
General Committee

Date

2017/10/04

Time

9:00 AM

Location

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

Members

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 Ron Starr	Ward 6
Councillor Nando Iannicca	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Pat Saito	Ward 9
Councillor Sue McFadden	Ward 10 (Chair)
Councillor George Carlson	Ward 11

Contact

Sacha Smith, Legislative Coordinator, Legislative Services
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Find it Online

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

INDEX-GENERAL COMMITTEE – OCTOBER 4, 2017**1. CALL TO ORDER****2. APPROVAL OF AGENDA****3. DECLARATION OF CONFLICT OF INTEREST****4. PRESENTATIONS** - Nil**5. DEPUTATIONS**

5.1. Laura Zilney, CEO, Hope 24/7 with respect to how the services at Hope 24/7 provide help to trauma and sexual assault victims in the Region of Peel.

5.2. Item 8.1 John Hobbins, Director, First Robotics Canada, Natalie Wood, Lakeside Process Controls and David Ali, Pratt & Whitney Canada with respect to the FIRST Robotics Provincial Championships at Hershey Centre for 2018-2020.

5.3. Item 8.2 Virginia Vaithilingam, Secretary Treasurer, Peel ACORN

5.4. Item 8.4 Helen Noehammer, Director, Transportation and Infrastructure Planning

5.5. Item 8.5 Connie Mesih, Director, Revenue and Material Management

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. First Robotics Canada 2017 Provincial Championships at the Hershey Centre

8.2. MiWay - Affordable Transportation Pilot Programs (ATPP) Final Report

8.3. MiWay Seniors One Dollar Cash Fare Off-Peak Pilot Update

INDEX-GENERAL COMMITTEE – OCTOBER 4, 2017**CONTINUED**

- 8.4. Enhanced Stormwater Education and Outreach Program
- 8.5. Strategy to Reduce the Multi-Residential Property Class Tax Ratio
- 8.6. Increase to Existing Contracts with David B. Searles Surveying Ltd., Van Harten Surveying Inc. and ACI Survey Consultants Inc., for Additional Surveyor Services for Hurontario Light Rail Transit Land Acquisitions
- 8.7. Single Source Designations for the Supply and Delivery of City Standard LED Street Light Luminaires from Conxcorp Ltd. and for the Supply and Delivery of City Standard Street Light Monitoring Components from Dimonoff Inc. for Operational Requirements
- 8.8. Creative Cities Network of Canada (CCNC): 2018 Creative City Summit Host Municipality
- 8.9. Delegated authority to the City of Mississauga Economic Development Office to enter into partnership agreements for the purpose of developing and implementing sector development programs.
- 8.10. Single Source Recommendation for Hewlett Packard Enterprise Canada Co. - Server hardware, File Ref: PRC000438, FA.49.1130-10
- 8.11. Bill 148, Fair Workplaces, Better Jobs Act, 2017
- 8.12. Annual Treasurer's Statement Report: Summary of Activity in 2016
- 9. **ADVISORY COMMITTEE REPORTS**
- 9.1. Heritage Advisory Committee Report 7-2017 (Part 2) dated July 11, 2017
- 9.2. Heritage Advisory Committee Report 8-2017 dated September 5, 2017
- 9.3. Arts, Culture & Heritage Ad Hoc Committee Report 4-2017 September 11, 2017
- 9.4. Environmental Action Committee Report 6-2017 September 12, 2017
- 9.5. Mississauga Cycling Advisory Committee Report 9 - 2017 - September 12, 2017

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- 9.6. Accessibility Advisory Committee Report 3-2017 September 18, 2017
- 9.7. Public Vehicle Advisory Committee Report 3-2017 September 19, 2017
- 9.8. Towing Industry Advisory Committee Report 2-2017 - September 25 ,2017
- 9.9. Traffic Safety Council Report 7-2017 - September 27, 2017
10. **MATTERS PERTAINING TO REGION OF PEEL COUNCIL**
11. **COUNCILLORS' ENQUIRIES**
12. **OTHER BUSINESS/ANNOUNCEMENTS**
13. **EDUCATION SESSION**
- 13.1. Renne Bazile-Jones, Senior Director, Learning from the Canadian Centre for Diversity and Inclusion with respect to the Workforce Diversity and Inclusion Strategy.
- *This will take place during open session in the Council Chamber.
14. **CLOSED SESSION**
(Pursuant to Subsection 239 (2) of the Municipal Act, 2001)
- 14.1. A proposed or pending acquisition or disposition of land by the municipality or local board - Purchase and Sale with William F. Porritt and Bonnie Sharon Porritt, owners of 71 Paisley Boulevard East as required in connection with the Cooksville Creek, Downtown Growth Area Park Assembly (Ward 7)
- 14.2. Labour relations or employee negotiations – Bill 148, Fair Workplaces, Better Jobs Act 2017 (Verbal Update)
15. **ADJOURNMENT**

City of Mississauga

Corporate Report



Date: 2017/09/15

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2017/10/04

Subject

FIRST Robotics Canada 2018 Provincial Championships at the Hershey Centre

Recommendation

1. That the Corporate Report dated September 15, 2017 from the Commissioner of Community Services entitled "FIRST Robotics Canada 2018 Provincial Championships at the Hershey Centre" be endorsed.
2. That an amount of \$50,000 be included in the 2018 Budget for the FIRST Robotics Canada 2018 Provincial Championships at the Hershey Centre.

Report Highlights

- FIRST Robotics Canada hosted the 2017 Provincial Championship at the Hershey Centre. The 4-day event attracted 64 student teams in the field of science, technology and engineering from across Ontario. This event is a qualifying event for the prestigious World Championships. FIRST Robotics has used the Hershey Centre in the past for smaller district-scale events.
- Sponsorship of the 2017 FIRST Robotics Canada Ontario Provincial Championship advances a number of important City strategies, namely the City's Economic Development Strategy, Youth Plan and the Library's Maker Movement Strategy. In 2017, the City provided \$40,000 in sponsorship support of this event.

FIRST Robotics Canada plans to host the event at Hershey Centre once again from April 11-14, 2018. The event will be expanded in 2018 to include the Hershey bowl and two of the Community Rinks at the facility.

- The group requests annual City sponsorship of the event in the amount of \$50,000.

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Background

FIRST Robotics Canada (FRC) is a non-profit, charitable organization that holds robotics competitions for elementary and high school students. FRC is an umbrella organization established in 2001 with a mission to inspire students to pursue future studies and careers in science, technology and engineering. Over the past three years, more than 3000 students from 35 schools in Mississauga have participated in FRC competitions – with several advancing to national and international levels.

The 2017 Provincial Championship (April 12-15) attracted between 6,000 to 8,000 people and generated an estimated 1,200 hotel nights. It was the largest Ontario-based FRC competition ever held. The group intends to expand the competition again in 2018 to attract 8,000 to 10,000 people to the event.

The Peel District School Board and the Dufferin Peel Catholic School Board expect to have teams competing in the 2018 Provincial Championship. Neither board has committed funds to support the hosting of the 2018 Championship in Mississauga, as this is a FRC responsibility. However, each board invests in the delivery of the robotics program and supports its students to attend.

The Hershey Centre generates rental and food and beverage income from this event. The net income to the Hershey Centre from the 2017 event was approximately \$40,000, which matches the amount the City provided in sponsorship funding. The group intends to expand the event and therefore in 2018 requests a sponsorship of \$50,000, which will likely again match the net revenue to the Hershey Centre from the event. The economic impact and alignment of this event with the City's strategic initiatives support a sponsorship of the event. Tourism Toronto also provides support to this event.

Strategic Plan

The proposed event and related sponsorship demonstrates Mississauga's commitment and innovation to attracting young talent through innovative partnerships at the earliest possible age. Supporting the FRC event aligns with the City's strategic goals of Belong, Connect and Prosper.

Financial Impact

Based on the alignment with the City's strategic plan and the event's economic impact, a sponsorship of \$50,000 by City is recommended for the 2018 event, to be added to the 2018 Operating Budget.

Conclusion

The FIRST Robotics Canada event and City sponsorship of their Provincial Championship held at the Hershey Centre advances City strategies by showcasing Mississauga's strong and

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expanding robotics industry to young people from across the province and connects Mississauga students competing in the event with future employers and business partners.



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

Prepared by: Shari Lichterman, Director, Recreation

City of Mississauga
Corporate Report



Date: 2017/09/21

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
 2017/10/04

Subject

MiWay - Affordable Transportation Pilot Program (ATPP) Final Report

Recommendation

1. That the MiWay Affordable Transportation Pilot Program (ATPP) Final Report from the Commissioner of Transportation and Works dated September 21, 2017 be approved.
2. That eligible program participants be provided with a specially configured PRESTO card allowing them to purchase a PRESTO period pass for 50% of the regular price for the period of one year.
3. That matching funds from account 715736-23506 be transferred to the MiWay revenue budget to make up for the revenue shortfall and that all fare subsidy for this program be recovered at year-end from the Region of Peel.
4. That the Region of Peel will cover the administrative costs for the program.
5. That by-law 210-16 Fees and Charges: MiWay Fares be amended as required.

Report Highlights

- The phase one and phase two Affordable Transportation Pilot Programs (ATPP) are complete. Program evaluation results were presented to Regional Council on September 28, 2017.
- A permanent program based on the phase two pilot is recommended by both Regional and City staff commencing January 2018.
- In year one, up to 2,100 eligible low income residents will be provided a specially configured PRESTO card allowing a MiWay monthly pass to be purchased at a 50% discount.
- The program will be delivered in partnership with the Region of Peel which will assess

eligibility and fund the fare subsidy. The City will be responsible for PRESTO card distribution.

- The permanent program will continue to be monitored and any requests for program expansion will be addressed during the normal budget process.

Background

In response to direction from Budget Committee, MiWay staff approached the Region of Peel to assist with the implementation of an affordable transportation program for low income residents. Achieving a more connected, accessible and affordable transit system in Peel is one of the five overarching pillars of the Peel Poverty Reduction Strategy (PPRS). During the development of the PPRS and consultations on the provincial review of social assistance, many residents expressed concern about the cost of transit and its impact on their household budget. This issue has also been raised throughout the Greater Toronto Area (GTA). In response, a number of municipalities have created affordable transportation programs.

The City of Hamilton, York Region, and Halton Region are providing reduced transit fares for low-income individuals to increase participation in employment and community life. Halton Region and the City of Hamilton provide a 50% discount on a monthly pass to low-income residents. York Region provides a 75% discount on a monthly pass to Ontario Works and Ontario Disability Support Program recipients only. In these communities and several others, Transit and Human Services Departments are working together to develop, implement, and evaluate the programs.

As of March 2018 the City of Toronto will begin implementing the Fair Pass Program, a transit fare equity program for low-income Torontonians. Toronto is taking a three year phased approach that provides subsidy to Ontario Works (OW) and Ontario Disability Support Program (ODSP) clients in year one, residents receiving housing or childcare support in year two, followed by residents who are below the Low Income Measure (LIM) plus 15% in year three. The program will offer a 21% discount to the adult monthly pass. The total investment by year three will be \$48 Million.

Present Status

Phase One Pilot Results

MiWay staff worked in conjunction with the Region of Peel Human Services staff to implement the ATPP which ran from September 2014 to August 2015 for 232 Ontario Works clients living in Mississauga. Ontario Works recipients paid 1/3 of the cost of \$120 monthly PRESTO e-purse. Results of this first phase pilot with Mississauga included increased transit usage and visits to community services such as faith and educational services.

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The pilot was evaluated using qualitative and quantitative methods including the Social Return on Investment (SROI) methodology which measures social, environmental, and economic outcomes and uses monetary values to quantify the change as a result of a given intervention. The SROI evaluation ratio illustrated that for every dollar invested in the ATPP Phase One, a social and financial return of \$6 was generated. The results also showed evidence of participants accessing various services in the community.

Phase Two Pilot Results

MiWay's ATPP Phase Two was also delivered in partnership with the Region of Peel. Eligibility was extended to all Mississauga residents below the LIM threshold and they were able to purchase a MiWay PRESTO monthly pass at a 50% discount for six months. Costs were shared with the Region paying for the card subsidy (\$1.2 Million) and the City responsible for administrative costs for both parties estimated at \$400,000. A total of 2,500 people applied and 1,859 were approved by meeting the eligibility requirements. Of these, 1,600 picked up a PRESTO card and 1,300 purchased at least one monthly pass.

As part of the phase two pilot, a summative program evaluation based on data from Metrolinx, participant surveys, and focus groups was conducted on the ATPP Phase Two to determine the impact of subsidized transit on low-income residents participating in the program. The pilot used Social Determinants of Health such as employment, working conditions, social status and income, education, and social inclusion as a framework for determining outcomes.

The evaluation determined that the subsidized pass facilitated a general increase in transit usage to access:

- Employment services, particularly for unemployed participants
- Employment locations further from home
- Food services, healthier and greater quantities of food

The pilot program had the greatest impact and was used most frequently by low-income participants who were closest to the LIM thresholds.

The SROI for phase two illustrated a social and financial return of \$3.93 for every dollar invested in the program.

The phase two pilot was extended for active participants (those that bought at least one monthly pass) until December 30, 2017 to maintain continuity during pilot evaluation and permanent program development. Region of Peel staff will bring a report to Regional Council September 28, 2017 outlining phase two results and recommendations for a permanent program.

Comments

Permanent Program Design

Based on the results of the pilot, Regional and City staff recommend implementation of a permanent MiWay Affordable Transportation Program effective January 2018. The proposed program is based on the phase two pilot and is open to Mississauga residents. It is a partnership between the Region of Peel and MiWay and would be available to low-income residents in Mississauga as defined by the LIM for a one year period, after which participants would have to re-qualify to remain in the program. Approved participants would be provided a specially configured PRESTO card that would allow them to purchase a MiWay monthly pass at a 50% discount.

Roles and Responsibilities

Responsibility for permanent program delivery would continue to be shared between the partners. The Region will retain responsibility for screening applicants for eligibility, funding the fare subsidy, and administrative costs. MiWay will assume responsibility for PRESTO card administration and transit service delivery. A portal would be developed to share information between the City and Region to ease administration and speed up processing for participants.

Specific program responsibilities are as follows:

Region of Peel

- Develop shared portal
- Receive and approve applications on-line or via telephone
- Confirm acceptance with applicant
- Monitor annual budget and targets
- Promote the program
- Continuous program evaluation

MiWay

- Create discounted pass on PRESTO card
- Issue PRESTO cards
- Promote the program
- Provide transit service
- Train staff
- Replace lost cards
- Provide ridership reports

The permanent program would commence January 2018 with priority given to the current pilot participants who have remained active. Staff would work to achieve continuous program access

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and new participants would be accepted starting February 2018. The allocated funding should support up to 2,100 participants in year one. Once this threshold is reached the program would stop accepting applicants. After one year in the program, participants would have to re-apply providing an updated Notice of Assessment to confirm eligibility.

The Region will develop a shared portal to assist with participant administration. Applicants would be screened and approved by the Region and this information shared with City staff via the portal for PRESTO card distribution and configuration. This will reduce administration and speed up the process. The costs of development will be shared.

Additionally, PRESTO is developing an “e-credentials” solution which will ease PRESTO card administration. However this solution is not yet available. Similarly the shared portal for client administration will have to be developed and implemented. Both these initiatives will ease administration but will not be available for January 2018 so the existing manual process developed during the pilot program will continue to be used. We expect solutions to be in place within the next 18-24 months.

Card administration is being transferred from the Region to MiWay and this will create a need for a temporary co-ordinator position for up to 24 months. Once the supporting solutions (shared portal and PRESTO “e-credentials”) are in place this position would no longer be required.

Strategic Plan

A permanent Affordable Transit Program contributes to the strategic goal of:

- Ensuring Affordability and Accessibility

Financial Impact

The Region of Peel has allocated \$1.0 Million for year one of the program which will cover the costs of subsidy for up to 2,100 clients. The Region of Peel will also be responsible for administrative costs.

The City will be responsible for the temporary co-ordinator position and the City's share of the development of the shared portal. Sufficient funds for this program have been included in the proposed MiWay 2018 operating budget.

Conclusion

The results of the phase two Affordable Transportation Pilot show that for every dollar invested, the social return on investment is \$3.98. City and Regional staff are recommending that the phase two pilot becomes a permanent program for eligible Mississauga residents. The Region will continue to assess the eligibility and MiWay will administer the issuance of PRESTO cards. Financial responsibilities for subsidy and administrative costs will be covered by the Region.

Participants will be provided a PRESTO card that allows them to purchase a monthly pass at a 50% discount for one year. The program will have a financial cap that should provide access to up to 2,100 participants in year one. Program effectiveness will continue to be monitored and requests for program expansion will be addressed during the normal budget process.

Attachments

Appendix 1: Corporate Report – MiWay Affordable Transportation Pilot Program – Phase Two
Additional Extension dated 2017/03/21 to General Committee 2017/04/05.



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

Prepared by: Geoff Marinoff, P.Eng., Transit Director

City of Mississauga

Corporate Report



Date: 2017/03/21 To: Chair and Members of General Committee	Originator's files:
From: Geoff Wright, P. Eng, MBA, Commissioner of Transportation and Works	Meeting date: 2017/04/05

Subject

MiWay Affordable Transportation Pilot Program - Phase Two Additional Extension

Recommendation

1. That the "MiWay Affordable Transportation Pilot Program – Phase Two Additional Extension, as outlined in the report from the Commissioner of Transportation and Works dated March 21, 2017 be approved.
2. That the pilot program be extended from May 1 to September 30, 2017 for active participants.
3. That By-law 210-16 Fees and Charges MiWay Fares be amended as required.

Background

The program is being delivered in a partnership with Region of Peel staff who assess eligibility and administer the program and MiWay staff which provide specially configured Presto cards, technical support, and transit usage data. Eligible Mississauga residents are able to purchase a MiWay monthly pass at a 50% discount for a period of six months. Sufficient funding for up to 2500 participants was allocated to the Phase Two Pilot Program.

The Phase Two Pilot Program launched in May 2016 following Council approval. It was supported by an extensive communication campaign carried out by both MiWay and the Region. The first program recipients registered in May and began using their Presto fare cards in June 2016.

At the June 9, 2016 Regional Council meeting, the funding arrangement between the City and the Region for the Pilot Program was changed, reducing the City's cost for the pilot by approximately \$600K. The Region is responsible for the fare subsidy (\$1M) and the City is responsible for the program administration (\$400K).

The Pilot Program began as the academic year was ending so student participation was anticipated to be low. Staff agreed to accept applications until the end of September 2016 to include the back to school period so that student experience was included in the pilot evaluation. No other program attributes were adjusted.

At General Committee on September 7, direction was provided to staff (1) to extend the Pilot Program registration until October 31, 2016 and (2) to support the program with an extensive communication plan.

Present Status

The last intake of participants occurred in October 2016 with approximately 2500 applications received. All applications were reviewed by Regional staff and approximately 1800 of them met the program requirements. Of the approved applicants, 1600 picked up their Presto card and of those, approximately 1300 purchased at least one monthly pass. These 1300 are considered to be the active users for evaluation purposes.

The intake period spanned May to October 2016. Early entrants completed the six month program period in January and February 2017. At that point, the special concession applied to their Presto card expired and regular MiWay fares were applicable. Late entrants will complete the six month program period in May and regular MiWay fares will be required.

Upon completion of the program, City staff extracts Presto card usage data to support program evaluation and Regional staff collect user feedback.

Analysis of the results from the Phase One and Phase Two Pilot evaluations will lead to recommendations to both Regional and City Council. Reports will be brought forward in September 2017.

Comments

As participants completed the pilot period, some contacted staff at the Region and/or City inquiring about a program extension and stating the need for a permanent program that addresses the affordability of transit fares. Most recently, ACORN Canada presented a petition at the City of Mississauga City Hall on March 17, 2017.

City and Regional staff have explored the possibility of extending the pilot program duration while program evaluation and reporting are underway. The program was undersubscribed and as such, both staffs believe that sufficient funds remain in the budget to allow active users (approximately 1300 participants that purchased at least one monthly pass) the ability to continue to purchase a MiWay monthly pass at a 50% discount by extending the special concession on their Presto cards for the period of May to September 2017 (5 months) provided that no new entrants are accepted into the program during the extension period.

MiWay staff are working with Presto staff to enable automatic loading of the special concession to active participant's cards. This would avoid the need to load the monthly pass on the Presto fare card in person. Of note however, is the 2-3 month service gap for participants that completed the program in January and February.

Strategic Plan

The Affordable Transportation Pilot Project – Phase Two Additional Extension contributes to the strategic goal of Ensuring Affordability and Accessibility.

Financial Impact

There are sufficient funds in the existing MiWay Operating Budget to support the administrative costs of a five month (May to September 2017) program extension for active participants.

Conclusion

The Affordable Transportation Pilot Phase Two Additional Extension will continue to provide an affordable transportation option to active participants while program evaluation is underway.

Attachments

Appendix: MiWay – Affordable Transportation Pilot Program – Phase Two Extension



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

Prepared by: Geoff Marinoff, P.Eng, Director of Transit

City of Mississauga

Corporate Report



Date: 2017/09/21

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2017/10/04

Subject

MiWay Senior One Dollar Cash Fare Off-Peak Pilot Program Update

Recommendation

1. That the report entitled, "MiWay Senior One Dollar Cash Fare Off-Peak Pilot Program Update" dated September 21, 2017 from the Commissioner of Transportation and Works be received, and
2. That General Committee provide direction on the senior fare options as outlined in the report.

Report Highlights

- MiWay senior ridership has not shown any recognizable new growth as result of the Senior One Dollar Fare Off-Peak Pilot Program.
- Seniors have changed their fare media choice to take advantage of the one dollar discounted rate.
- The one dollar cash fare off-peak is currently used for 51% of seniors' rides and this has grown from 36% in 2015-2016.
- During the period of July 2016 – June 2017, data indicate that one in seven of seniors using the one dollar fare are riding during peak times.
- The Affordable Transportation Program is available to residents of Mississauga who require financial assistance and provides cost effective savings to frequent transit riders for approximately one dollar per day instead of one dollar per trip.

Background

Following the Council Resolution 0142-2015 dated June 10, 2015 staff implemented a pilot program that introduced a new cash fare for seniors of one dollar per ride during off-peak hours

(9:30am – 3:30pm), evenings after 7:00pm as well as all day on weekends and holidays. The pilot commenced June 29, 2015 and has been available to seniors for the past 2 years to effectively measure patterns of use and overall annual financial impacts to the City.

Comments

A review of the senior ridership trend based on the past four years indicates that it has been very steady with no significant ridership increase or decrease with the introduction of the seniors one dollar off-peak pilot program. Fluctuations in seniors use of the transit system are generally seasonal and weather related.

The total annual seniors' rides in the year prior to the pilot (July 2014 – June 2015) were 1,885,000 compared with 1,855,000 in the period of July 2015 - June 2016 and 1,905,000 for the most recent period of July 2016 - June 2017.

The transit fare data shows that many seniors have changed their fare media payment choice to take advantage of the one dollar discounted rate. The most significant pattern shows that there has been a shift in the sales of seniors tickets, passes and Presto to the one dollar cash fare when comparing July 2014 - June 2015 (prior to the one dollar fare) with July 2016 to June 2017 as shown in the chart below.

Seniors fare	% changes change in senior sales
Tickets	Decrease 59%
Monthly Pass	Decrease 43%
Seniors Presto	Increase 22%

Although there is an increase in seniors Presto use this can be attributed to the continued transition of MiWay customers onto the Presto card. Seniors using the Presto card generally are riding during peak times when the regular Presto seniors e-purse fares would apply. During the period of July 2016 – June 2017, data indicate that one in seven of the seniors using the one dollar fare are riding during peak times. Approximately 45% of this is within 30 minutes of the start/finish times of the off-peak and evening periods. Our transit operators have been coached not to confront but to educate seniors that the one dollar fare is for use during off-peak times (9:30am-3:30pm), evenings after 7:00pm and weekends.

Almost one third of seniors continue to use Presto and tickets during the weekday off-peak and 10% on weekends. MiWay has continued to promote this program through our website, at seniors' events, posters on the buses, at the City Centre Transit Terminal and our Operators educate senior riders about the availability of the one dollar seniors fare during the off-peak times.

Options

Based on the ridership and financial data three options are outlined below for consideration.

Option 1- Eliminate the One Dollar Off-peak Fare For Seniors.

MiWay seniors ridership has not shown any recognisable growth as result of the seniors one dollar fare program. Seniors have not shifted their travel time to off-peak or weekends to accommodate the one dollar fare discount. Eliminating the one dollar seniors off-peak fare would provide additional revenue to the City of approximately \$770,000. Seniors who need financial support to travel can now take advantage of the Affordable Transportation Program (ATP) and ride for one dollar per day instead of one dollar per trip.

Option 2 – Establish a Permanent One Dollar Seniors Fare Program for Off-peak Travel

This program would continue to provide a substantial discount of one dollar per trip for seniors to travel on MiWay during off-peak travel times. The overall annual revenue shortfall is currently estimated at \$770,000 and an additional \$220,000 could be realized if seniors who are currently travelling using tickets/Presto during off-peak times convert to using the one dollar cash fare.

