



# AGENDA

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## GENERAL COMMITTEE

THE CORPORATION OF THE CITY OF MISSISSAUGA  
[www.mississauga.ca](http://www.mississauga.ca)

**WEDNESDAY, JUNE 13, 2012 – 9:00 A.M.**

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

### Members

Mayor Hazel McCallion	
Councillor Jim Tovey	Ward 1 (Chair)
Councillor Pat Mullin	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor Frank Dale	Ward 4
Councillor Bonnie Crombie	Ward 5
Councillor Ron Starr	Ward 6
Councillor Nando Iannicca	Ward 7
Councillor Katie Mahoney	Ward 8
Councillor Pat Saito	Ward 9
Councillor Sue McFadden	Ward 10
Councillor George Carlson	Ward 11

Contact:

Sacha Smith, Legislative Coordinator, Office of the City Clerk  
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[sacha.smith@mississauga.ca](mailto:sacha.smith@mississauga.ca)

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- B. Kristina Zietsma, Supervisor, Community Programs, Joanne Foote, Youth Plan Coordinator and Dana Wilson, Research Coordinator, Peel Children and Youth Initiative with respect to the Youth Friendly Community Application
- C. Item 1 John Kendell, Credit River Anglers Association

MATTERS TO BE CONSIDERED

- 1. Management Agreement – Boat Launch at Lakefront Promenade Park and Credit Village Marina (Ward 1)
- 2. Recreation Division Aquafitness Fees
- 3. A Mississauga Casino – Potential Implications
- 4. Oakville-Clarkson Air Quality Update (Wards 1 and 2)
- 5. Amendment to Animal Care and Control By-law 0098-04, as amended
- 6. Memorandum of Understanding with the Region of Peel regarding CanBike Cycling Safety Courses
- 7. Streetlighting Services Agreement
- 8. Proposed Street Name
- 9. Adoption of Private Street Names at University of Toronto – Mississauga Campus
- 10. Request for Traffic Control Signals – Erin Centre Boulevard at Churchill Meadows Boulevard (Ward 10)

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13. Churchill Meadows Parkland Agreement – The Erin Mills Development Corporation (Wards 10 and 11)
14. Park Naming – Park 493 -7150 Saint Barbara Boulevard (Ward 11)

ADVISORY COMMITTEE REPORTS

Mississauga Celebration Square Events Committee – Report 5-2012 – May 28, 2012

Environmental Advisory Committee – Report 5-2012 – June 5, 2012

Shark Finning Committee – Report 2-2012 – June 6, 2012

COUNCILLORS' ENQUIRIES

CLOSED SESSION

(Pursuant to Subsection 239 (2 and 3.1) of the *Municipal Act, 2001*)

- A. A proposed or pending acquisition or disposition of land by the municipality or local board – Memorandum of Agreement with Avion Motel Limited for the construction of mutual driveway for the new Fire Hall site at 6375 Airport Road (Ward 5)
- B. The security of the property of the municipality or local board – Hershey Centre (Ward 5)
- C. Labour relations or employee negotiations – Council Briefing on Fire Negotiations (verbal update)
- D. Educational Session – Hiring Retired City of Mississauga Employees Policy (verbal update)

ADJOURNMENT

CALL TO ORDERDECLARATIONS OF DIRECT (OR INDIRECT) PECUNIARY INTERESTAPPROVAL OF THE AGENDAPRESENTATIONSDEPUTATIONS

- A. Dr. Jamie Garvey, resident to request an exemption to the Animal Care and Control By-law 0098-04 at 3075 Kirwin Avenue (Ward 7)
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- C. Item 1 John Kendell, Credit River Anglers Association

MATTERS TO BE CONSIDERED

- 1. Management Agreement – Boat Launch at Lakefront Promenade Park and Credit Village Marina (Ward 1)

Corporate Report dated May 23, 2012 from the Commissioner of Community Services with respect to a Management Agreement for a boat launch at Lakefront Promenade Park and Credit Village Marina.

RECOMMENDATION

That a by-law be enacted to authorize the Commissioner of Community Services and the City Clerk to execute an agreement between the City of Mississauga and the Credit River Anglers Association covering management of the boat launch ramps at Lakefront Promenade Park and Credit Village Marina, in a form satisfactory to the City Solicitor.

- 2. Recreation Division Aquafitness Fees

Corporate Report dated May 25, 2012 from the Commissioner of Community Services in response to a petition received by Council in regards to the older adult rate for the Aquafitness program.

RECOMMENDATION

That the corporate report dated May 25, 2012 from the Commissioner of Community Services in response to the petition received by Council in late April in regards to the older adult rate for the Aquafitness program, be received for information.

3. A Mississauga Casino – Potential Implications

Corporate Report dated June 5, 2012 from the Commissioner of Planning and Building with respect to potential implications with a Mississauga casino.

RECOMMENDATION

That the report titled “A Mississauga Casino – Potential Implications” dated June 5, 2012 from the Commissioner of Planning and Building, be received for information.

4. Oakville-Clarkson Air Quality Update (Wards 1 and 2)

Corporate Report dated May 30, 2012 from the Commissioner of Community Services with respect to an update on Oakville-Clarkson Air Quality.

RECOMMENDATION

That the City of Mississauga continue working with the Ministry of the Environment and other community stakeholders on an air zone pilot project within Oakville-Clarkson and appoint the Manager of Environment, Environmental Management Section, Community Services Department as the City’s representative on the new Oakville-Clarkson Air Zone Management Advisory Committee.

5. Amendment to Animal Care and Control By-law 0098-04, as amended

Corporate Report dated May 29, 2012 from the Commissioner of Transportation and Works with respect to an amendment to the Animal Care and Control By-law 0098-04, as amended.

RECOMMENDATION

That Council enact a by-law to amend the Animal Care and Control By-law 0098-04, as amended, restricting the number of bird feeders allowed on residential properties to three.

6. Memorandum of Understanding with the Region of Peel regarding CanBike Cycling Safety Courses

Corporate Report dated May 28, 2012 from the Commissioner of Transportation and Works with respect to a Memorandum of Understanding with the Region of Peel regarding CanBike Safety Courses.

