

---

## Council

### Date

2019/06/05

### Time

9:00 AM

### Location

Civic Centre, Council Chamber,  
300 City Centre Drive, Mississauga, Ontario, L5B 3C1

### Members

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

### Contact

Krystal Christopher, Legislative Coordinator, Legislative Services  
905-615-3200 ext. 5411

[Krystal.Christopher@mississauga.ca](mailto:Krystal.Christopher@mississauga.ca)

### Find it Online

Click here to add link to meeting video...



1. **CALL TO ORDER**

2. **INDIGENOUS LAND STATEMENT**

"Welcome to the City of Mississauga Council meeting. We would like to acknowledge that we are gathering here today on the Treaty Lands and Territory of the Mississaugas of the Credit, and the territory of the Anishinaabe, Haudenosaunee, Wyndot and Huron people. We also acknowledge the many Indigenous, Inuit, Metis and other global peoples who call Mississauga home. We welcome everyone."

3. **APPROVAL OF AGENDA**

4. **DECLARATION OF CONFLICT OF INTEREST**

5. **MINUTES OF PREVIOUS COUNCIL MEETING**

5.1. Council Minutes – May 22, 2019

6. **PRESENTATIONS**

6.1. Janice Baker, City Manager, Members of Council and the Leadership Team will present the 2018 Corporate Awards to the following recipients:

1. **Excellence in Customer Service Award**

The Excellence in Customer Service Award is given to individuals and teams who have consistently "gone the extra mile" to earn the respect, support and appreciation of their customers.

**Individual Recipients:**

*Jenny Figueiredo, Facilities & Property Management Division*

*Luigi Vernace, Finance Division*

**Team Recipients:**

**MiWay Customer Experience Team:**

*Faye Mattachione, Greg Morrison, John Moudakis, Mary-Lou Johnston, Nancy Ortenburg*

**Forestry Operations, Inspections and Contract Administration:**

*Adam Lewis, Aleksandra Dysiewicz, Alex Bogdan, Allison Boles, Andrew Puchalski, Bill Williams, Brent Reid, Chris Clarkson, David Kirkpatrick, Dwayne Gilbert, Jason Wyman, Jeff Groves, Joseph Scott, Justin Stewart, Krista Strating, Kulvinder Rehal, Kyle Atkinson, Kyle Meagher, Laura Dupont, Leah Skinner, Lisa Briffa, Lucas Stevenson, Matt MacDonald, Matthew McMullen, Matthew Gordon, Michael Smith, Mike Newbold, Mike Zoccato, Mike Tarelho, Rino Ammendolia, Rita Di Michele, Robert Gleeson, Roger Chin Pang, Ross Lucas, Sarah Jane Miller, Scott MacLeod, Scott Cannons, Sean Arbuthnot, Shayne Trumble, Steven Macesic, Taylor Carr, Tim Boehmer, Victor Breault and Will Cumming.*

**2. Award for Innovative Business Solutions**

This award will be given to an individual or team who has brought about a significant change through their innovation and creativity. The change must have revolutionized the workplace, improved efficiencies and challenged the current process and practices. The individual or team's willingness to take risks and their support for change and continuous improvement within the corporation contributes to running the City like a business.

**Individual Recipient:**

*Vedad Hasanovic, Facilities & Property Management Division*

**Team Recipients:****THRIVE Project Phase 1: Transforming How the City Hires Talent**

*Afroz Kapadia, Alice Benning-Zubek, Andrew Delroy, Antonietta DiSalvo, Beatriz Sandoval, Christine Gabany, Darren Headrick, Debbie Rivers, Diana Blatt, Elena Shiganova, Emily Hu, Helen Chin-Donofrio, Helen Kells, James Lin, Josh Remazki, Kahley Wilkinson, Lori Kelly, Marcy Pillai, Maria Graziano, Marie Rankel, Mary Lynn Vesey, Matt Anderson, Mickey Frost, Natasha Grmusa, Nicola Musallam, Paul Chan, Paul Craveiro, Paul Kus, Qi Ren, Rae Parker, Rafal Krahel, Rafi Rahman, Sabina Lamanna, Sharon Willock, Shawn Slack, Stan Hankowski, Stella Wu, Stephen Chan, Tasneem Merchant, Ujjwal Saxena, Vani Appaji and Veronica Sulaiman.*

**3. Excellence in People Leadership Award**

The Excellence in People Leadership Award is given to an individual at any level of the Corporation, who through leadership and vision has inspired staff by gaining their commitment, making them feel valued and by building effective teams. As a leader, this individual embraces the roles of coach, mentor, facilitator and team leader, to support and develop employees.



**Individual Recipient:**

*Daniela Paraschiv, Facilities & Property Management Division*

**4. Kirk French Spirit Award**

The Kirk French Spirit Award honours the memory of Kirk's cheerful attitude that had a positive effect on so many people throughout the City. The Spirit Award is meant to recognize other individuals who are able to lift the spirits of their co-workers with their positive outlook toward their job and life in general.

**Individual Recipients:**

*Amber Griffin, Facilities & Property Management Division*

*Lisa Teixeira, Corporate Performance & Innovation Division*

**5. The Brenda Sakauye Environment Award**

The Brenda Sakauye Environment Award will be given to a team who has made an innovative or significant environmental contribution which advanced the City of Mississauga's Living Green Master Plan, as well as the environmental aspects of the Strategic Plan.

**Team Recipients:****Energy Management Team**

*Cynthia Brunst, Daniela Paraschiv, Daryl Martin, Khaled Abu-Eseifan, Rajesh Mehta, Raymond McFarlane, Shalini Srivastava Modi and Sumeet Jhingan.*

**6. Emerging Leader**

This award will be given to an individual who demonstrates innovative leadership qualities in their first three years of employment with the City of Mississauga. This person has made an impact within their team, section, division or department by responding to complex challenges and opportunities in their workplace.

**Individual Recipient:**

*Silvia Fraser, Facilities & Property Management Division*

**7. Excellence in Working Together**

The Excellence in Working Together Award is given to a team that has consistently shown a high level of cohesion, participation, communication and commitment to the team objectives. All members played an active role in achieving the team's success and stayed focused on its mission.

**Team Recipients:****Aerial Spray Program Team**

*Brent Reid, Brent Rice, Catherine Nguyen-Pham, Jamie Ferguson, Jessica Wiley, John Guth, Karen Flores, Laura Dupont and Laurel Schut.*

**2018 Ontario 55+ Summer Games**

*Adrian Cossu, Ashley Lyons, Ashley Travassos, Bev Litman, Bill Bousfield, Breanna Berman, Chrissie Venditti, Corey Long, Corey Groulx, David Ferreira, Dionne Derrick, Gavin Longmuir, Hassan Wadi, Heather Rusiniak, Jaleesa Simpson, Jodi Robillos, Katie Brewda, Kelly Reichheld, Libby Norris, Lois Thornton, Lorena Smith, Robyn Heibert, Shari Lichterman, Shidokht Yousefi, Tim Lindsay, Tim Beckett and Veroy Clarke.*

**8. City Manager's Award of Excellence**

The City Manager's Award will be presented to a team that has demonstrated excellence in their work during the past year. Their performance reflects a superior level of service in all areas: team effectiveness, customer service, continuous improvement, leadership and empowerment. By being proactive, their attitude and performance best exemplifies the vision of the Corporation and helps set the standard for excellence in public service.

**Team Recipient:****The Work of Wind: Air, Land, Sea Team**

*Ashley Travassos, Craig Pzytula, Diana Suzuki Bracewell, Edyta Brzeziak, Frank Fong, Heliya Babazadeh, Jeff Cunningham, Kaari Kingissepp, Kelly Bianchi, Kelly Kubik, Kyle Sadowsky, Laurie Kassabian, Leya Barry, Lindsay Noronha, Lisa Abbott, Mary George, Michael Tunney, Paul Damaso, Paul Flanigan, Shelley Tsolakis, Sonja Banic, Tad Makula and Tharmila Rajasingam.*

**6.2. MiWay Student Ambassador Program Award**

Geoff Marinoff, Director, Transit, and Patricia Runzer, Supervisor of Community Outreach will present the MiWay Student Ambassador Program award to the winning teams.

**6.3. MiWay 25 year Safe Working/Safe Driving Awards**

Geoff Marinoff, Director of Transit will present the 25 Years Safe Working/Safe Driving Award to Transit Division staff.

7. **DEPUTATIONS**

7.1. 2019 Development Charges Background Study and By-law

Susan Cunningham, Manager, Developmental Financing and Reserve Management to speak regarding the 2019 Developmental Charges Background Study and By-Law.  
Item 10.1

7.2. Avro Arrow Up Project

Natalie Hart Sam Kholi to speak regarding the Avro Arrow Up project.

8. **PUBLIC QUESTION PERIOD - 15 Minute Limit (5 Minutes per Speaker)**

Pursuant to Section 42 of the Council Procedure By-law 0139-2013, as amended: Council may grant permission to a member of the public to ask a question of Council, with the following provisions:

1. The question must pertain to a specific item on the current agenda and the speaker will state which item the question is related to.
2. A person asking a question shall limit any background explanation to two (2) statements, followed by the question.
3. The total speaking time shall be five (5) minutes maximum, per speaker.

9. **CONSENT AGENDA**

10. **INTRODUCTION AND CONSIDERATION OF CORPORATE REPORTS**

10.1. Report dated May 21, 2019 from the Commissioner of Corporate Services: **Approval of 2019 Developmental Charges Background Study and By Law**

Recommendation

1. That the "Approval of 2019 Development Charges Background Study and By-Law" report dated May 21, 2019, from the Commissioner of Corporate Services and Chief Financial Officer, including all Appendices, be received;
2. That the following recommendations be approved by Council:
  - a. That the present practices regarding the collection of Development Charges and by-law administration continue to the extent possible, having regard for the requirements of the *Development Charges Act*, 1997 and its Regulations, collectively referred to as "the Act."

- 
- b. That the City continues its reporting policies consistent with the requirements of the *Act*.
    - c. That as required under the rules of the *Act*, the application of the by-law and the exemptions are codified within the Development Charge By-law proposed for adoption.
    - d. That the increase in the need for service is derived from the identification of growth and related need for services as set out in the City's official plan, capital forecasts and various City master plan documents, and as permitted in accordance with the rules of the *Act*.
    - e. That the Development Charges By-law permits the payment of a development charge in either cash or through the provision of services-in-lieu agreements, subject to City approval.
    - f. That for lands which are the subject of existing agreements, Development Charges shall be levied at the rates in effect when building permits are issued, less any credits recognized under the procedures described in *Ontario Regulation 82/98*, Section 17.
  3. That Council adopt the growth-related capital forecast for City services included in the 2019 Development Charges Background Study and its companion documents, subject to an annual review through the City's normal capital budget process.
  4. That the City of Mississauga 2019 Development Charges Background Study prepared by Hemson Consulting Ltd. and as amended through this report be approved.
  5. That the adoption of the growth related capital forecast signifies Council's intention to ensure that the increase in services attributable to growth will be met as required under the *Development Charges Act*, 1997 Subsection 5(1)3, recognizing, however, that specific projects and project timing as contained in the study forecast may be revised from time to time at the discretion of Council.
  6. That Council approve the policy changes proposed in the 2019 Development Charges Background Study.
  7. That Council confirm the changes made to the proposed by-law following the Public Meeting, in order to address stakeholder concerns do not require a further Public Meeting prior to the enactment of the City of Mississauga 2019 Development Charges By-law as required under Section 12 of the *Act*.

8. That the City of Mississauga 2019 Development Charges By-law be enacted.

- 10.2. Report dated May 13, 2019 from the Commissioner of Planning and Building:  
**Recommendation Report (Ward 7) - Rezoning and Subdivision applications to permit eight detached homes fronting onto the extension of Antigua Road 227 and 233 Queensway West, north side of Queensway West, west of Confederation Parkway - Owner: 2522800 Ontario Inc.**  
**Files: OZ 17/004 W7 and T-M17002 W7**

Recommendation

1. That the applications under Files OZ 17/004 W7, 2522800 Ontario Inc., 227 and 233 Queensway West to change the zoning to **R4-Exception** (Detached Dwellings) to permit eight detached dwellings in conformity with the provisions outlined in Appendix 1, Information Report and that the draft plan of subdivision under File T-M17002 W7, be approved subject to the conditions referenced in the staff report dated March 16, 2018 from the Commissioner of Planning and Building.
2. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
3. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 36 months of the Council decision.
4. Notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to Council approval of the development application, the applicant can apply for a minor variance application, provided that the lot area and frontage shall not decrease.
5. That Council Resolution 160-91, which requires a minimum of three car spaces per dwelling, including those in a garage be required on-site and a minimum of 0.25 on-street visitor parking spaces per dwelling be required for dwellings on lots less than 12 m (39.4 ft.) of frontage not apply for the subject development.

- 10.3. Report dated May 28, 2019 from the Commissioner of Transportation and Works:  
**Taxicab Licence Fees, Ontario Wide Licensing and Owners Compensation**

Recommendation

1. That the report from the Commissioner of Transportation and Works, dated May 28, 2019 entitled "Taxicab Licence fees, Ontario Wide Licensing and Owners Compensation" be received for information;

2. That a copy of the report from the Commissioner of Transportation and Works, dated May 28, 2019 entitled "Taxicab Licence fees, Ontario Wide Licensing and Owners Compensation" be sent to the Province of Ontario for information; and
3. That a copy of the report from the City Solicitor, dated April 30, 2019, entitled "Compensation for Taxicab Licence Owners" be sent to the Province of Ontario for information.

11. **PRESENTATION OF COMMITTEE REPORTS**

11.1. Planning and Development Report 9 - 2019 dated May 21, 2019

11.2. General Committee Report 11 - 2019 dated May 29, 2019

12. **UNFINISHED BUSINESS**

12.1. Report dated May 1, 2019 from the Commissioner of Transportation and Works:  
**Transportation Network Company (TNC) Licensing Pilot Project Final Report**

Recommendation

1. That the report from the Commissioner of Transportation and Works dated May 1, 2019 entitled "Transportation Network Company (TNC) Licensing Pilot Project Final Report" be approved.
2. That a by-law be enacted to provide for the ongoing regulation of TNCs as outlined in the report from the Commissioner of Transportation and Works, dated May 1, 2019 entitled "Transportation Network Company (TNC) Licensing Pilot Project Final Report".
3. That the amendments made to the Public Vehicle Licensing By-law 420-04, as amended, enacted as part of the Pilot Project be permitted to remain in force.
4. That staff provide a further report to General Committee identifying amendments to the Public Vehicle Licensing By-law 420-04, as amended, to further reduce competitive restrictions contained in the By-law.
5. That Cost Centre 22666 to be renamed to "T&W Enforcement – TNC" with an increase to the gross budget of \$1,275,000 and an increase to the revenue budget of \$1,275,000, with a net budget change of zero for 2019.

6. That the permanent regulatory framework will require the establishment of two new fees, entitled “TNC Licensing Fee” in the amount of \$20,000 annually, and a “TNC Licensing Trip Fee”, in the amount of \$0.30 for each trip undertaken by a TNC driver that originates within the city, with revenues from these fees deposited in Cost Centre 22666 “T&W Enforcement – TNC”.
7. That the 2019 complement for Regulatory Services be increased by 17 permanent FTEs for a revised complement of 158.9.
8. That a new capital project PN 19-093 “Office Accommodation & Space Reconfiguration” be established with a gross budget of \$100,000 a revenue budget of \$100,000 funded from “T&W Enforcement – TNC”, and net budget of \$0 for 2019.
9. That all necessary by-laws be enacted.

13. **PETITIONS**

14. **CORRESPONDENCE**

14.1. *Information Items*

- 14.1.1. Letter dated May 22, 2019 from the Ministry of Municipal Affairs and Housing regarding Audit and Accountability Fund.

14.2. *Direction Items – Nil.*

15. **NOTICE OF MOTION**

- 15.1. Councillor Parrish requesting the prohibition of driving instruction within the area of the City of Mississauga bounded by Airport Rd to the west Derry Rd to the south and Goreway Drive to the north.
- 15.2. Councillor Dasko requesting the Transportation and Works Department continue to review the proposed road elements in the next phases of the Environmental Assessment on Lakeshore Road, from Stavebank Road to Hurontario Street, with particular attention to the provision of on street parking to support local business.

16. **MOTIONS**

- 16.1. To close to the public a portion of the Council meeting to be held on June 5, 2019, to deal with various matters. (See Item 21 Closed Session)

---

17. **INTRODUCTION AND CONSIDERATION OF BY-LAWS**

- 17.1. A by law to amend 0298-2000, as amended, being that a sum of up to \$30,000 from the Municipal Accommodation Tax-Tourism Projects Reserve Funds to AVRO Arrow Tourism Plan

Resolution 0120-2019

- 17.2. A by law to cancel the property taxes and exempt from taxation the land owned and occupied by Luso Canadian Charitable Society at 6425 Mississauga Rd.

GC-0314-2019/May 22, 2019

- 17.3. A by-law to amend by law 555-2000, as amended, being the Traffic By-law on Dunwin Drive and Woodchester Dr.

GC-0316-2019/May 22, 2019

- 17.4. A by-law to amend by law 555-2000, as amended, being the Traffic By-law on Windwood Drive, Chokecherry Cres and Hornbeam Cres.

GC-0317-2019/May 22, 2019

- 17.5. A by-law to amend by law 555-2000, as amended, being the Traffic By-law on Magpie Row and Elmbrook Court

GC-0320-2019/May 22, 2019

- 17.6. A by-law to amend by law 555-2000, as amended, being the Traffic By-law to review the speed limit on Ogden Ave

GC-0321-2019/May 22, 2019

- 17.7. A by-law to amend by law 555-2000, as amended, being the Traffic By-law on Wesley Avenue

GC-0350-2019/May 22, 2019

- 17.8. A by law to authorize the execution of an agreement with National Service Dogs Centre Inc. for the Facility Dog Program

GC-0324-2019/May 22, 2019



- 17.9. A by law to authorize the execution of Indemnity and Agreement of Municipal Funding Agreements for the Transfer of Federal Tax Gas Funds with the Regional Municipality of Peel

GC-0325-2019/May 22, 2019

- 17.10. By-law to provide for the payment of Development Charges and to repeal By-law 0161-2014 and By-law 0034-2016

June 5, 2019

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

19. **ENQUIRIES**

20. **OTHER BUSINESS/ANNOUNCEMENTS**

21. **CLOSED SESSION**

Pursuant to the Municipal Act, Section 239(2):

- 21.1. The security of the property of the municipality or local board: **Education Session - Security Services**

- 21.2. The security of the property of the municipality or local board: **Report dated March 25, 2019 from the Commissioner, Corporate Services and Chief Financial Officer: "Security Enhancements for the Civic Precinct"**

22. **CONFIRMATORY BILL**

A by-law to confirm the proceedings of the Council of The Corporation of the City of Mississauga at its meeting held on June 5, 2019.

23. **ADJOURNMENT**



# City of Mississauga

# Corporate Report



Date: 2019/05/21

To: Chair and Members of Council

From: Gary Kent, CPA, CGA, ICD.D  
Commissioner of Corporate Services and Chief  
Financial Officer

Originator's files:

Meeting date:  
2019/06/05

## Subject

**Approval of 2019 Development Charges Background Study and By-Law**

## Recommendation

1. That the "Approval of 2019 Development Charges Background Study and By-Law" report dated May 21, 2019, from the Commissioner of Corporate Services and Chief Financial Officer, including all Appendices, be received;
2. That the following recommendations be approved by Council:
  - a. That the present practices regarding the collection of Development Charges and by-law administration continue to the extent possible, having regard for the requirements of the *Development Charges Act*, 1997 and its Regulations, collectively referred to as "the Act."
  - b. That the City continues its reporting policies consistent with the requirements of the Act.
  - c. That as required under the rules of the *Act*, the application of the by-law and the exemptions are codified within the Development Charge By-law proposed for adoption.
  - d. That the increase in the need for service is derived from the identification of growth and related need for services as set out in the City's official plan, capital forecasts and various City master plan documents, and as permitted in accordance with the rules of the *Act*.
  - e. That the Development Charges By-law permits the payment of a development charge in either cash or through the provision of services-in-lieu agreements, subject to City approval.
  - f. That for lands which are the subject of existing agreements, Development Charges shall be levied at the rates in effect when building permits are issued, less any credits recognized under the procedures described in *Ontario Regulation 82/98*, Section 17.
3. That Council adopt the growth-related capital forecast for City services included in the 2019 Development Charges Background Study and its companion documents, subject to an annual review through the City's normal capital budget process.
4. That the City of Mississauga 2019 Development Charges Background Study prepared by Hemson Consulting Ltd. and as amended through this report be approved.

Council	2019/05/21	2
---------	------------	---

5. That the adoption of the growth related capital forecast signifies Council's intention to ensure that the increase in services attributable to growth will be met as required under the *Development Charges Act, 1997* Subsection 5(1)3, recognizing, however, that specific projects and project timing as contained in the study forecast may be revised from time to time at the discretion of Council.
6. That Council approve the policy changes proposed in the 2019 Development Charges Background Study.
7. That Council confirm the changes made to the proposed by-law following the Public Meeting, in order to address stakeholder concerns do not require a further Public Meeting prior to the enactment of the City of Mississauga 2019 Development Charges By-law as required under Section 12 of the *Act*.
8. That the City of Mississauga 2019 Development Charges By-law be enacted.

## Report Highlights

- The City's current DC By-law (0161-2014) will expire on June 25, 2019. Council is required to adopt a new by-law prior to the expiry of the current by-law to ensure the uninterrupted collection of Development Charges.
- The City has undertaken its legislated five-year review of the Development Charges (DC) By-law as prescribed by the *Development Charges Act, 1997 (DC Act)*. In accordance with the requirements of the *DC Act*, the City has completed a Development Charges Background Study (2019 DC Study) prior to the passing of a DC By-law. The 2019 DC Study was made available to the public on April 5, 2019.
- Also in accordance with the requirements of the *DC Act*, the City has held one statutory Public Meeting on May 8, 2019 to provide the public with the opportunity to comment on the proposed 2019 DC Study and 2019 DC By-law. The 2019 DC By-law was made available to the public on April 22, 2019. This proposed by-law is provided in Appendix 1.
- The proposed rates have been revised since the May 8, 2019 Public Meeting, resulting in minimal changes to both the Residential and Non-Residential rates. Detailed rates are provided in Appendix 2.
- On May 2, 2019, the Province released Bill 108: *More Homes, More Choice Act, 2019*. Bill 108 proposes several changes to the *DC Act*. Bill 108 is anticipated to have significant impact on how funds are collected for growth-related infrastructure. However, associated regulations that will identify the details of how the Bill is to be administered are not yet released, and the new legislation is not yet in effect. Given the pending expiration of the City's current deadlines for the DC By-law, the City is continuing with its normal DC Background study and DC By-law approval process.
- The recommended By-law does not reflect significant changes between DC rates currently being charged and the proposed 2019 DC rates as compared to other municipal DC By-

Council	2019/05/21	3
---------	------------	---

laws. Therefore, no transition period for the 2019 DC rates is being recommended. The new 2019 DC rates would be effective June 6, 2019.

## Background

The authority to collect Development Charges (DCs) is governed by the Province's *Development Charges Act, 1997* ("*DC Act*"). The *DC Act* enables municipalities to recover growth-related costs through a DC By-law. The *DC Act* allows for a DC by-law to be in effect for a maximum of five years. The City is required to update its DC Background Study and review and update its existing DC By-law prior to the expiry of the DC By-law. If the DC By-law expires without a new one in place, the City cannot continue to collect DCs.

In anticipation of the expiration of the City's current DC By-law (0161-2014) on June 25, 2019, the City initiated its 2019 DC Review in December 2017. Hemson Consulting Ltd. (Hemson) was retained in March 2018 to update the DC Background Study. Work was undertaken with staff across all City Departments to prepare the 2019 Development Charges Background Study (2019 DC Study). The proposed, draft 2019 DC Study and its supporting studies were made available to the public on April 5, 2019, meeting the 60-day requirement in the *DC Act* for background studies to be publicly available for review and comment prior to anticipated passage of a DC By-law.

On May 2, 2019, the Province introduced changes to the DC Act through Bill 108: More Homes, More Choice Act, 2019. Bill 108 is currently in second reading in the House, and it is unknown at the time of the writing of this report when these changes will receive Royal Assent and come into effect. Further, the proposed regulations outlining details on implementation, transition, and other administrative matters have yet to be released. Council was provided with preliminary comments on Bill 108 at its May 22, 2019 meeting. Staff will identify the full implications of Bill 108 once regulations have been released and staff have had time to analyse the implementation details.

In the meantime, the City must move forward with updating its DC By-law to ensure that a new DC By-law is in effect prior to the current By-law's expiry on June 25, 2019. If a new DC By-law is not in effect by June 25, 2019, the City will be unable to collect DCs. The current timeline reflects the repealing of the 2014 DC By-law, including rates, with the passing of the 2019 DC By-law by Council on June 5, 2019. The 2019 DC rates will come into effect on June 6, 2019.

## Comments

### Stakeholder Engagement and Feedback

The *DC Act* requires municipalities to make the proposed Background Study and By-law publicly available prior to the passing of a DC by-law by Council. Municipalities are also required to hold at least one Public Meeting. In addition to these minimum requirements for public

Council	2019/05/21	4
---------	------------	---

consultation, the City has undertaken a more fulsome communications approach and engagement campaign, beginning in the fall of 2018, to raise awareness of the 2019 DC Review and build understanding about DCs in general. Details of the stakeholder engagement were outlined in the April 23, 2019 corporate report entitled “*2019 Development Charges Public Meeting*” approved by Council on May 8, 2019 (Appendix 3).

Several submissions from the development industry were received prior to and following the Public Meeting on May 8, 2019. Correspondence has been received from:

- Altus Group Economic Consulting on behalf of Building Industry and Land Development (BILD),
- Stantec Consulting Ltd. on behalf of Ivan Franko Homes,
- Altus Group Economic Consulting on behalf of Orlando Corporation (received subsequent to the writing of the April 23, 2019 report),
- Lakeview Community Partners Ltd.,
- Port Credit West Village Partners,
- Erin Mills Development Corporation, and
- An individual resident.

Several stakeholder meetings were held over the course of the 2019 DC Background Study and By-law update process, including those summarized in Table 1.

**Table 1. Summary of Stakeholder Engagement Meetings**

Meeting Type	Date
Public Forum on Development Charges	September 20, 2018
Technical Input Stakeholder Meeting #1	November 21, 2018
Technical Input Stakeholder Meeting #2	January 29, 2019
Technical Input Stakeholder Meeting #3	April 11, 2019
Technical Input Stakeholder Meeting #4	May 17, 2019
Orlando Corporation	December 10, 2018
Orlando Corporation with Region of Peel	January 16, 2019
Orlando Corporation	April 24, 2019
Lakeview Community Partners Limited	April 22, 2019
Mississauga Business of Trade	May 10, 2019
Technical Input Stakeholder Meeting #5	May 17, 2019
Lakeview Community Partners Limited	May 21, 2019

A summary of issues raised by stakeholders, and the City’s response, was provided in the April 23, 2019 corporate report. Since the writing of that report, an additional submission was received from Altus Group Economic Consulting on behalf of Orlando Corporation. The Altus

Council	2019/05/21	5
---------	------------	---

---

submission provided both questions and comments on the Roads and Road Related capital program, assigned value of benefit to existing for the Transit capital program, understanding the type of improvements being made for Fire Station 126 and the Parking Capital Program. Staff are preparing additional information and responses to our stakeholders.

All stakeholder feedback was considered, and where possible incorporated into the current draft 2019 DC Study and 2019 DC By-law.

### Public Meeting

A statutory Public Meeting was held on May 8, 2019 at a meeting of Council to provide the public with the opportunity to review and comment on the City's proposed 2019 DC Study and the 2019 DC By-law, as required by the *DC Act*. A Notice of the Public Meeting was given in accordance with Ontario Regulation 82/98 on April 4, 2019 and April 11, 2019 in the Mississauga News, meeting the 20-day requirement under the *DC Act* for notice prior to holding a Public Meeting. The proposed 2019 DC By-law was made available to the public on April 22, 2019 in accordance with the 14-day requirement in the *DC Act* for by-laws to be available to the public prior to the Public Meeting being held.

Hemson provided a presentation to Council and members of the public. The presentation included the following highlights:

- Splitting the current 2014 DC By-law “Other Residential” category into a “Rows & Other Multiples” and a “Singles and Semis” category;
- Proposed Residential and Non-Residential DC rates, including a breakdown of the rates by DC service (revised since that date);
- Comparison of current DC rates with proposed 2019 DC rates;
- The proposed exemption of secondary units in new construction, in anticipation of the changes to the DC legislation under Provincial Bill 108 (released on May 2, 2019); and
- Municipal benchmarking of DC rates across the GTA.

Following the presentation, questions raised by the Mayor and Members of Council were answered by Hemson and city staff. Questions addressed the following areas:

- Fire protection services and the basis of the associated DC rate;
- DC reductions for purpose-built rental buildings;
- Communication of DC rates to the public;
- DC By-law definitions and administration;
- DC calculation methodology; and
- The potential impact of Bill 108 and its changes to the DC Act.

Two deputations were registered with the Clerk's Office prior to the Public Meeting to provide input on the 2019 DC Study and By-law:

Council	2019/05/21	6
---------	------------	---

1. Mr. Roger Broad, Director of Planning and Development at Habitat for Humanity Halton/Mississauga, provided an overview of Habitat's role and mandate to provide affordable housing in Mississauga, and requested that non-profit housing developers be exempted from paying DCs.
2. Mr. Brad Butt, Vice President, Government and Stakeholder Relations for Mississauga Board of Trade made a deputation to Council indicating the importance of DCs in funding municipal infrastructure and expressing four general concerns: change of use provisions, language with respect to deferrals for purpose-built rental developments, impact of DCs on office development in the downtown, DCs with respect to the Downtown Community Improvement Plan, and maintaining competitive DC rates within the Greater Toronto Area.

Council engaged in a discussion on development charges and their impact on housing affordability. The report entitled "*The Effects of Development Related Fees on Housing Costs*" prepared by N. Barry Lyon Consultants Limited and presented at the May 1, 2019 General Committee, identified reductions to DC rates have little to no impact on overall housing affordability. Targeted DC incentives have more of an impact on non-market housing providers such as non-profit organizations that deliver units at below market rates. In these instances, the providers rent units at defined affordability levels and costs must be in line with the discounted rents to make a construction project viable.

Any DC incentives for targeted housing should be implemented through a Community Improvement Plan (CIP) By-law and not through broad DC policy changes. A CIP By-law provides the following benefits:

- It can consider several incentives at once (DCs, tax increment equivalent grants building/planning fee reductions, section 37, cash in lieu of parkland/parking reductions etc.);
- It can target units at specific rent levels and unit sizes;
- Program can be capped based on number of units or a time horizon, giving Council the financial impact of the program from the outset; and
- Qualification criteria can be updated more easily based on changing market conditions.

Staff are currently working on a CIP report for Council direction; however, Bill 108 has complicated the process. In particular, the Bill may lead to less DC, parkland and Section 37 revenue for all land use types. This would make targeted incentives less impactful. Staff will report back to Council to evaluate the use of a CIP at a subsequent Committee meeting.

## Financial Impact

The 2019 DC Background Study and By-law have been prepared with the objective of recovering the maximum allowable amount of growth-related costs as prescribed by the *DC Act*. The revenues from DCs form an important component of the City's capital budget for the construction of growth-related infrastructure. The DC-By-law is expected to recover \$322.7M for



Council	2019/05/21	7
---------	------------	---

General, Fire and Transit services in growth-related infrastructure over the ten-year period (2019-2028) based on the growth forecasted in the 2019 DC Study. The Roads and Road Related Infrastructure and Stormwater Management charge will recover \$831.5M over the 2019-2041 timeframe. Once these assets have been constructed, their eventual replacement or rehabilitation will require funding from the tax base to maintain and deliver the necessary services for those who live and/or work in the City.

The proposed 2019 DC rates for adoption on June 5, 2019 are detailed in Appendix 2. The following changes have occurred since the release of the DC Background Study and By-law in April 2019. Table 2 provides a summary of the changes to the DC rates.

**Table 2. Summary of Changes in DC Rates**

DC Rate Category	Current DC Rates Valid Until July 31, 2019	DC Study Rate April 5, 2019	Public Meeting DC Rate May 8, 2019	By-Law Approval Rate June 5, 2019 (Effective June 6, 2019)	Percentage Change in DC Rates From May 8, 2019 to June 5, 2019	Percentage Change in DC Rates From Current Rate to June 5, 2019
Non-Industrial Rate per m <sup>2</sup>	\$ 110.33	\$ 117.41	\$ 112.26	\$ 114.19	2.0%	3.0%
Industrial Rate per m <sup>2</sup>	\$ 89.67	\$ 95.19	\$ 90.97	\$ 92.45	2.0%	3.0%
Single/Semi Rate	\$ 30,068	\$ 39,483	\$ 39,483	\$ 39,925	1.0%	33.0%
Rows and Other Multiples Rate	\$ 30,068	\$ 30,716	\$ 30,716	\$ 31,060	1.0%	3.0%
Apartment Rate	\$ 20,021	\$ 26,910	\$ 26,910	\$ 27,211	1.0%	36.0%
Small Unit Rate	\$ 13,665	\$ 14,662	\$ 14,662	\$ 14,826	1.0%	8.0%
Storm Water Management per ha	\$ 103,203	\$ 8,658	\$ 12,484	\$ 14,718	18.0%	-86.0%

#### Transitioning from 2014 DC By-law to 2019 DC By-law

The approval of the 2019 DC By-law by Council will effectively repeal the 2014 DC By-law and rates currently in effect. The 2019 DC rates will become effective on June 6, 2019. Council has typically provided for a transition period between the previous DC by-law and the implementation of a new DC By-law. This has been generally due to large increases in the new DC rates.

In the 2014 DC By-law, the Residential DC rates increased significantly over the previous 2009 DC By-law. These were:

- Other Residential category - 54.2% increase,
- Apartment category - 33% increase,
- Small Unit category - 74.5% increase.

The 2019 proposed rate increases are relatively smaller. The largest increases are in categories where staff have projected minimal opportunity within the City for further development. There is a small increase for non-residential development charges. General communications about the DC Background Study and By-law throughout the process, and various consultations with our industry stakeholders, have communicated that rates will be changing before June 25, 2019. As a result, staff are not recommending a transition period. Should a transition period be

Council	2019/05/21	8
---------	------------	---

---

contemplated, the financial impact is estimated at \$300,000 (for a three month transition period) and \$573,000 for a five month period. If Council chooses to provide a transition period this amount will need to be funded from other available tax resources.

Appendix 4 provides amended technical tables to the original 2019 DC Background Study released on April 5, 2019 to the public. These technical table updates are the result of stakeholder input through consultation and have resulted in modifications to the DC 10-year capital program.

DC revenues reduce the financial impact on existing property taxpayers to pay for growth. Although DCs are based on the principle that 'growth pays for growth,' the current legislation allows for various discounts and exemptions that result in municipalities only recovering approximately 75% to 80% of growth-related capital infrastructure costs. The existing property tax base is ultimately impacted by the City's limited ability to recover 100% of growth-related capital costs as defined in the *DC Act*.

## Conclusion

*The Development Charges Act, 1997* requires that municipalities pass a DC by-law every five years in order to continue collecting DC revenues. As outlined in this report, all legislated requirements have been met.

Council is being requested to adopt the 2019 Development Charges Background Study and its studies, and to approve the 2019 Development Charges By-law on June 5, 2019. If approved on June 5, 2019, the last day for appeal of the City's 2019 DC By-law would be July 15, 2019.

Any impacts resulting from Bill 108 will be provided to Council once staff have reviewed the regulations and are able to analyse its implications.

It is imperative the City continues to collect Development Charges to help fund the costs that the City incurs to build growth-related infrastructure. The collection of these revenues is vital to construct new infrastructure in the City to support future growth-related services that residents and business have come to expect in an urban environment. It is important to ensure growth-related revenues are maximized to ensure that the service levels enjoyed by previous residents and businesses are maintained.

---

## Attachments

Appendix 1: Proposed 2019 Development Charges By-law

Appendix 2: Proposed 2019 Development Charge Rates

Appendix 3: Corporate Report dated April 23, 2019 entitled "2019 Development Charges Public Meeting."

Appendix 4: Amended Tables to the 2019 DC Background Study issued on April 5, 2019



---

Gary Kent, CPA, CGA, ICD.D, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Susan Cunningham, Manager, Development Financing and Reserve  
Management

**A By-law to provide for the payment of Development Charges  
and to repeal By-law 0161-2014 and By-law 0034-2016**

**WHEREAS** section 2 of the *Development Charges Act, 1997* (“the Act”) provides that the council of a municipality may by by-law impose development charges against land to pay for increased capital costs required because of increased needs for services from development;

**AND WHEREAS** a development charges background study was completed within one year of enacting this By-law and was made available to the public on April 5, 2019, in accordance with sections 10 and 12 of the Act;

**AND WHEREAS** the Council of The Corporation of the City of Mississauga (“Council”) gave notice of and held a public meeting on May 8<sup>th</sup>, 2019 and has heard all persons who requested to be heard;

**AND WHEREAS** on June 5, 2019, Council resolved that increases in the need for services attributable to development identified in the By-law will be met;

**AND WHEREAS** on June 5, 2019, Council expressed its intention that infrastructure related to post-2028 development and future excess capacity shall be paid for by development charges;

**AND WHEREAS** Council considered the use of more than one development charges by-law to reflect different needs for services in different areas, also known as area rating or area specific development charges, and determined that it is fair and reasonable that charges be calculated on a uniform, city-wide basis;

**NOW THEREFORE**, Council enacts as follows:

**PART I – DEFINITIONS**

1. In this By-law, the following terms shall have the corresponding meaning:

“**accessory**” means use of a building or structure that is normally incidental and subordinate to and located on the same lot as the principal use;

“**Act**” means the *Development Charges Act, 1997*, S.O. 1997, c. 27, as amended, or any successor thereto;

“**Apartment Unit**” means, for the purposes of Schedule “A”, a unit in an apartment, a duplex, triplex and a stacked townhouse;

“**Assessment Act**” means the *Assessment Act*, R.S.O. 1990, c. A.31, as amended, or any successor thereto;

“**Board of Education**” has the same meaning as “board” set out in the *Education Act*, R.S.O. 1990, c. E.2, as amended, or any successor thereto;

“**Building By-law**” means the City's Building By-law 0251-2013, as amended, or any successor thereto;

**“Building Code Act, 1992”** means the *Building Code Act, 1992*, S.O. 1992, c. 23, as amended, or any successor thereto and all regulations thereto, including the Ontario Building Code, as amended;

**“building or structure”** means a building or structure consisting of a wall, roof and floor or any of them or a structural system serving the function thereof, including an air supported structure, mezzanine, exterior storage tank, or industrial tent, but does not include:

- (1) A free-standing roof-like structure constructed on lands used for a gas bar or a service station; or
- (2) An exterior accessory storage tank;

**“capital costs”** means the costs incurred or proposed to be incurred by the City or a local board thereof directly or by others on behalf of, and authorized by, the City or a local board,

- (1) to acquire land or an interest in land, including a leasehold interest,
- (2) to improve land,
- (3) to acquire, lease, construct or improve buildings and structures,
- (4) to acquire, lease, construct or improve facilities including,
  - (a) rolling stock with an estimated useful life of seven years or more,
  - (b) furniture and equipment, other than computer equipment, and
  - (c) materials acquired for circulation, reference or information purposes by a library board as defined in the *Public Libraries Act*, R.S.O. 1990, c. P.44, as amended, or any successor thereto,
- (5) to undertake studies in connection with any of the matters referred to in paragraphs (1) to (4) above,
- (6) costs of the development charge background study required under Section 10 of the Act, and
- (7) interest on money borrowed to pay for costs described in paragraphs (1) to (6) above,

required for the provision of designated services in a development charge by-law within or outside the City;

**“City”** means The Corporation of the City of Mississauga;

**“Council”** means the Council of The Corporation of the City of Mississauga;

**“development”** means:

- (1) creating a new lot(s);
- (2) constructing or placing one or more buildings or structures on land;
- (3) adding to or altering a building or structure that has the effect of increasing the size and usability thereof; and
- (4) redevelopment, whether or not the land is already serviced.

**“development charge”** means a charge imposed under this By-law;

**“dwelling unit”** means one or more habitable rooms designed, occupied or intended to be occupied as living quarters as a self-contained unit and shall, as a minimum contain sanitary facilities, accommodation for sleeping and one kitchen, and includes:

- (1) **“apartment”** means a building or part thereof, containing more than three dwelling units, and with a shared entrance and exit facilities through a common vestibule(s),
- (2) **“back to back townhouse”** means a building with four or more dwelling units divided vertically including a common rear wall each with an independent entrance and has a yard abutting at least one exterior wall of each dwelling unit,
- (3) **“detached dwelling”** means a building comprised of one dwelling unit,
- (4) **“duplex”** means a building that is divided horizontally into two attached dwelling units,
- (5) **“linked dwelling”** means two or more buildings, each of which consists of not more than one dwelling unit, attached solely below established grade by a connection spanning between the footings of each building,
- (6) **“second unit”** means an accessory dwelling unit located within a detached dwelling, semi-detached dwelling, street townhouse or back to back townhouse,
- (7) **“semi-detached”** means a building with two attached dwelling units, each on their own lot, that are divided vertically above grade by a party wall,
- (8) **“special care dwelling”** means a building having a common enclosed entrance from street level containing more than three (3) habitable units, which units may or may not have exclusive sanitary and/or culinary facilities and are designed to accommodate individuals with special needs, including an independent long-term living arrangement, where the occupants have the right to use common areas and where support for services such as meal preparation, grocery shopping, laundry, housekeeping, nursing, respite care and attendant services are provided at various levels, and includes retirement buildings and long-term care buildings,
- (9) **“stacked townhouse”** means a building with four or more dwelling units divided horizontally or vertically each with an entrance that is independent or through a shared landing and/or external stairwell,
- (10) **“street townhouse”** means one of more than two attached dwelling units, not exceeding three storeys in height that are divided vertically above grade by a party wall, and
- (11) **“triplex”** means a building that is divided horizontally into three separate dwelling units, each with an entrance that is either independent or through a common vestibule;

**“established grade”** means the average level of proposed or finished ground adjoining a building at all exterior walls;

**“existing industrial building”** means a building used for or in connection with,

- (1) manufacturing, producing, processing, storing or distributing something,
- (2) research or development in connection with manufacturing, producing or processing something,
- (3) retail sales by a manufacturer, producer or processor of something they manufactured, produced or processed, if the retail sales are at the site where the manufacturing, production or processing takes place,
- (4) office or administrative purposes, if they are,
  - (a) carried out with respect to manufacturing, producing, processing, storage or distributing of something, and
  - (b) in or attached to the building or structure used for that manufacturing, producing, processing, storage or distribution;

**“floor”** means the lower surface of an area in a building or structure regardless of its composition;

**“gross floor area”** means gross floor area as defined in O. Reg. 82/98;

**“hazard lands”** means lands that are unsuitable for development due to naturally occurring processes including lands covered by water and extending to the furthest landward limit of the flooding or erosion hazard limits as may be determined by the City and/or the Conservation Authority with jurisdiction over the lands with respect to a development;

**“industrial”** means lands, buildings or structures used or designed or intended for use for or in connection with manufacturing, producing, processing, warehousing or bulk storage of goods, or a distribution centre or truck terminal; research or development in connection with manufacturing, producing, processing, or storage of goods; and office uses and the sale of commodities to the general public where such uses are accessory to an industrial use, but does not include a building used exclusively for office or administrative purposes unless it is attached to an industrial building or structure as defined above;

**“live/work unit”** mean a unit which contains separate residential and non-residential areas intended for both residential and non-residential uses concurrently, and shares a common wall with direct access between the residential and non-residential areas;

**“local board”** means a local board as defined in section 1 of the *Municipal Affairs Act*, R.S.O. 1990, c. M.46, as amended, or any successor thereto, other than a board as defined in subsection 1(1) of the *Education Act*, R.S.O. 1990, c. E.2, as amended;

**“mezzanine”** means floor area located between the floor and the ceiling of any room or storey, with or without partitions or other visual obstructions;

**“mixed use”** means any building or structure containing residential and non-residential uses, and where there are no dwelling units at grade;

**“net developable area”** means, for the purpose of the Storm Water Management service as set out in Schedule “D”, the developable area of land calculated on a net hectare basis that excludes lands conveyed or to be conveyed to:

- (1) the City pursuant to sections 42, 51 and 53 of the *Planning Act*, and, all lands conveyed or to be conveyed to the City or any local board thereof; or
- (2) the Regional Municipality of Peel or any local board thereof, save and except for any lands developed for residential use by the Regional Municipality of Peel or any local board thereof, or any corporation owned, controlled or operated by the Regional Municipality of Peel; or
- (3) a Board of Education; or
- (4) the Ministry of Transportation for the construction of provincial highways; or
- (5) Hydro One Networks Inc., Enersource Corporation, or any of their subsidiaries, for the purposes of providing electricity utility services; or,
- (6) any hazard lands conveyed or to be conveyed to a Conservation Authority as a condition of any development;

**“non-industrial”** means land, buildings or structures or parts thereof used or intended to be used other than for residential or industrial, including but not limited to retail, service, office, hospitality, motor vehicle service, entertainment and recreation, and commercial parking lot.

**“non-residential”** means lands, buildings or structures or parts thereof used or intended to be used for industrial or non-industrial uses, including the non-residential portion of a live/work unit;

**“owner”** means the owner of land or any person which has made an application for an approval of the development of land upon which a development charge can be imposed;

**“Planning Act”** means the *Planning Act*, R.S.O. 1990, c. P.13, as amended, or any successor thereto;

**“protracted”** means, in relation to a temporary building or structure, construction, alteration, addition or placement on land for a continuous period exceeding 245 days within any twelve (12) month period, commencing from the date on which the building or structure was first constructed or placed on the lands;

**“Public Hospitals Act”** means the *Public Hospitals Act*, R.S.O. 1990, c. P.40, as amended, or any successor thereto;

**“redevelopment”** means constructing or placing one or more buildings or structures on land where all or part of a building or structure has been previously demolished, or changing the use of a building or structure from a residential use to a non-residential use or from a non-residential use to a residential use;

**“regulation”** means any regulation made pursuant to the Act;

**“residential”** means lands, buildings or structures or part thereof, used, designed or intended for use as a dwelling but shall not include a lodging house licensed by a municipality or a hotel or motel;

**“Rows and Other Multiples”** means, for the purposes of Schedule “A”, a building with three or more attached dwelling units divided vertically above grade each with an at grade yard abutting at least one exterior wall of each dwelling unit, and includes street townhouse and back to back townhouse dwelling units.

**“sales trailer”** means a temporary sales pavilion that is constructed without foundation, excluding concrete piers or sono tubes, and is used for the principal purpose of promoting the sale of new residential dwelling units;

**“service”** means a service designated in section 2 of this By-law;

**“Singles and Semis”** means, for the purposes of Schedule “A”, a detached dwelling, linked dwelling or semi-detached dwelling;

**“Small Unit”** means, for the purposes of Schedule “A”, any dwelling unit that is 65 m<sup>2</sup> or 700 square feet, or less, in size;

**“speculative building”** means any building or structure where the ultimate use or occupancy could not be determined to the satisfaction of the City at the time that a development charge became due and payable;

**“storey”** means that portion of a building other than a cellar or basement included between any floor level and the floor, roof deck or deck ridge next above it;

**“SWM DC”** means that component of the development charge relating to the provision of the Storm Water Management service as set out in Schedule “D” to this By-law;

**“temporary building or structure”** means a building or structure constructed or placed on land for a period not exceeding 245 days within any twelve (12) month period, commencing from the date on which the building or structure was first constructed or placed on the lands;

**“total floor area”** means the aggregate of the areas of each floor and/or mezzanine above or below established grade, measured between the exterior of outside walls of non-residential uses, but excluding:

- (1) enclosed areas used for climate control, electrical, energy generation and distribution, or mechanical equipment related to the operation or maintenance of the building;
- (2) areas of stairwells, washrooms, elevators or walkways/catwalks used exclusively for the maintenance of and/or access to mechanical equipment related to the operation or maintenance of the building;



- (3) enclosed areas devoted to the collection or storage of disposable or recyclable waste generated within the building;
- (4) any part of the building or structure above or below established grade, but not including a commercial parking garage, used exclusively for the temporary parking of motor vehicles or the provision of loading space(s) where such loading space(s) are required by the City's Zoning By-law; and
- (5) the area of any self-contained structural shelf and rack storage facility;

and where a building or structure has less than four walls, the total floor area shall be equal to the total area occupied and the total areas of any floors and mezzanines in the building or structure, not already included in the sum total;

**“truck terminal”** means a building, structure or land where trucks and/or tractor trailers are rented, leased, or stored, or are dispatched for hire as common carriers;

**“yard”** means any open, uncovered, unoccupied space, belonging to a building.

**“Zoning By-law”** means the City's Zoning By-law 0225-2007, as amended, or any successor thereto.

## **PART II – DESIGNATED SERVICES**

- 2. Development charges against land to be developed shall be based upon the provision of the following categories of designated services by the City:
  - (1) Development-Related Studies
  - (2) General Government (Courthouse and Animal Services);
  - (3) Recreation and Park Development;
  - (4) Fire Services;
  - (5) Library;
  - (6) Transit;
  - (7) Roads and Related Infrastructure Services;
  - (8) Public Works (Building and Fleet);
  - (9) Living Arts Centre (Debt);
  - (10) Storm Water Management; and
  - (11) Parking Services.

## **PART III – APPLICATION OF BY-LAW RULES**

- 3. For the purposes of complying with section 6 of the Act:
  - (1) the area to which this By-law applies shall be the area described in section 4 of this By-law;
  - (2) the rules developed under paragraph 9 of subsection 5(1) of the Act for determining if a development charge is payable in any particular case and for determining the amount of the charge shall be set out in sections 2 and 9, and Part IV and V of this By-law;
  - (3) the rules developed under paragraph 10 of subsection 5(1) of the Act for exemptions shall be the exemptions set forth in sections 5 through 8 both inclusive, of this By-law, indexing of the charges shall be as set out in section 22 of this By-law; and
  - (4) rules for the redevelopment of land shall be as set out in sections 15 and 16 of this By-law.

### ***Area to Which By-law Applies***

4. (1) Subject to subsection 4(2), this By-law applies to all lands in the City, however used, whether or not the land or use is exempt from taxation under section 3 of the *Assessment Act*.
- (2) Subject to subsection 4(3), this By-law shall not apply to land that is owned by and used for the purposes of:
  - (a) the City or any local board thereof;
  - (b) a Board of Education; or
  - (c) the Regional Municipality of Peel or any local board thereof.
- (3) The exemption referenced in subsection (2) above, does not apply to lands which are developed for a residential use and are owned by:
  - (a) the Regional Municipality of Peel or any local board thereof; or
  - (b) any corporation owned, controlled or operated by the Regional Municipality of Peel.

### ***Exemptions***

5. Notwithstanding the provisions of this By-law, no development charges are imposed under this By-law respecting:
  - (1) land, buildings or structures used as public hospitals governed by the *Public Hospitals Act*;
  - (2) land, buildings or structures owned by and used for the purposes of a college of applied arts and technology established pursuant to the *Ministry of Training Colleges and Universities Act*, R.S.O. 1990, c. M.19, as amended, or any successor thereto;
  - (3) land, buildings or structures owned by and used for the purpose of a university established by an Act of the Legislative Assembly of Ontario;
  - (4) a mobile temporary sales trailer;
  - (5) a temporary building or structure provided that:
    - (a) the status of the building or structure as a temporary building or structure is maintained in accordance with the provisions of this By-law; and
    - (b) the owner has entered into an agreement prior to the temporary building or structure being constructed or placed on the lands, in a form satisfactory to the Commissioner of Corporate Services, which agreement shall include without limitation, the owner providing the City with satisfactory security for the payment of development charges to be drawn upon in the event that the temporary structure becomes protracted or is no longer deemed by the City to be a temporary structure in accordance with the provisions of this By-law or the agreement referred to herein and any unpaid amount will be added to the tax roll;
  - (6) lands which are zoned for and used as a cemetery, mausoleum, crematorium, and or columbarium, as defined in the Zoning By-law, shall be exempt from the payment of the SWM DC only, and only to the extent that the net developable area of the lands are not occupied by buildings and structures, parking, and paved internal roadways; or

- (7) residential development that would have the effect only of enlarging a dwelling unit, creating a second unit in a new dwelling unit, or adding one dwelling unit in any other existing residential building, excluding the non-residential portion of a mixed-use building.
- 6. Prior to the issuance of the first building permit and at the time of initial construction, a place of religious assembly will receive a grant-in-lieu of development charges equivalent to the development charges attributed to twenty-five percent (25%) of the total floor area of the building.

### ***Industrial Expansion***

- 7. For the purposes of the exemption set out in section 4 of the Act for the enlargement of existing industrial buildings, the following provisions shall apply:
  - (1) for the purposes of interpreting the definition of “existing industrial building” contained in the regulation, regard shall be had for the classification of the lands pursuant to the *Assessment Act*, and in particular whether more than 50 per cent of the gross floor area of the building or structure has an industrial tax class code for assessment purposes and be occupied with an existing industrial use;
  - (2) notwithstanding subsection 7(1) above, occupied distribution centers, warehousing, bulk storage and truck terminals shall be considered industrial uses;
  - (3) the gross floor area of an existing industrial building shall be calculated as it existed prior to the first enlargement in respect of that building for which an exemption under section 4 of the Act is sought;
  - (4) the enlargement of the gross floor area of the existing building must be attached to the existing industrial building;
  - (5) the enlargement must not be attached to the existing industrial building by means only of a tunnel, bridge, passageway, shared below grade connection, foundation, footing or parking facility, but must share a common wall with the existing building or structure;
  - (6) the enlargement shall be for, or in connection with, an industrial use as set out in this By-law;
  - (7) if the enlargement is equal to 50 per cent or less of the gross floor area of an existing industrial building, the amount of development charge in respect of the enlargement is nil;
  - (8) if the enlargement is greater than 50 per cent of the gross floor area of an existing industrial building, development charges are payable on the amount by which the enlargement exceeds 50 per cent of the gross floor area of the existing building before the enlargement;
  - (9) subject to subsection (10), if the enlargement is greater than 50 per cent of the gross floor area of an existing industrial building, SWM DCs shall be payable on the lot area covered by the enlargement in excess of 50 per cent, plus the lot area covered by any additional parking;
  - (10) if prior to this By-law coming into effect the City and the owner or former owner of the lands entered into an agreement with respect to the payment of SWM DCs, the SWM DCs payable on account of an enlargement of more than 50 per cent of the gross floor area of an existing industrial building shall be calculated in accordance with the terms of said agreement.
- 8. Other than the uses specifically listed in sections 4-7 of this By-law, no lands, buildings and/or structures shall be exempt from development charges solely by virtue of their use.

**Development Approvals**

9. (1) Development charges shall be imposed and shall be calculated on all lands, building or structures that are developed for residential and non-residential uses, where the development requires any one of the following:
  - (a) the passing of a zoning by-law or of an amendment to a zoning by-law under section 34 of the *Planning Act*;
  - (b) the approval of a minor variance under section 45 of the *Planning Act*;
  - (c) a conveyance of land to which a by-law passed under subsection 50(7) of the *Planning Act* applies;
  - (d) the approval of a plan of subdivision under section 51 of the *Planning Act*;
  - (e) a consent under section 53 of the *Planning Act*;
  - (f) the approval of a description under section 50 of the *Condominium Act*; or
  - (g) the issuing of a permit under the *Building Code Act, 1992* in relation to a building or structure.
- (2) Only one (1) development charge for each designated service shall be imposed on any land even though two (2) or more of the actions described in subsection 9(1) hereof are required for the land to be developed.
- (3) Despite subsection 9(2), and subject to this By-law and to section 4 of the Act, if two (2) or more of the actions described in subsection 9(1) occur at different times, additional development charges shall be imposed in respect of any increased or additional development permitted by such action.

**PART IV – CALCULATION OF DEVELOPMENT CHARGES*****Amount of Development Charges***

10. Development charges for a development shall be calculated as follows, subject to any reductions calculated in accordance with sections 15 and 16:
  - (1) (a) in the case of residential development, including a dwelling unit accessory to a non-residential development, or the residential portion of a mixed use development, based on the number and type of dwelling units; and
  - (b) in the case of non-residential development, or the non-residential portion of a mixed-use development, based upon the total floor area of such development less the total floor area of accessory parking.
  - (2) Notwithstanding subsections 10(1)(a) and (b) above, in the case of residential and non-residential development, the SWM DC shall be calculated on the basis of the net developable area.
  - (3) With respect to additional development on lots which have been partially developed and for which the SWM DC has not previously been paid for the entire lot, the calculation of the SWM DC is to be based on the lot area attributable to the new development, which is to be calculated on the basis of the proposed gross floor area as a percentage of the new total floor area of all buildings on the lot.
11. The development charges described in Schedule “A” to this By-law are imposed on land developed for residential uses including dwelling units accessory to a non-residential use and, in the case of a mixed-use building or structure, on the residential component of the mixed-use building or structure, according to the type of residential use.
12. The development charges described in Schedule “B” to this By-law are imposed on land developed for industrial uses and, in the case of a mixed use building or structure, on the industrial component of the mixed use building or structure, and are calculated with respect to each of the services according to total floor area of the industrial use.

13. The development charges described in Schedule "C" to this By-law are imposed on land developed for non-industrial uses and, in the case of a mixed use building or structure, on the non-industrial component of the mixed use building or structure, and are calculated with respect to each of the services according to total floor area of the non-industrial use.
14. The development charges described in Schedule "D" to this By-law are imposed on land developed for residential and non-residential uses and are calculated on the basis of the net developable area of the lands to which this By-law applies.

#### ***Reduction for Demolition***

15. (1) Demolishing dwelling units in all or part of a residential building will reduce the development charges otherwise payable for the redevelopment where satisfactory evidence of the number and types of units demolished has been provided to the Commissioner of Planning and Building or his/her designate and when redevelopment occurs:
  - (a) within 5 years from the date the demolition permit was issued with a copy of the original demolition permit; and
  - (b) on the same lot or block on which the demolished dwelling unit(s) were originally located; and
  - (c) in cases where a demolition credit crosses over a lot that was subject to land division, the property owner directs to which lot the credit applies.
- (2) Demolishing total floor area of all or part of a non-residential building or structure will reduce the development charges otherwise payable for the redevelopment where satisfactory evidence of the total floor area demolished has been provided to the City's Commissioner of Planning and Building or his/her designate, and when redevelopment occurs:
  - (a) within 10 years from the date the demolition permit was issued with a copy of the original demolition permit; and
  - (b) on the same lot or block on which the demolished building or structure, or part thereof, was originally located; and
  - (c) in cases where a demolition credit crosses over a lot that was subject to land division, the property owner directs to which lot the credit applies.

#### ***Reduction Change of Use***

16. (1) Changing all or part of a non-residential building or structure to a residential use will reduce development charges otherwise payable by an amount that is equal to the applicable non-residential development charge multiplied by the total floor area that has been demolished or converted.
- (2) Changing all or part of a residential building to a non-residential use will reduce development charges otherwise payable by an amount that is equal to the applicable residential development charge for the Development-Related Studies, General Government, Fire Services, Transit, Public Works, Parking and Roads services, for the number and type of units being converted to non-residential use.

#### ***General***

17. Development charge reductions cannot be assigned to other lands or applied to future development, and no refund shall be payable.
18. Notwithstanding section 15 and 16, if lands, building(s) and/or structure(s) of the subject development were previously exempt from or not required to pay development charges, no reduction against development charges will be allowed.

19. Notwithstanding any other provision of this By-law, if SWM DCs were paid in respect of the entire lands to be redeveloped prior to this By-law coming into effect, then no further SWM DCs shall be payable in respect of said lands.
20. All development charges shall be payable, and credited, at the rate in effect on the date of payment.

## **PART V – TIMING AND PAYMENT OF DEVELOPMENT CHARGES**

### ***Development Charges Payable at Building Permit Issuance***

21. (1) For each building permit application, development charges shall be calculated and paid in full on the date that the first building permit is issued for a building or structure on land to which a development charge applies.
- (2) Where development charges apply to land in relation to which a building permit is required, no building permit shall be issued, and the City shall be under no obligation to issue a building permit, until the development charge(s) has been paid in full.
- (3) Notwithstanding subsection 21(1), SWM DCs shall be payable, with respect to an approval of a plan of subdivision under section 51 of the *Planning Act*, prior to the City authorizing execution of a development agreement with the owner.
- (4) If a use of land, buildings or structures that constitutes development does not require the issuance of a building permit but requires one or more of the actions listed in subsection 9(1)(a) to (f) inclusive, a development charge shall be payable and shall be calculated and collected on the earliest of any of the actions listed in section 9(1)(a) to (f) inclusive being required, or on a date set by agreement between the City and the owner.
- (5) Where a payment or grant in lieu of taxes is provided for or is required in respect of development charges by an Act of Ontario or Canada, the payment or grant in lieu of taxes in respect of the development charge shall be calculated as the amount that would have been otherwise payable directly to the City in furtherance of the provisions of this By-law. Payments or grants in lieu of taxes in respect of development charges shall be payable and collected on the earlier of the occurrence of any of the actions listed in sections 9(1)(a) to (g) inclusive, or the commencement of development.

### ***Deferral Agreements***

22. Without limiting the authority of the City to enter into any other agreement, the City is hereby authorized to enter into agreements providing for the payment of all or any part of a development charge before or after it would otherwise be payable, pursuant to section 27 of the Act.
23. (1) In the case of development on lands used for an agricultural use, development charges may be deferred at the request of the owner until such time as a change in use of the lands from agricultural to another use has been approved.
- (2) Where the development charges payable with respect to an agricultural use are deferred in accordance with subsection 23(1) above, the owner shall provide to the satisfaction of the Commissioner of Corporate Services an agreement registered on title to the lands confirming that development charges have been deferred, which charges shall be payable upon the approval of a change of use and shall be paid in accordance with the rates in existence at the time change of use is approved;

### ***Speculative Buildings***

24. (1) Where an owner has applied for a building permit for a speculative non-residential building or structure, the City may permit the owner to pay the industrial development charge and shall require the owner enter into an agreement with the City, to the satisfaction of the Commissioner of Corporate Services, including a requirement to post satisfactory security, to be realized

upon by the City in the event that the building or structure is ultimately deemed by the City to be a non-industrial building or structure in accordance with the provisions of this Bylaw and where development charges at the non-industrial rate as set in Schedule "C" hereto are deemed to be payable.

- (2) In an agreement entered into under subsection 24(1), the City may agree to hold the security posted but in no event shall the City agree to hold security for a period beyond 36 months from the date that a building permit is issued with respect to the development.
- (3) Where the owner has failed to submit evidence satisfactory to the Commissioner of Corporate Services, to establish that a speculative building is an industrial building in accordance with the terms of any agreement as provided for in subsection 24(1), the City shall apply the security posted as if the building were deemed to be a non-industrial building or structure in accordance with the provisions of this By-law.
- (4) In order for a building or structure deemed to be an industrial use for the purpose of this By-law, at least 51 per cent of the total floor area of the building or structure must be used for industrial purposes, as determined by the City.
- (5) Where the City requires the payment of development charges at the non-industrial rate in accordance with the provisions set out above, the amount payable shall be the amount calculated at the rate in effect at the later of the date of issuance of the building permit or the date that the payment of the development charges at the non-industrial rate is received by the City.
- (6) Where the City determines that the building or structure is an industrial building, the security provided to the City pursuant to subsection 24(1) of this section shall be refunded or returned to the owner, without interest.

#### ***Payment by Services***

25. (1) Notwithstanding the requirements of Part IV and section 21, Council may, by agreement with an owner of land, give a credit towards a development charges payable in exchange for work done or to be done for services to which a development charge relates under this By-law, provided that:
  - (a) the credit will be applied at the time that the development charge for the service category is payable;
  - (b) if the City and the owner cannot agree as to the reasonable cost of doing the work under this section, the dispute shall be referred to Council whose decision shall be final and binding; and
  - (c) the amount of the credit shall not exceed the aggregate amount of development charges otherwise payable in respect of the land, buildings or structures.
- (2) Nothing in this By-law prevents Council from requiring, as a condition of any approval given under the *Planning Act* that the owner, at the owner's expense, installs such local services as Council may require.

**PART VI – REFUNDS**

26. Refunds of development charges that have been paid will be made, without interest, where:
- (1) a building permit that was issued for which development charges were paid is subsequently cancelled by the City;
  - (2) development charges have been paid on the issuance of a building permit and a reduction in accordance with sections 15 and 16 is subsequently identified, and the owner makes a written request to the Commissioner of Corporate Services that the amount of the reduction be refunded;
  - (3) development charges have been paid on or prior to the issuance of a building permit and the building permit is subsequently revised by the City's Chief Building Official or his/her designate, resulting in an overpayment of development charges to the City; or
  - (4) a clerical or factual error, including the transposition of figures, a typographical or similar error, has occurred with respect to the calculation of a development charge which resulted in an overpayment to the City.

**PART VII – ADMINISTRATION**

27. (1) This By-law shall be administered by the Commissioner of Corporate Services, and the Commissioner of Planning and Building, and/or their designates, such designation to be in writing.
- (2) Any agreement which the City may enter into pursuant to either the provisions of this By-law or the Act shall be to the satisfaction of the Commissioner of Corporate Services and save and except for any agreement entered into pursuant to either section 27 of the Act, or sections 22 to 25 of this By-law, shall be executed on behalf of the City by the said Commissioner of Corporate Services, and the Clerk of the City, without the need for further by-law or resolution of the Council.
28. The Treasurer or his/her designate is authorized to transfer amounts calculated under section 6 from the City's operating budget to the Development Charge Reserve Fund.

**PART VIII – GENERAL**

29. The following schedules shall form part of this By-law:
- |                |  |
|----------------|--|
| Schedule "A" – | Amount of Charges – Residential  |
| Schedule "B" – | Amount of Charges – Industrial   |
| Schedule "C" – | Amount of Charges – Non-Industrial   |
| Schedule "D" – | Amount of Storm Water Management Development Charges – Residential and Non-Residential |
30. (1) Development charges shall be adjusted semi-annually, without amendment to this By-law, on the first day of February and on the first day of August in each year in accordance with the latest available issue of the index prescribed in the regulations, with the base index value being that in effect on June 25<sup>th</sup>, 2019.
- (2) The adjustment referred to in subsection 30(1) shall be based upon the change in the index for the six (6) month period preceding the most recent issue of the index.
31. Where the City and an owner or former owner of land have entered into an agreement with respect to land within the area to which this By-law applies, and a conflict exists



between the provisions of this By-law and such agreement, the provisions of the agreement shall prevail to the extent that there is a conflict.

32. If, for any reason, any provision of this By-law is held to be invalid, it is hereby declared to be the intention of the Council that the remainder of the By-law shall continue in full force and effect until repealed, re-enacted, amended or modified.
33. A certified copy of this By-law may be registered against title to any land to which this By-law applies.

### **PART XIII – TRANSITION AND ENACTMENT**

34. This By-law applies to all building permits issued on or after June 26<sup>th</sup>, 2019.
35. Notwithstanding section 34, where there is an agreement executed before June 25<sup>th</sup>, 2019 in accordance with section 23 of By-law 0161-2014, as amended, providing for the payment of development charges, the payment of development charges shall be governed by the provisions of said agreement.
36. This By-law may be cited as the Mississauga Development Charges By-law, 2019.
37. This By-law shall come into force on the date it is passed and shall continue in full force and effect for a term of five years unless it is repealed by Council at an earlier date.
38. By-law 0161-2014 and By-law 0034-2016 are repealed.

ENACTED AND PASSED THIS                      DAY OF                      , 2019.

APPROVED AS TO FORM City Solicitor MISSISSAUGA			
Date	2019		

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

Service	Residential Charge By Unit Type (1)				Percentage of Charge
	Singes & Semis	Rows & Other Multiples	Apartments Units	Small Units	
General Government Services	\$135	\$105	\$92	\$50	0.3%
Development-Related Studies	\$441	\$343	\$300	\$164	1.1%
Library Services	\$1,585	\$1,233	\$1,080	\$588	4.0%
Fire Services	\$1,167	\$908	\$796	\$434	3.0%
Recreation & Parks Development	\$16,298	\$12,679	\$11,108	\$6,052	41.3%
Transit	\$1,631	\$1,269	\$1,112	\$606	4.1%
Public Works Services	\$847	\$659	\$577	\$315	2.1%
Parking Services	\$686	\$533	\$467	\$255	1.7%
LAC Debt	\$122	\$95	\$83	\$45	0.3%
<b>Sub-total General Services</b>	<b>\$22,912</b>	<b>\$17,824</b>	<b>\$15,615</b>	<b>\$8,509</b>	<b>58.0%</b>
Roads	\$16,571	\$12,892	\$11,295	\$6,153	42.0%
<b>TOTAL CHARGE PER UNIT</b>	<b>\$39,483</b>	<b>\$30,716</b>	<b>\$26,910</b>	<b>\$14,662</b>	<b>100.0%</b>
(1) Based on Persons Per Unit Of:	4.02	3.13	2.74	1.49	

**SCHEDULE "A"**  
**AMOUNT OF CHARGES - RESIDENTIAL**

SCHEDULE "B"  
AMOUNT OF CHARGES - INDUSTRIAL

Service	Non-Residential Charge		Percentage of Charge
	Industrial per M <sup>2</sup>	Industrial per Sq. Ft.	
General Government	\$0.61	\$0.06	0.6%
Development-Related Studies	\$2.00	\$0.19	2.1%
Library Services	\$0.00	\$0.00	0.0%
Fire Services	\$5.30	\$0.49	5.6%
Recreation	\$0.00	\$0.00	0.0%
Transit	\$7.51	\$0.70	7.9%
Public Works	\$3.86	\$0.36	4.1%
Parking	\$3.14	\$0.29	3.3%
LAC Debt	\$0.00	\$0.00	0.0%
Sub-total General Services	\$22.43	\$2.09	23.6%
Roads	\$72.76	\$6.76	76.4%
TOTAL CHARGE	\$95.19	\$8.85	100.0%

SCHEDULE "C"  
AMOUNT OF CHARGES - NON-INDUSTRIAL

Service	Non-Residential Charge		Percentage of Charge
	Non-Industrial per M <sup>2</sup>	Non-Industrial per Sq. Ft.	
General Government	\$0.61	\$0.06	0.5%
Development-Related Studies	\$2.00	\$0.19	1.7%
Library Services	\$0.00	\$0.00	0.0%
Fire Services	\$5.30	\$0.49	4.5%
Recreation	\$0.00	\$0.00	0.0%
Transit	\$7.51	\$0.70	6.4%
Public Works	\$3.86	\$0.36	3.3%
Parking	\$3.14	\$0.29	2.7%
LAC Debt	\$0.00	\$0.00	0.0%
<b>Sub-total General Services</b>	<b>\$22.43</b>	<b>\$2.09</b>	<b>19.1%</b>
Roads	\$94.99	\$8.82	80.9%
<b>TOTAL CHARGE</b>	<b>\$117.41</b>	<b>\$10.91</b>	<b>100.0%</b>

**SCHEDULE “D”**

**AMOUNT OF STORM WATER MANAGEMENT DEVELOPMENT CHARGES**

Development Type	Charge Per Net Developable Hectare	Charge Per Net Developable Acre
Residential	\$ 10,418.68	\$ 4,216.30
Non-Residential	\$ 10,418.68	\$ 4,216.30

DRAFT

**SCHEDULE "A"**  
**AMOUNT OF CHARGES - RESIDENTIAL**

Service	Residential Charge By Unit Type (1)				Percentage of Total
	Singes & Semis	Rows & Other Multiples	Apartments Units	Small Units	
General Government Services	\$135	\$105	\$92	\$50	0.4%
Development-Related Studies	\$441	\$343	\$300	\$164	1.1%
Library Services	\$1,585	\$1,233	\$1,080	\$588	4.0%
Recreation & Parks Development	\$16,298	\$12,679	\$11,108	\$6,052	40.8%
Parking Services	\$686	\$533	\$467	\$255	1.7%
LAC Debt	\$122	\$95	\$83	\$45	0.3%
<b>Sub-total Soft Services</b>	<b>\$19,267</b>	<b>\$14,988</b>	<b>\$13,130</b>	<b>\$7,154</b>	<b>48.3%</b>
Fire Services	\$1,167	\$908	\$796	\$434	2.9%
Transit Services	\$1,631	\$1,269	\$1,112	\$606	4.1%
Roads and Related Infrastructures	\$17,860	\$13,895	\$12,173	\$6,632	44.7%
<b>Sub-total Hard and Prescribed Services</b>	<b>\$20,658</b>	<b>\$16,072</b>	<b>\$14,081</b>	<b>\$7,672</b>	<b>51.7%</b>
<b>TOTAL CHARGE PER UNIT</b>	<b>\$39,925</b>	<b>\$31,060</b>	<b>\$27,211</b>	<b>\$14,826</b>	<b>100.0%</b>
(1) Based on Persons Per Unit Of:					
	4.02	3.13	2.74	1.49	

**SCHEDULE "B"**  
**AMOUNT OF CHARGES - INDUSTRIAL**

Service	Industrial Charges		Percentage of Total
	Charge per Square Metre of Total Floor Area	Charge per Square Foot of Total Floor Area	
General Government	\$0.58	\$0.05	0.6%
Development-Related Studies	\$1.90	\$0.18	2.1%
Library Services	\$0.00	\$0.00	0.0%
Recreation & Parks Development	\$0.00	\$0.00	0.0%
Parking Services	\$2.97	\$0.28	3.2%
LAC Debt	\$0.00	\$0.00	0.0%
<b>Sub-total Soft Services</b>	<b>\$5.45</b>	<b>\$0.51</b>	<b>5.9%</b>
Fire Services	\$5.03	\$0.47	5.4%
Transit Services	\$7.12	\$0.66	7.7%
Roads and Related Infrastructures	\$74.85	\$6.95	81.0%
<b>Sub-total Hard and Prescribed Services</b>	<b>\$87.00</b>	<b>\$8.08</b>	<b>94.1%</b>
<b>TOTAL CHARGE</b>	<b>\$92.45</b>	<b>\$8.59</b>	<b>100.0%</b>

**SCHEDULE "C"**  
**AMOUNT OF CHARGES - NON-INDUSTRIAL**

Service	Non-Industrial Charges		Percentage of Charge
	Charge per Square Metre of Total Floor Area	Charge per Square Foot of Total Floor Area	
General Government	\$0.58	\$0.05	0.50%
Development-Related Studies	\$1.90	\$0.18	1.70%
Library Services	\$0.00	\$0.00	0.00%
Recreation & Parks Development	\$0.00	\$0.00	0.00%
Parking Services	\$2.97	\$0.28	2.60%
LAC Debt	\$0.00	\$0.00	0.00%
<b>Sub-total Soft Services</b>	<b>\$5.45</b>	<b>\$0.51</b>	<b>4.80%</b>
Fire Services	\$5.03	\$0.47	4.40%
Transit Services	\$7.12	\$0.66	6.20%
Roads and Related Infrastructures	\$96.59	\$8.97	84.60%
<b>Sub-total Hard and Prescribed Services</b>	<b>\$108.74</b>	<b>\$10.10</b>	<b>95.20%</b>
<b>TOTAL CHARGE</b>	<b>\$114.19</b>	<b>\$10.61</b>	<b>100.00%</b>



**SCHEDULE "D"**  
**AMOUNT OF STORM WATER MANAGEMENT DEVELOPMENT CHARGES**

<b>Development Type</b>	<b>Charge per Net Developable Hectare</b>	<b>Charge per Net Developable Acre</b>
Residential	\$14,718.00	\$5,956.00
Non-Residential	\$14,718.00	\$5,956.00

# City of Mississauga

## Corporate Report



Date: 2019/04/23

To: Chair and Members of Council

From: Gary Kent, CPA, CGA, ICD.D,  
Commissioner of Corporate Services and Chief  
Financial Officer

Originator's files:

Meeting date:  
2019/05/08

## Subject

**2019 Development Charges Public Meeting**

## Recommendation

1. That the report dated April 23, 2019 from the Commissioner of Corporate Services and Chief Financial Officer entitled "2019 Development Charges Public Meeting" be received.
2. That the 2019 Development Charge Background Study prepared by Hemson Consulting Ltd. dated April 5, 2019 be received, and that Council direct the Development Charges Background Study and proposed Development Charge By-law be considered at a public meeting convened in accordance with the requirements of subsection 12(1) of the *DC Act* on May 8, 2019.

## Report Highlights

- The *Development Charges Act, 1997* requires that a public meeting be held prior to the passage of a Development Charges By-law that allows any person who attends the meeting to make representations relating to the proposed Development Charges By-law.
- Legislative requirements for a public notice of the public meeting and release of the Development Charges (DC) Background Study and proposed DC By-law have been met.
- Hemson Consulting Ltd. will present development charges information to the Mayor, Members of Council and the public at the May 8, 2019 public meeting.
- Stakeholder engagement sessions have been conducted and feedback has been received from building industry representatives concerning the 2019 Development Charges Study Update prior to the public meeting on various issues.
- Non-Residential DC rates are increasing between six and seven percent. Residential DC rates are increasing between two percent and thirty-four percent. Detailed rates are provided in Appendix 1.

Council	2019/04/23	2
---------	------------	---

## Background

The *Development Charges Act, 1997* (DC Act) requires the following steps be completed prior to the approval of the new Development Charge By-law:

- Council must hold a Public Meeting;
- Public notice of the Public Meeting must be given at least twenty days before the meeting;
- The Development Charges Background Study must be released to the public at least 60 days before the passage of the Development Charges By-law; and
- The Draft Development Charges By-law must be released to the Public at least two weeks prior to the Public Meeting.

The City has met the legislative requirements as dictated by the *DC Act* and anticipates Council will be in a position to approve the 2019 DC Background Study and By-law at the Council meeting on June 5th, 2019. The City placed notices in the Mississauga News on April 4th and 11th, 2019 advising the public of the Development Charges Public Meeting, as well as the release date of the Background Study and proposed Development Charges By-law. A notice has also been posted on the City's website.

In addition to the minimum requirements of the *DC Act*, staff held or will be holding (at the time of writing this report) a number of meetings with stakeholders to ensure a transparent and open public process. The purpose of these meetings is for staff to gather input from both the public at large and the development industry. Where possible, this input is reflected in the Background Study and DC By-law. Table 1 provides a summary of major stakeholder meetings:

**Table 1. Stakeholder Engagement Meetings**

Meeting Type	Date
Public Forum on Development Charges	September 20, 2018
Technical Input Stakeholder Meeting #1	November 21, 2018
Technical Input Stakeholder Meeting #2	January 29, 2019
Technical Input Stakeholder Meeting #3	April 11, 2019
Technical Input Stakeholder Meeting #4	May 17, 2019
Orlando Corporation	December 10, 2018
Orlando Corporation with Region of Peel	January 16, 2019
Orlando Corporation	April 24, 2019
Lakeview Community Partners Limited	April 22, 2019
Mississauga Business of Trade (planned)	May 10, 2019

In addition to the various consultations, the City has undertaken an active media campaign, and produced a DC video to illustrate the importance of development charges required to fund growth-related infrastructure in Mississauga. The video is intended to assist the general public in understanding how additional services are required as a result of growth, and how Provincial legislation prescriptively allows the City to recover some of these costs from developers.

Council	2019/04/23	3
---------	------------	---

The 2014 DC By-law continues to be under appeal, with scheduled Local Planning Appeal Tribunal (LPAT) dates in June 2019. All rate comparisons in this report are made to the indexed DCs as of February 2019.

## Comments

The Development Charges Background Study (prepared by Hemson Consulting Ltd.) was made available to the public on April 5th, 2019, which is 60 days prior to the public meeting, as required by legislation. The Development Charges By-law was made available on April 22, 2019, which was in excess of the fourteen days required by the *DC Act*. The documents were made available on the City's website and are available in hard copy, upon request.

At the public meeting on May 8th, 2019, Hemson Consulting Ltd. will present development charges information to the Mayor and Members of Council, and the public. Any person who wishes to address the Mayor or Members of Council may do so at that time. A summary of the proposed rates are contained in Appendix 1 of this report.

### Stakeholder Feedback

Staff evaluated feedback received from the stakeholder engagement sessions, and made adjustments to the Background Study and the DC rates where appropriate and feasible. An underlying policy objective continues to be growth-pays-for-growth to the extent permissible under the DC Act and that DC policies should not be used as an indirect way of achieving other City objectives.

The following summarizes the most significant areas of stakeholder feedback and the City's response in the background study.

- **Stacked Townhouses:** Staff had originally intended to incorporate stacked townhouses into the (new for 2019) "Rows and Other Multiples" rate category. Feedback received from industry representatives indicated stacked townhouses would be more appropriately captured in the "Apartments" category, given the persons per unit (PPU) rate for this type of housing is more consistent with the "Apartment" category as categorized by Statistics Canada data. After evaluating this feedback in consultation with Hemson Consulting, staff determined adjustments were appropriate and made this change in the DC Background Study and By-law.
- **Floor Space Per Worker (FSW):** Some developers have indicated the City's FSW value for employment lands should be higher. The City has assigned an FSW of 96 m<sup>2</sup> for employment lands in the last two DC Studies. Taking into consideration the changing environment for employment land development in Mississauga, and after analysing statistics over the last ten years, the FSW has been increased to 100 m<sup>2</sup> for employment lands in the Background Study. As the date of this report, based upon new information from Hemson, staff are proposing to increase the FSW to 110 m<sup>2</sup> which would further reduce the

Council	2019/04/23	4
---------	------------	---

commercial and industrial rates. Additional discussion with Orlando has been scheduled to review this proposed change.

- **Classification of Long-term Retirement Facilities:** E-mail correspondence has been received from an interested individual looking to establish a private long-term retirement facility in the City. A request was made to exempt such a facility from development charges or, alternatively, to consider changing the facility's classification from residential to non-residential. This issue was discussed with the DC Steering Committee and Hemson Consulting, to fully understand the impact to city services and to determine how other municipalities treated this type of facility, respectively.

City staff have concerns about exempting this type of facility, as well as changing to a non-residential rate, because many of the services such as parks, recreation and library are accessed by seniors in these facilities. It is appropriate to collect residential DCs for such developments, as the majority of non-residential DCs are not applied to recreational services. Benchmarking with other municipalities revealed there is no standard rate application – both residential and non-residential rates are applied across different municipalities.

Assigning a non-residential rate to this type of facility would unfairly place pressure on existing taxpayers to provide services at existing levels. As a result, staff are recommending no changes to its existing practice of applying a residential DC apartment rate to private long-term facilities constructed in Mississauga.

- **Letters of Credit:** DCs are paid at the time of building permit issuance. Sometimes, the final use of the building is not known (e.g. tenants have not been secured) and therefore the building cannot be deemed industrial or non-industrial. In these speculative building permit applications, the developer can request to pay the lower industrial rate, and the City requires a Letter of Credit (LC) be provided to the City to secure the difference between the industrial and non-industrial DC rates. Once the use of the property is determined, the Letter of Credit is either applied to the outstanding DCs or returned to the developer. For some developers, a significant amount of funds can be tied up in the LCs for extended periods of time.

Orlando Corporation (Orlando) has requested the City consider changing its existing practice on LCs. Orlando proposed several alternatives. A significant amount of time was spent reviewing this issue with internal staff and in collaboration with Regional staff, since the Region also requires LCs in these instances. All possible alternatives proposed by Orlando were thoroughly researched, and two meetings were held with Orlando to discuss the issue. A solution that would not result in increased operational and financial risk to the City could not be found, and it is appropriate to retain the existing policy to require LCs for building permits issued for speculative buildings.

Council	2019/04/23	5
---------	------------	---

---

### Other Policy and Administrative Changes

Several policy, administrative and definitional items have been identified either through Council direction or as issues have arisen in applying the current DC by-law and rates. Any such issues were reviewed to identify potential changes in the 2019 DC By-law. Not all concerns could be addressed due to legislative and regulatory constraints, and some issues can be addressed through improved guidelines and standard operating procedures. The following summarizes the significant policy changes that have been introduced in the 2019 Background Study and By-law.

- **New Residential Rate Category:** The City has revised its previous residential rate structure to reflect and anticipate future development types of housing in the 2019 DC Study and By-law. In particular, the City has deleted the “Other Residential” category and split it into two new categories: “Rows and Other Multiples” and “Singles and Semis.” The purpose of this change is to recognize that townhouses and other multiples are a steady form of new development being built in infill areas while the construction of single and semi-detached homes are declining as are the remaining parcels of vacant land being developed. The “Apartment” and “Small Unit” categories remain unchanged from the current 2014 DC By-law (0161-2014).
- **Refinement of Industrial Definition:** There is some ambiguity in the *DC Act* definition for classifying an industrial business for the purposes of calculating DCs. Staff benchmarked definitions and reviewed the Building Code classifications in hopes of linking definitions to be more consistent within the City. Due to the very many extraordinary examples of types of industrial and non-industrial businesses, this clarification is best managed through consistent internal policies and procedures rather than through specific language in the By-law. No changes to the industrial definition have been made in the 2019 By-law.
- **Aligning with Region of Peel:** The City participated in an inter-municipal DC working group with the goal of aligning DC policies within the Region where possible. This would allow for some measure of consistency for developers, with a goal of eliminating differences between the lower and upper tier DC By-laws. The City’s “Rows and Other Multiples” and “Singles and Semis” categories will now align with the Region’s DC By-law categories. The City policy for requiring LCs for speculative buildings is anticipated to continue to align in the Region 2020 DC By-law update.
- **Places of Religious Assembly:** In 2016, Council directed staff to provide through By-law 0034-2016 a grant in lieu of development charges equivalent to the area of worship limited to one room (consistent with the Region of Peel’s exemption). The grant was made retroactive to 2009, and refunds were provided to various places of religious assembly (PRA) that had paid full DCs under the 2009 and 2014 DC By-laws. Based on data analysis, an average twenty-five percent of floor space in PRAs is devoted to religious assembly, and a twenty-five percent grant in lieu of development charges for new PRAs has been incorporated in the 2019 By-law. In recent years, no newly constructed PRAs have been issued a building permit. Future construction is anticipated with this grant being available.

Council	2019/04/23	6
---------	------------	---

- **Affordable Housing:** Council provided direction to staff to examine the provision of development charge relief as part of its affordable housing initiatives. The City undertook a study to understand the impact of development-related costs on housing affordability in conjunction with the Town of Caledon and the Region of Peel. A presentation and report was provided to General Committee on May 1, 2019 to discuss the results of this report. The corporate report entitled “*The Effect of Development-Related Costs on Housing Affordability*” dated April 23, 2019 concluded development charges do not impact housing prices, but rather contribute to the developers’ analysis as to proceed with a specific development. Reducing development-related charges for market housing will not result in lower house prices, unless there is a clear mechanism in place to require developers to reflect cost-savings in prices and pass them directly to end-users.
- **Second Units:** The 2014 DC By-law did not impose a charge on second units constructed in homes existing at least three years. The 2019 DC By-law is extending this so no charge is imposed on second units. To be fully effective, this change must be reflected in the Region of Peel DC By-law update in 2020.

#### Transition Period

The draft 2019 DC By-law does not propose any transitional provisions from the 2014 DC By-law to the 2019 DC By-law. Building permits issued following Council's adoption of the 2019 Development Charge By-law would be subject to the 2019 DC rates as provided for in the by-law.

In 2014, Council provided a transition period for the 2014 DC By-law because there were significant increases to the 2014 DC rates compared to the 2009 DC rates in effect at that time. Residential rates in the various categories were increasing between 33% and 74.5%. Industrial rates were increasing between 32.2% and 62.6%.

The 2019 rate increases range from 6% to 7% (for non-residential DCs) and 2% to 34% for residential DCs. In addition, the City has been proactive in alerting the residential development community of the City's intention to update its DC Background Study and DC By-law in 2019. This has been a strategic move by the City to make developers aware that changes in rates are anticipated. The City's DC rate increases are in line with, or less than, recent DC updates in other municipalities, and developers would have already built in typical DC rate increases in their estimates for future projects in the City of Mississauga. For these reasons, staff are not proposing a transition period for the 2019 DC By-law.

It should be noted the *DC Act* requires that any rate reductions during the transition period must be subsidized by other funding sources (such as tax funding or surplus funds) to make up for the shortfall in DC revenues as a result of any decision to provide a transition period.

Council	2019/04/23	7
---------	------------	---

## Financial Impact

The recovery of capital-related costs from future development is a crucial financial tool provided by the Province to ensure that development charges assist in recovering the costs of infrastructure required to support new growth in the City of Mississauga.

The DC rates proposed in the 2019 DC By-law represent projected revenue of \$767 million over the ten-year period of the DC study.

Projected DC Revenues (in \$ millions)			
Type of Development	2019-2023	2024-2028	Total
Residential	188.4	372.7	561.1
Non-Residential	108.9	97.0	205.9
	<b>297.3</b>	<b>469.7</b>	<b>767.0</b>

Specific DC rates by category are provided in Appendix 1.

## Conclusion

As part of the legislated requirements set out in the Development Charges Act, 1997 a public meeting must be held prior to the passage of a new development charge by-law. The City will have met this requirement following the development charges public meeting which is to be held in the Council Chamber on May 8th 2019.

Feedback received as part of the public meeting will be consolidated, a report will be prepared in response to issues raised, and any appropriate changes will be reflected in revisions to the Background Study and By-law. This report will be presented to Council on June 5, 2019 prior to the consideration for approval of the 2019 Development Charges Background Study and 2019 Development Charge By-law.

The 2019 Development Charges By-law must be approved before the 2014 Development Charges By-law expires on June 25, 2019 to ensure the uninterrupted collection of development charges.



Council	2019/04/23	8
---------	------------	---

## Attachments

Appendix 1: 2019 DC Rates



---

Gary Kent, CPA, CGA, ICD.D, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Susan, Cunningham, Manager, Development Financing and Reserve Fund Management

## Proposed 2019 Development Charge Rates

**Table 1 –Residential DC Rates for Single and Semi-Detached Houses**

Service	Single and Semis Residential Development Charges			
	2014 Current DC Rates (Indexed to Feb 1/19) "Other Residential"	2019 Calculated Draft Rates- April 2019	Difference in Charge	
General Government*	\$ 241	\$ 135	\$ -106	-44%
Development-Related Studies*	\$ -	\$ 441	\$ 441	n/a
Library	\$ 1,143	\$ 1,585	\$ 442	39%
Fire Services	\$ 2,165	\$ 1,167	\$ -998	-46%
Recreation	\$ 11,095	\$ 16,298	\$ 5,203	47%
Transit	\$ 1,744	\$ 1,631	\$ -113	-6%
Public Works	\$ 692	\$ 847	\$ 155	22%
Parking	\$ 331	\$ 686	\$ 355	107%
LAC Debt	\$ 180	\$ 122	\$ -58	-32%
<b>Subtotal General Services</b>	<b>\$ 17,590</b>	<b>\$ 22,912</b>	<b>\$ 5,322</b>	<b>30%</b>
Roads	\$ 12,478	\$ 16,571	\$ 4,093	33%
<b>TOTAL CHARGE PER UNIT</b>	<b>\$ 30,068</b>	<b>\$ 39,483</b>	<b>\$ 9,415</b>	<b>31%</b>
Person per Unit	3.48	4.02		

\* General Government was combined with Development Related Studies in the 2014 DC Study.

## Proposed 2019 Development Charge Rates

**Table 2 –Residential DC Rates for Rows and Other Multiples**

Service	Rows and Other Multiples Development Charges			
	2014 Current DC Rates (Indexed to Feb 1/19) "Other Residential"	2019 Calculated Draft Rates- April 2019	Difference in Charge	
General Government*	\$ 241	\$ 105	\$ -136	-56%
Development-Related Studies*	\$ -	\$ 343	\$ 343	n/a
Library	\$ 1,143	\$ 1,233	\$ 90	8%
Fire Services	\$ 2,165	\$ 908	\$ -1,257	-58%
Recreation	\$ 11,095	\$ 12,679	\$ 1,584	14%
Transit	\$ 1,744	\$ 1,269	\$ -475	-27%
Public Works	\$ 692	\$ 659	\$ -33	-5%
Parking	\$ 331	\$ 533	\$ 202	61%
LAC Debt	\$ 180	\$ 95	\$ -85	-47%
<b>Subtotal General Services</b>	<b>\$ 17,590</b>	<b>\$ 17,824</b>	<b>\$ 234</b>	<b>1%</b>
Roads	\$ 12,478	\$ 12,892	\$ 414	3%
<b>TOTAL CHARGE PER UNIT</b>	<b>\$ 30,068</b>	<b>\$ 30,716</b>	<b>\$ 648</b>	<b>2%</b>
Person per Unit	3.48	3.13		

\* General Government was combined with Development Related Studies in the 2014 DC Study.

## Proposed 2019 Development Charge Rates

**Table 3 –Residential DC Rates for Apartments**

Service	Apartment Residential Development Charges			
	2014 Current DC Rates (Indexed to Feb 1/19)	2019 Calculated Draft Rates- April 2019	Difference in Charge	
General Government*	\$ 160	\$ 92	\$ -68	-43%
Development-Related Studies*	\$ -	\$ 300	\$ 300	n/a
Library	\$ 761	\$ 1,080	\$ 319	42%
Fire Services	\$ 1,442	\$ 796	\$ -646	-45%
Recreation	\$ 7,388	\$ 11,108	\$ 3,720	50%
Transit	\$ 1,161	\$ 1,112	\$ -49	-4%
Public Works	\$ 460	\$ 577	\$ 117	25%
Parking	\$ 220	\$ 467	\$ 247	112%
LAC Debt	\$ 120	\$ 83	\$ -37	-31%
<b>Subtotal General Services</b>	<b>\$ 11,713</b>	<b>\$15,615</b>	<b>\$3,902</b>	<b>33%</b>
Roads	\$ 8,309	\$11,295	\$2,986	36%
<b>TOTAL CHARGE PER UNIT</b>	<b>\$20,021</b>	<b>\$26,910</b>	<b>\$6,889</b>	<b>34%</b>
Person per Unit	2.31	2.74		

\* General Government was combined with Development Related Studies in the 2014 DC Study.

## Proposed 2019 Development Charge Rates

### Table 4 –Residential DC Rates for Small Units

Service	Small Units Residential Development Charges			
	2014 Current DC Rates (Indexed to Feb 1/19)	2019 Calculated Draft Rates- April 2019	Difference in Charge	
General Government*	\$ 109	\$ 50	\$ -59	-54%
Development-Related Studies*	\$ -	\$ 164	\$ 164	n/a
Library	\$ 519	\$ 588	\$ 69	13%
Fire Services	\$ 984	\$ 434	\$ -550	-56%
Recreation	\$ 5,042	\$ 6,052	\$ 1,010	20%
Transit	\$ 793	\$ 606	\$ -187	-24%
Public Works	\$ 314	\$ 315	\$ 1	0%
Parking	\$ 150	\$ 255	\$ 105	70%
LAC Debt	\$ 82	\$ 45	\$ -37	-45%
<b>Subtotal General Services</b>	<b>\$ 7,994</b>	<b>\$8,509</b>	<b>\$515</b>	<b>6.4%</b>
Roads	\$ 5,671	\$6,153	\$482	8%
<b>TOTAL CHARGE PER UNIT</b>	<b>\$13,665</b>	<b>\$14,662</b>	<b>\$997</b>	<b>7%</b>
Person per Unit	1.58	1.49		

\* General Government was combined with Development Related Studies in the 2014 DC Study.

## Proposed 2019 Development Charge Rates

### Table 5 –Non-Residential Rates – Industrial

Service	Industrial Development Charges			
	2014 Current DC Rates (Indexed to Feb 1/19)	2019 Calculated Draft Rates- April 2019	Difference in Charge	
General Government*	\$ 0.63	\$ 0.61	\$ -0.02	-2%
Development-Related Studies*	\$ -	\$ 2.00	\$ 2.00	n/a
Library	\$ -	\$ -	\$ -	n/a
Fire Services	\$ 3.95	\$ 5.30	\$ 1.35	34%
Recreation	\$ -	\$ -	\$ -	n/a
Transit	\$ 11.03	\$ 7.51	\$ -3.52	-32%
Public Works	\$ 4.39	\$ 3.86	\$ -0.53	-12%
Parking	\$ 2.15	\$ 3.14	\$ 0.99	46%
LAC Debt	\$ -	\$ -	\$ -	n/a
<b>Sub-total General Services</b>	<b>\$ 22.15</b>	<b>\$ 22.43</b>	<b>\$ 0.28</b>	<b>1%</b>
Roads	\$ 67.52	\$ 72.76	\$ 5.24	8%
<b>TOTAL CHARGE PER SQ.M</b>	<b>\$ 89.67</b>	<b>\$ 95.19</b>	<b>\$ 5.52</b>	<b>6%</b>

\* General Government was combined with Development Related Studies in the 2014 DC Study.

## Proposed 2019 Development Charge Rates

**Table 6 –Non-Residential Rates – Non-Industrial**

Service	Non-Industrial Development Charges			
	2014 Current DC Rates (Indexed to Feb 1/19)	2019 Calculated Draft Rates- April 2019	Difference in Charge	
General Government*	\$ 0.67	\$ 0.61	\$ -0.06	-8%
Development-Related Studies*	\$ -	\$ 2.00	\$ 2.00	n/a
Library	\$ -	\$ -	\$ -	n/a
Fire Services	\$ 3.97	\$ 5.30	\$ 1.33	34%
Recreation	\$ -	\$ -	\$ -	n/a
Transit	\$ 11.03	\$ 7.51	\$ -3.52	-32%
Public Works	\$ 4.41	\$ 3.86	\$ -0.55	-12%
Parking	\$ 2.10	\$ 3.14	\$ 1.04	49%
LAC Debt	\$ -	\$ -	\$ -	n/a
<b>Sub-total General Services</b>	<b>\$ 22.18</b>	<b>\$ 22.43</b>	<b>\$ 0.25</b>	<b>1%</b>
Roads	\$ 88.15	\$ 94.99	\$ 6.84	8%
<b>TOTAL CHARGE PER SQ.M</b>	<b>\$ 110.33</b>	<b>\$ 117.41</b>	<b>\$ 7.08</b>	<b>6%</b>

\* General Government was combined with Development Related Studies in the 2014 DC Study.

## Proposed 2019 Development Charge Rates

**Table 7 –Storm Water Management DC Rates**

Service	Current Storm Water Management Charge (\$/hectare)	Calculated Storm Water Management Charge (\$/hectare)	Difference in Charge	
Storm Water Mangement Charge	\$ 103,203.2	\$ 10,418.68		\$ -92,784.48
Total Charge Per Hectare	\$ 103,203.2	\$ 10,418.7		-89.9%

Storm Water Management Rate is applicable to Residential and Non-Residential Development



## APPENDIX A

---

### *DEVELOPMENT FORECAST*

**APPENDIX A - TABLE 1  
CITY OF MISSISSAUGA  
HISTORICAL POPULATION, OCCUPIED DWELLINGS & EMPLOYMENT SUMMARY**

Mid-Year	Census Population	Annual Growth	Occupied Households	Annual Growth	Av. Household Size (PPU)	Place of Work Employment	Annual Growth	Activity Rate
<b>2006</b>	<b>668,549</b>		<b>214,885</b>		<b>3.11</b>	<b>409,860</b>		<b>61.3%</b>
2007	677,296	8,747	218,688	3,803	3.10	414,001	4,141	61.1%
2008	686,157	8,861	222,558	3,870	3.08	418,524	4,523	61.0%
2009	695,134	8,977	226,497	3,939	3.07	423,449	4,925	60.9%
2010	704,229	9,095	230,505	4,008	3.06	428,797	5,348	60.9%
<b>2011</b>	<b>713,443</b>	<b>9,214</b>	<b>234,585</b>	<b>4,080</b>	<b>3.04</b>	<b>434,585</b>	<b>5,788</b>	<b>60.9%</b>
2012	715,067	1,624	235,838	1,253	3.03	438,389	3,804	61.3%
2013	716,694	1,627	237,097	1,259	3.02	442,248	3,859	61.7%
2014	718,325	1,631	238,363	1,266	3.01	446,164	3,916	62.1%
2015	719,960	1,635	239,636	1,273	3.00	450,136	3,972	62.5%
<b>2016</b>	<b>721,599</b>	<b>1,639</b>	<b>240,915</b>	<b>1,279</b>	<b>3.00</b>	<b>454,165</b>	<b>4,029</b>	<b>62.9%</b>
2017	729,279	7,680	243,886	2,971	2.99	458,605	4,440	62.9%
2018	730,023	744	244,380	494	2.99	463,094	4,489	63.4%
Growth 2009-2018		43,866		21,822			44,570	

Source: Statistics Canada, Census of Canada

**APPENDIX A - TABLE 2  
CITY OF MISSISSAUGA  
HISTORICAL ANNUAL HOUSING COMPLETIONS (CMHC)**

Year	CMHC Annual Housing Completions				Shares by Unit Type			
	Singles/Semis	Rows	Apts.	Total	Singles/Semis	Rows	Apts.	Total
<b>2006</b>	<b>994</b>	<b>1,123</b>	<b>2,863</b>	<b>4,980</b>	<b>20%</b>	<b>23%</b>	<b>57%</b>	<b>100%</b>
2007	973	706	1,000	2,679	36%	26%	37%	100%
2008	1,218	387	1,383	2,988	41%	13%	46%	100%
2009	920	503	1,372	2,795	33%	18%	49%	100%
2010	532	469	1,157	2,158	25%	22%	54%	100%
<b>2011</b>	<b>309</b>	<b>395</b>	<b>1,547</b>	<b>2,251</b>	<b>14%</b>	<b>18%</b>	<b>69%</b>	<b>100%</b>
2012	304	304	963	1,571	19%	19%	61%	100%
2013	358	127	1,480	1,965	18%	6%	75%	100%
2014	428	198	805	1,431	30%	14%	56%	100%
2015	195	285	946	1,426	14%	20%	66%	100%
<b>2016</b>	<b>226</b>	<b>245</b>	<b>266</b>	<b>737</b>	<b>31%</b>	<b>33%</b>	<b>36%</b>	<b>100%</b>
2017	188	140	2,643	2,971	6%	5%	89%	100%
2018	230	30	234	494	47%	6%	47%	100%
Growth 2009-2018	3,690	2,696	11,413	17,799	21%	15%	64%	100%

Source: CMHC

**APPENDIX A - TABLE 3**  
**CITY OF MISSISSAUGA**  
**HISTORICAL OCCUPIED HOUSEHOLDS BY UNIT TYPE**

Mid-Year	Occupied Households				Shares By Unit Type			
	Singles/Semis	Rows	Apartments	Total	Singles/Semis	Rows	Apartments	Total
<b>2006</b>	<b>115,560</b>	<b>29,710</b>	<b>69,625</b>	<b>214,885</b>	<b>54%</b>	<b>14%</b>	<b>32%</b>	<b>100%</b>
2007	116,861	30,359	71,456	218,676	53%	14%	33%	100%
2008	118,177	31,022	73,335	222,534	53%	14%	33%	100%
2009	119,507	31,700	75,263	226,470	53%	14%	33%	100%
2010	120,852	32,392	77,242	230,486	52%	14%	34%	100%
<b>2011</b>	<b>122,213</b>	<b>33,100</b>	<b>79,273</b>	<b>234,585</b>	<b>52%</b>	<b>14%</b>	<b>34%</b>	<b>100%</b>
2012	122,150	33,301	80,367	235,818	52%	14%	34%	100%
2013	122,087	33,503	81,477	237,067	51%	14%	34%	100%
2014	122,025	33,706	82,602	238,333	51%	14%	35%	100%
2015	121,963	33,910	83,743	239,616	51%	14%	35%	100%
<b>2016</b>	<b>121,900</b>	<b>34,115</b>	<b>84,900</b>	<b>240,915</b>	<b>51%</b>	<b>14%</b>	<b>35%</b>	<b>100%</b>
2017	122,088	34,255	87,543	243,886	50%	14%	36%	100%
2018	122,318	34,285	87,777	244,380	50%	14%	36%	100%

Source: Statistics Canada

**APPENDIX A - TABLE 4**  
**CITY OF MISSISSAUGA**  
**HISTORICAL HOUSEHOLDS BY PERIOD OF CONSTRUCTION SHOWING HOUSEHOLD SIZE**

Dwelling Unit Type	Period of Construction										Period of Construction Summaries		
	Pre 1945	1946-1960	1961-1970	1971-1980	1981-1990	1991-1995	1996-2000	2001-2005	2006-2010	2011-2016	Pre 2006	2006-2016	Total
<b>Singles and Semis</b>													
Household Population	4,853	26,498	40,965	62,763	90,868	43,263	53,185	56,430	24,118	8,223	378,823	32,340	411,163
Households	1,838	9,445	13,983	20,638	27,525	11,783	14,420	14,308	5,900	2,135	113,938	8,035	121,973
Household Size	2.64	2.81	2.93	3.04	3.30	3.67	3.69	3.94	4.09	3.85	3.32	4.02	3.37
<b>Rows</b>													
Household Population	510	2,000	5,575	23,605	15,935	10,965	15,600	17,505	9,905	3,920	91,695	13,825	105,520
Households	175	590	1,825	8,240	5,325	3,400	5,030	5,290	3,060	1,355	29,875	4,415	34,290
Household Size	2.91	3.39	3.05	2.86	2.99	3.23	3.10	3.31	3.24	2.89	3.07	3.13	3.08
<b>Apartments (inclds. Duplexes): Bachelor or 1BR</b>													
Household Population	1,000	2,305	5,750	7,735	5,945	3,325	2,260	3,605	4,640	4,535	31,925	9,175	41,100
Households	605	1,625	3,925	5,165	4,040	2,225	1,500	2,350	3,085	2,980	21,435	6,065	27,500
Household Size	1.65	1.42	1.46	1.50	1.47	1.49	1.51	1.53	1.50	1.52	1.49	1.51	1.49
<b>Apartments (inclds. Duplexes): 2BR or more</b>													
Household Population	2,738	8,413	21,880	42,168	32,198	15,193	9,720	8,810	9,553	6,163	141,118	15,715	156,833
Households	928	3,080	7,693	14,998	11,755	5,338	3,395	3,483	3,985	2,515	50,668	6,500	57,168
Household Size	2.95	2.73	2.84	2.81	2.74	2.85	2.86	2.53	2.40	2.45	2.79	2.42	2.74
<b>Apartments (inclds. Duplexes) - Total</b>													
Household Population	3,738	10,718	27,630	49,903	38,143	18,518	11,980	12,415	14,193	10,698	173,043	24,890	197,933
Households	1,533	4,705	11,618	20,163	15,795	7,563	4,895	5,833	7,070	5,495	72,103	12,565	84,668
Household Size	2.44	2.28	2.38	2.48	2.41	2.45	2.45	2.13	2.01	1.95	2.40	1.98	2.34
<b>All Units</b>													
Household Population	9,100	39,215	74,170	136,270	144,945	72,745	80,765	86,350	48,215	22,840	643,560	71,055	714,615
Households	3,545	14,740	27,425	49,040	48,645	22,745	24,345	25,430	16,030	8,985	215,915	25,015	240,930
Household Size	2.57	2.66	2.70	2.78	2.98	3.20	3.32	3.40	3.01	2.54	2.98	2.84	2.97

*Note: Population and household values in this table are based on National Household Survey response rates and may differ from Census values*  
Source: Statistics Canada

**APPENDIX A - TABLE 5  
CITY OF MISSISSAUGA  
HISTORICAL PLACE OF WORK EMPLOYMENT**

Mid-Year	Non-Industrial						Industrial		Total For DC Study	Annual Growth	Work at Home	Annual Growth	Total w/ Work At Home	Annual Growth
	Retail/Service Commercial	Annual Growth	Institutional	Annual Growth	Major Office Employment	Annual Growth	Emp. Land (Industrial)	Annual Growth						
<b>2006</b>	<b>41,870</b>		<b>41,780</b>		<b>88,440</b>		<b>237,770</b>		<b>409,860</b>		<b>20,800</b>		<b>430,660</b>	
2007	44,766	2,896	43,711	1,931	90,687	2,247	234,837	(2,933)	414,001	4,141	20,649	(151)	434,650	3,990
2008	47,862	3,096	45,731	2,020	92,991	2,304	231,940	(2,897)	418,524	4,523	20,499	(150)	439,023	4,373
2009	51,173	3,311	47,844	2,113	95,354	2,363	229,078	(2,862)	423,449	4,925	20,350	(149)	443,799	4,776
2010	54,713	3,540	50,055	2,211	97,777	2,423	226,252	(2,826)	428,797	5,348	20,202	(148)	448,999	5,200
<b>2011</b>	<b>58,497</b>	<b>3,784</b>	<b>52,368</b>	<b>2,313</b>	<b>100,260</b>	<b>2,483</b>	<b>223,460</b>	<b>(2,792)</b>	<b>434,585</b>	<b>5,788</b>	<b>20,055</b>	<b>(147)</b>	<b>454,640</b>	<b>5,641</b>
2012	59,423	926	53,317	949	101,749	1,489	223,900	440	438,389	3,804	20,550	495	458,939	4,299
2013	60,364	941	54,283	966	103,260	1,511	224,341	441	442,248	3,859	21,057	507	463,305	4,366
2014	61,320	956	55,267	984	104,794	1,534	224,783	442	446,164	3,916	21,577	520	467,741	4,436
2015	62,291	971	56,269	1,002	106,350	1,556	225,226	443	450,136	3,972	22,110	533	472,246	4,505
<b>2016</b>	<b>63,277</b>	<b>986</b>	<b>57,288</b>	<b>1,019</b>	<b>107,930</b>	<b>1,580</b>	<b>225,670</b>	<b>444</b>	<b>454,165</b>	<b>4,029</b>	<b>22,655</b>	<b>545</b>	<b>476,820</b>	<b>4,574</b>
2017	64,020	743	57,932	644	109,522	1,592	227,131	1,461	458,605	4,440	22,807	152	481,412	4,592
2018	64,772	752	58,583	651	111,138	1,616	228,601	1,470	463,094	4,489	22,960	153	486,054	4,642
Growth 2009-2018		16,910		12,852		18,147		(3,339)		44,570		2,461		47,031

*Note: Employment Values Include No Fixed Place of Work Employment  
Source: Statistics Canada, Census of Canada*

**APPENDIX A - TABLE 6**  
**CITY OF MISSISSAUGA**  
**FORECAST POPULATION, HOUSEHOLD & EMPLOYMENT GROWTH SUMMARY**

Mid-Year	Census Population	Annual Growth	Total Occupied Dwellings	Annual Growth	Av. Household Size (PPU)	Place of Work Employment	Annual Growth	Activity Rate
<b>2016</b>	<b>721,600</b>		<b>240,915</b>		<b>3.00</b>	<b>454,165</b>		<b>62.9%</b>
2017	729,279	7,679	243,886	2,971	2.99	458,605	4,440	62.9%
2018	730,023	744	244,380	494	2.99	463,094	4,489	63.4%
2019	733,223	3,199	245,780	1,400	2.98	467,633	4,539	63.8%
2020	736,410	3,188	247,180	1,400	2.98	472,223	4,590	64.1%
<b>2021</b>	<b>739,884</b>	<b>3,474</b>	<b>248,680</b>	<b>1,500</b>	<b>2.98</b>	<b>476,863</b>	<b>4,640</b>	<b>64.5%</b>
2022	743,644	3,759	250,280	1,600	2.97	479,492	2,629	64.5%
2023	747,687	4,043	251,980	1,700	2.97	482,149	2,657	64.5%
2024	752,986	5,299	254,280	2,300	2.96	484,837	2,688	64.4%
2025	759,144	6,158	256,880	2,600	2.96	487,556	2,719	64.2%
<b>2026</b>	<b>765,601</b>	<b>6,457</b>	<b>259,680</b>	<b>2,800</b>	<b>2.95</b>	<b>490,302</b>	<b>2,746</b>	<b>64.0%</b>
2027	772,313	6,712	262,580	2,900	2.94	492,596	2,294	63.8%
2028	779,277	6,965	265,580	3,000	2.93	494,908	2,312	63.5%
2029	786,944	7,666	268,880	3,300	2.93	497,240	2,332	63.2%
2030	794,853	7,909	272,280	3,400	2.92	499,591	2,351	62.9%
<b>2031</b>	<b>802,000</b>	<b>7,147</b>	<b>275,735</b>	<b>3,455</b>	<b>2.91</b>	<b>501,961</b>	<b>2,370</b>	<b>62.6%</b>
2032	806,568	4,568	277,611	1,876	2.91	504,184	2,223	62.5%
2033	811,159	4,591	279,499	1,888	2.90	506,426	2,242	62.4%
2034	815,776	4,617	281,400	1,901	2.90	508,687	2,261	62.4%
2035	820,418	4,642	283,314	1,914	2.90	510,967	2,280	62.3%
<b>2036</b>	<b>825,085</b>	<b>4,667</b>	<b>285,241</b>	<b>1,927</b>	<b>2.89</b>	<b>513,267</b>	<b>2,300</b>	<b>62.2%</b>
2037	829,749	4,664	287,181	1,940	2.89	515,725	2,458	62.2%
2038	834,438	4,689	289,134	1,953	2.89	518,204	2,479	62.1%
2039	839,154	4,716	291,101	1,967	2.88	520,706	2,502	62.1%
2040	843,894	4,741	293,081	1,980	2.88	523,229	2,523	62.0%
<b>2041</b>	<b>849,400</b>	<b>5,506</b>	<b>295,076</b>	<b>1,995</b>	<b>2.88</b>	<b>525,773</b>	<b>2,544</b>	<b>61.9%</b>
Growth 2019-2028		49,254		21,200			31,814	
Growth 2019-2031		71,977		31,355			38,867	
Growth 2019-2041		119,377		50,696			62,679	

Source: City of Mississauga and Hemson Consulting, 2018

**APPENDIX A - TABLE 7**  
**CITY OF MISSISSAUGA**  
**FORECAST OF OCCUPIED HOUSEHOLDS BY UNIT TYPE**

Mid-Year	Occupied Households				Shares By Unit Type			
	Singles/Semis	Rows	Apartments	Total	Singles/Semis	Rows	Apartments	Total
<b>2016</b>	<b>121,900</b>	<b>34,115</b>	<b>84,900</b>	<b>240,915</b>	<b>51%</b>	<b>14%</b>	<b>35%</b>	<b>100%</b>
2017	122,009	34,709	87,167	243,886	50%	14%	36%	100%
2018	122,028	34,803	87,549	244,380	50%	14%	36%	100%
2019	122,084	35,055	88,641	245,780	50%	14%	36%	100%
2020	122,154	35,293	89,733	247,180	49%	14%	36%	100%
<b>2021</b>	<b>122,239</b>	<b>35,503</b>	<b>90,938</b>	<b>248,680</b>	<b>49%</b>	<b>14%</b>	<b>37%</b>	<b>100%</b>
2022	122,330	35,727	92,223	250,280	49%	14%	37%	100%
2023	122,427	35,965	93,588	251,980	49%	14%	37%	100%
2024	122,558	36,287	95,435	254,280	48%	14%	38%	100%
2025	122,706	36,651	97,523	256,880	48%	14%	38%	100%
<b>2026</b>	<b>122,893</b>	<b>37,015</b>	<b>99,772</b>	<b>259,680</b>	<b>47%</b>	<b>14%</b>	<b>38%</b>	<b>100%</b>
2027	123,087	37,392	102,101	262,580	47%	14%	39%	100%
2028	123,288	37,782	104,510	265,580	46%	14%	39%	100%
2029	123,509	38,211	107,160	268,880	46%	14%	40%	100%
2030	123,737	38,653	109,890	272,280	45%	14%	40%	100%
<b>2031</b>	<b>123,991</b>	<b>39,102</b>	<b>112,642</b>	<b>275,735</b>	<b>45%</b>	<b>14%</b>	<b>41%</b>	<b>100%</b>
2032	124,129	39,346	114,136	277,611	45%	14%	41%	100%
2033	124,267	39,592	115,640	279,499	44%	14%	41%	100%
2034	124,407	39,839	117,154	281,400	44%	14%	42%	100%
2035	124,548	40,087	118,679	283,314	44%	14%	42%	100%
<b>2036</b>	<b>124,683</b>	<b>40,338</b>	<b>120,220</b>	<b>285,241</b>	<b>44%</b>	<b>14%</b>	<b>42%</b>	<b>100%</b>
2037	124,819	40,590	121,772	287,181	43%	14%	42%	100%
2038	124,955	40,844	123,335	289,134	43%	14%	43%	100%
2039	125,093	41,100	124,908	291,101	43%	14%	43%	100%
2040	125,232	41,357	126,492	293,081	43%	14%	43%	100%
<b>2041</b>	<b>125,371</b>	<b>41,617</b>	<b>128,088</b>	<b>295,076</b>	<b>42%</b>	<b>14%</b>	<b>43%</b>	<b>100%</b>



**APPENDIX A - TABLE 8**  
**CITY OF MISSISSAUGA**  
**GROWTH IN HOUSEHOLDS BY UNIT TYPE**

Mid-Year	Annual Growth in Occupied Households				Shares By Unit Type			
	Singles/Semis	Rows & Other Multiples	Apartments	Total	Singles/Semis	Rows & Other Multiples	Apartments	Total
2017	109	594	2267	2,971	4%	20%	76%	100%
2018	18	94	382	494	4%	19%	77%	100%
2019	56	252	1092	1,400	4%	18%	78%	100%
2020	70	238	1092	1,400	5%	17%	78%	100%
<b>2021</b>	<b>85</b>	<b>210</b>	<b>1205</b>	<b>1,500</b>	<b>6%</b>	<b>14%</b>	<b>80%</b>	<b>100%</b>
2022	91	224	1285	1,600	6%	14%	80%	100%
2023	97	238	1365	1,700	6%	14%	80%	100%
2024	131	322	1847	2,300	6%	14%	80%	100%
2025	148	364	2088	2,600	6%	14%	80%	100%
<b>2026</b>	<b>187</b>	<b>364</b>	<b>2249</b>	<b>2,800</b>	<b>7%</b>	<b>13%</b>	<b>80%</b>	<b>100%</b>
2027	194	377	2329	2,900	7%	13%	80%	100%
2028	201	390	2409	3,000	7%	13%	80%	100%
2029	221	429	2650	3,300	7%	13%	80%	100%
2030	228	442	2730	3,400	7%	13%	80%	100%
<b>2031</b>	<b>254</b>	<b>449</b>	<b>2752</b>	<b>3,455</b>	<b>7%</b>	<b>13%</b>	<b>80%</b>	<b>100%</b>
2032	138	244	1494	1,876	7%	13%	80%	100%
2033	139	245	1504	1,888	7%	13%	80%	100%
2034	140	247	1514	1,901	7%	13%	80%	100%
2035	141	249	1524	1,914	7%	13%	80%	100%
<b>2036</b>	<b>135</b>	<b>251</b>	<b>1542</b>	<b>1,927</b>	<b>7%</b>	<b>13%</b>	<b>80%</b>	<b>100%</b>
2037	136	252	1552	1,940	7%	13%	80%	100%
2038	137	254	1562	1,953	7%	13%	80%	100%
2039	138	256	1574	1,967	7%	13%	80%	100%
2040	139	257	1584	1,980	7%	13%	80%	100%
<b>2041</b>	<b>140</b>	<b>259</b>	<b>1596</b>	<b>1,995</b>	<b>7%</b>	<b>13%</b>	<b>80%</b>	<b>100%</b>
Growth 2019-2028	1,261	2,979	16,960	21,200	6%	14%	80%	100%
Growth 2019-2031	1,963	4,299	25,093	31,355	6%	14%	80%	100%
Growth 2019-2041	3,344	6,813	40,539	50,696	7%	13%	80%	100%

Source: Hemson Consulting, 2018 and City of Mississauga, 2018

**APPENDIX A - TABLE 9**  
**CITY OF MISSISSAUGA**  
**FORECAST POPULATION IN NEW HOUSEHOLD BY UNIT TYPE**

Mid-Year	Singles/Semis	Rows & Other Multiples	Apartments	Total	Singles/Semis	Rows & Other Multiples	Apartments	Population in New Dwellings
2019	4.02	3.13	2.18	2.43	225	789	2,382	3,396
2020	4.02	3.13	2.18	2.44	282	745	2,382	3,409
<b>2021</b>	<b>4.02</b>	<b>3.13</b>	<b>2.18</b>	<b>2.42</b>	<b>344</b>	<b>658</b>	<b>2,628</b>	<b>3,630</b>
2022	4.02	3.13	2.18	2.42	367	701	2,803	3,871
2023	4.02	3.13	2.18	2.42	390	745	2,978	4,113
2024	4.02	3.13	2.18	2.42	527	1,008	4,029	5,564
2025	4.02	3.13	2.18	2.42	596	1,140	4,555	6,291
<b>2026</b>	<b>4.02</b>	<b>3.13</b>	<b>2.18</b>	<b>2.43</b>	<b>754</b>	<b>1,140</b>	<b>4,905</b>	<b>6,799</b>
2027	4.02	3.13	2.18	2.43	781	1,181	5,080	7,042
2028	4.02	3.13	2.18	2.43	808	1,221	5,255	7,284
2029	4.02	3.13	2.18	2.43	889	1,343	5,781	8,013
2030	4.02	3.13	2.18	2.43	916	1,384	5,956	8,256
<b>2031</b>	<b>4.02</b>	<b>3.13</b>	<b>2.18</b>	<b>2.44</b>	<b>1,022</b>	<b>1,406</b>	<b>6,003</b>	<b>8,431</b>
2032	4.02	3.13	2.18	2.44	555	764	3,259	4,578
2033	4.02	3.13	2.18	2.44	559	769	3,280	4,608
2034	4.02	3.13	2.18	2.44	563	774	3,303	4,640
2035	4.02	3.13	2.18	2.44	566	779	3,325	4,670
<b>2036</b>	<b>4.02</b>	<b>3.13</b>	<b>2.18</b>	<b>2.43</b>	<b>543</b>	<b>784</b>	<b>3,363</b>	<b>4,690</b>
2037	4.02	3.13	2.18	2.43	547	790	3,386	4,723
2038	4.02	3.13	2.18	2.43	550	795	3,408	4,753
2039	4.02	3.13	2.18	2.43	554	801	3,433	4,788
2040	4.02	3.13	2.18	2.43	558	806	3,455	4,819
<b>2041</b>	<b>4.02</b>	<b>3.13</b>	<b>2.18</b>	<b>2.43</b>	<b>562</b>	<b>812</b>	<b>3,482</b>	<b>4,856</b>
Growth 2019-2028	4.03	3.13	2.18	2.42	5,074	9,328	36,997	51,399
Growth 2019-2031	4.03	3.13	2.18	2.43	7,901	13,461	54,737	76,099
Growth 2019-2041	4.03	3.13	2.18	2.43	13,458	21,335	88,431	123,224

APPENDIX A - TABLE 10  
CITY OF MISSISSAUGA  
FORECAST PLACE OF WORK EMPLOYMENT  
PLACE OF WORK EMPLOYMENT

	Non-Industrial								Industrial							
	Retail/Service Commercial	Annual Growth	Institutional	Annual Growth	Major Office	Annual Growth	Total	Annual Growth	Emp. Land Industrial	Annual Growth	Total for DC Study	Annual Growth	Work at Home Total Emp	Annual Growth	Total with Work at Home	Annual Growth
Mid-Year																
2016	63,277		57,288		107,930		228,495		225,670		454,165		22,655		476,820	
2017	64,020	743	57,932	644	109,522	1,592	231,474	2,979	227,131	1,461	458,605	4,440	22,807	152	481,412	4,592
2018	64,772	752	58,583	651	111,138	1,616	234,493	3,019	228,601	1,470	463,094	4,489	22,960	153	486,054	4,642
2019	65,533	761	59,241	658	112,778	1,640	237,552	3,059	230,081	1,480	467,633	4,539	23,114	154	490,747	4,693
2020	66,303	770	59,907	666	114,442	1,664	240,652	3,100	231,571	1,490	472,223	4,590	23,269	155	495,492	4,745
2021	67,083	780	60,580	673	116,130	1,688	243,793	3,141	233,070	1,499	476,863	4,640	23,425	156	500,288	4,796
2022	67,352	269	60,848	268	117,873	1,743	246,073	2,280	233,419	349	479,492	2,629	23,582	157	503,074	2,786
2023	67,622	270	61,117	269	119,642	1,769	248,381	2,308	233,768	349	482,149	2,657	23,740	158	505,889	2,815
2024	67,894	272	61,387	270	121,438	1,796	250,719	2,338	234,118	350	484,837	2,688	23,899	159	508,736	2,847
2025	68,167	273	61,659	272	123,261	1,823	253,087	2,368	234,469	351	487,556	2,719	24,059	160	511,615	2,879
2026	68,440	273	61,932	273	125,110	1,849	255,482	2,395	234,820	351	490,302	2,746	24,220	161	514,522	2,907
2027	68,791	351	62,242	310	126,503	1,393	257,536	2,054	235,060	240	492,596	2,294	24,382	162	516,978	2,456
2028	69,143	352	62,554	312	127,911	1,408	259,608	2,072	235,300	240	494,908	2,312	24,545	163	519,453	2,475
2029	69,497	354	62,868	314	129,335	1,424	261,700	2,092	235,540	240	497,240	2,332	24,709	164	521,949	2,496
2030	69,853	356	63,183	315	130,775	1,440	263,811	2,111	235,780	240	499,591	2,351	24,874	165	524,465	2,516
2031	70,211	358	63,500	317	132,230	1,455	265,941	2,130	236,020	240	501,961	2,370	25,039	165	527,000	2,535
2032	70,555	344	63,804	304	133,647	1,417	268,006	2,065	236,178	158	504,184	2,223	25,156	117	529,340	2,340
2033	70,901	346	64,110	306	135,079	1,432	270,090	2,084	236,336	158	506,426	2,242	25,273	117	531,699	2,359
2034	71,249	348	64,417	307	136,527	1,448	272,193	2,103	236,494	158	508,687	2,261	25,390	117	534,077	2,378
2035	71,599	350	64,726	309	137,990	1,463	274,315	2,122	236,652	158	510,967	2,280	25,508	118	536,475	2,398
2036	71,951	352	65,036	310	139,470	1,480	276,457	2,142	236,810	158	513,267	2,300	25,626	118	538,893	2,418
2037	72,352	401	65,386	350	141,027	1,557	278,765	2,308	236,960	150	515,725	2,458	25,745	119	541,470	2,577
2038	72,755	403	65,738	352	142,601	1,574	281,094	2,329	237,110	150	518,204	2,479	25,865	120	544,069	2,599
2039	73,161	406	66,092	354	144,193	1,592	283,446	2,352	237,260	150	520,706	2,502	25,985	120	546,691	2,622
2040	73,569	408	66,447	355	145,803	1,610	285,819	2,373	237,410	150	523,229	2,523	26,106	121	549,335	2,644
2041	73,979	410	66,804	357	147,430	1,627	288,213	2,394	237,560	150	525,773	2,544	26,227	121	552,000	2,665
Growth 2019-2028		4,371		3,971		16,773		25,115		6,699		31,814		1,585		33,399
Growth 2019-2031		5,439		4,917		21,092		31,448		7,419		38,867		2,079		40,946
Growth 2019-2041		9,207		8,221		36,292		53,720		8,959		62,679		3,267		65,946