Option 3- Consider a One Dollar and Fifty Cents (\$1.50) Seniors Fare For All Day Travel- Presto Only

As MiWay strives to migrate all customers onto the Presto card by the end of 2018 and away from cash and tickets, a third option for consideration is a fare of \$1.50 all day for seniors using the Presto card. Time of day travel is not available using the Presto card and therefore an all-day discount would need to be available. This eliminates confusion related to peak travel times and seniors would always pay the correct fare using Presto. The financial impact of option 3 would amount to a reduction in revenue of approximately \$710,000 annually.

Staff Recommendation

Based on the analysis, MiWay recommends Option 1 – the elimination of the one dollar off-peak fare program for seniors. Eliminating the one dollar seniors off-peak fare would provide additional revenue to the City of approximately \$770,000 and lowers the overall tax increase. In addition, those seniors who require financial support to travel using MiWay can now take advantage of the ATP program.

Strategic Plan

The seniors one dollar cash fare pilot program contributes to the strategic goal of ensuring affordability and accessibility.

Financial Impact

Statistics indicate there has been a shift in the type of fare media used by seniors. MiWay has collected two years of ridership data to effectively measure both rides and revenue changes. A reduction in seniors' tickets and Presto indicates a financial impact as seniors begin using the one dollar fare instead of the ticket valued at \$2.10 and Presto valued at \$2.00, a loss of \$1.10

per trip and \$1.00 per trip with Presto. The migration away from the Presto monthly pass to the one dollar fare is slightly less. The majority of senior pass users travel an average of 48 trips per month. Using this multiplier the loss per trip if a senior migrates from the monthly pass to the one dollar fare is \$0.27 per trip.

The majority of seniors use tickets, Presto and monthly passes as their payment choice. It is not possible to properly assess the number of seniors who migrated to the one dollar fare from the current cash fare of \$3.50 given that all riders (adult, student, seniors) pay the same cash fare. As a result, a cash fare revenue impact was not included in the overall revenue loss calculation.

Seniors ridership fluctuates throughout the year based on seasonal conditions. Therefore data was used for a full year from July 2016 to June 2017, which allowed time for the pilot program to grow and stabilize. The overall revenue loss from the shift in use of tickets, Presto and monthly passes to the one dollar fare is estimated to be \$770,000 annually.

The current trend also shows that there are still 31% of seniors paying the full fare (Presto) and 38% using seniors tickets during discount times (off-peak weekends and holidays). These are senior riders who may still be using up their ticket stock or are not yet aware of the discount available.

Therefore, MiWay expects that the loss in revenue could increase if these seniors shift to the one dollar fare. If the remainder of those seniors still using tickets during discount times were to pay the one dollar fare rate the additional loss in revenue could amount to \$220,000 annually.

In summary, the total potential revenue loss impacted by the seniors one dollar cash fare pilot program is calculated to be \$990,000 based on the following:

- \$770,000 - current loss fare media shift from tickets, Presto & monthly passes.
- \$220,000 - potential loss if all seniors riding during off-peak, evenings and weekend as they migrate to the one dollar fare.

Should Option 1- elimination of the seniors one dollar off-peak fare program be approved, the MiWay 2018 budget should reflect additional revenue to the City of approximately \$770,000, lowering the tax increase overall.

Conclusion

The seniors one dollar cash off-peak fare program was implemented on June 29, 2015 for a six month trial period and was extended further to continue to monitor ridership and revenue trends as a result of the pilot program. Results to July 2017 continue to show that the program has influenced seniors fare payment choices but has not increased total senior ridership levels.

Many of the senior riders are still using tickets during off-peak times and one in seven of the seniors using the one dollar cash fare incorrectly during peak periods. Results also suggest that the program use will continue to grow slowly as more seniors become aware of the discount times, with the majority of growth resulting from existing riders shifting the payment from other fare media to the one dollar fare.

MiWay recommends Option 1 – eliminating the one dollar seniors off-peak fare would provide additional revenue to the City of approximately \$770,000. Seniors who need financial support to travel can now take advantage of the Affordable Transportation Program (ATP) and ride for one dollar per day instead of one dollar per trip.



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

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

City of Mississauga
Corporate Report



Date: 2017/09/19

To: Chair and Members of General Committee

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

Originator's files:
 MG.23.REP

Meeting date:
 2017/10/04

Subject

Enhanced Stormwater Outreach and Education Program

Recommendation

That the report dated September 19, 2017 from the Commissioner of Transportation and Works titled 'Enhanced Stormwater Outreach and Education Program' be approved in accordance with the following:

1. That the enhanced Residential Stormwater Outreach and Education Program, implemented in 2017, be made permanent, and that the operating budget for promotional materials and general expenses be increased to \$15,000, and that the budget changes be included in the 2018-2021 Stormwater Business Plan and 2018 Budget;
2. That the net funding for the Residential Stormwater Home Visit Service project (PN16-148) be increased from \$65,000 to \$145,000 to provide funding for an additional 200 home visits on a pilot program basis in 2018, with Resource Management Strategies continuing to act as the selected vendor, and that funding be allocated from the Stormwater Capital Reserve Fund (Account #35992);
3. That the existing two contract positions supporting the Outreach and Education Program be converted to permanent status as part of the 2018 Business Plan and Budget process with an incremental increased cost of \$19,000 effective January 1, 2018; and
4. That the necessary by-laws be enacted.

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Highlights

- Stormwater Outreach staff implemented an enhanced Residential Stormwater Outreach and Education Program in 2017 which included:
 - In-person approaches, such as Stormwater Booth pop-ups, Yellow Fish Road events and in-school presentations;
 - Online initiatives, including the creation of digital materials and videos, and the use of social media;
 - The creation of new Stormwater materials and displays;
 - Seeking out opportunities to connect with the City's diverse population on multi-lingual radio and television stations;
 - The development of a new City event, ArtWorkX; and
 - Continued outreach to the non-residential and multi-residential sectors.
- Staff has developed and implemented a popular Residential Stormwater Home Visit Service as a pilot program, with participant feedback being extremely positive. Staff will conduct follow-up phone surveys to gauge uptake of recommendations.

Background

On October 28, 2015, Council supported an amended motion from Councillor Ras (Resolution 0252-2015) to establish a Working Committee of interested Councillors and appropriate staff to consider a program for residential properties that utilize volume control measures and that a report be brought back to Council by the Spring of 2016. Part of the process undertaken by the Working Committee included two workshops, both held on April 13, 2016, which involved facilitated round-table discussions on residential program considerations. Feedback was also accepted from residents through email.

A Corporate Report dated June 15, 2016 from the Commissioner of Transportation and Works titled 'Stormwater Programs for Residential Properties' was presented to General Committee on June 29, 2016. The report summarized the efforts and findings of the Working Committee and provided several recommendations on residential programs. The recommendations endorsed by General Committee and adopted by Council on July 6, 2016 included:

- That staff develop and implement an enhanced Residential Stormwater Outreach and Education Program;
- That Council approve two contract full-time positions for Outreach Assistants for the operations and administration of an enhanced Residential Stormwater Outreach and Education Program; and
- That staff develop and implement a Residential Stormwater Home Visit Service for a two-year period with a net budget of \$65,000.

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The Corporate Report stated that a budget of \$65,000 for the Home Visit Service would accommodate the participation of approximately 100 homes in the program, and that the program would be offered for a two-year period.

Comments

The City's previous Stormwater Outreach efforts focused on the City's stormwater charge, including information on how the stormwater charge works, what the charge is used for and how property drainage works. The funding approved for the enhanced Residential Stormwater Outreach and Education Program and the Residential Stormwater Home Visit Service pilot program has allowed the Outreach Assistants to reach out to residents in new ways in order to share information on stormwater management, the components and purpose of the City's stormwater system, what the charge funds are used for, how property owners can reduce their risk of flooding, how the City's stormwater system helps protect the local natural environment and the opportunities for implementing best management practices on private property. While the primary focus of outreach and education was on the residential sector, the non-residential and multi-residential sectors have also been engaged, albeit to a lesser extent. Staff has particularly focused on engaging the public by appealing to their values, interests and priorities, then attempting to fit the information into that framework.

The enhancements to the Residential Stormwater Outreach and Education Program included the recruitment of two contract full-time positions in the fall of 2016, along with budget for display booth equipment, and the development of outreach and educational materials.

Enhanced Residential Stormwater Outreach and Education Program

The enhanced Residential Stormwater Outreach and Education Program consists of the components that were part of the previous Stormwater Outreach and Education Program, in addition to new modes of outreach.

Stormwater Booth

As part of the previous and ongoing Stormwater Outreach program, the Outreach Assistants continue face-to-face Stormwater booth interactions with the public at various public venues, such as community centres and libraries. Between January and August 2017, the Outreach Assistants completed two full cycles of Stormwater Booth visits to every Ward in the City. Compared to Stormwater booth appearances in 2016, staff has reduced the number of community centre and library engagements since it was found that the same residents were being encountered multiple times, leading to a saturation of Stormwater information at these venues. Instead, the Outreach Assistants have expanded their Stormwater booth engagement to other targeted community events and venues, including farmers' markets, environmental and/or children's festivals, local seniors' councils and seniors' centers, gardening and landscaping events, Conservation Authority workshops and business fairs. For example, in an effort to increase uptake of the City's sump pump subsidy for the areas serviced by a foundation

drain collector system, the Outreach Assistants have conducted in-person outreach at the Many Feathers Farmer's Market in order to inform residents of the subsidy. Between January and August 2017, the Stormwater Outreach Assistants participated in a total of 48 events using the Stormwater Booth. The Outreach Assistants have also begun education of internal staff to raise corporate awareness of the stormwater program.

Future Plans

Staff plans to develop a stronger presence in commercial point-of-sale venues, such as garden centres and home repair stores, in order to target an audience already interested in home and landscaping improvements. The Outreach Assistants will continue to partake in events held by relevant groups. Furthermore, staff will coordinate more formally with other groups, including the Environment Division and Region of Peel, to save costs and maximize impact of outreach efforts and display development, as well as further coordinate messaging.

Yellow Fish Road and the Stormwater Curriculum

Yellow Fish Road is a popular program in which various groups, including students, community groups and corporate groups, paint yellow fish beside catch basins to visually reinforce that stormwater drains directly to our watercourses and Lake Ontario. Door hangers are distributed to surrounding residences to explain the purpose of the program and the Outreach Assistants provide some brief background information to participants. Staff has led Yellow Fish Road events for over fifteen years and continue to increase the number of events, participants and informative material involved (Appendix 1, Table 1).

Since many teachers have requested more in-depth lessons on stormwater management without the administrative requirements surrounding Yellow Fish Road (e.g. sufficient volunteers, weather dependent), as part of the enhanced Residential Stormwater Outreach and Education Program, the Outreach Assistants have begun offering in-class stormwater curriculum and lessons. Lessons are tailored to the grade and the teacher's needs, are designed to fit into the curriculum requirements and are presented by an Outreach staff person trained as a teacher. Currently, the Outreach Assistants have presented seven customized in-class stormwater presentations to a total of 335 participants. The audiences for these presentations have mainly been school groups but also include a corporate adult group. Staff is currently taking bookings for the 2017/2018 school year. The stormwater curriculum has been marketed through social media, the "Teach Green in Peel" website and flyers distributed to appropriate contacts in the Region of Peel Public and Catholic School Boards. Staff has also reached out to the Region of Peel, Credit Valley Conservation, Toronto and Region Conservation Authority and other City Divisions (Environment), to understand their existing and planned education programs in order to avoid duplication and complement existing offerings.

Future Plans

The Outreach Assistants will continue to run Yellow Fish Road events and are exploring the possibility of displaying the locations of painted catch basins on a publically accessible map. The Outreach Assistants will be delivering stormwater in-class presentations over the

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2017/2018 school year and are also looking into opportunities to speak to teachers during Professional Development Days in order to further market the stormwater curriculum.

Digital

In response to frequent inquiries from residents about the type of projects and work funded by the stormwater charge, the Outreach Assistants have developed and added stormwater project profiles to the City's website. Five projects were selected, which represent an array of stormwater system components and needs (creeks and the Credit River, pipes and storm sewers, and stormwater management ponds).

Staff is also working with a video production company to develop short, understandable and visually engaging online videos to educate the public on the City's stormwater system and best practices. The videos cover creeks and the Credit River, stormwater management ponds, the City's Low Impact Development (LID) projects and residential LID projects and opportunities. The videos are expected to be filmed in September 2017, with editing completed approximately a month later. This is in addition to the video created and completed for ArtworkX (See "ArtWorkX" below).

Future Plans

The Outreach Assistants will create more updated project profiles to be added to the City's website in late 2017 and 2018. Staff will also work with the Communications Division to optimize the content for website visitors, and transition the pages to the new mobile friendly design under the corporate website modernization initiative.

Social Media

Significant efforts have been made to expand the presence of the City's stormwater program on social media. Staff has worked with the Communications Division to post several tweets a week on the City's Twitter account. Between November 2016 and June 2017, 112 Stormwater tweets were posted on the City's Twitter account. This accounted for 7.3% of the activity on the account, but elicited 5003 engagements, or 30.1% of the total engagements on the City's Twitter account, demonstrating a significant public interest. The Outreach Assistants have attempted to capitalize on this interest by selecting interesting and/or attractive images to complement the educational posts. The Outreach Assistants have also worked with the Environment Division to post information on Environment's Facebook and Twitter accounts, and have participated in online Twitter chats hosted by the Environment Division.

A new Stormwater Instagram account (@saugastormwater) was also launched in May 2017 as a one-year pilot. The purpose of the Stormwater Instagram account is to target younger residents and relevant organizations to help the public better understand the City's stormwater system, its environmental implications and benefits, and best management practices through compelling imagery and interesting facts. Staff has cultivated a growing following (Appendix 1, Table 2) by presenting information relevant to the audience and accompanied by attractive or intriguing images.

Future Plans

The Outreach Assistants will continue to build the audience for the Stormwater Instagram account and will develop new campaigns on both Instagram and other social media platforms and will assess the efficacy of these approaches at the end of the one-year pilot of the Stormwater Instagram account. Opportunities are also being explored to work more closely with other divisions and sections whose work and priorities complement Stormwater.

New Materials

There is still public demand for hard copy brochures and materials. As a result, the Outreach Assistants have been redesigning some existing brochures, such as Safe Pool Operation, in collaboration with Creative Services to ensure that all materials conform to City and accessibility requirements. The Outreach Assistants are also creating new brochures and materials in response to the interest and needs expressed by residents, including brochures on sump pumps and residential-level LID. The Outreach Assistants have also created materials for specific outreach initiatives, such as a fact sheet and map to complement outreach for the Lisgar Sump Pump Subsidy.

The Stormwater Outreach Team has also purchased five hundred rain gauges to be used as prizes, give-aways or for special events and created an insert to explain how a rain gauge works and raise awareness of how much rain falls on a typical residential property. In order to draw a larger audience to the Stormwater booth and educate children and adults in a fun and engaging way, the Outreach Assistants have also created an interactive Stormwater game. Stormwater Outreach also assisted Emergency Management in the development of the new City booklet, *A Residential Guide to Flood Prevention and Recovery*.

Future Plans

In order to make stormwater best practices and low impact development truly attractive to residents and homeowners, staff would like to create an editorial quality brochure and web-publication which markets these practices to residents on a lifestyle basis. Staff is also coordinating the development of materials with Credit Valley Conservation to avoid duplication and maximize the efforts and resources of both organizations. Staff is also planning to work with Corporate Communications to develop and test the response to various outreach materials.

Multi-Lingual Radio and Television

The City of Mississauga has a diverse population, with many residents having a mother tongue other than English. Similarly, City staff is also diverse, with many speaking multiple languages. In an effort to provide information to Mississauga residents who either speak limited English or feel more comfortable receiving information in their native language, City staff has offered themselves as guests on multi-lingual radio shows that service the City and surrounding area. As of August 2017, staff has delivered a total of nine stormwater interviews in English, Punjabi, Hindi, Cantonese, Mandarin and Arabic. Interviews are also offered in Italian, Portuguese, Russian and Ukrainian. Interviews cover basic information on the different types of water

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service (water, wastewater and stormwater), the components and purpose of the City's stormwater system, and best practices for residents and business owners to reduce their risk of flooding and protect the environment. While the interviewees are clear that their work relates to the City of Mississauga, interview content is structured to be relevant to non-Mississauga listeners as well.

Future Plans

The Stormwater Outreach Team will continue to reach out to multi-lingual radio stations that service the City and surrounding area. Staff is also reaching out to local online television stations and will reach out to The Haze FM, which is broadcast at the MiWay Transit Terminal and Recreation Centres, in order to explore providing Stormwater content.

ArtworkX

The City's stormwater system – like much municipal infrastructure – is either hidden from view or is such a ubiquitous part of the landscape that residents do not notice it. In order to better engage residents and visitors with their supporting infrastructure, staff partnered with the City's National Public Works Week (NPWW) Family Fun Day event to introduce a new event, ArtWorkX, which introduced attendees to their hidden municipal infrastructure by combining it with art. This included retaining four artists who transformed non-functioning pieces of City infrastructure into art during a day-long art performance, as well as partnering with Credit Valley Conservation, who led children in an all-day art activity in which participants turned pipes and natural objects into an art exhibit. Additional partners, including Fern Ridge Landscaping, Region of Peel, Toronto and Region Conservation Authority, Mississauga Moves and the Environment Division, also set up information and activity booths and led other activities, including an urban bird scavenger hunt, a rainscaping exhibit, a pop-up rain garden, an art sale and screening environmentally-themed documentaries including a discussion panel with one of the film's producers. ArtWorkX and NPWW Family Fun Day had an estimated attendance of 1000 people.

Future Plans

Stormwater Outreach hopes to hold ArtWorkX again in 2018, as part of NPWW Family Fun Day. Another similar art performance is planned and will include an "Infrastructure MC" who will narrate the art performance and provide further context on the infrastructure being used. A temporary location to display the resulting art afterwards is also being sought out. Rather than screening environmentally-themed documentaries, the Outreach Assistants will explore opportunities to hold an infrastructure/environment themed student short film festival in conjunction with Sheridan College.

Non-Residential and Multi-Residential Outreach

Stormwater outreach to non-residential and multi-residential property owners and managers has been an additional task of the enhanced Stormwater Outreach and Education Program. Staff has presented to business associations, such as the Mississauga Board of Trade and the Mississauga Chinese Business Association, in order to provide information on the stormwater

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credit program. These presentations have also been supplemented by an article in the Mississauga Board of Trade magazine, as well as in-person interactions. Property owners and managers who have requested additional information on available stormwater best management practices have also been referred to Credit Valley Conservation's Greening Corporate Grounds Program or to Partners in Project in Green (an initiative of the Toronto Region Conservation Authority), depending on the property location.

Future Plans

Staff has held discussions with Region of Peel, Partners in Project Green and Credit Valley Conservation in order to better coordinate non-residential outreach activities. Potential avenues being explored include the City and Credit Valley Conservation creating a joint insert in the monthly water bill, as well as providing information on the stormwater credit program to Region of Peel Water and Wastewater staff that regularly interacts with non-residential and multi-residential property owners. The Outreach Assistants are also working on a business case for additional business outreach for 2018.

Residential Stormwater Home Visit Service Pilot Program

The purpose of the Residential Stormwater Home Visit Service pilot program is to provide site-specific, tailored guidance from "Stormwater Advisors" to the owners of residential properties to help them better understand stormwater management and make changes to reduce their risk of flooding, protect the environment and enhance their home. A follow-up report is provided to participants that summarizes the Stormwater Advisor's recommendations and offers follow-up resources and information. In addition to receiving a home visit and follow-up report, interested participants also received a free rain barrel, purchased by the City from the Region of Peel.

This pilot program was administered by the same Outreach Assistant staff resources tasked with implementing the enhanced Residential Stormwater Outreach and Education program. The pilot program is completed for 2017 and the feedback has been positive and encouraging.

The Stormwater Home Visit Service Pilot Program in 2017

Marketing and Delivering the Program

Consulting services were procured via an open proposal call to deliver the Residential Stormwater Home Visit Service Pilot Program, with the successful vendor being Resource Management Strategies, Inc. The pilot program was marketed through the Stormwater Booth, Councillor newsletters, articles in neighbourhood-specific magazines and presentations and articles for residential associations. Interested participants were put on a notification list, as were all attendees of the April 2016 public consultation workshops. All residents on the notification list were emailed when registration for the pilot program opened on May 26, 2017.

Originally, the Pilot Program was intended to be offered to 100 homes or for two years, whichever milestone was reached first. The original 100 home visit spots were filled within 36 hours of registration opening. As a result of this popular demand, and due to a favorable bid from the vendor, the pilot program was opened to an additional 20 participants. A total of 117

home visits were performed by the consultants, with three last-minute cancellations. There is currently a wait list for residents interested in receiving a home visit.

Evaluating the Program

Prior to registering a resident for a home visit, the Outreach Assistants conducted an intake phone call to administer a short survey gauging residents' knowledge of stormwater management, interest in flood risk reduction and environmental protection, and priorities for their homes. After the home visit was completed, the Outreach Assistants conducted a follow-up phone survey to assess whether participants' opinions had changed, their satisfaction with the Program, how many people they had told about the Program and other feedback. The Outreach Assistants will conduct an additional follow-up phone call in Spring 2018 to gauge whether participants have implemented any of the recommendations made by the Stormwater Advisors.

It is intended that the pre- and post-home visit phone surveys will not be administered for future participants. However, a short online survey will be administered during registration and as follow-up for future participants.

Participant Feedback on the Residential Stormwater Home Visit Service Pilot Program

As of August 15, 2017, the Outreach Assistants had completed 87 out of 117 follow-up phone calls to solicit feedback from participants. Overall, participants indicated that their level of knowledge about stormwater management had improved. Most participants also told several people about the Program, indicated high satisfaction with the service offered and were likely to implement at least some of the Stormwater Advisor's recommendations (Appendix 2, Table 1).

During the follow-up survey, participants were also asked which recommendations they were most likely to implement (Appendix 2, Table 2), with six out of 87 respondents stating that they have already implemented some of the recommendations made by the Stormwater Advisors. Staff will be confirming implementation rates upon the second follow-up phone survey, to be administered in early Spring 2018.

Qualitative feedback from participants has been positive, with many participants praising the quality of the recommendations and personal touch provided by the Stormwater Advisors. Some participants have also recommended that the pilot program be offered more widely across the City.

Constructive feedback has indicated two avenues for improvement. First, some participants have requested that the follow-up report be further personalized. Staff will work with the consultants to achieve this goal. Second, some residents have expressed a desire for recommended contractors, landscapers or other professionals who can implement the Stormwater Advisors' recommendations. City staff and consultants are not able to provide specific vendor recommendations, though they have advised participants to refer to the Landscape Ontario member list. However, a Fusion Landscaping Certification Program is currently being implemented by Credit Valley Conservation, Landscape Ontario and Region of

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Peel, with the curriculum and certification being expected for Fall 2017. Future Residential Stormwater Home Visit Service participants can be referred to the publically available list of Fusion certified practitioners.

If approved, 200 additional home visits would be held between May and October 2018. Participation in the program would remain free of charge to the homeowner. Staff is still examining whether to include a free rain barrel as part of a 2018 Residential Stormwater Home Visit Service Pilot Program, and expect to make a decision based on the outcome of the final round of follow-up phone surveys. Two public lectures on topics of interest, to be presented by Resource Management Strategies, Inc., would be held in Spring and Summer 2018 to increase interest in the Program and provide some additional information to interested participants. Staff would assess whether the Residential Stormwater Home Visit Service should be made permanent after the 2018 pilot program is completed.

Strategic Plan

The recommended enhanced Residential Stormwater Outreach and Education Program and the Stormwater Home Visit Pilot Program fall under the *Living Green* Strategic Pillar and all of its strategic goals to Lead and Encourage Environmentally Responsible Approaches, Conserve, Enhance and Connect Natural Environments and Promote a Green Culture.

Financial Impact

The financial impacts of a permanent enhanced Residential Stormwater Outreach and Education Program are the cost of converting the current two full-time contract positions to permanent status as part of the 2018 Business Plan and Budget process, establishing an operating budget and increasing capital funding for the Residential Stormwater Home Visit Service pilot program.

Operating Summary

- Converting the two contract full-time positions on a permanent basis, effective January 1, 2018, will increase labour costs by approximately \$19,000 of which \$13,000 represents an increase in benefits;
- Introducing a promotional materials and general expenses budget of \$15,000; and
- Both of these changes to the operating budget will be included in the 2018 Stormwater Business Plan and Budget.

Capital Summary

- The extension of the Residential Stormwater Home Visit Service pilot program to 2018 requires additional funding of \$80,000 and will be funded from the Stormwater Capital Reserve Fund (Account 35992). This increase in funding will increase the gross and net capital budget for capital project PN16-148 - Residential Stormwater Home Visit Service from \$65,000 to \$145,000.

Conclusion

The enhanced Residential Stormwater Outreach and Education Program and the Residential Stormwater Home Visit Service have proven to be successful. In order to continue and further develop stormwater outreach and education, the existing program should become permanent, including converting the existing contracts for Outreach Assistants to permanent positions. This will allow staff to continue educating the public and various sectors on stormwater management, as well as support uptake of best practices. Further, given the high demand and positive feedback, the City's Residential Stormwater Home Visit Service should be extended to an additional 200 homes in 2018.

