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## General Committee

### Date

2018/05/02

### Time

9:00 AM

### Location

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

### Members

Mayor Bonnie Crombie	
Councillor David Cook	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

Stephanie Smith, Legislative Coordinator, Legislative Services  
905-615-3200 ext. 3795  
[stephanie.smith@mississauga.ca](mailto:stephanie.smith@mississauga.ca)

### Find it Online

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

1. **CALL TO ORDER**

2. **APPROVAL OF AGENDA**

3. **DECLARATION OF CONFLICT OF INTEREST**

4. **PRESENTATIONS** - Nil

5. **DEPUTATIONS**

5.1. Orville Edwards, Community Development Coordinator, Youth and Vyjayanthi Janakiraman, Mississauga Youth Action Committee regarding National Youth Week - May 1-7, 2018

5.2. Tim Beckett, Fire Chief and Teresa Burgess-Ogilvie, Manager, Office of Emergency Management regarding Emergency Preparedness Week - May 6-12, 2018

6. **PUBLIC QUESTION PERIOD** - 15 Minute Limit (5 minutes per speaker)

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

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

7. **CONSENT AGENDA**

8. **MATTERS TO BE CONSIDERED**

8.1. Speed Limit Review – Broadmoor Avenue (Ward 1)

8.2. Leash-Free Zones Policy

8.3. Mississauga Bike Challenge 2018

8.4. Servicing Agreement Assumption - Municipal Works Only Agreement, City File "B" 109/97 - Bren Road Extension - Prologis Canada LLC (formerly AMB Property, L.P.) (Ward 5) Z - 49W)

8.5. Out-of-Home Advertising: Transit Shelter and New Digital Assets

8.6. 2018 Tax Ratios, Rates and Due Dates

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9. **ADVISORY COMMITTEE REPORTS**

9.1. Public Vehicle Advisory Committee Report 2-2018 - April 17, 2018

9.2. Environmental Action Committee Report 3-2018 - April 17, 2018

9.3. Road Safety Committee Report 4-2018 - April 24, 2018

9.4. Traffic Safety Council Report 3-2018 - April 25, 2018

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

11. **COUNCILLORS' ENQUIRIES**

12. **OTHER BUSINESS/ANNOUNCEMENTS**

13. **EDUCATION SESSION**

13.1. Wendy Law, Deputy City Solicitor and Melissa McGugan, Legal Counsel regarding the Construction Lien Act Amendments

\*This will take place in open session in the Council Chamber.

14. **CLOSED SESSION**

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

14.1. Security of the property of the municipality or local board: Torbram Road Grade Separations Project - Purchase Order Increases (Ward 5)

15. **ADJOURNMENT**

# City of Mississauga

## Corporate Report



Date: 2018/04/17

To: Chair and Members of General Committee

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

Originator's files:  
MG.23.REP  
RT.10.Z-07

Meeting date:  
2018/05/02

## Subject

**Speed Limit Review - Broadmoor Avenue (Ward 1)**

## Recommendation

That the current regulatory speed limit of 50 km/h be maintained on Broadmoor Avenue and that passive traffic calming (i.e. painted centre line and edge-lines where suitable) be implemented on Broadmoor Avenue as outlined in the report from Commissioner of Transportation and Works, dated April 17, 2018, entitled "Speed Limit Review - Broadmoor Avenue (Ward 1)".

## Background

The residents of Broadmoor Avenue submitted a petition to City Council on November 8, 2017, requesting a reduction in the speed limit on Broadmoor Avenue from 50 km/h to 40 km/h and/or the implementation of traffic calming measures. Subsequently, the Ward Councillor directed Transportation and Works Department staff to submit a report to General Committee containing the results of the review.

## Comments

The current City of Mississauga Corporate Policy 10-03-01 Traffic Safety in School Zones limits the use of 40 km/h speed zones on local and collector roadways adjacent to junior school frontages, or on roadways with less than acceptable geometrics, based on engineering standards.

Broadmoor Avenue is a two-lane minor collector roadway with a posted speed limit of 50 km/h. The statutory five-hour parking is permitted on both sides of the roadway. The intersection of Broadmoor Avenue and Pinewood Trail is controlled by an all-way stop. A location map is attached as Appendix 1.

The most recent 24-hour speed studies completed by the Transportation and Works Department on Broadmoor Avenue were conducted in May of 2017.

The results are as follows:

<b>Roadway</b>	<b>Between</b>	<b>85th Percentile Speed</b>	<b>Average Speed</b>
Broadmoor Avenue	Mineola Road East and Pinewood Trail	51 km/h	33 km/h
Broadmoor Avenue	Briarhill Drive and Glenview Drive	54 km/h	45 km/h

The above results do not indicate any speeding concerns on Broadmoor Avenue that would require further action.

Reduced speed zones are not expected to reduce the speeds selected by drivers at locations where there is no apparent reason to slow down. The principles of driver expectation suggest that lower speed limits (40 km/h) are specific to school zones. If drivers do not recognize particular speed limits as being reasonable, those limits will be ignored and therefore ineffective resulting in speed variances, issues of compliance and unnecessary burdens being placed on Peel Regional Police enforcement resources.

Based on the results of the above review, a reduction of the regulatory speed limit from 50 km/h to 40 km/h on Broadmoor Avenue is not recommended by staff. Further, Broadmoor Avenue does not meet the minimum operating speed criteria outlined in the current Mississauga Corporate Policy 10-09-03 Traffic Calming for the implementation of physical traffic calming.

Staff can support passive traffic calming in the area of concern in the form of additional pavement markings (centre line and edge line where suitable). Both edge lines and/or centre lines have proven successful on other roadways by visually reducing the travelled width of the roadway making it less comfortable for motorists to increase their operating speeds. This measure is relatively non-invasive and can be implemented within a short amount of time pending weather conditions. It is important to note that these edge-lines are not designated bicycle lanes and will not impact the existing parking regulations on the roadway. Given the nature of Broadmoor Avenue, staff have determined that it is a strong candidate for passive traffic calming.

The Ward Councillor supports these findings.

## **Financial Impact**

Line painting can be accommodated in the 2018 Operating Budget.

## Conclusion

The Transportation and Works Department does not recommend lowering the existing regulatory speed limit from 50 km/h to 40 km/h on Broadmoor Avenue nor recommends implementing traffic calming measurements; however, staff support the implementation of passive traffic calming on Broadmoor Avenue in the form of pavement markings (centre line and edge line where suitable).

## Attachments

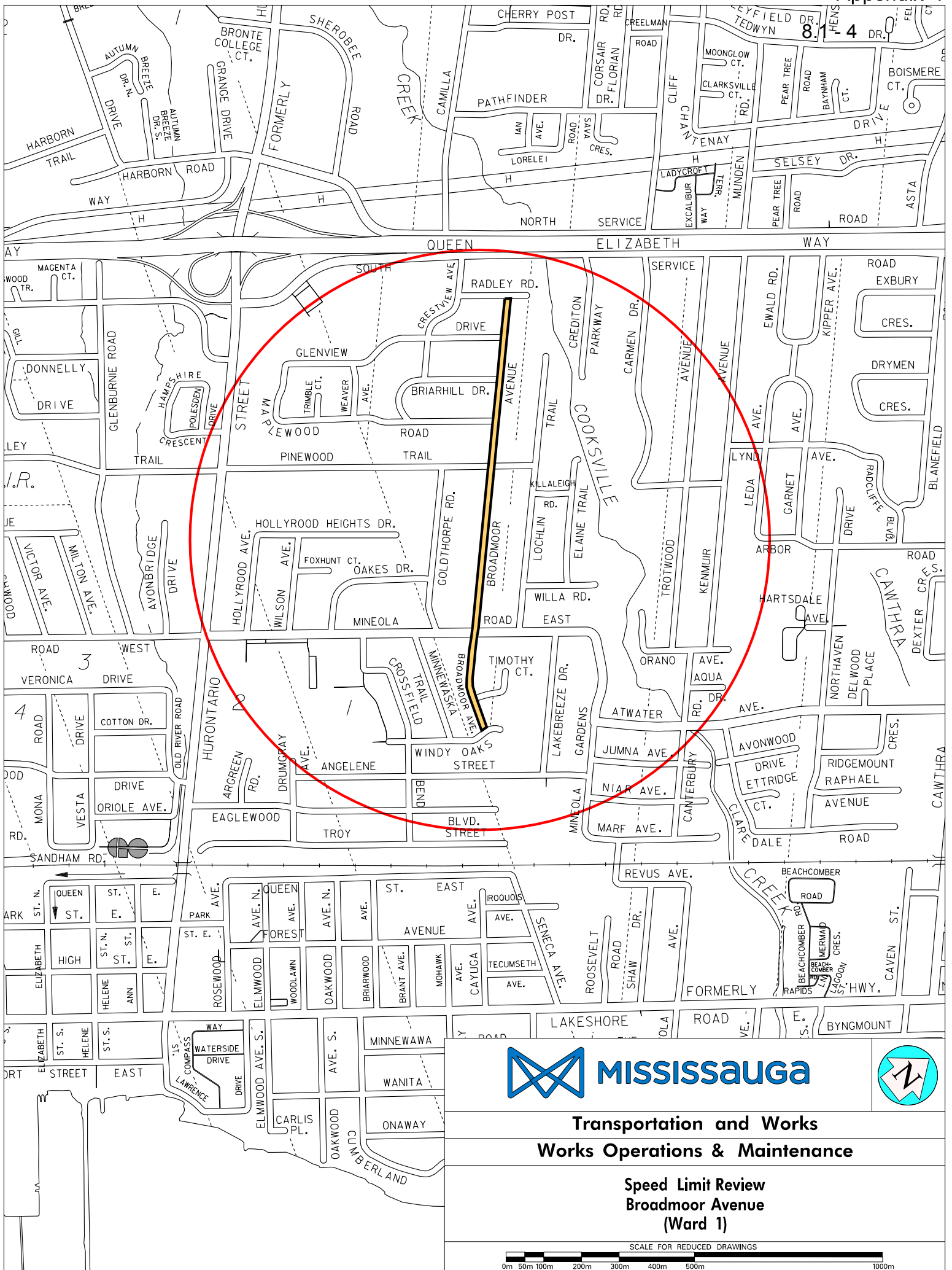
Appendix 1: Location Map: Speed Limit Review - Broadmoor Avenue (Ward 1)



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

Prepared by: Alex Liya, Traffic Operations Technician



**MISSISSAUGA**

**Transportation and Works  
Works Operations & Maintenance**

**Speed Limit Review  
Broadmoor Avenue  
(Ward 1)**

SCALE FOR REDUCED DRAWINGS

0m 50m 100m 200m 300m 400m 500m 1000m

# City of Mississauga

## Corporate Report



Date: 2018/04/12

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:  
2018/05/02

## Subject

**Leash-Free Zones Policy**

## Recommendation

That the draft Corporate Policy and Procedure, Leash-Free Zones, attached as Appendix 1 to the Corporate Report dated April 12, 2018, from the Commissioner of Community Services, be approved.

