high peak consumption rates.

This strategy resulted in a saving of \$219,000 compared to purchasing electricity on a fixed price contract.

The cost of electricity supply in 2014 was \$9,971,000 including power

used for streetlights. Distribution and other regulated charges are in addition to the above commodity supply charges. Total cost of electricity in 2014 was \$15,031,000.

The 2014 strategy of buying electricity largely on the variable market price has continued in 2015 as this is the best value for money option for the City.

Ontario electricity prices are expected to continue to increase over the next several years due to a number of influences including the Green Energy Act and incentives for generating new green power as well as incentives for energy conservation.

Consumers have to pay an additional Global Adjustment charge that the Province charges on top of the cost of electricity. The Global Adjustment charge includes the recovery of premium that the Province pays towards green power generation projects and conservation programs. The Global Adjustment charge also includes compensation to Ontario Power Generation when market prices fall below an agreed base price. Global Adjustment comprised over 61% of the price of electricity in 2014.

With the Province approving increased number of wind and solar power generation projects, the Global Adjustment charge is expected to continue to rise and the total price of electricity is expected to increase at an average rate of 7% per year for the next two years.

Smart meters were introduced in 2012- 2013 for a portion of the City's medium size accounts which comprise approximately 9% of the City's electricity consumption. These accounts are subject to Time of Use (TOU) rates where peak period rates are 88% higher on average than off peak rates. Since the City's operation is mostly during peak periods, TOU rates would have a large impact on electricity cost of these medium sized accounts. Enersource is mandated to bill accounts with "smart meters" at TOU rates. By purchasing select smart metered accounts through a retailer in 2014 & 2015 the City was able to avoid high peak consumption rates.

In 2014, the average daily market price for natural gas increased 40% over 2013 rates.

For 2014, the City purchased almost 54% of its natural gas requirement at an average fixed price of \$3.25/GJ. The remaining natural gas for 2014 was purchased at the average open market price of \$4.31/GJ. Additionally, the City purchased transportation for its natural gas from Alberta to Ontario at an average price of \$1.54/GJ. Purchasing natural gas with a strategy of combining fixed pricing with the open market pricing resulted in a saving of almost \$172,600 in 2014 as compared to purchasing at open market prices.

The total annual cost of gas including supply, transportation and regulated distribution charges was \$2,276,000 in 2014.

Natural gas prices in the first three months of 2015 have been averaging lower than in 2014 as a result of high storage and the falling oil prices. Currently, the City has purchased 50% of its requirements at an average rate of \$3.44/GJ until October 2015.

Additionally the City purchased transportation for its natural gas at an average price of \$1.90/GJ from December 2014 to October 2015.

To protect the City against anticipated price increases and to take advantage of lower gas prices, the City has purchased 50% of its natural gas requirement for November 2015 to October 2016 at a fixed price of \$3.73/GJ.

FINANCIAL IMPACT: Cost savings realized for natural gas under this Utility Procurement Strategy are estimated at \$172,600 in 2014. Cost savings realized for electricity are estimated at \$219,000 in 2014.

CONCLUSION:

This report provides an overview of the electricity and natural gas procurement strategy used in 2014 and resulting savings along with the approach being followed in 2015.

The City proactively monitors electricity and natural gas market conditions and takes appropriate procurement decisions to maximize benefit to the energy portfolio.



Gary Kent

Commissioner, Corporate Services and Chief Financial Officer

*Prepared By: Rajan Balchandani, P. Eng., Manager, Energy
Management
Facilities & Property Management*



Corporate Report

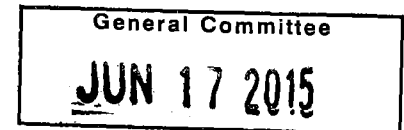
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Originator's
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DATE: May 27, 2015

TO: Chair and Members of General Committee
Meeting Date: June 17, 2015



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

SUBJECT: City Wide requirements for Desktop Management Services and
Products – Vendor of Record Province of Ontario Agreement
(DMSP-03) CompuCom Canada Co.
File Ref: FA.49.419-15

- RECOMMENDATION:**
1. That the Purchasing Agent be authorized to enter into the Vendor of Record (VOR) Province of Ontario Agreement and to execute the necessary contracts and agreements with CompuCom Canada Co. for the period of three (3) years with the option to extend the Agreement on the same terms and conditions for up to two (2) additional one-year (1) extensions as outlined in the Ontario Master Agreement VOR OSS-00466131 for Desktop Management Services and Products (DMSP-03) for all desktops, notebooks, rugged notebooks, monitors, thin clients, Apple devices, Android devices and Services as outlined in Section 5c of the Vendor of Record User Guide for Provincially Funded Organizations (OSS_00466131), in the estimated amount of \$4,000,000, exclusive of taxes, based on current accounts for a five (5) year contact term;
 2. That the Purchasing Agent be authorized to negotiate other Desktop Services and incorporate them in the Publicly Funded Organization Agreement (non-Ontario Agreements) as

addendums to the Ontario Master Agreement VOR OSS-00466131;

3. That the Purchasing Agent be authorized to increase the value of the contract where necessary to accommodate growth and where amount is provided in the budget;
4. That the Purchasing Agent be authorized to negotiate and issue contract amendments to add any future Desktop Services from CompuCom Canada Co., and incorporate them in the Publicly Funded Organization (PFO) Agreement (non-Ontario Agreements) where necessary, to accommodate the City's new growth requirements and where amounts are approved in the budget;
5. That CompuCom Canada Co. be designated a "City Standard" for up to a five (5) year period.

**REPORT
HIGHLIGHTS:**

- Desktop Management Services and Products are currently managed by the Service Management section in Information Technology. There are approximately 5000 computing units including desktops, notebooks, rugged notebooks, and mobile devices.
- The desktop computing contract with the existing vendor Compugen is expiring September 30, 2015. . The Province of Ontario conducted an open and competitive process to acquire a supplier for Desktop Management Services and Products in September 2014. The successful sole vendor was awarded to CompuCom Canada Co.
- The proposed VOR plan provides cost certainty for Desktop Management Services and Products. All hardware is provided at a guaranteed rate of the Manufactures Suggested Retail Price (MSRP) conducted through competitive process for the term of the DMSP-03 (VOR OSS-00466131) contract.
- This report recommends that the City enter into the Publicly Funded Organization Agreement under the Province Ontario Master Agreement VOR OSS-00466131 contract with CompuCom Canada Co., under the terms of the Ontario Ministry of Government and Consumer Services DMSP-03 for the provision of

Desktop Management Services and Products.

BACKGROUND:

Desktop Management Services and Products are currently managed by Service Management, in Information Technology. There are approximately 5000 computing units including desktops, notebooks, rugged notebooks, and mobile devices.

The City's previous contract with Compugen is expiring September 30, 2015.

Mobility is a major driver and an important aspect of the decision to support ever-growing City's business needs and requirements. The Provincial VOR agreement includes mobility options and devices that align with the needs and requirements of the City's office and field mobility staff.

COMMENTS:

The Province of Ontario conducted an open and competitive process to acquire a supplier for Desktop Management Services and Products in September 2014. The successful sole vendor was awarded to CompuCom Canada Co.

The City will be required to enter into an agreement with CompuCom Canada Co. to obtain the rates offered through the VOR agreement. This agreement will be in conjunction with the terms set out by the province, and lasts for three (3) years effective May 8, 2015 with the option for the province to renew for up to two (2) additional one-year (1) extensions.

The VOR agreement provides cost certainty for Desktop Management Services and Products for a period of up to five (5) years.

The City may choose to expand the agreement to include any future Desktop Services as outlined in Section 5c of the Vendor of Record User Guide for Provincially Funded Organizations (OSS_00466131) to the Publicly Funded Organization Agreement (non-Ontario Agreement) under the current VOR Ontario Agreement. The User Guide is confidential according to the Province of Ontario and is not

attached as an Appendix to this report. The City will be able to use the existing terms and conditions as defined in the current VOR Ontario Agreement to obtain the best price from the vendor for any required or expanded services. This will help reduce the amount of administration the City spends on procurement of any Desktop Management Services and Products, by leveraging the currently completed competitive procurement process by the Province of Ontario.

The Contract Manager will work with CompuCom Canada Co. to move to the new VOR pricing.

The Contract Manager will investigate if there are substantial cost savings by following the Provincial VOR vendor ranking, and will work to move all equipment as they renew to the new vendor.

Hardware and Service Costs

The proposed VOR DMSP-03 contract provides cost certainty with hardware prices. All hardware is provided at a guaranteed rate (MSRP) conducted through competitive process for the term of the DMSP-03 contract. Even if a newer model and specification become available, the City will be able to use existing pricing with terms and conditions as defined in the current VOR Ontario Agreement.

FINANCIAL IMPACT: Information Technology budgets for the lifecycle replacement of desktop computing hardware through the annual business planning and budget process based on a typical lifecycle of 4 years. This lifecycle is in transition with the introduction of mobile based technology and will be assessed each year in conjunction with the budget approval process.

The City would like to take advantage of the purchasing power of the Province and its very aggressive and competitive pricing extended through the VOR OSS-00466131 contract with CompuCom Canada Co. This is an excellent example of an efficient and cost effective process by taking advantage and leveraging the competitive procurement process work of the Province providing the PFO value for money and innovation.

CONCLUSION:

This report recommends that the City enter into the Publicly Funded Organization Agreement under the Province Ontario Master Agreement VOR OSS-00466131 contract with CompuCom Canada Co., under the terms of the Ontario Ministry of Government and Consumer Services DMSP-03 for the provision of Desktop Management Services and Products.

These changes will allow the City to provide a higher level of service for a mobile work force through flexibility in device choice with better cost certainty and buying power of the Provincial Agreement.



Gary Kent

Commissioner of Corporate Services and Chief Financial Officer

*Prepared By: Shawn Slack, Director Information Technology and
Chief Information Officer*



Corporate Report

Clerk's Files

Originator's
Files

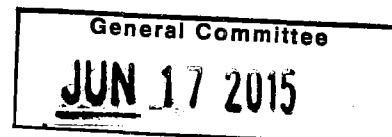
29.

DATE: June 2, 2015

TO: Chair and Members of General Committee
Meeting Date: June 17, 2015

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

SUBJECT: Proposed Corporate Policy and Procedure - Open Data Program



- RECOMMENDATION:**
1. That the Corporate Policy and Procedure – Open Data Program, attached as Appendix 1 to the Corporate Report dated June 2, 2015 from the Commissioner of Corporate Services and Chief Financial Officer be approved.
 2. That the Open Data Implementation Plan including the addition of new Open Data sets, the launch of a new open data portal and plans for a Hackathon on Open Data day in 2016 be endorsed by General Committee.

**REPORT
HIGHLIGHTS:**

- The City of Mississauga was an early adopter of Open Data with the launch of Mississauga Data in March of 2010 on the City's website (www.mississauga.ca).
- In 2012, the IT Plan 2.0 recommended that the development of an Open Data policy be completed including engagement with the public to encourage use of Open Data and creation of user defined mobile apps.
- The policy has been developed internally and through benchmarking with other public sector agencies.

- Implementing the Open Data Program will build on the successes realized through the initial Mississauga Data program but with a broader set of data that better represents all City Services and greater community engagement in the use of the data including building Apps.

BACKGROUND:

Open Data is a piece of data or content that is open for anyone to use, reuse, and redistribute it and is free to use. Open Data is structured data that is machine readable which makes it useful for reuse and manipulation to create apps, perform analysis or generate reports. Information that is compiled into a PDF report and published is not considered Open Data although this type of information can be supportive to meeting the broader objectives of openness and transparency.

The City of Mississauga was an early adopter of Open Data with the launch of Mississauga Data in March of 2010 on the City's website (www.mississauga.ca). The Policy Planning Division published Open Data sets relating to urban planning statistical data: population, demographics, census, development monitoring/activity, growth forecasts, housing, employment, office, land use, vacant lands and the environment.

The goal of Mississauga Data was to provide free and open data/information products for staff, Council and the public leading to greater transparency. An additional benefit recognized early on was the self-serve nature of Open Data. Anyone, at any time, can simply download the data they need without having to make an inquiry to City staff. This offset in operations allowed the Information Planning Section to focus more time on research and data products, and less time responding to requests for information. One million downloads were achieved after three years of service.

The benefits of open data include:

- Transparency
- Innovation
- Empowerment
- Cost-Effective
- Accountability
- Public Engagement
- Software Apps
- Self-Serve

- Reduce FOI Requests
- Economy and Business

In 2012, the IT Plan 2.0 recommended that the development of an Open Data policy be completed including engagement with the public to encourage use of Open Data and creation of user defined mobile apps. The Communications Master Plan of 2012 also recommended the use of Open Data.

COMMENTS:

The proposed Open Data Program corporate policy and procedure puts in place guidelines and procedures for City staff to follow that enable publishing of City Open Data in a form that is easily accessible and in a form that aligns with Open Data standards that have been adopted by governments and agencies worldwide.

The policy has been developed internally and through benchmarking with other public sector agencies. To generate greater awareness and engage staff throughout the organization an Open Data Community of Practice was formed early in 2014. The goal was to create a Policy on the corporate wide use of Open Data which included the following:

- Learn the concepts and best practices of Open Data
- Research other public sector agencies and how those programs worked
- Understand and mitigate any issues around the city wide use of open data
- Inventory city datasets throughout the organization that may be applicable for inclusion into the Open Data program, and
- Recommend a governance structure with clear roles and responsibilities

Considerable benchmarking was completed prior to creation of the draft policy. Twelve (12) Canadian municipalities and the Provincial Governments of Ontario and British Columbia were contacted, with six cities and the Province of Ontario responding. Additional information was obtained from municipal web sites and their respective Open Data sites. In general, the purpose of open data policies is to state the organization's commitment to open government and to set out the process, roles and responsibilities and criteria by

which the municipality's/province's data will be made available to the public.

The Community of Practice inventoried a total of 200+ datasets that exist throughout the Corporation of the City of Mississauga. Further review into privacy, confidentiality, ownership and other constraints will determine which datasets in whole or in part are appropriate for inclusion into the Open Data program.

Posting Open Data will require staff time ranging from infrequent updates on a monthly or annual basis to a more regular series of updates for services that generate greater amounts of data possibly weekly and monthly.

While some staff time is required to post Open Data there will be an offsetting benefit as was realized with the introduction of Mississauga Data including greater self-service of data and information that traditionally was completed by City staff whether through an FOI request or other requests for information.

Implementing the proposed Policy and Procedure Open Data Program will build on the successes realized through the initial Mississauga Data program but with a broader set of data that better represents all City Services and greater community engagement in the use of the data including building Apps.

The following are key tasks to be completed as part of the **Open Data Program Implementation Plan**:

- Prepare a set of open data guidelines which will clearly indicate how datasets are determined for inclusion into the open data program.
- Implement a new Open Data website that enables industry standards for Open Data publishing, search and data exports to multiple formats within a secure environment including training of staff who will post open datasets.
- Develop a Communications Plan that helps tell the City of Mississauga's Open Data story and drive greater adoption of Open Data and take advantage of other

events where Open Data and Transparency may align with the theme.

- Launch an Open Data Hackathon event tied to Open Data day 2016 to create greater awareness and engagement with the community.
- Develop relationships and Partnerships with other Agencies and Post-Secondary institutions to encourage the use of City of Mississauga Open Data for learning and innovation.

City staff will take a modest approach to implementing the Open Data Program taking advantage of opportunities and events already planned as well as raising the profile and awareness of Open Data on the City's website. Some nominal investment will be made in the implementation of the Open Data portal which will be funded through the approved capital budget Planning Database Modernization (BR189) as well as some minor related costs to support the Open Data Day Hackathon with an emphasis to use partnerships to support the event in 2016.

FINANCIAL IMPACT: A hosted Open Data platform will replace the current City web pages where Mississauga Data is currently managed. The approach will be low cost as it is intended to use Cloud software as a service solutions and open source solutions that are low cost. Current estimates for these solutions on an annual basis are approximately \$10,000 per year.

These costs will be funded by the Planning Database Modernization project (BR189),

CONCLUSION: The City of Mississauga was an early adopter of Open Data in Canada as one of the first 12 public sector agencies to publish Open Data. This experience has informed staff and through additional research and benchmarking has resulted in the development of a Corporate Policy and Procedure for Open Data.

This Open Data policy is well aligned to the Communications and Information Technology strategies where Open Data was identified as a relevant and key objective that promotes Transparent and Open Government.

The implementation of a new Open Data portal that improves data search capability and publishing will ensure that the technology supports the objectives of Open Data in an innovative, efficient and cost effective way. The addition of Open Data that better represents all City Services will enhance the use and capabilities of the City's Open Data inventory and will drive greater value and public engagement.

Driving engagement and awareness will be achieved by launching a Hackathon on Open Data Day in 2016 which will encourage App development, innovation and community involvement. The City of Mississauga will continue to be a leader in Open Data by approving this Open Data Program.

ATTACHMENTS:

- Appendix 1: Proposed Corporate Policy and Procedure – Open Data Program
- Appendix 2: Open Data Presentation



Gary Kent
Commissioner Corporate Services and Chief Financial Officer

*Prepared By: Shawn Slack, Director Information Technology and
Chief Information Officer*

Corporate Policy and Procedure



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TAB: CORPORATE ADMINISTRATION
SECTION: ACCOUNTABILITY AND TRANSPARENCY
SUBJECT: OPEN DATA PROGRAM

POLICY STATEMENT The City of Mississauga is committed to the principles of open and transparent government.

PURPOSE The purpose of this policy is to provide an overview of the City's Open Data program, including the principles and roles and responsibilities of management staff.

SCOPE This policy applies to all City departments.

OPEN DATA GUIDELINES

This policy is supported by the Open Data Guidelines ("the Guidelines") that provide detailed information on all aspects of the Open Data program, including how to determine if a Dataset meets the stated criteria for posting; technical standards and Information Technology (IT) requirements; roles and responsibilities of staff; step-by-step processes and check lists for staff trained to review and/or post data; assessing risk; the need for review by Legal, Legislative Services and other staff as required; and the approval process. The Guidelines are a living document that may be revised as required by the Open Data Working Group or its successor.

LEGISLATIVE REQUIREMENTS

Any collection, use and disclosure of information under this policy will be undertaken in accordance with the *Municipal Freedom of Information and Protection of Privacy Act* (MFIPPA) and the *Personal Health Information Protection Act* (PHIPA). City of Mississauga data will not contain personal or private information. For more information on MFIPPA refer to

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Corporate Policy and Procedure



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Corporate Policy and Procedure – Records Management – Freedom of Information and Protection of Privacy.

This policy will be implemented in a manner consistent with the *Accessibility for Ontarians With Disabilities 2005 (AODA)*, specifically Ontario Regulation 191/11, the Integrated Accessibility Standards (IASR), which establishes the accessibility standards pertaining to information and communications.

DEFINITIONS

Dataset

For the purposes of this policy:

“Dataset” means a collection of raw data, such as facts, figures and statistics, that can be presented in a structured file format that is exportable and machine readable. Datasets are usually presented in tabular form with associated Metadata and may include geospatial datasets such as shape files, KML or other open mapping formats.

Leadership Team

“Leadership Team” means the City Manager and Commissioners.

Metadata

“Metadata” means data that describes or explains Datasets by providing information about their contents. Examples of Metadata include the source of the information, its purpose, how it should be interpreted and the date of creation or modification or, for images, the colour depth and image resolution.

Open Data

“Open Data” means City data that is owned by the City of Mississauga and has been proactively made available to the public, free of charge, on the City’s external open data portal (subject to the Terms of Use and user license) in a recognized and usable format and in accordance with this policy.

Open Data Working Group

“Open Data Working Group” means a group comprised of City staff, with representation from all departments, who are responsible for choosing an Open Data platform, creating the

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Guidelines, training applicable staff and communicating the Open Data program.

Primary Source Data

“Primary Source Data” means original information created or collected by the City.

ADMINISTRATION

The Open Data program is administered by the Open Data Working Group, in consultation with all City departments. Administrative revisions to this policy (e.g. changes to definitions or accountabilities for clarity) may be made by the Open Data Working Group, with the approval of the Director, Information Technology, Corporate Services Department. Any fundamental shift in the policy principles or policy direction requires the approval of the Leadership Team.

BACKGROUND

Open Data provides immediate, self-serve, one-stop access to relevant information about the City of Mississauga and is available for the benefit of all citizens and businesses. Open Data may be accessed by anyone at any time and reused/repurposed for any public or business use, including the creation of digital applications. The benefits of Open Data include greater citizen engagement with and understanding of the City; a decrease in the number of individual requests for information (reduced administrative costs); and the potential to attract residents and businesses by providing detailed City information (economic growth).

ACCOUNTABILITY

Open Data Working Group

The Open Data Working Group is accountable for:

- leading the development/implementation of an Open Data platform, in consultation with the IT Steering Committee, IT Division, Corporate Service Department, including a program of Metadata capture;
- defining and documenting detailed processes in the Guidelines to assist respective departments and City staff to

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assess Datasets to ensure they meet the Guiding Principles outlined in this policy;

- building engagement strategies with the public to promote the benefits and uses of Open Data;
- establishing and providing a master list of Datasets to enable public input (voting) on which Datasets to publish;
- fostering and communicating the Open Data program within their respective departments;
- determining the training needs of applicable staff, including processes for approval and uploading of Datasets;
- attending ongoing meetings (e.g. quarterly) to review and address any overarching issues or concerns, as needed;
- reporting progress/metrics as a standing item on meeting agendas and in an annual report to the Leadership Team;
- designating a single point of contact to respond to public inquiries related to Open Data; and
- monitoring the overall Open Data program.

Directors

Directors are accountable for:

- ensuring applicable managers/supervisors are aware of and trained on this policy;
- fostering and supporting the Open Data program wherever possible (e.g. ensuring adequate resource allocation and periodic review of available Datasets);
- incorporating Open Data initiatives into their business planning processes;
- reviewing Open Data assessment forms;
- assessing Datasets to ensure they meet the Guiding Principles outlined in this policy; and
- approving Datasets for publication in the Open Data program.