RECOMMENDATION

That the necessary by-law be enacted to authorize the Commissioner of Transportation and Works to enter into a Memorandum of Understanding with the Region of Peel and the Ontario Cycling Association, in a form satisfactory to Legal Services, outlining the way in which the City and Region are working in cooperation to make CanBike cycling safety programs available in Mississauga, as outlined in the report dated May 28, 2012 to General Committee from the Commissioner of Transportation and Works.

7. Streetlighting Services Agreement

Corporate Report dated May 28, 2012 from the Commissioner of Transportation and Works with respect to a Streetlighting Services Agreement.

RECOMMENDATION

1. That the Commissioner of Transportation and Works be authorized to notify Enersource Hydro Mississauga Services Inc. (EHMS) that the City will not renew the Streetlighting Services Agreement for an additional 5-year renewal term;
2. That the Commissioner of Transportation and Works be authorized to negotiate with EHMS the terms and conditions of a new 5-year renewal term for the provision of Streetlighting Services; and
3. That the new agreement negotiated with EHMS for the provision Streetlighting Services commencing January 1, 2014 be brought to General Committee for approval.

8. Proposed Street Name

Corporate Report dated May 16, 2012 from the Commissioner of Transportation and Works with respect to a proposed street name to be added to the City of Mississauga Approved Street Name Reserve List.

RECOMMENDATION

That the name **Smittys** be approved for use in the City of Mississauga, and be added to the City of Mississauga Approved Street Name Reserve List.

9. Adoption of Private Street Names at University of Toronto – Mississauga Campus

Corporate Report dated May 28, 2012 from the Commissioner of Transportation and Works with respect to the adoption of private street names at University of Toronto-Mississauga Campus.

RECOMMENDATION

That the names **Inner Circle, Outer Circle, Middle Road, Five Minute Walk, Residence Road, Principals Road** and **The Collegeway** be approved as street names for the private roads within the University of Toronto Mississauga campus, located north of Dundas Street West and East of Mississauga Road.

10. Request for Traffic Control Signals – Erin Centre Boulevard at Churchill Meadows Boulevard (Ward 10)

Corporate Report dated May 24, 2012 from the Commissioner of Transportation and Works with respect to a request for traffic control signals at the intersection on Erin Centre Boulevard and Churchill Meadows Boulevard.

RECOMMENDATION

That a traffic control signal not be installed at the intersection of Erin Centre Boulevard at Churchill Meadows Boulevard as warrants have not been satisfied.

11. Assumption of Municipal Services (Ward 11)

Corporate Report dated May 24, 2012 from the Commissioner of Transportation and Works with respect to the assumption of municipal services.

RECOMMENDATION

That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for City File “B” 034 TO 036/06, *Grossi Group (Mississauga) Developments Inc.*, (lands located North of Lamplight Way, West of Second Line West, East of Early Settler Row and South of Old Derry Road) and that the Letter of Credit in the amount of \$61,073.00 be returned to the developer.

12. Road Component of the Other Services Development Charge Credit for the Proposed Residential Subdivision T-11005 located south of Thomas Street, east of Tenth Line West (Ward 10)

Corporate Report dated May 15, 2012 from the Commissioner of Transportation and Works with respect to Road Component of the Other Services Development Charge Credit for the proposed Residential Subdivision T-11005 located south of Thomas Street, east of Tenth Line West.

RECOMMENDATION

That the Development Agreement for Plan T-11005 located south of Thomas Street, east of Tenth Line West, indicate that a Road Component of the Other Services Development Charge Credit in the amount of \$75,400.00 be afforded to Argo Park Developments Corp. for their cost associated with the sidewalk construction on the east side of Tenth Line West across the frontage of this plan.

13. Churchill Meadows Parkland Agreement – The Erin Mills Development Corporation (Wards 10 and 11)

Corporate Report dated May 29, 2012 from the Commissioner of Community Services with respect to the Churchill Meadows Parkland Agreement for the Erin Mills Development Corporation.

RECOMMENDATION

1. That PN 12-334, Parkland Over-Dedication Compensation - EMDC, be established with a gross and net budget of \$3,200,000 in order to compensate the developer for the over-dedication of parkland in the Churchill Meadows Planning District resulting in accordance with the Parkland Conveyance Agreement dated July 15, 2006, and that funds of \$3,200,000 be allocated from the Cash-in-Lieu of Parkland Dedication Reserve Fund (Account 32121) into the Parkland Over-Dedication Compensation-EMDC project (PN 12-334).
2. That all necessary by-laws be enacted.

14. Park Naming – Park 493 -7150 Saint Barbara Boulevard (Ward 11)

Corporate Report dated May 29, 2012 from the Commissioner of Community Services with respect to the park naming of Park 493 at 7150 Saint Barbara Boulevard.

RECOMMENDATION

That the following naming request be considered for the period of 30 days:

Park 493 in Ward 11 be named “Horseshoe Park”.

ADVISORY COMMITTEE REPORTS

Mississauga Celebration Square Events Committee – Report 5-2012 – May 28, 2012  
(Recommendation MCSEC-0020-2012 to MCSEC-0021-2012)

Environmental Advisory Committee – Report 5-2012 – June 5, 2012  
(Recommendation EAC-0027-2012 to EAC-0038-2012)

Shark Finning Committee – Report 2-2012 – June 6, 2012  
(Recommendation SFC-0007-2012 to SFC-0011-2012)

COUNCILLORS' ENQUIRIES



CLOSED SESSION

(Pursuant to Subsection 239 (2 and 3.1) of the *Municipal Act, 2001*)

- A. A proposed or pending acquisition or disposition of land by the municipality or local board – Memorandum of Agreement with Avion Motel Limited for the construction of mutual driveway for the new Fire Hall site at 6375 Airport Road (Ward 5)
- B. The security of the property of the municipality or local board – Hershey Centre (Ward 5)
- C. Labour relations or employee negotiations – Council Briefing on Fire Negotiations (verbal update)
- D. Educational Session – Hiring Retired City of Mississauga Employees Policy (verbal update)

ADJOURNMENT



# Corporate Report

Clerk's Files

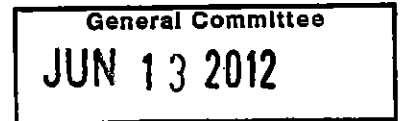
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**DATE:** May 23, 2012

**TO:** Chair and Members of General Committee  
Meeting Date: June 13, 2012



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

**SUBJECT:** **Management Agreement - Boat Launch at Lakefront Promenade  
Park and Credit Village Marina (Ward 1)**

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**RECOMMENDATION:** That a by-law be enacted to authorize the Commissioner of Community Services and the City Clerk to execute an agreement between the City of Mississauga and the Credit River Anglers Association covering management of the boat launch ramps at Lakefront Promenade Park and Credit Village Marina, in a form satisfactory to the City Solicitor.