## Report Highlights

- The City of Mississauga has eight (8) leash-free zones.
- Twenty-one (21) requests have been received by staff since 2014 for new leash-free zones to be constructed. To aid these requests and the growth of the current leash-free zone program, Parks and Forestry will support the recommendations in the most recent draft of Future Directions Parks and Forestry Master Plan (2018/2019), which is still subject to public engagement feedback and Council's final approval.
- To continue to plan for future leash-free zones across the City a Corporate Policy and Procedure was drafted which will allow for public consultation, compliance with zoning requirements, and identification of stakeholder roles and responsibilities for future leash-free zone developments.

## Background

In 2015, Parks and Forestry staff was requested to review the current leash-free zone funding model by Leash-Free Mississauga (LFM). LFM, a long-standing and committed volunteer group, historically funded the operating and capital costs of leash-free zones. Requests for leash-free zones are constant and the group acknowledged that their current funding model was unable to support the development of new leash-free zones.



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In 2016 a Corporate Report, *Leash-Free Zone Review*, was approved by Council. The report identified the need for the establishment of standards for the development and construction of new leash-free zones and the creation of a Corporate Policy and Procedure. The Policy would outline the criteria for the establishment of leash-free zones, the location, design, as well as the operation and enforcement of leash-free zones in the City's parks.

The stewardship group, LFM, would continue to focus on public educational programming, leash-free zone cleanups, membership development, and fundraising to allow for additional amenities (e.g. lighting or water) approved and installed by Parks and Forestry but funded by LFM. Membership fees would remain non-mandatory for leash-free zone users.

## Present Status

There are eight (8) existing leash-free zones in parks across the City, excluding a small dog spot at Community Common. Distribution ranges from one to three leash-free zones within each of the City's service areas, with the exception of Service Area 3 and 4, which currently have none. The most recent draft of Future Directions Parks and Forestry Master Plan (2018/2019) recommends continuing to plan for the development of additional leash-free zones to improve the city-wide distribution and increase the supply.

## Comments

The draft Leash-Free Zones Policy and Procedure was developed in consultation with Parks and Forestry, Business Planning and LFM. The Policy provides guidelines for the development of future leash-free zones, the procedure and criteria for the establishment of new leash-free zones, guidelines on location, design, and the operation of leash-free zones in City Parks. The Policy is set to apply to all new leash-free zones in the City.

Leash-free zone standards have been identified in the Policy and will be the standard moving forward with every new approved leash-free zone. If additional amenities are requested, such as lighting or water, these will first need to be approved by Parks and Forestry. LFM will be responsible for funding any capital improvements above the City standard as identified in the Policy.

## Strategic Plan

Leash-free zones have been identified as a community interest to be considered in the design and rejuvenation of all parks in the 2018 Parks and Forestry Master Plan. Building additional leash-free zones will provide residents with more opportunities to recreate with their dogs, supporting the Strategic Goal of Connect through Creating Great Public Spaces.

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## Financial Impact

Estimated Capital costs of \$50,000 per new leash-free zone are based on design guidelines that will be included in the development or redevelopment budget for each Park.

The minimal operating costs for existing and new leash-free zones will be absorbed within the Parks Operations annual operating budget.

## Conclusion

As the population of Mississauga continues to grow, additional requests for new leash-free zones will continue to be received by the City. The new Leash-Free Zones Policy and Procedure will assist in guiding Park Planning and Development staff when considering a new request for leash-free zones. The policy also strengthens the City's commitment to ensuring that leash-free zones will be located in parks with compatible uses and that there will be a standard approach for the servicing of each leash-free zone.

## Attachments

Appendix 1: 2018 02 08 - Final draft - Leash Free Zone Policy



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

Prepared by: Erin Senior, Planner, Park Planning

# Corporate Policy & Procedure

## Appendix 1

**Policy Title:** Leash-Free Zones

**Policy Number:** [Policy No.]

**Draft Only – Final – February 8, 2018**

Section:	<b>Property and Facilities</b>	Subsection:	<b>Use of Public Property</b>
Effective Date:	[Effective Date]	Last Review Date:	[Last Review]
Approved by: <a href="#">Click here to enter text.</a>		Owner Division/Contact: <b>Parks and Forestry Division, Community Services Department</b>	

## Policy Statement

The City of Mississauga recognizes the requirement for responsible pet ownership within City Parks and the social benefits of dogs and their owners having access to the Parks system. The City oversees and operates the Leash-Free Zones.

## Purpose

This policy outlines:

- The procedure for the establishment of Leash-Free Zones (LFZ)
- The location and design criteria, and
- The operation and enforcement of LFZs in City Parks

## Scope

This policy applies to all new and existing Leash-Free Zones in the City of Mississauga.

## Definitions

For the purposes of this policy:

“City” means the Corporation of the City of Mississauga.

“Leash-Free Zone” (LFZ) means a designated area of a City Park which has been set aside for residents to socialize and exercise their dogs off-leash without being in contravention of municipal by-laws.

Policy Number: [Policy No.]

Effective Date: [Effective Date]

Policy Title: Leash-Free Zones

Last Review Date: [Last Review]

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“Leash-Free Mississauga” (LFM) is a non-profit organization registered with the City's Community Group Registry Program that works closely with the community and the City to provide safe, friendly Leash-Free Zones.

“Park” means the land, including any body of water, that is owned or leased by the City and that is established, dedicated, set apart or made available for use as public open space, with the exception of marinas, golf courses and cemeteries.

“Stewardship Group” means an established organization or group of local residents that work closely with the City to provide educational information and enhancements, as determined in this policy and by the City, concerning the physical development of Leash-Free Zones.

## Procedure for Establishing New Leash Free Zones

- 1) A request for a LFZ will be reviewed by staff in the Parks and Forestry Division, Community Services Department, against the location criteria set out in this policy. New LFZs will be considered against the policy criteria in conjunction with capital redevelopment of existing Parks or new Park development. If the request does not meet the criteria, Parks and Forestry staff shall advise the requester in writing, explaining which criteria were not met.
- 2) Notice of community engagement shall be provided to the applicable ward councillor and the local community as part of the consultation process when the existing Park redevelopment or new Park development is occurring.
- 3) Members of the public are encouraged to participate and provide comments on the Park project, including proposed LFZs. Staff will take public input into consideration in finalizing the design of the Park development/redevelopment.
- 4) If approved, a follow-up meeting will be held with LFM to present the design and timeline for implementation of the LFZ.
- 5) Once the LFZ is established, information will be posted on the Parks and Forestry website.

## Removal

The following may result in the City removing a LFZ:

- Declining usage
- Extensive damage to the Park
- Documented complaints to the City, or
- LFM or other Stewardship Group has defaulted on Management and Operation Agreement (MOA) obligations

Consultation with the Stewardship Group will take place prior to the closure of a LFZ.

Policy Number: [Policy No.]

Effective Date: [Effective Date]

Policy Title: Leash-Free Zones

Last Review Date: [Last Review]

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## Location Criteria

When identifying appropriate locations, consideration must be given to balancing the needs and interests of the community, impact on the natural environment and sustainability of the LFZ.

Requests will only be considered in City Parks. Opportunities for new LFZs will be considered as part of the redevelopment of existing Parks or development of new Parks.

The following criteria will be used in staff's review of site suitability:

- Neighbourhood characteristics (adjacent land uses, population density, housing types, proximity of other existing and/or potential LFZs)
- Compatibility with the Park's design and conditions, established uses, features and components
- Potential impacts on the Park's functionality, condition and natural environment
- Proportion of Park to be utilized by the proposed LFZ
- Availability of adequate parking, if applicable
- Crime Prevention Through Environmental Design (CPTED) principles, and
- Requirements of the *Accessibility for Ontarians with Disabilities Act* (AODA) and the City's Accessibility Design Standards

## Exclusions

New LFZs will not be located in or immediately adjacent to the following:

- Children's play sites or spray pads
- Horticultural display areas or ornamental gardens
- Sports facilities, including fields and outdoor stadiums, skateboard bowls, tennis courts and other sports pads
- Artificial or natural ice rinks or toboggan hills
- Designated heritage, memorial, commemorative and ceremonial areas or cemeteries
- Burial grounds
- Special Management Areas, in accordance with the Parks By-law 186-05, as amended
- Woodlands
- Areas protected by Mississauga Official Plan section 6.3 (Value the Environment), unless approved by Parks and Forestry
- Areas protected by Toronto and Region Conservation Authority (TRCA), Credit Valley Conservation (CVC) and Conservation Halton, unless approved by the appropriate conservation authority
- Areas containing species of concern, including local or regionally uncommon, rare, threatened or endangered species or areas that have undergone tree/shrub/wildflower planting or where plans exist for such planting to occur, and
- Natural shorelines with natural vegetation that would be disturbed by foot/paw traffic, unless approved by Parks and Forestry

Policy Number: [Policy No.]

Effective Date: [Effective Date]

Policy Title: Leash-Free Zones

Last Review Date: [Last Review]

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## Leash-Free Zone Standards

The City will fund the capital costs of all new LFZs to the following City standards:

- Perimeter fencing (minimum 1.21 metres or four feet)
- Double service gates for maintenance and service purposes
- Double entrance gates in a paddock area for LFZ users to enter/exit
- Waste containers outside the LFZ
- Ground cover of grass and/or woodchips with accessible hard surface entrance areas, and
- Picnic tables

## City of Mississauga Responsibilities

The City is responsible for:

- Funding core operational expenses for all existing and new LFZ grass cutting and garbage collection
- Winter maintenance (snow from parking lots and double gate entrances to LFZs)
- Regulatory and advisory signage, and
- Inspection of fences and gates and any other equipment or amenities installed in the area to ensure that they are safe and in good working order

## Leash-Free Mississauga Responsibilities (LFM) or Stewardship Group

- Cost of Capital Improvements above the City standard:
  - Lighting
  - Water access (where feasible)
  - Seating and information boards
- Cost of electricity for lights in LFZ interiors
- LFZ clean-up, clearing pathways where pathways exist, spreading mulch/wood chips
- Liaising with Parks and Forestry staff regarding any LFM member concerns as LFZ stewards, and
- Other amenities as approved by the City

## Enforcement and Fines

Regulatory and advisory signage will be posted outlining the LFZs rules of conduct. The rules will also be posted on the City and LFM websites.

Dog owners must comply with the City's Animal Care and Control By-law 98-04, the City's Parks By-law 186-05 and the *Dog Owners Liability Act* (DOLA), all as amended.

## Monitoring and Dispute Resolution

Parks and Forestry staff will monitor all LFZs, track issues as they arise and liaise with LFM; Security Services, Corporate Services Department; Animal Services, Enforcement Division,

Policy Number: [Policy No.]

Effective Date: [Effective Date]

Policy Title: Leash-Free Zones

Last Review Date: [Last Review]

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Transportation and Works Department; and other Park users in an effort to resolve issues as effectively as possible.

## Revision History

Reference	Description

# City of Mississauga

## Corporate Report



Date: 2018/04/19

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:  
2018/05/02

## Subject

**Mississauga Bike Challenge 2018**

## Recommendation

That a by-law be enacted to authorize the Commissioner of Transportation and Works or designate to execute a partnership agreement between the Corporation of the City of Mississauga and Trillium Health Partners Foundation, including all necessary agreements and documents ancillary thereto, to provide community and sponsorship benefits for the 2018 Mississauga Bike Challenge, all in a form satisfactory to Legal Services.