Managers/Supervisors

Managers/supervisors are accountable for:

- ensuring applicable staff are aware of and trained on this policy;

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- identifying Datasets for inclusion in the Open Data program;
- assigning responsibility for the capture of Metadata and the maintenance and timely posting of specific Datasets to appropriate staff;
- ensuring key Datasets and Metadata are accurate and available in a timely manner;
- assigning responsibility for the quality and integrity of Datasets to appropriate staff;
- regularly reviewing applicable Open Data to ensure it is being maintained and/or is still relevant;
- developing and implementing long term data quality improvements, where possible and as required;
- proactively identifying the accuracy of data to the best of their ability through tracking of Metadata; and
- participating in the communication and engagement relevant to Datasets they manage.

GUIDING PRINCIPLES

The determination of which Datasets will be posted on the Open Data website will be driven by public and business demand for specific information. However, the City will only post Datasets if they comply with all of the following Guiding Principles:

1. The information in the Dataset is in compliance with MFIPPA, PHIPA and any other relevant privacy legislation.
2. The Dataset is free from legal, contract, 3rd party proprietary rights/claims (including copyright, trademark, and patent) or public safety or policy restrictions.
3. The Dataset does not contain information that is commercially sensitive, confidential or may cause harm or damage to the City.
4. The Dataset includes all information required to ensure its completeness, accuracy and usability.
5. The Dataset includes only Primary Source Data or summary level data, where applicable.
6. Access to and use of the Dataset can be permitted for no fee.
7. Datasets are posted in a format that is accessible, whenever

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possible, in accordance with the the AODA.

8. Datasets are machine readable and will enable the public or businesses to reuse the data to create new applications or complete research and analysis.
9. The information in the Dataset can be updated in a timely manner.

Consideration should also be given to whether information in the Dataset will:

- improve the public's knowledge of the City and its services;
- increase operational efficiency (e.g. result in fewer individual requests to staff for information); and
- create economic opportunity (e.g. by presenting the City in a favourable light when ranked with its comparators).

In the event that the Open Data Working Group cannot reach consensus on the posting of a Dataset, the final decision will be made by the Leadership Team.

PROCESS

The Guidelines provide detailed information for each step of the Open Data process, including:

- identifying existing and potential Datasets;
- assessing Datasets to ensure they meet the Guiding Principles outlined in this policy;
- preparing Datasets for posting, including Metadata descriptions;
- obtaining all approvals prior to publication on the Open Data website; and
- publishing initial Datasets and subsequent updates.

RECORDS RETENTION

Official records must be retained in accordance with the Records Retention By-Law 537-96, as amended. If Datasets available on the Open Data website are duplicate copies of an original database they fall under "duplicate computer files" and may be discarded at any time if not needed.

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REFERENCE:

LAST REVIEW DATE:

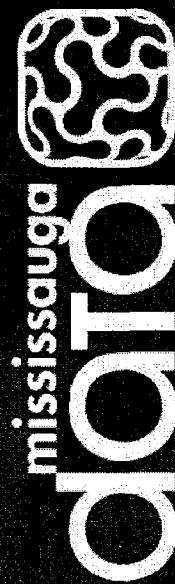
CONTACT:

For information on the Open Data platform, contact Information Technology, Corporate Services Department. For information on the Open Data program contact the Open Data Working Group.

DRAFT

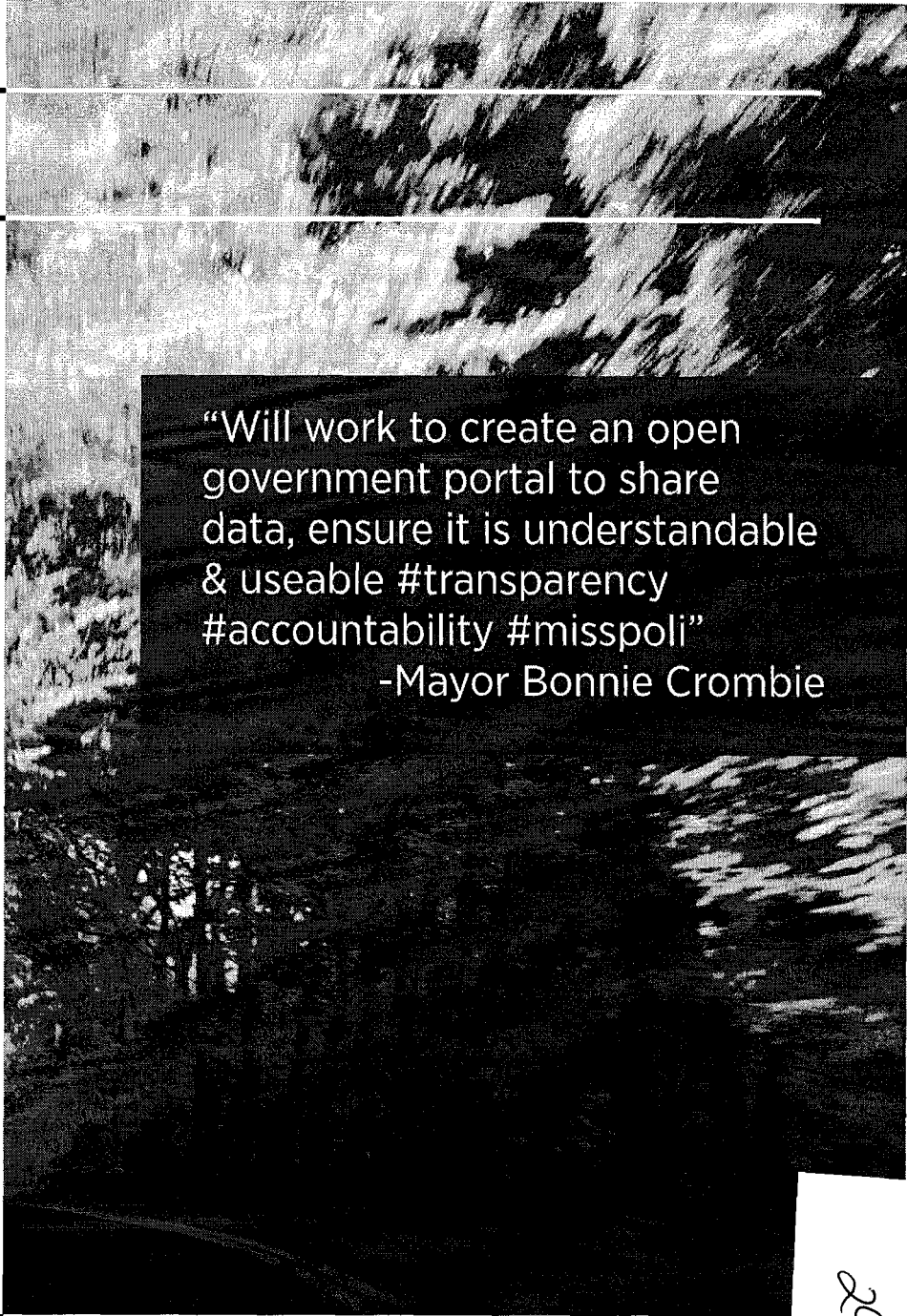
OPEN DATA

The Road Ahead



OPEN DATA

- Open Data Community of Practice & Corporate Policy
- Benefits of Open Data
- The Road Ahead



“Will work to create an open government portal to share data, ensure it is understandable & useable #transparency #accountability #misspoli”
-Mayor Bonnie Crombie

COMMUNITY OF PRACTICE

The CoP is representative of all departments. The CoP was formed in 2014 and has met three times to

- Introduce members to the concept of open data
- Investigate the issues around the corporate-wide expansion of open data
- Identify data sets
- Research what other cities and governments are doing with open data, and
- Prepare a corporate policy for the expansion of open data corporate-wide

CoP Members

Yelena Adamopoulos, Mark Beauparlent, Sheryl Badin, Rochard Beharry, Bonnie Brown, Geoff Campbell, Hamish Campbell, Stephen Chan, Steve Czajka, James Dekens, Louise Donnelly, Kevin Duffy, Patti Elliot-Spencer, Aidan Griffin, Jeff Jackson, David Kranjcevic, Jennifer Lanteigne, Cerise Lee, Katherine Lee, Emily Ma, Heather MacDonald, Dave Marion, Connie Mesih, Joe Perrotta, Fermin Pico, Brenda Osborne, Nigel Roberts, Irena Rostkowska, Pamela Shanks, Shawn Slack, Bogda Sliwa, Melissa Slupik, Al Sousa, Brad Stoll, Alessandro Torresan, Sven Tretrop, and Robin Uba



OPEN DATA

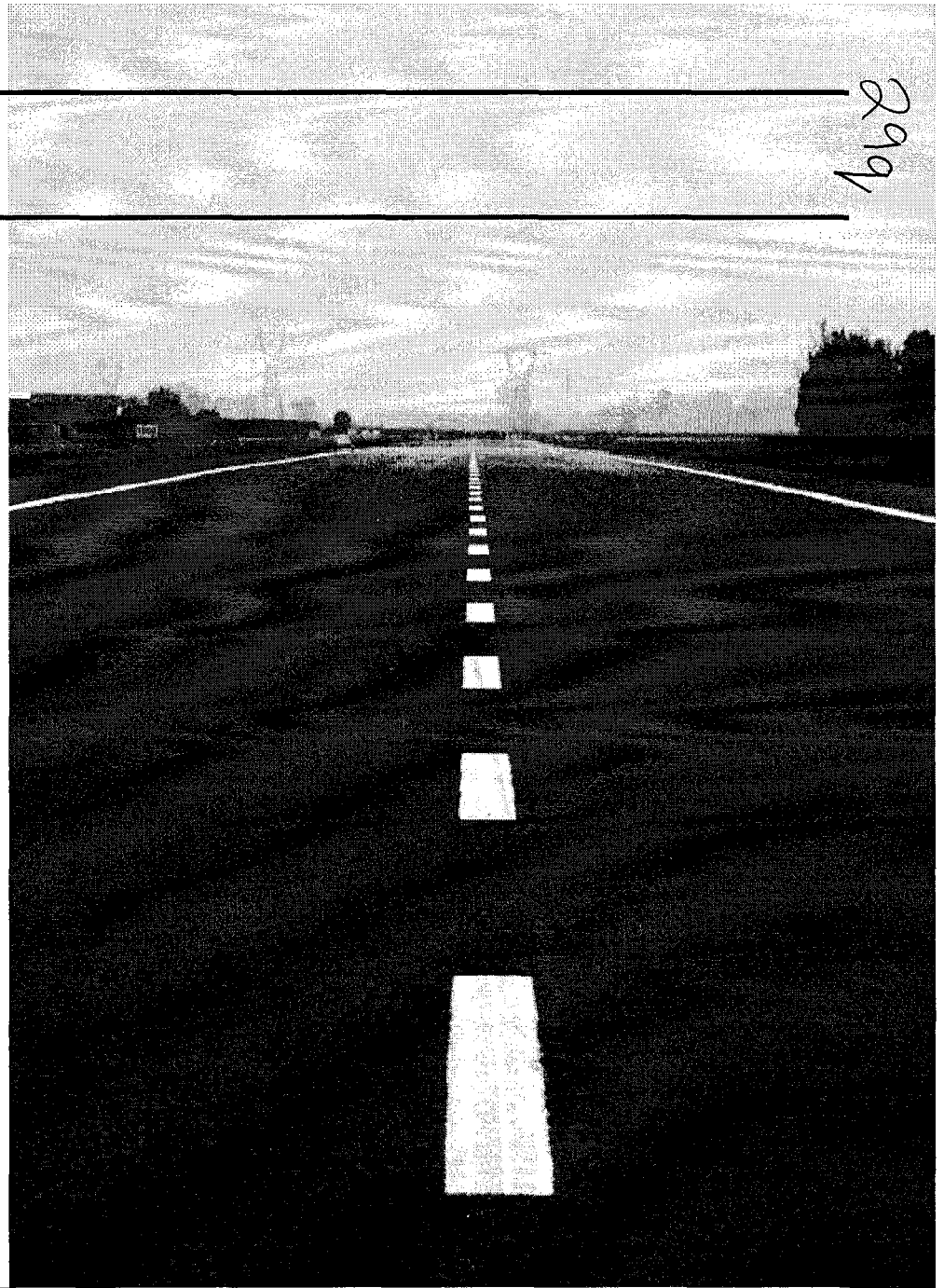
A piece of data or content is open if anyone is free to use, reuse, and redistribute it. Open data is structured data that is machine readable (meaning no PDFs).

Sources: <http://opendefinition.org/> and <http://open.canada.ca/>



BENEFITS OF OPEN DATA

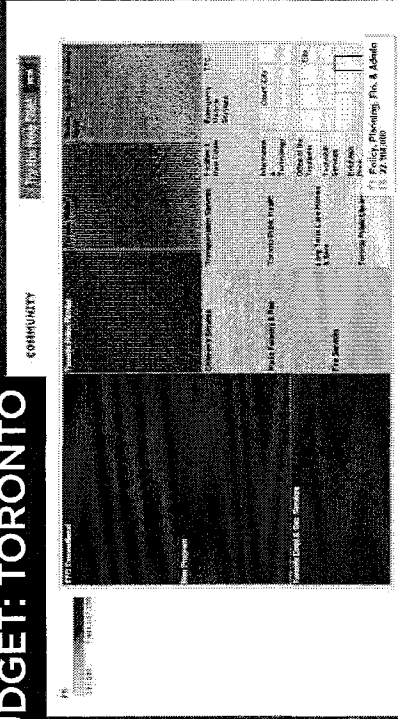
- Transparency
- Self-Serve Government
- Efficiency
- Better Services
- Citizen Engagement
- Open Government
- Apps



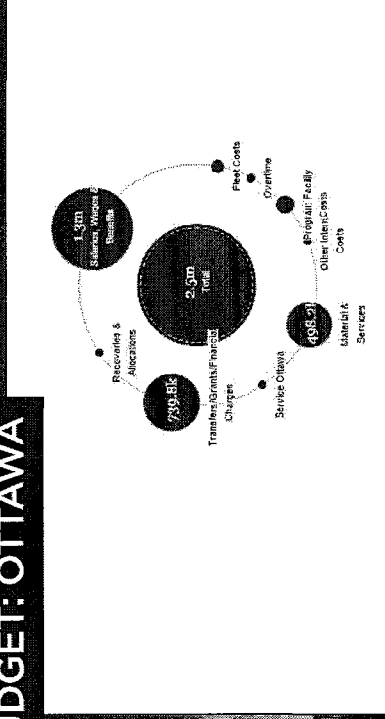
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CASE STUDY: VISUALIZATION

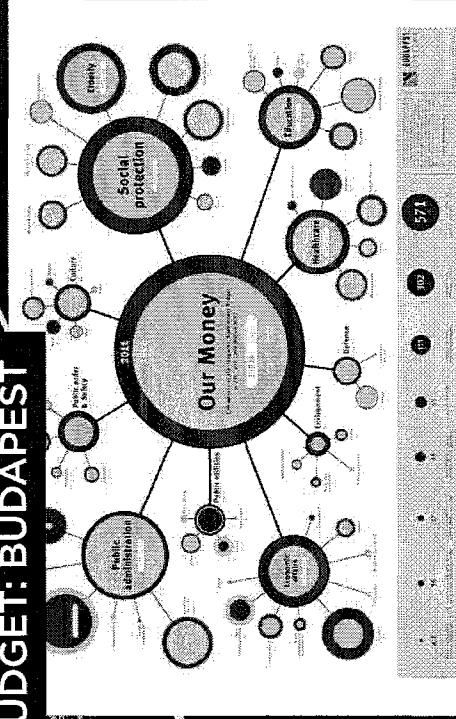
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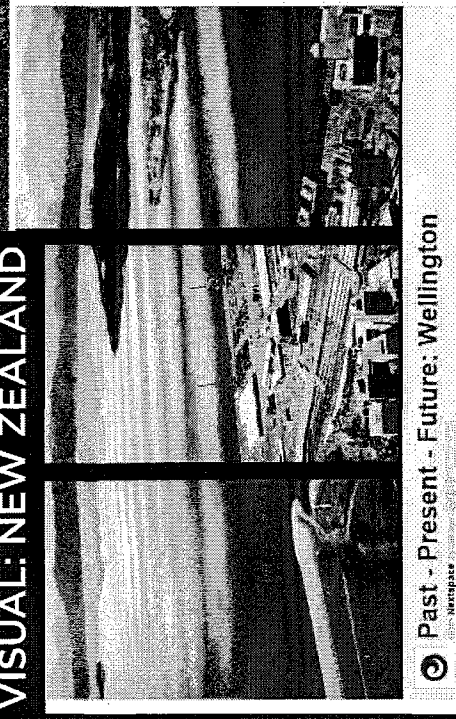
BUDGET: OTTAWA



BUDGET: BUDAPEST



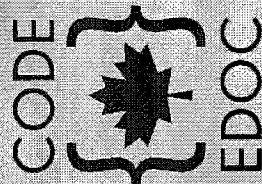
3D VISUAL: NEW ZEALAND



TRANSPARENCY | COLLABORATION | OPEN GOVERNMENT

CASE STUDY: APPS

CODE CANADA



NEW ROOTS



APPS4HALIFAX

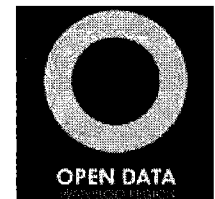
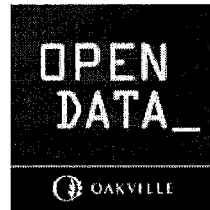
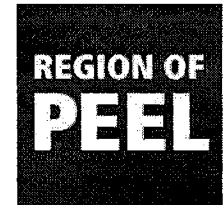
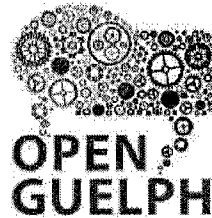


