## City of Mississauga

# **Agenda**



#### **General Committee**

#### Date

2017/05/31

#### Time

9:00 AM

#### Location

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

#### **Members**

Councillor Ron Starr

Mayor Bonnie Crombie
Councillor Jim Tovey
Ward 1
Councillor Karen Ras
Ward 2
Councillor Chris Fonseca
Ward 3
Councillor John Kovac
Ward 4
Councillor Carolyn Parrish
Ward 5

Councillor Nando lannicca Ward 7 (Chair)

Ward 6

Councillor Matt Mahoney Ward 8
Councillor Pat Saito Ward 9
Councillor Sue McFadden Ward 10
Councillor George Carlson Ward 11

#### Contact

Sacha Smith, Legislative Coordinator, Legislative Services 905-615-3200 ext. 4516 Email sacha.smith@mississauga.ca

#### **Find it Online**

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



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#### INDEX- GENERAL COMMITTEE - MAY 31, 2017

1.	CALL	TO	<b>ORDE</b>	R
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- 2. **APPROVAL OF AGENDA**
- 3. **DECLARATION OF CONFLICT OF INTEREST**
- 4. **PRESENTATIONS Nil**
- 5. **DEPUTATIONS**
- 5.1. Todd Keely, Owner/Operator, TLK Towing with respect to Mississauga Tow Truck Plates
- 5.2. Stephanie Scott, General Manager, Malton BIA and Sam Kohli, Chairman, Malton BIA with respect to Malton Celebrates Canada Day.
- 5.3. Sonja Banic, Manager, Culture Operations and Jennifer Perrault, Event Programmer with respect to a program update and overview of the City's Canada 150th Anniversary Celebration on Canada Day (July 1st) at Mississauga Celebration Square.
- 5.4. Stuart Keeler, Manager and Chief Curator with respect to the new face of Museums of Mississauga, its Vision moving forward and the changes in the sector.
- 6. **PUBLIC QUESTION PERIOD** 15 Minute Limit

(Persons who wish to address the General Committee about a matter on the Agenda. Persons addressing the General Committee with a question should limit preamble to a maximum of two (2) statements sufficient to establish the context for the question. Leave must be granted by the Committee to deal with any matter not on the Agenda.)

#### 7. **CONSENT AGENDA**

- 8. MATTERS TO BE CONSIDERED
- 8.1. Canada 150 Community Infrastructure Program Small Arms Inspection Building
- 8.2. Bid Submission for the 2020 Ontario Summer Games
- 8.3. Open Air Burning By-Law Review

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# INDEX- GENERAL COMMITTEE - MAY 31, 2017 CONTINUED

8.4.	Fire Protection Services Agreement between the City of Mississauga and the Town of Milton
8.5.	Discount Transit Ticket Program Pilot Update- Mississauga Foodbanks
8.6.	2017 Tour de Mississauga
8.7.	Sole Source Contract Extension to POI Business Interiors Inc.
8.8.	2016 Annual Report for Access Requests under the Municipal Freedom of Information and Protection of Privacy Act (MFIPPA)
8.9.	At the request of Councillor Saito, discussion regarding waiving the Committee of Adjustment fee for a resident to reapply for a driveway issue in Ward 9.
9.	ADVISORY COMMITTEE REPORTS
9.1.	Diversity and Inclusion Advisory Committee Report 2 - 2017 May 17, 2017
9.2.	Traffic Safety Council Report 5 - 2017 May 24, 2017
10.	MATTERS PERTAINING TO REGION OF PEEL COUNCIL
11.	COUNCILLORS' ENQUIRIES
12.	OTHER BUSINESS/ANNOUNCEMENTS
13.	CLOSED SESSION - Nil
14.	ADJOURNMENT

## City of Mississauga

# **Corporate Report**



Date: 2017/05/08

To: Chair and Members of Council

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

Meeting date: 2017/05/31

## **Subject**

Canada 150 Community Infrastructure Program - Small Arms Inspection Building

#### Recommendation

- 1. That the Commissioner of Community Services and City Clerk be authorized to execute and affix the corporate seal on behalf of The Corporation of the City of Mississauga (the "City") to an amending contribution agreement between the City and Her Majesty the Queen in Right of Canada, as represented by the Minister responsible for the Federal Economic Development Agency of Southern Ontario ("FedDev") for funding by FedDev of the City project "Rehabilitation of the Small Arms Inspection Building", including any amendment thereto or ancillary document necessary to fulfill the Canada 150 Community Infrastructure Program requirements, each in a form satisfactory to Legal Services.
- 2. That all necessary by-laws be enacted.

## **Report Highlights**

- The City has been awarded \$1,000,000 in funding through the Canada 150 Community Infrastructure Program for the Rehabilitation of the Small Arms Inspection Building following the Agreement of Purchase and Sale of the building from Toronto and Region Conservation Authority (TRCA) on April 19, 2017;
- The approved Project will rehabilitate the south portion of the building;
- The Canada 150 Community Infrastructure Program amended agreement provides the City with the opportunity to leverage \$1,000,000 towards a project with eligible costs of \$4,342,000 with the City contributing \$1,772,000 and the TRCA contributing \$1,570,000. The total project budget is approximately \$4.6 million;
- Funding criteria allows expenditures as of April 1, 2016 with substantial completion by March 31, 2018;

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 A by-law authorizing the municipality to enter into an amending contribution agreement for the Canada 150 Community Infrastructure Program indicating the amount approved under the funding program and the name of the project indicated in the amended agreement is required by FedDev prior to submission of an initial claim.

## **Background**

The Canada 150 Community Infrastructure Program is part of a coordinated federal approach to celebrating Canada's 150<sup>th</sup> anniversary. The Canada 150 Community Infrastructure Program offers an opportunity for the City to complete Projects of historical significance that will help Celebrate Canada's 150<sup>th</sup> anniversary. The first intake was launched in 2015, with the City receiving funding for 25 projects with a total eligible cost of \$2,135,249. In 2016, the Government of Canada launched the second intake of the program in which the City was approved for funding for 28 projects with a total eligible cost of \$2,533,688.

As per Council resolution GC-0459-2016 the City entered into an Agreement of Purchase and Sale of the Small Arms Inspection Building from the TRCA which closed on April 19, 2017. In doing so, the TRCA agreed to facilitate the negotiation and transfer of funding in the amount of \$1,000,000 received through the Canada 150 Community Infrastructure Program from FedDev to the City and transfer to the City \$1,570,000 in secured project funds.

On May 2, 2017 the City received an amended contribution agreement from FedDev to include the Rehabilitation of the Small Arms Building. This amended agreement transfers the TRCA's Canada 150 Community Infrastructure Program funding of \$1,000,000 to the City. The Canada 150 Community Infrastructure Program grant application and funding agreement stipulate that the funding is for rehabilitation to the south portion of the building. Funding criteria allows for expenditures as of April 1, 2016 and the project must be substantially completed by March 31, 2018.

## Comments

In order for the City to make claims and receive payment for the Rehabilitation of the Small Arms Inspection Building project a by-law authorizing the municipality to enter into an amending contribution agreement for the Canada 150 Community Infrastructure Program indicating the name of the project in the amended agreement and the amount approved under the funding program is required by FedDev.

## **Financial Impact**

Under the Canada 150 Community Infrastructure Program criteria, the rehabilitation of the south portion of Small Arms Inspection Building (PN 16491) includes eligible costs of \$4,342,000. These costs will be covered by \$1,000,000 from FedDev, \$1,570,000 in external funding transferred by TRCA, and \$1,772,000 in City funding.

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#### Conclusion

The Canada 150 Community Infrastructure Program offers an opportunity for the City to complete Projects of historical significance that will help Celebrate Canada's 150<sup>th</sup> anniversary. In keeping with the Programs objectives, the Rehabilitation of the Small Arms Inspection building will provide improved heritage infrastructure for the benefit of the entire community.

#### **Attachments**

Appendix 1: Canada 150 Community Infrastructure Program - Amended Contribution Agreement - Project Addition

**FOR** 

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

Prepared by: Ashley Lyons, Coordinator Grants Funding

Federal Economic Development Agency for Southern Ontario Canada 150 - Community Infrastructure Program Amended Contribution Agreement - Project Addition

Project Number	Project Title	Ward	Tota	I Project Cost	 roved Federal nding Amount	City Share
808355	Rehabilitation of Small Arms Inspection Building	1	\$	4,342,000	\$ 1,000,000	\$ 1,772,000

## City of Mississauga

# **Corporate Report**



Date: 2017/05/18

To: Chair and Members of General Committee

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

Meeting date: 2017/05/31

## **Subject**

Bid Submission for the 2020 Ontario Summer Games

#### Recommendation

- That the Commissioner of Community Services be authorized to submit a bid to host the 2020 Ontario Summer Games to the Ministry of Culture, Tourism and Sport (MCTS) by June 15, 2017 and enter into a Transfer Payment Agreement with MCTS should Mississauga be successful in its bid.
- 2. That two (2) members of Council be appointed to the 2020 Ontario Summer Games Host Committee should Mississauga be successful in its bid.
- That all necessary bylaws be enacted.

## **Report Highlights**

- The City of Mississauga successfully hosted the Ontario Summer Games in August 2016 within the operating budget approved by Council. Over 4,000 athletes and officials came to Mississauga to compete in 32 events; it was the largest Summer Games program ever staged.
- The 2016 Ontario Summer Games achieved a tourism economic impact of \$6 million according to an assessment conducted by the Canadian Sport Tourism Alliance.
- The 2020 Games will consist of 3200 athletes and officials competing in 23 events, with an operating budget of approximately \$1.652 million.
- The City of Mississauga required contribution of \$250,000 will offset staffing and administration requirements for the Games.
- A bid submission is due June 15, 2017 if the City wishes to proceed.

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## **Background**

In 2014, following a comprehensive bid process, the City of Mississauga was awarded the 2016 Ontario Summer Games. Extensive internal operational and financial reviews were conducted during this exercise to ensure success of Mississauga's first major games bid. The 2013 Sport Tourism Strategy recommended the City set out to bid for multi-sport events that could be hosted using existing facilities, resources and infrastructure. The Ontario Summer Games program met this objective.

In 2016, the Games Organizing Committee (GOC) included staff leads responsible for the Implementation of logistics, operations and promotional planning for the games. This successful staffing model ensured fiscal responsibility and accountability. Regular reporting to the Host Committee overseeing the Games provided opportunities to address challenges, providing guidance and direction to the GOC. This effective model of managing the games would certainly be employed should a successful bid for the 2020 Summer Games be awarded to Mississauga.

Volunteers, trained specifically for Summer Games tasks are now Games ready and will enthusiastically lend their services and support for future multi-sport events. The 2020 Ontario Summer Games will have no challenges in the recruitment of an experienced volunteer workforce. Having a two year gap between the 2018 55+ Ontario Summer Games and the 2020 event provides enough down time to prevent the potential for over-taxing our resources.

Lessons learned in logistics strategies implemented in the larger Games program in 2016, makes for an easy transition to a smaller group of participants and pool of events in 2020. The clustering of events and putting the athlete experience first garnered positive feedback from athletes, officials and sport organizations. The same ideals will be put forth in 2020.

## **Present Status**

A conditional Letter of Intent to bid for the 2020 Ontario Summer Games was submitted to the Ministry of Culture, Tourism and Sport in April of this year. A full bid presentation to host the Games must be submitted to the Ministry by June 15, 2017 in order for the City of Mississauga to be considered as a host in 2020. If staff is approved to move forward in the bid process, the ministry will conduct a facility and site review in July 2017 and the successful host will be announced in August of this year.

#### **Comments**

The 2016 Ontario Summer Games was the largest summer games program ever hosted with 9 additional sports from the Ontario Winter Games. Over 4,000 athletes and officials competed in 32 different events within Mississauga and five neighbouring municipalities. In comparison, the 2020 Ontario Summer Games will include an estimated 3,200 athletes and officials competing in 23 different events requiring external facilities for diving, mountain biking and canoe/kayak only. Based on the success of the 2016 program both fiscally and operationally, the recruitment and

training of almost 1,000 volunteers and the positive feedback received, staff are confident that a successful bid for the 2020 Ontario Summer Games would be destined for the same level of success.