## Background

The Mississauga Bike Challenge (Challenge) is a digital event that challenges residents to collectively reach a large goal of kilometres cycled in a set timeframe, to unlock a community benefit. The Challenge is hosted on [www.mississaugabikes.ca](http://www.mississaugabikes.ca), a website equipped with software that enables residents to sign up and log their kilometres cycled. Participation in the event is designed to be free, easy and fun. Participants go for bike rides, keep track of their kilometres cycled and log them to unlock community benefits.

The Active Transportation Office launched the inaugural Challenge in 2017, by challenging residents to cycle 150,000 kilometres collectively between June 29, 2017 and September 17, 2017, in recognition of Canada's 150<sup>th</sup> birthday. To further motivate residents to cycle, the City established a community benefit by committing to plant one tree for every 150 kilometres cycled and logged into the Challenge.

The event was a success and the 150,000 kilometre goal was met and exceeded. Approximately 650 participants collectively logged nearly 6,000 bike rides, adding up to a total of 204,026 kilometres. Together, participants unlocked 1,360 trees that will be planted in and around the Mississauga trail system by the end of spring, 2018.



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The Active Transportation Office and Forestry Operations partnered to establish the 2017 community benefit. In exchange for providing the first 1,000 trees, Forestry's *One Million Trees* program was promoted to participants of the Challenge, with a dedicated page on the Challenge website and links to the One Million Trees project website included in email communications.

The Active Transportation Office completed a best practices scan of similar community cycling events, to find ideas for a new community benefit for the 2018 Challenge. Several successful events of this nature across North America use donations to local charities to motivate participation. Financial donations to charities are scalable and can be broken down into micro-donations to lower the community benefit threshold and enable participants to start unlocking benefits at much lower increments.

The Humberview Group (Humberview), an automotive sales and specialist company with six locations in Mississauga, has expressed interest in providing a \$50,000 community benefit donation for the 2018 Challenge, provided that the donation goes to the Trillium Health Partners Foundation (THPF). Humberview is passionate about community cycling initiatives as well as supporting hospital foundations. THPF is equally interested in establishing a partnership for the 2018 Challenge. In addition to raising the critical funds needed to address the highest priority needs of Trillium Health Partners – Credit Valley Hospital, Mississauga Hospital and Queensway Health Centre, THPF's mission is to inspire our community to invest in a new kind of health care for a healthier community. This includes motivating members of our community to lead healthier and more active lifestyles. The goals of the Challenge are consistent with this mandate.

## Comments

With the 2018 Challenge, the Active Transportation Office intends to challenge Mississauga residents to cycle and log 500,000 kilometres between June 3, 2018 and September 23, 2018. To incentivize participation to achieve this goal, an opportunity has been developed that would allow participants in the Challenge to unlock micro-donations to THPF from Humberview. With the proposed \$50,000 donation from Humberview, a \$1 donation to THPF will be unlocked for every 10 kilometres cycled and logged by participants, up to the Challenge's goal of 500,000 kilometres. THPF is also engaging with other organizations to contribute donations that can also be unlocked by participants in the 2018 Challenge.

To implement this opportunity, a partnership agreement is required between the City of Mississauga and THPF.

## Financial Impact

Sufficient funds are available in the 2018 operating budget to deliver the 2018 Mississauga Bike Challenge. No additional funding is required. All sponsorship revenue generated by THPF Health Partners Foundation as a result of the partnership with the City will go directly towards advancing healthcare.

## Conclusion

This report is seeking authority to enter into a partnership agreement with Trillium Health Partners Foundation for the 2018 Mississauga Bike Challenge. The Challenge will motivate more residents to cycle more often, will raise money for healthcare in Mississauga, and will achieve a significant collective goal of cycling 500,000 kilometres in 2018.



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

Prepared by: Matthew Sweet, Manager, Active Transportation

# City of Mississauga

## Corporate Report



Date: 2018/03/19

To: Chair and Members of General Committee

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

Originator's files:  
"B" 109/97

Meeting date:  
2018/05/02

### Subject

**Servicing Agreement Assumption - Municipal Works Only Agreement, Consent Application, "B" 109/97 - Bren Road Extension - Prologis Canada LLC (formerly AMB Pearson Logistics Canco Inc c/o AMB Property, L.P.) (Ward 5) (Z – 49E)**

### Recommendation

That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Municipal Works Only Servicing Agreement for City File "B" 109/97, Prologis Canada LLC (formerly AMB Pearson Logistics Canco Inc c/o AMB Property, L.P.), The developer identified on the attached Table of Assumptions (Appendix 1) has complied with all the requirements of the identified Servicing Agreement., (lands located south of Rena Road, east of Torbram Road and west of Mimico Creek, in Z-49E, known as Bren Road Extension), and that the Letter of Credit in the amount of \$134,550.00 be returned to the developer.  
City File "B" 109/97 (Ward 5)

### Background

The developer identified on the attached Table of Assumptions (Appendix 1) has complied with all the requirements of the identified Servicing Agreement.

### Comments

The Transportation and Works Department supports the assumption of the Servicing Agreement for City File "B" 109/97.

### Financial Impact

With the assumption of the Bren Road Extension, the City will now be required to provide maintenance to 50 meters (164 feet) of roadway.

General Committee

2018/03/19

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Originators files: "B" 109/97

## Conclusion

It is in order for the City to assume the municipal works within the site identified on the attached Table of Assumption (Appendix 1).

## Attachments

Appendix 1: Table of Assumption

Appendix 2: Approximate location of City File "B" 109/97



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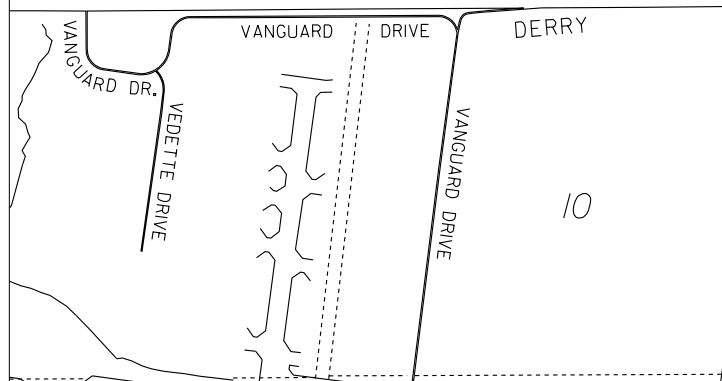
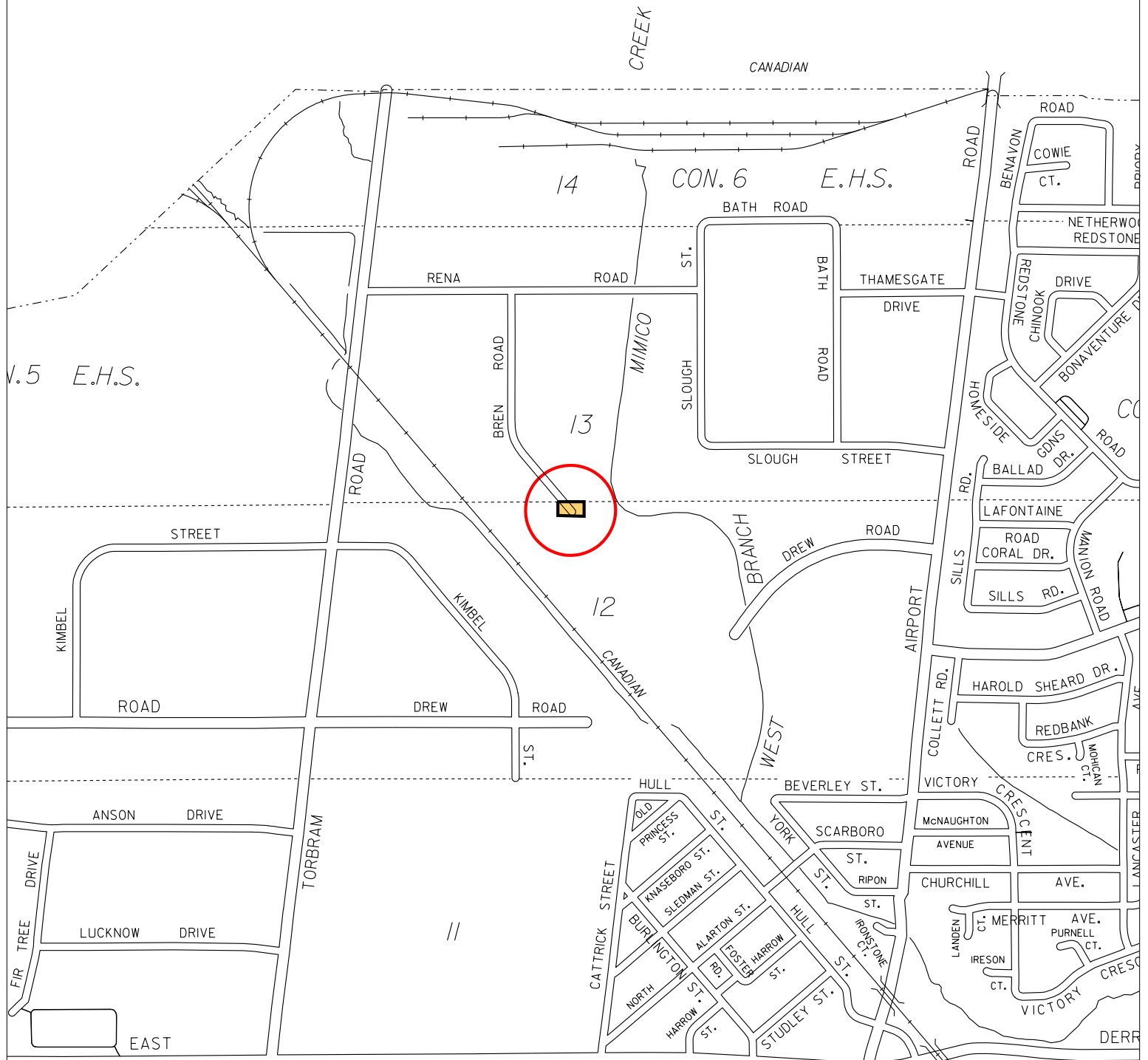
Geoff Wright, P. Eng., MBA, Commissioner of Transportation and Works

Prepared by: John King, Supervisor of Development Construction

## TABLE OF ASSUMPTION

PLAN/FILE REFERENCE #	LOCATION	DEVELOPER ADDRESS	SERVICING AGREEMENT DATE	SECURITIES TO BE RELEASED
"B" 109/97	South of Rena Road, east of Torbram Road and west of Mimico Creek, in Z-49E.	Prologis Canada LLC 185 The West Mall, Suite 700, Toronto, Ontario, M9C 5L5  Attn: Mr. R.A. Cronkwright, Vice President – Development Manager	May 13, 1998	\$134,550.00

## CITY OF BRAMPTON


**MISSISSAUGA**


**Transportation and Works  
Engineering & Construction**

**Municipal Works Only – Bren Road Extension  
Prologis Canada LLC  
City File: 'B' 109/97 (Ward 5) (Z-49E)**

SCALE FOR REDUCED DRAWINGS



City of Mississauga  
**Corporate Report**



Date: 2018/04/20

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:  
 2018/05/02

## Subject

**Out-of-Home Advertising: Transit Shelter and New Digital Assets**

## Recommendation

1. That the report dated April 20, 2018, titled Out-of-home Advertising: Transit Shelter and New Digital Assets be received for information.
2. That the procurement process contemplated by the City provides for an initial term of 15 years with one five-year renewal option to meet the interests of the market and to allow for investment into digital opportunities with the City through the life of the agreement.
3. That the agreement with the new advertising vendor provides for amendments as required, and as approved in accordance with the Purchasing By-law, to allow for new forms of out-of-home advertising that deliver additional revenue to the City as these new forms become available, including digital and mobile enhancements, billboards, pedestals and other assets.