WELLBEING TORONTO

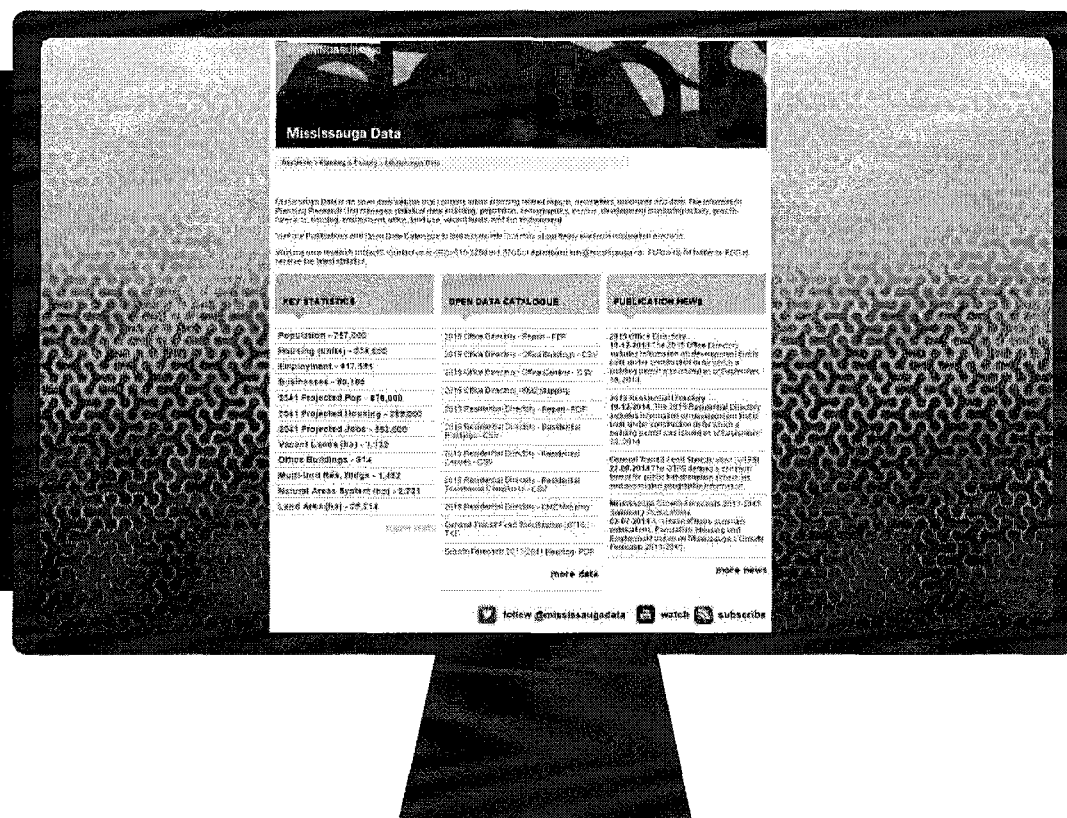


CITIZEN ENGAGEMENT | VALUED APPS | TRANSPARENCY | INNOVATION

OTHER GOVERNMENTS PROVIDING OPEN DATA

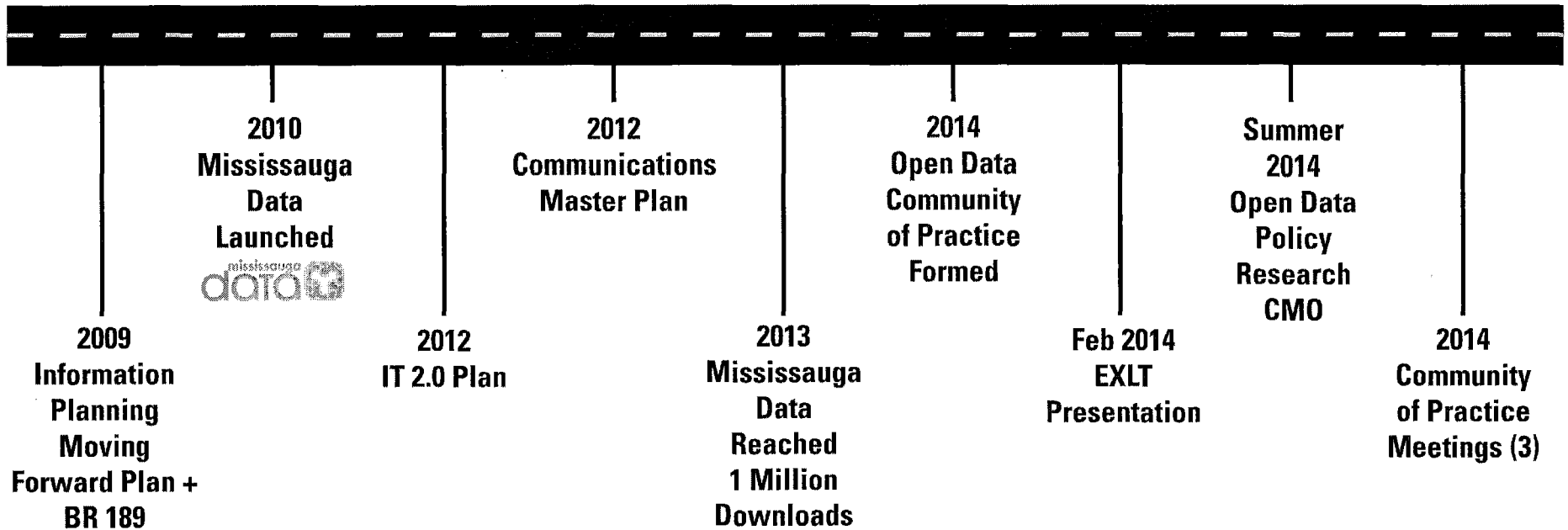


MISSISSAUGA OPEN DATA



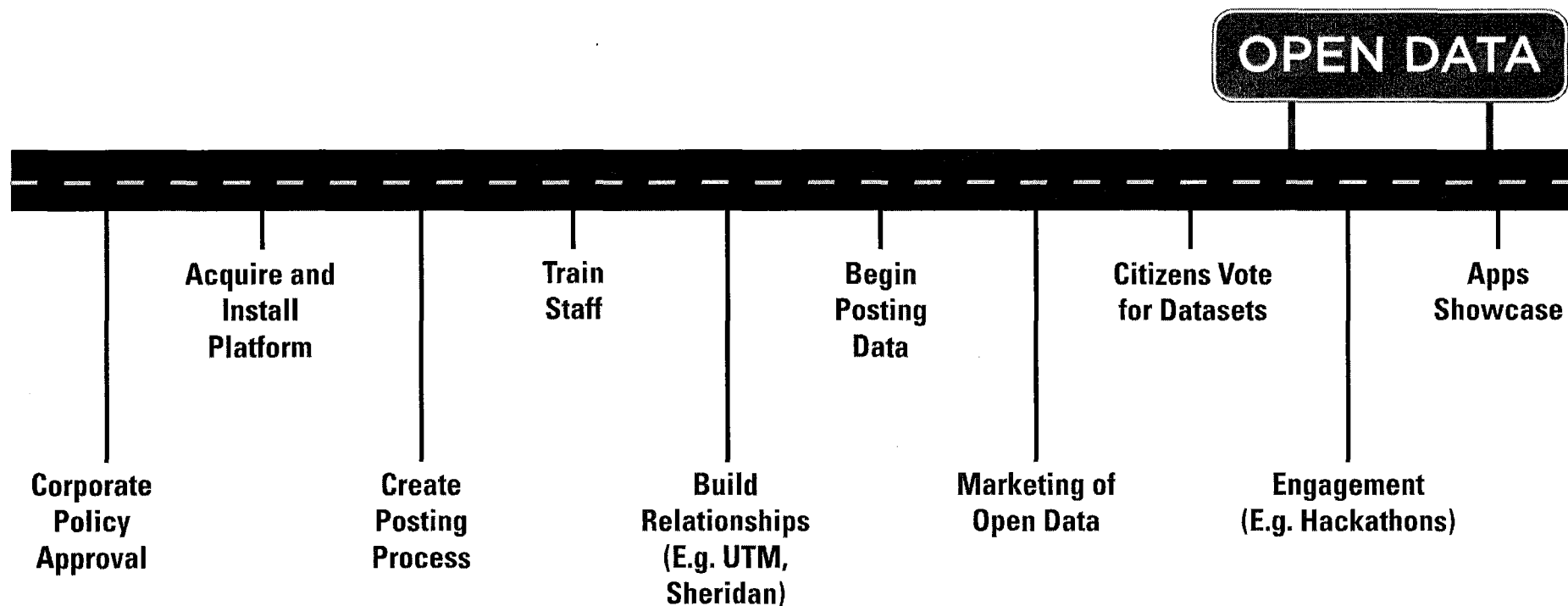
- Since 2010
- 1 million+ downloads
- 400+ datasets
- News
- Social media
- Primarily self-serve and transparency benefits

THE ROAD TRAVELLED



THE ROAD AHEAD

mlw



WHAT WE NEED

1

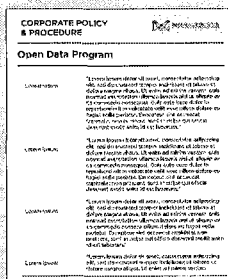
PEOPLE + PARTNERS



(E.G. UTM/SHERIDAN)

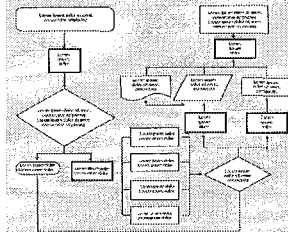
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GOVERN



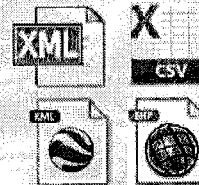
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PROCESS



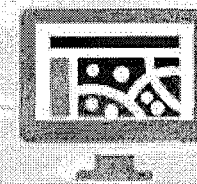
4

DATASETS



5

PLATFORM



- Post Data
- Review Data
- Foster Program
- Foster Engagement
- Attend Training

- Approve Draft Policy

- Committee to develop posting process

- Department datasets

- A platform to house data

PUBLISHING PROCESS



Source: Adopted from Open Data Ireland: Open Data Publication Handbook

VOTE FOR YOUR DATASET

How do we ensure that only valued datasets are posted? The Province of Ontario allows everyone to vote on datasets that they want published. This ensures that only datasets that are valued by the community will be posted. The community of practice recommends this for Mississauga.



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THANK YOU!



Corporate Report

Clerk's Files

Originator's
Files

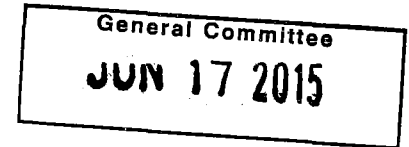
30.

DATE: May 25, 2015

TO: Chair and Members of General Committee
Meeting Date: June 17, 2015

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

SUBJECT: Cash and Securities Management By-law Repeal and Update



- RECOMMENDATION:**
1. That the report dated May 25, 2015 entitled "Cash and Securities Management By-law Repeal and Update" from the Commissioner of Corporate Services and Chief Financial officer be received.
 2. That By-law 0323-2000, a bylaw to provide for the management of cash and securities be repealed, and that a new by-law be enacted to provide for the management of cash and securities.

BACKGROUND: By-law 0323-2000 governs the management of the City's cash and securities. It provides authorization to the Commissioner of Corporate Services and Chief Financial Officer to oversee City cash and securities management through banking and investment activities, in accordance with the *Municipal Act*.

As a result of organizational changes, as well as changes to the structure of the City's banking and investing commercial relationships, By-law 0323-2000 is being repealed. A new by-law reflecting organizational updates, as well as various definitional and governance changes, is being put forward for enactment. The by-law also addresses audit recommendations.

COMMENTS:

As per the *Municipal Act, 2001*, the By-law to provide for the management of cash and securities gives the necessary authority to the Director, Finance and City Treasurer to manage directly, or through various designated authorities, the day-to-day cash and securities management, through banking and investing activities of the City.

It also identifies various financial officers within the Corporation who have standing authority to conduct various financial activities.

The by-law has been reviewed by Legal Services.

FINANCIAL IMPACT: Not applicable.

CONCLUSION:

The existing Cash and Securities Management By-law has not been updated since June 20, 2000. Changes to the Corporate organizational structure, changes to governing Ontario regulations and changes to the structure of the City's banking and investing commercial relationships necessitate a new by-law. The new cash and securities management by-law reflects the Corporation's new governance structure, incorporates new regulatory references and reflects the City's banking and investing business relationships.

ATTACHMENTS:

Appendix 1: Proposed By-Law

Appendix 2: Comparison of By-Law 0323-2000 and Proposed By-Law



Gary Kent

Commissioner of Corporate Services and Chief Financial Officer

Prepared By: Mark Waugh, Investment Portfolio Manager

A By-law to provide for the management of cash and securities, and to repeal By-law 0323-2000, as amended

WHEREAS the Council of The Corporation of the City of Mississauga desires to have established policies and procedures for the management of cash and securities;

AND WHEREAS sections 8, 9 and 11 of the *Municipal Act, 2001*, S.O. 2001, c.25, authorize a municipality to pass by-laws necessary or desirable for municipal purposes, and in particular paragraph 3 of subsection 11(2) authorizes by-laws respecting the financial management of the municipality;

NOW THEREFORE be it resolved that The Corporation of the City of Mississauga ENACTS as follows:

DEFINITIONS

1. In this By-law,

"Canadian Chartered Bank" means a bank listed in Schedule I of the *Bank Act*, S.C. 1991, c. 46, as amended;

"City Clerk" means the Corporation's Director of Legislative Services and City Clerk, and includes any person who has been authorized, in writing, to temporarily act during absence or vacancy in that office;

"Commissioner" means the Corporation's Commissioner of Corporate Services, Chief Financial Officer and Deputy Treasurer, and includes any person who has been authorized, in writing, to temporarily act during absence or vacancy in that office;

"Corporation" means The Corporation of the City of Mississauga;

"Corporation's Banker" means the financial institution selected by the Corporation to provide banking services and the plural form shall have the corresponding meaning;

"Council" means the Body of elected Members of Council of The Corporation of the City of Mississauga;

"Custody Bank" means the financial institution selected as custody bank by the Corporation to be responsible for the recording and safekeeping of the Corporation's securities, and the plural form shall have the corresponding meaning;

"Delivery Against Payment" means the settlement of investment transactions which requires the delivery of Cash or Securities (or other property) with the concurrent receipt of Securities (or other property) or cash by the counter party to the transaction;

"Director" means the Corporation's Director of Finance and Treasurer, and includes any person who has been authorized, in writing, to temporarily act during absence or

vacancy in that office;

"Mayor" means the Mayor for The Corporation of the City of Mississauga; and

"Trust Company" means a federally incorporated trust company under the *Trust and Loan Companies Act*, S.C. 1991, c. 45, as amended, or other eligible incorporated trust company as otherwise permitted by law.

BANKING

2. The Council of the Corporation shall by resolution appoint a local branch or branches of a Canadian Chartered Bank as bankers for the Corporation ("Bankers") and authorize signing officers for the general operating account.
3. The Director, in addition to the general operating account, may open such additional accounts with the Corporation's Bankers as deemed necessary provided that the signing officers for each additional account shall be the same as those authorized for the general operating account.
4. The Director may open an account, or accounts, in the name of the Corporation in any Canadian Chartered Bank or any Trust Company located in the City of Mississauga, provided that all monies deposited into these accounts will be disbursed by the bank or trust company only for the credit of the Corporation.
5. Only the Director is authorized to open a bank account, or accounts, in the name of or on behalf of the Corporation.
6. The Director, or in the Director's absence, the Commissioner is hereby authorized for and on behalf of the Corporation from time to time for all of the Corporation's accounts in a Canadian Chartered Bank or Trust Company, to deposit with or negotiate or transfer to the Corporation's Banker for credit of the Corporation's account only, all or any cheques, promissory notes, bills of exchange, or otherwise, interest or dividend coupons and warrants, securities maturing or called for redemption, and the proceeds, of any of them, and for such purpose to make, draw, endorse, sign, execute and deliver all or any of the foregoing or deliver all or any thereof endorsed with the name of the Corporation impressed thereon by a rubber stamp or otherwise.
7. (1) All cheques, bills of exchange, negotiable instruments, promissory notes, drafts, acceptances, orders for the payment of money and contracts for letters of credit and any other instruments of withdrawal made on behalf of the Corporation must have two (2) signatures.
 - (2) The following persons shall be designated as authorized to sign bills of exchange, negotiable instruments, promissory notes, drafts, acceptances, orders for the payment of money and contracts for letters of credit and any other instruments of withdrawal on the Corporation's accounts:
 - a) The Mayor, or in the Mayor's absence, the Acting Mayor; and
 - b) The Director, or in the Director's absence, the Commissioner.
8. (1) Notwithstanding section 7, the Corporation's Bankers are authorized and directed to pay cheques, drafts or orders for the payment of money issued by the Corporation where such instruments bear facsimile signatures of the Mayor and the Director thereon by a cheque signing machine.
 - (2) The facsimile signatures described in subsection 8(1) shall be retained in possession or under the control of the Commissioner.
9. (1) The Director is hereby authorized to lease a safety deposit box or boxes in the

vault of the local branch of Corporation's Bankers.

- (2) Access to the contents of the Corporation's safety deposit box or boxes shall be restricted to:
 - a) The Director, or the Commissioner, or their designate in writing, and
 - b) The Director of Internal Audit or their designate in writing.
10. The Director is authorized to enter into arrangements to use night depository services of any Canadian Chartered Bank.
11. The Director is hereby authorized for and on behalf of the Corporation from time to time to receive from the Corporation's Banker a statement of the account of the Corporation together with all relevant cheques and vouchers.

INVESTMENTS

12. The Director, or the Director's designate in writing, is hereby authorized for and on behalf of the Corporation to invest surplus money of the Corporation in accordance with the provisions of the *Municipal Act, 2001*, as amended.
13. The Director, or the Director's designate in writing, shall invest surplus money through any Canadian Chartered Bank, Trust Company or an investment dealer who is a Dealer Member of the Investment Industry Regulatory Organization of Canada (IIROC).
14. All securities purchased on behalf of the Corporation, except as provided in sections 15 and 16, shall be deposited for safekeeping with the Corporation's Custody Bank for the credit of the Corporation's accounts only and registered in the name of the Corporation.
15. Notwithstanding sections 13 and 14, the Director is hereby authorized to obtain delivery of promissory notes issued by the Peel District School Board and the Dufferin Peel Catholic District School Board and any other local Public and Catholic District School Boards, for whom the City collects tax levy installments, for loans made by the Corporation in advance of the due date of their levy instalments, and to hold in safekeeping at the Corporation's Bank or otherwise for the account of the Corporation.
16. Notwithstanding sections 13 and 14, the Director is hereby authorized, under Section 420 of the *Municipal Act, 2001* as amended and pursuant to By-law number 223-99, to enter into an agreement with any other municipality, or with any school board, a college established under section 5 of the *Ministry of Training, Colleges and Universities Act*, a university in Ontario that is authorized to operate under section 3 of the *Post-Secondary Education Choice and Excellence Act, 2000*, a public hospital or such other person or classes of them as may be prescribed by regulation for the joint investment of money with those parties or their agents.
17. (1) All securities purchased or sold will be transferred only under the "delivery against payment" method to ensure that funds or securities are not released until all criteria relating to the specific investment transaction are met.
 - (2) The Corporation's Custody Bank shall be directed to deliver securities free of payment only by resolution of City Council, accompanied by written authorization by the two (2) signatories, as listed in subsection 7(2) of this Bylaw.
18. The Commissioner shall prepare and submit to Council annually an investment report in accordance with the requirements set out in Ontario Regulation 438/97, as amended.

PETTY CASH

19. The Director, or in the Director's absence, the Commissioner is authorized to establish

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and maintain cash floats or petty cash funds, in accordance with the most current Corporate Policy and Procedure, of an amount of money sufficient to make change and to pay small accounts of the Corporation.

GENERAL

20. The Director, or designate in writing, shall develop and maintain policies and procedures which provide for effective control and management of investments and cash handling within the Corporation.
21. The Director, or in the Director's absence, the Commissioner and the City Clerk are authorized to jointly execute and affix the corporate seal on any agreements or other non-negotiable instruments or documents as may be necessary by a bank, trust company, or investment dealer for the purposes of this By-law.
22. This By-law shall be communicated to the Corporation's Banker, and to the Corporation's Custody Bank, by the Director and remain in full force and be binding on the Corporation as against the Corporation's Banker and the Corporation's Custody Bank until a copy, certified by the City Clerk under the corporate seal, of a By-law of the Corporation repealing or replacing this By-law shall have been received by the Account Manager for the time being of the branch of the Corporation's Banker, and of the Corporation's Custody Bank, at which the accounts for the Corporation are kept.
23. All agreements entered into pursuant to section 21 must make reference to the Corporation's Cash and Securities Management By-law.
24. Save and except for the requirements of section 7, the Director, or in the Director's absence, the Commissioner shall have full power to appoint designated authorities from the Corporation for the purposes of this By-law provided that any such designates are provided in writing.
25. Headings in this By-law have been inserted for convenience only.
26. By-law 0323-2000, as amended, is hereby repealed.
27. This By-law comes into force on the day of its enactment.

ENACTED AND PASSED this day of 2015.

APPROVED AS TO FORM City Solicitor MISSISSAUGA			
Date	2015		

MAYOR

CLERK

Current Bylaw – What Exists Today	Proposed Bylaw Language	Rationale for Change
<p>Definitions:</p> <p>1. In this By-law,</p> <p>"Corporation" means the Corporation of the City of Mississauga;</p> <p>"Corporation's Banker" means the financial institution selected by the Corporation to provide banking services and the plural form shall have the corresponding meaning;</p> <p>" Council" means the Body of elected Members of Council of the Corporation of the City of Mississauga;</p> <p>"Delivery Against Payment" means the settlement of investment transactions which requires the delivery of Cash or Securities (or other property) with the concurrent receipt of Securities (or other property) or cash by the counter party to the transaction.</p> <p>"Agent" means the custodian of the Corporation's investments as appointed by the Corporation's Banker and the plural form shall have the corresponding meaning;</p>	<p>Definitions:</p> <p>1. In this By-law,</p> <p>"City Clerk" means the Corporation's Director of Legislative Services and City Clerk, and includes any person who has been authorized, in writing, to temporarily act during absence or vacancy in that office;</p> <p>"Commissioner" means the Corporation's Commissioner of Corporate Services, Chief Financial Officer and Deputy Treasurer, and includes any person who has been authorized, in writing, to temporarily act during absence or vacancy in that office;</p> <p>"Corporation" means the Corporation of the City of Mississauga;</p> <p>"Corporation's Banker" means the financial institution selected by the Corporation to provide banking services and the plural form shall have the corresponding meaning;</p> <p>"Council" means the Body of elected Members of Council of the Corporation of the City of Mississauga;</p>	<p>To enhance the Definitions Section of the Bylaw to reflect authorized financial officers of the Corporation.</p> <p>To remove the "Agent" definition that is no longer applicable.</p> <p>To add the definition "Custody Bank" and to define its role.</p>

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Current Bylaw – What Exists Today	Proposed Bylaw Language	Rationale for Change
	<p>"Delivery Against Payment" means the settlement of investment transactions which requires the delivery of Cash or Securities (or other property) with the concurrent receipt of Securities (or other property) or cash by the counter party to the transaction; and</p> <p>"Director" means the Corporation's Director of Finance and Treasurer, and includes any person who has been authorized, in writing, to temporarily act during absence or vacancy in that office.</p> <p>"Custody Bank" means the financial institution selected as custody bank by the Corporation to be responsible for the recording and safekeeping of the Corporation's securities and the plural form shall have the corresponding meaning.</p>	
<p>BANKING</p> <p>2. The Council of the Corporation shall by resolution appoint a local branch or branches of a Canadian Chartered Bank or Banks as bankers for the Corporation and authorize signing officers for the general operating account.</p>	<p>BANKING</p> <p>No change.</p>	

Current Bylaw – What Exists Today	Proposed Bylaw Language	Rationale for Change
3. The Commissioner in addition to the general operating account may open such additional accounts with the Corporation's Bankers as deemed necessary provided that the signing officers for each additional account shall be the same as those authorized for the general operating account.	No change.	
4. The Commissioner may open an account or accounts in the name of the Corporation in any Canadian Chartered Bank or any Federally or Provincially Incorporated Trust Company located in the City of Mississauga, provided that all monies deposited into these accounts will be disbursed by the bank or trust company only for the credit of the Corporation.	No change.	
5. Only the Commissioner of Corporate Services and Treasurer is authorised to open a bank account or accounts in the name of or on behalf of the Corporation.	5. Only the Director is authorised to open a bank account or accounts in the name of or on behalf of the Corporation.	To reflect Treasurer duties of the Director and definition in the Definitions Section. Treasurer duties listed under By-law #0187-2013.
6. The Commissioner of Corporate Services and Treasurer or in the Commissioner's absence, the Director of Finance is hereby authorized for and on behalf of the Corporation from time to time for all of the Corporation's accounts in a Canadian Chartered Bank or Federally or Provincially Incorporated Trust Company, to deposit with or negotiate or	6. The Director, or in the Director's absence, the Commissioner is hereby authorized for and on behalf of the Corporation from time to time for all of the Corporation's accounts in a Canadian Chartered Bank or Federally or Provincially Incorporated Trust Company, to deposit with or negotiate or transfer to the Corporation's Banker for credit of	To reflect Treasurer duties of the Director. Reflect definitions in the Definitions Section. Treasurer duties listed under By-law #0187-2013.