**BACKGROUND:** From 1998 to 2011, the Credit River Anglers Association (CRAA) operated the boat launch ramps at Lakefront Promenade Park and the Credit Village Marina, on behalf of the City of Mississauga. The operating agreement covered management of the boat launch ramps from July to September and the collection of launch fees. The net proceeds accrued by the Credit River Anglers Association were used for many projects which included stream rehabilitation, river clean ups, tree planting projects, fishery education, fish hatchery and habitat development.

**COMMENTS:** Staff propose to enter into a similar agreement for 2012, for a Five (5) year period allowing the Credit River Anglers Association to continue to manage both City launch ramps, collect fees, control traffic, promote safe boating and educate the public about good fishing habits.

The Anglers will also continue to operate the fish cleaning and weigh station associated with the Great Ontario Salmon Derby. The ramps will be staffed seven days per week from early July to the end of August. The net proceeds will be used by the Anglers to reinvest in the Credit River water shed. An agreement has been drafted to cover the terms and conditions, in a form satisfactory to the City Solicitor.

The CRAA staff operating the launch ramp will be covered under CRAA's insurance and WSIB. They are trained prior to the start of the season and receive on going training from the launch ramp manager.

**STRATEGIC PLAN:** Reinvesting in the Credit River Watershed leads and encourages an environmentally responsible approach in support of the Living Green Pillar.

**FINANCIAL IMPACT:** Launch ramp fees are included in the Fees and Charges By Law approved by Council annually in January. Mississauga's 2012 fees are \$10.00 per launch or \$70.00 per season (HST included). Please see Appendix 1 for GTA launch ramp fee comparison.

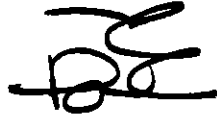
CRAA's annual average net proceeds from the program are \$20,000 per year. CRAA will retain all fees and is responsible for revenue management. The City avoids the cost of providing additional City marina staff, due to CRAA's management of the launch ramps and the Great Ontario Salmon Derby's weigh station.

**CONCLUSION:** The ongoing partnership with the Credit River Anglers Association provides an employment opportunity for local students to manage the boat launch ramps at Lakefront Promenade Park and Credit Village Marina with net proceeds being reinvested into Credit River watershed projects.

CRAA also provides necessary support services during the Salmon Derby including traffic control and operation of the fish weigh station.

The program operates at no cost to the City of Mississauga, and is a valuable ongoing partnership that enhances the health of the Credit River watershed.

**ATTACHMENTS:** Appendix 1: Launch Ramp Fee Comparison



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

*Prepared By: David Broderick, Manager  
Lakefront Promenade and Credit Village Marinas*

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City	Launch Ramp	Daily	Seasonal
Mississauga	Port Credit and Lakefront Promenade Park	\$10.00	\$70.00
St. Catherines	Lighthouse Road in Port Dalhousie	\$12.00	N/A
Oakville	Oakville Harbour Public Boat Launch Ramp - Shipyard Park (Forsythe Street) Bronte Harbour Public Boat Launch Ramp - West River Street	\$17.00	Resident of Oakville-\$150.00 +HST Non-Resident-\$175.00+HST Charter-\$325.00+HST
Pickering	French Man's Bay Marina	\$14.29	\$200.00
Whitby	Port Whitby Marina	\$8.85	\$106.19
Toronto	Ashbridges Bay Public Launch ramp	No fee	
Toronto	Humber Bay Public Launch ramp	No fee	
Toronto	Murray Curtis Public Launch ramp	No fee	
Scarborough	Bluffers Park	No Fee	
50 point conservation	Conservation launch	\$23.00	\$119.95



# Corporate Report

Clerk's Files

Originator's  
Files

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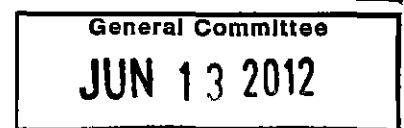
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**DATE:** May 25, 2012

**TO:** Chair and Members of General Committee  
Meeting Date: June 13, 2012

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

**SUBJECT:** **Recreation Division Aquafitness Fees**



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**RECOMMENDATION:** That the corporate report dated May 25, 2012 from the Commissioner of Community Services in response to the petition received by Council in late April in regards to the older adult rate for the Aquafitness program, be received for information.

**REPORT  
HIGHLIGHTS:**

- Response to the petition received by Council in late April regards to the older adult rate for Aquafitness program.
- Aquafitness rates are aligned with other municipalities. Varied discounts for older adults amongst municipalities, account for differences in the per class amount for older adults.

**BACKGROUND:** Preliminary recommendations for a pricing framework to guide pricing decisions for programs, rentals and memberships as proposed by the 2011 Pricing Study for Recreation and Parks, were reviewed and approved by Council at the November 14, 2011 Budget Committee Meeting.

As part of the review, staff analyzed pricing policies from other municipalities and developed a number of key assumptions and principles which include but are not limited to: user fees reduce

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reliance on taxes to fund programs and services; fees must be set knowing the full cost to deliver the program or service; the method and rationale for setting fees must be clear and understandable for everyone; and fees will be reviewed regularly to ensure that they meet financial targets as well as the City's goal of encouraging active, healthy living for all residents.

Public consultation was facilitated by an external consultant that solicited impressions, opinions, and feedback on the recommendations proposed in the *Recreation and Parks Pricing Study Final Report*.

**PRESENT STATUS:**

The pricing framework that was proposed by the Pricing Study Team took into account a number of factors in order to set appropriate price levels for the wide variety of recreation activities delivered by the City of Mississauga. These factors included:

- Costs associated with delivering the program or service;
- Equitability and fairness with regard to the price paid by individual residents for the use of the service;
- Societal benefits derived through delivering these services;
- Market conditions and pricing levels, when applicable.