## Report Highlights

- The City has negotiated a six-month extension to the current transit shelter advertising agreement which will now terminate on December 31, 2018.
- Since the City's last transit shelter advertising vendor procurement, there have been significant enhancements developed in out-of-home advertising, particularly through digital and mobile technologies.
- The investment required by the vendor to deliver on the City's needs for a successful advertising sales program, maintenance, digital opportunities and new digital assets would benefit from an agreement term of 15 years, with a provision for one additional five-year renewal option based on satisfactory performance. Consultations with the industry indicate that a shorter term is unlikely to attract interested vendors for this project.

- To provide flexibility and capture maximum revenue, the City will purchase the allotment of new shelters each year and the successful vendor will install and maintain the shelters for the term of the agreement.
- The City, through the RFP process, will seek a revenue sharing arrangement with the vendor based on a percentage of revenue rather than a minimum annual guarantee (MAG). The MAG would likely significantly reduce interest from proponents based on information acquired through the RFPQ process.
- The new agreement will allow and facilitate new revenue opportunities through amendments that enable innovation in out-of-home advertising including digital and mobile advertising on shelters, billboards, pedestals and other assets on City property.

## Background

### Out-of-Home Media

Billboards and transit shelter advertising fall into the category classified as out-of-home media. It is one of the oldest forms of advertising and successfully reaches people irrespective of their media consumption habits.

The advertising market is constantly evolving and changing which has resulted in increased sales competition among companies who sell advertising space. Technology has enabled many new forms of advertising opportunities including online, mobile and interactive digital ads. This increased supply of advertising options has reduced the overall value for shelter advertising on its own.

Out-of-home shelter advertising, however, in combination with increasingly ubiquitous mobile devices and other digital technologies, increases consumer engagement significantly. In addition, opportunities for sales packages that include shelter advertising coupled with other out-of-home digital options such as digital displays and billboards will, over time, allow for new revenue opportunities for the City.

Digital advertising has the benefit of being “tweakable” in real time, enabling advertisers to easily and inexpensively adjust both messages or message timing to better appeal to audiences.

The combination of these key factors suggests that out-of-home advertising on transit shelters and digital signs throughout the city is positioned to grow in popularity and demand in the coming years.



## Present Status

The City's current 18-year transit shelter agreement with OUTFRONT Media Inc. (formerly Mediacom Inc.) was to terminate on July 2, 2018. Given the complexity of the contract and changing market options, extensive review is required. The City has negotiated a six month extension of the existing contract until December 31, 2018. This will provide the necessary time for proponents to prepare their proposals to the City and consider additional innovative and digital options.

The extension term provides the City with 32.5% of total sales; a change from the current minimum annual guarantee plus 40% revenue sharing of total sales. No new shelters will be provided by OUTFRONT Media during the six month extension, however MiWay is installing an additional 100 shelters through the PTIF funding project in 2018. OUTFRONT will continue to clean and maintain the shelters with a maintenance limit of \$10,000 per month.

## Comments

Given the length of time since the opportunities presented by out-of-home media were last reviewed, a consultant was engaged to undertake research, including a best practices study, to evaluate the market and opportunities for out-of-home advertising in Mississauga.

The focus of the consultant's research was to obtain a clear understanding of:

- Global trends in out-of-home advertising, including transit shelter and other digital forms of advertising;
- Best practices of other municipalities; and
- Requirements of major advertising vendors to create a successful relationship between the City and a new vendor.

In addition to the consultant's study, in December of 2017, a Request for Pre-Qualification (RFPQ) was issued as the first step of a multi-step procurement process for an advertising vendor. The RFPQ set out broad parameters describing the City's intentions with respect to transit shelter and digital opportunities on City property. Following discussions with proponents, the City has confirmed its needs and is developing a Request for Proposals (RFP). Two proponents responded to the RFPQ, both successfully pre-qualified and will be invited to respond to the RFP.

## Recommendations

Based on research findings from the consultant coupled with learning from the RFPQ process, the following are the key considerations for the future out-of-home advertising contract:

- That the City enters into a longer-term agreement to meet the interests of the market and to allow for investment into digital opportunities with the City through the life of the contract. An initial term of 15 years with one five-year renewal option will allow for revenue growth and vendor investment into digital advertising on City assets. The best practice study reviewed the advertising practices of eleven jurisdictions globally. Contract length ranged depending on several variables, but the most financially lucrative agreements were the longest (Auckland 22 years; Philadelphia 20 years; San Francisco 15 years + 5-year option; Toronto 20 years; Vancouver 20 years).

A key learning from the best practice review was the potential for digital advertising to significantly increase revenue to the benefit of both the City and the vendor. To realize these revenues, a significant financial investment by the advertising vendor is required, as well as the time to recover the initial capital outlay. A longer-term agreement enables both parties to realize the potential benefits arising from digital advertising on municipal properties.

Best practice suggests that it is in the best interest of the City to provide the stability of a longer-term contract to enable the advertising vendor to invest in the community and realize the most from the advertising opportunity. In recent years, two Ontario jurisdictions were unsuccessful with their approach to the advertising vendor community, resulting in no bidders for their Requests for Proposals. The most successful relationships between a municipal jurisdiction and an advertising contractor, where both parties benefit financially, were approached in the spirit of partnership.

- That the City seeks a revenue sharing arrangement with the vendor based on a percentage of revenue rather than a minimum annual guarantee (MAG). The MAG would likely result in significantly reduced interest from proponents based on information acquired through the RFPQ process.
- That the new agreement allows and facilitates new revenue opportunities through contract amendments that enable innovation in out-of-home advertising including digital and mobile advertising on shelters, billboards, pedestals and other assets on City property.
- That the City reduces the investment in capital required by the vendor and funds the transit shelter expansion program through alternative means such as future rounds of Public Transit Infrastructure Funding (PTIF) or through other capital budget allocations.

### **Approach to Procurement**

A Request for Proposal (RFP) is planned to be released in May with a closing date in mid to late July. The key objective of the RFP is to select a vendor who can provide:

- A high-quality advertising program that provides the City with revenue and complies with the City's signage by-laws and advertising policies;
- Installation of new transit shelters, purchased by the City, in locations determined by the City in consultation with the vendor;
- Maintenance of existing and new transit shelters during the contract term;
- New revenue opportunities through innovation, digital displays and billboards;
- A well-organized transition period between contract terms that minimizes any potential revenue loss during transition

## Strategic Plan

The growth and investment in transit contributes to the strategic pillar of Developing a Transit Oriented City and the strategic goals of:

- Connect our city
- Cultivating creative and innovative businesses
- Create partnerships for innovation
- Create great public spaces
- Build and maintain infrastructure

## Financial Impact

The current shelter advertising contract with OUTFRONT Media has provided a growth in annual revenue payments to the City over the 18 year term. The annual amounts paid to the City based on the minimum guarantee is higher than the current market sales conditions, however OUTFRONT media has honoured their guarantee payment to the City during these conditions.

Through the research, market evaluation and discussions within the RFPQ process, the financial model preference has changed from a Minimum Annual Guarantee (MAG) to a preferred revenue sharing arrangement. This would provide the City with a shared percentage of the total advertising sales revenue. As a result of the market conditions, and the change in the financial model it is expected that the annual revenue to the City will be lower than the previous contract.

To maximize revenues received from the successful vendor, the City will include the cost of the new transit shelter expansion program through alternative funding means such as future rounds of Public Transit Infrastructure Funding (PTIF) or through annual capital budget allocations. To

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meet the recommended total number of shelters identified in the MiWay Five Transit Service Plan, a projected 30 new shelters annually will be requested through the annual business plan and budget process.

The costs of installation, maintenance and repair will continue to be the responsibility of the successful vendor for the life of the agreement. Advertising locations and total units for advertising will be determined by the vendor.

## Conclusion

To offer the best opportunity for both revenue and cost savings, the new advertising agreement should offer a 15-year term, with one optional five-year renewal term for a total of up to 20 years, based on satisfactory performance by the vendor. The agreement should also allow for, and facilitate, amendments to enable the City to take advantage of new technologies as they become available to further enhance revenue opportunities for the City.



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

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

# City of Mississauga

## Corporate Report



Date: 2018/04/06

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:  
2018/05/02

## Subject

**2018 Tax Ratios, Rates and Due Dates**

## Recommendation

1. That the report of the Commissioner of Corporate Services and Chief Financial Officer dated April 6, 2018 entitled "2018 Tax Ratios, Rates and Due Dates" be received.
2. That the 2018 net operating levy be approved at \$485,183,679.
3. That the City of Mississauga's 2018 tax ratios be approved as follows:
 

Residential	1.000000
Commercial	1.477202
Industrial	1.610758
Multi-residential	1.450961
New multi-residential	1.000000
Pipeline	1.236482
Farmland	0.250000
Managed Forest	0.250000
4. That the City of Mississauga's 2018 tax rates be established as outlined in Appendix 1 of this report.
5. That the 2018 residential tax due dates be set for July 5<sup>th</sup>, August 2<sup>nd</sup>, September 6<sup>th</sup>, 2018.
6. That the 2018 non-residential tax due date be set for August 2<sup>nd</sup>, 2018.
7. That the 2018 due dates for properties enrolled in the City's Pre-authorized Tax Payment Plan be set based on their chosen withdrawal date.

8. That the 2018 budgets of the Clarkson, Port Credit, Streetsville, and Malton Business Improvement Areas (BIAs) as set out in Appendix 2 requiring tax levies of \$73,000, \$856,533, \$324,353 and \$146,140 respectively, be approved as submitted, and that the necessary budget adjustments be made.
9. That the rates to levy the 2018 taxes for the Clarkson, Port Credit, Streetsville, and Malton BIAs be established as set out in Appendix 3 to this report.
10. That the 2018 operating budget be adjusted to reflect a transfer to the Capital Reserve Fund (#33121) in the amount of \$131,256.
11. And that the necessary by-laws be enacted.

## Report Highlights

- Approval is being sought for the City's 2018 net levy, tax ratios, tax rates, tax due dates and budgets submitted by the Clarkson, Port Credit, Streetsville, and Malton BIAs.
- Revenue neutral tax ratios are proposed to offset the shifts in tax burden between the property classes resulting from the second year phase-in of the 2016 Provincial reassessment.
- A Budget adjustment of \$131,256 is proposed to reflect final growth compared to estimated growth, to be allocated to the Capital Reserve Fund.
- The 2018 tax rebate amount for the low-income seniors and low-income persons with disabilities be adjusted to \$411 reflecting the increase based on the blended tax impact.
- 2018 taxes on the average single family detached residential dwelling will increase by \$42.38 due to phase-in of the reassessment or \$181.21 including tax increases.
- Tax due dates consistent with the previous year in number and timing are being proposed.