Current Bylaw – What Exists Today	Proposed Bylaw Language	Rationale for Change
transfer to the Corporation's Banker for credit of the Corporation's account only, all or any cheques, promissory notes, bills of exchange, or otherwise, interest or dividend coupons and warrants, securities maturing or called for redemption, and the proceeds, of any of them, and for such purpose to make, draw, endorse, sign, execute and deliver all or any of the foregoing or deliver all or any thereof endorsed with the name of the Corporation impressed thereon by a rubber stamp or otherwise.	the Corporation's account only, all or any cheques, promissory notes, bills of exchange, or otherwise, interest or dividend coupons and warrants, securities maturing or called for redemption, and the proceeds, of any of them, and for such purpose to make, draw, endorse, sign, execute and deliver all or any of the foregoing or deliver all or any thereof endorsed with the name of the Corporation impressed thereon by a rubber stamp or otherwise.	
<p>7. (1) All cheques, bills of exchange, negotiable instruments, promissory notes, drafts, acceptances, orders for the payment of money and contracts for letters of credit and any other instruments of withdrawal made on behalf of the Corporation must have two (2) signatures.</p> <p>(2) The following persons shall be designated as authorized to sign bills of exchange, negotiable instruments, promissory notes, drafts, acceptances, orders for the payment of money and contracts for letters of credit and any other instruments of withdrawal on the Corporation's accounts:</p> <p>(a) The Mayor or in the Mayor's absence the Acting Mayor, and</p> <p>(b) The Commissioner of Corporate Services and Treasurer and in the Commissioner's absence the Director of</p>	<p>7. (1) All cheques, bills of exchange, negotiable instruments, promissory notes, drafts, acceptances, orders for the payment of money and contracts for letters of credit and any other instruments of withdrawal made on behalf of the Corporation must have two (2) signatures.</p> <p>(2) The following persons shall be designated as authorized to sign bills of exchange, negotiable instruments, promissory notes, drafts, acceptances, orders for the payment of money and contracts for letters of credit and any other instruments of withdrawal on the Corporation's accounts:</p> <p>a) The Mayor, or in the Mayor's absence, the Acting Mayor, and</p> <p>b) The Director, or in the Director's absence, the Commissioner.</p>	To reflect Treasurer duties of the Director and to reflect definitions in the Definitions Section. Treasurer duties listed under By-law #0187-2013.

Current Bylaw – What Exists Today	Proposed Bylaw Language	Rationale for Change
Finance.		
<p>8. (1) Notwithstanding Section 7, the Corporation's Bankers are authorized and directed to pay' cheques, drafts or orders for the payment of money issued by the Corporation where such instruments bear facsimile signatures of the Mayor and the Commissioner of Corporate Services and Treasurer imprinted thereon by a cheque signing machine.</p> <p>(2) The facsimile signatures described in subsection 8 (1) shall be retained in the possession or under the control of the Director of Finance.</p>	<p>8. (1) Notwithstanding Section 7, the Corporation's Bankers are authorized and directed to pay cheques, drafts or orders for the payment of money the Corporation where such instruments bear facsimile signatures of Mayor and the Director thereon by a cheque signing machine.</p> <p>(2) The facsimile signatures described in subsection 8(1) shall be retained in possession or under the control of the Commissioner.</p>	<p>To reflect Treasurer duties of the Director and to reflect definitions in the Definitions Section. Treasurer duties listed under By-law #0187-2013.</p> <p>To reflect control of signing machine under authority separate from signatories.</p>
<p>9. (1) The Commissioner of Corporate Services and Treasurer is hereby authorized to lease a safety deposit box or boxes in the vault of the local branch of the Corporation's Bankers.</p> <p>(2) Access to the contents of the Corporation's safety deposit box or boxes shall be restricted to:</p> <p>a) the Commissioner of Corporate Services and Treasurer or Director of Finance or their designate in writing, and</p> <p>b) the Director of Internal Audit or the Director's</p>	<p>9. (1) The Director is hereby authorized to lease a safety deposit box or boxes in the vault of the local branch of Corporation's Bankers.</p> <p>(2) Access to the contents of the Corporation's safety deposit box or boxes shall be restricted to:</p> <p>a) The Director, or the Commissioner or their designate in writing, and</p> <p>b) The Director of Internal Audit or the Director's designate in writing.</p>	<p>To reflect Treasurer duties of the Director.</p> <p>Reflect definitions in the Definitions Section.</p> <p>Treasurer duties listed under By-law #0187-2013.</p>

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Current Bylaw – What Exists Today	Proposed Bylaw Language	Rationale for Change
designate in writing.		
10. The Commissioner of Corporate Services and Treasurer is authorized to enter into arrangements to use night depository services of any Schedule I Canadian Chartered Bank.	10. The Director is authorized to enter into arrangements to use night depository services of any Schedule I Canadian Chartered Bank.	To reflect Treasurer duties of the Director. Reflect definitions in the Definitions Section. Treasurer duties listed under By-law #0187-2013.
11. The Commissioner of Corporate Services and Treasurer is hereby authorized for, and on behalf of The Corporation from time to time to receive from the Corporation's Banker a statement of the account of the Corporation together with all relevant cheques and vouchers.	11. The Director is hereby authorized for and on behalf of The Corporation from time to time to receive from the Corporation's Banker a statement of the account of the Corporation together with all relevant cheques and vouchers.	To reflect Treasurer duties of the Director. Reflect definitions in the Definitions Section. Treasurer duties listed under By-law #0187-2013
INVESTMENTS 12. The Commissioner of Corporate Services and Treasurer, or the Commissioner's designate in writing, is hereby authorized for, and on behalf of, the Corporation to invest surplus money of the Corporation in accordance with the provisions of the Municipal Act, R.S.O. 1990, c. M.45, as amended.	INVESTMENTS 12. The Director, or the Director's designate in writing, is hereby authorized for and on behalf of the Corporation to invest surplus money of the Corporation in accordance with the provisions of the Municipal Act, 2001, as amended.	To reflect Treasurer duties of the Director. Reflect definitions in the Definitions Section. Treasurer duties listed under By-law #0187-2013
13. The Commissioner of Corporate Services and Treasurer shall invest surplus money through any Canadian	13. The Director, or the Director's designate in writing, shall invest surplus money through any Canadian Chartered Bank,	To reflect Treasurer duties of the Director.

Current Bylaw – What Exists Today	Proposed Bylaw Language	Rationale for Change
Chartered Bank, Federally or Provincially Incorporated Trust Company or an investment dealer who is a member of a Canadian stock exchange or one of Canada's authorized money market dealers.	Federally or Provincially Incorporated Trust Company or an investment dealer who is a Dealer Member of the Investment Industry Regulatory Organization of Canada (IIROC).	<p>Reflect definitions in the Definitions Section.</p> <p>Treasurer duties listed under By-law #0187-2013</p> <p>To reflect delegated authority.</p> <p>To reflect the governing regulatory body overseeing registered investment dealers in Canada.</p>
14. All securities purchased on behalf of the Corporation, except as provided in Sections 15 and 16, shall be deposited for safekeeping with the Corporation's Bankers, or their Agents, for the credit of the Corporations accounts only and registered in the name of the Corporation wherever possible.	14. All securities purchased on behalf of the Corporation, except as provided in Sections 15 and 16, shall be deposited for safekeeping with the Corporation's Custody Bank for the credit of the Corporations accounts only and registered in the name of the Corporation.	<p>To reflect the "Custody Bank" definition under the Definitions Section.</p> <p>To reflect that securities are held in the Corporation's name.</p>
15. Notwithstanding Sections 13 and 14, the Commissioner of Corporate Services and Treasurer is hereby authorized to obtain delivery of promissory notes issued by the Peel District School Board and the Dufferin Peel Catholic District School Board and any other local Public and Catholic District School Boards, for whom the City	15. Notwithstanding Sections 13 and 14, the Director is hereby authorized to obtain delivery of promissory notes issued by the Peel District School Board and the Dufferin Peel Catholic District School Board and any other local Public and Catholic District School Boards, for whom the City collects tax levy installments, for loans made by the Corporation in	<p>To reflect Treasurer duties of the Director.</p> <p>Reflect definitions in the Definitions Section.</p> <p>Treasurer duties listed under By-law #0187-2013.</p>

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Current Bylaw – What Exists Today	Proposed Bylaw Language	Rationale for Change
collects tax levy installments, for loans made by the Corporation in advance of the due date of their levy instalments, and to hold in safekeeping at the Corporation's Bank or otherwise for the account of the Corporation.	advance of the due date of their levy instalments, and to hold in safekeeping at the Corporation's Banker, or otherwise for the account of the Corporation.	
16. Notwithstanding Sections 13 and 14, the Commissioner of Corporate Services and Treasurer is hereby authorized, under Section 167.4 of the Municipal Act R.S.O. 1990, c. M.45 as amended and pursuant to By-law number 223-99, to enter into an agreement with any other municipality, or with any school board, college, university, hospital or such other person or classes of them as may be prescribed by regulation for the joint investment of money with those parties or their agents.	16. Notwithstanding Sections 13 and 14, the Director is hereby authorized, under Section 420 of the Municipal Act, 2001 as amended and pursuant to By-law number 223-99, to enter into an agreement with any other municipality, or with any school board, a college established under section 5 of the Ministry of Training, Colleges and Universities Act, a university in Ontario that is authorized to operate under section 3 of the Post-Secondary Education Choice and Excellence Act, 2000, a public hospital or such other person or classes of them as may be prescribed by regulation for the joint investment of money with those parties or their agents.	To reflect Treasurer duties of the Director. Reflect definitions in the Definitions Section. Treasurer duties listed under By-law #0187-2013. To reflect updated Municipal Act. To reflect updated definitions to colleges and universities.
17. (1) All securities purchased or sold will be transferred only under the "delivery against payment" method to ensure that funds or securities are not released until all criteria relating to the specific investment transaction are met. (2) The Corporation's Banker shall be directed to deliver securities free of payment only by resolution of City Council, accompanied by written authorization by at least	17. (1) All securities purchased or sold will be transferred only under the "delivery against payment" method to ensure that funds or securities are not released until all criteria relating to the specific investment transaction are met. (2) The Corporation's Custody Bank shall be directed to deliver securities free of payment only by resolution of City Council, accompanied by written authorization by the two (2)	To reflect the "Custody Bank" definition under the Definitions Section. To reflect updated signing officers for the Corporation.

Current Bylaw – What Exists Today	Proposed Bylaw Language	Rationale for Change
two (2) signatories authorized to conduct investments as designated by the Commissioner of Corporate Services and Treasurer.	signatories, as listed in Section 7 (2) of this Bylaw.	
18. The Director of Internal Audit is hereby authorized for, and on behalf of, the Corporation from time to time to receive from the Corporation's Banker, or their Agents, a statement of securities held in safekeeping on behalf of the Corporation.		Out-dated control feature. Monthly corporate accounting, as well as internal audit processes, provide the necessary controls.
19. The Commissioner of Corporate Services and Treasurer shall, prepare and submit to Council annually an investment report in accordance with the requirements set out in Ontario Regulation 438/97, as amended .	18. The Commissioner shall prepare and submit to Council annually an investment report in accordance with the requirements set out in Ontario Regulation 438/97, as amended.	To reflect Commissioner duties listed in Appointment of Commissioner Bylaw, for reporting to Council as Chief Financial Officer.
PETTY CASH 20. The Commissioner of Corporate Services and Treasurer or in the Commissioner's absence the Director of Finance is authorized to establish and maintain cash floats or petty cash funds of an amount of money sufficient to make change and to pay small accounts of the Corporation.	PETTY CASH 19. The Director, or in the Director's absence, the Commissioner is authorized to establish and maintain cash floats or petty cash funds, in accordance with the most current Corporate Policy and Procedure, of an amount of money sufficient to make change and to pay small accounts of the Corporation.	To reflect Treasurer duties of the Director. Reflect definitions in the Definitions Section. Treasurer duties listed under By-law #0187-2013.
GENERAL 21. The Commissioner of Corporate Services and	GENERAL 20. The Director, or designate in writing, shall develop and	To reflect Treasurer duties of the Director and reflect

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Current Bylaw – What Exists Today	Proposed Bylaw Language	Rationale for Change
Treasurer shall develop and maintain policies and procedures which provide for effective control and management of investments and cash handling within the Corporation.	maintain policies and procedures which provide for effective control and management of investments and cash handling within the Corporation.	definitions in the Definitions Section. Treasurer duties listed under By-law #0187-2013. To reflect designation of policy and procedure development and maintenance.
22. The Commissioner of Corporate Services and Treasurer and the City Clerk are authorized to jointly execute and affix the corporate seal on any agreements or other instruments or documents as may be necessary by a bank, trust company, or investment dealer for the purposes of this By-law.	21. The Director, or in the Director's absence, the Commissioner and the City Clerk are authorized to jointly execute and affix the corporate seal on any agreements or other instruments or documents as may be necessary by a bank, trust company, or investment dealer for the purposes of this By-law.	To reflect Treasurer duties of the Director. Reflect definitions in the Definitions Section. Treasurer duties listed under By-law #0187-2013.
23. Save and except for the requirements of Section 7, the Commissioner of Corporate Services and Treasurer shall have full power to appoint substitutes in the place and stead of the Commissioner for the purposes of this By-law provided that any such substitutes are nominated in writing.		The Treasurer by-law and the Deputy Treasurer by-law cover substitutability requirements for designated authority.
24. The Commissioner of Corporate Services and Chief Financial Officer shall prepare and submit to Council, half yearly, a statement of the money at the credit of the Corporation.		Removing reference to a discontinued report.

Current Bylaw – What Exists Today	Proposed Bylaw Language	Rationale for Change
25. This By-law shall be communicated to the Corporation's Banker by the Commissioner-of Corporate Services and Treasurer and remain in full force and be binding on the Corporation as against the Corporation's Banker until a copy, certified by the City Clerk under the corporate seal, of a By-law of the Corporation repealing or replacing this By-law shall have been received by the Manager for the time being of the branch of the Corporation's Banker at which the accounts for the Corporation are kept.	22. This By-law shall be communicated, respectively, to the Corporation's Banker and to the Corporation's Custody Bank by the Director and remain in full force and be binding on the Corporation as against the Corporation's Banker and the Corporation's Custody Bank until a copy, certified by the City Clerk under the corporate seal, of a By-law of the Corporation repealing or replacing this By-law shall have been received by the respective Account Managers for the time being of the branch of the Corporation's Banker, and at the Corporation's Custody Bank, at which the accounts for the Corporation are kept.	To reflect Treasurer duties of the Director. Reflect definitions in the Definitions Section. Treasurer duties listed under By-law #0187-2013. To reflect the "Custody Bank" definition under the Definitions Section.
26. All agreements entered into pursuant to Section 22 must make reference to the Corporation's Cash and Securities Management By-law.	23. All agreements entered into pursuant to Section 21 must make reference to the Corporation's Cash and Securities Management By-law.	Number change.
	24. Save and except for the requirements of Section 7, the Director, or in the Director's absence, the Commissioner shall have the authority to appoint designated authorities from the Corporation for the purposes of this By-law provided that any such designates are provided in writing.	To reflect the assignment of day-to-day operational signing authority for cash and investment transactions. For the purposes of this By-law, it would be the Director (Treasurer), with Commissioner (Deputy Treasurer) as substitute.
27. Headings in this By-law have been inserted for convenience only.	25. Headings in this By-law have been inserted for convenience only.	Number change.

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Current Bylaw – What Exists Today	Proposed Bylaw Language	Rationale for Change
28. By-law No. 0323-2000 No. 344-91 is hereby repealed.	26. By-law No. 0323-2000 No. 344-91 is hereby repealed.	Number change. Reflects current by-law number.
29. This By-law comes into force on the day of its enactment.	27. This By-law comes into force on the day of its enactment.	Number change.



Corporate Report

Clerk's Files

Originator's
Files

31.

DATE: May 26, 2015

TO: Chair and Members of General Committee
Meeting Date: June 17, 2015

General Committee
JUN 17 2015

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

SUBJECT: **Treasurer's Statement Report:**
Summary of Development Charges Activity in 2014(Unaudited)

- RECOMMENDATION:**
1. That the report dated May 26, 2015, entitled "2014 Treasurer's Statement: Summary of Development Charges Activity in 2014(Unaudited)" from the Commissioner of Corporate Services and Chief Financial Officer, which is required under the *Development Charges Act, 1997*, be received for information
 2. That the City of Mississauga's 2014 Treasurer's Statement be sent to the Ministry of Municipal Affairs and Housing within 60 days of Council receipt, as required under the legislation.

**REPORT
HIGHLIGHTS:**

- The *Development Charges Act (Act)* requires the Treasurer of the municipality to annually provide City Council with a statement for each Development Charge (DC) Reserve Fund established under the *Act*.
- The purpose of the annual Treasurer's statement is to summarize activities related to the development charge reserve funds for each service, DC revenues collected, interest earned, capital funding transfers, borrowing, and DC credits.
- In 2014, DC Reserve Fund balances totalled \$72.9 million (2013 \$81.7 million), a decrease of \$8.8 million.
- In 2014, the City collected \$33.6 million (2013 \$33.5 million) in development charge revenue.

BACKGROUND:

Section 43(1) & (2) of the *Development Charges Act, 1997* requires that the Treasurer of the municipality provide Council with an annual financial statement for activities related to its development charge by-law and development charge reserve funds.

COMMENTS:

The Treasurer's Statement includes the following appendices:

Appendix 1:Development Charge Reserve Funds Description

A description of each service for which a development charge reserve fund was established per section 12(2.1) of *Development Charges Act, 1997 Regulations*.

Appendix 2:Development Charge Reserve Funds Continuity Schedule:

Identifies the changes in activity for the various Development Charge Reserve Funds per section 12(1), 12(2.3, 2.4, 2.5) of *Development Charges Act, 1997 Regulations*.

Appendix 3:Capital Projects Financed by Development Charge Reserve Funds:

Identifies all projects, new and existing, that required Development Charge Reserve funding and transfers in the current year per section 12(3.1) of *Development Charges Act, 1997 Regulations*.

Appendix 4:Development Levy Credits Continuity Schedule:

Section 14 Development Levy Credits represent payments made by developers under the old lot levy regime that can be applied against future development charge requirements. These credits are recognized by the City as a liability on our Financial Statements per section 12(2.6) of *Development Charges Act, 1997 Regulations*.

Appendix 5:Development Charge Credits Continuity Schedule

Represents development charge credits granted by Council for works to be undertaken by the developer. Municipalities have the ability to provide credits against development charges payable in exchange for capital works paid for by the developer per section 12(2.2) of *Development Charges Act, 1997 Regulations*.

FINANCIAL IMPACT: There are no financial impacts related to this report.

- In 2014, Development Charges Reserve Fund balances totalled \$72.9 million, a decrease of \$8.8 million from 2013.
- In 2014, the City collected \$33.6 million in development charge revenues from developers.
- In 2014, capital projects returned DC funding of \$6.6 million to DC Reserve Funds as a result of project deferrals and completions.
- In 2014, \$49.9 million in DC funding was transferred to capital projects to finance various growth related capital projects.

CONCLUSION: This statement is required under *the Development Charges Act, 1997*.

The *Development Charges Act, 1997* does not require the Treasurer's statement to be audited. This report must be submitted to the Minister of Municipal Affairs and Housing within 60 days of Council approval.

ATTACHMENTS:

- Appendix 1: Development Charges Reserve Funds Description
- Appendix 2: Development Charges Reserve Funds Continuity Schedule
- Appendix 3: Capital Projects Financed by Development Charge Reserve Funds
- Appendix 4: Development Levy Credits Continuity Schedule
- Appendix 5: Development Charge Credits Continuity Schedule

G. Kent.

Gary Kent
Commissioner of Corporate Services and Chief Financial Officer

Prepared By: Mark Beauparlant, Manager, Corporate Financial Services

Development Charge Reserve Funds Description

Appendix 1

Pursuant to the Development Charges Act, 1997 S.O. 1997 c.27, as amended, monies collected under the act shall be placed into a separate reserve account for the purpose of funding growth related net capital costs for which the development charge was imposed under the Development Charges By-law 0161-2014 or previous Mississauga Development Charge By-laws.

Reserve funds were established for the following purpose:

General Government	Funds are collected for the purpose of the animal control expansion as a result of residential growth. This service requires a 10% discount, as per the legislation
Recreation	Funds are collected for the purpose of capital requirements consistent with the Future Directions Plan servicing residential growth. This service requires a 10% discount, as per the legislation.
Fire	Funds are collected for the capital construction requirements consistent with the Station Location Study as it relates to growth. This is not a discounted service, per the legislation.
Library	Funds are collected for the capital expenses related to growth as outlined in the Library Services Master Plan, which was endorsed by both Council and the Library Board. All funds collected are as a result of residential growth and is a discounted service per the legislation.
Transit	Funds are collected for the purpose of providing all transit services as they relate to growth. This charge is collected from both residential and non-residential development activities. A 10% discount has already been factored into the charge, as per the legislation.
City-Wide Engineering	Funds are collected for constructing the transportation infrastructure in the City as it relates to development growth. This is not a discounted service, and is collected from both the residential and non-residential development sectors.
Public Works	Funds are collected for the capital costs involved with Building and Fleet components of the Public Works Division of Transportation and Works Department as it relates to growth. This charge is collected from both the residential and non-residential sectors, and is discounted by 10%, as per the legislation.
Living Art Centre Debt	Funds collected for this service are used to retire a debt incurred for the construction of the Living Arts Centre in Mississauga. Development charges are collected from the residential sector only and a 10% discount has been applied to the debt outstanding.
Storm Water Management	Funds collected for this service are to be used for items such as channelization, erosion control, Credit River Watershed erosion control, storm water management and water quality/quantity control. This is not a discounted service, and is a uniform charge applied to both the residential and non-residential sectors on a cost per hectare basis.
Parking Services	Funds collected for these services are to be used for the design and construction of parking services in the City of Mississauga.