Prior to setting prices, a review of revenue and expense trends was conducted to determine the percentage of costs currently being recovered through user fees. Any costs not recovered through user fees are subsidized through the general property tax base.

Pricing impacts for recreational program participants

The review considered how pricing could be: consolidated; made more accurate to also reflect program costs; and made more consistent across all services and locations. As a result, some program fees increased in price, while many programs decreased in price. Of the 865 programs reviewed through the study, the average price increase was \$0.41 per hour. Through the study, prices were consolidated replacing 256 distinct price points with 34 individual hourly price points.

In addition to the recommendation on cost recovery, the pricing study also made recommendations with respect to targeted discounts for identified user groups and/or demographic segments. For a more equitable pricing structure it was recommended that all demographic groups currently receiving a discounted price be standardized at 20% off the adult rate.

With respect to pricing for older adults, the Pricing Study recommended that the older adult discount be applied uniformly at the age of 65. This responds to Mississauga's changing demographics and the Older Adult Plan recommendations endorsed by Council in 2008.

Preliminary pricing recommendations were reviewed with selected stakeholder groups and the general public in November of 2011. That input was considered and incorporated in the final Pricing Study Report submitted and endorsed by Council in December 2011. Information was communicated and public comments were encouraged through the City's website, print advertising, direct mail to stakeholders, posters at Community Centres, and media coverage. The formal public engagement process included 5 sessions, with 1 session specific to Older Adults held on November 7, 2011.

**COMMENTS:**Transition to New Structure

As a way of transitioning towards the new price structure, for those individuals between the ages of 60 and 65 years of age the Pricing Study recommended 'grandfathering' older adult discounts to those who have previously registered for a recreation program or purchased a membership. This was not possible for single visit drop-in rates as we do not collect information on pay as you go clients.

Older adults that can provide proof of registration in a course that was previously eligible for a 50% discount (e.g. Aquafitness) during the period of April 1, 2011 – April 1, 2012 are eligible to receive a discount of 20%. Similarly, individuals currently aged 60 or older who possess an active older adult membership will continue to receive a discounted rate of 20%, regardless if they have reached the age of 65 as of April 1, 2012. As an additional incentive to participate the Pricing Study recommended that older adults who possess an active membership also receive 20% off all programming within that line of business.



### Aquafitness

Aquafitness is a program designed for non-swimmers and swimmers alike and is ideal for individuals who want to reduce the amount of stress placed on joints or for those who are interested in cross training options from land based activities. Program participation during the last 2 years indicates a mixture of both older adult and adult users.

Older adult users participating in the Aquafitness registered program were impacted in two ways by the Pricing Study. First, adult rates for this program increased by 6%, to better align Aquafitness with similar programs. Second, there existed a situation where older adults received a 50% discount on four random aquatic programs, creating inconsistency with other programs within aquatics, and across all program offerings. A rationale could not be found to support this discount and as such, it was recommended that this discount be eliminated in favour of a more broad based discount for older adult members on all programs, who possess a valid membership. In order to minimize the impact of the change it was recommended that these four programs be 'grand-fathered' (allowing for a discount to remain for all applicable users), but that the discount be reduced to 20% in order to be consistent with the discount applied to all identified user groups (youth, student, older adults and person with a disability) for recreation programs.

The following chart illustrates the impact of the rate change based on a 45 minute Aquafitness class:

#### *Aquafitness Rate Change (45 Minute Class)*

	<b>Old Rate (pre-tax)</b>	<b>New Rate (pre-tax)</b>	<b>Change (S)</b>	<b>Change (%)</b>
<b>Adult</b>	\$65.14	<b>\$69.19</b>	\$4.05	6.2%
<b>Older Adult</b>	\$32.54	<b>\$55.35</b>	\$22.81	70.1%
<b>Older Adult* Discount</b>	50%	20%	n/a	n/a

Aquafitness Benchmarking

The following table illustrates one hour class price points for older adults:

*Aquafitness Benchmarking (1 Hour Class Comparison)*

City	Adult Amount for 9 classes*	Older Adult Discount	Older Adult Hourly Class Rate**
Ottawa	\$135.00	10%	\$11.05
Mississauga	\$92.25	20%	\$8.20
Oakville	\$103.46	35%	\$7.47
Brampton	\$80.10	35%	\$5.79
Guelph	\$62.64	20%	\$5.57
Toronto	\$95.00	50%	\$5.28

\* All regular amounts are based on a resident rate.

\*\* Classes have been prorated to 1 hour for the comparison purpose.

In conducting benchmarking on Aquafitness related rates, it was found that the City of Mississauga's Aquafitness rates are aligned with other municipalities. Varied discounts for older adults amongst municipalities, account for differences in the per class amount for older adults.

**FINANCIAL IMPACT:** The Pricing Study reviewed Aquafitness registered programs and found that in 2010 it accounted for \$91,371.81 in revenue and 17,196 participant hours. Program participation indicated a mixture of both older adult and adult users.

**CONCLUSION:** Of the 865 program price points reviewed by the Pricing study team, to date we have only received resident responses on this one program, a testament to the thoroughness and rigour of the rationale and framework of the Pricing Study. The objective of the Pricing Study was to implement a new consolidated and consistent pricing structure for Recreation programs and services, that allows for a simpler, easier to understand fee structure, that will position the Recreation and Parks divisions to allocate resources, monitor program trends, and facilitate

easier interaction with residents through marketing and on-line channels. The recommendations emanating from the study strike a balance between user fees and property tax based subsidies.

The modest (6%) increase in the Aquafitness pricing combined with the reduced discount (50% to 20%) created a pricing impact to older adults; however, benchmarking demonstrates that the City's base (adult) price for Aquafitness is competitive with surrounding municipalities. Additionally, this reduced discount provides consistency across the aquatics line of business and aligns with other recommendations from the Pricing study. In addition, numerous City aquatic pool facilities have been recently completed or are in the midst of renovation, ameliorating the customer experience for many of our Aquafitness users.