## Background

City Council approved the 2018 budget which provided for a 4.4% average tax increase on the City's portion of the tax bill and equates to an average 1.5% increase on the total residential tax bill. The Region of Peel Council approved its 2018 budget with a 2.6% average tax increase for residents in Peel. The combined average blended tax impact for City and Regional services is 2.7% on the total residential tax bill.

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

will see an increase in their education tax of 0.3% on the total tax bill as a result of the phase-in assessment increase. Assessment values in Mississauga have increased more than the provincial average residential assessment increase.

The Clarkson, Port Credit, Streetsville, and Malton BIAs have submitted their 2018 budget requests. In accordance with section 205 of the *Municipal Act, S.O. 2001, c. 25*, Council must approve the BIA budgets annually. Section 208 of the *Municipal Act, S.O. 2001, c. 25*, requires a special charge to be levied upon the BIA members to provide the revenues as identified in each of the BIA budgets.

This report outlines the decisions necessary by Council to establish tax ratios and tax rates for 2018 and authorize the final tax levy.

## Comments

### Property Assessment

All properties in Ontario were reassessed by MPAC in 2016 to determine a value based on January 1, 2016 property values. The previous valuation date was January 1, 2012. To smooth the impact of valuation changes, properties are reassessed every four years with a phase-in of increases over the four-year period. Assessment values for the 2018 taxation year represent the second year phase-in of the 2016 reassessment.

For non-residential properties, the existing capping regime continues. Properties that have reached Current Value Assessment (CVA) taxes in 2017 or that would cross over from being a capped property in 2017 to a claw back property in 2018 or vice versa are taxed at CVA thereby reducing the number of capped and claw back properties.

In addition, the Region adopted additional capping tools introduced by the Province in 2017 which phases-out capping over four years for a property class where all properties within the class, excluding vacant land, are within 50 per cent of CVA taxes. In 2017, phase-out of capping was initiated for the industrial and multi-residential classes. This means that by 2020 all properties within the industrial and multi-residential classes will be paying CVA taxes.

It is estimated that of the approximately 10,000 non-residential properties in Mississauga, 10 remain capped and 67 will be clawed back in 2018 to fund the cap. The remainder of the properties will pay taxes at CVA.

Property values change over time at different rates. Valuation changes cause a shift in tax burden between properties within a class. Properties with assessment increases above the average increase for the class will experience a tax increase. Properties with assessment increases below the average increase for the class will experience a tax decrease.

The chart below provides the average total assessment increase for each of the property classes being phased in for 2018.

Property Class	2018 Phased-In Assessment
Residential	6.2%
Multi-Residential	16.2%
Commercial	4.3%
Industrial	5.1%

On average, the phase-in assessment increase for 2018 for residential properties is 6.2%.

In addition to shifts in tax burden within classes, there are also shifts in tax burden between classes. This is because the different classes change in value at different rates. The chart below identifies the changes between classes.

Tax Class	Tax Change	Percentage Change
Residential	\$ 321,044	0.05%
Multi-Residential	4,858,875	9.54%
Commercial	(4,586,143)	(1.67%)
Industrial	(553,349)	(1.02%)

### Tax Ratios and Rates

Section 310 of the *Municipal Act, S.O. 2001, c. 25*, requires Council to establish tax ratios for property classes annually.

To address shifts in tax burden resulting from the phase-in of the 2016 reassessment, the Province allows municipalities to reset their ratios to be revenue-neutral thereby eliminating tax shifts between classes. It is proposed that changes be made to the tax ratios for 2018 in order to be revenue-neutral so the relative tax burden for each class remains the same as it was prior to reassessment. These changes will offset the tax shift to the multi-residential class resulting from the significant increase in assessment values being phased-in.

Attached as Appendix 1 are the tax rates based upon these ratios. Education tax rates are set by the Province through regulation and are included in Appendix 1 for information purposes. The Financial Impact section of this report shows the tax impact of reassessment on the average single family detached residential dwelling to be \$42.38 or 0.8%.

### Levy Due Dates

It is proposed that the 2018 final levy for residential properties with regular instalment due dates be payable in three (3) instalments on July 5<sup>th</sup>, August 2<sup>nd</sup> and September 6<sup>th</sup>, 2018 and that the 2018 final levy for commercial, industrial, and multi-residential properties on the regular



instalment plan be payable in a single instalment on August 2<sup>nd</sup>, 2018. The final levy due dates recommended are consistent in time and number of instalments with the previous year.

The 2018 final levy for properties enrolled in the City's Pre-authorized Tax Payment Plan will be payable based on their chosen withdrawal date. The Pre-authorized Tax Payment Plan is available to all taxpayers.

### Levy Adjustment

When the 2018 budget was prepared in the Fall of 2017, assessment growth for 2017 was projected at 0.457 per cent. With receipt of the 2018 assessment roll, final assessment growth has been determined at 0.486 per cent. The previous year's assessment forms the base for the current year's tax levy. Because the budget was approved before the final growth numbers were calculated, it is necessary to amend the budget and the 2018 levy by \$131,256 to reflect the final assessment growth in 2017. It is proposed that the additional funds be allocated to the Capital Reserve Fund.

### 2018 BIA Budgets and Levy

The Clarkson, Port Credit, Streetsville, and Malton BIA 2018 budget submissions are summarized in Appendix 2. Staff has reviewed the submissions to ensure that adequate provisions have been made for audit fees. In keeping with past practice, other elements of the budgets have not been reviewed in detail. The BIA tax rates have been calculated as indicated in Appendix 2 using the CVA provided by the Municipal Property Assessment Corporation for the 2018 taxation year for the properties within each of the BIA boundaries in order to raise the required revenues.

## **Financial Impact**

Adjusting the 2018 operating budget to reflect the final assessment growth will result in an increase of \$131,256. It is proposed that the additional funds be allocated to the Capital Reserve Fund.

The tax levy changes affecting the typical single family home are as follows:

2017 taxes on \$604,000 assessment	\$5,130.21
Reassessment change – City and Region	28.59
Reassessment change - Education	13.79
City tax increase	77.21
Region tax increase	61.62
2018 taxes on \$645,000 assessment	<u>\$5,311.42</u>

## **Conclusion**

The 2018 tax rates have been calculated as shown in Appendix 1. The proposed final levy due dates are consistent with the previous year. It is proposed that revenue neutral tax ratios be

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adopted to eliminate the tax shifts between classes resulting from the second year phase-in of the 2016 reassessment.

The 2018 budgets submitted by the Clarkson, Port Credit, Streetsville, and Malton BIAs provide sufficient funds for audit fees. 2018 BIA tax rates have been calculated as shown in Appendix 3 to raise the required revenue for the purposes of the BIA Boards of Management specified in Appendix 2.

## Attachments

Appendix 1: 2018 Final Tax Rates and Levy

Appendix 2: 2018 Business Improvement Area Budget Submissions

Appendix 3: 2018 Business Improvement Area Tax Rates



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

Prepared by: Louise Cooke, Manager, Revenue and Taxation

## Appendix 1

**The Corporation of the City of Mississauga  
2018 Final Tax Rates**

Description	Tax Class	2018 Final Tax Rate
Residential	RT	0.823476%
Residential Shared (PIL for Ed)	RH	0.823476%
Residential Farm Awaiting Development I	R1	0.247042%
Residential Farm Awaiting Development II	R4	0.823476%
Residential - Education Only	RD	0.170000%
Multi-Residential	MT	1.118168%
Multi-Residential Farm Awaiting Development I	M1	0.247042%
Multi-Residential Farm Awaiting Development II	M4	1.118168%
New Multi-Residential	NT	0.823476%
Commercial	CT	1.984042%
Commercial Shared (PIL for Ed)	CH	1.984042%
Commercial Taxable (No Ed)	CM	0.965315%
Commercial Excess Land (PIL for Ed)	CK	1.388830%
Commercial Farm Awaiting Development I	C1	0.247042%
Commercial Farm Awaiting Development II	C4	1.984042%
Commercial Excess Land	CU	1.388830%
Commercial Vacant Land (PIL for Ed)	CJ	1.388830%
Commercial Vacant Land	CX	1.388830%
Commercial New Construction - Lower Tier and Education Only	XC	1.442513%
Commercial New Construction - Education Only	XD	1.018727%
Commercial New Construction Shared (PIL for Ed)	XH	1.984042%
Commercial New Construction Vacant Land (PIL for Ed)	XJ	1.388830%
Commercial New Construction Excess Land (PIL for Ed)	XK	1.388830%
Commercial New Construction - Upper Tier and Education Only	XL	1.560256%
Commercial New Construction	XT	1.984042%
Commercial New Construction Excess Land	XU	1.388830%
Commercial New Construction Vacant Land	XX	1.388830%
Office Building	DT	1.984042%
Office Building Shared (PIL for Ed)	DH	1.984042%
Office Building Excess Land	DU	1.388830%
Office Building Excess Land (PIL for Ed)	DK	1.388830%
Office Building New Construction - Lower Tier and Education Only	YC	1.442513%
Office Building New Construction - Education Only	YD	1.018727%
Office Building New Construction Shared (PIL for Ed)	YH	1.984042%
Office Building New Construction Excess Land (PIL for Ed)	YK	1.388830%
Office Building New Construction - Upper Tier and Education Only	YL	1.560256%
Office Building New Construction	YT	1.984042%
Office Building New Construction Excess Land	YU	1.388830%
Shopping Centre	ST	1.984042%
Shopping Centre Excess Land	SU	1.388830%
Shopping Centre New Construction - Lower Tier and Education Only	ZC	1.442513%
Shopping Centre New Construction - Education Only	ZD	1.018727%
Shopping Centre New Construction Shared (PIL for Ed)	ZH	1.984042%
Shopping Centre New Construction Excess Land (PIL for Ed)	ZK	1.388830%
Shopping Centre New Construction - Upper Tier and Education Only	ZL	1.560256%
Shopping Centre New Construction	ZT	1.984042%
Shopping Centre New Construction Excess Land	ZU	1.388830%
Parking Lot	GT	1.984042%

Description	Tax Class	2018 Final Tax Rate
Industrial	IT	2.224154%
Industrial Shared (PIL for Ed)	IH	2.224154%
Industrial Farm Awaiting Development I	I1	0.247042%
Industrial Farm Awaiting Development II	I4	2.224154%
Industrial Excess Land	IU	1.556907%
Industrial Vacant Land	IX	1.556907%
Industrial - Water Intake System	II	2.224154%
Industrial Vacant Land (PIL for Ed)	IJ	1.556907%
Industrial Excess Land (PIL for Ed)	IK	1.556907%
Industrial New Construction Shared (PIL for Ed)	JH	2.142592%
Industrial New Construction - Water Intake System (PIL for Ed)	JI	2.142592%
Industrial New Construction Vacant Land (PIL for Ed)	JJ	1.499814%
Industrial New Construction Excess Land (PIL for Ed)	JK	1.499814%
Industrial New Construction - Non-Generating Station (PIL for Ed)	JN	2.142592%
Industrial New Construction - Generating Station (PIL for Ed)	JS	2.142592%
Industrial New Construction	JT	2.142592%
Industrial New Construction Excess Land	JU	1.499814%
Industrial New Construction Vacant Land	JX	1.499814%
Large Industrial	LT	2.224154%
Large Industrial Shared (PIL for Ed)	LH	2.224154%
Large Industrial Vacant Land (PIL for Ed)	LJ	1.556907%
Large Industrial Excess Land (PIL for Ed)	LK	1.556907%
Large Industrial Excess Land	LU	1.556907%
Large Industrial New Construction Shared (PIL for Ed)	KH	2.142592%
Large Industrial New Construction - Water Intake System (PIL for Ed)	KI	2.142592%
Large Industrial New Construction Excess Land (PIL for Ed)	KK	1.499814%
Large Industrial New Construction - Non-Generating Station (PIL for Ed)	KN	2.142592%
Large Industrial New Construction - Generating Station (PIL for Ed)	KS	2.142592%
Large Industrial New Construction	KT	2.142592%
Large Industrial New Construction Excess Land	KU	1.499814%
Large Industrial New Construction Vacant Land	KX	1.499814%
Pipeline	PT	2.061355%
Farm	FT	0.205869%
Managed Forests	TT	0.205869%