## **Financial Impact**

In 2016, the Ministry of Culture, Tourism and Sport announced an increase in funding to support municipalities in their hosting events of the Ontario Games program. Ministry funding now includes \$900,000 for operating expenses and provides for an additional \$100,000 in contingency funding to alleviate the need for a municipality to guarantee any debt incurred.

As shown in Appendix 1, the 2020 Ontario Summer Games projected operating budget of \$1.652 million includes transportation, accommodation and food services, and included is a municipal contribution of \$250,000 (\$125,000 in 2019 and \$125,000 in 2020) to fund the staffing and administration requirements of the Games. Should Mississauga be awarded the Games, the Recreation Division will request the required City contributions through the 2019-2022 Business Plan and Budget Process. Any funds that remain will be utilized as legacy funding in support of local youth and Para sport programming.

An economic impact of \$6 million is anticipated as local hotels, restaurants and shopping venues are utilized by participants, friends and family visiting Mississauga over the 4 day event. As noted, this was the measured impact of the 2016 Ontario Summer Games as reported by the Canadian Sport Tourism Alliance. Appendix 2 contains the full report from this model.

#### Conclusion

On the heels of a successful 2016 Ontario Summer Games program and the anticipated success of the 2018 55+ Ontario Summer Games, hosting the 2020 Ontario Summer Games would solidify Mississauga's position as an accomplished, host friendly sport community to organizers for future provincial, national and international level events.

#### **Attachments**

Appendix 1: Projected Operating Budget for the 2020 Ontario Summer Games

Appendix 2: Economic Impact Study: 2016 Ontario Summer Games

Shari Lichterman for Paul Mitcham, P. Eng, MBA, Commissioner of Community Services

Prepared by: Clara Grassia, Sport Tourism Events Coordinator

## **Division: Overview Summary**

Account Description	Bid Budget
Revenues	
Ministry of Tourism Culture and Sport	\$1,000,000
City of Mississauga	\$250,000
Athlete Registration Fees	\$242,000
Sponsorship/Grants	\$30,000
Ticket/Merchandise Revenue	\$80,000
Industry Partner Grants	\$50,000
Total Revenue	\$1,652,000
Expenditures	
Event Administration	\$250,000
IT & Equipment	\$20,000
Promotions	\$60,000
Special Events	\$100,000
Sport Technical	\$100,000
Volunteers	\$20,000
Medical	\$15,000
Transportation	\$215,000
Accommodation	\$400,000
Food Service	\$410,000
Security	\$15,000
Athlete Registration	\$15,000
Contingency	\$32,000
Total Expenses	\$1,652,000
Net Cash Expenditures	\$0

# 2016 Ontario Summer Games



# Mississauga 2016

Ontario Summer Games

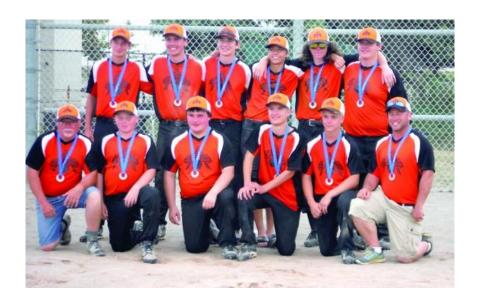
Jeux d'été de l'Ontario

## Mississauga, Ontario

Economic Impact Assessment
October 2016







## **Contact**

Tony Fisher
Canadian Sport Tourism Alliance
research@canadiansporttourism.com

## **Contents**

- Summary: 2016 Ontario Summer Games Mississauga
- Background & Methodology
- Detailed Findings
- Economic Impact Results
- Appendices

## Summary: Ontario Summer Games

From August 11-14, 2016 more than 3,900 athletes, coaches and officials from across Ontario came Mississauga to compete at the 2016 Ontario Summer Games. The Games featured athletes ranging in age from 12 to 18 years old competing in 34 different summer and winter sports.



The combined spending of out of town athletes and their supporters, in combination with the expenditures made by the organizers of the Ontario Summer Games totaled \$3.7 million, supporting \$6.3 million in economic activity in Ontario including \$5.5 million in economic activity in Mississauga. The spending in Mississauga supported \$2.1 million in wages and salaries in the province through the support of 35 jobs, of which 29 jobs and \$1.7 million in wages and salaries were supported in Mississauga. The total net economic activity (GDP) generated by the event was \$3.3 million for Canada as a whole; \$3.2 million for Ontario and \$2.5 million in Mississauga.

Considerable tax revenues were also generated by the 2016 Ontario Summer Games, totaling \$1.0 million. The event supported federal government tax revenues of \$444,000 with an additional \$470,000 in taxes accruing to the Province of Ontario. Moreover, \$82,500 in municipal taxes were supported in Ontario municipalities, of which \$63,000 was in Mississauga.

2016 Ontario Summer Games by the Numbers								
<b>3,249</b> athletes	<b>\$1.8</b> million in visitor spending directly attributable to OSG	<b>29</b> Mississauga jobs supported by the OSG	\$6.3 million in economic activity supported in Ontario					
8,385 friends & family supporters	<b>\$1.7</b> million in wages & salaries supported in Mississauga	<b>\$3.2</b> million boost to provincial GDP	<b>\$1.0</b> million in taxes supported across Canada					

# Background

The 2016 Ontario Summer Games was hosted in Mississauga, Ontario from August 11-14. The 2016 games were the largest ever held as they combined both winter and summer sports. The games featured 34 different sports that were contested by 3,250 athletes and almost 700 coaches, managers and referees. In addition the Ontario Summer Games attracted thousands of family members and friends of the athletes who came to Mississauga to provide support. The expenditures of the these supporters, along with the spending of event organizers in producing the event generated a significant economic impact for the city of Mississauga, the measurement of which is the subject of this report.

Economic Impact studies measure the change in economic activity in the host city or region arising from hosting an event or festival. The study first calculates the amount of new money being spent in the local region as a direct result of hosting the event, and then quantifies the impact this spending has on the regional, provincial, and national economy. <sup>1</sup>





¹ The Canadian Sport Tourism Alliance's (CSTA's) **Sport Tourism Economic Assessment Model**, Professional version (STEAM PRO 2.0) was used to generate the economic impact estimates detailed in this report. STEAM PRO, which was developed in 2006, is a model that has been designed to incorporate the results of primary data collected from event visitors and the budget / capital expenditures of event organizers and others to prepare economic impact assessments. The model, updated in 2016 is based on the Canadian Tourism Research Institute's (CTRI - a branch of The Conference Board of Canada) TEAM model, which is the most widely used tourism economic impact model in Canada. The results of STEAM PRO 2.0 are fully consistent with the CSTA's STEAM 2.0 model. A more detailed description of STEAM PRO 2.0 is contained within Appendix 1.

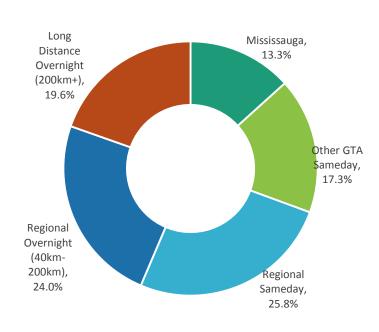
# Methodology

The majority of the data in this study was derived from an on-site survey that was prepared by the CSTA and delivered by Ontario Summer Games volunteers, in partnership with the City of Mississauga. Surveyors were trained and supervised by the Canadian Sport Tourism Alliance. The survey was primarily directed at Ontario Summer Games spectators and asked questions regarding their role with the games (i.e. were they related to a participant) along with questions regarding their spending while in Mississauga. A total of 315 parties were approached with 281 parties completing the survey.

## Visitor Origin & Volume

As noted, the 2016 Ontario Summer Games was attended by 3,249 athletes. The number of friends and family attending the games was calculated by multiplying the number of athletes by the average number of supporters per athlete, as identified in the survey. The survey found that on average, each athlete was accompanied by nearly 2.6 people. In addition, the survey found that there were a number of spectators watching the games who were not directly related to someone competing, with spectators coming from Mississauga. The final step in determining the overall attendance was adding in all 'other' participants including coaches, managers, referees and officials. As shown in the table on the next slide, the total attendance at the 2016 Ontario Summer Games was 13,633 people, of which 11,335 people came from outside of Mississauga (more than 40km, one-way).

## Visitor Origin



## **Ontario Summer Games Attendance**

Origin	Valid Percent	Participants	Family per Participant	Total Family	Non- family spectator (%)	Total non- family spectators	Total Spectators	Coach / Manager / PSO	Total Individuals
Mississauga	13.3%	432	2.87	1,238	43.3%	536	1,774	92	2,298
Other GTA	17.3%	562	2.70	1,517	10.3%	156	1,673	120	2,355
Regional Sameday	25.8%	838	2.42	2,031	10.3%	210	2,241	179	3,258
Regional Overnight	24.0%	780	2.74	2,135	11.1%	237	2,372	167	3,319
Long Overnight	19.6%	637	2.30	1,464	11.4%	166	1,630	136	2,403
Total	100.0%	3,249	2.58	8,385	15.6%	1,305	9,690	694	13,633
Visitors	86.7%	2,817	2.54	7,147	10.8%	769	7,916	602	11,335

# Visitor Spending – Per Person

As noted, out of town visitors were asked about their spending while in Mississauga. For the purposes of this study, visitors have been divided into four categories: Sameday visitors from the GTA, Sameday visitors from other parts of Ontario, Overnight visitors who travelled between 40km and 200km, and overnight visitors who travelled more than 200km. Among overnight visitors, approximately (25%) stayed with friends and family and 65% stayed in a hotel in Mississauga with the balance staying in a hotel outside of Mississauga, camping or making use of a short-term rental.

	Other GTA	Regional Sameday	Regional Overnight	Long Overnight	Average
Nights in Miss.	n/a	n/a	2.6	3.0	2.8
Accommodation	\$0.00	\$0.00	\$74.24	\$83.59	\$39.46
Restaurants	\$33.10	\$40.52	\$53.27	\$74.21	\$49.85
Grocery / Other Food & Beverages	\$6.34	\$6.39	\$14.27	\$17.78	\$11.10
Recreation & Entertainment	\$1.48	\$1.34	\$5.61	\$16.07	\$5.74
Shopping	\$16.79	\$26.43	\$26.98	\$52.60	\$30.13
Transportation in Miss.	\$7.22	\$10.22	\$13.63	\$20.36	\$12.74
Transportation to Miss.	\$5.23	\$7.08	\$10.18	\$13.11	\$8.88
Total	\$70.15	\$91.98	\$198.16	\$277.71	\$157.91

# Visitor Spending – Total

Respondents were asked to include any spending that they made on the behalf of the participants over and above the food / accommodation provided directly by the OSG. In addition, the study incorporates incremental spending made by other participants (coaches, officials, etc.) over and above the spending made on their behalf by the event organizers. In total, visitor spending at the Ontario Summer Games reached \$1.8 million in the City of Mississauga.

	Other GTA	Regional Sameday	Regional Overnight	Long Overnight	Average
Visitors	2,355	3,258	3,319	2,403	11,335
Accommodation	\$0	\$0	\$246,399	\$200,855	\$447,254
Restaurants	\$77,953	\$132,003	\$176,798	\$178,338	\$565,092
Grocery / Other Food & Beverages	\$14,930	\$20,830	\$47,349	\$42,724	\$125,833
Recreation & Entertainment	\$3,480	\$4,364	\$18,606	\$38,611	\$65,060
Shopping	\$39,532	\$86,117	\$89,531	\$126,391	\$341,571
Transportation in Miss.	\$16,994	\$33,294	\$45,223	\$48,922	\$144,434
Transportation to Miss.	\$12,324	\$23,060	\$33,783	\$31,504	\$100,671
Total	\$165,214	\$299,668	\$657,689	\$667,345	\$1,789,916

# Ontario Summer Games – Operational Expenditures

## **Operations**

The organizers of the 2016 Ontario Summer Games spent just over \$1.9 million in hosting the games, with major expenses being related to food and beverages for athletes, facility rental costs and the wages and salaries of the organizers.



# **Economic Impact Results**

The combined spending of out of town athletes and their supporters, in combination with the expenditures made by the organizers of the Ontario Summer Games totaled \$3.7 million, supporting \$6.3 million in economic activity in Ontario including \$5.5 million in economic activity in Mississauga. The spending in Mississauga supported \$2.1 million in wages and salaries in the province through the support of 35 jobs, of which 29 jobs and \$1.7 million in wages and salaries were supported in Mississauga. The total net economic activity (GDP) generated by the event was \$3.3 million for Canada as a whole; \$3.2 million for Ontario and \$2.5 million in Mississauga.