Attachments

Appendix 1: Statistics for Residential Enhanced Stormwater Outreach and Education Program

Appendix 2: Statistics for Residential Stormwater Home Visit Service Pilot Program



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

Prepared by: Victoria Kramkowski, PhD, Stormwater Charge Program Coordinator

Appendix 1: Statistics for Residential Enhanced Stormwater Outreach and Education Program

Table 1: Comparison of Yellow Fish Road Events for 2016 and 2017		
	April - August 2016	April – August 2017
Number of YFR events	12	15
Number of participants	308	426
Number of catch basins painted	660	632
Number of door hangers distributed	1,719	1,997

Table 2: Analytics for Mississauga Stormwater Instagram Account (May 17 2017–August 28 2017)			
Total Followers	Total Likes Received	Total Comments Received	Follower Locations
136	929	22	Canada (77.9%) United States (17.7%) Other (4.4%)

Appendix 2: Statistics for Residential Stormwater Home Visit Service Pilot Program

Table 1: Participant Feedback on Stormwater Home Visit Pilot Program		
	Pre-Home Visit Survey	Post-Home Visit Survey
Level of knowledge about stormwater management (Scale of 1 – 5, with 5 being extremely knowledgeable)	2.6/5.00	3.8/5.00
Average number of people the resident told about the Program	N/A	2.6 people
Satisfaction with Program (Scale of 1 – 5, with 5 being extremely satisfied)	N/A	4.7/5.00
How likely to implement recommendations (Scale of 1 – 5, with 5 being extremely likely)	N/A	4.2/5.00

Table 2: Stormwater Advisor Recommendations Most Likely to be Implemented	
Type of Recommendation	Percent of respondents likely to implement* *Some participants chose multiple recommendations
Disconnect downspouts	35%
Install rain barrel	52%
Install rain garden or bioswale	12%
Improve grading	16%
Increase permeable surface, vegetation or tree cover	15%
Other	2%

City of Mississauga

Corporate Report



Date: 2017/09/19

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2017/10/04

Subject

Strategy to Reduce the Multi-Residential Property Class Tax Ratio

Recommendation

1. That the report of the Commissioner of Corporate Services and Chief Financial Officer dated September 19, 2017 entitled Strategy to Reduce the Multi-Residential Property Class Tax Ratio be received for information.
2. That By-law 68-17 be amended to reflect the addition of the New Multi-Residential (NT) property tax class with a ratio of 1.0 and the NT tax rate be equal to the residential tax rate.

Report Highlights

- Council requested information on the impacts of reducing the multi-residential tax ratio incrementally over three years resulting in having a consistent tax rate for multi-residential and residential properties;
- Tax 'transition' ratios were established by the Province of Ontario in 1998 with the introduction of Current Value Assessment (CVA) taxation methodology;
- The transition ratios represented the relative tax burden by property class prior to the change in methodology;
- Upper-tier municipalities have the ability to adjust tax ratios or to delegate authority to the local municipalities. The Region of Peel delegates the authority for tax ratio setting to Mississauga, Brampton and Caledon;
- Any reduction to the multi-residential tax ratio results in a shift in municipal property taxes to the other property classes and primarily the residential property class;

- In April 2017 Ontario's Fair Housing Plan introduced a mandatory New Multi-Residential property tax class with a tax ratio of 1.0 to 1.1; and
- The *Residential Tenancies Act* includes a mandatory rent reduction that must be passed on to tenants from landlords whose property taxes have decreased by more than 2.49%.

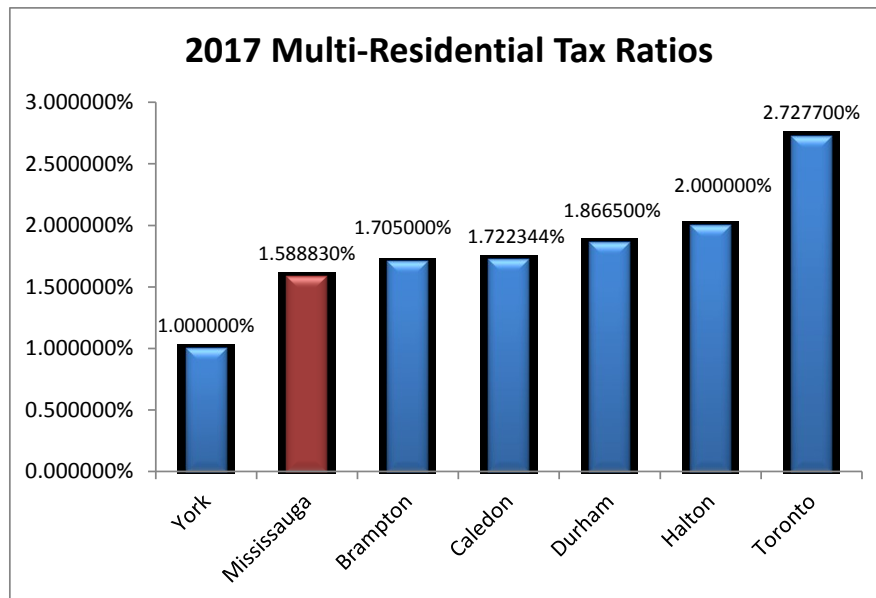
Background

In 1998, the Province of Ontario introduced Current Value Assessment (CVA), a Province-wide reform to the methodology in how property assessments and tax rates are calculated. At that time all properties were reassessed based on a 1996 valuation date. This change resulted in significant shifts in tax burden between property classes. In order to mitigate these shifts the Province also introduced tax tools such as prescribed transition ratios, ranges of fairness and policy tools to adjust tax ratios.

The transition ratios represented the tax burden in each property class relative to the residential class prior to the change in methodology. The ranges of fairness for tax ratios limit the ability to increase the tax ratios. Tax ratios can only be increased to maintain a revenue-neutral tax impact after a reassessment where the change does not affect the total taxes collected in a property class but instead causes a shift in the burden from one property class to all the other property tax classes. Otherwise the tax ratios remain the same or can be reduced to be brought closer to the prescribed ranges of fairness. The authority for setting tax ratios is an upper-tier responsibility, however the Region of Peel can and does opt to delegate this responsibility to the lower-tier municipalities.

Properties included in the multi-residential class can range from bachelorettes and row houses to low, medium and high-rise apartments all with seven or more self-contained units. To be considered a self-contained unit, a unit must include a kitchen, a bathroom and a separate entrance.

The graph below provides the 2017 multi-residential tax ratios for municipalities within the Greater Toronto Area (GTA). As the Region of Peel delegates their authority for setting tax ratios to the lower tier municipalities, Mississauga, Brampton and Caledon have individual ratios. In all other Regions, all lower-tier municipalities within the Region have the same tax ratio.



Currently, Mississauga's multi-residential tax ratio is among the lowest in the GTA.

Present Status

In 2016 the Affordable Housing Program: Preservation of Rental Housing report was presented at Planning and Development Committee with preservation of purpose-built rental housing being identified as an important component. The report indicated that each year, an average of 75 rental units are being converted to condominiums. One of the factors identified is the lower property tax rate for residential properties compared to the multi-residential tax rate.

As such, a tax policy strategy initiative was undertaken to review the impacts of making the multi-residential tax rate consistent with the residential tax rate incrementally over a three year period. Part of this review was also an option to implement a new multi-residential property class to be consistent with the residential property class to encourage new purpose-built development such as rental housing.

In April 2017, the Province introduced Ontario's Fair Housing Plan which included a mandatory New Multi-Residential (NT) property tax class that would be charged a similar rate as residential properties. In July 2017, the Province filed regulations setting the transition ratio for the brand new NT class at 1.0 and a range of fairness between 1.0 and 1.1. Municipalities are required to

set a tax ratio and tax rate for the NT class for the 2017 tax year. Staff are recommending a tax ratio of 1.0 for the new multi-residential property class and tax rate equal to the residential tax rate. The new property class was created to encourage purpose-built rental housing, and would apply to building permits issued on or after April 20, 2017 for properties that would have otherwise been classed as multi-residential. Properties can remain in this class for a maximum of 35 years and then would be converted to the multi-residential class.

The impact of the 2017 reassessment resulted in the City of Mississauga adjusting its tax ratios to revenue-neutral where the relative tax burden for each property class remained the same as it was before reassessment. The multi-residential property class tax ratio was reduced from 1.778783 to 1.588830 for the 2017 taxation year.

Comments

The option for a multi-year tax ratio strategy to reduce the multi-residential tax ratio incrementally to be consistent with the residential tax ratio at the end of three years was analyzed. The residential property tax class is legislated to have a tax ratio of 1.0. If a three year reduction strategy is adopted; the multi-residential tax ratio would be adjusted at each phase-in cycle until the multi-residential tax ratio is 1.0. This will result in a shift in the relative tax burden away from the multi-residential class onto the other property classes, and primarily the residential class, each year.

A three year reduction strategy would result in the existing multi-residential tax ratio reducing to approximately 1.39, 1.19 and 1.00 in the years 2018, 2019 and 2020 respectively. These reductions will shift the tax burden away from the multi-residential property class and onto the other property classes each year. The majority of the burden shifts to the residential property tax class.

The following table shows the estimated tax reduction in each year of the phased reduction to the multi-residential tax ratio for two properties with similar assessment values in 2016 but different increases in values resulting from the 2017 reassessment. It should be noted that the change in taxes does not reflect the annual change in levy.

Change in Taxes from the Phased Reduction to the Multi-Residential Ratio

Type: 10 Storey Building

Year	Assessment	Tax Ratio	Tax Rate	Total Taxes *	Tax Change (\$)	Tax Change (%)
2016	6,502,000	1.78	1.41%	\$91,604		
2017	7,792,250	1.59	1.24%	\$96,944		
2018	9,082,500	1.39	1.12%	\$101,724	\$4,780	4.9%
2019	10,372,750	1.19	0.99%	\$102,690	\$966	0.9%
2020	11,663,000	1.00	0.86%	\$100,302	-\$2,388	-2.3%

* excluding annual levy change

Type: Row Housing

Year	Assessment	Tax Ratio	Tax Rate	Total Taxes *	Tax Change (\$)	Tax Change (%)
2016	6,121,000	1.78	1.41%	\$86,236		
2017	6,458,000	1.59	1.24%	\$80,344		
2018	6,795,000	1.39	1.12%	\$76,104	-\$4,240	-5.3%
2019	7,132,000	1.19	0.99%	\$70,607	-\$5,497	-7.2%
2020	7,469,000	1.00	0.86%	\$64,233	-\$6,373	-9.0%

* excluding annual levy change

In this example, the 10 storey building is experiencing a reassessment value increase at a faster rate than the row housing. As a result the 10 storey building would not see a decrease in taxes until 2020 while the taxes for the row housing would start to decrease beginning in 2018.

Residential Tenancies Act

The *Residential Tenancies Act* states that if the property taxes for a multi-residential property are reduced by more than 2.49% the landlord must pass these savings on to the tenants. Reducing the tax ratio for the multi-residential property class has the potential of also triggering a rent reduction under the *Residential Tenancies Act*. This reduction applies only to properties whose property taxes decrease by more than 2.49%. The *Residential Tenancies Act* estimates that approximately 20% of rent collected is for property tax. Therefore, if a property's taxes have decreased by more than 2.49% the reduction amount is 20% of the percentage in property tax change. Municipalities are mandated to notify landlords and tenants of the percentage by which rents are to be reduced.

Reducing the multi-residential tax ratio and subsequently the tax rate will not guarantee a rent reduction. Properties may not experience a property tax reduction of more than 2.49% as the phase-in reassessment increase for a property may increase at a higher rate than the tax decrease associated with the change in the ratio.

The tables below show the eligibility for rent reduction for the two properties included in the tax impact table above.

Existing Property Does Not Qualify for Rent Reduction

Type: 10 Storey Building

Year	Assessment	Tax Rate	Total Taxes	Tax Change (\$)	Tax Change (%) *
2016	6,502,000	1.41%	\$91,604		
2017	7,792,250	1.24%	\$96,944	\$5,340	5.8%

* Does not qualify for rent reduction

Because the reassessment increase on this property exceeds the decrease resulting from a reduction of the multi-residential ratio, there is still a net tax increase of 5.8% or \$5,340 and the property would not qualify for rent reduction.

Existing Property Does Qualify for Rent Reduction

Type: Row Housing

Year	Assessment	Tax Rate	Total Taxes	Tax Change (\$)	Tax Change (%) **
2016	6,121,000	1.41%	\$86,236		
2017	6,458,000	1.24%	\$80,344	-\$5,892	-6.8%

** Qualifies for rent reduction

Rent Reduction

Year	Type	Current Rent	Rent Reduction	New Monthly Rent	Monthly Savings
2017	3 Bedroom	1,374	1.4%	\$ 1,359	\$15
	4 Bedroom	1,600	1.4%	\$ 1,583	\$17

The impact of reducing the multi-residential ratio is greater than the reassessment impact on this property and therefore there will be an overall decrease in taxes. The tax reduction of 6.8% or \$5,892 on this property would result in a rent reduction of \$15 per month on a three bedroom unit and \$17 per month on a four bedroom unit.

Reducing the multi-residential tax ratio through a phased approach will not result in rent reductions applying to all multi-residential properties.

Financial Impact

Reducing the multi-residential class to a tax ratio of 1.0 to be consistent with the residential property class will result in a tax shift away from the multi-residential class and onto the commercial, industrial and primarily residential property tax class of \$2.5 million in City taxes in each of the three years. Most of the shift will be on to the residential property tax class in the amount of approximately \$1.7 million or 0.4% in each of the three years. Over the three years this would be an accumulated \$5.1 million and 1.2% shift onto the residential class.

The reduction of the multi-residential tax ratio also causes a similar shift in tax burden for the Regional tax levy apportioned to the City. The annual shift in Regional taxes away from the multi-residential class and onto all other classes is estimated at \$3.4 million, with the residential class absorbing approximately \$2.3 million. The combined impact of the shift in tax burden to the residential class would be \$4 million or 0.4% annually; the impact over the three years is approximately \$12 million or 1.2%.

It should be noted that the reduction to the multi-residential tax ratio would not affect the current apportionment method used by the Region in determining the total Regional levy allocated to the City.

The increase to the average single family detached home would be approximately \$10 to the City portion of their taxes and \$13 to the Regional portion of their taxes in each of the three years. This is a 0.6% impact on the City and Regional portion of their tax bill each year. This increase would be above budgetary and reassessment impacts each year.

Currently the residential class pays 65% of the tax levy. This would increase by about 0.4% per year due to the shift from the multi-residential class. At the end of the three year strategy the shift in the tax burden would result in an increase in the tax burden to the residential property tax class to approximately 66.2%.

Conclusion

The City of Mississauga is annually delegated the authority by the Region of Peel to set its own tax ratios and as such, multi-year tax ratio strategies can be used as a mechanism for adjusting the tax burden amongst property classes to achieve desired outcome.

Incorporating a three year strategy to reduce the multi-residential tax ratio to make it consistent with the residential property class ratio would provide the benefit of a tax rate reduction that was sought out in the 2016 Affordable Housing Program: Preservation of Rental Housing report for owners of multi-residential properties and potentially encourage new purpose-built rental housing in Mississauga.

A tax rate reduction does not necessarily result in reduced taxes for each multi-residential property depending on their phased assessment increase. Property owners are not required to pass on any reduction in property taxes unless it triggers the mandatory rent reduction when the reduction in taxes is greater than 2.49%.

A tax ratio and tax rate for the mandatory new multi-residential (NT) tax class must be introduced for the 2017 tax year. As the regulation was not filed until July 5, 2017 after the City had established their tax ratios and tax rates, By-law 68-17 needs to be amended to include the New-Multi Residential (NT) tax class.



Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Louise Cooke, Manager, Revenue and Taxation

City of Mississauga

Corporate Report



Date: 2017/09/15

To: Chair and Members of General Committee

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

Originator's files:
MG.23.REP

Meeting date:
2017/10/04

Subject

Increase to Existing Contracts with David B. Searles Surveying Ltd., Van Harten Surveying Inc. and ACI Survey Consultants Inc., for Additional Surveyor Services for Hurontario Light Rail Transit Land Acquisitions

Recommendation

1. That the report titled "Increase to Existing Contracts with David B. Searles Surveying Ltd., Van Harten Surveying Inc. and ACI Survey Consultants Inc., for Additional Surveyor Services for Hurontario Light Rail Transit Land Acquisitions", dated September 15, 2017, from the Commissioner of Transportation and Works be received.
2. That the Purchasing Agent be authorized to execute a contract amendment to increase the existing contract with David B. Searles Surveying Ltd. in the estimated amount of \$200,000, excluding taxes.
3. That the Purchasing Agent be authorized to execute a contract amendment to increase the existing contract with Van Harten Surveying Inc., in the estimated amount of \$200,000, excluding taxes.
4. That the Purchasing Agent be authorized to execute a contract amendment to increase the existing contract with ACI Survey Consultants Inc. in the estimated amount of \$100,000, excluding taxes.

Background

Surveyor services are required to facilitate construction of the Hurontario Light Rail Transit (HuLRT) project, which identifies a number of parcels of land for acquisition along the Hurontario corridor. Metrolinx requested that the City retain vendors and manage this portion of the work. The cost of the surveyor services is fully covered by Metrolinx, in accordance with the Real Estate Protocol (Memorandum of Understanding).

A competitive procurement process was conducted by the City in August 2016 (ref. Procurement No. FA.49.479-16). Due to the volume of work and short timelines for completion, contracts were awarded to three vendors. Additional services are required and it is recommended that the contracts with David B. Searles Surveying Ltd., Van Harten Surveying Inc. and ACI Survey Consultants Inc. be increased.

Comments

The procurement process was based on the requirements that were known at the time. However changes have occurred due to revisions to the Reference Concept Design of the corridor by Metrolinx. These revisions resulted in additional property requirements and changes to existing property requirements which resulted in additional work for the surveyors. It is anticipated that further property requirements will be identified.

The contracts have been increased to the maximum allowed under the Purchasing By-law 374-2006 and services continue to be required. Council approval is now required to increase the existing contracts.

The Scope of Work for Surveyor Services for the original procurement is attached as Appendix 1.

Financial Impact

David B. Searles Surveying Inc.

Current contract value: \$160,005, requested increase: \$200,000. Revised estimated contract value: \$360,005, taxes extra.

Van Harten Surveying Ltd.

Current contract value: \$232,790, requested increase: \$200,000. Revised estimated contract value: \$432,790, taxes extra.

ACI Survey Consultants Inc.

Current contract value: \$104,130, requested increase: \$100,000. Revised estimated contract value: \$204,130, taxes extra.

The surveyor services are fully funded by Metrolinx, in accordance with the Real Estate Protocol (Memorandum of Understanding). The vendors submit invoices to the City for approval and are paid directly by Metrolinx.

Conclusion

Surveyor services are required to facilitate construction of the Hurontario Light Rail Transit (HuLRT) project, which identifies a number of parcels of land for acquisition along the Hurontario corridor. The City conducted a competitive procurement process at the request of Metrolinx that resulted in three contract awards. Additional services are required from three of the surveyor services providers. Staff recommends that the existing contracts with David B. Searles Surveying Ltd., Van Harten Surveying Inc. and ACI Survey Consultants Inc. be increased to successfully and promptly complete the required surveys. The surveyor services are fully paid for by Metrolinx.

Attachments

Appendix 1: Scope of Work for Surveyor Services



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

Prepared by: Al Jeraj, O.L.S., City Surveyor

SCOPE OF WORK

1.0 Statement of Work

In order to facilitate the construction of the project, the LRT project office has identified a number of parcels to be acquired along the Hurontario corridor and within the downtown centre of Mississauga. These parcels are identified in Schedule A (Zone 1), Schedule B (Zone 2), Schedule C (Zone 3) and Schedule D (Zone 4).

You will note in a Schedule, that the parcels are owned by private entities, Municipal agencies or Provincial agencies. Each parcel identified in a Schedule, will be acquired for the HRLT project by one of two methods:

- 1) an agreement of purchase and sale for which a reference plan will be required to legally describe the parcel or
- 2) by expropriation for which an expropriation plan will be required to acquire title to the parcel.

For the purposes of this RFT, the following assumptions should apply:

Privately owned parcels: In some cases, the parcel is described as Parts on an existing reference plan. While it is the intent to acquire these parcels through amicable negotiations with the owner, an expropriation plan may be required to acquire the parcel in an expeditious manner to meet the project timelines. Therefore, the Surveyor must assume that for all privately owned parcels, an expropriation plan will be required. If a parcel is not described by an existing reference plan, the Surveyor may assume that an expropriation plan will be required and depending on the nature of negotiations with the land owner, the expropriation plan may be converted to a reference plan.

Municipally and Provincially owned parcels: In each of these cases, a reference plan will be required to describe the parcels.

The Surveyor is to prepare a separate plan for each parcel as outlined in the price schedule. This means, multiple parcels shall not be described on one plan.

Each plan must be geo-referenced to the Nad83 (original), UTM 6-degree, Zone 17 coordinates. Direct observations to control monuments must be taken and referenced to monumented points on the survey.

Each plan must reference the City's file number for that parcel.

The Surveyor must adhere to all relevant safety regulations including, but not limited to utility stakeouts.

The Surveyor will be required to stakeout the limits of the parcel in the field for view by the owner of the parcel. This item should be included in the cost of preparing the plan. Any additional requests to stakeout the parcel will be quoted as a fixed price in the price schedule.

Each plan must meet current statutory requirements and all Regulations and policies set out by the Association of Ontario Land Surveyors.

Each plan shall show the area for each Part in square metres.

3.0 Deadlines for Submission of Plans

The City Surveyor will instruct the Surveyor in writing or by email to begin preparing a plan for a particular parcel. The draft plan is required within **45 business days** of receiving confirmation to proceed. **This schedule is firm.** It is likely that the Surveyor will be asked to survey multiple properties at the same time and the draft plan submission for each property must meet the above noted deadline. Should there be any revisions to a particular parcel; the date of delivery of the draft reference plan for that particular parcel may be extended to a new date as agreed to by the Surveyor and the City Surveyor.

Once a draft plan has been approved, the final deposited or registered version must be submitted within 4 weeks of the date of approval. There may be a significant lag between the time the draft plan is submitted to the time final approval is received. Any additional costs to update the title search or complete field inspections, if required, will be at the unit prices bid.

It is important for the Surveyor to note that timelines for the delivery of the draft plan and final plan are crucial to the success of this project. Non-compliance will be treated as grounds for termination.

4.0 Deliverables

The City Surveyor will inform the Surveyor by e-mail when to initiate the survey for a particular parcel. The Surveyor will not begin the survey for a particular parcel unless instructed to by the City Surveyor in writing.

Draft Plan

- 10 prints of the draft plan
- 5 prints of the draft plan superimposed on an aerial image of the property
- A CD containing:
 - a CAD file (Microstation or AutoCAD) of the draft reference/expropriation plan and a pdf copy of the draft reference/expropriation plan
 - Scanned pdf copies of all original field notes

- Scanned pdf copies of all supporting survey plans used to retrace legal property boundaries including Surveyor's Real Property Reports, Plans of Surveys, Reference Plans and Plans of Subdivisions
- Scanned pdf copy of the title search

The City's reference number for the parcel must be labelled clearly on the front of the CD.

Final Plan

- 10 prints of the final plan
- Scanned pdf copy of the final plan
- Scanned pdf copy of the final field notes showing monumentation set and any additional field work
- 1 Mylar copy of the plan for any plans prepared in the City of Brampton

5.0 Item to be Provided by the City

The Surveyor will receive a digital file (CAD) georeferenced to NAD 83 (Original), UTM 6 degree, Zone 17 coordinates. The file will contain underlying property fabric and the parcel outline. It is important to note that the property fabric is not based on field survey; however the information can be used as a tool to pre-coordinate the location of survey monuments to be found in the field.