## Business Improvement Associations Budget Submissions

## Appendix 2

2018 Budget					
	Clarkson	Port Credit	Streetsville	Malton	Total
<b>Revenues:</b>					
Taxation	73,000	856,533	324,353	146,140	1,400,026
Membership Fees	4,000	3,000	4,500	300	11,800
Sponsorship	7,000	40,000	33,500	64,300	144,800
Donation			27,500		27,500
Marketing Income		45,000	3,000		48,000
Miscellaneous Income		84,200	5,000	43,000	132,200
Transfer from Reserves	12,000	10,000		20,000	42,000
Under/Over Levy				0	0
<b>Total Revenues</b>	<b>96,000</b>	<b>1,038,733</b>	<b>397,853</b>	<b>273,740</b>	<b>1,806,326</b>
<b>Expenses:</b>					
Deficit Adjustment (Prior Yr)		0			0
Salaries	0	211,080	96,795	47,750	355,625
Office Administration	4,300	50,181	50,365	12,910	117,756
Finance Expenses	500	400	3,200	300	4,400
Audit	1,200	4,000	1,200	1,200	7,600
Bookkeeping Services	2,000	9,600		600	12,200
Contracted Services			1,000		1,000
Beautification and Maintenance	44,250	250,000	107,544	25,000	426,794
Marketing and Promotions	18,250	140,675	23,250	17,700	199,875
Project/Event Expenses	25,500	247,500	102,000	98,800	473,800
Sponsorship		79,000		10,000	89,000
Capital		1,600		36,000	37,600
Transfer to Reserves			7,500	5,000	12,500
Underlevies		44,697	5,000	18,480	68,177
<b>Total Expenses</b>	<b>96,000</b>	<b>1,038,733</b>	<b>397,853</b>	<b>273,740</b>	<b>1,806,326</b>
2017 Budget					
	Clarkson	Port Credit	Streetsville	Malton	Total
<b>Revenues:</b>					
Taxation	73,000	827,664	300,466	120,000	1,321,130
Membership Fees	20,800	3,375	4,500	300	28,975
Interest Income					
Sponsorship	4,000	43,250	53,000	90,000	190,250
Donation			39,000		39,000
Marketing Income		55,000	3,000		58,000
Miscellaneous Income		72,840	5,000	40,000	117,840
Transfer from Reserves	30,000			24,000	54,000
Under/Over Levy				11,350	11,350
<b>Total Revenues</b>	<b>127,800</b>	<b>1,002,129</b>	<b>404,966</b>	<b>285,650</b>	<b>1,820,545</b>
<b>Expenses:</b>					
Deficit Adjustment (Prior Yr)		20,000			20,000
Tax Write-offs/Adjustments					
Salaries	20,696	200,700	92,892	38,000	352,288
Office Administration	8,720	47,466	48,570	18,450	123,206
Finance Expenses	250	400	3,200	400	4,250
Audit	1,200	4,000	1,200	1,200	7,600
Bookkeeping Services	2,050	9,500			11,550
Contracted Services			1,250		1,250
Board Meeting Expenses					
Beautification and Maintenance	60,250	246,500	110,504	25,000	442,254
Marketing and Promotions	9,634	139,246	30,100	18,850	197,830
Project/Event Expenses	25,000	235,590	104,750	120,000	485,340
Sponsorship		77,000		14,750	91,750
Capital		4,000		30,000	34,000
Business Development					
Transfer to Reserves			7,500	19,000	26,500
Underlevies		17,727	5,000		22,727
<b>Total Expenses</b>	<b>127,800</b>	<b>1,002,129</b>	<b>404,966</b>	<b>285,650</b>	<b>1,820,545</b>

**Clarkson Business Improvement Area  
2018 Final Tax Rates and Levy**

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**Appendix 3**

	Description	Returned Assessment for 2018	Tax Rate	Tax \$
CT	Commercial	82,030,390	0.079418%	65,147
CH	Commercial Shared (PIL for Ed)		0.079418%	0
CM	Commercial Taxable (No Ed)		0.079418%	0
CK	Commercial Excess Land (PIL for Ed)		0.055593%	0
C4	Commercial Farm Awaiting Development II		0.079418%	0
CU	Commercial Excess Land		0.055593%	0
CJ	Commercial Vacant Land (PIL for Ed)		0.055593%	0
CX	Commercial Vacant Land		0.055593%	0
XC	Commercial New Construction - Lower Tier and Education Only		0.079418%	0
XH	Commercial New Construction Shared (PIL for Ed)		0.079418%	0
XJ	Commercial New Construction Vacant Land (PIL for Ed)		0.055593%	0
XK	Commercial New Construction Excess Land (PIL for Ed)		0.055593%	0
XT	Commercial New Construction		0.079418%	0
XU	Commercial New Construction Excess Land		0.055593%	0
XX	Commercial New Construction Vacant Land		0.055593%	0
DT	Office Building		0.079418%	0
DH	Office Building Shared (PIL for Ed)		0.079418%	0
DU	Office Building Excess Land		0.055593%	0
DK	Office Building Excess Land (PIL for Ed)		0.055593%	0
YC	Office Building New Construction - Lower Tier and Education Only		0.079418%	0
YH	Office Building New Construction Shared (PIL for Ed)		0.079418%	0
YK	Office Building New Construction Excess Land (PIL for Ed)		0.055593%	0
YT	Office Building New Construction		0.079418%	0
YU	Office Building New Construction Excess Land		0.055593%	0
ST	Shopping Centre	9,888,260	0.079418%	7,853
SU	Shopping Centre Excess Land		0.055593%	0
ZC	Shopping Centre New Construction - Lower Tier and Education Only		0.079418%	0
ZH	Shopping Centre New Construction Shared (PIL for Ed)		0.079418%	0
ZK	Shopping Centre New Construction Excess Land (PIL for Ed)		0.055593%	0
ZT	Shopping Centre New Construction		0.079418%	0
ZU	Shopping Centre New Construction Excess Land		0.055593%	0
GT	Parking Lot		0.079418%	0
IT	Industrial		0.079418%	0
IH	Industrial Shared (PIL for Ed)		0.079418%	0
I4	Industrial Farm Awaiting Development II		0.079418%	0
IU	Industrial Excess Land		0.055593%	0
IX	Industrial Vacant Land		0.055593%	0
II	Industrial - Water Intake System (PIL for Ed)		0.079418%	0
IJ	Industrial Vacant Land (PIL for Ed)		0.055593%	0
IK	Industrial Excess Land (PIL for Ed)		0.055593%	0
JH	Industrial New Construction Shared (PIL for Ed)		0.079418%	0
JI	Industrial New Construction - Water Intake System (PIL for Ed)		0.079418%	0
JJ	Industrial New Construction Vacant Land (PIL for Ed)		0.055593%	0
JK	Industrial New Construction Excess Land (PIL for Ed)		0.055593%	0
JN	Industrial New Construction - Non-Generating Station (PIL for Ed)		0.079418%	0
JS	Industrial New Construction - Generating Station (PIL for Ed)		0.079418%	0
JT	Industrial New Construction		0.079418%	0
JU	Industrial New Construction Excess Land		0.055593%	0
JX	Industrial New Construction Vacant Land		0.055593%	0
LT	Large Industrial		0.079418%	0
LH	Large Industrial Shared (PIL for Ed)		0.079418%	0
LJ	Large Industrial Vacant Land (PIL for Ed)		0.055593%	0
LK	Large Industrial Excess Land (PIL for Ed)		0.055593%	0
LU	Large Industrial Excess Land		0.055593%	0
KH	Large Industrial New Construction Shared (PIL for Ed)		0.079418%	0
KI	Large Industrial New Construction - Water Intake System (PIL for Ed)		0.079418%	0
KK	Large Industrial New Construction Excess Land (PIL for Ed)		0.055593%	0
KN	Large Industrial New Construction - Non-Generating Station (PIL for Ed)		0.079418%	0
KS	Large Industrial New Construction - Generating Station (PIL for Ed)		0.079418%	0
KT	Large Industrial New Construction		0.079418%	0
KU	Large Industrial New Construction Excess Land		0.055593%	0
KX	Large Industrial New Construction Vacant Land		0.055593%	0
<b>Total Returned Assessment</b>		<b>91,918,650</b>		<b>73,000</b>