**APPENDIX A - TABLE 11**  
**CITY OF MISSISSAUGA**  
**FORECAST NON-RESIDENTIAL SPACE (SQUARE METRES OF GROSS FLOOR AREA)**  
**EMPLOYMENT IN NEW SPACE**

<b>Employment Density</b>	
Retail/Service Commercial	40.0 m <sup>2</sup> per employee
Institutional	65.0 m <sup>2</sup> per employee
Employment Land Employment	110.0 m <sup>2</sup> per employee
Major Office	23.0 m <sup>2</sup> per employee

Mid-Year	Non-Industrial								Industrial		Total for DC Study	
	Retail/Service Commercial		Institutional		Major Office		Total		Emp. Growth in New Space	New Space (m2)	Emp. Growth in New Space	New Space (m2)
	Emp. Growth in New Space	New Space (m2)	Emp. Growth in New Space	New Space (m2)	Emp. Growth in New Space	New Space (m2)	Emp. Growth in New Space	New Space (m2)				
2017	743	29,720	644	41,860	1,592	36,616	2,979	108,196	925	101,750	3,904	209,946
2018	752	30,080	651	42,315	1,616	37,168	3,019	109,563	1,110	122,100	4,129	231,663
2019	761	30,440	658	42,770	1,640	37,720	3,059	110,930	1,110	122,100	4,169	233,030
2020	770	30,800	666	43,290	1,664	38,272	3,100	112,362	1,110	122,100	4,210	234,462
<b>2021</b>	<b>780</b>	<b>31,191</b>	<b>673</b>	<b>43,745</b>	<b>1,688</b>	<b>38,824</b>	<b>3,141</b>	<b>113,760</b>	<b>1,110</b>	<b>122,100</b>	<b>4,251</b>	<b>235,860</b>
2022	269	10,769	268	17,420	1,743	40,089	2,280	68,278	925	101,750	3,205	170,028
2023	270	10,800	269	17,485	1,769	40,687	2,308	68,972	925	101,750	3,233	170,722
2024	272	10,880	270	17,550	1,796	41,308	2,338	69,738	925	101,750	3,263	171,488
2025	273	10,920	272	17,680	1,823	41,929	2,368	70,529	925	101,750	3,293	172,279
<b>2026</b>	<b>273</b>	<b>10,935</b>	<b>273</b>	<b>17,745</b>	<b>1,849</b>	<b>42,527</b>	<b>2,395</b>	<b>71,207</b>	<b>925</b>	<b>101,750</b>	<b>3,320</b>	<b>172,957</b>
2027	351	14,025	310	20,150	1,393	32,039	2,054	66,214	925	101,750	2,979	167,964
2028	352	14,080	312	20,280	1,408	32,384	2,072	66,744	925	101,750	2,997	168,494
2029	354	14,160	314	20,410	1,424	32,752	2,092	67,322	925	101,750	3,017	169,072
2030	356	14,240	315	20,475	1,440	33,120	2,111	67,835	925	101,750	3,036	169,585
<b>2031</b>	<b>358</b>	<b>14,313</b>	<b>317</b>	<b>20,605</b>	<b>1,455</b>	<b>33,465</b>	<b>2,130</b>	<b>68,383</b>	<b>740</b>	<b>81,400</b>	<b>2,870</b>	<b>149,783</b>
2032	344	13,767	304	19,760	1,417	32,591	2,065	66,118	740	81,400	2,805	147,518
2033	346	13,840	306	19,890	1,432	32,936	2,084	66,666	740	81,400	2,824	148,066
2034	348	13,920	307	19,955	1,448	33,304	2,103	67,179	555	61,050	2,658	128,229
2035	350	14,000	309	20,085	1,463	33,649	2,122	67,734	555	61,050	2,677	128,784
<b>2036</b>	<b>352</b>	<b>14,074</b>	<b>310</b>	<b>20,150</b>	<b>1,480</b>	<b>34,040</b>	<b>2,142</b>	<b>68,264</b>	<b>555</b>	<b>61,050</b>	<b>2,697</b>	<b>129,314</b>
2037	401	16,046	350	22,750	1,557	35,811	2,308	74,607	370	40,700	2,678	115,307
2038	403	16,120	352	22,880	1,574	36,202	2,329	75,202	370	40,700	2,699	115,902
2039	406	16,240	354	23,010	1,592	36,616	2,352	75,866	370	40,700	2,722	116,566
2040	408	16,320	355	23,075	1,610	37,030	2,373	76,425	370	40,700	2,743	117,125
<b>2041</b>	<b>410</b>	<b>16,400</b>	<b>357</b>	<b>23,205</b>	<b>1,627</b>	<b>37,421</b>	<b>2,394</b>	<b>77,026</b>	<b>185</b>	<b>20,350</b>	<b>2,579</b>	<b>97,376</b>
Growth 2019-2028	4,371	174,840	3,971	258,115	16,773	385,779	25,115	818,734	9,805	1,078,550	34,920	1,897,284
Growth 2019-2031	5,439	217,553	4,917	319,605	21,092	485,116	31,448	1,022,274	12,395	1,363,450	43,843	2,385,724
Growth 2019-2041	9,207	368,280	8,221	534,365	36,292	834,716	53,720	1,737,361	17,205	1,892,550	70,925	3,629,911

## APPENDIX B

---

### *GENERAL SERVICES* *TECHNICAL APPENDIX*

## APPENDIX B.1

---

### *GENERAL GOVERNMENT SERVICES*

APPENDIX B.1  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
GENERAL GOVERNMENT SERVICES

BUILDINGS Facility Name	# of Square Feet										UNIT COST (\$/sq. ft.)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Animal Services Centre - 735 Central Parkway West	13,812	13,812	13,812	13,812	13,812	13,812	13,812	13,812	13,812	13,812	\$700
Courthouse - 950 Burnhamthorpe	43,355	43,355	43,355	43,355	43,355	43,355	43,355	43,355	43,355	43,355	\$700
Mavis North:Central Stores & Enforcement- 3235 Mavis Road	30,128	30,128	30,128	30,128	30,128	30,128	30,128	30,128	30,128	-	\$670
<b>Total (sq.ft.)</b>	<b>87,295</b>	<b>87,295</b>	<b>87,295</b>	<b>87,295</b>	<b>87,295</b>	<b>87,295</b>	<b>87,295</b>	<b>87,295</b>	<b>87,295</b>	<b>57,167</b>	
<b>Total (\$000)</b>	<b>\$60,202.7</b>	<b>\$60,202.7</b>	<b>\$60,202.7</b>	<b>\$60,202.7</b>	<b>\$60,202.7</b>	<b>\$60,202.7</b>	<b>\$60,202.7</b>	<b>\$60,202.7</b>	<b>\$60,202.7</b>	<b>\$40,016.9</b>	

LAND Branch Name	# of Hectares										UNIT COST (\$/ha)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Animal Control Centre - Central Parkway W 735	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	\$4,200,870
Courthouse - 950 Burnhamthorpe Rd	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	\$4,200,870
<b>Total (ha)</b>	<b>2.07</b>	<b>2.07</b>	<b>2.07</b>	<b>2.07</b>	<b>2.07</b>	<b>2.07</b>	<b>2.07</b>	<b>2.07</b>	<b>2.07</b>	<b>2.07</b>	
<b>Total (\$000)</b>	<b>\$8,695.8</b>	<b>\$8,695.8</b>	<b>\$8,695.8</b>	<b>\$8,695.8</b>	<b>\$8,695.8</b>	<b>\$8,695.8</b>	<b>\$8,695.8</b>	<b>\$8,695.8</b>	<b>\$8,695.8</b>	<b>\$8,695.8</b>	

FLEET Description - Animal Control, Security	# of Fleet										UNIT COST (\$/vehicle)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
SUV Hybrid	1	1	1	1	1	1	1	1	1	1	\$30,000
Van Animal Control	7	7	8	11	8	9	9	9	8	8	\$29,000
Van Animal Control	-	-	-	4	4	4	4	4	4	4	\$32,000
Van Animal Control	2	2	2	2	2	2	2	2	4	4	\$36,000
<b>Total (#)</b>	<b>10</b>	<b>10</b>	<b>11</b>	<b>18</b>	<b>15</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>17</b>	<b>17</b>	
<b>Total (\$000)</b>	<b>\$305.0</b>	<b>\$305.0</b>	<b>\$334.0</b>	<b>\$549.0</b>	<b>\$462.0</b>	<b>\$491.0</b>	<b>\$491.0</b>	<b>\$491.0</b>	<b>\$534.0</b>	<b>\$534.0</b>	

**APPENDIX B.1  
TABLE 1**

**CITY OF MISSISSAUGA  
CALCULATION OF SERVICE LEVELS  
GENERAL GOVERNMENT SERVICES**

	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
<b>Historic Population</b>	695,134	704,229	713,443	715,067	716,694	718,325	719,960	721,599	729,279	730,023
<b>Historic Employment</b>	<u>423,449</u>	<u>428,797</u>	<u>434,585</u>	<u>438,389</u>	<u>442,248</u>	<u>446,164</u>	<u>450,136</u>	<u>454,165</u>	<u>458,605</u>	<u>463,094</u>
<b>Total Population &amp; Employment</b>	1,118,583	1,133,026	1,148,028	1,153,456	1,158,942	1,164,489	1,170,096	1,175,764	1,187,884	1,193,117

**INVENTORY SUMMARY (\$000)**

Buildings	\$60,202.7	\$60,202.7	\$60,202.7	\$60,202.7	\$60,202.7	\$60,202.7	\$60,202.7	\$60,202.7	\$60,202.7	\$40,016.9
Land	\$8,695.8	\$8,695.8	\$8,695.8	\$8,695.8	\$8,695.8	\$8,695.8	\$8,695.8	\$8,695.8	\$8,695.8	\$8,695.8
Fleet	\$305.0	\$305.0	\$334.0	\$549.0	\$462.0	\$491.0	\$491.0	\$491.0	\$534.0	\$534.0
<b>Total (\$000)</b>	<b>\$69,203.5</b>	<b>\$69,203.5</b>	<b>\$69,232.5</b>	<b>\$69,447.5</b>	<b>\$69,360.5</b>	<b>\$69,389.5</b>	<b>\$69,389.5</b>	<b>\$69,389.5</b>	<b>\$69,432.5</b>	<b>\$49,246.7</b>

**SERVICE LEVEL (\$/pop & emp)**

											<b>Average Service Level</b>
Buildings	\$53.82	\$53.13	\$52.44	\$52.19	\$51.95	\$51.70	\$51.45	\$51.20	\$50.68	\$33.54	\$50.21
Land	\$7.77	\$7.67	\$7.57	\$7.54	\$7.50	\$7.47	\$7.43	\$7.40	\$7.32	\$7.29	\$7.50
Fleet	\$0.27	\$0.27	\$0.29	\$0.48	\$0.40	\$0.42	\$0.42	\$0.42	\$0.45	\$0.45	\$0.39
<b>Total (\$/pop &amp; emp)</b>	<b>\$61.87</b>	<b>\$61.08</b>	<b>\$60.31</b>	<b>\$60.21</b>	<b>\$59.85</b>	<b>\$59.59</b>	<b>\$59.30</b>	<b>\$59.02</b>	<b>\$58.45</b>	<b>\$41.28</b>	<b>\$58.09</b>

**CITY OF MISSISSAUGA  
CALCULATION OF MAXIMUM ALLOWABLE  
GENERAL GOVERNMENT SERVICES**

**10-Year Funding Envelope Calculation**

10 Year Average Service Level 2009 - 2018	\$58.09
Net Population and Employment Growth 2019 - 2028	81,068
Maximum Allowable Funding Envelope	\$4,709,234
Less: 10% Legislated Reduction	\$470,923
<b>Discounted Maximum Allowable Funding Envelope</b>	<b>\$4,238,311</b>



APPENDIX B.1  
TABLE 2CITY OF MISSISSAUGA  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
GENERAL GOVERNMENT SERVICES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	DC Eligible Costs		
					% BTE	Replacement & BTE Shares	10% Reduction		Available DC Reserves	2019-2028	Post 2028
<b>1.0 GENERAL GOVERNMENT SERVICES</b>											
<b>1.1 Recovery of Negative Reserve Fund Balance</b>											
1.1.1 Reserve Fund Balance as at December 31, 2018	2019	\$ 2,395,341	\$ -	\$ 2,395,341	0%	\$ -	\$ -	\$ 2,395,341	\$ -	\$ 2,395,341	\$ -
Subtotal Recovery of Negative Reserve Fund Balance		\$ 2,395,341	\$ -	\$ 2,395,341		\$ -	\$ -	\$ 2,395,341	\$ -	\$ 2,395,341	\$ -
<b>TOTAL GENERAL GOVERNMENT SERVICES</b>		<b>\$ 2,395,341</b>	<b>\$ -</b>	<b>\$ 2,395,341</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,395,341</b>	<b>\$ -</b>	<b>\$ 2,395,341</b>	<b>\$ -</b>

**Residential Development Charge Calculation**

Residential Share of 2019 - 2028 DC Eligible Costs	60.0%	\$1,437,204
10-Year Growth in Population in New Units		51,399
Unadjusted Development Charge Per Capita		<b>\$27.96</b>

**Non-Residential Development Charge Calculation**

Non-Residential Share of 2019 - 2028 DC Eligible Costs	40.0%	\$958,136
10-Year Non-Res GFA Growth in New Space		1,897,284
Unadjusted Development Charge Per Employee		<b>\$0.51</b>

2019 - 2028 Net Funding Envelope	\$4,550,585
Reserve Fund Balance	(\$2,395,341)

**APPENDIX B.1  
TABLE 3**

**CITY OF MISSISSAUGA  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
GENERAL GOVERNMENT SERVICES  
RESIDENTIAL DEVELOPMENT CHARGE  
(in \$000)**

<b>GENERAL GOVERNMENT SERVICES</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>TOTAL</b>
OPENING CASH BALANCE	\$0.00	(\$1,359.42)	(\$1,315.24)	(\$1,258.40)	(\$1,187.09)	(\$1,100.09)	(\$950.46)	(\$760.39)	(\$535.06)	(\$282.25)	
<b>2019 - 2028 RESIDENTIAL FUNDING REQUIREMENTS</b>											
- General Government Services: Non Inflated	\$1,437.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	<b>\$1,437.2</b>
- General Government Services: Inflated	\$1,437.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	<b>\$1,437.2</b>
<b>NEW RESIDENTIAL DEVELOPMENT</b>											
- Population Growth in New Units	3,396	3,409	3,630	3,871	4,113	5,564	6,291	6,799	7,042	7,284	<b>51,399</b>
<b>REVENUE</b>											
- DC Receipts: Inflated	\$114.2	\$116.9	\$127.0	\$138.1	\$149.7	\$206.5	\$238.2	\$262.6	\$277.4	\$292.7	<b>\$1,923.1</b>
<b>INTEREST</b>											
- Interest on Opening Balance	\$0.0	(\$74.8)	(\$72.3)	(\$69.2)	(\$65.3)	(\$60.5)	(\$52.3)	(\$41.8)	(\$29.4)	(\$15.5)	<b>(\$481.2)</b>
- Interest on In-year Transactions	(\$36.4)	\$2.0	\$2.2	\$2.4	\$2.6	\$3.6	\$4.2	\$4.6	\$4.9	\$5.1	<b>(\$4.7)</b>
<b>TOTAL REVENUE</b>	<b>\$77.8</b>	<b>\$44.2</b>	<b>\$56.8</b>	<b>\$71.3</b>	<b>\$87.0</b>	<b>\$149.6</b>	<b>\$190.1</b>	<b>\$225.3</b>	<b>\$252.8</b>	<b>\$282.2</b>	<b>\$1,437.2</b>
CLOSING CASH BALANCE	(\$1,359.4)	(\$1,315.2)	(\$1,258.4)	(\$1,187.1)	(\$1,100.1)	(\$950.5)	(\$760.4)	(\$535.1)	(\$282.2)	(\$0.0)	

**2019 Adjusted Charge Per Capita** **\$33.62**

**Allocation of Capital Program**

Residential Sector	60.0%
Non-Residential Sector	40.0%

**Rates for 2019**

Inflation Rate:	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

**APPENDIX B.1  
TABLE 3**

**CITY OF MISSISSAUGA  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
GENERAL GOVERNMENT SERVICES  
NON-RESIDENTIAL DEVELOPMENT CHARGE  
(in \$000)**

<b>GENERAL GOVERNMENT SERVICES</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>TOTAL</b>
OPENING CASH BALANCE	\$0.00	(\$844.93)	(\$749.57)	(\$645.27)	(\$573.76)	(\$495.72)	(\$410.70)	(\$318.24)	(\$217.92)	(\$113.19)	
<b>2019 - 2028 NON-RESIDENTIAL FUNDING REQUIREMENTS</b>											
- General Government Services: Non Infla	\$958.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	<b>\$958.1</b>
- General Government Services: Inflated	\$958.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	<b>\$958.1</b>
<b>NEW NON-RESIDENTIAL DEVELOPMENT</b>											
- Non-Residential GFA	233,030	234,462	235,860	170,028	170,722	171,488	172,279	172,957	167,964	168,494	<b>1,897,284</b>
<b>REVENUE</b>											
- DC Receipts: Inflated	\$135.8	\$139.4	\$143.0	\$105.2	\$107.7	\$110.4	\$113.1	\$115.8	\$114.7	\$117.4	<b>\$1,202.4</b>
<b>INTEREST</b>											
- Interest on Opening Balance	\$0.0	(\$46.5)	(\$41.2)	(\$35.5)	(\$31.6)	(\$27.3)	(\$22.6)	(\$17.5)	(\$12.0)	(\$6.2)	<b>(\$240.3)</b>
- Interest on In-year Transactions	(\$22.6)	\$2.4	\$2.5	\$1.8	\$1.9	\$1.9	\$2.0	\$2.0	\$2.0	\$2.1	<b>(\$3.9)</b>
<b>TOTAL REVENUE</b>	<b>\$113.2</b>	<b>\$95.4</b>	<b>\$104.3</b>	<b>\$71.5</b>	<b>\$78.0</b>	<b>\$85.0</b>	<b>\$92.5</b>	<b>\$100.3</b>	<b>\$104.7</b>	<b>\$113.2</b>	<b>\$958.1</b>
CLOSING CASH BALANCE	(\$844.9)	(\$749.6)	(\$645.3)	(\$573.8)	(\$495.7)	(\$410.7)	(\$318.2)	(\$217.9)	(\$113.2)	\$0.0	

**2019 Adjusted Charge Per Sq.M.**

**\$0.58**

**Allocation of Capital Program**

Residential Sector 60.0%

Non-Residential Sector 40.0%

**Rates for 2019**

Inflation Rate 2.0%

Interest Rate on Positive Balances 3.5%

Interest Rate on Negative Balances 5.5%

## APPENDIX B.2

---

### *DEVELOPMENT-RELATED STUDIES*

APPENDIX B.2  
TABLE 1CITY OF MISSISSAUGA  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
DEVELOPMENT-RELATED STUDIES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	DC Eligible Costs		
					% BTE	Replacement & BTE Shares	10% Reduction		Available DC Reserves	2019-2028	Post 2028
<b>2.0 DEVELOPMENT-RELATED STUDIES</b>											
<b>2.1 Recovery of Negative Reserve Fund Balance</b>											
2.1.1 Reserve Fund Balance as at December 31, 2018	2019	\$ 1,734,557	\$ -	\$ 1,734,557	0%	\$ -	\$ -	\$ 1,734,557	\$ -	\$ 1,734,557	\$ -
Subtotal Recovery of Negative Reserve Fund Balance		\$ 1,734,557	\$ -	\$ 1,734,557		\$ -	\$ -	\$ 1,734,557	\$ -	\$ 1,734,557	\$ -
<b>2.2 Development-Related Studies</b>											
2.2.1 DC Background Study 2019	2019	\$ 100,000	\$ -	\$ 100,000	0%	\$ -	\$ 10,000	\$ 90,000	\$ -	\$ 90,000	\$ -
2.2.2 DC Background Study 2022	2022	\$ 200,000	\$ -	\$ 200,000	0%	\$ -	\$ 20,000	\$ 180,000	\$ -	\$ 180,000	\$ -
2.2.3 DC Background Study 2022	2023	\$ 200,000	\$ -	\$ 200,000	0%	\$ -	\$ 20,000	\$ 180,000	\$ -	\$ 180,000	\$ -
2.2.4 DC Background Study 2027	2027	\$ 200,000	\$ -	\$ 200,000	0%	\$ -	\$ 20,000	\$ 180,000	\$ -	\$ 180,000	\$ -
2.2.5 DC Background Study 2027	2028	\$ 200,000	\$ -	\$ 200,000	0%	\$ -	\$ 20,000	\$ 180,000	\$ -	\$ 180,000	\$ -
Subtotal Development-Related Studies		\$ 900,000	\$ -	\$ 900,000		\$ -	\$ 90,000	\$ 810,000	\$ -	\$ 810,000	\$ -
<b>2.3 Strategic Waterfront Initiatives (Lakeview &amp; Port Credit sites)</b>											
2.3.1 Strategic Waterfront Initiatives (Lakeview & Port Credit sites)	2019	\$ 200,000	\$ -	\$ 200,000	25%	\$ 50,000	\$ 15,000	\$ 135,000	\$ -	\$ 135,000	\$ -
2.3.2 Strategic Waterfront Initiatives (Lakeview & Port Credit sites)	2020	\$ 200,000	\$ -	\$ 200,000	25%	\$ 50,000	\$ 15,000	\$ 135,000	\$ -	\$ 135,000	\$ -
2.3.3 Strategic Waterfront Initiatives (Lakeview & Port Credit sites)	2021	\$ 200,000	\$ -	\$ 200,000	25%	\$ 50,000	\$ 15,000	\$ 135,000	\$ -	\$ 135,000	\$ -
2.3.4 Strategic Waterfront Initiatives (Lakeview & Port Credit sites)	2022	\$ 200,000	\$ -	\$ 200,000	25%	\$ 50,000	\$ 15,000	\$ 135,000	\$ -	\$ 135,000	\$ -
2.3.5 Strategic Waterfront Initiatives (Lakeview & Port Credit sites)	2023	\$ 300,000	\$ -	\$ 300,000	25%	\$ 75,000	\$ 22,500	\$ 202,500	\$ -	\$ 202,500	\$ -
2.3.6 Strategic Waterfront Initiatives (Lakeview & Port Credit sites)	2024	\$ 300,000	\$ -	\$ 300,000	25%	\$ 75,000	\$ 22,500	\$ 202,500	\$ -	\$ 202,500	\$ -
2.3.7 Strategic Waterfront Initiatives (Lakeview & Port Credit sites)	2025	\$ 300,000	\$ -	\$ 300,000	25%	\$ 75,000	\$ 22,500	\$ 202,500	\$ -	\$ 202,500	\$ -
2.3.8 Strategic Waterfront Initiatives (Lakeview & Port Credit sites)	2026	\$ 300,000	\$ -	\$ 300,000	25%	\$ 75,000	\$ 22,500	\$ 202,500	\$ -	\$ 202,500	\$ -
2.3.9 Strategic Waterfront Initiatives (Lakeview & Port Credit sites)	2027	\$ 300,000	\$ -	\$ 300,000	25%	\$ 75,000	\$ 22,500	\$ 202,500	\$ -	\$ 202,500	\$ -
2.3.10 Strategic Waterfront Initiatives (Lakeview & Port Credit sites)	2028	\$ 300,000	\$ -	\$ 300,000	25%	\$ 75,000	\$ 22,500	\$ 202,500	\$ -	\$ 202,500	\$ -
Subtotal Strategic Waterfront Initiatives (Lakeview & Port Credit sites)		\$ 2,600,000	\$ -	\$ 2,600,000		\$ 650,000	\$ 195,000	\$ 1,755,000	\$ -	\$ 1,755,000	\$ -

**APPENDIX B.2**  
**TABLE 1**  
**CITY OF MISSISSAUGA**  
**DEVELOPMENT-RELATED CAPITAL PROGRAM**  
**DEVELOPMENT-RELATED STUDIES**

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	DC Eligible Costs		
					% BTE	Replacement & BTE Shares	10% Reduction		Available DC Reserves	2019-2028	Post 2028
<b>2.4 Growth Management Studies (Growth Forecast, OP, Height &amp; Density etc.)</b>											
2.4.1 Growth Management Studies (Growth Forecast, OP, Height & Density etc.)	2019	\$ 300,000	\$ -	\$ 300,000	25%	\$ 75,000	\$ 22,500	\$ 202,500	\$ -	\$ 202,500	\$ -
2.4.2 Growth Management Studies (Growth Forecast, OP, Height & Density etc.)	2020	\$ 300,000	\$ -	\$ 300,000	25%	\$ 75,000	\$ 22,500	\$ 202,500	\$ -	\$ 202,500	\$ -
2.4.3 Growth Management Studies (Growth Forecast, OP, Height & Density etc.)	2021	\$ 300,000	\$ -	\$ 300,000	25%	\$ 75,000	\$ 22,500	\$ 202,500	\$ -	\$ 202,500	\$ -
2.4.4 Growth Management Studies (Growth Forecast, OP, Height & Density etc.)	2022	\$ 300,000	\$ -	\$ 300,000	25%	\$ 75,000	\$ 22,500	\$ 202,500	\$ -	\$ 202,500	\$ -
2.4.5 Growth Management Studies (Growth Forecast, OP, Height & Density etc.)	2023	\$ 300,000	\$ -	\$ 300,000	25%	\$ 75,000	\$ 22,500	\$ 202,500	\$ -	\$ 202,500	\$ -
2.4.6 Growth Management Studies (Growth Forecast, OP, Height & Density etc.)	2024	\$ 300,000	\$ -	\$ 300,000	25%	\$ 75,000	\$ 22,500	\$ 202,500	\$ -	\$ 202,500	\$ -
2.4.7 Growth Management Studies (Growth Forecast, OP, Height & Density etc.)	2025	\$ 300,000	\$ -	\$ 300,000	25%	\$ 75,000	\$ 22,500	\$ 202,500	\$ -	\$ 202,500	\$ -
2.4.8 Growth Management Studies (Growth Forecast, OP, Height & Density etc.)	2026	\$ 300,000	\$ -	\$ 300,000	25%	\$ 75,000	\$ 22,500	\$ 202,500	\$ -	\$ 202,500	\$ -
2.4.9 Growth Management Studies (Growth Forecast, OP, Height & Density etc.)	2027	\$ 300,000	\$ -	\$ 300,000	25%	\$ 75,000	\$ 22,500	\$ 202,500	\$ -	\$ 202,500	\$ -
2.4.10 Growth Management Studies (Growth Forecast, OP, Height & Density etc.)	2028	\$ 300,000	\$ -	\$ 300,000	25%	\$ 75,000	\$ 22,500	\$ 202,500	\$ -	\$ 202,500	\$ -
Subtotal Growth Management Studies (Growth Forecast, OP, Height & Density etc.)		\$ 3,000,000	\$ -	\$ 3,000,000		\$ 750,000	\$ 225,000	\$ 2,025,000	\$ -	\$ 2,025,000	\$ -
<b>2.5 Special Planning Studies</b>											
2.5.1 Special Planning Studies	2019	\$ 150,000	\$ -	\$ 150,000	50%	\$ 75,000	\$ 7,500	\$ 67,500	\$ -	\$ 67,500	\$ -
2.5.2 Special Planning Studies	2020	\$ 150,000	\$ -	\$ 150,000	50%	\$ 75,000	\$ 7,500	\$ 67,500	\$ -	\$ 67,500	\$ -
2.5.3 Special Planning Studies	2021	\$ 150,000	\$ -	\$ 150,000	50%	\$ 75,000	\$ 7,500	\$ 67,500	\$ -	\$ 67,500	\$ -
2.5.4 Special Planning Studies	2022	\$ 250,000	\$ -	\$ 250,000	50%	\$ 125,000	\$ 12,500	\$ 112,500	\$ -	\$ 112,500	\$ -
2.5.5 Special Planning Studies	2023	\$ 500,000	\$ -	\$ 500,000	50%	\$ 250,000	\$ 25,000	\$ 225,000	\$ -	\$ 225,000	\$ -
2.5.6 Special Planning Studies	2024	\$ 500,000	\$ -	\$ 500,000	50%	\$ 250,000	\$ 25,000	\$ 225,000	\$ -	\$ 225,000	\$ -
2.5.7 Special Planning Studies	2025	\$ 500,000	\$ -	\$ 500,000	50%	\$ 250,000	\$ 25,000	\$ 225,000	\$ -	\$ 225,000	\$ -
2.5.8 Special Planning Studies	2026	\$ 500,000	\$ -	\$ 500,000	50%	\$ 250,000	\$ 25,000	\$ 225,000	\$ -	\$ 225,000	\$ -
2.5.9 Special Planning Studies	2027	\$ 500,000	\$ -	\$ 500,000	50%	\$ 250,000	\$ 25,000	\$ 225,000	\$ -	\$ 225,000	\$ -
2.5.10 Special Planning Studies	2028	\$ 500,000	\$ -	\$ 500,000	50%	\$ 250,000	\$ 25,000	\$ 225,000	\$ -	\$ 225,000	\$ -
Subtotal Special Planning Studies		\$ 3,700,000	\$ -	\$ 3,700,000		\$ 1,850,000	\$ 185,000	\$ 1,665,000	\$ -	\$ 1,665,000	\$ -

APPENDIX B.2  
TABLE 1CITY OF MISSISSAUGA  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
DEVELOPMENT-RELATED STUDIES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	DC Eligible Costs		
					% BTE	Replacement & BTE Shares	10% Reduction		Available DC Reserves	2019-2028	Post 2028
<b>2.6 Innovative Planning Tools Total</b>											
2.2.1 Innovative Planning Tools	2019	\$ 100,000	\$ -	\$ 100,000	25%	\$ 25,000	\$ 7,500	\$ 67,500	\$ -	\$ 67,500	\$ -
2.2.2 Innovative Planning Tools	2020	\$ 100,000	\$ -	\$ 100,000	25%	\$ 25,000	\$ 7,500	\$ 67,500	\$ -	\$ 67,500	\$ -
2.2.3 Innovative Planning Tools	2021	\$ 100,000	\$ -	\$ 100,000	25%	\$ 25,000	\$ 7,500	\$ 67,500	\$ -	\$ 67,500	\$ -
Subtotal Innovative Planning Tools Total		\$ 300,000	\$ -	\$ 300,000		\$ 75,000	\$ 22,500	\$ 202,500	\$ -	\$ 202,500	\$ -
<b>2.7 Major Transit Station Area (MTSA) Studies</b>											
2.7.1 MTSA Studies	2020	\$ 250,000	\$ -	\$ 250,000	25%	\$ 62,500	\$ 18,750	\$ 168,750	\$ -	\$ 168,750	\$ -
2.7.2 MTSA Studies	2021	\$ 250,000	\$ -	\$ 250,000	25%	\$ 62,500	\$ 18,750	\$ 168,750	\$ -	\$ 168,750	\$ -
2.7.3 MTSA Studies	2022	\$ 250,000	\$ -	\$ 250,000	25%	\$ 62,500	\$ 18,750	\$ 168,750	\$ -	\$ 168,750	\$ -
2.7.4 MTSA Studies	2023	\$ 250,000	\$ -	\$ 250,000	25%	\$ 62,500	\$ 18,750	\$ 168,750	\$ -	\$ 168,750	\$ -
Subtotal Major Transit Station Area (MTSA) Studies		\$ 1,000,000	\$ -	\$ 1,000,000		\$ 250,000	\$ 75,000	\$ 675,000	\$ -	\$ 675,000	\$ -
<b>TOTAL DEVELOPMENT-RELATED STUDIES</b>		<b>\$ 13,234,557</b>	<b>\$ -</b>	<b>\$ 13,234,557</b>		<b>\$ 3,575,000</b>	<b>\$ 792,500</b>	<b>\$ 8,867,057</b>	<b>\$ -</b>	<b>\$ 8,867,057</b>	<b>\$ -</b>

**Residential Development Charge Calculation**

Residential Share of 2019 - 2028 DC Eligible Costs 60.0% \$5,320,234  
 10-Year Growth in Population in New Units 51,399  
 Unadjusted Development Charge Per Capita **\$103.51**

**Non-Residential Development Charge Calculation**

Non-Residential Share of 2019 - 2028 DC Eligible Costs 40.0% \$3,546,823  
 10-Year Non-Res GFA Growth in New Space 1,897,284  
 Unadjusted Development Charge Per Employee **\$1.87**

Reserve Fund Balance

(\$1,734,557)

**APPENDIX B.2  
TABLE 2**

**CITY OF MISSISSAUGA  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
DEVELOPMENT-RELATED STUDIES  
RESIDENTIAL DEVELOPMENT CHARGE  
(in \$000)**

<b>DEVELOPMENT-RELATED STUDIES</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>TOTAL</b>
OPENING CASH BALANCE	\$0.00	(\$1,034.00)	(\$1,102.84)	(\$1,149.97)	(\$1,273.55)	(\$1,495.77)	(\$1,318.16)	(\$1,034.36)	(\$662.80)	(\$359.26)	
2019 - 2028 RESIDENTIAL FUNDING REQUIREMENTS											
- Development-Related Studies: Non Inflated	\$1,378.2	\$384.8	\$384.8	\$479.3	\$587.3	\$378.0	\$378.0	\$378.0	\$486.0	\$486.0	<b>\$5,320.2</b>
- Development-Related Studies: Inflated	\$1,378.2	\$392.4	\$400.3	\$508.6	\$635.7	\$417.3	\$425.7	\$434.2	\$569.4	\$580.8	<b>\$5,742.7</b>
NEW RESIDENTIAL DEVELOPMENT											
- Population Growth in New Units	3,396	3,409	3,630	3,871	4,113	5,564	6,291	6,799	7,042	7,284	<b>51,399</b>
REVENUE											
- DC Receipts: Inflated	\$371.9	\$380.8	\$413.6	\$449.9	\$487.6	\$672.7	\$775.9	\$855.3	\$903.6	\$953.3	<b>\$6,264.5</b>
INTEREST											
- Interest on Opening Balance	\$0.0	(\$56.9)	(\$60.7)	(\$63.2)	(\$70.0)	(\$82.3)	(\$72.5)	(\$56.9)	(\$36.5)	(\$19.8)	<b>(\$518.7)</b>
- Interest on In-year Transactions	(\$27.7)	(\$0.3)	\$0.2	(\$1.6)	(\$4.1)	\$4.5	\$6.1	\$7.4	\$5.8	\$6.5	<b>(\$3.1)</b>
TOTAL REVENUE	\$344.2	\$323.6	\$353.2	\$385.0	\$413.4	\$595.0	\$709.5	\$805.8	\$873.0	\$940.1	<b>\$5,742.7</b>
CLOSING CASH BALANCE	(\$1,034.0)	(\$1,102.8)	(\$1,150.0)	(\$1,273.5)	(\$1,495.8)	(\$1,318.2)	(\$1,034.4)	(\$662.8)	(\$359.3)	\$0.0	

**2019 Adjusted Charge Per Capita** **\$109.51**

**Allocation of Capital Program**

Residential Sector	60.0%
Non-Residential Sector	40.0%

**Rates for 2019**

Inflation Rate:	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%



**APPENDIX B.2  
TABLE 2**

**CITY OF MISSISSAUGA  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
DEVELOPMENT-RELATED STUDIES  
NON-RESIDENTIAL DEVELOPMENT CHARGE  
(in \$000)**

<b>DEVELOPMENT-RELATED STUDIES</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>TOTAL</b>
OPENING CASH BALANCE	\$0.00	(\$489.54)	(\$320.72)	(\$135.89)	(\$139.82)	(\$222.47)	(\$152.07)	(\$74.43)	\$10.71	\$4.90	
2019 - 2028 NON-RESIDENTIAL FUNDING REQUIREMENTS											
- Development-Related Studies: Non Inflated	\$918.8	\$256.5	\$256.5	\$319.5	\$391.5	\$252.0	\$252.0	\$252.0	\$324.0	\$324.0	<b>\$3,546.8</b>
- Development-Related Studies: Inflated	\$918.8	\$261.6	\$266.9	\$339.1	\$423.8	\$278.2	\$283.8	\$289.5	\$379.6	\$387.2	<b>\$3,828.5</b>
NEW NON-RESIDENTIAL DEVELOPMENT											
- Non-Residential GFA	233,030	234,462	235,860	170,028	170,722	171,488	172,279	172,957	167,964	168,494	<b>1,897,284</b>
REVENUE											
- DC Receipts: Inflated	\$442.4	\$454.0	\$465.8	\$342.5	\$350.8	\$359.4	\$368.3	\$377.2	\$373.6	\$382.3	<b>\$3,916.4</b>
INTEREST											
- Interest on Opening Balance	\$0.0	(\$26.9)	(\$17.6)	(\$7.5)	(\$7.7)	(\$12.2)	(\$8.4)	(\$4.1)	\$0.4	\$0.2	<b>(\$83.9)</b>
- Interest on In-year Transactions	(\$13.1)	\$3.4	\$3.5	\$0.1	(\$2.0)	\$1.4	\$1.5	\$1.5	(\$0.2)	(\$0.1)	<b>(\$4.1)</b>
TOTAL REVENUE	\$429.3	\$430.4	\$451.7	\$335.1	\$341.1	\$348.6	\$361.4	\$374.6	\$373.8	\$382.3	<b>\$3,828.5</b>
CLOSING CASH BALANCE	(\$489.5)	(\$320.7)	(\$135.9)	(\$139.8)	(\$222.5)	(\$152.1)	(\$74.4)	\$10.7	\$4.9	\$0.0	

**2019 Adjusted Charge Per Sq.M.                      \$1.90**

<b>Allocation of Capital Program</b>	
Residential Sector	60.0%
Non-Residential Sector	40.0%
<b>Rates for 2019</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

## APPENDIX B.3

---

### *LIBRARY SERVICES*

**APPENDIX B.3  
TABLE 1**

**CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
LIBRARY SERVICES**

<b>BUILDINGS</b> <b>Branch Name</b>	<b># of Square Feet</b>										<b>UNIT COST</b>
	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>(\$/sq. ft.)</b>
Burnhamthorpe - Dixie Rd 3650	42,164	42,164	42,164	42,164	42,164	28,687	28,687	28,687	28,687	28,687	\$730
Central Library - Burnhamthorpe W. 301	120,183	120,183	120,183	120,183	120,183	120,183	120,183	120,183	126,083	126,083	\$730
Churchill Meadows - 3801 Thomas Street	14,510	14,510	14,510	14,510	14,510	14,510	14,510	14,510	14,510	14,510	\$730
Clarkson - Truscott Dr 2475	5,066	5,066	5,066	5,066	5,066	5,066	5,066	5,066	5,066	5,066	\$730
Cooksville - Hurontario St. 3024	5,005	5,005	5,005	5,005	5,005	5,005	5,005	5,005	5,005	5,005	\$730
Courtneypark - Courtneypark Drive West 730	26,738	26,738	26,738	26,738	26,738	26,738	26,738	26,738	26,738	26,738	\$730
Erin Meadows - 2800 Erin Centre Blvd	20,127	20,127	20,127	20,127	20,127	20,127	20,127	20,127	20,127	20,127	\$730
Frank McKechnie - 310 Bristol Rd East	14,500	14,500	14,500	14,500	14,500	14,500	14,500	14,500	14,500	14,500	\$730
Lakeview - Atwater Avenue 1110	7,589	7,589	7,589	7,589	7,589	7,589	7,589	7,589	7,589	7,589	\$730
Lorne Park - Truscott Drive 1474	11,810	11,810	11,926	11,926	11,926	11,926	11,926	11,926	11,926	11,926	\$730
Malton - Morningstar Drive 3540	14,137	14,137	14,137	14,137	14,137	14,137	14,137	14,137	14,137	14,137	\$730
Meadowvale Library - Glen Erin Dr 6655	-	-	-	-	-	-	-	15,855	15,855	15,855	\$730
Mississauga Valley CC - Miss. Valley 1275	8,839	8,839	8,839	8,839	8,839	8,839	8,839	8,839	8,839	8,839	\$730
Port Credit - Lakeshore Rd E., 20	7,471	7,471	8,116	8,116	8,116	8,116	8,116	8,116	8,116	8,116	\$730
Sheridan - Leased	5,651	5,651	5,651	5,651	5,651	5,651	5,651	5,651	5,651	5,651	\$730
South Common - 2233 South Millway Dr	12,498	12,498	12,498	12,498	12,498	12,498	12,498	12,498	12,498	12,498	\$730
Streetsville - Queen Street South 112	9,332	9,332	9,332	9,332	9,332	9,332	9,332	9,332	9,332	9,332	\$730
Woodlands - McBride Avenue 1030	5,500	5,500	5,500	5,500	5,500	-	-	-	-	-	\$730
Woodlands - Erindale Station Rd 3255	-	-	-	-	-	7,384	7,384	7,384	7,384	7,384	\$730
<b>Total (sq.ft.)</b>	<b>331,120</b>	<b>331,120</b>	<b>331,881</b>	<b>331,881</b>	<b>331,881</b>	<b>320,288</b>	<b>320,288</b>	<b>336,143</b>	<b>342,043</b>	<b>342,043</b>	
<b>Total (\$000)</b>	<b>\$241,717.6</b>	<b>\$241,717.6</b>	<b>\$242,273.1</b>	<b>\$242,273.1</b>	<b>\$242,273.1</b>	<b>\$233,810.2</b>	<b>\$233,810.2</b>	<b>\$245,384.4</b>	<b>\$249,691.4</b>	<b>\$249,691.4</b>	

**APPENDIX B.3  
TABLE 1**

**CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
LIBRARY SERVICES**

<b>LAND</b> <b>Branch Name</b>	<b># of Hectares</b>										<b>UNIT COST</b> <b>(\$/ha)</b>
	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	
Burnhamthorpe - Dixie Rd 3650	1.55	1.55	1.55	1.55	1.55	1.55	1.55	1.55	1.55	1.55	\$5,189,310
Central Library - Burnhamthorpe W. 301	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	\$17,297,700
Churchill Meadows - 3801 Thomas Street	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	\$5,189,310
Clarkson - Truscott Dr 2475	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	\$5,189,310
Cooksville - Hurontario St. 3024	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	\$5,189,310
Courtneypark - Courtneypark Drive West 730	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	\$5,189,310
Erin Meadows - 2800 Erin Centre Blvd	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	\$5,189,310
Frank McKechnie - 310 Bristol Rd East	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	\$5,189,310
Lakeview - Atwater Avenue 1110	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	\$5,189,310
Lorne Park - Truscott Drive 1474	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	\$5,189,310
Malton - Morningstar Drive 3540	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	\$5,189,310
Meadowvale Library - Glen Erin Dr 6655	-	-	-	-	-	-	-	0.41	0.41	0.41	\$5,189,310
Mississauga Valley CC - Miss. Valley 1275	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	\$5,189,310
Port Credit - Lakeshore Rd E., 20	0.30	0.30	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	\$5,189,310
Sheridan - leased	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	\$5,189,310
South Common - 2233 South Millway Dr	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	\$5,189,310
Streetsville - Queen Street South 112	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	\$5,189,310
Woodlands - McBride Avenue 1030	0.14	0.14	0.14	0.14	0.14	-	-	-	-	-	\$5,189,310
Woodlands - Erindale Station Rd 3255	-	-	-	-	-	0.44	0.44	0.44	0.44	0.44	\$5,189,310
<b>Total (ha)</b>	<b>7.54</b>	<b>7.54</b>	<b>7.55</b>	<b>7.55</b>	<b>7.55</b>	<b>7.85</b>	<b>7.85</b>	<b>8.26</b>	<b>8.26</b>	<b>8.26</b>	
<b>Total (\$000)</b>	<b>\$47,108.6</b>	<b>\$47,108.6</b>	<b>\$47,170.8</b>	<b>\$47,170.8</b>	<b>\$47,170.8</b>	<b>\$48,727.6</b>	<b>\$48,727.6</b>	<b>\$50,855.2</b>	<b>\$50,855.2</b>	<b>\$50,855.2</b>	

<b>MATERIALS</b> <b>Collection</b>	<b># of Collection Materials</b>										<b>UNIT COST</b> <b>(\$/item)</b>
	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	
Material Inventory	1,370,368	1,333,243	1,306,117	1,325,554	1,307,289	1,187,469	1,105,983	959,346	1,042,144	1,141,165	\$27.00
<b>Total (#)</b>	<b>1,370,368</b>	<b>1,333,243</b>	<b>1,306,117</b>	<b>1,325,554</b>	<b>1,307,289</b>	<b>1,187,469</b>	<b>1,105,983</b>	<b>959,346</b>	<b>1,042,144</b>	<b>1,141,165</b>	
<b>Total (\$000)</b>	<b>\$36,999.9</b>	<b>\$35,997.56</b>	<b>\$35,265.16</b>	<b>\$35,789.96</b>	<b>\$35,296.80</b>	<b>\$32,061.66</b>	<b>\$29,861.54</b>	<b>\$25,902.34</b>	<b>\$28,137.89</b>	<b>\$30,811.46</b>	

**APPENDIX B.3  
TABLE 1**

**CITY OF MISSISSAUGA  
CALCULATION OF SERVICE LEVELS  
LIBRARY SERVICES**

	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
<b>Historic Population</b>	695,134	704,229	713,443	715,067	716,694	718,325	719,960	721,599	729,279	730,023

**INVENTORY SUMMARY (\$000)**

Buildings	\$241,717.6	\$241,717.6	\$242,273.1	\$242,273.1	\$242,273.1	\$233,810.2	\$233,810.2	\$245,384.4	\$249,691.4	\$249,691.4
Land	\$47,108.6	\$47,108.6	\$47,170.8	\$47,170.8	\$47,170.8	\$48,727.6	\$48,727.6	\$50,855.2	\$50,855.2	\$50,855.2
Materials	\$36,999.9	\$35,997.6	\$35,265.2	\$35,790.0	\$35,296.8	\$32,061.7	\$29,861.5	\$25,902.3	\$28,137.9	\$30,811.5
<b>Total (\$000)</b>	<b>\$325,826.1</b>	<b>\$324,823.7</b>	<b>\$324,709.1</b>	<b>\$325,233.9</b>	<b>\$324,740.8</b>	<b>\$314,599.5</b>	<b>\$312,399.4</b>	<b>\$322,142.0</b>	<b>\$328,684.5</b>	<b>\$331,358.1</b>

<b>SERVICE LEVEL (\$/capita)</b>											<b>Average Service Level</b>
Buildings	\$347.73	\$343.24	\$339.58	\$338.81	\$338.04	\$325.49	\$324.75	\$340.06	\$342.38	\$342.03	\$338.21
Land	\$67.77	\$66.89	\$66.12	\$65.97	\$65.82	\$67.84	\$67.68	\$70.48	\$69.73	\$69.66	\$67.80
Materials	\$53.23	\$51.12	\$49.43	\$50.05	\$49.25	\$44.63	\$41.48	\$35.90	\$38.58	\$42.21	\$45.59
<b>Total (\$/capita)</b>	<b>\$468.72</b>	<b>\$461.25</b>	<b>\$455.13</b>	<b>\$454.83</b>	<b>\$453.11</b>	<b>\$437.96</b>	<b>\$433.91</b>	<b>\$446.43</b>	<b>\$450.70</b>	<b>\$453.90</b>	<b>\$451.59</b>

**CITY OF MISSISSAUGA  
CALCULATION OF MAXIMUM ALLOWABLE  
LIBRARY SERVICES**

<b>10-Year Funding Envelope Calculation</b>	
10 Year Average Service Level 2009 - 2018	\$451.59
Net Population Growth 2019 - 2028	49,254
Maximum Allowable Funding Envelope	\$22,242,570
Less: 10% Legislated Reduction	\$2,224,257
<b>Discounted Maximum Allowable Funding Envelope</b>	<b>\$20,018,313</b>

## APPENDIX B.3

TABLE 2

CITY OF MISSISSAUGA  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
LIBRARY SERVICES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	DC Eligible Costs		
					% BTE	Replacement & BTE Shares	10% Reduction		Available DC Reserves	2019-2028	Post 2028
3.0 LIBRARY SERVICES											
3.1 Buildings											
3.1.1 Port Credit Library	2020	\$ 7,500,000	\$ -	\$ 7,500,000	44%	\$ 3,333,333	\$ 416,667	\$ 3,750,000	\$ 789,658	\$ 2,960,342	\$ -
3.1.2 Construction of Sheridan Library	2020	\$ 5,000,000	\$ -	\$ 5,000,000	44%	\$ 2,222,222	\$ 277,778	\$ 2,500,000	\$ -	\$ 2,500,000	\$ -
3.1.3 Port Credit Library	2021	\$ 7,500,000	\$ -	\$ 7,500,000	44%	\$ 3,333,333	\$ 416,667	\$ 3,750,000	\$ -	\$ 3,750,000	\$ -
3.1.4 Central additional costs for construction 4th floor	2021	\$ 5,000,000	\$ -	\$ 5,000,000	67%	\$ 3,333,333	\$ 166,667	\$ 1,500,000	\$ -	\$ 1,500,000	\$ -
3.1.5 Central additional costs for construction 4th floor	2022	\$ 5,000,000	\$ -	\$ 5,000,000	67%	\$ 3,333,333	\$ 166,667	\$ 1,500,000	\$ -	\$ 1,500,000	\$ -
3.1.6 Construction of Sheridan Library	2022	\$ 5,000,000	\$ -	\$ 5,000,000	44%	\$ 2,222,222	\$ 277,778	\$ 2,500,000	\$ -	\$ 2,500,000	\$ -
3.1.7 Construction of Sheridan Library	2023	\$ 5,000,000	\$ -	\$ 5,000,000	44%	\$ 2,222,222	\$ 277,778	\$ 2,500,000	\$ -	\$ 2,500,000	\$ -
3.1.8 Express Libraries (LRT and Erin Mills Transit Terminal)	2023	\$ 415,000	\$ -	\$ 415,000	44%	\$ 184,444	\$ 23,056	\$ 207,500	\$ -	\$ 207,500	\$ -
3.1.9 Provision for 20 Kiosk Libraries	2023	\$ 207,500	\$ -	\$ 207,500	44%	\$ 92,222	\$ 11,528	\$ 103,750	\$ -	\$ 103,750	\$ -
3.1.10 Provision for 20 Kiosk Libraries	2024	\$ 207,500	\$ -	\$ 207,500	44%	\$ 92,222	\$ 11,528	\$ 103,750	\$ -	\$ 103,750	\$ -
3.1.11 Express Libraries (LRT and Erin Mills Transit Terminal)	2024	\$ 207,500	\$ -	\$ 207,500	44%	\$ 92,222	\$ 11,528	\$ 103,750	\$ -	\$ 103,750	\$ -
Subtotal Buildings, Land & Furnishings		\$ 41,037,500	\$ -	\$ 41,037,500		\$ 20,461,111	\$ 2,057,639	\$ 18,518,750	\$ 789,658	\$ 17,729,092	\$ -
3.2 Materials and Equipment											
3.2.1 Library Collection Increases to reflect the growth in City	2022	\$ 100,000	\$ -	\$ 100,000	0%	\$ -	\$ 10,000	\$ 90,000	\$ -	\$ 90,000	\$ -
3.2.2 Library Collection Increases to reflect the growth in City	2023	\$ 100,000	\$ -	\$ 100,000	0%	\$ -	\$ 10,000	\$ 90,000	\$ -	\$ 90,000	\$ -
3.2.3 Library Collection Increases to reflect the growth in City	2024	\$ 100,000	\$ -	\$ 100,000	0%	\$ -	\$ 10,000	\$ 90,000	\$ -	\$ 90,000	\$ -
3.2.4 Library Collection Increases to reflect the growth in City	2025	\$ 100,000	\$ -	\$ 100,000	0%	\$ -	\$ 10,000	\$ 90,000	\$ -	\$ 90,000	\$ -
Subtotal Materials and Equipment		\$ 400,000	\$ -	\$ 400,000		\$ -	\$ 40,000	\$ 360,000	\$ -	\$ 360,000	\$ -
3.3 Development-Related Studies											
3.3.1 Library Future directions Master Plan	2022	\$ 130,000	\$ -	\$ 130,000	0%	\$ -	\$ 13,000.0	\$ 117,000	\$ -	\$ 117,000	\$ -
Subtotal Library Furniture & Equipment		\$ 130,000	\$ -	\$ 130,000		\$ -	\$ 13,000.0	\$ 117,000	\$ -	\$ 117,000	\$ -
TOTAL LIBRARY SERVICES		\$ 41,567,500	\$ -	\$ 41,567,500		\$ 20,461,111	\$ 2,110,639	\$ 18,995,750	\$ 789,658	\$ 18,206,092	\$ -

**Residential Development Charge Calculation**

Residential Share of 2019 - 2028 DC Eligible Costs	100%	\$18,206,092
10-Year Growth in Population in New Units		51,399
Unadjusted Development Charge Per Capita		<b>\$354.21</b>

**Non-Residential Development Charge Calculation**

Non-Residential Share of 2019 - 2028 DC Eligible Costs	0%	\$0
10-Year Non-Res GFA Growth in New Space		1,799,234
Unadjusted Development Charge Per Employee		<b>\$0.00</b>

2019 - 2028 Net Funding Envelope \$20,018,313

Reserve Fund Balance \$789,658

**APPENDIX B.3  
TABLE 3**

**CITY OF MISSISSAUGA  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
LIBRARY SERVICES  
RESIDENTIAL DEVELOPMENT CHARGE  
(in \$000)**

<b>LIBRARY SERVICES</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>TOTAL</b>
OPENING CASH BALANCE	\$0.0	\$1,360.4	(\$2,908.1)	(\$7,152.6)	(\$10,471.6)	(\$12,473.3)	(\$11,032.7)	(\$8,904.6)	(\$6,265.9)	(\$3,305.3)	
2019 - 2028 RESIDENTIAL FUNDING REQUIREMENTS											
- Library Services: Non Inflated	\$0.0	\$5,460.3	\$5,250.0	\$4,207.0	\$2,901.3	\$297.5	\$90.0	\$0.0	\$0.0	\$0.0	<b>\$18,206.1</b>
- Library Services: Inflated	\$0.0	\$5,569.5	\$5,462.1	\$4,464.5	\$3,140.4	\$328.5	\$101.4	\$0.0	\$0.0	\$0.0	<b>\$19,066.4</b>
NEW RESIDENTIAL DEVELOPMENT											
- Population Growth in New Units	3,396	3,409	3,630	3,871	4,113	5,564	6,291	6,799	7,042	7,284	<b>51,399</b>
REVENUE											
- DC Receipts: Inflated	\$1,337.0	\$1,368.9	\$1,486.8	\$1,617.3	\$1,752.7	\$2,418.5	\$2,789.2	\$3,074.7	\$3,248.3	\$3,427.1	<b>\$22,520.7</b>
INTEREST											
- Interest on Opening Balance	\$0.0	\$47.6	(\$159.9)	(\$393.4)	(\$575.9)	(\$686.0)	(\$606.8)	(\$489.8)	(\$344.6)	(\$181.8)	<b>(\$3,390.7)</b>
- Interest on In-year Transactions	\$23.4	(\$115.5)	(\$109.3)	(\$78.3)	(\$38.2)	\$36.6	\$47.0	\$53.8	\$56.8	\$60.0	<b>(\$63.7)</b>
TOTAL REVENUE	\$1,360.4	\$1,301.0	\$1,217.6	\$1,145.6	\$1,138.7	\$1,769.1	\$2,229.4	\$2,638.8	\$2,960.5	\$3,305.3	<b>\$19,066.4</b>
CLOSING CASH BALANCE	\$1,360.4	(\$2,908.1)	(\$7,152.6)	(\$10,471.6)	(\$12,473.3)	(\$11,032.7)	(\$8,904.6)	(\$6,265.9)	(\$3,305.3)	\$0.0	

**2019 Adjusted Charge Per Capita      \$393.70**

**Allocation of Capital Program**

Residential Sector	100.0%
Non-Residential Sector	0.0%

**Rates for 2019**

Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

## APPENDIX B.4

---

### *FIRE SERVICES*



**APPENDIX B.4  
TABLE 1**

**CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
FIRE SERVICES**

<b>BUILDINGS</b> <b>Station Name</b>	<b># of Square Feet</b>										<b>UNIT COST</b> <b>(\$/sq. ft.)</b>
	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	
Station 101 Cooksville - 15 Fairview Road W.	28,484	28,484	28,484	28,484	28,484	28,484	28,484	28,484	28,484	28,484	\$720
Station 102 Lakeview- 710 Third Street	4,866	4,866	4,866	4,866	4,866	4,866	4,866	4,866	4,866	4,866	\$720
Station 103 Clarkson- 2035 Lushes Avenue	6,114	6,114	6,114	6,114	6,114	6,114	6,114	6,114	6,114	6,114	\$720
Station 104 Port Credit- 62 Port Street	5,522	5,522	5,522	5,522	5,522	5,522	5,522	5,522	5,522	5,522	\$720
Station 105 Malton - 7101 Goreway Drive	5,650	5,650	6,702	6,702	6,702	6,702	6,702	6,702	6,702	6,702	\$720
Station 106 Dixie Road 3450	5,576	5,576	5,576	5,576	-	-	-	-	-	-	\$720
Station 106 1355 Winding Trail	-	-	-	-	9,569	9,569	9,569	9,569	9,569	9,569	\$720
Station 106 Storage Building - 1355 Winding Trail	-	-	-	-	194	194	194	194	194	194	\$310
Station 107 Erindale - 1965 Dundas Street W.	5,780	5,780	5,780	5,780	5,780	5,780	5,780	5,780	5,780	5,780	\$720
Station 108 Steertsville - 2267 Britannia Road W.	5,641	5,641	5,641	5,641	5,641	5,641	5,641	5,641	5,641	5,641	\$720
Station 109 Britannia - Britannia Road East 1735	13,133	13,133	13,133	5,503	5,503	5,503	5,503	5,503	5,503	5,503	\$720
Station 109 Britannia Fire Training Tower - Britannia Road East 1735	2,917	2,917	2,917	-	-	-	-	-	-	-	\$720
Station 109 Britannia Fire - Fire Training House - Britannia Road East 1735	1,410	1,410	1,410	-	-	-	-	-	-	-	\$720
Station 109 Britannia Fire - Portable #1 - Training Centre - Britannia Road East 1735	764	764	764	-	-	-	-	-	-	-	\$720
Station 109 Britannia Fire - Portable #2 - Training Centre - Britannia Road East 1735	764	764	764	-	-	-	-	-	-	-	\$720
Station 110 Queensway - 2316 Hurontario St.	6,416	6,416	6,416	6,416	6,416	6,416	6,416	6,416	6,416	6,416	\$720
Station 111 Meadowvale - 2740 Derry Road W.	6,330	6,330	6,330	6,330	6,330	6,330	6,330	6,330	6,330	6,330	\$720
Station 112 Creditview - 4090 Creditview Rd.	6,986	6,986	6,986	6,986	6,986	6,986	6,986	6,986	6,986	6,986	\$720
Station 114 Heartland - 5845 Falbourne St.	7,030	7,030	7,030	7,030	7,030	7,030	7,030	7,030	7,030	7,030	\$720
Station 115 Erin Mills - 4595 Glen Erin Rd.	5,749	5,749	5,749	5,749	5,749	5,749	5,749	5,749	5,749	5,749	\$720
Station 116 West Malton - 6825 Tomken Rd.	-	-	-	9,736	9,736	9,736	9,736	9,736	9,736	9,736	\$720
Station 117 North Dixie - 1090 Nuvic Crt.	7,503	7,503	7,503	7,503	7,503	7,503	7,503	7,503	7,503	7,503	\$720
Station 118 East Credit - 1045 Bristol Rd. W.	7,891	7,891	7,891	7,891	7,891	7,891	7,891	7,891	7,891	7,891	\$720
Station 119 Airport - GTAA - 3201 Elmbank Rd.	7,848	7,848	7,848	7,848	7,848	7,848	7,848	-	-	-	\$720
Station 119 Airport - 6375 Airport Rd	-	-	-	-	-	-	-	8,310	8,310	8,310	\$720
Station 121 Meadowvale Vlg. - 6745 Mavis Rd.	8,181	8,181	8,181	8,181	8,181	8,181	8,181	8,181	8,181	8,181	\$720
Station 122 Churchill Meadows - 3600 Thomas St.	8,278	8,278	8,278	8,278	8,278	8,278	8,278	8,278	8,278	8,278	\$720
Garry W. Morden Fire Training Centre (Main Building) - 7535 Ninth Line	-	-	-	50,972	50,972	50,972	50,972	50,972	50,972	50,972	\$720
Garry W. Morden Fire Training Centre (Main Building) - 7535 Ninth Line Excess Capacity	-	-	-	(8,884)	(8,884)	(8,884)	(8,884)	(8,884)	(8,884)	(8,884)	\$720
Garry W. Morden Fire Training Centre (Smoke Tower) - 7535 Ninth Line	-	-	-	12,753	12,753	12,753	12,753	12,753	12,753	12,753	\$275
Garry W. Morden Fire Training Centre (Burn Building) - 7535 Ninth Line	-	-	-	6,986	6,986	6,986	6,986	6,986	6,986	6,986	\$390
Garry W. Morden Fire Training Centre (Field Shelter) - 7535 Ninth Line	-	-	-	1,033	1,033	1,033	1,033	1,033	1,033	1,033	\$630
Garry W. Morden Fire Training Centre (Storage Building) - 7535 Ninth Line	-	-	-	-	-	1,615	1,615	1,615	1,615	1,615	\$470
Fire Services Plans Inspection Space at City Hall	5,435	5,435	5,435	5,435	5,435	5,435	5,435	6,080	6,080	6,080	\$600
<b>Total (sq.ft.)</b>	<b>164,268</b>	<b>164,268</b>	<b>165,320</b>	<b>224,431</b>	<b>228,618</b>	<b>230,233</b>	<b>230,233</b>	<b>231,340</b>	<b>231,340</b>	<b>231,340</b>	
<b>Total (\$000)</b>	<b>\$117,620.8</b>	<b>\$117,620.8</b>	<b>\$118,378.2</b>	<b>\$152,864.7</b>	<b>\$155,799.8</b>	<b>\$156,558.8</b>	<b>\$156,558.8</b>	<b>\$157,278.5</b>	<b>\$157,278.5</b>	<b>\$157,278.5</b>	

APPENDIX B.4  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
FIRE SERVICES

LAND Station Name	# of Hectares										UNIT COST (\$/ha)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Station 101 - Fairview Road 15	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	\$5,189,310
Station 102 - Third Street 710	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	\$5,189,310
Station 103 - Lushes Avenue 2035	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34	\$5,189,310
Station 104 - Port Street West 62	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	\$5,189,310
Station 105 - Goreway Drive 7101	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34	\$5,189,310
Station 106 - Dixie Road 3450	1.41	1.41	1.41	1.41	-	-	-	-	-	-	\$5,189,310
Station 106 Dixie - 1355 Winding Trail	-	-	-	-	0.75	0.75	0.75	0.75	0.75	0.75	\$5,189,310
Station 107 - Dundas Street West 1965	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	\$5,189,310
Station 108 - Britannia Road West 84	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	\$5,189,310
Station 109 & Training Centre - Britannia Road East 1735	1.38	1.38	1.38	1.38	0.58	0.58	0.58	0.58	0.58	0.58	\$5,189,310
Station 110 - Hurontario 2316	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	\$5,189,310
Station 111 - Derry Road West 2740	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	\$5,189,310
Station 112 - Creditview Road 4090	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	\$5,189,310
Station 114 - Falbourne St. 5845	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	\$5,189,310
Station 115 - Glen Erin Dr 4595	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	\$5,189,310
Station 116 West Malton - 6825 Tomken Rd.	-	-	-	1.61	1.61	1.61	1.61	1.61	1.61	1.61	\$5,189,310
Station 117 - Nuvic Court - East Of Tomken Off Eglinton	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	\$5,189,310
Station 118 - Bristol Road	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	\$5,189,310
Station 119 - GTAA	0.37	0.37	0.37	0.37	0.37	0.37	0.37	-	-	-	\$5,189,310
Station 119 - Airport - 6375 Airport Rd	-	-	-	-	-	-	-	0.60	0.60	0.60	\$5,189,310
Station 121 - Mavis Rd 6745	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	\$5,189,310
Station 122 - Thomas St 3600	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	\$5,189,310
Garry W. Morden Fire Training Centre - Ninth Line 7535	-	-	-	14.52	14.52	14.52	14.52	14.52	14.52	14.52	\$5,189,310
Fire Services Plans Inspection Space at City Hall	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.06	0.06	0.06	\$17,297,700
<b>Total (ha)</b>	<b>8.71</b>	<b>8.71</b>	<b>8.71</b>	<b>24.83</b>	<b>23.37</b>	<b>23.37</b>	<b>23.37</b>	<b>23.61</b>	<b>23.61</b>	<b>23.61</b>	
<b>Total (\$000)</b>	<b>\$45,795.0</b>	<b>\$45,795.0</b>	<b>\$45,795.0</b>	<b>\$129,473.6</b>	<b>\$121,888.9</b>	<b>\$121,888.9</b>	<b>\$121,888.9</b>	<b>\$123,254.4</b>	<b>\$123,254.4</b>	<b>\$123,254.4</b>	

APPENDIX B.4  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
FIRE SERVICES

VEHICLES Vehicle Type	# of Vehicles										UNIT COST (\$/vehicle)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Aerial Platforms	2	2	2	2	2	2	2	2	2	2	\$1,500,000
Aerials (17m) (Designated Pumpers)	3	3	3	3	3	3	3	3	3	3	\$1,400,000
Aerials (32m)	8	8	8	8	8	9	9	9	9	9	\$1,400,000
Air/Light Unit	1	1	1	1	1	1	1	1	1	1	\$750,000
Foam Truck/Tanker	1	1	1	1	1	1	1	1	1	1	\$750,000
Haz-Mat Response Unit	1	1	1	1	1	1	1	1	1	1	\$750,000
Mobile Command	1	1	1	1	1	1	1	1	1	1	\$750,000
Plow and Fire Prevention Car 124	-	-	-	-	2	2	2	2	2	2	\$60,000
Portable Hose Cart	2	2	2	2	2	2	2	2	2	2	\$6,000
Public Educ Fire Safety House Trailer	1	1	1	1	1	1	1	1	1	1	\$80,000
Public Educ Fire Extinguisher Trailer					1	1	1	1	1	1	\$60,000
Pumper-Rescue Squads	7	7	7	7	7	7	7	7	7	7	\$1,100,000
Pumpers	18	18	18	18	18	18	18	18	18	18	\$1,000,000
Trench Rescue	1	1	1	1	1	1	1	1	1	1	\$750,000
Service Vehicles (Support & Staff Cars)	17	17	17	17	17	17	17	17	17	17	\$60,000
Special Operations Vehicles (SOV)	1	1	1	1	1	1	1	1	1	1	\$200,000
Polaris Ranger	-	-	-	-	1	1	1	1	1	1	\$50,000
Utility Training Trailers	-	-	-	-	2	2	2	2	2	2	\$6,000
Telehandler	-	-	-	-	1	1	1	1	1	1	\$6,000
Telesquirts (Pumpers)	1	1	1	1	1	1	1	1	1	1	\$1,400,000
Vans & Pick Ups	17	17	17	17	17	17	17	17	17	17	\$60,000
Rehab 101	-	-	-	-	1	1	1	1	1	1	\$200,000
<b>Total (#)</b>	<b>82</b>	<b>82</b>	<b>82</b>	<b>82</b>	<b>90</b>	<b>91</b>	<b>91</b>	<b>91</b>	<b>91</b>	<b>91</b>	
<b>Total (\$000)</b>	<b>\$51,582.0</b>	<b>\$51,582.0</b>	<b>\$51,582.0</b>	<b>\$51,582.0</b>	<b>\$52,030.0</b>	<b>\$53,430.0</b>	<b>\$53,430.0</b>	<b>\$53,430.0</b>	<b>\$53,430.0</b>	<b>\$53,430.0</b>	

APPENDIX B.4  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
FIRE SERVICES

FURNITURE & EQUIPMENT CONTINUED Description	Total Value of Furniture & Equipment (\$)										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
<b>Other Station Equipment</b>											
Station Generators	3	4	4	4	4	11	11	11	11	11	\$125,000
1 x 1 Autochest Charger	6	6	6	6	6	6	6	6	6	6	\$500
Baby Ann CPR Manikins	32	32	32	32	32	32	32	32	32	32	\$119
Battery Sealed Lead Acid	6	6	6	6	6	6	6	6	6	6	\$200
CPR Training Pads	6	6	6	6	6	6	6	6	6	6	\$200
Defibrillator Training Units	6	6	30	30	30	30	30	30	30	30	\$4,000
Diagnostic Computer Equipment-Vetronix-MTS 3100 Mastertech and Toshiba laptop	1	1	1	1	1	1	1	1	1	1	\$20,000
Hose 45mm -15m lengths Hi Combat	16	16	16	16	16	16	16	16	16	16	\$500
Hose 65mm -15m lengths	7	7	7	7	7	7	7	7	7	7	\$1,000
Hose -Hi Vol -15m lengths	-	29	29	29	29	29	29	29	29	29	\$1,000
Gantry Crane-6,000 lbs-A frame-3 ton low head trolley hoist by hand chain	1	1	1	1	1	1	1	1	1	1	\$30,000
Hydraulic Hoist (Heavy)	1	1	1	1	1	1	1	1	1	1	\$500,000
Little Ann CPR Manikins	23	23	23	23	23	23	23	23	23	23	\$239
Pet Therapy Resuscitation Mask Kits	-	-	-	-	30	30	30	30	30	30	\$100
Space Saver Hoist	1	1	1	1	1	1	1	1	1	1	\$60,000
Sympton Assist Bags	-	-	-	-	30	30	30	30	30	30	\$50
Zonar Truck Inventory Equipment	-	-	-	30	30	30	30	30	30	-	\$1,600
Station Furnishings Single Truck Hall	11	11	11	11	11	11	11	11	11	11	\$50,000
Station Furnishings Multi Truck Hall	9	9	9	9	9	9	9	9	9	9	\$75,000
Infant Airway Management Trainer	2	2	2	2	2	2	2	2	2	2	\$745
Adult Airway Management Trainer	1	1	1	1	1	1	1	1	1	1	\$2,215
Resuci Anne Q-CPR	1	1	1	1	1	1	1	1	1	1	\$1,580
Simulaid 4002 CPR recording Manikin	1	1	1	1	1	1	1	1	1	1	\$2,816
Megacode Kelly Sim Dummy	-	-	-	-	-	-	-	-	-	3	\$16,000
Pediatric Intubation Trainer	3	3	3	3	3	3	3	3	3	3	\$1,435
S500 Advanced Childbirth Simulator (Gaumard)	3	3	3	3	3	3	3	3	3	3	\$595
Simulaid CPR/Trauma Manikin	1	1	1	1	1	1	1	1	1	1	\$3,000
LCSU4 with 300cc Unit	4	4	4	4	4	4	4	4	4	4	\$650
Zoll AEDPRO (Defib Training Unit)	2	2	2	2	2	2	2	2	2	2	\$3,500
Zoll AED Plus/AED Pro Simulator (Cardiac Arrest Simulator)	23	23	23	23	23	23	23	23	23	23	\$300
Single Bay SurePower Charging Station (For Defib Batteries)	21	21	21	21	21	21	21	21	21	21	\$950
Lithium Ion Battery Pack (For Training Defib)	23	23	23	23	23	23	23	23	23	23	\$450

APPENDIX B.4  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
FIRE SERVICES

FURNITURE & EQUIPMENT Description	Total Value of Furniture & Equipment (\$)										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
<b>Equipment for Vehicles</b>											
Equipment for Pumpers-Staffed	12	12	12	12	12	12	12	12	12	12	\$250,000
Equipment for Pumpers-Spares	5	5	5	5	5	5	5	5	5	5	\$25,000
Equipment for Aerials (17M) Designated Pumpers	3	3	3	3	3	3	3	3	3	3	\$250,000
Equipment for Aerials-Staffed	8	8	8	8	8	8	8	8	8	8	\$250,000
Equipment for Aerials-Spares	2	2	2	2	2	2	2	2	2	2	\$25,000
Equipment for Pumper Rescue Squads	6	6	6	6	6	6	6	6	6	6	\$250,000
Equipment for Pumper Rescue Squads -Spares	1	1	1	1	1	1	1	1	1	1	\$25,000
Equipment for Telesquirts (Pumpers)-Staffed	1	1	1	1	1	1	1	1	1	1	\$250,000
Portable Hose Cart Equipment	2	2	2	2	2	2	2	2	2	2	\$16,000
SCBA Cylinders	800	800	800	800	800	800	800	800	800	800	\$1,750

FURNITURE & EQUIPMENT CONTINUED Description	Total Value of Furniture & Equipment (\$)										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
<b>Firefighter Equipment</b>											
- # of Firefighters	616	616	616	616	616	616	616	616	616	616	\$20,420
<b>Total (#)</b>	<b>1,670</b>	<b>1,700</b>	<b>1,724</b>	<b>1,754</b>	<b>1,814</b>	<b>1,821</b>	<b>1,821</b>	<b>1,821</b>	<b>1,821</b>	<b>1,794</b>	
<b>Total (\$000)</b>	<b>\$24,038.4</b>	<b>\$24,192.4</b>	<b>\$24,288.4</b>	<b>\$24,336.4</b>	<b>\$24,340.9</b>	<b>\$25,215.9</b>	<b>\$25,215.9</b>	<b>\$25,215.9</b>	<b>\$25,215.9</b>	<b>\$25,215.9</b>	

**APPENDIX B.4  
TABLE 1**

**CITY OF MISSISSAUGA  
CALCULATION OF SERVICE LEVELS  
FIRE SERVICES**

	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
<b>Historic Population</b>	695,134	704,229	713,443	715,067	716,694	718,325	719,960	721,599	729,279	730,023
<b>Historic Employment</b>	<u>423,449</u>	<u>428,797</u>	<u>434,585</u>	<u>438,389</u>	<u>442,248</u>	<u>446,164</u>	<u>450,136</u>	<u>454,165</u>	<u>458,605</u>	<u>463,094</u>
<b>Total Population &amp; Employment</b>	1,118,583	1,133,026	1,148,028	1,153,456	1,158,942	1,164,489	1,170,096	1,175,764	1,187,884	1,193,117

**INVENTORY SUMMARY (\$000)**

Buildings	\$117,620.8	\$117,620.8	\$118,378.2	\$152,864.7	\$155,799.8	\$156,558.8	\$156,558.8	\$157,278.5	\$157,278.5	\$157,278.5
Land	\$45,795.0	\$45,795.0	\$45,795.0	\$129,473.6	\$121,888.9	\$121,888.9	\$121,888.9	\$123,254.4	\$123,254.4	\$123,254.4
Furniture & Equipment	\$24,038.4	\$24,192.4	\$24,288.4	\$24,336.4	\$24,340.9	\$25,215.9	\$25,215.9	\$25,215.9	\$25,215.9	\$25,215.9
Vehicles	\$51,582.0	\$51,582.0	\$51,582.0	\$51,582.0	\$52,030.0	\$53,430.0	\$53,430.0	\$53,430.0	\$53,430.0	\$53,430.0
<b>Total (\$000)</b>	<b>\$239,036.1</b>	<b>\$239,190.1</b>	<b>\$240,043.6</b>	<b>\$358,256.7</b>	<b>\$354,059.6</b>	<b>\$357,093.7</b>	<b>\$357,093.7</b>	<b>\$359,178.8</b>	<b>\$359,178.8</b>	<b>\$359,178.8</b>

SERVICE LEVEL (\$/pop & emp)											Average Service Level
Buildings	\$105.15	\$103.81	\$103.11	\$132.53	\$134.43	\$134.44	\$133.80	\$133.77	\$132.40	\$131.82	\$124.53
Land	\$40.94	\$40.42	\$39.89	\$112.25	\$105.17	\$104.67	\$104.17	\$104.83	\$103.76	\$103.30	\$85.94
Furniture & Equipment	\$21.49	\$21.35	\$21.16	\$21.10	\$21.00	\$21.65	\$21.55	\$21.45	\$21.23	\$21.13	\$21.31
Vehicles	\$46.11	\$45.53	\$44.93	\$44.72	\$44.89	\$45.88	\$45.66	\$45.44	\$44.98	\$44.78	\$45.29
Total (\$/pop & emp)	\$213.70	\$211.11	\$209.09	\$310.59	\$305.50	\$306.65	\$305.18	\$305.49	\$302.37	\$301.04	\$277.07

**CITY OF MISSISSAUGA  
CALCULATION OF MAXIMUM ALLOWABLE  
FIRE SERVICES**

<b>10-Year Funding Envelope Calculation</b>	
10 Year Average Service Level 2009 - 2018	\$277.07
Net Population & Employment Growth 2019 - 2031	110,843
Maximum Allowable Funding Envelope	\$30,711,359
<b>Discounted Maximum Allowable Funding Envelope</b>	<b>\$30,711,359</b>

APPENDIX B.4  
TABLE 2CITY OF MISSISSAUGA  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
FIRE SERVICES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries <sup>1</sup>	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	DC Eligible Costs		
					% BTE	Replacement & BTE Shares	0% Reduction		Available DC Reserves	2019-2028	Post 2028
<b>4.0 FIRE SERVICES</b>											
<b>4.1 Recovery of Negative Reserve Fund Balance</b>											
4.1.1 Reserve Fund Balance as at December 31, 2018	2019	\$ 12,792,516	\$ -	\$ 12,792,516	0%	\$ -	\$ -	\$ 12,792,516	\$ -	\$ 12,792,516	\$ -
Subtotal Recovery of Negative Reserve Fund Balance		\$ 12,792,516	\$ -	\$ 12,792,516		\$ -	\$ -	\$ 12,792,516	\$ -	\$ 12,792,516	\$ -
<b>4.2 Stations &amp; Auxiliary Buildings</b>											
4.2.1 New Fire Station 124 - Dundas & Cawthra - Land, Design and Construction	2019	\$ 5,024,000	\$ 5,024,000	\$ -	0%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4.2.2 New Fire Station 124 - Dundas & Cawthra - Land, Design and Construction	2020	\$ 6,504,000	\$ 6,504,000	\$ -	0%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4.2.3 New Fire Station 123 - Burnhamthorpe/Winston Churchill - Land, Design and Construction	2021	\$ 5,227,000	\$ 5,227,000	\$ -	0%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4.2.4 New Fire Station 123 - Burnhamthorpe/Winston Churchill - Land, Design and Construction	2022	\$ 6,766,000	\$ 6,766,000	\$ -	0%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4.2.5 New Fire Station 125 - Tenth Line and Battleford - Land, Design and Construction	2023	\$ 5,438,000	\$ 5,438,000	\$ -	0%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4.2.6 New Fire Station 125 - Tenth Line and Battleford - Land, Design and Construction	2024	\$ 7,040,000	\$ 7,040,000	\$ -	0%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4.2.7 Fire Station 126 - Mavis and Dundas – Land, Design and Construction	2025	\$ 5,658,000	\$ -	\$ 5,658,000	0%	\$ -	\$ -	\$ 5,658,000	\$ -	\$ 5,658,000	\$ -
4.2.8 Fire Station 126 - Mavis and Dundas – Land, Design and Construction	2026	\$ 7,324,000	\$ -	\$ 7,324,000	0%	\$ -	\$ -	\$ 7,324,000	\$ -	\$ 1,536,968	\$ 5,787,032
4.2.9 New Fire Station 127 - Lorne Park - Land, Design and Construction	2027	\$ 5,886,000	\$ -	\$ 5,886,000	0%	\$ -	\$ -	\$ 5,886,000	\$ -	\$ -	\$ 5,886,000
4.2.10 New Fire Station 127 - Lorne Park - Land, Design and Construction	2028	\$ 7,620,000	\$ -	\$ 7,620,000	0%	\$ -	\$ -	\$ 7,620,000	\$ -	\$ -	\$ 7,620,000
4.2.11 New Fire Station 128 (North Lakeview)	2028	\$ 2,330,000	\$ 2,330,000	\$ -	0%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal Stations & Auxiliary Buildings		\$ 64,817,000	\$ 38,329,000	\$ 26,488,000		\$ -	\$ -	\$ 26,488,000	\$ -	\$ 7,194,968	\$ 19,293,032

APPENDIX B.4  
TABLE 2CITY OF MISSISSAUGA  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
FIRE SERVICES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries <sup>1</sup>	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	DC Eligible Costs		
					% BTE	Replacement & BTE Shares	0% Reduction		Available DC Reserves	2019-2028	Post 2028
<b>4.3 Vehicles and Equipment</b>											
4.3.1 New SCBA, Portable Radios and Pagers for new front line staff - Fire Station 120	2019	\$ 40,000	\$ 40,000	\$ -	0%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4.3.2 New Fire Truck - Fire Station 124	2020	\$ 2,193,000	\$ 2,193,000	\$ -	0%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4.3.3 New Fire Truck - Fire Station 123	2020	\$ 2,193,000	\$ 2,193,000	\$ -	0%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4.3.4 New Fire Truck - Fire Station 125	2024	\$ 2,374,000	\$ 2,374,000	\$ -	0%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4.3.5 New Fire Truck and Equipment - Fire Station 126	2024	\$ 2,374,000	\$ -	\$ 2,374,000	0%	\$ -	\$ -	\$ 2,374,000	\$ -	\$ 2,374,000	\$ -
4.3.6 New Fire Truck and Equipment - Fire Station 127	2028	\$ 2,330,000	\$ -	\$ 2,330,000	0%	\$ -	\$ -	\$ 2,330,000	\$ -	\$ -	\$ 2,330,000
Subtotal Vehicles and Equipment		\$ 11,504,000	\$ 6,800,000	\$ 4,704,000		\$ -	\$ -	\$ 4,704,000	\$ -	\$ 2,374,000	\$ 2,330,000
<b>4.4 Development-Related Studies</b>											
4.4.1 Fire & Emergency Services Master Plan Review	2022	\$ 100,000	\$ -	\$ 100,000	0%	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000	\$ -
Subtotal Development-Related Studies		\$ 100,000	\$ -	\$ 100,000		\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000	\$ -
<b>TOTAL FIRE SERVICES</b>		<b>\$ 89,213,516</b>	<b>\$ 45,129,000</b>	<b>\$ 44,084,516</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 44,084,516</b>	<b>\$ -</b>	<b>\$ 22,461,484</b>	<b>\$ 21,623,032</b>

(1) Relates to funding from non-DC revenue sources including property taxes

<b>Residential Development Charge Calculation</b>			
Residential Share of 2019 - 2028 DC Eligible Costs	60.0%	\$13,476,890	
10-Year Growth in Population in New Units		51,399	
Unadjusted Development Charge Per Capita		<b>\$262.20</b>	
<b>Non-Residential Development Charge Calculation</b>			
Non-Residential Share of 2019 - 2028 DC Eligible Costs	40.0%	\$8,984,593	
10-Year Non-Res GFA Growth in New Space		1,897,284	
Unadjusted Development Charge Per Employee		<b>\$4.74</b>	

2019 - 2028 Net Funding Envelope	\$22,461,484
Reserve Fund Balance	(\$12,792,516)



**APPENDIX B.4  
TABLE 3**

**CITY OF MISSISSAUGA  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
FIRE SERVICES  
RESIDENTIAL DEVELOPMENT CHARGE  
(in \$000)**

<b>FIRE SERVICES</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>TOTAL</b>
OPENING CASH BALANCE	\$0.0	(\$6,874.5)	(\$6,226.3)	(\$5,454.2)	(\$4,606.5)	(\$3,545.9)	(\$3,528.1)	(\$5,538.9)	(\$4,616.4)	(\$2,435.2)	
2019 - 2028 RESIDENTIAL FUNDING REQUIREMENTS											
- Fire Services: Non Inflated	\$7,675.5	\$0.0	\$0.0	\$60.0	\$0.0	\$1,424.4	\$3,394.8	\$922.2	\$0.0	\$0.0	<b>\$13,476.9</b>
- Fire Services: Inflated	\$7,675.5	\$0.0	\$0.0	\$63.7	\$0.0	\$1,572.7	\$3,823.1	\$1,059.3	\$0.0	\$0.0	<b>\$14,194.2</b>
NEW RESIDENTIAL DEVELOPMENT											
- Population Growth in New Units	3,396	3,409	3,630	3,871	4,113	5,564	6,291	6,799	7,042	7,284	<b>51,399</b>
REVENUE											
- DC Receipts: Inflated	\$985.0	\$1,008.6	\$1,095.4	\$1,191.5	\$1,291.3	\$1,781.9	\$2,055.0	\$2,265.3	\$2,393.2	\$2,525.0	<b>\$16,592.3</b>
INTEREST											
- Interest on Opening Balance	\$0.0	(\$378.1)	(\$342.4)	(\$300.0)	(\$253.4)	(\$195.0)	(\$194.0)	(\$304.6)	(\$253.9)	(\$133.9)	<b>(\$2,355.4)</b>
- Interest on In-year Transactions	(\$184.0)	\$17.7	\$19.2	\$19.7	\$22.6	\$3.7	(\$48.6)	\$21.1	\$41.9	\$44.2	<b>(\$42.6)</b>
TOTAL REVENUE	\$801.0	\$648.1	\$772.2	\$911.3	\$1,060.6	\$1,590.5	\$1,812.3	\$1,981.8	\$2,181.2	\$2,435.2	<b>\$14,194.2</b>
CLOSING CASH BALANCE	(\$6,874.5)	(\$6,226.3)	(\$5,454.2)	(\$4,606.5)	(\$3,545.9)	(\$3,528.1)	(\$5,538.9)	(\$4,616.4)	(\$2,435.2)	\$0.0	

**2019 Adjusted Charge Per Capita**

**\$290.06**

**Allocation of Capital Program**

Residential Sector	60.0%
Non-Residential Sector	40.0%

**Rates for 2019**

Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

**APPENDIX B.4  
TABLE 3**

**CITY OF MISSISSAUGA  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
FIRE SERVICES  
NON-RESIDENTIAL DEVELOPMENT CHARGE  
(in \$000)**

<b>FIRE SERVICES</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>TOTAL</b>
OPENING CASH BALANCE	\$0.00	(\$4,053.15)	(\$3,051.88)	(\$1,963.62)	(\$1,191.18)	(\$310.75)	(\$426.39)	(\$2,065.77)	(\$1,880.96)	(\$977.03)	
<b>2019 - 2028 NON-RESIDENTIAL FUNDING REQUIREMENTS</b>											
- Fire Services: Non Inflated	\$5,117.0	\$0.0	\$0.0	\$40.0	\$0.0	\$949.6	\$2,263.2	\$614.8	\$0.0	\$0.0	<b>\$8,984.6</b>
- Fire Services: Inflated	\$5,117.0	\$0.0	\$0.0	\$42.4	\$0.0	\$1,048.4	\$2,548.7	\$706.2	\$0.0	\$0.0	<b>\$9,462.8</b>
<b>NEW NON-RESIDENTIAL DEVELOPMENT</b>											
- Non-Residential GFA	233,030	234,462	235,860	170,028	170,722	171,488	172,279	172,957	167,964	168,494	<b>1,897,284</b>
<b>REVENUE</b>											
- DC Receipts: Inflated	\$1,172.3	\$1,203.1	\$1,234.5	\$907.7	\$929.7	\$952.5	\$976.1	\$999.5	\$990.1	\$1,013.0	<b>\$10,378.6</b>
<b>INTEREST</b>											
- Interest on Opening Balance	\$0.0	(\$222.9)	(\$167.9)	(\$108.0)	(\$65.5)	(\$17.1)	(\$23.5)	(\$113.6)	(\$103.5)	(\$53.7)	<b>(\$875.6)</b>
- Interest on In-year Transactions	(\$108.5)	\$21.1	\$21.6	\$15.1	\$16.3	(\$2.6)	(\$43.2)	\$5.1	\$17.3	\$17.7	<b>(\$40.1)</b>
<b>TOTAL REVENUE</b>	<b>\$1,063.9</b>	<b>\$1,001.3</b>	<b>\$1,088.3</b>	<b>\$814.9</b>	<b>\$880.4</b>	<b>\$932.8</b>	<b>\$909.4</b>	<b>\$891.0</b>	<b>\$903.9</b>	<b>\$977.0</b>	<b>\$9,462.8</b>
CLOSING CASH BALANCE	(\$4,053.1)	(\$3,051.9)	(\$1,963.6)	(\$1,191.2)	(\$310.8)	(\$426.4)	(\$2,065.8)	(\$1,881.0)	(\$977.0)	(\$0.0)	

**2019 Adjusted Charge Per Sq.M.**

**\$5.03**

**Allocation of Capital Program**

Residential Sector	60.0%
Non-Residential Sector	40.0%

**Rates for 2019**

Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

## APPENDIX B.5

---

### *RECREATION AND PARKS DEVELOPMENT*

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT

COMMUNITY CENTRE BUILDINGS Facility Name	# of Square Feet										UNIT COST (\$/sq. ft.)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Burnhamthorpe - Guellden Drive 1500	64,670	64,670	64,670	64,670	64,670	64,670	64,670	64,670	64,670	64,670	\$730
Cawthra - Cawthra Road 1399	85,614	85,614	85,614	85,614	85,614	85,614	85,614	85,614	85,614	85,614	\$730
Central Library - Recreation Offices	2,513	2,513	2,513	2,513	2,513	2,513	2,513	2,513	2,513	2,513	\$700
Clarke Memorial Hall - Lakeshore Rd E 161	14,886	14,886	14,886	14,886	14,886	14,886	14,886	14,886	14,886	14,886	\$447
Clarkson - Truscott Drive 2475	57,911	57,911	78,803	78,803	78,803	78,803	78,803	78,803	78,803	78,803	\$780
Erin Meadows - Erin Centre Blvd 2800	53,561	53,561	53,561	53,561	53,561	53,561	53,561	53,561	53,561	53,561	\$780
Erindale Community Hall -Dundas Street	-	-	-	4,951	4,951	4,951	4,951	4,951	4,951	4,951	\$447
Frank McKechnie (Huronario) - 310 Bristol Rd.	48,611	48,611	48,611	48,611	48,611	48,611	48,611	48,611	48,611	48,611	\$780
Huron Park - Paisley Blvd W. 830	82,086	82,086	82,086	82,086	82,086	82,086	82,086	82,086	82,086	82,086	\$780
Lions Mem. Hall - Rosewood Avenue 20	6,835	6,835	-	-	-	-	-	-	-	-	\$447
Lorne Park Hall C.C. - Lorne Park Road 1288	1,496	1,496	1,496	1,496	1,496	1,496	1,496	1,496	1,496	1,496	\$447
Malton - Morningstar Drive 3540	43,308	43,308	58,083	58,083	58,083	58,083	58,083	58,083	58,083	58,083	\$780
Malton Hall - Victory Crescent 3091	3,003	3,003	3,003	3,003	3,003	3,003	3,003	3,003	3,003	3,003	\$447
Meadowvale - Glen Erin Drive 6655	41,090	41,090	41,090	41,090	41,090	-	-	-	-	-	\$780
Meadowvale - Glen Erin Drive 6655	-	-	-	-	-	-	-	66,339	66,339	66,339	\$780
Meadowvale Village C.C. (Hall) - Second Line West	2,691	2,691	2,691	2,691	2,691	2,691	2,691	2,691	2,691	2,691	\$447
Mississauga Valley - Miss. Valley Blvd 1275	93,054	93,054	93,054	101,078	101,078	101,078	101,078	101,078	101,078	101,078	\$780
Old Fire Hall - Broadway St., 180	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	\$447
Old Fire Hall - Victory Crescent 3136	2,800	2,800	2,800	2,800	2,433	2,433	2,433	-	-	-	\$447
Rivergrove - Rivergrove Avenue 5800	68,200	68,200	68,200	68,200	68,200	69,190	69,190	69,190	69,190	69,190	\$780
Riverwood Park Visusal Arts Mississauga (VAM) Building	7,201	7,201	7,201	7,201	7,201	7,201	7,201	7,201	7,201	7,201	\$730
South Common - South Millway Dr 2233	64,719	64,719	64,719	64,719	64,719	64,719	65,623	65,623	65,623	65,623	\$780
<b>Total (sq.ft.)</b>	<b>747,049</b>	<b>747,048</b>	<b>775,880</b>	<b>788,855</b>	<b>788,488</b>	<b>748,388</b>	<b>749,293</b>	<b>813,199</b>	<b>813,199</b>	<b>813,199</b>	
<b>Total (\$000)</b>	<b>\$563,130.4</b>	<b>\$563,130.1</b>	<b>\$587,895.4</b>	<b>\$596,367.2</b>	<b>\$596,203.2</b>	<b>\$564,925.2</b>	<b>\$565,630.6</b>	<b>\$616,287.5</b>	<b>\$616,287.5</b>	<b>\$616,287.5</b>	

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT

INDOOR POOLS Facility Name	# of Square Feet										UNIT COST (\$/sq. ft.)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Cawthra Park - Cawthra Road 1305	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	18,000	\$900
Clarkson School Pool- Bromsgrove Road 2524	18,000	18,000	-	-	-	-	-	-	-	-	\$900
Glenforest - Fieldgate Drive 3575	18,998	18,998	18,998	18,998	18,998	18,998	18,998	18,998	18,998	18,998	\$900
Malton School Pool (Formerly Westwood) - Morningstar Drive 3545	18,000	18,000	-	-	-	-	-	-	-	-	\$900
<b>Total (sq.ft.)</b>	<b>72,998</b>	<b>72,998</b>	<b>36,998</b>	<b>36,998</b>	<b>36,998</b>	<b>36,998</b>	<b>36,998</b>	<b>36,998</b>	<b>36,998</b>	<b>36,998</b>	
<b>Total (\$000)</b>	<b>\$65,698.2</b>	<b>\$65,698.2</b>	<b>\$33,298.2</b>	<b>\$33,298.2</b>	<b>\$33,298.2</b>	<b>\$33,298.2</b>	<b>\$33,298.2</b>	<b>\$33,298.2</b>	<b>\$33,298.2</b>	<b>\$33,298.2</b>	

OTHER INDOOR FACILITIES Facility Name	# of Square Feet										UNIT COST (\$/sq. ft.)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Brookmeade Centre - Council Ring Road 2264	1,605	1,605	1,605	1,605	1,605	1,605	1,605	1,605	1,605	1,605	\$730
Living Arts Centre - Living Arts Drive 4141	76,631	76,631	76,631	76,631	76,631	76,631	76,631	76,631	76,631	76,631	\$730
Miss. Valley Gymnastics Centre - Miss. Valley (Ph.4) 1395	20,873	20,873	20,873	20,873	20,873	20,873	20,873	20,873	20,873	20,873	\$610
Paramount (Hershey) Sports Complex - Rose Cherry Place 5500	193,770	193,770	193,770	193,770	193,770	193,770	193,770	193,770	193,770	193,770	\$610
Paramount (Hershey) Sports Complex - Rose Cherry Place 5500 (Excess Capacity)	(9,941)	(9,941)	(9,941)	(9,941)	(9,941)	(9,941)	(9,941)	(9,941)	(9,941)	(9,941)	\$610
<b>Total (sq.ft.)</b>	<b>282,938</b>	<b>282,938</b>	<b>282,938</b>	<b>282,938</b>	<b>282,938</b>	<b>282,938</b>	<b>282,938</b>	<b>282,938</b>	<b>282,938</b>	<b>282,938</b>	
<b>Total (\$000)</b>	<b>\$181,980.5</b>	<b>\$181,980.5</b>	<b>\$181,980.5</b>	<b>\$181,980.5</b>	<b>\$181,980.5</b>	<b>\$181,980.5</b>	<b>\$181,980.5</b>	<b>\$181,980.5</b>	<b>\$181,980.5</b>	<b>\$181,980.5</b>	

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT

SENIOR CENTRES Facility Name	# of Square Feet										UNIT COST (\$/sq. ft.)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Cawthra Mississauga Sr Ctrn Ctr - Cawthra Road 1389	23,134	23,134	23,134	23,134	23,134	23,134	23,134	23,134	23,134	23,134	\$610
Port Credit Lawn Bowling Club - Cawthra Road 1375	2,691	2,691	2,691	2,691	2,691	2,691	2,691	2,691	2,691	2,691	\$610
Sheridan Villa Sr. Ctrn Centre - Truscott Drive 2460	2,970	2,970	2,970	2,970	2,970	-	-	-	-	-	\$610
Square One Auditorium - City Centre Drive, 100	10,456	10,456	10,456	10,456	10,456	10,456	10,456	10,456	-	-	\$610
Active Adult Centre - Central Pkwy Mall	-	-	-	-	-	-	-	-	8,659	8,659	\$610
<b>Total (sq.ft.)</b>	<b>39,251</b>	<b>39,251</b>	<b>39,251</b>	<b>39,251</b>	<b>39,251</b>	<b>36,281</b>	<b>36,281</b>	<b>36,281</b>	<b>34,484</b>	<b>34,484</b>	
<b>Total (\$000)</b>	<b>\$23,943.1</b>	<b>\$23,943.1</b>	<b>\$23,943.1</b>	<b>\$23,943.1</b>	<b>\$23,943.1</b>	<b>\$22,131.4</b>	<b>\$22,131.4</b>	<b>\$22,131.4</b>	<b>\$21,035.2</b>	<b>\$21,035.2</b>	

ARENAS Facility Name	# of Square Feet										UNIT COST (\$/sq. ft.)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Erin Mills - Unity Drive 3205	67,680	67,680	67,680	67,680	67,680	67,680	67,680	67,680	67,680	67,680	\$490
Iceland - Matheson Blvd E 705	177,515	177,515	177,515	177,515	177,515	177,515	177,515	177,515	177,515	177,515	\$490
Meadowvale - Torquay Mews 2160	97,875	97,875	97,875	97,875	97,875	97,875	97,875	97,875	97,875	97,875	\$490
Parmount (Hershey) Centre Main Rink - Rose Cherry Place 5500	166,954	166,954	166,954	166,954	166,954	166,954	166,954	166,954	166,954	166,954	\$490
Paramount (Hershey) Centre Community Rinks - Rose Cherry Place 5500	85,011	85,011	85,011	85,011	85,011	85,011	85,011	85,011	85,011	85,011	\$490
Paul Coffey (Malton) Arena - Derry Road East 3430	30,691	30,691	30,691	30,691	30,691	30,691	30,691	30,691	30,691	30,691	\$490
Port Credit - Stavebank Road 40	34,600	34,600	58,836	58,836	58,836	58,836	58,836	58,836	58,836	58,836	\$490
Tomken - Tomken Road 4495	71,921	71,921	71,921	71,921	71,921	71,921	71,921	71,921	71,921	71,921	\$490
Vic Johnston - Church Street 335	49,547	49,547	49,547	49,547	49,547	49,547	49,547	49,547	49,547	49,547	\$490
<b>Total (sq.ft.)</b>	<b>781,794</b>	<b>781,794</b>	<b>806,030</b>	<b>806,030</b>	<b>806,030</b>	<b>806,030</b>	<b>806,030</b>	<b>806,030</b>	<b>806,030</b>	<b>806,030</b>	
<b>Total (\$000)</b>	<b>\$383,079.1</b>	<b>\$383,079.1</b>	<b>\$394,954.7</b>	<b>\$394,954.7</b>	<b>\$394,954.7</b>	<b>\$394,954.7</b>	<b>\$394,954.7</b>	<b>\$394,954.7</b>	<b>\$394,954.7</b>	<b>\$394,954.7</b>	

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT

LAND FOR COMMUNITY CENTRES Facility Name	# of Hectares										UNIT COST (\$/ha)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Burnhamthorpe - Guelledon Drive 1500	2.13	2.13	2.13	2.13	2.13	2.13	2.13	2.13	2.13	2.13	\$5,189,310
Cawthra - Cawthra Road 1399	2.90	2.90	2.90	2.90	2.90	2.90	2.90	2.90	2.90	2.90	\$5,189,310
Clarke Memorial Hall - Lakeshore Rd E 161	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	\$5,189,310
Clarkson - Truscott Drive 2475	2.97	2.97	2.97	2.97	2.97	2.97	2.97	2.97	2.97	2.97	\$5,189,310
Erin Meadows - Erin Centre Blvd 2800	2.13	2.13	2.13	2.13	2.13	2.13	2.13	2.13	2.13	2.13	\$5,189,310
Erindale Community Hall -Dundas Street	-	-	-	0.26	0.26	0.26	0.26	0.26	0.26	0.26	\$5,189,310
Frank McKechnie (Huronario) - 310 Bristol Rd.	2.23	2.23	2.23	2.23	2.23	2.23	2.23	2.23	2.23	2.23	\$5,189,310
Huron Park - Paisley Blvd W. 830	2.44	2.44	2.44	2.44	2.44	2.44	2.44	2.44	2.44	2.44	\$5,189,310
Lions Mem. Hall - Rosewood Avenue 20	0.02	0.02	-	-	-	-	-	-	-	-	\$5,189,310
Lorne Park Hall C.C. - Lorne Park Road 1288	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	\$5,189,310
Malton - Morningstar Drive 3540	1.12	1.12	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	\$5,189,310
Malton Hall - Victory Crescent 3091	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	\$5,189,310
Meadowvale - Glen Erin Drive 6655	2.17	2.17	2.17	2.17	2.17	2.17	-	1.76	1.76	1.76	\$5,189,310
Meadowvale Village C.C. (Hall) - Second Line West	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	\$5,189,310
Mississauga Valley - Miss. Valley Blvd 1275	2.63	2.63	2.63	2.63	2.63	2.63	2.63	2.63	2.63	2.63	\$5,189,310
Old Fire Hall - Broadway St., 180	0.10	0.10	0.10	0.10	0.10	0.07	0.07	0.07	0.07	0.07	\$5,189,310
Old Fire Hall - Victory Crescent 3136	0.12	0.12	0.12	0.12	0.12	0.12	0.12	-	-	-	\$5,189,310
Rivergrove - Rivergrove Avenue 5800	2.19	2.19	2.19	2.19	2.19	2.19	2.19	2.19	2.19	2.19	\$5,189,310
Riverwood Park Visual Arts Mississauga (VAM) Building	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	\$5,189,310
South Common - South Millway Dr 2233	1.92	1.92	1.92	1.92	1.92	1.92	1.92	1.92	1.92	1.92	\$5,189,310
<b>Total (ha)</b>	<b>25.73</b>	<b>25.73</b>	<b>26.09</b>	<b>26.35</b>	<b>26.35</b>	<b>26.31</b>	<b>24.14</b>	<b>25.79</b>	<b>25.79</b>	<b>25.79</b>	
<b>Total (\$000)</b>	<b>\$133,527.8</b>	<b>\$133,527.8</b>	<b>\$135,364.8</b>	<b>\$136,714.1</b>	<b>\$136,714.1</b>	<b>\$136,532.4</b>	<b>\$125,271.6</b>	<b>\$133,808.0</b>	<b>\$133,808.0</b>	<b>\$133,808.0</b>	

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT

LAND FOR INDOOR POOLS	# of Hectares										UNIT COST (\$/ha)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Facility Name											
Cawthra Park - Cawthra Road 1305	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	\$5,189,310
Clarkson School Pool- Bromsgrove Road 2524	0.17	0.17	-	-	-	-	-	-	-	-	\$5,189,310
Glenforest - Fieldgate Drive 3575	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	\$5,189,310
Malton School Pool (Formerly Westwood) - Morningstar Drive 3545	0.17	0.17	-	-	-	-	-	-	-	-	\$5,189,310
<b>Total (ha)</b>	<b>0.91</b>	<b>0.91</b>	<b>0.58</b>	<b>0.58</b>	<b>0.58</b>	<b>0.58</b>	<b>0.58</b>	<b>0.58</b>	<b>0.58</b>	<b>0.58</b>	
<b>Total (\$000)</b>	<b>\$4,745.2</b>	<b>\$4,745.2</b>	<b>\$2,995.3</b>	<b>\$2,995.3</b>	<b>\$2,995.3</b>	<b>\$2,995.3</b>	<b>\$2,995.3</b>	<b>\$2,995.3</b>	<b>\$2,995.3</b>	<b>\$2,995.3</b>	

LAND FOR OTHER INDOOR FACILITIES	# of Hectares										UNIT COST (\$/ha)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Facility Name											
Brookmeade Centre - Council Ring Road 2264	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	\$5,189,310
Living Arts Centre	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	\$17,297,700
Miss. Valley Gymnastics Centre - Miss. Valley (Ph.4) 1395	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	\$5,189,310
<b>Total (ha)</b>	<b>1.31</b>	<b>1.31</b>	<b>1.31</b>	<b>1.31</b>	<b>1.31</b>	<b>1.31</b>	<b>1.31</b>	<b>1.31</b>	<b>1.31</b>	<b>1.31</b>	
<b>Total (\$000)</b>	<b>\$20,133.7</b>	<b>\$20,133.7</b>	<b>\$20,133.7</b>	<b>\$20,128.5</b>	<b>\$20,128.5</b>	<b>\$20,128.5</b>	<b>\$20,128.5</b>	<b>\$20,128.5</b>	<b>\$20,128.5</b>	<b>\$20,128.5</b>	



APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT

LAND FOR SENIOR CENTRES Facility Name	# of Hectares										UNIT COST (\$/ha)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Mississauga Sr Ctzn Ctr - Cawthra Road 1389	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	\$5,189,310
Sheridan Villa Sr. Ctzn Centre - Truscott Drive 2460	0.03	0.03	0.03	0.03	0.03	-	-	-	-	-	\$5,189,310
Square One Auditorium - City Centre Drive, 100	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	-	-	\$17,297,700
Active Adult Centre - Central Pkwy Mall	-	-	-	-	-	-	-	-	0.08	0.08	\$5,189,310
<b>Total (ha)</b>	<b>1.19</b>	<b>1.19</b>	<b>1.19</b>	<b>1.19</b>	<b>1.19</b>	<b>1.16</b>	<b>1.16</b>	<b>1.16</b>	<b>1.14</b>	<b>1.14</b>	
<b>Total (\$000)</b>	<b>\$7,346.6</b>	<b>\$7,346.6</b>	<b>\$7,346.6</b>	<b>\$7,346.6</b>	<b>\$7,346.6</b>	<b>\$7,190.9</b>	<b>\$7,190.9</b>	<b>\$7,190.9</b>	<b>\$5,925.8</b>	<b>\$5,925.8</b>	

LAND FOR ARENAS Facility Name	# of Hectares										UNIT COST (\$/ha)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Erin Mills - Unity Drive 3205	1.95	1.95	1.95	1.95	1.95	1.95	1.95	1.95	1.95	1.95	\$5,189,310
Iceland - Matheson Blvd E 705	5.36	5.36	5.36	5.36	5.36	5.36	5.36	5.36	5.36	5.36	\$5,189,310
Meadowvale - Torquay Mews 2160	2.36	2.36	2.36	2.36	2.36	2.36	2.36	2.36	2.36	2.36	\$5,189,310
Paramount Centre - Rose Cherry Place 5500	11.76	11.76	11.76	11.76	11.76	11.76	11.76	11.76	11.76	11.76	\$5,189,310
Paul Coffey - Derry Road East 3430	2.34	2.34	2.34	2.34	2.34	2.34	2.34	2.34	2.34	2.34	\$5,189,310
Port Credit - Stavebank Road 40	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	\$5,189,310
Tomken - Tomken Road 4495	1.84	1.84	1.84	1.84	1.84	1.84	1.84	1.84	1.84	1.84	\$5,189,310
Vic Johnston - Church Street 335	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	\$5,189,310
<b>Total (ha)</b>	<b>28.07</b>	<b>28.07</b>	<b>28.07</b>	<b>28.07</b>	<b>28.07</b>	<b>28.07</b>	<b>28.07</b>	<b>28.07</b>	<b>28.07</b>	<b>28.07</b>	
<b>Total (\$000)</b>	<b>\$145,689.3</b>	<b>\$145,689.3</b>	<b>\$145,689.3</b>	<b>\$145,689.3</b>	<b>\$145,689.3</b>	<b>\$145,689.3</b>	<b>\$145,689.3</b>	<b>\$145,689.3</b>	<b>\$145,689.3</b>	<b>\$145,689.3</b>	

**APPENDIX B.5  
TABLE 1**

**CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
OUTDOOR RECREATION**

<b>TABLELAND</b> <b>Type of Tableland</b>	<b># of Hectares of Tableland</b>										<b>UNIT COST (\$/ha)</b>
	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	
Woodlots	200.97	200.97	200.97	220.17	220.17	220.17	220.17	220.17	220.17	220.17	\$57,628
Community	1,104.88	1,104.88	1,104.67	1,085.48	1,085.48	1,085.48	1,087.79	1,089.91	1,089.91	1,089.91	\$295,925
Destination	423.90	424.51	425.12	425.12	425.12	425.12	425.12	425.12	425.12	425.12	\$1,709,968
Other Tableland	7.00	7.00	7.00	7.00	7.20	7.24	7.24	7.24	7.24	7.24	\$295,925
<b>Total (ha)</b>	<b>1,736.75</b>	<b>1,737.36</b>	<b>1,737.76</b>	<b>1,737.77</b>	<b>1,737.97</b>	<b>1,738.01</b>	<b>1,740.32</b>	<b>1,742.44</b>	<b>1,742.44</b>	<b>1,742.44</b>	
<b>Total (\$000)</b>	<b>\$1,065,470.0</b>	<b>\$1,066,513.1</b>	<b>\$1,067,494.0</b>	<b>\$1,062,921.7</b>	<b>\$1,062,980.9</b>	<b>\$1,062,992.7</b>	<b>\$1,063,676.3</b>	<b>\$1,064,303.7</b>	<b>\$1,064,303.7</b>	<b>\$1,064,303.7</b>	

<b>HAZARDLAND</b> <b>Description</b>	<b># of Hectares of Hazardland</b>										<b>UNIT COST (\$/ha)</b>
	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	
Various Hazardland	977.56	1,104.98	1,113.23	1,111.42	1,111.42	1,112.02	1,112.91	1,113.64	1,113.64	1,113.64	\$58,669
<b>Total (ha)</b>	<b>977.56</b>	<b>1,104.98</b>	<b>1,113.23</b>	<b>1,111.42</b>	<b>1,111.42</b>	<b>1,112.02</b>	<b>1,112.91</b>	<b>1,113.64</b>	<b>1,113.64</b>	<b>1,113.64</b>	
<b>Total (\$000)</b>	<b>\$57,352.3</b>	<b>\$64,828.1</b>	<b>\$65,312.1</b>	<b>\$65,205.9</b>	<b>\$65,205.9</b>	<b>\$65,241.1</b>	<b>\$65,293.3</b>	<b>\$65,336.1</b>	<b>\$65,336.1</b>	<b>\$65,336.1</b>	

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
SPORTS FIELDS

Major Soccer - Lighted Park Name	# of Lighted Major Soccer Fields										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Brickyard Park - 3061 Clayhill Rd. (P-416)	1	1	1	1	1	1	1	1	1	1	\$1,331,442
Clarkson - 1125 Winston Churchill Blvd.	1	1	1	1	1	1	1	1	1	1	\$1,331,442
Dr. Martin Dobkin - 395 Fairview Rd.	1	1	1	1	1	1	1	1	1	1	\$1,331,442
Erin Mills Twin Arena - 3205 Unity Dr.	1	1	1	1	1	1	1	1	1	1	\$1,331,442
Fallingbrook Community - 5135 Fallingbrook Dr.	1	1	1	1	1	1	1	1	1	1	\$1,331,442
Huron - 830 Paisley Blvd. W.	1	1	1	1	1	1	1	1	1	1	\$1,331,442
Meadowvale Sports - 2255 Meadowvale Blvd.	1	1	1	1	1	1	1	1	1	1	\$1,331,442
Mississauga Valley - 1275 Mississauga Valley Blvd.	1	1	1	1	1	1	1	1	1	1	\$1,331,442
South Common - 3555 Glen Erin Dr.	1	1	1	1	1	1	1	1	1	1	\$1,331,442
Streetsville Memorial - 355 Church St.	1	1	1	1	1	1	1	1	1	1	\$1,331,442
Wildwood - 3430 Derry Rd. E.	1	1	1	1	1	1	1	1	1	1	\$1,331,442
<b>Major Soccer - Lighted - Artificial Turf</b>											
Courtneypark Athletic Fields - 600 Courtney Park Drive (P-445)	1	1	1	1	1	1	1	1	1	1	\$1,831,136
Hershey Centre Sports Zone (P-357) North Field 1 -Artificial Turf	1	1	1	1	1	1	1	1	1	1	\$1,831,136
Hershey Centre Sports Zone (P-357) South Field 2 -Artificial Turf	1	1	1	1	1	1	1	1	1	1	\$1,831,136
Hershey Centre Sports Zone (P-360) Field 1 -Artificial Turf	1	1	1	1	1	1	1	1	1	1	\$1,831,136
Hershey Centre Sports Zone (P-360) Field 2 -Artificial Turf	1	1	1	1	1	1	1	1	1	1	\$1,831,136
Huron-830 paisely Blvd. W. Major Artificial Lit	1	1	1	1	1	1	1	1	1	1	\$1,831,136
Loyola Secondary School - 4010 Sladeview Cres.	-	-	-	1	1	1	1	1	1	1	\$1,831,136
<b>Total (#)</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	
<b>Total (\$000)</b>	<b>\$25,632.7</b>	<b>\$25,632.7</b>	<b>\$25,632.7</b>	<b>\$26,738.7</b>	<b>\$26,738.7</b>	<b>\$26,738.7</b>	<b>\$26,738.7</b>	<b>\$26,738.7</b>	<b>\$26,738.7</b>	<b>\$26,738.7</b>	

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
SPORTS FIELDS

Major Diamond - Lighted Park Name	# of Lighted Major Diamonds										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Brickyard Park - 3061 Clayhill Rd. (P-416)	2	2	2	2	2	2	2	2	2	2	\$1,664,311
Clarkson - 1125 Winston Churchill Blvd.	1	1	1	1	1	1	1	1	1	1	\$1,664,311
Douglas Kennedy - 810 Lakefront Promenade	1	1	1	1	1	1	1	1	1	1	\$1,664,311
Dr. Martin Dobkin - 395 Fairview Road	1	1	1	1	1	1	1	1	1	1	\$1,664,311
Fallingbrook Community - 5135 Fallingbrook Drive	1	1	1	1	1	1	1	1	1	1	\$1,664,311
Fleetwood Park 3651 Ponytrail Dr. (P-077)	1	1	1	1	1	1	1	1	1	1	\$1,664,311
Lisgar Fields - 3805 Doug Leavens Blvd.	1	1	1	1	1	1	1	1	1	1	\$1,664,311
Meadowvale Sports - 2255 Meadowvale Blvd.	1	1	1	1	1	1	1	1	1	1	\$1,664,311
Mississauga Valley - 1275 Mississauga Valley Rd.	1	1	1	1	1	1	1	1	1	1	\$1,664,311
Ninth Line Sports - 3115 Ninth Line	2	2	2	2	2	2	2	2	2	2	\$1,664,311
Quenippenon Meadows - 2625 Erin Centre Blvd.	1	1	1	1	1	1	1	1	1	1	\$1,664,311
River Grove - 5800 River Grove Ave.	1	1	1	1	1	1	1	1	1	1	\$1,664,311
South Common - 3555 Glen Erin Dr.	1	1	1	1	1	1	1	1	1	1	\$1,664,311
Springfield - 3325 The Credit Woodlands	1	1	1	1	1	1	1	1	1	1	\$1,664,311
<b>Total (#)</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	
<b>Total (\$000)</b>	<b>\$26,629.0</b>	<b>\$26,629.0</b>	<b>\$26,629.0</b>	<b>\$26,629.0</b>	<b>\$26,629.0</b>	<b>\$26,629.0</b>	<b>\$26,629.0</b>	<b>\$26,629.0</b>	<b>\$26,629.0</b>	<b>\$26,629.0</b>	

Football Park Name	# of Football Fields										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
<b>Lighted</b>											
Mississauga Valley - 1275 Mississauga Valley Blvd	1	1	1	1	1	1	1	1	1	1	\$1,484,060
<b>Unlighted</b>											
Clarkson - 1125 Winston Churchill Blvd.	1	1	1	1	1	1	1	1	1	1	\$513,357
Erin Meadows - 2800 Erin Centre Blvd.	1	1	1	1	1	1	1	1	1	1	\$513,357
<b>Total (#)</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	
<b>Total (\$000)</b>	<b>\$2,510.8</b>	<b>\$2,510.8</b>	<b>\$2,510.8</b>	<b>\$2,510.8</b>	<b>\$2,510.8</b>	<b>\$2,510.8</b>	<b>\$2,510.8</b>	<b>\$2,510.8</b>	<b>\$2,510.8</b>	<b>\$2,510.8</b>	

**APPENDIX B.5  
TABLE 1**

**CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
SPORTS FIELDS**

11 v 11 - Unlighted (formerly Senior Soccer) Park Name	# of Senior Soccer Fields 0 Unlighted										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Albert McBride - 3811 Teeswater Rd.	-	-	-	-	-	-	1	1	1	1	\$300,303
Allison's - 575 Willowbank Trail	1	1	1	1	1	1	1	1	1	1	\$300,303
Anaka - 7666 Anaka Dr.	1	1	1	1	1	1	1	1	1	1	\$300,303
Aquinas Park-3400 Aquinas Ave (P-463)	2	2	2	2	2	2	2	2	2	2	\$300,303
Arbour Green - 4145 Treetop Cres.	1	1	1	1	1	1	1	1	1	1	\$300,303
Aspen Ridge -7290 Aspen Ave.	1	1	1	1	1	1	1	1	1	1	\$300,303
Bancroft Park-955 Bancroft Dr.	1	1	1	1	1	1	1	1	1	1	\$300,303
Bell Harbour - 5820 Bell Harbour Dr.	1	1	1	1	1	1	1	1	1	1	\$300,303
Birchwood - 1547 Lakeshore Rd. W.	1	1	1	1	1	1	1	1	1	1	\$300,303
Bloor Athletic Field - 830 Lexicon Dr.	1	1	1	1	1	1	1	1	1	1	\$300,303
Burnhamdale - 3316 Cardross Rd.	1	1	1	1	1	1	1	1	1	1	\$300,303
Cawthra - 1399 Cawthra Rd.	1	1	1	1	1	1	1	1	1	1	\$300,303
Churchill Meadows Community Commons (P-423)	4	4	4	4	4	4	4	4	4	4	\$300,303
Clarkson Secondary School Agreement	2	2	2	2	2	2	2	2	2	2	\$300,303
Clover Meadows - 1090 White Clover Way	1	1	1	1	1	1	1	1	1	1	\$300,303
Cordingley Park - 6530 Saratoga Way	1	1	1	1	1	1	1	1	1	1	\$300,303
Courtneypark Athletic Fields - 600 Courtney Park Drive (P-445)	1	1	1	1	1	1	1	1	1	1	\$300,303
Crawford Green - 4565 Glen Erin Dr.	2	2	2	2	2	2	2	2	2	2	\$300,303
Creditview Woods - 899 Rathburn Rd. W.	1	1	1	1	1	1	1	1	1	1	\$300,303
Derry Side Green - 7889 Tranmere Dr.	2	2	2	2	2	2	2	2	2	2	\$300,303
Eden Woods - 6645 Tenth Line W.	1	1	1	1	1	1	1	1	1	1	\$300,303
Erin Mills Athletic Fields - 4419 Haydock Park Dr.	2	2	2	2	2	2	2	2	2	2	\$300,303
Fallingbrook Community - 5135 Fallingbrook Dr.	1	1	1	1	1	1	1	1	1	1	\$300,303

**APPENDIX B.5  
TABLE 1**

**CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
SPORTS FIELDS**

11 v 11 - Unlighted (formerly Senior Soccer) Park Name	# of Senior Soccer Fields 0 Unlighted										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Fleetwood - 2000 Burnhamthorpe Rd. E.	1	1	1	1	1	1	1	1	1	1	\$300,303
Forest Park - 6810 Forest Park Dr.	1	1	1	1	1	1	1	1	1	1	\$300,303
Garcia Park - 5900 Whitehorn Ave. (P-446)	1	1	1	1	1	1	1	1	1	1	\$300,303
Garnetwood - 1996 Rathburn Rd. E.	1	1	1	1	1	1	1	1	1	1	\$300,303
Garthwood - 3170 Garthwood Rd.	2	2	2	2	2	2	2	2	2	2	\$300,303
Gulleden - 1500 Gulleden Dr.	1	1	1	1	1	1	1	1	1	1	\$300,303
Hawkins Glen - 2970 Rymal Rd.	1	1	1	1	1	1	1	1	1	1	\$300,303
Hawthorne Valley - 5165 Fairwind Dr.	1	1	1	1	1	1	1	1	1	1	\$300,303
Heritage Hills - 315 Huntington Ridge Dr.	1	1	1	1	1	1	1	1	1	1	\$300,303
Horseshoe Park 7150 Saint Barbara Blvd. (P-493)	-	-	-	-	1	1	1	1	1	1	\$300,303
Highland View Park - 5742 Heatherleigh Ave. (P-432)	1	1	1	1	1	1	1	1	1	1	\$300,303
Hunter's Green - 6830 Glen Erin Dr.	1	1	1	1	1	1	1	1	1	1	\$300,303
Jim Murray Community Park - 5225 Tenth Line West (P-477)	1	1	1	1	1	1	1	1	1	1	\$300,303
John C Pallett - 4450 Glen Erin Dr (P-288)	1	1	1	1	1	1	1	1	1	1	\$300,303
Kingsbridge Common - 4611 Regents Terrace	1	1	1	1	1	1	1	1	1	1	\$300,303
Knotty Pine Park - 835 Knotty Pine Grove (P-431)	1	1	1	1	1	1	1	1	1	1	\$300,303
Kogaydiwin - 1585 Finfar Crt.	1	1	1	1	1	1	1	1	1	1	\$300,303
Lakeview - 811 Lakefront Promenade	1	1	1	1	1	1	1	1	1	1	\$300,303
Lewis Bradley - 1975 Orr Rd.	1	1	1	1	1	1	1	1	1	1	\$300,303
Lisgar Fields - 3805 Doug Levens Blvd.	2	2	2	2	2	2	2	2	2	2	\$300,303
Madill Common - 525 Huntington Ridge Dr (P-340)	-	-	-	1	1	1	1	1	1	1	\$300,303
Manor Hill - 2225 Manor Hill Dr.	1	1	1	1	1	1	1	1	1	1	\$300,303
Marco Muzzo Memorial Woods & Park (P-476)	2	2	2	2	2	2	2	2	2	2	\$300,303
McKenzie - 575 Mississauga Valley Blvd.	1	1	1	1	1	1	1	1	1	1	\$300,303
Meadow Park - 2203 Truscott Dr.	1	1	1	1	1	1	1	1	1	1	\$300,303
Middlebury Green - 5510 Middlebury Dr.	1	1	1	1	1	1	1	1	1	1	\$300,303
Mississauga Meadowvale Rotary Park (P-489)	-	3	3	3	3	3	3	3	3	3	\$300,303
Neebin Park - 635 Kaiser Dr. (P-443)	1	1	1	1	1	1	1	1	1	1	\$300,303
Northwood - 3830 Brandon Gate Dr.	2	2	2	2	2	2	2	2	2	2	\$300,303