DEVELOPMENT CHARGE RESERVE FUNDS CONTINUITY SCHEDULE - 2014

FUND NAME	BALANCE 2013/12/31	REVENUES					EXPENDITURES			BALANCE 2014/12/31
		FROM REVENUE	INTEREST	DEVELOPERS	OTHER	TOTAL REVENUE	DCA REFUNDS	TRANSFERS TO (FROM) CAPITAL	TRANSFERS TO REVENUE	
New DCA- City Holding				(49,407.36)	67,214.75	17,807.39	17,807.39			0.00
New DCA-General Government	(4,613,060.39)		(71,085.36)	298,831.15		227,745.79				(4,385,314.60)
New DCA-Recreation	8,833,909.06		145,044.99	8,018,062.64		8,163,107.63		3,053,244.35		13,943,772.34
New DCA-Recreation (Hershey)	(0.00)		3,255.45	(3,255.45)		0.00				0.00
New DCA-Fire Services	(10,345,564.13)		(166,893.11)	929,764.24	135,000.00	897,871.13		559,250.67		(10,006,943.67)
New DCA-Library	2,221,585.99		26,156.67	1,093,967.49		1,120,124.16		1,117,764.43		2,223,945.72
New DCA-Transit	4,149,575.41		53,429.44	2,476,287.47		2,529,716.91		1,050,129.57		5,629,162.75
New DCA-City Wide Engineering	39,179,635.85		491,797.61	15,377,130.04		15,868,927.65		16,075,842.17		38,972,721.33
New DCA-Public Works	(881,782.25)		(21,785.41)	673,456.84		651,671.43		1,288,641.37	150,000.00	(1,668,752.19)
New DCA-Parking	388,417.22		8,974.02	471,760.69		480,734.71				869,151.93
New DCA-LAC	0.00		1,132.17	(1,132.17)		0.00				0.00
New DCA-Storm Water	37,622,131.98		338,121.67	2,155,722.11		2,493,843.78		20,178,797.67		19,937,178.09
DC Appeal - Residential	4,183,664.44		76,675.81	2,019,167.21		2,095,843.02				6,279,507.46
DC Appeal - Industrial	530,816.19		8,614.35	73,954.11		82,568.46				613,384.65
DC Appeal - Non-Industrial	431,012.46		7,651.20	51,317.82		58,969.02				489,981.48
Total	81,700,341.83	0.00	901,089.50	33,585,626.83	202,214.75	34,688,931.08	17,807.39	43,323,670.23	150,000.00	72,897,795.29

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Capital Projects Financed by Development Charge Reserve Funds
December 31, 2014

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Description: This report highlights all Development Charge Reserve Fund transfers to Capital Projects in 2014 identifying where the Development Charges are allocated.

PROJECT NUMBER	DESCRIPTION	2014 DEVELOPMENT CHARGE FINANCING		2014 OTHER FINANCING			TOTAL PROJECT FINANCING TO DATE (Transfers To/From Reserves)			PROJECT NET FINANCING
		TRANSFERS TO RESERVE	TRANSFERS FROM RESERVE	TRANSFERS TO RESERVE	TRANSFERS FROM RESERVE	DEBT FINANCING	TRANSFERS TO RESERVE	TRANSFERS FROM RESERVE	DEBT FINANCING	
05134	Credit River Watershed Erosion Storm Water Management - 31350 Capital Reserve -33121	398.16		17,055.48			20,455.48 146,998.16	(790,000.00)		(622,546.36)
06104	Torbram Grade Separation (North) City Wide Engineering - 31335		(4,000,000.00)					(34,245,000.00)		(34,245,000.00)
06135	Meadowvale Business Park- Channel/Culvert Storm Water Management - 31350	19,604.70					129,604.70	(596,000.00)		(466,395.30)
07319	Basic developmt P471, Daniels - Construction Recreation - 31315	39,323.62					39,323.62	(3,613,700.00)		(3,574,376.38)
08105	Hurontario St/Highway 401 Interchange Phase 1 Capital Reserve -33121 City Wide Engineering - 31335	1,387,500.00		112,500.00			112,500.00 1,387,500.00	(1,100,100.00) (13,599,900.00)		(13,200,000.00)
08111	McLaughlin Rd - Bristol Rd to Britannia Capital Reserve-33121 City Wide Engineering - 31335		(67,500.00)		(7,500.00)			(42,500.00) (382,500.00)		(425,000.00)
08113	Confederation Parkway - Burnhamthorpe Rd W to Queensway Roadways - 33131 City Wide Engineering - 31335	26,417.84		47,746.35			47,746.35 1,201,317.84	(4,400,000.00) (3,609,400.00)		(6,760,335.81)
08143	Retrofit Loyalist Creek SWM Pond #5903-W of Winston Churchill Storm Water Management - 31350	25,684.94					75,684.94	(170,000.00)		(94,315.06)
08171	Traffic Signal Equipment Enhancements Capital Reserve - 33121 Contributions- Roads -35201 City Wide Engineering - 31335		(418,427.57)		(95,695.38) (192,876.05)		45,400.00 214,600.00	(339,565.38) (192,876.05) (2,075,558.57)		(2,348,000.00)
08173	Traffic System and ITS Capital Reserve - 33121 Contributions- Roads -35201 City Wide Engineering - 31335		(414,285.71)		(94,747.90) (190,966.39)			(94,747.90) (190,966.39) (2,014,285.71)		(2,300,000.00)
08234	Transit Satelite #2 - Land Acquisition Public Transit Fund 35180 Transit - 31330 Parkland - 32121	1,387,839.60			(461,898.51)		3,502,839.60 350,000.00	(461,898.51) (10,800,000.00) (315,000.00)		(7,724,058.91)

Capital Projects Financed by Development Charge Reserve Funds

December 31, 2014

Appendix 3

Description: This report highlights all Development Charge Reserve Fund transfers to Capital Projects in 2014 identifying where the Development Charges are allocated.

PROJECT NUMBER	DESCRIPTION	2014 DEVELOPMENT CHARGE FINANCING		2014 OTHER FINANCING			TOTAL PROJECT FINANCING TO DATE (Transfers To/From Reserves)			PROJECT NET FINANCING
		TRANSFERS TO RESERVE	TRANSFERS FROM RESERVE	TRANSFERS TO RESERVE	TRANSFERS FROM RESERVE	DEBT FINANCING	TRANSFERS TO RESERVE	TRANSFERS FROM RESERVE	DEBT FINANCING	
08250	Construction-Training & Mechanical Centre Investing in Ontario Act Funds - 35573 Fire Training Reserve-35576 Capital Reserve -33121 Fire Services - 31320	127,685.00		172,315.00			10,485,505.00 3,504,485.00	(4,182,490.00) (4,407,500.00) (12,659,600.00) (11,480,600.00)		(18,740,200.00)
08252	New Construction - Relocation Station 116 Fire Services - 31320	38,064.33					38,064.33	(2,793,300.00)		(2,755,235.67)
08317	Wayfinding & park signs, Bunker & Irrigation system Recreation - 31315	11,659.17					11,659.17	(519,000.00)		(507,340.83)
08319	Sheridan Park - Ball Diamond Lighting Recreation - 31315	25,920.72					115,920.72	(318,000.00)		(202,079.28)
08081	Developer Related Modifications Roadway-33131 Contribution-Traffic Signal -35209 City Wide Engineering-31335		(14,664.14)		(1,141.18) (12,724.13)			(1,141.18) (12,724.13) (14,664.14)		(28,529.45)
08082	Phasing Changes Roadway-33131 Contribution-Traffic Signal -35209 City Wide Engineering-31335		(7,164.45)		(557.54) (6,216.62)			(557.54) (6,216.62) (7,164.45)		(13,938.61)
08084	T/S-Confederation Pkwy@Princess Royal Dr Roadway-33131 Contribution-Traffic Signal -35209 City Wide Engineering-31335		(53,713.86)		(4,180.07) (46,607.75)			(4,180.07) (46,607.75) (53,713.86)		(104,501.68)
08085	T/S-McLaughlin Rd@Kaiser Dr/Derrydal Dr Roadway-33131 Contribution-Traffic Signal -35209 City Wide Engineering-31335		(42,499.35)		(3,307.34) (36,876.87)			(3,307.34) (36,876.87) (42,499.35)		(82,683.56)
08086	T/S - Creekbank Dr @ Sismet Rd Roadway-33131 Contribution-Traffic Signal -35209 City Wide Engineering-31335		(50,907.49)		(3,961.67) (44,172.65)			(3,961.67) (44,172.65) (50,907.49)		(99,041.81)
08087	T/S-Kennedy Rd@ExportBlvd/Private Access Roadway-33131 Contribution-Traffic Signal -35209 City Wide Engineering-31335		(60,054.80)		(4,673.53) (52,109.81)			(4,673.53) (52,109.81) (60,054.80)		(116,838.14)
08088	T/S-TenthLineWest@MillersGrove/WaxwingDr Roadway-33131 Contribution-Traffic Signal -35209 City Wide Engineering-31335		(47,453.43)		(3,692.87) (41,175.54)			(3,692.87) (41,175.54) (47,453.43)		(92,321.84)

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Capital Projects Financed by Development Charge Reserve Funds **December 31, 2014**

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Description: This report highlights all Development Charge Reserve Fund transfers to Capital Projects in 2014 identifying where the Development Charges are allocated.

PROJECT NUMBER	DESCRIPTION	2014 DEVELOPMENT CHARGE FINANCING		2014 OTHER FINANCING			TOTAL PROJECT FINANCING TO DATE (Transfers To/From Reserves)			PROJECT NET FINANCING
		TRANSFERS TO RESERVE	TRANSFERS FROM RESERVE	TRANSFERS TO RESERVE	TRANSFERS FROM RESERVE	DEBT FINANCING	TRANSFERS TO RESERVE	TRANSFERS FROM RESERVE	DEBT FINANCING	
0089	T/S-TruscottDr@PrivateAccess(CountDn&APS Roadway-33131 Contribution-Traffic Signal -35209 City Wide Engineering-31335		(58,411.84)		(4,545.67) (50,684.21)			(4,545.67) (50,684.21) (58,411.84)		(113,641.72)
0090	T/S-TomkenRd@SisbroCrt/Private Access Roadway-33131 Contribution-Traffic Signal -35209 City Wide Engineering-31335		(47,525.29)		(3,698.47) (41,237.90)			(3,698.47) (41,237.90) (47,525.29)		(92,461.66)
0091	T/S-HurontarioSt@HighStEast/PrivateAccess Roadway-33131 Contribution-Traffic Signal -35209 City Wide Engineering-31335		(427.19)		(33.24) (370.67)			(33.24) (370.67) (427.19)		(831.10)
0092	T/S - Argentia Rd @ Private Access Roadway-33131 Contribution-Traffic Signal -35209 City Wide Engineering-31335		(29,788.60)		(2,318.18) (25,847.69)			(2,318.18) (25,847.69) (29,788.60)		(57,954.47)
0094	T/S-PotentialNewOrRebuiltTrafficSignal#2 Roadway-33131 Contribution-Traffic Signal -35209 City Wide Engineering-31335		(49,446.27)		(3,847.96) (42,904.74)			(3,847.96) (42,904.74) (49,446.27)		(96,198.97)
009108	City Centre - Transportation Studies City Wide Engineering - 31335	200,000.00					200,000.00	(800,000.00)		(600,000.00)
009109	Hurontario St - Park St E to Lakeshore Capital Reserve -33121 City Wide Engineering - 31335	120,000.00		30,000.00			110,000.00 440,000.00	(330,000.00) (1,320,000.00)		(1,100,000.00)
009197	Property Acquisition City Wide Engineering - 31335		(4,297.26)				1,475,000.00	(7,204,297.26)		(5,729,297.26)
009198	Traffic Signals Roadways - 33131 Traffic Signal Reserve -35209 City Wide Engineering - 31335	492,278.67		38,309.62 427,152.30			44,309.62 494,052.30 569,378.67	(60,000.00) (669,000.00) (771,000.00)		(392,259.41)
009317	Basic Development - O'Connor Park Capital Reserve -33121 Recreation - 31315	19,727.89		4,296.94			13,196.94 437,027.89	(526,200.00) (2,792,300.00)		(2,868,275.17)
009355	Basic Development - Sheridan Design Capital Reserve -33121 Recreation - 31315	29,480.00		26,520.00			26,520.00 29,480.00	(1,118,900.00) (1,243,800.00)		(2,306,700.00)
10081	Developer Related Modifications Roadway-33131 Contribution-Traffic Signal -35209 City Wide Engineering-31335		(19,110.12)		(15,452.68) (39,947.38)			(15,452.68) (39,947.38) (19,110.12)		(74,510.18)

Capital Projects Financed by Development Charge Reserve Funds
December 31, 2014

Appendix 3

Description: This report highlights all Development Charge Reserve Fund transfers to Capital Projects in 2014 identifying where the Development Charges are allocated.

PROJECT NUMBER	DESCRIPTION	2014 DEVELOPMENT CHARGE FINANCING		2014 OTHER FINANCING			TOTAL PROJECT FINANCING TO DATE (Transfers To/From Reserves)			PROJECT NET FINANCING
		TRANSFERS TO RESERVE	TRANSFERS FROM RESERVE	TRANSFERS TO RESERVE	TRANSFERS FROM RESERVE	DEBT FINANCING	TRANSFERS TO RESERVE	TRANSFERS FROM RESERVE	DEBT FINANCING	
10082	Phasing Changes Roadway-33131 Contribution-Traffic Signal-35209 City Wide Engineering-31335		(19,208.01)		(15,531.83) (40,151.98)			(15,531.83) (40,151.98) (19,208.01)		(74,891.82)
10083	T/S - Missi Valley Blvd @ Elm Drv E Cndn Roadway-33131 Contribution-Traffic Signal -35209 City Wide Engineering-31335		(29,330.25)		(23,716.81) (61,311.30)			(23,716.81) (61,311.30) (29,330.25)		(114,358.36)
10084	T/S - Erin Cntr Blvd@Oscar Peterson Blvd Roadway-33131 Contribution-Traffic Signal -35209 City Wide Engineering-31335		(21,086.66)		(17,050.94) (44,079.09)			(17,050.94) (44,079.09) (21,086.66)		(82,216.69)
10085	T/S - Kariya Drive at Elm Dr Wst - Cntdn Roadway-33131 Contribution-Traffic Signal -35209 City Wide Engineering-31335		(24,397.89)		(19,728.43) (51,000.79)			(19,728.43) (51,000.79) (24,397.89)		(95,127.11)
10086	T/S - Truscott Dr @ Clarkson Rd N, Cntdn Roadway-33131 Contribution-Traffic Signal-35209 City Wide Engineering-31335		(21,700.14)		(17,547.01) (45,361.49)			(17,547.01) (45,361.49) (21,700.14)		(84,608.64)
10087	T/S - Eglinton Avenue West @ Ridgeway Dr Roadway-33131 Contribution-Traffic Signal-35209 City Wide Engineering-31335		(16,362.18)		(13,230.66) (34,203.13)			(13,230.66) (34,203.13) (16,362.18)		(63,795.97)
10088	T/S - Eglinton Av W @ Oscar Peterson Bld Roadway-33131 Contribution-Traffic Signal-35209 City Wide Engineering-31335		(22,696.73)		(18,352.86) (47,444.72)			(18,352.86) (47,444.72) (22,696.73)		(88,494.31)
10089	T/S - Meadowvale Bld @Tottington Dr Cndn Roadway-33131 Contribution-Traffic Signal -35209 City Wide Engineering-31335		(25,131.92)		(20,321.98) (52,535.20)			(20,321.98) (52,535.20) (25,131.92)		(97,989.10)
10091	T/S - Dundas Street East at Jarrow Av Roadway-33131 Contribution-Traffic Signal -35209 City Wide Engineering-31335		(212.56)		(171.88) (444.32)			(171.88) (444.32) (212.56)		(828.76)
10092	T/S - Thomas St@Greensboro Dr/Kimmeridge Roadway-33131 Contribution-Traffic Signal -35209 City Wide Engineering-31335		(23,856.79)		(19,290.90) (49,869.69)			(19,290.90) (49,869.69) (23,856.79)		(93,017.38)

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Capital Projects Financed by Development Charge Reserve Funds
December 31, 2014

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Description: This report highlights all Development Charge Reserve Fund transfers to Capital Projects in 2014 identifying where the Development Charges are allocated.

PROJECT NUMBER	DESCRIPTION	2014 DEVELOPMENT CHARGE FINANCING		2014 OTHER FINANCING			TOTAL PROJECT FINANCING TO DATE (Transfers To/From Reserves)			PROJECT NET FINANCING
		TRANSFERS TO RESERVE	TRANSFERS FROM RESERVE	TRANSFERS TO RESERVE	TRANSFERS FROM RESERVE	DEBT FINANCING	TRANSFERS TO RESERVE	TRANSFERS FROM RESERVE	DEBT FINANCING	
10093	T/S - Creditview Road @Carolyn Road Cndn Roadway-33131 Contribution-Traffic Signal -35209 City Wide Engineering-31335		(17,472.44)		(14,128.44) (36,524.00)			(14,128.44) (36,524.00) (17,472.44)		(68,124.88)
10094	T/S - Ninth Line at Erin Centre Blvd Roadway-33131 Contribution-Traffic Signal -35209 City Wide Engineering-31335		(19,444.58)		(15,723.13) (40,646.53)			(15,723.13) (40,646.53) (19,444.58)		(75,814.24)
10134	Monitoring & Minor modifications SWM Fac Storm Water Management - 31350	4,487.60					4,487.60	(80,000.00)		(75,512.40)
10148	Sheridan Creek Erosion Control - Design Capital Reserve -33121 Storm Water Management - 31350	451.90		13,669.95			13,669.95 451.90	(48,400.00) (1,600.00)		(35,878.15)
10149	Land Acquisition - N16 D SWM Ponds 5502 & 5503 Storm Water Management - 31350	2,779.77					1,129,279.77	(1,733,000.00)		(603,720.23)
10197	Property Acquisition Engineering Other - 35205 City Wide Engineering - 31335	200,000.00	(1,007,239.58)				334,774.00 5,865,226.00	(480,400.00) (9,136,839.58)		(3,417,239.58)
10198	Traffic Signals Roadways - 33131 Traffic Signal Reserve -35209 City Wide Engineering - 31335	328,203.07		265,389.08 686,068.30			286,089.08 739,668.30 353,903.07	(324,900.00) (840,000.00) (401,900.00)		(187,139.55)
10231	Transit Hurontario Corridor Study Capital Reserve -33121 Provincial Transit -35184 Move Ontario -35187 City Wide Engineering - 31335		(200,000.00)					(12,000,000.00) (1,291,500.00) (1,858,500.00) (200,000.00)		(15,350,000.00)
10315	Future Greenbelt Development - Harris Capital Reserve -33121 Recreation - 31315	51,974.15		5,774.91			5,774.91 51,974.15	(10,600.00) (95,400.00)		(48,250.94)
10323	Madill Common Park - Construction Capital Reserve -33121 Recreation - 31315	8,484.68		3,054.32			3,054.32 8,484.68	(217,500.00) (604,200.00)		(810,161.00)
10326	Southlawn Sanford Farm - Construction Mascan Creditview Recreation Reserve 35339 Recreation - 31315	30,785.42		3,420.60			18,120.60 168,085.42	(90,000.00) (842,800.00)		(746,593.98)
11131	Applewood Creek Crossing Improv-Culvert Capital Reserve -33121 Storm Water Management - 31350 City Wide Engineering - 31335		(1,136.36)	301,136.36			301,136.36	(435,000.00) (1,136.36) (5,000.00)		(140,000.00)
11175	Traffic Management Centre City Wide Engineering - 31335 Contribution-Roads 35201 capital Reserve -33121	(1,423,000.00)	832,714.28	383,842.44 190,443.28	(909,000.00)		832,714.28 383,842.44 190,443.28	(1,972,000.00) (909,000.00) (451,000.00)		(1,925,000.00)

Capital Projects Financed by Development Charge Reserve Funds
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Description: This report highlights all Development Charge Reserve Fund transfers to Capital Projects in 2014 identifying where the Development Charges are allocated.