**Port Credit Business Improvement Area  
2018 Final Tax Rates and Levy**

**8.6 - 11**

**Appendix 3**

	Description	Returned Assessment for 2018	Tax Rate	Tax \$
CT	Commercial	251,175,051	0.248736%	624,763
CH	Commercial Shared (PIL for Ed)		0.248736%	0
CM	Commercial Taxable (No Ed)		0.248736%	0
CK	Commercial Excess Land (PIL for Ed)		0.174115%	0
C4	Comm Farm Awaiting Development II		0.248736%	0
CU	Commercial Vacant Units		0.174115%	0
CJ	Commercial Vacant (PIL for Ed)		0.174115%	0
CX	Commercial Vacant Land	4,639,663	0.174115%	8,078
XC	Commercial New Construction - Lower Tier and Education Only		0.248736%	0
XH	Commercial New Construction Shared (PIL for Ed)		0.248736%	0
XJ	Commercial New Construction Vacant Land (PIL for Ed)		0.174115%	0
XK	Commercial New Construction Excess Land (PIL for Ed)		0.174115%	0
XT	Commercial New Construction	21,962,161	0.248736%	54,628
XU	Commercial New Construction Excess Land		0.174115%	0
XX	Commercial New Construction Vacant Land		0.174115%	0
DT	Office Building		0.248736%	0
DH	Office Building Shared (PIL for Ed)		0.248736%	0
DU	Office Building Vacant Units		0.174115%	0
DK	Office Building Excess Land (PIL for Ed)		0.174115%	0
YC	Office Building New Construction - Lower Tier and Education Only		0.248736%	0
YH	Office Building New Construction Shared (PIL for Ed)		0.248736%	0
YK	Office Building New Construction Excess Land (PIL for Ed)		0.174115%	0
YT	Office Building New Construction		0.248736%	0
YU	Office Building New Construction Excess Land		0.174115%	0
ST	Shopping Centre	16,028,735	0.248736%	39,869
SU	Shopping Centre Vacant Units		0.174115%	0
ZC	Shopping Centre New Construction - Lower Tier and Education Only		0.248736%	0
ZH	Shopping Centre New Construction Shared (PIL for Ed)		0.248736%	0
ZK	Shopping Centre New Construction Excess Land (PIL for Ed)		0.174115%	0
ZT	Shopping Centre New Construction	45,502,421	0.248736%	113,181
ZU	Shopping Centre New Construction Excess Land		0.174115%	0
GT	Parking Lot	6,048,319	0.248736%	15,044
IT	Industrial		0.248736%	0
IH	Industrial Shared (PIL for educ)		0.248736%	0
I4	Industrial Farm Awaiting Development II		0.248736%	0
IU	Industrial Vacant Units		0.174115%	0
IX	Industrial Vacant Land	556,500	0.174115%	969
II	Industrial - Water Intake System (PIL for Ed)		0.248736%	0
IJ	Industrial Vacant (PIL for Ed)		0.174115%	0
IK	Industrial Excess Land (PIL for Ed)		0.174115%	0
JH	Industrial New Construction Shared (PIL for Ed)		0.248736%	0
JI	Industrial New Construction - Water Intake System (PIL for Ed)		0.248736%	0
JJ	Industrial New Construction Vacant Land (PIL for Ed)		0.174115%	0
JK	Industrial New Construction Excess Land (PIL for Ed)		0.174115%	0
JN	Industrial New Construction - Non-Generating Station (PIL for Ed)		0.248736%	0
JS	Industrial New Construction - Generating Station (PIL for Ed)		0.248736%	0
JT	Industrial New Construction		0.248736%	0
JU	Industrial New Construction Excess Land		0.174115%	0
JX	Industrial New Construction Vacant Land		0.174115%	0
LT	Large Industrial		0.248736%	0
LH	Large Industrial Shared (PIL for Ed)		0.248736%	0
LJ	Large Industrial Vacant (PIL for Ed)		0.174115%	0
LK	Large Industrial Excess Land (PIL for Ed)		0.174115%	0
LU	Large Industrial Vacant Units		0.174115%	0
KH	Large Industrial New Construction Shared (PIL for Ed)		0.248736%	0
KI	Large Industrial New Construction - Water Intake System (PIL for Ed)		0.248736%	0
KK	Large Industrial New Construction Excess Land (PIL for Ed)		0.174115%	0
KN	Large Industrial New Construction - Non-Generating Station (PIL for Ed)		0.248736%	0
KS	Large Industrial New Construction - Generating Station (PIL for Ed)		0.248736%	0
KT	Large Industrial New Construction		0.248736%	0
KU	Large Industrial New Construction Excess Land		0.174115%	0
KX	Large Industrial New Construction Vacant Land		0.174115%	0
	<b>Total Returned Assessment</b>	<b>345,912,850</b>		<b>856,533</b>

**Streetsville Business Improvement Area  
2018 Final Tax Rates and Levy**

8.6 - 12

**Appendix 3**

	Description	Returned Assessment for 2018	Tax Rate	Tax \$
CT	Commercial	115,697,357	0.227560%	263,281
CH	Commercial Shared (PIL for Ed)		0.227560%	0
CM	Commercial Taxable (No Ed)		0.227560%	0
CK	Commercial Excess Land (PIL for Ed)		0.159292%	0
C4	Commercial Farm Awaiting Development II		0.227560%	0
CU	Commercial Excess Land		0.159292%	0
CJ	Commercial Vacant Land (PIL for Ed)		0.159292%	0
CX	Commercial Vacant Land	3,044,000	0.159292%	4,849
XC	Commercial New Construction - Lower Tier and Education Only		0.227560%	0
XH	Commercial New Construction Shared (PIL for Ed)		0.227560%	0
XJ	Commercial New Construction Vacant Land (PIL for Ed)		0.159292%	0
XK	Commercial New Construction Excess Land (PIL for Ed)		0.159292%	0
XT	Commercial New Construction	3,701,000	0.227560%	8,422
XU	Commercial New Construction Excess Land		0.159292%	0
XX	Commercial New Construction Vacant Land		0.159292%	0
DT	Office Building		0.227560%	0
DH	Office Building Shared (PIL for Ed)		0.227560%	0
DU	Office Building Excess Land		0.159292%	0
DK	Office Building Excess Land (PIL for Ed)		0.159292%	0
YC	Office Building New Construction - Lower Tier and Education Only		0.227560%	0
YH	Office Building New Construction Shared (PIL for Ed)		0.227560%	0
YK	Office Building New Construction Excess Land (PIL for Ed)		0.159292%	0
YT	Office Building New Construction		0.227560%	0
YU	Office Building New Construction Excess Land		0.159292%	0
ST	Shopping Centre	20,538,200	0.227560%	46,737
SU	Shopping Centre Excess Land		0.159292%	0
ZC	Shopping Centre New Construction - Lower Tier and Education Only		0.227560%	0
ZH	Shopping Centre New Construction Shared (PIL for Ed)		0.227560%	0
ZK	Shopping Centre New Construction Excess Land (PIL for Ed)		0.159292%	0
ZT	Shopping Centre New Construction		0.227560%	0
ZU	Shopping Centre New Construction Excess Land		0.159292%	0
GT	Parking Lot	467,500	0.227560%	1,064
IT	Industrial		0.227560%	0
IH	Industrial Shared (PIL for Ed)		0.227560%	0
I4	Industrial Farm Awaiting Development II		0.227560%	0
IU	Industrial Excess Land		0.159292%	0
IX	Industrial Vacant Land		0.159292%	0
II	Industrial - Water Intake System (PIL for Ed)		0.227560%	0
IJ	Industrial Vacant Land (PIL for Ed)		0.159292%	0
IK	Industrial Excess Land (PIL for Ed)		0.159292%	0
JH	Industrial New Construction Shared (PIL for Ed)		0.227560%	0
JI	Industrial New Construction - Water Intake System (PIL for Ed)		0.227560%	0
JJ	Industrial New Construction Vacant Land (PIL for Ed)		0.159292%	0
JK	Industrial New Construction Excess Land (PIL for Ed)		0.159292%	0
JN	Industrial New Construction - Non-Generating Station (PIL for Ed)		0.227560%	0
JS	Industrial New Construction - Generating Station (PIL for Ed)		0.227560%	0
JT	Industrial New Construction		0.227560%	0
JU	Industrial New Construction Excess Land		0.159292%	0
JX	Industrial New Construction Vacant Land		0.159292%	0
LT	Large Industrial		0.227560%	0
LH	Large Industrial Shared (PIL for Ed)		0.227560%	0
LJ	Large Industrial Vacant Land (PIL for Ed)		0.159292%	0
LK	Large Industrial Excess Land (PIL for Ed)		0.159292%	0
LU	Large Industrial Excess Land		0.159292%	0
KH	Large Industrial New Construction Shared (PIL for Ed)		0.227560%	0
KI	Large Industrial New Construction - Water Intake System (PIL for Ed)		0.227560%	0
KK	Large Industrial New Construction Excess Land (PIL for Ed)		0.159292%	0
KN	Large Industrial New Construction - Non-Generating Station (PIL for Ed)		0.227560%	0
KS	Large Industrial New Construction - Generating Station (PIL for Ed)		0.227560%	0
KT	Large Industrial New Construction		0.227560%	0
KU	Large Industrial New Construction Excess Land		0.159292%	0
KX	Large Industrial New Construction Vacant Land		0.159292%	0
<b>Total Returned Assessment</b>		<b>143,448,057</b>		<b>324,353</b>



**Malton Business Improvement Area  
2018 Final Tax Rates and Levy**

8.6 - 13

**Appendix 3**

	Description	Returned Assessment for 2018	Tax Rate	Tax \$
CT	Commercial	215,208,020	0.048609%	104,611
CH	Commercial Shared (PIL for Ed)		0.048609%	0
CM	Commercial Taxable (No Ed)		0.048609%	0
CK	Commercial Excess Land (PIL for Ed)		0.034026%	0
C4	Commercial Farm Awaiting Development II		0.048609%	0
CU	Commercial Excess Land	195,260	0.034026%	66
CJ	Commercial Vacant Land (PIL for Ed)		0.034026%	0
CX	Commercial Vacant Land	1,244,000	0.034026%	423
XC	Commercial New Construction - Lower Tier and Education Only		0.048609%	0
XH	Commercial New Construction Shared (PIL for Ed)		0.048609%	0
XJ	Commercial New Construction Vacant Land (PIL for Ed)		0.034026%	0
XK	Commercial New Construction Excess Land (PIL for Ed)		0.034026%	0
XT	Commercial New Construction	2,872,000	0.048609%	1,396
XU	Commercial New Construction Excess Land		0.034026%	0
XX	Commercial New Construction Vacant Land		0.034026%	0
DT	Office Building	1,484,150	0.048609%	721
DH	Office Building Shared (PIL for Ed)		0.048609%	0
DU	Office Building Excess Land		0.034026%	0
DK	Office Building Excess Land (PIL for Ed)		0.034026%	0
YC	Office Building New Construction - Lower Tier and Education Only		0.048609%	0
YH	Office Building New Construction Shared (PIL for Ed)		0.048609%	0
YK	Office Building New Construction Excess Land (PIL for Ed)		0.034026%	0
YT	Office Building New Construction		0.048609%	0
YU	Office Building New Construction Excess Land		0.034026%	0
ST	Shopping Centre	70,864,430	0.048609%	34,447
SU	Shopping Centre Excess Land		0.034026%	0
ZC	Shopping Centre New Construction - Lower Tier and Education Only		0.048609%	0
ZH	Shopping Centre New Construction Shared (PIL for Ed)		0.048609%	0
ZK	Shopping Centre New Construction Excess Land (PIL for Ed)		0.034026%	0
ZT	Shopping Centre New Construction		0.048609%	0
ZU	Shopping Centre New Construction Excess Land		0.034026%	0
GT	Parking Lot		0.048609%	0
IT	Industrial	8,764,855	0.048609%	4,261
IH	Industrial Shared (PIL for Ed)		0.048609%	0
I4	Industrial Farm Awaiting Development II		0.048609%	0
IU	Industrial Excess Land		0.034026%	0
IX	Industrial Vacant Land	630,500	0.034026%	215
II	Industrial - Water Intake System (PIL for Ed)		0.048609%	0
IJ	Industrial Vacant Land (PIL for Ed)		0.034026%	0
IK	Industrial Excess Land (PIL for Ed)		0.034026%	0
JH	Industrial New Construction Shared (PIL for Ed)		0.048609%	0
JI	Industrial New Construction - Water Intake System (PIL for Ed)		0.048609%	0
JJ	Industrial New Construction Vacant Land (PIL for Ed)		0.034026%	0
JK	Industrial New Construction Excess Land (PIL for Ed)		0.034026%	0
JN	Industrial New Construction - Non-Generating Station (PIL for Ed)		0.048609%	0
JS	Industrial New Construction - Generating Station (PIL for Ed)		0.048609%	0
JT	Industrial New Construction		0.048609%	0
JU	Industrial New Construction Excess Land		0.034026%	0
JX	Industrial New Construction Vacant Land		0.034026%	0
LT	Large Industrial		0.048609%	0
LH	Large Industrial Shared (PIL for Ed)		0.048609%	0
LJ	Large Industrial Vacant Land (PIL for Ed)		0.034026%	0
LK	Large Industrial Excess Land (PIL for Ed)		0.034026%	0
LU	Large Industrial Excess Land		0.034026%	0
KH	Large Industrial New Construction Shared (PIL for Ed)		0.048609%	0
KI	Large Industrial New Construction - Water Intake System (PIL for Ed)		0.048609%	0
KK	Large Industrial New Construction Excess Land (PIL for Ed)		0.034026%	0
KN	Large Industrial New Construction - Non-Generating Station (PIL for Ed)		0.048609%	0
KS	Large Industrial New Construction - Generating Station (PIL for Ed)		0.048609%	0
KT	Large Industrial New Construction		0.048609%	0
KU	Large Industrial New Construction Excess Land		0.034026%	0
KX	Large Industrial New Construction Vacant Land		0.034026%	0
<b>Total Returned Assessment</b>		<b>301,263,215</b>		<b>146,140</b>

**REPORT 2-2018**

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Public Vehicle Advisory Committee presents its second report for 2018 and recommends:

PVAC-0007-2018

That the deputation and associated PowerPoint presentation by Michelle Berquist, Project Leader, Transportation Planning with respect to “Mississauga Moves”, the Transportation Master Plan, be received for information.