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
SPORTS FIELDS

11 v 11 - Unlighted (formerly Senior Soccer) Park Name	# of Senior Soccer Fields 0 Unlighted										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
O'Connor Park - 3570 Bala Dr. (P-450)	-	-	1	1	1	2	2	2	2	2	\$300,303
Petro Canda Park - 670 Southdown Rd. (P-476)	1	1	1	1	1	1	1	1	1	1	\$300,303
Plowman's - 6411 Glen Erin Dr.	1	1	1	1	1	1	1	1	1	1	\$300,303
Quenippenon Meadows - 2625 Erin Centre Blvd.	1	1	1	1	1	1	1	1	1	1	\$300,303
Rathwood District - 1095 Rathburn Rd. E.	1	1	1	1	1	1	1	1	1	1	\$300,303
Samuelson Park - 1815 Samuelson Cir	2	2	2	2	2	2	2	2	2	2	\$300,303
Sandalwood - 205 Nahani Way	1	1	1	1	1	1	1	1	1	1	\$300,303
Sanford Farm - 845 White Clover Way (P-322)	-	1	1	1	1	1	2	2	2	2	\$300,303
Settler's Green - 6440 Glen Erin Dr.	1	1	1	1	1	1	1	1	1	1	\$300,303
Swinbourne Meadows - 1229 Swinbourne Dr.	1	1	1	1	1	1	1	1	1	1	\$300,303
Tobias Mason Park - 3274 Cactus Gate (P-385)	1	1	1	1	1	1	1	1	1	1	\$300,303
Staghorn Woods - 855 Ceremonial Dr.	1	1	1	1	1	1	1	1	1	1	\$300,303
Stonewood Park - 7348 Sandhurst Dr.	1	1	1	1	1	1	1	1	1	1	\$300,303
Tom Chater Memorial - 3195 The Collegeway	1	1	1	1	1	1	1	1	1	1	\$300,303
Totoredaca Park - 2715 Meadowvale Blvd.	1	1	1	1	1	1	1	1	1	1	\$300,303
Trelawny Woods - 3500 Trelawny Circle	1	1	1	1	1	1	1	1	1	1	\$300,303
Trooper Mark Diab Memorial Park (formerly) Whitehorn - 5514 Whitehorn Ave.	1	1	1	1	1	1	1	1	1	1	\$300,303
Willowvale Fields - 1340 Willovale Gdns.	1	1	1	1	1	1	1	1	1	1	\$300,303
Woodhurst Heights - 3475 Ashrow Cres.	1	1	1	1	1	1	1	1	1	1	\$300,303
Woodington Green - 4175 Woodington Dr.	1	1	1	1	1	1	1	1	1	1	\$300,303
Woodland Chase - 2042 Kempton Park Dr.	1	1	1	1	1	1	1	1	1	1	\$300,303
Woodland Park- 3500 Ellengate Dr.	1	1	1	1	1	1	1	1	1	1	\$300,303
<b>Total (#)</b>	<b>81</b>	<b>85</b>	<b>86</b>	<b>87</b>	<b>88</b>	<b>90</b>	<b>91</b>	<b>91</b>	<b>91</b>	<b>91</b>	
<b>Total (\$000)</b>	<b>\$24,324.5</b>	<b>\$25,525.8</b>	<b>\$25,826.1</b>	<b>\$26,126.4</b>	<b>\$26,426.7</b>	<b>\$26,877.1</b>	<b>\$27,327.6</b>	<b>\$27,387.6</b>	<b>\$27,447.7</b>	<b>\$27,327.6</b>	

**APPENDIX B.5  
TABLE 1**

**CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
SPORTS FIELDS**

9v9 Minor Soccer - Unlighted Park Name	# of Unlighted Minor Soccer Fields										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Aquinas Park-3400 Aquinas Ave (P-463)	1	1	1	1	1	1	1	1	1	1	\$238,980
Barondale Green - 150 Barondale Rd.	1	1	1	1	1	1	1	1	1	1	\$238,980
Bough Beeches - 1780 Bough Beeches Blvd.	1	1	1	1	1	-	-	-	-	-	\$238,980
Brown's Heights - 1600 Bristol Rd. W.	1	1	1	1	1	1	1	1	1	1	\$238,980
Bruce Reynolds - 2173 Springbank Rd.	2	2	2	2	2	2	2	2	2	2	\$238,980
Buttonbush - 7457 Russian Olive Close (P-468)	1	1	1	1	1	1	1	1	1	1	\$238,980
Castlebridge Common - 2636 Castlebridge Dr.	1	1	1	1	1	1	1	1	1	1	\$238,980
Castlegreen Meadows - 2829 Castlebridge Dr. (P-371)	1	1	1	1	1	1	1	1	1	1	\$238,980
Century City - 933 Focal Rd.	2	2	2	2	2	2	2	2	2	2	\$238,980
Ceremonial Green - 600 Ceremonial Dr.	1	1	1	1	1	1	1	1	1	1	\$238,980
City View Park - 565 Central Parkway W.	1	1	1	1	1	1	1	1	1	1	\$238,980
Clover Meadows - 1090 White Clover Way	1	1	1	1	1	1	1	1	1	1	\$238,980
Deer Wood - 1100 Rathburn Rd. W.	1	1	1	1	1	1	1	1	1	1	\$238,980
Duncairn Downs - 2860 Duncairn Dr.	1	1	1	1	1	1	1	1	1	1	\$238,980
Erin Meadows - 2800 Erin Centre Blvd. (P-447)	1	1	1	1	1	1	1	1	1	1	\$238,980
F.B. McFarren Memorial Park	1	1	1	1	1	1	1	1	1	1	\$238,980
Fairview - 3300 Palgrave Rd.	1	1	1	1	1	1	1	1	1	1	\$238,980
Fleetwood - 2000 Burnhamthorpe Rd. E.	1	1	1	1	1	1	1	1	1	1	\$238,980
Forest Hill - 4995 Forest Hill Dr.	1	1	1	1	1	1	1	1	1	1	\$238,980
Four Winds Hollow - 636 Avonwick Ave.	1	1	1	1	1	1	1	1	1	1	\$238,980
Golder Community Park 3200 Destination Dr.	1	1	1	1	1	1	1	1	1	1	\$238,980
Glen Eden - 7230 Copenhagen Rd.	1	1	1	1	1	1	1	1	1	1	\$238,980
Gooderham Park - 6938 Gooderham Estate Blvd. (P-395)	1	1	1	1	1	1	1	1	1	1	\$238,980
Hawthorne Valley - 5165 Fairwind Dr.	1	1	1	1	1	1	1	1	1	1	\$238,980
Heritage Hills - 315 Huntington Ridge Dr.	1	1	1	1	1	1	1	1	1	1	\$238,980
Hillside - 1311 Kelly Rd.	1	1	1	1	1	-	-	-	-	-	\$238,980
Huron Heights - 4500 Central Pkway. E.	2	2	2	2	2	2	2	2	2	2	\$238,980
Huron Park - 830 Paisley Blvd. W.	1	1	1	1	1	1	1	1	1	1	\$238,980
John C. Pallett - 4550 Glen Erin Dr.	-	-	1	1	1	1	1	1	1	1	\$238,980
John "Bud" Cleary - 450 Webb Dr.	1	1	1	1	1	1	1	1	1	1	\$238,980
Kennedy Park - 3505 Golden Orchard Dr.	1	1	1	1	1	1	1	1	1	1	\$238,980



APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
SPORTS FIELDS

9v9 Minor Soccer - Unlighted Park Name	# of Unlighted Minor Soccer Fields										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
King's Masting - 3389 Martins Pine Cres.	1	1	1	1	1	1	1	1	1	1	\$238,980
Marvin Heights - 7363 Redstone Rd.	1	1	1	1	1	1	1	1	1	1	\$238,980
Meadow Glen - 535 Rathburn Rd. E.	1	1	1	1	1	1	1	1	1	1	\$238,980
Middlebury Green - 5510 Middlebury Dr.	1	1	1	1	1	1	1	1	1	1	\$238,980
Northwood - 3830 Brandon Gate Dr.	1	1	1	1	1	1	1	1	1	1	\$238,980
Novo Star Park - 640 Novo Star Dr.	1	1	1	1	1	1	1	1	1	1	\$238,980
Old Ridge Park - 6965 Historic Tr. (P-391)	1	1	1	1	1	1	1	1	1	1	\$238,980
Pheasant Run - 4160 Pheasant Run	1	1	1	1	1	1	1	1	1	1	\$238,980
Pickwick Green - 1335 Pickwick Drive	2	2	2	2	2	2	2	2	2	2	\$238,980
Rayfield Park - 530 Rathburn Rd. E.	1	1	1	1	1	1	1	1	1	1	\$238,980
Red Brush Park - 5139 Red Brush Dr.	1	1	1	1	1	1	1	1	1	1	\$238,980
Ridgewood - 7239 Cambrett Dr.	1	1	1	1	1	1	1	1	1	1	\$238,980
Rockwood Glen - 4247 Hartfield Grove	1	1	1	1	1	1	1	1	1	1	\$238,980
Rosebush Common - 4890 Creditview Rd.	1	1	1	1	1	1	1	1	1	1	\$238,980
Samuel Common - 6893 Golden Hills Way (P-444)	1	1	1	1	1	1	1	1	1	1	\$238,980
Scott's Brae - Brass Winds Place (P-441)	1	1	1	1	1	1	1	1	1	1	\$238,980
Sonoma Park - 5365 Terry Fox Way	1	1	1	1	1	1	1	1	1	1	\$238,980
Streetsville Memorial - 335 Church Street	1	1	1	1	1	1	1	1	1	1	\$238,980
Thornlodge - 2405 Homelands Dr.	1	1	1	1	1	1	1	1	1	1	\$238,980
Tobias Mason Park - 3274 Cactus Gate (P-385)	1	1	1	1	1	1	1	1	1	1	\$238,980
Trafalgar Common - 3110 McDowell Dr. (P-422)	1	1	1	1	1	1	1	1	1	1	\$238,980
Westwood - 6941 Darcel Ave.	1	1	1	1	1	1	1	1	1	1	\$238,980
Whiteoaks - 1450 Truscott Dr.	1	1	1	1	1	1	1	1	1	1	\$238,980
Paul Coffey - 3430 Derry Rd. E.	1	1	1	1	1	1	1	1	1	1	\$238,980
Willowvale Fields - 1340 Willovale Gdns.	1	1	1	1	1	1	1	1	1	1	\$238,980
Woodhurst Heights - 3475 Ashrow Cres.	1	1	1	1	1	1	1	1	1	1	\$238,980
Zonta Meadows - 410 Rathburn Rd. W.	1	1	1	1	1	1	1	1	1	1	\$238,980
<b>Total (#)</b>	<b>61</b>	<b>61</b>	<b>62</b>	<b>62</b>	<b>62</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>	
<b>Total (\$000)</b>	<b>\$14,577.8</b>	<b>\$14,577.8</b>	<b>\$14,816.8</b>	<b>\$14,816.8</b>	<b>\$14,816.8</b>	<b>\$14,338.8</b>	<b>\$14,338.8</b>	<b>\$14,338.8</b>	<b>\$14,338.8</b>	<b>\$14,338.8</b>	

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
SPORTS FIELDS

7v7 Mini Soccer - Unlighted Park Name	# of Unlighted Mini Soccer Fields										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Applewood Heights - 3119 Constitution Blvd.	1	1	1	1	1	1	1	1	1	1	\$164,581
Ashgate - 846 Rathburn Rd. W.	2	2	2	2	2	2	2	2	2	2	\$164,581
Brookmeade - 2250 Council Ring Rd.	1	1	1	1	1	1	1	1	1	1	\$164,581
Bruce Reynolds - 2173 Springbank Rd.	1	1	1	1	1	1	1	1	1	1	\$164,581
Camilla Park - 2180 Camilla Rd.	1	1	1	1	1	1	1	1	1	1	\$164,581
Castlegreen Meadows - Glen Erin Drive	3	3	3	3	3	3	3	3	3	3	\$164,581
Clarkson Park - 1125 Winston Churchill Blvd.	1	1	1	1	1	1	1	1	1	1	\$164,581
Gordon Lummis - 236 Paisley Blvd. W.	1	1	1	1	1	1	1	1	1	1	\$164,581
Greenfield - 1165 Mississauga Valley Blvd.	2	2	2	2	2	2	2	2	2	2	\$164,581
Iroquois Flats - 520 Fergo Ave.	1	1	1	1	1	1	1	1	1	1	\$164,581
Lake Aquitaine - 2750 Aquitaine Ave.	2	2	2	2	2	2	2	2	2	2	\$164,581
Lisgar Green - 6140 Osprey Blvd.	2	2	2	2	2	2	2	2	2	2	\$164,581
Lyndwood - 495 Atwater Ave.	2	2	2	2	2	2	-	-	-	-	\$164,581
Petro Canda Park - 670 Southdown Rd. (P-476)	2	2	2	2	2	2	2	2	2	2	\$164,581
Pheasant Run - 4160 Pheasant Run	1	1	1	1	1	1	1	1	1	1	\$164,581
River Grove - 5800 River Grove Ave.	1	1	1	1	1	1	1	1	1	1	\$164,581
Thorncrest - 3295 Thorncrest Dr.	3	3	3	3	3	3	3	3	3	3	\$164,581
Windwood - 2795 Windwood Dr.	4	4	4	4	4	4	4	4	4	4	\$164,581
Woodhurst Heights - 3475 Ashrow Cres.	1	1	1	1	1	1	1	1	1	1	\$164,581
Woodland Chase - 2042 Kempton Park Dr.	1	1	1	1	1	1	1	1	1	1	\$164,581
<b>Total (#)</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>31</b>	<b>31</b>	<b>31</b>	<b>31</b>	
<b>Total (\$000)</b>	<b>\$5,431.2</b>	<b>\$5,431.2</b>	<b>\$5,431.2</b>	<b>\$5,431.2</b>	<b>\$5,431.2</b>	<b>\$5,431.2</b>	<b>\$5,102.0</b>	<b>\$5,102.0</b>	<b>\$5,102.0</b>	<b>\$5,102.0</b>	

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
SPORTS FIELDS

5v5 Mini Soccer - Unlighted Park Name	# of Minor Diamonds - Softball Lighted										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Heatherleigh Park, 5284 Heatherleigh Ave	2	2	2	2	2	2	2	2	2	2	\$89,581
Paul Coffey (Wildwood) Park, 3430 Derry Rd E	1	1	1	1	1	1	1	1	1	1	\$89,581
Serson Park, 1100 Pelham Ave	3	3	3	3	3	3	3	3	3	3	\$89,581
Sheridan Park, 2200 Sheridan Park Dr	-	2	2	2	2	2	2	2	2	2	\$89,581
Totoredaca Park, 2715 Meadowvale Blvd	-	-	-	-	-	1	1	1	1	1	\$89,581
<b>Total (#)</b>	<b>6</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>9</b>	
<b>Total (\$000)</b>	<b>\$537.5</b>	<b>\$716.6</b>	<b>\$716.6</b>	<b>\$716.6</b>	<b>\$716.6</b>	<b>\$806.2</b>	<b>\$806.2</b>	<b>\$806.2</b>	<b>\$806.2</b>	<b>\$806.2</b>	

Boxed Soccer - Unlighted Park Name	# of Unlighted Mini Soccer Fields										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Community Common Park, 355 Princess Royal Dr	-	-	-	-	-	-	-	-	1	1	\$200,000
<b>Total (#)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>1</b>	
<b>Total (\$000)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$200.0</b>	<b>\$200.0</b>	

**APPENDIX B.5  
TABLE 1**

**CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
SPORTS FIELDS**

Minor Diamond - Softball Lighted Park Name	# of Minor Diamonds - Softball Lighted										2018 UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
A.E. Crooks - 855 Goodwin Road	1	1	1	1	1	1	1	1	1	1	\$1,150,663
Birchwood - 1547 Lakeshore Road W.	1	1	1	1	1	1	1	1	1	1	\$1,150,663
Dr. Martin Dobkin - 395 Fairview Road	1	1	1	1	1	1	1	1	1	1	\$1,150,663
Dunton Athletic Fields - 6180 Kennedy Road	4	4	4	4	4	4	4	4	4	4	\$1,150,663
Fleetwood - 2000 Burnhamthorpe Rd. E.	1	1	1	1	1	1	1	1	1	1	\$1,150,663
Max Ward - 2380 Matheson Blvd. E.	2	2	2	2	2	2	2	2	2	2	\$1,150,663
Meadowvale Sports - 2255 Meadowvale Blvd.	2	2	2	2	2	2	2	2	2	2	\$1,150,663
Mississauga Valley - 1275 Mississauga Valley Blvd.	1	1	1	1	1	1	1	1	1	1	\$1,150,663
Mount Charles - 1265 Cardiff Blvd.	2	2	2	2	2	2	2	2	2	2	\$1,150,663
Paul Coffey (Wildwood) Park - 3430 Derry Rd. E.	2	2	2	2	2	2	2	2	2	2	\$1,150,663
Port Credit Memorial - 22 Stavebank Rd. N.	-	-	-	-	-	-	-	-	-	-	\$1,150,663
Quenippenon Meadows - 2625 Erin Centre Blvd.	1	1	1	1	1	1	1	1	1	1	\$1,150,663
River Grove - 5800 River Grove Ave.	2	2	2	2	2	2	2	2	2	2	\$1,150,663
Sheridan Park - 2200 Sheridan Park Dr	-	-	1	1	1	1	1	1	1	1	\$1,150,663
South Common - 3555 Glen Erin Dr.	1	1	1	1	1	1	1	-	-	-	\$1,150,663
Streetsville Memorial - 355 Church St.	1	1	1	1	1	1	1	1	1	1	\$1,150,663
Syntex Green - 2180 Syntex Crt. (P-242)	-	-	1	1	1	1	1	1	1	1	\$1,150,663
Tom Chater Memorial - 3195 The Collegeway	3	3	3	3	3	3	3	3	3	3	\$1,150,663
<b>Total (#)</b>	<b>25</b>	<b>25</b>	<b>27</b>	<b>27</b>	<b>27</b>	<b>27</b>	<b>27</b>	<b>26</b>	<b>26</b>	<b>26</b>	
<b>Total (\$000)</b>	<b>\$28,766.6</b>	<b>\$28,766.6</b>	<b>\$31,067.9</b>	<b>\$31,067.9</b>	<b>\$31,067.9</b>	<b>\$31,067.9</b>	<b>\$31,067.9</b>	<b>\$29,917.2</b>	<b>\$29,917.2</b>	<b>\$29,917.2</b>	

Major Diamond - Unlighted Park Name	# of Major Diamond - Unlighted										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Lakeview - 84 Lakefront Promenade (P-381)	2	2	2	2	2	2	2	2	2	2	\$651,756
Rathwood District - 1095 Rathburn Rd. E.	1	1	1	1	1	1	1	1	1	1	\$651,756
Malton Village - 9A Beverly St.	1	1	1	1	1	1	1	1	1	1	\$651,756
<b>Total (#)</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	
<b>Total (\$000)</b>	<b>\$2,607.0</b>	<b>\$2,607.0</b>	<b>\$2,607.0</b>	<b>\$2,607.0</b>	<b>\$2,607.0</b>	<b>\$2,607.0</b>	<b>\$2,607.0</b>	<b>\$2,607.0</b>	<b>\$2,607.0</b>	<b>\$2,607.0</b>	

**APPENDIX B.5  
TABLE 1**

**CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
SPORTS FIELDS**

Minor Diamond - Unlighted Park Name	# of Minor Diamond - Unlighted										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Allison's - 575 Willowbank Trail	1	1	1	1	1	1	1	1	1	1	\$223,216
Applewood North - 1280 Melton Dr.	1	1	1	1	1	1	1	1	1	1	\$223,216
Arbour Green - 4145 Treetop Cres.	1	1	1	1	1	1	1	1	1	1	\$223,216
Barondale Green - 150 Barondale Rd.	1	1	1	1	1	1	1	1	1	1	\$223,216
Beechwood - 4139 Ottewell Cres.	1	1	1	1	1	1	1	1	1	1	\$223,216
Bell Harbour - 5820 Bell Harbour Dr.	1	1	1	1	1	1	1	1	1	1	\$223,216
Bidwell Trail Common - 6075 Bidwell Trail	1	1	1	1	1	1	1	1	1	1	\$223,216
Birchwood - 1547 Lakeshore Rd. W.	4	4	4	4	4	4	4	4	4	4	\$223,216
Bloor Athletic Field - 830 Lexicon Dr.	1	1	1	1	1	1	1	1	1	1	\$223,216
Castlebridge Common - 2636 Castlebridge Dr.	1	1	1	1	1	1	1	1	1	1	\$223,216
Castlegreen Meadows - Glen Erin Drive	1	1	1	1	1	1	1	1	1	1	\$223,216
Century City - 933 Focal Rd.	1	1	1	1	1	1	1	1	1	1	\$223,216
Ceremonial Green - 600 Ceremonial Dr.	1	1	1	1	1	1	1	1	1	1	\$223,216
City View Park - 565 Central Parkway W.	1	1	1	1	1	1	1	1	1	1	\$223,216
Clover Meadows - 1090 White Clover Way	1	1	1	1	1	1	1	1	1	1	\$223,216
Cordingley Park - 6530 Saratoga Way	1	1	1	1	1	1	1	1	1	1	\$223,216
Creditview Woods - 899 Rathburn Rd. W.	1	1	1	1	1	1	1	1	1	1	\$223,216
Dean Henderson Memorial - 2909 Hammond Rd.	1	1	1	1	1	1	1	1	1	1	\$223,216
Dun Cairn Down - 2860 Dun Cairn Dr.	1	1	1	1	1	1	1	1	1	1	\$223,216
Eastgate - 320 Nahani Way	1	1	1	1	1	1	1	1	1	1	\$223,216
Eden Woods - 6645 Tenth Line W.	1	1	1	1	1	1	1	1	1	1	\$223,216
Forest Park - 6810 Forest Park Drive	1	1	1	1	1	1	1	1	1	1	\$223,216
Forest Glen - 3545 Fieldgate Dr.	1	1	1	1	1	1	1	1	1	1	\$223,216
Forest Hill Park - 4995 Forest Hill Dr.	1	1	1	1	1	1	1	1	1	1	\$223,216
Frank Dowling - 16 Brookside Dr.	1	1	1	1	1	1	1	1	1	1	\$223,216
Fred Halliday Memorial - 2187 Stir Cres.	1	1	1	1	1	1	1	1	1	1	\$223,216
Garnetwood - 1996 Rathburn Rd. E.	2	2	2	2	2	2	2	2	2	2	\$223,216
Garthwood - 3170 Garthwood Rd.	1	1	1	1	1	1	1	1	1	1	\$223,216

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
SPORTS FIELDS

Minor Diamond - Unlighted Park Name	# of Minor Diamond - Unlighted										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Godwick Green - 1371 Godwick Dr. (P-396)	1	1	1	1	1	1	1	1	1	1	\$223,216
Gooderham Park - 6938 Gooderham Estate Blvd. (P-395)	1	1	1	1	1	1	1	1	1	1	\$223,216
Greysdale - 5065 Heritage Hills Blvd.	1	1	1	1	1	1	1	1	1	1	\$223,216
Gulleden - 1500 Gulleden Dr.	2	2	2	2	2	2	2	2	2	2	\$223,216
Hawkins Glen - 2970 Rymal Rd.	1	1	1	1	1	1	1	1	1	1	\$223,216
Heatherleigh - 5284 Heatherleigh Ave.	1	1	1	1	1	1	1	1	1	1	\$223,216
Heritage Hills - 315 Huntington Ridge Dr.	1	1	1	1	1	1	1	1	1	1	\$223,216
Hickory Green - 4252 Hickory Dr.	1	1	1	1	1	1	1	1	1	1	\$223,216
Hunters Green - 2780 Gananoque Dr.	1	1	1	1	1	1	1	1	1	1	\$223,216
Huron Heights - 4500 Central Pkwy. E.	2	2	2	2	2	2	2	2	2	2	\$223,216
John C. Pallett - 4550 Glen Erin Dr.	1	1	1	1	1	1	1	1	1	1	\$223,216
John "Bud" Cleary - 450 Webb Dr.	1	1	1	1	1	1	1	1	-	-	\$223,216
King's Park - 7185 Dixie Rd.	3	3	3	3	3	3	3	3	3	3	\$223,216
Kingsbridge Common - 4611 Regents Terrace	1	1	1	1	1	1	1	1	1	1	\$223,216
Knotty Pine Park - 825 Knotty Pine Grove (P431)	1	1	1	1	1	1	1	1	1	1	\$223,216
Kogaydiwin - 1585 Finfar Crt.	1	1	1	1	1	1	1	1	1	1	\$223,216
Laughton Heights - 1519 Sherway Dr.	1	1	1	1	1	1	1	-	-	-	\$223,216
Lisgar Green - 6140 Osprey Blvd.	1	1	1	1	1	1	1	1	1	1	\$223,216
Lyndwood - 495 Atwater Ave.	1	1	1	1	1	1	2	2	2	2	\$223,216
Magrath - 4206 Melia Dr.	1	1	1	1	1	1	1	1	1	1	\$223,216
Manor Hill - 2225 Manor Hill Dr.	1	1	1	1	1	1	1	1	1	1	\$223,216
Meadow Glen - 535 Rathburn Rd. E.	2	2	2	2	2	2	2	2	2	2	\$223,216
Meadow Green - 6595 Falconer Dr.	1	1	1	1	1	1	1	1	1	1	\$223,216
Middlebury Green - 5510 Middlebury Dr.	1	1	1	1	1	1	1	1	1	1	\$223,216
Mississauga Valley - 1275 Mississauga Valley Blvd.	1	1	1	-	-	-	-	-	-	-	\$223,216
Novo Star Park - 640 Novostar Dr.	1	1	1	1	1	1	1	1	1	1	\$223,216
Parkway Green - 4215 Central Pkwy. E.	1	1	-	-	-	-	-	-	-	-	\$223,216
Petrescue C.C. (eph) - 1005 Halliday Ave.	2	2	2	2	2	2	2	2	2	2	\$223,216
Petro Canada - 670 Southdown Rd.	1	1	1	1	1	1	-	-	-	-	\$223,216

**APPENDIX B.5  
TABLE 1**

**CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
SPORTS FIELDS**

Minor Diamond - Unlighted Park Name	# of Minor Diamond - Unlighted										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Plumtree - 6825 Tenth Line W.	1	1	1	1	1	-	-	-	-	-	\$223,216
Promenade Meadows - 7099 Danton Promenade	1	1	1	1	1	1	1	1	1	1	\$223,216
Rathwood District - 1095 Rathburn Rd. E.	1	1	1	1	1	1	1	1	1	1	\$223,216
Redbrush Park-5139 Redbrush Dr.	1	1	1	1	1	1	1	1	1	1	\$223,216
Sandgate Park - 1650 Sandgate Cres.	1	1	1	1	1	1	1	1	1	1	\$223,216
Settler's Green - 6440 Glen Erin Dr.	1	1	-	-	-	-	-	-	-	-	\$223,216
Sonoma Park - 5365 Terry Fox Way	1	1	1	1	1	1	1	1	1	1	\$223,216
Staghorn Woods - 855 Ceremonial Dr.	1	1	1	1	1	1	1	1	1	1	\$223,216
Stonewood - Rosehurst Drive	1	1	1	1	1	1	1	1	1	1	\$223,216
Swinbourne Meadows - 1229 Swinbourne Dr.	1	1	-	-	-	-	-	-	-	-	\$223,216
Thorncrest - 3295 Thorncrest Dr.	1	1	1	1	1	1	1	1	1	1	\$223,216
Thornlodge - 2405 Homelands Dr.	1	1	1	1	1	1	1	1	1	1	\$223,216
Tillsdown - 1620 Sir Monty's Dr.	1	1	1	1	1	1	1	1	1	1	\$223,216
Tobias Mason Park - 3274 Cactus Gate (P-385)	1	1	1	1	1	1	1	1	1	1	\$223,216
Totoredaca - 2715 Meadowvale Blvd.	1	1	1	1	1	-	-	-	-	-	\$223,216
Trelawny Woods - 3500 Trelawny Circle	1	1	1	1	1	1	1	1	1	1	\$223,216
Whiteoaks - 1450 Truscott Dr.	1	1	1	1	1	1	1	1	1	1	\$223,216
Willowvale Fields - 1340 Willovale Gdns.	1	1	1	1	1	1	1	1	1	1	\$223,216
Woodchuck Green - 3980 Woodchuck Lane	1	1	1	1	1	1	1	1	1	1	\$223,216
Woodland Chase - 2042 Kempton Park Dr.	1	1	1	1	1	1	1	1	1	1	\$223,216
<b>Total (#)</b>	<b>87</b>	<b>87</b>	<b>84</b>	<b>83</b>	<b>83</b>	<b>81</b>	<b>81</b>	<b>80</b>	<b>79</b>	<b>79</b>	
<b>Total (\$000)</b>	<b>\$19,419.8</b>	<b>\$19,419.8</b>	<b>\$18,750.1</b>	<b>\$18,526.9</b>	<b>\$18,526.9</b>	<b>\$18,080.5</b>	<b>\$18,080.5</b>	<b>\$17,857.3</b>	<b>\$17,634.1</b>	<b>\$17,634.1</b>	

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
SPORTS FIELDS

Lighted Tennis Park Name	# of Lighted Tennis										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
<b>1-Lighted Tennis Court</b>											
Meadowvale Hall - 6970 Second Line W.	1	1	1	1	1	1	1	1	1	1	\$352,666
<b>2-Lighted Tennis Court</b>											
Brookmeade - 2250 Council Ring Rd.	1	1	1	1	1	1	1	1	1	1	\$483,939
Bruce Reynolds - 2173 Springbank Rd.	1	1	1	1	1	1	1	1	1	1	\$483,939
Century City - 933 Focal Rd.	1	1	1	1	1	1	1	1	1	1	\$483,939
Deer Wood - 1100 Rathburn Rd. W.	1	1	1	1	1	1	1	1	1	1	\$483,939
Gulleden Park - 1500 Gulleden Dr. (P-055)	1	1	1	1	1	1	1	1	1	1	\$483,939
Jack Darling Memorial - 1180 Lakeshore Rd. W.	1	1	1	1	1	1	1	1	1	1	\$483,939
Laughton Heights - 1519 Sherway Dr.	1	1	1	1	1	1	1	1	1	1	\$483,939
Mohawk - 2409 Delkus Cres.	1	1	1	1	1	1	1	1	1	1	\$483,939
Ron Searle - 1494 Parkridge Rd.	1	1	1	1	1	1	1	1	1	1	\$483,939
Sherwood Green - 1864 Deer's Wold	1	1	1	1	1	1	1	1	1	1	\$483,939
Westacres - 2166 Westfield Dr.	1	1	1	1	1	1	1	1	1	1	\$483,939
Woodhurst Heights - 3475 Ashrow Cres.	1	1	1	1	1	1	1	1	1	1	\$483,939
<b>3-Lighted Tennis Court</b>											
Dellwood - 598 Arbor Rd.	1	1	1	1	1	1	1	1	1	1	\$605,530
Meadowwood - 1620 Orr Rd.	1	1	1	1	1	1	1	1	1	1	\$605,530



APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
SPORTS FIELDS

Lighted Tennis Park Name	# of Lighted Tennis										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
<b>4-Lighted Tennis Court</b>											
Dr. Martin L. Dobkin Park - 395 Fairview Rd.	1	1	1	1	1	1	1	1	1	1	\$728,432
Hunter's Green - 6830 Glen Erin Dr.	1	1	1	1	1	1	1	1	1	1	\$728,432
Mississauga Valley - 1275 Mississauga Valley Blvd.	1	1	1	1	1	1	1	1	1	1	\$728,432
South Common - 3555 Glen Erin Dr.	1	1	1	1	1	1	1	1	1	1	\$728,432
Springfield - 3325 The Credit Woodlands	1	1	1	1	1	1	1	1	1	1	\$728,432
Thornlodge - 2405 Homelands Dr.	1	1	1	1	1	1	1	1	1	1	\$728,432
Paul Coffey - 3430 Derry Rd. E.	1	1	1	1	1	1	1	1	1	1	\$728,432
Port Credit Secondary School - Agreement	-	-	-	-	-	-	-	-	1	1	\$728,432
Woodeden - 1538 Woodeden Dr.	1	1	1	1	1	1	1	1	1	1	\$728,432
<b>6-Lighted Tennis Court</b>											
Kennedy - 3505 Golden Orchard Dr.	1	1	1	1	1	1	1	1	1	1	\$938,657
Whiteoaks - 1450 Truscott Dr.	1	1	1	1	1	1	-	-	-	-	\$938,657
<b>8-Lighted Tennis Court</b>											
Huron Park - 830 Paisley Blvd. (P-026)	1	1	1	1	1	1	1	1	1	1	\$1,129,826
Whiteoaks - 1450 Truscott Dr.	-	-	-	-	-	-	1	1	1	1	\$1,129,826
<b>Total (#)</b>	<b>26</b>	<b>26</b>	<b>26</b>	<b>26</b>	<b>26</b>	<b>26</b>	<b>26</b>	<b>26</b>	<b>27</b>	<b>27</b>	
<b>Total (\$000)</b>	<b>\$16,205.6</b>	<b>\$16,205.6</b>	<b>\$16,205.6</b>	<b>\$16,205.6</b>	<b>\$16,205.6</b>	<b>\$16,205.6</b>	<b>\$16,396.8</b>	<b>\$16,396.8</b>	<b>\$17,125.2</b>	<b>\$17,125.2</b>	

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
SPORTS FIELDS

Unlighted Tennis Park Name	# of Unlighted Tennis										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
<b>2-Unlighted Tennis Court</b>											
Burnhamdale - 3316 Cardross Rd.	1	1	1	1	1	1	1	1	1	1	\$239,564
Camden - 495 Camden Circle	1	1	1	1	1	1	1	1	1	1	\$239,564
Churchill Meadows Community Commons - 3370 McDowell Dr. (P-423)	1	1	1	1	1	1	1	-	-	-	\$239,564
Credit Pointe Village - 4635 Credit Pointe Dr.	1	1	1	1	1	1	1	1	1	1	\$239,564
Fairview - 3300 Palgrave Rd.	1	1	1	1	1	1	1	1	1	1	\$239,564
Four Winds Hollow - 636 Avonwick Ave. (P-342)	1	1	1	1	1	1	1	1	1	1	\$239,564
Lion's Park- 20 Rosewood Ave.	1	1	1	-	-	-	-	-	-	-	\$239,564
Malton Village Park	-	-	-	-	-	-	-	1	1	1	\$239,564
Max Ward - 2380 Matheson Blvd. E.	1	1	1	1	1	1	1	1	1	1	\$239,564
Stonebrook - 305 Mississauga Valley Blvd.	1	1	1	1	1	1	1	1	1	1	\$239,564
Zonta Meadows - 410 Rathburn Rd. W.	1	1	1	1	1	1	1	1	1	1	\$239,564
<b>3-Unlighted Tennis Court</b>											
River Grove - 5800 River Grove Ave.	1	1	1	1	1	1	1	1	1	1	\$321,480
<b>4-Unlighted Tennis Court</b>											
Churchill Meadows Community Commons - 3370 McDowell Dr. (P-423)	-	-	-	-	-	-	-	1	1	1	\$404,707
Courtneypark - 600 Courtneypark Dr. (P-445)	1	1	1	1	1	1	1	1	1	1	\$404,707
Garnetwood - 1996 Rathburn Rd. E.	1	1	1	1	1	1	1	1	1	1	\$404,707
Glen Eden - 7230 Copenhagen Road	1	1	1	1	1	1	1	1	1	1	\$404,707
Lisgar Fields - 3805 Doug Levens Blvd.	1	1	1	1	1	1	1	1	1	1	\$404,707
McKechnie Woods - 310 Bristol Rd.	1	1	1	1	1	1	1	1	1	1	\$404,707
Meadow Green - 6595 Falconer Dr.	1	1	1	1	1	1	1	1	1	1	\$404,707
Quenippenon Meadows - 2625 Erin Centre Blvd.	1	1	1	1	1	1	1	1	1	1	\$404,707
Settler's Green - 6440 Glen Erin Dr.	1	1	1	1	1	1	1	1	1	1	\$404,707
<b>Total (#)</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>19</b>	<b>19</b>	<b>19</b>	
<b>Total (\$000)</b>	<b>\$5,954.8</b>	<b>\$5,954.8</b>	<b>\$5,954.8</b>	<b>\$5,715.2</b>	<b>\$5,715.2</b>	<b>\$5,715.2</b>	<b>\$5,715.2</b>	<b>\$6,119.9</b>	<b>\$6,119.9</b>	<b>\$6,119.9</b>	

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
SPORTS FIELDS

Bocce Park Name	# of Bocce Courts										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Heritage Hills - 315 Huntington Ridge Dr.	-	-	2	2	2	2	2	2	2	2	\$124,495
Huron Park - 830 Paisley Blvd. W.	3	3	3	3	3	3	3	3	3	3	\$124,495
Mississauga Valley - 1275 Mississauga Valley Blvd.	4	4	4	4	4	4	4	4	4	4	\$124,495
Rathwood District -1095 Rathburn Rd. E. (P-190)	2	2	2	2	2	2	2	2	2	2	\$124,495
Rayfield - 530 Rathburn Rd. E.	2	2	2	2	2	2	2	2	2	2	\$124,495
Streetsville Memorial - 355 Church St.	2	2	2	2	2	2	2	2	2	2	\$124,495
Wildwood - 3430 Derry Rd. E.	4	4	4	4	4	4	4	4	4	4	\$124,495
Woodington Green - 4175 Woodington Dr.	2	2	2	2	2	2	2	2	2	2	\$124,495
<b>Total (#)</b>	<b>19</b>	<b>19</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>	
<b>Total (\$000)</b>	<b>\$2,365.4</b>	<b>\$2,365.4</b>	<b>\$2,614.4</b>	<b>\$2,614.4</b>	<b>\$2,614.4</b>	<b>\$2,614.4</b>	<b>\$2,614.4</b>	<b>\$2,614.4</b>	<b>\$2,614.4</b>	<b>\$2,614.4</b>	

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
SPORTS FIELDS

Lawn Bowling Park Name	# of Bowling Greens										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Cawthra - 1399 Cawthra Rd. - 4 lanes	1	1	1	1	1	1	1	1	1	1	\$494,350
<b>Total (#)</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	
<b>Total (\$000)</b>	<b>\$494.4</b>	<b>\$494.4</b>	<b>\$494.4</b>	<b>\$494.4</b>	<b>\$494.4</b>	<b>\$494.4</b>	<b>\$494.4</b>	<b>\$494.4</b>	<b>\$494.4</b>	<b>\$494.4</b>	

Cricket Park Name	# of Cricket Pitches										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
<b>Minor Field</b>											
Aquinas Park - 3400 Aquinas Ave. (P-463)	1	1	1	1	1	1	1	1	1	1	\$39,188
Huron Heights - 4500 Central Pkwy E. (P-273)	1	1	1	1	1	1	1	1	1	1	\$39,188
Sandford Farm - 845 White Clover Way (P-322)	-	-	1	1	1	1	1	1	1	1	\$39,188
<b>Major Field</b>											
Courtney Park Athletic Field - 600 Courtney Park Dr. W.	1	1	1	1	1	1	1	1	1	1	\$724,504
Hershey Centre Sportzone South -715 Matheson Blvd E. (P-357)	1	1	1	1	1	1	1	1	1	1	\$724,504
P-317 (not yet named) - 240 Matheson Blvd. W.	1	1	1	1	1	-	-	-	-	-	\$724,504
Wildwood - 3430 Derry Rd. E.	1	1	1	1	1	-	-	1	1	1	\$724,504
Petro Canda Park - 670 Southdown Rd. (P-476)	1	1	1	1	1	1	1	1	1	1	\$724,504
<b>Total (#)</b>	<b>7</b>	<b>7</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>7</b>	<b>7</b>	<b>7</b>	
<b>Total (\$000)</b>	<b>\$3,700.9</b>	<b>\$3,700.9</b>	<b>\$3,740.1</b>	<b>\$3,740.1</b>	<b>\$3,740.1</b>	<b>\$2,291.1</b>	<b>\$2,291.1</b>	<b>\$3,015.6</b>	<b>\$3,015.6</b>	<b>\$3,015.6</b>	

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
SPORTS FIELDS

Lacrosse Park Name	# of Lacrosse Bowls										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Clarkson - 1125 Winston Churchill Blvd.	1	1	1	1	1	1	1	1	1	1	\$237,176
Meadowood - 1620 Orr Rd.	1	1	1	1	1	1	1	1	1	1	\$237,176
<b>Total (#)</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	
<b>Total (\$000)</b>	<b>\$474.4</b>	<b>\$474.4</b>	<b>\$474.4</b>	<b>\$474.4</b>	<b>\$474.4</b>	<b>\$474.4</b>	<b>\$474.4</b>	<b>\$474.4</b>	<b>\$474.4</b>	<b>\$474.4</b>	

Skateboard Park Park Name	# of Skateboard Parks										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
<b>Minor Park</b>											
Churchill Meadows Community Commons (P-423)	1	1	1	1	1	1	1	1	1	1	\$199,360
Civic Centre Grounds-300 City Centre Dr. (P-350)	1	1	1	1	1	1	1	1	1	1	\$199,360
Clarkson CC-2475 Truscott Dr.	1	1	1	1	1	1	1	1	1	1	\$199,360
Huron Park - 830 Paisley Blvd. W.	1	1	1	1	1	1	1	1	1	1	\$199,360
Port Credit Memorial - 22 Stavebank Rd. N.	1	1	1	1	1	1	1	1	1	1	\$199,360
Paul Coffey(Wildwood) Park-3430 Derry Rd. E. (P-059)	1	1	1	1	1	1	1	1	1	1	\$199,360
South Common - 3555 Glen Erin Dr.	-	-	1	1	1	1	1	1	1	1	\$199,360
Union Park - 6627 Tenth Line West	-	-	-	-	-	-	-	1	1	1	\$199,360
<b>Major Park</b>											
Hershey Centre Sportzone South-315 Matheson Blvd. E. (P-357)	1	1	1	1	1	1	1	1	1	1	\$882,527
<b>Total (#)</b>	<b>7</b>	<b>7</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>9</b>	<b>9</b>	<b>9</b>	
<b>Total (\$000)</b>	<b>\$2,078.7</b>	<b>\$2,078.7</b>	<b>\$2,278.0</b>	<b>\$2,278.0</b>	<b>\$2,278.0</b>	<b>\$2,278.0</b>	<b>\$2,278.0</b>	<b>\$2,477.4</b>	<b>\$2,477.4</b>	<b>\$2,477.4</b>	

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
SPORTS FIELDS

Outdoor Rinks Park Name	# of Outdoor Rinks										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Civic Centre - 300 City Centre Dr.	1	1	1	1	1	1	1	1	1	1	\$3,784,273
Gulleden - 1500 Gulleden Dr.	1	1	1	1	1	1	1	1	1	1	\$442,726
Woodhurst Heights - 3475 Ashrow Cres.	1	1	1	1	1	1	1	1	1	1	\$973,945
<b>Total (#)</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	
<b>Total (\$000)</b>	<b>\$5,200.9</b>	<b>\$5,200.9</b>	<b>\$5,200.9</b>	<b>\$5,200.9</b>	<b>\$5,200.9</b>	<b>\$5,200.9</b>	<b>\$5,200.9</b>	<b>\$5,200.9</b>	<b>\$5,200.9</b>	<b>\$5,200.9</b>	

Launching Ramps and Marinas Park Name	# of Ramps & Marinas										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
<b>Launching Ramps</b>											
800 Lakefront Promenade	2	2	2	2	2	2	2	2	2	2	\$861,210
Credit Village Marina - 15 Front St. W.	3	3	3	3	3	3	3	3	3	3	\$861,210
<b>Marina</b>											
800 Lakefront Promenade	1	1	1	1	1	1	1	1	1	1	\$3,659,601
Credit Village Marina - 15 Front St. W.	1	1	1	1	1	1	1	1	1	1	\$2,104,442
<b>Total (#)</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	
<b>Total (\$000)</b>	<b>\$10,070.1</b>	<b>\$10,070.1</b>	<b>\$10,070.1</b>	<b>\$10,070.1</b>	<b>\$10,070.1</b>	<b>\$10,070.1</b>	<b>\$10,070.1</b>	<b>\$10,070.1</b>	<b>\$10,070.1</b>	<b>\$10,070.1</b>	

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
SPORTS FIELDS

BMX Parks Park Name	# of Major BMX Park										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
<b>Major Park</b>											
Clarkson-Bromsgrove Park - 2299 Bromsgrove Rd. (P-160)	1	1	1	1	1	1	1	1	1	1	\$398,814
<b>Minor Park</b>											
Ellis Leuschner Challenge Park - 4321 Wellsborough Pl. (P-489)	1	1	1	1	1	1	1	1	1	1	\$225,431
Meadowvale Sports Park - 2255 Meadowvale Blvd (P-276)	1	1	1	1	1	1	1	1	1	1	\$225,431
Windrush Woods - 2780 Gulfstream Way	-	-	-	1	1	1	1	1	1	1	\$225,431
<b>Total (#)</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	
<b>Total (\$000)</b>	<b>\$849.7</b>	<b>\$849.7</b>	<b>\$849.7</b>	<b>\$1,075.1</b>	<b>\$1,075.1</b>	<b>\$1,075.1</b>	<b>\$1,075.1</b>	<b>\$1,075.1</b>	<b>\$1,075.1</b>	<b>\$1,075.1</b>	

**APPENDIX B.5  
TABLE 1**

**CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
SPORTS FIELDS**

Outdoor Aquatics Park Name	# of Waterplay Facilities										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
<b>Spray Pads</b>											
A.E. Crookes - 855 Goodwin Rd.	1	1	1	1	1	1	1	1	1	1	\$424,007
Brickyard Park - 3061 Clayhill Rd. (P-416)	1	1	1	1	1	1	1	1	1	1	\$424,007
Churchill Meadows - 3370 McDowell Dr. (P-423)	1	1	1	1	1	1	1	1	1	1	\$424,007
Civic Centre Grounds - 300 City Centre Dr. (P-350)	-	-	1	1	1	1	1	1	1	1	\$3,153,558
Clarkson CC & Library Grounds - 2475 Truscott Dr. (P-036)	1	1	1	1	1	1	1	1	1	1	\$424,007
Elmcreek - 7320 Darcel Ave. (P-062)	1	1	1	1	1	1	1	1	1	1	\$424,007
Fallingbrook Community - 5135 Fallingbrook Dr.	1	1	1	1	1	1	1	1	1	1	\$424,007
Floradale - 2424 Confederation Pkwy.	1	1	1	1	1	1	1	1	1	1	\$424,007
Forest Glen - 3545 Fieldgate Dr.	1	1	1	1	1	1	1	1	1	1	\$424,007
Hershey Centre Sportzone South - 715 Matheson Blvd.	1	1	1	1	1	1	1	1	1	1	\$424,007
Huron Heights - 4500 Central Pky. E.	-	-	-	1	1	1	1	1	1	1	\$424,007
Huron Park - 830 Paisley Blvd. (P-026)	1	1	1	1	1	1	1	1	1	1	\$424,007
Jack Darling Memorial - 1180 Lakeshore Rd. W.	1	1	1	1	1	1	1	1	1	1	\$424,007
Lake Aquitaine - 2750 Aquitaine Ave. (P-102)	1	1	1	1	1	1	1	1	1	1	\$424,007
Lakeside - 2266 Lakeshore Rd. W.	-	-	1	1	1	1	1	1	1	1	\$424,007
Lakefront Promenade (P-323)	1	1	1	1	1	1	1	1	1	1	\$424,007
Lisgar Fields - 3805 Doug Levens Blvd. (P-359)	-	-	1	1	1	1	1	1	1	1	\$424,007
Madill Common - 525 Huntington Ridge Dr (P-340)	-	-	1	1	1	1	1	1	1	1	\$424,007
McKechnie Woods - 310 Bristol Rd. (P-362)	1	1	1	1	1	1	1	1	1	1	\$424,007
Mississauga Valley - 1275 Mississauga Valley Blvd.	1	1	1	1	1	1	1	1	1	1	\$424,007
Neebin Park - 635 Kaiser Dr. (P-443)	1	1	1	1	1	1	1	1	1	1	\$424,007
Quenippenon Meadows - 2625 Erin Centre Blvd. (P-324)	1	1	1	1	1	1	1	1	1	1	\$424,007
Ridgewood Park - 7239 Cambrett Dr.	-	-	1	1	1	1	1	1	1	1	\$424,007
Serson - 1095 Fourth St.	1	1	1	1	1	1	1	1	1	1	\$424,007
South Common - 3555 Glen Erin Dr.	1	1	1	1	1	1	1	1	1	1	\$424,007
Swinbourne Meadows - 1129 Swinbourne Dr.	-	-	-	-	-	-	-	-	1	1	\$424,007
Tobias Mason Park - 3274 Cactus Gate (P-385)	-	-	1	1	1	1	1	1	1	1	\$424,007



APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
SPORTS FIELDS

Outdoor Aquatics Park Name	# of Waterplay Facilities										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
<b>Outdoor Pools</b>											
Applewood Heights - 3119 Constitution Blvd.	1	1	1	1	1	1	1	1	1	1	\$3,551,933
Lewis Bradley - 1975 Orr Rd.	1	1	1	1	1	1	1	1	1	1	\$3,551,933
Lion's Park - 20 Rosewood Ave.	1	1	1	1	1	1	1	1	1	1	\$3,551,933
Springfield - 3325 The Credit Woodlands (Erindale)	1	1	1	1	1	1	1	1	1	1	\$3,551,933
Streetsville Memorial - 355 Church St.	1	1	1	1	1	1	1	1	1	1	\$3,551,933
Thornlodge Park - 2405 Homelands Dr.	1	1	1	1	1	1	1	1	1	1	\$3,551,933
Westacres - 2166 Westfield Dr.	1	1	1	1	1	1	1	1	1	1	\$3,551,933
<b>Cooling Stations</b>											
McCracken Community Park - 5510 Velda Rd.	-	-	-	-	-	1	1	1	1	1	\$37,500
Union Park - 6627 Tenth Line W.	-	-	-	-	-	-	-	-	1	1	\$37,500
<b>Total (#)</b>	<b>26</b>	<b>26</b>	<b>32</b>	<b>33</b>	<b>33</b>	<b>34</b>	<b>34</b>	<b>34</b>	<b>36</b>	<b>36</b>	
<b>Total (\$000)</b>	<b>\$32,919.7</b>	<b>\$32,919.7</b>	<b>\$38,193.3</b>	<b>\$38,617.3</b>	<b>\$38,617.3</b>	<b>\$38,654.8</b>	<b>\$38,654.8</b>	<b>\$38,654.8</b>	<b>\$39,116.3</b>	<b>\$39,116.3</b>	

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
SPORTS FIELDS

Play Equipment Park Name	# of Play Equipment										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
<b>Play Equipment - Inclusive</b>											
A.E. Crookes - 855 Goodwin Rd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Albert McBride - 3811 Teeswater Rd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Allison's - 575 Willowbank Trail	1	1	1	1	1	1	1	1	1	1	\$109,740
Anaka Park - 7666 Anaka Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Applewood Heights - 3119 Constitution Blvd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Applewood Hills - 1204 Bloor St.	2	2	2	2	2	2	2	2	2	2	\$109,740
Aquinas Park - 3400 Aquinas Ave. (P-463)	1	1	1	1	1	1	1	1	1	1	\$109,740
Arbour Green - 4145 Treetop Cres.	1	1	1	1	1	1	1	1	1	1	\$109,740
Ashgate - 846 Rathburn Rd. W.	1	1	1	1	1	1	1	1	1	1	\$109,740
Ashwood - 2405 Cliff Rd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Aspen Ridge - 7290 Aspen Ave.	1	1	1	1	1	1	1	1	1	1	\$109,740
Bancroft Park - 955 Bancroft Drive	1	1	1	1	1	1	1	1	1	1	\$109,740
Barberton - 1930 Barbertown Rd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Barondale Green - 150 Barondale Rd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Beechwood - 4139 Ottewell Cres.	1	1	1	1	1	1	1	1	1	1	\$109,740
Bell Harbour - 5820 Bell Harbour Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Bella Vista - 26 Hanson Rd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Ben Machree - 65 Ben Machree Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Bethesda Common - 3311 Fieldgate Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Bidwell Trail Common - 6075 Bidwell Trail	1	1	1	1	1	1	1	1	1	1	\$109,740
Birch Glen - 1406 Bramblewood Lane	1	1	1	1	1	1	1	1	1	1	\$109,740
Birchwood Park - 1547 Lakshore Rd. W.	1	1	1	1	1	1	1	1	1	1	\$109,740

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
SPORTS FIELDS

Play Equipment Park Name	# of Play Equipment										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Bough Beeches - 1780 Bough Beeches Blvd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Brandon Gate - 3545 Brandon Gate Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Brentwood - 496 Karen Park Cres.	1	1	1	1	1	1	1	1	1	1	\$109,740
Brickyard Park - 3061 Clayhill Rd.	2	2	2	2	2	2	2	2	2	2	\$109,740
Johnny Bower Park (Bridlegate) - 3919 Parkgate Drive (P-365)	1	1	1	1	1	1	1	1	1	1	\$109,740
Bromsgrove - 2299 Bromsgrove Rd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Brookmede - 2245 Council Ring Rd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Brown's Heights - 1600 Bristol Rd. W.	1	1	1	1	1	1	1	1	1	1	\$109,740
Bruce Reynolds - 2173 Springbank Rd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Burnhamdale - 3316 Cardross Rd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Buttonbush Park - 7457 Russian Olive Close P-468	1	1	1	1	1	1	1	1	1	1	\$109,740
Cabano Hill Park - 5335 Oscar Peterson Blvd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Camden - 495 Camden Circle	1	1	1	1	1	1	1	1	1	1	\$109,740
Camilla - 2180 Camilla Rd.	2	2	2	2	2	2	2	2	2	2	\$109,740
Carriage Way - 2544 Old Carriage Rd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Castlebridge Common - 2636 Castlebridge Dr. (P-344)	1	1	1	1	1	1	1	1	1	1	\$109,740
Castlegreen Meadows - 2829 Castlebridge Dr. (P-371)	1	1	1	1	1	1	1	1	1	1	\$109,740
Catrick Boulevard - 53 Catrick St.	1	1	1	1	1	1	1	1	1	1	\$109,740
Cedarbrae - 565 Lolita Gardens	1	1	1	1	1	1	1	1	1	1	\$109,740
Century City - 933 Focal Rd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Ceremonial Green - 600 Ceremonial Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Cherry Hill - 828 Flagship Dr.	1	1	1	1	1	1	1	1	2	2	\$109,740
Churchill Meadows - 3370 McDowell Dr. (P-423)	2	2	2	2	2	2	2	2	2	2	\$109,740
City View Park - 565 Central Parkway W.	1	1	1	1	1	1	1	1	1	1	\$109,740
Clarkson CC & Library Grounds - 2475 Truscott Dr. (P-036)	1	1	1	1	1	1	1	1	1	1	\$109,740
Clarkson - 1125 Winston Churchill Blvd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Clover Meadows - 1090 White Clover Way	1	1	1	1	1	1	1	1	1	1	\$109,740
Cooksville - 106 King St. E.	1	1	1	1	1	1	1	1	1	1	\$109,740

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
SPORTS FIELDS

Play Equipment Park Name	# of Play Equipment										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Coopers Common - 7120 Appletree Lane (P-399)	1	1	1	1	1	1	1	1	1	1	\$109,740
Coram - 1795 Coram Cres.	1	1	1	1	1	1	1	1	1	1	\$109,740
Cordingley Park - 6530 Saratoga Way	1	1	1	1	1	1	1	1	1	1	\$109,740
Courtneypark Athletic Fields - 600 Courtneypark Dr. W. (P-445)	1	1	1	1	1	1	1	1	1	1	\$109,740
Crawford Green - 4565 Glen Erin Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Credit Pointe Village - 4635 Credit Pointe Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Dean Henderson Memorial - 2909 Hammond Rd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Deer Wood - 1100 Rathburn Rd. W.	1	1	1	1	1	1	1	1	1	1	\$109,740
Dellwood - 598 Arbor Rd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Don Gould - 2441 Fifthline W.	1	1	1	1	1	1	1	1	1	1	\$109,740
Dr. Martin Dobkin - 395 Fairview Rd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Dun Cairn Down - 2860 Dun Cairn Drive	1	1	1	1	1	1	1	1	1	1	\$109,740
Eastgate - 320 Nahani Way	1	1	1	1	1	1	1	1	1	1	\$109,740
Eden Woods - 6647 Tenth Line W.	1	1	1	1	1	1	1	1	1	1	\$109,740
Edengrove - 3071 Tours Rd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Elmcreek - 7320 Darcel Ave.	1	1	1	1	1	1	1	1	1	1	\$109,740
Erindale - 1695 Dundas St. W.	1	1	1	1	1	1	1	1	1	1	\$109,740
F.B. McFarren Memorial - Erin Mills Parkway	1	1	1	1	1	1	1	1	1	1	\$109,740
Fairview - 3300 Palgrave Rd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Fallingbrook Community Park - 5135 Fallingbrook Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Father Joseph A. Nolan - 7385 Finery Cres.	1	1	1	1	1	1	1	1	1	1	\$109,740
Fleetwood - 2000 Burnhamthorpe Rd. E.	1	1	1	1	1	1	1	1	1	1	\$109,740
Floradale - 2424 Confederation Pkwy.	1	1	1	1	1	1	1	1	1	1	\$109,740
Forest Glen - 3545 Fieldgate Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Forest Hill - 4995 Forest Hill Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Forest Park- 6810 Forest Park Drive	1	1	1	1	1	1	1	1	1	1	\$109,740
Forestview Park - 2021 Barsuda Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
SPORTS FIELDS

Play Equipment Park Name	# of Play Equipment										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Four Winds Hollow - 636 Avonwick Ave.	1	1	1	1	1	1	1	1	1	1	\$109,740
Frank Dowling - 16 Brookside Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Fred Halliday Memorial - 2187 Stir Cres.	1	1	1	1	1	1	1	1	1	1	\$109,740
Garcia - 5900 Whitehorn Ave.	1	1	1	1	1	1	1	1	1	1	\$109,740
Garnetwood - 1996 Rathburn Rd. E.	1	1	1	1	1	1	1	1	1	1	\$109,740
Garthwood - 3170 Garthwood Rd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Gatineau Green - 116 Falconer Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Glen Eden - 7230 Copenhagen Rd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Glen Erin Trail - 2340 The Collegeway	2	2	2	2	2	2	2	2	2	2	\$109,740
Glen Erin Woodlands - 925 McBride Ave.	1	1	1	1	1	1	1	1	1	1	\$109,740
Glenleven - 929 Silver Birch Trail	1	1	1	1	1	1	1	1	1	1	\$109,740
Godwick Green - 1371 Godwick Dr. (P-396)	1	1	1	1	1	1	1	1	1	1	\$109,740
Golden Orchard - 1261 Scottsburg Cres.	1	1	1	1	1	1	1	1	1	1	\$109,740
Golder Community Park - 3200 Destination Dr.	-	1	1	1	1	1	1	1	1	1	\$109,740
Gooderham - 6938 Gooderham Estate Blvd. (P-395)	1	1	1	1	1	1	1	1	1	1	\$109,740
Gordon Lummis - 236 Paisley Blvd. W.	1	1	1	1	1	1	1	1	1	1	\$109,740
Greenfield - 1165 Mississauga Valley Blvd.	2	2	1	1	1	1	1	1	1	1	\$109,740
Greyshale - 5065 Heritage Hills Blvd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Gulleden - 1500 Gulleden Dr.	1	1	1	-	-	-	-	-	-	-	\$109,740
Hancock Woodlands - 2171 Camilla Rd.	-	-	-	-	-	-	-	-	1	1	\$109,740
Harold E. Kennedy Park	-	-	1	1	1	1	1	1	1	1	\$109,740
Hawkins Glen - 2970 Rymal Rd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Hawthorne Valley - 5165 Fairwind Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Heatherleigh - 5284 Heatherleigh Ave. (P-368)	1	1	1	1	1	1	1	1	1	1	\$109,740
Heritage Hills - 315 Huntington Ridge Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Hershey Centre Sportzone S. - 715 Matheson Blvd E. (P-)357	1	1	1	1	1	1	1	1	1	1	\$109,740
Hiawatha - 76 Cumberland Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Hickory Green - 4252 Hickory Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Highland View Park - 5742 Heatherleigh Ave. (P-432)	1	1	1	1	1	1	1	1	1	1	\$109,740
Hillside - 1311 Kelly Rd.	1	1	1	1	1	1	1	1	1	1	\$109,740

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
SPORTS FIELDS

Play Equipment Park Name	# of Play Equipment										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Hindhead - 1944 Hindhead Rd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Horseshoe Park - 7150 Saint Barbara Blvd.	-	-	1	1	1	1	1	1	1	1	\$109,740
Hunter's Green - 6830 Glen Erin Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Huron Heights - 4500 Central Pkwy. E. (P-273)	1	1	1	1	1	1	1	1	1	1	\$109,740
Huron Park- 830 Paisley Blvd. W. (P-026)	2	2	2	2	2	2	2	2	2	2	\$109,740
Iroquois Flats - 520 Fergo Ave.	1	1	1	1	1	1	1	1	1	1	\$109,740
Jaycee - 1520 Gulleden Dr. (P-148)	1	1	1	1	1	1	1	1	-	-	\$109,740
J.C. Saddington - 53 Lake St.	1	1	1	1	1	1	1	1	1	1	\$109,740
Jack Darling Memorial - 1180 Lakeshore Rd. W.	2	2	2	2	2	2	2	2	2	2	\$109,740
Jim Murray Community Park - 5225 Tenth Line W. (P-477)	1	1	1	1	1	1	1	1	1	1	\$109,740
John "Bud" Cleary - 450 Webb Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
John C. Pallett - 4550 Glen Erin Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
John C. Price - 3077 Littlejohn Lane	1	1	1	1	1	1	1	1	1	1	\$109,740
Jon Clipperton Park - 190 Church St.	1	1	1	1	1	1	1	1	1	1	\$109,740
Kennedy - 3505 Golden Orchard Drive	1	1	1	1	1	1	1	1	1	1	\$109,740
King's Masting - 3389 Martins Pine Cres.	1	1	1	1	1	1	1	1	1	1	\$109,740
Kingsbridge Common - 4611 Regents Terrace	1	1	1	1	1	1	1	1	1	1	\$109,740
Knotty Pine - 835 Knotty Pine Grove (P-431)	1	1	1	1	1	1	1	1	1	1	\$109,740
Kogaydiwin - 1585 Finfar Crt.	1	1	1	1	1	1	1	1	1	1	\$109,740
Lake Aquitaine - 2750 Aquitaine Ave.	1	1	1	1	1	1	1	1	1	1	\$109,740
Lake Wabukayne - 2610 Inlake Crt. (P-007)	1	1	1	1	1	1	1	1	1	1	\$109,740
Lakefront Promenade - 800 Lakefront Promenade	1	1	1	1	1	1	1	1	1	1	\$109,740
Lakeside - 2266 Lakeshore Rd. W.	1	1	1	1	1	1	1	1	1	1	\$109,740
Laughton Heights - 1519 Sherway Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Lewis Bradley - 1975 Orr Rd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Lisgar Fields - 3805 Doug Levens Blvd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Lisgar Green - 6140 Osprey Blvd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Lyndwood - 495 Atwater Ave.	1	1	1	1	1	1	1	1	1	1	\$109,740
Madill Common - 525 Huntington Ridge Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Magrath - 4206 Melia Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740

**APPENDIX B.5  
TABLE 1**

**CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
SPORTS FIELDS**

Play Equipment Park Name	# of Play Equipment										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Malton Village - 9A Beverly St.	1	1	1	1	1	1	1	1	1	1	\$109,740
Manor Hill - 2225 Manor Hill Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Macro Muzzo - 5098 Perennial Dr. (P-476)	1	1	1	1	1	1	1	1	1	1	\$109,740
Marvin Heights - 7363 Redstone Rd.	1	1	1	1	1	1	1	1	1	1	\$109,740
May Meadow - 3925 McDowell Dr. (P-420)	1	1	1	1	1	1	1	1	1	1	\$109,740
McCarron - 5420 Longford Dr. (P-418)	1	1	1	1	1	1	1	1	1	1	\$109,740
McCauley Green - 2815 Folkway Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Mccracken Community Park - 5510 Velda Rd.	-	-	1	1	1	1	1	1	1	1	\$109,740
McKechnie Woods - 310 Bristol Rd. E.	1	1	1	1	1	1	1	1	1	1	\$109,740
McKenzie - 575 Mississauga Valley Blvd.	1	1	1	1	1	1	1	1	1	1	\$109,740
McLeod - 3860 Candlelight Dr. (P-485)	1	1	1	1	1	1	1	1	1	1	\$109,740
Meadow Glen - 535 Rathburn Rd. E.	1	1	1	1	1	1	1	1	1	1	\$109,740
Meadow Green - 6595 Falconer Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Meadow Park- 2203 Truscott Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Meadowvale Hall - 6970 Second Line W.	1	-	-	-	-	-	-	-	-	-	\$109,740
Meadowwood - 1620 Orr Rd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Middlebury Green - 5510 Middlebury Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Charles "Bud" Brennan Park (Millgrove) - 6181 Edenwood Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Millgrove Trail - 6030 Edenwood Dr.	2	2	2	2	2	2	2	2	2	2	\$109,740
Missinihe Park (P-398) 7225 Waldorf Way	1	1	1	1	1	1	1	1	1	1	\$109,740
Mississauga - Meadowvale Rotary Park - 3302 Tacc Dr.	-	1	1	1	1	1	1	1	1	1	\$109,740
Mississauga Valley - 1275 Mississauga Valley Blvd.	2	2	2	2	2	2	2	2	2	2	\$109,740
Mohawk - 2409 Delkus Cres.	1	1	1	1	1	1	1	1	1	1	\$109,740
Munden - 499 North Service Rd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Neebin Park - 635 Kaiser Dr. (P-443)	1	1	1	1	1	1	1	1	1	1	\$109,740
Northwood - 3830 Brandon Gate Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Novo Star Park - 640 Novostar Dr. P-401	1	1	1	1	1	1	1	1	1	1	\$109,740
O'Harra Park (P-417) - 5600 Longord Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Old Ridge Park - 6965 Historic Trail (P-391)	1	1	1	1	1	1	1	1	1	1	\$109,740
Orchard Hill - 1055 Deta Rd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Palette Park - 615 Renshaw Court (P-440)	1	1	1	1	1	1	1	1	1	1	\$109,740

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
SPORTS FIELDS

Play Equipment Park Name	# of Play Equipment										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Parkerhill Road - 3033 Parkerhill Rd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Parkway Green - 4215 Central Pkwy. E.	1	1	1	1	1	1	1	1	1	1	\$109,740
Paul Coffey (Wildwood) - 3430 Derry Rd. E.	2	2	2	2	2	2	2	2	2	2	\$109,740
Petrescue C.C. - 1005 Halliday Ave.	1	1	1	1	1	1	1	1	1	1	\$109,740
Pheasant Run - 4160 Pheasant Run	1	1	1	1	1	1	1	1	1	1	\$109,740
Pickwick Green - 1335 Pickwick Drive (P-390)	1	1	1	1	1	1	1	1	1	1	\$109,740
Pinecliff - 20 Pine Cliff Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Plowman's - 6411 Glen Erin Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Plumtree - 6825 Tenth Line W.	1	1	1	-	-	-	-	-	-	-	\$109,740
Promenade Meadows - 7099 Danton Promenade	1	1	1	1	1	1	1	1	1	1	\$109,740
Promontory Woods - 3870 Promontory Cres.	1	1	1	1	1	1	1	1	1	1	\$109,740
Quenippenon Meadows - 2625 Erin Centre Blvd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Rathwood District - 1095 Rathburn Rd. E.	1	1	1	1	1	1	1	1	1	1	\$109,740
Rayfield - 530 Rathburn Rd. E.	1	1	1	1	1	1	1	1	1	1	\$109,740
Red Brush Park - 5139 Red Brush Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Red Oaks - 260 King St. E.	1	1	1	1	1	1	1	1	1	1	\$109,740
Richard F.C. Mortensen - 1665 Burnhamthorpe Rd. W.	1	1	1	1	1	1	1	1	1	1	\$109,740
Richard's Memorial - 804 Lakeshore Rd. W.	1	1	1	1	1	1	1	1	1	1	\$109,740
Ridgewood Park - 7239 Cambrett Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
River Grove - 5800 River Grove Ave.	1	1	1	1	1	1	1	1	1	1	\$109,740
Rockwood Glen - 4247 Hartfield Grove	1	1	1	1	1	1	1	1	1	1	\$109,740
Ron Searle - 1494 Parkridge Rd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Rosebush Common - 4890 Creditview Rd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Samuel Common - 6893 Golden Hills Way P-444	1	1	1	1	1	1	1	1	1	1	\$109,740
Samuelson Park - 1815 Samuelson Circle (P-405)	1	1	1	1	1	1	1	1	1	1	\$109,740
Sandalwood - 205 Nahani Way	1	1	1	1	1	1	1	1	1	1	\$109,740
Sandgate - 1650 Sandgate Cres.	1	1	1	1	1	1	1	1	1	1	\$109,740
Sanford Farm - 845 White Clover Way	1	1	1	1	1	1	1	1	1	1	\$109,740
Sawgrass - 1075 Rathburn Rd. W.	1	1	1	1	1	1	1	1	1	1	\$109,740
Scott's Brae - 855 Brass Winds Place P-441	1	1	1	1	1	1	1	1	1	1	\$109,740
Serson - 1100 Pelham Ave. (P-002)	1	1	1	1	1	1	1	1	1	1	\$109,740



**APPENDIX B.5  
TABLE 1**

**CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
SPORTS FIELDS**

Play Equipment Park Name	# of Play Equipment										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Settler's Green - 6440 Glen Erin Dr.	1	1	1	1	1	1	1	-	-	-	\$109,740
Sgt. David Yakichuk - 3100 Confederation Pkwy.	1	1	1	1	1	1	1	1	1	1	\$109,740
Shawnmarr - 770 Queen St. W.	1	1	1	1	1	1	1	1	1	1	\$109,740
Shelby - 4220 Shelby Cres.	1	1	1	1	1	1	1	1	1	1	\$109,740
Sheridan - 2200 Sheridan Park Drive	1	1	1	1	1	1	1	1	1	1	\$109,740
Sherwood Green - 1864 Deer's Wold	1	1	1	1	1	1	1	1	1	1	\$109,740
Silver Fox Forest - 1711 Danthorpe Drive - (P-383)	1	1	1	1	1	1	1	1	1	1	\$109,740
Silverthorn - 3377 Cawthra Rd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Sonoma Park - 5365 Terry Fox Way	1	1	1	1	1	1	1	1	1	1	\$109,740
South Common - 3555 Glen Erin Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
South Millway Green - 3465 South Millway	1	1	1	1	1	1	1	1	1	1	\$109,740
Springfield - 3325 The Credit Woodlands	1	1	1	1	1	1	1	1	1	1	\$109,740
Spruce - 280 Angelene St.	1	1	1	1	1	1	1	1	1	1	\$109,740
Square One Privately Owned Public Space (POP)	-	-	-	-	-	-	-	-	1	1	\$109,740
St. Lawrence Park - 75 St. Lawrence Dr. (P-435)	1	1	1	1	1	1	1	1	1	1	\$109,740
Staghorn Woods - 855 Ceremonial Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Stillmeadow - 2275 Stillmeadow Rd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Stonebrook - 305 Mississauga Valley Blvd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Stonewood - 7348 Sandhurst Dr. (P-377)	1	1	1	1	1	1	1	1	1	1	\$109,740
Streetsville Memorial - 355 Church St.	1	1	1	1	1	1	1	1	1	1	\$109,740
Streetsville Rotary - 101 Queen Street South	1	1	1	1	1	1	1	1	1	1	\$109,740
Swinbourne Meadows - 1129 Swinbourne Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Syed Jallaluddin - 490 Mississauga Valley Blvd.	1	1	1	1	1	1	1	1	1	1	\$109,740
The Village Green - 780 Village Green Blvd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Thorncrest - 3295 Thorncrest Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Thornlodge - 2405 Homelands Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Tillsdown - 1620 Sir Monty's Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Tobias Mason Park - 3274 Cactus Gate (P-385)	1	1	1	1	1	1	1	1	1	1	\$109,740

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
SPORTS FIELDS

Play Equipment Park Name	# of Play Equipment										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Tom Chater Memorial - 3195 The Collegeway	2	2	2	2	2	2	2	2	2	2	\$109,740
Trafalgar Common (P-422) - 3110 McDowell Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Trapper's Green - 2390 Folkway Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Trelawny Woods - 3500 Trelawny Circle	1	1	1	1	1	1	1	1	1	1	\$109,740
Twin Oaks - 1249 Twin Oaks Dell	1	1	1	1	1	1	1	1	1	1	\$109,740
Union Park - 6627 Tenth Line West	-	-	-	-	-	-	-	-	1	1	\$109,740
Vanessa - 1355 Wateska Blvd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Victory - 3055 Victory Cres.	1	1	1	1	1	1	1	1	1	1	\$109,740
Vista Heights - 5779 Turney Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Wakefield Common - 795 Rathburn Rd. W.	1	1	1	1	1	1	1	1	1	1	\$109,740
Westacres - 2166 Westfield Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Westwood - 6941 Darcel Ave.	1	1	1	1	1	1	1	1	1	1	\$109,740
White Willow Common - 6425 Spinnaker Circle P-442	1	1	1	1	1	1	1	1	1	1	\$109,740
Trooper Marc Diab Memorial Park (Whitehorn) - 5514 Whitehorn Ave.	1	1	1	1	1	1	1	1	1	1	\$109,740
Whiteoaks - 1450 Truscott Dr.	2	2	2	2	2	2	2	2	2	2	\$109,740
Willowcreek - 3115 Sunnyhill Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Willowvale Fields - 1340 Willowvale Gardens	1	1	1	1	1	1	1	1	1	1	\$109,740
Windrush Woods - 2780 Gulfstream Way	1	1	1	1	1	1	1	1	1	1	\$109,740
Windwood - 2795 Windwood Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Woodeden - 1538 Woodeden Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Woodgreen - 3325 Twilight Rd.	1	1	1	1	1	1	1	1	1	1	\$109,740
Woodland Chase - 2042 Kempton Park Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Woodington Green - 4175 Woodington Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740
Woodland - 3500 Ellengale Dr.	1	1	1	1	1	1	1	1	1	1	\$109,740

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
SPORTS FIELDS

Play Equipment Park Name	# of Play Equipment										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
<b>Accessible Play Sites</b>											
Jaycee - 1520 Gulleden Dr. (P-148)	-	-	-	-	-	-	-	-	1	1	\$493,000
Paul Coffey (Wildwood) - 3430 Derry Rd. E.	-	-	-	-	-	-	-	-	1	1	\$493,000
Port Credit Memorial - 22 Stavebank Rd. N. (P-106)	1	1	1	1	1	1	1	1	1	1	\$493,000
O'Connor Park - 3570 Bala Dr.	-	-	1	1	1	1	1	1	1	1	\$493,000
Zonta Meadows - 410 Rathburn Rd. W.	1	1	1	1	1	1	1	1	1	1	\$493,000
<b>Adult Exercise Equipment</b>											
Allison's Park, 575 Willowbank Tr	-	-	-	-	-	-	-	-	1	1	\$74,703
Bancroft Park, 955 Bancroft Dr	-	-	-	-	-	-	-	-	1	1	\$74,703
Birch Glen, 1406 Bramblewood Lane	-	-	-	-	-	-	-	1	1	1	\$74,703
Birchwood Park, 1547 Lakeshore Rd W	-	-	-	-	-	-	-	1	1	1	\$74,703
Brentwood Park, 496 Karen Park Cres	-	-	-	-	-	-	-	-	1	1	\$74,703
Burnhamdale Park, 3316 Cardross Rd	-	-	-	-	-	-	-	-	1	1	\$74,703
Camilla Park, 2180 Camilla Rd	-	-	-	-	-	-	-	-	1	1	\$74,703
Cherry Hill, 828 Flagship Dr	-	-	-	-	-	-	-	-	1	1	\$74,703
City View Park, 565 Central Pky W	-	-	-	-	-	-	-	-	1	1	\$74,703
Cordingley Park, 6530 Saratoga Way	-	-	-	-	-	-	-	1	1	1	\$74,703

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
SPORTS FIELDS

Play Equipment Park Name	# of Play Equipment										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Fallingbrook Community Park, 5135 Fallingbrook Dr	-	-	-	-	-	-	-	-	1	1	\$74,703
Glen Eden Park, 7230 Copenhagen Rd	-	-	-	-	-	-	-	-	1	1	\$74,703
Godwick Green, 1371 Godwick Dr	-	-	-	-	-	-	-	-	1	1	\$74,703
Hillside Park, 1311 Kelly Rd	-	-	-	-	-	-	-	-	1	1	\$74,703
Iroquois Flats, 520 Fergo Ave	-	-	-	-	-	-	-	1	1	1	\$74,703
Johnny Bower Park, 3919 Parkgate Dr	-	-	-	-	-	-	-	1	1	1	\$74,703
Lake Aquitaine Park, 2750 Aquitaine Ave		1	1	1	1	1	1	1	1	1	\$74,703
Lake Wabukayne, 2610 Inlake Crt	-	-	-	-	-	-	-	-	1	1	\$74,703
Laughton Heights, 1519 Sherway Dr	-	-	-	-	-	-	-	1	1	1	\$74,703
Lyndwood Park, 495 Atwater Ave	-	-	-	-	-	-	-	-	1	1	\$74,703
Middlebury Green, 5510 Middlebury Dr	-	-	-	-	-	-	-	-	1	1	\$74,703
Sheridan Park, 2200 Sheridan Park Dr	-	-	-	-	-	-	-	-	1	1	\$74,703
Stillmeadow Park, 2275 Stillmeadow Rd	-	-	-	-	-	-	-	1	1	1	\$74,703
Syed Jalaluddin Memorial Park, 490 Mississauga Valley Blvd	-	-	-	-	-	-	-	-	1	1	\$74,703
Trapper's Green, 2390 Folkway Dr	-	-	-	-	-	-	-	-	1	1	\$74,703
Trooper Marc Diab Memorial Park, 5514 Whitehorn Ave	-	-	-	-	-	-	-	-	1	1	\$74,703
Union Park, 6627 Tenth Line West	-	-	-	-	-	-	-	1	1	1	\$74,703
Westacres Park, 2166 Westfield Dr	-	-	-	-	-	-	-	-	1	1	\$74,703
Westwood Park, 6941 Darcel Ave	-	-	-	-	-	-	-	1	1	1	\$74,703
Zonta Meadows, 410 Rathburn Rd W	-	-	-	-	-	-	-	-	1	1	\$74,703
<b>Total (#)</b>	<b>258</b>	<b>260</b>	<b>263</b>	<b>261</b>	<b>261</b>	<b>261</b>	<b>261</b>	<b>269</b>	<b>294</b>	<b>294</b>	
<b>Total (\$000)</b>	<b>\$29,079.4</b>	<b>\$29,263.9</b>	<b>\$29,984.6</b>	<b>\$29,765.1</b>	<b>\$29,765.1</b>	<b>\$29,765.1</b>	<b>\$29,765.1</b>	<b>\$30,327.7</b>	<b>\$33,137.0</b>	<b>\$33,137.0</b>	

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
SPORTS FIELDS

Basketball Park Name	# of Basketball Courts										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Applewood Heights - 3119 Constitution Blvd.	4	4	4	4	4	4	4	4	4	4	\$59,903
Bella Vista - 26 Hanson Rd.	2	2	2	2	2	-	-	-	-	-	\$59,903
Birchwood - 1547 Lakeshore Rd. W.	2	2	2	2	2	2	2	2	2	2	\$59,903
Burnhamdale - 3316 Cardross Rd.	-	-	-	-	-	-	-	-	-	-	\$59,903
Century City - 933 Focal Rd.	1	1	1	1	1	1	1	1	1	1	\$59,903
Churchill Meadows Community Common P-423	2	2	2	2	2	2	2	2	2	2	\$59,903
Clarkson CC -2475 Truscott Dr	2	2	2	2	2	2	2	2	2	2	\$59,903
Clarkson Park -1125 Winston Churchill Blvd	3	3	3	3	3	3	3	3	3	3	\$59,903
Colonial Terrace - 3570 Colonial Dr.	-	-	-	-	-	-	-	2	2	2	\$59,903
Courtneypark Athletic Fields-600 Courtneypark Dr. W. (P-445)	4	4	4	4	4	4	4	4	4	4	\$59,903
Dellwood - 598 Arbor Rd.	2	2	2	2	2	2	2	2	2	2	\$59,903
Elmcreek Park -7320 Darcel Ave	3	3	3	3	3	3	3	3	3	3	\$59,903
Erin Meadows -2800 Erin Centre Blvd	6	6	6	6	6	6	6	6	6	6	\$59,903
Garnetwood - 1996 Rathburn Rd. E.	2	2	2	2	2	2	2	2	2	2	\$59,903
Hershy Centre Sportzone South-715 Matheson Blvd. (P-357)	3	3	3	3	3	3	3	3	3	3	\$59,903
Hillside - 1311 Kelly Rd.	2	2	2	2	2	-	-	-	-	-	\$59,903
Huron Heights -4500 Central Parkway East	2	2	2	2	2	2	2	2	2	2	\$59,903
Huron Park- 830 Paisley Blvd. W.	4	4	4	4	4	4	4	4	4	4	\$59,903
Lake Aquitaine -2750 Aquitaine Ave	4	4	4	4	4	4	4	2	2	2	\$59,903
Laughton Heights - 1519 Sherway Drive	1	1	1	1	1	1	1	1	1	1	\$59,903

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
SPORTS FIELDS

Basketball Park Name	# of Basketball Courts										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Lisgar Fields - 3805 Doug Levens Blvd.	3	3	3	3	3	3	3	3	3	3	\$59,903
Malton Village - 39 Beverley	-	-	-	-	-	-	-	2	2	2	\$59,903
McKechnie Woods -310 Bristol Road E	3	3	3	3	3	3	3	3	3	3	\$59,903
Meadow Green - 6595 Falconer Dr.	-	-	-	-	-	-	-	-	-	-	\$59,903
Meadowvale Hall -6970 2nd Line West	2	2	2	2	2	2	2	2	2	2	\$59,903
Mississauga - Meadowvale - 3315 Escada Dr. (p-489)	2	2	2	2	2	2	2	2	2	2	\$59,903
Paul Coffey (Wildwood) - 3430 Derry Rd. E.	8	8	8	8	8	8	8	8	8	8	\$59,903
Port Credit Memorial-32 Stavebank R. (P-106)	2	2	2	2	2	2	2	2	2	2	\$59,903
Sandford Farm - 845 White Clover Way	-	-	1	1	1	1	1	1	1	1	\$59,903
Serson Park -1100 Pelham Ave	2	2	2	2	2	2	2	2	2	2	\$59,903
Shawnmarr - 770 Queen St. W.	2	2	2	2	2	2	2	2	2	2	\$59,903
Sherwood Green - 1864 Deer's Wold	1	1	1	1	1	1	1	1	1	1	\$59,903
Spruce Park- 280 Angelene St.	2	2	2	2	2	2	2	2	2	2	\$59,903
Tilldown - 1620 Sir Monty's Dr.	1	1	1	1	1	1	1	1	1	1	\$59,903
Union Park	-	-	-	-	-	-	-	2	2	2	\$59,903
<b>Total (#)</b>	<b>77</b>	<b>77</b>	<b>78</b>	<b>78</b>	<b>78</b>	<b>74</b>	<b>74</b>	<b>78</b>	<b>78</b>	<b>78</b>	
<b>Total (\$000)</b>	<b>\$4,612.5</b>	<b>\$4,612.5</b>	<b>\$4,672.4</b>	<b>\$4,672.4</b>	<b>\$4,672.4</b>	<b>\$4,432.8</b>	<b>\$4,432.8</b>	<b>\$4,672.4</b>	<b>\$4,672.4</b>	<b>\$4,672.4</b>	

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
SPORTS FIELDS

Volleyball Park Name	# of Volleyball Courts										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Huron Park - 830 Paisley Blvd. W. (P-026)	2	2	2	2	2	2	2	2	2	2	\$39,319
Lakefront Promenade - 800 Lakefront Promenade (P-323) LIT	-	-	-	-	-	-	-	4	4	4	\$70,213
Malton Village Park - 39 Beverley	-	-	-	-	-	-	-	1	1	1	\$39,319
Mississauga Valley - 1275 Mississauga Valley Blvd. (P-096)	1	1	1	1	1	1	1	1	1	1	\$39,319
<b>Total (#)</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>8</b>	<b>8</b>	<b>8</b>	
<b>Total (\$000)</b>	<b>\$118.0</b>	<b>\$118.0</b>	<b>\$118.0</b>	<b>\$118.0</b>	<b>\$118.0</b>	<b>\$118.0</b>	<b>\$118.0</b>	<b>\$438.1</b>	<b>\$438.1</b>	<b>\$438.1</b>	

Tracks Park Name	# of Tracks										UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
<b>Minor Track</b>											
Clarkson Park - 1125 Winston Churchill Blvd (P-073)	1	1	1	1	1	1	1	1	1	1	\$583,460
<b>Major Track</b>											
Courtney Park Athletic Fields - 600 Courtneypark Dr. W. (P-455)	1	1	1	1	1	1	1	1	1	1	\$1,426,892
Loyola Catholic Secondary - 4010 Sladeview Cres.	-	-	-	0.604	0.604	0.604	0.604	0.604	0.604	0.604	\$1,426,892
<b>Total (#)</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	
<b>Total (\$000)</b>	<b>\$2,010.4</b>	<b>\$2,010.4</b>	<b>\$2,010.4</b>	<b>\$2,872.2</b>	<b>\$2,872.2</b>	<b>\$2,872.2</b>	<b>\$2,872.2</b>	<b>\$2,872.2</b>	<b>\$2,872.2</b>	<b>\$2,872.2</b>	

Golf Courses Park Name	# of Golf Courses										UNIT COST (\$/ha)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Lakeview Golf Course - 1190 Dixie Rd.	1	1	1	1	1	1	1	1	1	1	\$18,478,578
<b>Total (ha)</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	
<b>Total (\$000)</b>	<b>\$18,478.6</b>	<b>\$18,478.6</b>	<b>\$18,478.6</b>	<b>\$18,478.6</b>	<b>\$18,478.6</b>	<b>\$18,478.6</b>	<b>\$18,478.6</b>	<b>\$18,478.6</b>	<b>\$18,478.6</b>	<b>\$18,478.6</b>	

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
SPORTS FIELDS

Leash Free Park Name	# of Leash Free										2018 UNIT COST (\$/unit)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Etobicoke Valley, 1810 Mattawa Ave.	-	-	-	1	1	1	1	1	1	1	\$50,000
Garnetwood Park, 1996 Rathburn Rd E	1	1	1	1	1	1	1	1	1	1	\$50,000
Jack Darling Memorial Park, 1180 Lakeshore Rd W	-	-	-	-	1	1	1	1	1	1	\$50,000
Lakeside Park, 2268 Lakeshore Rd W	-	-	1	1	1	1	1	1	1	1	\$50,000
Not yet named (formerly Hershey centre Sportzone South), 715 Matheson	1	1	1	1	1	1	1	1	1	1	\$50,000
Quenippenon Meadows, 2625 Erin Centre Blvd	1	1	1	1	1	1	1	1	1	1	\$50,000
Totoredaca Park, 2715 Meadowvale Blvd	1	1	1	1	1	1	1	1	1	1	\$50,000
Union Park, 6627 Tenth Line West	-	-	-	-	-	-	-	1	1	1	\$50,000
<b>Total (#)</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>8</b>	<b>8</b>	<b>8</b>	
<b>Total (\$000)</b>	<b>\$200.0</b>	<b>\$200.0</b>	<b>\$250.0</b>	<b>\$300.0</b>	<b>\$350.0</b>	<b>\$350.0</b>	<b>\$350.0</b>	<b>\$400.0</b>	<b>\$400.0</b>	<b>\$400.0</b>	



APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
OUTDOOR BUILDINGS

PARKS BUNKER Park Name	# of Square Feet										UNIT COST (\$/sq.ft.)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Clarkson Park Bunker - 1125 Winston Churchill Blvd	240	240	240	240	240	240	240	240	240	240	\$238
Credit Meadows Park Bunker - 6545 Creditview Rd.	240	240	240	240	240	240	240	240	240	240	\$238
Dunton Athletic Field Park Bunker- 6180 Kennedy Road	240	240	240	240	240	240	240	240	240	240	\$238
Elmcreek Park Bunker - 7320 Kennedy Rd	240	240	240	240	240	240	240	240	240	240	\$238
Erin Meadows Park Bunker - 2800 Erin Centre Blvd	240	240	240	240	240	240	240	240	240	240	\$238
Erin Meadows Park Bunker - 2800 Erin Centre Blvd (2nd)	240	240	240	240	240	240	240	240	240	240	\$238
Erin Mills Twin Arena Parks Bunker - Unity Dr. 3205	240	240	240	240	240	240	240	240	240	240	\$238
Erindale Park Parks Bunker - Dundas St. W., 1695	240	240	240	240	240	240	240	240	240	240	\$238
Hershey Sportszone Parks Bunker - Matheson Blvd. E. 705	240	240	240	240	240	240	240	240	240	240	\$238
Huron Park Parks Bunker - Paisley Blvd W. 830	603	603	603	603	603	603	603	603	603	603	\$238
Huron Park Prefab Parks Bunker - Paisley Blvd. W. 830	240	240	240	240	240	240	240	240	240	240	\$238
Huron Park Prefab Parks Bunker - Paisley Blvd. W. 830 (2nd)	240	240	240	240	240	240	240	240	240	240	\$238
Ice Land Park Bunker - 705 Matheson Blvd.	240	240	240	240	240	240	240	240	240	240	\$238
Jack Darling Parks Bunker - Lakeshore Road West 1180	240	240	240	240	240	240	240	240	240	240	\$238
John C. Price Park - 3077 Littlejohn Land	240	240	240	240	240	240	240	240	240	240	\$238
Kariya Park Bunker - 3620 Kariya Dr.	240	240	240	240	240	240	240	240	240	240	\$238
Lake Aquitane Park - 2750 Aquitaine Ave	240	240	240	240	240	240	240	240	240	240	\$238
Lewis Bradley Park Barn (Parks Bunker) - Orr Road 1901	2,164	2,164	2,164	2,164	2,164	2,164	2,164	2,164	2,164	2,164	\$238
Lisgar Fields Park Parks Bunker - Doug Leavens Blvd. 3805	240	240	240	240	240	240	240	240	240	240	\$238
Malton CC Parks Bunker - Morning Star 3540	215	215	215	215	215	215	215	215	215	215	\$238
Max Ward Park Parks Bunker - Matheson Blvd. E 2380	240	240	240	240	240	240	240	240	240	240	\$238
Meadowvale CC Parks Bunker - Glen Erin Dr. 6655	240	240	240	240	240	240	240	240	-	-	\$238
Meadowvale Sports Park Parks Bunker - Meadowvale Blvd. 2255	240	240	240	240	240	240	240	240	240	240	\$238

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
OUTDOOR BUILDINGS

PARKS BUNKER Park Name	# of Square Feet										UNIT COST (\$/sq.ft.)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Meadowvale Sports Park Parks Bunker - Meadowvale Blvd. 2255 (2nd)	240	240	240	240	240	240	240	240	240	240	\$238
Miss. Valley Park Parks Bunker-New - Miss. Valley Blvd 1275	517	517	517	517	517	517	517	517	517	517	\$238
Miss. Valley Park Parks Bunker-Old- Miss. Valley Blvd 1275	215	215	215	215	215	215	215	215	215	215	\$238
Ninth Line Park Storage Parks Bunker - Ninth Line 3115	240	240	240	240	240	240	240	240	240	240	\$238
Paul Coffey (Wildwood) Park North Parks Bunker - Derry Rd. E. 3430	240	240	240	240	240	240	240	240	240	240	\$238
Paul Coffey (Wildwood) Park South Parks Bunker - Derry Rd. E. 3430 (2nd)	240	240	240	240	240	240	240	240	240	240	\$238
Port Credit Arena - 32 Stavebank Rd	240	240	240	240	240	240	240	240	240	240	\$238
Port Credit Memorial Park Parks Bunker - Stavebank Rd. 32	398	398	398	398	398	398	398	398	398	398	\$238
Quenippenon Meadows Parks Bunker - Erin Centre Blvd. 2625	240	240	-	-	-	-	-	-	-	-	\$238
Red Brush Park Parks Bunker - Red Brush Drive 5139	240	240	240	240	240	240	240	240	240	240	\$238
Rivergrove CC Parks Bunker - River Grove Ave. 5800	240	240	240	240	240	240	240	240	240	240	\$238
Riverwood - 4190 Riverwood Park Lane	240	240	240	240	240	240	240	240	240	240	\$238
South Common Park Parks Bunker - South Millway 2233	240	240	240	240	240	240	240	240	240	240	\$238
St. Lawrence Park - 75 St. Lawrence Dr.	240	240	240	240	240	240	240	240	240	240	\$238
Streetsville Public Cemetery Parks Bunker - 1786 Bristol Rd. W.	240	240	240	240	240	240	240	240	240	240	\$238
Streetsville Memorial Park - 335 Church St.	240	240	240	240	240	240	240	240	240	240	\$238
Streetsville Memorial Park - 335 Church St. (2nd)	240	240	240	240	240	240	240	240	240	240	\$238
Tom Chater Memorial Park Parks Bunker - The Collegeway 3195	240	240	240	240	240	240	240	240	240	240	\$238
Tomken Twin Arena Parks Bunker - Tomken Rd. 4495	240	240	240	240	240	240	240	240	240	240	\$238
<b>Total (sq.ft.)</b>	<b>12,752</b>	<b>12,752</b>	<b>12,512</b>	<b>12,512</b>	<b>12,512</b>	<b>12,512</b>	<b>12,512</b>	<b>12,512</b>	<b>12,272</b>	<b>12,272</b>	
<b>Total (\$000)</b>	<b>\$3,035.0</b>	<b>\$3,035.0</b>	<b>\$2,977.9</b>	<b>\$2,977.9</b>	<b>\$2,977.9</b>	<b>\$2,977.9</b>	<b>\$2,977.9</b>	<b>\$2,977.9</b>	<b>\$2,920.7</b>	<b>\$2,920.7</b>	

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
OUTDOOR BUILDINGS

Outdoor Recreation Buildings	# of Square Feet										UNIT COST (\$/sq.ft.)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Applewood Tennis Clubhouse - Golden Orchard Dr 3505	1,076	1,076	1,076	1,076	1,076	1,076	1,076	1,076	1,076	1,076	\$680
A.E. Crookes Park - Clubhouse, Concession, - Lakefront Promenade 140	2,196	2,196	2,196	2,196	2,196	2,196	2,196	2,196	2,196	2,196	\$630
A.E. Crookes Parks - Storage Building - Lakefront Promenade 140	1,025	1,025	1,025	1,025	1,025	1,025	1,025	1,025	1,025	1,025	\$310
A.E. Crookes Park Scorers Booth - Lakefront Promenade 140	-	-	-	65	65	65	65	65	65	65	\$310
Albert McBride Park - Pergola - 3811 Teeswater Rd	-	-	248	248	248	248	248	248	248	248	\$310
Birchwood Park Storage - 1547 Lakeshore Road West	850	850	850	850	850	850	850	850	-	-	\$210
Birchwood Park Washroom - 1547 Lakeshore Road West	560	560	560	560	560	560	560	560	560	560	\$1,350
BraeBen Club House - Terry Fox Way 5700	14,802	14,802	14,802	14,802	14,802	14,802	14,802	14,802	14,802	14,802	\$680
BraeBen Academy Building - Terry Fox Way 5650	2,002	2,002	2,002	2,002	2,002	2,002	2,002	2,002	2,002	2,002	\$680
BraeBen Maintenance Building - Terry Fox Way 5750	13,532	13,532	13,532	13,532	13,532	13,532	13,532	13,532	13,532	13,532	\$368
BraeBen Ball Shack - Terry Fox Way 5650	97	97	97	97	97	97	97	97	97	97	\$210
Brickyard Park Comfort Station - Clayhill Rd. 3061	1,787	1,787	1,787	1,787	1,787	1,787	1,787	1,787	1,787	1,787	\$1,350
Brickyard Park Electrical Bunker - Clayhill Rd. 3061	65	65	65	65	65	65	65	65	65	65	\$310
Burnhamthorpe CC Comfort Station and Bunker - Gulleden Dr. 1500	1,173	1,173	1,173	1,173	1,173	1,173	1,173	1,173	1,173	1,173	\$1,350
Burnhamthorpe CC Covered Outdoor Rink - Gulleden Dr. 1500	13,207	13,207	13,207	13,207	13,207	13,207	13,207	13,207	13,207	13,207	\$310
Camp Totoredaca-Building A - Mississ. Road/Ninth Line	1,744	1,744	1,744	1,744	1,744	1,744	1,744	1,744	1,744	1,744	\$301
Camp Totoredaca-Building B - Mississ. Road/Ninth Line	2,713	2,713	2,713	2,713	2,713	2,713	2,713	2,713	2,713	2,713	\$301
Camp Totoredaca-Nurse's Hut - Mississ. Road/Ninth Line	226	226	226	226	226	226	226	226	226	226	\$210
Camp Totoredaca-Chief's Hut - Mississ. Road/Ninth Line	183	183	183	183	183	183	183	183	183	183	\$210
Century City Park Gazebo - Focal Rd. 933	1,152	1,152	1,152	1,152	1,152	1,152	1,152	1,152	1,152	1,152	\$310
Churchill Meadows Common Park - Comfort Station - McDowell Dr. 3370	-	721	721	721	721	721	721	721	721	721	\$1,350
Churchill Meadows Common Park - Gazebo - McDowell Dr. 3370	-	-	1,130	1,130	1,130	1,130	1,130	1,130	1,130	1,130	\$310
Community Common Park - Comfort Station - Princess Royal Dr. 355	-	1,066	1,066	1,066	1,066	1,066	1,066	1,066	1,066	1,066	\$1,350
Courtneypark Athletic Field Comfort Station - Courtneypark Dr. W. 600	1,959	1,959	1,959	1,959	1,959	1,959	1,959	1,959	1,959	1,959	\$1,350
Credit Village Marina - Stavebank Road 12	1,981	1,981	1,981	1,981	1,981	1,981	1,981	1,981	1,981	1,981	\$494

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
OUTDOOR BUILDINGS

Outdoor Recreation Buildings	# of Square Feet										UNIT COST (\$/sq.ft.)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Don Rowing Club Bldg - Front Street North 25	14,791	14,791	14,791	14,791	14,791	14,791	14,791	14,791	14,791	14,791	\$410
Douglas Kennedy Concession Stand - Lakefront Promenade 810	355	355	355	355	355	355	355	355	355	355	\$310
Dr. Martin Dobkin Park Comfort Station & Parks Bunker - Fairview Rd W 395	240	240	240	240	240	240	240	786	786	786	\$1,350
Dunton Athletic Field Comfort Station - Kennedy Rd. 6180	560	560	560	560	560	560	560	560	560	560	\$1,350
Dunton Athletic Field Electrical Bunker - Kennedy Rd. 6180	-	-	-	-	38	38	38	38	38	38	\$310
Dunton Athletic Field Picnic Shelter-East - Kennedy Rd. 6180	1,055	1,055	1,055	1,055	1,055	1,055	1,055	1,055	1,055	1,055	\$310
Dunton Athletic Field Picnic Shelter-West - Kennedy Rd. 6180	1,055	1,055	1,055	1,055	1,055	1,055	1,055	1,055	1,055	1,055	\$310
Erindale Park Comfort Station - Dundas St. W., 1711	301	301	301	301	301	301	-	-	-	1,636	\$1,350
Erindale Park Picnic Shelter - Dundas St. W., 1695	2,099	2,099	2,099	2,099	2,099	2,099	2,099	2,099	2,099	2,099	\$310
Fallingbrook Park Comfort Station 5135 Fallingbrook Dr	-	-	-	-	-	-	-	-	-	463	\$1,350
Fleetwood Park Comfort. Station - Ponytrail Dr. 3651	883	883	883	883	883	883	883	883	883	883	\$1,350
Frank McKecknie CC Picnic Shelter - Bristol Rd E 310	689	689	689	689	689	689	689	689	689	689	\$310
Front St. Pumping Station Bldg - Lighthouse/BIA/Comfort Station - Lakeshore Rd. W. 105	3,681	3,681	3,681	3,681	3,681	3,681	3,681	3,681	3,681	3,681	\$1,350
Garnetwood Park Comfort Station - 1996 Rathburn Rd East	-	-	-	-	-	-	-	-	-	441	\$1,350
Hancock Park Shelter - Camilla Rd 2151	-	-	-	-	-	-	-	-	-	495	\$310
Harold E Kennedy Park Shelter - Rosewood Avenue 20	-	-	355	355	355	355	355	355	355	355	\$310
Huron Park (Credit Valley) Tennis Clubhouse - Paisley Blvd W 830	1,550	1,550	1,550	1,550	1,550	1,550	1,550	1,550	1,550	1,550	\$630
Huron Park (Credit Valley) Tennis Clubhouse Storage Shed - Paisley Blvd W 830	183	183	183	183	183	183	183	183	183	183	\$310
Huron Park Electrical Bunker - Paisley Blvd W. 830	97	97	97	97	97	97	97	97	97	97	\$310
Huron Park Picnic Shelter - Paisley Blvd. W. 830	646	646	646	646	646	646	646	646	646	646	\$310
Huron Park Picnic Shelter B - Paisley Blvd. W. 830	-	-	-	-	-	-	-	1,636	1,636	1,636	\$310
Iceland Park Electrical Bunker - Matheson Blvd. E. 705	97	97	97	97	97	97	97	97	97	97	\$310
Jack Darling Comfort Station - North - Lakeshore Road West 1180	-	-	603	603	603	603	603	603	603	603	\$1,350
Jack Darling Comfort Station - East - Lakeshore Road West 1180	2,153	2,153	2,153	2,153	2,153	2,153	2,153	2,153	2,153	2,153	\$1,350
Jack Darling Comfort Station - West- Lakeshore Road West 1180	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	1,119	\$1,350
Jack Darling Park Picnic Shelter - Lakeshore Road West 1180	560	560	560	560	560	560	560	560	560	560	\$310
J.C. Saddington Park Comfort. Station - Lake Street 53	850	850	850	850	850	850	850	850	850	850	\$1,350
J.C. Saddington Park Garage # 1 - Lake Street 53	603	603	603	603	603	603	603	603	603	603	\$210
J.C. Saddington Park Pump House - Lake Street 53	1,249	1,249	1,249	1,249	1,249	1,249	1,249	1,249	1,249	1,249	\$210
J.C. Saddington Park Pavillion - Lake Street 53	958	958	958	958	958	958	958	958	958	958	\$310
Jim Murray Park Shelter Gazebo -5225 Tenth Line W	-	-	1,076	1,076	1,076	1,076	1,076	1,076	1,076	1,076	\$310

APPENDIX B.5  
TABLE 1

CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
OUTDOOR BUILDINGS

Outdoor Recreation Buildings	# of Square Feet										UNIT COST (\$/sq.ft.)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Kariya Park Pavilion and Bell Cover - Kariya Dr. 3620	1,324	1,324	1,324	1,324	1,324	1,324	1,324	1,324	1,324	1,324	\$210
Kariya Park Mech and Electrical Bunker - Kariya Dr. 3620	226	226	226	226	226	226	226	226	226	226	\$310
Kariya Park Service Building-North - Kariya Dr. 3620	151	151	151	151	151	151	151	151	151	151	\$310
Kariya Park Service Building-South - Kariya Dr. 3620	151	151	151	151	151	151	151	151	151	151	\$310
Lake Aquitaine Park Bldg & Comfort Station West - Aquitaine Ave. 2750	1,851	1,851	1,851	1,851	1,851	1,851	1,851	1,851	1,851	1,851	\$1,350
Lake Aquitaine Park Bldg & Comfort Station East - Aquitaine Ave. 2750	517	517	517	517	517	517	517	517	517	517	\$1,350
Lakefront Promenade Parks Depot - Lakefront Prom Pk 725	11,603	11,603	11,603	11,603	11,603	11,603	11,603	11,603	11,603	11,603	\$670
Lakefront Promenade Marina - Offices and W/C - Lakefront Promenade Park 135	5,328	5,328	5,328	5,328	5,328	5,328	5,328	5,328	5,328	5,328	\$700
Lakefront Promenade Picnic Shelter - Lakefront Promenade 95 (at A.E. Crookes Headland)	2,099	2,099	2,099	2,099	2,099	2,099	2,099	2,099	2,099	2,099	\$310
Lakefront Promenade Comfort Station - Lakefront Promenade 110 (at A.E. Crookes Headland)	2,099	2,099	2,099	2,099	2,099	2,099	2,099	2,099	2,099	2,099	\$1,350
Lakefront Promenade Comfort Station - Lakefront Promenade 110 (at R.K. McMillan Headland)	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	\$1,350
Lakefront Promenade Comfort Station-Splash Pad-Lakefront Promenade 155 (at Douglas Kenn	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	\$1,350
Lakeside Park - Comfort Station/ Parks Bunker - Lakeshore Rd W 2268	-	1,927	1,927	1,927	1,927	1,927	1,927	1,927	1,927	1,927	\$1,350
Lakeside Park - Irrigation Bunker (Pond) - Lakeshore Rd W 2268	-	32	32	32	32	32	32	32	32	32	\$700
Lakeside Park Picnic Shelter East	-	-	-	678	678	678	678	678	678	678	\$310
Lakeside Park Picnic Shelter West	-	-	-	678	678	678	678	678	678	678	\$310
Lakeview Golf Course Cart Storage - Dixie Road 1190	2,863	2,863	2,863	2,863	2,863	2,863	2,863	2,863	2,863	2,863	\$210
Lakeview Golf Course Clubhouse - Dixie Road 1190	9,860	9,860	9,860	9,860	9,860	9,860	9,860	9,860	9,860	9,860	\$680
Lakeview Golf Course Starter Shed - Dixie Road 1190	161	161	161	161	161	161	161	161	161	161	\$310
Lakeview Golf Course Grounds Keeper House - Dixie Road 1392	2,400	2,400	2,400	2,400	2,400	2,400	2,400	2,400	2,400	2,400	\$680
Lakeview Golf Course Pump House - Dixie Road 1190	484	484	484	484	484	484	484	484	484	484	\$310
Lakeview Golf Course Maintenance Building - Dixie Road 1190	5,995	5,995	5,995	5,995	5,995	5,995	5,995	5,995	5,995	5,995	\$470
Lakeview Golf Course Sign Shelter - Dixie Road 1190	54	54	54	54	54	54	54	54	54	54	\$210
Lakeview Golf Course Fuel Station Shelter - Dixie Road 1190	205	205	205	205	205	205	205	205	205	205	\$310
Lakeview Park Picnic Shelter #1 - Lakefront Promenade 811	958	958	958	958	958	958	958	958	958	958	\$310
Lakeview Park Picnic Shelter #2 - Lakefront Promenade 811	958	958	958	958	958	958	958	958	958	958	\$310
Lisgar Fields Park Comfort Station and Parks Bunker	-	-	-	-	-	-	-	786	786	786	\$1,350
Lisgar Fields Park Shelter Gazebo- Doug Leavens Blvd. 3805	-	-	1,076	1,076	1,076	1,076	1,076	1,076	1,076	1,076	\$310
Loyola Secondary School - Changerooms - Sladeview Cres. 4010	-	-	-	423	423	423	423	423	423	423	\$610
Malton Village Park Gazebo	-	-	-	-	-	-	301	301	301	301	\$310
Marina Park Fish Grinding Station/Shelter-Heritage Designation	108	108	108	108	108	108	108	108	108	108	\$210
Mavis North Green House 2-Mavis Road 3235	2,730	-	-	-	-	-	-	-	-	-	\$310

**APPENDIX B.5  
TABLE 1**

**CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
OUTDOOR BUILDINGS**

Outdoor Recreation Buildings	# of Square Feet										UNIT COST (\$/sq.ft.)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Max Ward Park Gazebo - Matheson Blvd. E 2380	291	291	291	291	291	291	291	291	291	291	\$310
Meadowvale CC Exterior Shade Structure - Glen Erin 6655	-	-	-	-	-	-	-	807	807	807	\$525
Meadowvale Conservation Area Comfort Station - Derry Rd. W. 1081	829	829	829	829	829	829	829	829	829	829	\$1,350
Meadowvale Conservation Area Picnic Shelter A - Derry Rd. W. 1081	721	721	721	721	721	721	721	721	721	721	\$310
Meadowvale Conservation Area Picnic Shelter B - Derry Rd. W. 1081	721	721	721	721	721	721	721	721	721	721	\$310
Meadowvale Conservation Area Sign Shelter - 1081 Old Derry Road	108	108	108	108	108	108	108	108	108	108	\$210
Meadowvale Four Rinks Hydro Vault	377	377	377	377	377	377	377	377	377	377	\$310
Meadowvale North Sports Park Comfort Station - Meadowvale Blvd. 2255	893	893	893	893	893	893	893	893	893	893	\$1,350
Meadowwood Park Tennis Club Storage Building - Apple Lane 484	226	226	226	226	226	226	226	226	226	226	\$310
Mississauga Canoe Club Bldg - Front Street North 31	9,418	9,418	9,418	9,418	9,418	9,418	9,418	9,418	9,418	9,418	\$680
Mississauga Sailing Club Bldg - Lakefront Prom Pk 120	2,314	2,314	2,314	2,314	2,314	2,314	2,314	2,314	2,314	2,314	\$630
Mississauga Sailing Club Garage - Lakefront Prom Pk 120	484	484	484	484	484	484	484	484	484	484	\$310
Miss. Valley Comfort Stn. - Miss. Valley Blvd 1275	893	893	893	893	893	893	893	893	893	893	\$1,350
Miss. Valley Park Picnic Shelter - Miss. Valley Blvd. 1385	2,271	2,271	2,271	2,271	2,271	2,271	2,271	2,271	2,271	2,271	\$310
Miss. Valley Park - Picnic Shelter (B) - Miss. Valley Blvd. 1386	-	-	3,035	3,035	3,035	3,035	3,035	3,035	3,035	3,035	\$310
O'Connor Park Gazebo - Bala Dr 3570	-	-	1,830	1,830	1,830	1,830	1,830	1,830	1,830	1,830	\$310
Paramount (Hershey) Outdoor Soccer Change House Comfort Station - Rose Cherry Place 550	3,348	3,348	3,348	3,348	3,348	3,348	3,348	3,348	3,348	3,348	\$1,350
Paramount (Hershey) Sportszone South Park Gazebo - Matheson Blvd. E. 705	2,045	2,045	2,045	2,045	2,045	2,045	2,045	2,045	2,045	2,045	\$310
Parks & Forestry Depot - Burnhamthorpe Rd W 950	47,700	47,700	47,700	47,700	47,700	47,700	47,700	47,700	47,700	47,700	\$700
Paul Coffey Park Malton Tennis Clubhouse - Derry Road East 3430	700	700	700	700	700	700	700	700	700	700	\$630
Paul Coffey (Wildwood) Park Picnic Shelter North Bldg A - Derry Road East 3430	1,195	1,195	1,195	1,195	1,195	1,195	1,195	1,195	1,195	1,195	\$310
Paul Coffey (Wildwood) Park Picnic Shelter North Bldg B - Derry Road East 3430	1,195	1,195	1,195	1,195	1,195	1,195	1,195	1,195	1,195	1,195	\$310
Paul Coffey (Wildwood) Park Picnic Shelter South - Derry Road East 3430	2,099	2,099	2,099	2,099	2,099	2,099	2,099	2,099	2,099	2,099	\$310
Paul Coffey (Wildwood) Park Comfort Station & Concession - Derry Road East 3430	2,379	2,379	2,379	2,379	2,379	2,379	2,379	2,379	2,379	2,379	\$1,350
Port Credit Memorial Park Electrical Bunker - Stavebank Rd. 32	86	86	86	86	86	86	86	86	86	86	\$310
Port Credit Memorial Park Gazebo - Stavebank Rd. 32	2,002	2,002	2,002	2,002	2,002	2,002	2,002	2,002	2,002	2,002	\$310

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
OUTDOOR BUILDINGS

Outdoor Recreation Buildings	# of Square Feet										UNIT COST (\$/sq.ft.)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Quenippenon Meadows Park Comfort Station - Erin Centre Blvd. 2625	980	980	980	980	980	980	980	980	980	980	\$1,350
Rhododendron Gdns Comfort Station - Lakeshore Rd W. 400	753	753	753	753	753	753	753	753	753	753	\$1,350
Richards Mem. Pk Comft. Stn. - Lakeshore Road West 804	603	603	603	603	603	603	603	603	603	603	\$1,350
Richards Mem. Pk Picnic Shelter - Lakeshore Road West 804	958	958	958	958	958	958	958	958	958	958	\$310
Riverwood Park - Storage Bunker - Riverwood Park Land 4190	-	-	-	452	452	452	452	452	452	452	\$310
Scholar's Green Park (Sheridan College) - (Pavillion) - Prince of Wales Dr. 275	-	-	578	578	578	578	578	578	578	578	\$425
Sherwood Green Park Gazebo - Deer's Wold 1864	140	140	140	140	140	140	140	140	140	140	\$310
South Common Park Tennis Shelter - South Millway 2233	753	753	753	753	753	753	753	753	753	753	\$310
Springfield Pk-Erindale Baseball Clubhouse - Shamir Crescent 1244	1,195	1,195	1,195	1,195	1,195	1,195	1,195	1,195	1,195	1,195	\$630
Springfield Pk Tennis Clubhouse - The Credit Woodlands 3325	797	797	797	797	797	797	797	797	797	797	\$630
St. Lawrence Park Gazebo - St. Lawrence Dr. 75	624	624	624	624	624	624	624	624	624	624	\$310
St. Lawrence Park Mechanical/Electrical Bunker - St. Lawrence Dr. 75	97	97	97	97	97	97	97	97	97	97	\$310
Streetsville Mem Pk Electrical Bunker - Church Street 335	484	484	484	484	484	484	484	484	484	484	\$310
Streetsville Mem Pk North Miss Soccer Clubhouse/Concession - Church St 335	2,002	2,002	2,002	2,002	2,002	2,002	2,002	2,002	2,002	2,002	\$680
Streetsville Village Hall Green Keeper's Shed - Queen Street South 280	100	100	-	-	-	-	-	-	-	-	\$310
Streetsville Village Hall/Lawn Bowling - Queen Street South 280	1,953	1,953	1,539	1,539	1,539	1,539	1,539	1,539	1,539	1,539	\$447
Tobias Mason Park Gazebo Shelter -3274 Cactus Gate	-	-	1,130	1,130	1,130	1,130	1,130	1,130	1,130	1,130	\$310
Tom Chater Memorial Park-Clubhouse - The Collegeway	6,932	6,932	6,932	6,932	6,932	6,932	6,932	6,932	6,932	6,932	\$680
Whiteoaks Pk Tennis Clubhouse - Birchwood Drive 340	850	850	850	850	850	850	850	850	850	850	\$630
Union Park Shelter - Tenth Line West 6627	-	-	-	-	-	-	-	215	215	215	\$310
Woodeden Park Tennis Shelter - Woodeden Dr. 1535	840	840	840	840	840	840	840	840	840	840	\$310
Woodhurst Heights Rink/Tennis Comfort Station - Ashrow Crescent 3475	1,195	1,195	1,195	1,195	1,195	1,195	1,195	1,195	1,195	1,195	\$1,350
Woodlands Track Clubhouse - Erindale Station Rd 3225	800	800	800	800	-	-	-	-	-	-	\$630
<b>Total (sq.ft.)</b>	<b>262,179</b>	<b>263,195</b>	<b>273,742</b>	<b>276,037</b>	<b>275,275</b>	<b>275,275</b>	<b>275,275</b>	<b>279,265</b>	<b>278,415</b>	<b>281,450</b>	
<b>Total (\$000)</b>	<b>\$171,227.0</b>	<b>\$175,417.0</b>	<b>\$179,323.4</b>	<b>\$180,162.0</b>	<b>\$179,669.8</b>	<b>\$179,669.8</b>	<b>\$179,356.7</b>	<b>\$182,152.4</b>	<b>\$181,973.9</b>	<b>\$185,556.3</b>	

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
OUTDOOR BUILDINGS

Outdoor Pools Facility Name	# of Square Feet										UNIT COST (\$/sq. ft.)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Applewood Hts Pk Pool Building - Constitution Blvd 3119	3,154	3,154	4,026	4,026	4,026	4,026	4,026	4,026	4,026	4,026	\$1,830
David Ramsey Pool Building - Thornlodge Drive 2470	3,154	3,154	4,026	4,026	4,026	4,026	4,026	4,026	4,026	4,026	\$1,830
Erindale Pool Building (Springfield Pool) - Shamir Crescent 1244	2,422	2,422	4,026	4,026	4,026	4,026	4,026	4,026	4,026	4,026	\$1,830
Lewis Bradley Pk Pool Building - Inverhouse Road 745	3,154	3,154	4,026	4,026	4,026	4,026	4,026	4,026	4,026	4,026	\$1,830
Port Credit Pool Building (Lions Club of Credit Valley)- Rosewood Avenue 20	-	-	4,026	4,026	4,026	4,026	4,026	4,026	4,026	4,026	\$1,830
Streetsville Pool Building - Church Street 335	2,400	2,400	3,477	3,477	3,477	3,477	3,477	3,477	3,477	3,477	\$1,830
Westacres Park (Don McLean) - Pool Building - Westfield Drive 2166	2,400	2,400	2,400	2,400	-	3,821	3,821	3,821	3,821	3,821	\$1,830
<b>Total (sq.ft.)</b>	<b>16,684</b>	<b>16,684</b>	<b>26,007</b>	<b>26,007</b>	<b>23,607</b>	<b>27,428</b>	<b>27,428</b>	<b>27,428</b>	<b>27,428</b>	<b>27,428</b>	
<b>Total (\$000)</b>	<b>\$30,531.7</b>	<b>\$30,531.7</b>	<b>\$47,592.8</b>	<b>\$47,592.8</b>	<b>\$43,200.8</b>	<b>\$50,193.2</b>	<b>\$50,193.2</b>	<b>\$50,193.2</b>	<b>\$50,193.2</b>	<b>\$50,193.2</b>	

Land for Outdoor Recreation Buildings Park Name	# of Hectares										UNIT COST (\$/ha)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
BraeBen Club House - Terry Fox Way 5700 (Region of Peel owns land)	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	\$5,189,310
BraeBen Academy Building - Terry Fox Way 5650 (Region of Peel owns land)	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	\$5,189,310
BraeBen Maintenance Building - Terry Fox Way 5750 (Region of Peel owns land)	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	\$5,189,310
BraeBen Ball Shack - Terry Fox Way 5650 (Region of Peel owns land)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	\$5,189,310
Credit Village Marina	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	\$5,189,310
Loyola Secondary School - Changerooms - 4010 Sladeview Cres	-	-	-	0.04	0.04	0.04	0.04	0.04	0.04	0.04	\$5,189,310
Mississauga Canoe Club Bldg	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	\$5,189,310
Mississauga Sailing Club Bldg	1.65	1.65	1.65	1.65	1.65	1.65	1.65	1.65	1.65	1.65	\$5,189,310
<b>Total (ha)</b>	<b>2.55</b>	<b>2.55</b>	<b>2.55</b>	<b>2.59</b>	<b>2.59</b>	<b>2.59</b>	<b>2.59</b>	<b>2.59</b>	<b>2.59</b>	<b>2.59</b>	
<b>Total (\$000)</b>	<b>\$13,237.4</b>	<b>\$13,237.4</b>	<b>\$13,237.4</b>	<b>\$13,425.5</b>	<b>\$13,425.5</b>	<b>\$13,425.5</b>	<b>\$13,425.5</b>	<b>\$13,425.5</b>	<b>\$13,425.5</b>	<b>\$13,425.5</b>	



APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
OUTDOOR BUILDINGS

Miscellaneous Special Facilities Type	# of Square Feet										UNIT COST (\$/sq.ft.)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Adamson - Derry House - Enola Avenue 875	4,338	4,338	4,338	4,338	4,338	4,338	4,338	4,338	4,338	4,338	\$447
Adamson Barn - Enola Avenue 850	4,198	4,198	4,198	4,198	4,198	4,198	4,198	4,198	4,198	4,198	\$447
Adamson Coach House - Enola Avenue 850	915	915	915	915	915	915	915	915	915	915	\$447
Adamson Main House - Enola Avenue 850	8,148	8,148	8,148	8,148	8,148	8,148	8,148	8,148	8,148	8,148	\$447
Benares Estate - House - Clarkson Rd N 1503	5,759	5,759	5,759	5,759	5,759	5,759	5,759	5,759	5,759	5,759	\$447
Benares Estate - Little Bake Oven - Clarkson Rd N 1503	22	22	22	22	22	22	22	22	22	22	\$310
Benares Estate - Old Ice House - Clarkson Rd N 1503	237	237	237	237	237	237	237	237	237	237	\$447
Benares Estate - Stable - Clarkson Rd N 1503	1,249	1,249	1,249	1,249	1,249	1,249	1,249	1,249	1,249	1,249	\$447
Benares Estate - Visitor Centre - Clarkson Rd N 1503	3,520	3,520	3,520	3,520	3,520	3,520	3,520	3,520	3,520	3,520	\$447
Benares Estate - Woodshed - Clarkson Rd N 1503	431	431	431	431	431	431	431	431	431	431	\$310
Cawthra Elliot Estate House - Cawthra Road 1507	9,445	9,445	9,445	9,445	9,445	9,445	9,445	9,445	9,445	9,445	\$447
Chappel Estate - House - Riverwood Park Lane 4300	8,461	8,461	8,461	8,461	8,461	8,461	8,461	8,461	8,461	8,461	\$447
Chappel Estate Carport - Riverwood Park Lane 4300	800	800	800	800	800	800	800	800	800	800	\$447
Lewis Bradley - The Anchorage - Orr Road 1620	1,765	1,765	1,765	1,765	1,765	1,765	1,765	1,765	1,765	1,765	\$447
Lewis Bradley Barn - Orr Road 1620	1,249	1,249	1,249	1,249	1,249	1,249	1,249	1,249	1,249	1,249	\$447
Lewis Bradley Log Cabin - Orr Road 1620	1,356	1,356	1,356	1,356	1,356	1,356	1,356	1,356	1,356	1,356	\$447
Lewis Bradley Pioneer Museum - Orr Road 1620	1,625	1,625	1,625	1,625	1,625	1,625	1,625	1,625	1,625	1,625	\$447
Lewis Bradley Shed - Orr Road 1620	301	301	301	301	301	301	301	301	301	301	\$310
Mary Fix House - 1608 Hurontario St	1,507	1,507	1,507	1,507	1,507	1,507	1,507	1,507	1,507	1,507	\$447
Pinchin Farm - Leslie Log House - 4415 Mississauga Rd.	1,572	1,572	1,572	1,572	1,572	1,572	1,572	1,572	1,572	1,572	\$447
Pinchin Property - Steel Shed - Mississauga Rd. North 4415	2,659	2,659	2,659	2,659	2,659	2,659	2,659	2,659	2,659	2,659	\$310
Riverwood - MacEwan Estate - Burnhamthorpe Rd W., 1465	3,681	3,681	3,681	3,681	3,681	3,681	3,681	3,681	3,681	3,681	\$630
Riverwood - MacEwan Barn - Burnhamthorpe Rd W., 1465	2,454	2,454	2,454	2,454	2,454	2,454	2,454	2,454	2,454	2,454	\$447
Robinson/Adamson (The Grange) - Dundas Street W 1921	4,070	4,070	4,070	4,070	4,070	4,070	4,070	4,070	4,070	4,070	\$447
Russell Langmaid School (Streetsville Cadets) - Church St 170	-	-	14,400	14,400	14,400	14,400	14,400	14,400	14,400	14,400	\$630
Streetsville Cadet Centre Garage - 56 Ontario Street E.	344	344	344	344	344	344	344	344	344	344	\$310
Streetsville Cadet Centre - 56 Ontario Street E.	3,649	3,649	3,649	3,649	3,649	3,649	3,649	3,649	3,649	3,649	\$447
Streetsville Kinsmen (Old Grammar School) - Queen St. S. 327	5,500	5,500	5,500	5,500	5,500	5,500	5,500	5,500	5,500	5,500	\$447
Timothy Street House - Mill Street 41	2,400	2,400	2,400	2,400	2,400	2,400	2,400	-	-	-	\$447
<b>Total (sq.ft.)</b>	<b>81,655</b>	<b>81,655</b>	<b>96,055</b>	<b>96,055</b>	<b>96,055</b>	<b>96,055</b>	<b>96,055</b>	<b>93,655</b>	<b>93,655</b>	<b>93,655</b>	
<b>Total (\$000)</b>	<b>\$36,658.7</b>	<b>\$36,658.7</b>	<b>\$45,730.7</b>	<b>\$45,730.7</b>	<b>\$45,730.7</b>	<b>\$45,730.7</b>	<b>\$45,730.7</b>	<b>\$44,657.9</b>	<b>\$44,657.9</b>	<b>\$44,657.9</b>	