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

*Prepared By: Derek Boyce, Manager, Business Planning*



# Corporate Report

Clerk's Files

Originator's  
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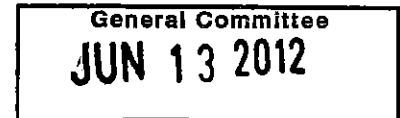
**DATE:** June 5, 2012

**TO:** Chair and Members of General Committee  
Meeting Date: June 13, 2012

**FROM:** Edward R. Sajecki  
Commissioner of Planning and Building

**SUBJECT:** **A Mississauga Casino – Potential Implications**

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**RECOMMENDATION:** That the report titled "*A Mississauga Casino - Potential Implications*" dated June 5, 2012 from the Commissioner of Planning and Building, be received for information.

**REPORT  
HIGHLIGHTS:**

- Mississauga's east waterfront area has been identified by the Ontario Lottery and Gaming Corporation (OLG) as a potential candidate gaming zone for a GTA casino;
- Positive economic and social impacts from a casino include: revenue stream, infrastructure investment, spinoff economy, potential property value uplift (depending on location), jobs, and leisure and entertainment options;
- Negative economic and social impacts from a casino include: infrastructure maintenance costs, service upgrade costs, local business competition, increased traffic, potential property devaluation (depending on neighbourhood impacts), problem gambling, crime, and low paying jobs;
- Major Ontario casinos were developed by the OLG in the mid-90's when economic development from casinos was welcomed with little to no opposition. These casinos provide a significant tourist draw and benefit the municipalities with jobs, spinoff economy and property tax and host city casino revenues. Increases in crime and

social issues have occurred in some municipalities, but local policing dedicated to casino operations and gambling addiction counselling services have been provided to help curtail these issues;

- The OLG's multi-stage procurement process to seek input from potential private-sector gaming vendors has begun. The OLG issued a *Request for Information* on May 17, 2012, to gather information from potential vendors and assess vendor interest, market options and risks. Next, a *Request for Pre-Qualification* will be issued to give vendors interested in submitting a *Request for Proposal (RFP)* an opportunity to submit qualifications. Finally, the RFP process may begin in fall 2012; and
- The City will monitor the RFP process and respond to any applications that might come forward for Mississauga.

**BACKGROUND:**

The Ontario Lottery and Gaming Corporation (OLG) has announced a plan to modernize the Province's lottery and gaming industry in order to adapt to a changing gaming environment and demographic profile and to generate greater and more sustainable net revenue to the Province.

OLG has identified Gaming Zones across the province where new gaming facilities could be permitted. Several GTA municipalities, including Mississauga, have been identified as potential gaming zones.

Identified GTA municipalities are now grappling with whether or not they support a casino and are looking for more information about the real impacts, both positive and negative.

OLG is modernizing lottery and gaming

OLG's March 12, 2012 report, entitled, "Modernizing Lottery and Gaming in Ontario: Advice to Government" includes three recommendations:

1. Become more customer-focused;
2. **Expand regulated private sector delivery of lottery and gaming;** and
3. Renew OLG's role in oversight of lottery and gaming.

These recommendations, together with OLG's ongoing initiatives, will by 2017-18, result in:

- Additional \$1.3 billion in annual net profit to the Province;
- Additional \$3 billion in new private sector capital investment; and,
- Employment growth by over 2,300 net new lottery and gaming industry jobs as well as an estimated 4,000 service sector jobs.

Recommendation #2 involves shifting the day-to-day operation and capital development of new or expanding gaming facilities to the private sector, while OLG maintains control and accountability functions. This recommendation will have the most impact on communities as private sector lottery and gaming businesses eventually come forward with development proposals.

#### OLG's procurement process for modernization plan

On May 17, 2012, OLG announced a new competitive and transparent procurement process to seek input from potential vendors as it expands regulated private-sector gaming in Ontario. The multi-stage process includes:

- *Request for Information (RFI)* - allows the OLG to gather valuable information from potential regulated vendors and help determine the range of options available in the market and assess potential vendor interest, as well as risks. The RFI was issued May 17, 2012 and is published on MERX tendering system ([www.merx.com](http://www.merx.com)).
- *Request for Pre-Qualification (RFPQ)* – gives vendors interested in the RFP an opportunity to submit information on their financial and technical capabilities. OLG will then select pre-qualified vendors.
- *Request for Proposal (RFP)* – gives the selected vendors the opportunity to bid on specific products and/or services within the gaming business. Once the bidding process is complete, the OLG will select vendors to become the regulated private sector providers for gaming and lottery. *OLG may begin the RFP process as early as fall 2012.*

### Gaming zones and potential sites

The RFI outlines 29 potential Gaming Zones across the province where regulated private-sector providers will be allowed to operate a single gaming facility subject to relevant approvals, including business case and municipal, ministry and environmental agency approvals.

Although 29 gaming zones have been identified, the OLG will focus only on communities that are interested in having gaming facilities. Two gaming zones (C1 and C2) are identified within the GTA, but only one 5,000 slot casino will be allowed between these two zones (see Appendix 1).

Zone C1 has three contenders for a GTA casino:

- Mississauga east waterfront location;
- Toronto waterfront location; and
- York Region (Markham or Richmond Hill).

Zone C2 includes the existing OLG Slots at Woodbine Racetrack. OLG Slots already has plans for 3,000 slots by December 2012.

### **GTA MUNICIPALITIES IDENTIFIED**

#### Toronto is the preferred choice for a casino-entertainment complex

OLG favours a casino site in the downtown Toronto core, and preferably a waterfront location.<sup>1</sup> The vision is for an “iconic entertainment centre” with fine dining, shops and theatres on Toronto’s waterfront.<sup>2</sup> OLG notes that if it goes elsewhere (outside of downtown Toronto), plans for a large resort and entertainment complex will be scaled down.<sup>3</sup>

For MGM Resorts, the corporation that runs major Las Vegas casinos like Bellagio, a downtown Toronto location is the only choice for a casino/retail/hotel complex. A waterfront location is even more desirable according to senior MGM Resorts executive, Alan Feldman, since the “farther away you get from either the central business district or the water, the less likely it becomes an opportunity (for MGM).”<sup>4</sup> He would also be surprised if a large-scale integrated resort in Mississauga or Markham was viable.<sup>5</sup>

There are four potential casino sites that have been discussed for Toronto - the Woodbine Live racetrack complex in Rexdale (a development approved in 2007, but not yet built), Exhibition Place on the west waterfront, Ontario Place, or the yet-to-be developed Port Lands on the east waterfront.<sup>6</sup>

#### Municipal Councils still undecided

The City of Toronto's Mayor Rob Ford has shown interest in establishing Toronto as the GTA casino location, however, supports further study of the issue. Following the completion of a City staff report on the potential costs and benefits of a potential casino development<sup>7</sup>, the City's Executive Committee will consider the matter by October, 2012.