Considerable tax revenues were also generated by the 2016 Ontario Summer Games, totaling \$1.0 million. The event supported federal government tax revenues of \$444,000 with an additional \$470,000 in taxes accruing to the Province of Ontario. Moreover, \$82,500 in municipal taxes were supported in Ontario municipalities, of which \$63,000 was in Mississauga.



Ontario Summer Games

Jeux d'été de l'Ontario

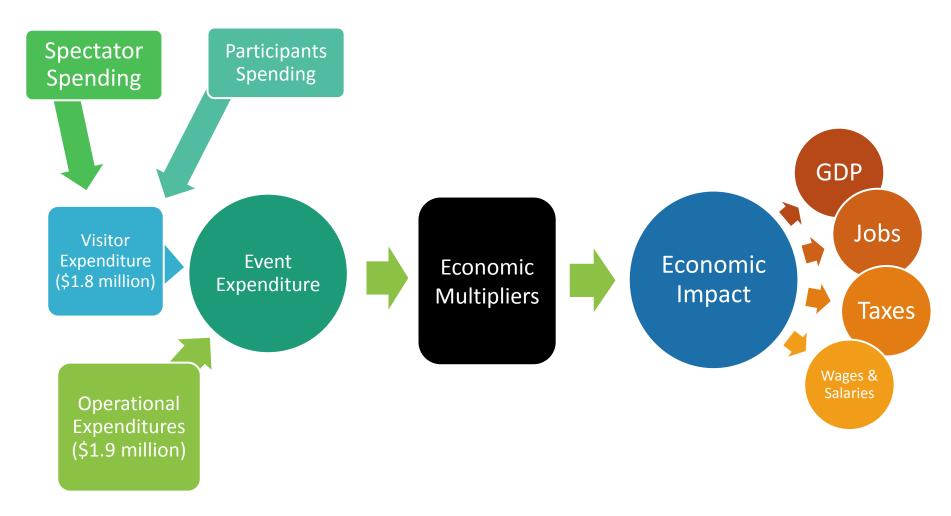
	Mississauga	Ontario	Canada
Initial Expenditure	\$3,699,286	\$3,699,286	\$3,699,286
GDP	\$2,486,130	\$3,169,790	\$3,349,002
Wages & Salaries	\$1,713,623	\$2,126,942	\$2,215,521
Employment	28.9	35.2	36.4
Industry Output	\$5,522,545	\$6,324,128	\$6,698,985
Total Taxes	\$802,350	\$978,508	\$1,017,658
Federal	\$349,377	\$425,225	\$444,149
Provincial	\$389,991	\$470,710	\$486,254
Municipal	\$62,981	\$82,573	\$87,255

<sup>&</sup>lt;sup>2</sup> Jobs reported in this study refer to the number of jobs, vs. full time equivalent (i.e.: two people working half time in a job that typically features half time employment would represent two jobs or one FTE). Additionally, the direct employment effects are generally extra shifts or overtime for existing workers rather than new employment.

## Economic Impact Results -Detailed

	Mississauga	Ontario	Canada <sub>8.2</sub>
Initial Expenditure	\$3,699,286	\$3,699,286	\$3,699,286
	Gross Domestic	Product	
Direct Impact	\$921,354	\$1,029,293	\$1,029,293
Indirect Impact	\$1,110,213	\$1,455,060	\$1,563,140
Induced Impact	\$454,563	\$685,437	\$756,569
Total Impact	\$2,486,130	\$3,169,790	\$3,349,002
	Industry Ou	lput .	
Direct & Indirect	\$4,756,374	\$5,168,816	\$5,409,079
Induced Impact	\$766,171	\$1,155,312	\$1,289,906
Total Impact	\$5,522,545	\$6,324,128	\$6,698,985
	Wages & Sal	aries	
Direct Impact	\$739,636	\$806,236	\$806,236
Indirect Impact	\$768,477	\$991,913	\$1,045,408
Induced Impact	\$205,509	\$328,793	\$363,877
Total Impact	\$1,713,623	\$1,713,623 \$2,126,942	
	Employment (Full-	year jobs)	
Direct Impact	10.2	11.2	10.9
Indirect Impact	15.1	18.7	19.6
Induced Impact	3.7	5.3	5.9
Total Impact	28.9	35.2	36.4
	Taxes (Tota	al)	
Federal	\$349,377	\$425,225	\$444,149
Provincial	\$389,991	\$389,991 \$470,710	
Municipal	\$62,981	\$82,573	\$87,255
Total	\$802,350	\$978,508	\$1,017,658

# **How Economic Impact Modelling Works**





# **Event Expenditure**

- Represents the combined spending of:
  - Event Visitors (Tourism)
  - Event Operations
  - Event Capital Construction
- Is the amount of money being spent in the community BEFORE the application of any economic multipliers





Gross

Domestic

Product

# Gross Domestic Product (GDP)

- Represents the total value of production of goods and services in the economy resulting from the initial expenditure under analysis
- This is a NET measure and represents the value of goods and services produced less the cost of inputs used. It also accounts for the value of any imports to the region under consideration
- The concept is well understood by most government stakeholders and economists



Economic Activity

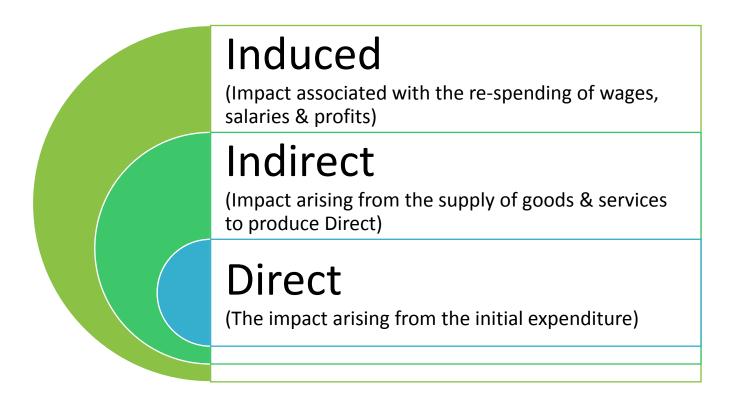
# **Economic Activity**

This figure represent the direct, indirect and induced impacts on industry output generated by the initial tourism expenditure. It should be noted that the industry output measure represents the **sum** total of all economic activity that has taken place and consequently involve double counting on the part of the intermediate production phase.

Since the Gross Domestic Product (GDP) figure includes only the **net** total of all economic activity (i.e. considers only the value added), the industry output measure will always exceed or at least equal the value of GDP.



# **Economics Background**





#### **Background**

Briefly, the purpose of STEAM 2.0 is to calculate both the provincial and regional economic impacts of sport and event based tourism. The economic impacts are calculated on the basis of capital and operating expenditures on goods, services and employee salaries, and on the basis of tourist spending within a designated tourism sector. The elements used to measure the economic impacts are Gross Domestic Product (GDP), Employment, Taxes, Industry Output and Imports. STEAM measures the direct, indirect & induced effects for each of these elements.

In order to produce economic contribution assessments that are robust and reliable, we developed specific economic contribution models at the national, provincial and metropolitan levels that make use of the most current and most detailed input-output tables and multipliers available from Statistics Canada. The approach also leverages the credibility and robustness of sector specific tax data available from Statistics Canada's Government Revenues Attributable to Tourism (GRAT) report.

#### Technical Description of the Impact Methodology Used by STEAM<sup>2.0</sup>

While the economic contribution analysis will be conducted primarily at the provincial level, developing highly disaggregated provincial economic models required first the construction of a highly disaggregated national economic contribution model. The reason for this was that detailed input-output tables from Statistics Canada are only publicly available at the national level.

For STEAM 2.0 and STEAM PRO 2.0, we pioneered a solution that leveraged the detail available on an industry basis from the national model using aggregate multipliers that are available for each province and territory.

While the set of multipliers that Statistics Canada produces do not provide insights into the economic contributions attributed to specific industries operating within the economy, they do represent a known aggregate level which the overall economy can be expected to benefit by. The key to our approach is the linkage between the industry level detail (provided by the model developed from the input-output tables) with the benchmarks provided by the various multipliers.

STEAM 2.0 and many other impact studies are based on input-output techniques. Input-output models involve the use of coefficients that are based on economic or business linkages. These linkages trace how tourist expenditures or business operations filter through the economy. In turn, the coefficients applied are then used to quantify how tourism related activity in a particular region generates employment, taxes, income, etc. The input-output approach indicates not only the direct and indirect impact of tourism, but can also indicate the induced effect resulting from the re-spending of wages and salaries generated.

All impacts generated by the model are given at the direct impact stage (i.e. the "front line" businesses impacted by tourism expenditures), indirect impact stage (i.e. those industries which supply commodities and/or services to the "front line" businesses) and the induced impact stage (induced consumption attributable to the wages and salaries generated from both the direct and indirect impact).

The direct and indirect impact phase results are benchmarked with the corresponding direct and indirect multipliers from Statistics Canada at the national level, on an industry by industry basis.

We developed induced round effects that replicate the re-spending behavior of consumers (who benefited through wages either directly or indirectly by sport events) along income ranges. The re-spending profiles used account for different average wages that exist in specific industry sectors. Ultimately, the re-spending profiles permit the determination of distinct levels and composition of induced consumption depending upon the extent to which those industries are directly and indirectly affected by economic activity arising from hosting sports events and festivals.

After the level and composition of induced consumption is determined, the process involved treating the induced consumption spending in a separate analysis—much the same as the original sport event related expenditures were. Hence, these expenditures were simulated through the direct and indirect impact phase and treated as if they were initial expenditures.

Once again, the magnitude of the results of the induced impact phase was benchmarked against the corresponding multipliers supplied by Statistics Canada. Again, this is done to ensure that, in aggregate, the estimates align with those from Statistics Canada but at the same time the analysis also provides an industry by industry breakdown.

Taxes and employment are two key impact measures that require data sources beyond those available in the input-output model.

#### Taxes

Despite the fact that many of the sales tax ratios are available from the margins tables produced by Statistics Canada, additional work was required to adjust these rates based on possible changes in tax rates between 2010 (the year of the input-output tables) and 2012 (the year of the analysis). To extend the analysis to include the full range of taxes and fees impacted by sport events, we relied on statistics reported in Statistics Canada's Government Revenues Attributable to Tourism (GRAT) report. This report is particularly useful because it follows the concepts and definitions as identified in the Canadian Tourism Satellite Account (CTSA). As well, the scope of taxes covered by the GRAT is more comprehensive than what would be possible using only the input-output tables. In particular, the GRAT includes taxes on incomes (i.e., on employment earnings, corporate profits, net income of unincorporated business and government business enterprises), contributions to social insurance plans (i.e., premiums for Canada/Quebec Pension Plan, Employment Insurance and workers compensation), taxes on production and products (such as sales and property taxes), and from sales of government goods and services.

Aside from reporting on the tax collections directly attributable to tourism, the GRAT study also identifies the composition and level of taxes attributed to various industry segments of the economy. At the present time, the most recent GRAT report relates to the 2011 calendar year. The established rates calculated from GRAT were adjusted, where applicable, to reflect rate changes that occurred between 2011 and subsequent years.

To incorporate the findings from the GRAT study into our analysis, we estimated ratios that were based on the most current industry sector tax data along with the most current GDP estimates on an industry basis. The resulting tax coefficients were then used to determine tax calculations that would be based on GDP estimates stemming from the model on an industry by industry basis.

The categories of taxes that were benchmarked against the GRAT statistics include corporate taxes, contributions to social insurance plans and other taxes on production. Other taxes on production comprise property taxes, payroll taxes, capital taxes, permits and many other miscellaneous taxes covering federal, provincial and municipal levels of government. The contributions to social insurance plans include employment insurance, worker's compensation and the Canada and Quebec pension plans.

We also went outside of the figures reported in the GRAT report to assemble income tax coefficients. This was done to capture the detail that was already available from the input-output analysis and to better align with the granular demand associated with sporting event expenditures. The source used to assemble specific income tax rates, by income range, was the Canadian Tax Foundation's most recent Finances of the Nation report. This report provide insights on taxes on incomes (i.e., on employment earnings, corporate profits, net income of unincorporated business and government business enterprises) and contributions to social insurance plans (i.e., premiums for Canada/Quebec Pension Plan, Employment Insurance and workers compensation).