The Corporation of the City of Mississauga
Procurement No.: FA.49.479-16; Part A – Bidder Information Package
Request for Tender for Survey Services for Hurontario Light Rail Transit (HLRT) Land Acquisitions

SCHEDULE A

ZONE 1

Property Plan #	PIN	Address	Owner	Reference Plan Required	Expropriation Plan Required
3	13463-0013	50 Hurontario St.	Metrolinx	Yes	No
4	13461-0158	0 Queen St. E.	City of Mississauga	Yes	No
5	13461-0134	N/A	Metrolinx	Yes	No
6	13461-0131	0 Oriole Ave.	Metrolinx	Yes	No
8	13467-0010	1187 Hurontario St.	Private	No	Yes
9	13467-0009	1207 Hurontario St.	Private	No	Yes
10	13460-0115	1312 Hurontario St.	Private	No	Yes
11	13460-0114	1322 Hurontario St.	Private	No	Yes
12	13468-0016	9 Mineola Rd. E.	Private	No	Yes
13	13468-0015	1339 Hurontario St.	Private	No	Yes
14	13468-0014	1345 Hurontario St.	Private	No	Yes
15	13468-0013	1351 Hurontario St.	Private	No	Yes
16	13468-0012	1361 Hurontario St.	Private	No	Yes

The Corporation of the City of Mississauga
 Procurement No.: FA.49.479-16; Part A – Bidder Information Package
 Request for Tender for Survey Services for Hurontario Light Rail Transit (HLRT) Land Acquisitions

Property Plan #	PIN	Address	Owner	Reference Plan Required	Expropriation Plan Required
17	13456-0512	1572 Hurontario St.	MTO	Yes	No
18	13469-0006	1575 Hurontario St.	Private	No	Yes
19	13456-1154	1600 Hurontario St.	Minister of Public Infrastructure Renewal	Yes	No
20	13504-0923	49 South Service Rd.	Minister of Public Works	Yes	No
21	13504-0461	2233-2235 Hurontario St.	Private	No	Yes
22	13504-0458	2247 Hurontario St.	Private	No	Yes
24	13358-0220	SW Corner of Hurontario and Queensway W.	Ministry of Public Infrastructure Renewal	Yes	No
25	13352-0068	2343 Hurontario St.	Private	No	Yes
38	13151-0113	99 Hillcrest Ave.	Metrolinx	Yes	No
40	13154-0002	15 Fairview Rd. W.	City of Mississauga	Yes	No
150	13468-0003	1443 Hurontario St.	Private	No	Yes
151	13459-0057	1450 Hurontario St.	Private	No	Yes
152	13468-0002	1461 Hurontario St.	Private	No	Yes
153	13459-0058	1462 Hurontario St.	Private	No	Yes
154	13459-0059	1470 Hurontario St.	Private	No	Yes

The Corporation of the City of Mississauga
 Procurement No.: FA.49.479-16; Part A – Bidder Information Package
 Request for Tender for Survey Services for Hurontario Light Rail Transit (HLRT) Land Acquisitions

Property Plan #	PIN	Address	Owner	Reference Plan Required	Expropriation Plan Required
155	13468-0001	1471 Hurontario St.	Private	No	Yes
156	13456-0457	1484 Hurontario St.	Private	No	Yes
157	13469-0016	1489 Hurontario St.	Private	No	Yes
158	13469-0015	1495 Hurontario St.	Private	No	Yes
159	13456-0458	1498 Hurontario St.	Private	No	Yes
160	13469-0014	1505 Hurontario St.	Private	No	Yes
161	13469-0013	1515 Hurontario St.	Private	No	Yes
162	13358-0218	2090-2100 Hurontario St.	Private	No	Yes
163	13504-0473	N/A	MTO	Yes	No

Note: Information marked “private” will be provided to the successful bidder.

The Corporation of the City of Mississauga
 Procurement No.: FA.49.479-16; Part A – Bidder Information Package
 Request for Tender for Survey Services for Hurontario Light Rail Transit (HLRT) Land Acquisitions

SCHEDULE B

ZONE 2

Property Plan #	PIN	Address	Owner	Reference Plan Required	Expropriation Plan Required
100	13143-0052	3680 Hurontario St.	Private	No	Yes
101	13144-0250	3672 Kariya Dr.	Private	No	Yes
103	13144-0248	152 Burnhamthorpe Rd. W.	Private	No	Yes
105	13144-0247	180 Burnhamthorpe Rd. W.	Private	No	Yes
106	13144-0426	196 Burnhamthorpe Rd. W.	Private	No	Yes
108	13142-0005	201 City Centre Dr.	Private	No	Yes
109 (A-D)	13142-0058	100 City Centre Dr.	Private	No	Yes
113	13139-0373	99 Rathburn Rd W.	Private	No	Yes
114, 115, 118, 164	13139-0343	N/A	City of Mississauga	Yes	No
117	13138-0038	N/A	Minister of Government Services	Yes	No
120	13142-0013	33 City Centre Dr.	Private	No	Yes
121	13138-0040	N/A	MTO	Yes	No

The Corporation of the City of Mississauga
 Procurement No.: FA.49.479-16; Part A – Bidder Information Package
 Request for Tender for Survey Services for Hurontario Light Rail Transit (HLRT) Land Acquisitions

Property Plan #	PIN	Address	Owner	Reference Plan Required	Expropriation Plan Required
123	13164-0001	12 Burnhamthorpe Rd. E.	City of Mississauga	Yes	No
165	13139-0372	189 Rathburn Rd. W.	Private	No	Yes

Note: Information marked “private” will be provided to the successful bidder.

The Corporation of the City of Mississauga
Procurement No.: FA.49.479-16; Part A – Bidder Information Package
Request for Tender for Survey Services for Hurontario Light Rail Transit (HLRT) Land Acquisitions

SCHEDULE C

ZONE 3

Property Plan #	PIN	Address	Owner	Reference Plan Required	Expropriation Plan Required
43	13289-0438	5109 Hurontario St.	Private	No	Yes
45	13188-0091	5650 Hurontario St.	The Peel Board of Education	Yes	No
46A	13188-0091	85 Britannia Rd. E.	Private	No	Yes
47	13287-0359	6405 Hurontario St.	Private	No	Yes
48	13286-0075	6730 Hurontario St.	Private	No	Yes
49	13214-0188	7171 Hurontario St.	Private	No	Yes
183	13188-0035	5490 Hurontario St.	The Peel Board of Education	Yes	No
185	14080-2048	7230 Hurontario St.	Private	No	Yes
186	14080-1141	N/A	Ministry of Government Services	Yes	No
187	14029-1249	31 Topflight Dr.	Private	No	Yes
188	14029-1250	33 Topflight Dr.	Private	No	Yes

Note: Information marked “private” will be provided to the successful bidder.

The Corporation of the City of Mississauga
 Procurement No.: FA.49.479-16; Part A – Bidder Information Package
 Request for Tender for Survey Services for Hurontario Light Rail Transit (HLRT) Land Acquisitions

SCHEDULE D

ZONE 4

Property Plan #	PIN	Address	Owner	Reference Plan Required	Expropriation Plan Required
50	14079-0642	7688 Hurontario St.	Private	No	Yes
53	14079-0215	N/A	City of Brampton	Yes	No
54	14029-1355	N/A	City of Brampton	Yes	No
55	14029-1353	7685 Hurontario St.	City of Brampton	Yes	No
56	14029-1266	7755 Hurontario St.	Ministry of Government Services	Yes	No
57	14079-0210	7756 Hurontario St.	City of Brampton	Yes	No
58	14029-1256	N/A	City of Brampton	Yes	No
59	14029-1235	N/A	MTO	Yes	No
64	14029-1309	7975 Hurontario St.	Private	No	Yes
65	14029-1193	1 Steeles Ave. E.	Private	No	Yes
68	14029-1311	1 Steeles Ave. E.	Private	No	Yes
69	14079-0640	7990 Hurontario St.	Private	No	Yes
69A	14079-0638 14079-0639	7990 Hurontario St.	City of Brampton	Yes	No
69B	14079-0637 14079-0348	7990 Hurontario St.	Region of Peel	Yes	No

The Corporation of the City of Mississauga
 Procurement No.: FA.49.479-16; Part A – Bidder Information Package
 Request for Tender for Survey Services for Hurontario Light Rail Transit (HLRT) Land Acquisitions

Property Plan #	PIN	Address	Owner	Reference Plan Required	Expropriation Plan Required
122	14029-1352	N/A	Infrastructure Ontario	Yes	No
189	14080-0905	7320 Hurontario St.	Minister of Infrastructure Renewal	Yes	No
190	14080-1122	7320 Hurontario St.	Private	Yes	No
191	14029-1255	N/A	City of Brampton	Yes	No

Note: Information marked “private” will be provided to the successful bidder.

City of Mississauga

Corporate Report



Date: 2017/09/05

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2017/10/04

Subject

Single Source Designations for the Supply and Delivery of City Standard LED Street Light Luminaires from Conxcorp Ltd. and for the Supply and Delivery of City Standard Street Light Monitoring Components from Dimonoff Inc. for Operational Requirements

Recommendation

1. That Conxcorp Ltd. be designated as the single source vendor for the supply and delivery of City standard LED street light luminaires as required for the duration of the program, as outlined in the report from the Commissioner of Transportation and Works dated September 5, 2017 and entitled "Single Source Designations for the Supply and Delivery of City Standard LED Street Light Luminaires from Conxcorp Ltd. and for the Supply and Delivery of City Standard Street Light Monitoring Components from Dimonoff Inc. for Operational Requirements".
2. That Dimonoff Inc. be designated as the single source vendor for the supply and delivery of City standard street light monitoring components as required for the duration of the program, as outlined in the report from the Commissioner of Transportation and Works dated September 5, 2017 and entitled "Single Source Designations for the Supply and Delivery of City Standard LED Street Light Luminaires from Conxcorp Ltd. and for the Supply and Delivery of City Standard Street Light Monitoring Components from Dimonoff Inc. for Operational Requirements".
3. That the Purchasing Agent be authorized to execute the appropriate forms of commitment with Conxcorp Ltd. for the supply and delivery of City standard LED street light luminaires, as required for the duration of the program, subject to budget funding availability.
4. That the Purchasing Agent be authorized to execute the appropriate forms of commitment with Dimonoff Inc. for the supply and delivery of City standard street light monitoring components as required for the duration of the program, subject to budget funding availability.

Report Highlights

- The LED Street Lighting Conversion Project, including the deployment of a Street Lighting Monitoring System, is substantially complete with the conversion of approximately 48,000 existing street lights.
- As part of the LED street lighting capital project, competitive procurement processes were conducted that resulted in a contract with Conxcorp Ltd. for the supply and delivery of LED street light luminaires, and a contract with Dimonoff Inc. for the supply and commissioning of a street lighting monitoring system.
- The LED street light luminaires and monitoring components, provided by Conxcorp and Dimonoff, respectively, are approved City standards.
- LED street light luminaires and monitoring components, compatible with existing ones, will be required for maintenance and operations for the duration of the program for which quantities and budget will be determined annually.
- This report recommends that Conxcorp Ltd. and Dimonoff Inc. be established as single source vendors for the ongoing supply and delivery of City standard LED street light luminaires and monitoring components, respectively, as required for the duration of the program.

Background

At its meeting on December 7, 2011, General Committee approved proceeding with the City-Wide Street Lighting Retrofit Program. Among the approved recommendations were *“That staff proceed with a procurement method in accordance with the Purchasing By-law to select the most suitable LED luminaires and street light monitoring system”* and *“That the selected LED luminaires and street light monitoring system be adopted as City standards in accordance with the Purchasing By-law, Schedule A, Section 1. (b) (xi).”*

The LED Street Lighting Conversion Project (Capital Project No. 12172) involved the competitive procurement of the following contracts:

The Supply and Delivery of LED Street Light Luminaires (FA.49.441-12)

The contract was awarded to Conxcorp Ltd. The current contract upset limit is \$20,704,975.20 (excluding taxes) and the current expiry date is December 31, 2017. The contract provides for a 10 year warranty on the LED luminaires.

The Supply and Commissioning of a Street Light Monitoring System (FA.49.383-12)

General Committee	2017/09/05	3
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The contract was awarded to Ecosolutions FT Inc. on August 9, 2012 for a 10 year period at an original contract value of \$5,245,301.00 (excluding taxes). On February 28, 2017, Ecosolutions FT Inc. assigned their contract to Dimonoff Inc. The current contract upset limit with Dimonoff is \$436,272.80 (excluding taxes) and the current expiry date is December 31, 2022. The contract provides for a 10-year warranty on the street light monitoring components. The contract involves hosting services for the Street Light Monitoring System and includes data back haul and additional data backup storage. In addition, the contract provides for the supply and delivery of street light monitoring components for the LED street lights.

The LED Street Lighting Conversion Project is substantially complete with the conversion of over 48,000 LED lights. Approximately 2,000 outstanding street lights require LED conversion, which is expected to be completed by the end of 2017.

As part of the City's Street Lighting Operations and Maintenance Service Agreement with Alectra Power Services Inc. (formerly Enersource), the City is obligated to supply LED luminaires and street light monitoring components for operating and maintenance needs. An annual operating budget has been provided; however, there is a need to distinguish the acquisition of these operating materials from the LED Street Lighting Conversion Project.

The LED luminaires and street light monitoring components used for maintenance must be compatible with the existing ones. The purpose of this report is to establish single source designations for Conxcorp Ltd. and Dimonoff Inc. to ensure ongoing product supply for the street lighting operating and maintenance program.

The proposed single source designations are in accordance with the Purchasing By-law, Schedule A, Section 1 (b) (xi) which states "*A need exists for compatibility with, or for the maintenance and support of a City Standard and there are no reasonable alternatives, substitutes, or accommodations*".

Comments

Acceptable unit prices for the LED street light luminaires and monitoring components will be negotiated annually based on estimated quantities and available budgets. Statements of work for the LED street light luminaires and for the street light monitoring components are included in Appendix 1 and 2 respectively, and itemize the current 2017 unit prices for the various materials and products which are subject to annual price negotiations.

Materiel Management staff support the recommendations contained herein from a procurement perspective.

Financial Impact

Funding for the LED street light luminaires and monitoring components for operating and maintenance purposes are accounted in annual operating budgets for the Transportation and Works Department. For 2017, a material budget allowance of \$50,000 has been provided under the Street Lighting Operating Program for replacement materials that are not covered by warranty under the capital LED Street Lighting Conversion Project. Future annual commitments will be subject to budget funding availability.

Conclusion

The LED street light luminaires provided by Conxcorp Ltd. and the street light monitoring components provided by Dimonoff Inc. are City standards. Both the LED street light luminaires and monitoring components will continue to be required for the duration of the program to meet operating and maintenance needs. Single source designations are required for both of these vendors to ensure supply of required products, on an as needed basis, for the duration of the program.

Attachments

Appendix 1: Supply and Delivery of LED Street Light Luminaires from Conxcorp Ltd. - Statement of Work

Appendix 2: Supply and Delivery of Street Monitoring Components from Dimonoff Inc. - Statement of Work



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

Prepared by: Al Sousa, P.Eng., Senior Manager, Traffic Management



**Supply and Delivery of LED Street Light Luminaires from Conxcorp Ltd.
Statement of Work**

The statement of work includes the supply and delivery of LED street light luminaires that are provided by Conxcorp Ltd. The products include various LED model numbers as itemized below:

Item	Product	Unit	2017 Unit Price *
	LRL3 Fixtures - Type 2M or 3M - 120-277V - Grey		
1	CNX-LRL3-P1-2M-42-030-S-CTR-GRY	Each	\$228.00
2	CNX-LRL3-P1-2M-42-060-M-CTR-GRY	Each	\$485.00
3	CNX-LRL3-P1-2M-42-080-M-CTR-GRY	Each	\$532.00
4	CNX-LRL3-P1-2M-42-100-L-CTR-GRY	Each	\$556.70
5	CNX-LRL3-P1-2M-42-120-L-CTR-GRY	Each	\$569.05
	LRL4 FIXTURES - TYPE 2M or 3M - 120-277V - GREY		
6	CNX-LRL4-P1-2M-42-016-S-CTR-GRY	Each	\$228.00
7	CNX-LRL4-P1-2M-42-032-M-CTR-GRY	Each	\$443.65
8	CNX-LRL4-P1-2M-42-044-1050-L-CTR-GRY	Each	\$569.05
9	CNX-LRL4-P1-2M-42-048-L-GRY	Each	\$569.05
	LPT FIXTURES - TYPE 2M or 3M - 120-277V - BLK		
10	CNX-LPT-P1-2M-42-040-S-CTR-BLK	Each	\$755.00

* Prices are subject to annual increase



**Supply and Delivery of Street Light Monitoring Components from Dimonoff Inc.
Statement of Work**

The statement of work includes the supply and delivery of street light monitoring components that are provided by Dimonoff Inc. The products include various equipment components as itemized below:

Item	Product	Unit	2017 Unit Price *
1	Radio Node - Relay Metering XBP Long Range	Each	\$125.00
2	Gateway - ADV 2.4GHz - 120/240 Vac - 12x14 NEMA4	Each	\$3,850.00
3	Raven RV50 Industrial 4G LTE Modem - GPRS - DC Power	Each	\$975.00
4	Antenna - RPSMA Male 2.4GHz 5dBi 168mm	Each	\$3.75
5	Compression connectors for mounting antennae	Each	\$1.50
6	Set of Node "Erase and Programming" Pick Kits	Each	\$285.00

* Prices are subject to annual increase

City of Mississauga

Corporate Report



Date: 2017/09/07

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2017/10/04

Subject

Creative Cities Network of Canada (CCNC): 2018 Creative City Summit Host Municipality

Recommendation

That a by-law be enacted to authorize the Commissioner of Community Services, or designate, to enter into agreements with Creative Cities Network of Canada (CCNC), and any other agreements, instruments and documents necessary related to the City of Mississauga hosting the Creative City Summit to be held November 6-8, 2018, in a form satisfactory to Legal Services, as outlined in the Corporate Report titled "Creative Cities Network of Canada (CCNC): 2018 Creative City Summit Host Municipality", dated September 7, 2017 from the Commissioner of Community Services.

Background

The Creative City Network of Canada (CCNC) is a national non-profit organization focusing on knowledge sharing and professional development in the field of local cultural policy, planning and research. Established in 2002, its membership includes Canadian municipalities, provincial, territorial and federal governments, arts organizations, academic institutions and individuals. The organization is governed by a volunteer board, of which the City of Mississauga is a member.

The CCNC hosts an annual 3-day Creative City Summit that is designed to provide an intimate and interactive experience for delegates to exchange ideas and learn from their peers. In 2016, the City of Surrey hosted the Summit, and in 2017 the City of Halifax will host.

A Corporate Report dated January 15, 2014 from the Commissioner of Community Services entitled "Application to Host the 2017/2018 Creative Cities Network of Canada Summit" was received for information by the previous Council. The City of Mississauga submitted an application to host a future Summit and was successfully chosen as host for 2018.

The Summit, which will have up to 250 national delegates, will take place November 6-8, 2018. Scheduled programming will be held at the Living Arts Centre, Small Arms Inspection Building

General Committee	2017/09/07	2
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and Mississauga Novotel, along with city-wide study tours highlighting Mississauga's arts, culture and heritage assets, industries and attractions.

Present Status

Planning efforts between the Culture Division and CCNC staff are underway and venues have been secured. Detailed program planning will commence in fall 2017 following the Halifax Summit at which time the Planning Committee, comprising of CCNC board members and host municipality staff, will be formed.

Although the overall Summit delivery is the responsibility of the CCNC, internal staff working committees will be formed within Culture Division to plan and execute the host municipality responsibilities including the welcome reception, local study tours, artistic animation, volunteer coordination, transportation and logistical support.

Comments

Council's authorization to allow the Culture Division to enter into a Letter of Agreement with CCNC, to act as host of the 2018 Creative City Summit, will benefit the City of Mississauga as follows:

- The summit will put Mississauga in the spotlight and provide an opportunity to showcase the city's cultural life, key cultural initiatives, cultural infrastructure, cultural diversity and related opportunities.
- Visitors from across the country will have an opportunity to experience and interact with the city's diverse cultural resources, cultural organizations and local businesses.
- Hosting the Summit will have local economic benefits as a result of overnight stays and spending by an anticipated 250 delegates traveling from across Canada to Mississauga for 3-5 days.

Strategic Plan

CONNECT

- Celebrate our Community – to promote our past, take pride in our diversity, get excited about the future, and celebrate our uniqueness and innovation through art and culture.

PROSPER

- Strengthen Arts and Culture – to foster arts and culture as a key contributor to attracting talent, providing quality of life and supporting creative businesses.
- Create Partnerships for Innovation – to leverage opportunities with colleges, universities, centres of excellence, research institutions and cultural institutions to foster innovation.

Financial Impact

The 2018 Creative City Summit planned for November 6-8, 2018 is organized and paid for by the Creative Cities Network of Canada (CCNC) through registrations, sponsorship and grants. In the case of the Summit running a deficit, the CCNC will pay 100% of the associated costs.

As host municipality, the City of Mississauga is responsible for organizing and financing the opening reception, local study tours and artistic animation components of the Summit. An anticipated contribution of \$35,000 was outlined in the Corporate Report dated January 15, 2014 and application submitted to CCNC. Staff recommends that funds to cover these costs be allocated from the Arts Reserve (Account 30195).

A Letter of Agreement (LOA) between CCNC and the City outlining the City's financial contribution towards the Summit will be signed in early 2018 pending budget approval.

Conclusion

The City of Mississauga Culture Division was successful in its bid to host the 2018 Creative City Summit of the Creative Cities Network of Canada (CCNC) to be held November 6-8, 2018. The Culture Division is requesting Council authorization through a by-law to allow the Culture Division to enter into an agreement with Creative Cities Network of Canada, in order for the City to host the CCNC Summit in November of 2018.

Attachments

Appendix 1: Corporate Report, GC dated Jan. 15, 2014 - Application to Host 2017/2018 Creative Cities Network of Canada

Appendix 2: Letter of Confirmation dated December 21, 2015, Creative Cities Network of Canada



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

Prepared by: Michael Tunney, Cultural Planner, Culture Division



Corporate Report

Clerk's Files

Originator's
Files

7.

DATE: December 12, 2013

TO: Chair and Members of the General Committee
Meeting Date: January 15, 2014

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

SUBJECT: Application to Host the 2017/2018 Creative Cities Network of
Canada National Summit

General Committee
JAN 15 2014

RECOMMENDATION: That the Corporate Report dated December 12, 2013 from the Commissioner of Community Services entitled "Application to Host the 2017/2018 Creative Cities Network of Canada Summit" be received for information.

BACKGROUND: The Creative City Network of Canada (CCNC) is a national, non-profit organization focusing on knowledge sharing, research, and professional development in cultural policy, planning and practice. CCNC was established in 2002, and its membership includes Canadian municipalities, provincial, territorial and federal governments, not-for-profits, academic institutions, and individuals. The organization is governed by a volunteer board, of which the City of Mississauga is a member.

As part of its mandate, the CCNC hosts an annual national Summit of culture professionals. The Summit is held in a member municipality and runs for 2.5 days between October and November attracting anywhere from 175 to 200 delegates. In 2013, the City of Ottawa hosted the summit, and in 2014 the City of Hamilton will host. The Summit host-city is determined through an open call for

applications. The call involves two phases. First, municipalities are required to submit an expression of interest (Letter of intent). Second, CCNC shortlists the applicants, and invites these municipalities to submit a full hosting application. Decisions are made following review of the applications.

CCNC has recently released a call to its members for hosting the 2015, 2016, 2017 and 2018 summits. The Culture Division responded to the call with a letter of Intent to host either the 2017 or 2018 summit in the City of Mississauga.

Among the 21 letters of intent received, the City of Mississauga was shortlisted for the 2017 and 2018 Summits and invited to submit a full hosting application. The deadline for host submissions is January 16, 2014.

COMMENTS:

The Culture Division believes hosting the Summit will provide a valuable opportunity for the City. This will help to reinforce the City's profile as a culturally significant city and support the vision of the Culture Master Plan. A hosting opportunity will provide local economic development opportunities and afford local arts and culture organizations exposure to new audiences and experts in the cultural development field.

The Culture Division has established a working team to develop the hosting document. In addition to the Culture Division, staff from Recreation Services (Sport and Sponsorship & Corporate Development) and representatives from Tourism Toronto and the Living Arts Centre are participating.

Should the City of Mississauga be successful in its bid to host either the 2017 or 2018 Summit, the City will be required to fund a welcome reception and local study tours, and provide a staff liaison to serve on the Creative City Summit Programming Committee. In addition, the host city is required to:

- Participate on the Summit Programming Committee;
- Liaise with the CCNC staff during the site visit and regularly by phone and email;

7b

- Provide information on meeting venue, hotel, cultural attractions, restaurants and travel information including taxis for the Creative City Summit website, promotions and delegate kits;
- Help find local suppliers and arrange any special events or venues;
- Organize the host city welcome reception;
- Design and organize the study tours;
- Procure gifts for Creative City Summit presenters – can be in-kind;
- Choose performers for artistic animation (if required);
- Make suggestions for local speakers and panel participants;
- Generate buzz in the local community about the Summit;
- Identify local sponsors or regional supporters;

FINANCIAL IMPACT: There is no immediate financial impact. Should the City be successful in its bid to host the Summit, a budget of approximately \$35,000 will be required, in addition to in-kind contributions. A budget request for this amount would be tabled for Council's consideration through the annual business planning and budget process for 2017 or 2018.

CONCLUSION: Hosting the summit will raise the City's profile as a culturally significant city. It will place Mississauga in the spotlight and provide a forum for highlighting important cultural achievements.



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

Prepared By: Andrew Whittemore, Manager, Culture & Heritage Planning

7. Application to Host the 2017/2018 Creative Cities Network of Canada National Summit

Corporate Report dated December 12, 2013 from the Commissioner of Community Services with respect to an application to host the 2017/2018 Creative Cities Network of Canada National Summit.

RECOMMENDATION

That the Corporate Report dated December 12, 2013 from the Commissioner of Community Services entitled "Application to Host the 2017/2018 Creative Cities Network of Canada Summit" be received for information.

8. Cost Sharing for Bridge Replacement on Park 505 (Former Harris Farm) – 6454 Creditview Road, East of Creditview Road and South of Hwy. 401 (Ward 11)

Corporate Report dated December 16, 2013 from the Commissioner of Community Services with respect to cost sharing for the bridge replacement on Park 505 at 6454 Creditview Road.

RECOMMENDATION

1. That the Commissioner of Community Services and the City Clerk on behalf of the Corporation of the City of Mississauga be authorized to enter into a cost sharing agreement with the Region of Peel for construction of a replacement bridge to access Park 505, in a form satisfactory to Legal Services as outlined in the Corporate Report dated December 16, 2013 from the Commissioner of Community Services.
2. That the City of Mississauga contribute \$400,000 to the Region of Peel for partial funding of the construction cost for the replacement bridge to access Park 505 by allocating funding of \$215,000, (\$160,000 from PN 09-335; \$55,000 from PN 10-315) and \$185,000 as approved in 2014 Budget.
3. That all necessary by-laws be enacted.