PROJECT NUMBER	DESCRIPTION	2014 DEVELOPMENT CHARGE FINANCING		2014 OTHER FINANCING			TOTAL PROJECT FINANCING TO DATE (Transfers To/From Reserves)			PROJECT NET FINANCING
		TRANSFERS TO RESERVE	TRANSFERS FROM RESERVE	TRANSFERS TO RESERVE	TRANSFERS FROM RESERVE	DEBT FINANCING	TRANSFERS TO RESERVE	TRANSFERS FROM RESERVE	DEBT FINANCING	
1198	Traffic Signals Roadways - 33131 Traffic Signal Reserve-35209 City Wide Engineering - 31335	63,056.05		69,033.76 113,748.77			69,033.76 113,748.77 63,056.05	(440,000.00) (725,000.00) (401,900.00)		(1,321,061.42)
1207	Transit Bus Acquisitions - Growth Capital Reserve -33121 Transit - 31330	14,692.94		1,632.55			1,632.55 14,692.94	(5,000.00) (45,000.00)		(33,674.51)
1273	Library collection increases Capital Reserve -33121 Library - 31325	35.57		3.95			3.95 35.57	(44,200.00) (397,800.00)		(441,960.48)
12105	Creditview Rd - Argentia Rd to Old Creditview City Wide Engineering - 31335		(100,000.00)					(400,000.00)		(400,000.00)
12109	Dundas Street West/Ninth Line West - PH 1 City Wide Engineering - 31335		(1,000,000.00)					(2,000,000.00)		(2,000,000.00)
12130	Storm Sewer Oversizing-Various Locations Storm Water Management - 31350		(40,000.00)					(240,000.00)		(240,000.00)
12131	Credit River Erosion - Behind Steen Dr Capital Reserve Storm Water Management - 31350		(13,000.00)					(108,000.00) (15,000.00)		(123,000.00)
12138	Mary Fix Creek Erosion Control - Harborn Storm Water Management - 31350 Capital Reserves- 33121	5,000.00		95,000.00			5,000.00 95,000.00	(9,000.00) (181,000.00)		(90,000.00)
12140	Etobicoke Creek Channel Dredging Storm Water Management - 31350 Capital Reserves- 33121 Regional Gas Tax - 35183		(4,515.00)	1,000,000.00	(210,485.00) (487,623.16)		1,000,000.00	(25,515.00) (1,189,485.00) (487,623.16)		(702,623.16)
12145	Minor Erosion Control Works - Various Locataions Storm Water Management - 31350 Capital Reserves- 33121	2,609.62		66,980.22			2,609.62 66,980.22	(3,000.00) (77,000.00)		(10,410.16)
12147	Sheridan Creek Erosion Control - Clarkson Storm Water Management - 31350 Capital Reserves- 33121	33,000.00		967,000.00			33,000.00 967,000.00	(98,287.00) (2,886,713.00)		(1,985,000.00)
12148	Sheridan Creek Erosion Control - Benedet Storm Water Management - 31350 Capital Reserves- 33121	2,000.00		48,000.00			2,000.00 48,000.00	(9,500.00) (290,500.00)		(250,000.00)
12163	New Vehicles & Equipment Public Works - 31340 Capital Reserves- 33121		(6,141.37)		(682.38)			(181,641.37) (20,182.38)		(201,823.75)
12205	Transit Change-Off Vehicle Acquisitions Capital Reserves- 33121 Transit - 31330	7,337.89		815.32			815.32 7,337.89	(2,500.00) (22,500.00)		(16,846.79)

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Capital Projects Financed by Development Charge Reserve Funds **December 31, 2014**

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Description: This report highlights all Development Charge Reserve Fund transfers to Capital Projects in 2014 identifying where the Development Charges are allocated.

PROJECT NUMBER	DESCRIPTION	2014 DEVELOPMENT CHARGE FINANCING		2014 OTHER FINANCING			TOTAL PROJECT FINANCING TO DATE (Transfers To/From Reserves)			PROJECT NET FINANCING
		TRANSFERS TO RESERVE	TRANSFERS FROM RESERVE	TRANSFERS TO RESERVE	TRANSFERS FROM RESERVE	DEBT FINANCING	TRANSFERS TO RESERVE	TRANSFERS FROM RESERVE	DEBT FINANCING	
2269	Design and Construction of Station 120 Capital Reserves- 33121 Fire - 31320		(455,000.00)					(540,000.00) (455,000.00)		(995,000.00)
2307	Hydro One Corridor - Oakville to Credit River - Design Capital Reserves- 33121 Recreation - 31315		(829,620.00)		(92,180.00)			(122,180.00) (1,099,620.00)		(1,221,800.00)
2325	Undertake the Planning Approvals P459 Capital Reserves- 33121 Recreation - 31315	89,069.40		9,896.60			9,896.60 89,069.40	(10,000.00) (90,000.00)		(1,034.00)
2326	Road works to provide EMS access P505 Capital Reserves- 33121 Recreation - 31315	134,015.40		14,890.60			14,890.60 134,015.40	(15,000.00) (135,000.00)		(1,094.00)
2449	P459 - Sports Park - Concept plan Capital Reserves- 33121 Recreation - 31315		(89,069.40)		(9,896.60)			(29,896.60) (269,069.40)		(298,966.00)
3106	Belgrave Dr Ramp Ext/widening- Mavis Rd DC City Wide - 31335		(250,000.00)					(350,000.00)		(350,000.00)
3109	Dundas St West/Ninth Line W DC City Wide - 31335	1,000,000.00					1,000,000.00	(1,000,000.00)		0.00
3110	Courtneypark Dr East Widening/Kennedy Rd DC City Wide - 31335		(250,000.00)					(550,000.00)		(550,000.00)
3130	Storm Sewer Oversizing -Various Location Storm Water - 31350	200,000.00					200,000.00	(200,000.00)		0.00
3140	Cooksville Creek Erosion Ctrl-Rathburn Storm Water - 31350 Debt Financing -575100		(600,000.00)					(696,000.00)	(3,000,000.00)	(3,696,000.00)
3141	Cooksville Creek - Dyking D/S of CPKY Storm Water - 31350 Capital Reserve -33121	7,772.48		251,310.20			7,772.48 251,310.20	(9,000.00) (291,000.00)		(40,917.32)
3165	Sidewalks DC City-wide -31335		(100,000.00)				0.00	(1,100,000.00)		(1,100,000.00)
3171	Traffic Signal Equipment Enhancements DC City-wide -31335	8,565.44					8,565.44	(155,000.00)		(146,434.56)
3270	Meadowvale Library Construction DC Library - 31325 Capital Reserve -33121		(720,000.00)		(80,000.00)			(900,000.00) (100,000.00)		(1,000,000.00)
3326	Malton Village Park - Design DC Recreation - 31315 Capital Reserve -33121		(729,500.00)		(81,100.00)			(1,021,900.00) (113,600.00)		(1,135,500.00)
3327	Park P_508 Development - Construction DC Recreation - 31315 Capital Reserve -33121		(540,000.00)		(60,000.00)			(1,164,200.00) (129,400.00)		(1,293,600.00)

Capital Projects Financed by Development Charge Reserve Funds
December 31, 2014

Appendix 3

Description: This report highlights all Development Charge Reserve Fund transfers to Capital Projects in 2014 identifying where the Development Charges are allocated.

PROJECT NUMBER	DESCRIPTION	2014 DEVELOPMENT CHARGE FINANCING		2014 OTHER FINANCING			TOTAL PROJECT FINANCING TO DATE (Transfers To/From Reserves)			PROJECT NET FINANCING
		TRANSFERS TO RESERVE	TRANSFERS FROM RESERVE	TRANSFERS TO RESERVE	TRANSFERS FROM RESERVE	DEBT FINANCING	TRANSFERS TO RESERVE	TRANSFERS FROM RESERVE	DEBT FINANCING	
13328	F_301 Basic Development - Design DC Recreation - 31315 Capital Reserve -33121		(279,300.00)		(31,000.00)			(320,400.00) (35,600.00)		(356,000.00)
13335	Trail-Sawmill Valley Tr-Bird Property DC Recreation - 31315 Capital Reserve -33121	56,121.00		6,235.00			56,121.00 6,235.00	(57,800.00) (6,400.00)		(1,844.00)
14101	Intersection Capital Program DC City-wide -31335		(495,000.00)					(495,000.00)		(495,000.00)
14102	Mavis Rd- Courtneypark to N City Limits DC City-wide -31335		(500,000.00)					(500,000.00)		(500,000.00)
14103	Preliminary Engineering Studies DC City-wide -31335		(100,000.00)					(100,000.00)		(100,000.00)
14106	Goreway Drive Grade Separation DC City-wide -31335		(2,000,000.00)					(2,000,000.00)		(2,000,000.00)
14107	9th Widening-Derry Rd to North Limit DC City-wide -31335		(2,700,000.00)					(2,700,000.00)		(2,700,000.00)
14129	Land/Cooksville Creek SWM Pond#3702 Parkland -32121 DC Storm Water -31350		(6,500,000.00)	6,500,000.00			6,500,000.00	(6,500,000.00)		0.00
14130	Storm Sewer Oversizing - Various Locatio DC Storm Water -31350		(200,000.00)					(200,000.00)		(200,000.00)
14131	Cooksville Creek Flood Storage Facility Capital Reserve -33121 DC Storm Water -31350		(13,000.00)	415,000.00	(447,000.00)		415,000.00	(447,000.00) (13,000.00)		(45,000.00)
14132	Cooksville Creek Flood Protection Berm Capital Reserve -33121 DC Storm Water -31350		(4,000.00)	140,000.00	(146,000.00)		140,000.00	(146,000.00) (4,000.00)		(10,000.00)
14134	Monitoring and minor modification of SWM DC Storm Water -31350		(80,000.00)					(80,000.00)		(80,000.00)
14139	New Facility - Storm Water Mgt Pond#5503 DC Storm Water -31350		(1,000,000.00)					(1,000,000.00)		(1,000,000.00)
14141	Cooksville Crk Impr&Flood Prot/Paisley DC Storm Water -31350 Debt Financing -575100		(149,345.00)			(5,000,000.00)		(149,345.00)	(5,000,000.00)	(5,149,345.00)
14142	New Facility-Cooksville Creek Pond #3702 DC Storm Water -31350		(7,015,000.00)					(7,015,000.00)		(7,015,000.00)
14144	16 Mile Crk Culvert Impr-Argentia Rd. Ex DC Storm Water -31350		(1,530,000.00)					(1,530,000.00)		(1,530,000.00)
14145	Minor Erosion Ctrl Works-Variou Locatio Capital Reserve -33121 DC Storm Water -31350		(3,000.00)		(77,000.00)			(77,000.00) (3,000.00)		(80,000.00)

Capital Projects Financed by Development Charge Reserve Funds **December 31, 2014**

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Appendix 3

Description: This report highlights all Development Charge Reserve Fund transfers to Capital Projects in 2014 identifying where the Development Charges are allocated.

PROJECT NUMBER	DESCRIPTION	2014 DEVELOPMENT CHARGE FINANCING		2014 OTHER FINANCING			TOTAL PROJECT FINANCING TO DATE (Transfers To/From Reserves)			PROJECT NET FINANCING
		TRANSFERS TO RESERVE	TRANSFERS FROM RESERVE	TRANSFERS TO RESERVE	TRANSFERS FROM RESERVE	DEBT FINANCING	TRANSFERS TO RESERVE	TRANSFERS FROM RESERVE	DEBT FINANCING	
14146	Cooksville Creek Flood Protection-Dyking Debt Financing -575100 Capital Reserve -33121 DC Storm Water -31350		(59,590.48)		(251,310.20)	(1,735,000.00)		(251,310.20) (59,590.48)	(1,735,000.00)	(2,045,900.68)
14147	Land Acquisition-Sawmill Creek Pond#5805 Drainage Reserve - 35204 DC Storm Water -31350		(1,540,000.00)		(700,000.00)			(700,000.00) (1,540,000.00)		(2,240,000.00)
14148	Land Acq- Storm Water Mgt Pond #5503 DC Storm Water -31350		(1,730,000.00)					(1,730,000.00)		(1,730,000.00)
14161	Noise Wall Program Debt Financing -575100 DC City-wide -31335		(375,000.00)			(1,263,000.00)		(375,000.00)	(1,263,000.00)	(1,638,000.00)
14163	New Vehicles & Equipment Capital Reserve -33121 DC Public Works -31340		(175,500.00)		(19,500.00)			(19,500.00) (175,500.00)		(195,000.00)
14165	Sidewalks DC City-wide -31335		(1,000,000.00)					(1,000,000.00)		(1,000,000.00)
14167	Cycling Program DC City-wide -31335		(960,000.00)					(960,000.00)		(960,000.00)
14171	Traffic Signal Equipment Enhancements DC City-wide -31335		(115,000.00)					(115,000.00)		(115,000.00)
14173	Traffic System and ITS DC City-wide -31335		(75,000.00)					(75,000.00)		(75,000.00)
14176	Multi-Use Trails along Hanlan Routes DC City-wide -31335		(625,000.00)					(625,000.00)		(625,000.00)
14177	North Central Yard Feasibility Study Capital Reserve -33121 DC public Works -31340		(45,000.00)		(5,000.00)			(5,000.00) (45,000.00)		(50,000.00)
14193	Snow Storage Sites-Shared with Peel Capital Reserve -33121 DC public Works -31340		(900,000.00)		(100,000.00)			(100,000.00) (900,000.00)		(1,000,000.00)
14197	Property Acquisition DC City-wide -31335	1,007,239.58	(2,540,000.00)				1,007,239.58	(2,540,000.00)		(1,532,760.42)
14198	Traffic Signals - New Traffic Signals-35209 DC City-wide -31335		(300,000.00)		(470,000.00)			(470,000.00) (300,000.00)		(770,000.00)
14201	Transit Bus Acquisitions - Growth DC Transit - 31330 Regional Gas Tax- 35183 Public Transit Fund-35180		(2,460,000.00)		(864,275.00) (477,722.88)			(2,460,000.00) (864,275.00) (477,722.88)		(3,801,997.88)
14251	Fire & Emergency Services Master Plan DC Fire - 31320		(70,000.00)					(70,000.00)		(70,000.00)
14269	New Fire Truck - Fire Station 120 DC Fire - 31320		(200,000.00)					(200,000.00)		(200,000.00)

Capital Projects Financed by Development Charge Reserve Funds
December 31, 2014

Appendix 3

Description: This report highlights all Development Charge Reserve Fund transfers to Capital Projects in 2014 identifying where the Development Charges are allocated.

PROJECT NUMBER	DESCRIPTION	2014 DEVELOPMENT CHARGE FINANCING		2014 OTHER FINANCING			TOTAL PROJECT FINANCING TO DATE (Transfers To/From Reserves)			PROJECT NET FINANCING
		TRANSFERS TO RESERVE	TRANSFERS FROM RESERVE	TRANSFERS TO RESERVE	TRANSFERS FROM RESERVE	DEBT FINANCING	TRANSFERS TO RESERVE	TRANSFERS FROM RESERVE	DEBT FINANCING	
14273	Library Collection Increases Capital Reserve -33121 DC Library-31325		(397,800.00)		(44,200.00)			(44,200.00) (397,800.00)		(442,000.00)
14305	Multi-Use Trails Construction Capital Reserve -33121 DC Recreation-31315	829,620.00	(829,600.00)	92,180.00	(92,200.00)		92,180.00 829,620.00	(92,200.00) (829,600.00)		0.00
14306	Sawmill Valley Trail -Bird Property Link Capital Reserve -33121 DC Recreation-31315		(254,621.00)		(28,335.00)			(28,335.00) (254,621.00)		(282,956.00)
14307	Hydro One Est Corridor_ Etobicoke Crk-BRT Capital Reserve -33121 DC Recreation-31315		(55,800.00)		(6,200.00)			(6,200.00) (55,800.00)		(62,000.00)
14308	LakeviewCorridorTrail_ Lakeshore to QEW Capital Reserve -33121 DC Recreation-31315		(36,000.00)		(4,000.00)			(4,000.00) (36,000.00)		(40,000.00)
14310	Inclusive Playground - Rivergrove Park Capital Reserve -33121 DC Recreation-31315		(367,900.00)		(40,900.00)			(40,900.00) (367,900.00)		(408,800.00)
14311	Play equipment-Meadowvale Conservation Capital Reserve -33121 DC Recreation-31315		(72,400.00)		(8,100.00)			(8,100.00) (72,400.00)		(80,500.00)
14315	Design & Construction - F_408 Capital Reserve -33121 DC Recreation-31315		(36,500.00)		(4,100.00)			(4,100.00) (36,500.00)		(40,600.00)
14319	Design&Constr of Bridge -Harris property Capital Reserve -33121 Parkland 32121 DC Recreation-31315		(259,115.40)		(28,790.60) (160,000.00)			(28,790.60) (160,000.00) (259,115.40)		(447,906.00)
14423	Park Growth Related Equipment Capital Reserve -33121 DC public Works -31340		(162,000.00)		(18,000.00)			(18,000.00) (162,000.00)		(180,000.00)
TOTAL FINANCING ALL YEARS ALL SOURCES							46,340,636.48	(226,589,141.39)	(10,998,000.00)	(193,155,987.85)
TOTAL FINANCING TRANSFERRED 2014		6,615,886.60	(49,939,556.83)	12,520,421.90	(8,188,938.52)	(7,998,000.00)				
NET FINANCING TOTALS			(43,323,670.23)							

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Appendix 4

2014 Development Levy Credit Continuity Schedule

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

M Plan	Applicant	Value of Prepaid City Credits @ Jan 1/2014	Storms Waived @Jan 1/2014	Roads Waived @Jan 1/2014	Other Services Waived @Jan 1/2014	Value of Prepaid and Waived Credits @ Jan 1/2014	Prepaid Credits Redeemed	Waived Services Redeemed	Value of Prepaid and Waived Credits @ Dec 31/2014
M-957	1181482 Ontario Ltd	\$63,201.32	\$155,783.60	\$0.00		\$218,984.92			\$218,984.92
M-915	1234778 Ontario Inc.	\$0.00	\$57,497.98	\$0.00		\$57,497.98			\$57,497.98
M-948	1236236 Ontario Inc.	\$21,281.68	\$0.00	\$0.00		\$21,281.68			\$21,281.68
M-957	1251914 Ontario Ltd.	\$25,873.79	\$57,838.52	\$0.00		\$83,712.31	\$(25,873.79)	\$(57,838.52)	\$0.00
M-901	763442 Ontario Limited (Indrio)	\$77,232.66	\$0.00	\$0.00		\$77,232.66			\$77,232.66
M-915	Annovator Investments	\$80,861.45	\$249,756.87	\$0.00		\$330,618.32			\$330,618.32
OZ-50/90	Bohler Uddeholm Thermo Tech	\$10,102.07	\$23,942.52	\$0.00		\$34,044.59			\$34,044.59
M-915	Boldco Group Inc.	\$87,551.41	\$340,495.88	\$0.00		\$428,047.29			\$428,047.29
M-584	Brookfield Commercial Properties/Gentra Inc.	\$0.00	\$300,067.60	\$0.00		\$300,067.60			\$300,067.60
M-284	Cadillac Fairview Corp Ltd	\$0.00	\$286,074.12	\$469,143.35		\$755,217.47			\$755,217.47
M-425	Canonfield Inc	\$0.00	\$605,345.96	\$1,188,466.77		\$1,793,812.73			\$1,793,812.73
M-793	Canonfield Inc.	\$221,561.03	\$747,383.95	\$0.00		\$968,944.98			\$968,944.98
43R-13128	City Centre Plaza	\$0.00	\$339,327.95	\$3,624,076.95		\$3,963,404.90			\$3,963,404.90
M-814	Dariusz Krowiak	\$1,212.32	\$0.00	\$0.00		\$1,212.32			\$1,212.32
M-852	Dundee Realty Corp	\$24,274.01	\$70,974.07	\$0.00		\$95,248.08			\$95,248.08
M-539	Eric Robbins	\$4,077.79	\$9,882.47	\$0.00		\$13,960.26			\$13,960.26
M-871	Erin Mills Development Corporation	\$0.00	\$6,522.15	\$0.00		\$6,522.16			\$6,522.16
M-781	Erin Mills Development Corporation	\$99,252.79	\$78,161.31	\$0.00		\$177,414.10			\$177,414.10
M-592	Erin Mills Development Corporation	\$59,314.13	\$280,302.67	\$0.00		\$339,616.80			\$339,616.80
T-84051 R-23352 RCP 1003	Erin Mills Development Corporation	\$0.00	\$1,337,601.79	\$496,362.77		\$1,833,964.56		\$(377,247.92)	\$1,456,716.64
M-823	Erin Mills Development Corporation	\$13,520.02	\$590,981.13	\$1,584,081.67		\$2,188,582.82			\$2,188,582.82
M-908 & R-22964	Erin Mills Development Corporation	\$0.00	\$146,799.54	\$2,083,297.44		\$2,230,096.98			\$2,230,096.98
RP1542	Erin Mills Development Corporation	\$0.00	\$2,223,571.75	\$3,292,015.22		\$5,515,586.97		\$(898,255.73)	\$4,617,331.24
T-86106 & 43R-22605	Erin Mills Development Corporation	\$0.00	\$1,455,592.01	\$3,333,483.48		\$4,789,075.49			\$4,789,075.49
OZ-88/86	Erin Mills Development Corporation	\$0.00	\$827,162.40	\$5,534,416.59		\$6,361,579.00			\$6,361,579.00
B-111/87	Everlast Construction	\$710.17	\$43,626.60	\$85,651.45		\$129,988.21			\$129,988.21
M-677	Great West Life Assurance Company	\$14,821.29	\$166,205.11	\$0.00		\$181,026.40			\$181,026.40
M-948	Impulse Technologies Ltd.	\$6,198.05	\$16,745.31	\$0.00		\$22,943.36			\$22,943.36
M-757	Kaiser Photo Products	\$5,163.45	\$17,087.68	\$0.00		\$22,251.13			\$22,251.13
OZ-50/90	Keanall Holdings Ltd.	\$123,195.93	\$291,981.95	\$0.00		\$415,177.88			\$415,177.88

2014 Development Levy Credit Continuity Schedule

Appendix 4

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

M Plan	Applicant	Value of Prepaid City Credits @ Jan 1/2014	Storms Waived @Jan 1/2014	Roads Waived @Jan 1/2014	Other Services Waived @Jan 1/2014	Value of Prepaid and Waived Credits @ Jan 1/2014	Prepaid Credits Redeemed	Waived Services Redeemed	Value of Prepaid and Waived Credits @ Dec 31/2014
M-1015	Kee Group Inc.	\$28.38	\$71.87	\$0.00		\$100.25			\$100.25
M-635	Kee Group Inc.	\$2,922.12	\$15,272.90	\$0.00		\$18,195.02			\$18,195.02
M-728	Kee Group Inc.	\$3,880.54	\$18,866.52	\$0.00		\$22,747.06			\$22,747.06
M-793	Lord Realty Holdings Ltd	\$7,008.26	\$67,380.45	\$0.00		\$74,388.71			\$74,388.71
M-533	Lord Realty Holdings Ltd	\$0.00	\$582,256.93	\$0.00		\$582,256.93			\$582,256.93
M-852	Meadowpines Development Corporation	\$202,513.34	\$869,809.74	\$0.00		\$1,072,323.08			\$1,072,323.08
M-689	Menkes Industrial Parks Ltd	\$36,003.56	\$161,713.08	\$0.00		\$197,716.64			\$197,716.64
M-845	N.H.D. Developments Limited	\$17,058.80	\$48,647.79	\$0.00		\$65,706.59			\$65,706.59
M-401	OMERS REALTY MGMT CORP	\$15,124.80	\$218,312.66	\$0.00		\$233,437.46			\$233,437.46
M-1010	OMERS REALTY MGMT CORP	\$0.00	\$4,901,996.93	\$12,047,070.33	\$5,514,243.32	\$22,463,310.58		\$(914,639.81)	\$21,548,670.77
M-1023	Orlando Corporation	\$36,817.78	\$80,856.55	\$0.00		\$117,674.33			\$117,674.33
M-832	Orlando Corporation	\$75,996.85	\$246,046.25	\$0.00		\$322,043.10			\$322,043.10
M-900	Orlando Corporation	\$0.00	\$449.20	\$787,078.49		\$787,527.69			\$787,527.69
M-948	Richill Construction Limited	\$40,900.72	\$110,503.94	\$0.00		\$151,404.66			\$151,404.66
M-886	Riello Burners	\$15,768.31	\$42,225.08	\$0.00		\$57,993.39			\$57,993.39
M-1326	Rivergrove Development	\$98,843.63	\$317,029.51	\$0.00		\$415,873.14			\$415,873.14
M-901	Slough Estates Canada Ltd	\$83,970.83	\$336,390.15	\$0.00		\$420,360.98			\$420,360.98
M-435	Tordar Investments Ltd	\$11,774.25	\$148,237.00	\$0.00		\$160,011.25			\$160,011.25
M-922	Trailmobile Canada Inc	\$1,868.71	\$4,914.29	\$0.00		\$6,783.00			\$6,783.00
M-926	Tridel	\$0.60	\$0.00	\$0.00		\$0.60			\$0.60
OZ-50/90	Uddeholm	\$6,478.21	\$15,353.76	\$0.00		\$21,831.97			\$21,831.97
M-886	Uddeholm	\$15,347.11	\$41,326.68	\$0.00		\$56,673.79			\$56,673.79
Total		\$1,611,712.16	\$18,954,374.19	\$34,525,144.52	\$5,514,243.32	\$60,605,474.19	\$(25,873.79)	\$(2,247,981.98)	\$58,331,618.43
Note: Opening Balance for Waived Services will fluctuate with Rate Changes.									