#### **Employment**

Employment is a measure that is available, in aggregate form, from the multiplier tables produced by Statistics Canada. However, the employment multipliers relate to the year of the tables (2010) and not the year of the current analysis. To adjust for this difference, indices of average wage growth by industry were incorporated to reflect the period between 2010 and the year under analysis. Annual data from Statistics Canada's Labour Force survey were used on an industry basis to capture the change in average earnings.

Once again, in order to preserve the industry by industry detail available from the model, appropriate average wages were applied against industry labour income estimates to align with the employment multipliers from Statistics Canada. The one distinction being that the employment multipliers reflect the economy operating in 2010. Hence, adjustments on average wages were made to estimate what the employment multipliers would resemble had they been produced for subsequent years.

#### Regional (Sub-Provincial) Impact Methodology

The method used to simulate intraprovincial commodity flows and ultimately regional impacts follows directly from regional economic principles. The principle is referred to as the "gravity model". Basically the "gravity model" states that the required commodity (& service) inputs will be "recruited" in a manner that takes into consideration economies of scale (i.e. production costs), transportation costs and the availability of specific industries. Economies of scale (i.e. lower production costs) are positively correlated with input demand while greater transportation costs are negatively correlated with input demand. Fulfilling that demand from other provincial regions is contingent on the fact that the specific industry does actually exist. An advantage of using the "gravity model" to simulate intraprovincial commodity flows is that as the industrial composition of the labour force changes, or as new industries appear for the first time in specific regions, the share of production between the various sub-provincial regions also changes.

By following this principle of the gravity model, all sub-provincial regions of a province are assigned a coefficient for their relative economies of scale in each industry (using the latest industry labour force measures) as well as a coefficient to represent the transportation cost involved to get each industry's output to the designated market. One variation on the "gravity model" principle involves the estimation of "relative trade distances" by incorporating different "weights" for different modes of transport. Once these coefficients are generated for all regions and over all industries, a measure of sensitivity (mostly relative to price, but in the case of service industries also to a "local preference criteria") is then applied to all commodities. Another variation on the strict "gravity model" approach is that the measure of sensitivity is adjusted by varying the distance exponent (which in the basic "gravity model" is 2) based on the commodity or service required. The variation in distance exponents revolve, principally, around two research hypotheses: (1) the greater the proportion of total shipments from the largest producer (or shipper), the lower the exponent, and (2) the greater the proportion of total flow which is local (intraregional), the higher the exponent.

# Appendix 2: Glossary of Terms Used by STEAM<sup>2.0</sup>

**Initial Expenditure** - This figure indicates the amount of initial expenditures or revenue used in the analysis. This heading indicates not only the total magnitude of the spending but also the region in which it was spent (thus establishing the "impact" region).

**Direct Impact** - Relates ONLY to the impact on "front-line" businesses. These are businesses that initially receive the operating revenue or tourist expenditures for the project under analysis. From a business perspective, this impact is limited only to that particular business or group of businesses involved. From a tourist spending perspective, this can include all businesses such as hotels, restaurants, retail stores, transportation carriers, attraction facilities and so forth.

**Indirect Impact** - Refers to the impacts resulting from all intermediate rounds of production in the supply of goods and services to industry sectors identified in the direct impact phase. An example of this would be the supply and production of bed sheets to a hotel.

**Induced Impact** - These impacts are generated as a result of spending by employees (in the form of consumer spending) and businesses (in the form of investment) that benefited either directly or indirectly from the initial expenditures under analysis. An example of induced consumer spending would be the impacts generated by hotel employees on typical consumer items such as groceries, shoes, cameras, etc. An example of induced business investment would be the impacts generated by the spending of retained earnings, attributable to the expenditures under analysis, on machinery and equipment.

**Gross Domestic Product (GDP)** - This figure represents the total value of production of goods and services in the economy resulting from the initial expenditure under analysis (valued at market prices).

- NOTE: The multiplier of Total/Initial, represents the total (direct, indirect and induced) impact on GDP for every dollar of direct GDP. This is a measure of the level of spin-off activity generated as a result of a particular project. For instance if this multiplier is 1.5 then this implies that for every dollar of GDP directly generated by "front-line" tourism businesses an additional \$0.50 of GDP is generated in spin-off activity (e.g. suppliers).
- The multiplier of total/\$ Expenditure, represent the total (direct, indirect and induced) impact on GDP for every dollar of expenditure (or revenue from a business perspective). This is a measure of how effective project related expenditures translate into GDP for the province (or region). Depending upon the level of expenditures, this multiplier ultimately determines the overall level of net economic activity associated with the project. To take an example, if this multiplier is 1.0, this means that for every dollar of expenditure, one dollar of total GDP is generated. The magnitude of this multiplier is influenced by the level of withdrawals, or imports, necessary to sustain both production and final demand requirements. The less capable a region or province is at fulfilling all necessary production and final demand requirements, all things being equal, the lower the eventual economic impact will be.

# Appendix 2: Glossary of Terms Used by STEAM<sup>2.0</sup>

**GDP** (at factor cost) - This figure represents the total value of production of goods and services produced by industries resulting from the factors of production. The distinction to GDP (at market prices) is that GDP (at factor cost) is less by the amount of indirect taxes plus subsidies.

**Wages & Salaries -** This figure represents the amount of wages and salaries generated by the initial expenditure. This information is broken down by the direct, indirect and induced impacts.

**Employment** - Depending upon the selection of employment units (person-years or equivalent full-year jobs) these figures represent the employment generated by the initial expenditure. These figures distinguish between the direct, indirect and induced impact. "Equivalent Full-Year Jobs", if selected, include both part-time and full-time work in ratios consistent with the specific industries.

• **NOTE:** The multiplier (B) is analogous to Multiplier (B) described earlier with the exception being that employment values are represented per \$1,000,000 of spending rather than per dollar of spending. This is done to alleviate the problem of comparing very small numbers that would be generated using the traditional notion of a multiplier (i.e. employment per dollar of initial expenditure).

**Industry Output** - These figures represent the direct & indirect and total impact (including induced impacts) on industry output generated by the initial tourism expenditure. It should be noted that the industry output measure represents the **sum** total of all economic activity that has taken place and consequently involve double counting on the part of the intermediate production phase. Since the Gross Domestic Product (GDP) figure includes only the **net** total of all economic activity (i.e. considers only the value added), the industry output measure will always exceed or at least equal the value of GDP.

**Taxes -** These figures represent the amount of taxes contributed to municipal, provincial and federal levels of government relating to the project under analysis. This information is broken down by the direct, indirect and induced impacts.

**Imports** - These figures indicate the direct, indirect and induced final demand and intermediate production requirements for imports both outside the province and internationally.

## City of Mississauga

# **Corporate Report**



Date:	2017/05/04	Originator's files:
To:	Chair and Members of General Committee	
From:	Paul Mitcham, P. Eng, MBA, Commissioner of Community Services	Meeting date: 2017/05/31

## **Subject**

Open Air Burning By-Law Review

#### Recommendation

That General Committee provide direction to staff in terms of the preferred option of implementation for the City's Open Air Burning By-law:

- a. Make no changes to the Open Air Burning By-Law 49-03; or
- b. Enact a by-law to amend the Open Air Burning By-Law 49-03 according to the report titled "Open Air Burning By-law"; or
- c. Enact a by-law to repeal the Open Air Burning By-Law 49-03 to allow open air burning to be regulated solely by the Ontario Fire Code.

## **Report Highlights**

- A council of a municipality is empowered under section 7.1(1) of the *Fire Protection and Prevention Act*, 1997, S.O. 1997 C.4 to pass a by-law regulating the setting of open air fires including establishing the times during which open air fires may be set (the "Open Air Burning By-Law").
- The existing Open Air Burning By-Law was established in 2003.
- In 2016 Mississauga Fire and Emergency Services (MFES) responded to 175 open air burning complaints.
- New outdoor living options for cooking, heating and recreational use have been introduced since the creation of the existing Open Air Burning By-Law.
- Staff have determined that there are three options for the Open Air Burning By-Law moving forward: (1) Status quo (2) amend the by-law and (3) repeal the by-law.

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## **Background**

City Council has authorized, under section 7.1(1) of the *Fire Protection and Prevention Act*, 1997, S.O. 1997 c.4 to establish open air burning regulations within a municipality. By-Law 49-2003 was established in 2003 to regulate the setting of open air fires within the City of Mississauga (the "Open Air Burning By-Law"). Since the City enacted the Open Air Burning By-Law, many new options have become available to consumers for outdoor living spaces which include cooking, heating and recreation units/appliances which are not reflected in the Open Air Burning By-Law. Since the Open Air Burning By-Law is silent on many of these new products, there can be some confusion over allowable use. As a result of the increasing number of complaints received, an amendment to the Open Air Burning By-Law should be considered.

#### Comments

Administration and enforcement of the Open Air Burning By-Law is the responsibility of the Fire Chief. All open air burning shall comply with the provisions of the *Environmental Protection Act*, R.S.O. 1990, c.E.19 as amended. The Open Air Burning By-Law allows for open air fires and the burning of solid fuels. Examples of solid fuels are wood, paper, and yard waste. According to the Open Air Burning By-Law open air fires fall into 2 categories.

#### Fires Requiring a Permit

 All open air fires other than cooking fires and those in outdoor fireplaces such as a Chimineas.

#### Fires Not Requiring a Permit

- Those in manufactured outdoor fireplaces (Chimineas as long as they meet regulations defied in the by-law)
- Cooking fires.

According to the Open Air Burning By-Law, open air burning is not permitted if it is a nuisance to the public or during smog alerts covering the City of Mississauga. Data collected over the last 2 years indicates that MFES staff responded to 371 calls related to open air burning with an average of just over 185 calls per year. The number of complaints in 2016 was slightly less than the average. Many of these were recorded as nuisance type complaints as defined in the by-law. Typically nuisance burning complaints are as a result of strained relationships between neighbouring residents.

When MFES staff investigate burning complaints and it is determined that the resident is not in compliance with the Open Air Burning By-Law, the resident is requested to extinguish the fire immediately. Staff remain on scene to ensure the fire is extinguished and assistance is provided if required. The attending fire officer will collect information from the resident for fire reporting. Fire vehicles are taken out of service when responding to open air burning complaints as the investigation requires staff to speak with both the offender and complainant.

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Charges are rarely laid where MFES have not observed the open air fire as the complainant is often unwilling to testify in court.

The chart below illustrates the requirements as outlined in Open Air Burning by-laws in surrounding municipalities.

		Components Addressed in By-law					
Municipality	Permit Required	Gas appliances	Wood burning appliances	Cooking Fires	Nuisance and/or EPA	Noxious materials	
Mississauga	Yes	No	Yes	Yes	Yes	No	
Vaughan	Yes	No	No	Yes	Yes	No	
London	Yes	No	No	Yes	Yes	Yes	
Toronto	Yes	No	No	No	No	No	
Milton	Yes	No	No	No	Yes	Yes	
Brampton	Yes	No	No	Yes	Yes	Yes	
Ottawa	Yes	Yes	Yes	Yes	No	Yes	
Hamilton	Yes	No	No	No	Yes	No	
Kitchener	Yes	No	Yes	Yes	Nuisance	Yes	

All Municipalities surveyed had a By-Law that addressed open air burning with the exception of the City of Toronto. The City of Toronto required that all fires, of any nature, require a permit as part of the approval process required to in the Ontario Fire Code.

The Ontario Fire Code allows for small fires for cooking purposes; a municipality does not have the authority to impose a ban, but can regulate and restrict this activity through the use of municipal by-laws.

## **Options**

MFES is seeking direction from General Committee to revisit the current Open Air Fires By-Law and provide direction with respect to proceeding with one of the following options:

#### Option #1

Open Air Burning By-Law remains unchanged.

#### Option #2

Open Air Burning By-Law is amended to address deficiencies as identified by the Fire Chief which could include:

- More robust definitions regarding outdoor fireplaces and cooking fires.
- Update permit requirements to require structures which are not manufactured or certified under any standard to meet City determined standards.

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 Require structures that are built without the necessity of a building permit such as large brick fireplace and cooking structures to obtain a permit for open air burning.