December 21, 2015

Paul Damaso
Director (Acting), Culture Division, Community Services Department
City of Mississauga
201 City Centre Drive, Suite 202
Mississauga, ON L5B 2T4

Dear Paul,

We are excited to be hosting the 2018 Creative City Summit in Mississauga and pleased to confirm the dates of November 6, 7 and 8.

It was a pleasure to meet with you and your staff Michael Tunney, Mark Warrack and Carmen Ford on December 10th to discuss possible venues for the Summit and accommodation for our delegates. Thank you for putting on hold conference facilities at the Living Arts Centre, the Banquet Hall at City Hall and appropriate accommodation at the Novotel Mississauga for these dates. I look forward to working with your staff and these venues to confirm our space requirements approximately 2 years in advance.

A Letter of Agreement will be drafted between the City of Mississauga and Creative City Network of Canada (CCNC) for your review approximately 18 months prior to the Summit. This will be based on the information supplied in your initial bid package. This letter will outline the Roles and Responsibilities of both parties in detail. A summary of these responsibilities is outlined below.

The CCNC will be responsible for the overall delivery of the Summit and will have final say in all programming decisions. All contracts entered into for the provision of services will be with the CCNC. The CCNC will contribute revenues through delegate registration fees and sponsorship opportunities, which will go towards venue rental, food, speaker fees, promotion, technical-audio visual, CCNC staff time, and staff travel and accommodation.

The role of the City of Mississauga, the local host, is to add a local flavour to the Creative City Summit and to showcase the host city. The host city is responsible for the Welcome Reception, Local Study Tours, Artistic Animation and any transportation required for Study Tours or optional evening events. In addition, a representative from the host municipality is required to act as Creative City Summit Host Municipality Coordinator. The Host Municipality Coordinator will sit on the Creative City Summit Planning Committee and will participate in regular meetings by teleconference during the planning process. They will also need to be available to liaise regularly by phone and by email with the Creative City Summit Coordinator in the months leading up to the Summit.

Please let me know if you have any questions at this stage. We look forward to working with the City of Mississauga on the 2018 Creative City Summit!

Sincerely,
Jennifer Lord
General Manager

City of Mississauga

Corporate Report



Date: 2017/09/18

To: Chair and Members of General Committee

From: Janice Baker, FCPA, FCA, City Manager and Chief Administrative Officer

Originator's files:

Meeting date:
2017/10/04

Subject

Delegated authority to the City of Mississauga Economic Development Office to enter into partnership agreements for the purpose of developing and implementing sector development programs.

Recommendation

1. That the Director of Economic Development and the City Clerk, or designate, be authorized on behalf of the Corporation of the City of Mississauga (the "City") to execute partnership agreements, including all necessary agreements ancillary thereto, with key partners to facilitate the development and implementation of sector development programs that support and advance the city's key industry sectors, in a form satisfactory to Legal Services.
2. That all necessary by-law(s) be enacted.

Report Highlights

- Under the portfolio Sector Development and Economic Partnerships, the City of Mississauga Economic Development Office has undertaken a strategic reconfiguration to focus on sector development, requiring EDO to partner with key stakeholders to advance industry-prioritized sector development programs.
- Currently EDO has no delegated authority to enter into partnership agreements.
- The proposed comprehensive by-law will allow for enhanced delivery of sector development programs and supports in a streamlined process to develop and enhance programming to support the local business community.

Background

In 2015, the City of Mississauga Economic Development Office (EDO) undertook a strategic reconfiguration to focus on sector development. This strategic direction represents a

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progressive approach, as EDO is resourced to address challenges and opportunities that support a healthy business environment where local businesses grow and thrive.

Under the portfolio Sector Development and Economic Partnerships, EDO has undertaken a number of strategic initiatives aligned with the city's key industry sectors: life sciences, advanced manufacturing, financial services and information and communications technology (ICT). Select examples of this work include the following:

- Mississauga Food and Beverage Sector Assessment (2015);
- Addition of the Life Sciences Business Consultant and the Advanced Manufacturing Business Integrator full-time sector specialist positions (2016);
- 5-Year Mississauga Life Sciences Cluster Strategy (2017);
- Mississauga Information and Communications Technology (ICT) Sector Assessment (2017);
- Mississauga Advanced Manufacturing Program (ongoing); and
- Building Skilled Talent Together Mississauga (ongoing).

While these strategic initiatives have identified sector-specific priorities, in order to advance a number of these action items require EDO to partner with key stakeholders by leveraging resources to optimize outcomes.

Present Status

EDO has been approached by a number of stakeholders to enter partnership agreements to advance sector priorities. The following example details an existing opportunity:

- Stemming from the success of the initiative 'Building Skilled Talent Together Mississauga', EDO has been approached by Excellence in Manufacturing Consortium (EMC), a not-for-profit organization, to enter into a partnership agreement funded by Employment and Social Development Canada for a pilot/proof of concept program to develop and implement a custom local evergreen Labour Market Information (LMI) survey and report through ManufacturingGPS.
- The proposed partnership (2017-2020) will advance industry engagement with strategic LMI; further engage manufacturing employers, educators, community and government stakeholders with access to more granular local LMI; deploy employer and educator survey outreach; and provide continued access to ManufacturingGPS benchmarking tools, resources, reports and connections across Canada.
- This opportunity represents a key milestone for EDO, as this partnership will allow for EDO to expand the research and sector development capacity under the Advanced Manufacturing Program by leveraging EMC's extensive nation-wide network.

- Of key note, demonstrating EDO's leading-edge approach, under this pilot program the City of Mississauga will be the only municipal representative to be showcased as a best practice example to communities across Canada¹.
- EMC is seeking in-kind contributions, in the form of staff time and support. For an overview of City benefits, refer to Appendix 1.

EDO has no delegated authority to enter into such partnership agreements. This limited capacity has resulted in the City missing out in a number of sector development opportunities. A by-law delegating the authority to EDO to enter sector development partnerships aligned with key sector strategic initiatives is required to advance the Sector Development and Economic Partnerships portfolio. The proposed new by-law will simplify the process for adding/enhancing new partnership-based sector development programs and will allow staff to negotiate and approve partnership agreements to outline the obligations of each party.

Examples of in-kind contributions include, but are not limited to:

In-Kind Contribution	Approach for Calculating Value
Staff support and use of equipment, furniture and software	Calculated based on estimated number of hours to complete the task.
Promotion of initiative through EDO and City's digital and marketing channels	Calculated based on estimated number of hours to complete the task.
Provision of event space for EDO sector development programs	Based on public event rental space rate for specific facility, in accordance with the City of Mississauga Fees & Charges By-law.

Comments

The Sector Development and Economic Partnerships is a growing portfolio with a range of opportunities to support the competitiveness of the local economy over the short to long-term. There are a number of sector development programs and initiatives in place, including Federal and Provincial funding, and in order to leverage these opportunities, a new streamlined partnership framework is necessary. Due to the pace of industry, and the often quick turnaround timeline requirements from partners, in the past EDO has missed out on sector development partnership opportunities.

Should any of these opportunities involve other City departments to deliver key initiatives (e.g. Planning and Building, Transportation and Works etc.), EDO will consult with the applicable department for consideration and confirmation. The by-law will provide flexibility by allowing the

¹ Other preliminary partners include the Business Council of Canada (representing industry), College and Institutes Canada (representing post-secondary education) and the Economic Developers Association of Canada (representing economic development).

value of in-kind contributions to cover services provided by other City departments in the implementation of EDO key sector development partnership initiatives.

In order to optimize the outcomes stemming from strategic initiatives, a new by-law delegating the authority to EDO to enter into such partnership agreements is required. This by-law will provide EDO the capacity to continuously and effectively respond to prime sector development partnership-based opportunities in order to enhance Mississauga's competitiveness on the global economic stage, creating more opportunities for business growth and success and expanding the local economic base.

Strategic Plan

The partnership agreement/by-law aligns mainly with the City's strategic pillar "Prosper", supporting Mississauga as a global hub of creative and innovative activity where talent and business thrive as well as a City that values a strong business future, fostering a prosperous and sustainable economy that attracts and grows talent.

Financial Impact

There are no new costs associated with the delivery of sector development programs as the partnership agreements will be addressed primarily through the Economic Development Office current operating budget. This partnership by-law will allow the City to leverage available funding from partners to advance strategic goals.

Conclusion

Mississauga is recognized as a leading-edge municipality with progressive initiatives aimed to support the local economy. This by-law will allow for enhanced delivery of sector development programs and supports in a streamlined process to develop and enhance programming to support the local business community.

Attachments

Appendix 1: ManufacturingGPS

Appendix 2: EDO Final Draft Delegated Authority Bylaw 2017 Sep 08



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

Prepared by: Susan Amring, Director, Economic Development

EXAMPLE OF A SECTOR-BASED PARTNERSHIP OPPORTUNITY



Excellence in Manufacturing Consortium (EMC)

As a not-for-profit organization, EMC helps industry meet the increasing challenges of an unsteady economy. This investment is returned in helping manufacturers to grow and become more competitive, achieve excellence through innovation, while lowering the general stress in dealing with the day-to-day complexities of running a manufacturing operation. www.emccanada.org

EMC delivers ManufacturingGPS, a fully searchable Labour Market Information (LMI) system with benchmarking, skills and capability resources, reports and outreach portal to better help sectors by providing a crucial and unique tool. ManufacturingGPS is designed to help employers and educators plan for workforce needs with benchmarking tools for staffing, salary, benefit (none salary), turnover rate, skill development and methods, workforce statistics as well as providing access to post-secondary enrollments, graduates expected (per year) and Work integrated learning practices by regions and manufacturing programs.

As a result, ManufacturingGPS is seen by industry and government as a foundational need in helping them to develop a competitive workforce. In July 2017, Employment and Social Development Canada (ESDC) asked EMC to submit a proposal (for 2017-2020) to continue data collection activities with both employers and educators and increase dissemination with Canadian Stakeholders.

The proposed partnership with the City of Mississauga would occur between October 2017 and September 2020. The proposed partnership will:

- Enhance engagement with real-time employer-driven Labour Market Information (LMI) to advance the City's advanced manufacturing workforce development initiatives;
- Improve the ability to engage high volume of qualified employer firms, educators and industry stakeholders across all manufacturing sectors;
- Align workforce supply and demand challenges and opportunities, highlighting skills needs and gaps and occupations in demand;
- Initiate action to generate real-time Macro and Micro LMI through industry-driven input and implementation;
- Improve access to strategic benchmarking resources, reports and tools, to deliver on sector specific needs/challenges; and
- Improve access to detailed / granular LMI for 80+ occupations, in all manufacturing sub-sectors (NAICS 31-33), all firm sizes (small, medium and large), through more than 55 local/regional hubs across Canada, aggregated by regional, provincial and national tiers.

A by-law to authorize the City of Mississauga Economic Development Office to execute partnership agreements with key partners for sector development programs

WHEREAS the Corporation of the City of Mississauga (the “City”) Economic Development Office (the “EDO”) has undertaken a number of strategic initiatives aligned with the City’s key industry sectors under the portfolio of Sector Development and Economic Partnerships;

AND WHEREAS under the strategic initiatives, the EDO has been approached by key industry, government and not-for-profit stakeholders to enter into partnership agreements to facilitate the development and implementation of sector development programs;

AND WHEREAS to facilitate such sector development programs, Council wishes to confirm the delegation of authority for staff to execute the partnership agreements with key partners to outline the rights and obligations of each party in the partnership programs;

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

1. THAT the Director of Economic Development and City Clerk, or designate, be authorized on behalf of the Corporation of the City of Mississauga to execute partnership agreements, including all necessary agreements ancillary thereto, with key partners to facilitate the development and implementation of sector development programs that support and advance the City's key industry sectors, in a form satisfactory to Legal Services.

ENACTED AND PASSED this day of , 2017.

APPROVED AS TO FORM City Solicitor MISSISSAUGA			
Date	2017		

MAYOR

CLERK

City of Mississauga

Corporate Report



Date: 2017-09-12

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2017-10-04

Subject

Single Source Recommendation for Hewlett Packard Enterprise Canada Co. - Server hardware, File Ref: PRC000438, FA.49.1130-10

Recommendation

1. That the report of the Commissioner of Corporate Services and Chief Financial Officer dated September 12, 2017 and entitled Single Source Recommendation for Hewlett Packard Enterprise Canada Co. – Server hardware, be received for information that Hewlett Packard Enterprise Canada Co. was previously approved as a City Standard as per GC-0654-2010.
2. That Hewlett Packard Enterprise Canada Co. continues to be the City's Standard and single source for the supply of server and storage hardware including maintenance and support for the term of two years ending in October 2019.
3. That the Purchasing Agent be authorized to specify Hewlett Packard Enterprise Canada Co. server and storage hardware including maintenance and support in the competitive procurement process leveraging the value added reseller market.

Report Highlights

- Hewlett Packard Enterprise Canada Co. (HP) server and storage equipment has been used by the City since 2005. The City has standardized on HP equipment for all server and storage infrastructure.
- Hewlett Packard Canada Co (HP) and the City entered into a five year agreement after a competitive procurement in 2005.
- Council approved HP hardware and software to be a City Standard, under procurement number FA.49.1130-10, GC-0654-2010, at which time the City adopted the provincial VOR x86 Server Agreement No: #OSS-078661 in 2010.

- In 2016, the original contract #OSS-078661 was extended to 2017 by the Province and adopted by the City.
- The Province is currently going through a competitive procurement process to establish a new vendor relationship for provisioning of server and hyper-converged infrastructure to replace #OSS-078661 VOR.
- It is recommended that the existing server and storage platform be maintained for the period of two years so that the outcome of the Provincial VOR can be assessed. A competitive procurement process will be completed in the event that the Provincial VOR does not meet the City's needs.

Background

The City uses HP Server and storage equipment to run all business applications. The City's IT infrastructure is comprised of servers and storage to support our operational and business needs for over 200 City systems such as SAP, Infor, Hastus, KBCity, eMail, File Shares, FireCAD and Class.

In 2005, after a competitive procurement, HP and the City entered into a five year agreement for the purchase of maintenance and support of storage and server hardware.

Council approved HP hardware and software to be a City Standard in 2010 as per GC-0654-2010. The Province completed a competitive procurement for HP x86 equipment and subsequently entered into the HP x86-x64 Server Agreement No: #OSS-078661. The City adopted the provincial Vendor of Record (VOR) and entered into a five year agreement which was extended by the province by one year and was adopted by the City in 2016. The contract ended in July of 2017. As the provincial x86-x64 contract (#OSS-078661) expired in July of 2017, the Province is currently undergoing a competitive procurement process to establish a new vendor relationship for provisioning of server and storage hardware.

Comments

In January of 2017 the City started a competitive procurement process for Hyper-Converged Infrastructure. This specific technology will be used to replace a portion of the existing traditional server and storage infrastructure.

It is recommended that the existing server and storage platform be maintained for the period of two years, during which time the City will enter into a new agreement for purchase of server and storage hardware through a procurement process. Should other platforms be used, the City may be affected, as supporting server and storage hardware from multiple vendors may result in operational and compatibility issues. The types of equipment required over the two year period are identified in the Statement of Work (Appendix 1).

Purchasing By-law Authorization

The recommendation in this report is being made in accordance with Schedule A of the Purchasing By-law #374-06 items 1(b)(xi) and (xii) which states that a single source procurement method may be applied when, “a need exists for compatibility with or for the maintenance and support of a City Standard...”; and “a need exists to avoid violating warranties and guarantees where support or service is required for a City Standard”.

Information Technology, Material Management and Legal Services staff will collaborate to establish the detailed requirements, negotiate the final arrangements and prepare the requisite forms including the contract agreements.

Financial Impact

Information Technology establishes Capital requests on an annual basis, based on business requests and standard lifecycle replacements, along with the operating budget that reflects yearly maintenance and new purchases of server and storage hardware. All server and storage purchases will be subject to budget approval and will leverage a competitive procurement process that will ensure the best pricing is obtained on a case by case basis.

Conclusion

Hewlett Packard Enterprise Canada Co. server and storage hardware was previously approved as a City Standard in 2010. This report recommends that the Hewlett Packard Enterprise Canada Co. server and storage hardware continues to be the City standard for a period of two years ending in October 2019 and that the Purchasing Agent be authorized to specify and initiate a competitive procurement process with resellers of Hewlett Packard Enterprise Canada Co. server hardware and storage as well as maintenance and support.

Attachments

Appendix 1: Hewlett Packard Enterprise Canada Co. – Statement of Work



Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Paul Kus, Program Manager, Platform Services

Hewlett Packard Enterprise Co. - Statement of Work

The following list of products and services of Hewlett Packard Enterprise Canada Co. server and storage hardware including Maintenance and Support to be specified in a competitive procurement process leveraging the value added reseller market:

1. Intel Rack-mounted Servers
2. Intel Tower Servers
3. Intel Blade Servers
4. Intel Server components
5. Storage hardware
6. Maintenance and Support

City of Mississauga

Corporate Report



Date: 2017/09/18

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2017/10/04

Subject

Bill 148, Fair Workplaces, Better Jobs Act, 2017

Recommendation

That the report entitled "Bill 148, the Fair Workplaces, Better Jobs Act, 2017" dated September 18, 2017 from the Commissioner of Corporate Services and Chief Financial Officer be received for information.

Report Highlights

- Bill 148, the Fair Workplaces, Better Jobs Act, 2017 was introduced on June 1, 2017 and is currently being considered by the Standing Committee on Finance and Economic Affairs
- If passed in its present form, there will be significant financial impacts for the City
- Municipalities requested exemptions from certain provisions in the draft legislation and some of the requested amendments from the Association of Municipalities of Ontario (AMO) and the Ontario Municipal Human Resources Association (OMHRA) were accepted
- A more detailed analysis will be undertaken when the Bill amendments are released later on in the fall, 2017.

Background

On June 1, 2017, the government introduced Bill 148, An Act to amend the *Employment Standards Act, 2000* and the *Labour Relations Act, 1995* and to make related amendments to other Acts. During the month of July, 2017 the province held public hearings. Both AMO and OMHRA requested the opportunity to make an oral presentation but neither association was invited. Instead, both OMRHA and AMO wrote a submission to the Standing Committee on Finance and Economic Affairs.

Present Status

It is anticipated that an amended Bill 148 will be passed before the end of December with consideration for any recommended amendments from the Standing Committee on Finance and Economic Affairs.

The contents of Bill 148 would have significant financial impacts on municipalities across the Province, if not amended. Bill 148, in its present form, has implications for the *Employment Standards Act, 2000*, the *Labour Relations Act, 1995*, the *Workplace Safety and Insurance Act, 1997*, the *Municipal Freedom of Information and Protection of Privacy Act, 1990*, the *Fire Protection and Prevention Act, 1997*, and the *Accessibility for Ontarians with Disabilities Act, 2005*. AMO and OMHRA have noted that the Bill is out of touch with modern municipalities, as it fails to address how our workplaces are changing with increasing trends towards mobile workers and flexible work arrangements and where employees choose to work variable hours and outside of the traditional workplace. Bill 148 does not adequately address hours of work, over time, on call and statutory holiday flexibility for mobile/flexible work. AMO and OMHRA have expressed support for the government to take a more measured approach to support positive changes in favour of municipalities.

Comments

The elements of Bill 148 with the most significant impact for the City include:

Employment Standards Act: Scheduling and On-Call

Bill 148 would require an employer to pay three hours of pay to employees who are “on-call” and not called in to work, which could have a significant financial impact. The Bill, in its current form, may include non-union managers, directors, emergency services non-union staff, who are currently compensated for “on call work” with management leave.

There is also a new “cancellation” provision and the “right to refuse” provision requiring an employer to pay an employee three hours of regular wages where a shift is canceled without giving the employee more than 48 hours’ notice. The “right to refuse” provision allows an employee the right to refuse a shift or to be on call if the employer does not provide at least 96 hours’ notice. At the request of AMO and OMHRA, there has been a drafted exemption to this provision for any work which is weather-dependant or where the work is required due to an emergency for public safety.

Employment Standards Act: Equal pay for Equal Work

This proposed amendment would require full-time and part-time employees to be paid at the same hourly rate for the same work. OMHRA and AMO voiced concerns as the legislation will have a dramatic impact on certain industries, such as emergency services and post-secondary institutions. For example, the proposed legislative requirement could require a part-time volunteer firefighter to be paid the same rate as a full-time professional firefighter when both positions are engaged by a municipality to provide fire and life safety services. Composite

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departments requested that further dialogue occur to listen to their concerns in order to reach a solution to achieve the spirit of this new provision.

The Standing Committee on Finance and Economic Affairs has recommended adding a new definition of a “seniority system” to explain any differences in pay; an example being that differential pay could be based on the accumulated number of hours worked. This provision may conflict with a non-union performance based progression where there is not a defined period to reach job rate.

Employment Standards Act: Public Holiday Pay

The amended calculation for public holiday pay under the proposed Bill 148 provides a greater financial advantage to part-time employees. The draft legislation only requires one shift to be worked in the pay period preceding the holiday to be worked to qualify for payment. This may increase the costs of public holiday pay for other than full time staff. Although both AMO and OHMRA requested that further dialogue and economic analysis be completed with respect this amendment, the Standing Committee on Finance and Economic Affairs did not accept any changes to its recommendations.

Employment Standards Act: Personal Emergency Leave

The proposed change prohibits an employer from requiring a medical note from an employee to substantiate a Personal Emergency Leave day. And, the amendment provides two (2) paid emergency leave days (such as two (2) sick leave days) to be paid to all employees for the duration of their shift and at the rate of pay they would have received once they have had one week of service.

Municipalities, like Mississauga, generally provide their full-time employees with benefits including paid disability plans (sick leave plans); paid personal leave days and paid bereavement leave. We await the government regulations to understand the impact of these two (2) paid days to our employees with existing paid personal days off, paid bereavement leave and paid disability benefit plans. (Our conversations with the government suggest that every employee will be entitled to paid days at 100 %).

Employment Standards Act: Increase in Vacation Time & Pay

The proposed legislation will increase the minimum vacation time, after 5 years of service, to 3 weeks for full-time and 6% (from the existing 4%) of pay for part-time. As the City provides a greater benefit than the legislation for most of its full time employees there will be a cost to this change, which will be provided to the Budget Committee in November.

Employment Standards Act: Minimum Wage

The proposed requirement to increase the minimum wage to \$14 effective January 1, 2018 and to \$15 effective January 1, 2019 has a significant financial impact. This increase to the minimum wage also impacts the rates of pay for positions which supervise employees in order to maintain an appropriate differential between supervisors and their employees.

Labour Relations Act: Union Organization Provisions – Privacy

Bill 148 introduces an option for a union attempting to organize non-union employees to ask the Ontario Labour Relations Board to order the City to provide the personal phone numbers and email addresses to the union if the union has reached 20% of the Bargaining Unit threshold. If the union proposes a new bargaining unit of 20 employees, and 4 employees have signed union cards, the City would be ordered to share employee's personal information. Although both OMHRA and AMO requested changes to allow an employee to "consent" to release their personal information, the government gave heavier weight to the union's request.

Financial Impact

The draft legislation has potentially many new compensation pressures and financial costs. At this early stage, there are still many unanswered questions which affect the financial impact. At Budget Committee in June 2017, staff presented an estimate of the impact of the minimum wage as best it was understood at that time, which was:

- 2018 \$1.1 million additional funding required
- 2019 \$2.4 million additional funding required.

Staff continue to analyze all the impacts and a more fullsome financial update will be provided at Budget Committee in November 2017.

Conclusion

Bill 148, in its present form, proposes significant changes to the *Employment Standards Act, 2000* and the *Labour Relations Act, 1995* that will have many consequences on municipalities.



Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Louise Ann Riddell, Senior Manager, Healthy Workplace

City of Mississauga

Corporate Report



Date: 2017/09/05

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2017/09/20

Subject

Annual Treasurer's Statement Report: Summary of Activity in 2016

Recommendation

1. That the report dated September 5, 2017, entitled "Annual Treasurer's Statement Report: Summary of Activity in 2016" from the Commissioner of Corporate Services and Chief Financial Officer, required by the *Development Charges Act, 1997* and *Planning Act*, be received for information.
2. That Council endorse that the "Annual Treasurer's Statement Report: Summary of Activity in 2016" complies with the reporting requirements of the *Development Charges Act, 1997* and the *Planning Act*.
3. That the City of Mississauga's "Annual Treasurer's Statement Report: Summary of Activity in 2016" be made available to the public on the City of Mississauga's website.

Report Highlights

- Legislative requirements in the *Development Charges Act (DC Act)* and the *Planning Act* require the Treasurer of the municipality to provide Council with a financial statement each year for the Development Charges (DC), Bonus Density (Section 37) and the Cash-in-Lieu of Parkland (CIL) reserve funds and a listing of DC/Lot Levy credits.
- The Treasurer's Annual Statement summarizes the financial activities related to these reserve funds and DC/Lot levy credits for the 2016 fiscal year.
- The DC reserve fund opening balance for 2016 was \$59.6 million. The City collected \$26.4 million in DC revenue and funded \$43.6 million in capital projects for growth-related capital assets. The closing balance was \$42.8 million at the end of 2016.
- The City collected \$5.4 million in CIL-Parkland revenue during 2016 and funded capital assets of \$1.8 million in 2016. The closing balance of the CIL-Parkland reserve fund after

all transactions was \$65.8 million.