(PVAC-0007-2018)

PVAC-0008-2018

That the deputation, verbal update and associated presentation by Michael Foley, Manager, Mobile Licensing Enforcement with respect to the Accessible On-Demand Vehicle for Hire Project and the TNC Pilot Project, be received for information.

(PVAC-0008-2018)

PVAC-0009-2018

That the deputation and associated written submission from Tejinder Singh Gill, Taxi Industry with respect to a request to amend By-law 420-04, as amended to eliminate the maximum number of taxi plates an owner may possess, be received for information.

(PVAC-0009-2018)

PVAC-0010-2018

1. That the 2014-2018 Public Vehicle Advisory Committee Work Plan be approved, as presented.
2. That staff consider adding an “expected completion date” column for future additions to the Work Plan.

(PVAC-0010-2018)

PVAC-0011-2018

1. That the meeting start time of the Public Vehicle Advisory Committee meeting to be held on June 12, 2018 be amended to 10:30 a.m.;
2. That funds in the amount of up to \$250.00 be allocated from the Council and Committees Budget for the costs associated with the Public Vehicle Advisory Committee appreciation luncheon.

(PVAC-0011-2018)

PVAC-0012-2018

That the correspondence dated February 14, 2018 from Chris Schafer, Uber Canada with respect to Uber Canada’s public awareness campaign, be received for information.

(PVAC-0012-2018)

PVAC-0013-2018

That the "Highlights: Changes to the Respectful Workplace and Workplace Violence Policies" document be received for information.

(PVAC-0013-2018)

## **REPORT 3 - 2018**

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Environmental Action Committee presents its third report for 2018 and recommends:

EAC-0013-2018

That the deputation and associated presentation by Dr. Chelsea Rochman, Professor, University of Toronto with respect to plastic contamination in the environment be received.  
(EAC-0013-2018)

EAC-0014-2018

That the deputation and associated presentation by Sumeet Jhingan, Energy Management Coordinator with respect to the Municipal Green Building Standard be received.  
(EAC-0014-2018)

EAC-0015-2018

That the update by Edward Nicolucci, Urban Designer with respect to the Green Development Strategy and the Mississauga Urban Design Awards (Green Component) be received.  
(EAC-0015-2018)

EAC-0016-2018

That the deputation and associated presentation by Julius Lindsay, Climate Change Specialist, and Paul Stewart, Planner with respect to the Climate Change Land Use Study be received.  
(EAC-0016-2018)

EAC-0017-2018

That the memorandum dated April 6, 2018 from Leya Barry, Climate Change Coordinator, Climate Change, Environment Division with respect to Climate Change Events be received.  
(EAC-0017-2018)

EAC-0018-2018

That the EAC Environmental Actions Summary updated for the April 17, 2018 meeting of the Environmental Action Committee, be received for information.  
(EAC-0018-2018)

EAC-0019-2018

That the Environmental Action Committee Work Plan updated for the April 17, 2018 meeting of the Environmental Action Committee, be approved.  
(EAC-0019-2018)

EAC-0020-2018

That the Updated Corporate Policy & Procedure: Respectful Workplace and Workplace Violence be received for information.

(EAC-0020-2018)

**REPORT 4 - 2018**

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Road Safety Committee presents its fourth report for 2018 and recommends:

RSC-0018-2018

That Anne Marie Hayes, Citizen Member, be appointed Chair of the Road Safety Promotional Subcommittee until the end of the Council term, November 30, 2018 or until a successor is appointed.

(RSC-0018-2018)

RSC-0019-2018

That the Draft Road Safety Promotional Subcommittee Terms of Reference, dated April 3, 2018, be approved as amended.

(RSC-0019-2018)

RSC-0020-2018

That Legislative Services staff and Communications staff work with Seema Ansari, Technical Analyst at the Region of Peel to coordinate the display of the following safety messages on mobile signs and further that the messages are divided equally amongst the designated locations each month:

- a) July:
  - i. Look for pedestrians and cyclists before turning
  - ii. Fine 3 Pts \$490, put down phone, save a life!
- b) August:
  - i. Drive safe, walk safe, cycle safe
  - ii. Fine 3 Pts \$490, put down phone, save a life!
- c) September:
  - i. School is back, slow down!
  - ii. Fine 3 Pts \$490, put down phone, save a life!
- d) November:
  - i. Be seen, be safe, be smart
  - ii. Fine 3 Pts \$490, put down phone, save a life!

(RSC-0020-2018)

RSC-0021-2018

That the draft minutes from the Road Safety Promotional Subcommittee meeting, dated April 3, 2018, be received for information.

(RSC-0021-2018)

RSC-0022-2018

That the Peel Regional Police Road Watch statistics for the month of March, dated April 6, 2018, be received for information.

(RSC-0022-2018)

RSC-0023-2018

That the verbal update on April 24, 2018, from Kimberly Hicks, Communications Advisor, with respect to MiWay Transit Advertising, be received and further that this matter be deferred to the Road Safety Promotional Subcommittee for further discussion once a quote has been obtained.

(RSC-0023-2018)

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## **REPORT 3 - 2018**

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Traffic Safety Council presents its third report for 2018 and recommends:

TSC-0024-2018

That the presentation and associated PowerPoint presentation by Matthew Sweet, Manager, Active Transportation with respect to the City of Mississauga's Cycling Master Plan be received for information.

(TSC-0024-2018)

TSC-0025-2018

1. That the request for the placement of a crossing guard at the intersection of Truscott Drive and Robillard Road for the students attending Hillcrest Middle School be denied as the warrants are not met.
2. That the Recreation Department be requested to close the P Gates at the park path where it exits onto Truscott Drive just west of Robillard Road for the students attending Hillcrest Middle School.
3. That Transportation and Works be requested to paint a stop bar at the stop sign on Robillard Road for the students attending Hillcrest Middle School.

(Ward 2)

(TSC-0025-2018)

TSC-0026-2018

1. That the request for the placement of a crossing guard at the intersection of Forest Avenue and Seneca Avenue for the students attending Forest Avenue Public School be denied as the warrants are not met.
2. That Transportation and Works be request to install intersection prohibitions on the east side of Seneca Avenue, for the students attending Forest Avenue Public School.
3. That the Principal of Forest Avenue Public School be requested to continue reminding students of the necessity to wear a helmet while riding their bike.

(Ward 1)

(TSC-0026-2018)

TSC-0027-2018

1. That the request for the placement of a crossing guard at the intersection of Castlebridge Drive and Greensboro Drive for the students attending Castlebridge Public School and Our Lady of Mercy Catholic Elementary School, be denied as the warrants are not met.
2. That Transportation and Works be requested to review the corner parking prohibitions at the intersection of Castlebridge Drive and Greensboro Drive, for the students attending Castlebridge Public School and Our Lady of Mercy Catholic Elementary School.

(Ward 9)

(TSC-0027-2018)



## TSC-0028-2018

1. That Transportation and Works be requested to review the signage on Havenwood in the school area of St. Sofia Catholic Elementary School.
2. That Parking Enforcement be requested to enforce “No Stopping” and “No Parking” prohibitions on Havenwood Drive between the peak times of 9:00 AM to 9:15 AM and from 3:50 PM to 4:10 PM , once Transportation and Works has updated signage, for the students attending St. Sofia Catholic Elementary School.

(Ward 3)

(TSC-0028-2018)

## TSC-0029-2018

1. That Parking Enforcement be requested to enforce “No Stopping” Prohibitions during the peak times of 8:20 AM – 8:45 AM and 3:00 PM – 3:30 PM on Escada Drive and Hideaway Place for the students attending St. Bernard of Clairvaux Catholic Elementary School.
2. That the Principal of St. Bernard of Clairvaux Catholic Elementary School be requested to continue to remind parents of the importance of adhering to the “No Left Turn” from the school exit driveway for the safety of students and improved traffic flow.
3. That the Traffic Safety Council School Walking Routes Subcommittee be requested to discuss the School Walking Routes Program with the Principal of St. Bernard of Clairvaux Catholic Elementary School.
4. That the Dufferin-Peel Catholic District School Board be requested to review the operation of the Kiss and Ride at St. Bernard of Clairvaux Catholic Elementary School at the morning entry and at the afternoon dismissal program.

(Ward 10)

(TSC-0029-2018)

## TSC-0030-2018

1. That the request for the placement of a crossing guard at the intersection of Tenth Line West and Tacc Drive for the students attending McKinnon Public School be denied as the warrants are not met.
2. That Transportation and Works be requested to consider the following:
  - a. Conduct a speed study to determine if enforcement is required on Tacc Drive for the students attending McKinnon Public School.
  - b. Refer the matter to Peel Regional Police, should the results of the speed study determine that enforcement is required on Tacc Drive for the students attending McKinnon Public School.

(Ward 10)

(TSC-0030-2018)

## TSC-0031-2018

1. That the warrants have been met for the retention of the crossing guard at the intersection of Bristol Road and Ceremonial Drive for the students attending Champlain Trail Public School.
2. That the Principal of Champlain Trail Public School be requested to continue reminding students and parents to always cross with the crossing guard on the east and south leg of Bristol Road and Ceremonial Drive.

(Ward 5)

(TSC-0031-2018)

TSC-0032-2018

1. That Transportation and Works be requested to review the following for the students attending Forest Avenue Public School:
  - a. the signage on the west side of Elmwood Avenue to allow parking and to install driveway prohibitions;
  - b. the signage on Forest Avenue in front of Forest Avenue Public School, once the construction is completed of the Queenscorp Housing on the south side of Forest Avenue.
2. That Parking Enforcement be requested to enforce the “No Stopping” Prohibitions on the east side of Elmwood Avenue once the “No Parking” on the West side has been removed, for the students attending Forest Avenue Public School.

(Ward 1)

(TSC-0032-2018)

TSC-0033-2018

That the Walk to School Subcommittee Minutes of the March 28, 2018 be received for information.

(TSC-0033-2018)

TSC-0034-2018

That the Parking Enforcement in School Zone Report for March 2018 be received for information.

(TSC-0034-2018)

TSC-0035-2018

That the Transportation and Works Action Items List for March 2018 be received for information.

(TSC-0035-2018)