 Exempt outdoor fireplaces/appliances fueled by natural gas or propane which are recognized by TSSA as approved appliances from obtaining a permit for open air burning.

## Option #3

Repeal the Open Air Burning By-Law. Without a municipal by-law, compliance would be determined according to the Ontario Fire Code which requires approval by the Chief Fire Official for all open air burning except open air burning used to cook food on a grill, barbeque or spit. This option would require an application for approval by the Chief Fire Official for any fire not being used for cooking purposes in compliance with the Fire Code.

# **Financial Impact**

None.

## Conclusion

Given the continuous complaints received by Fire Prevention, Council and Emergency Response during the summer season, the by-law in its current form does not appear to be effective with respect to regulating opening air fires.

MFES is asking General Committee for direction with respect to Open Air Fires.

**FOR** 

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

Prepared by: Nancy Macdonald-Duncan, Acting Assistant Chief, Fire Prevention and Life Safety

# City of Mississauga

# **Corporate Report**



Date: 2017/04/21

To: Chair and Members of General Committee

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

Meeting date: 2017/05/31

# **Subject**

Fire Protection Services Agreement between the City of Mississauga and the Town of Milton

## Recommendation

That a by-law be enacted authorizing the Commissioner of Community Services and the City Clerk to execute and affix the Corporate Seal to a Fire Protection Services Agreement between The Corporation of the City of Mississauga ("City") and the Corporation of the Town of Milton.

# **Background**

Mississauga Fire and Emergency Services (MFES) is responsible for emergency services within the boundaries of the City of Mississauga and as such has obligations for fire suppression and other emergency services through the *Fire Protection and Prevention Act*. Milton also maintains a fire department staffed with personnel and equipment for suppression and other emergency services in the Town of Milton.

MFES and Milton Fire and Emergency Services have worked together on many occasions and intend to continue this arrangement in order to provide appropriate fire protection to persons, lands and premises within the defined areas of the agreement within the Town of Milton. To that end, a fire protection services agreement has been drafted that will clearly define the areas of primary response for MFES as well as roles and responsibilities for both parties.

## **Present Status**

The Fire Protection Services Agreement has been reviewed by Legal Services on behalf of the City and by the Town of Milton Legal Services Department and has been deemed satisfactory to all parties.

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## Comments

According to the Fire Protection Services Agreement, the City of Mississauga agrees to provide certain fire suppression, rescue and emergency response services to Milton. The significant terms of the Fire Protection Services Agreement are as follows:

- Milton Fire and Emergency Services is responsible for notifying MFES of all requests for service that are within the area of MFES primary response through the Joint Fire Communications Centre.
- 2. In the event that an emergency occurs in the area of MFES primary response MFES may respond and operate as it would for response within the City of Mississauga.
- 3. Where MFES is the primary responder, MFES may at is sole discretion, refuse the request to provide assistance.
- 4. MFES may determine the nature, type, scope, response time and amount of assistance to be provided or provide alternatives to the assistance requested.
- 5. MFES will notify Milton Fire and Emergency Services through its communication centre when it responds to an emergency incident within the area to be serviced.
- MFES will notify Milton Fire and Emergency Services through its communication centre when the emergency scene will not be terminated within one hour of emergency operations.
- 7. MFES will report to the Office of the Fire Marshal, the Mayor and/or Council all emergencies for which assistance was offered, requested or provided by MFES where deemed appropriate by the Fire Chief.
- 8. MFES will charge a fee equivalent to the Fees and Charges By-Law for any assistance provided to Milton.
- 9. The term of the Agreement is for a period of five years and shall automatically renew for another five years unless notice is given by either party before the expiry of the term.

# **Financial Impact**

The City of Mississauga will be compensated for responses into Milton as prescribed in the Fees and Charges By-Law.

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## Conclusion

Safety and the mitigation of risk is the number one priority for both MFES and the Town of Milton. MFES is responsible for the safety of not only the residents of Mississauga but also those visiting and passing through. While Milton has its own fire service, it is important that MFES is able to provide support when necessary. This Agreement sets out the terms and conditions for the continuation of delivery of emergency service to the specified area of Milton.



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

Prepared by: Mark Ormond, Assistant Chief, Operations and Communications

# City of Mississauga

# **Corporate Report**



Date: 2017/05/11	Originator's files:
To: Chair and Members of General Committee	
From: Geoff Wright, P. Eng, MBA, Commissioner of Transportation and Works	Meeting date: 2017/05/31

# **Subject**

Discount Transit Ticket Program Pilot Update - Mississauga Foodbanks

## Recommendation

- That the report entitled Discount Transit Ticket Program Update Mississauga Foodbanks to General Committee dated May 11, 2017 from the Commissioner of Transportation and Works be received for information.
- 2. That GC-0586-2016 be amended to remove the requirement for Food Banks to have responded to the survey as a condition for participation in the pilot program.

# **Background**

Mississauga has 18 designated food bank locations as well as the Mississauga Food Bank which is a distribution centre for food for many food banks in Mississauga. See Appendix 1 for listing. This listing is also available on the Region of Peel website under Peel Public Health section. Food banks, in addition to a range of food-related program for adults and children, may also offer other forms of support such as skills training, community kitchen and gardens, and helping people search for jobs, housing or affordable child care.

At the meeting of October 5, 2016, General Committee issued the following recommendations: GC-0586-2016

- That the report entitled Discount Transit Ticket Pilot Program- Mississauga Food Banks to General Committee dated September 22, 2016 from the Commissioner of Transportation and Works be approved, as amended.
- 2. That the food banks that responded to the survey as outlined in Appendix 3 that are involved in direct delivery of food to clients be permitted to purchase MiWay bus tickets at a 50% discount from Council approved fares during the term of the pilot program-November 1, 2016 to December 31, 2017.
- 3. That \$50,000 from the low income transit pilot program be allocated to the food banks outlined in Appendix 3 as a pilot program in 2017 and that matching funds be transferred to the MIWay revenue budget to offset any revenue shortfall,

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 That staff report back to General Committee in 3-6 months on the pilot and the other food banks interested in the program.

In February 2016, MiWay hosted a meeting with food banks including Councillor Saito and Councillor Tovey to discuss their transportation needs for their clients. Food banks in attendance indicated an interest in support for transit tickets and funding. To better understand the transportation needs of the individual food banks, MiWay issued an online survey to all food banks in Mississauga in March 2016. See Appendix 2 for survey questions.

Only six food banks responded to the survey after several follow up attempts from MiWay staff. Results showed that 3 of the 6 respondents would purchase MiWay tickets at a 50% discount if available and 5 of the 6 respondents if tickets were provided free. See Appendix 3 for survey results.

## **Comments**

MiWay has contacted the six food banks that were eligible to participate in the discount pilot food bank program. To date only two food banks, Compass and Deacon's Cupboard, have ordered MiWay tickets at the discounted price. Compass Food Bank historically have ordered tickets from MiWay and their total order has increased by approximately 50 strips of tickets each quarter. Deacon's Cupboard has only ordered a total of six strips of tickets since the start of the program in November 2016.

MiWay has received one further inquiry from Seva Food Bank to participate in the pilot discount program. Based on the direction from Council, MiWay was unable to offer discount transit tickets to Seva Food Bank as they did not participate in the survey. Staff advised that MiWay will report back before the summer for further direction on the pilot program.

Given the limited participation in the program, staff recommend that the condition to have responded to the survey be removed. This will allow all food banks listed in Appendix 1 involved in the direct delivery of food to clients to purchase discounted tickets. This change may provide additional usage and feedback for pilot program evaluation.

## **Strategic Plan**

The growth and investment in transit contributes to the strategic goals of:

- Ensuring Youth, Older Adults and New Immigrants Thrive
- Ensuring Affordability and Accessibility

## **Financial Impact**

The pilot program is capped at \$50,000 for 2017 allocated from the low income transit program. These funds are transferred to the MiWay revenue budget by matching sales to the food banks thereby ensuring the revenue budget remains intact. The total value of sales to date is \$9,754

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at full value price. The discount is therefore \$4,877 over the past 7 months. See below for total MiWay ticket sales to date.

Food Bank	Order Date	# ticket sheets	Full price	Discount - 50%
Deacon's	Nov. 13, 2016	3	\$90	\$45
Cupboard				
	Feb. 23, 2017	3	\$90	\$45
Compass Food	Nov. 9, 2016	22	\$600	\$300
Bank				
	Dec. 19, 2016	157	\$4,500	\$2,250
	Mar. 28, 2017	151	\$4,471	\$4,877
Total			\$9,754	\$4,877

## Conclusion

To better understand the transit needs for clients and food banks, MiWay has offered six food banks in Mississauga the opportunity to participate in a pilot discount program. To date only two food banks have participated in the program. The pilot program began November 1, 2016 and will be available until December 31, 2017.

## **Attachments**

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Appendix 1: Mississauga Food Bank Listing Appendix 2: MiWay Food Bank Survey

Appendix 3: MiWay Food Bank Survey Responses

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

Prepared by: Mary-Lou Johnston, Manager, Business Development

# Mississauga

1	Compass Market Food Bank 310 Lakeshore Rd. W. Mississauga, ON L5H 1G8 905-274-9309  http://thecompass.ca	Food Bank Details: Monday: 3 – 8 p.m. Wednesday: 2 – 5 p.m. Friday: Noon – 5 p.m.  Postal codes served: L5G, L5H, L5J, L5E
2	The Deacon's Cupboard, St. Peter's Church Erindale 1745 Dundas St. W. Mississauga, L5K 2E1 905-828-1588, ext. 64  www.stpeterserindale.org	Emergency Food Service Details: Wednesday: 9 a.m. – 1 p.m. Last Monday of each month 5:30 – 7:30 p.m.  Postal codes served: L5B, L5C, L5H, L5J, L5K, L5L
3	Eden Food for Change 3185 Unity Dr., Unit 2 Mississauga, ON L5L 4L5 905-785-3651  3051 Battleford Rd. Mississauga, ON L5N 5Z9 905-785-3651  info@edenffc.org www.edenffc.org	Unity location: Tuesday: Noon – 2:30 p.m. & 5 – 7 p.m. Thursday: 10 a.m. – noon Battleford location: Monday: 10 a.m. – noon & 1 – 3 p.m. Thursday: 6 – 8:30 p.m.  Area Served for both locations: Western Mississauga  *Additional programs offered at both locations: Learning Kitchen, Fresh Produce
4	Grace Mt. Zion Apostolic Church 5865 Coopers Ave. Mississauga, ON L4Z 1R9 905-501-8958  www.graceconnected.org info@graceconnected.org	Food Bank Details: Friday: 6 – 8 p.m. Last Saturday of each month 11a.m. – 1 p.m.  *Additional programs offered

5	ICNA Relief Food Bank 6120 Montevideo Rd., Unit 4 Mississauga, ON L5N 3W5 905-997-8777 ext. 245  www.icnareliefcanada.ca mississaugafb@icnareliefcanada.ca	Food Bank Details: Monday – Friday: 10 a.m. – 4 p.m.  Non-denominational, all are welcome Halal meats available  *Additional programs offered
6	Mississauga Seventh Day Adventist Church 2250 Credit Valley Rd. Mississauga, ON L5M 4L9 905-608-0013  www.mississaugasda.com info@mississaugasda.com	Food Bank Details: Wednesday: Noon – 2 p.m.
7	Mt. Zion Apostolic Church 6810 Professional Crt. Malton, ON L4V 1X6 905-908-1205 www.mzaccanada.com	Food Bank Details: Friday: 2 – 6 p.m.  Non-denominational, all are welcome
8	Muslim Welfare Centre 3490 Mavis Rd. Mississauga, ON L5L 1T8 905-281-9730  missi@muslimwelfarecentre.com www.muslimwelfarecentre.com	Registration for Food Bank: Sunday – Thursday 2 – 4 p.m.  Food Bank Hours: Sunday – Saturday 9 a.m. – 5:30 p.m. Non-denominational, all are welcome
9	Malton Food Bank 7060 Airport Rd. Mississauga, ON L4T 2G8 905-696-9963  www.maltonfoodbank.ca	Food Bank Details: Clients served by appointment only  Weekend delivery available upon request Postal codes served:  All postal codes served
1 0	Open Door Square One Shopping Centre 100 City Centre Dr. Mississauga, ON L5B 2C9	Food Bank Details:  Monday – Thursday and Saturday 10 a.m. – 4:30 p.m.