- The Bonus Density (Section 37) reserve fund had an opening balance of \$0.65 million in 2016 and received \$0.49 million through Section 37 agreements during the year. The closing balance at the end of 2016 was \$1.2 million.
- This report is compliant with Bill 73 legislation and regulations amending both the *DC Act* and the *Planning Act*.

Background

The *Development Charges Act, 1997 (DC Act)* section 43(1), (2) and the *Planning Act* section 37(7), (8) and section 42(17), (18) requires the Treasurer of the municipality to provide Council with an annual financial statement for activities related to its DC, Bonus Density (Section 37) and Cash-in-Lieu of Parkland Reserve Funds and DC/Lot Levy credits.

Comments

This report has been prepared to comply with the legislative requirements in the *DC Act* and the *Planning Act*. A summary of reserve fund activities during 2015 and 2016 is contained within the body of this report for Council's information. The report appendices have been prepared to comply with the reporting requirements as contained in each of the *Acts*.

The Statement of Compliance found in Appendix 6 is a new legislative requirement that came into effect on January 1, 2016. This statement requires the municipal Treasurer to indicate that no additional levies have been collected by the City beyond those allowed under existing legislative *Acts*. In response to this change, staff formed a multi-department working group in 2017. The working group is reviewing the City's existing standard practices, policies and procedures, in an effort to determine if any adjustments to processes are necessary in order to provide the Treasurer with a greater level of assurance that the City is in compliance with legislation.

Development Charges (DC) Reserve Fund Activity

As outlined in Table 1 below, DC revenues have remained fairly stable at \$26 million over the past two years. There was a small variance of \$0.5 million in the DC revenue collected in 2016 when compared to 2015 revenues. Interest earned is \$0.4M less in 2016 than in 2015, due to the lower balance in 2016.

Table 1

DC Reserve Fund Activity	2016 \$(millions)	2015 \$(millions)	Difference
Opening Balance	\$ 59.6	\$ 72.9	\$(13.3)
Add: DC Revenues	\$ 26.4	\$ 26.9	\$(0.5)
Interest Income and Other	\$ 0.7	\$ 1.1	\$(0.4)
Total Revenues	\$ 27.1	\$ 28.0	\$(0.9)
Less:			
DC Funds Transferred to Capital Projects	\$ 54.9	\$ 39.5	15.4
DC Funds Returned from Capital Projects	\$(11.3)	\$(13.4)	2.1
Transfers to Revenue and Refunds	\$ 0.2	\$ 15.2	\$(15.0)
Total Expenditures	\$ 43.8	\$ 41.3	2.5
Closing Balance	\$ 42.9	\$ 59.6	\$(16.7)

Net capital expenditures in 2016 were \$43.6 million, an increase of 67% from the 2015 net capital expenditures. About 69% of the \$43.6 million was for City wide engineering projects. The activity in “Transfers to Revenue and Refunds” in 2016 was \$0.2 million. This amount was significantly higher in 2015, as the settlement of the 2009 DC By-law appeal in 2015 required that funds be drawn from the reserve funds.

A list of all DC Reserve Funds can be found in Appendix 2, and 2016 activity for each DC Reserve Fund can be found in Appendix 3.

CIL-Parkland Reserve Fund Activity

Summarized in Table 2, the collection of CIL-Parkland revenues in 2016 was \$2.6 million less than the revenue collected in 2015. However, this variance was partly offset by \$1.5 million from the “interest income and other” category. Total capital expenditures for eligible expenses such as land acquisition, building renovation and equipment repair and replacement decreased to \$7.8 million in 2016. The net result on the closing fund balance was an increase of \$7.4 million in the reserve.

Table 2

CIL-Parkland Reserve Fund Activity	2016 \$(millions)	2015 \$(millions)	Difference
Opening Balance	\$ 58.4	\$ 65.4	\$(7.0)
Add: CIL-Parkland Revenues	\$ 5.4	\$ 8.0	\$(2.6)
Interest Income and Other	\$ 3.8	\$ 2.3	1.5
Total Revenues	\$9.2	\$10.3	\$(1.1)
Less: CIL-Parkland Funds Transferred to Capital Projects	\$ 7.8	\$ 18.7	\$(10.9)
CIL-Parkland Funds Returned from Capital Projects	\$(6.0)	\$(1.4)	\$(4.6)
Total Expenditures	\$1.8	\$17.3	\$(15.5)
Closing Balance	\$ 65.8	\$ 58.4	7.4

A list of all capital projects financed by DC and Cash-in-Lieu of Parklands can be found in Appendix 3.

Bonus Density (Section 37) Reserve Fund Activity

The Bonus Density reserve fund was established with the approval of the 2012 Corporate Policy governing the collection of monies related to Section 37 of the *Planning Act*. The City has collected approximately \$0.5 million in community benefit contributions from development each year. There have been no capital expenditures made from this reserve fund in 2016.

Table 3

Bonus Density Reserve Fund Activity	2016 \$(millions)	2015 \$(millions)	Difference
Opening Balance	\$ 0.64	\$ 0.16	\$ 0.48
Add: Bonus Zoning Revenue	\$ 0.49	\$ 0.46	\$ 0.03
Interest Income and Other	\$ 0.04	\$ 0.02	\$ 0.02
Total Revenues	\$ 0.53	\$ 0.48	\$ 0.05
Less: Bonus Zoning Funds Transferred to Capital Projects	\$0.00	\$0.00	\$0.00
Bonus Zoning Funds Returned from Capital Projects	\$0.00	\$0.00	\$0.00
Total Expenditures	\$0.00	\$0.00	\$0.00
Closing Balance	\$ 1.17	\$ 0.64	\$ 0.53

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DC/Lot Levy Credit Activity

Developers are entitled to DC credits when they construct infrastructure on behalf of the City. Appendix 5 summarizes the DC credit activity which has taken place during 2016. DC credits of \$8.3 million were redeemed in 2016. The bulk of these credits (\$7.7M) were related to the storm water management.

Lot levy credits are outlined in Appendix 4 for vacant lands that remain undeveloped in the City. The majority of these credits are related to the road and storm services which were waived during the lot levy regime in development agreements. These credits are redeemed when a building permit is issued. The value of each credit is calculated and this amount is transferred from the lot levy reserve funds to the development charge reserve funds to keep DC revenues whole.

Financial Implications

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

Conclusion

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

Attachments

Appendix 1: DC Reserve Funds Description

Appendix 2: Reserve Funds Continuity Schedule

Appendix 3: Capital Projects Financed by Reserve Funds

Appendix 4: Development Levy Continuity Schedule

Appendix 5: DC Credits Continuity Schedule

Appendix 6: Statement of Compliance



Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

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

Development Charge Reserve Funds

Pursuant to the *Development Charges Act, 1997* S.O. 1997 c.27, as amended, monies collected under the act shall be placed into a separate reserve account for the purpose of funding growth related net capital costs for which the development charge was imposed under the Development Charges By-law 0161-2014 or previous Mississauga Development Charge By-laws.

Reserve funds were established for the following purpose:

City-Wide Engineering	Funds are collected for constructing the transportation infrastructure in the City as it relates to development growth. This is not a discounted service, and is collected from both the residential and non-residential development sectors.
Fire	Funds are collected for the capital construction requirements consistent with the Station Location Study as it relates to growth. This is not a discounted service, per the legislation.
General Government	Funds are collected for the purpose of the animal control expansion as a result of residential growth and for the development charges planning studies. This service requires a 10% discount, as per the legislation
Library	Funds are collected for the capital expenses related to growth as outlined in the Library Services Master Plan, which was endorsed by both Council and the Library Board. All funds collected are as a result of residential growth and is a discounted service per the legislation.
Living Art Centre Debt	Funds collected for this service are used to retire a debt incurred for the construction of the Living Arts Centre in Mississauga. Development charges are collected from the residential sector only and a 10% discount has been applied to the debt outstanding.
Parking Services	Funds collected for these services are to be used for the design and construction of parking services in the City of Mississauga. This service requires a 10% discount, as per the legislation.
Public Works	Funds are collected for the capital costs involved with Building and Fleet components of the Public Works Division of Transportation and Works Department as it relates to growth. This charge is collected from both the residential and non-residential sectors, and is discounted by 10%, as per the legislation.
Recreation	Funds are collected for the purpose of capital requirements consistent with the Future Directions Plan servicing residential growth. This service requires a 10% discount, as per the legislation.
Storm Water Management	Funds collected for this service are to be used for items such as channelization, erosion control, Credit River Watershed erosion control, storm water management and water quality/quantity control. This is not a discounted service, and is a uniform charge applied to both the residential and non-residential sectors on a cost per hectare basis.
Transit	Funds are collected for the purpose of providing all transit services as they relate to growth. This charge is collected from both residential and non-residential development activities. A 10% discount has already been factored into the charge, as per the legislation.

2016 Development Charge Reserve Funds, Bonus Density and Cash-in-Lieu of Parkland Continuity Schedule

Fund Name	Balance Jan. 1, 2016	Revenues					Capital Expenditures			Balance December 31, 2016
		From Revenue	Interest	From Developers	Other	Total Revenue	DCA Refunds	Transfers To/ (From) Capital ¹	Transfers To Revenue	
DCA- City Holding	0	0	0	14,271	0	14,271	14,271	0	0	0
DCA-General Government	(4,283,152)	0	(98,685)	186,457	0	87,772	0	221	0	(4,195,601)
DCA-Recreation	13,018,147	0	228,360	3,186,395	0	3,414,755	0	5,968,669	0	10,464,233
DCA-Recreation (Hershey)	0	0	3,173	(3,173)	0	0	0	0	0	0
DCA-Fire Services	(8,258,698)	0	(266,652)	629,197	0	362,546	0	3,705,000	0	(11,601,153)
DCA-Library	212,411	0	(33,983)	358,250	0	324,267	0	2,071,451	0	(1,534,773)
DCA-Transit	6,035,421	0	74,615	1,704,618	0	1,779,234	0	3,788,026	0	4,026,629
DCA-City Wide Engineering	29,439,144	0	170,582	15,801,137	0	15,971,720	30,335	30,281,916	0	15,098,612
DCA-Public Works	(1,495,789)	0	(35,095)	746,052	0	710,958	0	304,200	150,000	(1,239,032)
DCA-Parking	1,789,046	0	45,997	443,864	0	489,861	0	0	0	2,278,908
DCA-LAC	0	0	865	(865)	0	0	0	0	0	0
DCA-Storm Water	21,281,199	0	558,286	1,543,572	0	2,101,858	0	(2,476,112)	0	25,859,169
DC Appeal - Residential	1,558,616	0	49,348	789,397	0	838,745	0	0	0	2,397,361
DC Appeal - Industrial	39,809	0	5,438	697,289	0	702,727	0	0	0	742,536
DC Appeal - Non-Industrial	288,466	0	8,555	256,005	0	264,561	0	0	0	553,026
Total DC Reserve Funds	59,624,622	0	710,807	26,352,466	0	27,063,273	44,607	43,643,371	150,000	42,849,917
Bonus Zoning (section 37)	645,575	0	36,695	492,667	0	529,362	0	0	0	1,174,938
Cash-in-Lieu of Parkland (section 42)	58,397,260	1,069,153	2,707,523	5,444,252	10,000	9,230,929	0	1,786,476	0	65,841,713

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

**Capital Projects Financed by Development Charge Reserve Funds and Cash-in-Lieu of Parklands
December 31, 2016**

Description: This report highlights all Development Charge, Cash-in-Lieu of Parkland Reserve Fund and Other Sources of funding transfers to Capital Projects in 2016.

Project Number	Description	2016 Development Charge Financing		2016 Cash-in-Lieu of Parkland		2016 Other Financing			Total Project Net Financing By Project and Reserve	Total Project Net Financing
		Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Debt Financing		
6104	Torbram Grade Separation (North) City Wide Engineering - 31335		(16,755,000)						(50,021,681)	(50,021,681)
8138	Credit River Erosion Control-Adj to Ostler Storm Water Management - 31350 Capital Reserve - 33121	859				65,411			(3,741) (284,989)	(288,731)
8171	Traffic Signal Equipment Enhancements City Wide Engineering - 31335 Capital Reserve - 33121 Contributions - Road - 35201		(431,000)					(276,000)	(2,723,959) (294,165) (743,876)	(3,762,000)
8173	Traffic System and ITS City Wide Engineering - 31335 Capital Reserve - 33121 Contributions - Road - 35201		(641,000)					(409,000)	(3,295,286) (94,748) (1,009,966)	(4,400,000)
8322	Class 1 & 3 Trails - Design & Construction Recreation - 31315	200,000							(3,920,000)	(3,920,000)
8644	DC Background Study 2008 Capital Reserve - 33121 General Government - 31310	64,579				7,175			(32,825) (295,421)	(328,245)
9104	Goreway Dr Grade Separation Detail City Wide Engineering - 31335	422,609							(2,391)	(2,391)
9108	City Centre - Transportation Studies City Wide Engineering - 31335	94,282							(505,718)	(505,718)
9355	Basic Development - Sheridan Design Recreation - 31315 Capital Reserve - 33121	42,115				37,885			(1,172,205) (1,054,495)	(2,226,700)
9430	Meadowvale Library/CC Reno-Design Recreation - 31315 Library - 31325 Cash-in-Lieu of Parkland - 32121 Capital Reserve - 33121 - Debt Financing		(373,500) (2,090,700)		(5,568,500)			(232,000)	(948,000) (6,363,900) (22,625,500) (3,145,000) (2,777,300)	(35,859,700)
10101	Intersection Capital Program City Wide Engineering - 31335	38,320							(814,680)	(814,680)
10132	Cooksville Creek Erosion Control Dundas Storm Water Management - 31350 Capital Reserve - 33121	1,176				38,824			(3,824) (126,176)	(130,000)

**Capital Projects Financed by Development Charge Reserve Funds and Cash-in-Lieu of Parklands
December 31, 2016**

Description: This report highlights all Development Charge, Cash-in-Lieu of Parkland Reserve Fund and Other Sources of funding transfers to Capital Projects in 2016.

Project Number	Description	2016 Development Charge Financing		2016 Cash-in-Lieu of Parkland		2016 Other Financing			Total Project Net Financing By Project and Reserve	Total Project Net Financing
		Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Debt Financing		
10137	Credit River Erosion Control - Ostler Co Storm Water Management - 31350 Capital Reserve - 33121		(859)				(65,411)		(8,397) (492,873)	(501,269)
10141	Retrofit Loyalist Creek SWM Pond #5901 Storm Water Management - 31350	250,000							(2,463,000)	(2,463,000)
10142	Retrofit Loyalist Creek SWM Pond #5903 Storm Water Management - 31350		(1,100,000)						(3,154,000)	(3,154,000)
10146	Sawmill Creek Erosion Control - S of Storm Water Management - 31350 Capital Reserve - 33121	2,686				47,991			(7,914) (141,409)	(149,323)
11105	9th Line - Derry Rd W - N Limit Grade City Wide Engineering - 31335	5,255							(244,745)	(244,745)
11131	Applewood Creek Crossing Improv- City Wide Engineering - 31335 Storm Water Management - 31350 Capital Reserve - 33121 Federal Gas Tax Reserve Fund - 35183		(1,136)				(24,790) (74,074)		(5,000) (2,954) (173,527) (518,518)	(700,000)
11146	Sawmill Creek Erosion Ctr-U/S City Wide Engineering - 31335 Storm Water Management - 31350 Capital Reserve - 33121	3,706				66,294			(9,000) 3,706 (94,706)	(100,000)
11147	Sawmill Creek Erosion Control-Erin Mills City Wide Engineering - 31335 Storm Water Management - 31350 Capital Reserve - 33121	2,619				47,381			(11,000) 2,619 (151,619)	(160,000)
11165	Sidewalks City Wide Engineering - 31335 Contributions - Sidewalks - 35207	303,125				41,480			(1,710,875) (234,120)	(1,944,994)
11175	Traffic Management Centre City Wide Engineering - 31335 Capital Reserve - 33121 Contributions - Road - 35201		(825,000)				(575,000)		(1,964,286) (835,557) (525,158)	(3,325,000)
11302	Parkway Belt Dev (P302) Construction Recreation - 31315 Cash-in-Lieu of Parkland - 32121 Capital Reserve - 33121		(1,542,452)		(180,088)		(171,384)		(4,504,352) (180,088) (500,484)	(5,184,923)

**Capital Projects Financed by Development Charge Reserve Funds and Cash-in-Lieu of Parklands
December 31, 2016**

Description: This report highlights all Development Charge, Cash-in-Lieu of Parkland Reserve Fund and Other Sources of funding transfers to Capital Projects in 2016.

Project Number	Description	2016 Development Charge Financing		2016 Cash-in-Lieu of Parkland		2016 Other Financing			Total Project Net Financing By Project and Reserve	Total Project Net Financing
		Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Debt Financing		
11309	Dr Martin Dobkin Washrooms - Cash-in-Lieu of Parkland - 32121				(50,000)				(922,000)	(922,000)
11313	Lisgar Fields Washrooms - Construction Cash-in-Lieu of Parkland - 32121				(150,000)				(938,000)	(938,000)
11314	Loyola SS Artificial Turf and Cash-in-Lieu of Parkland - 32121 Capital Reserve - 33121 2009 Special Project CRF - 35574			14,775		49,993			(326,565) (1,104,967) (400,000)	(1,831,532)
11325	Pinchin Barn - foundation restoration Recreation - 31315 Capital Reserve - 33121		(30,600)				(3,400)		(139,500) (15,500)	(155,000)
11326	Heatherleigh Park - Basic Development Recreation - 31315 Capital Reserve - 33121 Parks-Other Developer Contribution - 35219	2,095				233 1,455			(141,905) (15,767) (98,545)	(256,217)
11328	F-463 design and construction Recreation - 31315 Capital Reserve - 33121	189				21			(109,611) (12,179)	(121,790)
12134	Monitoring and minor modification of Storm Water Management - 31350	28,954							(51,046)	(51,046)
12136	Cooksville Creek Erosion Control - North Storm Water Management - 31350 Federal Gas Tax Reserve Fund - 35183	7,661				252,339			(36,539) (1,203,461)	(1,240,000)
12147	Sheridan Creek Erosion Control - Storm Water Management - 31350 Capital Reserve - 33121	8,080				237,599			(44,051) (1,295,270)	(1,339,320)
12269	Design and Construction of Station 120 Fire Services - 31320 Capital Reserve - 33121		(3,205,000)						(3,660,000) (540,000)	(4,200,000)
12308	Hydro One Corridor - Credit River to Recreation - 31315 Capital Reserve - 33121		(1,909,440)				(212,160)		(2,206,440) (245,160)	(2,451,600)
12312	Fallingbrook Community Washrooms- Cash-in-Lieu of Parkland - 32121				(40,000)				(678,000)	(678,000)
12449	P459 - Sports Park - Concept plan Recreation - 31315 Capital Reserve - 33121	112				12			(268,958) (29,884)	(298,842)

**Capital Projects Financed by Development Charge Reserve Funds and Cash-in-Lieu of Parklands
December 31, 2016**

Description: This report highlights all Development Charge, Cash-in-Lieu of Parkland Reserve Fund and Other Sources of funding transfers to Capital Projects in 2016.

Project Number	Description	2016 Development Charge Financing		2016 Cash-in-Lieu of Parkland		2016 Other Financing			Total Project Net Financing By Project and Reserve	Total Project Net Financing
		Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Debt Financing		
13136	Saw Creek Erosion Ctrl-Swallowdake Storm Water Management - 31350 Capital Reserve - 33121 Federal Gas Tax Reserve Fund - 35183 Debt Management - Stormwater - 37200 - Debt Financing	31,742				16,117 323,190 120,951			(121,874) (61,883) (1,240,877) 120,951 (1,000,000)	(2,303,683)
13140	Cooksville Creek Erosion Ctrl-Rathburn Storm Water Management - 31350 Debt Management - Stormwater - 37200 - Debt Financing	48,292				224,000			(534,721) 711,013 (3,000,000)	(2,823,708)
13165	Sidewalks City Wide Engineering - 31335		(43,507)						(1,143,507)	(1,143,507)
13198	Traffic Signals City Wide Engineering - 31335 Roadway Infrastructure - 33131 Contributions - Traffic Signals - 35209	165,208				228,086 250,689			(236,792) (326,914) (359,311)	(923,017)
13278	Library Master Plan Library - 31325 Capital Reserve - 33121	19,504				2,167			(70,496) (7,833)	(78,329)
13302	Various Tableland Sites Acquisition Cash-in-Lieu of Parkland - 32121			1,932,074					(67,926)	(67,926)
13307	Multi-Use Trails - Edward L. Scarlett Recreation - 31315 Capital Reserve - 33121		(587,790)					(65,310)	(692,990) (77,010)	(770,000)
13312	Erindale Park Washroom Replace-Design Cash-in-Lieu of Parkland - 32121 Mascan Creditview Recreation - 35339				(480,828)			(31,234)	(551,328) (31,234)	(582,562)
13313	Garnetwood Washrooms - Construction Cash-in-Lieu of Parkland - 32121				(60,000)				(727,200)	(727,200)
13325	F_429 Basic Development - Design Recreation - 31315 Capital Reserve - 33121 2009 Special Project CRF - 35574		(117,000)					(173,000)	(117,000) (173,000) (1,200,000)	(1,490,000)
13326	Malton Village Park - Design Recreation - 31315 Capital Reserve - 33121	112,495				12,506			(909,406) (101,095)	(1,010,500)

**Capital Projects Financed by Development Charge Reserve Funds and Cash-in-Lieu of Parklands
December 31, 2016**

Description: This report highlights all Development Charge, Cash-in-Lieu of Parkland Reserve Fund and Other Sources of funding transfers to Capital Projects in 2016.

Project Number	Description	2016 Development Charge Financing		2016 Cash-in-Lieu of Parkland		2016 Other Financing			Total Project Net Financing By Project and Reserve	Total Project Net Financing
		Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Debt Financing		
13327	Park P_508 Development - Construction Recreation - 31315 Capital Reserve - 33121		(152,095)				(16,905)		(1,320,795) (146,805)	(1,467,600)
13331	Multi- Use Trails - ORT-07 Ctl PKY - L Eto Recreation - 31315 Capital Reserve - 33121		(980,232)				(108,915)		(1,099,932) (122,215)	(1,222,146)
13332	Multi -Use Trails - ORT - 07 Tomken- Recreation - 31315 Capital Reserve - 33121	105,972				11,775			(13,728) (1,525)	(15,254)
13601	DC background Study 2014 Capital Reserve - 33121 General Government - 31310		(64,800)				(7,200)		(47,200) (424,800)	(472,000)
14106	Goreway Drive Grade Separation City Wide Engineering - 31335		(422,609)						(2,422,609)	(2,422,609)
14107	9the Widening-Derry Rd to North Limit City Wide Engineering - 31335 Federal Gas Tax Reserve Fund - 35182 Contributions - Road - 35201 Debt Management RF-Tax Capital - 37100 - Debt Financing	2,241,900				99,640 149,460	(32,540)		(4,508,100) (200,360) (32,540) 149,460 (450,000)	(5,041,540)
14129	Land/Cooksville Creek SWM Pond#3702 Storm Water Management - 31350 Cash-in-Lieu of Parkland - 32121 Parks-Other Developer Contribution - 35219 Stormwater-Capital Reserve Fund - 35992			3,880,000		1,800,000	(5,680,000)		(7,540,000) 11,420,000 1,800,000 (5,680,000)	0
14134	Monitoring and minor modification of Storm Water Management - 31350	80,000								0
14139	New Facility - Storm Water Mgt Pond#5503 Storm Water Management - 31350		(57,842)						(1,057,842)	(1,057,842)
14144	16 Mile Crk Culvert Impr-Argentia Rd. Ex Storm Water Management - 31350	1,530,000								0
14147	Land Acquisition-Sawmill Creek Storm Water Management - 31350 Contributions - Water Quality - 35204	1,539,863				699,938			(137) (62)	(199)
14148	Land Acq- Storm Water Mgt Pond #5503 Storm Water Management - 31350	214,870							(1,515,130)	(1,515,130)

**Capital Projects Financed by Development Charge Reserve Funds and Cash-in-Lieu of Parklands
December 31, 2016**

Description: This report highlights all Development Charge, Cash-in-Lieu of Parkland Reserve Fund and Other Sources of funding transfers to Capital Projects in 2016.