Land for Miscellaneous Special Facilities Type	# of Hectares										UNIT COST (\$/ha)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Robinson/Adamson (The Grange) - Dundas Street W 1921	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	\$5,189,310
Streetsville Kinsmen (Old Grammar School) - Queen St. S. 327	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	\$5,189,310
<b>Total (ha)</b>	<b>0.71</b>	<b>0.71</b>	<b>0.71</b>	<b>0.71</b>	<b>0.71</b>	<b>0.71</b>	<b>0.71</b>	<b>0.71</b>	<b>0.71</b>	<b>0.71</b>	
<b>Total (\$000)</b>	<b>\$3,669.8</b>	<b>\$3,669.8</b>	<b>\$3,669.8</b>	<b>\$3,669.8</b>	<b>\$3,669.8</b>	<b>\$3,669.8</b>	<b>\$3,669.8</b>	<b>\$3,669.8</b>	<b>\$3,669.8</b>	<b>\$3,669.8</b>	

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
PARK BRIDGES

Park Bridges Park Name	# of Metres										UNIT COST (\$/m)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Victory - P-001-01	5.8	5.8	5.8	5.8	5.8	5.8	5.8	5.8	5.8	5.8	\$14,500
Victory - P-001-02	5.8	5.8	5.8	5.8	5.8	5.8	5.8	5.8	5.8	5.8	\$14,500
Serson - P-002-01	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5	\$14,500
Whiteoaks - P003-01	15.6	15.6	15.6	15.6	15.6	15.6	15.6	15.6	15.6	15.6	\$14,500
Whiteoaks - P003-02	10.7	10.7	10.7	10.7	10.7	10.7	10.7	10.7	10.7	10.7	\$14,500
Dellwood - P005-01	10.7	10.7	10.7	10.7	10.7	10.7	10.7	10.7	10.7	10.7	\$14,500
Dellwood - P005-02	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	\$14,500
Wabukayne - P007-01	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	\$14,500
Tecumseh - P015-01	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	\$14,500
Tecumseh - P015-02	12.2	12.2	12.2	12.2	12.2	12.2	12.2	12.2	12.2	12.2	\$14,500
Huron - P026-01	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	\$14,500
Huron - P026-02	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	\$14,500
Hindhead - P027-01	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9	\$14,500
Camilla - P028-01	18.2	18.2	18.2	18.2	18.2	18.2	18.2	18.2	18.2	18.2	\$14,500
Camilla - P028-02	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	\$14,500
Applewood Hills - P049-01	22.4	22.4	22.4	22.4	22.4	22.4	22.4	22.4	22.4	22.4	\$14,500
Applewood Hills - P049-02	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5	14.5	\$14,500
Applewood Hills - P049-03	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	\$14,500
Applewood Hills - P049-04	12.2	12.2	12.2	12.2	20.0	20.0	20.0	20.0	20.0	20.0	\$14,500
Applewood Hills - P049-05	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	\$14,500
Applewood Hills - P049-06	14.3	14.3	14.3	14.3	14.3	14.3	14.3	14.3	14.3	14.3	\$14,500
Applewood Hills - P049-07	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1	\$14,500
Applewood Hills - P049-08	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1	\$14,500
Thornlodge - P051-01	10.7	10.7	10.7	10.7	10.7	10.7	10.7	10.7	10.7	10.7	\$14,500
Wildwood Park - P059-01	19.8	19.8	19.8	19.8	19.8	19.8	19.8	19.8	19.8	19.8	\$14,500
Wildwood Park - P059-02	13.7	13.7	13.7	13.7	13.7	13.7	13.7	13.7	13.7	13.7	\$14,500
Wildwood Park - P059-03	10.7	10.7	10.7	10.7	10.7	10.7	10.7	10.7	10.7	10.7	\$14,500

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
PARK BRIDGES

Park Bridges Park Name	# of Metres										UNIT COST (\$/m)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Erindale Park - P060-01	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	\$14,500
Erindale Park - P060-02	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	\$14,500
Erindale Park - P060-03	31.9	31.9	31.9	31.9	31.9	31.9	31.9	31.9	31.9	31.9	\$14,500
Erindale Park - P060-04	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	\$14,500
Brandon Gate - P068-01	15.8	15.8	15.8	15.8	10.0	10.0	10.0	10.0	10.0	10.0	\$14,500
Glen Erin Trail - P079-01	13.5	13.5	13.5	13.5	13.5	13.5	13.5	13.5	13.5	13.5	\$14,500
Stonebrook - P087-01	13.3	13.3	13.3	13.3	13.3	13.3	13.3	13.3	13.3	13.3	\$14,500
Malton Greenway - P090-01	15.1	15.1	15.1	15.1	15.1	15.1	15.1	15.1	15.1	15.1	\$14,500
Malton Greenway - P090-02	15.1	15.1	15.1	15.1	15.1	15.1	15.1	15.1	15.1	15.1	\$14,500
Malton Greenway - P090-03	18.9	18.9	18.9	18.9	18.9	18.9	18.9	18.9	18.9	18.9	\$14,500
Malton Greenway - P090-04	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	\$14,500
Mississauga Valley - P096-01	15.1	15.1	15.1	15.1	15.1	15.1	15.1	15.1	15.1	15.1	\$14,500
Birchwood Creek - P099-01	15.2	15.2	15.2	15.2	15.2	15.2	15.2	15.2	15.2	15.2	\$14,500
Birchwood Creek - P099-02	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	\$14,500
Lake Aquitaine - P102-01	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	\$14,500
Lake Aquitaine - P102-02	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	8.3	\$14,500
Lake Aquitaine - P102-03	18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6	\$14,500
Lake Aquitaine - P102-04	46.2	46.2	46.2	46.2	46.2	46.2	46.2	46.2	46.2	46.2	\$14,500
Port Credit Harbour - P109-01	37.6	37.6	37.6	37.6	37.6	37.6	37.6	37.6	37.6	37.6	\$14,500
Streetsville Memorial - P114-01	92.0	92.0	92.0	92.0	92.0	92.0	92.0	92.0	92.0	92.0	\$14,500
Frank Dowling - P115-01	30.8	30.8	30.8	30.8	30.8	30.8	30.8	30.8	30.8	30.8	\$14,500
Riverview Park - P118-01	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	\$14,500
Derry Greenway - P125-01	61.0	61.0	61.0	61.0	61.0	61.0	61.0	61.0	61.0	61.0	\$14,500
Pinecliff - P128-01	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	\$14,500
Lake Aquitaine Trail - P-130-01	61.0	61.0	61.0	61.0	61.0	61.0	61.0	61.0	61.0	61.0	\$14,500
Lake Wabukayne Trail - P-132-01	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	\$14,500
Garnetwood Park - P-135-01	8.2	8.2	8.2	8.2	8.2	8.2	8.2	8.2	8.2	8.2	\$14,500
Mullet Creek - P141-01	55.0	55.0	55.0	55.0	55.0	55.0	55.0	55.0	55.0	55.0	\$14,500
Mullet Creek - P141-02	13.7	13.7	13.7	13.7	13.7	13.7	13.7	13.7	13.7	13.7	\$14,500
Bonnie Brae - P155-01	16.6	16.6	16.6	16.6	16.6	16.6	16.6	16.6	16.6	16.6	\$14,500

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
PARK BRIDGES

Park Bridges Park Name	# of Metres										UNIT COST (\$/m)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Rhododendron Gardens - P156-01	16.8	16.8	16.8	16.8	16.8	16.8	16.8	16.8	16.8	16.8	\$14,500
Rhododendron Gardens - P156-02	15.2	15.2	15.2	15.2	15.2	15.2	15.2	15.2	15.2	15.2	\$14,500
Rhododendron Gardens - P156-03	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	\$14,500
Sawmill Valley Trail - P161-01	15.1	15.1	15.1	15.1	15.1	15.1	15.1	15.1	15.1	15.1	\$14,500
Sawmill Valley Trail - P161-02	15.5	15.5	15.5	15.5	15.5	15.5	15.5	15.5	15.5	15.5	\$14,500
Sawmill Valley Trail - P161-03	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	\$14,500
Sawmill Valley Trail - P161-04	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6	\$14,500
Sawmill Valley Trail - P161-05	19.3	19.3	19.3	19.3	19.3	19.3	19.3	19.3	19.3	19.3	\$14,500
Sawmill Valley Trail - P161-06	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	\$14,500
Sawmill Valley Trail - P161-07	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	\$14,500
Sawmill Valley Trail - P161-08	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	\$14,500
Sawmill Valley Trail - P161-09	12.2	12.2	12.2	12.2	12.2	12.2	12.2	12.2	12.2	12.2	\$14,500
Sawmill Valley Trail - P161-10	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4	\$14,500
Sawmill Valley Trail - P161-11	9.2	9.2	9.2	9.2	9.2	9.2	9.2	9.2	9.2	9.2	\$14,500
Sawmill Valley Trail - P161-12	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	\$14,500
Sawmill Valley Trail - P161-14	153.4	153.4	153.4	153.4	153.4	153.4	153.4	153.4	153.4	153.4	\$14,500
Sawmill Valley Trail - P161-15	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	\$14,500
McCauley Green - P165-01	15.8	15.8	15.8	15.8	15.8	15.8	15.8	15.8	15.8	15.8	\$14,500
J.C. Saddington - P167-01	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1	\$14,500
J.C. Saddington - P167-02	5.8	5.8	5.8	5.8	5.8	5.8	5.8	5.8	5.8	5.8	\$14,500
J.C. Saddington - P167-03	75.0	75.0	75.0	75.0	75.0	75.0	75.0	75.0	75.0	75.0	\$14,500
Adamson Estate - P169-01	15.8	15.8	15.8	15.8	15.8	15.8	15.8	15.8	15.8	15.8	\$14,500
Lakeview Golf Course - P173-01	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	\$14,500
Lakeview Golf Course - P173-02	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	\$14,500
Lakeview Golf Course - P173-03	7.9	7.9	7.9	7.9	7.9	7.9	7.9	7.9	7.9	7.9	\$14,500
Lakeview Golf Course - P173-04	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	\$14,500
Lakeview Golf Course - P173-05	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	\$14,500
Lakeview Golf Course - P173-06	8.9	8.9	8.9	8.9	8.9	8.9	8.9	8.9	8.9	8.9	\$14,500
Lakeview Golf Course - P173-07	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	\$14,500

**APPENDIX B.5  
TABLE 1**

**CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
PARK BRIDGES**

Park Bridges Park Name	# of Metres										UNIT COST (\$/m)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Lakeview Golf Course - P173-08	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	\$14,500
Lakeview Golf Course - P173-09	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7	\$14,500
Lakeview Golf Course - P173-10	6.6	6.6	6.6	6.6	6.6	6.6	6.6	6.6	6.6	6.6	\$14,500
Coppersmith Grove - P177-01	77.0	77.0	77.0	77.0	77.0	77.0	77.0	77.0	77.0	77.0	\$14,500
Woodington Green - P180-01	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	\$14,500
Bishopstoke Walk P-194-01	30.3	30.3	30.3	30.3	30.3	30.3	30.3	30.3	30.3	30.3	\$14,500
Millgrove Trail - P-196-01	42.0	42.0	42.0	42.0	42.0	42.0	42.0	42.0	42.0	42.0	\$14,500
Wood Creek P-210-01	42.5	42.5	42.5	42.5	42.5	42.5	42.5	42.5	42.5	42.5	\$14,500
Wood Creek P-210-02	53.1	53.1	53.1	53.1	53.1	53.1	53.1	53.1	53.1	53.1	\$14,500
Kariya Park - P231-01	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	\$14,500
Not yet named - P235-01	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	\$14,500
Sismet Park P-236-01	47.0	47.0	47.0	47.0	47.0	47.0	47.0	47.0	47.0	47.0	\$14,500
Sismet Park P-236-02	-	59.1	59.1	59.1	59.1	59.1	59.1	59.1	59.1	59.1	\$14,500
Edward L. Scarlett Park P-248-01	-	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	\$14,500
Carolyn Creek - P250-01	15.8	15.8	15.8	15.8	15.8	15.8	15.8	15.8	15.8	15.8	\$14,500
Red Oak Plain P-254-01	34.1	34.1	34.1	34.1	34.1	34.1	34.1	34.1	34.1	34.1	\$14,500
Helen Molasy Memorial - P261-01	39.5	39.5	39.5	39.5	39.5	39.5	39.5	39.5	39.5	39.5	\$14,500
Helen Molasy Memorial - P261-02	51.6	51.6	51.6	51.6	51.6	51.6	51.6	51.6	51.6	51.6	\$14,500
Woodland Chase Trail - P269-01	22.4	22.4	22.4	22.4	22.4	22.4	22.4	22.4	22.4	22.4	\$14,500
Woodland Chase Trail - P269-02	15.4	15.4	15.4	15.4	15.4	15.4	15.4	15.4	15.4	15.4	\$14,500
Cooksville Common P-293-01	42.2	42.2	42.2	42.2	42.2	42.2	42.2	42.2	42.2	42.2	\$14,500
Dr. Martin Dobkin - P290-01	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	\$14,500
Hawthorne Valley Trail - P296-01	36.6	36.6	36.6	36.6	36.6	36.6	36.6	36.6	36.6	36.6	\$14,500
Barbertown Road Bridge - P306-01	28.8	28.8	28.8	28.8	28.8	28.8	28.8	28.8	28.8	28.8	\$14,500
Culham Trail - P306-02	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	\$14,500
Culham Trail - P306-03	45.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0	\$14,500
Culham Trail - P306-04	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	\$14,500
Lakefront Promenade - P323-01	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	\$14,500
Lakefront Promenade - P323-02	53.7	53.7	53.7	53.7	53.7	53.7	53.7	53.7	53.7	53.7	\$14,500
Lakefront Promenade - P323-03	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	\$14,500

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
RECREATION & PARKS DEVELOPMENT  
PARK BRIDGES

Park Bridges Park Name	# of Metres										UNIT COST (\$/m)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Lakefront Promenade - P323-04	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1	\$14,500
Lakefront Promenade - P323-05	25.8	25.8	25.8	25.8	25.8	25.8	25.8	25.8	25.8	25.8	\$14,500
Lakefront Promenade - P323-06	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	\$14,500
Lakefront Promenade - P323-07	31.8	31.8	31.8	31.8	31.8	31.8	31.8	31.8	31.8	31.8	\$14,500
Lakefront Promenade - P323-08	165.0	165.0	165.0	165.0	165.0	165.0	165.0	165.0	165.0	165.0	\$14,500
Lakefront Promenade - P323-09	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	\$14,500
Meadowvale Conservation - P328-01	44.8	44.8	44.8	44.8	44.8	44.8	44.8	44.8	44.8	44.8	\$14,500
Meadowvale Conservation - P328-02	-	56.2	56.2	56.2	56.2	56.2	56.2	56.2	56.2	56.2	\$14,500
Meadowvale Conservation - P328-03	-	80.7	80.7	80.7	80.7	80.7	80.7	80.7	80.7	80.7	\$14,500
Garden Park - P331-01	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	\$14,500
Garden Park - P331-02	56.5	56.5	56.5	56.5	56.5	56.5	56.5	56.5	56.5	56.5	\$14,500
Garden Park - P331-03	28.0	28.0	28.0	28.0	28.0	28.0	28.0	28.0	28.0	28.0	\$14,500
Garden Park - P331-04	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	\$14,500
Garden Park - P331-05	11.3	11.3	11.3	11.3	11.3	11.3	11.3	11.3	11.3	11.3	\$14,500
Lisgar Meadow Brook - P334-01	24.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4	\$14,500
Lisgar Meadow Brook - P334-02	42.6	42.6	42.6	42.6	42.6	42.6	42.6	42.6	42.6	42.6	\$14,500
Lisgar Meadow Brook - P334-03	33.4	33.4	33.4	33.4	33.4	33.4	33.4	33.4	33.4	33.4	\$14,500
Hershey Centre Sportzone - P-357-01	15.8	15.8	15.8	15.8	15.8	15.8	15.8	15.8	15.8	15.8	\$14,500
Fletcher's Flats - P-428-01	13.4	13.4	13.4	13.4	13.4	13.4	13.4	13.4	13.4	13.4	\$14,500
Fletcher's Flats - P-428-02	13.4	13.4	13.4	13.4	13.4	13.4	13.4	13.4	13.4	13.4	\$14,500
Fletcher's Flats - P-428-03	17.2	17.2	17.2	17.2	17.2	17.2	17.2	17.2	17.2	17.2	\$14,500
Fletcher's Flats - P-428-04	20.7	20.7	20.7	20.7	20.7	20.7	20.7	20.7	20.7	20.7	\$14,500
<b>Total (metres)</b>	<b>3,379</b>	<b>3,610</b>	<b>3,610</b>	<b>3,610</b>	<b>3,612</b>	<b>3,612</b>	<b>3,612</b>	<b>3,612</b>	<b>3,612</b>	<b>3,612</b>	
<b>Total (\$000)</b>	<b>\$49,001.6</b>	<b>\$52,344.0</b>	<b>\$52,344.0</b>	<b>\$52,344.0</b>	<b>\$52,373.0</b>	<b>\$52,373.0</b>	<b>\$52,373.0</b>	<b>\$52,373.0</b>	<b>\$52,373.0</b>	<b>\$52,373.0</b>	

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
FLEET - FORESTRY, PARKS AND RECREATION

FLEET - FORESTRY, PARKS AND RECREATION Description	# of Fleet										UNIT COST (\$/vehicle)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
1 Ton Crewcab	-	-	-	-	1	1	1	1	1	1	\$34,000
1 Ton Crewcab	4	4	6	7	8	9	9	9	9	9	\$34,000
1 Ton Crewcab	11	11	10	10	11	10	10	10	10	10	\$38,000
1 Ton Crewcab	3	4	10	12	16	20	20	20	20	20	\$42,000
1 Ton Crewcab	-	-	-	-	1	1	1	1	1	1	\$46,000
1 Ton Crewcab	12	11	10	10	7	7	7	7	7	7	\$46,000
1 Ton Crewcab	1	1	1	1	1	1	1	1	1	1	\$46,000
1 Ton Crewcab	-	-	3	3	7	11	11	11	12	12	\$52,000
1 Ton Crewcab	-	-	-	-	-	-	-	-	1	1	\$60,000
1 Ton Cube Van	1	1	1	1	-	-	-	-	-	-	\$50,000
1 Ton Dump	1	1	-	-	-	-	-	-	-	-	\$40,000
1 Ton Dump	5	5	5	5	5	3	2	1	-	-	\$48,000
1 Ton Dump 4x4	2	1	-	-	-	-	-	-	-	-	\$45,000
1 Ton Dump 4x4	1	-	-	-	-	-	-	-	-	-	\$45,000
1 Ton Dump Crewcab	1	1	-	-	-	1	1	1	1	1	\$51,000
1 Ton Dump Crewcab	1	1	-	-	-	-	-	-	-	-	\$51,000
1 Ton Pickup 4 X 4	3	3	2	1	1	1	1	1	1	1	\$45,000
1 Ton Pickup 4 X 4	10	10	7	7	5	2	1	1	3	3	\$47,000
1 Ton Pickup 4 X 4	3	3	3	3	3	3	3	3	3	3	\$49,000
1 Ton Pickup 4 X 4	2	2	2	2	2	2	2	2	2	2	\$64,000
1 Ton Service Body	6	6	5	5	4	3	2	2	1	1	\$54,000
1 Ton Service Body 4X4	2	2	2	2	2	2	2	2	2	2	\$57,000
1/2 Ton Extended Cab Pickup	-	-	-	1	1	1	1	1	-	-	\$21,000
1/2 Ton Extended Cab Pickup	-	-	-	-	1	3	3	3	3	3	\$21,000
1/2 Ton Extended Cab Pickup	-	-	-	-	-	-	-	1	-	-	\$31,000
1/2 Ton Pickup	1	1	-	-	-	-	-	-	-	-	\$28,000
1/2 Ton Pickup	5	5	5	3	2	2	1	1	-	-	\$28,000
2 Ton Crewcab Dump	-	-	-	-	-	2	2	2	2	2	\$51,000
2 Ton Crewcab Dump	-	-	4	4	4	4	4	4	4	4	\$56,000
2 Ton Crewcab Dump	-	-	-	1	1	1	1	1	1	1	\$61,000

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
FLEET - FORESTRY, PARKS AND RECREATION

FLEET - FORESTRY, PARKS AND RECREATION Description	# of Fleet										UNIT COST (\$/vehicle)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
2 Ton Crewcab Dump	-	-	-	-	-	-	-	2	2	2	\$61,000
2 Ton Crewcab Dump	-	-	-	-	-	-	1	1	1	1	\$65,000
2 Ton Cube Van	-	-	-	-	2	2	2	2	2	2	\$43,000
2 Ton Cube Van	2	2	2	2	2	2	1	1	1	1	\$57,000
2 Ton Dump	1	1	1	1	1	1	1	1	1	1	\$57,000
3 Ton Bucket Truck	-	-	-	-	-	-	1	1	2	2	\$100,000
3 Ton Bucket Truck	-	-	-	-	-	2	5	6	6	6	\$100,000
3 Ton Bucket Truck	-	1	1	1	1	1	1	1	1	1	\$135,000
3 Ton Dump	3	3	3	3	3	3	3	3	3	3	\$87,000
3 Ton Dump	1	1	1	1	1	1	1	1	1	1	\$87,000
3 Ton Rear Packer 6Yd	2	2	2	3	2	1	1	1	1	1	\$90,000
3 Ton Rear Packer 6Yd	5	5	5	5	5	5	2	2	-	-	\$110,000
3/4 Ton Pickup	1	1	1	6	6	3	70	72	72	72	\$28,000
3/4 Ton Pickup	12	12	12	10	10	9	9	9	9	9	\$32,000
3/4 Ton Pickup	-	-	-	-	-	-	1	1	1	1	\$32,000
3/4 Ton Pickup	1	1	1	1	1	1	1	1	1	1	\$38,000
3/4 Ton Pickup	-	-	-	-	-	-	1	1	1	1	\$38,000
3/4 Ton Pickup 4 X 4	-	-	-	-	-	-	-	-	1	1	\$40,000
3/4 Ton Pickup 4 X 4	1	1	1	2	2	2	2	3	3	3	\$40,000
3/4 Ton Pickup 4 X 4	-	-	-	-	-	-	-	1	1	1	\$40,000
3/4 Ton Van	-	-	-	-	-	-	-	1	-	-	\$34,000
3/4 Ton Van	2	2	2	2	1	-	-	-	1	1	\$34,000
3/4 Ton Van	1	1	1	1	1	1	2	2	2	2	\$34,000
3/4 Ton Van	1	1	1	1	-	-	-	-	-	-	\$38,000
5 Ton Delivery Truck	1	1	1	1	1	-	-	-	-	-	\$110,000
5 Ton Dump/Sander/Plow	1	1	1	1	1	1	1	1	1	1	\$190,000
5 Ton Dump/Sander/Plow	-	-	-	-	1	1	1	1	2	2	\$200,000
5 Ton Dump/Sander/Plow	2	2	2	2	2	2	2	2	2	2	\$240,000
Aerator	1	1	1	1	1	1	1	1	-	-	\$5,000
Aerator	-	-	-	-	-	1	1	1	1	1	\$6,000



APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
FLEET - FORESTRY, PARKS AND RECREATION

FLEET - FORESTRY, PARKS AND RECREATION Description	# of Fleet										UNIT COST (\$/vehicle)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Aerator	-	-	-	1	1	1	1	1	1	1	\$6,000
Aerator	-	-	-	-	-	1	1	2	3	3	\$8,000
Aerator	3	3	3	3	3	5	5	4	5	7	\$9,000
Aerator	11	11	11	11	11	5	5	5	4	4	\$11,000
Aerator	5	5	5	5	5	4	5	6	6	6	\$16,000
Aerator	2	2	2	2	2	1	1	1	2	2	\$17,000
Aerator	2	3	3	3	3	3	3	2	2	2	\$19,000
anti ice sprayer	-	-	-	-	-	-	-	-	2	2	\$7,000
Arctic Tractor	1	1	1	1	1	1	1	1	1	1	\$185,000
Artic Tractor Trackless Parks	4	2	2	2	2	2	-	-	-	-	\$121,000
Equipment Attachment	6	6	7	7	7	6	5	4	5	5	\$5,000
Equipment Attachment	-	-	-	1	1	1	1	1	1	1	\$5,000
Equipment Attachment	-	-	-	-	-	2	2	2	3	3	\$7,000
Equipment Attachment	-	-	-	-	-	-	1	1	1	1	\$7,000
Equipment Attachment	-	1	2	2	2	2	2	2	3	3	\$8,000
Equipment Attachment	-	-	-	-	-	-	-	1	1	1	\$9,000
Equipment Attachment	2	3	3	3	3	3	3	1	1	1	\$10,000
Equipment Attachment	-	-	1	1	1	1	1	1	1	1	\$12,000
Equipment Attachment	-	-	-	-	-	-	1	1	1	1	\$14,000
Equipment Attachment	-	1	1	1	1	1	1	1	1	1	\$25,000
Equipment Attachment	-	-	-	-	-	1	1	1	1	1	\$35,000
Ball Diamond Groomers	2	2	2	2	3	5	5	5	6	7	\$9,000
Beach cleaner	-	-	-	-	-	2	2	2	2	2	\$17,000
Bucket Truck FY	2	2	2	3	3	3	3	3	3	3	\$215,000
Bucket Truck FY	1	1	1	1	1	1	1	1	1	1	\$270,000
Comboplane	4	4	4	4	4	-	-	-	-	-	\$6,000
Compact Cars	1	-	-	-	-	-	-	-	-	-	\$21,000

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
FLEET - FORESTRY, PARKS AND RECREATION

FLEET - FORESTRY, PARKS AND RECREATION Description	# of Fleet										UNIT COST (\$/vehicle)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Compact Pickup	1	1	1	1	1	1	1	1	1	1	\$22,000
Compact Pickup	10	10	10	10	10	10	9	9	9	9	\$22,000
Compact Pickup	-	-	-	-	-	-	2	2	1	1	\$22,000
Compact Pickup	1	1	1	1	1	1	1	1	1	1	\$23,000
Compact Pickup	-	-	-	-	-	-	1	1	1	1	\$23,000
Concession Trailer	1	1	1	1	-	-	-	-	-	-	\$2,500
Covered Trailer	1	1	1	1	1	1	1	1	1	1	\$10,000
Crane Truck FY	1	1	1	1	1	1	1	1	-	-	\$185,000
cricket pitch reel mower	-	-	-	-	-	-	-	-	2	2	\$15,000
Electric Rake	1	1	1	1	1	2	1	1	2	2	\$29,000
Emergency Generator	1	1	1	1	1	-	-	-	-	-	\$50,000
Fertilizer Spreader	13	14	14	14	15	14	16	15	10	10	\$7,500
Fertilizer Spreader	1	1	1	1	1	1	1	1	1	1	\$7,500
Fertilizer Spreader	2	2	2	2	2	2	2	2	2	2	\$13,000
Fertilizer Spreader	1	1	1	1	1	1	1	1	1	1	\$20,000
Generator	1	1	1	1	1	-	-	-	-	-	\$600
Hauler	3	2	2	-	-	-	-	-	-	-	\$13,000
Hauler	-	-	-	2	2	7	7	7	9	9	\$13,000
Hauler	-	-	-	-	-	6	7	7	9	9	\$15,000
Ice Resurfacer	-	-	1	1	1	1	1	1	1	1	\$10,000
Ice Resurfacer	1	1	1	1	1	1	1	1	1	1	\$75,000
Ice Resurfacer	13	11	11	8	8	6	5	4	1	1	\$75,000
Ice Resurfacer	4	4	4	5	5	5	5	5	5	5	\$80,000
Ice Resurfacer	4	5	6	6	6	7	6	6	5	5	\$85,000
Ice Resurfacer	-	-	-	2	2	3	6	6	10	10	\$95,000
Large Riding Mower	1	-	-	-	-	-	-	-	-	-	\$13,000

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
FLEET - FORESTRY, PARKS AND RECREATION

FLEET - FORESTRY, PARKS AND RECREATION Description	# of Fleet										UNIT COST (\$/vehicle)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Large Riding Mower	-	-	-	-	-	2	2	2	2	2	\$13,000
Large Riding Mower	4	4	5	3	3	-	-	-	-	-	\$35,000
Large Riding Mower	1	1	1	1	1	2	1	1	4	4	\$35,000
Large Riding Mower	1	1	-	8	8	8	8	8	8	8	\$45,000
Large Riding Mower	5	4	4	4	4	4	4	4	-	-	\$50,000
Large Riding Mower	1	1	1	3	3	5	5	6	7	7	\$50,000
Large Riding Mower	9	11	11	2	2	2	2	3	3	3	\$55,000
Large Riding Mower	-	-	-	-	-	1	1	1	1	1	\$55,000
Large Riding Mower	2	2	2	-	-	-	-	-	-	-	\$60,000
Large Riding Mower	-	-	-	-	-	1	1	3	3	3	\$60,000
Large Riding Mower	2	2	2	2	2	2	2	4	6	6	\$65,000
Large Riding Mower	-	-	-	-	-	1	2	2	2	2	\$65,000
Large Riding Mower	6	6	6	6	6	6	6	6	-	-	\$84,000
Large Riding Mower	3	3	3	3	3	3	3	-	-	-	\$88,000
Large Riding Mower	-	1	1	1	1	1	1	1	1	1	\$95,000
Large Riding Mower	-	-	-	-	2	2	2	2	2	2	\$95,000
Large Riding Mower	2	2	2	2	2	2	2	5	11	11	\$100,000
Large Riding Mower	-	-	-	-	-	-	-	-	1	1	\$100,000
Line Painter / Field Lazer	-	-	-	-	-	-	-	-	-	7	\$3,000
Loader Skid Steer	-	-	-	1	1	1	1	1	1	1	\$34,000
Loader Skid Steer	-	-	-	-	-	-	-	1	1	1	\$61,000
Loader Tractor	2	3	4	4	6	22	23	23	23	23	\$47,000
Loader Tractor	1	1	1	2	3	3	3	3	3	3	\$47,000
Loader Tractor	11	10	10	9	9	2	3	5	5	5	\$52,000
Loader Tractor	1	1	1	2	2	2	2	2	2	2	\$52,000
Loader Tractor	5	5	5	4	4	2	2	2	2	2	\$60,000
Loader Tractor	-	-	-	-	-	-	-	-	1	1	\$60,000
Loader/Backhoe	2	2	2	2	1	1	1	1	-	-	\$44,000
Loader/Backhoe	1	1	1	1	1	1	1	1	-	-	\$55,000

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
FLEET - FORESTRY, PARKS AND RECREATION

FLEET - FORESTRY, PARKS AND RECREATION Description	# of Fleet										UNIT COST (\$/vehicle)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Loader/Backhoe	-	-	-	2	2	2	2	2	2	2	\$85,000
Loader/Backhoe	1	1	1	1	1	1	-	-	-	-	\$110,000
Loader/Backhoe	1	1	1	-	-	-	-	-	-	-	\$110,000
Mini Van Cargo	1	1	1	1	1	-	-	-	-	-	\$25,000
Mini Van Cargo	-	-	-	-	-	1	1	1	1	1	\$25,000
Mini Van Passenger	1	-	-	-	-	-	-	1	1	1	\$30,000
Overseeder	-	4	4	4	4	4	4	5	5	5	\$18,500
Overseeder	-	-	1	1	1	1	1	1	1	1	\$29,000
Pump	2	-	-	-	-	-	-	-	-	-	\$500
pump	1	1	1	1	1	1	1	1	1	1	\$800
Riding Mower	1	1	1	1	3	3	3	3	2	2	\$4,000
Riding Mower	-	-	-	-	-	3	3	3	3	3	\$9,000
Riding Mower	1	1	1	1	1	1	2	2	2	2	\$23,000
Riding Mower	-	-	-	-	-	2	2	2	2	2	\$23,000
Riding Mower	1	1	1	1	1	-	-	-	-	-	\$30,000
Riding Mower	-	-	-	-	-	1	1	1	1	1	\$30,000
Riding Mower	1	1	1	-	-	-	-	-	-	-	\$45,000
Riding Mower	-	-	-	-	-	1	1	1	1	1	\$45,000
Riding Mower	-	-	-	-	-	-	1	2	3	3	\$53,000
riding mower 4wd	-	-	-	-	-	1	1	1	1	1	\$30,000
Riding Mower 4Wd	22	21	32	30	30	27	26	26	25	25	\$30,000
Riding Mower 4Wd	6	6	6	5	5	4	3	3	3	3	\$33,000
Riding Mower 4Wd	1	1	1	1	1	1	1	1	1	1	\$33,000
Riding Mower 4Wd	8	5	-	-	-	8	8	8	9	9	\$34,000
Riding Mower 4Wd	6	6	6	6	6	6	6	6	6	6	\$35,000
Riding Mower Electric	-	-	-	-	-	6	6	6	4	4	\$13,000
Riding Mower Electric	1	1	1	1	1	1	1	1	1	1	\$17,000
Riding Mower Electric	-	-	-	-	-	1	2	2	2	2	\$40,000
Riding Mower Electric	-	-	1	1	1	3	3	3	3	3	\$46,000
Riding Vacuum	1	1	1	1	1	1	1	1	1	1	\$50,000

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
FLEET - FORESTRY, PARKS AND RECREATION

FLEET - FORESTRY, PARKS AND RECREATION Description	# of Fleet										UNIT COST (\$/vehicle)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Riding Vacuum	2	2	2	2	2	2	2	2	-	-	\$58,000
Roller	-	-	-	-	1	1	1	1	1	1	\$18,000
Rototiller	1	1	3	3	3	2	2	2	2	2	\$1,600
Sand Cleaner	1	1	1	1	1	1	1	1	1	1	\$4,000
Sanding Box	1	1	1	1	1	1	1	1	1	1	\$8,000
Sidewalk Sander	7	7	7	7	7	7	7	7	6	6	\$17,000
Slide In Sander	-	1	1	1	1	1	1	1	1	1	\$2,000
Slide In Sander	-	-	-	-	-	9	10	13	14	15	\$7,100
Snowblower	-	-	-	-	-	1	2	2	2	2	\$31,000
Sod Cutter	2	2	2	2	2	2	2	2	1	1	\$6,000
Sod Cutter	1	1	1	1	1	1	1	1	1	1	\$8,700
Sprayer	-	-	1	1	1	1	1	1	1	1	\$43,000
Stage Trailer	1	1	1	1	1	1	-	-	-	-	\$285,000
Stumper	1	1	1	1	1	1	1	1	1	1	\$50,000
Stumper	-	-	-	-	-	-	-	2	2	2	\$50,000
SUV	-	-	-	-	-	-	-	-	1	1	\$24,000
SUV Hybrid	1	-	-	-	-	-	-	-	-	-	\$24,000
SUV Hybrid	2	3	3	3	3	3	2	2	2	2	\$30,000
Tilt Trailer	2	2	2	2	2	-	-	-	1	1	\$8,000
Top Dresser	4	4	4	2	2	1	-	-	-	-	\$16,000
Top Dresser	-	-	-	-	-	1	1	1	1	1	\$16,000
Tractor Mounted Tiller	-	1	1	1	1	1	1	1	-	-	\$1,000
Tractor Utility	10	10	10	10	10	6	4	4	3	3	\$43,000
Tractor Utility	6	6	6	6	6	2	2	2	1	1	\$46,000
Trailer	1	1	1	1	1	1	1	1	1	1	\$9,000
Trailer Hyd. Dump	1	1	1	1	1	-	-	-	-	-	\$35,000
Trailer Sign Board	6	4	4	4	4	4	4	4	4	4	\$10,000
Trailer Single Axle	2	2	2	2	1	1	1	1	-	-	\$7,000
Trailer Tandem Axle	1	1	1	1	1	1	1	2	2	2	\$7,000
Trailer Tandem Axle	50	46	48	46	45	46	43	43	40	40	\$7,000

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
FLEET - FORESTRY, PARKS AND RECREATION

FLEET - FORESTRY, PARKS AND RECREATION Description	# of Fleet										UNIT COST (\$/vehicle)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Trailer Tandem Axle	2	2	2	2	1	-	-	1	1	1	\$7,000
Trailer Tandem Axle	4	4	4	4	4	4	4	4	4	4	\$8,000
Trailer Tandem Axle	30	32	32	35	36	36	35	35	34	34	\$8,000
Trailer Tandem Axle	-	-	-	-	-	1	1	1	1	1	\$8,000
Trailer Tandem Axle	-	-	-	-	1	1	1	1	1	1	\$9,000
Trailer Tandem Axle	8	8	8	8	8	8	12	12	12	12	\$9,000
Trailer Tandem Axle	-	-	-	-	-	-	-	-	1	1	\$9,000
Trailer Tandem Axle	2	2	2	2	2	2	2	2	2	2	\$10,000
Trailer Triaxle	1	1	1	1	1	1	1	1	1	1	\$18,000
Truckster	1	1	1	-	-	-	-	-	-	-	\$8,000
Truckster	-	-	-	-	-	1	1	1	1	1	\$8,000
Truplay Gill	1	1	1	1	1	-	-	-	-	-	\$8,000
Turf groomer	-	-	-	-	-	-	-	-	1	1	\$20,000
Turf Maintenance Equipment	7	7	7	7	7	6	4	4	4	4	\$4,000
Turf Maintenance Equipment	1	1	1	1	1	1	-	-	-	-	\$25,475
Turf Rejuvenater	1	1	1	1	1	1	1	1	1	1	\$2,000
Turf Roller	4	4	4	4	4	-	-	-	-	-	\$2,000
Turf sprayer	-	-	-	-	-	-	-	1	1	1	\$87,000
Turf Sweeper	2	2	2	-	-	-	-	-	-	-	\$5,000
Turf Sweeper	-	-	-	-	1	1	1	1	1	1	\$15,000
Turf Sweeper	-	-	-	-	-	1	1	2	2	2	\$20,000
Turf Sweeper	-	-	-	-	-	-	2	2	2	2	\$20,000
Turf Sweeper	-	-	-	-	-	1	3	4	5	5	\$27,000
Turf Sweeper	3	3	3	2	2	2	2	2	2	2	\$47,000
Turf Vacumm	1	1	1	1	1	1	1	1	1	1	\$49,000
Utility Truckster	-	-	-	3	3	3	3	3	3	3	\$8,000
Utility Truckster	3	2	4	4	4	4	4	4	2	2	\$12,000
Utility Truckster	4	4	4	4	4	4	2	2	2	2	\$12,000
Utility Truckster	5	5	7	7	10	13	11	12	12	12	\$14,000
Utility Truckster	-	2	2	2	2	5	5	5	5	5	\$14,000
Utility Truckster	2	2	2	2	2	3	4	4	9	9	\$17,000
Utility Truckster	-	1	1	1	1	1	1	1	1	1	\$17,000
Utility Truckster	-	-	-	-	-	1	1	1	1	1	\$22,000
Utility Truckster	6	6	6	6	6	6	7	7	6	6	\$22,000
Utility Truckster	-	-	-	-	-	1	1	1	1	1	\$22,000
Utility Truckster	3	2	2	1	1	3	2	2	2	2	\$33,000

APPENDIX B.5  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
FLEET - FORESTRY, PARKS AND RECREATION

FLEET - FORESTRY, PARKS AND RECREATION Description	# of Fleet										UNIT COST (\$/vehicle)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Utility Truckster	2	3	3	3	3	3	3	3	3	3	\$33,000
Utility Truckster	1	1	-	-	-	1	1	1	1	1	\$35,000
Utility Truckster	-	-	-	-	-	1	1	1	1	1	\$35,000
Utility Vehicle	6	6	6	6	6	9	9	9	9	9	\$12,000
Utility Vehicle	1	1	1	1	1	1	1	1	1	1	\$14,000
Utility Vehicle	4	4	4	4	4	4	4	4	3	3	\$17,000
Vacuum Leaf Loader	3	3	3	3	3	2	2	2	2	2	\$21,000
Vacuum Leaf Loader	1	1	1	1	1	1	1	1	1	1	\$27,000
Van	-	1	1	1	1	1	1	1	1	1	\$28,000
Wood Chipper	3	3	3	3	3	3	3	3	2	2	\$20,000
Wood Chipper	1	1	1	1	1	1	1	1	1	1	\$28,000
Wood Chipper	-	-	-	-	-	1	1	1	1	1	\$28,000
Wood Chipper	4	4	4	4	4	4	4	3	1	1	\$35,000
Wood Chipper	-	-	-	-	-	3	3	3	3	3	\$35,000
Wood Chipper	1	1	1	1	1	1	1	2	4	4	\$45,000
Wood Chipper	-	-	-	-	-	-	-	-	2	2	\$45,000
Wood Chipper	-	-	-	-	-	-	-	-	1	1	\$45,000
Woodchipper	-	-	1	1	1	1	1	1	1	1	\$45,000
WoodChipper	-	-	-	-	-	-	-	-	1	1	\$45,000
WoodChipper	3	3	3	3	3	3	3	2	2	2	\$65,000
Zero Turn Mower	-	-	-	25	26	33	33	33	35	35	\$14,000
Zero Turn Mower	44	48	48	34	32	26	18	20	18	18	\$19,000
Zero Turn Mower	2	2	2	2	2	2	2	2	2	2	\$24,000
<b>Total (#)</b>	<b>605</b>	<b>607</b>	<b>633</b>	<b>646</b>	<b>661</b>	<b>718</b>	<b>779</b>	<b>807</b>	<b>812</b>	<b>823</b>	
<b>Total (\$000)</b>	<b>\$20,232.7</b>	<b>\$20,164.2</b>	<b>\$20,839.4</b>	<b>\$21,121.4</b>	<b>\$21,786.4</b>	<b>\$23,226.6</b>	<b>\$24,631.2</b>	<b>\$25,827.5</b>	<b>\$26,264.1</b>	<b>\$26,319.2</b>	

**APPENDIX B.5  
TABLE 1**

**CITY OF MISSISSAUGA  
CALCULATION OF SERVICE LEVELS  
RECREATION & PARKS DEVELOPMENT**

	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
<b>Historic Population</b>	695,134	704,229	713,443	715,067	716,694	718,325	719,960	721,599	729,279	730,023

**INVENTORY SUMMARY (\$000)**

Indoor Recreation	\$1,529,273.9	\$1,529,273.6	\$1,533,601.6	\$1,543,417.4	\$1,543,253.4	\$1,509,826.4	\$1,499,271.0	\$1,558,464.3	\$1,556,103.0	\$1,556,103.0
Sports Fields	\$285,250.1	\$286,814.9	\$295,577.6	\$297,863.0	\$298,213.3	\$296,177.8	\$296,490.2	\$297,677.4	\$301,713.4	\$301,593.3
Outdoor Buildings	\$258,359.6	\$262,549.6	\$292,532.0	\$293,558.6	\$288,674.4	\$295,666.8	\$295,353.8	\$297,076.6	\$296,841.0	\$300,423.5
Parkland	\$1,122,822.3	\$1,131,341.2	\$1,132,806.1	\$1,128,127.6	\$1,128,186.8	\$1,128,233.8	\$1,128,969.6	\$1,129,639.8	\$1,129,639.8	\$1,129,639.8
Park Bridges	\$49,001.6	\$52,344.0	\$52,344.0	\$52,344.0	\$52,373.0	\$52,373.0	\$52,373.0	\$52,373.0	\$52,373.0	\$52,373.0
Fleet - Forestry, Parks And Recreation	\$20,232.7	\$20,164.2	\$20,839.4	\$21,121.4	\$21,786.4	\$23,226.6	\$24,631.2	\$25,827.5	\$26,264.1	\$26,319.2
<b>Total (\$000)</b>	<b>\$3,264,940.2</b>	<b>\$3,282,487.4</b>	<b>\$3,327,700.7</b>	<b>\$3,336,431.9</b>	<b>\$3,332,487.1</b>	<b>\$3,305,504.3</b>	<b>\$3,297,088.8</b>	<b>\$3,361,058.6</b>	<b>\$3,362,934.3</b>	<b>\$3,366,451.8</b>

**SERVICE LEVEL (\$/capita)**

**Average  
Service  
Level**

Indoor Recreation	\$2,200.0	\$2,171.6	\$2,149.6	\$2,158.4	\$2,153.3	\$2,101.9	\$2,082.4	\$2,159.7	\$2,133.8	\$2,131.6	\$2,144.22
Sports Fields	\$410.35	\$407.28	\$414.30	\$416.55	\$416.10	\$412.32	\$411.81	\$412.52	\$413.71	\$413.13	\$412.81
Outdoor Buildings	\$371.67	\$372.82	\$410.03	\$410.53	\$402.79	\$411.61	\$410.24	\$411.69	\$407.03	\$411.53	\$401.99
Parkland	\$1,615.26	\$1,606.50	\$1,587.80	\$1,577.65	\$1,574.15	\$1,570.65	\$1,568.10	\$1,565.47	\$1,548.98	\$1,547.40	\$1,576.20
Park Bridges	\$70.49	\$74.33	\$73.37	\$73.20	\$73.08	\$72.91	\$72.74	\$72.58	\$71.81	\$71.74	\$72.63
Fleet - Forestry, Parks And Recreation	\$29.11	\$28.63	\$29.21	\$29.54	\$30.40	\$32.33	\$34.21	\$35.79	\$36.01	\$36.05	\$32.13
<b>Total (\$/capita)</b>	<b>\$4,696.85</b>	<b>\$4,661.11</b>	<b>\$4,664.28</b>	<b>\$4,665.90</b>	<b>\$4,649.80</b>	<b>\$4,601.68</b>	<b>\$4,579.54</b>	<b>\$4,657.79</b>	<b>\$4,611.31</b>	<b>\$4,611.43</b>	<b>\$4,639.97</b>

**CITY OF MISSISSAUGA  
CALCULATION OF MAXIMUM ALLOWABLE  
RECREATION & PARKS DEVELOPMENT**

**10-Year Funding Envelope Calculation**

10 Year Average Service Level 2009 - 2018	\$4,639.97
Net Population Growth 2019 - 2028	49,254
Maximum Allowable Funding Envelope	\$228,536,630
Less: 10% Legislated Reduction	\$22,853,663
<b>Discounted Maximum Allowable Funding Envelope</b>	<b>\$205,682,967</b>



APPENDIX B.5  
TABLE 2CITY OF MISSISSAUGA  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
RECREATION & PARKS DEVELOPMENT

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	DC Eligible Costs		
					% BTE	Replacement & BTE Shares	10% Reduction		Available DC Reserves	2019-2028	Post 2028
5.0 RECREATION & PARKS DEVELOPMENT											
5.1 Recovery of Hershey Centre Debt											
5.1.1 Principal Payment	2019	\$ 606,408	\$ -	\$ 606,408	0%	\$ -	\$ -	\$ 606,408	\$ -	\$ 606,408	\$ -
5.1.2 Principal Payment	2020	\$ 606,408	\$ -	\$ 606,408	0%	\$ -	\$ -	\$ 606,408	\$ -	\$ 606,408	\$ -
5.1.3 Principal Payment	2021	\$ 606,408	\$ -	\$ 606,408	0%	\$ -	\$ -	\$ 606,408	\$ -	\$ 606,408	\$ -
5.1.4 Principal Payment	2022	\$ 606,408	\$ -	\$ 606,408	0%	\$ -	\$ -	\$ 606,408	\$ -	\$ 606,408	\$ -
5.1.5 Principal Payment	2023	\$ 606,408	\$ -	\$ 606,408	0%	\$ -	\$ -	\$ 606,408	\$ -	\$ 606,408	\$ -
5.1.6 Principal Payment	2024	\$ 606,408	\$ -	\$ 606,408	0%	\$ -	\$ -	\$ 606,408	\$ -	\$ 606,408	\$ -
5.1.7 Principal Payment	2025	\$ 606,408	\$ -	\$ 606,408	0%	\$ -	\$ -	\$ 606,408	\$ -	\$ 606,408	\$ -
5.1.8 Principal Payment	2026	\$ 606,408	\$ -	\$ 606,408	0%	\$ -	\$ -	\$ 606,408	\$ -	\$ 606,408	\$ -
5.1.9 Principal Payment	2027	\$ 606,408	\$ -	\$ 606,408	0%	\$ -	\$ -	\$ 606,408	\$ -	\$ 606,408	\$ -
5.1.10 Principal Payment	2028	\$ 606,408	\$ -	\$ 606,408	0%	\$ -	\$ -	\$ 606,408	\$ -	\$ 606,408	\$ -
Subtotal Recovery of Hershey Centre Debt		\$ 6,064,084	\$ -	\$ 6,064,084		\$ -	\$ -	\$ 6,064,084	\$ -	\$ 6,064,084	\$ -
5.2 City Wide Recreation											
5.2.1 Community Parks Phase 1 Site Servicing,Park Amenities Churchill Meadows CC	2019	\$ 7,346,158	\$ 3,000,000	\$ 4,346,158	0%	\$ -	\$ 434,616	\$ 3,911,542	\$ 3,911,542	\$ -	\$ -
5.2.2 Burnhamthorpe CC Indoor Pool Redevelopment	2019	\$ 500,000	\$ -	\$ 500,000	100%	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -
5.2.3 Carmen Corbasson CC Indoor Pool Redevelopment	2020	2,362,700	\$ -	2,362,700	100%	\$ 2,362,700	\$ -	\$ -	\$ -	\$ -	\$ -
5.2.4 Burnhamthorpe CC Indoor Pool Redevelopment	2020	\$ 6,500,000	\$ -	\$ 6,500,000	69%	\$ 4,500,000	\$ 200,000	\$ 1,800,000	\$ -	\$ 1,800,000	\$ -
5.2.5 Community Parks Phase 1 Site Servicing,Park Amenities Churchill Meadows CC	2020	\$ 3,223,000	\$ -	\$ 3,223,000	0%	\$ -	\$ 322,300	\$ 2,900,700	\$ -	\$ 2,900,700	\$ -
5.2.6 Carmen Corbasson CC Indoor Pool Redevelopment	2021	\$ 5,650,200	\$ -	\$ 5,650,200	100%	\$ 5,650,200	\$ -	\$ -	\$ -	\$ -	\$ -
5.2.7 Burnhamthorpe CC Indoor Pool Redevelopment	2021	\$ 12,537,000	\$ -	\$ 12,537,000	84%	\$ 10,537,000	\$ 200,000	\$ 1,800,000	\$ -	\$ 1,800,000	\$ -
5.2.8 Burnhamthorpe CC Indoor Pool Redevelopment	2022	\$ 8,507,800	5,000,000	\$ 3,507,800	100%	\$ 3,507,800	\$ -	\$ -	\$ -	\$ -	\$ -
5.2.9 Carmen Corbasson CC Indoor Pool Redevelopment	2022	\$ 8,191,100	\$ -	\$ 8,191,100	51%	\$ 4,191,100	\$ 400,000	\$ 3,600,000	\$ -	\$ 3,600,000	\$ -
5.2.10 Recreation Future Directions Background Studies	2022	\$ 120,000	\$ -	\$ 120,000	0%	\$ -	\$ 12,000	\$ 108,000	\$ -	\$ 108,000	\$ -
5.2.11 South Common CC renovation - design & construction	2022	\$ 1,640,000	482,350	\$ 1,157,650	12%	\$ 139,350	\$ 101,830	\$ 916,470	\$ -	\$ 916,470	\$ -
5.2.12 Recreation Future Directions Master Plan	2023	\$ 200,000	\$ -	\$ 200,000	0%	\$ -	\$ 20,000	\$ 180,000	\$ -	\$ 180,000	\$ -
5.2.13 South Common CC renovation - design & construction	2023	\$ 1,760,000	517,650	\$ 1,242,350	12%	\$ 149,539	\$ 109,281	\$ 983,530	\$ -	\$ 983,530	\$ -
5.2.14 Carmen Corbasson CC Indoor Pool Redevelopment	2023	\$ 5,796,000	4,000,000	\$ 1,796,000	100%	\$ 1,796,000	\$ -	\$ -	\$ -	\$ -	\$ -
5.2.15 Glenforest School Pool Demolition	2023	\$ 2,000,000	\$ -	\$ 2,000,000	86%	\$ 1,711,111	\$ 28,889	\$ 260,000	\$ -	\$ 260,000	\$ -
5.2.16 Cawthra School Pool Demolition	2024	\$ 8,000,000	6,000,000	\$ 2,000,000	86%	\$ 1,711,111	\$ 28,889	\$ 260,000	\$ -	\$ 260,000	\$ -
5.2.17 South Common CC renovation - design & construction	2024	\$ 4,753,000	\$ -	\$ 4,753,000	56%	\$ 2,641,889	\$ 211,111	\$ 1,900,000	\$ -	\$ 1,900,000	\$ -
5.2.18 South Common CC renovation - design & construction	2025	\$ 3,981,000	\$ -	\$ 3,981,000	100%	\$ 3,981,000	\$ -	\$ -	\$ -	\$ -	\$ -
5.2.19 South Common CC renovation - design & construction	2026	\$ 28,666,000	\$ -	\$ 28,666,000	100%	\$ 28,666,000	\$ -	\$ -	\$ -	\$ -	\$ -
5.2.20 Cooksville Community Centre Design and Construction	2028	\$ 2,061,000	\$ -	\$ 2,061,000	0%	\$ -	\$ 206,100	\$ 1,854,900	\$ -	\$ -	\$ 1,854,900
Subtotal City Wide Recreation		\$ 113,794,958	\$ 19,000,000	\$ 94,794,958		\$ 72,044,800	\$ 2,275,016	\$ 20,475,142	\$ 3,911,542	\$ 14,708,700	\$ 1,854,900

APPENDIX B.5  
TABLE 2CITY OF MISSISSAUGA  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
RECREATION & PARKS DEVELOPMENT

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	DC Eligible Costs		
					% BTE	Replacement & BTE Shares	10% Reduction		Available DC Reserves	2019-2028	Post 2028
<b>5.3 Park Redevelopment</b>											
5.3.1 Bridges & Underpasses_BasicDev&Trail_E. of Mclaughlin-N. of Derry - Not Yet Named P_492	2021	\$ 289,000	\$ -	\$ 289,000	0%	\$ -	\$ 28,900	\$ 260,100	\$ -	\$ 260,100	\$ -
5.3.2 Park Improvements - Batting Cage - Cricket - Courtney Park Athletic Park (P_445)	2023	\$ 311,500	\$ 147,500	\$ 164,000	0%	\$ -	\$ 16,400	\$ 147,600	\$ -	\$ 147,600	\$ -
Subtotal Park Redevelopment		\$ 600,500	\$ 147,500	\$ 453,000		\$ -	\$ 45,300	\$ 407,700	\$ -	\$ 407,700	\$ -
<b>5.4 Urban Forestry</b>											
5.4.1 Arboretum/ Memorial Forest Development	2026	\$ 2,992,500	\$ -	\$ 2,992,500	0%	\$ -	\$ 299,250	\$ 2,693,250	\$ -	\$ 2,693,250	\$ -
Subtotal Urban Forestry		\$ 2,992,500	\$ -	\$ 2,992,500		\$ -	\$ 299,250	\$ 2,693,250	\$ -	\$ 2,693,250	\$ -
<b>5.5 Park Facility Installation</b>											
5.5.1 Park Development - Not Yet Named (F_408) (Pheasant Run Addition) Soccer	2019	\$ 14,000	\$ -	\$ 14,000	0%	\$ -	\$ 1,400	\$ 12,600	\$ 12,600	\$ -	\$ -
5.5.2 Outdoor Basketball - Unlit full court (2 Hoops) - Not Yet Named F_034 (Hwy10, Pinnacle/Eglinton)	2019	\$ 84,713	\$ -	\$ 84,713	0%	\$ -	\$ 8,471	\$ 76,242	\$ 76,242	\$ -	\$ -
5.5.3 Play Equipment (New) - Playground - standard - Not Yet Named F_034 (Hwy10, Pinnacle/Eglinton)	2019	\$ 73,160	\$ -	\$ 73,160	0%	\$ -	\$ 7,316	\$ 65,844	\$ 65,844	\$ -	\$ -
5.5.4 Park Development - Not Yet Named (F_408) New Basketball (Pheasant Run Addition)	2019	\$ 85,090	\$ -	\$ 85,090	0%	\$ -	\$ 8,509	\$ 76,581	\$ 21,146	\$ 55,435	\$ -
5.5.5 City Centre Development - Park Expansion - Zonta Meadows - New Spray Pad (P_294)	2019	\$ 270,900	\$ -	\$ 270,900	0%	\$ -	\$ 27,090	\$ 243,810	\$ -	\$ 243,810	\$ -
5.5.6 Basketball Hoops (New) – Location to be determined	2019	\$ 127,070	\$ -	\$ 127,070	0%	\$ -	\$ 12,707	\$ 114,363	\$ -	\$ 114,363	\$ -
5.5.7 Play Equipment (New) - Meadowvale Conservation Area (P_328)	2019	\$ 200,000	\$ -	\$ 200,000	0%	\$ -	\$ 20,000	\$ 180,000	\$ -	\$ 180,000	\$ -
5.5.8 Basketball Hoops (New) – Location to be determined	2020	\$ 127,070	\$ -	\$ 127,070	0%	\$ -	\$ 12,707	\$ 114,363	\$ -	\$ 114,363	\$ -
5.5.9 Outdoor Basketball - Unlit full court (2 Hoops) - Not Yet Named F_034 (Hwy10, Pinnacle/Eglinton)	2020	\$ 45,875	\$ -	\$ 45,875	0%	\$ -	\$ 4,588	\$ 41,288	\$ -	\$ 41,288	\$ -
5.5.10 Sports Fields (New) - Lit Artificial Turf Football Field and Track - Lincoln Alexander SS	2020	\$ 660,000	\$ 330,000	\$ 330,000	0%	\$ -	\$ 33,000	\$ 297,000	\$ -	\$ 297,000	\$ -
5.5.11 Play Equipment (New) - Playground - standard - Not Yet Named F_034 (Hwy10, Pinnacle/Eglinton)	2020	\$ 36,580	\$ -	\$ 36,580	0%	\$ -	\$ 3,658	\$ 32,922	\$ -	\$ 32,922	\$ -
5.5.12 Sports Fields - 1 Lit Softball - Design and Construction - TBD	2020	\$ 179,300	\$ -	\$ 179,300	0%	\$ -	\$ 17,930	\$ 161,370	\$ -	\$ 161,370	\$ -
5.5.13 Sports Fields - 1 Lit Softball - Design and Construction - TBD	2021	\$ 1,016,100	\$ -	\$ 1,016,100	0%	\$ -	\$ 101,610	\$ 914,490	\$ -	\$ 914,490	\$ -
5.5.14 Play Equipment (New) - Meadowvale Conservation Area (P_328)	2021	\$ 461,000	\$ -	\$ 461,000	0%	\$ -	\$ 46,100	\$ 414,900	\$ -	\$ 414,900	\$ -
5.5.15 Sports Fields (New) - Lit Artificial Turf Football Field and Track - Lincoln Alexander SS	2021	\$ 1,650,000	\$ 825,000	\$ 825,000	0%	\$ -	\$ 82,500	\$ 742,500	\$ -	\$ 742,500	\$ -
5.5.16 Sports Fields (New) - Lit Artificial Turf Football Field and Track - Lincoln Alexander SS	2022	\$ 990,000	\$ 495,000	\$ 495,000	0%	\$ -	\$ 49,500	\$ 445,500	\$ -	\$ 445,500	\$ -
5.5.17 Outdoor Basketball_Installation of unlit full court (4 hoops) - Zonta Meadows	2022	\$ 254,027	\$ -	\$ 254,027	0%	\$ -	\$ 25,403	\$ 228,624	\$ -	\$ 228,624	\$ -
5.5.18 Park Facility Installation - Leash Free Zone - Paul Coffey Park (P_059)	2022	\$ 58,500	\$ -	\$ 58,500	0%	\$ -	\$ 5,850	\$ 52,650	\$ -	\$ 52,650	\$ -
5.5.19 Spray Pads (New) - Design & Construction - Various Locations	2022	\$ 404,435	\$ -	\$ 404,435	0%	\$ -	\$ 40,444	\$ 363,992	\$ -	\$ 363,992	\$ -
5.5.20 Spray Pads (New) - Design & Construction - Zonta Meadows (P_294)	2022	\$ 404,435	\$ -	\$ 404,435	0%	\$ -	\$ 40,444	\$ 363,992	\$ -	\$ 363,992	\$ -
5.5.21 Multi Use Ramp Facility (New) - Design and Construction - Zonta Meadows Park (P294)	2022	\$ 157,500	\$ -	\$ 157,500	0%	\$ -	\$ 15,750	\$ 141,750	\$ -	\$ 141,750	\$ -
5.5.22 Multi-Use Ramp Facility Development	2023	\$ 168,000	\$ -	\$ 168,000	0%	\$ -	\$ 16,800	\$ 151,200	\$ -	\$ 151,200	\$ -
5.5.23 Play Equipment (New) - Play Site - Not Yet Named F_486 (Solmar)	2024	\$ 109,740	\$ -	\$ 109,740	0%	\$ -	\$ 10,974	\$ 98,766	\$ -	\$ 98,766	\$ -
5.5.24 BMX Bike Facility (New) - Design and Construction - Various Community Parks	2024	\$ 43,790	\$ -	\$ 43,790	0%	\$ -	\$ 4,379	\$ 39,411	\$ -	\$ 39,411	\$ -
5.5.25 Multi-Use Ramp Facility Development	2024	\$ 300,000	\$ -	\$ 300,000	0%	\$ -	\$ 30,000	\$ 270,000	\$ -	\$ 270,000	\$ -
5.5.26 Park Facility Installation - Leash Free Zone	2024	\$ 58,500	\$ -	\$ 58,500	0%	\$ -	\$ 5,850	\$ 52,650	\$ -	\$ 52,650	\$ -
5.5.27 Sports Fields - 1 Lit Baseball Diamond - Design and Construction - Location To Be Determined	2024	\$ 414,600	\$ -	\$ 414,600	0%	\$ -	\$ 41,460	\$ 373,140	\$ -	\$ 373,140	\$ -
5.5.28 Sports Fields - 1 Lit Baseball Diamond - Design and Construction - Not Yet Named (F_551) (Adjacent)	2024	\$ 414,600	\$ -	\$ 414,600	0%	\$ -	\$ 41,460	\$ 373,140	\$ -	\$ 373,140	\$ -
5.5.29 Sports Fields - Design and Construction - 2 unlit tennis courts - Various Community Parks	2024	\$ 157,200	\$ -	\$ 157,200	0%	\$ -	\$ 15,720	\$ 141,480	\$ -	\$ 141,480	\$ -

APPENDIX B.5  
TABLE 2CITY OF MISSISSAUGA  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
RECREATION & PARKS DEVELOPMENT

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	DC Eligible Costs		
					% BTE	Replacement & BTE Shares	10% Reduction		Available DC Reserves	2019-2028	Post 2028
<b>5.5 Park Facility Installation Continued</b>											
5.5.30 Play Equipment (New) - Play Site - Various Locations	2025	\$ 109,740	\$ -	\$ 109,740	0%	\$ -	\$ 10,974	\$ 98,766	\$ -	\$ 98,766	\$ -
5.5.31 Sports Fields - Design and Construction - 2 unlit tennis courts - Various Community Parks	2025	\$ 157,200	\$ -	\$ 157,200	0%	\$ -	\$ 15,720	\$ 141,480	\$ -	\$ 141,480	\$ -
5.5.32 Sports Fields - Design and Construction - 4 Lit tennis courts - Various Community Parks	2025	\$ 887,047	\$ -	\$ 887,047	0%	\$ -	\$ 88,705	\$ 798,342	\$ -	\$ 798,342	\$ -
5.5.33 Sports Fields (New) - Convert Major unlit to Lit - Various Locations	2025	\$ 350,000	\$ -	\$ 350,000	0%	\$ -	\$ 35,000	\$ 315,000	\$ -	\$ 315,000	\$ -
5.5.34 Sports Fields (New) - Convert Major unlit to Lit - Various Locations	2025	\$ 350,000	\$ -	\$ 350,000	0%	\$ -	\$ 35,000	\$ 315,000	\$ -	\$ 315,000	\$ -
5.5.35 Sports Fields (New) - Convert Major unlit to Lit - Various Locations	2025	\$ 350,000	\$ -	\$ 350,000	0%	\$ -	\$ 35,000	\$ 315,000	\$ -	\$ 315,000	\$ -
5.5.36 Sports Fields - 1 Lit Baseball Diamond - Design and Construction - Not Yet Named (F_551) (Adjacent)	2025	\$ 1,658,400	\$ -	\$ 1,658,400	0%	\$ -	\$ 165,840	\$ 1,492,560	\$ -	\$ 1,492,560	\$ -
5.5.37 Sports Fields - Design and Construction - 1 unlit tennis court - Various Community Parks	2025	\$ 101,500	\$ -	\$ 101,500	0%	\$ -	\$ 10,150	\$ 91,350	\$ -	\$ 91,350	\$ -
5.5.38 Sports Fields - 1 Lit Baseball Diamond - Design and Construction - Location To Be Determined	2025	\$ 1,658,400	\$ -	\$ 1,658,400	0%	\$ -	\$ 165,840	\$ 1,492,560	\$ -	\$ 1,492,560	\$ -
5.5.39 Play Equipment (New) - Play Site - Not Yet Named F_411 (Rogers)	2025	\$ 109,740	\$ -	\$ 109,740	0%	\$ -	\$ 10,974	\$ 98,766	\$ -	\$ 98,766	\$ -
5.5.40 BMX Bike Facility (New) - Design and Construction - Various Community Parks	2025	\$ 321,180	\$ -	\$ 321,180	0%	\$ -	\$ 32,118	\$ 289,062	\$ -	\$ 289,062	\$ -
5.5.41 Park Facility Installation - Leash Free Zone	2025	\$ 58,500	\$ -	\$ 58,500	0%	\$ -	\$ 5,850	\$ 52,650	\$ -	\$ 52,650	\$ -
5.5.42 Play Equipment (New) - Play Site - Various Locations	2026	\$ 109,740	\$ -	\$ 109,740	0%	\$ -	\$ 10,974	\$ 98,766	\$ -	\$ 98,766	\$ -
5.5.43 Park Facility Installation - Leash Free Zone	2026	\$ 58,500	\$ -	\$ 58,500	0%	\$ -	\$ 5,850	\$ 52,650	\$ -	\$ 52,650	\$ -
5.5.44 Sports Fields - Design and Construction - 4 unlit Pickleball Courts - Various Community Parks	2026	\$ 375,000	\$ -	\$ 375,000	0%	\$ -	\$ 37,500	\$ 337,500	\$ -	\$ 337,500	\$ -
5.5.45 Sports Fields - Design and Construction - 2 unlit tennis courts - Various Community Parks	2026	\$ 157,200	\$ -	\$ 157,200	0%	\$ -	\$ 15,720	\$ 141,480	\$ -	\$ 141,480	\$ -
5.5.46 Spray Pads (New) - Not Yet Named P_358 (Arsenals)	2027	\$ 394,570	\$ -	\$ 394,570	0%	\$ -	\$ 39,457	\$ 355,113	\$ -	\$ 355,113	\$ -
5.5.47 Park Facility Installation - Leash Free Zone	2027	\$ 58,500	\$ -	\$ 58,500	0%	\$ -	\$ 5,850	\$ 52,650	\$ -	\$ 52,650	\$ -
5.5.48 Play Equipment (New) - Play Site - Not Yet Named P_358 (Arsenals)	2027	\$ 109,740	\$ -	\$ 109,740	0%	\$ -	\$ 10,974	\$ 98,766	\$ -	\$ 98,766	\$ -
5.5.49 Park Facility Installation - Leash Free Zone	2028	\$ 58,500	\$ -	\$ 58,500	0%	\$ -	\$ 5,850	\$ 52,650	\$ -	\$ -	\$ 52,650
5.5.50 Sports Fields (New) - Lit Artificial Turf Soccer conversion from unlit soccer - Various Locations	2028	\$ 2,252,000	\$ -	\$ 2,252,000	0%	\$ -	\$ 225,200	\$ 2,026,800	\$ -	\$ -	\$ 2,026,800
5.5.51 Sports Fields (New) - Lit Artificial Turf Soccer conversion from unlit soccer - Various Locations	2028	\$ 2,252,000	\$ -	\$ 2,252,000	0%	\$ -	\$ 225,200	\$ 2,026,800	\$ -	\$ -	\$ 2,026,800
Subtotal Park Facility Installation		\$ 20,903,642	\$ 1,650,000	\$ 19,253,642		\$ -	\$ 1,925,364	\$ 17,328,278	\$ 175,832	\$ 13,046,196	\$ 4,106,250

APPENDIX B.5  
TABLE 2CITY OF MISSISSAUGA  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
RECREATION & PARKS DEVELOPMENT

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	DC Eligible Costs		
					% BTE	Replacement & BTE Shares	10% Reduction		Available DC Reserves	2019-2028	Post 2028
<b>5.6 Parkland Development</b>											
5.6.1 Northwest Sports Park Phase 1 Infrastructure & Park Amenities	2019	\$ 1,800,000	\$ -	\$ 1,800,000	0%	\$ -	\$ 180,000	\$ 1,620,000	\$ 1,620,000	\$ -	\$ -
5.6.2 Park Development - Not Yet Named (F_408) (Pheasant Run Addition)	2019	\$ 608,800	\$ -	\$ 608,800	0%	\$ -	\$ 60,880	\$ 547,920	\$ 547,920	\$ -	\$ -
5.6.3 Northwest Sports Park Phase 1 A - Infrastructure & Park Amenities adjacent to Community Centre	2019	\$ 2,000,000	\$ -	\$ 2,000,000	0%	\$ -	\$ 200,000	\$ 1,800,000	\$ 1,800,000	\$ -	\$ -
5.6.4 Community Parks - Design & Construction - Not Yet Named F_410 (Willow Glen)	2019	\$ 537,700	\$ -	\$ 537,700	0%	\$ -	\$ 53,770	\$ 483,930	\$ 483,930	\$ -	\$ -
5.6.5 Community Parks - Basic Dev.-F_034(Hwy10, Pinnacle/Eglinton)- Not Yet Named F_034	2019	\$ 971,971	\$ -	\$ 971,971	0%	\$ -	\$ 97,197	\$ 874,774	\$ 874,774	\$ -	\$ -
5.6.6 Community Parks - Basic Dev.-F_034(Hwy10, Pinnacle/Eglinton)- Not Yet Named F_034	2020	\$ 485,986	\$ -	\$ 485,986	0%	\$ -	\$ 48,599	\$ 437,387	\$ -	\$ 437,387	\$ -
5.6.7 Community Parks - Basic Development - Design and Construction - Twin Spruce Park (P_139)	2021	\$ 36,310	\$ -	\$ 36,310	0%	\$ -	\$ 3,631	\$ 32,679	\$ -	\$ 32,679	\$ -
5.6.8 Community Parks - Basic Development - Design and Construction - Twin Spruce Park (P_139)	2022	\$ 285,710	\$ -	\$ 285,710	0%	\$ -	\$ 28,571	\$ 257,139	\$ -	\$ 257,139	\$ -
5.6.9 Community Parks - Basic Development - construction - Not Yet Named F_486 Solmar	2022	\$ 68,700	\$ -	\$ 68,700	0%	\$ -	\$ 6,870	\$ 61,830	\$ -	\$ 61,830	\$ -
5.6.10 Community Parks - Park frontage and additional parkland - design and construction - Kariya Pk	2022	\$ 157,061	\$ -	\$ 157,061	0%	\$ -	\$ 15,706	\$ 141,355	\$ -	\$ 141,355	\$ -
5.6.11 Community Parks - Future Park Dev't for Rogers Land - Design - Not Yet Named F_411	2022	\$ 265,865	\$ -	\$ 265,865	0%	\$ -	\$ 26,587	\$ 239,279	\$ -	\$ 239,279	\$ -
5.6.12 Community Parks - Future Park Dev't for Rogers Land - Design - Not Yet Named F_411	2023	\$ 265,865	\$ -	\$ 265,865	0%	\$ -	\$ 26,587	\$ 239,279	\$ -	\$ 239,279	\$ -
5.6.13 Community Parks - Future Park Dev't for Rogers Land - Design - Not Yet Named F_411	2024	\$ 2,351,120	\$ -	\$ 2,351,120	0%	\$ -	\$ 235,112	\$ 2,116,008	\$ -	\$ 2,116,008	\$ -
5.6.14 Community Parks - Design & Cons - Credit Meadows (P_505) (Former Harris Property) - Phase 1 Park Dev	2024	\$ 201,900	\$ -	\$ 201,900	0%	\$ -	\$ 20,190	\$ 181,710	\$ -	\$ 181,710	\$ -
5.6.15 Community Parks - Basic Development - construction - Not Yet Named F_486 Solmar	2024	\$ 503,802	\$ -	\$ 503,802	0%	\$ -	\$ 50,380	\$ 453,422	\$ -	\$ 453,422	\$ -
5.6.16 Community Parks - Park frontage and additional parkland - design and construction - Kariya Pk (P_231	2024	\$ 595,320	\$ -	\$ 595,320	0%	\$ -	\$ 59,532	\$ 535,788	\$ -	\$ 535,788	\$ -
5.6.17 Northwest Sports Park Phase 2 Park Development - sport field, Natural Heritage area	2024	\$ 4,436,040	\$ -	\$ 4,436,040	0%	\$ -	\$ 443,604	\$ 3,992,436	\$ -	\$ 3,992,436	\$ -
5.6.18 Community Parks - Park frontage and additional parkland - design and construction - Kariya Pk (P_231	2025	\$ 595,320	\$ -	\$ 595,320	0%	\$ -	\$ 59,532	\$ 535,788	\$ -	\$ 535,788	\$ -
5.6.19 Northwest Sports Park Phase 2 Park Development - sport field, Natural Heritage area	2025	\$ 5,914,720	\$ -	\$ 5,914,720	0%	\$ -	\$ 591,472	\$ 5,323,248	\$ -	\$ 5,323,248	\$ -
5.6.20 Community Parks - Design & Cons - Credit Meadows (P_505) (Former Harris Property) - Phase 1 Park Dev	2025	\$ 201,900	\$ -	\$ 201,900	0%	\$ -	\$ 20,190	\$ 181,710	\$ -	\$ 181,710	\$ -
5.6.21 Community Parks - Future Park Dev't for Rogers Land - Design - Not Yet Named F_411	2025	\$ 2,351,120	\$ -	\$ 2,351,120	0%	\$ -	\$ 235,112	\$ 2,116,008	\$ -	\$ 2,116,008	\$ -
5.6.22 Community Parks - Design and Construction - Not Yet Named F_464 (Summit Homes)	2025	\$ 605,800	\$ -	\$ 605,800	0%	\$ -	\$ 60,580	\$ 545,220	\$ -	\$ 545,220	\$ -
5.6.23 Community Parks - Design and Construction - Not Yet Named P_458 (Ninth Line)	2025	\$ 2,734,600	\$ -	\$ 2,734,600	0%	\$ -	\$ 273,460	\$ 2,461,140	\$ -	\$ 2,461,140	\$ -

APPENDIX B.5  
TABLE 2

CITY OF MISSISSAUGA  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
RECREATION & PARKS DEVELOPMENT

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	DC Eligible Costs		
					% BTE	Replacement & BTE Shares	10% Reduction		Available DC Reserves	2019-2028	Post 2028
<b>5.6 Parkland Development Continued</b>											
5.6.24 Community Parks - Woodlot basic development - Ninth Line - Not Yet Named P_460	2025	\$ 255,090	\$ -	\$ 255,090	0%	\$ -	\$ 25,509	\$ 229,581	\$ -	\$ 229,581	\$ -
5.6.25 Community Parks - Design and Construction - Not Yet Named F_464 (Summit Homes)	2026	\$ 1,514,500	\$ -	\$ 1,514,500	0%	\$ -	\$ 151,450	\$ 1,363,050	\$ -	\$ 1,363,050	\$ -
5.6.26 Community Parks - Design & Cons - Credit Meadows (P_505) (Former Harris Property) - Phase 1 Park Dev	2026	\$ 1,009,500	\$ -	\$ 1,009,500	0%	\$ -	\$ 100,950	\$ 908,550	\$ -	\$ 908,550	\$ -
5.6.27 Community Parks - Woodlot basic development - Not Yet Named P_454 (Ninth Line)	2026	\$ 53,020	\$ -	\$ 53,020	0%	\$ -	\$ 5,302	\$ 47,718	\$ -	\$ 47,718	\$ -
5.6.28 Northwest Sports Park Phase 2 Park Development - sport field, Natural Heritage area	2026	\$ 2,957,360	\$ -	\$ 2,957,360	0%	\$ -	\$ 295,736	\$ 2,661,624	\$ -	\$ 2,661,624	\$ -
5.6.29 Community Parks - Basic Development - Construction - Not Yet Named P_456 (P_456) (Ninth Line)	2026	\$ 2,655,400	\$ -	\$ 2,655,400	0%	\$ -	\$ 265,540	\$ 2,389,860	\$ -	\$ 2,389,860	\$ -
5.6.30 Community Parks - Design & Cons - Credit Meadows (P_505) (Former Harris Property) - Phase 1 Park Dev	2027	\$ 605,700	\$ -	\$ 605,700	0%	\$ -	\$ 60,570	\$ 545,130	\$ -	\$ 545,130	\$ -
5.6.31 Community Parks - Design and Construction - Not Yet Named F_464 (Summit Homes)	2027	\$ 908,700	\$ -	\$ 908,700	0%	\$ -	\$ 90,870	\$ 817,830	\$ -	\$ 817,830	\$ -
5.6.32 Community Parks - Basic Development - Construction - Not Yet Named P_455 (Ninth Line)	2027	\$ 1,175,550	\$ -	\$ 1,175,550	0%	\$ -	\$ 117,555	\$ 1,057,995	\$ -	\$ 1,057,995	\$ -
5.6.33 Community Parks - Basic Development - Construction - Not Yet Named P_457 (Ninth Line)	2027	\$ 478,390	\$ -	\$ 478,390	0%	\$ -	\$ 47,839	\$ 430,551	\$ -	\$ 430,551	\$ -
5.6.34 Northwest Sports Park Phase 2 Park Development - sport field, Natural Heritage area	2027	\$ 1,478,680	\$ -	\$ 1,478,680	0%	\$ -	\$ 147,868	\$ 1,330,812	\$ -	\$ 1,330,812	\$ -
5.6.35 Community Parks - Park development - Credit River Parks Strategy - Pinchin Farm Grounds Phase 1	2025	\$ 1,542,812	\$ -	\$ 1,542,812	0%	\$ -	\$ 154,281	\$ 1,388,531	\$ -	\$ 1,388,531	\$ -
5.6.36 Community Parks - Park development - Credit River Parks Strategy - Pinchin Farm Grounds Phase 1	2026	\$ 1,542,812	\$ -	\$ 1,542,812	0%	\$ -	\$ 154,281	\$ 1,388,531	\$ -	\$ 1,388,531	\$ -
5.6.37 Greenbelt Lands - Basic Development - Construction - Not Yet Named F_322 (Adjacent to Harris)	2025	\$ 230,687	\$ -	\$ 230,687	0%	\$ -	\$ 23,069	\$ 207,618	\$ -	\$ 207,618	\$ -
5.6.38 Greenbelt Lands - Basic Development - Construction - Not Yet Named F_322 (Adjacent to Harris)	2026	\$ 230,687	\$ -	\$ 230,687	0%	\$ -	\$ 23,069	\$ 207,618	\$ -	\$ 207,618	\$ -
5.6.39 Greenbelt Lands - Design & Construction F_384 - Not Yet Named F_384	2026	\$ 39,689	\$ -	\$ 39,689	0%	\$ -	\$ 3,969	\$ 35,720	\$ -	\$ 35,720	\$ -
5.6.40 Greenbelt Lands - Design & Construction F_384 - Not Yet Named F_384	2025	\$ 86,930	\$ -	\$ 86,930	0%	\$ -	\$ 8,693	\$ 78,237	\$ -	\$ 78,237	\$ -
5.6.41 Greenbelt Lands - Design & Construction F_384 - Not Yet Named F_384	2026	\$ 86,931	\$ -	\$ 86,931	0%	\$ -	\$ 8,693	\$ 78,238	\$ -	\$ 78,238	\$ -
5.6.42 Park Development - Community Park (F_453)	2022	\$ 173,040	\$ -	\$ 173,040	0%	\$ -	\$ 17,304	\$ 155,736	\$ -	\$ 155,736	\$ -
5.6.43 Park Development - Community Park (F_453)	2023	\$ 692,160	\$ -	\$ 692,160	0%	\$ -	\$ 69,216	\$ 622,944	\$ -	\$ 622,944	\$ -
5.6.44 Parks Union Gas Pipe line Corridor Development - 9th Line East	2025	\$ 38,372	\$ -	\$ 38,372	0%	\$ -	\$ 3,837	\$ 34,535	\$ -	\$ 34,535	\$ -
5.6.45 Parks Union Gas Pipe line Corridor Development - 9th Line East	2026	\$ 217,443	\$ -	\$ 217,443	0%	\$ -	\$ 21,744	\$ 195,699	\$ -	\$ 195,699	\$ -
5.6.46 Parks Union Gas Pipe line Corridor Development - 9th Line East	2027	\$ 511,632	\$ -	\$ 511,632	0%	\$ -	\$ 51,163	\$ 460,469	\$ -	\$ 460,469	\$ -
5.6.47 Danville Park Phase 2 - South End	2028	\$ 464,400	\$ -	\$ 464,400	0%	\$ -	\$ 46,440	\$ 417,960	\$ -	\$ -	\$ 417,960
5.6.48 Parks Union Gas Pipe line Corridor Development - 9th Line East	2028	\$ 511,632	\$ -	\$ 511,632	0%	\$ -	\$ 51,163	\$ 460,469	\$ -	\$ -	\$ 460,469
Subtotal Parkland Development		\$ 47,436,726	\$ -	\$ 47,436,726		\$ -	\$ 4,743,673	\$ 42,693,053	\$ 5,326,624	\$ 36,488,000	\$ 878,429

APPENDIX B.5  
TABLE 2CITY OF MISSISSAUGA  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
RECREATION & PARKS DEVELOPMENT

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	DC Eligible Costs		
					% BTE	Replacement & BTE Shares	10% Reduction		Available DC Reserves	2019-2028	Post 2028
<b>5.7 City Wide Facilities</b>											
5.7.1 Port Credit West Village Development	2019	\$ 996,000	\$ -	\$ 996,000	0%	\$ -	\$ 99,600	\$ 896,400	\$ 896,400	\$ -	\$ -
5.7.2 City Centre Develop - Park Development - Construction - Scholar's Green (P_507) - Phase 2	2019	\$ 500,000	\$ 200,000	\$ 300,000	0%	\$ -	\$ 30,000	\$ 270,000	\$ -	\$ 270,000	\$ -
5.7.3 Park Development - Harbour West -(P_112) Marina Park	2019	\$ 583,076	\$ -	\$ 583,076	0%	\$ -	\$ 58,308	\$ 524,768	\$ -	\$ 524,768	\$ -
5.7.4 Planning and Development Studies - Future Directions review (Full) - Future Directions (BD_003)	2019	\$ 110,000	\$ -	\$ 110,000	0%	\$ -	\$ 11,000	\$ 99,000	\$ -	\$ 99,000	\$ -
5.7.5 Park Development - Harbour West -(P_112) Marina Park	2020	\$ 583,076	\$ -	\$ 583,076	0%	\$ -	\$ 58,308	\$ 524,768	\$ -	\$ 524,768	\$ -
5.7.6 City Centre Develop - Park Development - Construction - Scholar's Green (P_507) - Phase 2	2020	\$ 3,797,800	\$ 1,519,120	\$ 2,278,680	0%	\$ -	\$ 227,868	\$ 2,050,812	\$ -	\$ 2,050,812	\$ -
5.7.7 City Centre Development - Park Development Expansion - Construction - Zonta Meadows (P_294)	2020	\$ 555,994	\$ -	\$ 555,994	0%	\$ -	\$ 55,599	\$ 500,395	\$ -	\$ 500,395	\$ -
5.7.8 Future Directions background study	2020	\$ 118,800	\$ -	\$ 118,800	0%	\$ -	\$ 11,880	\$ 106,920	\$ -	\$ 106,920	\$ -
5.7.9 Port Credit Marina Development - 1 Port Street East	2020	\$ 8,350,400	\$ 7,670,400	\$ 680,000	0%	\$ -	\$ 68,000	\$ 612,000	\$ -	\$ 612,000	\$ -
5.7.10 Port Credit West Village Development	2020	\$ 996,000	\$ -	\$ 996,000	0%	\$ -	\$ 99,600	\$ 896,400	\$ -	\$ 896,400	\$ -
5.7.11 Port Credit Marina Development - 1 Port Street East	2021	\$ 19,694,000	\$ 16,694,000	\$ 3,000,000	0%	\$ -	\$ 300,000	\$ 2,700,000	\$ -	\$ 2,700,000	\$ -
5.7.12 City Centre Development - Park Development Expansion - Construction - Zonta Meadows (P_294)	2021	\$ 1,255,040	\$ -	\$ 1,255,040	0%	\$ -	\$ 125,504	\$ 1,129,536	\$ -	\$ 1,129,536	\$ -
5.7.13 Port Credit West Village Development	2021	\$ 6,180,000	\$ -	\$ 6,180,000	0%	\$ -	\$ 618,000	\$ 5,562,000	\$ -	\$ 5,562,000	\$ -
5.7.14 Bicycle/Pedestrian System_Const_FletchersCreekTrail_Sombrero Way to Donway Dr (ORT14E)	2021	\$ 315,280	\$ -	\$ 315,280	0%	\$ -	\$ 31,528	\$ 283,752	\$ -	\$ 283,752	\$ -
5.7.15 Park Development (F_304-A) - Destination Park - 1 Port Street	2021	\$ 231,000	\$ -	\$ 231,000	0%	\$ -	\$ 23,100	\$ 207,900	\$ -	\$ 207,900	\$ -
5.7.16 Park Development (F_304-B) - 1 Port Street - Promenade	2021	\$ 822,000	\$ -	\$ 822,000	0%	\$ -	\$ 82,200	\$ 739,800	\$ -	\$ 739,800	\$ -
5.7.17 Park Development (F_304-B) - 1 Port Street - Promenade	2022	\$ 822,000	\$ -	\$ 822,000	0%	\$ -	\$ 82,200	\$ 739,800	\$ -	\$ 739,800	\$ -
5.7.18 Port Credit West Village Development	2022	\$ 2,196,000	\$ -	\$ 2,196,000	0%	\$ -	\$ 219,600	\$ 1,976,400	\$ -	\$ 1,976,400	\$ -
5.7.19 City Centre Development - Park Development Expansion - Construction - Zonta Meadows (P_294)	2022	\$ 1,957,338	\$ -	\$ 1,957,338	0%	\$ -	\$ 195,734	\$ 1,761,604	\$ -	\$ 1,761,604	\$ -
5.7.20 City Centre Park Development - Design & Construction - Not Yet Named P_509 (Arbutus Way)	2022	\$ 79,500	\$ -	\$ 79,500	0%	\$ -	\$ 7,950	\$ 71,550	\$ -	\$ 71,550	\$ -
5.7.21 Park Development (F_304-A) - Destination Park - 1 Port Street	2022	\$ 231,000	\$ -	\$ 231,000	0%	\$ -	\$ 23,100	\$ 207,900	\$ -	\$ 207,900	\$ -
5.7.22 Lakeview/OPG Pier Trail - Construction	2022	\$ 795,100	\$ -	\$ 795,100	0%	\$ -	\$ 79,510	\$ 715,590	\$ -	\$ 715,590	\$ -
5.7.23 Planning and Development Studies - Future Directions review (Update) - Future Directions (BD_003)	2022	\$ 220,000	\$ -	\$ 220,000	0%	\$ -	\$ 22,000	\$ 198,000	\$ -	\$ 198,000	\$ -
5.7.24 Port Credit Marina Development - 1 Port Street East	2022	\$ 18,853,800	\$ 16,173,800	\$ 2,680,000	0%	\$ -	\$ 268,000	\$ 2,412,000	\$ -	\$ 2,412,000	\$ -
5.7.25 Port Credit Marina Development - 1 Port Street East	2023	\$ 13,601,800	\$ 10,921,800	\$ 2,680,000	0%	\$ -	\$ 268,000	\$ 2,412,000	\$ -	\$ 2,412,000	\$ -
5.7.26 Planning and Development Studies - Future Directions review (Update) - Future Directions (BD_003)	2023	\$ 110,000	\$ -	\$ 110,000	0%	\$ -	\$ 11,000	\$ 99,000	\$ -	\$ 99,000	\$ -
5.7.27 Lakeview/OPG Pier Trail - Construction	2023	\$ 3,180,300	\$ -	\$ 3,180,300	0%	\$ -	\$ 318,030	\$ 2,862,270	\$ -	\$ 2,862,270	\$ -
5.7.28 Park Development (F_304-A) - Destination Park - 1 Port Street	2023	\$ 1,386,000	\$ -	\$ 1,386,000	0%	\$ -	\$ 138,600	\$ 1,247,400	\$ -	\$ 1,247,400	\$ -
5.7.29 City Centre Development - Park Development Expansion - Construction - Zonta Meadows (P_294)	2023	\$ 611,112	\$ -	\$ 611,112	0%	\$ -	\$ 61,111	\$ 550,001	\$ -	\$ 550,001	\$ -
5.7.30 Port Credit West Village Development	2023	\$ 1,389,000	\$ -	\$ 1,389,000	0%	\$ -	\$ 138,900	\$ 1,250,100	\$ -	\$ 1,250,100	\$ -
5.7.31 City Centre Development - Downtown 21 Park Construction - Not Yet Named F_457 (Downtown 21)	2023	\$ 485,051	\$ -	\$ 485,051	0%	\$ -	\$ 48,505	\$ 436,545	\$ -	\$ 436,545	\$ -
5.7.32 Bicycle/Pedestrian System Developmnt-Lakshore Royal Windsor Trail-Credit River Crossing (ORT 02C)	2023	\$ 2,600,000	\$ 1,240,000	\$ 1,360,000	0%	\$ -	\$ 136,000	\$ 1,224,000	\$ -	\$ 1,224,000	\$ -
5.7.33 City Centre Park Development - Design & Construction - Not Yet Named P_509 (Arbutus Way)	2023	\$ 723,020	\$ 405,020	\$ 318,000	0%	\$ -	\$ 31,800	\$ 286,200	\$ -	\$ 286,200	\$ -
5.7.34 Bicycle/Pedestrian System_Design_403 Corridor/BRT Trail_Central Pkwy-Mavis Rd(ORT07D)	2023	\$ 1,568,600	\$ 627,440	\$ 941,160	0%	\$ -	\$ 94,116	\$ 847,044	\$ -	\$ 847,044	\$ -

APPENDIX B.5  
TABLE 2CITY OF MISSISSAUGA  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
RECREATION & PARKS DEVELOPMENT

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	DC Eligible Costs		
					% BTE	Replacement & BTE Shares	10% Reduction		Available DC Reserves	2019-2028	Post 2028
<b>5.7 City Wide Facilities Continued</b>											
5.7.35 City Centre Development - Downtown 21 Park Design - Not Yet Named F_458 (Downtown 21)	2023	\$ 128,216	\$ -	\$ 128,216	0%	\$ -	\$ 12,822	\$ 115,394	\$ -	\$ 115,394	\$ -
5.7.36 City Centre Development - Downtown 21 Park Construction - Not Yet Named F_458 (Downtown 21)	2023	\$ 990,924	\$ -	\$ 990,924	0%	\$ -	\$ 99,092	\$ 891,832	\$ -	\$ 891,832	\$ -
5.7.37 Park Development - Not Yet Named (F_303) - Lakeview Village (East of Lakefront Promenade Park)	2023	\$ 637,320	\$ -	\$ 637,320	0%	\$ -	\$ 63,732	\$ 573,588	\$ -	\$ 573,588	\$ -
5.7.38 Park Development (F_304-B) - 1 Port Street - Promenade	2023	\$ 4,932,000	\$ -	\$ 4,932,000	0%	\$ -	\$ 493,200	\$ 4,438,800	\$ -	\$ 4,438,800	\$ -
5.7.39 Park Development - Not Yet Named (F_303) - Lakeview Village (East of Lakefront Promenade Park)	2024	\$ 637,320	\$ -	\$ 637,320	0%	\$ -	\$ 63,732	\$ 573,588	\$ -	\$ 573,588	\$ -
5.7.40 City Centre Development - Downtown 21 Park Construction - Not Yet Named F_457 (Downtown 21)	2024	\$ 3,747,472	\$ -	\$ 3,747,472	0%	\$ -	\$ 374,747	\$ 3,372,725	\$ -	\$ 3,372,725	\$ -
5.7.41 Bicycle/Pedestrian System Developmnt-Lakshore Royal Windsor Trail-Credit River Crossing (ORT 02C)	2024	\$ 3,900,000	\$ 1,860,000	\$ 2,040,000	0%	\$ -	\$ 204,000	\$ 1,836,000	\$ -	\$ 1,836,000	\$ -
5.7.42 Port Credit West Village Development	2024	\$ 573,000	\$ -	\$ 573,000	0%	\$ -	\$ 57,300	\$ 515,700	\$ -	\$ 515,700	\$ -
5.7.43 Bicycle/Pedestrian System_Construction - Mullet Creek Trail - Folkway to Eglinton Ave(ORT15B)	2024	\$ 225,522	\$ -	\$ 225,522	0%	\$ -	\$ 22,552	\$ 202,970	\$ -	\$ 202,970	\$ -
5.7.44 Bicycle/Pedestrian System_Construction_403 Corridor/BRT Trail_MavisRd-Culham Trail(ORT07F)	2024	\$ 6,701,200	\$ 2,680,480	\$ 4,020,720	0%	\$ -	\$ 402,072	\$ 3,618,648	\$ -	\$ 3,618,648	\$ -
5.7.45 Bicycle/Pedestrian System_Desg&Const_PipelineCorridor_9th Line to 10th Line (ORT18B)	2024	\$ 486,200	\$ -	\$ 486,200	0%	\$ -	\$ 48,620	\$ 437,580	\$ -	\$ 437,580	\$ -
5.7.46 Bicycle/Pedestrian System_Design_CooksvilleCreekTrail_Eglinton Ave-South(ORT19A)	2024	\$ 190,740	\$ -	\$ 190,740	0%	\$ -	\$ 19,074	\$ 171,666	\$ -	\$ 171,666	\$ -
5.7.47 Lakeview/OPG Pier Trail - Construction	2024	\$ 2,650,200	\$ -	\$ 2,650,200	0%	\$ -	\$ 265,020	\$ 2,385,180	\$ -	\$ 2,385,180	\$ -
5.7.48 Park Development - Harbour West -(P_112) Marina Park	2024	\$ 4,214,260	\$ -	\$ 4,214,260	0%	\$ -	\$ 421,426	\$ 3,792,834	\$ -	\$ 3,792,834	\$ -
5.7.49 Park Development (F_304-A) - Destination Park - 1 Port Street	2024	\$ 462,000	\$ -	\$ 462,000	0%	\$ -	\$ 46,200	\$ 415,800	\$ -	\$ 415,800	\$ -
5.7.50 Park Development (F_304-B) - 1 Port Street - Promenade	2024	\$ 1,644,000	\$ -	\$ 1,644,000	0%	\$ -	\$ 164,400	\$ 1,479,600	\$ -	\$ 1,479,600	\$ -
5.7.51 Planning and Development Studies - Future Directions review (Update) - Future Directions (BD_003)	2024	\$ 110,000	\$ -	\$ 110,000	0%	\$ -	\$ 11,000	\$ 99,000	\$ -	\$ 99,000	\$ -
5.7.52 Planning and Development Studies_Site pre-development studies_Harding Waterfront Estate (P_389)	2025	\$ 204,079	\$ -	\$ 204,079	0%	\$ -	\$ 20,408	\$ 183,671	\$ -	\$ 183,671	\$ -
5.7.53 Park Development - Harbour West -(P_112) Marina Park	2025	\$ 8,569,967	\$ -	\$ 8,569,967	0%	\$ -	\$ 856,997	\$ 7,712,970	\$ -	\$ 7,712,970	\$ -
5.7.54 Port Credit West Village Development	2025	\$ 990,000	\$ -	\$ 990,000	0%	\$ -	\$ 99,000	\$ 891,000	\$ -	\$ 891,000	\$ -
5.7.55 Bicycle/Pedestrian System_Const_403 Corridor/BRT Trail_Culham Trail-Mississauga Rd(ORT07E)	2025	\$ 2,057,000	\$ 822,800	\$ 1,234,200	0%	\$ -	\$ 123,420	\$ 1,110,780	\$ -	\$ 1,110,780	\$ -
5.7.56 Bicycle/Pedestrian System_Const_FletchersCreekTrail_St. Lija-Derrydale Golf Course(ORT14C)	2025	\$ 778,800	\$ -	\$ 778,800	0%	\$ -	\$ 77,880	\$ 700,920	\$ -	\$ 700,920	\$ -
5.7.57 City Centre Development - Downtown 21 Park Design - Not Yet Named F_458 (Downtown 21)	2025	\$ 320,540	\$ -	\$ 320,540	0%	\$ -	\$ 32,054	\$ 288,486	\$ -	\$ 288,486	\$ -
5.7.58 City Centre Development - Downtown 21 Park Construction - Not Yet Named F_458 (Downtown 21)	2025	\$ 2,477,310	\$ -	\$ 2,477,310	0%	\$ -	\$ 247,731	\$ 2,229,579	\$ -	\$ 2,229,579	\$ -
5.7.59 Lakeview/OPG Pier Trail - Construction	2025	\$ 3,000,000	\$ -	\$ 3,000,000	0%	\$ -	\$ 300,000	\$ 2,700,000	\$ -	\$ 2,700,000	\$ -
5.7.60 Park Development - Not Yet Named (F_303) - Lakeview Village (East of Lakefront Promenade Park)	2025	\$ 3,823,920	\$ -	\$ 3,823,920	0%	\$ -	\$ 382,392	\$ 3,441,528	\$ -	\$ 3,441,528	\$ -
5.7.61 Park Development - Not Yet Named (F_303) - Lakeview Village (East of Lakefront Promenade Park)	2026	\$ 9,841,614	\$ -	\$ 9,841,614	0%	\$ -	\$ 984,161	\$ 8,857,453	\$ -	\$ 8,857,453	\$ -
5.7.62 City Centre Development - Downtown 21 Park Construction - Not Yet Named F_458 (Downtown 21)	2026	\$ 1,486,386	\$ -	\$ 1,486,386	0%	\$ -	\$ 148,639	\$ 1,337,747	\$ -	\$ 1,337,747	\$ -
5.7.63 City Centre Development - Downtown 21 Park Design - Not Yet Named F_458 (Downtown 21)	2026	\$ 192,324	\$ -	\$ 192,324	0%	\$ -	\$ 19,232	\$ 173,092	\$ -	\$ 173,092	\$ -
5.7.64 Bicycle/Pedestrian System_Const_FletchersCreekTrail_St. Lija-Derrydale Golf Course(ORT14C)	2026	\$ 778,800	\$ -	\$ 778,800	0%	\$ -	\$ 77,880	\$ 700,920	\$ -	\$ 700,920	\$ -
5.7.65 Port Credit West Village Development	2026	\$ 2,685,000	\$ -	\$ 2,685,000	0%	\$ -	\$ 268,500	\$ 2,416,500	\$ -	\$ 2,416,500	\$ -
5.7.66 Bicycle/Pedestrian System_Const_403 Corridor/BRT Trail_Culham Trail-Mississauga Rd(ORT07E)	2026	\$ 4,114,000	\$ 1,645,600	\$ 2,468,400	0%	\$ -	\$ 246,840	\$ 2,221,560	\$ -	\$ 2,221,560	\$ -
5.7.67 Bicycle/Pedestrian System_Construction_Etobicoke Creek Trail_Loreland-Queensway (ORT10B)	2026	\$ 221,100	\$ -	\$ 221,100	0%	\$ -	\$ 22,110	\$ 198,990	\$ -	\$ 198,990	\$ -
5.7.68 Bicycle/Pedestrian System_Design_403 Corridor/BRT Trail_RidgewayDr-Mississauga Rd (ORT07C)	2026	\$ 833,800	\$ 329,560	\$ 504,240	0%	\$ -	\$ 50,424	\$ 453,816	\$ -	\$ 453,816	\$ -
5.7.69 Bicycle/Pedestrian System_Design_Culham Trail - Harris Lands (ORT05D)	2026	\$ 541,400	\$ -	\$ 541,400	0%	\$ -	\$ 54,140	\$ 487,260	\$ -	\$ 487,260	\$ -
5.7.70 Waterfront Park Development - Design and Construction - Not Yet Named P_358	2026	\$ 4,242,924	\$ -	\$ 4,242,924	0%	\$ -	\$ 424,292	\$ 3,818,632	\$ -	\$ 3,818,632	\$ -
5.7.71 Park Development - Not Yet Named (F_303) - Lakeview Village (East of Lakefront Promenade Park)	2027	\$ 8,986,974	\$ -	\$ 8,986,974	0%	\$ -	\$ 898,697	\$ 8,088,277	\$ -	\$ 8,088,277	\$ -
5.7.72 Bicycle/Pedestrian System_Desg&Cons_EtobicokeCreek_ApplewoodTrail_Eastgate-Eglinton(ORT12B)	2027	\$ 483,120	\$ -	\$ 483,120	0%	\$ -	\$ 48,312	\$ 434,808	\$ -	\$ 434,808	\$ -
5.7.73 Port Credit West Village Development	2027	\$ 2,355,000	\$ -	\$ 2,355,000	0%	\$ -	\$ 235,500	\$ 2,119,500	\$ -	\$ 2,119,500	\$ -
5.7.74 Bicycle/Pedestrian System_Const_FletchersCreekTrail_Brampton Connection (ORT14B)	2027	\$ 548,658	\$ -	\$ 548,658	0%	\$ -	\$ 54,866	\$ 493,792	\$ -	\$ -	\$ 493,792

APPENDIX B.5  
TABLE 2CITY OF MISSISSAUGA  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
RECREATION & PARKS DEVELOPMENT

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	DC Eligible Costs		
					% BTE	Replacement & BTE Shares	10% Reduction		Available DC Reserves	2019-2028	Post 2028
5.7 City Wide Facilities Continued											
5.7.75 Park Development (F_304-C) - 1 Port Street - Arrival/ Gateway Park	2027	\$ 96,000	\$ -	\$ 96,000	0%	\$ -	\$ 9,600	\$ 86,400	\$ -	\$ 86,400	\$ -
5.7.76 Waterfront Park Development - Design and Construction - Not Yet Named P_358	2027	\$ 9,134,190	\$ -	\$ 9,134,190	0%	\$ -	\$ 913,419	\$ 8,220,771	\$ -	\$ 8,220,771	\$ -
5.7.77 Bicycle/Pedestrian System_Design&Const_QueenswayTrail_LincolnGreen-Credit River (ORT04A)	2027	\$ 1,337,600	\$ -	\$ 1,337,600	0%	\$ -	\$ 133,760	\$ 1,203,840	\$ -	\$ 1,203,840	\$ -
5.7.78 Bicycle/Pedestrian System_Design&Construction_410 Corridor_Park 302 (ORT13A)	2027	\$ 795,300	\$ -	\$ 795,300	0%	\$ -	\$ 79,530	\$ 715,770	\$ -	\$ 715,770	\$ -
5.7.79 Bicycle/Pedestrian System_Design&Construction-Bridge only_Bishopstoke Walk (P_194)	2027	\$ 897,270	\$ -	\$ 897,270	0%	\$ -	\$ 89,727	\$ 807,543	\$ -	\$ 807,543	\$ -
5.7.80 Bicycle/Pedestrian System_Design_403 Corridor/BRT Trail_RidgewayDr-Mississauga Rd (ORT07C)	2027	\$ 833,800	\$ 329,560	\$ 504,240	0%	\$ -	\$ 50,424	\$ 453,816	\$ -	\$ 453,816	\$ -
5.7.81 Bicycle/Pedestrian System_Design&Construction_410 Corridor-Brampton Connection(ORT13B)	2028	\$ 354,200	\$ -	\$ 354,200	0%	\$ -	\$ 35,420	\$ 318,780	\$ -	\$ 318,780	\$ -
5.7.82 Park Development - Not Yet Named (F_303) - Lakeview Village (East of Lakefront Promenade Park)	2028	\$ 25,910,922	\$ -	\$ 25,910,922	0%	\$ -	\$ 2,591,092	\$ 23,319,830	\$ -	\$ 7,840,767	\$ 15,479,062
5.7.83 Bicycle/Pedestrian System_Desg&Const_LakeshoreWaterfrontTrail_InspirationLakeview E(ORT01B)	2028	\$ 486,200	\$ -	\$ 486,200	0%	\$ -	\$ 48,620	\$ 437,580	\$ -	\$ -	\$ 437,580
5.7.84 Port Credit West Village Development	2028	\$ 14,130,000	\$ -	\$ 14,130,000	0%	\$ -	\$ 1,413,000	\$ 12,717,000	\$ -	\$ -	\$ 12,717,000
5.7.85 Bicycle/Pedestrian System_Const_Culham Trail_Barbertown Rd-Bristol Rd_Milling Lands(ORT05C)	2028	\$ 2,684,000	\$ -	\$ 2,684,000	0%	\$ -	\$ 268,400	\$ 2,415,600	\$ -	\$ -	\$ 2,415,600
5.7.86 Bicycle/Pedestrian System_Const_FletchersCreekTrail_Brampton Connection (ORT14B)	2028	\$ 751,179	\$ -	\$ 751,179	0%	\$ -	\$ 75,118	\$ 676,061	\$ -	\$ -	\$ 676,061
5.7.87 Bicycle/Pedestrian System_Construction_Cooksville Creek Trail - Bristol Rd North(ORT19B)	2028	\$ 1,045,000	\$ -	\$ 1,045,000	0%	\$ -	\$ 104,500	\$ 940,500	\$ -	\$ -	\$ 940,500
5.7.88 Waterfront Park Development - Design and Construction - Not Yet Named P_358	2028	\$ 6,364,386	\$ -	\$ 6,364,386	0%	\$ -	\$ 636,439	\$ 5,727,947	\$ -	\$ -	\$ 5,727,947
5.7.89 Park Development (F_304-C) - 1 Port Street - Arrival/ Gateway Park	2028	\$ 96,000	\$ -	\$ 96,000	0%	\$ -	\$ 9,600	\$ 86,400	\$ -	\$ -	\$ 86,400
Subtotal City Wide Facilities		\$ 252,577,223	\$ 63,119,580	\$ 189,457,643		\$ -	\$ 18,945,764	\$ 170,511,879	\$ 896,400	\$ 130,641,536	\$ 38,973,943
5.8 Municipal Fleet											
5.8.1 Vehicles & Equipment - Growth Related Equipment - Parks	2019	\$ 180,000	\$ -	\$ 180,000	0%	\$ -	\$ 18,000	\$ 162,000	\$ -	\$ 162,000	\$ -
5.8.2 Vehicles & Equipment - Growth Related Equipment - Parks	2020	\$ 180,000	\$ -	\$ 180,000	0%	\$ -	\$ 18,000	\$ 162,000	\$ -	\$ 162,000	\$ -
5.8.3 Vehicles & Equipment - Growth Related Equipment - Parks	2021	\$ 180,000	\$ -	\$ 180,000	0%	\$ -	\$ 18,000	\$ 162,000	\$ -	\$ 162,000	\$ -
5.8.4 Vehicles & Equipment - Growth Related Equipment - Parks	2022	\$ 180,000	\$ -	\$ 180,000	0%	\$ -	\$ 18,000	\$ 162,000	\$ -	\$ 162,000	\$ -
5.8.5 Vehicles & Equipment - Growth Related Equipment - Parks	2023	\$ 180,000	\$ -	\$ 180,000	0%	\$ -	\$ 18,000	\$ 162,000	\$ -	\$ 162,000	\$ -
5.8.6 Vehicles & Equipment - Growth Related Equipment - Parks	2024	\$ 180,000	\$ -	\$ 180,000	0%	\$ -	\$ 18,000	\$ 162,000	\$ -	\$ 162,000	\$ -
5.8.7 Vehicles & Equipment - Growth Related Equipment - Parks	2025	\$ 180,000	\$ -	\$ 180,000	0%	\$ -	\$ 18,000	\$ 162,000	\$ -	\$ 162,000	\$ -
5.8.8 Vehicles & Equipment - Growth Related Equipment - Parks	2026	\$ 180,000	\$ -	\$ 180,000	0%	\$ -	\$ 18,000	\$ 162,000	\$ -	\$ 162,000	\$ -
5.8.9 Vehicles & Equipment - Growth Related Equipment - Parks	2027	\$ 195,000	\$ -	\$ 195,000	0%	\$ -	\$ 19,500	\$ 175,500	\$ -	\$ 175,500	\$ -
5.8.10 Vehicles & Equipment - Growth Related Equipment - Parks	2028	\$ 180,000	\$ -	\$ 180,000	0%	\$ -	\$ 18,000	\$ 162,000	\$ -	\$ 162,000	\$ -
Subtotal Municipal Fleet		\$ 1,815,000	\$ -	\$ 1,815,000		\$ -	\$ 181,500	\$ 1,633,500	\$ -	\$ 1,633,500	\$ -
TOTAL RECREATION & PARKS DEVELOPMENT		\$ 446,184,634	\$ 83,917,080	\$ 362,267,554		\$ 72,044,800	\$ 28,415,867	\$ 261,806,887	\$ 10,310,398	\$ 205,682,967	\$ 45,813,522

**Residential Development Charge Calculation**

Residential Share of 2019 - 2028 DC Eligible Costs	100%	\$205,682,967
10-Year Growth in Population in New Units		51,399
Unadjusted Development Charge Per Capita		<b>\$4,001.69</b>

**Non-Residential Development Charge Calculation**

Non-Residential Share of 2019 - 2028 DC Eligible Costs	0%	\$0
10-Year Non-Res GFA Growth in New Space		1,799,234
Unadjusted Development Charge Per Employee		<b>\$0.00</b>

2019 - 2028 Net Funding Envelope	\$205,682,967
Reserve Fund Balance	\$10,310,398



**APPENDIX B.5  
TABLE 3**

**CITY OF MISSISSAUGA  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
RECREATION & PARKS DEVELOPMENT  
RESIDENTIAL DEVELOPMENT CHARGE  
(in \$000)**

<b>RECREATION &amp; PARKS DEVELOPMENT</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>TOTAL</b>
OPENING CASH BALANCE	\$0.0	\$11,362.9	\$14,128.6	\$13,464.7	\$13,464.6	\$9,413.0	\$646.7	(\$14,608.8)	(\$23,096.4)	(\$23,788.2)	
<b>2019 - 2028 RESIDENTIAL FUNDING REQUIREMENTS</b>											
- Recreation & Parks Development: Non Inflated	\$1,649.4	\$10,638.3	\$14,949.7	\$15,321.2	\$19,980.7	\$29,851.2	\$38,023.1	\$33,428.2	\$27,455.5	\$8,321.5	<b>\$199,618.9</b>
- Hershey Centre Debt (1)	\$606.4	\$606.4	\$606.4	\$606.4	\$606.4	\$606.4	\$606.4	\$606.4	\$606.4	\$606.4	<b>\$6,064.1</b>
- Recreation & Parks Development: Inflated	\$2,255.8	\$11,457.5	\$16,160.0	\$16,865.3	\$22,234.2	\$33,564.6	\$43,426.6	\$39,004.9	\$32,774.9	\$10,551.4	<b>\$228,295.3</b>
<b>NEW RESIDENTIAL DEVELOPMENT</b>											
- Population Growth in New Units	3,396	3,409	3,630	3,871	4,113	5,564	6,291	6,799	7,042	7,284	<b>51,399</b>
<b>REVENUE</b>											
- DC Receipts: Inflated	\$13,751.0	\$14,079.7	\$15,292.4	\$16,633.8	\$18,027.1	\$24,874.6	\$28,687.2	\$31,623.8	\$33,409.1	\$35,248.4	<b>\$231,627.2</b>
<b>INTEREST</b>											
- Interest on Opening Balance	\$0.0	\$397.7	\$494.5	\$471.3	\$471.3	\$329.5	\$22.6	(\$803.5)	(\$1,270.3)	(\$1,308.3)	<b>(\$1,195.3)</b>
- Interest on In-year Transactions	\$201.2	\$45.9	(\$23.9)	(\$6.4)	(\$115.7)	(\$239.0)	(\$405.3)	(\$203.0)	\$11.1	\$432.2	<b>(\$302.9)</b>
- Interest on Hershey Centre Debt	(\$333.5)	(\$300.2)	(\$266.8)	(\$233.5)	(\$200.1)	(\$166.8)	(\$133.4)	(\$100.1)	(\$66.7)	(\$33.4)	
<b>TOTAL REVENUE</b>	<b>\$13,618.7</b>	<b>\$14,223.2</b>	<b>\$15,496.2</b>	<b>\$16,865.2</b>	<b>\$18,182.6</b>	<b>\$24,798.3</b>	<b>\$28,171.1</b>	<b>\$30,517.3</b>	<b>\$32,083.2</b>	<b>\$34,338.9</b>	<b>\$228,294.6</b>
CLOSING CASH BALANCE	\$11,362.9	\$14,128.6	\$13,464.7	\$13,464.6	\$9,413.0	\$646.7	(\$14,608.8)	(\$23,096.4)	(\$23,788.2)	(\$0.7)	

1 Principal payments not inflated

**2019 Adjusted Charge Per Capita** **\$4,049.19**

**Allocation of Capital Program**

Residential Sector	100.0%
Non-Residential Sector	0.0%

**Rates for 2019**

Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

## APPENDIX B.6

---

### *PUBLIC WORKS SERVICES*

APPENDIX B.6  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
PUBLIC WORKS

BUILDINGS Facility Name	# of Square Feet										UNIT COST (\$/sq.ft.)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Clarkson Yrd Bldg Works - Royal Windsor Drive 2167	26,544	26,544	26,544	26,544	26,544	26,544	26,544	26,544	26,544	26,544	\$670
Clarkson Yrd Salt Dome - Royal Windsor Drive 2167	7,341	7,341	7,341	7,341	7,341	7,341	7,341	7,341	7,341	7,341	\$310
Clarkson Yrd Operational Hub - Royal Windsor Drive 2167	452	452	452	452	452	452	452	452	452	452	\$310
Clarkson Yrd Sand Dome - Royal Windsor Drive 2167	7,858	7,858	7,858	7,858	7,858	7,858	7,858	7,858	7,858	7,858	\$310
Clarkson Depot Storage Building (East)- Royal Windsor Drive 2167	3,197	3,197	3,197	3,197	3,197	3,197	3,197	3,197	3,197	3,197	\$470
Clarkson Depot Storage Building (West) - Royal Windsor Drive 2167	3,498	3,498	3,498	3,498	3,498	3,498	3,498	3,498	3,498	3,498	\$470
Malton Yard Building Works - Fir Tree Drive 7100	26,544	26,544	26,544	26,544	26,544	26,544	26,544	26,544	26,544	26,544	\$670
Malton Yard Garage - Fir Tree Drive 7100	398	398	398	398	398	398	398	398	398	398	\$310
Malton Yard Salt Dome (South) - Fir Tree Drive 7100	7,858	7,858	7,858	7,858	7,858	7,858	7,858	7,858	7,858	7,858	\$310
Malton Yard Sand Dome (North) - Fir Tree Drive 7100	7,858	7,858	7,858	7,858	7,858	7,858	7,858	7,858	7,858	7,858	\$310
Malton Yard Operational Hub - Fir Tree Drive 7100	452	452	452	452	452	452	452	452	452	452	\$310
Malton Depot Storage (North) - Fir Tree Drive 7100	3,498	3,498	3,498	3,498	3,498	3,498	3,498	3,498	3,498	3,498	\$470
Malton Depot Storage (South) - Fir Tree Drive 7100	1,873	1,873	1,873	1,873	1,873	1,873	1,873	1,873	1,873	1,873	\$470
Mavis North Green House Shed - Mavis Road 3235	861	861	861	861	861	861	861	861	861	861	\$310
Mavis South Carpentry Shop Storage Bldg - Mavis Road 3185	721	721	721	721	721	721	721	721	721	721	\$310
Mavis South Carpentry Shop - Mavis Road 3185	2,056	2,056	2,056	2,056	2,056	2,056	2,056	2,056	2,056	2,056	\$470
Mavis South Works Main Building - Mavis Road 3185	57,044	57,044	57,044	57,044	57,044	57,044	57,044	57,044	57,044	57,044	\$670
Mavis South Works Modular Office - Mavis Road 3185	4,672	4,672	4,672	4,672	4,672	4,672	4,672	4,672	4,672	4,672	\$670
Mavis Yrd Engine Repair - Mavis Road 3185	2,217	2,217	2,217	2,217	2,217	2,217	2,217	2,217	2,217	2,217	\$470
Mavis Yrd Salt Dome - Mavis Road 3185	10,959	10,959	10,959	10,959	10,959	10,959	10,959	10,959	10,959	10,959	\$310
Mavis Yrd Sand Dome - Mavis Road 3185	7,902	7,902	7,902	7,902	7,902	7,902	7,902	7,902	7,902	7,902	\$310
Mavis Yrd Operational Hub - Mavis Road 3185	484	484	484	484	484	484	484	484	484	484	\$310
Mavis Yrd Storage Area - Mavis Road 3185	1,044	1,044	1,044	1,044	1,044	1,044	1,044	1,044	1,044	1,044	\$470
Mavis Yrd South Storage building - Mavis Road 3185	8,234	8,234	8,234	8,234	8,234	8,234	8,234	8,234	8,234	8,234	\$470
Mavis Yrd North Storage building - Mavis Road 3185	-	2,799	2,799	2,799	2,799	2,799	2,799	2,799	2,799	2,799	\$470
Meadowvale Depot Main Building - Millcreek Drive 6300	17,653	17,653	17,653	17,653	17,653	17,653	17,653	17,653	17,653	17,653	\$670
Meadowvale Yard Sand Dome - Mill Creek Drive 6300	7,793	7,793	7,793	7,793	7,793	7,793	7,793	7,793	7,793	7,793	\$310
Meadowvale Yard Operational Hub - Mill Creek Drive 6300	237	237	237	237	237	366	366	366	366	366	\$310
Meadowvale Yard Salt Dome - Mill Creek Drive 6300	7,793	7,793	7,793	7,793	7,793	7,793	7,793	7,793	7,793	7,793	\$310
Meadowvale Depot Storage - Millcreek Drive 6300	4,004	4,004	4,004	4,004	4,004	4,004	4,004	4,004	4,004	4,004	\$470
<b>Total (sq.ft.)</b>	<b>231,045.0</b>	<b>233,844.0</b>	<b>233,844</b>	<b>233,844</b>	<b>233,844</b>	<b>233,973</b>	<b>233,973</b>	<b>233,973</b>	<b>233,973</b>	<b>233,973</b>	
<b>Total (\$000)</b>	<b>\$124,047.8</b>	<b>\$125,363.4</b>	<b>\$125,363.4</b>	<b>\$125,363.4</b>	<b>\$125,363.4</b>	<b>\$125,403.4</b>	<b>\$125,403.4</b>	<b>\$125,403.4</b>	<b>\$125,403.4</b>	<b>\$125,403.4</b>	

APPENDIX B.6  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
PUBLIC WORKS

LAND Facility Name	# of Hectares										UNIT COST (\$/ha)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Clarkson Depot - Royal Windsor Drive 2167	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	\$4,200,870
Malton Depot (Works & Parks) - Fir Tree Drive 7100	3.46	3.46	3.46	3.46	3.46	3.46	3.46	3.46	3.46	3.46	\$4,200,870
Mavis Parks and Works Depot - Mavis Road 3185 & 3235	6.95	6.95	6.95	6.95	6.95	6.95	6.95	6.95	6.95	6.95	\$4,200,870
Meadowvale Depot (Works & Parks) - Mill Creek Drive 6300	3.41	3.41	3.41	3.41	3.41	3.41	3.41	3.41	3.41	3.41	\$4,200,870
<b>Total (ha)</b>	<b>17.82</b>	<b>17.82</b>	<b>17.82</b>	<b>17.82</b>	<b>17.82</b>	<b>17.82</b>	<b>17.82</b>	<b>17.82</b>	<b>17.82</b>	<b>17.82</b>	
<b>Total (\$000)</b>	<b>\$74,859.5</b>	<b>\$74,859.5</b>	<b>\$74,859.5</b>	<b>\$74,859.5</b>	<b>\$74,859.5</b>	<b>\$74,859.5</b>	<b>\$74,859.5</b>	<b>\$74,859.5</b>	<b>\$74,859.5</b>	<b>\$74,859.5</b>	

APPENDIX B.6  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
PUBLIC WORKS

FLEET Description	# of Fleet										UNIT COST (\$/vehicle)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
1 Ton Crewcab	1	1	1	1	1	1	-	-	1	1	\$34,000
1 Ton Crewcab	1	1	1	1	1	1	1	1	1	1	\$38,000
1 Ton Crewcab	1	1	1	1	1	1	1	1	1	1	\$42,000
1 Ton Crewcab	1	1	1	1	1	1	2	2	2	2	\$42,000
1 Ton Crewcab	1	1	1	1	4	4	4	4	4	4	\$46,000
1 Ton Crewcab	-	1	1	1	1	1	1	1	1	1	\$52,000
1 Ton Crewcab	1	1	1	1	1	2	2	2	3	3	\$52,000
1 Ton Crewcab	1	1	1	1	1	1	1	1	1	1	\$60,000
1 Ton Cube Van	-	-	1	1	5	5	5	5	5	5	\$29,000
1 Ton Cube Van	1	1	1	1	1	1	1	1	-	-	\$50,000
1 Ton Dump Crewcab	1	-	-	-	-	-	-	-	-	-	\$51,000
1 Ton Extended Cab Compact Pickup	2	2	2	2	2	2	2	2	2	2	\$29,000
1 Ton Pickup 4 X 4	1	1	1	1	1	1	1	1	1	1	\$45,000
1 Ton Pickup 4 X 4 CFM	1	1	1	1	1	1	1	1	1	1	\$44,000
1 Ton Pickup 4 X 4 CFM	1	1	1	1	1	1	1	1	1	1	\$54,000
1 Ton Pickup 4 X 4 PT	3	3	3	3	3	-	1	1	3	3	\$50,000
1 Ton Sign Truck	1	1	1	-	-	-	-	-	-	-	\$50,000
1 Ton Van	9	9	9	9	9	6	5	5	5	5	\$33,000
1 Ton Van	1	1	1	1	1	1	1	1	1	1	\$33,000
1/2 Ton Extended Cab Pickup	-	-	-	-	1	1	1	1	1	1	\$21,000
1/2 Ton Extended Cab Pickup	18	18	18	17	14	16	17	18	17	17	\$31,000
1/2 Ton Extended Cab Pickup	1	1	1	1	1	1	1	1	-	-	\$34,000
1/2 Ton Pickup	-	-	1	1	1	1	-	-	-	-	\$28,000
1/2 Ton Pickup	1	1	1	1	1	-	-	-	-	-	\$28,000
1/2 Ton Van	1	1	1	-	-	-	-	-	-	-	\$30,000
1/2 Ton Van	1	1	1	1	1	1	1	1	-	-	\$30,000
1/2 Ton Van	-	-	-	-	-	-	-	-	1	1	\$39,000
2 Ton Crewcab Dump	13	13	13	12	12	12	11	11	11	11	\$61,000
2 Ton Crewcab Dump	2	2	2	3	3	4	4	4	3	3	\$65,000
2 Ton Crewcab Dump	5	5	6	6	7	7	7	7	7	7	\$75,000

APPENDIX B.6  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
PUBLIC WORKS

FLEET Description	# of Fleet										UNIT COST (\$/vehicle)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
2 Ton Crewcab Dump	-	1	1	1	1	1	1	1	1	1	\$101,000
2 Ton Crewcab Sign Truck	1	1	1	1	1	1	1	1	1	1	\$75,000
2 Ton Cube Van	3	3	3	3	3	3	3	3	4	4	\$57,000
2 Ton Cube Van	-	-	-	-	-	-	-	-	1	1	\$57,000
2 Ton Service Body	1	1	1	1	1	1	1	1	1	1	\$88,000
3 Ton Bucket Truck	1	1	1	1	1	1	1	1	1	1	\$135,000
3/4 Ton Pickup	2	2	2	2	2	3	3	1	1	1	\$28,000
3/4 Ton Pickup	1	1	-	-	-	-	2	2	2	2	\$32,000
3/4 Ton Pickup	1	1	1	1	-	-	-	1	1	1	\$38,000
3/4 Ton Van	3	2	2	-	-	-	-	-	2	2	\$34,000
3/4 Ton Van	4	4	4	4	4	3	2	2	1	1	\$34,000
3/4 Ton Van	6	6	6	5	3	3	3	3	3	3	\$38,000
5 Ton Dump/Sander/Plow	6	6	6	5	5	5	2	2	2	2	\$190,000
5 Ton Dump/Sander/Plow	13	13	13	13	13	13	6	-	-	-	\$200,000
5 Ton Dump/Sander/Plow	3	3	3	3	3	6	12	16	16	16	\$240,000
Aerator	1	1	1	1	1	1	1	1	1	1	\$5,000
Artic Tractor Trackless Parks	-	-	-	-	-	1	1	1	1	1	\$121,000
Artic Tractor Trackless Parks	6	6	6	6	6	6	3	3	3	3	\$125,000
Artic Tractor Trackless Parks	6	6	6	6	6	6	5	5	5	5	\$137,000
Artic Tractor Trackless Parks	2	-	-	-	-	-	-	-	-	-	\$190,000
Artic Tractor Trackless Works	-	1	1	1	1	1	1	1	2	2	\$125,000
Asphalt&concrete Saw	6	6	6	6	7	3	1	2	3	3	\$1,500
Asphalt&concrete Saw	6	5	4	4	5	5	2	1	1	1	\$2,000
Asphalt&concrete Saw	3	3	3	3	3	3	1	1	1	1	\$5,000
Equipment Attachment	2	2	2	2	2	-	-	-	-	-	\$5,000
Equipment Attachment	-	-	-	-	-	-	-	-	4	4	\$7,000
Equipment Attachment	1	1	1	1	1	1	1	1	-	-	\$8,000
Equipment Attachment	5	5	5	5	5	7	7	7	7	7	\$9,000
Equipment Attachment	-	-	-	-	-	-	-	-	4	4	\$10,000
Equipment Attachment	-	-	-	-	-	-	-	-	2	2	\$12,000
Equipment Attachment	-	-	-	-	-	-	-	-	2	2	\$14,000