	905-276-9136	Friday Noon – 4:30 p.m.
	theopendoor@hotmail.com http://opendoorsquareone.org	Non-denominational, all are welcome
	(near Goodlife Fitness exit by seniors centre)	*Additional programs offered
1 1	Saint Vincent de Paul St. John of the Cross Conference 6890 Glen Erin Dr. Mississauga, ON L5N 2E1 905-821-1331, ext. 305  www.ssvp.on.ca assistance@ssvp.on.ca	Emergency Food Service Details: Home Visits Only Calls are picked up daily Please leave message *Additional programs offered
1 2	Saint Vincent de Paul Our Lady of The Airways 7411 Darcel Ave. Mississauga, ON L4T 2X5 905-671-8382  www.ssvp.on.ca assistance@ssvp.on.ca	Emergency Food Service Details:  Home Visits Only Calls are picked up daily Please leave message  *Additional programs offered
1 3	The Salvation Army Cornerstone Community Church 3020 Vanderbilt Rd. Mississauga, ON L5N 4W8 905-824-0450 x23  jeff_arkell@can.salvationarym.orgwww.cornerstonesa.ca	Food Bank Details:  Tuesday & Thursday 9 a.m. – noon & 1 p.m. – 3 p.m. Friday: 6 p.m. – 8 p.m.  Postal codes served: L5N, L5M, L5V, L5W
1 4	The Salvation Army Erin Mills 2460 The Collegeway Mississauga, ON L5L 1V3 905-607-2151  info@salvationarmyerinmills.ca http://www.salvationarmyerinmills.ca	Food Bank Details: Monday: 9:30 a.m. – noon & 1:30 – 3:30 p.m. Wednesday and Friday 9:30 a.m. – noon  Postal codes served: L5L, L5C, L5K, L5H, L5J  * Additional programs offered

# 1 | Salvation Army Community and Family 5 | Services

3167 Cawthra Rd. Mississauga, ON L5A 2X4 905-279-3941

<u>a.pugh@safamilyservices.com</u> <u>http://www.salvationarmyfamilyservices.com</u>

(Office building is located behind the church)

## Organization Details:

Monday and 9 a.m. – noon Tuesday: 1 –3:30 p.m. Wednesday: 9 a.m. – noon

1 - 6:30 p.m.Thursday: 1 - 3:30 p.m.Friday: 9 a.m. - noon

**Postal codes served:** L4V, L4W, L4X, L4Y, L4Z, L5A, L5B, L5E, L5G, L5P, L5R, L5T

\*Additional programs offered

## 1 St. Mary's Food Bank

5715 Coopers Ave., Unit 4 Mississauga, ON L4Z 2C7 905-890-0900

1699 Dundas St. E. Mississauga, ON L4X 1L5 905-238-9008

http://www.stmarys-foodbank.com

### Food Bank Details:

## **Coopers location**

Tuesday: Noon – 2 p.m.

Wednesday and Thursday 7-9

p.m.

Postal codes served: L4Z, L5W, L4W, L5R, L5V, L5C

#### **Dundas location**

Monday and Tuesday 6 – 8 p.m. Wednesday: 11:30 a.m. – 2 p.m.

Postal codes served: L5E, L4X,

L4Y, L5A

\*Additional programs offered

### 1 Seva Food Bank

7

3413 Wolfedale Rd., Unit 10 Mississauga, ON L5C 1V8 905-361-SEVA (7382)

2832 Slough Street Mississauga, ON L4T 1G3 905-361-SEVA (7382)

<u>info@sevafoodbank.com</u> <u>sevafoodbank.com</u>

# Food Bank Details: Wolfedale location

Wednesday and

4 - 8 p.m.

Thursday:

Friday:

Noon – 4 p.rl

## Malton (Slough Street) Location

Monday: 4 - 8 p.m. Tuesday: Noon - 4p.m. Thursday: 4 - 8 p.m.

Friday: (By appointment

only) 11 – 2 p.m.

Postal codes served for both locations: L5B, L5C, L4V, L5S,

L4T, L5T, L5P

\*Additional programs offered at both locations

Hello,

As a follow up from our Foodbank Meeting on February 29, MiWay is interested in learning more about your transit needs for residents who attend your Foodbank location.

Please take a few moments to fill out our quick survey at the link below. This link will be available until Monday, March 28, 2016.

Thank you,

**Geoff Marinoff** 

### **Survey Questions:**

- 1. Please select the foodbank that you represent. (Drop down list)
- 2. How many households do you service per month?
- 3. How many individuals do you service per month?
- 4. Approximately how many people use public transit to access foodbank services at your location per month?
- 5. How many total MiWay tickets do you provide to residents who attend your foodbank on a monthly basis?
- 6. If an allotment of free tickets were provided to you, how may per month would you require to meet your needs?
- 7. If tickets were made available at a 50% discount, how many would you purchase per month?

### Appendix 3

# MiWay Foodbank Survey 2016

## Respondent

	Eden	Mt Zion	Deacons	Compass	ICNA	Muslim	Totals
	Food	Apostolic	Cupboard	Foodbank	Relief	Welfare	
	for Change	Church			Foodbank	Centre	
Questions							
1	400	35	146	400	100	700	1781
2	1000	96	520	825	350	4000	6791
3	350	15	10	550	100	1750	2775
4	10	0	0	400	0	0	410
5	50	20	0	500	0	0	570
6	350	20	10	500	200	300	1380

### Questions

- 1. How many households does your food bank service per month?
- 2. How many individuals does your food bank service per month?
- 3. How many individual people use public transit to access your food bank per month?
- 4. How many total Miway tickets do you give out per month?
- 5. If Miway tickets were made available at 50% discount, how many tickets would your foodbank purchase per month?
- 6. If MiWay tickets were made availabe for free, how many tickets would your food bank need per month?

# City of Mississauga

# **Corporate Report**



Date:	2017/05/16	Originator's files:
To:	Chair and Members of General Committee	
From:	Geoff Wright, P. Eng, MBA, Commissioner of Transportation and Works	Meeting date: 2017/05/31

## **Subject**

2017 Tour de Mississauga

## Recommendation

That the report titled 2017 Tour de Mississauga, dated May 16, 2017 from the Commissioner of Transportation and Works be approved with the following recommendations:

- a) That the Active Transportation Office take the lead role in the planning and execution of the 2017 Tour de Mississauga event, with assistance from SustainMobility and the Mississauga Cycling Advisory Committee;
- b) That the event structure be changed to significantly lower the cost and effort to organize the 2017 event; and
- c) That the Active Transportation Office report back to Council before year end with recommendations for the management of subsequent Tour events.

# **Report Highlights**

- The Active Transportation Office will take a lead role, with support from SustainMobility and the Mississauga Cycling Advisory Committee, to organize the 2017 Tour de Mississauga.
- In an effort to create a sustainable business model, the event structure will be simplified to significantly lower the time and resources required to organize the event.
- The simplified event structure will focus on shorter routes and creating a comfortable environment for novice cyclists including children, families and 'interested but concerned' residents to experience a fun day on their bicycles.
- The transformation of the event is in line with the mandate and recommendations of Mississauga's Cycling Master Plan. The Plan aims to motivate more residents to cycle more often and build a culture where cycling is an everyday activity.
- Without the involvement of the Active Transportation Office, the 2017 Tour de Mississauga will have to be canceled.

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## **Background**

The Mississauga Cycling Advisory Committee (MCAC) started the Tour de Mississauga in 2007. Over the years the event has motivated thousands of Mississauga residents to cycle and has become one of Canada's largest cycling events.

On April 10, 2013, Council adopted the following recommendation (GC-0187-2013): "That during the next term of Council, MCAC be directed to present a business model for the 'Tour de Mississauga' to determine if it will be a community—run event or a City-run event, including City resources required, for approval of the Budget Committee."

In response to Council direction, MCAC and City staff considered several options and recommended that a local third-party non-profit organization, SustainMobility, take over the organization and management of the Tour in 2016.

On February 10, 2016, Council approved the following recommendation (GC-0077-2016):

- That the letter dated December 18, 2015 from Glenn Gumulka, Executive Director, SustainMobility, regarding the management of the Tour de Mississauga, be received for information.
- 2. That the Members of the MCAC support the transfer of the management of the Tour de Mississauga to SustainMobility.
- 3. That the Tour de Mississauga Subcommittee of the MCAC continue to work with SustainMobility on the Terms and Conditions relating to the transfer of the management of the Tour de Mississauga to SustainMobility.

SustainMobility agreed to take over the management and organization of the 2016 Tour de Mississauga. The 2016 event took place on Sunday, September 18, with 3,300 participants. SustainMobility introduced registration fees for longer distances, increased safety measures, and provided directional signage and rest stops - delivering a great experience for participants. The event was successful and both the Active Transportation Office and MCAC were satisfied with the event and SustainMobility's management.

In April 2017, SustainMobility informed City staff that they cannot manage the 2017 Tour de Mississauga (Appendix 1). SustainMobility advised that due to increasing demands from several core projects they cannot dedicate the staff time required to manage the 2017 Tour de Mississauga. In addition to the staffing constraints, SustainMobility's Board of Director has identified an increased financial risk for their organization for 2017. The operating loss is expected to grow due to increasing costs and sponsorship revenue uncertainty.

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## Comments

### Introduction

In response to SustainMobility's letter, the Active Transportation Office met with SustainMobility and MCAC to discuss possible solutions for the future of the event. All parties want the event to continue. In an effort to create a sustainable model for the Tour de Mississauga, the Active Transportation Office, SustainMobility and MCAC propose partnering to pilot a new event structure for the Tour's 10th year anniversary. The new simplified event structure will focus on:

- Motivating more Mississauga residents to cycle more often
- Creating a comfortable environment for novice cyclists including children, families and 'interested but concerned' residents, to experience a fun day on their bicycles
- Showcasing Mississauga's cycling network

The group aspires to transform the Tour into a family-oriented cycling event that celebrates cycling in Mississauga. The new target demographic, shorter routes and simplified event structure will significantly lower the time and resources required to organize the event. The transformation of the event is in line with the mandate and recommendations of Mississauga's Cycling Master Plan. The Plan aims to motivate more residents to cycle more often, and build a culture where cycling is an everyday activity.

#### **Partnerships**

The Active Transportation Office, SustainMobility and MCAC are proposing to partner to develop a sustainable event model for the future, and to ensure the event takes place in 2017. The proposed roles and responsibilities for each partner are:

- Active Transportation Office Lead in organizing the event, responsible for the promotion, planning and execution of the Tour.
- SustainMobility Will manage the event website, social media platforms and registration process. They will hire and manage an event coordinator for 3 months (paid for through the event's budget) to assist the Active Transportation Office with promotion, planning and execution of the event. SustainMobility will also manage the day-to-day financial transactions. They will receive the sponsorship, grant and registration revenue and will pay event invoices.
- MCAC Will assist with the promotion, planning and execution of the event.

With Council's approval to proceed with the Tour de Mississauga, a letter of agreement will be prepared to outline these roles and responsibilities in greater detail.

#### **Event Structure**

The revised structure relies on simplified and shorter routes to make the event easier and less expensive to organize. The long routes (80K, 100k, and 120K) will be replaced with short routes to provide opportunities for novice cyclists to participate in the event. The 2017 event will offer

5K, 10K, 25K and 50K routes that will use existing cycling infrastructure and quiet residential roads wherever possible, to create a comfortable cycling experience for participants and minimize the impact on the community.

### **Business Model**

The 2017 Tour de Mississauga business model will rely on three revenue sources to cover the cost of organizing the event:

- Sponsorships \$7,500 will be raised through sponsorship sales and renewals
- Grants \$15,000 from the Region of Peel has been confirmed and \$5,000 from the Mississauga Cycling Advisory Committee is pending.
- Registration fees Charging nominal registration fees is necessary to create a sustainable business model for the event.
- Proposed fees are:

ROUTE	REGISTRATION FEE*
5K	\$5
10K	\$10
25K	\$15
50K	\$20

<sup>\*</sup>For all routes children under 16 years of age ride for free

#### Refreshments

It is proposed that ice cream be provided at the end of the Tour instead of a burger/hot dog lunch that has been the practice in the past. This will result in a savings of approximately \$12,500 which will significantly simplify event operations.