Project Number	Description	2016 Development Charge Financing		2016 Cash-in-Lieu of Parkland		2016 Other Financing			Total Project Net Financing By Project and Reserve	Total Project Net Financing
		Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Debt Financing		
14201	Transit Bus Acquisitions - Growth Transit - 31330 Federal Public Transit Reserve Fund - 35180 Federal Gas Tax Reserve Fund - 35183	131,974				28,970 46,367			(2,328,026) (511,030) (817,908)	(3,656,964)
14269	New Fire Truck - Fire Station 120 Fire Services - 31320		(500,000)						(700,000)	(700,000)
14273	Library Collection Increases Library - 31325 Capital Reserve - 33121		(255)					(28)	(398,055) (44,228)	(442,283)
14301	Community Parkland - Acquisition of Cash-in-Lieu of Parkland - 32121				(530,000)				(8,030,000)	(8,030,000)
14307	Hydro One Est Corridor_Etobicoke Crk- Recreation - 31315 Capital Reserve - 33121		(663,507)					(73,723)	(1,382,814) (153,646)	(1,536,460)
15102	Transportation Master Plan Study City Wide Engineering - 31335		(100,000)						(300,000)	(300,000)
15104	Lakeshore Road Movement Study City Wide Engineering - 31335		(810,000)						(1,310,000)	(1,310,000)
15105	Downtown Master Plan City Wide Engineering - 31335		(500,000)						(1,400,000)	(1,400,000)
15130	Storm Sewer Oversizing Various Storm Water Management - 31350	270,000								0
15137	Ckwvl Crk Pond #2101-Mis Valy & Cntl Pky Storm Water Management - 31350 Capital Reserve - 33121 Stormwater-Capital Reserve Fund - 35992		(32,000)					(135,000)	(63,667) (135,000) (135,000)	(333,667)
15161	Noise Wall Replacements City Wide Engineering - 31335 Capital Reserve - 33121 - Debt Financing		(110,500)					(139,500)	(720,500) (139,500) (770,000)	(1,630,000)
15238	Transit Malton Facility-Expans & Improve Transit - 31330 Federal Gas Tax Reserve Fund - 35183		(2,430,000)					(270,000)	(2,700,000) (300,000)	(3,000,000)
15300	Bicycle/Pedestrian System (ORT10A) Recreation - 31315 Capital Reserve - 33121	587,790				65,310				0

**Capital Projects Financed by Development Charge Reserve Funds and Cash-in-Lieu of Parklands
December 31, 2016**

Description: This report highlights all Development Charge, Cash-in-Lieu of Parkland Reserve Fund and Other Sources of funding transfers to Capital Projects in 2016.

Project Number	Description	2016 Development Charge Financing		2016 Cash-in-Lieu of Parkland		2016 Other Financing			Total Project Net Financing By Project and Reserve	Total Project Net Financing
		Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Debt Financing		
15301	Bicycle/Pedestrian System Recreation - 31315 Capital Reserve - 33121	210,753				23,417				0
15302	Bicycle/Pedestrian System (ORT02B) Recreation - 31315 Capital Reserve - 33121	954,720				106,080				0
15308	Riverwood Park Development- Cash-in-Lieu of Parkland - 32121				(491,997)				(579,122)	(579,122)
15311	Cricknet Pitch (New) -P_302 Recreation - 31315 Capital Reserve - 33121	1,542,452				171,384			(1,048) (116)	(1,165)
15319	Community PksPhase 1 Not Yet Name Recreation - 31315 Capital Reserve - 33121		(613,304)					(68,145)	(880,551) (97,839)	(978,390)
15324	Construct a Bunker for Equipment and Cash-in-Lieu of Parkland - 32121			180,088						0
15431	Park 459 Development - Partnership Recreation - 31315 Capital Reserve - 33121		(572,400)					(63,600)	(663,030) (73,670)	(736,700)
16101	Intersection Capital Program City Wide Engineering - 31335		(900,000)						(900,000)	(900,000)
16103	Preliminary Engineering Studies City Wide Engineering - 31335		(100,000)						(100,000)	(100,000)
16105	Financing Drive - Widening City Wide Engineering - 31335		(250,000)						(250,000)	(250,000)
16106	Burnhamthorpe Rd-Ninth Line-Loyalist Dr City Wide Engineering - 31335		(200,000)						(200,000)	(200,000)
16107	QEW/Credit River Active Trans City Wide Engineering - 31335		(375,000)						(375,000)	(375,000)
16130	SDW Storm Sewer Oversizing - Various Storm Water Management - 31350		(270,000)						(270,000)	(270,000)
16134	Monitor & Minor Modification SW-Variou Storm Water Management - 31350		(80,000)						(80,000)	(80,000)
16145	Minor Erosion Ctrl Wrk-Variou Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992		(2,560)					(77,440)	(2,560) (77,440)	(80,000)

**Capital Projects Financed by Development Charge Reserve Funds and Cash-in-Lieu of Parklands
December 31, 2016**

Description: This report highlights all Development Charge, Cash-in-Lieu of Parkland Reserve Fund and Other Sources of funding transfers to Capital Projects in 2016.

Project Number	Description	2016 Development Charge Financing		2016 Cash-in-Lieu of Parkland		2016 Other Financing			Total Project Net Financing By Project and Reserve	Total Project Net Financing
		Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Debt Financing		
16152	Rena Road - Culvert Widening City Wide Engineering - 31335 Federal Gas Tax Reserve Fund - 35183		(1,000,000)				(1,000,000)		(1,000,000) (1,000,000)	(2,000,000)
16161	Noise Wall Program #N/A Capital Reserve - 33121		(1,049,000)				(586,000)		(1,049,000) (586,000)	(1,635,000)
16163	New Vehicle & Equipment Public Works - 31340 Capital Reserve - 33121		(175,500)				(19,500)		(175,500) (19,500)	(195,000)
16165	Sidewalks City Wide Engineering - 31335 Contributions - Sidewalks - 35207		(350,000)				(100,000)		(350,000) (100,000)	(450,000)
16167	Cycling Program City Wide Engineering - 31335 Capital Reserve - 33121 Federal Gas Tax Reserve Fund - 35182		(960,000)				(5,000) (45,000)		(960,000) (5,000) (45,000)	(1,010,000)
16171	Traffic Signal Equipment Enhancements City Wide Engineering - 31335		(115,000)						(115,000)	(115,000)
16173	Traffic System and ITS City Wide Engineering - 31335		(75,000)						(75,000)	(75,000)
16197	Property Acquisition City Wide Engineering - 31335		(7,200,000)						(7,200,000)	(7,200,000)
16198	Traffic Signals - New City Wide Engineering - 31335 Parks-Other Developer Contribution - 35219		(340,000)				(370,000)		(340,000) (370,000)	(710,000)
16201	Transit Bus Acquisitions - Growth Transit - 31330 Federal Gas Tax Reserve Fund - 35183		(1,490,000)				(262,000)		(1,490,000) (262,000)	(1,752,000)
16305	Site Investigations, Appraisals, Audits Cash-in-Lieu of Parkland - 32121				(110,000)				(110,000)	(110,000)
16312	City Centre Scholar's Green Recreation - 31315 Capital Reserve - 33121		(487,555)				(54,173)		(487,555) (54,173)	(541,728)
16315	Design and Construct - Unit Court Recreation - 31315 Capital Reserve - 33121		(57,503)				(6,427)		(57,503) (6,427)	(63,930)

**Capital Projects Financed by Development Charge Reserve Funds and Cash-in-Lieu of Parklands
December 31, 2016**

Description: This report highlights all Development Charge, Cash-in-Lieu of Parkland Reserve Fund and Other Sources of funding transfers to Capital Projects in 2016.

Project Number	Description	2016 Development Charge Financing		2016 Cash-in-Lieu of Parkland		2016 Other Financing			Total Project Net Financing By Project and Reserve	Total Project Net Financing
		Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Debt Financing		
16316	Growth Related Equipment - Parks Public Works - 31340 Capital Reserve - 33121		(128,700)				(14,300)		(128,700) (14,300)	(143,000)
16321	Waterfront Strategy Study (5 years) Recreation - 31315 Reserve for General Contingencies - 305125		(99,000)				(11,000)		(99,000) (11,000)	(110,000)
16322	City-East Location TBD-New Playground Recreation - 31315 Capital Reserve - 33121		(272,250)				(30,250)		(272,250) (30,250)	(302,500)
16323	2 Unit Tennis Centre-Design & Recreation - 31315 Capital Reserve - 33121		(191,337)				(21,310)		(191,337) (21,310)	(212,648)
16326	Design & Construction Recreation - 31315 Capital Reserve - 33121		(71,642)				(7,970)		(71,642) (7,970)	(79,611)
16332	Park Utilization Tracking Recreation - 31315 Reserve for General Contingencies - 305125		(37,125)				(45,375)		(37,125) (45,375)	(82,500)
16339	Partnership with the PDSB & Govt Grant Recreation - 31315 Capital Reserve - 33121		(900,000)				(300,000)		(900,000) (300,000)	(1,200,000)
16340	Community Parks Phase 1 P_459 Recreation - 31315 Cash-in-Lieu of Parkland - 32121 Capital Reserve - 33121		(68,629)		(132,000)		(7,625)		(68,629) (132,000) (7,625)	(208,254)
TOTAL FINANCING ALL YEARS ALL SOURCES									(204,891,123)	(204,891,123)
TOTAL FINANCING TRANSFERRED IN 2016		11,265,958	(54,909,328)	6,006,937	(7,793,413)	5,274,139	(11,639,688)	(232,000)		
NET FINANCING TOTALS			(43,643,371)		(1,786,476)					

2016 Development Levy Credit Continuity Schedule

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

M Plan	Applicant	Value of Prepaid City Credits @ Jan 1, 2016	Storms Waived @ Jan 1, 2016	Roads Waived @ Jan 1, 2016	Other Services Waived @ Jan 1, 2016	Value of Prepaid and Waived Credits @ Jan 1, 2016	Prepaid Credits Redeemed in 2016	Waived Services Redeemed in 2016	Value of Prepaid and Waived Credits @ Dec 31, 2016
M-957	1181482 Ontario Ltd	63,201	161,707	0	0	224,908	0	0	224,908
M-915	1234778 Ontario Inc.	0	0	0	0	0	0	0	0
M-948	1236236 Ontario Inc.	21,282	59,684	0	0	80,966	0	0	80,966
M-901	763442 Ontario Limited (Indrio)	77,233	0	0	0	77,233	0	0	77,233
M-915	Annovator Investments	80,861	259,253	0	0	340,115	0	0	340,115
OZ-50/90	Bohler Uddeholm Thermo Tech	10,102	24,853	0	0	34,955	0	0	34,955
M-915	Boldco Group Inc.	87,551	353,443	0	0	440,994	0	0	440,994
M-584	Brookfield Commercial Properties/Gentra Inc.	0	311,477	0	0	311,477	0	0	311,477
M-284	Cadillac Fairview Corp Ltd	0	296,952	486,868	0	783,820	0	0	783,820
M-425	Canonfield Inc.	0	628,363	1,233,369	0	1,861,732	0	0	1,861,732
M-793	Canonfield Inc.	221,561	775,802	0	0	997,363	0	0	997,363
43R-13128	City Centre Plaza	0	352,230	3,761,001	0	4,113,231	0	0	4,113,231
M-814	Dariusz Krowiak	1,212	0	0	0	1,212	0	0	1,212
M-852	Dundee Realty Corp	24,274	73,673	0	0	97,947	0	0	97,947
M-539	Eric Robbins	4,078	10,258	0	0	14,336	0	0	14,336
M-871	Erin Mills Development Corporation	0	6,932	0	0	6,932	0	0	6,932
M-781	Erin Mills Development Corporation	99,253	81,133	0	0	180,386	0	0	180,386
M-592	Erin Mills Development Corporation	59,314	290,961	0	0	350,275	0	0	350,275
T-84051 R- 23352 RCP 1003	Erin Mills Development Corporation	0	958,381	0	0	958,381	0	(85,470)	872,911
M-823	Erin Mills Development Corporation	13,520	621,110	1,645,290	0	2,279,920	0	0	2,279,920
22964	Erin Mills Development Corporation	0	152,381	2,162,512	0	2,314,894	0	0	2,314,894
RP1542	Erin Mills Development Corporation	0	2,198,802	2,684,935	0	4,883,737	0	0	4,883,737
T-86106 & 43R- 22605	Erin Mills Development Corporation	0	1,510,938	3,459,428	0	4,970,366	0	0	4,970,366
OZ-88/86	Erin Mills Development Corporation	0	858,614	5,747,471	0	6,606,084	0	0	6,606,084
B-111/87	Everlast Construction	710	45,285	88,888	0	134,883	0	0	134,883
M-677	Great West Life Assurance Company	14,821	172,525	0	0	187,346	0	0	187,346
M-948	Impulse Technologies Ltd.	6,198	17,382	0	0	23,580	0	0	23,580
M-757	Kaiser Photo Products	5,163	17,737	0	0	22,901	0	0	22,901
OZ-50/90	Keanall Holdings Ltd.	123,196	303,084	0	0	426,280	0	0	426,280
M-1015	Kee Group Inc.	28	75	0	0	103	0	0	103
M-635	Kee Group Inc.	2,922	15,854	0	0	18,776	0	0	18,776
M-728	Kee Group Inc.	3,881	19,584	0	0	23,464	0	0	23,464
M-793	Lord Realty Holdings Ltd	7,008	69,942	0	0	76,951	0	0	76,951
M-533	Lord Realty Holdings Ltd	0	604,396	0	0	604,396	0	0	604,396
M-852	Meadowpines Development Corporation	202,513	902,883	0	0	1,105,396	0	0	1,105,396
M-689	Menkes Industrial Parks Ltd	36,004	167,862	0	0	203,865	0	0	203,865

2016 Development Levy Credit Continuity Schedule

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

M Plan	Applicant	Value of Prepaid City Credits @ Jan 1, 2016	Storms Waived @ Jan 1, 2016	Roads Waived @ Jan 1, 2016	Other Services Waived @ Jan 1, 2016	Value of Prepaid and Waived Credits @ Jan 1, 2016	Prepaid Credits Redeemed in 2016	Waived Services Redeemed in 2016	Value of Prepaid and Waived Credits @ Dec 31, 2016
M-845	N.H.D. Developments Limited	17,059	50,498	0	0	67,556	0	0	67,556
M-401	OMERS REALTY MGMT CORP	15,125	226,614	0	0	241,738	0	0	241,738
M-1010	OMERS REALTY MGMT CORP	0	4,762,795	11,922,701	5,723,882	22,409,377	0	(9,104)	22,400,273
M-1023	Orlando Corporation	36,818	83,931	0	0	120,749	0	0	120,749
M-832	Orlando Corporation	75,997	255,406	0	0	331,403	0	0	331,403
M-900	Orlando Corporation	0	466	816,816	0	817,282	0	0	817,282
M-948	Richill Construction Limited	40,901	114,706	0	0	155,606	0	0	155,606
M-886	Riello Burners	15,768	43,831	0	0	59,599	0	0	59,599
M-1326	Rivergrove Development	98,844	329,084	0	0	427,928	0	0	427,928
M-901	Slough Estates Canada Ltd	83,971	349,181	0	0	433,152	0	0	433,152
M-435	Tordar Investments Ltd	11,774	153,873	0	0	165,648	0	0	165,648
M-922	Trailmobile Canada Inc	1,869	5,101	0	0	6,970	0	0	6,970
M-926	Tridel	1	0	0	0	1	0	0	1
OZ-50/90	Uddeholm	6,478	15,938	0	0	22,416	0	0	22,416
M-886	Uddeholm	15,347	42,898	0	0	58,245	0	0	58,245
Total		1,585,838	18,757,875	34,009,279	5,723,882	60,076,874	0	(94,574)	59,982,300

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

2016 Development Charge Credits Continuity Schedule

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

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

M Plan	Developer	Type of DC Credit	Outstanding DC Credits Issued in Prior Years	Total Credits Used in Prior Years	DC Credits Balance @ Jan. 1, 2016	DC Credits Used during 2016	DC Credits Granted by Council during 2016	DC Credits Balance @ Dec. 31, 2016	GC Approval
M-1447	1296421 Ontario Inc.	Storm Water Mgmt	858,653	(681,906)	176,747			176,747	276-2000
M-1814	2096553 Ontario Inc. c/o Hush Homes Inc.	Park Development	22,308	(20,280)	2,028	(2,028)		0	GC 0663-2009
M-1759	678604 Ontario Inc.	Park Development	12,981	(11,554)	1,427			1,427	GC 0574-2007
M-1874	678604 Ontario Inc. and 1105239 Ontario Inc.	Other Services	219,607	0	219,607			219,607	GC 0548-2011
M-1484	919848 Ontario Inc. & 1368781 Ontario Inc.	Park Development	27,574	(8,685)	18,889			18,889	178-2001
M-1474 & M-1475	968907 Ontario Inc. & Gasmuz Construction Inc.	Park Development	334,835	(334,833)	1			1	329-2001
M-1272	996075 Ontario Ltd	Park Development	19,600	(615)	18,985			18,985	597-97
M-1894	Argo Park Developments Corporation	Park Development	234,840	(234,839)	1			1	GC 0408-2012
M-1894	Argo Park Developments Corporation	Other Services	75,400	(75,398)	2			2	GC 0446-2012
M-950, M-1263	Berlen Development Corp	Park Development	32,892	(31,895)	997			997	604-1997
M-1460 & M-1461	Britannia Holdings	Other Services	234,467	(234,467)	(1)			(1)	161-2001
M-1366	Britannia Meadows Development Corp	Transportation	187,250	(183,484)	3,766			3,766	442-1999
M-1366	Britannia Meadows Development Corp	Park Development	292,432	(287,485)	4,947			4,947	650-1999
M-1493 & M-1494	Britannia North Holdings Inc.	Other Services	187,675	(187,674)	1			1	546-2001
M-1493 & M-1494	Britannia North/Central/South Holdings Inc.	Park Development	94,978	(94,977)	0			0	549-2001
M-1758	Cabot Trail Estates	Other Services	12,139	(12,139)	(0)			(0)	GC 0131-2007
M-1758	Cabot Trail Estates Ltd.	Park Development	10,568	(10,568)	0			0	GC 0199-2007
M-1077 & M-1078 & M-1080	EMDC	Park Development	59,341	(58,815)	526			526	247-93
M-1079 & M-1081 & M-1082	EMDC	Park Development	476,214	(465,971)	10,243			10,243	212-93
M-1537 & M-1538	EMDC	Other Services	225,000	(198,876)	26,124			26,124	358-2002
M-1553/ M-1554	EMDC	Storm Water Mgmt	698,288	(694,675)	3,613			3,613	324-2001
M-1606, M-1607, M-1607, M-1608, M-1609	EMDC	Other Services	423,750	(423,749)	1			1	527-2003
M-1606, M-1607, M-1607, M-1608, M-1609	EMDC	Park Development	873,957	(873,955)	2			2	552-2003
M-1635, M-1636, M-1637	EMDC	Transportation	276,750	(276,751)	(1)			(1)	076-2004
M-1635, M-1636, M-1637	EMDC	Park Development	265,930	(265,929)	1			1	077-2004
M-1663, M-1664, M-1665	EMDC	Storm Water Mgmt	1,503,000	(1,503,029)	(29)			(29)	437-2002
M-1663, M-1664, M-1665	EMDC	Park Development	177,345	(153,616)	23,729			23,729	532-2004
M-1700 M-1701 M-1702	EMDC	Park Development	573,805	(573,806)	(1)			(1)	GC 0623-2005
M-1700 M-1701 M-1702 PN04-140	EMDC	Storm Water Mgmt	3,130,400	(3,125,900)	4,500			4,500	GC 0571-2005

2016 Development Charge Credits Continuity Schedule

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

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

M Plan	Developer	Type of DC Credit	Outstanding DC Credits Issued in Prior Years	Total Credits Used in Prior Years	DC Credits Balance @ Jan. 1, 2016	DC Credits Used during 2016	DC Credits Granted by Council during 2016	DC Credits Balance @ Dec. 31, 2016	GC Approval
M-1767 & M-1768	EMDC	Park Development	253,578	(253,578)	0			0	GC 0132-2008
M-1767 & M-1768	EMDC	Park Development	612,974	(612,972)	2			2	GC 0335-2008
PN-02-130	EMDC	Storm Water Mgmt	299,200	0	299,200			299,200	527-2003
	EMDC	Transportation	25,000	0	25,000			25,000	107-93
	EMDC	Transportation	40,000	0	40,000			40,000	107-93
M-1733, M-1734, M-1735, M-1736	Erin Mills Development	Park Development	617,888	(618,740)	(852)			(852)	GC 0603-2006
M-1792	Erin Mills Development Corporation	Park Development	11,048	(11,047)	0			0	GC 0450-2009
M-1795	Erin Mills Development Corporation	Park Development	84,872	(84,872)	0			0	GC 0689-2009
M-1977	Erin Mills Development Corporation	Storm Water Mgmt	2,782,263		2,782,263	(2,782,263)		0	GC 0672-2013
M-2001	Erin Mills Development Corporation/ Crownvetch Development Inc./ Prologis Canada LLC	Storm Water Mgmt	2,545,772		2,545,772	(2,545,772)		0	GC-0426-2015
M-2001	Erin Mills Development Corporation/ Crownvetch Development Inc./ Prologis Canada LLC	Other Services	398,996		398,996	(398,996)		0	GC-0426-2015
M-2001	Erin Mills Development Corporation/ Crownvetch Development Inc./ Prologis Canada LLC	Storm Water Mgmt	1,780,702		1,780,702	(1,780,702)		0	GC-0426-2015
M-1419 & M-1420	Fieldrun Development Corporation	Park Development	457,149		457,149			457,149	222-2000
M-1213 & M-1214 & M-1675	Fourth Terragar Holdings Ltd	Park Development	95,108	(95,107)	1			1	531-2002
M-1305	Fourth Terragar Holdings Ltd	Park Development	13,589	(13,685)	(97)			(97)	161-1998
M-1557	Gadan Properties Inc	Park Development	254,199	(251,310)	2,889			2,889	600-2002
M-1335	Graylight Properties Ltd	Transportation	203,490	(198,896)	4,594			4,594	812-1998
M-1128	Jannock Properties	Park Development	181,838	(181,841)	(3)			(3)	163-94
M-1483	KZK Group	Park Development	3,771	(2,606)	1,164			1,164	216-2001
M-1653	Matgo Developments Inc.	Park Development	174,653	(163,310)	11,342			11,342	477-2004
M-1563	Mattamy (Country Club) Ltd	Park Development	24,750	(21,656)	3,094			3,094	532-2002
M-1468	Mattamy Homes (Lorne Park)	Storm Water Mgmt	184,336	(182,520)	1,816			1,816	9-2001
M-1565	Mattamy Homes (Lorne Park)	Storm Water Mgmt	109,951	(109,378)	573			573	9-2001
M-1468	Mattamy Ltd	Park Development	451,254	(126,707)	324,547			324,547	125-2001
M-1565	Mattamy Ltd	Park Development	300,836	(299,243)	1,593			1,593	125-2001
M-1497	Monarch Construction Ltd	Park Development	11,067	(9,881)	1,186			1,186	527-2001
M-1626	Monarch Construction Ltd	Park Development	7,378	(7,378)	0			0	527-2001
M-1776	Orlando Corporation	Other Services	157,250	0	157,250	(157,250)		0	GC 0397-2005
M-1844	Paradise Homes Cobblestone Inc	Park Development	28,160	(28,160)	(0)			(0)	GC 0150-2011

2016 Development Charge Credits Continuity Schedule

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

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

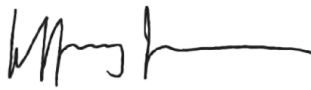
M Plan	Developer	Type of DC Credit	Outstanding DC Credits Issued in Prior Years	Total Credits Used in Prior Years	DC Credits Balance @ Jan. 1, 2016	DC Credits Used during 2016	DC Credits Granted by Council during 2016	DC Credits Balance @ Dec. 31, 2016	GC Approval
M-1781	Partacc Mississauga Dev. Inc	Park Development	15,794	(15,792)	2			2	GC 0804-2008
PN 10-149	Prologis Canada LLC	Storm Water Mgmt	605,475	0	605,475	(605,475)		0	Council Resolution 0215-2012
M-1693	Shelltown Construction Ltd.	Park Development	53,593	(53,594)	(0)			(0)	553-2005 & 652-2005
M-1596	Southlawn Developments Inc.	Park Development	26,500	(26,497)	3			3	455-2003
M-1526	Steelgate Security Products Ltd	Park Development	48,477	(43,932)	4,545			4,545	548-2001 & 481-2001
M-1741	Stone Manor Developments	Park Development	30,456	(30,453)	3			3	GC 0518-2006
M-1502	Summit Meadow Ltd	Park Development	45,924	(45,486)	438			438	528-2001
M-1726	Sundance Vintage Developments Inc.	Park Development	6,475	(6,475)	(0)			(0)	GC 0293-2006
M-1772	Taccpar Gate Developments Inc.	Park Development	211,687	(211,686)	1			1	GC 0470-2008
M-1246	Tarmac Canada Inc	Park Development	443,299	(439,842)	3,457			3,457	344-97
M-1476 & M-1477	Todbrook Investors Inc & Gasmuz Construction Inc	Park Development	214,152	(202,847)	11,305			11,305	330-2001
M-1476 & M-1477	Todbrook Investors Inc & Gasmuz Construction Inc	Other Services	340,775	(322,787)	17,988			17,988	323-2001
M-1535 & M-1536	Westport Realty Ltd	Park Development	4,884	(2,394)	2,490			2,490	156-2002
M-1509	Woodhaven Investments (1996) Inc	Park Development	410,267	(409,621)	646			646	547-2001
Total			26,110,809	(16,110,171)	10,000,637	(8,272,487)	0	1,728,150	

Summary of Credits by Type						
Type of DC Credit	Outstanding DC Credits Issued in Prior Years	Total Credits Used in Prior Years	DC Credits Balance @ Jan. 1, 2016	Total 2016 Credits Used during 2016	DC Credits Granted by Council during 2016	DC Credits Balance @ Dec. 31, 2016
Park Development	8,605,218	(7,698,539)	906,678	(2,028)	0	904,650
Storm Water Mgmt	14,498,042	(6,297,409)	8,200,633	(7,714,213)	0	486,420
Other Services	2,275,059	(1,455,092)	819,967	(556,246)	0	263,721
Transportation	732,490	(659,132)	73,358	0	0	73,358
Total	26,110,809	(16,110,171)	10,000,637	(8,272,487)	0	1,728,150

Statement of Compliance

The City of Mississauga's Annual Treasurer's Statement Report: Summary of Development Charges Activity in 2016, has been prepared reflecting the City's current practices and policies which are currently under review. The outcome of the review may or may not require minor changes in current policies and practices to ensure that the City is in compliance with Section 59.1 (1) of the *Development Charges Act 1997*, which requires:

59.1 (1) A municipality shall not impose, directly or indirectly, a charge related to a development or a requirement to construct a service related to development, except as permitted by this Act or another Act. 2015, c.26, s.8.