APPENDIX B.6  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
PUBLIC WORKS

FLEET Description	# of Fleet										UNIT COST (\$/vehicle)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Equipment Attachment	-	-	-	-	-	-	-	-	2	2	\$25,000
Equipment Attachment	3	3	3	3	3	3	3	3	3	3	\$30,000
Equipment Attachment	-	-	-	-	-	-	-	-	2	2	\$35,000
Brushcutter	-	-	-	-	-	-	-	3	3	3	\$500
Brushcutter	-	-	-	-	-	-	2	2	7	7	\$550
Brushcutter	-	-	-	-	-	-	12	12	12	12	\$650
Brushcutter	6	6	6	7	7	7	6	6	5	5	\$700
Bucket Truck CFM	3	2	2	2	2	2	2	2	1	1	\$90,000
Carrier	-	-	-	1	1	1	1	1	1	1	\$16,000
Cement Mixer	1	1	1	1	1	-	-	-	-	-	\$1,000
Chain Saw	7	7	8	8	8	8	1	1	1	1	\$500
Chain Saw	-	-	1	1	1	1	1	-	-	-	\$3,000
Chain Saw	5	5	5	5	5	5	5	4	4	4	\$5,000
Compact Cars	-	-	-	1	1	1	-	-	1	1	\$21,000
Compact Cars	2	2	2	2	1	1	1	1	1	1	\$21,000
Compact Pickup	1	1	1	11	13	13	14	14	14	14	\$22,000
Compact Pickup	5	5	5	5	6	6	6	6	6	6	\$23,000
Compactor	2	2	2	2	2	1	-	-	-	-	\$2,300
Compressor	3	3	3	3	3	-	-	-	-	-	\$15,000
Crane Truck (HIAB)	1	1	1	1	1	1	1	1	1	1	\$23,000
Drain Cleaner	1	1	1	1	1	-	-	-	-	-	\$2,000
Emergency Generator	-	-	1	1	1	1	1	1	1	1	\$2,000
Emergency Traffic Trailer	1	1	1	1	1	1	1	1	1	1	\$10,000
Floor Sweeper Scrubber	1	1	1	1	1	1	1	1	2	2	\$65,000
Fork Lift	-	1	1	1	1	3	3	3	3	3	\$26,000
Fork Lift	1	1	1	1	1	-	-	-	-	-	\$34,000
fork lift	-	-	-	-	-	-	1	1	1	1	\$34,000
Fork Lift	3	3	3	3	3	2	2	1	1	1	\$60,000
Generator	3	2	2	2	2	-	-	-	-	-	\$600
Generator	5	5	5	5	9	7	4	4	4	4	\$3,000

APPENDIX B.6  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
PUBLIC WORKS

FLEET Description	# of Fleet										UNIT COST (\$/vehicle)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Grader	1	-	-	-	-	-	-	1	1	1	\$11,000
Grinder Concrete	-	4	4	4	4	4	4	4	4	4	\$6,500
Grinder Concrete	-	-	-	-	-	-	-	1	3	3	\$7,500
Hot Box	1	1	1	1	1	-	-	-	-	-	\$15,000
Hot Box	4	4	4	4	4	4	5	5	5	5	\$30,000
Hydro Scissor Lift	1	1	1	2	2	2	2	2	2	2	\$16,000
Large Loader 3 yd.	-	-	2	2	2	2	2	2	2	2	\$170,000
Large Loader 3 yd.	2	2	2	2	2	2	2	2	2	2	\$350,000
Large Riding Mower	-	-	-	-	-	-	1	1	1	1	\$13,000
Leaf Blower	14	14	16	17	18	19	14	14	17	17	\$800
Loader 3 yd.	3	3	1	1	1	1	1	-	-	-	\$200,000
Loader Skid Steer	1	1	1	1	1	1	1	1	1	1	\$34,000
Loader Skid Steer	2	2	2	3	3	3	3	3	3	3	\$61,000
Loader/Backhoe	-	-	-	-	-	1	1	1	1	1	\$44,000
Loader/Backhoe	2	-	-	-	-	-	-	-	-	-	\$85,000
Loader/Backhoe	-	3	3	3	3	3	3	3	3	3	\$110,000
Mid Size Car	-	-	-	-	-	-	-	1	1	1	\$30,000
Mid Size Car	-	-	-	-	-	-	-	1	1	1	\$30,000
Mid Size Car	-	-	-	-	-	-	1	1	1	1	\$30,000
Mid Size Car	5	24	12	25	13	14	14	14	13	13	\$30,000
Mid Size Car	1	1	1	1	1	3	3	3	3	3	\$30,000
Mid Size Hybrid	8	8	8	8	8	8	8	8	6	6	\$32,000
Mid Size Hybrid	2	2	2	3	3	3	2	2	2	2	\$36,000
Midsized Car Electric	-	-	1	1	1	1	1	1	1	1	\$37,000
Mini Van Cargo	-	-	-	1	1	1	1	1	1	1	\$25,000
Mini Van Cargo	1	1	1	1	1	1	1	1	1	1	\$25,000
Mini Van Cargo	1	1	1	2	2	2	2	2	2	2	\$25,000
Mini Van Cargo	-	-	-	-	-	-	-	1	1	1	\$25,000
Mini Van Passenger	1	1	1	1	-	-	-	-	-	-	\$30,000



APPENDIX B.6  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
PUBLIC WORKS

FLEET Description	# of Fleet										UNIT COST (\$/vehicle)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Mower	1	1	1	1	1	1	-	-	-	-	\$800
Paint Sprayer	4	4	4	4	4	3	3	3	5	5	\$2,000
Plate Tamper	3	3	3	3	3	1	1	1	1	1	\$2,800
Pump	-	1	6	6	6	6	2	2	4	4	\$500
pump	10	10	7	8	8	7	2	2	4	4	\$800
Riding Mower 4Wd	1	1	1	1	1	-	-	-	-	-	\$33,000
Riding Vacuum	-	-	-	1	1	1	1	1	1	1	\$58,000
Rod Runner	1	1	1	1	1	1	-	-	-	-	\$3,600
Rodiing Machine	3	2	2	2	2	-	-	-	-	-	\$1,000
Roller	4	4	4	4	4	1	-	-	-	-	\$18,000
Roller	1	1	1	1	1	-	-	-	-	-	\$40,000
Rototiller	1	1	1	1	1	1	1	1	1	1	\$1,600
Scrubber	1	1	1	2	2	2	2	2	2	2	\$14,500
Sidewalk Sander	9	7	7	7	7	6	5	5	4	4	\$17,000
Sidewalk Sander	15	15	15	15	15	15	14	14	14	14	\$21,000
Sidewalk Sweeper	2	2	2	2	2	2	-	-	-	-	\$55,000
Slide In Sander	4	4	4	4	4	4	4	4	4	4	\$7,100
Smartcar	1	1	1	1	-	-	-	-	-	-	\$25,000
Snowblower	4	8	9	9	9	9	9	9	9	9	\$1,000
Snowblower	4	4	4	4	4	4	4	4	3	3	\$3,000
Snowblower	-	1	1	1	1	1	1	1	1	1	\$31,000
Sod Cutter	3	3	3	3	3	3	1	1	1	1	\$6,000
Spare Vehicles	1	1	-	-	-	-	-	-	-	-	\$25,000
Spare Vehicles	-	-	-	-	-	1	1	1	1	1	\$26,000
Spare Vehicles	-	-	-	-	-	1	1	1	1	1	\$26,000
Spare Vehicles	1	1	1	1	1	-	-	-	-	-	\$28,000
Steamer	5	5	5	5	5	5	5	5	5	5	\$15,000
Stock Piler	-	1	1	1	1	1	1	1	1	1	\$75,000
Stock Piler	2	2	2	2	2	2	2	2	2	2	\$100,000
Stock Piler	2	1	1	1	1	1	1	1	1	1	\$110,000

APPENDIX B.6  
TABLE 1CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
PUBLIC WORKS

FLEET Description	# of Fleet										UNIT COST (\$/vehicle)
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Street Flusher	1	2	2	2	2	2	2	2	2	2	\$230,000
Stump Grinder	1	1	1	1	1	1	1	1	1	1	\$6,000
Stumpharvester	1	1	-	-	-	-	-	-	-	-	\$4,300
Stumpharvester	1	1	1	1	1	1	1	1	1	1	\$26,000
suv	-	-	-	-	-	1	3	3	8	8	\$24,000
SUV Hybrid	3	3	3	3	3	3	-	-	-	-	\$24,000
SUV Hybrid	-	-	1	1	1	1	1	1	1	1	\$30,000
SUV Hybrid	16	16	16	16	16	16	13	13	13	13	\$30,000
SUV Hybrid	1	1	1	1	1	1	1	1	1	1	\$30,000
Trailer Sign Board	3	2	2	2	2	2	-	-	-	-	\$10,000
Trailer Single Axle	1	1	1	1	1	1	-	-	-	-	\$7,000
Trailer Speed Radar	2	2	2	2	2	2	2	2	2	2	\$13,500
Trailer Tandem Axle	-	-	-	-	-	-	1	1	1	1	\$7,000
Trailer Tandem Axle	12	11	11	12	12	9	9	9	9	9	\$7,000
Trailer Tandem Axle	7	7	7	7	7	7	7	7	7	7	\$8,000
Trailer Tandem Axle	1	1	1	1	1	1	1	1	1	1	\$9,000
Trailer Tandem Axle	1	1	1	1	2	3	3	3	3	3	\$9,000
Trailer Tandem Axle	1	1	1	1	1	1	1	1	1	1	\$10,000
Utility Truckster	-	-	1	1	1	1	1	1	1	1	\$8,000
Utility Truckster	1	-	-	-	-	-	-	-	-	-	\$12,000
Utility Vehicle	-	-	-	-	-	-	-	-	1	1	\$14,000
Vacuum Leaf Loader	6	6	6	5	5	2	2	2	-	-	\$21,000
Vacuum Leaf Loader	1	1	1	1	1	1	1	1	1	1	\$27,000
Vacuum Leaf Loader	-	-	-	4	4	7	7	7	7	7	\$34,000
Vacuum Leaf Loader	14	14	14	14	14	14	14	14	14	14	\$38,000
Vacuum Leaf Loader	5	5	5	5	5	5	5	5	9	9	\$42,000
Vacuum Leaf Loader	2	2	2	2	2	2	2	2	2	2	\$47,000
Van	-	-	-	1	1	1	1	1	1	1	\$28,000
Van	1	1	2	2	2	2	3	3	3	3	\$28,000
Walk Behind Paver	-	-	-	1	1	1	1	1	1	1	\$5,000
Walk Behind Vacuum	-	1	1	1	1	1	1	1	1	1	\$1,100
<b>Total (#)</b>	<b>422</b>	<b>444</b>	<b>443</b>	<b>477</b>	<b>476</b>	<b>455</b>	<b>417</b>	<b>419</b>	<b>458</b>	<b>458</b>	
<b>Total (\$000)</b>	<b>\$17,556.9</b>	<b>\$18,215.9</b>	<b>\$17,975.8</b>	<b>\$18,612.6</b>	<b>\$18,411.9</b>	<b>\$19,091.8</b>	<b>\$17,794.8</b>	<b>\$17,404.3</b>	<b>\$18,093.9</b>	<b>\$18,093.9</b>	

**APPENDIX B.6  
TABLE 1**

**CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
PUBLIC WORKS**

<b>STANDBY EQUIPMENT Description</b>	<b>Total Value of Standby Equipment (\$)</b>									
	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
Articulated Loader Plows	\$1,357,384	\$1,475,417	\$1,475,417	\$1,475,417	\$1,475,417	\$1,475,417	\$1,290,990	\$1,290,990	\$1,290,990	\$1,290,990
Farm Tractor Plows	\$1,636,582	\$1,687,198	\$1,687,198	\$1,687,198	\$1,687,198	\$1,687,198	\$544,257	\$544,257	\$544,257	\$544,257
Graders	\$310,198	\$310,198	\$310,198	\$310,198	\$310,198	\$310,198	\$0	\$0	\$0	\$0
Loaders	\$300,329	\$300,329	\$300,329	\$300,329	\$300,329	\$300,329	\$600,657	\$600,657	\$600,657	\$600,657
Sidewalk Plows	\$2,148,184	\$2,261,246	\$2,261,246	\$2,261,246	\$2,261,246	\$2,261,246	\$2,543,901	\$2,543,901	\$2,543,901	\$2,543,901
Sidewalk Snow Blower	\$225,881	\$225,881	\$225,881	\$225,881	\$225,881	\$225,881	\$0	\$0	\$0	\$0
Single Axle Spreader/Plows	\$0	\$0	\$0	\$0	\$0	\$0	\$3,721,369	\$3,721,369	\$3,721,369	\$3,721,369
Snow Blowers	\$125,489	\$125,489	\$125,489	\$125,489	\$125,489	\$125,489	\$125,489	\$125,489	\$125,489	\$125,489
Tandem Axle Truck Plows	\$300,329	\$300,329	\$300,329	\$300,329	\$300,329	\$300,329	\$1,201,314	\$1,201,314	\$1,201,314	\$1,201,314
Tandem Axle - Dual Spinner	\$7,269,651	\$7,269,651	\$7,269,651	\$7,269,651	\$7,269,651	\$7,269,651	\$5,538,782	\$5,538,782	\$5,538,782	\$5,538,782
<b>Total (\$000)</b>	<b>\$13,674.0</b>	<b>\$13,955.7</b>	<b>\$13,955.7</b>	<b>\$13,955.7</b>	<b>\$13,955.7</b>	<b>\$13,955.7</b>	<b>\$15,566.8</b>	<b>\$15,566.8</b>	<b>\$15,566.8</b>	<b>\$15,566.8</b>

**APPENDIX B.6**  
**TABLE 1**

**CITY OF MISSISSAUGA**  
**CALCULATION OF SERVICE LEVELS**  
**PUBLIC WORKS**

	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
<b>Historic Population</b>	695,134	704,229	713,443	715,067	716,694	718,325	719,960	721,599	729,279	730,023
<b>Historic Employment</b>	<u>423,449</u>	<u>428,797</u>	<u>434,585</u>	<u>438,389</u>	<u>442,248</u>	<u>446,164</u>	<u>450,136</u>	<u>454,165</u>	<u>458,605</u>	<u>463,094</u>
<b>Total Historic Population &amp; Employment</b>	1,118,583	1,133,026	1,148,028	1,153,456	1,158,942	1,164,489	1,170,096	1,175,764	1,187,884	1,193,117

**INVENTORY SUMMARY (\$000)**

Buildings	\$124,047.8	\$125,363.4	\$125,363.4	\$125,363.4	\$125,363.4	\$125,403.4	\$125,403.4	\$125,403.4	\$125,403.4	\$125,403.4
Land	\$74,859.5	\$74,859.5	\$74,859.5	\$74,859.5	\$74,859.5	\$74,859.5	\$74,859.5	\$74,859.5	\$74,859.5	\$74,859.5
Fleet	\$17,556.9	\$18,215.9	\$17,975.8	\$18,612.6	\$18,411.9	\$19,091.8	\$17,794.8	\$17,404.3	\$18,093.9	\$18,093.9
Standby Equipment	\$13,674.0	\$13,955.7	\$13,955.7	\$13,955.7	\$13,955.7	\$13,955.7	\$15,566.8	\$15,566.8	\$15,566.8	\$15,566.8
<b>Total (\$000)</b>	<b>\$230,138.3</b>	<b>\$232,394.5</b>	<b>\$232,154.4</b>	<b>\$232,791.2</b>	<b>\$232,590.5</b>	<b>\$233,310.4</b>	<b>\$233,624.4</b>	<b>\$233,233.9</b>	<b>\$233,923.5</b>	<b>\$233,923.5</b>

**SERVICE LEVEL (\$/pop & emp)**

**Average  
Service  
Level**

Buildings	\$110.90	\$110.64	\$109.20	\$108.68	\$108.17	\$107.69	\$107.17	\$106.66	\$105.57	\$105.11	\$107.98
Land	\$66.92	\$66.07	\$65.21	\$64.90	\$64.59	\$64.29	\$63.98	\$63.67	\$63.02	\$62.74	\$64.54
Fleet	\$15.70	\$16.08	\$15.66	\$16.14	\$15.89	\$16.40	\$15.21	\$14.80	\$15.23	\$15.17	\$15.63
Standby Equipment	\$12.22	\$12.32	\$12.16	\$12.10	\$12.04	\$11.98	\$13.30	\$13.24	\$13.10	\$13.05	\$12.55
<b>Total (\$/pop &amp; emp)</b>	<b>\$205.74</b>	<b>\$205.11</b>	<b>\$202.22</b>	<b>\$201.82</b>	<b>\$200.69</b>	<b>\$200.35</b>	<b>\$199.66</b>	<b>\$198.37</b>	<b>\$196.92</b>	<b>\$196.06</b>	<b>\$200.70</b>

**CITY OF MISSISSAUGA**  
**CALCULATION OF MAXIMUM ALLOWABLE**  
**PUBLIC WORKS**

<b>10-Year Funding Envelope Calculation</b>	
10 Year Average Service Level 2009 - 2018	\$200.70
Net Population & Employment Growth 2019 - 2028	81,068
Maximum Allowable Funding Envelope	\$16,270,328
Less: Uncommitted Excess Capacity	\$0
<b>Discounted Maximum Allowable Funding Envelope</b>	<b>\$16,270,328</b>

APPENDIX B.6  
TABLE 2

CITY OF MISSISSAUGA  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
PUBLIC WORKS SERVICES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	DC Eligible Costs		
					% BTE	Replacement & BTE Shares	0% Reduction		Available DC Reserves	2019-2028	Post 2028
<b>6.0 PUBLIC WORKS SERVICES</b>											
<b>6.1 Buildings and Land</b>											
6.1.1 Loreland Works Yard	2020	\$ 7,950,000	\$ -	\$ 7,950,000	10%	\$ 795,000	\$ -	\$ 7,155,000	\$ 7,155,000	\$ -	\$ -
6.1.2 Loreland Works Yard	2021	\$ 6,750,000	\$ -	\$ 6,750,000	10%	\$ 675,000	\$ -	\$ 6,075,000	\$ 1,509,716	\$ 4,565,284	\$ -
6.1.3 Permanent Snow Storage Sites - Central District	2021	\$ 3,000,000	\$ -	\$ 3,000,000	0%	\$ -	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000	\$ -
6.1.4 Loreland Works Yard	2022	\$ 10,000,000	\$ -	\$ 10,000,000	10%	\$ 1,000,000	\$ -	\$ 9,000,000	\$ -	\$ 7,495,044	\$ 1,504,956
6.1.5 North Central Works Yard	2023	\$ 4,900,000	\$ -	\$ 4,900,000	0%	\$ -	\$ -	\$ 4,900,000	\$ -	\$ -	\$ 4,900,000
Subtotal Buildings and Land		\$ 32,600,000	\$ -	\$ 32,600,000		\$ 2,470,000	\$ -	\$ 30,130,000	\$ 8,664,716	\$ 15,060,328	\$ 6,404,956
<b>6.2 Vehicles &amp; Equipment</b>											
6.2.1 New Vehicles & Equipment	2019	\$ 195,000	\$ -	\$ 195,000	0%	\$ -	\$ -	\$ 195,000	\$ 195,000	\$ -	\$ -
6.2.2 New Vehicles & Equipment	2020	\$ 195,000	\$ -	\$ 195,000	0%	\$ -	\$ -	\$ 195,000	\$ 195,000	\$ -	\$ -
6.2.3 New Vehicles & Equipment	2021	\$ 195,000	\$ -	\$ 195,000	0%	\$ -	\$ -	\$ 195,000	\$ 195,000	\$ -	\$ -
6.2.4 New Vehicles & Equipment	2022	\$ 195,000	\$ -	\$ 195,000	0%	\$ -	\$ -	\$ 195,000	\$ -	\$ 195,000	\$ -
6.2.5 New Vehicles & Equipment	2023	\$ 195,000	\$ -	\$ 195,000	0%	\$ -	\$ -	\$ 195,000	\$ -	\$ 195,000	\$ -
6.2.6 New Vehicles & Equipment	2024	\$ 195,000	\$ -	\$ 195,000	0%	\$ -	\$ -	\$ 195,000	\$ -	\$ -	\$ 195,000
6.2.7 New Vehicles & Equipment	2025	\$ 195,000	\$ -	\$ 195,000	0%	\$ -	\$ -	\$ 195,000	\$ -	\$ -	\$ 195,000
6.2.8 New Vehicles & Equipment	2026	\$ 195,000	\$ -	\$ 195,000	0%	\$ -	\$ -	\$ 195,000	\$ -	\$ -	\$ 195,000
6.2.9 New Vehicles & Equipment	2027	\$ 195,000	\$ -	\$ 195,000	0%	\$ -	\$ -	\$ 195,000	\$ -	\$ -	\$ 195,000
6.2.10 New Vehicles & Equipment	2028	\$ 195,000	\$ -	\$ 195,000	0%	\$ -	\$ -	\$ 195,000	\$ -	\$ -	\$ 195,000
Subtotal Vehicles & Equipment		\$ 1,950,000	\$ -	\$ 1,950,000		\$ -	\$ -	\$ 1,950,000	\$ 585,000	\$ 390,000	\$ 975,000

APPENDIX B.6  
TABLE 2CITY OF MISSISSAUGA  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
PUBLIC WORKS SERVICES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	DC Eligible Costs		
					% BTE	Replacement & BTE Shares	0% Reduction		Available DC Reserves	2019-2028	Post 2028
<b>6.3 Winter Maintenance Vehicles</b>											
6.3.1 Provision for Increased Equipment Rental	2019	\$ 150,000	\$ -	\$ 150,000	0%	\$ -	\$ -	\$ 150,000	\$ -	\$ 150,000	\$ -
6.3.2 Provision for Increased Equipment Rental	2020	\$ 150,000	\$ -	\$ 150,000	0%	\$ -	\$ -	\$ 150,000	\$ -	\$ 150,000	\$ -
6.3.3 Provision for Increased Equipment Rental	2021	\$ 150,000	\$ -	\$ 150,000	0%	\$ -	\$ -	\$ 150,000	\$ -	\$ 150,000	\$ -
6.3.4 Provision for Increased Equipment Rental	2022	\$ 150,000	\$ -	\$ 150,000	0%	\$ -	\$ -	\$ 150,000	\$ -	\$ 150,000	\$ -
6.3.5 Provision for Increased Equipment Rental	2023	\$ 150,000	\$ -	\$ 150,000	0%	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ 150,000
6.3.6 Provision for Increased Equipment Rental	2024	\$ 150,000	\$ -	\$ 150,000	0%	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ 150,000
6.3.7 Provision for Increased Equipment Rental	2025	\$ 150,000	\$ -	\$ 150,000	0%	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ 150,000
6.3.8 Provision for Increased Equipment Rental	2026	\$ 150,000	\$ -	\$ 150,000	0%	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ 150,000
6.3.9 Provision for Increased Equipment Rental	2027	\$ 150,000	\$ -	\$ 150,000	0%	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ 150,000
6.3.10 Provision for Increased Equipment Rental	2028	\$ 150,000	\$ -	\$ 150,000	0%	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ 150,000
Subtotal Winter Maintenance Vehicles		\$ 1,500,000	\$ -	\$ 1,500,000		\$ -	\$ -	\$ 1,500,000	\$ -	\$ 600,000	\$ 900,000
<b>6.4 Development-Related Studies</b>											
6.4.1 North Central Works Yard Feasibility Study	2022	\$ 100,000	\$ -	\$ 100,000	0%	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000	\$ -
6.4.2 North Central Works Yard Feasibility Study	2024	\$ 120,000	\$ -	\$ 120,000	0%	\$ -	\$ -	\$ 120,000	\$ -	\$ 120,000	\$ -
Subtotal Development-Related Studies		\$ 220,000	\$ -	\$ 220,000		\$ -	\$ -	\$ 220,000	\$ -	\$ 220,000	\$ -
<b>TOTAL PUBLIC WORKS SERVICES</b>		<b>\$ 36,270,000</b>	<b>\$ -</b>	<b>\$ 36,270,000</b>		<b>\$ 2,470,000</b>	<b>\$ -</b>	<b>\$ 33,800,000</b>	<b>\$ 9,249,716</b>	<b>\$ 16,270,328</b>	<b>\$ 8,279,956</b>

**Residential Development Charge Calculation**

Residential Share of 2019 - 2028 DC Eligible Costs	60.0%	\$9,762,197
10-Year Growth in Population in New Units		51,399
Unadjusted Development Charge Per Capita		<b>\$189.93</b>

**Non-Residential Development Charge Calculation**

Non-Residential Share of 2019 - 2028 DC Eligible Costs	40.0%	\$6,508,131
10-Year Non-Res GFA Growth in New Space		1,897,284
Unadjusted Development Charge Per Employee		<b>\$3.43</b>

2019 - 2028 Net Funding Envelope	\$16,270,328
Reserve Fund Balance	\$9,249,716

**APPENDIX B.6  
TABLE 3**

**CITY OF MISSISSAUGA  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
PUBLIC WORKS SERVICES  
RESIDENTIAL DEVELOPMENT CHARGE  
(in \$000)**

<b>PUBLIC WORKS SERVICES</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>TOTAL</b>
OPENING CASH BALANCE	\$0.00	\$635.62	\$1,309.03	(\$2,777.14)	(\$7,236.25)	(\$6,809.78)	(\$5,949.77)	(\$4,759.95)	(\$3,349.40)	(\$1,766.85)	
2019 - 2028 RESIDENTIAL FUNDING REQUIREMENTS											
- Public Works Services: Non Inflated	\$90.0	\$90.0	\$4,629.2	\$4,764.0	\$117.0	\$72.0	\$0.0	\$0.0	\$0.0	\$0.0	<b>\$9,762.2</b>
- Public Works Services: Inflated	\$90.0	\$91.8	\$4,816.2	\$5,055.6	\$126.6	\$79.5	\$0.0	\$0.0	\$0.0	\$0.0	<b>\$10,259.8</b>
NEW RESIDENTIAL DEVELOPMENT											
- Population Growth in New Units	3,396	3,409	3,630	3,871	4,113	5,564	6,291	6,799	7,042	7,284	<b>51,399</b>
REVENUE											
- DC Receipts: Inflated	\$714.7	\$731.8	\$794.8	\$864.5	\$936.9	\$1,292.8	\$1,491.0	\$1,643.6	\$1,736.4	\$1,832.0	<b>\$12,038.4</b>
INTEREST											
- Interest on Opening Balance	\$0.0	\$22.2	\$45.8	(\$152.7)	(\$398.0)	(\$374.5)	(\$327.2)	(\$261.8)	(\$184.2)	(\$97.2)	<b>(\$1,727.6)</b>
- Interest on In-year Transactions	\$10.9	\$11.2	(\$110.6)	(\$115.3)	\$14.2	\$21.2	\$26.1	\$28.8	\$30.4	\$32.1	<b>(\$51.0)</b>
TOTAL REVENUE	\$725.6	\$765.2	\$730.0	\$596.5	\$553.1	\$939.5	\$1,189.8	\$1,410.6	\$1,582.5	\$1,766.9	<b>\$10,259.8</b>
CLOSING CASH BALANCE	\$635.6	\$1,309.0	(\$2,777.1)	(\$7,236.2)	(\$6,809.8)	(\$5,949.8)	(\$4,760.0)	(\$3,349.4)	(\$1,766.9)	\$0.0	

**2019 Adjusted Charge Per Capita**

**\$210.45**

**Allocation of Capital Program**

Residential Sector	60.0%
Non-Residential Sector	40.0%

**Rates for 2019**

Inflation Rate:	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

**APPENDIX B.6  
TABLE 3**

**CITY OF MISSISSAUGA  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
PUBLIC WORKS SERVICES  
NON-RESIDENTIAL DEVELOPMENT CHARGE  
(in \$000)**

<b>PUBLIC WORKS SERVICES</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>TOTAL</b>
OPENING CASH BALANCE	\$0.00	\$807.03	\$1,663.88	(\$653.87)	(\$3,474.17)	(\$3,062.77)	(\$2,579.83)	(\$1,998.98)	(\$1,368.83)	(\$711.02)	
2019 - 2028 NON-RESIDENTIAL FUNDING REQUIREMENTS											
- Public Works Services: Non Inflated	\$60.0	\$60.0	\$3,086.1	\$3,176.0	\$78.0	\$48.0	\$0.0	\$0.0	\$0.0	\$0.0	<b>\$6,508.1</b>
- Public Works Services: Inflated	\$60.0	\$61.2	\$3,210.8	\$3,370.4	\$84.4	\$53.0	\$0.0	\$0.0	\$0.0	\$0.0	<b>\$6,839.8</b>
NEW NON-RESIDENTIAL DEVELOPMENT											
- Non-Residential GFA	233,030	234,462	235,860	170,028	170,722	171,488	172,279	172,957	167,964	168,494	<b>1,897,284</b>
REVENUE											
- DC Receipts: Inflated	\$853.1	\$875.6	\$898.4	\$660.6	\$676.6	\$693.2	\$710.3	\$727.4	\$720.5	\$737.2	<b>\$7,552.8</b>
INTEREST											
- Interest on Opening Balance	\$0.0	\$28.2	\$58.2	(\$36.0)	(\$191.1)	(\$168.5)	(\$141.9)	(\$109.9)	(\$75.3)	(\$39.1)	<b>(\$675.2)</b>
- Interest on In-year Transactions	\$13.9	\$14.3	(\$63.6)	(\$74.5)	\$10.4	\$11.2	\$12.4	\$12.7	\$12.6	\$12.9	<b>(\$37.7)</b>
TOTAL REVENUE	\$867.0	\$918.1	\$893.0	\$550.1	\$495.8	\$535.9	\$580.8	\$630.1	\$657.8	\$711.0	<b>\$6,839.8</b>
CLOSING CASH BALANCE	\$807.0	\$1,663.9	(\$653.9)	(\$3,474.2)	(\$3,062.8)	(\$2,579.8)	(\$1,999.0)	(\$1,368.8)	(\$711.0)	\$0.0	

**2019 Adjusted Charge Per Sq.M.**

**\$3.66**

**Allocation of Capital Program**

Residential Sector 60.0%

Non-Residential Sector 40.0%

**Rates for 2019**

Inflation Rate 2.0%

Interest Rate on Positive Balances 3.5%

Interest Rate on Negative Balances 5.5%



## APPENDIX B.7

---

### *PARKING SERVICES*

**APPENDIX B.7  
TABLE 1**

**CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
PARKING SERVICES**

<b>UNDERGROUND PARKING</b> <b>Facility Name</b>	<b># of Underground Parking Spaces</b>										<b>UNIT COST</b> <b>(\$/space)</b>
	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	
Bicycle Parking Facility (multiple bike spaces)	-	-	2	2	2	2	2	2	2	2	\$59,000
Central Library	408	408	392	392	392	392	392	392	392	392	\$72,600
Civic Centre	443	443	420	420	420	420	420	420	420	420	\$72,600
Living Arts Centre	434	434	434	434	434	434	434	434	434	434	\$72,600
Meter - Pay & Display	58	58	58	58	58	64	64	64	64	64	\$9,600
<b>Total (#)</b>	<b>1,343</b>	<b>1,343</b>	<b>1,306</b>	<b>1,306</b>	<b>1,306</b>	<b>1,312</b>	<b>1,312</b>	<b>1,312</b>	<b>1,312</b>	<b>1,312</b>	
<b>Total (\$000)</b>	<b>\$93,847.8</b>	<b>\$93,847.8</b>	<b>\$91,134.4</b>	<b>\$91,134.4</b>	<b>\$91,134.4</b>	<b>\$91,192.0</b>	<b>\$91,192.0</b>	<b>\$91,192.0</b>	<b>\$91,192.0</b>	<b>\$91,192.0</b>	

<b>ON-STREET PARKING</b> <b>Description</b>	<b># of On-Street Parking Spaces</b>										<b>UNIT COST</b> <b>(\$/unit)</b>
	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	
Meter - Single Head	70	70	70	70	70	70	70	70	18	18	\$650
Meter - Pay & Display	110	110	110	110	110	119	119	119	153	176	\$9,600
Parking Space	688	688	728	738	738	798	798	798	1,056	1,126	\$3,290
Land - City Centre	313	313	353	363	363	423	423	423	461	491	\$34,600
Land - Other	375	375	375	375	375	375	375	375	595	635	\$8,400
<b>Total (#)</b>	<b>1,556</b>	<b>1,556</b>	<b>1,636</b>	<b>1,656</b>	<b>1,656</b>	<b>1,785</b>	<b>1,785</b>	<b>1,785</b>	<b>2,283</b>	<b>2,446</b>	
<b>Total (\$000)</b>	<b>\$17,344.8</b>	<b>\$17,344.8</b>	<b>\$18,860.4</b>	<b>\$19,239.3</b>	<b>\$19,239.3</b>	<b>\$21,599.1</b>	<b>\$21,599.1</b>	<b>\$21,599.1</b>	<b>\$25,903.3</b>	<b>\$27,728.4</b>	

**APPENDIX B.7  
TABLE 1**

**CITY OF MISSISSAUGA  
INVENTORY OF CAPITAL ASSETS  
PARKING SERVICES**

<b>OFF-STREET PARKING Description</b>	<b># of Off-Street Parking Spaces</b>										<b>UNIT COST (\$/unit)</b>
	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	
Meter - Pay & Display	-	-	-	-	-	9	9	12	12	11	\$9,600
Parking Spaces	692	645	645	645	645	645	645	645	645	645	\$3,290
Parking Spaces - Downtown	-	365	365	365	388	384	384	384	384	384	\$5,100
Land-Other (square metres)	115,317	115,317	115,317	115,317	115,317	115,317	115,317	115,317	115,317	115,317	\$420
Land-City Centre (square metres)	-	32,236	32,236	32,236	32,551	32,551	32,551	32,551	32,551	32,551	\$1,730
<b>Total (#)</b>	<b>116,009</b>	<b>148,563</b>	<b>148,563</b>	<b>148,563</b>	<b>148,901</b>	<b>148,906</b>	<b>148,906</b>	<b>148,909</b>	<b>148,909</b>	<b>148,908</b>	
<b>Total (\$000)</b>	<b>\$50,709.8</b>	<b>\$108,185.0</b>	<b>\$108,185.0</b>	<b>\$108,185.0</b>	<b>\$108,847.2</b>	<b>\$108,913.2</b>	<b>\$108,913.2</b>	<b>\$108,942.0</b>	<b>\$108,942.0</b>	<b>\$108,932.4</b>	

**APPENDIX B.7  
TABLE 1**

**CITY OF MISSISSAUGA  
CALCULATION OF SERVICE LEVELS  
PARKING SERVICES**

	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
<b>Historic Population</b>	695,134	704,229	713,443	715,067	716,694	718,325	719,960	721,599	729,279	730,023
<b>Historic Employment</b>	<u>423,449</u>	<u>428,797</u>	<u>434,585</u>	<u>438,389</u>	<u>442,248</u>	<u>446,164</u>	<u>450,136</u>	<u>454,165</u>	<u>458,605</u>	<u>463,094</u>
<b>Total Historic Population &amp; Employment</b>	1,118,583	1,133,026	1,148,028	1,153,456	1,158,942	1,164,489	1,170,096	1,175,764	1,187,884	1,193,117

**INVENTORY SUMMARY (\$000)**

Underground Parking	\$93,847.8	\$93,847.8	\$91,134.4	\$91,134.4	\$91,134.4	\$91,192.0	\$91,192.0	\$91,192.0	\$91,192.0	\$91,192.0
On-Street Parking	\$17,344.8	\$17,344.8	\$18,860.4	\$19,239.3	\$19,239.3	\$21,599.1	\$21,599.1	\$21,599.1	\$25,903.3	\$27,728.4
Off-Street Parking	\$50,709.8	\$108,185.0	\$108,185.0	\$108,185.0	\$108,847.2	\$108,913.2	\$108,913.2	\$108,942.0	\$108,942.0	\$108,932.4
<b>Total (\$000)</b>	<b>\$161,902.4</b>	<b>\$219,377.6</b>	<b>\$218,179.8</b>	<b>\$218,558.7</b>	<b>\$219,220.9</b>	<b>\$221,704.3</b>	<b>\$221,704.3</b>	<b>\$221,733.1</b>	<b>\$226,037.4</b>	<b>\$227,852.9</b>

**SERVICE LEVEL (\$/pop & emp)**

**Average  
Service  
Level**

Underground Parking	\$83.90	\$82.83	\$79.38	\$79.01	\$78.64	\$78.31	\$77.94	\$77.56	\$76.77	\$76.43	\$79.08
On-Street Parking	\$15.51	\$15.31	\$16.43	\$16.68	\$16.60	\$18.55	\$18.46	\$18.37	\$21.81	\$23.24	\$18.09
Off-Street Parking	\$45.33	\$95.48	\$94.24	\$93.79	\$93.92	\$93.53	\$93.08	\$92.66	\$91.71	\$91.30	\$88.50
<b>Total (\$/pop &amp; emp)</b>	<b>\$144.74</b>	<b>\$193.62</b>	<b>\$190.05</b>	<b>\$189.48</b>	<b>\$189.16</b>	<b>\$190.39</b>	<b>\$189.48</b>	<b>\$188.59</b>	<b>\$190.29</b>	<b>\$190.97</b>	<b>\$185.68</b>

**CITY OF MISSISSAUGA  
CALCULATION OF MAXIMUM ALLOWABLE  
PARKING SERVICES**

<b>10-Year Funding Envelope Calculation</b>	
10-Year Average Service Level 2003 - 2012	\$185.68
Net Population & Employment Growth 2019 - 2028	81,068
Maximum Allowable Funding Envelope	\$15,052,688
Less: 10% Legislated Reduction	\$1,505,269
<b>Discounted Maximum Allowable Funding Envelope</b>	<b>\$13,547,419</b>

APPENDIX B.7  
TABLE 2

CITY OF MISSISSAUGA  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
PARKING SERVICES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	DC Eligible Costs		
					% BTE	Replacement & BTE Shares	10% Reduction		Available DC Reserves	2019-2028	Post 2028
<b>7.0 PARKING SERVICES</b>											
<b>7.1 Parking Structures</b>											
7.1.1 Downtown - Municipal Parking Structure	2022	\$ 15,000,000	\$ -	\$ 15,000,000	15%	\$ 2,250,000	\$ 1,275,000	\$ 11,475,000	\$ 3,858,434	\$ 7,616,566	\$ -
7.1.2 Downtown - Municipal Parking Structure	2023	\$ 15,000,000	\$ -	\$ 15,000,000	15%	\$ 2,250,000	\$ 1,275,000	\$ 11,475,000	\$ -	\$ 5,737,500	\$ 5,737,500
7.1.3 Port Credit - Municipal Parking Structure	2023	\$ 30,000,000	\$ -	\$ 30,000,000	15%	\$ 4,500,000	\$ 2,550,000	\$ 22,950,000	\$ -	\$ -	\$ 22,950,000
Subtotal Parking Structures		\$ 60,000,000	\$ -	\$ 60,000,000		\$ 9,000,000	\$ 5,100,000	\$ 45,900,000	\$ 3,858,434	\$ 13,354,066	\$ 28,687,500
<b>7.2 Parking Studies</b>											
7.2.1 Feasibility Study-Port Credit Parking	2019	\$ 200,000	\$ 30,000	\$ 170,000	0%	\$ -	\$ 17,000	\$ 153,000	\$ -	\$ 153,000	\$ -
Subtotal Parking Studies		\$ 200,000	\$ 30,000	\$ 170,000		\$ -	\$ 17,000	\$ 153,000	\$ -	\$ 153,000	\$ -
<b>TOTAL PARKING SERVICES</b>		<b>\$ 60,200,000</b>	<b>\$ 30,000</b>	<b>\$ 60,170,000</b>		<b>\$ 9,000,000</b>	<b>\$ 5,117,000</b>	<b>\$ 46,053,000</b>	<b>\$ 3,858,434</b>	<b>\$ 13,507,066</b>	<b>\$ 28,687,500</b>

**Residential Development Charge Calculation**

Residential Share of 2019 - 2028 DC Eligible Costs	60.0%	\$8,104,239
10-Year Growth in Population in New Units		51,399
Unadjusted Development Charge Per Capita		<b>\$157.67</b>

**Non-Residential Development Charge Calculation**

Non-Residential Share of 2019 - 2028 DC Eligible Costs	40.0%	\$5,402,826
10-Year Non-Res GFA Growth in New Space		1,897,284
Unadjusted Development Charge Per Employee		<b>\$2.85</b>

2019 - 2028 Net Funding Envelope	\$13,547,419
Reserve Fund Balance	\$3,858,434

**APPENDIX B.7  
TABLE 3**

**CITY OF MISSISSAUGA  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
PARKING SERVICES  
RESIDENTIAL DEVELOPMENT CHARGE  
(in \$000)**

<b>PARKING SERVICES</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>TOTAL</b>
OPENING CASH BALANCE	\$0.00	\$495.13	\$1,115.06	\$1,808.60	(\$2,392.21)	(\$5,573.39)	(\$4,815.31)	(\$3,852.36)	(\$2,710.76)	(\$1,429.96)	
2019 - 2028 RESIDENTIAL FUNDING REQUIREMENTS											
- Parking Services: Non Inflated	\$91.8	\$0.0	\$0.0	\$4,569.9	\$3,442.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	<b>\$8,104.2</b>
- Parking Services: Inflated	\$91.8	\$0.0	\$0.0	\$4,849.7	\$3,726.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	<b>\$8,667.7</b>
NEW RESIDENTIAL DEVELOPMENT											
- Population Growth in New Units	3,396	3,409	3,630	3,871	4,113	5,564	6,291	6,799	7,042	7,284	<b>51,399</b>
REVENUE											
- DC Receipts: Inflated	\$578.4	\$592.2	\$643.2	\$699.7	\$758.3	\$1,046.3	\$1,206.7	\$1,330.2	\$1,405.3	\$1,482.7	<b>\$9,743.0</b>
INTEREST											
- Interest on Opening Balance	\$0.0	\$17.3	\$39.0	\$63.3	(\$131.6)	(\$306.5)	(\$264.8)	(\$211.9)	(\$149.1)	(\$78.6)	<b>(\$1,022.9)</b>
- Interest on In-year Transactions	\$8.5	\$10.4	\$11.3	(\$114.1)	(\$81.6)	\$18.3	\$21.1	\$23.3	\$24.6	\$25.9	<b>(\$52.4)</b>
TOTAL REVENUE	\$586.9	\$619.9	\$693.5	\$648.8	\$545.1	\$758.1	\$963.0	\$1,141.6	\$1,280.8	\$1,430.0	<b>\$8,667.7</b>
CLOSING CASH BALANCE	\$495.1	\$1,115.1	\$1,808.6	(\$2,392.2)	(\$5,573.4)	(\$4,815.3)	(\$3,852.4)	(\$2,710.8)	(\$1,430.0)	\$0.0	

**2019 Adjusted Charge Per Capita**

**\$170.32**

**Allocation of Capital Program**

Residential Sector	60.0%
Non-Residential Sector	40.0%

**Rates for 2019**

Inflation Rate:	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

**APPENDIX B.7  
TABLE 3**

**CITY OF MISSISSAUGA  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
PARKING SERVICES  
NON-RESIDENTIAL DEVELOPMENT CHARGE  
(in \$000)**

<b>PARKING SERVICES</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>TOTAL</b>
OPENING CASH BALANCE	\$0.00	\$642.97	\$1,389.24	\$2,180.50	(\$513.76)	(\$2,529.76)	(\$2,095.89)	(\$1,624.00)	(\$1,112.06)	(\$577.64)	
2019 - 2028 NON-RESIDENTIAL FUNDING REQUIREMENTS											
- Parking Services: Non Inflated	\$61.2	\$0.0	\$0.0	\$3,046.6	\$2,295.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	<b>\$5,402.8</b>
- Parking Services: Inflated	\$61.2	\$0.0	\$0.0	\$3,233.1	\$2,484.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	<b>\$5,778.5</b>
NEW NON-RESIDENTIAL DEVELOPMENT											
- Non-Residential GFA	233,030	234,462	235,860	170,028	170,722	171,488	172,279	172,957	167,964	168,494	<b>1,897,284</b>
REVENUE											
- DC Receipts: Inflated	\$693.1	\$711.3	\$729.9	\$536.7	\$549.6	\$563.2	\$577.1	\$590.9	\$585.3	\$598.9	<b>\$6,136.0</b>
INTEREST											
- Interest on Opening Balance	\$0.0	\$22.5	\$48.6	\$76.3	(\$28.3)	(\$139.1)	(\$115.3)	(\$89.3)	(\$61.2)	(\$31.8)	<b>(\$317.5)</b>
- Interest on In-year Transactions	\$11.1	\$12.4	\$12.8	(\$74.2)	(\$53.2)	\$9.9	\$10.1	\$10.3	\$10.2	\$10.5	<b>(\$40.1)</b>
TOTAL REVENUE	\$704.2	\$746.3	\$791.3	\$538.8	\$468.2	\$433.9	\$471.9	\$511.9	\$534.4	\$577.6	<b>\$5,778.5</b>
CLOSING CASH BALANCE	\$643.0	\$1,389.2	\$2,180.5	(\$513.8)	(\$2,529.8)	(\$2,095.9)	(\$1,624.0)	(\$1,112.1)	(\$577.6)	\$0.0	

**2019 Adjusted Charge Per Sq.M.**

**\$2.97**

**Allocation of Capital Program**

Residential Sector	60.0%
Non-Residential Sector	40.0%

**Rates for 2019**

Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

## APPENDIX B.8

---

### *LIVING ARTS CENTRE DEBT*



APPENDIX B.8  
TABLE 1CITY OF MISSISSAUGA  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
LAC DEBT

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	DC Eligible Costs		
					% BTE	Replacement & BTE Shares	10% Reduction		Available DC Reserves	2019-2028	Post 2028
<b>8.0 LIVING ARTS CENTRE DEBT</b>											
<b>8.1 Recovery of Living Arts Centre Debt</b>											
8.1.1 Principal Payment	2019	\$ 117,519	\$ -	\$ 117,519	0%	\$ -	\$ -	\$ 117,519	\$ -	\$ 117,519	\$ -
8.1.2 Principal Payment	2020	\$ 117,519	\$ -	\$ 117,519	0%	\$ -	\$ -	\$ 117,519	\$ -	\$ 117,519	\$ -
8.1.3 Principal Payment	2021	\$ 117,519	\$ -	\$ 117,519	0%	\$ -	\$ -	\$ 117,519	\$ -	\$ 117,519	\$ -
8.1.4 Principal Payment	2022	\$ 117,519	\$ -	\$ 117,519	0%	\$ -	\$ -	\$ 117,519	\$ -	\$ 117,519	\$ -
8.1.5 Principal Payment	2023	\$ 117,519	\$ -	\$ 117,519	0%	\$ -	\$ -	\$ 117,519	\$ -	\$ 117,519	\$ -
8.1.6 Principal Payment	2024	\$ 117,519	\$ -	\$ 117,519	0%	\$ -	\$ -	\$ 117,519	\$ -	\$ 117,519	\$ -
8.1.7 Principal Payment	2025	\$ 117,519	\$ -	\$ 117,519	0%	\$ -	\$ -	\$ 117,519	\$ -	\$ 117,519	\$ -
8.1.8 Principal Payment	2026	\$ 117,519	\$ -	\$ 117,519	0%	\$ -	\$ -	\$ 117,519	\$ -	\$ 117,519	\$ -
8.1.9 Principal Payment	2027	\$ 117,519	\$ -	\$ 117,519	0%	\$ -	\$ -	\$ 117,519	\$ -	\$ 117,519	\$ -
8.1.10 Principal Payment	2028	\$ 117,519	\$ -	\$ 117,519	0%	\$ -	\$ -	\$ 117,519	\$ -	\$ 117,519	\$ -
Subtotal Recovery of Living Arts Centre Debt		\$ 1,175,191	\$ -	\$ 1,175,191		\$ -	\$ -	\$ 1,175,191	\$ -	\$ 1,175,191	\$ -
<b>TOTAL LIVING ARTS CENTRE DEBT</b>		<b>\$ 1,175,191</b>	<b>\$ -</b>	<b>\$ 1,175,191</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,175,191</b>	<b>\$ -</b>	<b>\$ 1,175,191</b>	<b>\$ -</b>

<b>Residential Development Charge Calculation</b>		
Residential Share of 2019 - 2028 DC Eligible Costs	100%	\$1,175,191
10-Year Growth in Population in New Units		51,399
Unadjusted Development Charge Per Capita		<b>\$22.86</b>
<b>Non-Residential Development Charge Calculation</b>		
Non-Residential Share of 2019 - 2028 DC Eligible Costs	0%	\$0
10-Year Non-Res GFA Growth in New Space		1,799,234
Unadjusted Development Charge Per Employee		<b>\$0.00</b>

2019 - 2028 Net Funding Envelope	N/A
Reserve Fund Balance	\$0

**APPENDIX B.8  
TABLE 2**

**CITY OF MISSISSAUGA  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
LIVING ARTS CENTRE DEBT  
RESIDENTIAL DEVELOPMENT CHARGE  
(in \$000)**

<b>LIVING ARTS CENTRE DEBT</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>TOTAL</b>
OPENING CASH BALANCE	\$0.00	(\$91.54)	(\$178.84)	(\$254.83)	(\$317.85)	(\$366.73)	(\$359.04)	(\$314.19)	(\$236.45)	(\$132.42)	
2019 - 2028 RESIDENTIAL FUNDING REQUIREMENTS											
- Living Arts Centre Debt: Non Inflated (Pri	\$117.5	\$117.5	\$117.5	\$117.5	\$117.5	\$117.5	\$117.5	\$117.5	\$117.5	\$117.5	<b>\$1,175.2</b>
NEW RESIDENTIAL DEVELOPMENT											
- Population Growth in New Units	3,396	3,409	3,630	3,871	4,113	5,564	6,291	6,799	7,042	7,284	<b>51,399</b>
REVENUE											
- DC Receipts: Inflated	\$102.8	\$105.3	\$114.4	\$124.4	\$134.8	\$186.0	\$214.6	\$236.5	\$249.9	\$263.6	<b>\$1,732.4</b>
INTEREST											
- Interest on Opening Balance	\$0.0	(\$5.9)	(\$11.6)	(\$16.6)	(\$20.7)	(\$23.8)	(\$23.3)	(\$20.4)	(\$15.4)	(\$8.6)	<b>(\$146.4)</b>
- Interest on In-year Transactions	(\$0.5)	(\$0.4)	(\$0.1)	\$0.1	\$0.3	\$1.2	\$1.7	\$2.1	\$2.3	\$2.6	<b>\$9.3</b>
- Interest on Living Arts Centre Debt	(\$76.4)	(\$68.7)	(\$61.1)	(\$53.5)	(\$45.8)	(\$38.2)	(\$30.6)	(\$22.9)	(\$15.3)	(\$7.6)	
TOTAL REVENUE	\$26.0	\$30.2	\$41.5	\$54.5	\$68.6	\$125.2	\$162.4	\$195.3	\$221.5	\$249.9	<b>\$1,175.2</b>
CLOSING CASH BALANCE	(\$91.5)	(\$178.8)	(\$254.8)	(\$317.9)	(\$366.7)	(\$359.0)	(\$314.2)	(\$236.4)	(\$132.4)	\$0.0	

**2019 Adjusted Charge Per Capita      \$30.28**

**Allocation of Capital Program**

Residential Sector	100.0%
Non-Residential Sector	0.0%

**Rates for 2019**

Inflation Rate:	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	6.5%

## APPENDIX C.2

---

### *TRANSIT DEVELOPMENT-RELATED CAPITAL PROGRAM (2019-2028)*

APPENDIX C.2  
TABLE 1CITY OF MISSISSAUGA  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
TRANSIT SERVICES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	DC Eligible Costs		
					% BTE	Replacement & BTE Shares	0% Reduction		Available DC Reserves	2019-2028	Post 2028
<b>1.0 TRANSIT SERVICES</b>											
<b>1.1 Buses</b>											
1.1.1 Transit Bus Acquisitions - Growth	2020	\$ 1,238,000	\$ -	\$ 1,238,000	0%	\$ -	\$ -	\$ 1,238,000	\$ -	\$ 1,238,000	\$ -
1.1.2 Transit Bus Acquisitions - Growth	2021	\$ 4,333,000	\$ -	\$ 4,333,000	0%	\$ -	\$ -	\$ 4,333,000	\$ -	\$ 4,333,000	\$ -
1.1.3 Transit Bus Acquisitions - Growth	2022	\$ 3,095,000	\$ -	\$ 3,095,000	0%	\$ -	\$ -	\$ 3,095,000	\$ -	\$ 3,095,000	\$ -
1.1.4 Transit Bus Acquisitions - Growth	2023	\$ 1,857,000	\$ -	\$ 1,857,000	0%	\$ -	\$ -	\$ 1,857,000	\$ -	\$ 1,857,000	\$ -
1.1.5 Transit Bus Acquisitions - Growth	2024	\$ 2,476,000	\$ -	\$ 2,476,000	0%	\$ -	\$ -	\$ 2,476,000	\$ -	\$ 2,476,000	\$ -
1.1.6 Transit Bus Acquisitions - Growth	2025	\$ 2,476,000	\$ -	\$ 2,476,000	0%	\$ -	\$ -	\$ 2,476,000	\$ -	\$ 2,476,000	\$ -
1.1.7 Transit Bus Acquisitions - Growth	2026	\$ 1,857,000	\$ -	\$ 1,857,000	0%	\$ -	\$ -	\$ 1,857,000	\$ -	\$ 1,857,000	\$ -
1.1.8 Transit Bus Acquisitions - Growth	2027	\$ 1,238,000	\$ -	\$ 1,238,000	0%	\$ -	\$ -	\$ 1,238,000	\$ -	\$ 1,238,000	\$ -
1.1.9 Transit Bus Acquisitions - Growth	2028	\$ 1,238,000	\$ -	\$ 1,238,000	0%	\$ -	\$ -	\$ 1,238,000	\$ -	\$ 1,238,000	\$ -
Subtotal Buses		\$ 19,808,000	\$ -	\$ 19,808,000		\$ -	\$ -	\$ 19,808,000	\$ -	\$ 19,808,000	\$ -
<b>1.2 Vehicles (Non-Bus) and Equipment</b>											
1.2.1 Transit Security Vehicles & Equipment - Growth	2019	\$ 40,000	\$ -	\$ 40,000	0%	\$ -	\$ -	\$ 40,000	\$ -	\$ 40,000	\$ -
1.2.2 Transit Change-Off Vehicle Acquisitions - Growth	2019	\$ 20,000	\$ -	\$ 20,000	0%	\$ -	\$ -	\$ 20,000	\$ -	\$ 20,000	\$ -
1.2.3 Transit Change-Off Vehicle Acquisitions - Growth	2022	\$ 20,000	\$ -	\$ 20,000	0%	\$ -	\$ -	\$ 20,000	\$ -	\$ 20,000	\$ -
Subtotal Vehicles (Non-Bus) and Equipment		\$ 80,000	\$ -	\$ 80,000		\$ -	\$ -	\$ 80,000	\$ -	\$ 80,000	\$ -
<b>1.3 Buildings and Facilities</b>											
6.3.1 Transit LRT Hub - Enhanced Customer Amenities	2023	\$ 2,000,000	\$ -	\$ 2,000,000	57%	\$ 1,139,701	\$ -	\$ 860,299	\$ -	\$ 155,671	\$ 704,628
6.3.2 Transit Meadowvale Satellite-Design	2027	\$ 2,000,000	\$ -	\$ 2,000,000	0%	\$ -	\$ -	\$ 2,000,000	\$ -	\$ 1,000,000	\$ 1,000,000
6.3.3 Transit Meadowvale Satellite-Design	2028	\$ 7,140,000	\$ -	\$ 7,140,000	0%	\$ -	\$ -	\$ 7,140,000	\$ -	\$ 3,570,000	\$ 3,570,000
Subtotal Buildings and Facilities		\$ 11,140,000	\$ -	\$ 11,140,000		\$ 1,139,701	\$ -	\$ 10,000,299	\$ -	\$ 4,725,671	\$ 5,274,628

APPENDIX C.2  
TABLE 1

CITY OF MISSISSAUGA  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
TRANSIT SERVICES

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	DC Eligible Costs		
					% BTE	Replacement & BTE Shares	0% Reduction		Available DC Reserves	2019-2028	Post 2028
<b>1.4 Bus Shelters and Pads</b>											
6.4.1 Bus shelters and pads	Various	\$ 9,000,000	\$ -	\$ 9,000,000	60%	\$ 5,400,000	\$ -	\$ 3,600,000	\$ -	\$ 3,600,000	\$ -
6.4.2 Bus pads (2mx8m)	Various	\$ 1,689,600	\$ -	\$ 1,689,600	0%	\$ -	\$ -	\$ 1,689,600	\$ -	\$ 1,689,600	\$ -
6.4.3 Bus landing (concrete) pads	Various	\$ 3,000,000	\$ -	\$ 3,000,000	0%	\$ -	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000	\$ -
6.4.4 Churchill Meadows Community Centre Bus Turnaround	2019	\$ 500,000	\$ -	\$ 500,000	0%	\$ -	\$ -	\$ 500,000	\$ -	\$ 500,000	\$ -
6.4.5 Churchill Meadows Community Centre Bus Turnaround	2019	\$ 500,000	\$ -	\$ 500,000	0%	\$ -	\$ -	\$ 500,000	\$ -	\$ 500,000	\$ -
Subtotal Bus Shelters and Pads		\$ 14,689,600	\$ -	\$ 14,689,600		\$ 5,400,000	\$ -	\$ 9,289,600	\$ -	\$ 9,289,600	\$ -
<b>1.5 Studies</b>											
6.5.1 Facility Electrification Study	2019	\$ 200,000	\$ -	\$ 200,000	0%	\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000	\$ -
Subtotal Studies		\$ 200,000	\$ -	\$ 200,000		\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000	\$ -
<b>TOTAL TRANSIT SERVICES</b>		<b>\$ 45,917,600</b>	<b>\$ -</b>	<b>\$ 45,917,600</b>		<b>\$ 6,539,701</b>	<b>\$ -</b>	<b>\$ 39,377,899</b>	<b>\$ -</b>	<b>\$ 34,103,271</b>	<b>\$ 5,274,628</b>

(1) BTE includes costs related to prior growth

<b>Residential Development Charge Calculation</b>		
Residential Share of 2019 - 2028 DC Eligible Costs	60.0%	\$20,461,963
10-Year Growth in Population in New Units		51,399
Unadjusted Development Charge Per Capita		<b>\$398.10</b>
<b>Non-Residential Development Charge Calculation</b>		
Non-Residential Share of 2019 - 2028 DC Eligible Costs	40.0%	\$13,641,309
10-Year Non-Res GFA Growth in New Space		1,897,284
Unadjusted Development Charge Per Employee		<b>\$7.19</b>

**APPENDIX C.2  
TABLE 2**

**CITY OF MISSISSAUGA  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
TRANSIT SERVICES  
RESIDENTIAL DEVELOPMENT CHARGE  
(in \$000)**

<b>TRANSIT SERVICES</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>TOTAL</b>
OPENING CASH BALANCE	\$0.00	\$125.17	\$276.38	(\$1,452.10)	(\$2,401.52)	(\$2,575.86)	(\$2,411.86)	(\$1,895.09)	(\$662.19)	\$510.16	
2019 - 2028 RESIDENTIAL FUNDING REQUIREMENTS											
- Transit Services: Non Inflated	\$1,253.4	\$1,240.2	\$3,097.2	\$2,366.4	\$1,705.0	\$1,983.0	\$1,983.0	\$1,611.6	\$1,840.2	\$3,382.2	<b>\$20,462.0</b>
- Transit Services: Inflated	\$1,253.4	\$1,265.0	\$3,222.3	\$2,511.2	\$1,845.5	\$2,189.4	\$2,233.2	\$1,851.2	\$2,156.1	\$4,042.0	<b>\$22,569.2</b>
NEW RESIDENTIAL DEVELOPMENT											
- Population Growth in New Units	3,396	3,409	3,630	3,871	4,113	5,564	6,291	6,799	7,042	7,284	<b>51,399</b>
REVENUE											
- DC Receipts: Inflated	\$1,376.4	\$1,409.3	\$1,530.7	\$1,664.9	\$1,804.4	\$2,489.8	\$2,871.4	\$3,165.3	\$3,344.0	\$3,528.1	<b>\$23,184.4</b>
INTEREST											
- Interest on Opening Balance	\$0.0	\$4.4	\$9.7	(\$79.9)	(\$132.1)	(\$141.7)	(\$132.7)	(\$104.2)	(\$36.4)	\$17.9	<b>(\$595.0)</b>
- Interest on In-year Transactions	\$2.2	\$2.5	(\$46.5)	(\$23.3)	(\$1.1)	\$5.3	\$11.2	\$23.0	\$20.8	(\$14.1)	<b>(\$20.2)</b>
TOTAL REVENUE	\$1,378.5	\$1,416.2	\$1,493.8	\$1,561.8	\$1,671.2	\$2,353.4	\$2,749.9	\$3,084.1	\$3,328.4	\$3,531.9	<b>\$22,569.2</b>
CLOSING CASH BALANCE	\$125.2	\$276.4	(\$1,452.1)	(\$2,401.5)	(\$2,575.9)	(\$2,411.9)	(\$1,895.1)	(\$662.2)	\$510.2	\$0.0	

**2019 Adjusted Charge Per Capita**

**\$405.30**

**Allocation of Capital Program**

Residential Sector	60.0%
Non-Residential Sector	40.0%

**Rates for 2019**

Inflation Rate:	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

**APPENDIX C.2  
TABLE 2**

**CITY OF MISSISSAUGA  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
TRANSIT SERVICES  
NON-RESIDENTIAL DEVELOPMENT CHARGE  
(in \$000)**

<b>TRANSIT SERVICES</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>TOTAL</b>
OPENING CASH BALANCE	\$0.00	\$839.01	\$1,743.88	\$1,393.93	\$1,043.35	\$1,167.55	\$1,094.67	\$1,023.49	\$1,243.75	\$1,250.96	
2019 - 2028 NON-RESIDENTIAL FUNDING REQUIREMENTS											
- Transit Services: Non Inflated	\$835.6	\$826.8	\$2,064.8	\$1,577.6	\$1,136.7	\$1,322.0	\$1,322.0	\$1,074.4	\$1,226.8	\$2,254.8	<b>\$13,641.3</b>
- Transit Services: Inflated	\$835.6	\$843.3	\$2,148.2	\$1,674.1	\$1,230.3	\$1,459.6	\$1,488.8	\$1,234.1	\$1,437.4	\$2,694.7	<b>\$15,046.1</b>
NEW NON-RESIDENTIAL DEVELOPMENT											
- Non-Residential GFA	233,030	234,462	235,860	170,028	170,722	171,488	172,279	172,957	167,964	168,494	<b>1,897,284</b>
REVENUE											
- DC Receipts: Inflated	\$1,660.2	\$1,703.8	\$1,748.2	\$1,285.5	\$1,316.5	\$1,348.9	\$1,382.2	\$1,415.4	\$1,402.0	\$1,434.6	<b>\$14,697.2</b>
INTEREST											
- Interest on Opening Balance	\$0.0	\$29.4	\$61.0	\$48.8	\$36.5	\$40.9	\$38.3	\$35.8	\$43.5	\$43.8	<b>\$378.0</b>
- Interest on In-year Transactions	\$14.4	\$15.1	(\$11.0)	(\$10.7)	\$1.5	(\$3.0)	(\$2.9)	\$3.2	(\$1.0)	(\$34.7)	<b>(\$29.1)</b>
TOTAL REVENUE	\$1,674.6	\$1,748.2	\$1,798.2	\$1,323.6	\$1,354.5	\$1,386.7	\$1,417.6	\$1,454.4	\$1,444.6	\$1,443.7	<b>\$15,046.1</b>
CLOSING CASH BALANCE	\$839.0	\$1,743.9	\$1,393.9	\$1,043.3	\$1,167.5	\$1,094.7	\$1,023.5	\$1,243.8	\$1,251.0	\$0.0	

**2019 Adjusted Charge Per Sq.M.**

**\$7.12**

**Allocation of Capital Program**

Residential Sector 60.0%

Non-Residential Sector 40.0%

**Rates for 2019**

Inflation Rate 2.0%

Interest Rate on Positive Balances 3.5%

Interest Rate on Negative Balances 5.5%

APPENDIX D  
TABLE 2CITY OF MISSISSAUGA  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
ROADS AND RELATED INFRASTRUCTURE

Name	From	To	Existing # of Lanes	Future # of Lanes	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	Available DC Reserves	DC Eligible Costs		
									BTE %	Replacement & BTE Shares	0% Reduction			2019-2041	Post 2041	
1.1 Arterial Roads System																
1.1.1	BURNHAMTHORPE RD. W.	NINTH LINE	LOYALIST DR.	2	4	2021 - 2023	\$ 5,526,000	\$ -	\$ 5,526,000	10%	\$ 552,600	\$ -	\$ 4,973,400	\$ 4,973,400	\$ -	\$ -
1.1.2	BURNHAMTHORPE RD. E.	HURONTARIO ST.	CAWTHRA RD.	4	6	2034 - 2038	\$ 19,403,000	\$ -	\$ 19,403,000	20%	\$ 3,880,600	\$ -	\$ 15,522,400	\$ -	\$ 15,522,400	\$ -
1.1.3	BURNHAMTHORPE RD. E.	CAWTHRA RD.	DIXIE RD.	4	6	2034 - 2038	\$ 11,460,000	\$ -	\$ 11,460,000	20%	\$ 2,292,000	\$ -	\$ 9,168,000	\$ -	\$ 9,168,000	\$ -
1.1.4	BURNHAMTHORPE RD. E.	DIXIE RD.	ETOBICOKE CREEK	4	6	2034 - 2038	\$ 9,092,000	\$ -	\$ 9,092,000	20%	\$ 1,818,400	\$ -	\$ 7,273,600	\$ -	\$ 7,273,600	\$ -
1.1.6	COURTNEYPARK DR. E. / HWY. 410 RAMP	(NB ON-RAMP AND SB OFF-RAMP)		0	3	2020 - 2024	\$ 9,562,000	\$ -	\$ 9,562,000	0%	\$ -	\$ -	\$ 9,562,000	\$ 9,562,000	\$ -	\$ -
1.1.7	COURTNEYPARK DR. E. & W.	MARITZ DR.	KENNEDY RD.	4	6	2029 - 2033	\$ 8,662,000	\$ -	\$ 8,662,000	20%	\$ 1,732,400	\$ -	\$ 6,929,600	\$ -	\$ 6,929,600	\$ -
1.1.8	COURTNEYPARK DR. E.	KENNEDY RD.	TOMKEN RD.	4	6	2023 - 2024	\$ 30,346,000	\$ -	\$ 30,346,000	20%	\$ 6,069,200	\$ -	\$ 24,276,800	\$ -	\$ 24,276,800	\$ -
1.1.10	CREEKBANK RD.	MATHESON BLVD.	NORTH LIMIT OF CREEKBANK RD.	2	4	2022 - 2022	\$ 1,387,000	\$ -	\$ 1,387,000	10%	\$ 138,700	\$ -	\$ 1,248,300	\$ -	\$ 1,248,300	\$ -
1.1.11	CREEKBANK RD.	NORTH LIMIT OF CREEKBANK RD.	SOUTH OF HWY. 401	0	4	2021 - 2022	\$ 6,433,000	\$ -	\$ 6,433,000	0%	\$ -	\$ -	\$ 6,433,000	\$ 6,433,000	\$ -	\$ -
1.1.12	CREEKBANK RD.	SOUTH OF HWY. 401	BRITANNIA RD.	0	4	2029 - 2033	\$ 38,523,000	\$ -	\$ 38,523,000	0%	\$ -	\$ -	\$ 38,523,000	\$ -	\$ 38,523,000	\$ -
1.1.13	MAVIS RD.	CPR CROSSING	CENTRAL PKWY. W.	5	6	2029 - 2033	\$ 5,816,000	\$ -	\$ 5,816,000	20%	\$ 1,163,200	\$ -	\$ 4,652,800	\$ -	\$ 4,652,800	\$ -
1.1.14	MAVIS RD.	CENTRAL PKWY. W.	BURNHAMTHORPE RD. W.	4	6	2029 - 2033	\$ 2,593,000	\$ -	\$ 2,593,000	20%	\$ 518,600	\$ -	\$ 2,074,400	\$ -	\$ 2,074,400	\$ -
1.1.15	MAVIS RD.	COURTNEYPARK DR.	DERRY RD. W.	4	6	2019 - 2020	\$ 6,600,000	\$ -	\$ 6,600,000	20%	\$ 1,320,000	\$ -	\$ 5,280,000	\$ 5,280,000	\$ -	\$ -
1.1.17	NINTH LINE	EGLINTON RD. W.	BRITANNIA RD. W.	2	4	2023 - 2024	\$ 12,781,000	\$ -	\$ 12,781,000	10%	\$ 1,278,100	\$ -	\$ 11,502,900	\$ -	\$ 11,502,900	\$ -
1.1.18	NINTH LINE	BRITANNIA RD. W.	DERRY RD. W.	2	4	2023 - 2024	\$ 14,579,000	\$ -	\$ 14,579,000	10%	\$ 1,457,900	\$ -	\$ 13,121,100	\$ -	\$ 13,121,100	\$ -
1.1.19	NINTH LINE	DERRY RD. W.	HWY. 401	2	4	2029 - 2033	\$ 9,164,000	\$ -	\$ 9,164,000	10%	\$ 916,400	\$ -	\$ 8,247,600	\$ -	\$ 8,247,600	\$ -
1.1.20	WINSTON CHURCHILL BLVD.	DERRY RD. W.	BRITANNIA RD.	4	6	2034 - 2038	\$ 12,345,000	\$ -	\$ 12,345,000	20%	\$ 2,469,000	\$ -	\$ 9,876,000	\$ -	\$ 9,876,000	\$ -
1.1.21	WINSTON CHURCHILL BLVD.	BRITANNIA RD. W.	ERIN CENTRE BLVD.	4	6	2034 - 2038	\$ 10,228,000	\$ -	\$ 10,228,000	20%	\$ 2,045,600	\$ -	\$ 8,182,400	\$ -	\$ 8,182,400	\$ -
1.1.22	WINSTON CHURCHILL BLVD.	DUNDAS ST. W.	HWY. 403	4	6	2034 - 2038	\$ 13,968,000	\$ -	\$ 13,968,000	20%	\$ 2,793,600	\$ -	\$ 11,174,400	\$ -	\$ 11,174,400	\$ -
Subtotal Arterial Roads System							\$ 228,468,000	\$ -	\$ 228,468,000		\$ 30,446,300	\$ -	\$ 198,021,700	\$ 26,248,400	\$ 171,773,300	\$ -



APPENDIX D  
TABLE 2CITY OF MISSISSAUGA  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
ROADS AND RELATED INFRASTRUCTURE

Name	From	To	Existing # of Lanes	Future # of Lanes	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	Available DC Reserves	DC Eligible Costs		
									BTE %	Replacement & BTE Shares	0% Reduction			2019-2041	Post 2041	
1.2 Major Collector Road System																
1.2.1	BELGRAVE RD. RAMP EXT.	MAVIS RD.	NORTH LIMIT OF BELGRAVE RD.	0	4	2026 - 2027	\$ 6,530,000	\$ -	\$ 6,530,000	0%	\$ -	\$ -	\$ 6,530,000	\$ -	\$ 6,530,000	\$ -
1.2.2	BELGRAVE RD.	NORTH LIMIT OF BELGRAVE RD.	CANTAY RD.	2	4	2026 - 2027	\$ 2,598,000	\$ -	\$ 2,598,000	10%	\$ 259,800	\$ -	\$ 2,338,200	\$ -	\$ 2,338,200	\$ -
1.2.3	CENTRE VIEW DR.	DUKE OF YORK BLVD.	RATHBURN RD. W.	4	5	2025 - 2026	\$ 2,244,000	\$ -	\$ 2,244,000	20%	\$ 448,800	\$ -	\$ 1,795,200	\$ -	\$ 1,795,200	\$ -
1.2.4	CENTRE VIEW DR. RAMP	CENTRE VIEW DR.	HWY. 403	0	1	2029 - 2033	\$ 17,808,000	\$ -	\$ 17,808,000	0%	\$ -	\$ -	\$ 17,808,000	\$ -	\$ 17,808,000	\$ -
1.2.5	CITY CENTRE DR. FLYOVER	RATHBURN RD. W.	NORTHERN DISTRIBUTION RD.	0	4	2029 - 2033	\$ 14,595,000	\$ -	\$ 14,595,000	0%	\$ -	\$ -	\$ 14,595,000	\$ -	\$ 14,595,000	\$ -
1.2.6	CITY CENTRE DR. RAMP	CITY CENTRE DR.	NORTHERN DISTRIBUTION RD.	0	1	2029 - 2033	\$ 1,784,000	\$ -	\$ 1,784,000	0%	\$ -	\$ -	\$ 1,784,000	\$ -	\$ 1,784,000	\$ -
1.2.7	CONFEDERATION PKWY. RAMP	CONFEDERATION PKWY.	NORTHERN DISTRIBUTION RD.	0	1	2029 - 2033	\$ 1,784,000	\$ -	\$ 1,784,000	0%	\$ -	\$ -	\$ 1,784,000	\$ -	\$ 1,784,000	\$ -
1.2.8	CREDITVIEW RD.	BANCROFT DR.	ARGENTIA RD.	2	4	2024 - 2028	\$ 32,204,000	\$ -	\$ 32,204,000	10%	\$ 3,220,400	\$ -	\$ 28,983,600	\$ -	\$ 28,983,600	\$ -
1.2.9	CREDIT RIVER CROSSING	FRONT ST. N.	STAVEBANK RD.	0	2	2034 - 2038	\$ 13,436,000	\$ -	\$ 13,436,000	0%	\$ -	\$ -	\$ 13,436,000	\$ -	\$ 13,436,000	\$ -
1.2.10	CREEKBANK RD. - HWY. 401 WB (HWY. 401		ENTERPRISE RD.	0	2	2026 - 2028	\$ 17,915,000	\$ -	\$ 17,915,000	0%	\$ -	\$ -	\$ 17,915,000	\$ -	\$ 17,915,000	\$ -
1.2.11	DREW RD.	TOMKEN RD.	DIXIE RD.	0	4	2039 - 2041	\$ 11,606,000	\$ -	\$ 11,606,000	0%	\$ -	\$ -	\$ 11,606,000	\$ -	\$ 11,606,000	\$ -
1.2.12	DREW RD.	TORBRAM RD.	660M EAST OF TORBRAM RD.	2	4	2024 - 2025	\$ 2,516,000	\$ -	\$ 2,516,000	10%	\$ 251,600	\$ -	\$ 2,264,400	\$ -	\$ 2,264,400	\$ -
1.2.13	DREW RD.	660M EAST OF TORBRAM RD.	530M WEST OF AIRPORT RD.	0	4	2024 - 2025	\$ 3,616,000	\$ -	\$ 3,616,000	0%	\$ -	\$ -	\$ 3,616,000	\$ -	\$ 3,616,000	\$ -
1.2.14	DUKE OF YORK BLVD. FLYOVER	RATHBURN RD.W.	NORTHERN DISTRIBUTION RD.	0	4	2029 - 2033	\$ 14,814,000	\$ -	\$ 14,814,000	0%	\$ -	\$ -	\$ 14,814,000	\$ -	\$ 14,814,000	\$ -
1.2.15	DUKE OF YORK BLVD. RAMP	DUKE OF YORK BLVD.	NORTHERN DISTRIBUTION RD.	0	1	2029 - 2033	\$ 1,674,000	\$ -	\$ 1,674,000	0%	\$ -	\$ -	\$ 1,674,000	\$ -	\$ 1,674,000	\$ -
1.2.16	EDWARDS BLVD.	NORTH OF TOPFLIGHT DR.	HURONTARIO ST. / HWY. 407	0	2	2021 - 2023	\$ 8,584,000	\$ -	\$ 8,584,000	0%	\$ -	\$ -	\$ 8,584,000	\$ 4,437,476	\$ 4,146,524	\$ -
1.2.17	HWY. 403 WB OFF-RAMP	HWY. 403	NORTHERN DISTRIBUTION RD.	0	2	2028 - 2028	\$ 9,881,000	\$ -	\$ 9,881,000	0%	\$ -	\$ -	\$ 9,881,000	\$ -	\$ 9,881,000	\$ -
1.2.18	KARIYA DR.	110 M SOUTH OF ELM DR.	CENTRAL PKWY. W.	0	2	2029 - 2033	\$ 2,179,000	\$ -	\$ 2,179,000	0%	\$ -	\$ -	\$ 2,179,000	\$ -	\$ 2,179,000	\$ -
1.2.19	LAKEFRONT PROMENADE	RANGEVIEW STREET	STREET A (STREET D IN OP MAP)	0	2	2024 - 2028	\$ 1,337,000	\$ 1,069,600	\$ 267,400	0%	\$ -	\$ -	\$ 267,400	\$ -	\$ 267,400	\$ -
1.2.20	NORTHERN DISTRIBUTION RD.	MAVIS RD.	HURONTARIO ST.	0	2	2025 - 2028	\$ 52,818,000	\$ -	\$ 52,818,000	0%	\$ -	\$ -	\$ 52,818,000	\$ -	\$ 52,818,000	\$ -
1.2.21	REDMOND RD.	BURNHAMTHORPE RD. W.	WEBB DR.	0	2	2029 - 2033	\$ 508,000	\$ 508,000	\$ -	0%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
1.2.22	SHERIDAN PARK DR.	WEST LEG SPEAKMAN DR.	EAST LEG SPEAKMAN DR.	0	2	2029 - 2033	\$ 3,095,000	\$ -	\$ 3,095,000	0%	\$ -	\$ -	\$ 3,095,000	\$ -	\$ 3,095,000	\$ -
1.2.23	SQUARE ONE DR. W.	CONFEDERATION PKWY.	RATHBURN RD. W.	0	2	2019 - 2024	\$ 18,460,000	\$ -	\$ 18,460,000	0%	\$ -	\$ -	\$ 18,460,000	\$ -	\$ 18,460,000	\$ -
1.2.24	SQUARE ONE DR. E.	HURONTARIO ST.	RATHBURN RD. E.	0	2	2024 - 2024	\$ 6,217,000	\$ -	\$ 6,217,000	0%	\$ -	\$ -	\$ 6,217,000	\$ -	\$ 6,217,000	\$ -
1.2.25	STREET A (STREET D IN OP MAP) LAKEFRONT PROMENADE		STREET H (HYDRO RD. IN OP MAP)	0	2	2024 - 2028	\$ 1,782,000	\$ 1,425,600	\$ 356,400	0%	\$ -	\$ -	\$ 356,400	\$ -	\$ 356,400	\$ -
1.2.26	STREET H (HYDRO RD. IN OP MAIRANGEVIEW STREET		STREET A (STREET D IN OP)	0	2	2024 - 2028	\$ 1,480,000	\$ 1,184,000	\$ 296,000	0%	\$ -	\$ -	\$ 296,000	\$ -	\$ 296,000	\$ -
1.2.27	TENTH LINE	BRITANNIA RD. W.	DERRY RD. W.	2	4	2034 - 2038	\$ 12,271,000	\$ -	\$ 12,271,000	10%	\$ 1,227,100	\$ -	\$ 11,043,900	\$ -	\$ 11,043,900	\$ -
1.2.28	TENTH LINE	DERRY RD. W.	RAILWAY TRACKS	2	4	2034 - 2038	\$ 5,467,000	\$ -	\$ 5,467,000	10%	\$ 546,700	\$ -	\$ 4,920,300	\$ -	\$ 4,920,300	\$ -
1.2.29	TENTH LINE	RAILWAY TRACKS	ARGENTIA RD.	2	4	2034 - 2038	\$ 898,000	\$ -	\$ 898,000	10%	\$ 89,800	\$ -	\$ 808,200	\$ -	\$ 808,200	\$ -
1.2.30	THE EXCHANGE	CITY CENTRE DR.	BURNHAMTHORPE RD. W.	0	2	2021 - 2023	\$ 1,238,000	\$ -	\$ 1,238,000	0%	\$ -	\$ -	\$ 1,238,000	\$ -	\$ 1,238,000	\$ -
1.2.31	THE EXCHANGE	BURNHAMTHORPE RD. W.	WEBB DR.	0	2	2029 - 2033	\$ 514,000	\$ -	\$ 514,000	0%	\$ -	\$ -	\$ 514,000	\$ -	\$ 514,000	\$ -
1.2.32	WEBB DR.	CONFEDERATION PKWY.	DUKE OF YORK BLVD.	2	2	2021 - 2021	\$ 1,585,000	\$ -	\$ 1,585,000	100%	\$ 1,585,000	\$ -	\$ -	\$ -	\$ -	\$ -
1.2.33	WEBB DR.	125 M EAST OF DUKE OF YORK BLVD	KARIYA DR.	0	2	2029 - 2033	\$ 2,864,000	\$ -	\$ 2,864,000	0%	\$ -	\$ -	\$ 2,864,000	\$ -	\$ 2,864,000	\$ -
1.2.34	WHITTLE RD.	BRITANNIA RD. E.	MATHESON BLVD. E.	2	4	2029 - 2033	\$ 4,418,000	\$ -	\$ 4,418,000	10%	\$ 441,800	\$ -	\$ 3,976,200	\$ -	\$ 3,976,200	\$ -
Subtotal Major Collector Road System							\$ 280,720,000	\$ 4,187,200	\$ 276,532,800		\$ 8,071,000	\$ -	\$ 268,461,800	\$ 4,437,476	\$ 264,024,324	\$ -

APPENDIX D  
TABLE 2CITY OF MISSISSAUGA  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
ROADS AND RELATED INFRASTRUCTURE

Name	From	To	Existing # of Lanes	Future # of Lanes	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	Available DC Reserves	DC Eligible Costs	
									BTE %	Replacement & BTE Shares	0% Reduction			2019-2041	Post 2041
<b>1.3 Rail Grade Separations</b>															
1.3.1 Goreway Drive (CNR) (City of Mississauga Share Only)					2019 - 2041	\$ 17,750,000	\$ -	\$ 17,750,000	0%	\$ -	\$ -	\$ 17,750,000	\$ -	\$ 17,750,000	\$ -
1.3.2 Drew Road (CNR)					2019 - 2041	\$ 34,000,000	\$ -	\$ 34,000,000	0%	\$ -	\$ -	\$ 34,000,000	\$ -	\$ 34,000,000	\$ -
1.3.3 Ninth Line					2019 - 2041	\$ 34,000,000	\$ -	\$ 34,000,000	0%	\$ -	\$ -	\$ 34,000,000	\$ -	\$ 34,000,000	\$ -
Subtotal Rail Grade Separations						\$ 85,750,000	\$ -	\$ 85,750,000		\$ -	\$ -	\$ 85,750,000	\$ -	\$ 85,750,000	\$ -
<b>1.4 Bicycle Facilities</b>															
1.3.1 Provision for New Cycling Infrastructure					2019 - 2019	\$ 6,550,600	\$ -	\$ 6,550,600	8%	\$ 499,626	\$ -	\$ 6,050,974	\$ -	\$ 6,050,974	\$ -
1.3.2 Provision for New Cycling Infrastructure					2020 - 2020	\$ 6,568,900	\$ -	\$ 6,568,900	8%	\$ 501,022	\$ -	\$ 6,067,878	\$ -	\$ 6,067,878	\$ -
1.3.3 Provision for New Cycling Infrastructure					2021 - 2021	\$ 6,687,300	\$ -	\$ 6,687,300	8%	\$ 510,052	\$ -	\$ 6,177,248	\$ -	\$ 6,177,248	\$ -
1.3.4 Provision for New Cycling Infrastructure					2022 - 2022	\$ 6,622,800	\$ -	\$ 6,622,800	8%	\$ 505,133	\$ -	\$ 6,117,667	\$ -	\$ 6,117,667	\$ -
1.3.5 Provision for New Cycling Infrastructure					2023 - 2023	\$ 6,604,700	\$ -	\$ 6,604,700	8%	\$ 503,752	\$ -	\$ 6,100,948	\$ -	\$ 6,100,948	\$ -
1.3.6 Provision for New Cycling Infrastructure					2024 - 2024	\$ 6,627,100	\$ -	\$ 6,627,100	8%	\$ 505,461	\$ -	\$ 6,121,639	\$ -	\$ 6,121,639	\$ -
1.3.7 Provision for New Cycling Infrastructure					2025 - 2025	\$ 6,587,300	\$ -	\$ 6,587,300	8%	\$ 502,425	\$ -	\$ 6,084,875	\$ -	\$ 6,084,875	\$ -
1.3.8 Provision for New Cycling Infrastructure					2026 - 2026	\$ 6,619,800	\$ -	\$ 6,619,800	8%	\$ 504,904	\$ -	\$ 6,114,896	\$ -	\$ 6,114,896	\$ -
1.3.9 Provision for New Cycling Infrastructure					2027 - 2027	\$ 6,522,200	\$ -	\$ 6,522,200	8%	\$ 497,460	\$ -	\$ 6,024,740	\$ -	\$ 6,024,740	\$ -
1.3.10 Provision for New Cycling Infrastructure					2028 - 2028	\$ 6,546,300	\$ -	\$ 6,546,300	8%	\$ 499,298	\$ -	\$ 6,047,002	\$ -	\$ 6,047,002	\$ -
1.3.11 Provision for New Cycling Infrastructure					2029 - 2029	\$ 6,685,200	\$ -	\$ 6,685,200	8%	\$ 509,892	\$ -	\$ 6,175,308	\$ -	\$ 6,175,308	\$ -
1.3.12 Provision for New Cycling Infrastructure					2030 - 2030	\$ 6,541,600	\$ -	\$ 6,541,600	8%	\$ 498,939	\$ -	\$ 6,042,661	\$ -	\$ 6,042,661	\$ -
1.3.13 Provision for New Cycling Infrastructure					2031 - 2031	\$ 6,540,600	\$ -	\$ 6,540,600	8%	\$ 498,863	\$ -	\$ 6,041,737	\$ -	\$ 6,041,737	\$ -
1.3.14 Provision for New Cycling Infrastructure					2032 - 2032	\$ 6,647,000	\$ -	\$ 6,647,000	8%	\$ 506,978	\$ -	\$ 6,140,022	\$ -	\$ 6,140,022	\$ -
1.3.15 Provision for New Cycling Infrastructure					2033 - 2033	\$ 6,128,700	\$ -	\$ 6,128,700	8%	\$ 467,447	\$ -	\$ 5,661,253	\$ -	\$ 5,661,253	\$ -
1.3.16 Provision for New Cycling Infrastructure					2034 - 2034	\$ 6,013,400	\$ -	\$ 6,013,400	8%	\$ 458,653	\$ -	\$ 5,554,747	\$ -	\$ 5,554,747	\$ -
1.3.17 Provision for New Cycling Infrastructure					2035 - 2035	\$ 6,085,000	\$ -	\$ 6,085,000	8%	\$ 464,114	\$ -	\$ 5,620,886	\$ -	\$ 5,620,886	\$ -
1.3.18 Provision for New Cycling Infrastructure					2036 - 2036	\$ 5,996,600	\$ -	\$ 5,996,600	8%	\$ 457,371	\$ -	\$ 5,539,229	\$ -	\$ 5,539,229	\$ -
1.3.19 Provision for New Cycling Infrastructure					2037 - 2037	\$ 5,621,500	\$ -	\$ 5,621,500	8%	\$ 428,762	\$ -	\$ 5,192,738	\$ -	\$ 5,192,738	\$ -
1.3.20 Provision for New Cycling Infrastructure					2038 - 2038	\$ 6,338,500	\$ -	\$ 6,338,500	8%	\$ 483,449	\$ -	\$ 5,855,051	\$ -	\$ 5,855,051	\$ -
1.3.21 Provision for New Cycling Infrastructure					2039 - 2039	\$ 5,995,800	\$ -	\$ 5,995,800	8%	\$ 457,310	\$ -	\$ 5,538,490	\$ -	\$ 5,538,490	\$ -
1.3.22 Provision for New Cycling Infrastructure					2040 - 2040	\$ 5,683,900	\$ -	\$ 5,683,900	8%	\$ 433,521	\$ -	\$ 5,250,379	\$ -	\$ 5,250,379	\$ -
1.3.23 Provision for New Cycling Infrastructure					2041 - 2041	\$ 5,985,200	\$ -	\$ 5,985,200	8%	\$ 456,502	\$ -	\$ 5,528,698	\$ -	\$ 5,528,698	\$ -
1.3.24 Provision for New Cycling Infrastructure					2042 - 2042	\$ 6,083,900	\$ -	\$ 6,083,900	8%	\$ 464,030	\$ -	\$ 5,619,870	\$ -	\$ -	\$ 5,619,870
1.3.25 Provision for New Cycling Infrastructure					2043 - 2043	\$ 5,933,700	\$ -	\$ 5,933,700	8%	\$ 452,574	\$ -	\$ 5,481,126	\$ -	\$ -	\$ 5,481,126
1.3.26 Provision for New Cycling Infrastructure					2044 - 2044	\$ 6,221,800	\$ -	\$ 6,221,800	8%	\$ 474,548	\$ -	\$ 5,747,252	\$ -	\$ -	\$ 5,747,252
1.3.27 Provision for New Cycling Infrastructure					2045 - 2045	\$ 6,063,600	\$ -	\$ 6,063,600	8%	\$ 462,481	\$ -	\$ 5,601,119	\$ -	\$ -	\$ 5,601,119
Subtotal Bicycle Facilities						\$ 170,503,000	\$ -	\$ 170,503,000		\$ 13,004,564	\$ -	\$ 157,498,436	\$ -	\$ 135,049,069	\$ 22,449,367

APPENDIX D  
TABLE 2CITY OF MISSISSAUGA  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
ROADS AND RELATED INFRASTRUCTURE

Name	From	To	Existing # of Lanes	Future # of Lanes	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	Available DC Reserves	DC Eligible Costs	
									BTE %	Replacement & BTE Shares	0% Reduction			2019-2041	Post 2041
<b>1.5 Other Roads and Related Infrastructure</b>															
1.5.1 Stand Alone Signalized Intersection Improvements					2019 - 2041	\$ 20,700,000	\$ -	\$ 20,700,000	0%	\$ -	\$ -	\$ 20,700,000	\$ -	\$ 20,700,000	\$ -
1.5.2 Signal Phasing Changes, Traffic Signal Equip. Enhancements, and ITS					2019 - 2041	\$ 29,153,000	\$ -	\$ 29,153,000	0%	\$ -	\$ -	\$ 29,153,000	\$ -	\$ 29,153,000	\$ -
1.5.3 Transit Signal Priority					2019 - 2041	\$ 9,200,000	\$ -	\$ 9,200,000	0%	\$ -	\$ -	\$ 9,200,000	\$ -	\$ 9,200,000	\$ -
1.5.4 Stand Alone Sidewalk Costs					2019 - 2041	\$ 7,420,000	\$ -	\$ 7,420,000	0%	\$ -	\$ -	\$ 7,420,000	\$ -	\$ 7,420,000	\$ -
1.5.5 Stand Alone Noise Walls					2019 - 2041	\$ 61,900,000	\$ -	\$ 61,900,000	50%	\$ 30,950,000	\$ -	\$ 30,950,000	\$ -	\$ 30,950,000	\$ -
1.5.6 EA / TPAP Studies for Dundas and Lakeshore					2019 - 2022	\$ 10,500,000	\$ -	\$ 10,500,000	0%	\$ -	\$ -	\$ 10,500,000	\$ -	\$ 10,500,000	\$ -
1.5.6 Roads Portion of Development Charges, Official Plan and Transportation Master Plan Studies					2019 - 2041	\$ 6,600,000	\$ -	\$ 6,600,000	0%	\$ -	\$ -	\$ 6,600,000	\$ -	\$ 6,600,000	\$ -
1.5.7 EA Studies (1.5% of Roads and Rail Grade Separations)					2019 - 2041	\$ 8,924,000	\$ -	\$ 8,924,000	0%	\$ -	\$ -	\$ 8,924,000	\$ -	\$ 8,924,000	\$ -
Subtotal Other Roads and Related Infrastructure						\$ 154,397,000	\$ -	\$ 154,397,000		\$ 30,950,000	\$ -	\$ 123,447,000	\$ -	\$ 123,447,000	\$ -
<b>TOTAL ROADS AND RELATED INFRASTRUCTURE</b>						<b>\$ 919,838,000</b>	<b>\$ 4,187,200</b>	<b>\$ 915,650,800</b>		<b>\$ 82,471,864</b>	<b>\$ -</b>	<b>\$ 833,178,936</b>	<b>\$ 30,685,876</b>	<b>\$ 780,043,693</b>	<b>\$ 22,449,367</b>

**Residential Development Charge Calculation**

Residential Share of 2019 - 2041 DC Eligible Costs 63% \$495,084,219  
 2019 - 2041 Growth in Population in New Units 123,224  
 Unadjusted Development Charge Per Capita **\$4,017.76**

**Non-Residential Development Charge Calculation**

Non-Residential Share of 2019 - 2041 DC Eligible Costs 37% \$284,959,474  
 2019 - 2041 Non-Residential GFA Growth in New Space 3,629,911  
 Unadjusted Non-Residential Development Charge Per Square Metre **\$78.50**

2019 - 2041 Net Funding Envelope \$1,048,801,734

Reserve Fund Balance \$30,685,876

**APPENDIX D  
TABLE 3**

**CITY OF MISSISSAUGA  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
ROADS AND RELATED INFRASTRUCTURE  
RESIDENTIAL DEVELOPMENT CHARGE  
(in \$000)**

<b>ROADS</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>
OPENING CASH BALANCE (\$000)	\$0.0	\$992.8	\$2,084.0	\$2,916.8	\$4,044.6	(\$8,068.3)	(\$23,862.7)	(\$23,083.8)	(\$25,332.3)	(\$25,793.3)	(\$29,273.2)	(\$21,622.1)	(\$12,007.8)	(\$728.8)	(\$9,398.2)
2019 - 2041 RESIDENTIAL FUNDING REQUIREMENTS															
Roads: Non Inflated	\$12,846.7	\$12,857.4	\$14,057.0	\$14,805.9	\$27,759.0	\$36,178.1	\$23,780.5	\$28,502.7	\$27,880.5	\$31,326.0	\$25,147.9	\$25,064.3	\$25,063.7	\$25,125.6	\$24,824.0
Roads: Inflated	\$12,846.7	\$13,114.5	\$14,624.9	\$15,712.2	\$30,047.2	\$39,943.6	\$26,780.7	\$32,740.7	\$32,666.4	\$37,437.5	\$30,655.1	\$31,164.3	\$31,786.8	\$32,502.7	\$32,754.7
NEW RESIDENTIAL DEVELOPMENT															
- Population Growth in New Units	3,396	3,409	3,630	3,871	4,113	5,564	6,291	6,799	7,042	7,284	8,013	8,256	8,431	4,578	4,608
REVENUE															
- DC Receipts: Inflated	\$13,822.4	\$14,152.9	\$15,371.8	\$16,720.2	\$18,120.8	\$25,003.7	\$28,836.2	\$31,788.0	\$33,582.6	\$35,431.4	\$39,757.0	\$41,781.9	\$43,520.9	\$24,104.3	\$24,747.5
INTEREST															
- Interest on Opening Balance	\$0.0	\$34.7	\$72.9	\$102.1	\$141.6	(\$443.8)	(\$1,312.5)	(\$1,269.6)	(\$1,393.3)	(\$1,418.6)	(\$1,610.0)	(\$1,189.2)	(\$660.4)	(\$40.1)	(\$516.9)
- Interest on In-year Transactions	\$17.1	\$18.2	\$13.1	\$17.6	(\$328.0)	(\$410.8)	\$36.0	(\$26.2)	\$16.0	(\$55.2)	\$159.3	\$185.8	\$205.3	(\$231.0)	(\$220.2)
TOTAL REVENUE	\$13,839.5	\$14,205.8	\$15,457.8	\$16,839.9	\$17,934.3	\$24,149.1	\$27,559.7	\$30,492.2	\$32,205.3	\$33,957.6	\$38,306.3	\$40,778.5	\$43,065.8	\$23,833.3	\$24,010.4
CLOSING CASH BALANCE	\$992.8	\$2,084.0	\$2,916.8	\$4,044.6	(\$8,068.3)	(\$23,862.7)	(\$23,083.8)	(\$25,332.3)	(\$25,793.3)	(\$29,273.2)	(\$21,622.1)	(\$12,007.8)	(\$728.8)	(\$9,398.2)	(\$18,142.6)

<b>ROADS</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>	<b>2040</b>	<b>2041</b>	<b>TOTAL</b>
OPENING CASH BALANCE (\$000)	(\$18,142.6)	(\$21,316.1)	(\$24,594.3)	(\$27,903.8)	(\$30,917.0)	(\$34,567.2)	(\$24,192.7)	(\$12,527.7)	
2019 - 2041 RESIDENTIAL FUNDING REQUIREMENTS									
Roads: Non: Inflated	\$20,459.1	\$20,500.8	\$20,449.3	\$20,231.1	\$20,648.3	\$11,369.1	\$11,187.6	\$11,362.9	<b>\$491,427.5</b>
Roads: Inflated	\$27,535.3	\$28,143.2	\$28,634.0	\$28,894.9	\$30,080.7	\$16,893.9	\$16,956.6	\$17,566.8	<b>\$609,483.5</b>
NEW RESIDENTIAL DEVELOPMENT									
- Population Growth in New Units	4,640	4,670	4,690	4,723	4,753	4,788	4,819	4,856	<b>123,224</b>
REVENUE									
- DC Receipts: Inflated	\$25,417.8	\$26,093.7	\$26,729.6	\$27,456.0	\$28,183.0	\$28,958.4	\$29,728.8	\$30,556.2	<b>\$629,865.1</b>
INTEREST									
- Interest on Opening Balance	(\$997.8)	(\$1,172.4)	(\$1,352.7)	(\$1,534.7)	(\$1,700.4)	(\$1,901.2)	(\$1,330.6)	(\$689.0)	<b>(\$20,181.9)</b>
- Interest on In-year Transactions	(\$58.2)	(\$56.4)	(\$52.4)	(\$39.6)	(\$52.2)	\$211.1	\$223.5	\$227.3	<b>(\$199.7)</b>
TOTAL REVENUE	\$24,361.7	\$24,865.0	\$25,324.5	\$25,881.8	\$26,430.4	\$27,268.3	\$28,621.7	\$30,094.5	<b>\$609,483.5</b>
CLOSING CASH BALANCE	(\$21,316.1)	(\$24,594.3)	(\$27,903.8)	(\$30,917.0)	(\$34,567.2)	(\$24,192.7)	(\$12,527.7)	\$0.0	

**2019 Adjusted Charge Per Capita**                      **\$ 4,070.21**

<b>Allocation of Capital Program</b>	
Residential Sector	63.0%
Non-Residential Sector	37.0%
<b>Rates for 2019</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

**APPENDIX D  
TABLE 3**

**CITY OF MISSISSAUGA  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
INDUSTRIAL AND NON-INDUSTRIAL NON-RESIDENTIAL DEVELOPMENT CHARGE - SQUARE METRE  
(in \$000)**

<b>ROADS</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>
OPENING CASH BALANCE (\$000)	\$0.0	\$10,950.6	\$22,630.1	\$34,331.0	\$40,280.2	\$38,188.4	\$30,421.8	\$30,708.5	\$27,788.0	\$24,587.2	\$18,764.2	\$17,213.3	\$15,685.3	\$12,306.8	\$8,413.6
<b>2019 - 2041 NON-RESIDENTIAL FUNDING REQUIREMENTS</b>															
Roads: Non Inflated	\$7,544.9	\$7,551.2	\$8,255.7	\$8,695.5	\$16,302.9	\$21,247.5	\$13,966.3	\$16,739.7	\$16,374.2	\$18,397.8	\$14,769.4	\$14,720.3	\$14,720.0	\$14,756.3	\$14,579.2
Roads: Inflated	\$7,544.9	\$7,702.2	\$8,589.3	\$9,227.8	\$17,646.8	\$23,458.9	\$15,728.4	\$19,228.7	\$19,185.0	\$21,987.1	\$18,003.8	\$18,302.8	\$18,668.5	\$19,088.9	\$19,236.9
<b>NEW RESIDENTIAL DEVELOPMENT</b>															
- Non-Industrial GFA	110,930	112,362	113,760	68,278	68,972	69,738	70,529	71,207	66,214	66,744	67,322	67,835	68,383	66,118	66,666
- Industrial GFA (Weighted at 0.766)	93,529	93,529	93,529	77,941	77,941	77,941	77,941	77,941	77,941	77,941	77,941	77,941	62,352	62,352	62,352
Total Non-Residential GFA	204,459	205,891	207,289	146,219	146,913	147,679	148,470	149,148	144,155	144,685	145,263	145,776	130,735	128,470	129,018
<b>REVENUE</b>															
- DC Receipts: Inflated	\$18,307.2	\$18,804.1	\$19,310.4	\$13,893.7	\$14,238.9	\$14,599.4	\$14,971.1	\$15,340.3	\$15,123.3	\$15,482.5	\$15,855.2	\$16,229.4	\$14,846.1	\$14,880.6	\$15,243.0
<b>INTEREST</b>															
- Interest on Opening Balance	\$0.0	\$383.3	\$792.1	\$1,201.6	\$1,409.8	\$1,336.6	\$1,064.8	\$1,074.8	\$972.6	\$860.6	\$656.7	\$602.5	\$549.0	\$430.7	\$294.5
- Interest on In-year Transactions	\$188.3	\$194.3	\$187.6	\$81.7	(\$93.7)	(\$243.6)	(\$20.8)	(\$106.9)	(\$111.7)	(\$178.9)	(\$59.1)	(\$57.0)	(\$105.1)	(\$115.7)	(\$109.8)
<b>TOTAL REVENUE</b>	<b>\$18,495.5</b>	<b>\$19,381.7</b>	<b>\$20,290.1</b>	<b>\$15,177.0</b>	<b>\$15,555.0</b>	<b>\$15,692.3</b>	<b>\$16,015.1</b>	<b>\$16,308.2</b>	<b>\$15,984.2</b>	<b>\$16,164.1</b>	<b>\$16,452.9</b>	<b>\$16,774.9</b>	<b>\$15,290.0</b>	<b>\$15,195.7</b>	<b>\$15,427.6</b>
<b>CLOSING CASH BALANCE</b>	<b>\$10,950.6</b>	<b>\$22,630.1</b>	<b>\$34,331.0</b>	<b>\$40,280.2</b>	<b>\$38,188.4</b>	<b>\$30,421.8</b>	<b>\$30,708.5</b>	<b>\$27,788.0</b>	<b>\$24,587.2</b>	<b>\$18,764.2</b>	<b>\$17,213.3</b>	<b>\$15,685.3</b>	<b>\$12,306.8</b>	<b>\$8,413.6</b>	<b>\$4,604.3</b>

<b>ROADS</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>	<b>2040</b>	<b>2041</b>	<b>TOTAL</b>
OPENING CASH BALANCE (\$000)	\$4,604.3	\$2,258.1	(\$184.9)	(\$2,655.8)	(\$6,338.5)	(\$10,581.5)	(\$6,767.5)	(\$2,414.3)	
<b>2019 - 2041 NON-RESIDENTIAL FUNDING REQUIREMENTS</b>									
Roads: Non: Inflated	\$12,015.7	\$12,040.1	\$12,009.9	\$11,881.7	\$12,126.8	\$6,677.1	\$6,570.5	\$6,673.5	<b>\$288,616.2</b>
Roads: Inflated	\$16,171.5	\$16,528.5	\$16,816.8	\$16,970.0	\$17,666.4	\$9,921.8	\$9,958.7	\$10,317.0	<b>\$357,950.6</b>
<b>NEW RESIDENTIAL DEVELOPMENT</b>									
- Non-Industrial GFA	67,179	67,734	68,264	74,607	75,202	75,866	76,425	77,026	<b>1,737,361</b>
- Industrial GFA (Weighted at 0.766)	46,764	46,764	46,764	31,176	31,176	31,176	31,176	15,588	<b>1,449,693</b>
Total Non-Residential GFA	113,943	114,498	115,028	105,783	106,378	107,042	107,601	92,614	<b>3,187,054</b>
<b>REVENUE</b>									
- DC Receipts: Inflated	\$13,731.2	\$14,074.0	\$14,422.0	\$13,528.1	\$13,876.3	\$14,242.1	\$14,602.8	\$12,820.3	<b>\$348,422.1</b>
<b>INTEREST</b>									
- Interest on Opening Balance	\$161.2	\$79.0	(\$10.2)	(\$146.1)	(\$348.6)	(\$582.0)	(\$372.2)	(\$132.8)	<b>\$10,277.8</b>
- Interest on In-year Transactions	(\$67.1)	(\$67.5)	(\$65.9)	(\$94.7)	(\$104.2)	\$75.6	\$81.3	\$43.8	<b>(\$749.2)</b>
<b>TOTAL REVENUE</b>	<b>\$13,825.2</b>	<b>\$14,085.6</b>	<b>\$14,345.9</b>	<b>\$13,287.4</b>	<b>\$13,423.4</b>	<b>\$13,735.8</b>	<b>\$14,311.9</b>	<b>\$12,731.3</b>	<b>\$357,950.6</b>
<b>CLOSING CASH BALANCE</b>	<b>\$2,258.1</b>	<b>(\$184.9)</b>	<b>(\$2,655.8)</b>	<b>(\$6,338.5)</b>	<b>(\$10,581.5)</b>	<b>(\$6,767.5)</b>	<b>(\$2,414.3)</b>	<b>(\$0.0)</b>	

<b>2019 Adjusted Charge Per Sq.M.</b>	<b>\$ 89.54</b>
---------------------------------------	-----------------

<b>2019 DC Study</b>	
Uniform Non-Industrial Charge Per Sq.M.	<b>\$ 82.86</b>
Non-Industrial Charge Per Sq.M.	<b>\$ 89.54</b>
Industrial Charge per Sq.M.	0.7660 <b>\$ 68.59</b>

<b>Weighting (Non-Indus / Indus)</b>	<b>1.31</b>
--------------------------------------	-------------

<b>Allocation of Capital Program</b>	
Residential Sector	63.0%
Non-Residential Sector	37.0%
<b>Rates for 2019</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

# KSGS Engineering Corp.

---

**TABLE 2.1 – SUMMARY OF EROSION CONTROL WORKS**

**TABLE 2.1:  
SUMMARY OF EROSION CONTROL WORKS**

**A - EROSION CONTROL - IDENTIFIED WORKS**

			<b>Budget Timing</b>		<b>Cost Estimates</b>			<b>DC Costs</b>	
<b>Map ID#</b>	<b>Background Study*</b>	<b>Project Name / Location</b>	<b>EA &amp; Design</b>	<b>Construction</b>	<b>EA &amp; Design Cost</b>	<b>Construction Cost</b>	<b>Total Cost</b>	<b>DC Portion</b>	<b>DC Amount</b>
COOK-1100-01	CCRS site #4b	Cooksville Creek Erosion Control - CP Rail to Kirwin Avenue		2019			\$720,000	4.7%	\$33,840
COOK-0600-01	CCRS site #2e	Cooksville Creek Erosion Control - QEWS to Elaine Trail		2019			\$2,210,000	4.7%	\$103,870
COOK-2300-01	CCRS site #7a	Cooksville Creek - Meadows Blvd. to Rathburn Rd. E.		2019			\$3,560,000	4.7%	\$167,320
ETOB-2200-01	--	Etobicoke Creek Erosion Control - contributions to TAM for Tomken Rd. Bridge		2019			\$80,000	5.7%	\$4,560
MIMI-1200-01	--	Mimico Creek Erosion Control - Etude Drive to Derry Road East		2020			\$370,000	4.7%	\$17,390
COOK-1200-01	--	Cooksville Creek Erosion Control - Mississauga Valley Blvd to CP Rail	2019	2021	\$210,000	\$1,180,000	\$1,390,000	4.7%	\$65,330
COOK-1300-02	--	Downstream of Mississauga Valley Boulevard	2019	2021	\$60,000	\$1,320,000	\$1,380,000	4.7%	\$64,860
SAWM-0400-01	SCNCDS Reach # 1 & 4	Sawmill Creek Erosion Control - The Folkway to Erin Mills Pkwy	2019	2021	\$350,000	\$1,670,000	\$2,020,000	4.4%	\$88,880
MIMI-0600-01	--	Mimico Creek Erosion Control - upstream and downstream of Rena Rd.		2020			\$1,200,000	4.7%	\$56,400
SHER-0300-01	--	Sheridan Creek Erosion Control - Lushes Ave. to behind Fletcher Valley Cres.		2020			\$3,380,000	6.5%	\$219,700
CRED-0300/0400-01	--	Credit River Erosion Control - North and South of QEWS	2020	2022	\$310,000	\$1,690,000	\$2,000,000	5.7%	\$114,000
COOK-0700-01	--	Cooksville Creek Erosion Control - Camilla Road to North Service Road	2020	2022	\$100,000	\$760,000	\$860,000	4.7%	\$40,420
ETOB-0900-01	internal (2007 WCE)	Etobicoke Creek Erosion Control - Eglinton Avenue to Hwy. 401	2020	2022	\$290,000	\$1,690,000	\$1,980,000	5.7%	\$112,860
CRED-1700-01	CRAMS site #4	Credit River Erosion Control - West of Creditview Rd, behind Kenninghall Blvd	2020	2022	\$330,000	\$1,900,000	\$2,230,000	5.7%	\$127,110
COOK-2400-01	--	Cooksville Creek Erosion Control - Behind Tribal Court	2020	2022	\$70,000	\$300,000	\$370,000	4.7%	\$17,390
APPL-0300-01	--	Applewood Creek Erosion Control - Lakeview Golf Course		2021			\$2,900,000	3.0%	\$87,000
LETO-0200-01	--	Little Etobicoke Creek Erosion Control - Dundas Street to Dixie Road		2021			\$850,000	4.0%	\$34,000
LETO-0100-01	--	Little Etobicoke Creek Erosion Control - Downstream of Dundas St. E.	2021	2023	\$100,000	\$460,000	\$560,000	4.0%	\$22,400
COOK-0200-01	CCRS site #1c	Road East	2021	2023	\$50,000	\$150,000	\$200,000	4.7%	\$9,400
MULT-0900-01	MCRS site #6b	Mullet Creek Erosion Control - Tannery Street to Thomas Street	2021	2023	\$180,000	\$1,010,000	\$1,190,000	5.3%	\$63,070
MULT-0700/0800-01	MCRS site #5a & 5b	Mullet Creek Erosion Control - GO Transit to D/S of Erin Centre Blvd	2021	2023	\$120,000	\$600,000	\$720,000	5.3%	\$38,160
WOLF-0200/0300-01	--	Wolfe Creek Erosion Control - Central Parkway W to Dundas St.	2022				\$150,000	3.3%	\$4,950
LETO-1200-01	--	Little Etobicoke Creek Erosion Control - Downstream of Britannia Road East	2022	2024	\$140,000	\$760,000	\$900,000	4.0%	\$36,000
MULT-2000-01	--	Middlebury Drive	2022	2024	\$330,000	\$1,960,000	\$2,290,000	5.3%	\$121,370
MULT-0200/0300-01	--	Mullet Creek Erosion Control - Burnhamthorpe Road West to behind Woodchuck Lane	2022	2024	\$450,000	\$2,250,000	\$2,700,000	5.3%	\$143,100
CRED-0200-01	CRAMS site #29 & 30	Mississauga Road	2022	2024	\$520,000	\$2,920,000	\$3,440,000	5.7%	\$196,080
COOK-1700-01	--	Cooksville Creek Erosion Control - Highway 403 to Hurontario Street		2023			\$300,000	4.7%	\$14,100
WOLF-0100-01	--	Wolfe Creek - Courier Lane to Credit River	2023	2025	\$120,000	\$680,000	\$800,000	3.3%	\$26,400
COOK-0800-01	CCRS site #3e	Cooksville Creek Erosion Control - King Street East to north of Paisley Boulevard East	2023	2025	\$140,000	\$450,000	\$590,000	4.7%	\$27,730
MULT-2200-01	MCRS site #15a	Mullet Creek Erosion Control - Wabukayne Tributary, Upstream of CP Rail	2023	2025	\$550,000	\$3,360,000	\$3,910,000	5.3%	\$207,230
MULT-2200-02	MCRS site #15b	Parkway	2023	2025	\$290,000	\$1,680,000	\$1,970,000	5.3%	\$104,410
ETOB-0300-01	internal (2007 WCE)	Dundas St E	2023	2025	\$140,000	\$550,000	\$690,000	5.7%	\$39,330
CRED-2300-01	CRAMS site #1	Credit River Erosion Control - Downstream of Old Derry Rd	2023	2025	\$40,000	\$200,000	\$240,000	5.7%	\$13,680
CRED-0700-01	CRAMS site #20a	Credit River Erosion Control - Upstream of Dundas St W, adjacent to UTM Campus	2023	2025	\$140,000	\$820,000	\$960,000	5.7%	\$54,720
WOLF-0200-01	--	Wolfe Creek Erosion Control - CPR to Dundas St.		2024			\$1,120,000	3.3%	\$36,960
CRED-0500-03	CRAMS site #25 reach	Credit River Erosion Control - Adjacent to Ostler Court		2024			\$3,660,000	5.7%	\$208,620
ETOB-0800-01	internal (2007 WCE)	Etobicoke Creek Erosion Control - Eglinton Avenue East to Hydro Corridor	2024	2026	\$120,000	\$320,000	\$440,000	5.7%	\$25,080
CAWT-0200-01	--	Cawthra Creek Erosion Control - Dellwood Park	2024	2026	\$120,000	\$560,000	\$680,000	10.1%	\$68,680
ETOB-0100-01	internal (2007 WCE)	Etobicoke Creek Erosion Control - Downstream of QEWS, adjacent to Toronto Golf Club	2024	2026	\$340,000	\$1,320,000	\$1,660,000	5.7%	\$94,620
CRED-0500-02	CRAMS site #22	Credit River Erosion Control - Downstream of Dundas St W, behind Blythe Rd	2024	2026	\$140,000	\$700,000	\$840,000	5.7%	\$47,880
ETOB-0100-02	internal (2007 WCE)	Etobicoke Creek Erosion Control - Upstream of CNR, adjacent to Toronto Golf Club	2024	2026	\$120,000	\$410,000	\$530,000	5.7%	\$30,210
CRED-2600-01	--	(340m)	2024	2026	\$140,000	\$760,000	\$900,000	5.7%	\$51,300
COOK-1500-01	--	MVB (580m)	2024	2026	\$110,000	\$530,000	\$640,000	4.7%	\$30,080
LOYL-0600-01	--	Loyalist Creek erosion control, between Thorncliffe Drive	2024	2026	\$310,000	\$1,810,000	\$2,120,000	2.5%	\$53,000
WOLF-0300-01	--	Wolfe Creek Erosion Control - North and South of Central Parkway W		2025			\$860,000	3.3%	\$28,380
MARY-0200	--	Mary Fix Creek, erosion control works - behind Old River Rd	2025	2025			\$1,180,000	5.7%	\$67,260
COOK-0500-01	--	Avenue	2025	2027	\$200,000	\$1,660,000	\$1,860,000	4.7%	\$87,420
APPL-0200-01	--	Applewood Creek Erosion Control - CNR to Lakeshore Rd	2025	2027	\$90,000	\$450,000	\$540,000	3.0%	\$16,200
CRED-1400-01	CRAMS site #10	Credit River Erosion Control - Streetsville Public Cemetery	2025	2027	\$140,000	\$820,000	\$960,000	5.7%	\$54,720
MIMI-1400-01	--	Mimico Creek erosion control, between Morning Star Drive and Brandon Gate Drive	2025	2027	\$100,000	\$470,000	\$570,000	4.7%	\$26,790
MULT-1400/1500-01	MCRS site #10a & 10b	Mullet Creek Erosion Control - Derry Rd W to Argentia Rd	2025	2027	\$670,000	\$3,850,000	\$4,520,000	5.3%	\$239,560
CRED-0600-01	--	Credit River Erosion Control - South of Dundas Street		2026			\$500,000	5.7%	\$28,500

**TABLE 2.1:  
SUMMARY OF EROSION CONTROL WORKS**

**A - EROSION CONTROL - IDENTIFIED WORKS**

Map ID#	Background Study*	Project Name / Location	Budget Timing		Cost Estimates			DC Costs	
			EA & Design	Construction	EA & Design Cost	Construction Cost	Total Cost	DC Portion	DC Amount
CRED-0900-01	CRAMS site #17	Credit River Erosion Control - Behind Bridewell Court, downstream of Hwy 403	2026	2026			\$610,000	5.7%	\$34,770
TECU-0100-01	--	Tecumseh Creek Erosion Control - Lakeshore Rd. to Lake Ontario	2026	2026			\$440,000	4.2%	\$18,480
MULT-2300-01	MCRS site #16a	Mullet Creek Erosion Control - Aquitaine Tributary, Eastridge Road to CP Rail	2026	2028	\$360,000	\$2,170,000	\$2,530,000	5.3%	\$134,090
ETOB-2300-01	--	Etobicoke Creek erosion control, from Hwy. 410 to Tomken Rd	2027	2027			\$1,330,000	5.7%	\$75,810
CRED-1600-02	CRAMS site #7	Credit River Erosion Control - Upstream of Britannia Rd W, adjacent to St. Ives Way	2027	2027			\$1,630,000	5.7%	\$92,910
CRED-2400-01	CRAMS site #1-FP	Credit River Erosion Control - Upstream of Old Derry Rd	2027	2027			\$300,000	5.7%	\$17,100
MULT-1525-01	MCRS site #10c	Mullet Creek Erosion Control - Meadowvale Blvd to Derry Rd W	2027	2027			\$1,590,000	5.3%	\$84,270
CRED-1300-01	CRAMS site #11a	Credit River Erosion Control - Old Station Rd, upstream of Reid Dam	2028	2028			\$1,250,000	5.7%	\$71,250
MULT-1000-01	MCRS site #6c	Mullet Creek Erosion Control - Upstream of Tannery Road	2028	2028			\$1,455,000	5.3%	\$77,115
CRED-1700/1800-01	CRAMS site #3	Credit River Erosion Control - West of Creditview Rd, adjacent to Hollywell Ave	2028	2028			\$1,000,000	5.7%	\$57,000
MULT-1200-01	MCRS site #9b	Mullet Creek Erosion Control - Erin Mills Pkwy to Diversion Structure	2028	2028			\$1,140,000	5.3%	\$60,420
MULT-1300-01	MCRS site #9c & 9d	Mullet Creek Erosion Control - Argentia Rd to Erin Mills Pkwy	2028	2028			\$1,650,000	5.3%	\$87,450
CRED-0500-04	CRAMS site #5a/b-FP	Credit River Erosion Control - Mississauga Golf & Country Club	2028	2028			\$1,350,000	5.7%	\$76,950
CRED-1500-01	CRAMS site #8	Credit River Erosion Control - Amity Rd, downstream of Britannia Rd W	2028	2028			\$1,500,000	5.7%	\$85,500
MULT-1800/1900-01									
	MCRS site #12a & 12b	Mullet Creek Erosion Control - Quenippenon Tributary, Credit Valley Rd to Confluence	2028	2028			\$1,350,000	5.3%	\$71,550
MULT-1200-02	MCRS site #8b	Mullet Creek Erosion Control - Diversion Structure to CP Rail	2030	2030			\$1,020,000	5.3%	\$54,060

\* Background Studies Include: CRAMS - Credit River Adaptive Management Strategy (2005), MCRS - Mullet Creek Rehabilitation Study (2001), Cooksville Creek Rehabilitation Study (1997), SCNCDS - Sawmill Creek Natural Channel Design Study (1995)

**A - SUBTOTAL:** **\$142,825,000** **\$4,771,045**

**B - EROSION CONTROL - FUTURE WORKS**

Map ID#	Background Study	Project Name / Location	EA & Design	Construction	Design Cost**	Construction Cost**	Total Cost	DC Portion	DC Amount
--	--	Various erosion control works for streams without detailed rehabilitation studies (approx. 27,239 m).	various	various	\$12,840,893	\$85,605,954	\$98,446,847	5.4%	\$5,316,130

\*\* Esimated construction costs based on approx. 27,239m at unit cost of \$3,142 per metre. Design costs assumed to be approximately 15% of construction cost.

**B - SUBTOTAL:** **\$98,446,847** **\$5,316,130**

**C - EROSION CONTROL - MINOR EROSION CONTROL WORKS**

Map ID#	Background Study	Project Name / Location	EA & Design	Construction				DC Portion	DC Amount
--	--	Minor site-specific erosion control works	2019 to 2041	various	\$80,000 for 22 years		\$1,760,000	5.4%	\$95,040

**C - SUBTOTAL:** **\$1,760,000** **\$95,040**

**TOTAL EROSION CONTROL WORKS:** **\$243,031,847** **\$10,182,215**



# KSGS Engineering Corp.

---

**TABLE 2.2 – ESTIMATED FUTURE EROSION CONTROL WORKS**

**TABLE 2.2**  
**ESTIMATED FUTURE EROSION CONTROL WORKS**

Watercourse	Total Length (km)	Drainage Area (km <sup>2</sup> )	Rational*	Unstable(%) Estimated in '08	Length for Restoration (m) Estimated in '14	Restoration Works Undertaken '14-	City Project ID	Estimated Future Restoration
Applewood	2.70	4.5	ma	13%	171			171
Avonhead	3.60	1.7	other	22%	792			792
Birchwood Creek	4.20	3.5	ma	13%	546			546
Carolyn	3.80	5.3	ma	13%	494			494
Cawthra	1.00	2.0	other	22%	220			220
Chappell	3.00	1.9	ma	13%	390			390
Clearview	1.70	1.3	other	22%	374			374
Cooksville	24.60	35.3	n/a	n/a	n/a	1500	13-143,15-135, 14-141, 14-146, 17-010, 12-131	n/a
Credit	25.60	27.0	n/a	n/a	n/a	100	12-131	n/a
Cumberland Creek	0.30	0.5	other	22%	66			66
Etobicoke	20.40	47.8	n/a	n/a	n/a	100	18-002	n/a
Etobicoke Lakeshore	0.80	2.8	other	22%	176			176
Fletcher's	7.33	7.9	ma	13%	952			952
Joshua	0.20	0.2	BR	30%	60			60
Kenollie	3.80	2.2	MA-BR	22%	836			836
Lakeside	0.30	4.5	other	22%	66			66
Levi	2.44	2.3	ma	13%	317			317
Little Etobicoke	13.80	22.3	MA	43%	5,934			5,934
Lornewood	3.20	4.2	ma	13%	416			416
Loyalist	4.90	8.8	BR	30%	1,470	70	13-135	1,400
Mary Fix	9.20	6.5	MA-BR	22%	1,964			1,964
Meadowvale N	0.63	0.9	other	22%	139			139
Mimico	11.00	17.3	MA	43%	4,670			4,670
Moore	0.30	0.2	ma	13%	39			39
Mullet	20.70	27.7	n/a	n/a	n/a			n/a
Sawmill	8.77	15.8	MA-BR	22%	1,929			1,929
Serson	1.50	2.3	other	22%	330			330
Sheridan	5.02	7.4	BR	30%	986			986
Sixteen Mile Creek	5.80	9.5	MA	37%	2,146			2,146
Tecumseh	1.50	1.6	ma	13%	195			195
Turtle	2.90	2.6	ma	13%	377			377
Wolfedale	5.70	7.2	MA-BR	22%	1,254			1,254
<b>Total Length (m)</b>					<b>27,309</b>			<b>27,239</b>

**NOTES**

\*ma - modern alluvium bed with drainage area <10ha, MA - modern alluvium bed with drainage area >10ha, BR - exposed or thinly covered bedrock,

MA-BR - bedrock and modern alluvium, other - alluvial bed composed of other local geology

n/a - not applicable. Restoration/erosion works for these watercourses have been estimated in individual, detailed studies.