### **Registration Process**

The 2017 Tour de Mississauga proposal is for on-line registration administered by SustainMobility and pick-up of event packages at local bike shops. This would significantly reduce staff time and costs.

#### Staff Impact

A key objective of the Mississauga Cycling Master Plan is to "Foster a Culture Where Cycling is an Everyday Activity". As part of the phased Cycling Master Plan implementation, the Active Transportation Office expanded with the addition of a full-time Marketing and Education Coordinator in 2016. The Coordinator is responsible for developing and implementing a marketing and education strategy based on the 2010 Cycling Master Plan recommendations.

The 2017 Tour de Mississauga event structure fits within the new promotion and education strategy that focusses on motivating more Mississauga residents to cycle more often.

The Marketing and Education Coordinator will take the lead in organizing the 2017 Tour, with the assistance of SustainMobility, MCAC and two Active Transportation summer students who have recently been hired. It is expected that the event's impact on City staff will be minimal outside of the Active Transportation Office.

# Strategic Plan

The proposed 2017 Tour de Mississauga aligns with three of the strategic pillars identified in Mississauga's Strategic Plan:

- Move The Tour is a superb way to encourage people to get out of their cars and try
  cycling in our city.
- *Connect* The Tour provides an opportunity to explore Mississauga's neighbourhoods, connecting people to the communities where they live and play.
- Green The Tour introduces Mississauga residents to a green, healthy way to travel bicycling.

# **Financial Impact**

The management and organization of the 2016 Tour de Mississauga was assumed by SustainMobility and the event resulted in a \$33,000 operating loss to SustainMobility. It is anticipated that the 2017 Tour de Mississauga structure could break even due to lower operating costs estimated between \$40,000 and \$70,000. This cost estimate is based on the revised event structure, new refreshment proposal and change in registration process. The business model relies on three revenue sources: grants, sponsorship and registration fees, to generate between \$27,500 and \$48,750 in revenue:

Revenue Sources	Confirmed Contribution	Pending Contribution	Total Contribution
Grants	\$15,000	\$5,000	\$20,000
Sponsorship	\$0	\$7,500	\$7,500
Registration Fees	\$0	\$21,250	\$21,250
Total Revenue	\$15,000	\$33,750	\$48,750

- Grants Region of Peel \$15,000 (confirmed) and MCAC \$5,000 (pending)
- <u>Sponsorship</u> 3 out of the 5 sponsors from the 2016 event are expected to renew at \$2,500 each.

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- Registration Fees - \$21,250 estimate is based on 1,500 paying participants. This represents approximately 45% of the 3,300 participants from the 2016 Tour. It is hoped that participation will be higher.

- 5K Route 250 paying participants at \$5 = \$1,250
- 10K Route 250 paying participants at 10 = \$2,500
- 25K Route 500 paying participants at \$15 = \$7,500
- 50K Route 500 paying participants at \$20 = \$10,000

There is some risk of an operating loss for the 2017 Tour de Mississauga event due to the introduction of a registration fee for participants above the age of 16. The reduced scope of the event for 2017 should, however, reduce overall operating costs, due to changes in refreshments provided and the registration process. The three major parties - Active Transportation Office, SustainMobility and MCAC are collaborating to ensure that the 10th anniversary Tour event will take place this year. However, if there is an operating shortfall, the City will be responsible to cover the loss. The Transportation and Works Department did not budget funding for the 2017 Tour de Mississauga.

## Conclusion

The Active Transportation Office must take a lead role in the management and organization of the 2017 Tour de Mississauga in order to ensure its continued success. In an effort to create a more sustainable event, the event structure needs to be simplified to significantly reduce the time and resources required to organize the event. Staff is confident that the revenue generated through sponsorships, grants and registration fees can cover the majority, if not all, of the event costs.

The simplified event structure will focus on shorter routes, creating a more comfortable environment for novice cyclists including children, families and 'interested but concerned' residents to experience a fun day on their bicycles. This event structure supports the mandate and recommendations of Mississauga's Cycling Master Plan; which aims to motivate more residents to cycle more often, and build a culture where cycling is an everyday activity.

## **Attachments**

Minght

Appendix 1: Letter from SustainMobility

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

Prepared by: Jelmer Stegink, Marketing and Education Coordinator



# APPENDIX 1



Jelmer Stegink Active Transportation Consultant City of Mississauga April 24, 2017

Dear Jelmer,

This memo summarizes the recent discussion at the March 24<sup>th</sup> meeting of the board of directors concerning the management of the 2017 Tour de Mississauga by SustainMobility.

- 1. SustainMobility's staff is currently over-stretched due to increasing demands from several core projects and cannot dedicate the staff time required to manage the 2017 Tour de Mississauga.
- 2. In addition to internal staffing constraints, the board has also identified an increasing financial risk for the 2017 Tour de Mississauga. SustainMobility shared the 2016 event operating budget (attached) with all project partners in October 2016, outlining a \$31,000 operating loss. Despite prolonged discussions with project partners, no solution has been found to address the gap in the operating budget.
- 3. The operating loss is likely to grow in 2017 due to increasing operating costs and uncertainties associated with sponsorship revenues.

As a nonprofit organization, SustainMobility is not prepared for this level of financial risk exposure. The Board of Directors has therefore directed SustainMobility staff to inform all project partners that, regretfully, SustainMobility cannot continue to manage the 2017 Tour de Mississauga.

Sincerely,

Glenn Gumulka Executive Director

Revenue:	2016
Grants:	
Region of Peel	\$ 15,000
Sponsorships	
Presenting Sponsor	-
Ride Sponsors	\$ 17,500
Other Cash Sponsors	\$ 7,300
In-kind Sponsorships*	\$ 34,007
Ride Fees (Registrations and Merchandise)	\$ 18,283
Total Revenue	\$ 92,089
Cash Expenses	1
Catering	\$ 11,357
Financial services/Registration	\$ 3,697
Miscelleneous	\$ 1,842
Celebration Square**	\$ 5,000
Event staff/Logistical support	\$ 3,251
Policing	\$ 5,762
EMS	\$ 900
Hydration stations	\$ 1,400
Marketing	\$ 11,383
Event Insurance	-
Total Cash Expenses	\$ 44,592
In-kind expenses (donated services)	
In-kind marketing	\$ 24,557
In-kind logistical support	\$ 4,200
In-Kind registration services	\$ 5,000
Total In-kind expense	\$ 33,757
Total Event Expenses	\$ 78,348
Tour Management	
Staff Salaries	\$ 45,000
Total Expenses	\$ 123,348
Total Revenue less Expenses	-\$ 31,259

# City of Mississauga

# **Corporate Report**



Date: 2017/05/05

To: Chair and Members of General Committee

From: Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Meeting date: 2017/05/31

# **Subject**

Sole Source Contract Extension to POI Business Interiors Inc.

## Recommendation

- That the report titled "Sole Source Contract Extension to POI Business Interiors Inc." dated May 5, 2017 from the Commissioner, Corporate Services and Chief Financial Officer be received.
- 2. That the Purchasing Agent be authorized to execute an amendment to extend the existing agreement with POI Business Interiors Inc., on a sole source basis, for the supply and delivery of Steelcase furniture including moving and installation services, and related space strategy services where appropriate and approved in departmental budgets, for a further five (5) year term ending June 30, 2022 in the estimated amount of \$6,390,000.

## **Background**

At its meeting of August 6, 2008 Council approved Steelcase Inc. (Steelcase) as the manufacturer of record for the City's corporate standard for workstations and other office furnishings. It is practical to purchase standard furniture for a consistent corporate image and for space planning and asset management efficiencies. Steelcase products have been in use at the City since 1986 and now represent a significant asset in office furniture with an estimated value of \$16 million. Steelcase products continue to be an effective and efficient solution for the purchase of new products and components to supplement the existing furniture inventory due to their quality, durability and modularity. Steelcase does not sell directly to customers; products must be purchased and installed through an authorized dealer. POI Business Interiors Inc. (POI) has been supplying and installing Steelcase products to the City for many years.

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## Comments

A competitive procurement process was conducted in 2008 for which three proposals were received. POI was the successful bidder. At its meeting on August 6, 2008, Council approved POI as the vendor of record, for the five (5) year term, September 1, 2008 to August 31, 2013.

Prior to expiry of the term, staff conducted a competitive procurement process for which two responses were received. POI was again the successful bidder for the term June 20, 2012 to June 30, 2017.

Steelcase has notified the City that POI is now their sole authorized distributor in the Greater Toronto Area. This new arrangement is unlikely to change in the short term. This report requests approval to extend the existing contract with POI for supply and delivery of Steelcase furniture, moving and installation services and other furnishings consulting services, where appropriate and approved in departmental budgets, on a sole source basis for the term July 1, 2017 to June 30, 2022, after which time market conditions will be reassessed. Sole source contract awards such as this are provided for in Schedule 'A' of the Purchasing By-law # 0374-2006 wherein it states: (a) the goods and/or services are only available from one supplier by reason of: (iii) the existence of exclusive rights such as patent, copyright or licence.

The City recognizes that our current work environment is changing, with new and evolving work habits, and there is a need for more collaborative and flexible spaces across the City office spaces. To support our evolving space requirements, we will continue to look at innovative solutions to develop flexible office spaces that reflect the changing workplace and support our future space strategy.

# **Financial Impact**

Current Contract Value \$6,500,000
Estimated Contract Increase \$6,390,000
Estimated Revised Contract Value \$12,890,000

#### New Construction/Renovation Projects

Requirements for new furniture and moving and installation services are requested in capital budgets and are approved annually per project through the Capital Budget process. This includes furniture related services that continue to look at innovative solutions to develop flexible office spaces that reflect the changing workplace.

The estimated value is \$4,115,000 over a five year period.

### FPM's Capital Funding Envelope

FPM requires ongoing moving, installation and furniture related services to support of future space strategy for its other projects and day to day office accommodations work. These

General Committee 2017/05/05 3

amounts will be included in FPM's budget and approved annually. The estimated value is \$2,275,000 over a five year period.

## Conclusion

Steelcase was approved by Council on August 6, 2008 as the manufacturer of record for the City's corporate standard for workstations and other office furniture. Steelcase products, as a corporate standard, continue to be an effective and efficient solution for the purchase of new products and components to supplement the existing furniture inventory due to their quality, durability and modularity. Steelcase products are only available for supply and installation through authorized Steelcase dealers. POI Business Interiors Inc. is the only authorized Steelcase dealer in the Greater Toronto Area and is therefore a sole source vendor as defined in Schedule 'A' of the Purchasing By-law # 0374-2006. It is recommended that the existing contract with POI be extended on a sole source basis for the term July 1, 2017 to June 30, 2022.



Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Erica Edwards, Manager, Materiel Management (External Services)

# City of Mississauga

# **Corporate Report**



Date: 2017/05/12

To: Chair and Members of General Committee

From: Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Originator's files: CA.22

Meeting date: 2017/05/31

# **Subject**

2016 Annual Report for Access Requests under the Municipal Freedom of Information and Protection of Privacy Act (MFIPPA)

## Recommendation

That the report from the Commissioner of Corporate Services and Chief Financial Officer, dated May 12, 2017, regarding the 2016 Access Requests under the *Municipal Freedom of Information and Protection of Privacy Act* be received.

# **Report Highlights**

- The City of Mississauga received 789 access requests in 2016
- The City of Mississauga received one (1) appeal to the IPC in 2016
- The City of Mississauga had a compliance rate of 99%
- The total amount collected for access request fees was \$28,131

## **Background**

The City of Mississauga is governed by the *Municipal Freedom of Information and Protection of Privacy Act* (the *Act*). The two key purposes of the *Act* are to ensure the right of access to government held records and information and to protect the personal privacy of individuals.

Much of the information released by the City occurs on a routine basis. However, when information is of a personal, confidential or commercial nature, the release of the information may be handled by the Office of the City Clerk through a formal access request under the *Act*. A decision regarding the release of the requested information is then issued by the City Clerk. This decision can be appealed to the Information and Privacy Commissioner by the requester of

the information.

The Information and Privacy Commissioner (IPC) is an officer of the Legislature appointed to provide an independent review of the decisions of provincial and municipal organizations under access and privacy laws. This report contains statistics that have been submitted to the IPC for their annual report, published usually during the summer, which provides statistics on the number and type of access requests received across the province and highlights significant access and privacy issues.