Jeffrey J Jackson, MBA, CPA, CA
Director of Finance and Treasurer
City of Mississauga

REPORT 7 PART 2 - 2017

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Heritage Advisory Committee presents part 2 of its seventh report for 2017 containing one recommendation inadvertently omitted from the Committee's July 11, 2017 Meeting, and recommends:

HAC-0058-2017

That the proponents of the EV Royale Condominiums to be located at 1646 Dundas Street West, a property listed on the City's Heritage Register, and which is adjacent to Erindale Community Hall, a designated property under the *Ontario Heritage Act*, present their proposal to the Heritage Advisory Committee at its September 5, 2017 Meeting.
(HAC-0058-2017)

REPORT 8-2017

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Heritage Advisory Committee presents its eight report for 2017 and recommends:

HAC-0059-2017

1. That the deputation from Brad Schneller and Terry Murphy, Advisory Group on Land Use of Erindale Village Association, to the Heritage Advisory Committee dated September 5, 2017, be received.
2. That the letter dated September 4, 2017 from Rudy Mendez, Resident, be received for information.
(HAC-0059-2017)

HAC-0060-2017

That the video presentation from Councillor C. Parrish with respect to the restoration of the AVRO CF-100 Canuck aircraft in Malton be received for information.
(HAC-0060-2017)

HAC-0061-2017

That the request to alter the property at 7089 Second Line West, as per Appendix1 - Heritage Impact Assessment contained in the Corporate Report dated August 2, 2017 from the Commissioner of Community Services be approved with the following conditions:

- 1) That the garage height be reduced to comply with the Zoning by-law;
- 2) That the garage width be reduced so that the driveway width does not exceed six metres, the typical width of a two car garage;
- 3) That final building permit drawings be submitted to Heritage Planning noting all material information, including window materials;
- 4) That if any changes result from other City review and approval requirements such as but not limited to building permit, committee of adjustment or site plan approval, a new heritage permit may be required. The applicant is required to contact heritage planning at that time to review the changes prior to obtaining other approvals and commencing construction;
- 5) That the stone facing be eliminated;
- 6) That the sidelights on either side of the front door on the front elevation be reduced to one single pane column on each side.

(HAC-0061-2017)

HAC-0062-2017

That the Corporate Report dated August 3, 2017 from the Commissioner of Community Services

be approved subject to the following:

- 1) That the request to revise the materials of the exterior finishes to modern materials be approved on an exceptional basis on the condition that any remaining unpainted wood trims be painted;
- 2) That the request to enclose the rear porch be approved on the condition that the rear wall elevation be revised to match the previously approved (HAC-0043-2015) rear wall elevation, specifically, the horizontal siding, pair of traditional doors and traditional sash window;
- 3) That the addition of a side door be approved;
- 4) That the garage door reflect the original drawings submitted under Appendix 3;
- 5) That revised drawings of the enclosure, cited in recommendation 2, are subject to approval by the Director of the Culture Division before the heritage permit is issued.
- 6) That if any changes result from other City review and approval requirements such as but not limited to building permit, committee of adjustment or site plan approval, a new heritage permit may be required. The applicant is required to contact heritage planning at that time to review the changes prior to obtaining other approvals and commencing construction.

(HAC-0062-2017)

HAC-0063-2017

That the proposed alteration to 41 Bay Street, as per the Corporate Report from the Commissioner of Community Services, dated August 10, 2017, be approved.

(HAC-0063-2017)

HAC-0064-2017

That the proposal for the property at 1507 Clarkson Road North, which is designated under Part IV of the Ontario Heritage Act, to: replace the cedar shingle roof, conserve the cupola and fascia of the barn; replace the cedar shingle roof, soffit, fascia, siding and sill beam; and conserve the doors and windows of the potting shed; as outlined in the report from the Commissioner of Community Services, dated August 10, 2017, be approved.

(HAC-0064-2017)

HAC-0065-2017

That the property at 2130 Mississauga Road, which is listed on the City of Mississauga's Heritage Register, is not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process.

(HAC-0065-2017)

HAC-0066-2017

That the Old Port Credit Heritage Conservation District Plan Review, Issues Analysis Report, as per the Memorandum dated August 23, 2017 from Paul Damaso, Director, Culture Division, be received for information

(HAC-0066-2017)

HAC-0067-2017

1. That the draft Minutes of the Meadowvale Village Heritage Conservation District Advisory Sub-Committee (Sub-Committee) Report dated August 1, 2017 be received;
2. That the following two Recommendations from the August 1, 2017 Meeting of the Sub-Committee, be approved:

MVCHDA-03-2017

That the Meadowvale Heritage Conservation District Advisory Subcommittee supports the following conditions with respect to the request to alter the property at 7089 Second Line West:

1. That the garage height be reduced to comply with the Zoning by-law;
2. That the garage width be reduced so that the driveway width does not exceed six metres, the typical width of a two car garage;
3. That final building permit drawings be submitted to Heritage Planning noting all material information, including window materials;
4. That if any changes result from other City review and approval requirements such as but not limited to building permit, committee of adjustment or site plan approval, a new heritage permit may be required and that the applicant is required to contact heritage planning at that time to review the changes prior to obtaining other approvals and commencing construction;
5. That the stone facing be eliminated;
6. That the awning on the front window on the north section be eliminated;
7. That the sidelights on either side of the front door on the front elevation be reduced to one single pane column on each side;
8. That the awning over the main entrance be revised to a pitched roof over the porch.

MVCHDA-04-2017

That the Meadowvale Heritage Conservation District Advisory Subcommittee supports the following conditions with respect to the request to alter the property at 1066 Old Derry Road be approved, as described in the Memorandum dated July 20, 2017 from Mark Warrack, Manager, Culture and Heritage Planning, Culture Division.

(HAC-0067-2017)

HAC-0068-2017

That the resignation letter dated September 5, 2017 from David Dodaro, from the Heritage Advisory Committee be received and that a replacement is not required for the remainder of the Committee's Term.

(HAC-0068-2017)

HAC-0069-2017

That Beth Bjarnason, Citizen Member of the Heritage Advisory Committee, be appointed to serve on the Grants Sub-Committee until November 2018, or until a successor is appointed.

(HAC-0069-2017)

REPORT 4-2017

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Arts, Culture & Heritage Ad Hoc Committee presents its fourth Report for 2017 and recommends:

ACHC-0016-2017

That the update from Mike Douglas to the Arts, Culture & Heritage Ad Hoc Committee on September 11, 2017, with respect to the update on the workshop hosted by the Mississauga Arts Council over the summer be received.

(ACHC-0016-2017)

ACHC-0017-2017

That the deputation and associated presentation by Mojan Jianfar, Assistant Planner, Culture Division to the Arts, Culture & Heritage Ad Hoc Committee, be received.

(ACHC-0017-2017)

REPORT 6-2017

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Environmental Action Committee presents its sixth report for 2017 and recommends:

EAC-0033-2017

That the deputation and associated presentation by Michelle Berquist, Project Leader, Transportation Planning with respect to the Transportation Master Plan be received.
(EAC-0033-2017)

EAC-0034-2017

1. That the deputation and associated presentation by Gabriella Kalapos, Executive Director, Clean Air Partnership with respect to proposed changes to the Building Code to address climate change be received;
2. That the presentation by Gabriella Kalapos, Executive Director, Clean Air Partnership with respect to proposed changes to the Building Code to address climate change be presented to staff in the Planning and Building Department.

(EAC-0034-2017)

EAC-0035-2017

That the memorandum dated August 17, 2017 from Christopher Pyke, Supervisor of Waste Management with respect to Environmental Action Committee participation in Adopt-a-Park Program be received.
(EAC-0035-2017)

EAC-0036-2017

That the memorandum dated August 30, 2017 from Diana Suzuki-Bracewell, Environmental Outreach Coordinator with respect to an update on the Community Green Leaders: Celebrating Environmental Initiatives in Mississauga be received.
(EAC-0036-2017)

EAC-0037-2017

That the Environmental Action Committee Work Plan be received for information.
(EAC-0037-2017)

EAC-0038-2017

That the EAC Environmental Actions Summary, updated for the September 12, 2017 meeting of the Environmental Action Committee be received for information.
(EAC-0038-2017)

REPORT 9 -2017

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Mississauga Cycling Advisory Committee presents its ninth report for 2017 and recommends:

MCAC-0034-2017

That the deputation and associated PowerPoint presentation by Arthur Lo, Project Manager, Region of Peel with respect to the Region of Peel Sustainable Transportation Strategy be received.

(MCAC-0034-2017)

MCAC-0035-2017

That the Memorandum dated August 29, 2017 from Matthew Sweet, Active Transportation Coordinator entitled Burnhamthorpe Trail Operational Audit be received.

(MCAC-0035-2017)

MCAC-0036-2017

That the Memorandum dated September 6, 2017 from Matthew Sweet, Active Transportation Coordinator, entitled Living Arts Drive Extension EA, be received.

(MCAC-0036-2017)

MCAC-0037-2017

That Memorandum dated September 11, 2017 from Pauline Craig, Active Transportation Coordinator, entitled Does Cycling Move You Project Status, be received.

(MCAC-0037-2017)

MCAC-0038-2017

That the Memorandum dated September 6, 2017 from Stephanie Smith, Legislative Coordinator, entitled 2018 Mississauga Cycling Advisory Committee meeting dates, be received.

(MCAC-0038-2017)

MCAC-0039-2017

That the letter dated August 3, 2017 from Sarah Verma, Coordinator, Programs and Partnerships, Community Environment Alliance with respect to Bike2Health Campaign 2017 be received.

(MCAC-0039-2017)

REPORT 3-2017

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Accessibility Advisory Committee presents its third report for 2017 and recommends:

AAC-0025-2017

1. That the deputation by Gus Mangos, Acting Elections Officer with respect to the 2018 Draft Elections Accessibility Plan, be received;
2. That Members of the Accessibility Advisory Committee send feedback and comments regarding the 2018 Draft Elections Accessibility Plan to the Acting Elections Officer.

(AAC-0025-2017)

AAC-0026-2017

That the deputation and associated presentation by Renee Bazile-Jones, Senior Director of Learning, Canadian Centre for Diversity and Inclusion with respect to the Workforce Diversity and Inclusion Strategy, be received.

(AAC-0026-2017)

AAC-0027-2017

That report entitled "Workforce Diversity and Inclusion Strategy" dated September 8, 2017 from the Commissioner of Corporate Services & Chief Financial Officer be received.

(AAC-0027-2017)

AAC-0029-2017

That the verbal update from Darren Cooper, Accessibility Specialist with respect to the Facility Audit Project, be received.

(AAC-0029-2017)

AAC-0030-2017

1. That the Peel Regional Paramedic Services Satellite Stations Site Plan Review, be received;
2. That the Legislative Coordinator prepare correspondence to the Region of Peel Accessibility Specialist, outlining the City of Mississauga's Accessibility Design Standards currently in use and a link to the online document.

(AAC-0030-2017)

AAC-0031-2017

That Council is requested to approve up to \$500 for the costs associated with the Accessibility Advisory Committee November 6, 2017 Appreciation Luncheon.

(AAC-0031-2017)

AAC-0032-2017

That the Accessibility Advisory Committee Pending Work Plan Items, be received for information.

(AAC-0032-2017)

AAC-0034-2017

That the email dated August 28, 2017 from Lawrence Franklin, Urban Designer (Retired) with respect to his retirement wishes to the Members of the Accessibility Advisory Committee, be received for information.
(AAC-0034-2017)

REPORT 3-2017

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Public Vehicle Advisory Committee presents its third report for 2017 and recommends:

PVAC-0013-2017

1. That the email dated August 25, 2017 from Mark Sexsmith, Taxi Owner with respect to accessible taxi plates be received;
2. That staff be directed to report back to the public Vehicle Advisory Committee with a fulsome report on the current situation with respect to accessible taxi plates.

(PVAC-0013-2017)

PVAC-0014-2017

1. That the Public Vehicle Advisory Committee receive the report entitled "A Line by Line Review of the Public Vehicle Licensing By-law 420-04, as amended", and provide comment.
2. The clauses identified within the body of this report for possible amendment or repeal were identified as those being less critical to the regulation of the taxi industry and those that may have the most immediate impact on the operation of taxicabs in the City, to allow them to compete more effectively with TNCs. It was noted that each of the clauses identified for repeal or amendment represent various degrees of value from a public safety or consumer protection standpoint.
3. That a full review of the Public Vehicle Licensing By-law be undertaken for the purpose of rationalizing the requirements for all vehicles for hire to address deficiencies and disparities identified during the line by line review and to provide more consistent regulations across the spectrum of vehicles regulated through this By-law.
4. That staff be directed to send the report, "A Line by Line Review of the Public Vehicle Licensing By-law 420-04, as amended" to industry stakeholders for their review and a request for input, to be included in a future report to the Public Vehicle Advisory Committee.

(PVAC-0014-2017)

PVAC-0015-2017

That the Public Vehicle Advisory Committee Action Items List be received for information.

(PVAC-0015-2017)

PVAC-0016-2017

1. That That the document received on September 19, 2017 from Harsimar Singh Sethi, Elected at Large, with respect to a request for an extension on 2011 vehicles, be received;
2. That staff be directed to review the feasibility of extending 2011 vehicles for replacement.

PVAC-0017-2017

That staff be directed to provide an update regarding the status of the TNC Pilot Project at each meeting of the Public Vehicle Advisory Committee.

(PVAC-0017-2017)

REPORT 2 - 2017

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Towing Industry Advisory Committee presents its second report for 2017 and recommends:

TIAC-0004-2017

That the deputation by Todd Keely, TLK Towing, with respect to the Tow Truck Owner's Licence Moratorium be received.

(TIAC-0004-2017)

TIAC-0005-2017

That the deputation by Raymond Chan, CAA South Central Ontario, and associated letter dated September 22, 2017, entitled Meeting with CAA re Towing Issues in the City of Mississauga, be received.

(TIAC-0005-2017)

TIAC-0006-2017

That the report from the Commissioner of Transportation and Works dated September 12, 2017 and entitled Tow Truck Owners Licence Moratorium be received, and referred back to staff for further review and consultation, and to report back to a future Towing Industry Advisory Committee.

(TIAC-0006-2017)

TIAC-0007-2017

That the 2017 Towing Industry Advisory Committee Action List be received.

(TIAC-0007-2017)

TIAC-0008-2017

That the letter dated March 21, 2017 from Daniel Sanderson, Provincial Director, North American Auto Accident Pictures (Towing Division), be received.

(TIAC-0008-2017)

REPORT 7 - 2017

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Traffic Safety Council presents its seventh for 2017 and recommends:

TSC-0105-2017

That the deputation by Pina DiMartino with respect to school walking route to St. Valentine Catholic Elementary School be received.

(TSC-0105-2017)

TSC-0106-2017

That the deputation by Tina Chiappette with respect to school walking route to St. Valentine Catholic Elementary School be received.

(TSC-0106-2017)

TSC-0107-2017

1. That Transportation and Works be requested to:

- a. Paint zebra markings on all four legs of the intersection of Mavis Road and Lafayette Drive/Preston Manor Drive for the students attending St. Valentine Catholic Elementary School.
- b. Review the traffic signals at the intersection of Mavis Road and Lafayette Drive/Preston Manor Drive to ensure that the pedestrian phase is set at a slow walking speed for the students attending St. Valentine Catholic Elementary School.

2. That the Principal of St. Valentine Catholic Elementary School be requested to continue to remind students of the following:

- a. To dismount from their bike and/or scooter before crossing the roadway
- b. To not run across the road
- c. To not bounce balls while crossing the roadway

3. That Traffic Safety Council conduct a further site inspection at the intersection of Mavis Road and Lafayette Drive/Preston Manor Drive, for the students attending St. Valentine Catholic Elementary School, once recommendations 1 through 2 have been completed.

4. That Transportation and Works staff be requested to review the feasibility of installing a red light camera at the intersection of Mavis Road and Lafayette Drive/Preston Manor Drive, for the students attending St. Valentine Catholic Elementary School.

(Ward 6)

(TSC-0107-2017)

TSC-0108-2017

1. That the request for the placement of a crossing guard at the intersection of Creditview Road and South Parade Court/Rathkeale Road, for the students attending St. Bernadette Catholic Elementary School, be denied as the warrants are not met.
2. That Transportation and Works be requested to ensure that the traffic signals are set to slow walking speed across Creditview Road and South Parade Court/Rathkeale Road for the students attending St. Bernadette Catholic Elementary School and Edenrose Public School, between 8:00 a.m. to 9:00 a.m. and from 3:00 p.m. to 4:00 p.m.

(Ward 6)

(TSC-0108-2017)

TSC--0109-2017

1. That the request for the placement of a crossing guard at the walkway at the east side of Tecumseh Public School be denied as the warrants are not met.
2. That Parking Enforcement be requested to enforce the “No Stopping” prohibitions between the peak times of 8:25 AM to 8:45 AM, and from 3:15 PM to 3:35 PM on Chriseden Drive for the students attending Tecumseh Public School.
3. That Transportation and Works be requested to:
 - a. Repaint the centre line on Chriseden Drive for the students attending Tecumseh Public School.
 - b. Repair the landing pad on the west side of Chriseden Drive at the curb cut just south of Tecumseh Public School.

(Ward 2)

(TSC--0109-2017)

TSC-0110-2017

That Transportation and Works be requested to consider the following for students attending St. Timothy Catholic Elementary School, Corsair Public School, Munden Park Public School and Camill Road Senior Public School:

- a. Review the feasibility of moving the stop bar on Camilla Road back to allow better turning radius for vehicles turning.
- b. Replace the “No Stopping” sign east side of Camilla Road just north of St. Timothy Catholic Elementary School crosswalk.
- c. Review the signage at the St. Timothy Catholic Elementary School crosswalk.

(Ward 7)

(TSC-0110-2017)

TSC-0111-2017

That the request for the placement of a crossing guard at the intersection of Creditview Road and Carolyn Road for the students attending St. Herbert Catholic Elementary School be denied as the warrants are not met.

(Ward 6)

(TSC-0111-2017)

TSC-0112-2017

That the request for the placement of a crossing guard at the intersection of Creditview Road and Princelea Place for the students attending St. Herbert Catholic Elementary School be denied as the warrants are not met.

(Ward 6)

(TSC-0112-2017)

TSC-0113-2017

That the email dated September 13, 2017 from Councillor Fonseca on behalf of Vanessa Burns with respect to Traffic safety concerns for the students attending Dixie Public School, be received and referred to the Traffic Safety Council Site Inspection Subcommittee for a report back to the Traffic Safety Council.

(Ward 3)

(TSC-0113-2017)

TSC-0115-2017

That the email dated September 5, 2017 from Angie Melo, Legislative Coordinator, on behalf of Laura, parent of student who attends Corpus Christi Separate School, requesting a site inspection at the intersection of Prince of Wales Drive and Confederation Parkway and at Rathburn Road and Confederation Parkway (south leg), be received and referred to the Traffic Safety Council Site Inspection Subcommittee for a report back to the Traffic Safety Council.

(Ward 4)

(TSC-0115-2017)

TSC-0116-2017

That the email dated August 23, 2017 from Sheelagh Duffin, Supervisor, Crossing Guards, on behalf of a resident with respect to the traffic concerns at the intersection of Lakeshore Road and Shaw Drive for the students attending St. James Global Learning Centre be received and referred to the Traffic Safety Council Site Inspection Subcommittee for a report back to the Traffic Safety Council.

(Ward 1)

(TSC-0116-2017)

TSC-0118-2017

That the email dated September 15, 2017 from Gayle Rotenberg, Acting Principal at Darcel Avenue Senior Public School, on behalf of a parent requesting a site inspection at the intersection of Darcel Avenue and Middleshire Drive for the students attending Darcel Avenue Senior Public School be received and referred to the Traffic Safety Council Site Inspection Subcommittee for a report back to the Traffic Safety Council.

(Ward 5)

(TSC-0118-2017)

TSC-0119-2017

That the email dated August 22, 2017 from Alex Liya, Traffic Operations Technician, responding to Councillor Jim Tovey's request to review the feasibility of an All Way Stop at the intersection of Forest Avenue and Mohawk Avenue, in response to al All Way Stop petition by area residents, be received and referred to the Traffic Safety Council Site Inspection Subcommittee for a report back to the Traffic Safety Council.

(Ward 1)

(TSC-0119-2017)

TSC-0120-2017

1. That the request for the implementation of a crossing guard at the intersection of Whitehorn Avenue and Mersey Street, for the students attending Whitehorn Public School and St. Raymond Catholic Elementary School, be denied as the warrants are not met.
2. That Transportation and Works be requested to review the u-turn and corner prohibition signage on Whitehorn Avenue and Mersey Street for the students attending Whitehorn Public School and St. Raymond Catholic Elementary School.
3. That Peel Regional Police be requested to enforce u-turns, 3 point turns, seat belt and speeding infractions on Whitehorn Avenue and on Mersey Street between the peak times of 8:20 AM to 9:00 AM and from 2:50 PM to 3:40 PM, as time and manpower permits, for the students attending Whitehorn Public School and St. Raymond Catholic Elementary School.
4. That Parking Enforcement be requested to enforce parking infractions on Whitehorn Avenue and on Mersey Street between of 8:20 AM to 9:00 AM and from 2:50 PM to 3:40 PM., for the students attending Whitehorn Public School and St. Raymond Catholic Elementary School.
5. That Peel District School Board be requested to review the operation of the Kiss and Ride at Whitehorn Public School.
6. That the Traffic Safety Council's School Walking Routes Subcommittee be requested to offer assistance to Whitehorn Public School to enhance their school walking routes program.
7. That Traffic Safety Council be requested to conduct a further inspection at the intersection of Whitehorn Avenue and Mersey Street in the spring 2018, for the students attending Whitehorn Public School and St. Raymond Catholic Elementary School.

(Ward 6)

(TSC-0120-2017)

TSC-0121-2017

1. That the request for the implementation of a crossing guard at the intersection Artesian Drive and Dunoon Drive, for the students attending Artesian Drive Public School, be denied as the warrants are not met.
2. That Parking Enforcement be requested to Enforce "No Stopping" prohibitions on Artesian Drive and on Dunoon Drive between the peak times of 8:10 AM to 8:35 AM and from 2:45 PM to 3:10 PM for the students attending Artesian Drive public School.
3. That the Principal of Artesian Drive Public School be requested to continue to encourage parents to utilize the kiss and ride instead of parking their vehicles on the side streets.

(Ward 8)

(TSC-0121-2017)

TSC-0122-2017

1. That the request for the implementation of a crossing guard at 6770 Historic Trail, in front of St. Julia Catholic Elementary School be denied as the warrants are not met.
2. That Transportation and Works be requested to extend the No Stopping Zone from the driveway entrance of St. Julia Catholic Elementary School on Historic Trail to Meadowgrove Court.
3. That Parking Enforcement be requested to enforce “No Stopping” prohibitions on Historic Trail between the peak times of 8:25 AM to 8:50 AM and from 3:00 PM to 3:25 PM once the signage is in place, for the students attending St. Julia Catholic Elementary School.
4. That Canada Post be requested to review the feasibility of relocating the community mail boxes, currently located in front of St. Julia Catholic Elementary School, to north of Meadowgrove Court, on Historic Trail.
5. That the Dufferin-Peel Catholic District School Board be requested to review the operation of the Kiss and Ride at St. Julia Catholic Elementary School.

(Ward 11)

(TSC-0122-2017)

TSC-0123-2017

That the email dated September 26, 2017 from Councillor George Carlson on behalf of area resident with respect to traffic concerns at the intersection of Ewing Crescent and Swinbourne Drive for the students attending St. Gregory Catholic School be received and referred to the Traffic Safety Council Site Inspection Subcommittee for a report back to Traffic Safety Council.

(Ward 11)

(TSC-0123-2017)

TSC-0124-2017

That the Parking Enforcement School Zone Report for June 2017 be received for information.

(TSC-0124-2017)

TSC-0125-2017

That the Transportation and Works Action Items for June 2017 be received for information.

(TSC-0125-2017)

TSC-0126-2017

That Angie Melo, Legislative Coordinator, be requested to reschedule the Traffic Safety Council meeting scheduled for November 22, 2017 to Wednesday, December 6, 2017 at 5:00 PM.

(TSC-0126-2017)