# KSGS Engineering Corp.

---

**TABLE 2.3 – SUMMARY OF CONSTRUCTION COSTS FOR RECENT CREEK EROSION /  
RESTORATION WORKS**

**TABLE 2.3**  
**SUMMARY OF CONSTRUCTION COSTS FOR RECENT CREEK EROSION / RESTORATION WORKS**

<i>Project Title/Creek Name</i>	<i>Location</i>	<i>Length of Works (m)</i>	<i>Tender/Construction Cost</i>	<i>Base Year for Cost Estimate</i>	<i>Adjusted Cost (2017\$)</i>	<i>Unit Cost (2017\$/m)</i>
Mary Fix Erosion Control Project - Harborn Rd. to Premium Way (City Project No. 12-138)	City of Mississauga	60	\$73,295	2012	\$81,987	\$1,366.45
Sheridan Creek Stabilization - Clarkson Rd. to Meadow Wood Rd. (City Project No. 12-147)	City of Mississauga	400	\$1,339,037	2013	\$1,477,164	\$3,692.91
Little Etobicoke Creek Erosion Control - Eglinton Ave. to Hwy. 401 (City Project No. 06-132)	City of Mississauga	275	\$457,278	2010	\$544,546	\$1,980.17
Cooksville Creek Erosion Control - Atwater Ave. to CNR (City Project No. 07-138)	City of Mississauga	445	\$907,920	2008	\$1,130,954	\$2,541.47
Credit River Erosion Control - North of Eglinton Ave. (City Project No. 06-134)	City of Mississauga	150	\$383,360	2011	\$449,189	\$2,994.59
Cooksville Creek - QEW to Elaine Trail (City Project No. 17-004)	City of Mississauga	550	\$1,200,000	2017/2018	\$1,200,000	\$2,181.82
Cooksville Creek - Rathburn to Meadows (City Project No. 17-008)	City of Mississauga	670	\$2,490,000	2017/2018	\$2,490,000	\$3,716.42
Mary Fix Creek - South to Dundas (City Project No. 17-015)	City of Mississauga	160	\$687,000	2017/2018	\$687,000	\$4,293.75
Levi Creek - North of Old Derry Road (City Project No. 17-014)	City of Mississauga	60	\$156,000	2017/2018	\$156,000	\$2,600.00
Roseland Creek Phase I	City of Burlington	600	\$1,500,858	2013	\$1,655,677	\$2,759.46
Roseland Creek Phase II	City of Burlington	400	\$2,255,431	2013	\$2,488,087	\$6,220.22
Fourteen Mile Creek	Town of Oakville	495	\$1,981,608	2012	\$2,216,623	\$4,478.03
West Don River-Restoration and Sanitary Sewer Alignment	City of Toronto	160	\$779,770	2012	\$872,249	\$5,451.56
Spring Creek-Realignment of Etobicoke Creek-East Branch	Region of Peel	120	\$141,504	2011	\$165,802	\$1,381.69
Pomona Mills Creek Erosion Restoration- Kirk & Henderson Sites	Town of Markham	210	\$586,008	2009	\$668,885	\$3,185.17
Hager Creek	Region Of Halton	40	\$80,000	2013	\$88,252	\$2,206.31
Dick's Creek West Branch-Aberdeen & Glendale	City of St. Catherines	140	\$301,665	2013	\$332,783	\$2,377.02

**Avg. Cost (\$/m):      \$3,142.77**

# KSGS Engineering Corp.

---

**TABLE 2.4 – SUMMARY OF CONVEYANCE IMPROVEMENT WORKS**

**TABLE 2.4:  
SUMMARY OF CONVEYANCE IMPROVEMENT WORKS**

Map ID#	Finance Code	Background Study*	Project Name / Location	Type of Work	Budget Timing			Cost Estimates				Net Costs	DC Costs	
					EA & Design	Land Acquisition	Construction	EA & Design Cost	Construction Cost	Land Cost	Total Cost	Net Cost	DC Portion	DC Amount
	New		Meadowvale Business Park (North 16 District) - Tenth Line Drainage Diversion Solution	Channelization	2022		2022	\$1,140,000			\$1,140,000	\$1,140,000	100.0%	\$1,140,000
	New		Meadowvale Business Park (North 16 District) - Highway 401 Drainage Diversion Channel	Channelization	2022	2022		\$340,000		\$1,350,000	\$1,690,000	\$1,690,000	100.0%	\$1,690,000
19-11	TWSD00017	--	Tecumseh Creek Culvert Improvements - CNR Culvert	Culvert Improvement	2022		2022	\$4,220,000			\$4,220,000	\$4,220,000	4.2%	\$177,240
20-05	New	--	Clearview Creek Channelization - Lakeshore Road to 800m Northerly	Channelization	2023	2023	2023	\$2,610,000			\$2,610,000	\$2,610,000	100.0%	\$2,610,000
17-01	TWSD00011	CCFRP site #EA2	Cooksville Creek Crossing Improvement - CP Rail	Culvert Improvement	2028		2028	\$4,160,000			\$4,160,000	\$4,160,000	4.7%	\$195,520
		Dundas Connects	Little Etobicoke Creek Drainage Improvements Dixie/Dundas Area (LETO-0300/ 0200-01)	Drainage			2021/22		\$6,000,000		\$6,000,000	\$6,000,000	4.0%	\$240,000
			Carolyn Creek Drainage Improvements - Various Locations	Drainage	2023		2023	\$70,000			\$70,000	\$70,000	2.5%	\$1,750
		Ninth Line Lands SWS	Ninth Line Hydro One Crossing	Drainage			2024	\$1,785,481			\$1,785,481	\$1,785,481	100.0%	\$1,785,481
COOK- QUEEN		Cooksville Flood Evaluation Study	Cooksville Creek Crossing Improvement - Queensway East	Culvert Improvement	2029		2029	\$3,580,000			\$3,580,000	\$3,580,000	4.7%	\$168,260
COOK-CNR		Cooksville Flood Evaluation Study	Cooksville Creek Crossing Improvement - CN Rail	Culvert Improvement	2029		2029	\$2,740,000			\$2,740,000	\$2,740,000	4.7%	\$128,780
COOK-QEW		Cooksville Flood Evaluation Study	Cooksville Creek Crossing Improvement - QEW Culvert	Culvert Improvement	2030		2030	\$8,340,000			\$8,340,000	\$8,340,000	4.7%	\$391,980

TOTAL CONVEYANCE IMPROVEMENT WORKS:

\$36,335,481

\$36,335,481

\$8,529,011

[illegible]

# KSGS Engineering Corp.

---

**TABLE 2.5 – SUMMARY OF STORMWATER MANAGEMENT WORKS**



TABLE 2.5:  
SUMMARY OF STORMWATER MANAGEMENT WORKS

A - New SWM Facilities

Map ID#	Background Study*	Pond Name / Location	Pond Type	Budget Timing			Cost Estimates				DC Costs	
				EA / Design	Land Acquisition	Construction	EA/Design Cost	Construction Cost	Land Cost	Total Cost	DC Portion	DC Amount
5708		Ninth Line Corridor - Northwest corner of Eglinton Avenue and Ninth Line.	new SWM pond - quality & quantity	2020	2020	2021	\$140,000	\$940,000	\$6,090,000	\$7,170,000	100.0%	\$7,170,000
0401	Southdown MDP / MSWQCS Update	Clearview Creek SWM Pond #0401 - South of Lakeshore Road West	new SWM pond - quality	2020	n/a - City park	2021	\$240,000	\$2,950,000	n/a - City park	\$3,190,000	100.0%	\$3,190,000
5505		Ninth Line Corridor - west of Ninth Line, north of Derry Road	new SWM pond - quality & quantity	2021	2021	2022	\$130,000	\$880,000	\$5,690,000	\$6,700,000	100.0%	\$6,700,000
5506		Ninth Line Corridor - west of Ninth Line, south of Hwy 401.	new SWM pond - quality & quantity	2022	2022	2022	\$70,000	\$450,000	\$2,900,000	\$3,420,000	100.0%	\$3,420,000
5602		Ninth Line Corridor - west of Ninth Line and Doug Leavens Blvd. intersection	new SWM pond - quality & quantity	2022	2022	2023	\$60,000	\$380,000	\$2,470,000	\$2,910,000	100.0%	\$2,910,000
4503	Meadowvale District MDP / MSWQCS Update	Meadowvale Area SWM Pond #4503 - North of Hwy 401, East of Credit River	new SWM pond - quantity & quality	2027	n/a - floodplain lands	2027	\$130,000	\$850,000	n/a - floodplain lands	\$980,000	100.0%	\$980,000
0402	Southdown MDP/ MSWQCS Update	Avonhead Creek SWM Pond #0402 - North of Lakeshore Rd W, East of Hazelhurst Rd	new SWM pond - quality	2028	2028	2028	\$520,000		\$2,160,000	\$2,680,000	100.0%	\$2,680,000
0403	Southdown MDP/ MSWQCS Update	Lakeside Creek SWM Pond #0403 - Lakeshore Rd W at Clarkson WWTP	new SWM pond - quality & quantity	2029	2029	2029	\$930,000		\$2,270,000	\$3,200,000	100.0%	\$3,200,000
1802		Sheridan Park Corporate Centre - Speakman Drive, Northeast of Winston Churchill Boulevard and QEW (Dev't driven with municipal drng)	new SWM pond - quality & quantity	2030	2030	2030	\$940,000	\$6,260,000	\$33,990,000	\$41,190,000	6.5%	\$2,677,350
n/a		Additional Growth-related SWM projects	new SWM pond	2030	2030	2030	\$3,500,000			\$3,500,000	100.0%	\$3,500,000

A - SUBTOTAL:

\$74,940,000

\$36,427,350

B - Stormwater Quality Retrofits

3602	MSWQCS Update	Retrofit - Little Etobicoke Creek Timberlea SWM Pond #3602	retrofit of quantity pond for quality	2020	n/a - retrofit	2021	\$600,000	\$5,000,000		\$5,600,000	4.0%	\$224,000
5001	MSWQCS Update	SWM Quality Retrofit - Etobicoke Creek Storm Outfall - Derry Road East and Dixie Road	retrofit of ex. storm outfall - quality	2023	n/a - retrofit	2023	\$940,000			\$940,000	5.7%	\$53,580
3101	MSWQCS Update	Retrofit - Credit River Storm Outfall - Wellsborough Place and Tillingham Gardens	retrofit of ex. storm outfall - quality	2025	n/a - retrofit	2025	\$5,200,000			\$5,200,000	5.7%	\$296,400
4506	MSWQCS Update	Credit River SWM Pond #4506 - Creditview Road & Argentia Road	retrofit of ex. storm outfall	2029	2029	2029	\$5,490,000		\$10,760,000	\$16,250,000	5.7%	\$926,250
4505		Retrofit - Credit River Storm Outfall - Hwy 401 and Creditview Rd	retrofit of ex. storm outfall	2030	2030	2030	\$6,860,000		\$7,110,000	\$13,970,000	5.7%	\$796,290

B - SUBTOTAL:

\$41,960,000

\$2,296,520

C - New Cooksville Creek Flood Relief Works

2101	Cooksville Creek Flood Evaluation Study	Cooksville Creek Pond #2101 - Mississauga Valley Boulevard and Central Parkway East (City Centre Outlet)	flood relief		2019/20	2020/21		\$7,800,000	\$6,980,000	\$14,780,000	4.7%	\$694,660
3604	Cooksville Creek Flood Evaluation Study	Cooksville Creek Flood Storage Facility - Bristol Rd E, west of Kennedy Rd (Frank McKechnie Community Centre)	flood relief		n/a	2020/21		\$7,330,000	n/a	\$7,330,000	4.7%	\$344,510
2102	Cooksville Creek Flood Evaluation Study	Cooksville Creek Flood Storage Facility - McKenzie Park, Mississauga Valley Blvd	flood relief		n/a	2022/23		\$16,950,000	n/a	\$16,950,000	4.7%	\$796,650
2103	Cooksville Creek Flood Evaluation Study	Cooksville Creek Flood Storage Facility - Mississauga Valley	flood relief		n/a	2020		\$4,190,000	n/a	\$4,190,000	4.7%	\$196,930
3703	Cooksville Creek Flood Evaluation Study	Cooksville Creek Flood Storage Facility - Greyshale Park, Heritage Hills Blvd	flood relief	2021	n/a	2023	\$260,000	\$3,450,000	n/a	\$3,710,000	4.7%	\$174,370
2805	Cooksville Creek Flood Evaluation Study	Cooksville Creek Flood Storage Facility - Huron Heights Park, Central Parkway E, north of Hwy 403	flood relief	2021	n/a	2023	\$210,000	\$2,820,000	n/a	\$3,030,000	4.7%	\$142,410
2903	Cooksville Creek Flood Evaluation Study	Cooksville Creek Flood Storage Facility - Heritage Hills Park, Huntington Ridge Drive	flood relief	2022	n/a	2024	\$500,000	\$4,850,000	n/a	\$5,350,000	4.7%	\$251,450
2902	Cooksville Creek Flood Evaluation Study	Cooksville Creek Flood Storage Facility - Hydro Corridor, north of Hwy 403, West of Hurontario Street	flood relief	2024	2026	2027	\$440,000	\$5,040,000	\$11,050,000	\$16,530,000	4.7%	\$776,910
2804	Cooksville Creek Flood Evaluation Study	Cooksville Creek Flood Storage Facility - Hydro Corridor, north of Hwy 403, east of Hurontario Street	flood relief	2024	2025	2027	\$290,000	\$3,340,000	\$7,230,000	\$10,860,000	4.7%	\$510,420

C - SUBTOTAL:

\$82,730,000

\$3,888,310

TOTAL STORMWATER MANAGEMENT CONTROL WORKS:

\$199,630,000

\$42,612,180

# KSGS Engineering Corp.

---

**TABLE 2.6 – SUMMARY OF STORM SEWER OVERSIZING WORKS**

**TABLE 2.6**  
**SUMMARY OF STORM SEWER OVERSIZING WORKS**

Storm Sewer Oversizing and Timing	Notes	Cost	DC portion	DC amount
Storm Sewer Oversizing - Various Locations (2019-2041)	\$270,000 per year for 22 years	\$5,940,000	100.0%	\$5,940,000
LRT Storm Sewer Improvements (2019/20/21)	Sewer oversizing costs calculated as \$2.84M	\$2,840,000	100.0%	\$2,840,000
Mississauga Road storm sewer oversizing	Trunk sewer oversizing by "West Village" at 70 Mississauga Road	\$1,999,601	100.0%	\$1,999,601
South of Eglinton Ave. btwn Ninth Line & Ridgeway Dr.	Churchill Meadows, N'hood 407. Storm sewers for future dev't north of Eglinton Ave.	\$241,101	100.0%	\$241,101
Lakeview Community storm sewer oversizing	Trunk sewer oversizing by "Lakeview Community Partners Ltd."	\$2,593,885	100.0%	\$2,593,885
<b>TOTAL STORM SEWER OVERSIZING WORKS:</b>		<b>\$13,614,587</b>		<b>\$13,614,587</b>

[illegible]

[illegible]

# KSGS Engineering Corp.

---

**TABLE 2.7 – BACKGROUND STUDIES AND MONITORING**

**TABLE 2.7**  
**BACKGROUND STUDIES AND MONITORING**

Study and Timing	Unit Cost	Cost	DC portion	DC amount
Development Charges Study Updates (2023, 2028, 2033, 2038)	\$80,000 for each update =	\$320,000	100.0%	\$320,000
Annual Monitoring and Studies of Various SWM Ponds / Various Locations *	\$80,000 per year for 22 years =	\$1,760,000	5.4%	\$95,040
Watercourse Minor Works *	\$80,000 per year for 22 years =	\$1,760,000	5.4%	\$95,040
SWM Quality Retrofit - Etobicoke Creek Storm Outfall - Britannia Road East and Netherhart Road (2024) **	\$300,000	\$300,000	5.7%	\$17,100
Watercourse Erosion and Rehabilitation Studies (2023) *	\$750,000	\$750,000	5.4%	\$40,500
Mary Fix Creek Flood Evaluation Study (2021) **	\$260,000	\$260,000	5.7%	\$14,820
Mississauga Stormwater Management MasterPlan (2019) *	\$750,000	\$750,000	5.4%	\$40,500
Mississauga Stormwater Quality Control Strategy Update (2023, 2028) *	400000 for each update	\$800,000	5.4%	\$43,200
Serson Creek & Applewood Creek Flood Evaluation Study (2019) ***	\$250,000	\$250,000	2.95%	\$7,375
<b>TOTAL - BACKGROUND STUDIES AND MONITORING:</b>		<b>\$6,950,000</b>		<b>\$673,575</b>

\* DC portion based .on total watershed %

\*\* DC .portion based on watershed % related to the study

\*\*\* DC portion based on average % of Serson and Applewood Watersheds

# KSGS Engineering Corp.

---

**TABLE 3.1 – SUMMARY OF AVAILABLE DEVELOPMENT LANDS**



**TABLE 3.1**  
**SUMMARY OF AVAILABLE DEVELOPMENT LANDS**

<b>Watershed</b>	<b>Total Area</b>	<b>Vacant Lands</b>	<b>Occupied Lands</b>	<b>Redevelopment Potential @ 2.5%<sup>1</sup></b>	<b>Total Vacant Land + Redevelopment Potential</b>	<b>% by Watershed* + Redevelopment</b>
APPLEWOOD CREEK	450.33	2.42	447.91	11.20	13.62	3.0%
AVONHEAD CREEK	166.54	22.33	144.21	3.61	25.93	15.6%
BIRCHWOOD CREEK	351.78	2.23	349.55	8.74	10.97	3.1%
CAROLYN CREEK	526.23	-	526.23	13.16	13.16	2.5%
CAWTHRA CREEK	206.58	16.09	190.49	4.76	20.85	10.1%
CHAPPELL CREEK	185.81	-	185.81	4.65	4.65	2.5%
CLEARVIEW CREEK	133.20	18.66	114.54	2.86	21.52	16.2%
COOKSVILLE CREEK	3,528.85	80.48	3,448.37	86.21	166.69	4.7%
CREDIT RIVER	2,700.01	88.07	2,611.93	65.30	153.37	5.7%
CUMBERLAND CREEK	54.44	-	54.44	1.36	1.36	2.5%
ETOBICOKE CREEK	4,781.51	158.99	4,622.51	115.56	274.56	5.7%
ETOBICOKE LAKESHORE	284.80	-	284.80	7.12	7.12	2.5%
FLETCHER CREEK	785.08	68.05	717.03	17.93	85.97	11.0%
JOSHUA CREEK	16.73	-	16.73	0.42	0.42	2.5%
KENOLLIE CREEK	216.63	-	216.63	5.42	5.42	2.5%
LAKESIDE CREEK	451.04	54.87	396.17	9.90	64.78	14.4%
LEVI CREEK	225.47	-	225.47	5.64	5.64	2.5%
LITTLE ETOBICOKE CREEK	2,226.12	33.54	2,192.58	54.81	88.35	4.0%
LORNEWOOD CREEK	421.78	4.99	416.79	10.42	15.40	3.7%
LOYALIST CREEK	878.24	-	878.24	21.96	21.96	2.5%
MARY FIX CREEK	653.00	21.19	631.81	15.80	36.99	5.7%
MEADOWVALE NORTH	92.94	-	92.94	2.32	2.32	2.5%
MIMICO CREEK	1,731.29	38.22	1,693.07	42.33	80.54	4.7%
MOORE CREEK	18.63	-	18.63	0.47	0.47	2.5%
MULLET CREEK DOWNSTREAM	1,158.12	-	1,158.12	28.95		0.0%
MULLET CREEK UPSTREAM	1,612.88	-	1,612.88	40.32		0.0%
<b>Total Mullet Creek Downstream &amp; Upstream</b>	<b>2,771.01</b>	<b>78.79</b>	<b>2,771.01</b>	<b>69.28</b>	<b>148.06</b>	<b>5.3%</b>
NINTH LINE		32.66	32.66	0.82	33.48	100.0%
OAKVILLE	67.62	15.97	51.65	1.29	17.26	25.5%
PORT CREDIT	96.65	-	96.65	2.42	2.42	2.5%
PORT CREDIT WEST	167.00	-	167.00	4.18	4.18	2.5%
SAWMILL CREEK	1,583.88	31.54	1,552.34	38.81	70.35	4.4%
SERSON CREEK	234.58	0.91	233.67	5.84	6.76	2.9%
SHERIDAN CREEK	740.84	30.06	710.78	17.77	47.83	6.5%
SIXTEEN MILE CREEK	946.08	49.10	896.98	22.42	71.52	7.6%
TECUMSEH CREEK	162.54	2.85	159.69	3.99	6.84	4.2%
TURTLE CREEK	256.84	6.30	250.54	6.26	12.57	4.9%
WOLFEDALE CREEK	719.50	6.09	713.42	17.84	23.92	3.3%
<b>Total</b>	<b>28,833.55</b>	<b>864.39</b>	<b>28,113.27</b>	<b>702.83</b>	<b>1,567.22</b>	<b>5.4%</b>

(1) Redevelopment potential at 2.5% has been applied to the occupied lands throughout the identified watersheds. This amount is intended to represent an average across the entire City.

# KSGS Engineering Corp.

---

**TABLE 4.1 – 2019 STORM DRAINAGE DEVELOPMENT CHARGES**

**TABLE 4.1**  
**2019 STORM DRAINAGE DEVELOPMENT CHARGES**

	<u><b>2019 DC</b></u>
<b>1 - EROSION CONTROL WORKS</b>	
A - EROSION CONTROL - IDENTIFIED WORKS	\$4,771,045
B - EROSION CONTROL - FUTURE WORKS	\$5,316,130
<u>C - MINOR EROSION CONTROL</u>	<u>\$95,040</u>
<b>SUBTOTAL</b>	<b>\$10,182,215</b>
 <b>2 - CONVEYANCE (CHANNELIZATION. CULVERT IMPROVEMENTS)</b>	 <b>\$8,529,011</b>
 <b>3 - STORMWATER MANAGEMENT</b>	
A - STORMWATER MANAGEMENT FACILITIES - NEW FACILITIES:	\$36,427,350
B - STORMWATER QUALITY RETROFITS:	\$2,296,520
<u>C - NEW COOKSVILLE CREEK FLOOD RELIEF WORKS</u>	<u>\$3,888,310</u>
<b>SUBTOTAL</b>	<b>\$42,612,180</b>
 <b>4 - STORM SEWER OVERSIZING</b>	 <b>\$13,614,587</b>
 <b>5 - BACKGROUND STUDIES AND MONITORING:</b>	 <b>\$673,575</b>
<hr/> <b>TOTAL PROGRAM</b>	<hr/> <b>\$75,611,567</b>
 <b>LESS RESERVES:</b>	
(STORM DRAINAGE DC; ACT 31350)	\$32,452,965
(WATER QUALITY ACT; 37513)	\$2,172,871
<u>(SECTION 14 LOT LEVY-MAJOR STORM IMPROVEMENT LEVT; ACT 35124)</u>	<u>\$17,923,179</u>
<b>TOTAL RESERVES:</b>	<b>\$52,549,015</b>
 <b>TOTAL STORMWATER MANAGEMENT CAPITAL COSTS TO BE RECOVERED THROUGH DEVELOPMENT CHARGES</b>	 <b>\$23,062,552</b>
 <b>FUTURE DEVELOPMENT AREA (NET)</b>	 <b>1,567 ha</b>
 <b>UNIT DEVELOPMENT CHARGE</b>	 <b><u>\$14,718 /ha</u></b>



City of Mississauga  
**Corporate Report**



Date: 2019/05/13

To: Mayor and Members of Council

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

Originator's files:  
 OZ 17/004 W7 and  
 T-M17002 W7

Meeting date:  
 2019/06/05

## Subject

### **PUBLIC MEETING/RECOMMENDATION REPORT (WARD 7)**

**Rezoning and subdivision applications to permit eight detached homes fronting onto the extension of Antigua Road**

**227 and 233 Queensway West, north side of Queensway West, west of Confederation Parkway**

**Owner: 2522800 Ontario Inc.**

**Files: OZ 17/004 W7 and T-M17002 W7**

**Bill 139**

## Recommendation

1. That the applications under Files OZ 17/004 W7, 2522800 Ontario Inc., 227 and 233 Queensway West to change the zoning to **R4-Exception** (Detached Dwellings) to permit eight detached dwellings in conformity with the provisions outlined in Appendix 1, Information Report and that the draft plan of subdivision under File T-M17002 W7, be approved subject to the conditions referenced in the staff report dated March 16, 2018 from the Commissioner of Planning and Building.
2. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
3. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 36 months of the Council decision.
4. Notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to Council approval of the development application, the applicant can apply for a minor variance application, provided that the lot area and frontage shall not decrease.

5. That Council Resolution 160-91, which requires a minimum of three car spaces per dwelling, including those in a garage be required on-site and a minimum of 0.25 on-street visitor parking spaces per dwelling be required for dwellings on lots less than 12 m (39.4 ft.) of frontage not apply for the subject development.

## Report Highlights

- It has been concluded that the proposed development is supportable from a planning perspective
- Staff are satisfied with the proposal and find it to be acceptable from a planning standpoint, and recommend that the applications be approved

## Background

A public meeting was held by the Planning and Development Committee on April 9, 2018 at which time an Information Report was received for information (the following is a link to a digital copy (Item 4.4):

[https://www7.mississauga.ca/documents/committees/pdc/2018/2018\\_04\\_09\\_PDC\\_Agenda.pdf](https://www7.mississauga.ca/documents/committees/pdc/2018/2018_04_09_PDC_Agenda.pdf)

Recommendation PDC-0026-2018 was then adopted by Council on April 25, 2018.

1. That the report dated March 16, 2018, from the Commissioner of Planning and Building regarding the applications by 2522800 Ontario Inc. to permit eight detached homes fronting onto the extension of Antigua Road, under Files OZ 17/004 W7 and T-M17002 W7, 227 and 233 Queensway West, be received for information, and notwithstanding planning protocol, that the recommendation report be brought directly to a future Council meeting.
2. That one oral submission made to the Planning and Development Committee on April 9, 2018, be received.

There were some technical matters that needed to be resolved before the Planning and Building Department could make a recommendation on the applications. Given the amount of time since the public meeting, full notification was provided.

## ANTIGUA ROAD CONNECTION

At the Council meeting on July 4, 2018, Resolution 0179-2018 was adopted. The resolution reads as follows:

WHEREAS 2522800 Ontario Inc. has applied for amendments to the zoning by-law and a draft plan of subdivision for the property at 227 and 233 Queensway West with frontage on Antigua Road;

AND WHEREAS Antigua Road currently comes to a dead end on the east and west sides of the subject property;

AND WHEREAS the 2522800 Ontario Inc. is proposing eight detached homes fronting onto the proposed extension of Antigua Road and the connection of the current termini of Antigua Road;

AND WHEREAS the City's Official Plan states that the City will strive to create a fine grained road system to increase connectivity, including through the enhancement of existing streets by minimizing cul-de-sacs or dead-ends, and further that where cul-de-sacs or dead-ends exist, vehicular access and accessible paths for walking and cycling should be created where possible.

AND WHEREAS the City's Transportation and Works Department supports a contiguous connection of Antigua Road to ensure a balanced distribution of neighbourhood traffic and the most efficient access for emergency vehicles, garbage collection vehicles and snowplows;

AND WHEREAS residents in the area have expressed concerns with the creation of a road connection due to the increase of cut-through traffic and safety for pedestrians and children in the neighbourhood;

#### THEREFORE BE IT RESOLVED

1. That appropriate measures be taken to restrict vehicular traffic when the Antigua Road connection is fully constructed.
2. That the applicant be instructed that as part of OZ 17/004 W7 and T-M17002 W7 they must enter into an agreement to construct the Antigua Road connection and install a modular physical barrier on Antigua Road that will preserve the structural integrity of the road with appropriate signage to ensure safety for drivers and residents while maintaining pedestrian and cyclist access.

## Comments

### COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the zoning change. All property owners within 120 m (393 ft.) were notified of the applications on June 30, 2017. A community meeting was held on March 28, 2018. Ten written submissions and two petitions were received.

The public meeting was held on April 9, 2018. One member of the public made deputations regarding the applications. Responses to the issues raised at the public meeting and from correspondence received can be found in Appendix 2.

## UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The applications were circulated to all City departments and commenting agencies on June 16, 2017. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments:

### Transportation and Works

Comments updated April 5, 2019 state that should the applications be approved, the following matters will be addressed through the subdivision agreement:

- The engineering drawings are to be updated to clearly show the proposed overland flow route and a planter on the proposed Antigua Road extension to stop through traffic
- As lands will be dedicated to the City, the Phase I and Phase II Environmental Site Assessment (ESA) reports prepared in support of the proposed development must be accompanied by specific letters of reliance to the City's satisfaction and the Phase II ESA is to be signed and sealed
- Confirmation that that future Antigua Road extension meets the applicable Ontario Ministry of the Environment, Conservation and Parks (MECP) Standards and is suitable for the intended land use must be submitted to the City
- A written document prepared by a Professional Engineer must be provided to the satisfaction of the City which includes a plan to decommission all wells within the property or proof of decommissioning if already completed
- Municipal Works will be required to support this development and these works shall form part of the Subdivision Agreement. Detailed design, securities and insurance will be addressed through the Subdivision Agreement

### Region of Peel

Comments updated April 24, 2019 state that should the applications be approved, the following matter will be addressed through the subdivision agreement:

- The establishment of satisfactory waste collection arrangements

The proposed barrier is a safety concern as it will require collections trucks to reverse along Antigua Road after completing waste collection along both sections of the road.

### City of Mississauga Fire and Emergency Services

Comments updated May 3, 2019 state that there are concerns with the barrier to be installed on Antigua Road. A turnaround facility (e.g., a cul-de-sac or "T" intersection) is typically required when a fire access route exceeds 90 m (296 ft.) in length.

Should the applications be approved, the following matter will be addressed through the subdivision agreement:



- Confirmation that any barrier installed to restrict vehicular traffic on the proposed Antigua Road connection will be installed in a manner satisfactory to City of Mississauga Fire and Emergency Services

### **Peel Regional Police**

Comments updated May 2, 2019 state that Peel police do not have concerns about the installation of the barrier. The following matter will be addressed through the subdivision agreement:

- Satisfactory arrangements for the installation of signage advising of addressing on and the termination of Antigua Road

### **PLANNING ANALYSIS SUMMARY**

As these applications were received prior to the passing of Bill 139, a detailed review of the relevant provincial and regional policies was not included in the Information Report. A detailed planning analysis is included in Appendix 2. The applications are consistent with the *Provincial Policy Statement* and conform to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan.

The proposed detached homes have smaller frontages and lot areas than the lots in the immediate area and require a rezoning. The proposal maintains the character of single detached homes fronting onto Antigua Road. The small scale, infill development is compatible with the Cooksville Neighbourhood and maintains the City Structure policies related to intensification. The development is sensitive to the existing context and realizes the planned character of the lands.

### **Strategic Plan**

The applications are consistent with the Connect pillar of the Strategic Plan supporting the principle of building complete communities to accommodate growth.

### **Financial Impact**

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

### **Conclusion**

In summary, the proposed development is in keeping with the established land use pattern of the area and their planned character. The proposed rezoning and draft plan of subdivision are acceptable from a planning standpoint and should be approved.

Should the applications be approved by Council, the implementing zoning by-law will be brought forward to Council at a future date.

## Attachments

- Appendix 1: Information Report
- Appendix 2: Detailed Planning Analysis
- Appendix 3: Draft Plan of Subdivision
- Appendix 4: City Conditions of Draft Approval



---

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

Prepared by: Aiden Stanley, Development Planner

# City of Mississauga

## Corporate Report



Date: March 16, 2018

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's files:  
OZ 17/004 W7 and  
T-M17002 W7

Meeting date:  
2018/04/09

## Subject

### PUBLIC MEETING INFORMATION REPORT (WARD 7)

Applications to permit eight detached homes fronting onto the extension of Antigua Road

227 and 233 Queensway West, north side of Queensway West, west of Confederation Parkway

Owner: 2522800 Ontario Inc.

Files: OZ 17/004 W7 and T-M17002 W7

## Recommendation

That the report dated March 16, 2018, from the Commissioner of Planning and Building regarding the applications by 2522800 Ontario Inc. to permit eight detached homes fronting onto the extension of Antigua Road, under Files OZ 17/004 W7 and T-M17002 W7, 227 and 233 Queensway West, be received for information.

## Report Highlights

- This report has been prepared for a public meeting to hear from the community
- The proposed development requires amendments to the zoning by-law and a draft plan of subdivision
- Community concerns identified to date relate to the completion of Antigua Road and loss of open space and trees
- Prior to the next report, matters to be addressed include the appropriateness of the proposed development including compatibility with the surrounding neighbourhood and the resolution of technical requirements

## Background

The applications have been circulated for technical comments and a community meeting will be held. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community.

## Comments

### THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	
Frontages:	44.37 m (145.57 ft.)
Depth:	102.57 m (336.52 ft.)
Gross Lot Area:	0.46 ha (1.14 ac.)
Existing Uses:	Two detached homes

The property is located in a predominantly residential area of the Cooksville Neighbourhood Character Area, which is a well established residential area with mostly detached homes. The homes along Queensway West are accessed from Antigua Road. Both the north and south side of Queensway West are fenced and lined with trees. A multi-use trail runs along the south side of Queensway West. The subject lands and the medical office to the east of property are the only lots in the immediate area that have driveways that access Queensway West. The neighbourhood is within walking distance of Hurontario Street and the future Queensway LRT stop, Trillium Hospital and the Cooksville commercial core.



Aerial image of the subject lands

The surrounding land uses are:

North: Detached homes

East: Detached homes

South: Queensway West, multi-use trail, detached homes

West: Mississauga Cosmetic Surgery Clinic (fronting onto Queensway West), detached homes (fronting onto Antigua Road)

Information regarding the history of the site is found in Appendix 1. An aerial photo of the property and surrounding area is found in Appendix 2.

### DETAILS OF THE PROJECT

The applications are to permit eight two storey detached homes fronting onto the extension of Antigua Road.

Development Proposal	
Applications submitted:	Received: April 28, 2017 Deemed complete: June 15, 2017
Developer/ Owner:	2522800 Ontario Inc.
Applicant:	W.E. Oughtred & Associates
Number of units:	8
Height:	2 storeys
Lot Coverage:	43%
Gross Floor Area:	Approximately 2,320 m <sup>2</sup> (24,972 ft <sup>2</sup> )
Road type:	Public
Anticipated Population:	28* *Average household sizes for all units (by type) based on the 2016 Census

Proposed concept plan and elevations are found in Appendices 3 and 4.



Images of existing conditions from Queensway West



Applicant's renderings of the proposed homes

## LAND USE CONTROLS

The subject lands are located within the Cooksville Neighbourhood Character Area and are designated **Residential Low Density II** (see Appendix 5) which permits detached dwellings, semi-detached dwellings, duplexes, triplexes and street townhouses. The compatibility of the proposal with the character of the surrounding neighbourhood and the policies of Mississauga Official Plan is under evaluation.

The lands are currently zoned **R2 (Detached Dwellings – Typical Lots)** (see Appendix 6) which permits detached dwellings with lot frontages of 18 m (59.1 ft.) and lot areas of 695 m<sup>2</sup> (7,480.1 ft<sup>2</sup>). The applicant is proposing to rezone the lands to **R3 (Detached Dwellings – Typical Lots)** to permit detached dwellings with lot frontages of 11 m (36 ft.) and lot areas of 400 m<sup>2</sup> (14,306 ft<sup>2</sup>).

Detailed information regarding the existing and proposed official plan policies and proposed zone standards is found in Appendices 7 and 8.

A draft plan of subdivision is required in order to create the lots and complete Antigua Road.

## WHAT DID THE COMMUNITY SAY

A community meeting will be held by Ward 7 Councillor, Nando Iannicca on March 28, 2018. Written comments and phone calls were received by the Planning and Building Department.

Issues raised by the community are summarized below:

- The extension and completion of Antigua Road will impact the neighbourhood negatively and result in additional traffic
- The proposal will result in a loss of green space and trees

Planning and Development Committee

2018/03/16

5

Originator's files: OZ 17/004 W7 and T-M17002 W7

Comments made by the community will be addressed along with comments raised at the public meeting in the Recommendation Report, which will come at a later date.

## **DEVELOPMENT ISSUES**

Agency comments are summarized in Appendix 9 and school accommodation information is contained in Appendix 10. Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Are the proposed setbacks, frontages and lot areas appropriate and compatible with existing and planned character?
- Are the proposed zoning standards appropriate?
- Have all other technical requirements and studies including servicing, arborist, archaeological assessment and function servicing reports been addressed and found to be acceptable?

## **OTHER INFORMATION**

The applicant has submitted the following information in support of the applications:

- Draft Plan of Subdivision
- Survey
- Context Plan and Concept Plan
- Lot Site Plan
- Site Grading Plan
- Floor Plans
- Building Elevations
- Planning Justification Report
- Arborist Report and Tree Preservation Plan
- Functional Servicing Report
- Archaeological Stage One
- Archaeological Stage Two
- Phase Two Environmental Site Assessment
- Noise Feasibility Study
- Green Development (LID) Initiatives
- Draft Zoning By-law
- Land Transfer Documents
- Parcel Registry

## **Development Requirements**

In conjunction with the proposed development, there are certain other engineering and environmental matters with respect to grading, servicing and stormwater management, which will require the applicant to enter into the appropriate agreements with the City, the details of which will be dealt with during the processing of the plan of subdivision.

## **Financial Impact**

Development charges will be payable as required by the Development Charges By-law of the City. Also the financial requirements of any other external commenting agency must be met.



Planning and Development Committee

2018/03/16

6

Originator's files: OZ 17/004 W7 and T-M17002 W7

## Conclusion

Most agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved.

## Attachments

Appendix 1: Site History

Appendix 2: Aerial Photograph

Appendix 3: Proposed Concept Plan

Appendix 4: Proposed Elevations

Appendix 5: Excerpt of Cooksville Neighbourhood Character Area Land Use Map

Appendix 6: Existing Zoning and General Context Map

Appendix 7: Summary of Existing and Relevant Mississauga Official Plan Policies

Appendix 8: Summary of Existing and Proposed Zoning Provisions

Appendix 9: Agency Comments

Appendix 10: School Accommodation



---

Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Aiden Stanley, Development Planner



## Appendix 1

2522800 Ontario Inc.

Files: OZ 17/004 W7 amd T-M17002 W7

**Site History**

- The subject lands are a portion of what is known as the Heck Property. In 2005, the northern section of the property was approved for townhomes, reconfigured parkland and six detached homes fronting onto the extension of Louis Drive
- The surrounding neighborhood was developed through numerous plans of subdivision throughout the 1970s. East of the site, Registered Plan 906 approved lots along Antigua Road and Louis Drive, east to Stillmeadow Road in 1971. Four properties fronting onto Queensway West (including the subject lands) were not included in the original residential subdivision. West of the site, Registered Plan M-273 approved lots on Antigua Road and Louis Drive in 1978. The extensions of Louis Drive and Antigua Road were anticipated in both plans and shown in concepts
- November 14, 2012 – Mississauga Official Plan came into force except for those sites/policies which have been appealed. The subject lands are designated **Residential Low Density II** in the Cooksville Neighbourhood Character Area
- June 20, 2007 – Zoning By-law 0225-2007 came into force except for those sites which have been appealed. The subject lands are zoned **R2 (Detached Dwellings – Typical Lots)**



LEGEND:



SUBJE

DATE OF AERIAL IMAGE

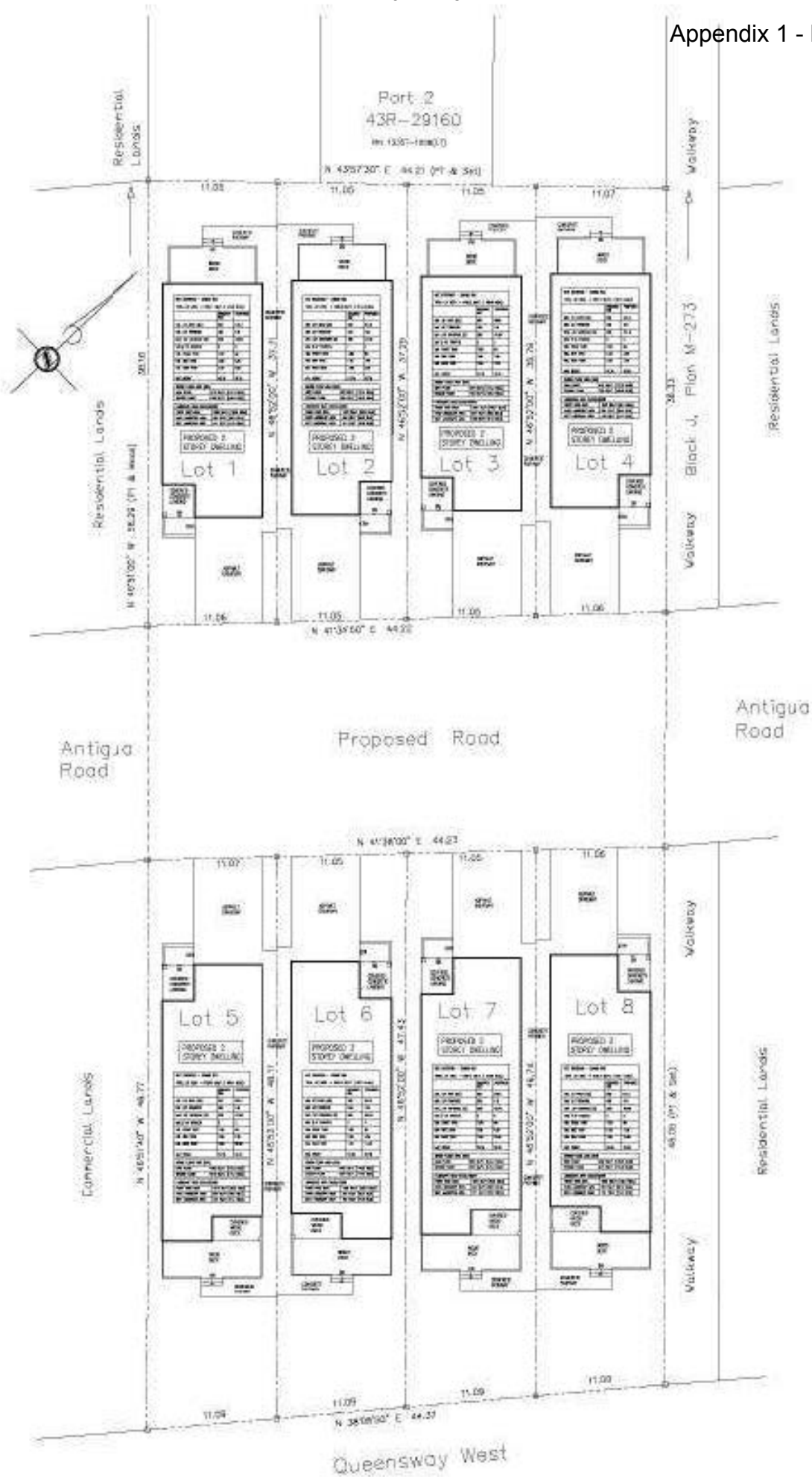
TITLE:

252

FILE NO: OZ 17/

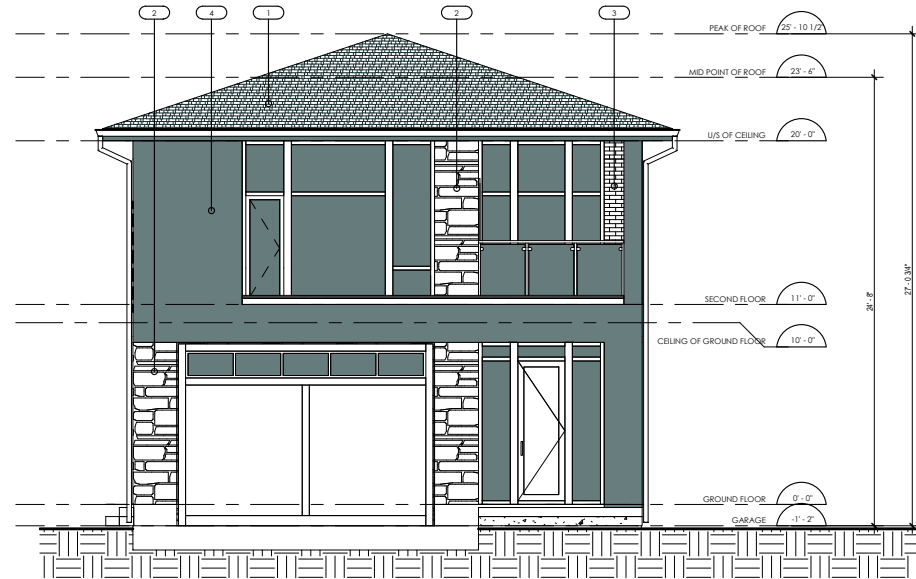


MISSISSIPPI





AREA OF EXPOSED BUILDING FACE = 89.42 M<sup>2</sup>  
 LIMITING DISTANCE = 28.94M  
 PERCENTAGE OF ALLOWED UNPROTECTED OPENING = 100% = 89.42 M<sup>2</sup>  
 AREA OF PROPOSED UNPROTECTED OPENING = 22.77% = 20.36 M<sup>2</sup>

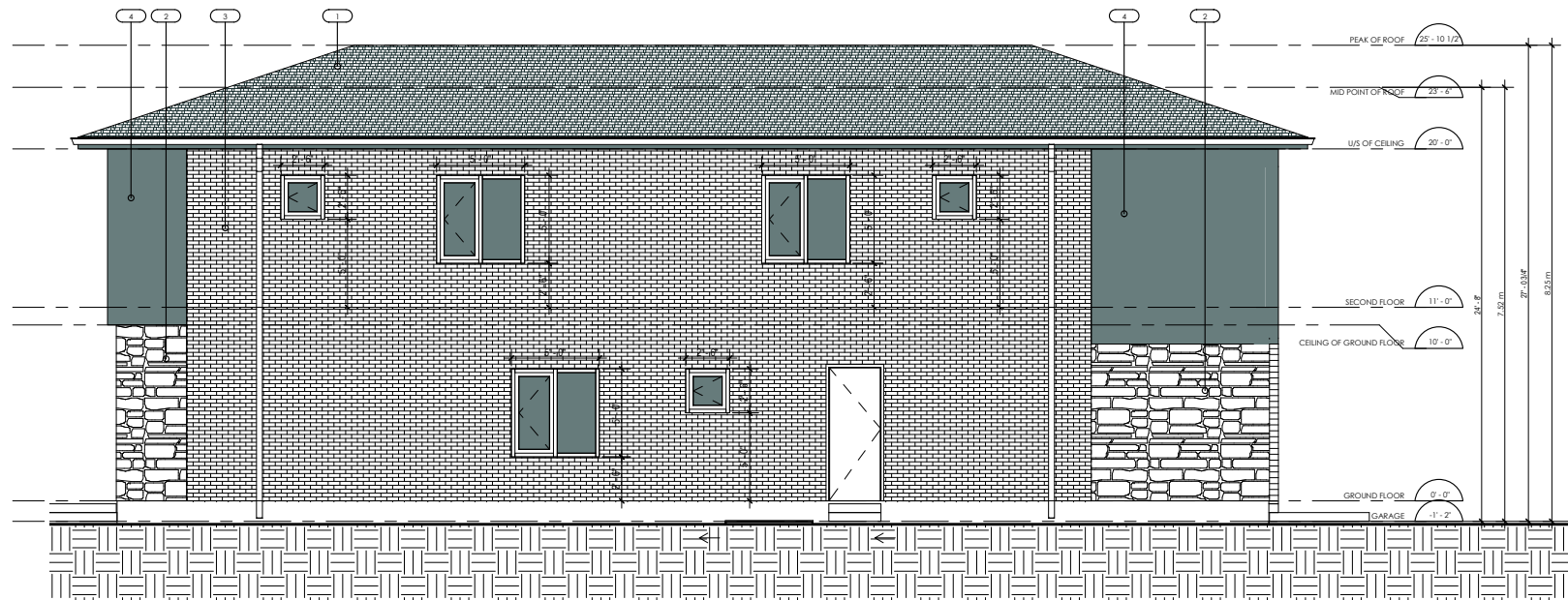


1 NORTH ELEVATION  
 A-S.1 3/16\" = 1'-0"

AREA OF EXPOSED BUILDING FACE = 136.88 M<sup>2</sup>  
 LIMITING DISTANCE = 1.2 M  
 PERCENTAGE OF ALLOWED UNPROTECTED OPENING = 7% = 9.58188 M<sup>2</sup>  
 AREA OF PROPOSED UNPROTECTED OPENING = 6.36% = 8.712 M<sup>2</sup>

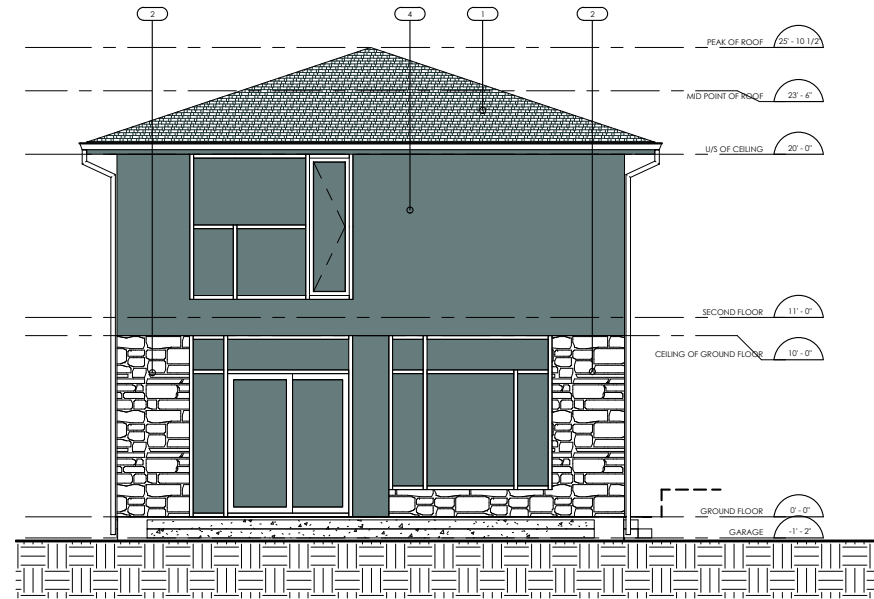
**MATERIAL LEGEND:**

- 1 - ASPHALT SHINGLES
- 2 - STONE VENEER
- 3 - BRICK VENEER OR EIFS
- 4 - EIFS OR ALUMINUM CLADDING
- 5 - METAL SIDING
- 6 - WOOD SIDING



2 EAST ELEVATION  
 A-S.1 3/16\" = 1'-0"

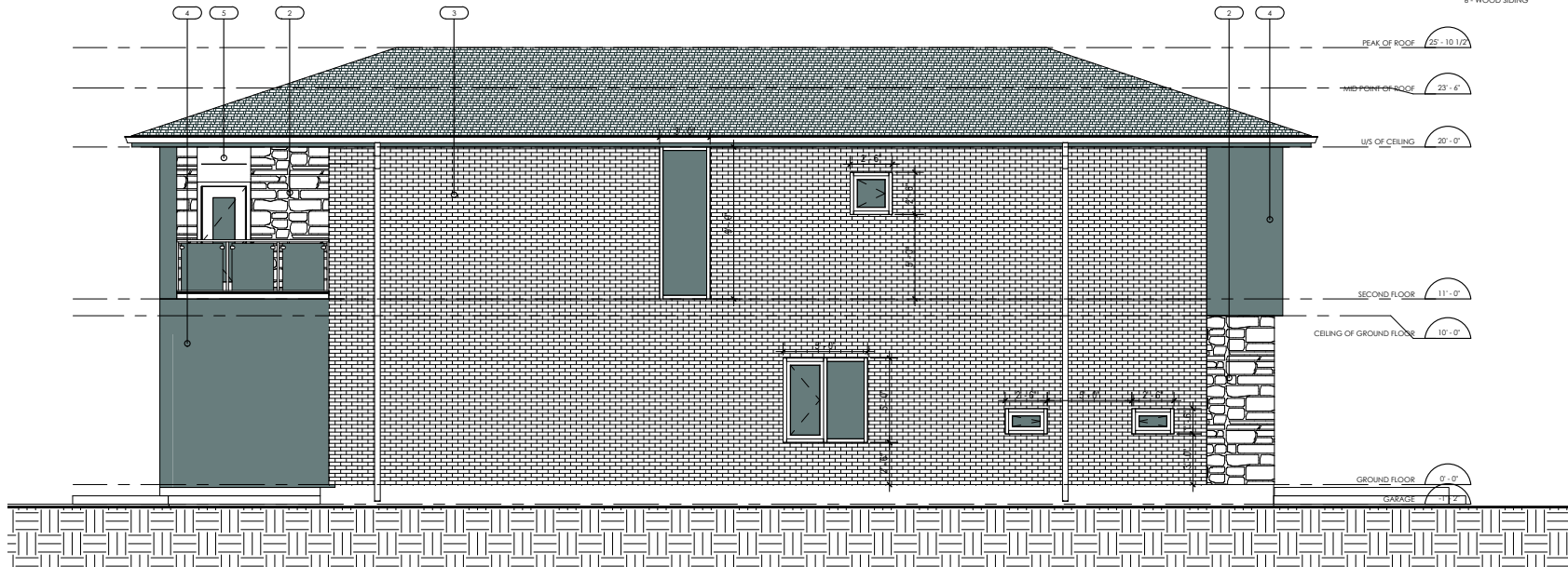
AREA OF EXPOSED BUILDING FACE = 58.53 M<sup>2</sup>  
 LIMITING DISTANCE = 8.1 M  
 PERCENTAGE OF ALLOWED UNPROTECTED OPENING = 56% = 32.78 M<sup>2</sup>  
 AREA OF PROPOSED UNPROTECTED OPENING = 37.86% = 22.16 M<sup>2</sup>



1 SOUTH ELEVATION  
 3/16" = 1'-0"

AREA OF EXPOSED BUILDING FACE = 136.88 M<sup>2</sup>  
 LIMITING DISTANCE = 11.2 M  
 PERCENTAGE OF ALLOWED UNPROTECTED OPENING = 7% = 9.58188 M<sup>2</sup>  
 AREA OF PROPOSED UNPROTECTED OPENING = 5.86% = 8.02 M<sup>2</sup>

**MATERIAL LEGEND:**  
 1 - ASPHALT SHINGLES  
 2 - STONE VENEER  
 3 - BRICK VENEER OR EIFS  
 4 - EIFS OR ALUMINUM CLADDING  
 5 - METAL SIDING  
 6 - WOOD SIDING



2 WEST ELEVATION  
 3/16" = 1'-0"

AREA OF EXPOSED BUILDING FACE = 58.57 M<sup>2</sup>  
 LIMITING DISTANCE = 9.0M  
 PERCENTAGE OF ALLOWED UNPROTECTED OPENING = 100% = 58.57 M<sup>2</sup>  
 AREA OF PROPOSED UNPROTECTED OPENING = 41.66% = 24.40 M<sup>2</sup>



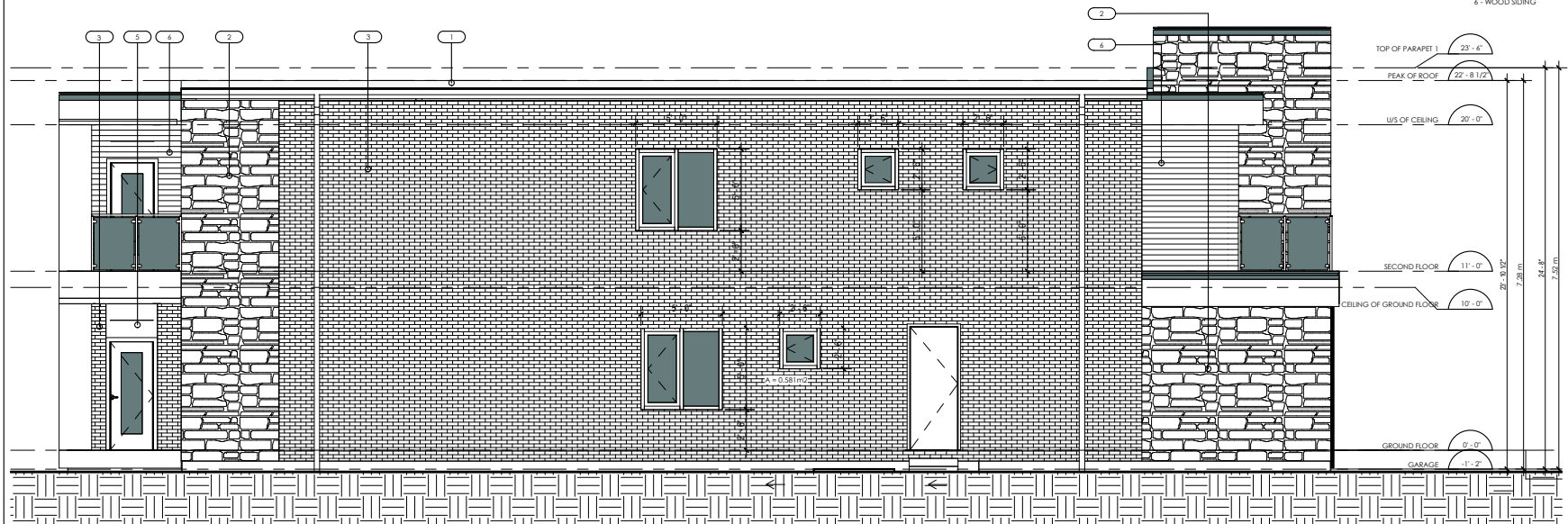
1  
A-5.1

# NORTH ELEVATION

3/16" = 1'-0"

AREA OF EXPOSED BUILDING FACE = 163.31 M<sup>2</sup>  
 LIMITING DISTANCE = 1.3M  
 PERCENTAGE OF ALLOWED UNPROTECTED OPENING = 7% = 11.43 M<sup>2</sup>  
 AREA OF PROPOSED UNPROTECTED OPENING = 6.27% = 10.245 M<sup>2</sup>

**MATERIAL LEGEND:**  
 1 - ASPHALT SHINGLES  
 2 - STONE VENEER  
 3 - BRICK VENEER OR EPS  
 4 - ALUMINUM CLADDING  
 5 - METAL SIDING  
 6 - WOOD SIDING

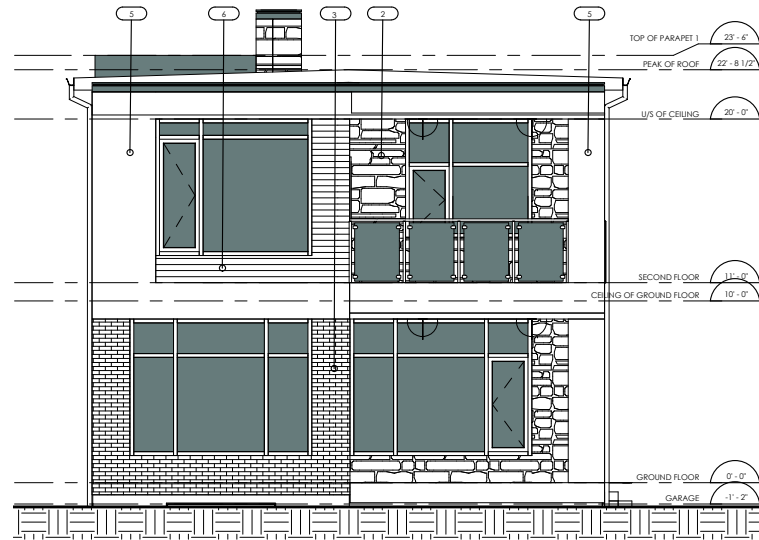


2  
A-5.1

# EAST ELEVATION

3/16" = 1'-0"

AREA OF EXPOSED BUILDING FACE = 58.57 M<sup>2</sup>  
 LIMITING DISTANCE = 13.3 M  
 PERCENTAGE OF ALLOWED UNPROTECTED OPENING = 100% = 58.57 M<sup>2</sup>  
 AREA OF PROPOSED UNPROTECTED OPENING = 41.16% = 24.11 M<sup>2</sup>



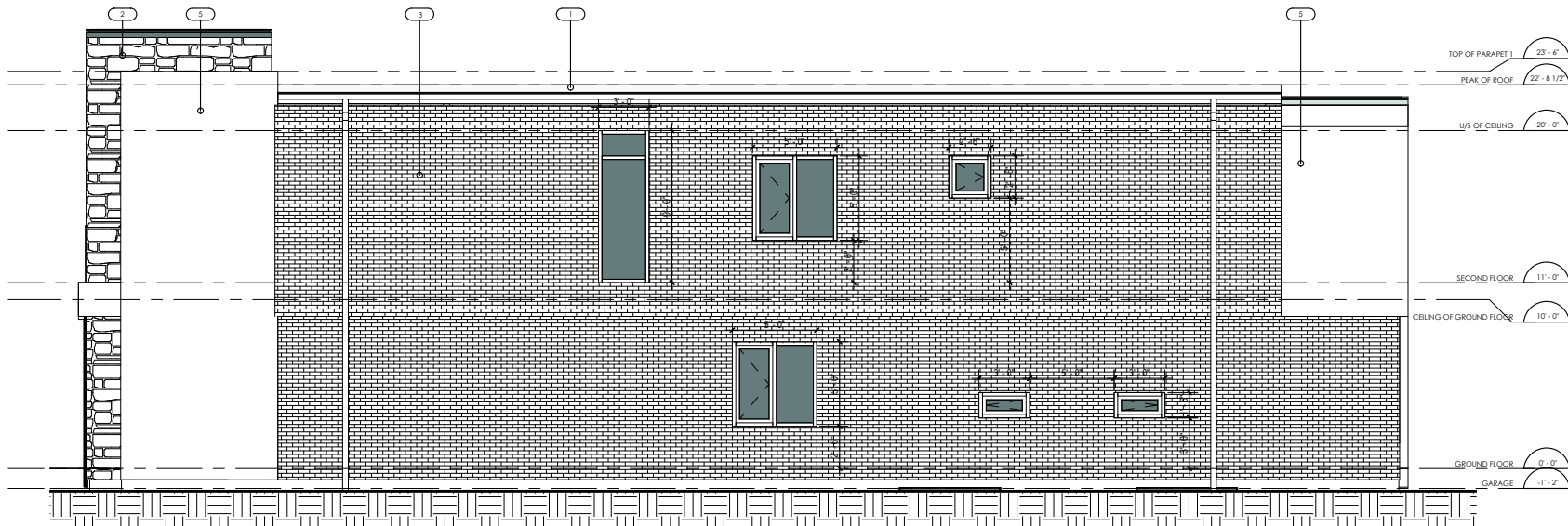
1  
A-S.2

SOUTH ELEVATION  
 3/16" = 1'-0"

AREA OF EXPOSED BUILDING FACE = 163.31 M<sup>2</sup>  
 LIMITING DISTANCE = 1.3 M  
 PERCENTAGE OF ALLOWED UNPROTECTED OPENING = 7% = 11.43 M<sup>2</sup>  
 AREA OF PROPOSED UNPROTECTED OPENING = 5.25% = 8.57 M<sup>2</sup>

**MATERIAL LEGEND:**

- 1 - ASPHALT SHINGLES
- 2 - STONE VENEER
- 3 - BRICK VENEER OR EPS
- 4 - ALUMINUM CLADDING
- 5 - METAL SIDING
- 6 - WOOD SIDING



2  
A-S.2

WEST ELEVATION  
 3/16" = 1'-0"

2018/03/07

scotia



# PART OF SCHEDULE OF MISSISSAUGA LAND USE DESIGNATION

- Residential Low Density
- Residential Low Density
- Residential Medium Density
- Residential High Density
- Mixed Use
- Convenience Commercial
- Motor Vehicle Commercial
- Office
- Business Employment
- Industrial

## BASE MAP INFORMATION

- Heritage Conservation
- 1996 NEP/2000 NEP Composite Noise Contour
- LBPIA Operating Area See Aircraft Noise
- Area Exempt from LBPIA Operating Area
- Natural Hazards

## City Structure

- Downtown
- Major Node
- Community Node
- Neighbourhood

SUBJECT

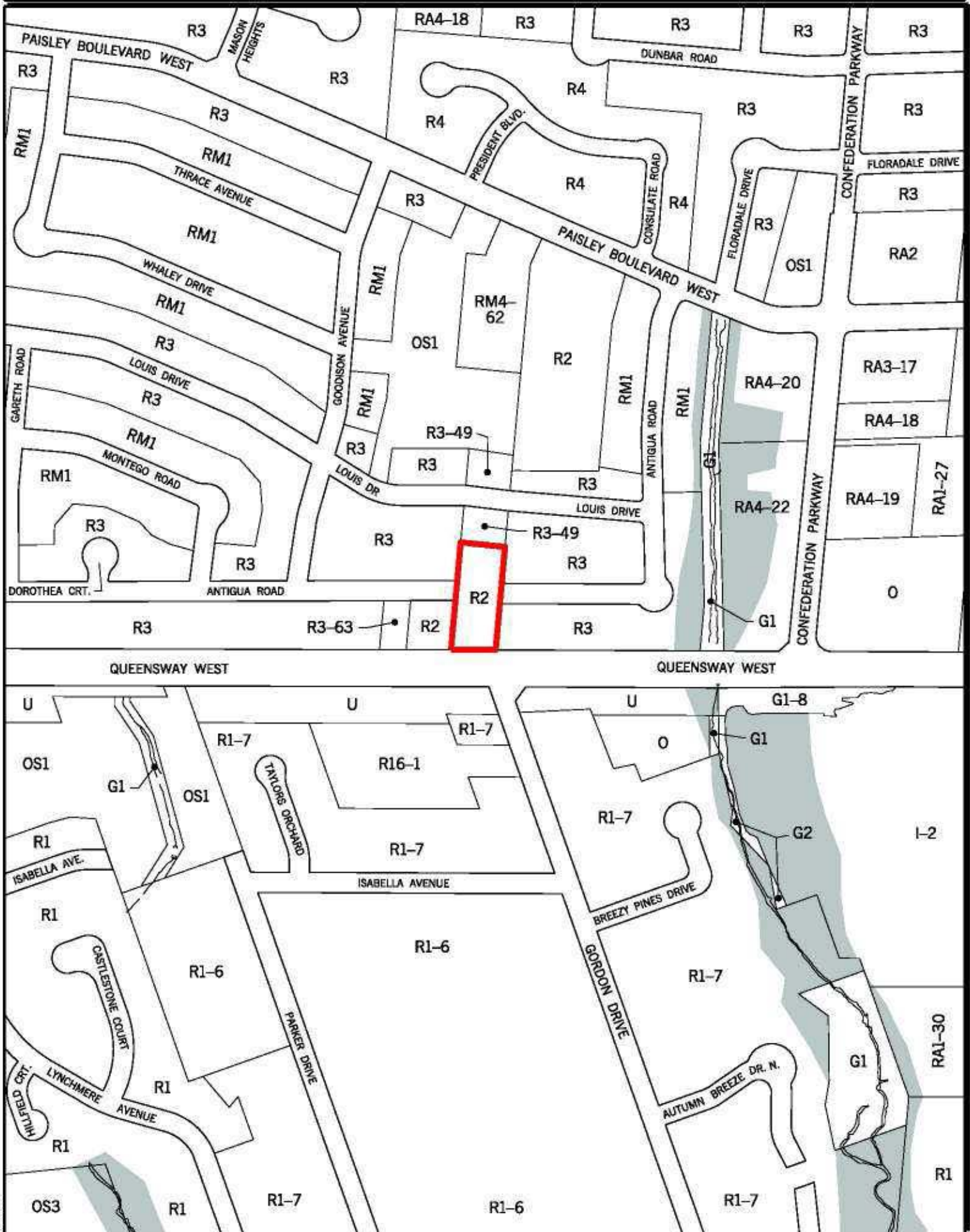
TITLE: 2522

FILE NO: OZ 17/

MISSISSAUGA



## GENERAL CONTEXT MAP

Appendix 6  
03/17/04 W7  
T-M17002 W7

2522800 Ontario Inc.

Files: OZ 17/004 W7 and T-M17002 W7

### Summary of Existing and Proposed Mississauga Official Plan Policies and Relevant Mississauga Official Plan Policies

#### Current Mississauga Official Plan Designation and Policies for the Cooksville Neighbourhood Character Area.

**Residential Low Density II** which permits detached dwellings.

#### Relevant Mississauga Official Plan Policies

	Specific Policies	General Intent
<b>Section 5 – Direct Growth</b>	5.3.5	Mississauga Official Plan will ensure that stable Neighbourhoods will remain intact. Mississauga's Neighbourhoods are characterized as physically stable areas with a character that is to be preserved. Neighbourhoods are not the focus for intensification. New development should be sensitive to the Neighbourhood's existing and planned context and will be compatible in built form and scale to existing surrounding development.
<b>Section 8 – Building a Multi-Modal City</b>	8.2.2.5 8.2.2.7	<p>Future additions to the road network should be public roads.</p> <p>Additional roads may be identified during the review of development applications and through the local area review process. The City may require the completion of road connections.</p>

2522800 Ontario Inc.

Files: OZ 17/004 W7 and T-M17002 W7

	<b>Specific Policies</b>	<b>General Intent</b>
<b>Section 9 – Build a Desirable Urban Form</b>	9.1 9.1.3 9.2.2 9.5.1 9.2.2	Mississauga Official Plan will ensure that new development respects the identity and character of the surrounding context and requires properties to develop in a manner that contributes to the overall vision for the City. New developments in Neighbourhoods will respect existing lotting patterns, respect the continuity of setbacks, respect the scale of the surrounding area, minimize overlook on adjacent neighbours, incorporate storm water best management practices, preserve mature, high quality trees and be designed to respect the existing scale, massing, character and grades of the surrounding area.
<b>Section 16 - Neighbourhoods</b>	16.1.2.1	<p>Mississauga Official Plan will ensure the preservation of the character of lands designated Residential Low Density I and Residential Low Density II.</p> <p>To preserve the character of lands designated Residential Low Density I, the minimum frontage and area of new lots subject to a consent application will generally represent the average lot frontage and area of lots within 120m (394ft.) of the subject property or the requirements of the Zoning By-law.</p>

2522800 Ontario Inc.

Files: OZ 17/004 W7 and T-M17002 W7

	Specific Policies	General Intent
Section 19 - Implementation	19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> <li>the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;</li> <li>the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> <li>there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</li> <li>a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.</li> </ul>

2522800 Ontario Inc.

Files: OZ 17/004 W7 and T-M17002 W7

### Summary of Existing and Proposed Zoning Provisions

#### Existing Zoning By-law Provisions

**R2 (Detached Dwellings – Typical Lots)** which permits detached dwellings with minimum lot areas of 695 m<sup>2</sup> (7480.1 ft<sup>2</sup>) and minimum lot frontages of 18 m (59.1 ft.).

#### Proposed Zoning Standards

The applicant is proposing to rezone the lands to **R3 (Detached Dwellings – Typical Lots)** in accordance with the standards listed below. If the proposed development is recommended for approval, the appropriate zone category will be determined.

Zone Standards	Base R3 (Detached Dwellings) Zoning By-law Standards	Proposed R3 Zoning By-law Standards
Minimum lot area – interior lot	550 m <sup>2</sup> (5,920.2 ft <sup>2</sup> )	400 m <sup>2</sup> (4305.6 ft <sup>2</sup> )
Minimum lot frontage – interior lot	15 m (49.2 ft.)	11 m (36.1 ft.)
Maximum lot coverage	35%	43%
Minimum interior side yard – interior lot	1.2 m (3.9 ft.) + 0.61 m (2 ft.) for each additional storey	1.2 m (3.9 ft.)

Note: The provisions listed are based on the applicant's preliminary concept plan and are subject to revisions as the plan is further refined.

2522800 Ontario Inc.

Files: OZ 17/004 W7 amd T-M17002 W7

**Agency Comments**

The following is a summary of comments from agencies and departments regarding the applications

Agency / Comment Date	Comment
<p>Region of Peel (August 17, 2017)</p>	<p>Provision shall be made in the Subdivision Agreement that the Developer shall ensure that sufficient widening along Queensway West, Regional Road 20 is gratuitously dedicated as public highway to the Region free and clear of all encumbrances.</p> <p>Access to the development will not be permitted from Queensway West.</p> <p>The lands are located in Water Pressure Zone 2. There is a 150 mm (5.9 in.) PVC watermain and a 250 mm (9.8 in.) sanitary sewer on Antigua Road. External easements and construction may be required. There are no issues with water or sewer capacity to service the proposed development.</p> <p>The Developer will be required to enter into a Servicing Agreement with the local Municipality and Region for the construction of municipal sewer, water, and Regional roads associated with the lands and other technical matters.</p> <p>Provision shall be made in the Subdivision Agreement for noise walls along Queensway West.</p>
<p>Dufferin-Peel Catholic District School Board and the Peel District School Board (July 6, 2017) (June 29, 2017)</p>	<p>The Peel District School Board and the Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p> <p>If approved, the Peel District School Board also require:</p> <p>That the following clauses be placed in any agreement of purchase and sale entered into with respect to any lots on this plan, within a period of five years from the date of registration of the agreement:</p> <p>a) Whereas, despite the efforts of the Peel District School</p>

2522800 Ontario Inc.

Files: OZ 17/004 W7 amd T-M17002 W7

Agency / Comment Date	Comment
	<p>Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools.</p> <p>b) The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Board.</p> <p>In addition, if approved, the Dufferin-Peel District School Board also require:</p> <p>That the applicant shall agree in the Development and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots.</p> <p>a) Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school.</p> <p>b) That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board.</p>
<p>City Community Services Parks and Forestry Division/Park Planning Section (March 7, 2018)</p>	<p>The subject site is located approximately 200 m (656 ft.) from Gordon Lummiss Park (P-080) which will contain a play site, trails and a soccer pitch.</p> <p>Prior to the issuance of building permits for each lot or block, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> and in accordance with the City's policies and By-laws.</p>

2522800 Ontario Inc.

Files: OZ 17/004 W7 amd T-M17002 W7

Agency / Comment Date	Comment
City Transportation and Works Department (March 7, 2017)	<p>The applicant has been requested to provide additional technical details. Development matters currently under review and consideration by this department include:</p> <ul style="list-style-type: none"> <li>• Revisions to the Grading Plan and Site Plan</li> <li>• Revisions to the Functional Servicing Report and Noise Feasibility Study</li> <li>• Provision of a Phase I Environmental Site Assessment (ESA)</li> <li>• Provision of a Letter of Reliance for the Phase II ESA</li> <li>• Provision of a written document, stamped and signed by a P.Eng., stating that all wells and septic systems found within the site will be decommissioned</li> </ul> <p>The above aspects will be addressed in detail prior to the Recommendation Report.</p>
City Community Services – Culture Division (June 21, 2017)	A Stage 1 and 2 archaeological assessment report have been submitted. The corresponding response from the Ministry of Tourism, Culture and Sport is required.
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> <li>• City Community Services Department – Fire and Emergency Services Division</li> <li>• Alectra</li> <li>• Greater Toronto Airport Authority</li> <li>• Rogers Cable</li> <li>• Canada Post</li> <li>• Enbridge/Consumers Gas</li> </ul>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>• Bell Canada</li> <li>• Trillium Health Partners</li> <li>• Conseil Scolaire de District Catholique Centre-Sud</li> <li>• Conseil Scolaire Viamonde</li> <li>• City of Mississauga Realty Services, Corporate Services Department</li> <li>• Trans-Northern Pipelines</li> <li>• Bell Canada</li> <li>• Hydro One</li> </ul>



2522800 Ontario Inc.

Files: OZ 17/002 W7 and T-M17002 W7

**School Accommodation**

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<ul style="list-style-type: none"> <li>Student Yield: <ul style="list-style-type: none"> <li>2 Kindergarten to Grade 6</li> <li>1 Grade 7 to Grade 8</li> <li>1 Grade 9 to Grade 12</li> </ul> </li> <li>School Accommodation: <ul style="list-style-type: none"> <li>Flordale Public School <ul style="list-style-type: none"> <li>Enrolment: 701</li> <li>Capacity: 711</li> <li>Portables: 1</li> </ul> </li> <li>Queen Elizabeth Senior Public School <ul style="list-style-type: none"> <li>Enrolment: 302</li> <li>Capacity: 262</li> <li>Portables: 3</li> </ul> </li> <li>Port Credit Secondary School <ul style="list-style-type: none"> <li>Enrolment: 1,160</li> <li>Capacity: 1,203</li> <li>Portables: 0</li> </ul> </li> </ul> </li> </ul> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p>	<ul style="list-style-type: none"> <li>Student Yield: <ul style="list-style-type: none"> <li>1 Junior Kindergarten to Grade 8</li> <li>1 Grade 9 to Grade 12</li> </ul> </li> <li>School Accommodation: <ul style="list-style-type: none"> <li>St. Catherine of Siena <ul style="list-style-type: none"> <li>Enrolment: 576</li> <li>Capacity: 668</li> <li>Portables: 0</li> </ul> </li> <li>St. Martin <ul style="list-style-type: none"> <li>Enrolment: 1,103</li> <li>Capacity: 1,026</li> <li>Portables: 0</li> </ul> </li> </ul> </li> </ul>

## **Recommendation Report Detailed Planning Analysis**

**Owner: 2522800 Ontario Inc.**

### Table of Contents

1.	Community Comments .....	2
2.	<i>Provincial Policy Statement, 2014 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2017</i> .....	2
3.	Consistency with PPS .....	2
4.	Conformity with Growth Plan .....	4
5.	Region of Peel Official Plan .....	8
6.	Mississauga Official Plan (MOP) .....	9
7.	Services and Infrastructure .....	10
8.	Revised Elevations .....	10
9.	Zoning .....	12
10.	Draft Plan of Subdivision .....	12
11.	Conclusions .....	12

## 1. Community Comments

### Comment

The extension and completion of Antigua Road will impact the neighbourhood negatively and result in additional traffic.

### Response

On July 4, 2018, Council adopted a resolution directing that the applicant be instructed to enter into an agreement to construct the Antigua Road extension with a barrier on Antigua Road to block through car traffic.

### Comment

The proposal will result in a loss of green space and trees.

### Response

The placement of the road connection will result in the loss of trees. Replacement trees will be addressed through the subdivision agreement.

## 2. *Provincial Policy Statement, 2014 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2017*

The *Provincial Policy Statement* (PPS) and the *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) provide policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

As these applications were received prior to the passing of Bill 139, the Information Report did not contain a detailed review of the relevant provincial and regional policies. This analysis is found in the next two sections.

## 3. Consistency with PPS

Section 1.1.3.3 of the PPS states that "planning authorities shall identify and promote opportunities for intensification and redevelopment".

Section 5 of Mississauga Official Plan (MOP) (Direct Growth) has policies that identify Neighbourhoods areas to receive modest additional growth. Residential intensification in these areas will generally occur through infilling.

Section 9 of MOP (Build a Desirable Urban Form) has a range of policies that require context sensitive development which respects the existing or planned character and scale of development.

The following table has been prepared to demonstrate how MOP policies are consistent with the relevant PPS policies (i.e.

"Mississauga Official Plan Policies" column). In addition, the table provides a preliminary assessment as to how the proposed development is consistent with PPS and MOP policies (i.e. "OZ 17/004 W7 and T-M17002 W7 Consistency

column). Only the key policies relevant to the application have been included, and the table should be considered a general summary of the intent of the policies.

### Consistency with the *PPS* Analysis

<b>Provincial Policy Statement (PPS)</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 17/004 W7 and T-M17002 Consistency</b>
<b>1.0 Building Strong Healthy Communities</b>		
<b>General Statement of Intent:</b> Promoting efficient land use and development patterns are important to sustainable, liveable, healthy, resilient communities, protecting the environment, public health and safety and facilitating economic growth.	The development of neighbourhoods in Mississauga through infilling supports the general intent of the PPS with respect to maintaining the character of existing neighbourhoods.	The applications propose a form of housing that is consistent with the policies of MOP.
1.1.3.2 Land use patterns within settlement areas shall be based on: <ul style="list-style-type: none"> <li>a) Densities and a mix of land uses which: <ul style="list-style-type: none"> <li>1. efficiently use land and resources</li> <li>2. are appropriate for and efficiently use infrastructure and public service facilities</li> <li>3. minimize negative impacts to air quality and climate change and promote energy efficiency</li> <li>4. support active transportation</li> <li>5. are transit supportive</li> </ul> </li> <li>b) A range of uses and opportunities for intensification and redevelopment in accordance with criteria in 1.1.3.3</li> </ul>	The Cooksville Neighbourhood is identified as a is identified in the City's urban structure. Intensification within neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development.	The proposed built form of single detached dwellings is the same housing type that exists in the immediate vicinity and is compatible with the neighbourhood. The proposal completes a planned subdivision and efficiently uses existing infrastructure.
1.1.3.3 Planning authorities shall identify appropriate locations for intensification and redevelopment where it can be accommodated taking into account building stock, brownfields, availability of infrastructure and public service facilities required to accommodate projected needs.	The Cooksville Neighbourhood Character Area is not an intensification area. MOP policy 5.3.5.1 states that neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.	The proposal represents modest intensification and maintains the existing character of the neighbourhood.
1.1.3.4 Appropriate development standards should facilitate intensification, redevelopment and compact form, while mitigating risks to public	The Built Form policies of MOP (MOP policies contained in section 9) provide direction on appropriate standards to facilitate intensification with respect to	The proposed development has been reviewed for consistency with the MOP built form transitional and compatibility policies and has

<b>Provincial Policy Statement (PPS)</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 17/004 W7 and T-M17002 Consistency</b>
health and safety.	transition, sun/shadow impacts, compact urban form and public realm. MOP includes policies that require development applications to provide appropriate height and built form transitions between sites and their surrounding area (9.2.1.10).	been found to be appropriate.
1.4 Housing 1.4.1 Planning Authorities shall provide for an appropriate range and mix of housing that is affordable	Neighbourhoods are not intended to be the focus of intensification and should be regarded as stable residential areas where the existing character is to be preserved	The proposal provides a choice of housing type.
<b>4.0 Implementation and Interpretation</b>		
<b>General Statement of Intent:</b> Provides direction on how the <i>Provincial Policy Statement</i> is to be implemented and interpreted.  4.2 Decisions of the council of a municipality shall be consistent with the <i>Provincial Policy Statement</i>  4.7 The Official Plan is the most important vehicle for implementation of the <i>Provincial Policy Statement</i>	As outlined in this table, the policies of Mississauga Official Plan are generally consistent with relevant policies of the <i>Provincial Policy Statement</i> .	The applications have been evaluated under MOP policies with respect to development limits and built form and found to be appropriate.

#### 4. Conformity with Growth Plan

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) (2017) was issued under Section 7 of the Places to Grow Act and all decisions affecting lands within this area will conform with this Plan.

The following table has been prepared to demonstrate how MOP policies conform with the relevant Growth Plan policies (i.e. "Mississauga Official Plan Policies" column). In addition, the table provides a preliminary assessment as to how the proposed development conforms with Growth Plan and MOP

policies (i.e. "OZ 17/004 W7 and T-M17002 Conformity" column). Only key policies relevant to the applications have been included, and that table should be considered a general summary of the intent of the policies.

MOP was prepared and approved in accordance with the Growth Plan 2006. Mississauga is in the process of reviewing MOP policies to ensure conformity with the new Growth Plan 2017. The development application has been reviewed against Growth Plan 2017 policy direction to ensure conformity.

**Conformity with the *Growth Plan* Analysis**

<b><i>Growth Plan for the Greater Golden Horseshoe</i></b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 17/004 W7 and T-M17002 Conformity</b>
<b>1.1 The Greater Golden Horseshoe</b>		
<b>General Statement of Intent:</b> The Greater Golden Horseshoe plays an important role in accommodating growth, however, the magnitude of anticipated growth will present challenges to infrastructure, congestion, sprawl, healthy communities, climate change and healthy environment	People of diverse backgrounds, ages and abilities are choosing to live, work and invest in Mississauga. They not only want to raise their families in the community, but they also want to spend their senior years in communities that offer appealing amenities and healthy urban lifestyle options (section 4.3)	The proposed development accommodates additional residential development by intensifying an underutilized site.
<b>1.2 The <i>Growth Plan for the Greater Golden Horseshoe</i></b>		
<b>General Statement of Intent:</b> The Vision for the Greater Golden Horseshoe is that it will be a great place to live, supported by a strong economy, a clean and healthy environment, and social equity, with an extraordinary waterfront.	The Vision for Mississauga is that it will be a beautiful sustainable city that protects its natural and cultural heritage resources and its established stable neighbourhoods (MOP section 4).	The applications will provide housing within a location with existing services, including the Cooksville Downtown and future HuLRT.
<b>1.2.1 Guiding Principles</b>		
<b>General Statement of Intent for this Section:</b> The policies of this Plan are based on the following principles: <ol style="list-style-type: none"> <li>Complete communities</li> <li>Prioritize intensification</li> <li>Provide flexibility to capitalize on new employment opportunities</li> <li>Support a range and mix of housing options</li> <li>Integrate land use planning and investment in infrastructure</li> <li>Provide different approaches to manage growth that recognize diversity of communities</li> <li>Protect natural heritage, hydrologic, landforms</li> <li>Conserve and promote cultural heritage</li> <li>Integrate climate change considerations</li> </ol>	Neighbourhoods are not appropriate areas for significant intensification, however, they will not remain static and redevelopment should be sensitive to the existing neighbourhood's character.  Intensification may be considered where the proposed development is compatible in built form, density and scale to the surrounding neighbourhood. (Chapter 5)	The proposed development adds to housing units to the area. The proposal is compatible with the Cooksville Neighbourhood character area and design policies of MOP.
<b>1.2.2 Legislative Authority</b>		
<b>General Statement of Intent:</b> All decisions made on or after July 1, 2017 will conform with this Plan	As illustrated through this table, MOP generally conforms to the Growth Plan as it pertains to the proposed development.	As the decision on the application will occur after July 1, 2017, it must conform to the Growth Plan 2017.
<b>1.2.3 How to Read this Plan</b>		
<b>General Statement of Intent for this Section:</b> Outlines the relationship between the <i>Growth Plan</i> and other planning documents, and how to read the plan	MOP has been reviewed in respect to the <i>Growth Plan</i> and other applicable Provincial planning documents.	MOP has been reviewed in respect to the Growth Plan and other applicable Provincial planning document.

<b>Growth Plan for the Greater Golden Horseshoe</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 17/004 W7 and T-M17002 Conformity</b>
<b>2. Where and How to Grow</b>		
<b>2.1 Context</b>		
<b>General Statement of Intent:</b> This Plan is about building compact and complete communities. Better use of land and infrastructure can be made by prioritizing intensification, building compact and complete communities, and increasing the modal share for transit and active transportation.	Complete communities should meet the day-to-day needs of people throughout all stages of their life.	The applications propose an infill development with housing that is compatible with the existing neighbourhood.
<b>2.2 Policies For Where and How To Grow</b>		
<b>2.2.1 Managing Growth</b>		
<b>General Statement of Intent for this Section:</b> Growth will be primarily directed to appropriate locations that support complete communities and infrastructure, as directed by the upper tier municipality.	Neighbourhoods are non-intensification areas which will have lower densities and lower building heights. Neighbourhoods are stable areas where limited growth is anticipated. (Chapter 9) Mississauga will provide a wide assortment of housing choices, employment opportunities and numerous commercial, social and institutional venues allowing its inhabitants to experience the benefits of city living. (Chapter 7)	The development proposal has a similar density and compatible housing form as the surrounding neighbourhood. The applications generally seek to intensify in an appropriate location.
Relevant Policies: a. Growth should be primarily directed to settlement areas that: i. Are within the built boundary and have planned municipal water and wastewater systems and support complete communities (2.2.1.2 a i, ii, iii) ii. that are in delineated built-up areas, strategic growth areas, locations with existing or planned transit and public service facilities (2.2.1.2. c i, ii, iii, iv), iii. that is generally away from hazardous lands (2.2.1.2. e) b. Integrated planning to manage forecasted growth will: i. Be supported by planning for infrastructure and public service facilities that consider the full life cycle cost and payment (2.2.1.3.b) ii. Provide direction for an urban form that will optimize infrastructure (2.2.1.3.c) iii. Support the environment (2.2.1.3.d) iv. Be implemented through a municipal	The Cooksville Neighbourhood Character Area is an existing stable neighbourhood, which is suitable for infill development which completes the street according to its planned character. Neighbourhoods will provide for an assortment of house types to meet the needs of a complete community.	The applications have been evaluated against the applicable official plan policies and found to be appropriate.

<b>Growth Plan for the Greater Golden Horseshoe</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 17/004 W7 and T-M17002 Conformity</b>
comprehensive review (2.2.1.3.e)  c. The <i>Growth Plan</i> will support the achievement of complete communities that i. Features a diverse mix of land uses ii. Improves social equity iii. Provides mix of housing options iv. Expands convenient access to transportation, public service facilities, open space, healthy food options v. Ensures high quality compact built form, attractive public realm, including open spaces, through site design and urban design vi. Mitigates climate change vii. Integrates green infrastructure		
<b>2.2.2 Delineated Built-up Areas</b>		
<b>Statement of Intent:</b> The majority of growth is directed to lands within the delineated built-up area (i.e. limits of the developed urban area identified by the Minister of Municipal Affairs and Housing).	MOP provides the framework for the City to achieve a sustainable urban form which includes intensification and non-intensification areas.  Neighbourhoods are physically stable and new development should be sensitive to the existing and planned character of the neighbourhood. Development should be compatible with built form and scale.	The development applications are supportive of the Growth Plan intent to direct development within the built-up area. The proposed lots have been evaluated against MOP policies and determined to be appropriate.
<b>2.2.5 Employment</b>		
<b>General Statement of Intent for this Section:</b> It is important to ensure an adequate supply of employment land.	MOP identifies areas where employment land should be preserved.	While commercial uses existed historically on the site, the subject lands are designated for low density residential use.
<b>2.2.6 Housing</b>		
<b>General Statement of Intent:</b> A range and mix of housing is to be provided, including affordable housing. A housing strategy prepared by the Region is an important tool that can be used.	Mississauga Council has recently approved a citywide affordable housing strategy that is currently being implemented. The strategy can be accessed at: <a href="http://www7.mississauga.ca/documents/pb/planreports/2017/Affordable_Housing_Strategy_Appendix1&amp;2-Web.pdf">http://www7.mississauga.ca/documents/pb/planreports/2017/Affordable_Housing_Strategy_Appendix1&amp;2-Web.pdf</a>	The proposal provides for additional housing options.
<b>Relevant Policies:</b> a. The Region is responsible for preparing a housing strategy (2.2.6.1) b. Municipalities will support complete communities by accommodating growth forecasts, achieve minimum intensification	A diverse range of housing options is encouraged by MOP. (MOP Policy 7.2.2)	The Region of Peel and the City of Mississauga are working together to address affordable housing issues.  The applications add additional residential units in an established neighbourhood.



<b>Growth Plan for the Greater Golden Horseshoe</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 17/004 W7 and T-M17002 Conformity</b>
targets, consider a range of housing options, and planning to diversify the housing stock. (2.2.6.2)		
<b>3.2.2.2 Transportation – General</b>		
1. The transportation system within the GGH will be planned and managed to: provide connectivity among transportation modes for moving people and for moving goods; offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation; be sustainable and reduce greenhouse gas emissions by encouraging the most financially and environmentally appropriate mode for trip-making and supporting the use of zero- and low-emission vehicles; offer multimodal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services; accommodate agricultural vehicles and equipment, as appropriate	MOP contains policies that encourage the development of a multi-modal transportation system that includes all modes of travel.  In addition, policies look to encourage redevelopment to support multi-modal transportation. (MOP Policies 8.1.1., 8.1.4., 8.1.7.)	The proposal is within walking distance of a number of transit stops and a multi-use trail, which will allow for access to transit and cycling transportation options.
<b>5.0 Implementation</b>		
<p><b>Statement of Intent:</b> Comprehensive municipal implementation is required to implement the <i>Growth Plan</i>. Where a municipality must decide on planning matters before its official plan has been updated it must still consider impact of decision as it relates to the policy of the plan.</p> <p>The policies of this section address implementation matters such as: how to interpret the plan, supplementary direction on how the Province will implement, co-ordination of the implementation, use of growth forecasts and targets, performance indicators and monitoring, interpretation of schedules and appendices.</p>	Not directly applicable, as these policies speak to interpretation and how to read the plan and are contained in Section 1.0 of the Mississauga Official Plan	These applications have regard to the Growth Plan and Mississauga Official Plan.

## 5. Region of Peel Official Plan

The subject property is located within the Urban System within the Region of Peel. General Objectives in Section 5.3.1 and General Policies in Section 5.3.2 direct development and redevelopment to the Urban System to achieve an urban

structure, form and densities which pedestrian oriented and context appropriate.

MOP contains general policies within Chapter 5 and Chapter 9 that recognize that redevelopment within Neighborhoods should be context appropriate.

The relevant MOP policies in this report are in conformity with the Region of Peel Official Plan.

## 6. Mississauga Official Plan (MOP)

Planning staff have undertaken an evaluation of the proposed development. The proposal does not require an amendment to MOP.

### *Directing Growth*

In keeping with the *Growth Plan of the Greater Golden Horseshoe*, MOP provides a guideline for the proper distribution of intensification through a City Structure (Chapter 5). The City Structure identifies the Downtown as an area to accommodate the highest densities while Neighbourhoods are to accommodate the lowest densities and outlines that intensification within Neighbourhoods will generally occur through infilling and the redevelopment of existing commercial sites (5.3.5.1). The proposal is a small-scale, infill development.

### *Compatibility with the Neighbourhood*

Intensification within Neighbourhoods is to be compatible in built form and scale to surrounding development and will be sensitive to the existing and planned context. The surrounding lands are designated for low density residential uses. The subdivisions to the immediate east and west of the site were developed in the 1970s through plans of subdivision, but the subject lands were not included. Antigua Road was anticipated to connect over the subject lands when they were eventually developed. The proposal incorporates these lands into the

neighbourhood fabric and completes the neighbourhood with a compatible form of development.

MOP Section 16.1.2.1 states that in order to preserve the character of lands designated Residential Low Density II, the minimum frontage and area of new lots will generally represent the greater of the average lots within 120 m (393.7 ft.) or the requirement of the zoning by-law. The applicant is proposing to amend the zoning by-law to allow for a reduction to the minimum lot area and frontage. The proposed lot sizes and zoning standards will result in a development that is compatible with the Neighbourhood and that is generally representative of the lots along Antigua Road.

### *Built Form*

While new development need not mirror existing development, new development in Neighbourhoods will respect existing lotting patterns; respect the scale and character of the surrounding area; minimize overlook on adjacent lots; incorporate stormwater management best practices, preserve trees and ensure replacement trees (Section 9.2.2.3). The immediate area is characterized by one and two storey single detached homes with driveways fronting onto a public street. The larger Cooksville neighbourhood contains a broader variety of housing including detached homes on varying lot sizes, semi-detached homes and townhomes. The proposed lotting pattern represents a logical completion of development along Antigua Road. The depth of the lots and proposed setbacks will not cause adverse overlook on adjacent lands. The proposal incorporates both stormwater management best practices and tree replacement, the details of which are to be finalized through the subdivision agreement. The proposed

development is sensitive to the existing context, realizes the planned character of the lands and is compatible with the existing Neighbourhood.

The applicant has provided a Planning Justification Report in support of the applications that has demonstrated the proposal represents good planning.

## 7. Services and Infrastructure

Based on the comments received from the applicable City Departments and external agencies, the existing infrastructure is adequate to support the proposed development.

The Region of Peel has advised that there is adequate water and sanitary sewer capacity to service this site.

The site is currently serviced by the following MiWay Transit routes within walking distance:

- Number 19 on Hurontario Street having direct access to the City Centre Transit Terminal and Port Credit Go station (700 m (.4 miles) from the site)
- Number 4 on Confederation Parkway (400 m (.25 miles) from the site) which runs east to Sherway Gardens Mall
- Number 28 on Confederation Parkway having direct access to the City Centre Transit Terminal

The site is within 700 metres (.4 miles) of the planned Queensway Hurontario Light Rail Transit stop.

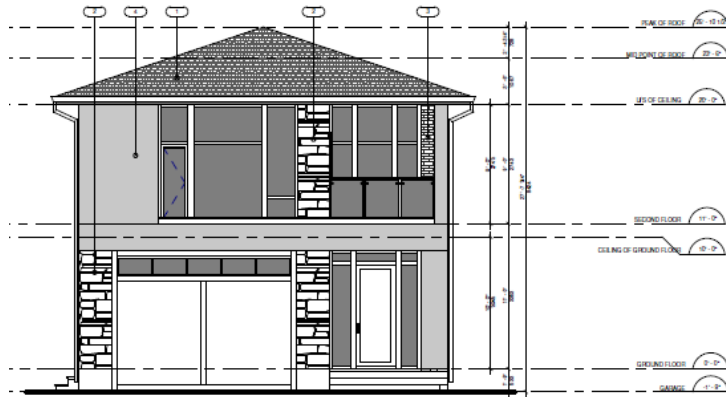
The existing road network is adequate to accommodate the additional development, however as per Council Resolution, 0179-2018 passed at the July 4, 2018 Council Meeting, the road is to be constructed to the required city standard but is to be blocked to prevent through vehicular traffic.

The site is also within walking distance of Trillium Health Partners Hospital. There is a commercial plaza on the north east corner of Hurontario Street and Queensway west and the Cooksville commercial core is northeast of the site. The property is 200 m (656 ft.) from Gordon Lummiss Park. The proposal allows for the use of existing infrastructure.

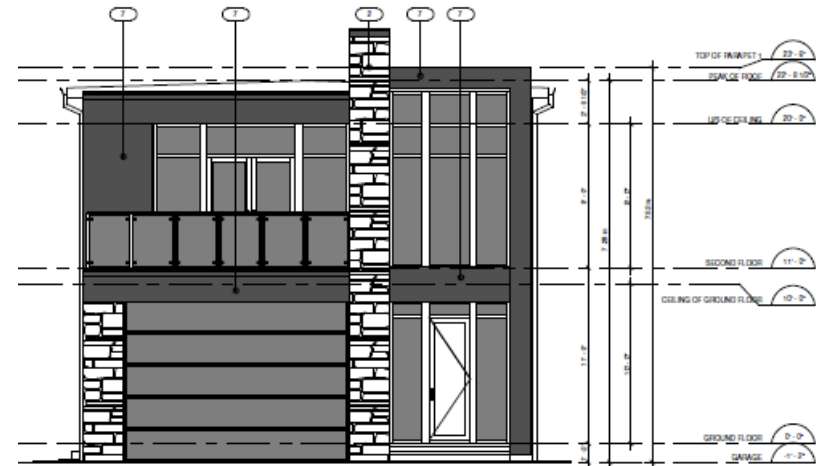
For these reasons, these applications are consistent with MOP, the Region of Peel Official Plan, the *Growth Plan for the Greater Horseshoe* and the PPS.

## 8. Revised Elevations

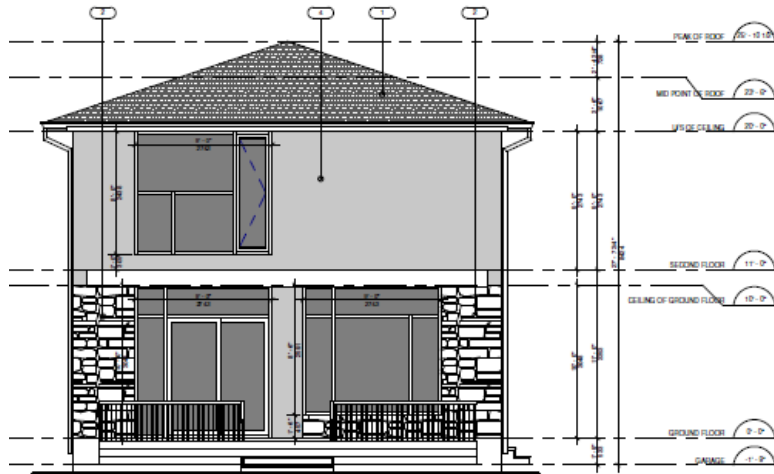
In response to urban design comments, the applicant is proposing two unit types in addition to the elevations included in the Information Report (Appendix 1).



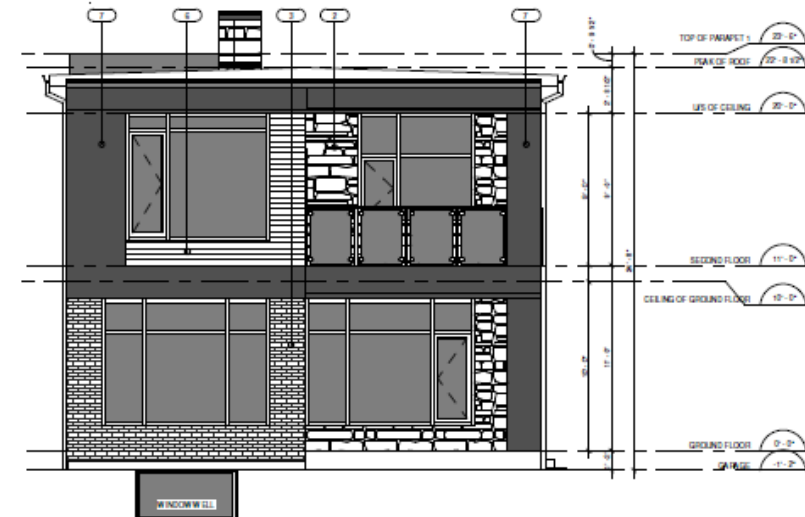
Hipped Roof Option 2: Front Elevation



Flat Roof Option 2 Front Elevation



Hipped Roof Option 2: Rear Elevation



Flat Roof Option 2 Rear Elevation

## 9. Zoning

The applicant proposed to rezone the site to a **R3-Exception** (Detached Dwellings) zone as described in the Information Report (Appendix 1). Planning staff recommend that that a **R4 - Exception** (Detached Dwellings) zone is a more appropriate zone to accommodate the proposal.

**Proposed Zoning Regulations**

<b>Zone Regulations</b>	<b>R4 (Detached Dwellings – Typical Lots) Zone Regulations</b>	<b>Recommended R4 (Detached Dwellings – Typical Lots) Zone Regulations</b>
Minimum <b>lot frontage</b>	12 m (39.4 ft.)	11 m (36 ft.)
Maximum <b>lot coverage</b>	40%	43%

## 10. Draft Plan of Subdivision

The proposed plan of subdivision (attached as Appendix 3) was reviewed by City Departments and agencies and is acceptable subject to certain conditions (attached as Appendix 4).

Development will be subject to the completion of services and registration of the plan.

## 11. Conclusions

In conclusion, City staff has evaluated the applications to permit eight detached dwellings against the *Provincial Policy Statement* (PPS), 2014, the *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) 2017, Region of Peel Official Plan and Mississauga Official Plan.

The proposed development is compatible with the neighbourhood and maintains the existing and planned character of the surrounding area. It provides additional housing options and represents an appropriate, small scale infill development.

As the applicants have addressed the relevant provincial and city policies and the technical requirements of the City, staff recommends approval of the rezoning and draft plan of subdivision subject to the conditions in the staff report dated May 13, 2019.

## SHEET 1 OF 2

SHEET 2 IS A TOPOGRAPHIC SURVEY OF THE SITE

DRAFT PLAN OF SUBDIVISION

Part of Lot 15, Range 2  
South of Dundas Street

Racey Tract

Geographic Township of Toronto

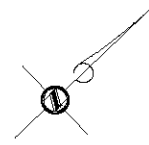
City of Mississauga

Regional Municipality of Peel

Scale 1 : 200

Donald H. Brown Surveying Ltd.  
Ontario Land Surveyor

© COPYRIGHT 2018



0 5 10 15 m

## KEY PLAN - Not to Scale



## INFORMATION REQUIRED BY SECTION 51(17) OF THE PLANNING ACT, R.S.O. 1990

- THE BOUNDARIES OF THE LAND PROPOSED TO BE SUBDIVIDED AND A CERTIFICATE OF AN ONTARIO LAND SURVEYOR ARE SHOWN ON THIS PLAN.
- INFORMATION REGARDING EXISTING & PROPOSED HIGHWAYS IS ILLUSTRATED ON THE FACE OF THIS PLAN.
- A KEY PLAN IS SHOWN ON THE FACE OF THIS PLAN. THE APPLICANT NEITHER OWNS NOR HAS AN INTEREST IN ANY ADJOINING PROPERTY.
- THE LOTS ARE TO BE USED FOR RESIDENTIAL SINGLE FAMILY DETACHED DWELLINGS.
- THE EXISTING USES OF ALL ADJOINING LAND ARE ILLUSTRATED ON THIS PLAN.
- THE APPROXIMATE DIMENSIONS AND LAYOUT OF THE PROPOSED LOTS ARE ILLUSTRATED ON THIS PLAN.
- NATURAL & ARTIFICIAL FEATURES WITHIN AND ADJACENT TO THE LANDS PROPOSED TO BE SUBDIVIDED ARE ILLUSTRATED ON AN ACCOMPANYING TOPOGRAPHIC SURVEY (BEING SHEET 2 OF 2).
- DOMESTIC WATER SUPPLIES ARE AVAILABLE FROM THE CITY OF MISSISSAUGA.
- THE SOIL CONSISTS OF SANDY LOAM.
- EXISTING ELEVATIONS ARE ILLUSTRATED ON AN ACCOMPANYING TOPOGRAPHIC SURVEY (BEING SHEET 2 OF 2).
- THE FOLLOWING MUNICIPAL SERVICES ARE AVAILABLE, OR WILL BE AVAILABLE:
  - DOMESTIC WATER
  - SANITARY SEWERS
  - STORM SEWERS
- THE LANDS ARE NOT SUBJECT TO ANY RESTRICTIVE COVENANTS, EASEMENTS OR RIGHTS OF WAY.

## OWNER'S CERTIFICATE

I HEREBY AUTHORIZE WILLIAM DAUGHTRED OF W.E. DAUGHTRED & ASSOCIATES INC. TO SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CORPORATION OF THE CITY OF MISSISSAUGA FOR APPROVAL.

APRIL 29, 2019

KHALIL BOUZAIID, PRESIDENT, 2322860 ONTARIO INC.  
"I HAVE THE AUTHORITY TO BIND THE CORPORATION"

## SURVEYOR'S CERTIFICATE

I CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AS SHOWN ON THIS PLAN, AND THEIR RELATIONSHIP TO THE ADJACENT LANDS, ARE ACCURATELY SHOWN.

APRIL 29, 2019

DONALD H. BROWN - ONTARIO LAND SURVEYOR

BEARINGS ARE UTM GRID, DERIVED BY REAL TIME NETWORK OBSERVATIONS, UTM ZONE 17, NAD83 (ORIGINAL).  
FOR BEARING COMPARISONS, A ROTATION OF 0°05'30" CLOCKWISE WAS APPLIED TO THE BEARINGS ON PLAN 43R-29160.

## SCHEDULE

LOT	AREA (SQUARE METRES)
1	418
2	414
3	408
4	404
5	535
6	528
7	520
8	513
ROAD	891
TOTAL SITE AREA	4633

## LEGEND

- DENOTES MONUMENT FOUND
- DENOTES MONUMENT SET
- IB DENOTES IRON BAR
- SB DENOTES STANDARD IRON BAR
- Meas DENOTES MEASURED
- P1 DENOTES PLAN 43R-29160

## METRIC

DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048




---

**SCHEDULE A  
CONDITIONS OF APPROVAL**

**FILE:** T-M17002 W7

**SUBJECT:** Draft Plan of Subdivision  
227 and 233 Queensway West  
Part of Lot 15, Range 2, South of Dundas Street, Racey  
Tract  
North side of Queensway West, west of Confederation  
Parkway  
City of Mississauga  
2522800 Ontario Inc.

---

Approval of a draft plan of subdivision granted under Section 51 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, will be valid until approval is either withdrawn or the plan is registered. Approval may be withdrawn by the Commissioner, Planning and Building Department if approval of the final plan has not been given three (3) years after the date of approval of the draft plan.

**NOTE:** City is "The Corporation of the City of Mississauga"  
Region is "The Regional Municipality of Peel"

The City has not required either the dedication of land for park or other public recreational purposes, or a payment of money in lieu of such conveyance as a condition of subdivision draft approval authorized by Section 51.1 of the *Planning Act*, R.S.O. 1990, c.P13 as amended. The City will require payment of cash-in-lieu for park or other public recreational purposes as a condition of development for each lot and block, prior to the issuance of building permits pursuant to Section 42(6) of the *Planning Act*, R.S.O. 1990, c.P13, as amended, and in accordance with the City's policies and by-laws.

- 1.0 Approval of the draft plan applies to the plan dated April 29, 2019.
- 2.0 That the owner agree, in writing, to satisfy all the requirements, financial and otherwise of the City and the Region.
- 3.0 The applicant/owner shall enter into a Subdivision Agreement including Municipal Infrastructure Schedules, and any other necessary agreements, in a form satisfactory to the City, Region or any other appropriate authority, prior to ANY development within the plan. This Agreement may deal with matters including, but not limited to, the following: engineering matters such as municipal services, road widenings, land dedications, public vehicular and pedestrian easements, construction and reconstruction, signals, grading, fencing, noise mitigation, and warning clauses; financial matters such as cash contributions, levies (development charges), land dedications or reserves, securities or letters of credit, insurance; planning matters such as residential reserve blocks, buffer blocks, site development plan and landscape plan approvals and conservation. Municipal Infrastructure Schedules shall be in a form satisfactory to the Commissioner of Transportation and Works.  
THE DETAILS OF THESE REQUIREMENTS ARE CONTAINED IN COMMENTS IN RESPONSE TO THE CIRCULATION OF THE PLAN FROM AUTHORITIES, AGENCIES, AND DEPARTMENTS OF THE CITY AND

---

REGION WHICH HAVE BEEN FORWARDED TO THE APPLICANT OR HIS CONSULTANTS, AND WHICH COMMENTS FORM PART OF THESE CONDITIONS.

- 4.0 All processing and administrative fees shall be paid prior to the registration of the plan. Such fees will be charged at prevailing rates of approved City and Regional Policies and By-laws on the day of payment.
- 5.0 The applicant/owner shall agree to convey/dedicate, gratuitously, any required road or highway widenings, 0.3 m (1 ft.) reserves, walkways, sight triangles, buffer blocks and utility or drainage easements to the satisfaction of the City, Region or other authority.
- 6.0 The applicant/owner shall provide all outstanding reports, plans or studies required by agency and departmental comments.
- 7.0 That a Zoning By-law for the development of these lands shall have been passed under Section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, and be in full force and effect prior to registration of the plan.
- 8.0 The proposed streets shall be named to the satisfaction of the City and the Region. In this regard, a list of street names shall be submitted to the City Transportation and Works Department as soon as possible after draft plan approval has been received and prior to any servicing submissions. The owner is advised to refer to the Region of Peel Street Names Index to avoid proposing street names which conflict with the approved or existing street names on the basis of duplication, spelling, pronunciation, and similar sounding.
- 9.0 Any barrier installed to restrict non-emergency vehicular traffic on the proposed Antigua Road connection will be installed in a manner satisfactory to City of Mississauga Fire and Emergency Services.
- 10.0 Prior to final approval, the Engineer is required to submit, to the satisfaction of the Region, all engineering drawings in Micro-Station format as set out in the latest version of the Region of Peel "Development Procedure Manual".
- 11.0 Prior to the execution of the Subdivision Agreement, satisfactory arrangements will be made with the Region of Peel Waste Collection Staff to provide Regional collection of material.
- 12.0 Prior to final approval, the City shall be advised by the School Boards that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for this plan.
- 13.0 Prior to execution of the Subdivision Agreement, the developer shall name to the satisfaction of the City Transportation and Works Department the telecommunications provider.
- 14.0 Prior to execution of the Subdivision Agreement, the developer must submit in writing, evidence to the Commissioner of the City Transportation and Works Department, that satisfactory arrangements have been made with the telecommunications provider, Cable TV and Hydro for the installation of their plant in a common trench, within the prescribed location on the road allowance.
- 15.0 That prior to signing of the final plan, the Commissioner of Planning and Building is to be advised that all of the above noted conditions have been carried out to the satisfaction of the appropriate agencies and the City.



**THE REQUIREMENTS OF THE CITY WILL BE EFFECTIVE FOR THIRTY-SIX (36) MONTHS FROM THE DATE THE CONDITIONS ARE APPROVED BY THE COMMISSIONER, PLANNING AND BUILDING DEPARTMENT. AFTER THIS DATE REVISED CONDITIONS WILL BE REQUIRED. NOTWITHSTANDING THE SERVICING REQUIREMENTS MENTIONED IN SCHEDULE A, CONDITIONS OF APPROVAL, THE STANDARDS IN EFFECT AT THE TIME OF REGISTRATION OF THE PLAN WILL APPLY.**



City of Mississauga

# Corporate Report



Date: 2019/05/28

To: Mayor and Members of Council

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

Originator's files:

Meeting date:  
2019/06/05

## Subject

**Taxicab Licence Fees, Ontario Wide Licensing and Owners Compensation**

## Recommendation

1. That the report from the Commissioner of Transportation and Works, dated May 28, 2019 entitled "Taxicab Licence fees, Ontario Wide Licensing and Owners Compensation" be received for information;
2. That a copy of the report from the Commissioner of Transportation and Works, dated May 28, 2019 entitled "Taxicab Licence fees, Ontario Wide Licensing and Owners Compensation" be sent to the Province of Ontario for information; and
3. That a copy of the report from the City Solicitor, dated April 30, 2019, entitled "Compensation for Taxicab Licence Owners" be sent to the Province of Ontario for information.

## Report Highlights

- Provisions currently exist in the Public Vehicle By-law 420-04 to temporarily reduce the fee associated with the renewal of an inactive Taxicab Owners Licence.
- A jurisdictional scan indicates that the renewal fee for a Taxicab Owners Licence is below average.

## Background

On May 15, 2019 General Committee approved the following recommendation (GC-0302-2019)

1. *That the report from the City Solicitor dated April 30, 2019 entitled "Compensation for Taxicab Licence Owners" be received for information.*
2. *That staff be directed to report back on the following matters:*
  - a) *The renewal of the yearly taxicab license fee*

Council	2019/05/28	2
---------	------------	---

---

- b) *Alternative methods to work with the Provincial Government to allow compensation for Taxicab Licence Owners*
- c) *An Ontario wide taxicab licence.”*

The purpose of this report is to respond to GC-0302-2019.

## **Present Status**

### **Taxicab Owners Licence Fees**

The current renewal fee for a taxicab owners licence is \$472. The licence is valid for one year and expires on February 28 of each year.

Public Vehicle Licensing By-law 420-04, as amended, (the “Public Vehicle Licensing By-law”) addresses “Vehicle Inactivity” in Schedule 8, section 16:

*“The Owner’s Licence and Plate shall be deemed to be inactive from the date the Owner’s Licence and Plate are submitted to the Licence Manager or from the date that the inactivity comes to the attention of the Licence Manager, whichever first occurs.*

*(1) A Licence issued to a Taxicab Owner under this by-law may be cancelled by the Licence Manager at any time if the Owner fails to actively operate a Vehicle for which the Owner has been issued an Owner’s Licence and accompanying plate, for a period not exceeding ninety(90) days, unless the Taxicab Owner; (200-08)*

*(a) applies to the Licence Manager for an additional period of up to ninety (90) days by: (200-08)*

*(i) making any request thirty (30) days prior to the expiry of such existing ninety (90) day inactivity period,*

*(ii) paying the non-refundable administration fee is paid as provided by Schedule 1 herein, and*

*(iii) providing in writing sufficient reasons to support such a request, or*

*(b) can show to the satisfaction of the Licence Manager just cause for such failure. (200-08)*

*(2) A Licence issued to an Owner under this by-law may be cancelled by the Licence Manager at any time if the Owner fails to actively operate the Vehicle for which the owner's plate has been issued for a continuous period of thirty (30) days or greater unless the Owner can show to the satisfaction of the Licence Manager just cause for*

Council	2019/05/28	3
---------	------------	---

---

*such failure. (200-08)“*

The non-refundable administration fee identified in section 1(ii) is \$357 (\$403.41 with GST). This fee is currently being waived for owners with inactive licences.

At this time there are 82 owners licences that are inactive and being held at the Mobile Licensing Enforcement Office. Of these, nine are identified as being shelved for a short term as the lessee is on vacation or out of the country temporarily. Nine other licences are associated with the estates of deceased owners.

The remaining 64 owners' licenses are associated with 57 individuals. Of these only three have been inactive for a period greater than one year and, 19 have been inactive for greater than six months.

### **Ontario Wide Taxicab Licensing**

The Public Vehicle Licensing By-law identifies in Schedule 8, section 41(1) (q) that:

*“Every licensed Driver and Plate Owner shall operate or permit to be operated a vehicle that:*

*(q) has on display any owner's plate, decal or sticker issued by any other municipal licensing authority;[sic]”*

The intent of this provision was to prevent taxicab operators from jurisdictions outside of Mississauga from also acquiring a Mississauga Owners Licence to conduct business in both jurisdictions.

## **Comments**

### **Taxicab Owners Licence Fee**

Of the 82 Taxicab Owners Licences currently identified as being inactive, 18 are identified as only temporarily inactive while a lessee is absent and the owners licence returned to save on insurance costs or are held by the estate of a deceased owner. The remaining 64 licences are inactive for various reasons including:

- an inability to find a lessee for the licence;
- an unwillingness or inability on the part of the owner to operate a taxicab; and,
- speculative purposes in anticipation of an increase in licence values, increase lease revenues or compensation from some level of government.

Of these 64 inactive licences, only three have been inactive for a period greater than one year. Given that it is a requirement that a taxicab be licensed when operating and that 95% of the

inactive plates have operated within the last twelve months, the introduction of a reduced or prorated fee for inactive licences is not recommended at this time.

It is noted that the payment of the Taxicab Owner's full licence fee may represent some financial hardship for individuals whose licence is inactive at the time of renewal. However, the By-law does permit in Section 6 (1)(a):

*“(1) A completed application for a Licence or for renewal of a Licence shall be delivered to the Licensing Section and shall be accompanied by:*

*(a) a non-refundable payment in the amount of 10 (ten) per cent of the total Licence fee prescribed in Schedule 1 to this By-law. The minimum payment due at the time of filing a Licence application shall be ten (\$10.00) dollars. The maximum payment due at the time of filing a Licence application shall be one hundred and fifty (\$150.00) dollars.”*

Therefore, an inactive taxicab owners licence could be renewed for \$47.20, with the remainder due prior to the reactivation of the licence or the end of the licence term.

In regards to the issue of taxicab inactivity it was the recommendation of staff in the September 6, 2017 report to the Public Vehicle Advisory Committee entitled “A Line by Line Review of the Public Vehicle Licensing By-law 420-04, as amended”, that the sections of the by-law relating to “vehicle inactivity” be repealed. As noted previously, the fee associated with vehicle inactivity has not been charged within the period during which Transportation Network Companies have been active in the City.

Staff conducted a jurisdictional scan of taxi owner licence renewal fees in effect for Brampton, Burlington, Markham, Oakville, Ottawa, Toronto, Hamilton, and Vaughan.

The table below displays the renewal fees for each jurisdiction. Brampton, Oakville, and Vaughan are the only jurisdictions which have a renewal fee that is less than the City of Mississauga. Mississauga still remains below the average renewal fee for the jurisdictions scanned.

Taxi Owner Licence Renewal Fee Scan										
Fee	Brampton	Burlington	Markham	Mississauga	Oakville	Ottawa	Toronto	Hamilton	Vaughan	Average
Taxicab Owner - Renewal	\$ 439.00	\$ 698.70	\$ 651.00	\$ 472.00	\$ 328.00	\$567.00	\$ 984.16	\$ 642.00	\$ 359.00	\$ 571.21
Taxicab Owner - New	\$ 3,852.00	\$ 3,350.70	\$ 6,516.00	\$ 1,061.00	\$ 350.00	\$567.00	\$ -	\$ 4,560.00	\$ 555.00	\$ 2,312.41

Council	2019/05/28	5
---------	------------	---

---

## **Ontario Wide Taxicab Licensing**

The Public Vehicle Licensing By-law identifies in Schedule 8, Sect 41(1) (q) that:

*“Every licensed Driver and Plate Owner shall operate or permit to be operated a vehicle that:*

*(q) has on display any owner's plate, decal or sticker issued by any other municipal licensing authority;[sic]”*

This section was identified in the 2017 report “A Line by Line Review of the Public Vehicle Licensing By-law 420-04, as amended” as a clause whose repeal would improve the competitiveness of the taxicab industry by allowing the use of licensed vehicles across multiple jurisdictions.

*The Municipal Act, 2001* (the “Municipal Act”) authorizes municipalities to establish fares, provide for their collection and limit the number or class of taxicabs. The City’s by-laws in relation to taxicabs apply within City boundaries only.

The issue of an Ontario-wide taxicab licence administered by the Province would require an amendment to the Municipal Act by the Province and also to the by-laws of municipalities in the Province licensing taxicabs within their jurisdictions.

## **Alternative methods to work with the Provincial Government to allow compensation for Taxicab Licence Owners**

The City does not have the statutory authority to provide compensation to taxicab licence owners under the Municipal Act. Staff recommend that a copy of this report, along with the report from the City Solicitor, dated April 30, 2019, entitled “Compensation for Taxicab Licence Owners” be sent to the Province for information on the issue of compensation to taxi licence owners.

## **Financial Impact**

There would be no financial impact created by the recommendations.

## **Conclusion**

The Public Vehicle Licensing By-law currently contains clauses that provide temporary financial relief for Taxicab Owners whose Licence is inactive at the time of renewal.

Staff have made recommendations that would see the repeal of restrictions contained in the Public Vehicle Licensing By-law and allow for licences from multiple jurisdictions. A province

Council

2019/05/28

6

wide licence administered by the Province of Ontario would require an amendment to the *Municipal Act* as well as amendments to municipal by-laws in other jurisdictions.



---

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

Prepared by: Michael Foley, Manager, Mobile Licensing Enforcement



---

## **REPORT 9 - 2019**

To: MAYOR AND MEMBERS OF COUNCIL

The Planning and Development Committee presents its ninth report for 2019 and recommends:  
PDC-0039-2019

That the guidelines contained in the Report titled "Rental Housing Protection By-law Guidelines" dated April 30, 2019 from the Commissioner of Planning and Building, be endorsed.

PDC-0040-2019

1. That the report dated April 23, 2019 from the Commissioner of Planning and Building regarding proposed amendment to Sign by-law 0054-2002 as amended, pertaining to Real Estate Related Signs, be received for information.
2. That this Planning and Development Committee Meeting serve as public meeting required to amend Sign By-law 0054-2002, as amended.
3. That Sign By-law 0054-2002 as amended, be amended as follows:
  - a. That Open House signs must display hours of the Open House
  - b. That Open House signs are only permitted to be displayed between the hours of 10am and 6pm only on the day of the open house
  - c. That no more than six (6) Open House signs are permitted per open house location
  - d. That Sold signs must be removed within thirty (30) days following sale of the property
  - e. That the display of Coming Soon signs on a property be permitted within two (2) weeks of listing the property for sale



## **REPORT 11 - 2019**

To: MAYOR AND MEMBERS OF COUNCIL

The General Committee presents its eleventh report for 2019 and recommends:

GC-0306-2019

That a motion provided by the students of Camilla Road Senior Public School regarding the City of Mississauga declaring climate change an emergency be referred to the Environmental Action Committee for further consideration.

GC-0307-2019

That the deputation by Mark Vandersluis, Project Leader Transportation regarding the Lakeshore Connecting Communities Transportation Master Plan be received.

GC-0308-2019

1. That in principle, the Lakeshore Connecting Communities Transportation Master Plan, attached as Appendix 1 to the May 16, 2019 report entitled "Lakeshore Connecting Communities Transportation Master Plan", from the Commissioner of Transportation and Works, be endorsed.
2. That staff meet with Councillor Dasko within report back in 30 days to address his concerns with the traffic management, parking capacity and parking along the Lakeshore corridor within Port Credit.
3. That subject to addressing Councillor Dasko's concerns, that the first two phases of the Municipal Class Environmental Assessment process for the Lakeshore Corridor be concluded with a Notice of Completion and by placing the report titled "Lakeshore Connecting Communities Transportation Master Plan" on the public record for a 30-day review period.

GC-0309-2019

That the deputation by Elizabeth McGee, Manager, Financial Strategies regarding the Strategic Asset Management Policy be received.

GC-0310-2019

That the deputation by Jessica Wiley, Manager, Forestry regarding the 2018 Aerial Spray Program Results & 2019 Gypsy Moth and Fall Cankerworm Management Plan be received.

GC-0311-2019

That the Corporate Report dated April 30th, 2019 from the Commissioner of Community Services entitled “2019 Aerial Spray Program Results & 2019 Gypsy Moth & Fall Cankerworm Management Plan” be received for information.

GC-0312-2019

That the deputation by Dan Sadler, Supervisor, Accessibility regarding National AccessAbility Week be received.

GC-0313-2019

That the deputation by Heather Grand, CEO, Executive Director, Luso Canadian Charitable Society be received.