## Comments

## **Access Request Statistics**

In 2016, the City received 789 requests. The City has 30 days to issue an access decision once a request for records is received. In qualifying circumstances, a decision can be made later than 30 days. In 2016, 775 requests were completed within the 30 day compliance rate and the balance within the extended compliance timeframe at a rate of 99%. In comparison to all municipal government organizations in Ontario, the City's rates are better than the average 30-day compliance rate of 79.1% and extended compliance rate of 83.2% (based on 2015 data).

#### **Fee Statistics**

Under the *Act*, a \$5 application fee is mandatory. In addition, there are several regulated fees that may apply to requests. A total of 440 requests warranted additional fees, such as search time, reproduction costs, preparation time, shipping, computer costs and invoiced costs. The total amount collected in 2016 was \$28,131.

#### Appeal to the IPC

The City Clerk's decision on an access request is appealable to the IPC by the requestor or, in some cases, by an affected third party. Mediation is the first step by which the IPC will attempt to resolve the appeal, which then followed by adjudication, if necessary.

The City received one (1) appeal to the IPC in 2016, which was resolved through mediation.

# **Financial Impact**

Not applicable.

## Conclusion

The 2016 access request statistics have once again highlighted the City of Mississauga's excellent record in complying with the response rate requirements of the Municipal Freedom of Information and Protection of Privacy Act. The City of Mississauga will strive to continue its outstanding response rate, at the same time promoting the importance of privacy issues.

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## **Attachments**

Appendix 1: Access Requests Received 2006-2016

Appendix 2: 2016 Report of Public Interest Requests

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Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

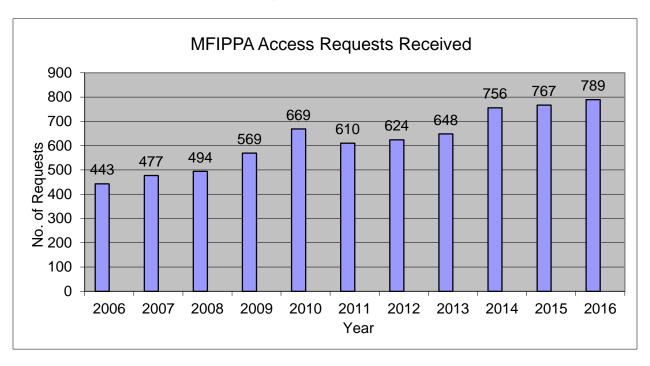
Prepared by: Paul Wan, Access and Privacy Officer

City of Mississauga

Municipal Freedom of Information and Protection of Privacy Act (MFIPPA)

Access Requests Received 2006-2016

Appendix 1



## Appendix 2

As part of the City of Mississauga's commitment to accountability and transparency, a list of requests received under the *Municipal Freedom of Information and Protection of Privacy Act* (MFIPPA) that could be of public interest has been compiled. Any requests that released personal or confidential information have not been included. A copy of any of the records responsive to these requests can be requested by contacting the Access and Privacy Officers by email at privacy.info@mississauga.ca referencing the request number. The City's standard copying fee of 50 cents per page will apply.

# 2016 Report of Public Interest Requests

Request no.	Subject
2016-0043	Fire & Emergency information respecting emergency calls made to the City, absenteeism of unionized staff for 2015, overtime paid
2016-0058	MiWay uniform item costs, 2013 to 2015
2016-0079	Records related to monitoring/oversight of Corporate Security from April 2015 to current especially relating to bans, trespass arrests "complexion" data/trends
2016-0081	Electronic copy of Corporate Security database, January 1 to December 31, 2015
2016-0107	MiWay uniform unit price record
2016-0138	Contract re: snow removal with Pacific Paving Ltd Contract No. FA49.324.14
2016-0175	Data pertaining to the water table in Gordon Woods
2016-0214	Financial information and staff/council correspondence related to the Mississauga Steelheads and the Hershey Centre
2016-0317	Data on reported incidents of sexual crimes in the transit system or at transit facilities from January 1, 2010 to present date
2016-0391	Pinchin Environmental Report for 170 Church St, now the Clipperton Park, from July 2010 to October 2010
2016-0433	List of companies that were awarded tenders or purchase orders for toner and copy paper for 2014, 2015 and 2016
2016-0441	Records for the PowerPoint presentation "Security Services Overview" presented on May 18, 2016
2016-0483	City elected officials' monthly mileage car allowance information
2016-0499	Correspondence between/from City Councillors Carolyn Parrish, Nando Iannicca, and Mayor Bonnie Crombie and CAO's Office and Planning & Building Commissioner concerning the Bolton Residential Expansion study between December 2014 and present day
2016-0545	Contract for advertising on bus shelters in the City of Mississauga
2016-0636	Expense records related to Councillor Carolyn Parrish's fundraiser's and records for expenses and donations for the Paul Coffey Arena renaming
2016-0637	Receipts and invoices related to conferences attended by Councillor Nando Iannicca on behalf of the City (2015 and 2016)

2016-0719	Building Department internal policies regarding compliance with the Ontario Building Code
2016-0757	IT - Phone & Data contracts - records - information - usage, etc.
2016-0795	All records regarding the environmental significance of the Cawthra Bush, including the Jefferson Salamander, from 2010 on

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# **RECOMMENDATION:** To waive the Committee of Adjustment fee for a reapplication

Whereas the City required the builder of homes along Glen Erin Drive between Britannia Road and Erin Centre Blvd. to install hammerheads alongside the full driveway;

And whereas there were no size restrictions in the Zoning Bylaw and hammerheads were not included in the city's general zoning bylaw for driveways;

And whereas all hammerheads along Glen Erin Drive were built to an approximate size of 16' deep and 16' wide allowing for a vehicle to park in the hammerhead;

And whereas this has been the situation since 1992 when the homes were built:

And whereas in 2007 the City amended the Zoning bylaw for the first time to add a section on hammerheads and to restrict the size of hammerheads in the city;

And whereas no notices were sent to any resident who has a previously site plan approved hammerhead that this was the new restriction;

And whereas over time many if not most of the hammerheads along Glen Erin have been widened to accommodate two vehicles;

And whereas parking along Glen Erin has been banned in several locations making all parking for those homes only available on the driveway and hammerhead;

And whereas the resident at 5881 Glen Erin Drive widened his hammerhead in 2005 to a width of 19' leaving the existing depth of 16' and was told by By-law enforcement that it did not comply to the new bylaw necessitating an appeal to the Committee of Adjustment;

And whereas Planning staff at the C of A advised the committee that the variance was not for only 3 feet in width but that now the hammerhead fell under a new zoning requirement of a maximum width of 8.5 feet that the variance was therefore not minor;

And whereas the committee not having any information of the previous city approved requirements and size of the hammerheads, refused the application;

And whereas it is unfair that the resident was not made aware in 2007 that these changes would be in in place and that his previously approved property rights would be removed:

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And whereas the committee did not have the full information they should have been provided with to make a reasonable decision;

And whereas the city could spend a lot of time and money opposing the committee decision at the OMB which would likely grant the application based on all the facts;

Therefore be it resolved that Council waive the Committee of Adjustment fee for the resident at 5881 Glen Erin Drive to reapply for his variance so that all facts can be put before the committee on this matter.

And further that Planning staff be directed to review the restrictions in the 2007 Zoning bylaw to ensure that all previously city required and approved hammerheads are not affected by the new size requirements and that any future applications for variances be based on the initial approved size.

# **REPORT 2 - 2017**

### To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Diversity and Inclusion Advisory Committee presents its second report for 2017 and recommends:

DIAC-0004-2017

That the deputation by Lesley Johnson, Senior Communications Advisor with respect to the community recognition pilot program be received. (DIAC-0004-2017)

### DIAC-0005-2017

That the Diversity and Inclusion Advisory Committee receive the Community Recognition Pilot Program results as outlined in the report dated May 1, 2017 from the Commissioner of Corporate Services and Chief Financial Officer. (DIAC-0005-2017)

# **REPORT 5 -2017**

#### To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Traffic Safety Council presents its fifth report for 2017 and recommends:

#### TSC-0069-2107

- 1. That Transportation and Works be requested to consider the feasibility of the following for the students attending Ruth Thompson Middle School:
  - a. Repaint the existing markings (crosswalk and stop bar) at the intersection of Tenth Line West and Sunlight Street/Serena Way.
  - b. Review the pedestrian walk time and ensure it is set at a slow walking speed at the intersection of Tenth Line West and Sunlight Street/Serena Way.
  - c. Repair the northbound pedestrian signal head on the west side as the "red flashing" and the "don't walk hand" signals do not light up at the intersection of Tenth Line West and Sunlight Street/Serena Way.
- 2. That the Principal of Ruth Thompson Middle School be requested to:
  - a. Advise the students to obey the traffic signals at the intersection of Tenth Line West and Sunlight Street/Serena Way.
  - b. Remind student to always wear their helmets when cycling.

(Ward 10)

(TSC-0069-2017)

#### TSC-0070-2017

- 1. That Parking Enforcement be requested to enforce "No Stopping" violations at the emergency exit on the west side of Gaslamp Walk between the peak times of 8:20 AM 9:00 AM, and from 3:25 PM 3:50 PM, for the students attending Rotherglen Meadowvale Elementary School.
- That the Head of School of Rotherglen Meadowvale Elementary School be requested to remind parents to not stop and/or park at the emergency exit on Gaslamp Walk.

(Ward 11)

(TSC-0070-2017)

#### TSC-0071-2017

- That the request for the placement of a crossing guard at the intersection of Joliette
  Crescent and Copenhagen Road for the students attending St. Richard Elementary School,
  be denied as the warrants are not met.
- 2. That Transportation and Works be requested to review the signage in front of St. Richard Elementary School.

(Ward 9)

(TSC-0071-2017)

#### TSC-0072-2017

- 1. That the request for the placement of a crossing guard on Historic Trail, in front of St. Julia Catholic Elementary School be denied as the warrants are not met.
- 2. That Traffic Safety Council be requested to conduct a further site inspection at 6770 Historic Trail, in front of St. Julia Catholic Elementary School, in September 2017.

(Ward 11)

(TSC-0072-2017)

#### TSC-0073-2017

That the request for the placement of a crossing guard at the intersection of Historic Trail and Pepperidge Crossing for the students attending St. Julia Catholic Elementary School be denied as the warrants are not met.

(Ward 11)

(TSC-0073-2017)

#### TSC-0074-2017

That the Site Inspection Report for the inspection conducted on May 18, 2017 at the intersection of Fengate Drive and Meadowvale Boulevard, for the students attending École Secondaire Ste. Famille be received for information.

(Ward 11)

(TSC-0074-2017)

#### TSC-0075-2017

That the email dated May 10, 2017 from Councillor Karen Ras' office on behalf of an area resident with respect to traffic safety concerns in front of Homelands Public School, be received and referred to the Traffic Safety Council Site Inspection Subcommittee for a report back to the Traffic Safety Council.

(Ward 2)

(TSC-0075-2017)

#### TSC-0076-2017

That the email dated May 2, 2017 from Councillor Nando lannicca's office regarding traffic safety concerns on Cliff Road and in front of St. Timothy's Catholic School be received and referred to the Traffic Safety Council Site Inspection Subcommittee for a report back to the Traffic Safety Council.

(Ward 7)

(TSC-0076-2017)

#### TSC-0077-2017

That the email dated May 2, 2017 from Councillor Nando lannicca's office regarding traffic safety concerns on Palgrave and Melville at the rear of Bishop Scalabrini Catholic School and in front of Bishop Scalabrini Catholic School be received and referred to the Traffic Safety Council Site Inspection Subcommittee for a report back to the Traffic Safety Council. (Ward 7)

(TSC-0077-2017)

#### TSC-0078-2017

- 1. That the verbal update provided by Louise Goegan, Chair, Walk To School Subcommittee, with respect to the schools launching a Walk to School Program in the fall 2017 be received for information.
- 2. That the amount of up to \$3,000.00 be approved for the printing costs and promotional items required for the launch of a Walk to School Program in the fall 2017 at participating schools. (TSC-078-2017)

#### TSC-0079-2017

That the Report with respect to parking enforcement in school zones for the month of April 2017, be received for information.

(TSC-0079-2017)

### TSC-0080-2017

That the Report with respect to Transportation and Works Action Items for the month of April 2017, be received for information.

(TSC-0080-2017)