Debate is already underway in Toronto. On Monday, May 14, 2012, Toronto's Executive Committee considered *two motions* opposing the construction of a casino in Toronto. Both motions were referred to the City Manager without a decision:

- The first motion (EX20.15) recommends a city-wide referendum on the casino topic, before any casino be permitted. This would result in a delay in a casino decision until the city's next election in October of 2014. The city held a referendum in 1997 on whether to allow a casino or permanent gaming facility in the city – 72% of Torontonians voted against a casino at that time.
- The second motion (EX20.16) seeks to maintain the Ontario Place site as a "Place for Families and a Public Space" and contends that a casino is a private space closed off to families. A subsequent town hall meeting on the future of Ontario Place was held on June 5, 2012. Following the meeting, John Tory, the Chair of the Advisory Panel on Ontario Place Revitalization, announced the conclusion that Ontario Place is not the appropriate site for a casino.<sup>8</sup>

#### **MISSISSAUGA'S CASINO POTENTIAL**

Given Mississauga's proximity to downtown Toronto and potential waterfront site opportunity, Mississauga is likely next in line as a potential casino location if OLG is unable to secure a Toronto site.



Private-sector developers may start to submit casino development applications shortly after the conclusion of the OLG's RFP process, including vendor selection. The OLG's RFP process may commence in fall 2012. The City will monitor the RFP process and respond to any applications that might come forward for Mississauga.

While a casino is not specifically permitted in the Official Plan, it could be regarded as an "entertainment facility" which is a use permitted within a number of designations. Designations that would permit an entertainment facility include: Mixed Use, Convenience Commercial, Business Employment, Industrial, Downtown Mixed Use and Downtown Core Commercial designations.

The zoning by-law does not allow for a casino. An application to amend the zoning by-law would, therefore, be required.

**COMMENTS:****CASINO IMPACTS – POSITIVE AND NEGATIVE**

The information below on potential impacts from casino development is derived from a literature review of the topic and from discussions with planning or corporate services departments in municipalities where established casino-entertainment complexes are located, including, the City of Niagara Falls, City of Windsor and Township of Ramara in Ontario, and the City of Richmond in British Columbia.

Recent information on the casino impact topic is available in a 2011 Final Report prepared for the Canadian Consortium for Gambling Research, entitled, "The Social and Economic Impacts of Gambling."<sup>9</sup> The report includes an extensive literature review. The impact overview below refers predominantly to this report as it represents the most comprehensive and current information available on the topic, based upon our literature review.

Of particular note from the abovementioned 2011 report, is that "Judging the overall positive or negative nature of gambling will always be a subjective determination about the relative importance of the observed social impacts compared to the observed economic impacts."<sup>10</sup> It is important to comprehensively assess all potential impacts in a socioeconomic impact analysis and to give economic/monetary impacts equal prominence to the social/nonmonetary impacts.<sup>11</sup>

According to American economist Earl Grinois, author of “Gambling in America: Costs and Benefits” (2004), casino gambling causes up to \$289 in social costs for every \$46 of economic benefit.<sup>12</sup>

### **Positive Impacts of Casinos:**

#### *Economic*

- **Revenue Generator** – In Ontario, net revenues from the sale of lottery products and from the proceeds of casinos and other gaming sites go directly to the Government and to non-profit organizations that provide services to Ontarians. These revenues support such programs as health care, promoting physical fitness, sport, recreation and cultural activities. Annual funding is also provided to the Ontario Trillium Foundation for distribution to charities and other organizations.<sup>13</sup>
- **Municipal Revenue Source** – In addition to property tax revenue, a municipality hosting a casino, or resort casino, receives annual compensation distributed by the Ontario Lottery and Gaming Corporation. For example, the host cities of Windsor and Niagara Falls, each receive \$2.6 million annually for ten years, followed by \$3 million annually for the next ten years (commencing May 1, 2008 at Windsor; commencing December 7, 2010 at Niagara, then \$3 million annually adjusted for the Canadian Price Index).<sup>14</sup>
- **Infrastructure Value** – “The construction of a new gambling venue adds to the physical assets and wealth of the local community. This is especially true if this new venue is associated with infrastructure upgrades (e.g., roads, electrical, sewage) to accommodate the new facility, and if the new building and infrastructure upgrades are financed by out-of-jurisdiction investors. Increased infrastructure value can also occur when a new gambling venue stimulates the construction of complementary businesses (e.g., hotels, restaurants) to take advantage of the increased patronage of the area.”<sup>15</sup>
- **Spinoff Economy** – “Positive impacts on other businesses have been most commonly reported with ‘destination casinos’ that draw their patronage from outside the immediate area (i.e., bringing in a true influx of wealth), require overnight stays, and are located in tourist areas offering other entertainment and sightseeing

opportunities. Hospitality sectors benefit most consistently, including hotels, restaurants, lounges, and other types of entertainment. These positive local impacts are especially enhanced when the number of visitors is large relative to the local population, when baseline levels of economic activity are low, when casino supplies are purchased locally, and when employee wages are spent in the local area.”<sup>16</sup>

- **Property Values** – “A new gambling venue may increase the value of adjacent property to investors who may desire to build complementary businesses (e.g. hotels, restaurants).”<sup>17</sup> Changes in property values will also impact property tax revenue.<sup>18</sup> In the case of property value uplift, the municipality will benefit from increased property tax revenue.

### *Social*

- **Employment** – A casino will bring new gambling-related jobs and generate spin-off employment to other business sectors, particularly the hospitality industry. The development of a new casino will also generate temporary construction jobs.
- **Leisure Activity** – One of the important positive impacts of gambling is that it provides entertainment value and an additional leisure option for the local and regional population.<sup>19</sup>

### **Negative Impacts of Casinos**

#### *Economic*

- **Infrastructure Costs** – “The maintenance of physical infrastructure (e.g., roads, utilities, sewage) is usually a government responsibility, and a new gambling venue puts added stress on this physical infrastructure because of the increased patronage in the area.”<sup>20</sup>
- **Service Upgrade Costs** – Increased health care, social service, policing, and other public service costs are related to the fallout from problem gambling.<sup>21</sup> Public transit upgrades may be required to provide service for casino employees, not only during typical commuting hours but also during off-peak hours.