GC-0314-2019

1. That the Corporate Report dated May 6, 2019 from the Commissioner of Corporate Services and Chief Financial Officer titled “Private Members Bill for a Tax Exemption for Luso Canadian Charitable Society” be received.
2. That a property tax exemption and tax cancellation as permitted through Bill PR86 for the property owned and occupied by the Luso Canadian Charitable Society at 6245 Mississauga Road be approved.
3. That staff review other charities in the City of Mississauga who would meet the tax exemption requirements and report back to General Committee with the possible financial impact on the City.

GC-0315-2019

1. That the Corporate Report entitled “Strategic Asset Management Policy” dated May 10, 2019, from the Commissioner of Corporate Services and Chief Financial Officer be received.
2. That the Strategic Asset Management Policy contained in Appendix 1 of this report be approved by Council.

GC-0316-2019

That a by-law be enacted to amend The Traffic By-law 555-00, as amended, to implement an all-way stop control at the intersection of Dunwin Drive and Woodchester Drive, as outlined in the report from the Commissioner of Transportation and Works, dated May 7, 2019, entitled “All-Way Stop – Dunwin Drive and Woodchester Drive (Ward 8)”.  
(Ward 8)

GC-0317-2019

That a by-law be enacted to amend By-law 555-2000, as amended, to implement 15-hour parking on the north side of Windwood Drive from Sundance Place and a point 100 metres (328 feet) westerly thereof, as outlined in the report from the Commissioner of Transportation and Works, dated May 7, 2019 entitled “15-Hour Parking Anytime – Windwood Drive (Ward 9)”.

(Ward 9)

GC-0318-2019

That a by-law be enacted to amend By-law 555-2000, as amended, to implement a U-turn prohibition, at anytime, for northbound motorists at the intersection of Chokecherry Crescent and Hornbeam Crescent, as outlined in the report from the Commissioner of Transportation and Works, dated May 07, 2019 entitled “U-Turn Prohibition - Chokecherry Crescent and Hornbeam Crescent (Ward 8)”.

(Ward 8)

GC-0319-2019

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 Elmbrook Court, as outlined in the report from the Commissioner of Transportation and Works, dated May 7, 2019, entitled “Lower Driveway Boulevard Parking – Elmbrook Court (Ward 10)”.

(Ward 10)

GC-0320-2019

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 and west sides of Magpie Row, as outlined in the report from the Commissioner of Transportation and Works, dated May 7, 2019, entitled “Lower Driveway Boulevard Parking – Magpie Row (Ward 10)”.

(Ward 10)

GC-0321-2019

That a by-law be enacted to amend the Traffic By-law 555-00, as amended, to reduce the regulatory posted speed limit on Ogden Avenue, between Pelham Avenue and Lakeshore Road East, from 50 km/h to 40km/h, as outlined in the report from the Commissioner of Transportation and Works, dated May 7, 2019, entitled “Speed Limit Review – Ogden Avenue (Ward 1)”.

(Ward 1)

GC-0322-2019

1. That Council approve the single/sole source high value acquisitions between the City and Giro Inc., Garival Inc., Coencorp Consultant Corporation, and Trapeze Software Inc., for a period of 10 years which consists of a 5 year term with an option to renew for a further 5 years, as detailed in the Recommendation for Designation of City Standard and Approval for Single Source Procurement by way of Contract Amendments for the MiWay Systems Vendors (Giro Inc., Garival Inc., Coencorp Consultant Corporation, Trapeze Software Inc.), File Ref: PRC001569, PRC001568, PRC001613, PRC001612 Corporate Report dated April 30, 2019 by the Commissioner of Transportation & Works, (the “Purchase”).

- 
2. That the Purchasing Agent or designate is authorized to negotiate and execute all contracts and related ancillary documents with respect to the Purchase between the City and the MiWay Systems Vendors(Giro Inc., Garival Inc., Coencorp Consultant Corporation, Trapeze Software Inc.), in accordance with the City's Purchasing By-law 374-06, as amended. , at the estimated amount of \$ \$21,888,231, excluding taxes(for first 5 years) with an option to renew for further 5 years(at an estimated amount of \$20,993,032,excluding taxes), subject to budget approval.
  3. That the Transit Technology Solutions offered by the MiWay Systems Vendors continue to be designated as "City Standards continue to be designated as "City Standards" for a period of 10 Years, in accordance with the City's Purchasing By-law 374-06, as amended.

## GC-0323-2019

That the report titled "Community Engagement – State of the City" and dated May 17, 2019, be received for information.

## GC-0324-2019

That a by-law be enacted authorizing the Commissioner of Community Services and the City Clerk to execute and affix the Corporate Seal to an Agreement between National Service Dogs ("NSD") and The Corporation of the City of Mississauga ("City") including such ancillary documents and amending agreements as may be required to give further effect to the intended relationship between the parties herein, all of which must be in form and content satisfactory to the City Solicitor, for the facilitation and operation of a Facility Dog program.

## GC-0325-2019

1. That a by-law be enacted to authorize the Mayor and City Clerk to execute the Municipal Funding Agreement with the Regional Municipality of Peel for the transfer of Federal Gas Tax Funds for the years 2019 to 2023.
2. That a by-law be enacted to authorize the Mayor and City Clerk to execute the Municipal Funding Agreement with the Regional Municipality of Peel for the additional transfer of One-Time Federal Gas Tax Funds, approved by the Region in 2019.

## GC-0326-2019

That the deputation and associated presentation by Keith Burrows, Low Carbon Buildings Manager, The Atmospheric Fund to present on Heat Pumps be received.  
(EAC-0012-2019)

## GC-0327-2019

That the deputation and associated presentation by Jessica Wiley, Manager, Forestry and Wayne Holder to present on the Public Tree By-law be received.  
(EAC-0013-2019)

## GC-0328-2019

- 
1. That the existing members of the Environmental Action Committee have selected and Legislative Services will approach Ecosource, Credit Valley Conservation (CVC), and Partners in Green Project and Peel Aboriginal Network to appoint a representative to EAC.
  2. That the Environmental Action Committee has selected and will approach ACER (Association of Canadians Educational Resources), Green Sacred Spaces, MBOT (Mississauga Board of Trade), and Sawmill Sid Inc. to select a representative to attend EAC meetings as a non-voting member, notwithstanding the terms of reference.  
(EAC-0014-2019)

GC-0329-2019

That the feedback from the existing members of EAC be received and incorporated into a revised Environmental Action Committee Work Plan for the 2019-2022 term.  
(EAC-0015-2019)

GC-0330-2019

That the deputation by Sue Ann Laking, Strategic Leader regarding the Downtown Public Realm Strategy be received.  
(MCAC-0030-2019)

GC-0331-2019

That the deputation by Rahul Mehta, Community Cycling Program in partnership with Peel Multicultural Council regarding Mississauga Cycles be received.  
(MCAC-0031-2019)

GC-0332-2019

That the review of the Mississauga Cycling Advisory Committee (MCAC) Terms of References be deferred to the next MCAC meeting.  
(MCAC-0032-2019)

GC-0333-2019

That the Communications and Promotions Subcommittee review the previous work plan and that an amended work plan be brought back to MCAC for approval.  
(MCAC-0033-2019)

GC-0334-2019

That the following Citizen Members from the Mississauga Cycling Advisory Committee be appointed to the Communications and Promotions Subcommittee for a term ending November 14, 2022 or until a successor is appointed:

1. Anna Tran
  2. Sunil Sharma
- (MCAC-0034-2019)

GC-0335-2019

That the following Citizen Members from the Mississauga Cycling Advisory Committee be appointed to the Network and Technical Subcommittee for a term ending November 14, 2022 or until a successor is appointed:

1. Guy Winchester
2. Kris Hammel
3. Jeff Fleming
4. Larry Lindsay
5. Suzanne Doyle

(MCAC-0035-2019)

GC-0336-2019

That the Infrastructure Review Project be referred to the next Network and Technical Subcommittee meeting.

(MCAC-0036-2019)

GC-0337-2019

That the Corporate Report dated April 2, 2019 entitled Review of Bicycle Traffic Signal Installations be deferred to a future Mississauga Cycling Advisory Committee meeting.

(MCAC-0037-2019)

GC-0338-2019

That the update by Matthew Sweet, Manager, Active Transportation regarding the Dundas and Confederation Improvements be deferred to a future Mississauga Cycling Advisory Committee meeting.

(MCAC-0038-2019)

GC-0339-2019

That the update by Matthew Sweet, Manager, Active Transportation regarding the Tour de Mississauga be received.

(MCAC-0039-2019)

GC-0340-2019

That Councillor Saito be appointed as Chair of the Road Safety Committee for the term ending November 14, 2022 or until a successor is appointed.

(RSC-0019-2019)

GC-0341-2019

That Tony Power, Citizen Member, be appointed as Vice - Chair of the Road Safety Committee for the term ending November 14, 2022 or until a successor is appointed.

(RSC-0020-2019)



GC-0342-2019

1. That the report from the Commissioner of Transportation and Works dated, May 15, 2019, entitled: "Neighbourhood Area Speed Limits", be received.
2. That the Road Safety Committee endorses the Neighbourhood Speed Limit plan as presented by Colin Patterson, Supervisor, Road Safety.

(RSC-0021-2019)

GC-0343-2019

That the report from the Commissioner of Transportation and Works dated, May 15, 2019, entitled: "Automated Speed Enforcement", be received.

(RSC-0022-2019)

GC-0344-2019

That a Promotional Subcommittee of the Road Safety Committee be established for the current term to develop Road Safety materials and messages.

(RSC-0023-2019)

GC-0345-2019

That the following Citizen Members and Staff be appointed to the Promotional subcommittee of the Road Safety Committee:

- a. Anne Marie Hayes, Citizen Member
- b. Anna Ramlakhan, Citizen Member
- c. Tony Power, Citizen Member
- d. Angela Partynski, Technical Analyst, Environmental Education, Region of Peel (non-voting)
- e. Kimberly Hicks, Communications Advisor (non-voting)

(RSC-0024-2019)

GC-0346-2019

That a Leveraging Technology Subcommittee of the Road Safety Committee be established for the current term to develop ways to get messaging out to the public.

(RSC-0025-2019)

GC-0347-2019

That the following Citizen Members and Staff be appointed to the Leveraging Technology subcommittee:

- a. James Fan, Citizen Member
- b. Anne Marie Hayes, Citizen Member
- c. Laiq Siddqui, Citizen Member
- d. Kimberly Hicks, Communications Advisor (non-voting)

(RSC-0026-2019)

GC-0348-2019

That staff for the City of Mississauga, Region of Peel and Peel Regional Police be requested to review median barriers and report back to the Road Safety Committee.  
(RSC-0027-2019)

GC-0349-2019

That the March 2018/2019 Road Watch Statistics report be received.  
(RSC-0028-2019)

GC-0350-2019

That a by-law be enacted to amend the Traffic By-law 555-00, as amended, as outlined in the report from the Commissioner of Transportation and Works, dated May 7, 2019 and entitled “Wesley Avenue – Neighbourhood Traffic Improvements (Ward 1), to:

1. Reduce the regulatory posted speed limit from 50 km/h to 40 km/h on:
  - a. Wesley Avenue
  - b. Wesley Crescent
  - c. Queen Street West (between Mississauga Road and Wesley Street)
  - d. Park Street West (between Mississauga Road and west limit of roadway), and
  - e. High Street West (between Mississauga Road and a point 35.0 metres west of Wesley Crescent)
2. Implement a southbound Right Turn Only designation on Mississauga Road at Lakeshore Road West.

(Ward 1)

GC-0351-2019

That the report from the Commissioner of Transportation and Works, dated May 14, 2019 and entitled “Salt Management Practices” be received for information.

GC-0352-2019

1. That the Purchasing Agent be authorized to extend the existing contract (#4600012036) with K+S Windsor Salt Ltd. on a single source basis for the supply of sodium chloride for five years, commencing with the 2019/2020 winter season, at an estimated contract value of \$58.7 million, as outlined in the report from the Commissioner of Transportation and Works dated May 13, 2019 and entitled “Extension of Supply of Sodium Chloride and Pretreated Salt Contracts for Winter Operations”.
2. That the Purchasing Agent be authorized to extend the existing contract (#4600015278) with K+S Windsor Salt Ltd. on a single source basis for the supply of pretreated sodium chloride for five years, commencing with the 2019/2020 winter season, at an estimated contract value of \$8.5 million, as outlined in the report from the Commissioner of

---

Transportation and Works dated May 13, 2019 and entitled “Extension of Supply of Sodium Chloride and Pretreated Salt Contracts for Winter Operations”.

## GC-0353-2019

That the revisions to the Community Tennis Club Policy, renamed Outdoor Tennis & Pickleball in Mississauga, attached as Appendix 1 to the Corporate Report dated April 30, 2019, from the Commissioner of Community Services be approved.

## GC-0354-2019

1. That the Commissioner of Community Services be authorized to submit a bid to host the 2022 Ontario Summer Games to the Ministry of Culture, Tourism and Sport (MCTS) by June 14, 2019 and enter into a Transfer Payment Agreement with the MCTS should Mississauga be successful in its bid as outlined in the Corporate Report dated April 30, 2019 from the Commissioner of Community Services.
2. That Councillors Ras and Mahoney be appointed to the 2022 Ontario Summer Games Host Committee;
3. That the permit fees for the use of City parks and facilities that host events of the 2022 Ontario Summer Games be waived;
4. That the procurement process for accommodation providers required for participants of the 2022 Ontario Summer Games be exempt from the Purchasing By-law #374-2006;
5. That the 2021 and 2022 Recreation Division budget request of \$275,000 each year through the transfer of the Municipal Accommodation Tax-Tourism Projects Reserve Fund #35591 as the City's contribution to the games operating budget should Mississauga be awarded the 2022 Ontario Summer Games be supported;
6. That the Project Lead appointed to manage the 2022 Ontario Summer Games or their designate be authorized to negotiate and execute contracts with selected accommodation providers required for the 2022 Ontario Summer Games;
7. That all necessary by-laws be enacted.

## GC-0355-2019

1. That the report dated May 16, 2019 from the City Solicitor titled “Imperial Oil Limited Waterdown to Finch Pipeline Replacement Project (Wards 3, 4, 6 and 8)” be received for information;
2. That the City Solicitor or her designate be authorized to continue the City of Mississauga's application to intervene in the Ontario Energy Board (“OEB”) hearing for

the Imperial Oil Limited's Waterdown to Finch Pipeline Replacement Project, and, if approved by the OEB, participate as an Intervenor on behalf of the City; and

3. That staff continue to pursue discussions with Imperial Oil Limited to ensure the City's interests are fully addressed, including health and safety, environmental protection and emergency management and response.

GC-0356-2019

1. That the report from the Commissioner of Corporate Services and Chief Financial Officer dated May 17, 2019 entitled Cyber Security Program Measures be received.
2. That Information Technology be authorized to store Full and Incremental Data Centre Backups on Amazon Web Services Cloud, a City Standard Vendor (GC-0756-2017), as a new Cyber Security Program Measure to store and protect a full copy of the City of Mississauga's data and systems against Ransomware and other Cyber-attacks.

City of Mississauga

# Corporate Report



Date: 2019/05/01

To: Chair and Members of General Committee

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

Originator's files:

Meeting date: 2019/05/15  
2019/06/05 (Council)

## Subject

**Transportation Network Company (TNC) Licensing Pilot Project Final Report**

## Recommendation

1. That the report from the Commissioner of Transportation and Works dated May 1, 2019 entitled "Transportation Network Company (TNC) Licensing Pilot Project Final Report" be approved.
2. That a by-law be enacted to provide for the ongoing regulation of TNCs as outlined in the report from the Commissioner of Transportation and Works, dated May 1, 2019 entitled "Transportation Network Company (TNC) Licensing Pilot Project Final Report".
3. That the amendments made to the Public Vehicle Licensing By-law 420-04, as amended, enacted as part of the Pilot Project be permitted to remain in force.
4. That staff provide a further report to General Committee identifying amendments to the Public Vehicle Licensing By-law 420-04, as amended, to further reduce competitive restrictions contained in the By-law.
5. That Cost Centre 22666 to be renamed to "T&W Enforcement – TNC" with an increase to the gross budget of \$1,275,000 and an increase to the revenue budget of \$1,275,000, with a net budget change of zero for 2019.
6. That the permanent regulatory framework will require the establishment of two new fees, entitled "TNC Licensing Fee" in the amount of \$20,000 annually, and a "TNC Licensing Trip Fee", in the amount of \$0.30 for each trip undertaken by a TNC driver that originates within the city, with revenues from these fees deposited in Cost Centre 22666 "T&W Enforcement – TNC".
7. That the 2019 complement for Regulatory Services be increased by 17 permanent FTEs for a revised complement of 158.9.

8. That a new capital project PN 19-093 “Office Accommodation & Space Reconfiguration” be established with a gross budget of \$100,000 a revenue budget of \$100,000 funded from “T&W Enforcement – TNC”, and net budget of \$0 for 2019.
9. That all necessary by-laws be enacted.

## Report Highlights

- The Pilot Project has concluded that TNCs can be regulated effectively.
- In 2018, there were a total of 10 million dispatched vehicle-for-hire trips reported in the city; a 7.7 million trip increase since TNCs began operating.
- The City will continue to support the taxi industry by ‘leveling the playing field’ through Public Vehicle By-law deregulation.
- Public engagement results show there was an average 92% satisfaction rate with TNCs.
- The additional resources required to effectively regulate TNCs are fully offset by licence fees collected.

## Background

On June 21, 2017, the Transportation Network Company Pilot Project Licensing By-law 93-17 was enacted, (Appendix 1 – Transportation Network Company Pilot Project Licensing By-law 93-17), which allowed for the licensing and regulation of TNCs. Amendments were also made to the Public Vehicle Licensing By-law 420-04, as amended to better align the regulatory requirements of the taxi and limousine industries with TNCs. These Public Vehicle Licensing By-law deregulations have remained in effect for the duration of the Pilot Project.

The primary purpose of the TNC Pilot Project was to assess the effectiveness of the regulatory framework from a consumer protection and public safety perspective. There were three main objectives:

### Objective One: Assess TNC By-law Compliance Rates

Compliance rates were assessed through analysis of TNC provided data, notices of contraventions, penalty notices, public complaints, verification of driver/vehicle information, field inspections and audits.

### Objective Two: Assess the Impact of the Public Vehicle By-law Deregulation

The impact of the By-law deregulation on consumer protection and public safety were assessed through pre/post comparisons of complaints, violations, driver abstracts and compliance rates of new drivers. In addition, the economic impacts of the By-law

deregulations were assessed through pre/post comparisons of dispatch taxi rates and the sale/lease value of taxi licence plates.

### Objective Three: Develop a Permanent Regulatory Framework

The findings derived from Objectives One and Two have informed the recommended permanent regulatory framework. In addition, staff consulted with industry stakeholders, engaged with community members and conducted research and benchmarking to identify additional measures for consideration in the permanent regulatory framework.

The details of how each objective was assessed can be found in Appendix 2 – TNC Evaluation Matrix. This report is based on a 12 month data set that was collected from September 1, 2017 to August 31, 2018.

## **Present Status**

There are currently three licensed TNCs operating in the city with an average of approximately 21,000 TNC vehicles operating in any given month (Appendix 3 – TNC Vehicle and Trip Distribution). The average number of TNC trips per month is 700,000. Enforcement Officers currently conduct an average of 1,000 TNC inspections per month.

## **Comments**

### Regulatory Approach

The approach to regulating TNCs differed significantly from the taxi industry. Below is an overview of the four main components of the regulatory approach during the Pilot Project:

#### 1. Decentralized Regulation Model

In this model, the licensee (TNC) was responsible for ensuring that drivers fully met the eligibility requirements of the By-law. This differed from the taxi model where the City collects and retains the documentation confirming an individual's eligibility. Under the TNC model, the licence fees were collected on a 'per trip' basis rather than the number of participants (driver, owner and brokerage).

#### 2. Field Inspections

A variety of field inspections were conducted by Enforcement Officers using inspection accounts registered with the TNC. Separate 'customer' accounts were also set up by staff to conduct inspections while posing as customers. There were five types of field inspections conducted:

- a. Standard TNC Inspection: Using a TNC provided inspection account; an Officer would request a trip through a TNC app. When the TNC vehicle arrived; the Officer would conduct an inspection and then release the vehicle.
- b. Ghost Inspection: Using a customer account, vehicles were inspected by Officers posing as TNC customers. Officers recorded any issues related to

the driver, including 'off-app' offers, which are offers for service outside of the platform in order to avoid trip fees.

- c. Bait Inspection: Officers waited in areas with higher densities of TNCs (identified through trip data) and would attempt to attract an 'off-app' offer.
- d. Mirror Ride: Two Officers would depart from the same point with the same destination at the same time. One Officer used a TNC the second a taxi; trips were compared directly for elapsed time and fare.
- e. Standard Taxi Inspection: Inspections of taxis were conducted in order to determine compliance rates in a less regulated environment.

### 3. Data Collection and Audits

On a monthly basis, TNCs were required to provide driver and trip information to Enforcement staff. These records included millions of data points identifying each pickup and drop off location, the time, driver identity and particulars about the vehicle used. This data was used to:

- Determine peak TNC activity periods (Appendix 3 – TNC Vehicle and Trip Distribution);
- Identify frequent locations of TNC activity (Appendix 3 – TNC Vehicle and Trip Distribution);
- Calculate the number of inspections required to achieve a representative sample;
- Update the field inspection database;
- Audit trip data; and
- Calculate licensing fees.

IT and Enforcement staff developed a mobile phone inspection application to assist with the field inspection of TNC vehicles. This inspection application, which used TNC provided data, allowed for a simplified in field data collection and inspection process.

An independent third party auditor's report was provided to Enforcement staff on a quarterly basis by each TNC. Staff were able to confirm that TNCs were accurately collecting and reporting information as required in the By-law.

### 4. Public Education

Public safety and consumer protection were the key messages throughout the Pilot Project (Appendix 4 – TNC Public Education Samples). TNC safety information was communicated using multimedia advertisements, social media campaigns, and engagement at community centres. Officers also provided in-person visits to establishments where high TNC usage was experienced.

## **Project Objectives**

Objectives One and Two of the Pilot Project each had sub-components with separate evaluation processes, measures, outputs and accuracy rates. The following findings and assessment provides a consolidated summary of the objectives and sub-components. (The details of all sub-



components can be found in Appendix 2 – TNC Evaluation Matrix). Following the findings and assessment of Objectives One and Two, Objective Three was completed.

### **Objective One: Assess TNC By-law Compliance Rates**

#### **1a: Accuracy of Data – 98% Compliance**

TNCs were required to provide the City with driver and trip specific data throughout the Pilot Project. The TNC data accuracy rate was 98%, which satisfied the requirements for data accuracy.

#### **1b: Integrity and Transparency of Decentralized Regulation Model – 100% Compliance**

The TNCs displayed a high level of integrity and transparency in their dealings with Enforcement staff. When requested to do so, they removed drivers from the platform for non-compliance with the By-law 100% of the time. During the Pilot Project there were no occurrences of TNCs attempting to circumvent licensing requirements. Further, the similar results between ghost and standard inspections indicated that there was no manipulation of the pool of vehicles presented for inspection during standard inspections.

#### **1c: TNC Driver Compliance – 94% Compliance**

In total, 8,700 standard and ghost inspections were conducted during the Pilot Project. Based on the 18 required items in the standard inspection and 15 required items in the ghost inspection, the overall compliance rate was 94%. In other words, of the total 155,000 inspected items, 9,176 items were deemed non-compliant. Three requirements accounted for the majority of the non-compliant items:

- TNC identifiers;
- Physical copies of safety certificates; and
- All-weather tires

These three items are addressed further in the report under Objective Three.

#### **1d: High Risk Violations – 99+% Compliance**

Not all violations represent the same risk to public safety and consumer protection. Three high risk by-law violations were identified:

1. **Unregistered Vehicle – 99.6% Compliance:** The use of a vehicle that has not been vetted by the TNC prior to operation. While some instances were lower risk (i.e. a registered vehicle having been replaced by a rental vehicle for a brief period), there were three higher risk occurrences during the Pilot Project of unregistered vehicles that were not rentals.
2. **Unregistered Driver – 99.4% Compliance:** The use of a registered TNC driver's profile by a second driver who was not registered on a TNC platform. There were a total of three occurrences during the Pilot Project.
3. **Off-App Offers – 99.8% Compliance:** There was only one occurrence during the Pilot Project. There were also no complaints received from the public regarding this issue.

For all high risk violations noted above, the TNC was instructed to remove the user or vehicle from the platform immediately and in all instances the TNC complied.

#### Overall Assessment of Objective One: Assess TNC By-law Compliance Rates

Based on the compliance rates, field inspections, data collected and interactions with the licensed TNCs, it is assessed that the TNCs effectively complied with the By-law requirements throughout the Pilot Project. TNCs were responsive to requests from the licensing authority, provided timely and accurate information and were cooperative in all regards.

#### **Objective Two: Assess the Impact of the Public Vehicle By-law Deregulation**

##### 2a: Taxi Compliance Rates – 67% (Standard Inspections); 48% (Trip Sheet)

In total, 4,434 taxi inspections were conducted and a total of 1,547 Notices of Contravention or Administrative Penalties were issued based on these inspections. This represents a compliance rate of approximately 67%. While there is a significant variance between the compliance rates for TNCs and taxis it should be noted that different methods of measurement were employed in each case. TNCs were rated on compliance with a narrow set of requirements that were evaluated individually. A similar tool was not available for the inspection of taxis.

A review of trip sheet compliance was also conducted outside the standard taxi inspection. The Public Vehicle Licensing By-law identifies in Schedule 8, Section 3 (13) that:

*Every licensed Driver shall keep a daily Trip Sheet showing:*

- (a) the name of the Driver, the date and the Taxicab owner's plate number;*
- (b) the location and time of the beginning and end of every Trip made;*
- (c) the amount of the Fare collected for each Trip;*

During the review, inspectors observed 145 hailed taxi trips or drop-offs where payment occurred. Follow-up inspections of the trip sheets were then conducted at a later date to confirm if the observed trip was reported on the trip sheet. Of the 145 records investigated, the trip in question appeared only 69 times in the drivers' trip sheet. This translates into a compliance rate of 48%.

##### 2b: Taxi Driver Complaint Rates – 26% Reduction

As outlined in the Public Vehicle Licensing By-law, the City investigates complaints against taxi drivers and brokerages as a form of consumer protection. Since 2015 there has been a 26% decline in public complaints received by the City against the taxi industry (Appendix 5 – Taxi Complaint Rates 2010-2018). Although, this decrease could be attributed to decreasing ridership, it may also be an indication that customers are increasingly satisfied with the service they are receiving.

The effect of removing driver training requirements is unlikely to show any short term effect as, by far, the majority of taxi drivers operating during the Pilot Project had previously received training.

### 2c: Economic Impact on Taxi Industry – 15.3% Reduction

In 2013, prior to the introduction of TNCs, taxi brokerages reported 2.3 million dispatched trips. In 2017, taxi brokerages reported 1.95 million dispatched trips (a 15.3% decrease in dispatched taxi trips). This does not include hailed trips, which only taxis are permitted to provide. There is anecdotal evidence of a significant reduction in the number of hailed trips originating from taxi stands but this cannot be confirmed with any degree of accuracy. Current estimates from within the taxi industry indicate that there may be between two and three hundred thousand hailed trips yearly. However, in 2018, there were approximately 10 million dispatched vehicle-for-hire (TNC and taxi) trips reported (Appendix 6 – Total Dispatched Taxi and TNC Trips).

This 7.7 million increase in trips indicates that a new vehicle-for-hire market has emerged. TNCs did not simply capture 15.3% of the existing market share (350,000 trips), but rather they have capitalized on a previously untapped market that beforehand consisted of individuals walking, taking buses and using personal vehicles.

Therefore, when considering the economic impacts to the taxi industry, it is important to recognize that while there has been some loss of dispatched trips from taxis to TNCs, it only represents 3.5% of the total vehicle-for-hire market in the city.

Impacts to the taxi industry were assessed using four distinct groups:

1. Taxi Brokerages: Reductions in dispatched trips are not uniform across the brokerages. The overall reduction in dispatched trips ranges from a high of 54% to a low of 10.3% over the four year period.
2. Taxi Drivers: Drivers who lease a licence to operate a taxi have benefitted from the 80+% reduction in the cost of a lease. However, it is likely that the greatest impact that TNCs have had on taxi drivers has been the reduction in hailed trip opportunities. Accurate reporting of hailed trips is not available due to a high likelihood of systemic under-reporting of trips (See Trip Sheet review on page 6). Therefore the impact cannot be accurately assessed.
3. Taxi Users: Users have experienced generally positive impacts as they now have an additional transportation option. Mirror Ride inspections indicated that, when measured against each other, taxi and TNC trips are highly similar in both price and duration.
4. Taxi Licence Owners: There are approximately 350 individuals and companies who control the 551 taxi licences operating in the city.

The average reported selling price of a Taxi Owners Licence in 2014 was \$183,000. The average selling price in 2018 was \$18,000 which represents a reduction of 90%. This devaluation is similarly reflected in lease prices, which have decreased by 80+%.

However, the City has no way to verify the sale price of these plates because the City plays no active role in their sale, and the price reported to the City is not validated by either the City or a third party. There have been anecdotal reports that the prices paid are underreported to the City. The Plate Issuance Calculation Formula, contained in the Public Vehicle Licensing By-law, uses sale prices as a critical factor to identify when additional Taxi Owners Licences should be released into the marketplace. Under reporting the sale price would therefore have the effect of suppressing the issuance of new licences, thus reducing competition within the market place and supporting higher lease values and plate values.

### Overall Assessment of Objective Two: Assess the Impact of the Public Vehicle By-law Deregulation

The impact of deregulation on the taxi industry has been mixed:

- Brokers have been impacted negatively due to market share losses.
- Drivers who lease licences from taxi owners have benefitted from decreased costs.
- Taxi users have benefitted from the increased number of options created by TNCs and an increased availability at peak periods of demand.
- Taxi owners have been impacted negatively from the lower lease and plate values.

There were no negative impacts assessed to overall service as a result of the deregulation.

### Objective Three: Develop a Permanent Regulatory Framework

#### Pilot Project Challenges: TNC By-Law Compliance

The following three issues were identified in relation to TNC by-law compliance earlier in this report. Below are the recommended solutions for inclusion in the permanent regulations:

- TNC Identifier – 46% Compliance: The weakest compliance rate was associated with the TNC identifier requirement. The By-law required that each TNC vehicle display a decal or other identifier in an approved location. The low rate of compliance was attributed to a number of factors including:
  - a. TNC logistics in providing new drivers with the identifier;
  - b. The identifier carrying a social stigma – drivers preferred not to have an identifier when not working; and
  - c. Fear of retaliatory behaviour from members of the vehicle-for-hire industry.

The identifier provides a false sense of security and runs counter to the public safety goals of the Pilot Project. One of the key messages of the public education campaign was to instruct passengers to confirm the legitimacy of the vehicle by checking both the licence plate and the driver against the information provided through the TNC app – not the identifier (Appendix 4 – TNC Public Education Samples).

A further drawback to the use of the TNC identifier is that it may encourage street hailing which is the significant difference between taxis and TNCs. Vehicles that are easily identified as a TNC are more likely to be solicited for an 'off-app' trip.

It is recommended that the identifier requirement be removed from the By-law. This would also significantly increase the level of compliance found in TNC vehicles.

- Physical Copies of Safety Certificates – 86% Compliance: The Pilot Project required that a paper copy of the safety certificate be carried in the vehicle at all times. TNCs were compliant with the requirement 86% of the time. However, the requirement served little value because the TNCs were already verifying the safety certificate before adding the vehicle to the platform. Third party audits and inspections by staff confirmed this. Carrying a paper copy of the safety certificate served no purpose other than to confirm a requirement that could be done more efficiently through audits. The removal of the requirement would improve the compliance rate and eliminate the wasted administrative time required to rectify these contraventions.
- All-Weather Tires – 86% Compliance: All-weather tires were required from December 1<sup>st</sup> to April 30<sup>th</sup>. Non-compliance was primarily due to the following factors:
  - a. A misunderstanding of the difference between all-weather tires and all-season tires.
  - b. The dates of the requirement. New drivers starting in April did not see the need when there was no longer any snow.
  - c. The cost of the tires.

All-weather tires improve the level of public safety and it is recommended that this requirement remain in the By-law. Increased levels of driver education throughout the winter season will also address this issue.

#### Mitigating the Impacts to the Taxi Industry: Level the Regulatory Playing Field

Key to this issue is the Public Vehicle By-law that regulates far too many facets of the taxi business. While some of these regulations have served to improve safety and consumer protection, they have also drifted into issues more properly belonging to management such as:

- The deportment of the drivers operating the vehicle;
- Vehicle appearance; and
- Providing basic levels of driver training such as effective route mapping.

In 2017 staff provided the Public Vehicle Advisory Committee (PVAC) with a line-by-line review of the Public Vehicle Licensing By-law and identified 64 recommendations that would be viable to reduce regulatory demands on the industry. The proposed amendments included:

- Opening of the fare structure governing what taxis can charge for the service they provide; allowing them to provide flexibility in pricing, discounts and other incentives.
- Eliminating regulations regarding the appearance and branding of a taxi to provide potential revenue streams for owners and brokerages, such as advertising on vehicles.
- Eliminating regulations that limit taxis from entering into exclusive agreements with clients, to promote the development of a sustainable customer base.

- Eliminating regulations that should be the responsibility of taxi owners/brokerages, such as providing courteous service, to encourage them to be more responsive to customer service concerns.

To date, PVAC has provided no further input or recommendations on the content of the review. While no single by-law amendment would resolve all of the industry's challenges, it is clear that the removal of restrictive regulations could significantly increase the opportunities for the taxi industry to compete more effectively in this new market.

#### Mitigating the Impacts to the Taxi Industry: Taxi Owners Licence Value

An evaluation of the impact that TNCs have had on the value of Taxi Owners Licences is impossible to establish with certainty. The reported decrease in dispatched trips appears to be in the range of 15.3% over a four year period, while the market for vehicles-for-hire has grown four-fold. This decrease, in and of itself, would not fully address a reported reduction in licence value of approximately 90%. There is still a large amount of business activity within the taxi industry, so it is difficult to attribute losses in value to the use of the licence for the operation of a taxi. What has decreased is the speculative value of a licence in a new market with fewer barriers to entry.

There is strong evidence that the existing taxi plate issuance model has significantly under calculated the size of the vehicle-for-hire marketplace. It is also likely that no new plates will be issued in the near future. Given this uncertainty, it is recommended that no further names be added to the Priority Waiting List.

#### Community Engagement

A third party facilitator conducted engagement sessions with industry stakeholders including taxi and limousine drivers, owners and TNC drivers (Appendix 7 – TNC Community Engagement Report). Input from representatives of each licensed TNC was obtained separately by staff.

The facilitator provided a neutral setting to gain insight into what stakeholders saw as challenges moving forward regarding:

- Labour market impact of TNCs;
- Regulatory framework (e.g. appropriateness of Public Vehicle Licensing By-law amendments);
- Safety standards; and
- Pricing levels.

The feedback received highlighted the need for a 'level playing field' and a requirement for consistent enforcement of regulations. Taxi owners also proactively submitted details about plate devaluation and lost rental income since 2017; however filed lease agreements could not verify these figures as being accurate. Examples of the form submitted by taxi owners can be viewed in Appendix 8 – Taxi Plate Devaluation Form Samples. There was limited feedback from TNC drivers due to low turnout at engagement sessions.

General Committee	2019/05/01	11
-------------------	------------	----

---

Additionally, an online survey was conducted to gauge the public's knowledge of, concerns with, and expectations of, TNC services in Mississauga as well as their satisfaction with the existing vehicle-for-hire services. Over 500 responses were received within a three week period (Appendix 9 – TNC Online Survey – Key Results).

Key results included:

- 92% average satisfaction rate with all TNC features vs 56% average satisfaction rate with all taxi features.
- Current users of TNCs indicated that prior to their introduction they used a variety of transportation alternatives, most commonly: 28% personal vehicle, 27% transit, 26% taxi and 15% walking/cycling.
- Only 8% of rideshare users checked the TNC Identifier before entering a vehicle (91% verified their trip via car description, licence plate, driver rating system, driver name/photo and vehicle condition).
- 36% believed that regulatory responsibilities should be shared between the City and each industry (versus 28% company-alone or 26% City solely responsible).

During stakeholder engagement sessions, there was little support identified for efforts that would further deregulate the taxi industry with mixed support for suggestions that included opening the fare structure and reducing barriers to enter the industry. Many participants were favorable towards the creation of a more 'level playing field', but not by reducing regulations on taxis, instead promoting increased regulations for TNCs.

Other proposals arising from the sessions included capping the number of TNC vehicles that would be permitted to operate in the city at any given time. This is a proposal that would likely be unacceptable to TNC operators as their business model is based on a flexible supply of service providers that can adjust quickly to peak demand.

It was also proposed that current taxi licence owners be compensated for the decreased value of their licence and that this should be funded by the City. There did not appear to be any consensus as to the value of these licences but it was evident that owners would be unwilling to sell at the current price and would be insistent on a price more reflective of peak value.

#### Jurisdictional Scan

Staff conducted a jurisdictional scan in 2017 of TNC regulations in effect for Calgary, Hamilton, London, Niagara, Oakville, Ottawa, Toronto, Waterloo, and Quebec (Appendix 10 – Jurisdictional Scan of TNC Regulations). Mississauga's regulations for TNCs were consistent with those municipalities, ensuring consumer protection and public safety.

In 2018 an additional jurisdictional scan was completed to identify the status of municipalities TNC by-law regulation, licensing requirements, data collection strategy, inspection and enforcement measures, and complaint process. Mississauga's by-law regulation and enforcement are consistent with other municipalities in most respects. However, Mississauga

has become a leader in the internal development and use of a mobile phone inspection application to assist Officers with field inspections of TNC vehicles.

#### Permanent Regulatory Framework

The results of the Pilot Project demonstrate that the established regulatory framework is effective in ensuring consumer protection and public safety. It is therefore recommended that the Pilot Project framework be made permanent to include the following key components:

a. Decentralized Regulation Model

The decentralized model is recommended to continue. The TNCs will be responsible for ensuring that the drivers operating under their licence meet the requirements of the By-law. The fee per trip model is a suitable means to recover the costs associated with the regulation of TNCs.

b. Field Inspections

TNCs will require a higher number and frequency of field inspections due primarily to the large number of drivers (21,000 monthly). The high churn rate and higher number of novice drivers also supports the need for more inspections.

Staff have referred to the International Organization for Standardization, ISO 2859, Sampling Procedures for Inspection by Attributes, to determine the number of inspections required to produce a high degree of certainty that TNCs are compliant with the By-law. Based on the current number of TNC drivers and trips, a total of 10 full-time inspectors would be required to conduct a total of 21,000 TNC inspections annually. The Pilot Project had five full time inspectors and additional Enforcement staff were used to conduct inspections in order to meet the established targets.

This increase of inspectors will also allow for an expansion of weekend and night enforcement to address deficiencies identified in data collected during the Pilot Project. The weekend and night coverage will also improve enforcement for other licence types within the purview of Enforcement.

c. Data Collection, Audits and Analysis

Data collection and audits will continue with many process efficiencies implemented throughout the Pilot Project. However, an additional need for enhanced policy and business impact analysis was also identified during the Pilot Project. Currently, Enforcement lacks the capacity to effectively manage disruptive technologies like TNCs. Five full-time staff, as opposed to the three dedicated staff during the Pilot Project, will reside in the Policy and Strategic Support Unit of Enforcement. They will monitor and evaluate the ever changing vehicle-for-hire industry and allow Regulatory Services to better keep pace with technology driven disruptions like TNCs.



IT and Enforcement staff developed a mobile phone inspection application to assist with the field inspections and enforcement of TNC vehicles (Appendix 11 – TNC IT Support Plan). In order to maintain a contingency for future technology driven challenges, one full time IT staff is required along with technology contingency funding to reside in the “Capital Reserve – TNC” (Account 35594).

d. Public Education

Consumer protection and public safety are recommended as the key messages and themes for the foreseeable future. The existing products and communication channels are recommended to continue along with some funding for content refresh and an added focus on all-weather tires targeted at TNC drivers. An annual operating budget of \$30,000 a year is recommended to sustain the levels delivered during the Pilot Project.

e. By-law Amendments

Removing the requirements for TNC Identifiers and hard copies of safety certificates are the two recommended changes to the By-law. These requirements created a large number of low value enforcement activities that required an initial Notice of Contravention and follow-up inspection.

f. Accessibility

Staff are currently undertaking a review of the on-demand accessible vehicle-for-hire service in the city. Options are currently being developed and will include a ‘payment in lieu of service’ model for TNCs. These options will be presented to PVAC and the Accessibility Advisory Committee in Q3 2019.

Amendments to the TNC and Public Vehicle By-law may be required and staff will bring forward a report to General Committee at the completion of the review and committee consultations.

**Summary of Recommendations Proposed in Objectives One to Three**

<b>Focus Area</b>	<b>Recommendation</b>
<b>TNC By-law</b>	Remove the TNC identifier requirement.
	Remove the requirement for a paper copy of the safety certificate.
	Maintain the requirement for all-weather tires from December 1 <sup>st</sup> to April 30 <sup>th</sup> .
<b>Public Vehicle By-law</b>	Continue to work with the taxi industry to implement the 64 staff recommendations related to by-law deregulation.
	Through a report to Council in conjunction with Legal Staff, address the issue of compensation for Taxi Licence Owners.
<b>Accessibility</b>	Continue to develop an on-demand accessible vehicle-for-hire model with the Accessibility Advisory Committee.
	Implement 'payment in lieu of service' once the on-demand accessible vehicle-for-hire model has been implemented.
	Amend the TNC and Public Vehicle By-laws as required.
<b>Taxi Plate Issuance</b>	Cease adding names to the Priority Waiting List.
	Continue to work with the taxi industry to develop and revise the plate issuance model.
<b>Enforcement Operations</b>	Expand evening and weekend service levels.
	Conduct 21,000 annual TNC inspections.
	Enhance Mobile Inspection Application.
	Enhance the monitoring, analysis and planning functions within Enforcement.
	Continue public education efforts, with specific focus aimed at drivers on the importance of all-weather tires.

The implementation of the recommended framework will provide the necessary resourcing to ensure consumer protection and public safety. Further, it will allow Enforcement to operate in a more agile and adaptive manner – better prepared to respond to future technology driven disruptions in the industry.

## Financial Impact

The financial impact on the 2019 Regulatory Services Budget resulting from the adoption of a permanent regulatory framework for TNCs effective July 1, 2019 is forecast to be self-funded through licensing and trip fees revenue. The following tables identify the 2019 operating budget impact and an estimate of the annualized budget for this service.

### 2019 Permanent Staff Requests

Position	Permanent FTE	Grade	Annualized Budget	2019 Operating Budget (July 1 - Dec 31)
Manager, Policy and Strategic Support	1	G	\$128,000	\$64,000
Data Specialist	1	E	\$103,400	\$51,700
Business Analyst	2	F	\$235,200	\$117,600
Researcher	1	D	\$76,700	\$38,350
Supervisor, Mobile	1	G	\$128,000	\$64,000
Mobile Licensing Enforcement Officers (MLEO)	10	E	\$1,033,300	\$516,650
IT Application Developer	1	G	\$128,000	\$64,000
<b>Total FTE &amp; Labour Budget</b>	<b>17</b>		<b>\$1,832,600</b>	<b>\$916,300</b>

The total labour budget requested from July 1, 2019 is \$916,300, or \$1,832,600 annualized with a total increase in complement of 17 FTE. 11 FTE (10 inspectors, one supervisor) will be assigned to in-field enforcement and will permit Mobile Licensing to:

- Expand enforcement coverage into late evening and early morning hours.
- Provide improved coverage for weekends and peak periods.
- Ensure a highly visible sustained regulatory presence in a licence sector comprised mainly of “new” participants.

Five FTE will be added to provide support to Regulatory Services to address the operational and administrative requirements created by the TNCs including:

- Policy analysis, development, and interpretation.
- Research support and business planning.
- Secure data transfers, audit data, and fee remittance.

One FTE will be assigned to IT to support TNC regulation and the maintenance and development of upgrades to the TNC inspection application developed in-house.

**Summary of Proposed 2019 TNC Budget**

<b>Expense Categories</b>	<b>Annualized Budget</b>	<b>2019 Operating Budget (July 1 -Dec 31)</b>
<b>Labour and Benefits</b>	<b>1,832,600</b>	<b>916,300</b>
Staff Training & Courses	36,000	18,000
Advertising & Promotions	15,000	7,500
Communication & Transportation	87,000	43,500
Equipment Cost & Maintenance	8,000	4,000
Inspection Costs	157,000	78,500
Materials, Supplies & Other	14,400	7,200
Chargebacks	100,000	50,000
Transfer to a Capital Reserve Fund - TNC	300,000	150,000
<b>Other Operating Costs</b>	<b>717,400</b>	<b>358,700</b>
<b>Total Gross Expenditure</b>	<b>2,550,000</b>	<b>1,275,000</b>
<b>Licensing &amp; Trip Fees - Revenue</b>	<b>-2,550,000</b>	<b>-1,275,000</b>
<b>Total Net Expenditure</b>	<b>0</b>	<b>0</b>

Other operating costs, totalling \$358,700 from July 1, 2019, or \$717,400 annualized, include public education, TNC inspection application and equipment, staff training and vehicle costs.

TNCs represent a small increase in the number of licence holders but a large increase in the amount of licensed activity within the city. TNC operations constitute millions of trips originating from all points within the city and thousands of operators offering these services. This is a new regulatory framework and it is uncertain whether the budget proposed will be a stable one. It is therefore recommended that any surpluses generated by this cost centre be automatically contributed to the Fiscal Stability Reserve and any shortfalls in this cost centre be funded from the Fiscal Stability Reserve.

A capital project for \$100,000 is being requested for office space reconfiguration for new staff supporting the TNC program. This reconfiguration work will include demolishing existing walls, new paint and carpet throughout. Office equipment includes a meeting table, mounted screen and touchdown spaces as the work stations for the new staff. The capital project will be funded by \$100,000 from the licensing fees.

The total gross expenditure from July 1, 2019 of \$1,275,000 will be fully offset by revenue generated through two licensing fees: an annual \$20,000 licence fee and a \$0.30 per trip licensing fee for each TNC trip originating within the city with revenue of \$1,245,000.

## Conclusion

The primary purpose of the TNC Pilot Project was to assess the effectiveness of the regulatory framework from a consumer protection and public safety perspective. Based on the compliance rates, field inspections, data collected and interactions with the licensed TNCs, it is assessed that TNCs effectively complied with the By-law requirements throughout the Pilot Project. TNCs have been responsive to requests from the licensing authority and provided accurate data in a timely manner.

With regards to the impacts of the Public Vehicle By-law deregulation, the evaluation indicates that these have had minimal impacts on the quality of service provided by taxis. It is recommended that staff continue to work with the taxi industry and give further consideration to the 64 staff recommendations pertaining to by-law deregulation – all of which were aimed at 'leveling the playing field'.

The implementation of the recommended framework will provide the necessary resourcing to ensure consumer protection and public safety.

## Attachments

Appendix 1: Transportation Network Company Pilot Project Licensing By-law 93-17

Appendix 2: TNC Evaluation Matrix

Appendix 3: TNC Vehicle and Trip Distribution

Appendix 4: TNC Public Education Samples

Appendix 5: Taxi Complaint Rates 2010-2018

Appendix 6: Total Dispatched Taxi and TNC Trips

Appendix 7: TNC Community Engagement Report

Appendix 8: Taxi Plate Devaluation Form Samples

Appendix 9: TNC Online Survey – Key Results

Appendix 10: Jurisdictional Scan of TNC Regulations

Appendix 11: TNC IT Support Plan



---

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

Prepared by: Michael Foley, Manager, Mobile Licensing Enforcement



**THE CORPORATION OF THE CITY OF MISSISSAUGA  
TRANSPORTATION NETWORK COMPANY PILOT PROJECT LICENSING  
BY-LAW 93-17**

**WHEREAS** section 11 of the *Municipal Act*, 2001, S.O. 2001, c.25, as amended (the "*Municipal Act*, 2001"), provides that a lower-tier municipality may pass by-laws respecting the health, safety and well-being of persons and respecting the protection of persons and property including consumer protection;

**AND WHEREAS** section 151 of the *Municipal Act*, 2001, provides that without limiting sections 9, 10 and 11 of the Act, a municipality may provide for a system of licences with respect to a business;

**AND WHEREAS** subsection 151(1)(g) of the *Municipal Act*, 2001 provides that a municipality may require a person, subject to such conditions as the municipality considers appropriate, to pay an administrative penalty if the municipality is satisfied that the person has failed to comply with any part of a system of business licenses established by the municipality;

**AND WHEREAS** the Council for the City of Mississauga considers it necessary and desirable to introduce an eighteen month pilot project to regulate transportation network companies for the purpose of protecting the health, safety and well-being of persons and to maintain consumer protection through a system of business licences;

**AND WHEREAS** subsection 391(1) of the *Municipal Act*, 2001, provides that a municipality may impose fees and charges on persons;

**AND WHEREAS** section 436 of the *Municipal Act*, 2001, as amended, provides that a municipality may pass a by-law providing that the municipality may enter on lands at any reasonable time for the purpose of carrying out an inspection to determine whether a by-law of the municipality has been complied with;

**AND WHEREAS** section 444 of the *Municipal Act*, 2001, provides that the municipality may make an order requiring the person who contravened the by-law or who caused or permitted the contravention or the owner or occupier of the land on which the contravention occurred to discontinue the contravening activity;

**AND WHEREAS** Council of The Corporation of the City of Mississauga considers it desirable and necessary to provide for a system of administrative penalties and administrative fees as an additional means of encouraging compliance with this Transportation Network Company Pilot Project Licensing By-law;

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

## **DEFINITIONS**

1. For the purpose of this By-law:

**“Administrative Fees”** means any fees specified in the Licensing Administrative Penalty By-law and listed in Schedule “A” thereto;

**“Administrative Penalty”** means a monetary penalty as set out in Schedules “A” and “B” to the Licensing Administrative Penalty By-law for a contravention of a designated By-law; **“Applicant”** means a Person applying for a new Licence or the renewal of a Licence under this By-law;

**“Affiliation Date”** means the date an Applicant applies for a new Licence or the renewal of a Licence;

**“City”** means the municipal boundaries for the City of Mississauga OR the Corporation of the City of Mississauga;

**“Clerk”** means the Clerk of the City of Mississauga or his/her designate;

**“Council”** means the council of the City;

**“Criminal Record Check”** means a criminal record check issued by an Ontario police service as approved by the Licence Manager;

**“Driver’s Abstract”** means a driver’s abstract issued by the Province of Ontario;

**“Licence”** means the certificate issued by the Licence Manager as proof of licensing under this By-law;

**“Licensee”** means any Person licensed under this By-law;

**“Licence Manager”** means the Manager of Compliance and Licensing Enforcement Unit of the City’s Enforcement Division and includes his/her designate;

**“Licensing Administrative Penalty By-law”** means the City’s Licensing Administrative Penalty By-law 0135-2014, as amended (or its successor), being a by-law to establish a system of administrative penalties respecting those who have failed to comply with any part of a system of business licences established by the City;

**“Officer”** means a duly appointed Municipal Law Enforcement Officer by Council and includes members of the Peel Regional Police;

**“Penalty Notice”** means a notice given to a Person pursuant to section 4 of the Licensing Administrative Penalty By-law;

**“Person”** includes an individual, a corporation and its directors and officers, or partnership and their heirs, executors, assignees and administrators;

**“Safety Standard Certificate”** means a certificate that confirms that a motor vehicle complies with the equipment and performance standards prescribed by the *Highway Traffic Act R.S.O. 1990 c. H.8*;

**“Transportation Network Company” or “TNC”** means any Person who receives, relays, authorizes, facilitates, enables or communicates a request for transportation services from a passenger to a TNC Driver for compensation through a TNC App or any other comparable technology but does not include a Broker as defined according to the Public Vehicle Licensing By-law 420-04, as amended (or its successor);

**“TNC App”** means a mobile application that can be downloaded onto or accessed on a mobile phone, tablet or other digital electronic device used to connect passengers with TNC Drivers;

**“TNC Driver”** means the driver of a TNC Vehicle who is affiliated with a TNC and who has access to a TNC App to transport passengers for compensation;

**“TNC Identifier”** means a sign, decal, emblem or symbol displaying the logo or name of the TNC through which a TNC Driver is providing transportation service to passengers;

**“TNC Vehicle”** means a private motor vehicle that provides transportation services for compensation but does not include a Taxicab as defined according to the Public Vehicle Licensing By-law 420-04, as amended (or its successor);

**“Trip”** means each journey in a TNC Vehicle commencing when a passenger enters a TNC Vehicle having made a request for transportation using a TNC App and ending when that same passenger exits the TNC Vehicle;

#### **ADMINISTRATION OF THIS BY-LAW**

2. The administration of this By-law is assigned to the Licence Manager who shall perform all of the administrative functions conferred upon him or her by this By-law.
3. The Licence Manager may delegate any responsibilities conferred to the Licence Manager under this By-law.

#### **GENERAL PROHIBITIONS**

4. No Person shall:
  - (1) own or operate a TNC unless the Person is licensed under this By-law;
  - (2) represent to the public that the Person is licensed under this By-law if the Person is not so licensed;
  - (3) contravene or fail to comply with a term or condition of his, her or its Licence imposed under this By-law;
  - (4) operate a TNC while their Licence issued under this By-law is under suspension; or
  - (5) transfer a Licence issued under this By-law.



### **LICENSING EXEMPTION**

5. For greater clarity, the following Persons will be exempt from requiring a Licence to operate a TNC:
  - (1) a TNC who only facilitates “carpooling” as defined according to the *Public Vehicles Act*; and/or
  - (2) a Person that has a valid Broker’s licence according to the Public Vehicle Licensing By-law, 420-04 (or its successor) who in addition to operating as a Broker also operates using an App to provide said service.

### **APPLICATION FOR A NEW LICENCE OR A RENEWAL LICENCE**

6. An application for a new Licence or a renewal Licence shall be made to the Licence Manager using the forms provided by the Licence Manager and accompanied by the requirements prescribed by Schedule “A” of this By-law and any other information that the Licensing Manager may from time to time request.

### **REVIEW OF APPLICATION FOR A LICENCE BY THE LICENCE MANAGER**

7. The Licence Manager shall receive, process and review all applications for all new Licences and renewals of Licences under this By-law.
8. The Licence Manager shall maintain complete records showing all applications received and Licences issued.
9. The Licence Manager shall have the power and authority to:
  - (1) issue a new Licence;
  - (2) renew a Licence;
  - (3) deny the issuance of a Licence;
  - (4) revoke a Licence;
  - (5) suspend a Licence; and/or
  - (6) impose terms or conditions on a Licence.

### **ISSUANCE OF A LICENCE**

10. When an application for a new Licence or renewal of a Licence is made in accordance with section 6 of this By-law and the Applicant meets all the requirements of this By-law, the Licence Manager shall issue a Licence.
11. A Licence issued according to this By-law shall be valid for one year from the date of issue or until this By-law is repealed, whichever period is shorter.

### **CONDITIONS ON A LICENCE**

12. Notwithstanding any other provisions of this By-law, the Licence Manager may impose terms and conditions on any Licence at issuance, renewal or any time during the Licence period including but not limited to:
  - (1) requiring changes to a TNC Identifier; and/or
  - (2) any conditions that are necessary to give effect to this By-law.
13. (1) Notwithstanding any other provisions of this By-law, the Licence Manager may impose additional fees on a Licensee, by way of a notice of additional fees at any time during the term of a Licence for costs incurred by the City attributable to the activities of the Licensee.
  - (2) The notice of additional fees shall be sent to the Licensee by registered mail and shall provide the Licensee with sixty (60) days to pay the outstanding amount from the date of such notice.

### **RETURN OF THE LICENCE**

14. When a Licence has been revoked, deemed unrenovable or suspended according to section 16 of this By-law, the holder of the Licence shall return the Licence to the Licence Manager within twenty four (24) hours of service of written notice of the decision of the Licence Manager.
15. Notwithstanding section 14, the Licence Manager or Officer may enter upon the premises of the Licensee for the purpose of receiving or removing the Licence, when a Licensee has his/her Licence revoked, deemed unrenovable or suspended under this By-law.

### **GROUND FOR REFUSAL TO ISSUE/RENEW, REVOKE OR SUSPEND A LICENCE**

16. A Licence Manager may refuse to issue/renew, revoke, or suspend a Licence where there are reasonable grounds to believe that:
  - (1) an application or other document provided to the Licence Manager by or on behalf of the Applicant contains a false statement or false information; or
  - (2) the Applicant or Licensee has failed to pay any fine imposed by a court as a sentence arising from convictions for breach of a by-law enacted by the City; or
  - (3) any additional fee imposed on a Licensee as set out in section 13 remain unpaid after the due date as indicated in the notice of additional fees sent to the Licensee; or
  - (4) the Applicant or Licensee does not meet all the requirements of:
    - a. this By-law or any other City by-law, as amended; or
    - b. any other federal and provincial laws and municipal by-laws.

- (5) the financial position of the Applicant or Licensee affords reasonable grounds to believe that the Applicant or Licensee would not operate the TNC in a financially responsible manner; or
  - (6) the past or present conduct of the Applicant or Licensee, or any partner, in the case of an Applicant or Licensee which is a partnership, or of any director or officer of the corporation, if the Applicant or Licensee is a corporation, affords reasonable grounds for the belief that the Applicant or Licensee will not carry on the activity for which they are to be licensed or to continue to be licensed in accordance with any applicable law and with integrity and honesty; or
  - (7) the Applicant or Licensee has failed to pay an Administrative Penalty imposed by the City arising from a contravention of this By-law.
17. After a decision is made by the Licence Manager to refuse to issue/renew, revoke, or suspend a Licence, written notice of that decision shall be given to the Applicant or Licensee advising the Applicant or Licensee of the Licence Manager's decision with respect to the application or Licence.
18. The written notice to be given under section 17 shall:
- (1) set out the grounds for the decision;
  - (2) give reasonable particulars of the grounds; and
  - (3) be signed by the Licence Manager.

### **GENERAL REQUIREMENTS**

19. Every Licence is owned by and is the property of the City and is valid only in respect of the Person and for the TNC named therein.
20. (1) When a Licensee changes his or her name or address or any information relating to the Licence, he or she shall notify the Licence Manager within three (3) days of the change of address or any other information relating to his or her Licence and shall return the Licence immediately to the Licence Manager for amendment.
- (2) When the Licensee is a corporation, and there is any change in the following information given on the application, namely: the names and addresses of officers and directors, the location of the corporate head office, the Licensee shall report the change to the Licensing Section within three (3) days of the change, and if necessary, the Licence shall be returned immediately to the Licence Manager for amendment.

### **GENERAL POWERS OF OFFICERS - INSPECTIONS**

21. An Officer may at any reasonable time, enter upon and inspect the premises of any Licensee or a TNC Vehicle operated by a TNC Driver to ensure that the provisions of this By-law are complied with.

22. Upon an inspection, every Person shall produce all relevant Licences and permits, invoices, vouchers or like documents and all documents required to be kept and maintained under this By-law which may be removed for the purpose of photocopying and shall be returned to the Licensee or TNC Driver within forty-eight (48) hours of removal.
23. No Person shall obstruct an Officer inspecting the premises/TNC Vehicle or withhold, destroy, conceal or refuse to furnish any information or thing required by an Officer for the purpose of the inspection.
24. Where a Person contravenes any provision of this By-law, an Officer may:
  - (1) serve a written notice on the Person, advising of the contravention and directing compliance;
  - (2) direct in a written order that a thing or matter is required to be done, and in default of such matter or thing being done, the matter or thing will be done at the Person's expense by the City and the City will recover the expense by action or in like manner as municipal taxes; or
  - (3) issue a Penalty Notice.

### **NOTICE**

25. Any notice or order required to be given or served under this By-law is sufficiently given or served, if delivered personally or sent by registered mail, addressed to the Person to whom delivery or service is required to be made at the last address for service appearing on the records of the Licence Manager.

### **PENALTY**

26. Every Person who contravenes any provision of this By-law, when given a Penalty Notice, is liable to pay to the City an Administrative Penalty in the amount specified in the City's Licensing Administrative Penalty By-law and shall be liable to pay to the City Administrative Fees pursuant to the City's Licensing Administrative Penalty By-law, and shall follow the procedures for payment or review/appeal as outlined in the City's Licensing Administrative Penalty By-law.
27. Notwithstanding section 26, every Person who contravenes any provision of this By-law, and every director or officer of a corporation who concurs in such contravention by the corporation, is guilty of an offence and is liable to a fine, and such other penalties, as provided for in the *Provincial Offences Act*, R.S.O. 1990, c. P. 33, and the *Municipal Act, 2001*, as both may be amended from time to time.
28. In addition to section 27 of this By-law, any Person who is charged with an offence under this By-law in accordance with Part III of the *Provincial Offences Act* and is found guilty of the offence, is liable, in addition to any other penalties:
  - (1) if a living person, to a fine of not more than \$25,000; or
  - (2) if a corporation, to a fine of not more than \$50,000.

**MISCELLANEOUS**

29. Any section of this By-law, or any part thereof, that is found by a court of competent jurisdiction to be invalid shall be severable, and the remainder of the By-law shall continue to be valid.
30. All schedules attached to this By-law shall form part of this By-law.
31. In this By-law, unless the context otherwise requires, words imparting the singular number shall include the plural, and words imparting the masculine gender shall include the feminine and further, the converse of the foregoing also applies where the context so requires.

**EFFECTIVE DATE AND TERM OF PILOT PROJECT**

32. This By-law shall be in full force and effect commencing on July 1, 2017 and shall be repealed on January 1, 2019.

**SHORT TITLE**

33. This By-law may be referred to as the Transportation Network Company Pilot Project Licensing By-law.

ENACTED AND PASSED this 21<sup>ST</sup> day of June, 2017.  
Signed by Pat Saito, Acting Mayor and Crystal Greer, City Clerk

## SCHEDULE “A”

### TNC APPLICATION REQUIREMENTS – NEW LICENCES AND RENEWALS

#### GENERAL REQUIREMENTS

1. A Person wishing to carry on the business of a TNC in the City shall apply for a new Licence or a renewal Licence by providing the Licence Manager with the following:
  - (1) a completed application in the form required by the Licence Manager;
  - (2) the name, telephone, and email contact information for the Person authorized to receive and respond on behalf of the TNC to any and all communications from the City relating to the TNC’s Licence or the TNC’s conduct of the business;
  - (3) payment of the applicable licensing fee as set out in Schedule “C” of this By-law;
  - (4) a TNC Identifier;
  - (5) a list of all TNC Drivers affiliated with the TNC, which list shall include the following information:
    - a. the full name of the TNC Driver; and
    - b. the year, make, model and Ontario licence plate number of the TNC Vehicle operated by the TNC Driver.
  - (6) a sworn declaration from the TNC confirming that all TNC Drivers affiliated with the TNC have provided the following to the TNC, which comply with the standards set out in this By-law:
    - a. a Criminal Record Check issued within one year of the Affiliation Date;
    - b. a Safety Standard Certificate issued within one year of the Affiliation Date for the TNC Vehicle operated by the TNC Driver;
    - c. a Driver’s Abstract issued within one year of the Affiliation Date;
    - d. proof of valid ride sharing automobile liability insurance which shall include:
      - i. at least \$2,000,000 for third party liability coverage per incident
      - ii. at least \$2,000,000 of uninsured automobile coverage; and
      - iii. statutory Ontario accident benefits
    - and
    - e. proof of a valid driver’s licence.

- (7) an insurance certificate demonstrating commercial general liability business insurance for the operations of the TNC against claims filed against the TNC with respect to bodily injury, including personal injury and death, and property damage with a per occurrence limit of at least \$5,000,000. The City must be included as an additional insured under this policy but only with respect to the operations of the TNC;
- (8) an indemnity in favour of the City from and against claims, demands, losses, costs, damages, actions, suits or proceedings that arise out of, or are attributable to, the TNC's business and services, which shall be in a form satisfactory to the Licence Manager;
- (9) a sworn declaration from the TNC confirming to the satisfaction of the Licence Manager that:
  - a. the TNC will have the ability to maintain and deliver data in the form and manner, and with the frequency, required by this By-law;
  - b. the TNC has data security measures in place to protect the personal data collected by the TNC relating to passengers and drivers; and
  - c. the TNC will ensure that every affiliated TNC Driver maintains the requirements of Schedule "B" of this By-law.
 and
- (10) a report from an independent third party auditor confirming that the TNC is accurately collecting the information as required by this By-law.

### **REQUIREMENTS FOR CORPORATIONS**

- 2. In addition to Section 1 of this Schedule "A", if an Applicant is a corporation, it must provide the following to the Licence Manager when applying for a Licence:
  - (1) articles of incorporation or other incorporating documents, duly certified by the proper government official or department of the Province of Ontario or the Government of Canada; and
  - (2) a list of the legal relationship including legal names between any Persons that, acting together, carry on the business of a TNC.

### **REQUIREMENTS FOR PARTNERSHIPS**

- 3. In addition to Section 1 of this Schedule "A", if an Applicant is a partnership, it must provide the following to the Licence Manager when applying for a Licence:
  - (1) the names and addresses of each member of the partnership as well as the name under which the partnership intends to carry on business; and
  - (2) the address and contact information of the TNC's registered business address in the Province of Ontario.

**LICENCE RENEWALS**

4. For greater clarity, a Person wishing to renew a Licence shall comply with the application requirements in this Schedule "A".



## SCHEDULE “B”

### TNC AND TNC DRIVER REQUIREMENTS

#### TNC DRIVER REQUIREMENTS

1. A TNC shall not permit a TNC Driver to have access to the TNC App to pick up passengers in the City if the TNC Driver:
  - (1) has received a criminal conviction:
    - a. within five (5) years of the Affiliation Date or at any point subsequent to his/her Affiliation Date; or
    - b. for any of the offences listed in Schedule “D” of this By-law
  - (2) has a Driver’s Abstract which contains:
    - a. more than eight (8) demerit points according to the *Highway Traffic Act*, or its equivalent from outside the Province of Ontario; or
    - b. an individual *Highway Traffic Act* conviction which resulted in at least four (4) demerit points, or its equivalent from outside the Province of Ontario
  - (3) is operating a TNC Vehicle that has not obtained a Safety Standard Certificate in compliance with this By-law; or
  - (4) operates a TNC Vehicle that does not meet the automobile insurance standards as set out in section 3 of this Schedule “B”.
2. TNC Drivers shall:
  - (1) affix securely in a non-discreet location, a TNC Identifier to their TNC Vehicle when operating as a TNC Driver;
  - (2) only accept a request for transportation services using the TNC App;
  - (3) not be permitted to accept any hail requests for transportation services; and
  - (4) maintain in the TNC Vehicle at all times, a Safety Standard Certificate that meets the requirements of this By-law.

#### INSURANCE REQUIREMENTS

3. For greater clarity, insurance standards acceptable according to this By-law shall:
  - (1) be applicable from the moment a request for transportation services is accepted up until the moment of the passenger drop-off;

- (2) have commercial general liability coverage for the TNC of at least \$5,000,000 inclusive per occurrence for bodily injury, personal injury including death and damage to property;
  - (3) have automobile liability insurance in the form of a ride sharing automobile liability policy as approved by the Financial Services Commission of Ontario for use by a TNC Driver that complies with subsection 1(6)(d) of Schedule "A" of this By-law; and
  - (4) both insurance required according to 3(2) and 3(3) of this section must be obtained and maintained by the TNC Driver, the affiliated TNC or any combination of the two.
4. The TNC shall give the Licence Manager at least 10 days notice in writing of any cancellation or alteration to the:
- (1) automobile liability insurance for an affiliated TNC Driver; and/or
  - (2) commercial general liability insurance for the TNC.

### **TNC GENERAL REQUIREMENTS**

5. A TNC shall:
- (1) ensure that driver training is available for all affiliated TNC Drivers on the use of the TNC App;
  - (2) ensure that prior to the collection of any personal information, a TNC shall obtain consent from any affiliated TNC Driver for such collection and future disclosure to the Licence Manager for the purposes of investigating complaints, investigation potential breaches of this By-law;
  - (3) confirm by way of an independent third party auditor on a quarterly basis that the information provided according to section 1(10) of Schedule "A" of this By-law is accurate and true;
  - (4) ensure there is a dispute resolution process for dealing with any complaints regarding fees, customer service or any other issues arising from the TNC operations; and
  - (5) where service requested is a type which would require an accessible vehicle and the TNC is not able to provide such service, direct the person requesting such service to a Person who can provide such service.

### **TNC PROHIBITIONS**

6. A TNC shall not:
- (1) obstruct the Licence Manager in the use of either passenger or driver accounts associated with the TNC App for use by the Licence Manager to ensure compliance with this By-law; and/or

- (2) permit, encourage or condone the acceptance of hails or the solicitation of passengers by TNC Drivers.

### **TNC APP REQUIREMENTS**

- 7. A TNC shall set fares to be charged to passengers transported by affiliated TNC Drivers via the TNC App subject to the following conditions:
  - (1) the fare for a Trip shall be communicated to a potential passenger clearly and transparently prior to the start of the Trip;
  - (2) the TNC Driver shall not commence the Trip until the passenger has provided electronic acceptance of the fare communicated in accordance with (1) above;
  - (3) the TNC Driver shall charge the passenger the communicated and accepted fare in accordance with (1) and (2) above; and
  - (4) a TNC shall ensure that a record is maintained of the passenger's acceptance of the fare provided.
- 8. A TNC shall ensure that its TNC App is based on functioning GPS technology as used by its affiliated TNC Drivers.
- 9. A TNC shall provide passengers with the following information via the TNC App prior to the start of a Trip:
  - (1) the TNC Vehicle make and model;
  - (2) TNC Driver's first name;
  - (3) Ontario licence plate number of the TNC Vehicle; and
  - (4) photograph of the TNC Driver.
- 10. A TNC shall at the conclusion of every Trip via the TNC App provide the passenger with an electronic receipt containing the following information:
  - (1) the fare charged;
  - (2) the date and end time of the Trip;
  - (3) the start and end locations of the Trip; and
  - (4) the TNC Driver's first name and provincial licence plate number of the TNC Vehicle.

### **RECORD KEEPING**

- 11. A TNC shall maintain a list of every affiliated TNC Driver in a readily accessible electronic format approved by the Licence Manager which shall include:
  - (1) the full name, date of birth, address and phone number of the TNC Driver; and

- (2) the year, make, model and Ontario licence plate number of the vehicle affiliated with the TNC to be operated by the Driver as a TNC Vehicle.
12. A TNC shall maintain information for all Trips completed by affiliated TNC Drivers which shall include:
- (1) the name of the TNC Driver;
  - (2) pick up location and the destination;
  - (3) date and time the Trip started and terminated;
  - (4) length of time elapsed between the passenger's service request and the start of the Trip; and
  - (5) the fare paid for the Trip.
13. A TNC shall maintain information for all Trips that cannot be completed by an affiliated TNC Driver including for Trips where an accessible vehicle is required.
14. The records a TNC is required to maintain under the provisions of this By-law shall be maintained for a minimum of three years.
15. The TNC shall provide the Licence Manager with any information maintained by the TNC according to this Schedule "B" and shall provide said information:
- (1) within thirty (30) days of said request; and
  - (2) notwithstanding 15(1) of this Schedule "B", within seven (7) days where the information is required by the Licence Manager for enforcement purposes.

#### **REMOVAL OF TNC DRIVER FROM TNC APP**

16. A TNC shall ensure that a TNC Driver is removed from and/or denied access to a TNC App in the event that:
- (1) the TNC has reasonable belief that an affiliated TNC Driver does not meet the TNC Driver requirements as set out in this By-law; or
  - (2) the Licence Manager has requested that a TNC Driver be removed from the TNC App based on an investigation completed by the Licence Manager whereby the Licence Manager has determined that the TNC Driver is not compliant with this By-law.
17. No TNC Driver that has been removed and/or denied access to a TNC App according to section 16(2) of this Schedule "B" shall be re-granted access until the Licence Manager is satisfied that the TNC Driver is in compliance with this By-law.

**TNC VEHICLE REQUIREMENTS**

18. A TNC shall not permit a TNC Driver to operate using a TNC Vehicle unless the TNC Vehicle:
  - (1) is seven (7) years old or less;
  - (2) has four doors and a maximum seating capacity of seven (7) passengers excluding the TNC Driver;
  - (3) displays the TNC Identifier when operating as a TNC Vehicle in the location approved by the Licence Manager;
  - (4) has received a Safety Standard Certificate in accordance with section 19 of this Schedule "B";
  - (5) is clean and in good repair as to its exterior and interior; and
  - (6) is equipped with
    - a. snow tires or all weather tires from December 1 to April 30;
    - b. fully functioning air-conditioning and heating system; and
    - c. seat belts plainly visible and accessible to passengers.
19. A TNC shall ensure that all TNC Vehicles operated by affiliated TNC Drivers are inspected at a facility approved by the Licence Manager and that a Safety Standard Certificate is received following said inspection on an annual basis.

**SCHEDULE “C”****LICENSING FEES**

1. A TNC shall pay a licence fee of \$20,000.\*
2. In addition to Section 1 of this Schedule “C”, a TNC shall pay to the Licence Manager 30 cents for each Trip completed by a TNC Driver originating within the City of Mississauga.
3. For greater clarity, the amount required by Section 2 of this Schedule “C” shall be paid to the Licence Manager on the 15<sup>th</sup> of every month for Trips that took place the previous month.

**NOTE(\*)** The \$20,000 amount is based on an annual 12 month fee. Any Licence fee for a Licence issued for the period of the Pilot Project that is less than one year shall be pro rated accordingly.

**SCHEDULE “D”****CRIMINAL OFFENCES**

<b><u>Criminal Code Offences</u></b>	<b><u>Description</u></b>
Explosives	Using explosives; possession.
Terrorism	Providing or collecting property for certain activities; providing or making available property or services for terrorist purposes; using or possessing property for terrorist purposes; participation in activity of terrorist group; facilitating terrorist activity; instructing to carry out activity for terrorist group; instructing to carry out terrorist activity.
Firearms and weapons	Using firearms (including imitation) in commission of offence; careless use of firearm; pointing a firearm; possession of weapon for dangerous purposes; carrying weapon while attending public meeting; carrying concealed weapon; unauthorized possession of firearm; possession of firearm knowing its possession is unauthorized; possession at unauthorized place; unauthorized possession in motor vehicle; possession of prohibited or restricted firearm with ammunition; possession of weapon obtained by commission of offence; breaking and entering to steal firearm; robbery to steal firearm; weapons trafficking; possession for purpose of weapons trafficking; transfer without authority; making automatic firearm; discharging firearm with intent; causing bodily harm with intent — air gun or pistol.
Sexual offences against Minors	Sexual interference; invitation to sexual touching; sexual exploitation; sexual exploitation of person with disability; incest; making child pornography; parent or guardian procuring sexual activity; householder permitting sexual activity; corrupting children; luring a child; prostitution of person under eighteen.
Sexual offences against persons other than minors	Sexual exploitation of person with disability; incest; indecent acts; sexual assault.
Criminal Negligence	Causing death by criminal negligence; causing bodily harm by criminal negligence.
Murder	Murder; manslaughter; infanticide; attempt to commit murder; accessory to murder.
Operation of vehicles, vessels, or aircraft	Dangerous operation of motor vehicles, vessels and aircraft; flight; causing death by criminal negligence (street racing); causing bodily harm by criminal negligence (street racing); dangerous operation of motor vehicle while street racing; failure to stop at scene of accident; operation while impaired; operation while disqualified.

Harassment and threats	Criminal harassment; uttering threats; intimidation.
Assault	Assault; assaulting a peace officer.
Confinement	Kidnapping; Trafficking in persons; Hostage taking; Abduction of person under sixteen; Abduction of person under fourteen; Abduction in contravention of custody order; Abduction.
Theft over, forgery and fraud	Theft over; destroying documents of title; fraudulent concealment; theft and forgery of credit card; theft from mail; forgery; uttering forged document; drawing document without authority; fraud; using mails to defraud; arson for fraudulent purpose.
Robbery and extortion	Robbery; extortion.
Breaking and entering	Breaking and entering.
Possession of property obtained by crime	Possession of property obtained by crime; possession of property obtained by excise offences.
Arson	Arson.
Counterfeit money	Making counterfeit money.
Participation in criminal organization	Participation in criminal organization; Commission of offence for criminal organization; instructing commission of offence for criminal organization.
Trafficking	Trafficking in a controlled substance -Schedule I or II -Schedule III -Schedule IV
Importing and exporting	Importing and exporting of a controlled substance -Schedule I or II -Schedule III -Schedule IV
Production	Production of a controlled substance -Schedule I or II (except marihuana) -Schedule III -Schedule IV



Evaluation Matrix

Specific by-law requirements and/or criteria have been established to assess each of the three project objectives.

Objective 1: Assess TNC Bylaw Compliance Rates

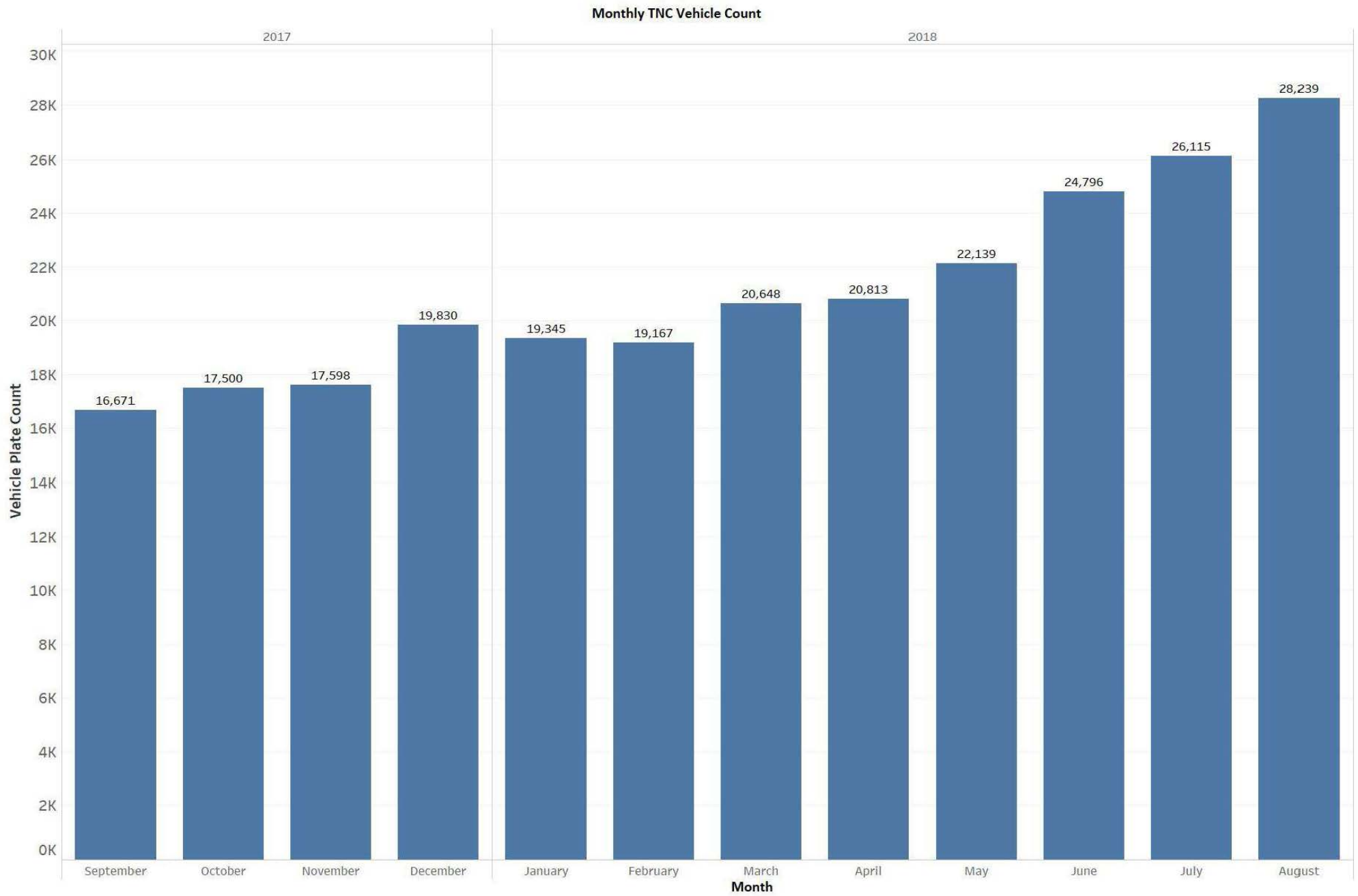
Component		Bylaw Requirements Criteria	Data Collection Process	Data Collection Frequency	Assessment Approach	Compliance Evaluation	Compliance Rate	Accept	Improve
1a.	Accuracy of Data	TNCs to provide information on a regular or on request basis	Electronic/In person	Varied	Licensed TNCs provide quarterly audit. Driver files audited by regulatory staff	<div>Data errors in records</div> <div>Total number of records x fields checked in each record</div>	98%	X	
1b.		<div>TNC does not disrupt accounts required to conduct inspection</div> <div>TNC provides an internal mechanism for dispute resolution with passengers</div> <div>TNC drivers removed from platform by request for failure to comply with NOC</div> <div>Licence fee is applicable to each ride originating within the City</div> <div>TNC drivers refrain from off app offers and engaging in acceptance of hailed rides</div> <div>TNC does not manipulate data received by inspection staff</div>	<div>Incidents of account suspension/ cancellation</div> <div>Complaints received regarding unresolved disputes INFOR/311</div> <div>NOC process identifies non-compliant operators</div> <div>“Ghost inspections” conducted in field using account not associated with regulatory authority</div> <div>“Ghost inspections.” “Bait inspections”</div> <div>Ghost Inspections Standard Inspections</div>	<div>Daily</div> <div>Daily</div> <div>Daily</div> <div>Weekly</div> <div>Periodically</div> <div>Daily</div>	<div>Periodic disruption of access to platform were assessed</div> <div>No public complaints were received during assessment period</div> <div>No inspection data identified restricted drivers present</div> <div>Ghost ride data appears in Trip Data received by City</div> <div>One “off app” offer received during assessment period. Bait inspections identified no violations</div> <div>Correlation of compliance rate between Inspections</div>	<div>Subjective</div> <div>0 complaints received</div> <div>0 incidents where blocked driver appears for inspection</div> <div><div>Ghost Inspections In Trip Data</div>Total Ghost Inspections</div> <div><div># Off app Offers</div>Total # Ghost Inspections</div>	<div>High</div> <div>High</div> <div>100%</div> <div>High</div> <div>99.8%</div> <div>High</div>	X	

1c.	TNC Driver Compliance	TNC Drivers required to submit vehicle to periodic random inspection	Standard Inspection	Daily	Field inspection by inspector confirms that information provided by TNC is accurate and that vehicle is fully compliant	$\frac{\text{\# deficiencies found during inspection}}{\text{(Total Inspections x Inspection elements)}}$	94%	X	
		TNC drivers do not evade standard inspection request	Standard Inspection	Daily	Driver refuses inspection or leaves area after identifying presence of Officer	$\frac{\text{\# Observed evasions}}{\text{Total \# Inspection requests}}$	99.4%		
1d.	High Risk Violations	Vehicle in use required to be registered on platform and meet requirements	Standard Inspection Ghost Inspection	Daily	Identify number of unregistered vehicles observed in use	$\frac{\text{Unregistered Vehicles}}{\text{Total Inspections completed}}$	99.6%	X	
		Driver is required to be registered on platform and meet requirements	Standard Inspection Ghost Inspection	Daily	Identify number of unregistered operators	$\frac{\text{Unregistered Operators}}{\text{Total Inspections completed}}$	99.4%	X	
		All TNC trips originating in City are required to originate through the approved app. TNCs are prohibited from engaging in “hailed rides” or privately arranged rides for compensation	Ghost Inspection Bait Inspections	Periodically	Identify trends within the industry where TNC drivers are accepting or initiating hailed rides, or arranging for additional rides with current customers outside of the approved app	$\frac{\text{\#Off app offers}}{\text{Total\# of Ghost Inspections}}$	99.8%	X	

Objective 2: Assess the Impact of the Public Vehicle By-Law Deregulation

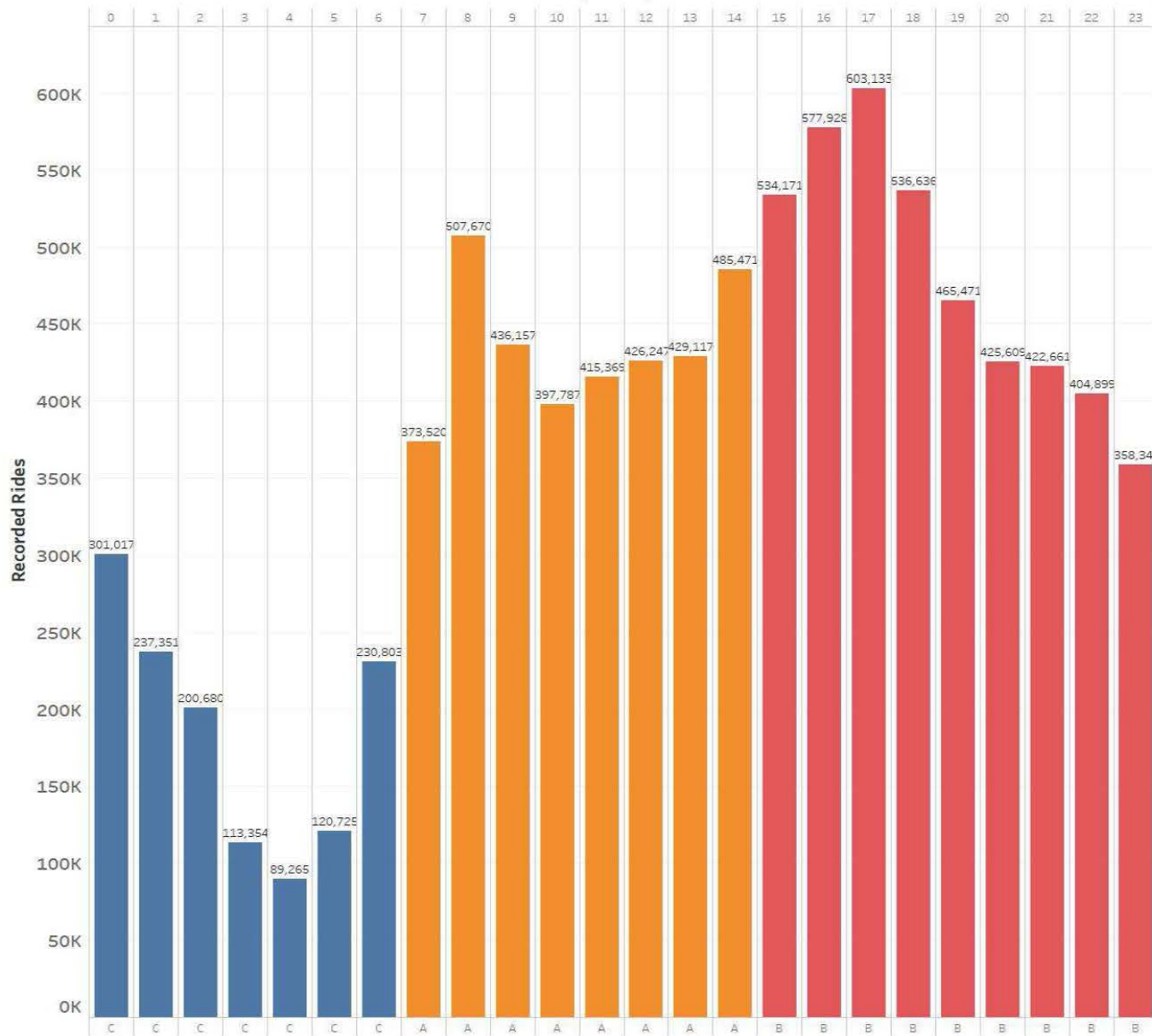
Component		Bylaw Requirements Criteria	Data Collection Process	Data Collection Frequency	Assessment Approach	Compliance Evaluation	Compliance rate/ rate of change	Accept	Improve
2a.	Taxi Compliance Rate	The Public Vehicle By-law contains various requirements for both the operator and the vehicle in use as a Taxicab	Inspectors conduct routine ongoing inspections of taxicabs which are entered into the Mobile Licensing Inspection Database	Daily	Individual inspector assesses compliance and may issue an NOC, APS or Part 3 depending on seriousness of the contravention	$\frac{\text{\# NOC/APS Part 3}}{\text{\# of Inspections}}$	67%	X	X
		Drivers are required to record each trip undertaken in a log	Inspector observes initiation or completion of fare within the City. Notes time and location in Mobile Licensing Data Base. Driver contacted at later date and log reviewed	Periodically	Non-traditional inspection procedure. Designed to evaluate compliance with regulations not typically inspected	$\frac{\text{\#of trips appearing in driver log}}{\text{\# of trips observed}}$	48%		

2b.	Taxicab Driver Behaviour and Complaint Rates	Public complaints regarding licensed taxicab drivers are recorded and investigated by Mobile Licensing staff	Complaints may originate from various sources including 311 / email / dispatch	Periodically	Complaints are reviewed by inspector for validity  Investigation takes place and outcomes recorded	<u>#of complaints received 2018</u> # of complaints received 2017	8% reduction	X	
2c.	Economic Impact on Taxi Industry	Taxicab brokerages are required to provide information regarding dispatched trips	Submitted by email to Mobile Licensing Office	Monthly	Year over year comparison	<u># of dispatched rides 2017</u> # of dispatched rides 2016	7.7% reduction	X	
		Taxicab brokerages are required to provide information regarding dispatched trips	Submitted by email to Mobile Licensing Office	Monthly	5 Year comparison	<u># of dispatched rides 2017</u> # of dispatched rides 2013	16.3% reduction	X	
		Total market for dispatched rides Five year	Submitted to Mobile Licensing by TNCs and taxicab brokerages	Yearly	5 Year comparison	<u># of dispatched rides 2017</u> # of dispatched rides 2013	85% increase	X	
					5 Year comparison	<u># of dispatched rides 2018</u> # of dispatched rides 2014	177% Increase	X	
		Taxicab lease cost	Lease Information is filed with Mobile Licensing	1-3 Years	5 Year Comparison	<u>Average lease cost 2017</u> Average lease cost 2013	73% decrease	X	
		Taxicab owners licence value	When sale of a taxicab owners licence takes place Mobile Licensing records the sale price reported	Periodically	5 Year comparison	<u>Average reported sale price 2018</u> Average reported sale price 2014	90% decrease	X	

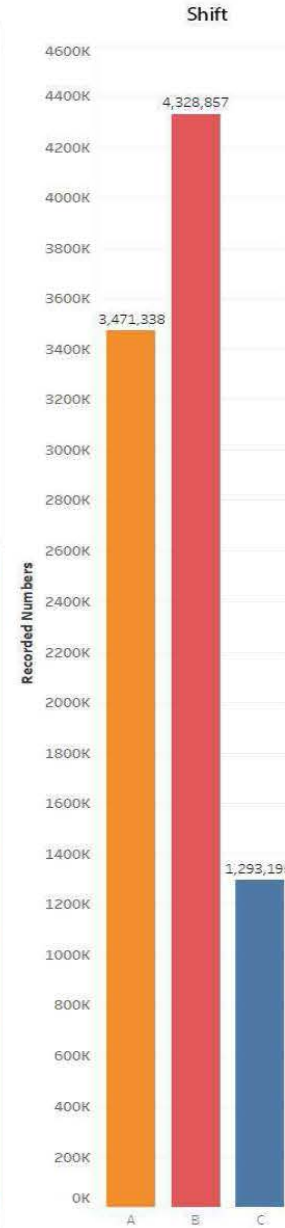


TNC Trip Distribution by Shift (Pilot Project Period)

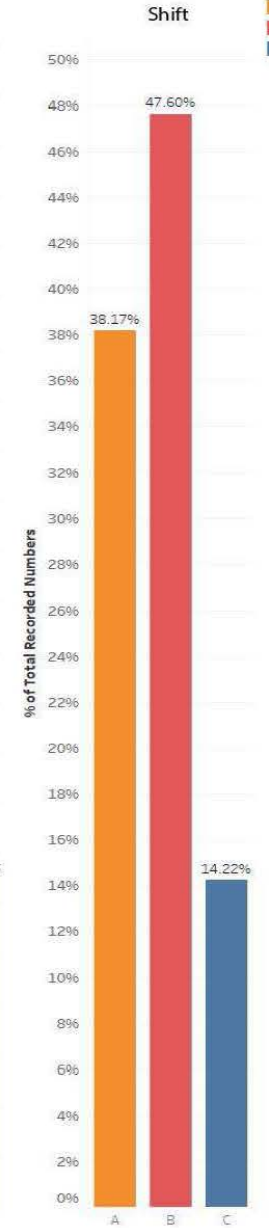
Pickup Time by Shift (24-hour clock)



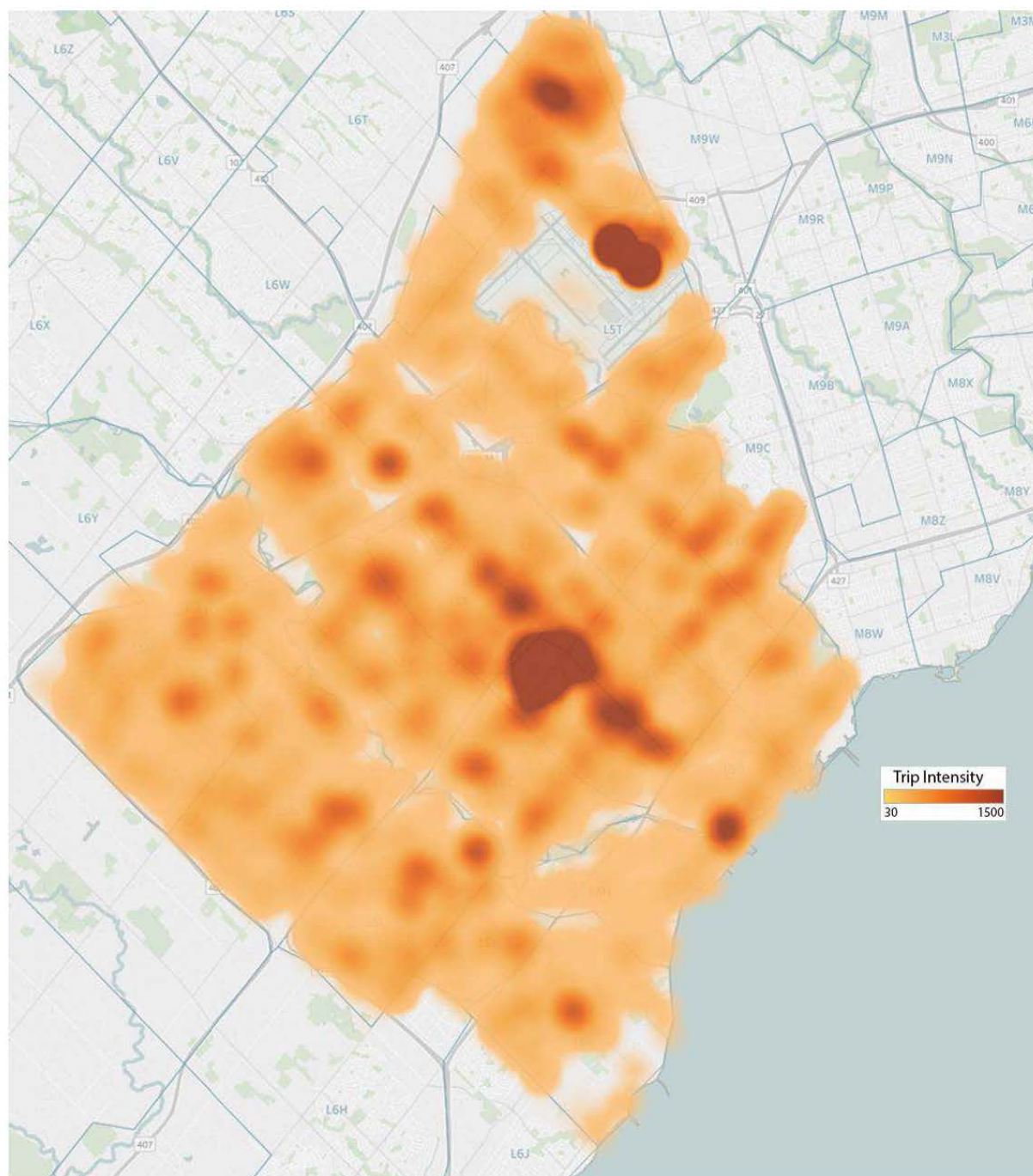
TNC Trip Distribution by Shift



TNC Trip Distribution by Shift


 Shift..  
 A  
 B  
 C

### TNC Heat Map by Pickup Location: City of Mississauga







# Know who you're getting a ride from

**The information on the app should match your rideshare vehicle.**

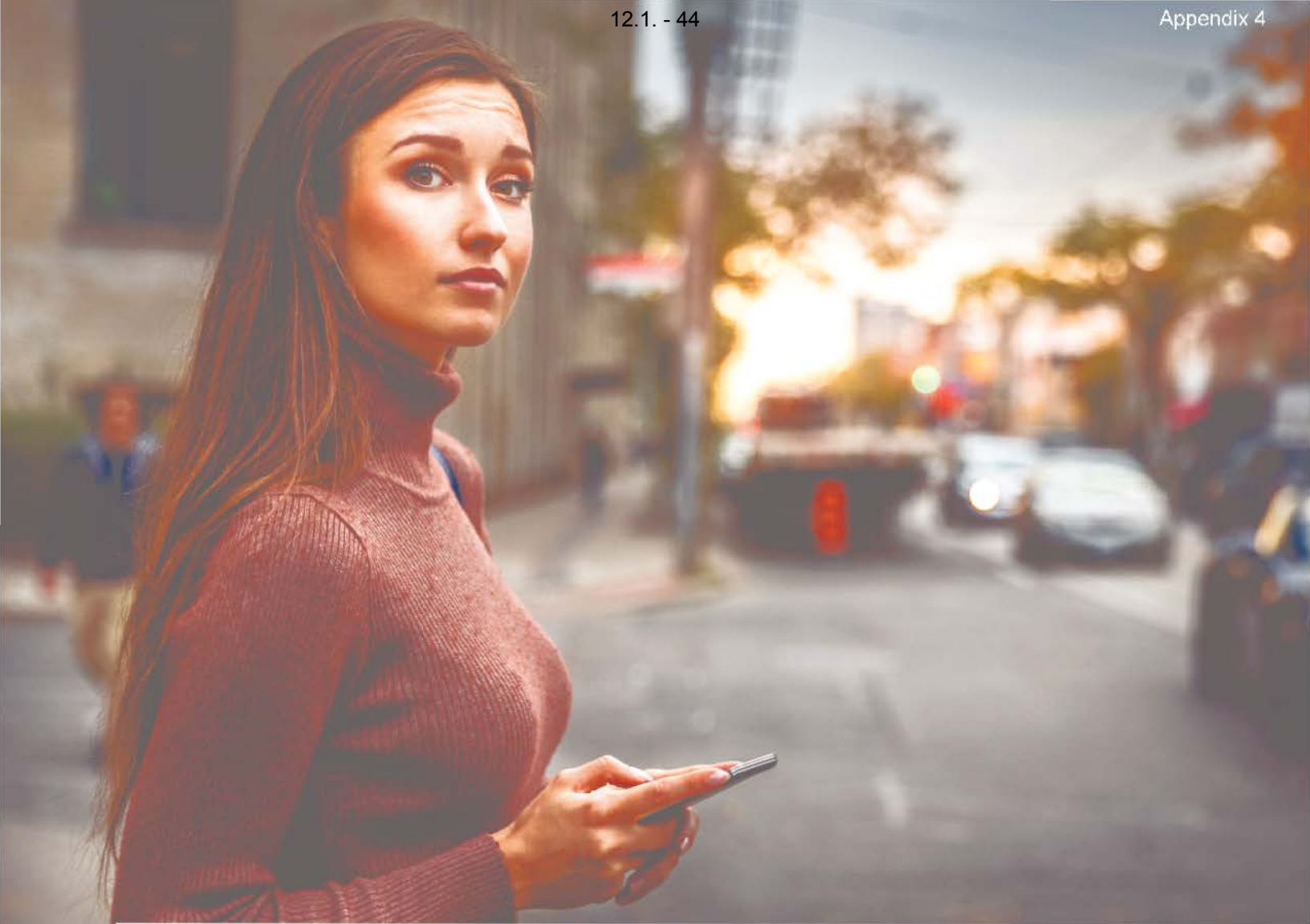
If you're concerned with your rideshare experience contact us at [tnclicensing@mississauga.ca](mailto:tnclicensing@mississauga.ca)



[mississauga.ca/tnclicensing](https://mississauga.ca/tnclicensing)



MISSISSAUGA



# Know who you're getting a ride from

**You must book your rideshare through the app.**

If you're concerned with your rideshare experience contact us at [tnclicensing@mississauga.ca](mailto:tnclicensing@mississauga.ca)



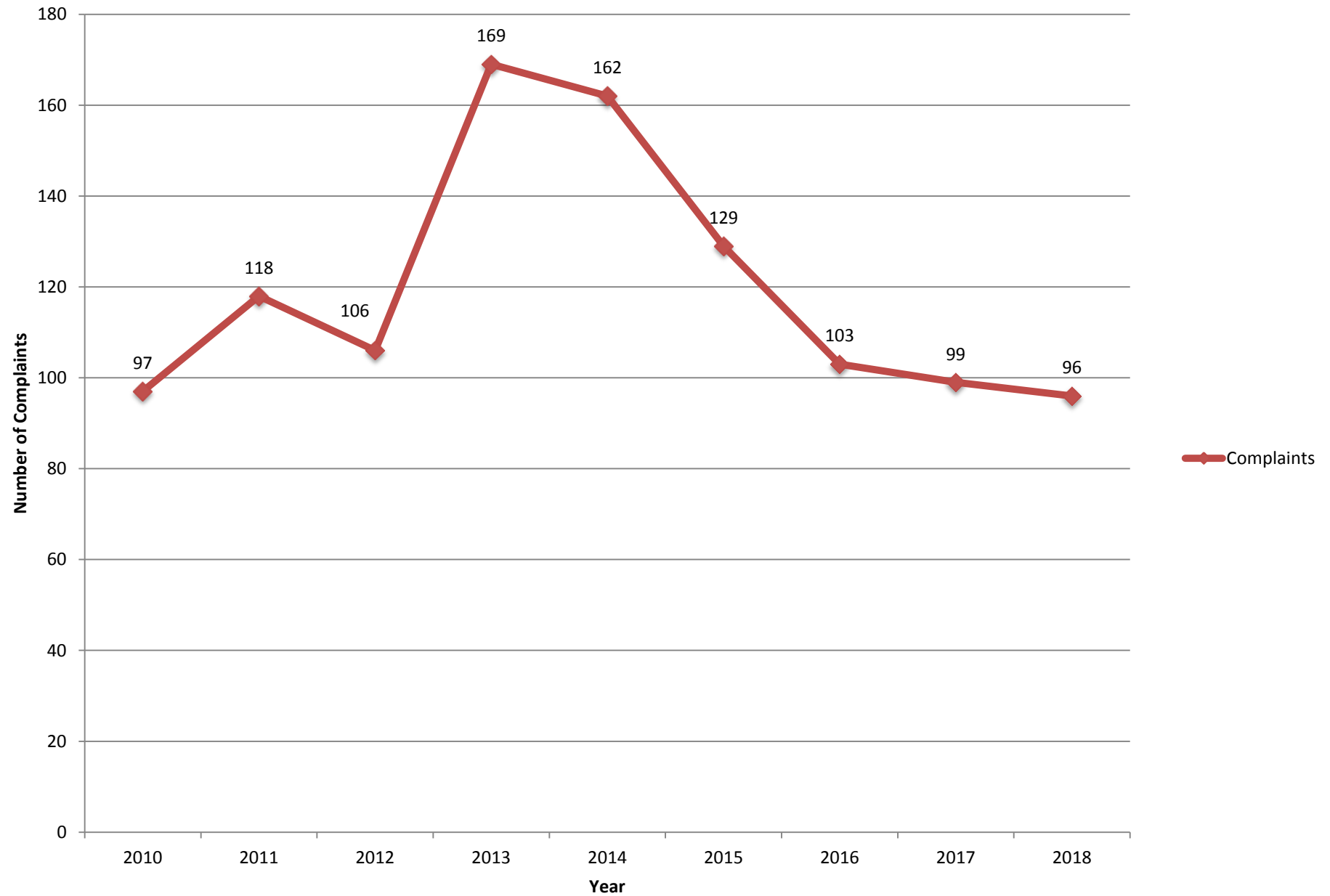
[mississauga.ca/tnclicensing](https://mississauga.ca/tnclicensing)



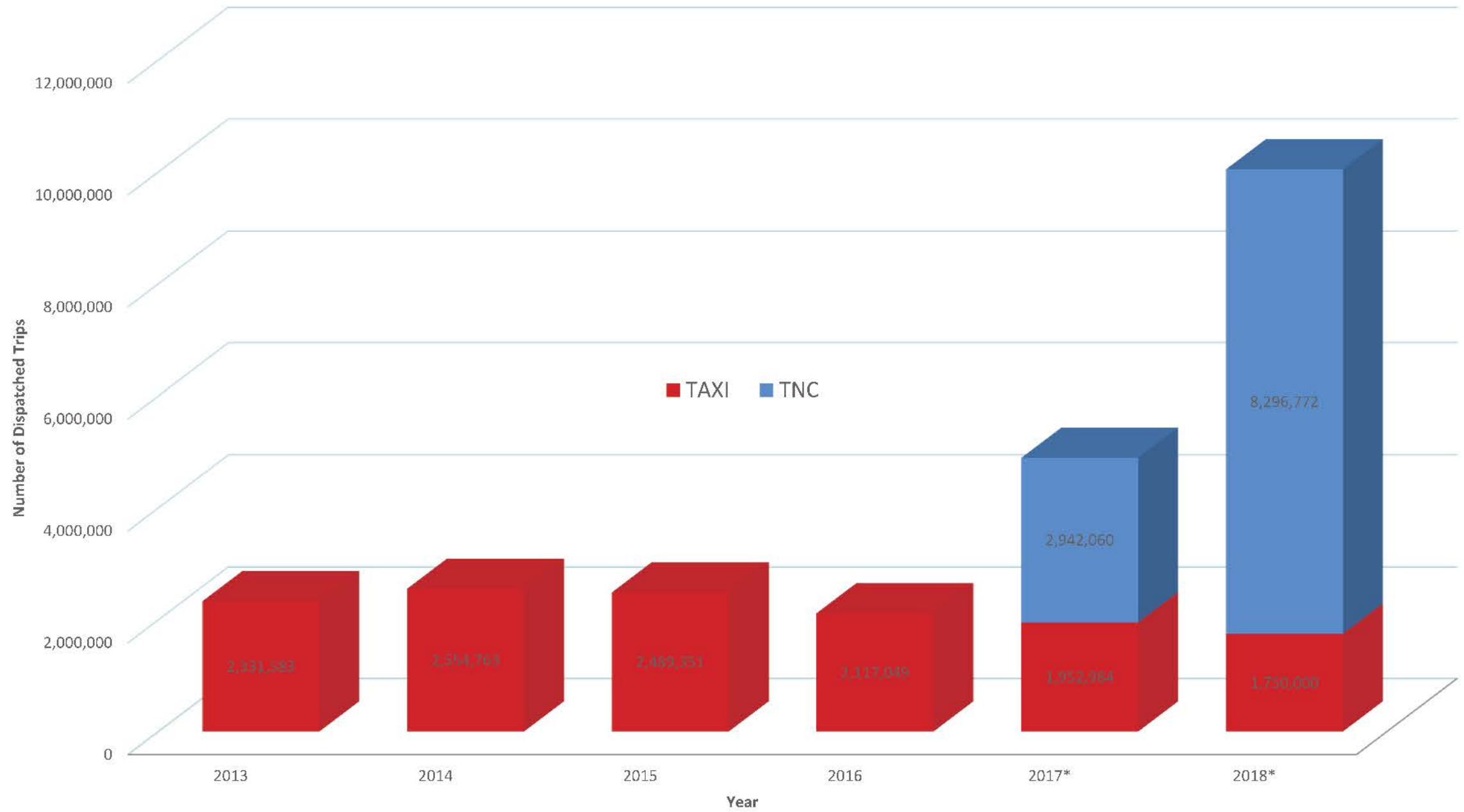
MISSISSAUGA



### Taxi Complaint Rates 2010-2018

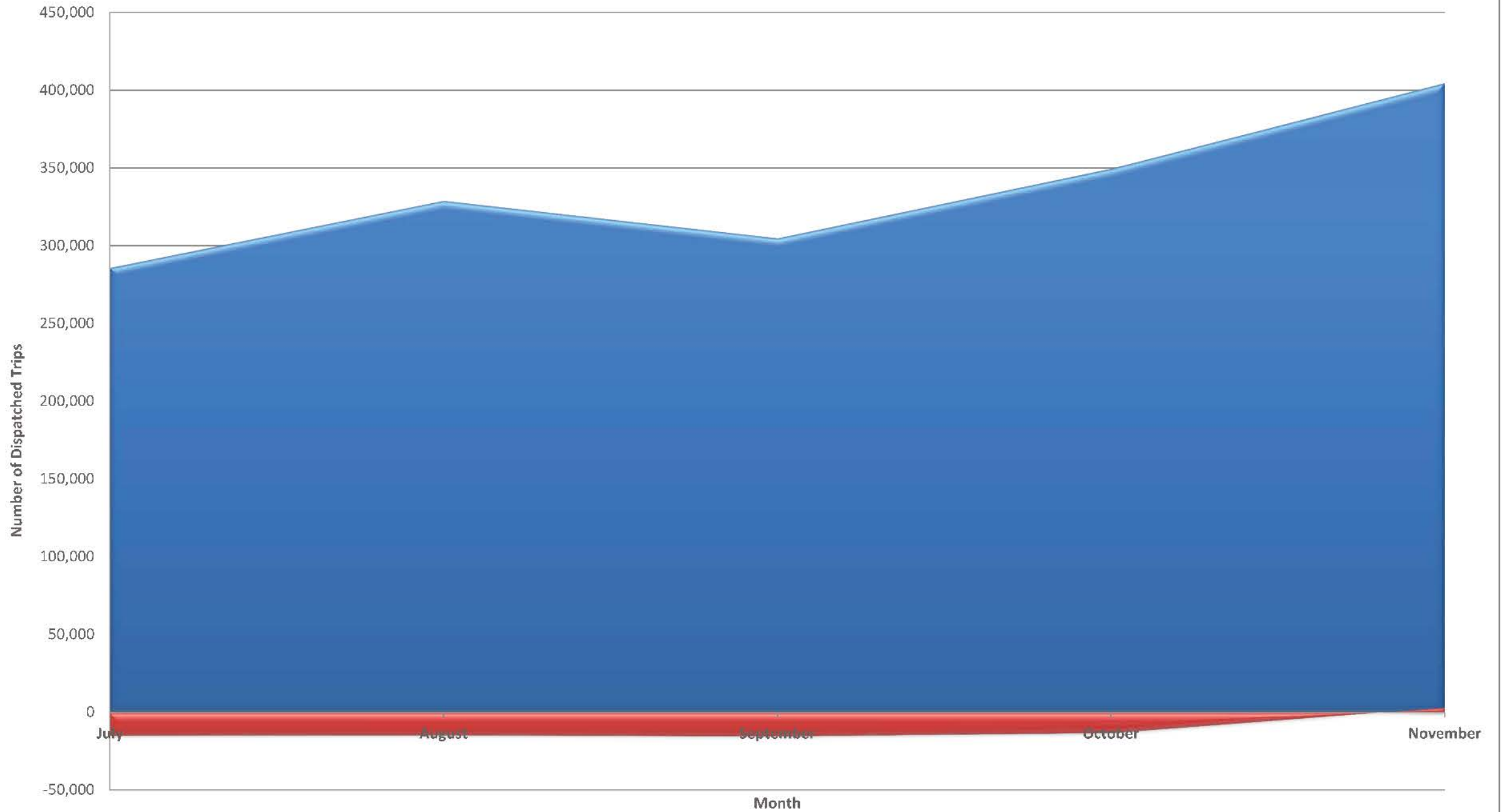


# Total Dispatched Taxi & TNC Trips



## Year Over Year Change in Dispatched Trip Volume (July-Nov)

■ TNC 2018 vs 2017   ■ Taxicab 2018 vs 2017



City of Mississauga  
Transportation Network Company (TNC) Pilot Project  
**Industry Engagement Report**

December 12, 2018

Prepared by: Rebecca Sutherns, PhD CPF

**sage**  
SOLUTIONS

# City of Mississauga

## TNC Pilot Project **Industry Engagement Report**

### Final Report

---

### Table of Contents

Background .....	2
Methodology.....	2
Industry Feedback.....	4
Conclusion.....	9
Appendices.....	10
Appendix A: Industry Engagement: Taxi Drivers	
Appendix B: Industry Engagement: Taxi Owners	
Appendix C: Industry Engagement: TNC Drivers	
Appendix D: Industry Engagement: Limousine Owners & Drivers	
Appendix E: Industry Engagement Session Invitation & Reminder Emails	

## Background

---

### Purpose

In July 2017, the City of Mississauga (City) launched a Transportation Network Company (TNC) Pilot Project. The pilot project introduced regulations allowing ride-sharing companies to operate legally in Mississauga until the end of 2018. It has since been extended from January 1, 2019 for an interim period not to exceed 12 months.

The purpose of this Council-approved pilot project is to assess if the regulations governing TNCs is effective in protecting consumers and ensuring public safety. At the end of the pilot project the City will make recommendations for permanent TNC regulations. In order to inform these recommendations, the City initiated a community engagement process to gather feedback from the public and industry stakeholders.

Dr. Rebecca Sutherns of Sage Solutions was hired to facilitate a series of in-person engagement sessions with industry stakeholders—taxi drivers and owners, TNC drivers, and limousine owners and drivers—to solicit feedback on the TNC Pilot Project and ideas for the future. These sessions were supplemented with a digital public survey and additional research, all of which will be used by City staff to inform recommendations to Council in March 2019.

## Methodology

---

The City hosted seven industry engagement sessions for stakeholders to provide feedback on the effectiveness of Mississauga's TNC Pilot Project and offer input into a permanent bylaw. The sessions took place over a 10-day period at various times and locations in Mississauga, as noted below. The detailed meeting notes are captured in the appendices (Appendix A-D).

### Taxi Driver Sessions

**Monday, November 26**

**6:30-8:30 p.m.**

Malton Community Centre

(18 industry stakeholders)

**Wednesday, December 5**

**1-3 p.m.**

Burnhamthorpe Community Centre

(8 industry stakeholders)

### Taxi Owner Sessions

**Thursday, November 29**

**6:30-8:30 p.m.**

Malton Community Centre

(37 industry stakeholders)

**Monday, December 3**

**2-4 p.m.**

Mississauga Valley Community Centre

(38 industry stakeholders)

TNC Driver Sessions

**Monday, November 26**

**2-4 p.m.**

Burnhamthorpe Community Centre

(0 industry stakeholders)

**Wednesday, December 5**

**6:30-8:30 p.m.**

Mississauga Central Library

(1 industry stakeholder)

Limousine Owner & Driver Session

**Wednesday, November 28**

**10 a.m.-12 p.m.**

Burnhamthorpe Community Centre

(0 industry stakeholders)

The City provided a list of email contacts for each industry group. Sage Solutions sent an email invitation to each stakeholder group, informing them of the industry engagement sessions, the specific meeting details for their group, a poster with the details for all of the engagement sessions, and a City email address for stakeholders to provide feedback about the TNC Pilot Project. The email invitations were sent to all stakeholder groups on Tuesday, November 20. Reminder emails were also sent to each stakeholder group prior to each meeting taking place. Taxi brokerages and TNCs had requested that they send the information along to owners and drivers. Taxi drivers at the first engagement session voiced concern that no one knew about the meetings so the email reminder for the second taxi driver session was sent to the email addresses that taxi drivers provided to the City as part of the taxi licensing process.

A copy of the email invitation and reminder message sent to the stakeholder group can be found in Appendix E.

Approximately 102 industry stakeholders attended the sessions; many stakeholders also provided comments directly to the City by email and/or provided written statements at the meetings. There was some overlap in attendance across the various meetings, with some taxi owners attending multiple sessions.

The formats of the sessions varied based on attendance. At each, a representative from the City made a brief presentation to set the context and provide the history on the TNC Pilot Project. From there, for smaller gatherings, one-on-one interviews were conducted, with handwritten notes then transcribed. For medium-sized groups, Rebecca facilitated the conversation while members of her team took notes on flip charts visible to participants. For the larger sessions, the facilitators rotated to three “stations” of participants to discuss and record feedback on specific themes.

In all cases, the sessions were designed as opportunities to listen to stakeholder input. Although City staff were in attendance, these were not interactive sessions intended to clarify misconceptions. Comments were not vetted or verified, but were instead summarized and transcribed directly.

The broad themes that were probed included the following:

- Industry/labour market impact of TNCs (e.g. supply/demand changes; working conditions)
- Regulatory framework (e.g. required elements and process for obtaining a license, including insurance, waiting lists, jurisdictional limitations etc.)
- Passenger, driver and public safety (e.g. cameras, vehicle identification, driver training etc.)
- Pricing (e.g. level of regulation and consistency; presence of cash in vehicles etc.)

Participants were also asked to comment more generally on what they would like to see included in a renewed bylaw going forward.

## Industry Feedback

---

The detailed notes from each industry segment have been included separately in the appendices. Because of the attendance patterns noted above, however, the thematic summary provided here primarily reflects the interests of the taxi industry. Taxi owners and drivers overlap considerably, as plate owners may drive taxis and/or may rent/lease their plates to other drivers. Taxi brokers were also in attendance at the sessions. Roles of individuals in attendance were not specified or requested at the sessions, so their feedback is blended here. There are cases where the interests of the various subgroups are clearly at cross purposes with one another (e.g. owner/operator requirements; different costs of compliance for TNCs than taxis). Those differences are reflected in these notes but did not figure prominently in the conversations, in part because TNC drivers did not attend (with one exception) and because representatives of the taxi industry tended to present a united front regardless of their specific positions within the internal industrial hierarchy.

The feedback from the single TNC driver focused largely on her personal experience using features of the Uber app. Her comments are captured in the appendices. Of note here is her



observation that there are too many TNC drivers on the road, which for her has resulted in a 50% reduction in her income since January 2018.

### Impact of TNCs on the Taxi Industry

The presence of TNCs in Mississauga was reported to have substantially affected the taxi industry. Drivers and owners cited the following impacts:

- Loss of [present and future] income due to lower demand (due to a flood in supply), which has resulted in fewer rides and in lower revenue derived from renting out plates.
- These losses are large in magnitude. They report, for example, 60% of drivers can no longer make a decent living driving a taxi. Incomes have dropped roughly 50%. Plate values have decreased about 180% from their peak, for rental and resale.
- The math no longer makes sense – for some owners, it costs more to keep a taxi on the road than they can generate monthly in plate rental fees. For drivers, they make less than minimum wage.
- For many owners, this industry disruption has led or will lead to a complete loss of their retirement income, as they were counting on living off of plate rental income.
- Transition from taxi driving as a full-time, reliable career to a part-time, precarious job and/or one that requires working very long hours to make a living wage.
- Increase in personal and family stress.
- Loss of trust in the government.
- An overall change in public discourse where Uber = good, progressive and taxi = bad, archaic.
- A need for the taxi industry to become more technologically adept.
- “You spend your life working for an honorable profession and now it is in ruins.”
- Feel “ashamed” and “embarrassed” to be in this industry now, and to have trusted the City.

### Identity: Private Industry or Public Service?

It was acknowledged that the regulatory path forward might differ depending on how the taxi industry is perceived and the City’s vision for it into the future. Up to now, taxis have been a highly regulated industry, with some private market components (e.g. leasing rates for plates). Several stakeholders referred to taxis as “a public service” like transit – positioning that would lead to different policy conclusions than if taxis are seen primarily as a private sector industry. Some cited seeing the City as “their boss” yet lacking any of the labour law provisions or employer loyalty that would protect their interests as employees. In another case, taxis were likened to a franchise, with the City as a franchise owner who should guarantee a limit on the number of competing franchise locations within a particular geography. Some see taxis as “public vehicles.” These varying understandings will lead to different policy conclusions.

## Unfair Competition

Stakeholders strongly emphasized their belief that the current situation is an example of municipally-endorsed unfair competition, where a regulated industry is competing with an unregulated one. The City has tightly regulated most aspects of the taxi industry for decades, including setting the number of vehicles, the prices, the safety features etc. The City continues to enforce those regulations with taxis, while allowing TNCs to offer a comparable service with fewer regulations. TNCs have disrupted the balance that previously allowed price regulation and regulatory costs to be aligned well enough for taxis that drivers could make a living, by being allowed to flood the market with more supply at lower costs.

Industry representatives drew on numerous analogies to make this point, including the notion that the City would not allow “just anyone” to operate a hot dog stand without a permit or pay a lower bus fare than the posted rate, or exceed fire code regulations, just because they had a fancy app that customers liked.

They also see it as unfair to have to compete with a large, well-funded multi-national corporation (i.e. Uber) that has minimal accountability locally.

## “Level Playing Field”

The primary and oft-repeated message communicated at all of the taxi sessions was the desire for a fair and level playing field in terms of the municipal regulatory framework governing taxis and TNCs. Overall, there was a sense that taxis and TNCs are “the same thing” – they provide the same service, even if they do so differently – and should therefore be treated similarly. They are all “vehicles for hire,” not “ride shares.” The same rules should apply to both. All further input should be seen through that lens of a desire for equal treatment.

## Whose Responsibility?

Not only does the industry want a level playing field, but they also want compensation for the loss in value of their municipally-regulated taxi plates. Many taxi owners feel that the City should buy back their plates, as their licenses no longer carry much value. They see that loss in value as a City responsibility, as supply and price regulation continued in one segment of the industry while not enforced in another. They also refer to the City having “set expectations” as to the value of their plates into the future, even continuing to exact payment for staying on a priority waiting list for plates after TNCs were present and regulated. They report feeling “betrayed” by the City. The City “profited from the previous model and have now abandoned it.” They are looking for a bail out, as they have seen other levels of government do in other industries (e.g. GM in Oshawa).

A few comments indicated that the brokerages/the industry itself could take greater responsibility for improving the situation – doing so should not fall completely to the municipality to do so.

## Supply Management

Members of the taxi industry spoke glowingly about the previous supply management formula used to regulate taxi supply in Mississauga, as being a gold standard around the world. They do not understand why that formula was abandoned and would like to see a return to it, as it took many factors into account when setting the supply of taxis. Even the one participating TNC driver was adamant that there are too many TNC drivers on the road. Her income is half of what it was less than a year ago, and she attributes that to an over-supply of drivers, despite growing demand for the service. They would like to reinstate [an update to] the previous system, with TNC numbers included within it, so that overall supply is managed as a sustainable percentage of the population.

Participants also mentioned concern for other negative effects of too many vehicles for hire on the road, including traffic congestion and pollution. When not in use, taxis are usually parked whereas TNCs are often driving.

Perhaps a new feature could be added to a shared app that limits the number of drivers on Mississauga roads in real time? For instance, if the app shows that there are already 1,500 drivers active, and 1,500 is the upper limit, then no new drivers can take fares until some of those existing drivers stop driving or leave the jurisdiction.

## Regional Approach

Participants felt that a cap on supply should be coordinated across jurisdictions, since TNC drivers are not geographically limited. Toronto will set the pace for the region, so Mississauga needs to stay aligned with the rest of the GTA.

Industry representatives also reported being aware of what is taking place in other jurisdictions (e.g. compensation of drivers in Montreal; supply management in Kingston via the Competition Bureau; lawsuits filed in Ottawa and Toronto).

## Specific Regulatory Requirements

Issues related to licensing requirements and safety features were frequently raised separately but are captured together here under “regulatory requirements” because responses overlapped considerably. Members of the taxi industry identified requirements they would like to see remain in place or be [re]introduced, for taxis and TNCs, for reasons of both equity across industries and safety for drivers and passengers. These included:

- Cameras – they help encourage good passenger behaviour; they help with robbery prevention; they replace need for shields. Drivers are less concerned about carrying cash when cameras are in place. They want regulations re: which type of camera (reasonable price) and who has access to the data.
- Criminal record checks should be required.

- Disclosure of vehicle usage as a “commercial car” for consumer protection upon resale
- Driver age – must be 25 to qualify for insurance.
- Driver qualifications – abstract to ensure a strong driving record.
- GPS – there were few comments offered about this.
- Insurance – seeking equity in the amount of coverage (\$2 million?), level (commercial), proof (enforced), notification of cancellation (required).
- Jurisdictional boundaries – perhaps a separate colour for each license within the region? Unless a regional system can be instituted.
- Licensing – drivers should have more than a G license. Currently taxis are licensed by their broker, the city and the province. There was some disagreement as to whether licensing should be required to happen in person.
- Social Insurance Number should be required.
- Tinted windows should not be allowed, for safety reasons.
- Training should be mandatory, including CPR, defensive driving, sensitivity training. This is especially important with an ethnically diverse workforce who may have learned to drive elsewhere. Should be affordable.
- Vehicle age – supportive of the seven-year maximum.
- Vehicle inspections should be mandatory.
- Vehicle identification – some varied opinion here. Most participants felt that TNCs need more visible identification. Some felt that taxis could have less. Some felt that better identification gives taxis a competitive advantage.
- Winter tires should be required.