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2014 Development Charge Credits Continuity Schedule

Appendix 5

Represents Development Charge Credits (charges waived by Council) for works to be undertaken by the Developer. Municipalities have the ability to waive development charges in exchange for other services and development which are paid for by the Developer.

M Plan	Developer	Type of DC Credit	DC Credit Amount Issued	Total Credit Used in Prior Years	DC Credit Balance @ Jan 1/14	DC Credits Used during 2014	DC Credit Balance @ Dec 31/14	GC Approval
M-1447	1296421 Ontario Inc.	Storm Water Mgmt	\$858,653.40	\$(681,906.34)	\$176,747.06		\$176,747.06	276-2000
M-1814	2096553 Ontario Inc. c/o Hush Homes Inc.	Park Development	\$22,308.00	\$(16,224.00)	\$6,084.00		\$6,084.00	GC 0663-2009
M-1759	678604 Ontario Inc.	Park Development	\$12,981.10	\$(11,553.84)	\$1,427.26		\$1,427.26	GC 0574-2007
No M Plan #	678604 Ontario Inc. and 1105239 Ontario Inc	Other Services	\$219,607.04	\$0.00	\$219,607.04		\$219,607.04	GC 0548-2011
M-1484	919848 Ontario Inc & 1368781 Ontario Inc	Park Development	\$27,573.92	\$(8,684.82)	\$18,889.10		\$18,889.10	178-2001
M-1474 & M-1475	968907 Ontario Inc & Gasmuz Construction Inc	Park Development	\$334,834.50	\$(334,833.02)	\$1.48		\$1.48	329-2001
M-1272	996075 Ontario Ltd	Park Development	\$19,600.00	\$(615.35)	\$18,984.65		\$18,984.65	597-97
M-1894	Argo Park Developments Corporation	Park Development	\$234,840.38	\$(234,839.36)	\$1.02		\$1.02	GC 0408-2012
M-1894	Argo Park Developments Corporation	Other Services	\$75,400.00	\$(75,398.40)	\$1.60		\$1.60	GC 0446-2012
M-950, M-1263	Berlen Development Corp	Park Development	\$32,891.65	\$(31,895.03)	\$996.62		\$996.62	604-1997
M-1460 & M-1461	Britannia Holdings	Other Services	\$234,466.63	\$(234,467.19)	\$(0.56)		\$(0.56)	161-2001
M-1366	Britannia Meadows Development Corp	Transportation Credit	\$187,250.00	\$(183,484.20)	\$3,765.80		\$3,765.80	442-1999
M-1366	Britannia Meadows Development Corp	Park Development	\$292,432.10	\$(287,485.25)	\$4,946.85		\$4,946.85	650-1999
M-1493 & M-1494	Britannia North Holdings Inc	Other Services	\$187,675.00	\$(187,674.34)	\$0.66		\$0.66	546-2001
M-1493 & M-1494	Britannia North/Central/South Holdings Inc	Park Development	\$94,977.60	\$(94,977.40)	\$0.20		\$0.20	549-2001
M-1758	Cabot Trail Estates	Other Services	\$12,139.26	\$(12,139.38)	\$(0.12)		\$(0.12)	GC 0131-2007
M-1758	Cabot Trail Estates Ltd.	Park Development	\$10,568.36	\$(10,568.25)	\$0.11		\$0.11	GC 0199-2007

2014 Development Charge Credits Continuity Schedule

Appendix 5

Represents Development Charge Credits (charges waived by Council) for works to be undertaken by the Developer. Municipalities have the ability to waive development charges in exchange for other services and development which are paid for by the Developer.

M Plan	Developer	Type of DC Credit	DC Credit Amount Issued	Total Credit Used in Prior Years	DC Credit Balance @ Jan 1/14	DC Credits Used during 2014	DC Credit Balance @ Dec 31/14	GC Approval
M-1663, M-1664, M-1665	EMDC	Storm Water Mgmt	\$1,503,000.00	\$(1,503,029.10)	\$(29.10)		\$(29.10)	437-2002
M-1635, M-1636, M-1637	EMDC	Transportation Compone	\$276,750.00	\$(276,751.20)	\$(1.20)		\$(1.20)	076-2004
M-1700 M-1701 M-1702	EMDC	Park Development	\$573,804.68	\$(573,805.76)	\$(1.08)		\$(1.08)	GC 0623-2005
M-1767 & M-1768	EMDC	Park Development	\$253,578.42	\$(253,578.00)	\$0.42		\$0.42	GC 0132-2008
M-1606, M-1607, M-1608, M-1609	EMDC	Other Services	\$423,750.00	\$(423,749.35)	\$0.65		\$0.65	527-2003
M-1635, M-1636, M-1637	EMDC	Park Development	\$265,930.10	\$(265,928.96)	\$1.14		\$1.14	077-2004
M-1606, M-1607, M-1608, M-1609	EMDC	Park Development	\$873,957.30	\$(873,955.45)	\$1.85		\$1.85	552-2003
M-1767 & M-1768	EMDC	Park Development	\$612,974.02	\$(612,971.97)	\$2.05		\$2.05	GC 0335-2008
M-1077 & M-1078 & M-1080	EMDC	Park Development	\$59,340.50	\$(58,814.91)	\$525.59		\$525.59	247-93
M-1553/ M-1554	EMDC	Storm Water Mgmt	\$698,287.99	\$(694,674.97)	\$3,613.02		\$3,613.02	324-2001
M-1700 M-1701 M-1702 PN04-140	EMDC	Storm Water Mgmt	\$3,130,400.00	\$(3,125,900.00)	\$4,500.00		\$4,500.00	GC 0571-2005
M-1079 & M-1081 & M-1082	EMDC	Park Development	\$476,213.65	\$(465,970.96)	\$10,242.69		\$10,242.69	212-93
M-1663, M-1664, M-1665	EMDC	Park Development	\$177,344.90	\$(153,615.50)	\$23,729.40		\$23,729.40	532-2004
	EMDC	Transportation Compone	\$25,000.00	\$0.00	\$25,000.00		\$25,000.00	107-93
M-1537 & M-1538	EMDC	Other Services	\$225,000.00	\$(198,876.10)	\$26,123.90		\$26,123.90	358-2002
	EMDC	Transportation Compone	\$40,000.00	\$0.00	\$40,000.00		\$40,000.00	107-93
PN-02-130	EMDC	Storm Water Mgmt	\$299,200.00	\$0.00	\$299,200.00		\$299,200.00	527-2003

2014 Development Charge Credits Continuity Schedule

Appendix 5

Represents Development Charge Credits (charges waived by Council) for works to be undertaken by the Developer. Municipalities have the ability to waive development charges in exchange for other services and development which are paid for by the Developer.

M Plan	Developer	Type of DC Credit	DC Credit Amount Issued	Total Credit Used in Prior Years	DC Credit Balance @ Jan 1/14	DC Credits Used during 2014	DC Credit Balance @ Dec 31/14	GC Approval
M-1733, M-1734, M-1735, M-1736	Erin Mills Development	Park Development	\$617,888.21	\$(618,740.20)	\$(851.99)		\$(851.99)	GC 0603-2006
M-1795	Erin Mills Development Corporation	Park Development	\$84,871.60	\$(84,871.53)	\$0.07		\$0.07	GC 0689-2009
M-1792	Erin Mills Development Corporation	Park Development	\$11,047.50	\$(11,047.36)	\$0.14		\$0.14	GC 0450-2009
No M Plan #	Erin Mills Development Corporation	Storm Water Mgmt	\$2,782,263.40		\$2,782,263.40		\$2,782,263.40	GC 0672-2013
M-1419 & M-1420	Fieldrun Development Corporation	Park Development	\$457,149.00		\$457,149.00		\$457,149.00	222-2000
M-1305	Fourth Terragar Holdings Ltd	Park Development	\$13,588.58	\$(13,685.10)	\$(96.52)		\$(96.52)	161-1998
M-1213 & M-1214 & M-1675	Fourth Terragar Holdings Ltd	Park Development	\$95,108.20	\$(95,107.34)	\$0.86		\$0.86	531-2002
M-1557	Gadan Properties Inc	Park Development	\$254,199.00	\$(251,309.94)	\$2,889.06		\$2,889.06	600-2002
M-1335	Graylight Properties Ltd	Transportation Compone	\$203,490.00	\$(198,896.22)	\$4,593.78		\$4,593.78	812-1998
M-1128	Jannock Properties	Park Development	\$181,838.05	\$(181,841.38)	\$(3.33)		\$(3.33)	163-94
M-1483	KZK Group	Park Development	\$3,770.56	\$(2,606.48)	\$1,164.08		\$1,164.08	216-2001
M-1653	Matgo Developments Inc.	Park Development	\$174,652.50	\$(163,310.40)	\$11,342.10		\$11,342.10	477-2004
M-1563	Mattamy (Country Club) Ltd	Park Development	\$24,750.00	\$(21,656.25)	\$3,093.75		\$3,093.75	532-2002
M-1565	Mattamy Homes (Lorne Park)	Storm Water Mgmt	\$109,951.09	\$(109,378.40)	\$572.69		\$572.69	9-2001
M-1468	Mattamy Homes (Lorne Park)	Storm Water Mgmt	\$184,336.35	\$(182,520.06)	\$1,816.29		\$1,816.29	9-2001
M-1565	Mattamy Ltd	Park Development	\$300,835.92	\$(299,243.36)	\$1,592.56		\$1,592.56	125-2001
M-1468	Mattamy Ltd	Park Development	\$451,253.88	\$(126,707.00)	\$324,546.88		\$324,546.88	125-2001

2014 Development Charge Credits Continuity Schedule

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M Plan	Developer	Type of DC Credit	DC Credit Amount Issued	Total Credit Used in Prior Years	DC Credit Balance @ Jan 1/14	DC Credits Used during 2014	DC Credit Balance @ Dec 31/14	GC Approval
M-1626	Monarch Construction Ltd	Park Development	\$7,378.03	\$(6,905.07)	\$472.96		\$472.96	527-2001
M-1497	Monarch Construction Ltd	Park Development	\$11,067.05	\$(9,881.00)	\$1,186.05		\$1,186.05	527-2001
M-1776	Orlando Corporation	Other Services	\$157,250.00	\$0.00	\$157,250.00		\$157,250.00	GC 0397-2005
M-1844	Paradise Homes Cobblestone Inc	Park Development	\$28,160.00	\$(28,160.44)	\$(0.44)		\$(0.44)	GC 0150-2011
M-1781	Partacc Mississauga Dev. Inc	Park Development	\$15,794.40	\$(15,792.00)	\$2.40		\$2.40	GC 0804-2008
SP 12/80, M-1957	Pinnacle International (Ontario) Limited	Bridge Crossing & Multi-use Trail	\$542,472.00	\$0.00	\$542,472.00	\$(542,472.00)	\$0.00	Council Resolution 0129-2013
PN 10-149	Prologis Canada LLC	Storm Water Mgmt	\$605,475.23		\$605,475.23		\$605,475.23	Council Resolution 0215-2012
M-1693	Shelltown Construction Ltd.	Park Development	\$53,593.40	\$(53,593.60)	\$(0.20)		\$(0.20)	553-2005 & 652-2005
M-1596	Southlawn Developments Inc.	Park Development	\$26,500.04	\$(26,497.25)	\$2.79		\$2.79	455-2003
M-1526	Steelgate Security Products Ltd	Park Development	\$48,476.56	\$(43,931.81)	\$4,544.75		\$4,544.75	548-2001 & 481-2001
M-1741	Stone Manor Developments	Park Development	\$30,456.00	\$(30,452.76)	\$3.24		\$3.24	GC 0518-2006
M-1502	Summit Meadow Ltd	Park Development	\$45,924.28	\$(6,560.55)	\$39,363.73	\$(38,925.93)	\$437.80	528-2001
M-1726	Sundance Vintage Developments Inc.	Park Development	\$6,475.00	\$(6,475.20)	\$(0.20)		\$(0.20)	GC 0293-2006
M-1772	Taccpar Gate Developments Inc.	Park Development	\$211,686.75	\$(211,686.12)	\$0.63		\$0.63	GC 0470-2008
M-1246	Tarmac Canada Inc	Park Development	\$443,299.10	\$(439,842.44)	\$3,456.66		\$3,456.66	344-97
M-1476 & M-1477	Todbrook Investors Inc & Gasmuz Constructi	Park Development	\$214,151.85	\$(202,847.03)	\$11,304.82		\$11,304.82	330-2001

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2014 Development Charge Credits Continuity Schedule

Appendix 5

Represents Development Charge Credits (charges waived by Council) for works to be undertaken by the Developer. Municipalities have the ability to waive development charges in exchange for other services and development which are paid for by the Developer.

M Plan	Developer	Type of DC Credit	DC Credit Amount Issued	Total Credit Used in Prior Years	DC Credit Balance @ Jan 1/14	DC Credits Used during 2014	DC Credit Balance @ Dec 31/14	GC Approval
M-1476 & M-1477	Todbrook Investors Inc & Gasmuz Constructi	Other Services	\$340,775.00	\$(322,786.82)	\$17,988.18		\$17,988.18	323-2001
M-1535 & M-1536	Westport Realty Ltd	Park Development	\$4,884.00	\$(2,394.00)	\$2,490.00		\$2,490.00	156-2002
M-1509	Woodhaven Investments (1996) Inc	Park Development	\$410,267.00	\$(409,621.06)	\$645.94		\$645.94	547-2001
TOTAL			\$21,927,810.03	\$(16,066,716.57)	\$5,861,093.46	\$(581,397.93)	\$5,279,695.53	

Type of DC Credit	DC Credit Amount Issued	Total Credit used in Prior Years	DC Credit Balance January 1, 2014	DC Credits Issued during 2014	DC Credits Balance Ending Dec 31, 2014
Park Development	\$8,605,217.64	\$(7,655,084.50)	\$950,133.14	\$(38,925.93)	\$911,207.21
Storm Water Mgmt	\$10,171,567.46	\$(6,297,408.87)	\$3,874,158.59	\$0.00	\$3,874,158.59
Other Services	\$1,876,062.93	\$(1,455,091.58)	\$420,971.35	\$0.00	\$420,971.35
Transportation Component	\$545,240.00	\$(475,647.42)	\$69,592.58	\$0.00	\$69,592.58
Bridge Crossing & Multi-use Trail	\$542,472.00	\$0.00	\$542,472.00	\$(542,472.00)	\$0.00
Transportation Credit	\$187,250.00	\$(183,484.20)	\$3,765.80	\$0.00	\$3,765.80
Total	\$21,927,810.03	\$(16,066,716.57)	\$5,861,093.46	\$(581,397.93)	\$5,279,695.53



Corporate Report

Clerk's Files

Originator's
Files

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General Committee

JUN 17 2015

DATE: June 1, 2015

TO: Chair and Members of General Committee
Meeting Date: June 17, 2015

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Funding Request for SRRA Research on the Impact of RER and SmartTrack on Office Development in Mississauga**

RECOMMENDATION: That a funding request by Strategic Regional Research Alliance (SRRA) of \$50,000 to support research, as described in the report titled "Funding Request for SRRA Research on the Impact of RER and SmartTrack on Office Development in Mississauga" from the Commissioner of Planning & Building, dated June 1, 2015, be approved.

REPORT

HIGHLIGHTS:

- The province has made a commitment to deliver Regional Express Rail (RER) which will expand GO Transit rail service to include 15-minute two-way, all-day GO Transit rail service.
- The RER initiative for the Lakeshore, Milton and Kitchener GO Transit rail corridors is one of the City's priority transit projects.
- The proposed SmartTrack plan builds on the RER initiative, with 53-kilometre, all-day, two-way frequent train service including a new heavy rail spur line along Eglinton Avenue West to Mississauga's Airport Corporate Centre.

- Strategic Regional Research Alliance (SRRA) is undertaking research to provide forecasts of office development and employment growth likely to result from RER and SmartTrack. These forecasts will provide input for ridership modeling of SmartTrack/RER.
- This research is valuable given the importance of Office development for the success of the City's future employment growth.
- Research will also support the City's long term planning and infrastructure investment, development of strategies for optimizing the Airport Corporate Centre's Competitive Advantage, improving Tax Revenue Planning, and improving Development Charges Planning.
- Partners supporting the SRRA research include the City of Toronto and York Region contributing \$130,000 and \$50,000, respectively.
- The City of Mississauga has been asked to participate with a \$50,000 contribution.

BACKGROUND:Regional Express Rail (RER) and SmartTrack

On July 24, 2014, the *Building Opportunity and Securing Our Future Act (Budget Measures), 2014*, was passed by the Province and included a \$15 billion commitment to funding transit infrastructure in the Greater Toronto and Hamilton Area (GTHA). The Province made a commitment to deliver Regional Express Rail (RER) which will ultimately expand GO Transit rail service within the GTHA with two-way, all-day GO Transit rail service as frequently as every 15 minutes, through electrification of Provincially owned GO Transit rail corridors.

Metrolinx has a work plan for RER which includes developing the service concept (e.g. frequency, type of service), identifying Infrastructure needs, and developing a phasing plan to determine the optimal sequencing of RER infrastructure and service to all GO Transit rail corridors.

The RER initiative for the Lakeshore, Milton and Kitchener GO Transit rail corridors is identified as one of Mississauga's priority rapid transit projects, with equal importance to the Hurontario Main Street Light Rail Transit project and the downtown portion of the Mississauga Transitway.

The SmartTrack plan proposed by the City of Toronto builds on the RER initiative, with 53-kilometre, all-day, two-way frequent train service operating along two GO Transit rail corridors (Kitchener and Stouffville/Lakeshore East) and a new heavy rail spur line along Eglinton Avenue West to the Mississauga Airport Corporate Centre. The SmartTrack plan proposes 22 station stops, of which 13 are new.

Metrolinx is undertaking a business case analysis to prioritize RER with other Next Wave projects identified in The Big Move regional transportation plan. One of the principal objectives of the business case is to establish the incremental capital and operating cost of the SmartTrack proposal relative to the RER program already initiated by Metrolinx.

A map of the RER/GO Transit rail corridors and SmartTrack plan is attached as Appendix 1.

Strategic Regional Research Alliance (SRRA)

Strategic Regional Research Alliance (SRRA) is a not-for-profit organization, collaborating with both public and private sector organizations to provide strategic, non-partisan public policy research on the connections between infrastructure, land use and future economic welfare of the GTHA. SRRA was formed by the Canadian Urban Institute and Real Estate Search Corporation.

SRRA is working in partnership with the City of Mississauga, Metrolinx, York Region, City of Markham, City of Toronto, Toronto Financial District BIA and a number of private sector participants.

To date, SRRA has undertaken research into the region's needs that has been documented in reports including *A Region in Transition*, *The Business Case for the Regional Relief Line* and *The GTA Nodal Study – Connecting Home to Work*. Future research is proposed on topics such as enhancing transit connections to dispersed office locations (the "last mile" challenge), the importance of office for successful cities,

urbanizing office parks and creating economically sustainable mixed-use environments.¹

Municipal Comprehensive Review (MCR)

To ensure that the City has enough employment land to accommodate future employment growth, a municipal comprehensive review (MCR) is undertaken by the City every five years to assess the capacity of dedicated employment lands to meet employment growth forecasts. A MCR of the City's employment lands was recently undertaken and will be presented to Planning and Development Committee on June 22, 2015.

The MCR confirms that the City has adequate employment lands to meet future needs. However, it cautions that these lands need to be managed closely. Specifically, it suggests a shift from land extensive uses to a priority on office uses, particularly in key locations as identified in Mississauga Official Plan (MOP).

The MCR also acknowledges the challenges facing Mississauga in realizing new office development. Of significant importance is the highly competitive market of the GTHA. Recognizing this, the MCR highlights the importance of creating the climate to retain and attract office development. Examples include the provision of higher order transit as well as pre-zoning lands.