- **Local Business Vacuum** – Many casinos offer hotels, restaurants, and entertainment in addition to their traditional gambling activities. These associated amenities could potentially compete with similar businesses in the local area. On the other hand, it is possible that local hotels, restaurants and entertainment venues might benefit from casino overflow business. Negative impacts on other business have been reported most commonly in studies where gambling patronage is derived locally, i.e. non-destination type casinos.<sup>22</sup>
- **Increased Traffic** – A new casino will result in increased traffic from casino guests and employees. Casino guests may arrive by private vehicle, public transit or private coach (i.e., tour groups). It is critical to determine how local traffic patterns will be impacted and if the existing road infrastructure has the capacity to serve a proposed casino development.<sup>23</sup> A range of transit options could mitigate traffic generated if provided with sufficient frequency.<sup>25</sup>
- **Property Values** – “A new gambling venue might increase noise, traffic, and parking difficulties and/or attract undesirable clientele to the neighbourhood.”<sup>24</sup> These are factors that could negatively impact property value.

### *Social*

- **Problem Gambling** – Studies have shown that an increase in the availability of gambling (e.g. casinos) is associated with an increase in problem gambling rates. Casinos have a greater addiction potential because they offer continuous forms of gambling (electronic gaming machines and casino table games). “There are both monetary and social/non-monetary costs associated with problem gambling. The *monetary costs* include money spent on: a) treatment and prevention; b) policing, prosecution, incarceration, and probation for gambling-related crime; c) child welfare involvement for gambling-related family problems; and, d) unemployment and welfare payments and lost productivity because of gambling-related work problems. The *social/non-monetary* impacts include things such as mental health problems, suicide, family/relationship problems, and divorce.”<sup>25</sup>

- **Crime** – “Theoretically, the introduction of legal gambling should influence crime rates in one of several ways: a) increasing the number of problem gamblers, a percentage of which will commit crimes to support their gambling; b) certain forms of gambling offer increased opportunities for illegal activity to occur (i.e., passing counterfeit money, money laundering, loan-sharking, cheating-at-play, theft, fraud); c) by creating venues (i.e., casinos) that serve alcohol and thereby contribute to alcohol-related offences (i.e., assault) and/or disproportionately attract a clientele with criminal tendencies; d) by increasing the overall number of visitors to the area (to be taken into account when determining a jurisdiction’s crime rate per capita).”<sup>26</sup>

“Empirically, the evidence is somewhat mixed concerning the impact that legal gambling introduction has on crime rates.”<sup>27</sup>

While the most common finding is that crime rates increase with increased gambling activity, there are also studies that have found gambling introduction to have no impact on crime. One factor that can potentially mediate the relationship between gambling introduction and crime is the existence of jurisdictional policies that protect against the negative impacts of gambling (e.g., programs to prevent problem gambling, enhanced security/policing in casinos).<sup>28</sup>

- **Employment** – There are several employment impacts: a) gambling industry employment is typically low skilled and low paid, with the exception of managerial jobs; b) if casino employees are not from the local area and spend their wages outside the region, then both the local employment and revenue benefits from the casino can be fairly minimal; and, c) there may be new jobs resulting from a casino, but there may be no net employment gain if casino and related jobs are lost in other geographic areas (e.g., a GTA casino may result in job losses in Niagara Falls).

## EXPERIENCE OF MUNICIPALITIES WITH CASINOS

### City of Windsor

- Casino Windsor, now Caesars Windsor, was Ontario’s first casino. It originally opened in 1994 in a temporary location then moved to a permanent location in 1998 and included a new hotel. In 2008, the casino completed a \$400 million expansion of non-gaming

amenities including a hotel tower, 9,290 m<sup>2</sup> (100,000 sq. ft.) of convention space and a 5,000 seat entertainment centre.

- Caesars Windsor is the leading tourist attraction for the City with approximately 3.6 million visitors per year. It is also one of the largest employers with approximately 2,500 employees.<sup>29 30</sup>
- According to Onorio Colucci, the city's chief financial officer and treasurer, the Windsor casino provides the city with \$7 million a year in property tax, a \$3 million casino hosting fee that pays for 25 police officers, as well as \$1.5 million in revenue from slot machines. "It's one of the city's biggest employers, it's helped diversify our economy and it's provided significant revenue." The money is used for capital projects as well as to help fund projects for underprivileged children, Colucci said.<sup>31</sup>
- Caesars Windsor is not concerned about competition from a potential Toronto casino resort since 80-percent of its patrons are from the USA. There is concern from the union representing casino employees about the competition from new casinos opening in Ohio.<sup>32</sup> Eight new casinos proposed in Michigan would bring further competition.<sup>33</sup>

#### City of Niagara Falls

- Casino Niagara (opened 1996) and Niagara Fallsview Casino Resort (opened 2004), have both spurred significant economic growth in tourist-serving businesses such as hotels and restaurants. In addition to the Niagara Falls attraction itself, the casino offers another entertainment choice that can extend a tourist's stay. Casino Niagara and Fallsview Casino Resort provide 4,200 direct jobs between them for Niagara Falls and several thousand spinoff positions. The spinoff employment has allowed hotels to hire employees on a permanent basis with benefits, rather than on a seasonal basis.
- The City of Niagara Falls council is concerned about the impact a new casino in Toronto would have on the two existing Niagara casinos. According to Fallsview casino spokesman Greg Medulun, "The GTA represents the largest geographical market for Niagara casinos, with more than 30 per cent of our total revenue."<sup>34</sup>

- Upon development of the casinos in Niagara Falls, the Province provided funding for addiction/gambling counseling facilities and for policing within the tourist area.