Other regulations should be eased or eliminated. For example:

- Fee to stay on a priority waiting list.
- In-person payments.
- License and sticker renewal fees, particularly if no longer using the plate.
- Vehicle size requirement – not important. Should be able to request cargo space on demand, or have it required only at the airport.
- Fee payable to City when leasing a plate to someone else.
- Seizing unused plates.

Still other regulations could be changed or updated, such as:

- Manual run sheets.
- Meters vs. phone-based metering.

Some suggested that the taxi industry return to an “owner operated” model, eliminating the leasing of plates. The current leasing system was originally established and allowed by the City, and abolishing it would have a short-term negative effect on numerous owners (perhaps 40% of owners), but revamping it is seen by some as a more sustainable option that might raise the quality of the fleet and the service provided.

Many highlighted that realistic and consistent enforcement across the full vehicle for hire industry is key to whatever regulatory changes are selected.

### Pricing

Mixed opinions were expressed as to whether taxi fares should be deregulated, partially or completely. Most people want to see the industry re-regulated rather than de-regulated. They see the regulations as protective and recognize they come at a cost. They also want to avoid surge pricing. A few participants did mention being open to less tightly regulated fares, within a fairly narrow range, to increase competitiveness and compensate more fairly for challenging driving conditions such as winter storms. There was acknowledgement that TNCs are not always cheaper, but the public awareness does not match that reality.

### Access for Particular Populations

The taxi industry prides itself in providing services to populations who might otherwise struggle for access, including people with physical disabilities and seniors not comfortable using apps or even perhaps credit cards. They see maintaining affordable access to taxi services for these populations as being a City responsibility.

### Trust in City Processes

Participants indicated that turnout for these sessions would likely have been far greater if people had not already “given up” due to a lack of trust in the City and its previous policy development processes. They described the municipality as “biased,” “not adhering to its own rules or processes,” “showing a conflict of interest,” “favouring Uber,” and “demonstrating a lack of transparency.” They are suspicious and feel “misled.” They also indicated that regulatory Uncertainty (e.g. continuation of pilot) makes it hard to run a viable business.

## Conclusion

---

This feedback can now be combined with public survey input and other relevant data sources to inform the staff report to Council regarding recommendations for revised TNC and taxi bylaws in Mississauga.

City of Mississauga  
Transportation Network Company (TNC) Pilot Project  
**Industry Engagement Report**

**Appendices**

Appendix A: Industry Engagement: Taxi Drivers .....	11
Appendix B: Industry Engagement: Taxi Owners.....	23
Appendix C: Industry Engagement: TNC Drivers.....	42
Appendix D: Industry Engagement: Limousine Owners & Drivers.....	44
Appendix E: Industry Engagement Session Invitation & Reminder Emails.....	45



## Appendix A

### City of Mississauga

### TNC Pilot Project

### Industry Engagement: Taxi Drivers

#### Participants

Approximately 26 industry stakeholders participated in the two industry engagement sessions that took place for taxi drivers.

#### Monday, November 26

6:30-8:30 p.m.

Malton Community Centre  
(~18 participants)

#### Wednesday, December 5

1-4 p.m.

Burnhamthorpe Community Centres  
(~8 participants)

#### Welcome / Project Background

Camille McKay, TNC Project Lead for the City of Mississauga, welcomed people to the meeting, introduced Rebecca and her role in this project, and gave a brief presentation to the group to provide some background information about the TNC regulatory landscape and pilot project. Camille thanked participants for coming and encouraged them to provide their honest feedback.

At the first meeting, participants chose to have a discussion as a group rather than breaking into smaller groups. Rebecca led a discussion on identified themes and City staff were available to answer questions. At the second meeting, participants arrived at various times so the facilitators were able to have one-one-one discussions with drivers. The feedback from both meetings is captured below. (Please note: “Uber” is used when that is the term participants used. It usually refers to all TNC companies).

#### Labour Market Impacts

- Supply and demand have changed
  - Used to be in balance, now flooded with cars/drivers
  - Decrease in taxi cab calls
  - Increase in the number of hours taxi drivers are on the road to make fares
  - 17,000+ Uber drivers? 705 taxis. Needs to be a cap on the number of TNC vehicles (same as taxi).
- Too many vehicles/drivers
  - Congestion

- Driving a cab used to be a professional, full-time job and now it's a part-time, piecemeal operation
- Don't mind competition but it has to be fair – a level playing ground
- Uber drivers can resell cars for a higher amount than taxis
  - Not disclosing what it was used for
  - Consumer protection – need to disclose it was used as a ride share vehicle
- Impacting livelihood and families. Livelihoods have been taken away.
- Taxis industry has been regulated
  - Waiting list for plates
  - Limited number of taxis
  - Paid to be on the waiting list
- Brokerage has declined 40% since introduction of TNCs
- 78 plates on shelf that people are not using, yet new plates were issued
- What is the City's vision for this industry? Is this the nail in the coffin for taxis? If so, tell us.
- Industry is currently a mix of private and regulated.
- Must progress. Can't go backwards. Millennials clearly prefer Uber.
- Uber drivers don't make enough to be sustainable, after 6 months once car starts breaking down. They make 90 cents/km – costs 50 cents to run the car, Uber takes 20, so they are making 20 cents/km to drive. He's had drivers leave and come back.
- One taxi = multiple drivers, whereas one uber = one driver. (Although Uber drivers are sharing cars)
- Demand has gone up, but not enough to offset taxi losses.
- Unfair competition. Gap is too big. Taxis have no price flexibility and more regulations/costs. Even Uber's regulations aren't followed (e.g. he drove for them, made up his info, was accepted). For example, it costs \$600/month to keep a licensed cab on the road – can barely rent out the plate for that much, plus training and other expenses.
- In 1970s and 80s, drivers and owners were the same people. In late 80s, 90s, owners retired or moved on and started renting their plates – car quality and service declined. Industry went downhill. Maybe City should insist that owners are drivers? (This recommendation would harm him personally as a non-driving owner). Owner/operators take better care of vehicles.
- Retirement plans are ruined.
- "Spend your life working for an honorable profession and now it is in ruins."
- Ashamed and embarrassed to have a license since it is worthless; feel foolish and taken advantage of and shame at not being able to provide for family
- Depressed and suicidal ("I will sell my house and jump off the CN Tower!")
- Totally disillusioned with the City and don't understand what they are thinking. Is there a financial incentive for their decision?
- Feel "betrayed" as they have played by the rules and now they feel "abandoned"



- Used to be healthy respect for the competition within the taxi industry, but not anymore. More cynicism and hopelessness
- We are residents of Mississauga too and this will impact how we live in this area (ability to afford a home) and if we have any money to spend here.
- “Every day we risk our lives on the road, in the snow and ice – we drive through it all.”
- Drivers have to spend long hours on the road (12hrs +/-day) just to make enough money to get by
- Huge sacrifice for the family. Family dynamics have been impacted, taxi drivers are working longer hours in order to make up the lack of fares
  - “Once operating costs are paid, you might make \$100 for a full day – that’s less than minimum wage”
- One participant stated that he is watching his kids grow up in their beds, because every time he leaves the house, they are asleep (early in the morning), and when he comes home, they again are asleep (late in the evening). He said that his wife is raising his kids, and that makes him sad.
- Owning plates used to be a retirement plan, for someone who has no pension, etc.
  - Currently, no drivers want to rent those plates. Plate owners are paying drivers to take plates off shelves. The tables have turned.
  - No pension or benefits in this work, so had counted on money from sale of plates or rental of plates to pay for these things
  - Rental income on license plates drastically lower and not enough to support the owner in retirement
- Still paying off the cost of the plate. Took line of credit against his house. If he is unable to pay it, he will lose his house.
- It would have been better not to immigrate from Lebanon, though there was civil war, the chances were better. The family ripple effect of this has been severe.

### City’s role/Decision-making process

- Toronto will set pace for Region
- Process for City decision-making was highly suspicious
- Councillors with no understanding of how small businesses operate (and the inherent risks) are making decisions with little insight as to the intended and unintended impacts
- City is making money off all the models
- City has misled and lied to us
- City didn’t protect us and threw us under the bus for the profit of a foreign company
- We assumed City would protect our business since it regulated it so heavily and was involved in so many areas of our work. They were like our boss.
- City should compensate us for at least a portion of what we paid for plates since they allowed so much competition in the market.

- If TNC is here to stay, compensate taxi drivers for loss of investment in their license, cap the number of TNC cars on the road, and make the rules the same for everyone so it's a level playing field.
- Drivers should organize and sue the City for compensation since they didn't hold up their end of the agreement, and caused a lot of harm to many people who will likely never recover their money (due to age, skills etc.)
- Ridesharing is NOT the correct word for what TNCs are offering. (find it offensive and misleading to the public)
- City problem, the city should deal with it. They have regulated the industry from the beginning and need to step up and make amends now.
  - City should educate the public about risks of taking TNCs
  - Put same regulations on the whole industry.
  - "Big fish eat small fish here"

## Regulatory Framework

### Licensing Requirements

- Should be the same for everyone - same requirements for ALL drivers (taxi, TNC)
- "Feels like a degradation of standards in order to be competitive"
- Needs to be fair competition – which means the regulations need to match:
  - Same licensing fee. Fee to renew taxi license is very costly (\$650/yr), TNC drivers are not required to pay– the City should reduce the fee. Currently, taxis have to purchase stickers for license plates, which requires them to be renewed every year. This should be the same for TNCs.
  - Comparable number of vehicles: e.g. 700 taxis and 700 TNCs
  - Mandatory training courses - training requirements provide a sense of professionalism and quality. The time it takes to complete training courses can be lengthy as you have to wait for info to be processed etc. and the business environment has changed during this time. Should handle both technical and service elements.
  - Add in-person application process (vs. registering online to be an Uber Driver)
  - Parity in commercial insurance. Same type of insurance, including enforced proof of insurance. Taxis require commercial insurance, TNC drivers do not; significant cost difference.
  - Police background check (criminal), every year
  - Mandatory training for all drivers (some comments that this training is not valuable)
  - Medical certificates (one comment that they are likely simply to call 911)
  - Mandatory vehicle inspections
  - Annual license fee
  - Annual criminal inspection test
  - Cameras -- for everyone's protection

- Vehicle size/model (although this element was seen as less important, other than trunk size at the airport)
  - Identification – both must be clearly identifiable by enforcement and passengers. Need more for Uber (lit up dash or roof sign) and less for taxis (no more rivets in bumpers). There was considerable variation of opinion on this issue. Most wanted the same identification specifications for taxis and TNCs. Some said, “We don’t want Uber to be visible” because they will hail rides and take business.
  - Winter tires
  - Vehicle age –don’t make exceptions
  - Driver age. Uber doesn’t have a minimum age requirement for drivers, it should be the same as taxi drivers: 25 years or older (the city won’t release a taxi plate if a driver doesn’t have commercial insurance which requires that the driver be 25 yrs +). The standard is there for a reason; age regulation should be the same for all drivers for safety. Younger drivers are unsafe and cause a lot of road accidents.
  - HST number. TNC drivers should be required to register with an HST number to make it equal with taxi drivers. “TNC vehicles are not paying fair share of taxes like taxis are.”
  - Jurisdictional restrictions. Inspectors do not ask TNC drivers where they’re licensed. “Licensing has become useless.” Pick-up and drop-off jurisdictions rules apply to taxis and not Uber, so it’s not a level playing field
  - Vehicle sales. Every TNC driver should register their vehicles as “commercial car”. Currently, they are benefitting from being able to sell their cars as private.
- Not able to have taxi stands which is problematic for taxi drivers. Reinstate taxi stands

### Licensing Process/Cost

- Process – should be able to avoid individuals going to City – a few insurance companies – surely they could bill City directly? Others said: “Not difficult, just go to the City.”
- Brokerage sends report
- TNC needs to have the same process
- Uber cars should be registered
- Large financial investment to buy a license which is now worthless. Individuals savings and retirement plans are being affected by Ubers introduction into the market.
- Value of “plates” has decreased since Uber came on the scene
- Taxi plates are not being used (due to decreased demand) yet people are paying to be on a wait list for plates.

### Plates

- Why issue more plates if there are plates on the shelf? Adding 38 additional license plates made no sense. Why would they do that?

- Still have to pay license plate fees even if you aren't using the plates (due to lack of demand) which seems unfair and punitive. Still have to pay fees if you have a license but don't drive because you can't earn a living. If a taxi plate is not being used, the City still requires the driver to pay a yearly renewal fee. Renewal fee should be waived if the plate is not in use. Why does the City of Mississauga charge for license plates renewals if plate is being shelved?
- There should be stringent formulas to issue licenses
- Still getting letters to renew license and can't pay it.
- Had to wait a long time to get a license and pay on the waiting list
- If a plate owner is not driving and doesn't lease the plate within 3-6 months, the plate will be taken back by the City
- City should protect the investment made when drivers purchase a plate (valued at up to \$250,000/ plate at one time)
- City enforces regulations and should also be responsible to protect the investment
- City should compensate plate owners for their decrease in business
- City should pay back the money spent on the plate
- "There is no business and we can't find customers"
- Taxi industry cannot compete with the size of Uber (multinational company)
- Leasing agreement costs \$90 to file. Why does the City charge for everything? Lots of expenses come from extra regulations and bureaucracy from the city.
- Want fairness in processes/administration fees/regulation (so that there is a level playing field when competing with TNCs)
- City should reduce expenses for taxi drivers, so they can compete in the changing industry. Why does the city make us (plate owners) to renew the plates every 6 months?
- Currently, the city takes away the license plate if you do not find someone to lease it. Why would you take it away if the reason is that you can't find a willing driver?
  - City should be helping to protect these investments.

***Recommendation to deal with taxi plate issue:***

- City issued 700 taxi plates, only 400 are actually being used full time (lots of plates sitting around that are not being used)
- If driver is not satisfied with the "buy out" amount (E.g. the city is only offering \$45,000, but driver bought plate for \$250,000), the driver should be allowed to keep the plate but, it should be made non-transferable (to family members or friends)
- Need to cut the "middle man" so drivers deal directly with the City
- "One driver, one plate." City can then give plates to drivers with no upfront cost, but charge a monthly rental fee (rental money goes directly to the City – additional income)
- Eliminate the taxi plate waiting list
  - It costs \$200/yr. just to be on the wait list, some drivers have been waiting 20 years

- Only the plate owners are affected by the changes in the industry; the brokers and insurance companies aren't hurt because they are still collecting their fees
- The City should buy back the plates (take average of what was paid for all the plates)
  - City should buy back all license plates (at a fixed rate determined by the city)
  - Any compensation for drivers would be better than nothing
  - Quebec compensated their drivers \$42,000 for each plate. The City should do something similar as a solution.

### Number of Vehicles

- 700 taxi cabs on the road, compared to over 5000 TNC vehicles in the Mississauga area (note: this number varied in the meetings, from 5000-17,000).
- Number of vehicles allowed on the road should be equal for both taxis and TNC vehicles.
- Downtown Mississauga: there is a big problem with congestion because of Uber drivers
- Why did the City have such a serious cap on taxi vehicles in the city? If they wanted more cars to service the public, they should have given more taxi cars, instead of flooding market with TNCs.
- Want a cap on how many TNCs/vehicles are operating in the City of Mississauga
  - NYC did this recently. The City should examine how other cities have done this.
- Used to have a sophisticated supply management formula. Was it not working?

### Vehicle Requirements

- Criteria "not so important"
- Should be driver preference
  - Some prefer certain models (Camry) or engine size (V6)
- 7 years old or less
  - Like the one-year extension if car is in good condition
- Concern that there are Uber vehicles more than 7 years old
- Bring back vehicle inspection every 6 months
- "Taxis are a public vehicle" — they should be in good quality (safe and clean)
- Lack of consistency of policies.
  - Taxis needed to change their vehicles every 7 years. TNCs can drive a vehicle that is 2008 or 2010.

### Additional comments re: Insurance

- Insurance – costs taxis seven times as much. Ubers are 'ride for hire' not 'car share'
- Group insurance for taxi drivers (brokerage to negotiate better rates for drivers)
- All vehicles for hire should have 2 million in liability insurance
- Customers take a risk when riding with Uber drivers without proper insurance
- TNC uses private insurance that doesn't cover passengers, vs. taxis required to have commercial insurance)

- Dangerous for customers and they aren't even aware of it
  - Lack of education around the risks, especially with young people
- Primary concern for young people is the price, even if it's a \$5 difference in price, they will go with the cheaper option
- E.g. traveling with Air Canada or some discount airline "Uber Air" - it might be cheaper to take the discount, but how can you be sure you will arrive safely when there are no training requirements
- Uber drivers pay \$1500/ yr for insurance with an add-on of \$600 for "hop on, hop off" feature of policy to pick up extra passengers – not complete coverage to protect customer?
- Commercial insurance is required by the city for taxis - costs \$8300/yr. (with 2 drivers on the policy)
- Yet, they have no commercial insurance. It is a 'hop on, hop off', what kind of coverage is this?
  - TNC insurance is \$600/year to be covered, what does it cover?
  - Taxi drivers are paying \$8300 (\$600/month), the reason this is so expensive is because the City requires proof of 2million dollar policy.
  - Want TNC to have to be covered for the same amount (if that's what the city wants)
- Taxi drivers have started to talk to customers about insurance. Believe educating the public is really important, because people don't know they are getting into a car that can be potentially only privately insured.

## Jurisdiction

- Rules are not equal and it's not a level playing field
- Can't compete with TNC drivers that can easily cross jurisdictions and enter cities from other areas of the province, and can pick up rides on the way bac.
- Examine regulations around licensing in certain destinations (currently, you can't pick up in certain areas). This is disadvantage for taxis, because TNCs can do it anywhere.
- Jurisdictional issues (taxis) if you pick up outside area (Toronto, Brampton)
  - Can drop off but can't pick-up on the way back

## Passenger and Driver Safety

- Previous bylaws and regulations (criminal check, safety and vehicle inspections etc.) had led to driver and public safety and were good for everyone and the business.
- Not having these requirements is not good for the taxi industry
- In-car cameras were also a good safety feature for both drivers and the public
- Carrying cash is not an issue because of the cameras. Carry a maximum amount; make a deposit when over limit

- Taxi drivers are professional drivers, whatever the weather they are always on the roads, trying to be safe for passengers & for themselves too.
- TNC drivers don't have this same experience and can be unsafe on the roads due to a lack of driving experience and a lack of investment in courses, etc.
- Taxis now have apps, so no longer are they disadvantaged to TNCs (that have utilized technology before)
  - Uber makes you pay a fee when you cancel, there are no cancellation fees for taxis
  - Customers can pay on account/cash/credit (no longer is it just cash for taxis)
- Why did the City take away vehicle inspections? This is extremely important for the safety of drivers and passengers. Why would the City so easily dismiss it?
- Why did the City cancel refreshment courses? They were expensive (\$400) and would take up 8-4pm. But again, why did they make us do it for so long, and then so easily dismissed it once TNCs came in?
- Who is inspecting TNC cars? Should be the same department inspecting all vehicles (not private mechanics).
- Taxis have stickers on their vehicles (no smoking, cash/debit sticker, camera), why aren't these required of TNCs?
- Cameras need to be in all cars. This should be mandatory. They are a very important safety tool. Drivers who have cameras have kept them. Prefer that everything is recorded, gives them ease.
- Why did the City so quickly remove regulations that have been in place for a long time and for good reasons? It appears they don't really care about safety of passengers and drivers, and just want to regulate for the sake of regulation.
- Uber driver profile on the app can say they are one person, but the identity of the actual driver could be someone else
  - Safety risk for passenger
  - Responsibility is placed on passenger to assess safety of situation entering Uber vehicle (it should be the responsibility of the City to implement regulations to ensure safety).

### Government Oversight/Public Safety

- City has compromised public safety by removing some requirements and allowing less trained and skilled drivers on the road
- No level of government is stepping in to set rules about what Uber etc. can do and not do
- A highly regulated industry is now being replaced by a foreign company with no regard for competition rules in this country
- Taxi owners have played by the rules for years with the expectation that the City would protect them (as they have provided a service to city residents) and this has not happened.

- Feel like they've been thrown under the bus and that the City didn't honour their part of the contract.

## Pricing

### Rates/Fares

- Taxi fares are regulated by by-law
  - Currently unable to adjust fares to account for peak times or weather etc.
  - Can't compete with Uber in some instances
- Sometimes taxi fares are more desirable
- Have standard rates and fees for all drivers
- Mixed opinions among taxi drivers about price surging
  - Some would like the option of flexible pricing
  - Others like the fixed fares (meter rate)
- Uber drivers get friendly with customers and offer discounted rates, pay driver directly (not through Uber app)
- City should allow taxi drivers some flexibility with pricing/fares
  - i.e. Window during rush hour to charge higher prices
  - Offer lower/discounted rates during slow periods
- City should allow drivers to use meters on smart phones
- No need for meters – would be less costly for drivers if they were removed
- “Surge pricing is gouging – regulate pricing so drivers make a living and customers are well-served”
- Why does public use Uber? Cost! Public perception is that Uber is cheaper than taxis. Customers are not aware of the fine print (surge pricing; extra cost of complying with regulations).
- Cash/credit – drivers make less on credit fares (gouging by brokerages). Cash safety is offset by cameras.

## General Comments

- Extension of the pilot project by up to one year is perceived as a “betrayal” of the original process; waste of time
  - City stated that the plan is to take the recommendations to Council in March 2019. Council will then decide how to proceed.
- Concern over the impartiality of the Commission panel, panel composition and the sub-committee to committee info and decision process' perception of bias in favour of Uber and other ride-share models
  - TNC representatives on panel but no taxi representatives
- Changing or unstable city regulations and bylaws makes it uncertain and hard to plan/run a business



- Need to adopt technology to improve the taxi business
- Increasing number of cars on the road (due to Uber vehicles) is not good for the environment

### Suggestions for the Future

- App/technology to compete on convenience and safety
- GTA-wide system (expand jurisdiction and make it consistent) so that drivers can keep their cars full in multiple directions
- City should still ensure accessible taxis are available.
- Use app to cap number of TNC cars on the road in real time (i.e. if 700 allowed and 700 are active, it's a no for #701).
- Both TNCs and taxis need to change.

### Transportation Industry

- Several comments that everyone was happy with the industry (before TNCs) and that the process worked well before the bylaw was amended/relaxed.
- *If everyone was that happy with industry would TNC be as popular as they are?*
  - Undercut prices
  - No rules for TNC
    - Vehicle inspections
    - Regulations
  - Lower cost of doing business (insurance)
  - Technology
    - TNC drivers download app, get on the road
    - Taxi drivers > training, test (can take months)

***What does it look like to have a modern transportation industry? We can't look backwards to regulate an industry moving forward.***

- Was running well. Everyone followed the rules.
- System has been successively moving forward
- Safe for drivers/public
- Taxi industry serves seniors, people that don't have smartphones or credit cards
- Consider human side
- Accessibility to some populations comes from taxis
- Technology disrupted it. New technology came suddenly and taxi industry needs to change with the times.
- Uber is like "royal family" > can do whatever they want

## Questions/Comments

At the first meeting (November 26) participants were given paper to write down questions and/or comments that they didn't get to share during the session. This feedback is captured below.

- Why were rules changed for us and not them (2)
- Why no training
- Mandatory classes thrown out (training)
- Why do they have to register with TNC and not City
- Stricter rules for Uber – the same for us (taxis)
- Wheelchair training
- Too many cars (TNC)
- Uber unsafe driving
- Why not proper identification of Uber (2)
- Must use car to transport customers only, not for private use
- Accessible vehicles
- GPS drivers (not always the best route)
- The City should ensure that TNC drivers provide proof that they have informed their personal car insurance agency that they are also driving for a TNC



## Appendix B

### City of Mississauga

### TNC Pilot Project

### Industry Engagement: Taxi Owners

#### Participants

Approximately 75 industry stakeholders participated in the two industry engagement sessions that took place for taxi owners.

#### Thursday, November 29

6:30-8:30 p.m.

Malton Community Centre  
(~37 participants)

#### Monday, December 3

2-4 p.m.

Mississauga Valley Community Centre  
(~38 participants)

#### Welcome / Project Background

Camille McKay, TNC Project Lead for the City of Mississauga, welcomed people to the meeting, introduced Rebecca and her role in this project, and gave a brief presentation to the group to provide some background information about the TNC regulatory landscape and pilot project. Camille thanked participants for coming and encouraged them to provide their honest feedback.

Participants were asked to sit at one of three stations in the room. Facilitators moved from station to station to lead the group through a discussion on identified themes. The feedback provided during this exercise is captured below.

#### Labour Market Impacts

##### General Comments/ Observations

- Everyone has been hurt (by the introduction of TNC)
- City didn't protect us/the industry
- Feel betrayed by the City and not valued
- Younger people taking TNC, not older residents
- Major decrease in demand for taxis during the holidays (which used to be peak season) since TNC
- Still seeing increase in rides/fares on the 20<sup>th</sup> and end of month due to Family Benefits and CPP payments
- Taxi industry needs to address perception of taxi industry

- Now taxi owners have much higher stress and are working way more, but making less money
  - City responsible for our sleeplessness
  - Stressful for us and our families
  - “Who will hire me now?” – need to come out of retirement
  - Decreased income affects the whole family; kids can’t continue to go to university
  - Negative impact on next generation since the plate value has decreased (not passing on a valuable asset as intended.)
- TNC drivers are compensated for costs incurred and have same/less regulations
- Taxis drivers work full time, but are competing with people who are doing it only part time, after their full time job.
  - They don’t need it like taxi drivers do
  - Makes it very difficult
  - 60% of drivers don’t make a living now, when you could before
  - Doesn’t help to increase hours because there aren’t enough people to give rides to; market is saturated
  - Must work longer hours to make the same fares
- 5 things (formula) that made Mississauga model work (Brampton, Alberta, BC, Nova Scotia, etc. all wanted to adapt their model) – a supply management formula that took into account:
  - Hotels, bars, restaurants
  - Riding of knowing population (seniors, public transport)
  - Plate value
  - Social welfare
  - \*Should implement this model
- # of vehicles, infinite slices of pie @ moment
  - Want cap on vehicles w. current population
  - Is the pie growing?
    - Pie is the same size!
    - City staff: “Actually pie much larger, different group of people”
- Uber drivers are hailing business on the street
- Karim Punian (416) 262-2600:
  - Brokerage call drop 40%
  - Income drop 50%
  - Plate value drop 180%
  - Stress increased 500%
  - Faith in city government 0%
- When GM announced layoffs the government came to offer support. The government has bailed out other sectors and they should bail out taxi drivers too.

- TNC has been based on technology which has totally disrupted the industry. Other industries have been impacted by technology (car companies and introduction of electric vehicles) and taxi industry should be compensated too.
- Concern for TNC drivers who are working full-time jobs and then driving TNC vehicles afterwards. Is there a way for the city to regulate this? Caps (or maximum number of hours) don't make sense in this situation because how do you know if the driver has already worked a full day somewhere else?
- Too many vehicles on the road contributes to pollution, impacts pedestrian safety, adds to road congestion

### Business Model

- City didn't protect the taxi industry that it helped to shape and regulate for decades
- City auctioned off license plates (knows the value of the plates before TNC)
  - Participated/encouraged previous business model and have now abandoned it
  - Profited from previous business model, made money, changed the rules with no consideration of impact on drivers and their families
- Drivers feel betrayed and angry with the City over the decision-making process and outcomes that favour TNC
- The City should compensate drivers for their investment that they bought in good faith (like help provided to auto industry etc.)
- Buying a taxi license is like buying a franchise. There should be certain expectations and rules to follow and the City hasn't. City has allowed people to buy and sell licenses like a franchise
- City has allowed competition from a unregulated Black Market with little consideration for the financial, personal and emotional impact to drivers and their families
- (Generally speaking) license plate fees and insurance should be lowered, and the flat rate model changed given the current circumstances of taxi drivers and to reflect trends current trends
- City should base the number of taxis and TNC vehicles on population numbers
- Look to City of Kingston for what's working: limited TNC vehicles (they use a ratio of taxi to TNC vehicles.) Have same rules for insurance.
- Canadian Bureau of Competition was involved in Kingston
- Look at the influence and impact of Toronto and Brampton bylaws
- How effective would a "cap" in TNC numbers be?
- Value of Uber (as a company) has increased, and the money has been taken from the taxi drivers. Uber sprinkles its profit among countries to avoid paying more tax.
- Consider tariffs on Uber
- Taxis provide a valuable service to the city, not just a business
- "Privatizing" of the industry means no quality control

## Loss of Income/ Retirement Plans

- Plate rentals (from retired drivers) are only bringing in \$100 - \$200/month vs \$1000/month previously
- Retirement plans have been “thrown out”
- No pension or benefits provided in retirement.
- Taxi drivers were counting on income from sale of plate, or rental of plate to provide ongoing income
- Drivers are coming out of retirement to drive to earn money
- Cab drivers took out 2<sup>nd</sup> mortgages and went into debt to purchase first or second plates and will never recover their investment. Especially older drivers.
- Drivers are very angry at the change in rules which seems to unduly favour TNC drivers and disregards their lifetime of work and service
- 65+ plates on the shelf
  - Used to not be allowed (90 days-seized)
  - New issued even when +/- 35 on shelf
  - Indication of people leaving industry
  - New plates – off of waiting list
    - Was \$5000, more recently \$1100
    - Cost to stay on list – why? Where does money go?

## Plate Value

- Free market model (if they increase, decrease)
  - What someone willing to pay (similar to real estate/housing)
- City is responsible for managing certain number of plates
- Plates should be returned to the City
  - Should not be allowed to be leased/re-sold by individual driver
- City allows transfer of plates, after a three year period
- City should buy back all licenses and not allow future resales (transfers) which inflates cost
- No private selling of plates
- Difficult to change the rules now
- Taxi drivers have followed rules, made a living. Can't compete with TNC drivers.
- Viewed as a municipally regulated franchise (like Tim Hortons).
  - City needs to cash out plates (at value prior to the pilot project)
- Job security > drop in plates have impacted owners of plates who were banking on renting plants

## Regulatory Framework

### Licensing Requirements

- Want regulation not deregulation of the industry
- You must be 25 years old to be a taxi driver; no age limit for TNC
- TNC should have to report their names and ID number to the City for tracking purposes
- Equal burden of expenses
  - Taxi drivers pay annual license renewal fee (\$160/year) – these fees should be waived (TNC isn't required to pay this renewal fee)
  - The city should waive taxi sticker fees as well (TNC isn't required to pay this fee)
- License plate owners should be compensated because of losses due to Uber (e.g. – compensation by city of Montreal)
- Taxis are required to have 3 forms of license: (1) broker, 2) city issued for taxi business, 3) province of ON driver's license) - all TNC drivers should also be required to get license from the city
- City should be regulating vehicle inspections for everyone
- City should regulate and enforce TNC driver behavior (same as taxi drivers – e.g. conducting business in civil manner)
- Qualifications for driving (for everyone) should be done through the city - not through individual companies
- City should check criminal records (should not be done by Uber)
- All various levels of services provided (across Uber and others – e. g Uber X, Uber Select, etc.) should be regulated under one bylaw
- Equal regulation for Uber X
- Vehicle for hire municipal boundaries should be enforced (e.g TNC driver from Toronto, should not be allowed to take business from city of Mississauga drivers)
- Criminal check should be required for TNC:
  - Should be official (e.g. obtained from police)
  - Submitted directly to the city (not through TNC company e.g. Uber)
  - Should be required yearly for everyone
- There are no rules anymore, but only TNCs can get away with everything
- 3 major violations to bylaws by City and Uber
  - Ubers have no HST number - they are not paying taxes from their rides
    - HST number should be required for everyone
  - Uber as a company has become rich and spread its earning in different countries to avoid paying taxes.
  - There is no enforcement of regulations for TNC
- Taxis should be able to drive with Uber but more flexibility with all levels
  - Currently can only drive as an 'Uber taxi'
  - Limit car to one company (e.g. "Uber taxi" not "Uber X")
- Ubers don't have to keep run sheet.
  - Taxis need to submit number of runs each month but Ubers don't have to.

- Want disclosure of # of vehicles/rides of TNC
- Re-regulate the industry
  - Either regulate the industry or compensate and de-regulate the industry (you can't do both)
  - "It only takes 3 minutes to register as an Uber driver" (vs. process to become taxi driver) – disparity
  - It's one thing to regulate, but the city needs the will to enforce regulations
  - "Taxis are subsidizing Uber" – discrimination
- Bring the old system back (e.g. Mandatory training)
  - Don't get rid of the good things just because of Uber (e.g. testing, inspections, cameras)
  - Taxi regulations are perfect right now.
- Require same insurance, license, and training standards for TNC drivers
  - Licensing should be the same across the industry (currently, \$700 for renewal fee)
  - Currently TNC only requires G license only - Standard G license is not enough for drivers
  - Compelled training for Uber
  - Driver abstract and criminal record check should be required
    - Criminal checks mandatory every year
  - Recommendation for capture option
- **Must be consistent for all, level playing field**
- Require both taxis *and* Ubers to carry unique license slip in car, with a different unique colour
- TNC drivers should be required to have SIN number to operate legally
- It took 50 years for taxi industry to get 700 plates and overnight TNC has thousands (17,000) of drivers
  - nobody is renting plates anymore
  - costs \$168 per plate for a taxi license
  - should have individual registered license for TNC - Uber pays a flat rate for an unlimited number of drivers
  - same requirements for getting license
- Feel City has violated its own bylaws, processes and procedures to benefit Uber etc.
  - City ignored advice from the Commission, specifically the advice to cap the number of TNC drivers
  - City did not follow proper process or adhere to its own rules, and should therefore compensate taxi drivers
  - Uber driver being unfairly favored. Bias from the City.
  - Feel there was a conflict of interest because there was an Uber driver on the decision-making body.
  - Feel the Mayor acted in favour of TNC



## Plate/Licensing Costs

- There are 71 taxi plates not being used (market is saturated)
- Value of plates has decreased substantially i.e. 90% to 95% lower than in 2014
- Renewal fees are too high
- Drivers still have to pay the licensing fee (yearly?) even if they aren't using the plate
- After 40 years, spending whole life working in the city, there is no income for retirement because TNC is devaluing the taxi industry
- Very concerning and has severe impacts not only the driver, but for his family as well
- Threatens livelihood and future
- Value of taxi plate is very nominal now compared to what it used to be
- Industry was very organized before and now it has become very disorganized because of TNC
- 64 years old, gone back to work full time (used to work part-time)
  - Spent 40 years working and no benefits
  - Worried about retirement
- Lost value on taxi plates (used to have market value of \$200,000, now down to \$10,000)
- City collected money off of bidding for plates
- City should compensate (Quebec returned money back to taxi drivers)
- Lots of drivers leaving brokerages because of high fees (e.g. insurance, dispatch fees - \$650 -800+/month)
- If insurance was cheaper, the brokerage fees would be cheaper
- Folks waited on priority list and wait lists for extremely long periods of time, then purchased them.
- License plates once went for: \$200,000, \$195,000, \$185, 000, the last plate sold went for \$85,000 (these were auctioned off by the City of Mississauga)
- With no pensions, drivers were relying on license plates as retirement plans
  - Retirement plans based on past assumptions, aren't going to work. No residual income from sale or plate rental as planned
- Can't make a living
- Lost investment
- Want/need income from plate rental and sale of plates
- Need value of plate for retirement
- 40% of owners rent their plates — largely people who can no longer drive (65+)
  - Pushed to buy plates, now feel taken advantage of and betrayed of their promise
  - Had to pay to be on a priority list to get plates, lost that investment
- Participants stated that this is and should be managed by city regulations not industry
  - This is a City issue, as drivers are working within the City of Mississauga, thereby making it a City issue
- City encouraged people to buy plates and they did so in order to provide an income into retirement. This is not feasible.
  - The City should buy the license plates back for what they were sold for

- Plate values have decreased (like a capital asset decreasing)
- Plate rentals have decreased by 40%
- City has not treated us like other small businesses
- This industry is as deserving of a bail-out as another other industry
- City didn't manage the supply chain well
- Want City to buy back plates
  - Either TNC have plates or let taxis operate without plates
- Need an issuance formula for TNC

## Insurance

- Equal insurance policy - same level of insurance, same regulations
- TNC should be required to have commercial insurance and should be held accountable to provide proof of that insurance to the city
- If a driver cancels their insurance policy, the insurance company should report this to the city
- 2 or 3 million for insurance coverage
- City should ensure equitable commercial insurance (taxi and Uber)
- Taxi insurance rates ludicrously high, and a rate per one car
  - Uber only has to pay one insurance rate for a service in city covering any # Uber cars in area
  - Should require insurance for each individual Uber car and same rate as taxis
  - Current TNC insurance not good for passenger safety
- Current taxi insurance is fair and TNC drivers should pay same
  - Same insurance for everyone
  - 2 million for insurance is not adequate for TNC, should be increased to 7 million for customer protection
  - Proof of insurance certificate should be different colour for TNC drivers
  - Under current commercial insurance, taxi drivers under 25 cannot drive or be insured. TNC has many inexperienced & young drivers.
- Public doesn't know about how insurance for TNC works
- Want TNC to also have commercial insurance
- Insurance not covered when drivers pick up drivers not on the app. This is a safety concern too because if TNC drivers are doing rides that are not recorded, they are able to commit crimes (one TNC driver was found guilty of 4 sexual assaults on passengers, these incidents were not recorded on app, because passengers called him directly).

## Number of Vehicles

- More vehicles on the road has led to congestion. Not good for the environment
- 60,000 additional cars said to be on the roads
- City should know the number of TNCs on the road
- Cap the number of TNC drivers. Way too many right now.

- Limit the number of cars on the road for both taxi and TNC according to 1 vehicle for hire for every 1,200 people
- Whatever the regulation/limit is on vehicles, it should be equal for everyone
- Limit should be informed by supply and demand (to keep the number of TNC vehicles in check)
- There are 71,000 TNC vehicles on the road in the GTA
  - This is causing congestion and pollution issues
  - 6 tons of CO2 per car are emitted every year
- Should be a cap on number of TNC vehicles because of competitive edge
- Cap should be same as taxis at 700 – others said “equal is not realistic.”
- Lessen the gap between the number of taxis and TNC cars allowed on the road
- (Taxi drivers) know there is already a huge difference in the number (thousands compared to 700 for taxi)
- Overall number of cars should have a cap
- Suggestion is to cap TNC cars compared to number of taxis on the road (maybe 2 times the amount – 1400?)
- Taxi number limit should increase per region
  - Way too many TNC cars to compete with
  - limit the number of Uber drivers (TNC cap on number of cars on the road)
    - There is currently no limit on TNC cars
    - should limit this to same as taxis
- There are issues with traffic and congestion in the city
  - Need to manage the supply
  - Should be a quota system, TNC is flooding GTAA and taxi industry can't compete
  - TNC add to traffic and congestion, but taxis are stationary (when not on run)
- Multiple participants wanted a cap on TNC vehicles operating in Mississauga
- Want supply management in industry
- Participants stated that almost 40-50% of taxi business has been taken away by TNC

### Vehicle Requirements

- Future requirements for vehicle accessibility should apply to all (both taxi and TNC)
- Yearly vehicle inspection should be mandatory for all
- Cameras should be mandatory for all vehicles for hire (to ensure safety of driver and customer)
- Camera quality should be same for all
- Same specifications for TCN and taxi
- Size and model requirements should match taxi cars (same make, model, passenger capacity, trunk size, etc.)
- Vehicle model suggestion: 7-8 yrs old or less
- Vehicle inspection should be required twice per year for everyone
- Size/model restriction: keep same as current bylaw, but stay consistent

- There is a requirement for hybrid vehicles for airport taxis (why is this only required for taxis? – the regulation should be the same)
- Keep existing by-law
- No tinted windows (safety)
- There should be adequate space for customers (e.g. leg room)
  - stay consistent with size and model requirement (e.g. Accord or Civic)
  - keep vehicle size and model as it is now, but make same for TNC too
  - taxis are more accessible
  - no tinted windows should be allowed for TNC cars (issue of safety to public and driver)

### Vehicle Resale

- TNC vehicles should be identified as such at the time of resale, just like taxi cab vehicles

### Jurisdiction

- TNC driver can come in from anywhere to take riders, but not taxi drivers who must follow strict pick up and drop off rules. Not a fair playing field
- Unfair rules around jurisdictions make it hard to compete
- Jurisdictional consistency in requirements
  - Same regulations for everyone across municipal boundaries
  - Regional specific regulations
- Should restrict regions for Uber
  - Each geographic location has unique colour or unique car design

### Vehicle Identification

- TNC vehicles should have company decal and vehicle number written visibly on car
- Vehicles should have visible identification as to which city they belong to (e.g. Newmarket, Brampton) to differentiate
- Satisfied with current standards for vehicle ID
- Need clearer Uber identification
- No issues with taxi identification, what taxis have now is okay
- Decals important method of identification
  - # on side, back
  - Rooftop signs (the look is slightly different for each company)
- Each municipality should have a different coloured sticker
  - Put green “X” on back of vehicle, identification necessary for safety
  - TNC vehicles need to be clearly visible, and differentiated from other vehicles on road (e.g. different colours)
  - Certain colour of cars, clearly distinguishable
  - TNC logo should be on front, back, and bumper of car

- All TNC cars should have the same colour
- Identification should be outside the vehicle and be more visible

### Passenger and Driver Safety

- Everything that was removed from taxi standards during pilot, want placed back
  - It was in place for passenger safety
- Without insurance regulations, there are no safety standards with TNC

### Cameras

- Bring cameras back - should be mandatory for safety - satisfied with camera regulations
- Cameras are no longer mandatory for taxis
- Cameras that the city wanted drivers to purchase, used to cost \$1500
- In past, drivers noticed that passenger's behaviour changed when they noticed that camera sticker ('this taxi has a camera, and everything will be recorded').
- Though cameras are no longer mandatory, participants stated they kept the cameras, because they thought it was a great safety tool
- Passenger shields were utilized for safety before there was access to cameras. They were useful for safety but not practical (took up a lot of room, and made drivers feel boxed into a small space).
- Cameras replaced shields
- Safety for passengers & drivers
- Cameras encourage and instigate good behaviour
- Important for robbery prevention, especially at night time
- number one reason why robbery and assaults associated with taxis have decreased dramatically
- Sexual harassment in cars is filmed (anything that happens in taxi is filmed, with footage available for police and the city). Drivers feel that this makes it safer for drivers (allegations) and safer for passengers (so if acts happen, there is a way to follow up and prove that they occurred).
- Cameras for cars were expensive to purchase initially
- City had requirements for which camera to purchase, had to spend a certain amount of money
- Cameras were tested twice a year when vehicles were inspected for safety
- Who has access to footage? Police and City can track down videos. Drivers don't have access to footage
- Majority of cars still have cameras for safety of both passengers and drivers
- This should be regulated by city. Cameras need to be good quality.
- When no cameras in the car, it is unsafe for drivers
- Cameras are a must for all cars (taxi & TNC)

- When back doors are opened, a photo is taken (cameras capture photo of who comes in and who gets out).
- No one has access to content of cameras but the police
- Cars still have cameras
- Participants saw cameras as an important safety tool for passengers and drivers
  - Everything that happens in the cars is documented
- New cars often don't have cameras
- Cameras in cars increase safety for both passengers and drivers (this was mentioned often by multiple participants)
  - Vehicles used to have stickers that stated "cameras used in vehicle"
  - Drivers noticed behavioural changes with passengers (passengers would behave)
  - photos were taken when passengers open the back doors (in & out)
- Cameras were expensive, cost around \$1500, different/better cameras would be helpful
- Participants thought cameras created grainy photos
- Inspected every year, new lenses were expensive to replace
- New company was starting to provide cameras, which was better
  - Installers of cameras control the price (because they charge fees to install)
- Only certain cameras useful (police quality)
- Want cameras back (and for all) but at reasonable price and quality!

## Training

- Defensive driver training should be required for all new drivers (both taxi and TNC)
- Bring back mandatory training for everyone (training should include both technical and personal e.g. geographic knowledge, how to deal with people)
- Training should be the same as it was for taxis, plus any additional industry updates (we know we have to keep up with the current times) – required for all
- 1 week mandatory driver training course refresher
- Same training for all drivers
- Safety training should still be delivered by the city for all drivers
- Defensive driving (which makes the roads safer)
- Sensitivity training
  - Important for contributing to passenger and driver safety
- In the past training included: CPR, sensitivity training, defensive driving
- Sensitivity training super important for understanding accessibility & AODA requirements
- One participant stated that taxis are a social service, deal with school boards, elderly population
- Dealing with wide range of passenger's needs (from accessibility to diverse age demographics)
- Taxi drivers know how to handle mobility devices (how to fit them into the cars, and how to help folks with their devices)

- Multiple participants wanted courses for all
- Refresher courses are also important
  - How to help customers
  - How to do first-aid/CPR
  - Defensive driving
- 1 week courses in the past included: Rules and regulations, Customer service, Robbery prevention
- All courses were very helpful. Sometimes expensive.
- Criminal checks and driver training (CPR/first aid, defensive driving, sensitivity training) are also super important
  - Criminal checks from police for all drivers
  - Been a few incidents of Uber drivers committing sexual assaults.
- Multiple participants wanted to reinstate these training requirements for all drivers (TNC and taxi)
  - Concern over TNC drivers who are potentially not safe on roads (making illegal turns)
- Lots of crimes in media committed by TNC drivers
- Same driver committed multiple crimes, took police 6 months to catch him

### Accessibility

- More passenger physical accessibility (i.e. more accessible taxis)
  - Providing service to population
  - With lower fees, and subsidies by city
  - Accessible taxi plates were also subsidized by City
  - Used to be offered, exists no longer!
  - Therefore, very few accessible taxis again.
- Cater to folks with disability issues
  - Door to door service (you could lose your license by not abiding by the door to door required regulation).
  - Ex. A child or older adult get picked up, driver is responsible for their drop off and safety
  - We (taxi drivers) do all the difficult stuff, other companies (TNCs) take the cream

### Inspections

- Want mandatory safety checks & inspections for everyone (TNC & taxi)
  - Safety inspections used to occur twice a year, they are not mandatory anymore, but there is a desire for this to be reinstated.
  - This should be something that is done by city for all vehicles on the road.
  - Ex. One participant stated that TNC just go to a mechanic for these inspections, no accountability or uniform regulation around it.
- City inspections are not the same for taxis and TNCs.
  - Taxis are required to have seatbelt cutters in car

- If they don't have it, they will get a fine
- Enforcement of inspections is really important
  - Who does it?
  - Is it fair for everyone (TNC and taxi)?

### Carrying Cash

- Drivers don't hold a lot of cash anymore (a lot of transactions are now credit card and debits)
  - 80% of transactions are debit/credit cards, though cash is preferred method of payment
  - Not concerned about having lots of cash in a vehicle during a shift, because cameras have helped to make it safer for drivers and passengers
- Robbery course that was offered in past was super effective & helpful

### GPS

- GPS is often used now. But taxi drivers have good knowledge of roads and familiar with the city; which is safer than relying on only GPS.
  - TNC are GPS dependent, don't know neighbourhoods or road names

### Snow Tires

- Snow tires important for all vehicles that are driving commercially

### Other

- Uber pool option should be a concern for city transit. Uber pool does pick-ups and drop offs on hwy 10. These are unsafe pickups, because they are not door-to-door, address is not specified.



## Pricing

- Consider re-opening taxi payment “rules” to make it a level playing field
- Spending more hours on the road
- Used to have 15 – 20 riders per shift, and this has decreased to 5 or 6 fares per shift
- Most fares are under \$9
- Should the fare model be opened?
  - Want to have a meter price not flat, fixed fee
    - Meter is good and effective for traffic/congestion/weather
  - TNC drivers have flexible fees based on time of day, traffic level, weather, etc.
    - Increase fares 4X a day (peak periods) so it’s not a level playing field
  - Should taxis also have flexible pricing?
  - Changing pricing affects passengers and company – want to be fair to both
  - Taxis tried to compete by dropping prices
- TNC should follow same regulations on prices → have same pricing
  - Drivers viewed taxis and TNC under the same umbrella thereby needing same regulations
- Cultural perception that it is always cheaper to take TNC, but not actually true.
  - How to change perception of fares by the public?
- Taxi prices are restricted by current system to give best public service, like transit system. If taxis start to compete with TNC in price, then no longer a fair public service
  - Taxis and TNC should be regulated like public transit
  - Two-edged sword: bus is same fixed cost (no matter distance)
  - Are TNC drivers competing with buses?
- Should be no charge by city (currently \$80) to lease plate to somebody, especially since anybody can drive TNC car
  - Leasing/renting out license plates brings in \$100 - \$200/month and not \$1000/month before TNC was allowed
- Pricing is impacted by the number of vehicles on the road
  - There should be a maximum number of vehicles on the road
- Any new pricing model should take into consideration that:
  - Taxi drivers have experienced 40% less business, and 50% decrease in their income
  - Plate value decreased by 180%
- Is there a way to match TNC prices?
  - During peak hours they lower prices or overcharge. Lack of consistency compared to current taxi model.
- Fixed price is the model forward
  - Participants thought surge pricing is a rip off for customers (gives an illusion of being cheaper than taxis)
- TNCs increase prices whenever they want
  - Ex. It would cost \$56 fixed price to drive to downtown vs. TNC would charge \$70

- Simply cannot compete
  - Taxis have large overheads (double insurance, license plates, brokerage fees)
    - Average overhead cost per month is \$1500-\$1600
    - TNC don't have taxi plates, much lower expenses
- Willing to make change to pricing (meter starts at \$4.25, would be willing to lower to \$3.75 in the future)
- Uber Fared are paid up front while taxis fares are paid at drop off
  - If a cab is called then cancelled, no fare is paid
- TNC surge pricing is hurting people. Shouldn't be allowed.
- Current meter prices start at \$4.25
  - Same price for the same distance, no matter the time of day or the weather.
  - TNC increases their prices at night (sometimes x3 the cost)
- Taxis have more expenses including: dues, licenses, commercial insurance, vehicle costs, etc. A lot of these costs are to the City.
- City should advertise to city about using taxis—"Cheaper, cleaner, safer, 1 price only" (advertise on TV, newspaper)
- TNC charges more than taxis with surge pricing
- False advertising—people think taxis are more expensive (public misconception of how much taxi & TNCs rides cost)
- Does the City monitor how many rides TNC provides when demand is high?
- Participants want City to ask TNC if the public is satisfied with surge pricing?
- Want surge pricing to be regulated
- Either there is 1 rate for all vehicles or 1,000 rates (no regulations around it)
- Taxis have meter system currently that has been set by the city & companies
- Inconsistency of regulation/non-regulation pricing around certain pickups (such as the airport)
  - Lack of fairness
  - Unfair competition: small operators competing with multinational corporation
- Feels like discrimination by the city, we are all immigrants in this industry. Why is the city not supporting this industry and allowing it to be destroyed by unregulated companies?
- Want to advertise on social media
  - Invest money in app, but apps become expensive if you want them done right
- TNCs give drivers incentive to drive more (if you hit 200 rides, you will make this much...) etc. Company owners and vehicle owners don't have the capacity to do the same for their drivers. TNCs are well funded.
- Decrease in license plate value
  - City collected transfer fee on these sales, which is why they need to be part of the solution for the devaluation of license plates.
- How do we do flat rate with outside influences?

- Calculate how gas is affecting price (average amount of rate)
- When gas increased to \$1.43, it increased rate of meter
- One participant wants to lower meter? Or keep the same
- Participants mentioned they do not want surge model

### Q&A / Final Feedback

- Taxis are a regulated industry that now has to compete with non-regulated industry
- 1:1 ratio of taxi to TNC vehicles
- Premier of province, mayors, responsible for regulation
- Enforcement issue
  - Ontario Highway Traffic Act > drivers are not permitted to pick-up passengers for a fee unless licensed by a municipality (i.e. taxis); commercial insurance
  - Habits of enforcement
- Amount that taxi has decreased and the amount Uber has increased doesn't match
  - Has the pie grown?
  - Unmet demand met by new rides
  - Increase is more than the decrease
  - Market size
- How reliable is the information?
  - City is getting information from private company
  - Transparency in data
  - City (Camille) > both by-laws indicate that they submit # of rides (taxi and TNC)
  - Is info factual?
    - No trust in data (from Uber)
    - Belief that Uber tells people what they want to hear
- Yardstick formula determined how many taxis/plates should be on the road
  - Formula for supply management
- Politicians should get data, not taxi industry to create data

### *What does a more level playing field look like?*

What are the best ways to move forward?

- Uber should have licenses for drivers (from City)
- No outside drivers (within jurisdiction)
- Not over crowded with vehicles
- Calculate # of vehicles (taxis, TNC) based on population, need (supply formula)
- Supply management > multiple jurisdictions
- Not to exceed the number of taxi plates on the road (1:1 ratio, taxi:TNC)
- Same insurance requirements
- Supply formula (every factor considered – seasons, population growth, etc.)
  - Complex formula but should be used

- Eliminate plate system
  - Should be one system

### Final Thoughts

- Uber has incentives, taxis do not – should have same incentives
  - Uber guaranteed \$2500 for first 200 drives, city should give taxis same \$2500
- City has *responsibility* to compensate industry and drivers
- Concern/rumour that TNC paid \$20M to GTA
- Feels Mississauga mayor acted in favour of TNC
  - Distrust of process, don't believe city government
- Approval of renewal/stopping of license cost
  - Too much \$ and it is too time consuming
- Should charge for renewal of TNC plates
- Why has not council accepted the advice of the PUAC Staff and the 'Hurn' (?) Report that no more taxes are needed in Mississauga?
- The city regulated the price of taxi plate through the issuance model. Why is the city now attempting to distance itself from the depreciation in the value of plates as a result of the de-regulation of the supply of vehicle?
- **Importance of level playing field and same standards**
  - Best way to do this – same system as before! It was controlled and worked
- Should adapt to modern age/ "Adapt to digital age"
  - Include/update taxi app
  - Run sheets should be able to show on tablets, not on paper
    - Modernize the what we do (in the taxi industry)
  - Keep records electronic
- 3 criteria:
  1. Same insurance
  2. License plate requirement
  3. Criminal checks
- 5 recommendations were mentioned by one participant:
  1. TNC welcome in Mississauga but must follow same criteria as past Taxi Model
    - same amount of \$
    - same license, training requirements
  2. same commercial insurance
  3. same vehicle (same make and model)
  4. should have some sort of taxi plate
  5. ratio needs to be fixed (drivers said it felt like there were 700 taxis vs. 7,000 TNC vehicles on road)

## Impact Statement

November 29, 2018

From the Family of Ron and Mildred Chamberlain  
Plates #s 045, 055, 101, 147, 169, 192, 222, 276, 330

I am writing with regards to the impact Uber has had on the finances and consequent lifestyle of my father Ronald Chamberlain and his family.

Ronald Chamberlain started working as a cab driver in the very early 70's. Shortly after acquiring the Skyway Taxi Company run out of Malton that eventually changed to Seven Eleven and Malton Taxi. He provided service for an under serviced community and provided employment for many people for many years.

His years of investment were meant to financially take care of him and his family in his retirement. The loss of income was felt on many levels. On top of being very disheartened by the situation, there was a dramatic effect on his lifestyle. Being the only care provider for his infirmed wife he was not able to afford the help that would and should have made a difference to them both.

Mildred Chamberlain also gave much of her life to the Taxi business. Many hours/years of sleep were lost manning a 24 hour, 7 day dispatch from their home for 7 years while still trying to raise a young family. After so many years of sacrifice it is only fitting that they should have reaped the fruits of their labours.

Prior to the loss of income, arrangements had been made to have home renovations done so that his wife Mildred Chamberlain could remain in their home. Once the reality of the situation set in these renovations were not possible. It is our belief that the stress of lack of income caused a drastic and quick decline in Ronald's health. A man who had no preexisting health issues suddenly was having chest pains and almost died from heart failure last March requiring a triple bi-pass. Stress was the only obvious factor.

Instead of being the proud father who had hoped to provide a wonderful legacy for his family he felt depressed and destroyed for the last months of his life. A gentleman among men who was always generous and did not deserve the disregard the system and the Taxi association seems to have had for him.



## Appendix C

### City of Mississauga

### TNC Pilot Project

### Industry Engagement: TNC Drivers

#### Participants

Two industry engagement sessions were held for TNC drivers:

#### Monday, November 26

2-4 p.m.

Burnhamthorpe Community Centre

#### Wednesday, December 5

6:30-8:30 p.m.

Mississauga Central Library

No industry stakeholders attended the meeting on November 26; one Uber driver (and her husband) showed up for the second meeting. The notes from Rebecca's one-on-one conversation with this driver on December 5 are captured below.

#### One-on-One Interview

##### *Notes from Rebecca's interview with Uber driver (and husband)*

- Older woman who has been driving for Uber since January 2018 (70,000 km on her vehicle since then), based in Brampton
- Loves it – good pastime, some conversation, some money, “feels like she is contributing”
- Aware of some **safety and licensing** regulations required of her:
  - Driver's license
  - Car safety check
  - Vehicle not older than 7 years
  - Annual background check
- Was not aware of winter tire regulations on TNC drivers.
- “Never felt unsafe.” Glad she has no cash and does not take hailed rides off the street. Would be willing to have a camera in her car. Thinks taxis are more unsafe for drivers (i.e. no 911 button; cash; hails).
- Likes some Uber features on the app:
  - New 911 button
  - A ‘go home’ button that allows her to find fares on the way back home from a long run into another jurisdiction
- Dislikes other features
  - GPS is unreliable
  - Highly dislikes new “express pool” because clients are not in the right places
    - Unsafe on busy streets

- Does not like being unable to see the destination until after she accepts it
- Not paid for waiting time
- Unsure how her pay is calculated
- Thinks Uber has a deal with 407 as she can't avoid using it
- Drives 4:30-9:30 a.m. most days – drives people to work, the airport, hospitals, bus station, GO train station, school.
- She “earned” a “beacon light” from Uber for driving regularly, at night, with good reviews.
- **Implications on industry:**
  - Knows people who drive for multiple TNC companies – she doesn't, but has applied to DriveHer and would do both if that comes to Peel.
  - Knows truck drivers that have switched to Uber.
  - Knows that “taxis are suffering, especially at the airport” and “feels sorry for them.” Clients say taxis are too expensive – double the cost from the airport.
- “Women passengers like a female driver” – wishes the app would sort by gender – passengers would like it more. She gets lots of female passengers – “not sure if that is by design or default.”
- **Demand:**
  - “much less busy lately” – “too many drivers” – “City should limit the number of drivers”
  - Made \$1,600 at first (she said “netted \$1,600/week” but likely per month?) and is now down to \$800.
  - Fewer promotions and incentives now that Uber does not need more drivers. “Used to be non-stop.”
- Reaching Uber is hard – “Uber polite” – time consuming on the phone, if she can reach a human at all.



## Appendix D

### City of Mississauga

### TNC Pilot Project

### Industry Engagement: Limousine Owners & Drivers

An industry engagement session was held for limousine owners and drivers on:

**Wednesday, November 28**

10 a.m.-12 p.m.

Burnhamthorpe Community Centre

No industry stakeholders attended this meeting.





## Appendix E

### City of Mississauga

### TNC Pilot Project

### Industry Engagement Session Invitation & Reminder Emails

#### Email Invitation

*Sent Tuesday, November 20, 2018*

#### For Taxi Brokerage

*Brokerages to pass along details/poster to owners and drivers*

#### Subject: Your Input Matters: Mississauga Transportation Network Company Pilot Project

Good morning,

As part of its [Transportation Network Company \(TNC\) Pilot Project](#), the City of Mississauga is seeking feedback about the TNC Pilot Project Licensing by-law and current amendments to the Public Vehicle Licensing by-law. Feedback from your taxi owners and drivers will help the City make recommendations for permanent TNC regulations.

Two meetings will take place for **taxi owners** to share their feedback.

#### **Thursday, November 29**

**6:30-8:30 p.m.**

Malton Community Centre  
Hall A  
3540 Morning Star Dr.

or

#### **Monday, December 3**

**2-4 p.m.**

Mississauga Valley Community Centre  
LC Taylor Room  
1275 Mississauga Valley Blvd.

The City will also host two meetings for local **taxi drivers** to provide feedback.

#### **Monday, November 26**

**6:30-8:30 p.m.**

Malton Community Centre

Hall A  
3540 Morning Star Dr.  
or

**Wednesday, December 5**

**1-3 p.m.**

Burnhamthorpe Community Centre  
Applewood Room  
1500 Gulleden Dr.

*We would appreciate if you could pass this information along to your taxi owners and drivers and encourage them to attend.* The session details can also be found in the attached PDF poster.

If taxi owners or drivers are unable to attend one of the sessions they can send their feedback about the TNC Pilot Project to [tnclicensing@mississauga.ca](mailto:tnclicensing@mississauga.ca).

The City has posted an [online survey](#) for the public to provide feedback and encourages you to share the survey link with your customers. Please confirm if you are willing to do so. The survey will be available until December 7.

If taxi owners or drivers require a disability-related accommodation to participate fully in the session, please contact [Sage Solutions](#) 72 hours in advance.

For more information visit [mississauga.ca/tnc-project](http://mississauga.ca/tnc-project).  
[attach poster]

**Email Reminder**

*Sent prior to each stakeholder session*

**For TNC Drivers****Subject: Reminder: TNC session for drivers on November 26**

Good morning,

Just a reminder that the City of Mississauga is hosting a meeting Monday afternoon for **TNC drivers** to provide feedback about the TNC Pilot Project Licensing by-law and current amendments to the Public Vehicle Licensing by-law. This feedback will help the City make recommendations for permanent TNC regulations.

The meeting will take place

**Monday, November 26**

**2-4 p.m.**

Burnhamthorpe Community Centre

Applewood Room

1500 Gulliden Dr.

*We would appreciate if you could remind your drivers about Monday's meeting and encourage them to attend. Details can also be found in the attached PDF poster.*

A second session for TNC drivers will be held:

**Wednesday, December 5**

**6:30-8:30 p.m.**

Mississauga Central Library


Noel Ryan Auditorium

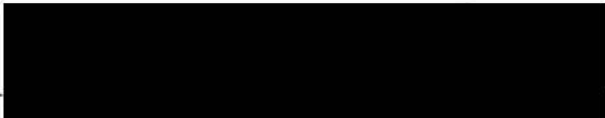
301 Burnhamthorpe Rd. W.

If drivers are unable to attend one of the sessions they can send their feedback about the TNC Pilot Project to [tnclicensing@mississauga.ca](mailto:tnclicensing@mississauga.ca).

For more information visit [mississauga.ca/tnc-project](https://mississauga.ca/tnc-project).

[attach poster]

**TNC Pilot Project Feedback****Taxi Plate Value 2017:** \$200,000.00**My Taxi Plate #** **Today:** \$ 7500.00**Difference:** -\$ 192500.00**My Taxi Plate Rental Income****2017:** \$ X per month**2019:** \$ X per month**Lost Income for the period** \$ 0**Total lost value/income for Taxi Plate #  during the Pilot Project:**\$ 192500.00**Name:** **Taxi Driver Licence: #** 

**TNC Pilot Project Feedback****Taxi Plate Value 2017:**     **\$200,000.00****Taxi Plate/s #** **Today:**     **\$** 7500.00**Difference:**     **-\$** 192500.00**My Taxi Plate Rental Income****2017:**     **\$** 800.00 **per month****2019:**     **\$** 100.00 **per month****Lost Income for the period** **\$** 16800.00**Total lost value/income for Taxi Plate/s**  
**#**  **during the Pilot Project:****\$** 209300.00**Name:** **Taxi Driver Licence: #** 

## TNC Pilot Project Feedback

Taxi Plate Value 2017: ~~\$200,000.00~~  
600,000.00

Taxi Plate/s # [REDACTED]

Today: \$ ~~30,000.00~~

Difference: -\$ ~~570,000.00~~

### My Taxi Plate Rental Income

2017: \$ 1000.00 per month

2019: \$ 100.00 per month

Lost Income for the period \$ 2700.00 PM

Total lost value/income for Taxi Plate/s  
# [REDACTED] during the Pilot Project:

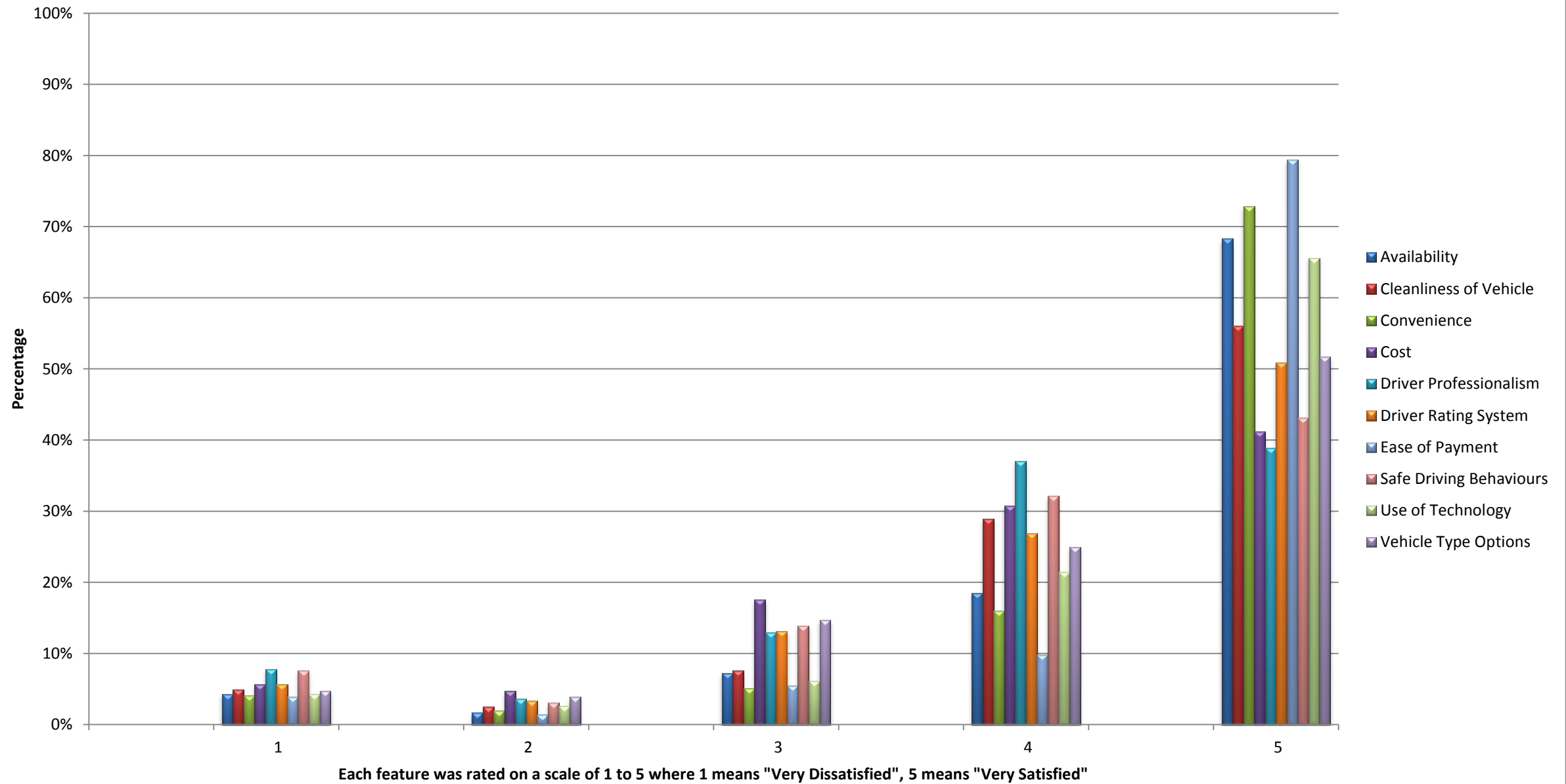
\$ 634800.00

Name: [REDACTED]

Taxi Driver Licence: # [REDACTED]

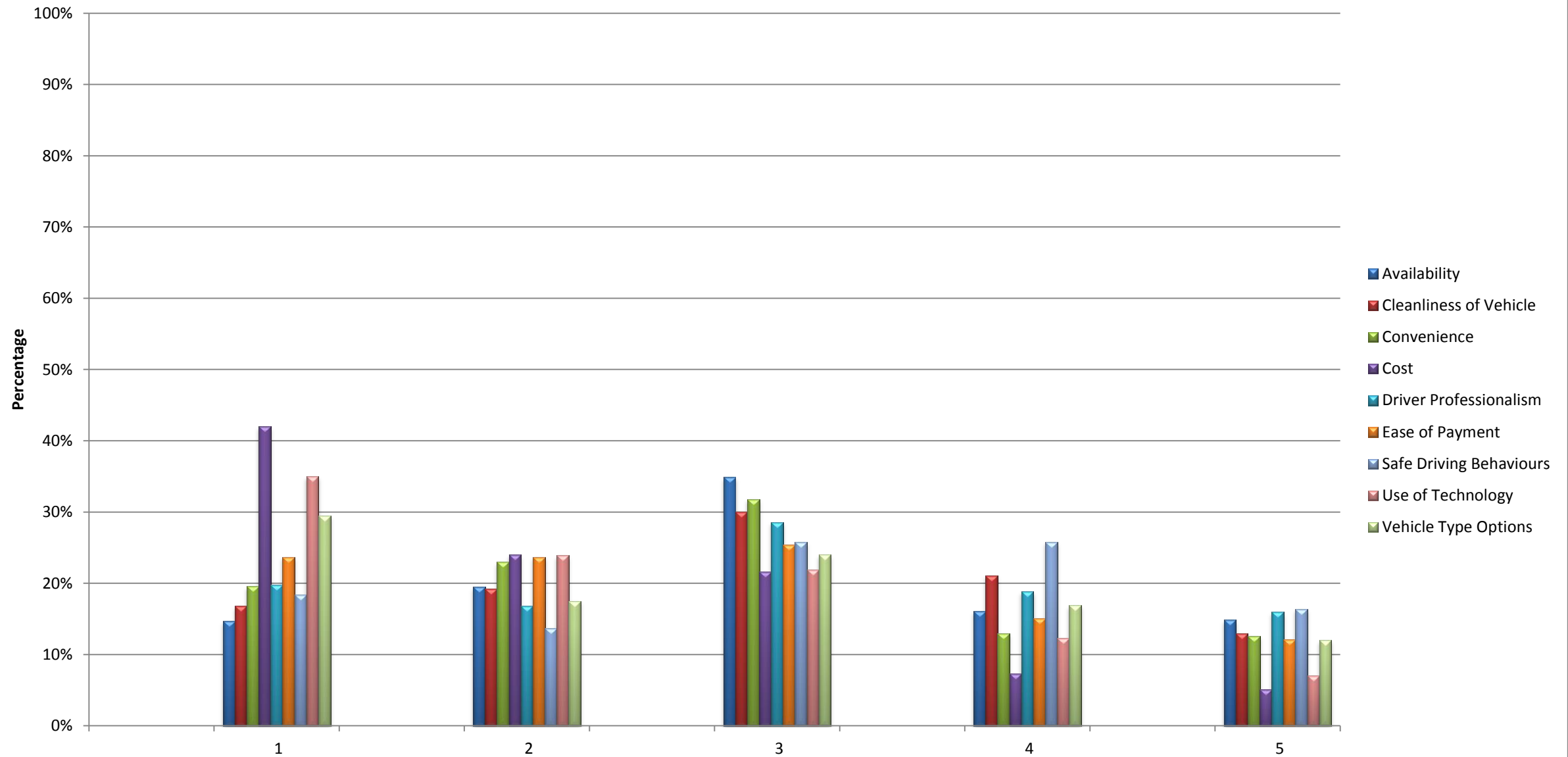
**TNC Pilot Project Feedback****Taxi Plate Value 2017:**     \$200,000.00**Taxi Plate/s #** [REDACTED]**Today:**\$ 8500.00**Difference:**-\$ 191,500.00**My Taxi Plate Rental Income****2017:**     \$ 1000.00 per month**2019:**     \$ 100.00 per month**Lost Income for the period** \$ 900.00 per Month.**Total lost value/income for Taxi Plate/s**  
**#** [REDACTED] **during the Pilot Project:**\$ 213,100.00**Name:** [REDACTED]**Taxi Driver Licence: #** [REDACTED]

### Question: How satisfied are you with the following RIDE SHARE features?



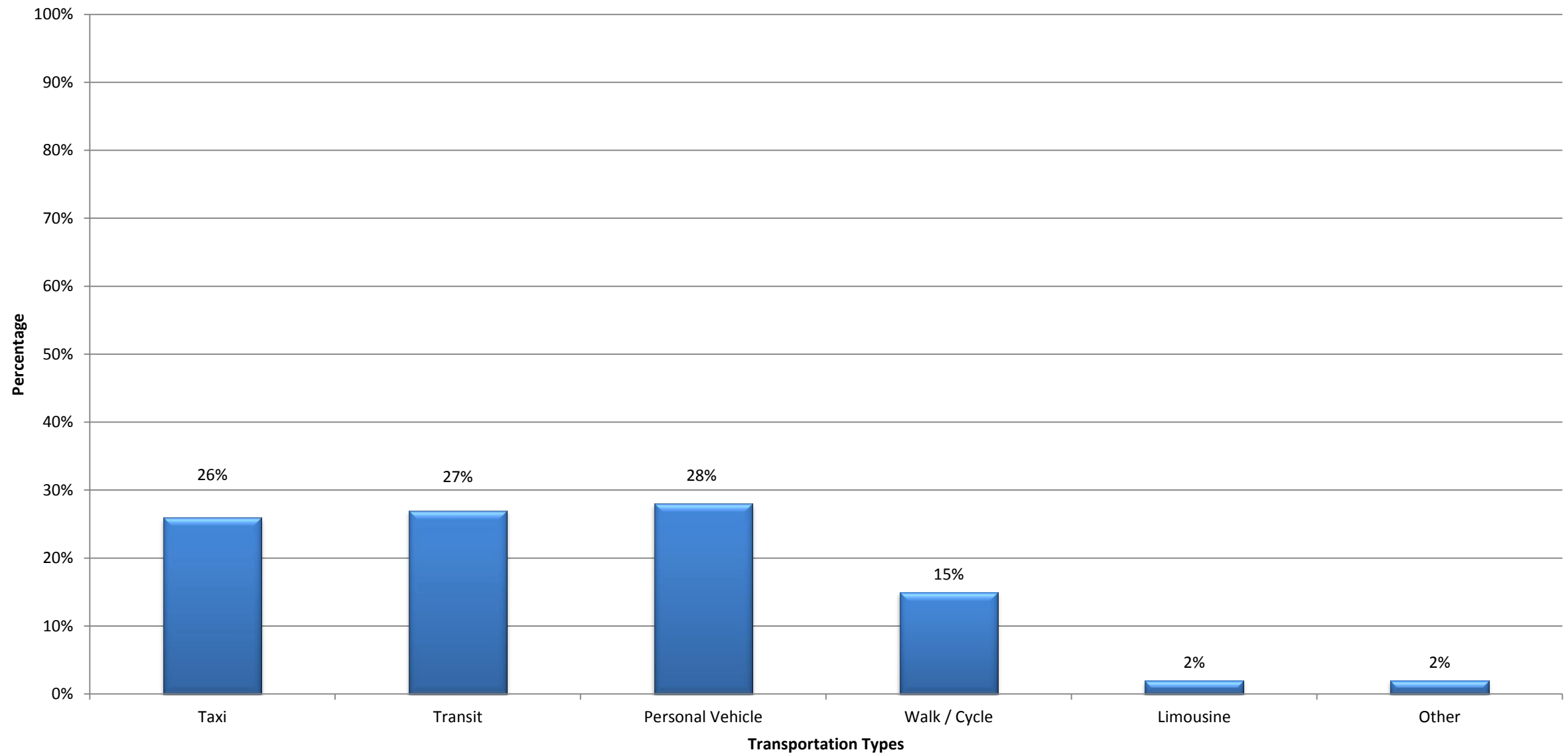


### Question: How satisfied are you with the following TAXI features?

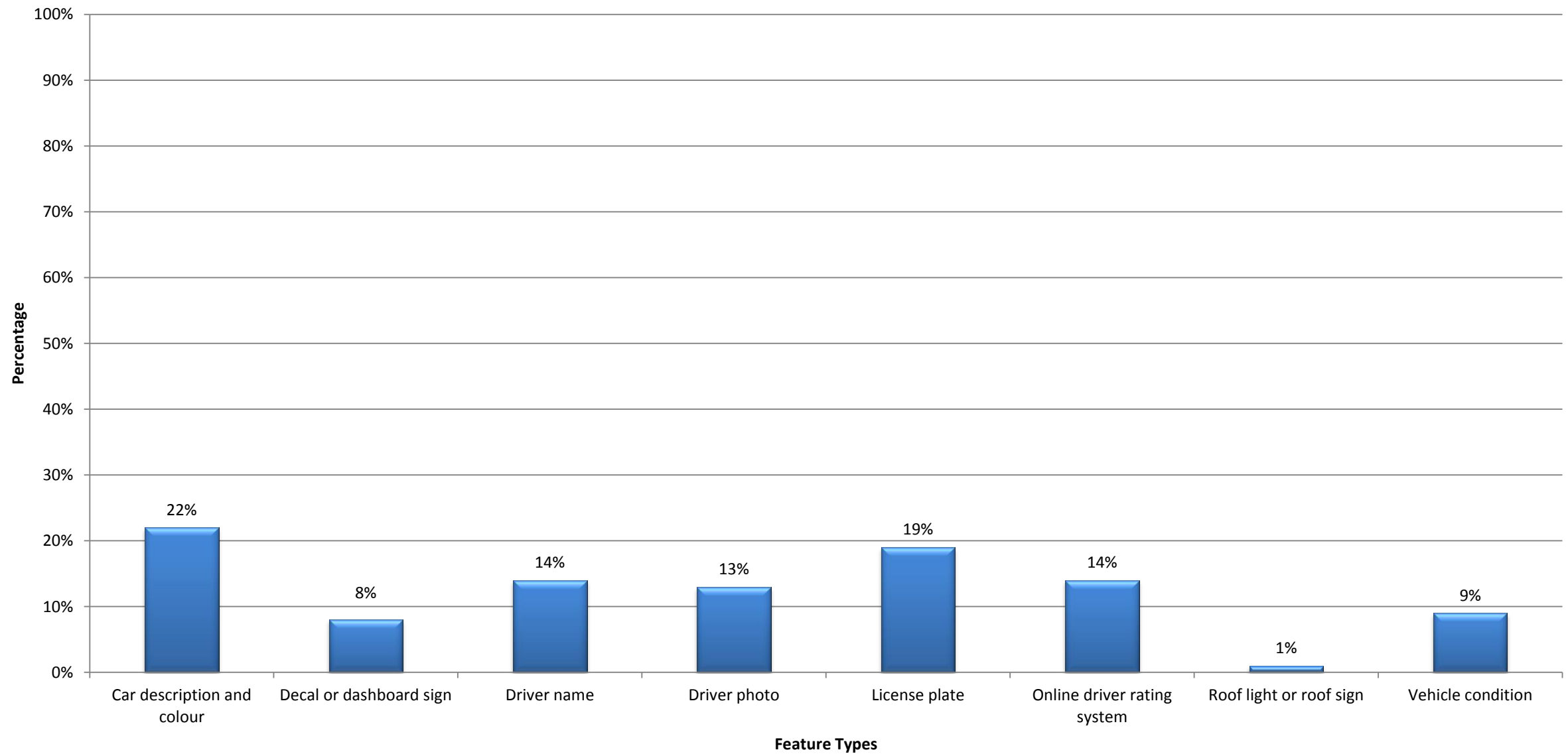


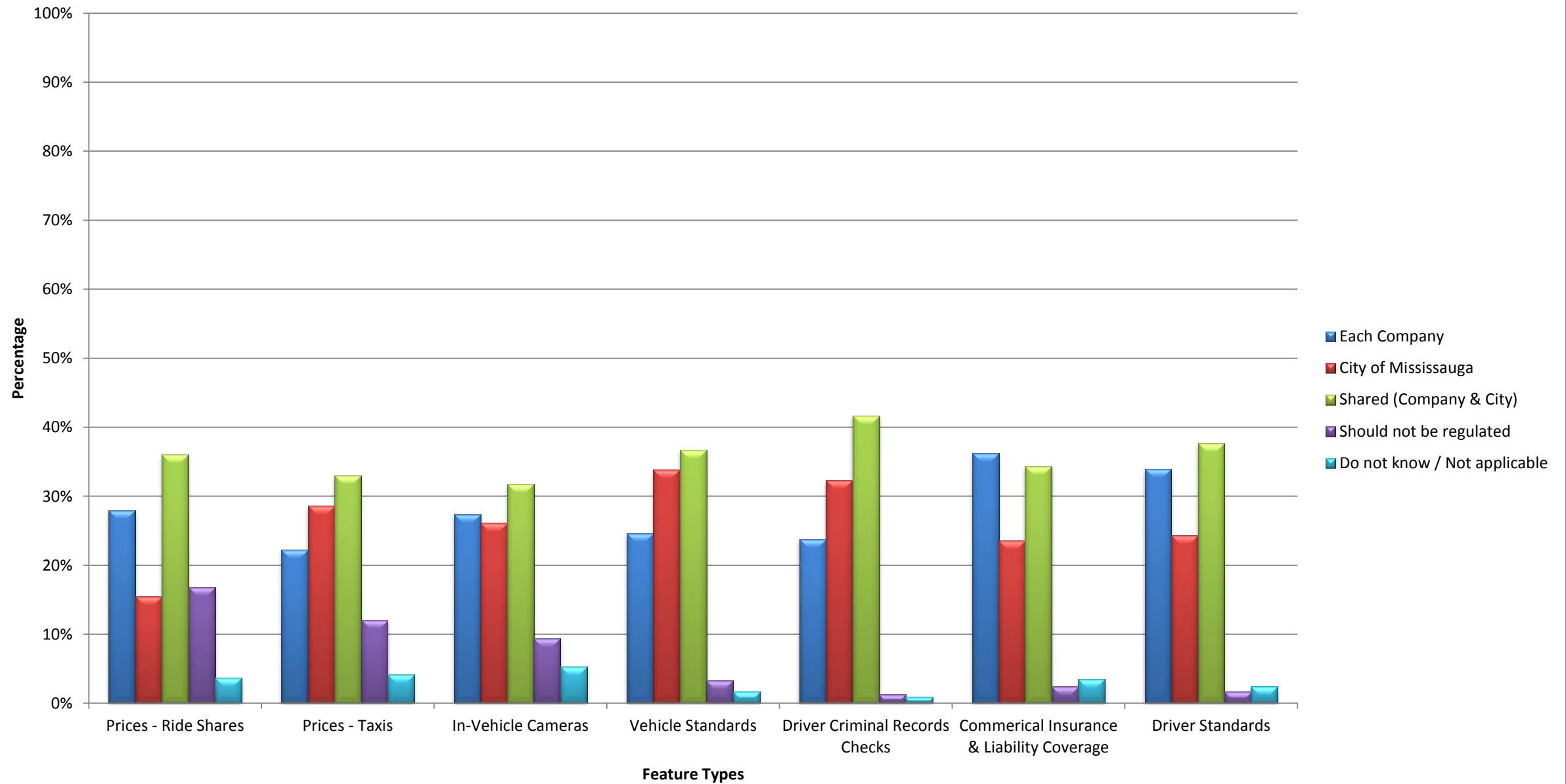
Each feature was rated on a scale of 1 to 5 where 1 means "Very Dissatisfied", 5 means "Very Satisfied"

**Question: Before RIDE SHARE services (e.g. Uber, Lyft, facedrive) were available in Mississauga, what types of transportation did you use instead?**



**Question: Which of the following features do you check before entering a RIDE SHARE (e.g. Uber, Lyft, facedrive) vehicle?**



**Question: Whose responsibility is it to regulate the following features?**

## **Jurisdictional Scan:**

### **TRANSPORTATION NETWORK COMPANY REGULATIONS IN EFFECT**

ISSUE	CALGARY	HAMILTON	LONDON	NIAGARA REGIONAL POLICE SERVICE	OAKVILLE	OTTAWA	TORONTO	WATERLOO	QUEBEC	MISSISSAUGA (Pilot Project)
-------	---------	----------	--------	--	----------	--------	---------	----------	--------	--------------------------------

<b>Who is Licensed and Licence Fees</b>	<p>Transportation Network Company (TNC) licensed by the City</p> <p>\$1,753 for the TNC and \$220 per driver or TNC driver licence \$220 or \$15 plus 20 cents per trip</p> <p>The TNC shall remit to the City 20 cents per trip quarterly</p>	<p>Personal Transportation Provider (PTP) licensed by the City</p> <p>1 to 24 vehicles \$500 25 to 99 vehicles \$20,000 Over 100 vehicles \$50,000</p> <p>The TNC shall remit to the City six cents per trip</p>	<p>TNC licensed as a broker</p> <p>1 to100 vehicles \$500 101 to 500 vehicles \$10,000 501 to 1,000 vehicles \$15,000 1,001 plus vehicles \$50,000</p> <p>The TNC shall remit to the City 11 cents per trip on the 15<sup>th</sup> of each month</p> <p>Private Vehicle for Hire (PVFH) driver \$5 per month No fee for PVFH owner</p>	<p>TNC</p> <p>1 to 24 Vehicles \$1,000 25 to 99 Vehicles \$2,500 100 or more vehicles \$7,500</p> <p>The TNC shall remit to the City 11 cents per trip on the 15th of each month</p>	<p>TNC</p> <p>\$50,000 TNC licence fee</p> <p>The TNC shall remit to the City 11 cents per trip on the 15th of each month</p>	<p>Private Transportation Company (PTC) Licence</p> <p>1 to 24 vehicles \$807</p> <p>25 to 99 vehicles \$2,469</p> <p>100 plus vehicles \$7,253</p>	<p>PTC Licence</p> <p>PTC Application: \$20,000</p> <p>PTC fee/driver: \$15.00</p> <p>The TNC shall remit to the City 30 cents per trip quarterly</p>	<p>TNC</p> <p>1 to 50 vehicles \$150 51 to100 vehicles \$300 101 to150 vehicles \$600 151 to 200 vehicles \$1,200 201 to 500 vehicles \$2,400 501 to 999 vehicles \$4,800 1,000 to 2,999 vehicles \$50,000 3,000 plus \$22 per vehicle</p> <p>The TNC shall remit to the Region 20 cents per trip.</p>	<p>TNC</p> <p>TNC to pay Minister quarterly instalment</p> <p>Charge per trip based on the number of hours reported by the TNC</p> <p>Number of hrs. worked per week:</p> <p>0 to 50,000 hours per week : 0.97 cents per trip</p> <p>50,001 to 100,000 hours per week: \$1.17 per trip</p> <p>100,001 to 150,000 hours per week: \$1.33 per trip</p>	<p>TNC</p> <p>TNC Licence \$20,000.</p> <p>The TNC shall remit to the City 30 cents per trip on the 15th of each month.</p> <p>The data will be reviewed by the City with random external audits.</p> <p>The licensing of the TNC does constitute an agreement with the TNC and the City</p>
---	--	--	--	--	---	---	---	--	--	--

ISSUE	CALGARY	HAMILTON	LONDON	NIAGARA REGIONAL POLICE SERVICE	OAKVILLE	OTTAWA	TORONTO	WATERLOO	QUEBEC	MISSISSAUGA (Pilot Project)
-------	---------	----------	--------	--	----------	--------	---------	----------	--------	--------------------------------

<b>Private Vehicle Driver and Owner</b>	City licence required for the TNC drivers and vehicles.	<p>PTP driver and vehicle must be registered with the licensed PTP</p> <p>The PTP is required to collect and maintain driver information including Criminal Record Search (CRS), driver abstract, vehicle information and vehicle safety certificates</p> <p>The PTP is required to review and ensure the driver and vehicles are in compliance with the by-law. The City will audit</p>	<p>City licence required for the PVFH driver and a separate licence for the PVFH owner</p> <p>Licence issued with a term of three, six, nine, 12 or 24 months from the date of issuance</p>	<p>TNC registers the vehicle and driver before providing to Niagara Regional Police Services (NRPS) for approval</p> <p>No audits as they are reviewing all records.</p>	<p>The TNC is required to collect and maintain driver information including CRS, driver abstract, vehicle information and vehicle safety certificates</p> <p>The TNC is required to review and ensure the driver and vehicles are in compliance with the by-law</p> <p>The City will audit</p>	<p>The PTC is required to collect and maintain driver information including CRS, driver abstract, vehicle information and vehicle safety certificates</p> <p>The PTC is required to review and ensure the driver and vehicles are in compliance with the by-law</p> <p>The City will audit</p>	<p>City licence required for the PTC driver and vehicle.</p> <p>The City is auditing through the licensing process</p>	<p>The TNC is required to collect and maintain driver information including CRS, driver abstract, vehicle information and vehicle safety certificates</p> <p>The TNC is required to review and ensure the driver and vehicles are in compliance</p> <p>The City will audit</p>	<p>TNC must ensure that every partner-driver holds a Class 4C licence issued by the Société de l'assurances automobiles du Québec in accordance with the Highway Safety Code</p> <p>No information available on auditing.</p>	<p>The TNC is required to collect and maintain driver information including CRS, driver abstract, vehicle information and vehicle safety certificates</p> <p>The TNC is required to review and ensure the driver and vehicles are in compliance with the by-law</p> <p>The City will perform random audits</p>
---	---	--	---	--	--	--	--	--	---	--

ISSUE	CALGARY	HAMILTON	LONDON	NIAGARA REGIONAL POLICE SERVICE	OAKVILLE	OTTAWA	TORONTO	WATERLOO	QUEBEC	MISSISSAUGA (Pilot Project)
Vehicle Identification	City issued decal required.	City approved decal required.	City □Private Vehicle for Hire□Owners Plate required	NRPS approved decal required	City approved decal required	No requirements	City approved decal required	City licence plate hangtag on mirror with permit number required	TNC must provide every partner-driver an identification sticker to be affixed to the windshield of the TNC vehicle	City approved decal required
Type of Vehicle Permitted?	Four door vehicle	No restrictions	Four door vehicle  Maximum seating capacity of 10 passengers and driver	Four door vehicle  Maximum seating capacity seven passengers including the driver	Four door vehicle  Maximum seating capacity seven passengers including the driver	Four door vehicle  Maximum seating capacity seven passengers including the driver	Four door vehicle  Maximum seating capacity seven passengers including the driver	Four door vehicle  Maximum seating capacity seven passengers including the driver	Less than 350,000 km  Four door vehicle with seating for four people	Four door vehicle  Maximum seating capacity seven passengers including the driver  Approved at the subcommittee meeting
Model Year Restriction	Maximum of 10 model years	Maximum of 10 model years	Maximum of eight model years  Maximum of nine model years for low emission vehicles	Maximum of 10 model years	Maximum of seven model years	Maximum of 10 model years	Maximum of seven model years	No restrictions on model years	Maximum of 10 model years	Maximum of seven model years  Approved at the subcommittee meetings.



ISSUE	CALGARY	HAMILTON	LONDON	NIAGARA REGIONAL POLICE SERVICE	OAKVILLE	OTTAWA	TORONTO	WATERLOO	QUEBEC	MISSISSAUGA (Pilot Project)
<b>Mechanical Safety Certificate Required?</b>  <b>Inspection Frequency?</b>	<p>TNC to submit a copy of a record of inspection to the Chief Livery Inspector (CLI) that indicates vehicle was inspected by a garage approved by the Alberta Motor Vehicle Industry Council, passed inspection, dated no later than 12 months from last inspection</p> <p>TNC driver to keep most recent record of inspection in TNC vehicle at all times</p> <p>Driver collects inspection certificate and submits to City</p> <p>City random on-the-road vehicle inspections</p> <p>Annual inspection certificate is required</p> <p>If the vehicle exceeds 50,000 km since last inspection bi-annual certificates are required</p>	<p>Ontario Safety Certificate required to be submitted to the TNC on an annual basis</p> <p>In-the-field random vehicle inspections performed by the City</p>	<p>Ontario Safety Certificate required to be submitted to the TNC on an annual basis</p> <p>In-the-field random vehicle inspections performed by the City</p>	<p>Ontario Safety Certificate required to be submitted to the TNC on an annual basis</p> <p>The TNC is required to maintain the certificates for NRPS review</p> <p>NRPS can order inspection of vehicles at their discretion</p>	<p>Ontario Safety Certificate required to be submitted to the TNC on an annual basis</p> <p>In-the-field random vehicle inspections performed by the City</p>	<p>Ontario Safety Certificate required to be submitted to the PTC on an annual basis</p> <p>In-the-field random vehicle inspections performed by the City</p>	<p>Ontario Safety Certificate required to be submitted to the City on an annual basis</p> <p>In-the-field random vehicle inspections performed by the City</p>	<p>Ontario Safety Certificate required to be submitted to the TNC on an annual basis</p> <p>In-the-field random vehicle inspections performed by the City</p>	<p>Province permits TNC to use certified mechanics not designated by the Province (SAAQ) provided that the mechanics follow the correct list of inspection points as provided in the regulations pertaining to safety standards on the road</p> <p>Driver must keep the certificate in the vehicle.</p> <p>Random on-the-road inspections are performed by the regulating authority</p>	<p>Ontario Safety Certificate required to be submitted to the TNC on an annual basis</p> <p>In-the-field random vehicle inspections performed by the City</p>

ISSUE	CALGARY	HAMILTON	LONDON	NIAGARA REGIONAL POLICE SERVICE	OAKVILLE	OTTAWA	TORONTO	WATERLOO	QUEBEC	MISSISSAUGA (Pilot Project)
<p><b>Who Collects the Data?</b></p> <p><b>How is the Information Submitted to the City?</b></p>	<p>TNC collects and maintains all data: 1) the owner licence number; 2) the driver's name and driver licence number; 3) the date and time of dispatch; 4) the address to which the vehicle is dispatched; 5) the time of arrival at pick up for all trips; 6) the time of arrival at the destination for all trips; 7) the fare charged for all trips;</p> <p>TNC provides data to the City electronically on a weekly basis</p>	<p>PTP collects and maintains all data: 1) owner licence number; 2) driver's name and driver licence number; 3) date and time of dispatch; 4) address to which the vehicle is dispatched; 5) time of arrival at pick up for all trips; 6) the time of arrival at the destination for all trips; 7) the fare charged for all trips;</p> <p>PTP provides data to the City electronically at the Licence Manager's request for audit.</p>	<p>TNC keeps a record for every vehicle for hire which includes vehicle make and model, VIN for each vehicle, vehicle owner's name and contact information and a copy of the vehicle ownership</p> <p>TNC must maintain records for six months for all trips and shall include: 1) owner licence number; 2) driver's name and driver licence number; 3) date and time of dispatch; 4) address to which the vehicle is dispatched; 5) time of arrival at pick up for all trips; 6) the time of arrival at the destination for all trips; 7) the fare charged for all trips;</p> <p>The TNC shall provide to the Licence Manager on request any records for audit.</p>	<p>TNC collects and maintains all data: 1) owner licence number; 2) driver's name and driver licence number; 3) date and time of dispatch; 4) address to which the vehicle is dispatched; 5) time of arrival at pick up for all trips; 6) the time of arrival at the destination for all trips; 7) the fare charged for all trips;</p> <p>TNC to provide electronic records to NRPS for auditing and review on a weekly basis.</p>	<p>TNC collects and maintains all data: 1) owner licence number; 2) driver's name and driver licence number; 3) date and time of dispatch; 4) address to which the vehicle is dispatched; 5) time of arrival at pick up for all trips; 6) the time of arrival at the destination for all trips; 7) the fare charged for all trips;</p> <p>TNC to provide electronic records to the City at the Licence Manager's discretion for audit.</p>	<p>PTC collects and maintains all data: 1) owner licence number; 2) driver's name and driver licence number; 3) date and time of dispatch; 4) address to which the vehicle is dispatched; 5) time of arrival at pick up for all trips; 6) the time of arrival at the destination for all trips; 7) the fare charged for all trips;</p> <p>PTC to provide electronic records to the City at the Chief Licence Inspector's direction in real time.</p>	<p>PTC collects and maintains all data: 1) owner licence number; 2) driver's name and driver licence number; 3) date and time of dispatch; 4) address to which the vehicle is dispatched; 5) time of arrival at pick up for all trips; 6) the time of arrival at the destination for all trips; 7) the fare charged for all trips;</p> <p>PTC maintains driver information, trip fare (for one passenger and multiple passengers), length of trip information and geography information.</p> <p>Information downloaded electronically from PTC database to the City daily.</p>	<p>TNC collects and maintains all data: 1) owner licence number; 2) driver's name and driver licence number; 3) date and time of dispatch; 4) address to which the vehicle is dispatched; 5) time of arrival at pick up for all trips; 6) the time of arrival at the destination for all trips; 7) the fare charged for all trips;</p> <p>TNC to provide electronic records to the City with regional audits.</p> <p>The TNC must provide access to the data on a quarterly basis.</p>	<p>TNC to provide monthly reports/ documents to the Ministry of Transport, Sustainable Mobility and Transportation to ensure all obligations under the agreement for a pilot project are being met.</p>	<p>Driver submits to the TNC TNC collects and maintains all data: 1) owner licence number; 2) driver's name and driver licence number; 3) date and time of dispatch; 4) address to which the vehicle is dispatched; 5) time of arrival at pick up for all trips; 6) the time of arrival at the destination for all trips; 7) the fare charged for all trips; 8) geographic routing of all Trips taken for a period of at least 30 days; TNC provides all data for trips, drivers and vehicles to the City at the City's request. For the duration of the pilot project the TNC will submit the required data electronically to the City. The accuracy of the data will be reviewed through an external third party audit occurring at the start of the Pilot Project and quarterly thereafter.</p>

ISSUE	CALGARY	HAMILTON	LONDON	NIAGARA REGIONAL POLICE SERVICE	OAKVILLE	OTTAWA	TORONTO	WATERLOO	QUEBEC	MISSISSAUGA (Pilot Project)
<b>Cameras</b>	Cameras are not required for TNC vehicles	Cameras are not required for PTP vehicles	Cameras are not required for TNC vehicles	Cameras are not required for TNC vehicles	Cameras are not required for TNC vehicles	Cameras are not required for PTC vehicles	Cameras are not required for PTC vehicles	Cameras are not required for TNC vehicles	Cameras are not required for TNC vehicles	Cameras are not required for TNC vehicles
<b>Winter Tires</b>	Not required	Not required	Not required	Not required	Not required	Not required	All weather tires are required from Dec 1 <sup>st</sup> to Apr 30 <sup>th</sup>	Not required	Winter tires are required from Dec 15 <sup>th</sup> to March 15 <sup>th</sup>	Snow tires are required from Dec 1 <sup>st</sup> to Apr 30 <sup>th</sup>
<b>Driver Medical Certificate</b>	Not required	Not required	Not required	Not required	Not required	Not required	Not required	Not required	Medical certificate is required to verifying a driver is fit to drive a motor vehicle	Medical certificate is required verifying a driver is physically fit to drive a motor vehicle and able to assist passengers  The certificate is to be submitted to the TNC and available to the City for audit.
<b>English Assessment</b>	Not required	Not required	Not required	Not required	Not required	Not required	Not required	Not required	Not required	Not required

ISSUE	CALGARY	HAMILTON	LONDON	NIAGARA REGIONAL POLICE SERVICE	OAKVILLE	OTTAWA	TORONTO	WATERLOO	QUEBEC	MISSISSAUGA (Pilot Project)
<b>By-law Orientation, Sensitivity and Defensive Driving Training</b>	City trains the TNC and the TNC is required to train their TNC drivers  No details available for the training requirements	Training for PTP drivers is the responsibility of the PTP and is not a requirement of the by-law	Training is not identified as a requirement for PVFH drivers	Training for TNC drivers is the responsibility of the TNC and is not a requirement of the by-law	Training for TNC drivers is the responsibility of the TNC and is not a requirement of the by-law	Training for TNC drivers is the responsibility of the TNC and is not a requirement of the by-law	Training for TNC drivers is the responsibility of the TNC and is not a requirement of the by-law	Training for TNC drivers is the responsibility of the TNC and is not a requirement of the by-law	TNC must provide each partner-driver with training in:  - Operation of the mobile app - Quality of services offered - Legal framework of the Pilot Project - Mechanical inspection of the vehicle - Transportation of persons with disabilities - Fiscal responsibilities of a partner-driver  The permit holder must publish the description of the training on the permit holder's website  City of Montreal requires the provincial training offered as a condition of obtaining the Class 4C licence	Training for TNC drivers is the responsibility of the TNC and is not a requirement of the by-law

ISSUE	CALGARY	HAMILTON	LONDON	NIAGARA REGIONAL POLICE SERVICE	OAKVILLE	OTTAWA	TORONTO	WATERLOO	QUEBEC	MISSISSAUGA (Pilot Project)
<b>Criminal Record Search (CRS)</b>  <b>Who Collects, Reviews and Screens</b>	Required  No third party records  TNC driver applies for a CRS from the Calgary Police Service who submit the CRS directly to the City and the City reviews	Required  No third party records  Driver submits a CRS from the local police service to the PTP  The PTP collects and submits to the City for review	Required  Third party records accepted  TNC collects all records for all drivers, reviews and maintains for audit by the City and an external auditor at the direction of the City	Required  No third party records  The TNC provides a list of all drivers to NRPS weekly and the police service runs a weekly check for all drivers  NRPS performs a separate CRS check and review	Required  No third party records  Driver submits a CRS from the local police service to the TNC  TNC collects and reviews to ensure compliance with the by-law with City audits	Required  No third party records  Driver submits a CRS from the local police service to the TNC  TNC collects and reviews to ensure compliance with the by-law with City audits	Required  Third party records accepted  TNC reviews the record and provides to the City for review.	Required  Third party records accepted  TNC screens based on Regional criteria  Region audits TNC records	Required  Third party records accepted provided they meet the Quebec Charter of Rights and Freedoms  TNC screens in accordance with provincial standards	Required  No third party records  TNC collects a CRS for each driver from a local police force in the City of the driver's residence  The TNC shall review the record to ensure that the driver has a clear criminal record for five years prior to the date of application.  Any conviction older than five years but appearing in the by-law will not be allowed to operate in the City.  The TNC shall be responsible to collect, maintain and ensure compliance with the by-law  The City shall audit

ISSUE	CALGARY	HAMILTON	LONDON	NIAGARA REGIONAL POLICE SERVICE	OAKVILLE	OTTAWA	TORONTO	WATERLOO	QUEBEC	MISSISSAUGA (Pilot Project)
<b>Driver Abstracts/History Who Collects/Screens</b>  <b>Demerit Point Reviews</b>	<p>Driver abstract required</p> <p>City accesses provincial driver's license database, checked by the City licensing clerks as part of the intake/application process</p> <p>Maximum 10 demerit points under the <i>Traffic Safety Act</i> are grounds to revoke the TNC driver licence</p>	<p>Driver abstract required</p> <p>The PTP drivers provide the driver abstract to the PTP</p> <p>PTP collects and reviews to ensure compliance with the by-law and City audits</p>	<p>Driver abstract required</p> <p>MTO record submitted to the City for review</p> <p>Licence Manager may refuse to issue if the TNC driver has accumulated nine or more demerit points within a three year period</p>	<p>Driver abstract required</p> <p>TNC provides a list of all drivers who will be operating on the platform to NRPS</p> <p>NRPS performs a review of the abstract and CRS</p>	<p>Driver abstract required</p> <p>The TNC drivers provide the driver abstract to the TNC</p> <p>TNC collects and reviews to ensure compliance with the by-law and City audits</p>	<p>Driver abstract required</p> <p>The TNC drivers provide the driver abstract to the TNC</p> <p>TNC collects and reviews to ensure compliance with the by-law with City audits</p>	<p>Driver abstract required</p> <p>MTO record submitted to the PTC for review</p> <p>PTC screens to ensure compliance;</p> <p>City has final approval prior to driver activation on the PTC platform</p> <p>If PTC driver's provincial driver's licence is suspended/revoked, the PTC must immediately suspend/terminate the PTC drivers account</p>	<p>Driver abstract required</p> <p>TNC drivers provide the driver abstract to the TNC, screens are based on Regions' criteria</p> <p>TNC provides the records to the Region who audits</p> <p>A TNC driver shall be denied permission to operate on the platform where the driver has:</p> <p>Been found guilty of any of the following offences in the preceding five years from the date of application: -Careless driving -Impaired driving -Racing/Stunt driving -Exceeding the speed limit by 50 km/hr. or more</p> <p>Accumulated six points or three or more convictions on their driving abstract within three years of date of application or had their driving licence suspended within one year of the date of application</p>	<p>Driver abstract required</p> <p>Provincial licence must be valid at time of application/renewal (includes driver screening)</p>	<p>Driver abstract required</p> <p>The TNC drivers provide the driver abstract to the TNC</p> <p>TNC collects and reviews to ensure compliance with the by-law with City audits</p> <p>A TNC driver shall be denied or removed from the platform if they have accumulated more than six demerit points for minor offences or any one conviction which carries a demerit point value of four or more demerit points</p> <p>Collected by the TNC, audited by the City.</p>

ISSUE	CALGARY	HAMILTON	LONDON	NIAGARA REGIONAL POLICE SERVICE	OAKVILLE	OTTAWA	TORONTO	WATERLOO	QUEBEC	MISSISSAUGA (Pilot Project)
<b>Insurance</b>  <b>Who Collects, Submits and Reviews</b>	<p>The vehicle must be insured by a policy that has been approved by Alberta Superintendent of Insurance</p> <p>\$1M third party liability \$2M when fare accepted</p> <p>TNC to provide to City</p> <p>City reviews the insurance to ensure compliance with the by-law</p>	<p>General Liability insurance \$5M</p> <p>Automobile insurance of \$2M</p> <p>The Automobile Liability Insurance required shall include a permission to carry paying passengers for PTP or an equivalent endorsement or insurance</p> <p>Prove of insurance for each driver is collected by the PTP</p> <p>The insurance records are audited by the City</p>	<p>General Liability insurance \$5M</p> <p>Automobile insurance of \$2M</p> <p>The Automobile Liability Insurance required shall include a permission to carry paying passengers for TNC or an equivalent endorsement or insurance</p> <p>Information on the collection and auditing of insurance was not provided</p>	<p>General Liability insurance \$5M</p> <p>Automobile insurance of \$2M</p> <p>The Automobile Liability Insurance required shall include a permission to carry paying passengers for TNC or an equivalent endorsement or insurance</p> <p>Prove of insurance for each driver is collected by the TNC</p> <p>The insurance records are audited by the NRPS</p>	<p>General Liability insurance \$5M</p> <p>Automobile insurance of \$2M</p> <p>The Automobile Liability Insurance required shall include a permission to carry paying passengers for TNC or an equivalent endorsement or insurance</p> <p>Prove of insurance for each driver is collected by the TNC</p> <p>The insurance records are audited by the City</p>	<p>General Liability insurance (GLI) \$5 million</p> <p>Automobile insurance of \$2 million</p> <p>The Automobile Liability Insurance required shall include the NPCTF 6TN □ permission to carry paying passengers for PTC endorsement, or an equivalent endorsement or insurance acceptable to the City Clerk and Solicitor, and the insurance coverage may be obtained by the PTC driver, the PTC with which the PTC driver is affiliated, or any combination of the two acceptable to the City Clerk and Solicitor, provided that if the PTC driver fails to obtain the required coverage, or the coverage lapses, such coverage must be maintained by the affiliated PTC. Collected by the PTC, audited by the City.</p>	<p>General Liability insurance \$5M</p> <p>Automobile insurance of \$2M</p> <p>The Automobile Liability Insurance required shall include a permission to carry paying passengers for PTC or an equivalent endorsement or insurance</p> <p>Insurance company completes form which they submit directly to City (Uber has umbrella insurance)</p>	<p>General Liability insurance \$5M</p> <p>Automobile insurance of \$2M</p> <p>The Automobile Liability Insurance required shall include a permission to carry paying passengers for TNC or an equivalent endorsement or insurance</p> <p>Prove of insurance for each driver is collected by the TNC</p> <p>The insurance records are audited by the Region</p>	<p>The permit holder must have, under the Automobile Insurance Act, a liability insurance contract guaranteeing compensation for property damage caused by the automobiles used by partner-drivers when providing remunerated passenger transportation services and such contract must comply with any condition/restriction imposed by the AMF</p> <p>Remunerated transportation begins when the partner-driver connects to the permit holder's mobile application and ends when the partner-driver disconnects</p>	<p>General Liability insurance \$5M</p> <p>Automobile insurance of \$2M</p> <p>The Automobile Liability Insurance required shall include a permission to carry paying passengers for TNC or an equivalent endorsement or insurance</p> <p>Prove of insurance for each driver is collected by the TNC</p> <p>The insurance records are audited by the City</p>

ISSUE	CALGARY	HAMILTON	LONDON	NIAGARA REGIONAL POLICE SERVICE	OAKVILLE	OTTAWA	TORONTO	WATERLOO	QUEBEC	MISSISSAUGA (Pilot Project)
<b>Driver and Vehicle Identification</b>	Driver and vehicle identified through the mobile app.	Driver and vehicle identified through the mobile app.  Drivers are also issued an identification card.	Driver and vehicle identified through the mobile app.  Drivers are also issued an identification card.	Driver and vehicle identified through the mobile app.	Driver and vehicle identified through the mobile app.	Driver and vehicle identified through the mobile app.	Electronic licence - App.  PTC driver is issued an electronic licence which is displayed in the app, where it is made available to the customer.	Driver and vehicle identified through the mobile app.	Driver and vehicle identification was not addressed in the agreement for a pilot project.	Driver and vehicle identified through the mobile app
<b>Fare Rates and Surge Pricing</b>	TNC can set its own fare  Consumer to decide to accept or not  Surge pricing permitted	PTP can set its own fare  Consumer to decide to accept or not  Surge pricing permitted	TNC can set rates at their discretion, however, at no time will rates be increased above the maximum approved taxicab tariffs rates	TNC can set its own fare  Consumer to decide to accept or not  Surge pricing permitted	TNC can set its own fare  Consumer to decide to accept or not  Surge pricing permitted	PTC can set its own fare  Consumer to decide to accept or not  Surge pricing permitted	PTC can set its own fare  Consumer to decide to accept or not  Surge pricing permitted	TNC can set its own fare  Consumer to decide to accept or not  Surge pricing permitted	TNC to inform minister of basic rate change  In the event of disaster the TNC is to limit the increase to 1.5 times the regular rate	TNC can set its own fare  Consumer to decide to accept or not  Surge pricing permitted



ISSUE	CALGARY	HAMILTON	LONDON	NIAGARA REGIONAL POLICE SERVICE	OAKVILLE	OTTAWA	TORONTO	WATERLOO	QUEBEC	MISSISSAUGA (Pilot Project)
Hailing	TNCs are not permitted to accept hailing	PTPs are not permitted to accept hailing	TNCs are not permitted to accept hailing	TNCs are not permitted to accept hailing	TNCs are not permitted to accept hailing	PTCs are not permitted to accept hailing	PTCs are not permitted to accept hailing	TNCs are not permitted to accept hailing	TNCs are not permitted to accept hailing	TNCs are not permitted to accept hailing
Accessible Service	City has not addressed  A policy review is underway	TNCs are not required to provide accessible service	City licence issued for <input type="checkbox"/> Accessible Private Vehicle for Hire <input type="checkbox"/> owner and driver	No information provided	TNCs are not required to provide accessible service	No information provided	PTC is required to provide on-demand accessible service in accordance with the by-law  In the event that they are not able to provide service they are required to make alternate arrangements  In Toronto Uber entered into an agreement with a taxi brokerage to provide the service on their behalf	The issue of accessible service is under review	No information provided	TNC is required to provide on-demand accessible service in accordance with the by-law  In the event that they are not able to provide service they are required to make alternate arrangements

ISSUE	CALGARY	HAMILTON	LONDON	NIAGARA REGIONAL POLICE SERVICE	OAKVILLE	OTTAWA	TORONTO	WATERLOO	QUEBEC	MISSISSAUGA (Pilot Project)
-------	---------	----------	--------	--	----------	--------	---------	----------	--------	--------------------------------

<b>Staffing to Address TNC Licensing</b>	No additional staff required	One full-time Municipal Law Enforcement Officer  One full-time Licensing Administrator	No information provided	No information provided	No staffing increases at this time, will review in the future	No information provided	Toronto has hired six admin staff to address the administration of licences  They also employed a team of IT staff for software development  10 additional Municipal Law Enforcement Officers were added for enforcement	No information provided	No information provided	Five full-time contract officers dedicated to the enforcement of TNCs  Two full-time contract administration staff for the reviewing of TNC records and random audits  One full-time contract Project Manager for the Pilot Project
--	---------------------------------	--	----------------------------	----------------------------	--	----------------------------	---	----------------------------	----------------------------	--

ISSUE	CALGARY	HAMILTON	LONDON	NIAGARA REGIONAL POLICE SERVICE	OAKVILLE	OTTAWA	TORONTO	WATERLOO	QUEBEC	MISSISSAUGA (Pilot Project)
Restrictions on Number of TNCs	No restrictions on the number of TNCs	No restrictions on the number of PTPs	No restrictions on the number of TNCs	No restrictions on the number of TNCs	No restrictions on the number of TNCs	No restrictions on the number of PTCs	No restrictions on the number of PTCs	No restrictions on the number of TNCs	No restrictions on the number of TNCs	No restrictions on the number of TNCs
Estimated Number of TNC Drivers and Number of Trips Per Year.	No data provided	Estimated 24,000 drivers registered with PTPs  Estimated 1M trips per year	No driver data  Estimated 1.5M trips per year	No data provided	Estimated 25,000 drivers registered TNCs  Estimated 400,000 trips per year	No data provided	36,239 Licensed PTP drivers  Average of 62,000 trips per day	2,500 registered drivers  The TNC is licensed as a broker with a maximum number of drivers set at 2,999 drivers  Average of 62,000 trips a month in the Region.	No data provided	No data available  Estimated 6M trips per year

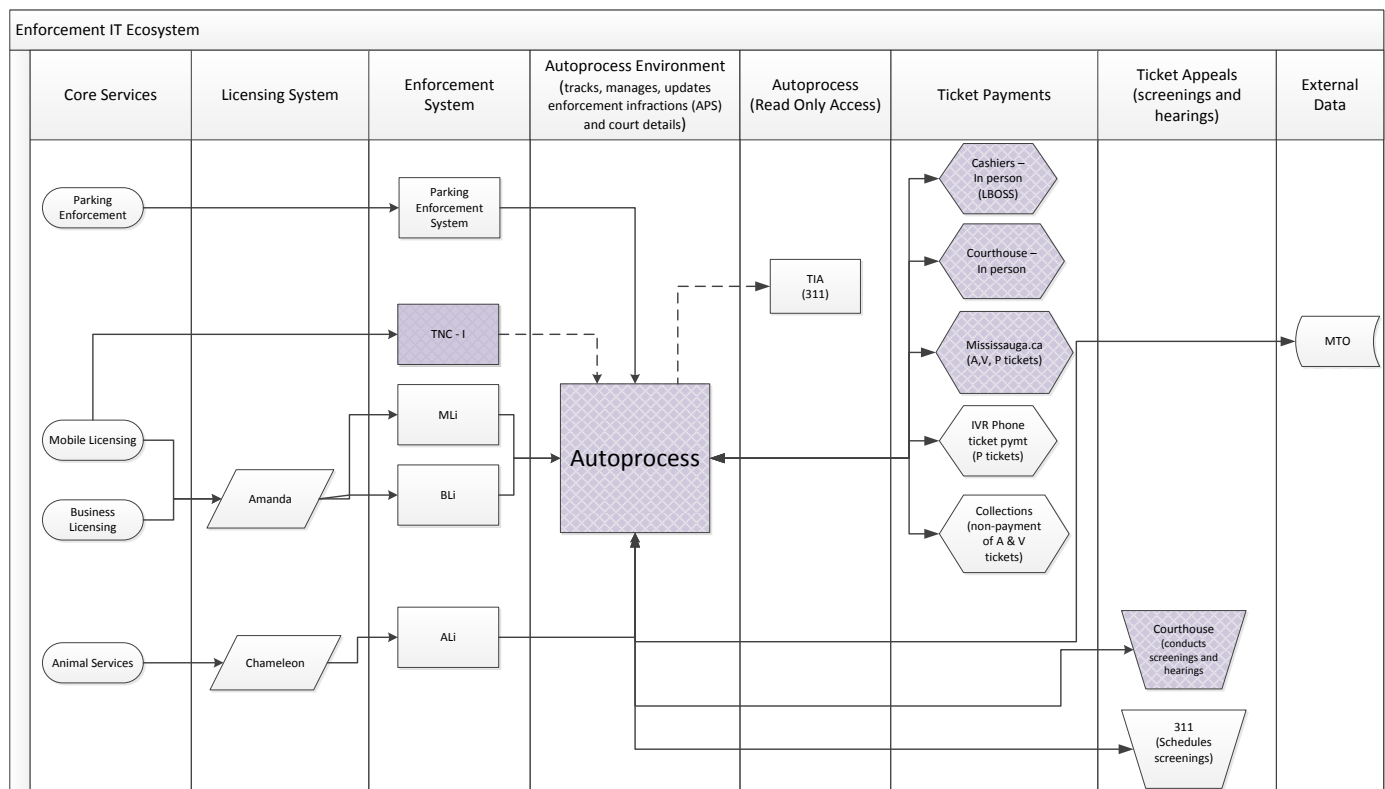
## TNC - Information Technology Support Plan

Information Technology (IT) has been working in partnership with Mobile Licensing throughout the TNC pilot project to develop the technology and associated infrastructure to support the delivery of the project objectives.

- A data sharing model that identifies controls for timely, accurate information inclusions is in place to facilitate the administration of TNC regulations
- A comprehensive database is established to store TNC transferred driver and trip data, collected inspection data, and to allow for complex data analysis
- Secure file transfer protocol connections are in place to receive and transmit TNC/City data
- An iOS app has been developed to conduct inspections, issue and print Notices of Contraventions
- Administrative and system access controls to application and database servers are in place so that data can be accessed by officers in the field seamlessly

IT will continue to support Mobile Licensing as the TNC pilot transitions to a regular and integrated part of day-to-day operations, and as new recommendations and regulations are established for this new transportation service model.

Integration of TNC operations within the Enforcement IT Ecosystem (below) will be completed in a planned and systematic approach. This work involves integrating with the current Autoprocess and payment systems under the Administrative Penalty system, and ensuring Ticket Payments and Ticket Appeals methods incorporate TNC penalties.



The building of the TNC mobile enforcement application on an iOS platform is a leading advancement for Information Technology and is unique among other municipalities who licence TNCs. Using the iOS platform allows the Enforcement Officers to conduct inspections from their city provided iPhone. As technology continues to evolve in a mobile environment, this kind of development will continue to be sought out by our business partners. Reviewing our mobile solution with a 3<sup>rd</sup> party expert will provide IT with important feedback on the application code, security and infrastructure and will also provide recommendations for future enhancements and development to ensure a scalable and secure solution that will meet future pressures and enable enforcement tools to standardize across inspection types further absorbing the impact of this service.

Transferring TNC data according to the established process requires secure file transfer and automated procedures to validate and control data accuracy. There are millions of data points that require administration, secure management, and storage. The accuracy of data, timeliness of transfer, and security protocols ensures that regulations can be monitored and enforced.

IT continues to look for opportunities to build on the success of the initial TNC application. Identified needs include development of an improved administrative portal, automating multiple processes to ensure efficiency and developing an integrated portal for drivers to report compliance with a Notice of Contravention, which will replace an email and manual update to the system.

In partnership with Mobile Licensing, IT will work to update the existing mobile inspection application to support areas identified within the Corporate Report as priorities. This includes addressing accessibility of TNCs for the public and incorporating other licence types within the application.

Changes to the Transportation Network Company By-law and continued deregulation of the Public Vehicle By-law, will result in changes to current IT systems and applications to accommodate these updates.

IT will continue to work with and support Enforcement in identifying industry disruptors and changes to the business models for TNCs or other public vehicles to ensure that Enforcement can meet its mandate of ensuring public and consumer safety.



**Ministry of  
Municipal Affairs  
and Housing**

Office of the Minister

777 Bay Street, 17<sup>th</sup> Floor  
Toronto ON M5G 2E5  
Tel.: 416 585-7000  
Fax: 416 585-6470

**Ministère des  
Affaires municipales  
et du Logement**

Bureau du ministre

777, rue Bay, 17<sup>e</sup> étage  
Toronto ON M5G 2E5  
Tél. : 416 585-7000  
Télec. : 416 585-6470



May 22, 2019

Dear Mayor/Regional Chair:

Our government for the people was elected to restore trust, transparency and accountability in Ontario's finances. As you know, the province has undertaken an independent line-by-line review of our own expenditures and in the 2019 Ontario Budget we put forward a plan that sets Ontario on the right path to achieve savings of four cents on every dollar.

Municipalities play a key role in delivering many provincial services that people across Ontario rely on. Taxpayers deserve modern, efficient service delivery that puts people at the centre and respects hard-earned dollars. The province has been clear that we expect our partners, including municipalities, to take steps to become more efficient.

In March, we announced funding to support small and rural municipalities' efforts to become more efficient and reduce expenditure growth in the longer term. In order to support large municipalities in driving modernization and transformation, the government is establishing the Audit and Accountability Fund which will allow these municipalities to access funding to undertake line-by-line reviews of their operations, led by independent third-party experts, with a goal of finding administrative efficiencies of four cents on every dollar spent.

In the coming days, Deputy Minister Laurie LeBlanc will be writing to your Chief Administrative Officers and/or Treasurers to provide more information about this application-based funding.

Thank you once again for your commitment to demonstrating value for money. I look forward to continuing to work together to help the people and businesses in communities across our province thrive.

Sincerely,

Steve Clark  
Minister of Municipal Affairs and Housing

c. Municipal CAO/Treasurer



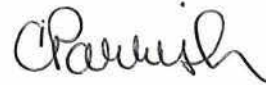


**Notice of Motion**

June 5, 2019

Moved by: C. Parrish

Seconded by: G. Carlson



**WHEREAS** Drew Road in Malton has several logistics companies with heavy trucking involved;  
and

**WHEREAS** several driver-training trucking schools are using the dead-end Drew Road to practise  
and test new truck drivers; and

**WHEREAS** these trucking school vehicles are contributing to increased traffic congestion and  
traffic safety issues, which already exist on Drew Road and its intersection with Airport Road;  
and

**WHEREAS** Ward 5 residents and businesses already endure more than 19,000 trucks per day on  
their main roads that cause traffic congestion and traffic safety issues, made worse by the influx  
of driving school vehicles; and

**WHEREAS** Section 40. (e) of *The Corporation of The City of Mississauga Vehicle Licensing By-law  
520-04* permits the establishment of exclusion zones in the City of Mississauga, where driving  
instruction is prohibited; and

**WHEREAS** under section 40. (e) "No person licensed as a Driving School Instructor shall offer or  
give instruction; on any road or highway within the area of the City of Mississauga bounded by:

(i) Airport Road to the west, Derry Road to the south, Goreway Drive to the east and to the  
north..."

**NOW THEREFORE BE IT RESOLVED:**

That an exclusion zone be enforced and signage installed on Drew Road in Malton, Ward 5,  
under Section 40. (e) of *The Corporation Of The City of Mississauga Vehicle Licensing By-Law  
520-04 in the City of Mississauga*.



**Lakeshore Connecting Communities Transportation Master Plan****General Committee May 29, 2019****Draft Resolution – Councillor Dasko**

WHEREAS the Move pillar in the Strategic Plan includes actions giving priority to “complete streets” that accommodate cycling and/or transit, improving the transportation network for pedestrians, cyclists and automobiles through network connectivity and accommodating the needs of cyclists when planning higher order transit;

AND WHEREAS Mississauga Official Plan contains policies to provide multi-modal transportation choices that include active transportation and transit and to develop an integrated cycling network to make cycling a viable choice;

AND WHEREAS the Port Credit Local Area Plan states that planning for transit, cycling facilities and pedestrian facilities along Lakeshore Road will become a priority to ensure efficient movement for multi-modal travel;

AND WHEREAS the 2018 Cycling Master Plan, approved by Council on July 4, 2018, identifies a separated cycle track for Lakeshore Road;

AND WHEREAS through the Lakeshore Connecting Communities Transportation Master Plan's public consultation process, it was recognized that not all road elements could be accommodated within the existing right-of-way, resulting in recommendations for wider sidewalks, streetscaping, street trees and cycling infrastructure while reducing the number of lay-by parking spaces available on Lakeshore Road and maintaining four general purpose travel lanes for vehicles;

AND WHEREAS concerns have been expressed with the proposed elimination of on-street parking on Lakeshore Road, between Stavebank Road and Hurontario Street, and the resulting impact on local business;

NOW THEREFORE BE IT RESOLVED THAT the Transportation and Works Department continue to review the proposed road elements in the next phases of the Environmental Assessment on Lakeshore Road, from Stavebank Road to Hurontario Street, with particular attention to the provision of on street parking to support local business.