SRRA Research Proposal

SRRA has proposed undertaking research to provide forecasts of office development and employment growth likely to result from the RER and SmartTrack initiatives. These forecasts will consider office areas in Mississauga and provide input to ridership forecasts and transportation impact analysis conducted by the University of Toronto Transportation Research Institute.

Partners supporting the research proposal include the City of Toronto and York Region contributing \$130,000 and \$50,000, respectively. The City of Mississauga has been asked to participate with a \$50,000 contribution. The terms of reference for the research proposal is attached as Appendix 2.

¹ Links to SRRA studies: <http://www.srraresearch.org/research/> and <http://www.srraresearch.org/workinprogress/>.

COMMENTS:

Sustained economic growth is critical to a city and prudent land use planning will ensure Mississauga's continued economic growth success. Mississauga Official Plan (MOP) guides the location for future economic development growth centre priorities, informed by the City's Strategic Plan and Economic Development Strategy. An emphasis has been placed on strategic employment centres, with a focus on new office development as a central component of each.

The City of Mississauga stands to benefit greatly from the proposed SRRA research. The research will analyze the impact of RER and SmartTrack initiatives on the city's future economic growth. Specifically, it will provide insight on the impact of significant investment in transit and an understanding of the city's ability to optimize transit investment to realize the planned office development.

Investment in new transit, such as RER and SmartTrack, is a catalyst for realizing the long term goals for new office development in these areas. Specifically, the movement of people to and from work locations is considered a critical ingredient for attracting new office development.

In addition to the above noted, there are many anticipated benefits with this research. The more significant are described below:

- Improved Planning & Infrastructure Investment
- SmartTrack to Airport Corporate Centre Will Improve Centre's Competitive Advantage
- Improved Tax Revenue Planning
- Improved Development Charges Planning

Improved Planning and Infrastructure Investment:

SRRA's work will provide a new level of analysis on the future office development potential at the Airport, Gateway and Meadowvale Business Park Corporate Centres, all identified in MOP as strategic priorities for future employment uses. The predominant land use encouraged for these areas is in the form of office buildings.

The research will aid the City in developing future land use and transit policies and inform future investment decisions to support the City's long term economic growth. It will also potentially provide the City with a strong business case for advocating for future investment in transit. SRRA's work will rationalize future transit investment and

potentially validate more future investment in transit to serve Mississauga based on evidence that such investment would offer the greatest value and opportunity for the GTHA. Finally, the research will confirm whether or not incentives, beyond transit, would be required to facilitate new office development.

SmartTrack to Airport Corporate Centre Will Improve Centre's Competitive Advantage:

SmartTrack to the Airport Corporate Centre will improve the success of this strategic employment area. The Official Plan policy framework highlights a range of functions for the Centre that, when achieved, will collectively contribute to its success. Key components of this include the Centre remaining a focal point for future investment so that it accommodates a significant share of the City's future employment growth. Closely related to this is the need to ensure that sufficient services and amenities (i.e. transit, non-employment uses) are in place to make the centre an attractive place to work.

The MCR report confirms the Airport Centre has tremendous potential for office development, but acknowledges this is inhibited greatly due to the level of traffic congestion, and absence of effective and efficient transit. As office development is of particular interest to the City's economic growth in the years ahead, receiving employment growth projections with consideration of the relationship between the office market and large transit infrastructure investment would provide a valuable perspective on office demand. The research would be valuable for developing a strategy to optimize the transit investment and to ensure the Airport Corporate Centre remains highly competitive.

Improved Tax Revenue Planning:

With new transit investment and corresponding land use policy to optimize such investments, the city will be putting in place the framework for tax assessment growth. SRRA's research will determine the extent to which the investment in new transit will serve as incentive for new office and associated land uses. Assuming new development would be facilitated, current assessed value of the existing property will rise, along with potential tax revenues. Understanding these implications will ensure better fiscal planning and management.

Improved Development Charges Planning:

With the anticipated enactment of Bill 73, the City will be positioned to establish development charges based on future service levels versus historical levels specifically for Transit. The DC rate will be calculated based on transit service levels planned over a 10 year period, as opposed to using an average 10 year historical service level. The completion of the SRRA research is very valuable for understanding the implications on future development charges revenue.

STRATEGIC PLAN: The research supports the Move Pillar to develop a transit-oriented city and the Prosper Pillar which includes the strategic goal to provide the infrastructure and network of services and opportunities that business requires to thrive.

FINANCIAL IMPACT: A contribution of \$50,000 is required and is unbudgeted. Funds may be allocated from cost centre 26846 which aligns with such research.

CONCLUSION: The proposed research is a prudent investment by the City of Mississauga. It aims to offer new evidence based research to support continued investment in higher order transit and Mississauga's continued employment growth, specifically office type development.

ATTACHMENTS:

- Appendix 1: Map of RER/GO Transit Rail Corridors and SmartTrack
- Appendix 2: Employment and Office Development Analysis for the SmartTrack Review – Terms of Reference for the City of Mississauga, May 31st 2015



Edward R. Sajecki

Commissioner of Planning and Building

Prepared By: Andrew Whittemore, Director, Policy Planning

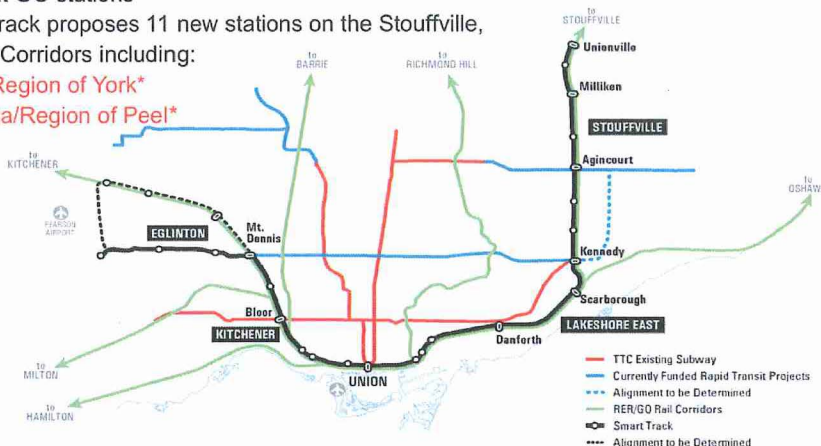
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Proposed SmartTrack Plan

RER will operate on the GO rail network, providing a 15 min GO service. SmartTrack proposes to add additional stations in Toronto, the City of Markham and Region of York. Working together we want to make more connections across the city and in the region.

Key topics being discussed include:

- Integration of SmartTrack as part of GO network
- Integration with TTC services at GO stations
- New station locations - SmartTrack proposes 11 new stations on the Stouffville, Lakeshore East and Kitchener Corridors including:
 - 1 in the City of Markham/Region of York*
 - 1 in the City of Mississauga/Region of Peel*
- Fare policy
- Eglinton West corridor
- Funding and delivery

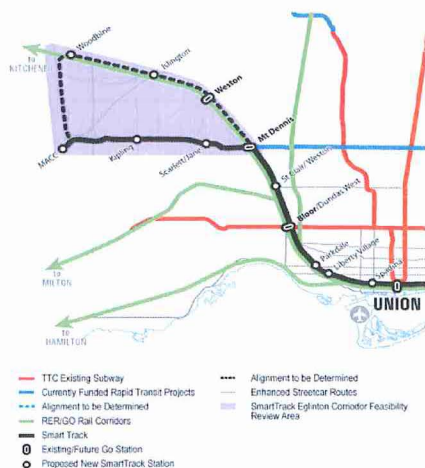


* Will involve future consultation with Cities of Markham and Mississauga and Regions of York and Peel

Proposed Eglinton West Corridor

SmartTrack Service Concepts:

- 15 minute service frequency or better
- All-stop service in both directions
- Electrification
- Integrated fares with GO Transit and TTC



Infrastructure Needs:

- SmartTrack Eglinton Avenue West Corridor Feasibility Review will identify:
 - Route options
 - Major infrastructure requirements for any grade separations, bridges, tunnels and electrification
 - For more information, please see project-specific display boards

The joint City, Metrolinx, TTC review of SmartTrack includes evaluating potential new stations, such as:

- Scarlett/Jane
- Kipling
- Matheson/Airport Corporate Centre (will engage future engagement with the City of Mississauga/Region of Peel)

APPENDIX 2**EMPLOYMENT AND OFFICE DEVELOPMENT ANALYSIS FOR THE RER/SMARTTRACK REVIEW****Terms of Reference for the City of Mississauga****May 31st 2015****Purpose**

The purpose of this study is to provide market-driven office development scenarios and forecasts of office building employment growth likely to result from public investment in RER/SmartTrack. These forecasts will include office nodes and clusters in the City of Mississauga and will be used as inputs to the employment projections for the ridership forecasts and transportation impact assessment to be carried out by the University of Toronto's Transportation Research Institute (UTTRI).

- To also provide a review of multi-residential variations from the growth projections prepared by the City of Mississauga's MCR growth projections. Those projections by the City of Mississauga are to be provided for this ridership demand study with the understanding that they are a work in progress, have not been formally adopted and may change before completed in accordance with the Growth Plan conformity process. Strategic Regional Research Alliance (SRRA) will work with the City of Mississauga to co-ordinate this work with the City of Toronto. SRRA will review these forecasts in respect of changes as they affect the potential for RER/SmartTrack.
- To provide market sector peer review by development industry professionals of the office and residential development scenarios and forecasts. This peer review process will include a select group of residential consultants to be approved by the City of Mississauga. Their estimates will also be reviewed by a select group of commercial developers.

The amended forecasts as developed in this process may also be used by the City of Mississauga for other purposes such as input to the Region's Transportation Plan as the City of Mississauga sees fit.

- To assist the City of Mississauga in preparing this data with amendments by SRRA for delivery to UTTRI for the purpose of generating ridership modeling as a result of RER/SmartTrack.

Background

The City of Toronto's Council has directed an accelerated review of the SmartTrack and Regional Express Rail plans, including required planning, environmental assessment, business case analysis, and implementation schedule. Council also authorized the City Manager to retain Strategic Regional Research Associates (SRRA) along with other consultants to assist with this review.

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One of the desired outcomes of this work is to facilitate enhanced modeling capacity at the University of Toronto as well as consistency in approach across the Region in terms of data, selection of traffic zones and methodologies used to determine future growth.

There is approximately 33 million square feet of office space in the City of Mississauga, making it second only to the Downtown Core in the City of Toronto in the GTA. For employment to remain viable in the City of Mississauga, a greater level of transit accessibility is required to meet the diverse needs of its employers and employees, many of which are coming north from the City of Toronto. RER and SmartTrack have the potential to transform the City of Mississauga's employment nodes with frequent access to Toronto financial district. RER and SmartTrack will also serve to increase ridership on Miway (formerly known as Mississauga Transit).

Inputs for Ridership Modeling

A foundation for this review is the assessment of future development potential on the SmartTrack/RER corridors and other transit right of ways, as a basis for estimating potential ridership. The assessments may also include planning and economic development policy change recommendations and the potential for evaluating possible financing strategies.

The assessment will inform employment projections for Traffic Zones in the City of Mississauga that impact assessment of development potential related to RER and/or SmartTrack, with support from SRRA as required and where appropriate. There will likely be four projection scenarios, based on GTA and City projections provided by Strategic Projections Inc. for the City Employment Uses Policy Study in 2012:

1. Projection with SmartTrack not implemented;
2. Projection with SmartTrack implemented, utilizing current official plan policies and zoning constraints
3. Projection with SmartTrack implemented, without planning constraints, based on assessments and analysis dictated by site and market potential as determined by private sector stakeholders.

The Projections will consider the employment and population forecasts in Schedule 3 of the Growth Plan for the Greater Golden Horseshoe. SRRA will work with the City of Mississauga to allocate these forecasts for the appropriate traffic zones.

To complete this modeling, the UTTRI requires all residential data as built as of 2011 and projections which conform to the growth plan for 2021, 2031, and 2041. SRRA will assess those projections with the assistance of professionals from the real estate residential development industry and provide a review of the impacts of RER/SmartTrack on those projections.

Scope of Work

The assessment will include the following components:

1. Forecasts of likely office development and employment growth in office buildings that might occur under present conditions and/or planning constraints if SmartTrack is not implemented, and

recognizing the impact of transit projects under construction and development. Data on office space and estimate office employment is provided by SRRA utilizing the data base of Real Estate Search Corporation.

2. Forecasts of likely office development and employment growth in office buildings that might occur if SmartTrack is built, assuming that present conditions and/or planning constraints are amended, if necessary, in order to support greater potential ridership in the corridor; and recognizing the impact of transit projects under construction and development. The amended planning constraints will be developed in collaboration with planning staff at the City of Toronto and the City of Mississauga.
3. Forecasts of office development and employment growth in office buildings will be based on an assessment of 'development risk' to be established and applied by SRRA. 'Development risk' is meant to be applied to the probability of new development proceeding or not proceeding. It does not address risks related to the financial or construction risk of development.
4. The assessment of office development potential and employment growth in office buildings will focus on the SmartTrack/RER corridors and will also include other office nodes and clusters in the GTA and will be assessed using SRRA's established criteria and methodology.
5. The forecasts of likely office development and employment growth in office buildings will be for the years 2021, 2031 and 2041, based on conditions in 2011, as determined by SRRA.
6. The extent of analysis will include: Smart Track to Airport Corporate Centre but will also benefit the Hurontario LRT and other transit investments as seen fit by the City of Mississauga.

Deliverables

1. Ongoing support and input for the employment projections by Traffic Zone in the GTA to be produced by the City of Mississauga.
2. Forecasts of office development and related employment growth around proposed stations on the RER/SmartTrack corridor and in other office nodes in the GTA, for input into the employment projections used for transportation modeling.

This will include a table showing the proportion of office growth in the GTA that will occur in each traffic zone for each 10-year period (2011-21, 2021-31, 2031-41). It will be based on the office development forecast in each office node as determined by SRRA, but will not necessarily constitute a separate development assessment or analysis for each traffic zone.

3. Forecasts of residential growth throughout the City of Mississauga and around proposed stations on the RER/SmartTrack corridor and in other office nodes in the GTA, for input into the projections used for transportation modeling, with input from private sector stakeholders utilizing the SRRA methodology.

32x

This will include a table showing the population in each traffic zone for each 10-year period (2011-21, 2021-31, and 2031-41).

4. A Final Report including:

- i. a review of methodology in the creation of this report;
- ii. the assessment of office and residential development potential around each station; and
- iii. the analysis and assessment of 'development risk by node' as applied to the forecasts of office development in the GTA.

Timing: The Final Report will be completed Summer, 2015.

Confidentiality

The process and methodology will be made available publicly and available for the use of the City of Toronto, the City of Mississauga, Peel Region and Metrolinx. The data is the property of those who provide it and cannot be made available beyond the consultant team without express written consent.

Cost

The cost is \$50,000.

**MISSISSAUGA ACCESSIBILITY
ADVISORY COMMITTEE**

June 1, 2015

REPORT 3-2015

General Committee

JUN 17 2015

TO: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Mississauga Accessibility Advisory Committee presents its third report for 2015 and recommends:

AAC-0017-2015

1. That Parks staff consult with Councillor Parrish, Ward 5 on-site at the Parkway Belt Leash Free Zone to assess the accessibility of the parking location;
2. That staff provide their comments and possible solutions following the consultation with Councillor Parrish, to Nikhil Sthalekar, Resident.

(AAC-0017-2015)

AAC-0018-2015

1. That the presentation by Bob Topping, Architect, DesignABLE Environments Inc., entitled, "City of Mississauga Facility Accessibility Design Standards Project Update" presented to the Accessibility Advisory Committee on June 1, 2015, be received;
2. That the 2015 City of Mississauga Facility Accessibility Design Standards – Draft be received;
3. That Members of the Accessibility Advisory Committee provide comments to Diana Simpson, Accessibility Coordinator, by June 17, 2015;
4. That Members of the Accessibility Advisory Committee provide comments at the Facility Accessibility Design Subcommittee meeting on June 22, 2015.

(AAC-0018-2015)

AAC-0019-2015

That the Terms of Reference for the Accessibility Advisory Committee be approved.

(AAC-0019-2015)

AAC-0020-2015

That Melanie Taddeo be appointed to the Facility Accessibility Design Subcommittee of the Accessibility Advisory Committee for the term ending November 2018 or until a successor is appointed.

(AAC-0020-2015)

AAC-0021-2015

That the email dated May 20, 2015 from Carol-Ann Chafe, Citizen Member and Chair, with respect to accessibility at City of Mississauga events, be received.

(AAC-0021-2015)

AAC-0022-2015

That the summary of the City of Mississauga Older Adult Panel Consultation to MiWay regarding older adult use of transit, including recommendations, be received.

(AAC-0022-2015)

AAC-0023-2015

That the notice from Peel Regional Police regarding the Cyber Academy Certificate Course being offered on June 8-9, 2015, be received.

(AAC-0023-2015)

AAC-0024-2015

That the Committee of Adjustment provide information to the Accessibility Coordinator regarding applications brought forth where accessibility has not been considered or has decreased.

(AAC-0024-2015)

AAC-0025-2015

That the email dated May 28, 2015 from Mark Sexsmith, All Star Taxi, regarding Ridesharing Programs, be received.

(AAC-0025-2015)

REPORT 3-2015

General Committee

JUN 17 2015

TO: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Environmental Action Committee presents its third report for 2015 and recommends:

EAC-0018-2015

That the presentation by Julius Lindsay, Community Energy Specialist, Environment Division, entitled, "Climate Change Update" to the Environmental Action Committee on June 9, 2015 be received.

(EAC-0018-2015)

EAC-0019-2015

That the presentation by Michelle Berquist, Stormwater Charge Project Manager, Transportation and Works entitled, "Stormwater Charge" to the Environmental Action Committee on June 9, 2015 be received.

(EAC-0019-2015)

EAC-0020-2015

That the presentation by Diana Suzuki, Environmental Outreach Coordinator, Environment Division entitled, "City of Mississauga Environmental Outreach Program" to the Environmental Action Committee on June 9, 2015 be received.

(EAC-0020-2015)

EAC-0021-2015

That the Memorandum dated May 20, 2015 from Mary Bracken, Environmental Specialist, Environment Division with respect to Council Resolution in Support of Rooftop Solar Applications Under the Provincial Small Feed-in Tariff (FIT) Program 2015-2018 be received.

(EAC-0021-2015)

EAC-0022-2015

That the EAC Inquiries Chart, updated June 3, 2015 be received.

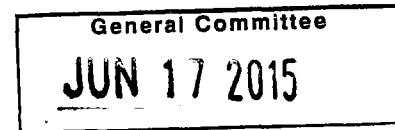
(EAC-0022-2015)

DIVERSITY AND INCLUSION ADVISORY COMMITTEE

June 9, 2015

REPORT 1 - 2015

TO: CHAIR AND MEMBERS OF GENERAL COMMITTEE



The Diversity and Inclusion Advisory Committee presents its first report for 2015 and recommends:

DIAC-0001-2015

That Councillor McFadden be appointed as Chair of the Diversity and Inclusion Advisory Committee for a term of office to November 30, 2018, or until a successor is appointed.
(DIAC-0001-2015)

DIAC-0002-2015

That Councillor Starr be appointed as Vice-Chair of the Diversity and Inclusion Advisory Committee for a term of office to November 30, 2018, or until a successor is appointed.
(DIAC-0002-2015)

DIAC-0003-2015

That the Terms of Reference for the Diversity and Inclusion Advisory Committee be received.
(DIAC-0003-2015)

DIAC-0004-2015

That the deputation from Crystal Greer, Director, Legislative Services regarding Committee procedures and the City's Procedural By-law be received.
(DIAC-0004-2015)

DIAC-0005-2015

That future Diversity and Inclusion Advisory Committee meetings be held on Wednesday evenings at 6:00pm where possible.
(DIAC-0005-2015)

DIAC-0006-2015

That the Corporate Report dated April 6, 2015 from the Commissioner of Corporate Services and Chief Financial Officer entitled "Multicultural Media and Advertising Strategy" be deferred to a future Diversity and Inclusion Advisory Committee meeting.
(DIAC-0006-2015)

**MISSISSAUGA CYCLING
ADVISORY COMMITTEE**

June 9, 2015

REPORT 6- 2015

General Committee

JUN 17 2015

TO: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Mississauga Cycling Advisory Committee presents its sixth report for 2015 and recommends:

MCAC-0029-2015

1. That the Mississauga Cycling Advisory Committee review third party models for Tour de Mississauga including other bike and cycling clubs and organizations and provide input to Greg Symons, Citizen Member and Ben Gomborg, Manager, Active Transportation;
2. That the Mississauga Cycling Advisory Committee request that a staff member from the Community Services Department provide information and a presentation at the July 14, 2015 MCAC meeting with respect to affiliation.

(MCAC-0029-2015)

MCAC-0030-2015

That Roy Buchanan, Citizen Member be authorized to purchase three (3) sets of walkie talkies to promote safety and communication on Community Rides, not exceeding \$300.00.

(MCAC-0030-2015)

MCAC-0031-2015

That the Community Rides Schedule be received, as amended.

(MCAC-0031-2015)

MCAC-0032-2015

1. That the proposed 2015 Mississauga Cycling Advisory Committee Work Plan be received;
2. That Members are advised to provide budgetary information and amendments to Joanne deCloe, Citizen Member by June 30, 2015, for inclusion on the final Work Plan;
3. That the final 2015 Mississauga Cycling Advisory Committee Work Plan be presented at the July 14, 2015 MCAC meeting.

(MCAC-0032-2015)

MCAC-0033-2015

That the 2015 Mississauga Cycling Advisory Committee Calendar of Events be received, as amended.

(MCAC-0033-2015)