#### Township of Ramara

- Casino Rama, located in Rama on the reserve land of Chippewas of Rama First Nation, opened in 1996. The casino approval process was led by the provincial government without involvement of the Township of Ramara.
- The Township receives no revenues from the casino, but does benefit from the approximately 3,500 jobs generated by the casino. Ramara sees little economic spinoff from the casino compared to the larger City of Orillia with more businesses to serve the casino.
- Although the Township receives no casino revenue, it is still responsible for approximately \$1 million in annual servicing costs related to road reconstruction and emergency response on roads leading to the casino.
- Although there has been some evidence of problem gambling and crime, there are no statistics available. With up to 15,000 casino visitors per day, there was need for dedicated policing. Rama First Nation's existing police service expanded from two officers to a full complement of officers over a period of several years after the casino opened. The policing needs are funded by the casino.

#### City of Richmond, BC

The River Rock Casino Resort located in Richmond, British Columbia, was approved in 2003 with little opposition. The casino had issues of casino-related crime within years of opening in 2004. Due to its size and popularity, the River Rock attracted different organized crime groups. Several kidnappings and suicides in 2005 were reportedly related to gambling debts.<sup>35</sup>

**NEXT STEPS:**

On Thursday, June 7, 2012, City staff will be attending an OLG-sponsored regional information session regarding their lottery and gaming modernization plan.

The OLG's *Request for Proposal* process may begin in fall 2012. The City will monitor the RFP process and respond to any applications that might come forward for Mississauga.

**CONCLUSION:**

Locating a new casino in the GTA will be contentious. The issues are already being debated not only by potential host municipalities, but also by potentially impacted municipalities with existing casino facilities.

Although Mississauga's east waterfront is identified as one of the gaming zones for a GTA casino, much analysis is still required to determine if this is an appropriate location for a casino given the potential impacts of casino development.

The identified Mississauga casino location will likely not have the same international and regional tourist draw as a downtown or waterfront Toronto site, and may draw from a more localized market. The impacts, both positive and negative, are likely to be less for a smaller venue. The uplift from local economic development and resulting spin-off business (e.g., hotels, restaurants) may also be less significant for Mississauga if a scaled-down version of a destination casino is introduced.

**ATTACHMENTS:**

Appendix 1: Map – Central Ontario Gaming Zones

Appendix 2: Reference Notes

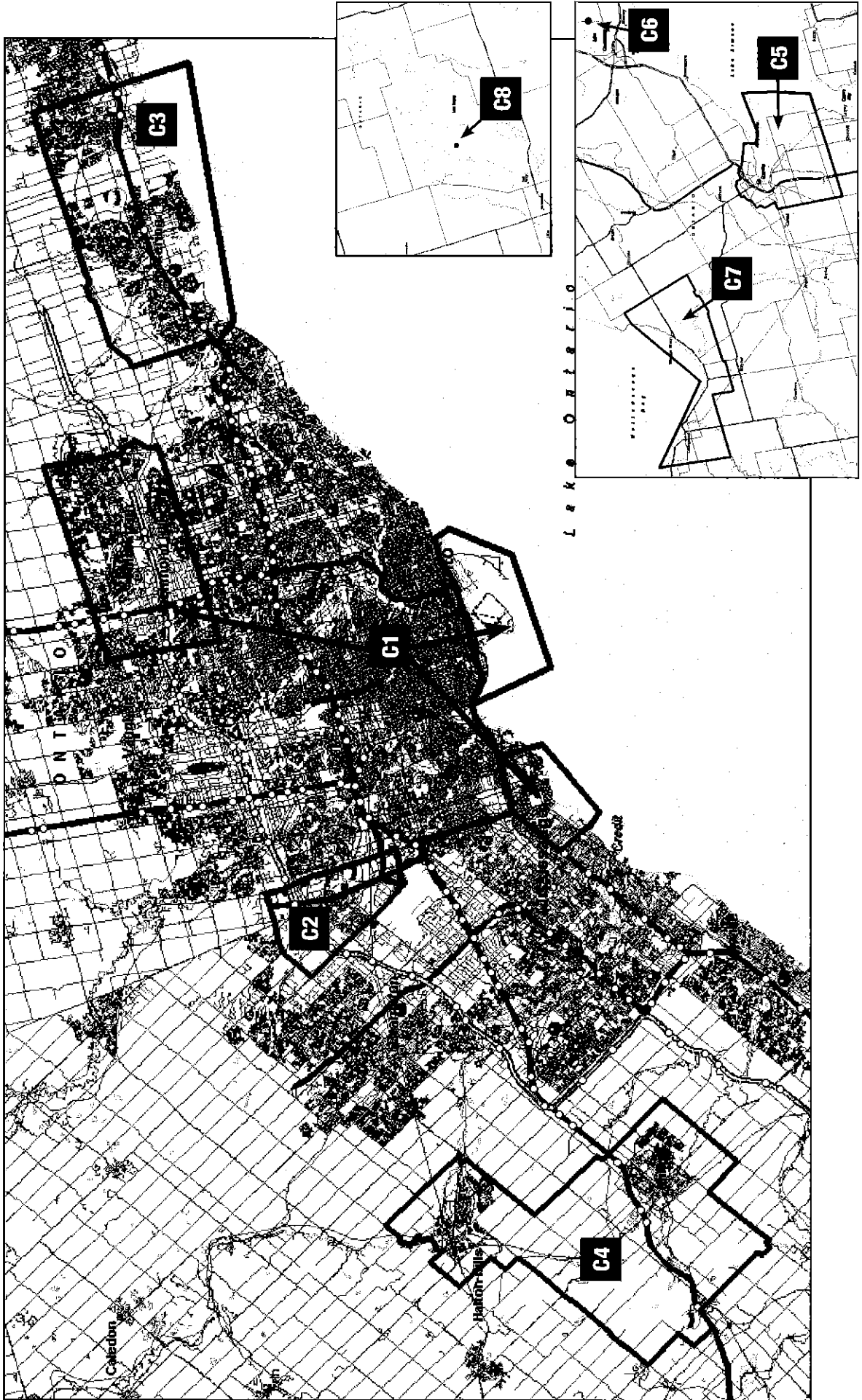


Edward R. Sajecki  
Commissioner of Planning and Building

*Prepared By: Sharleen Bayovo, Policy Planner*



**Bingo hall part of revitalization** **Existing facilities**



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# Corporate Report

Clerk's Files

Originator's  
Files

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**DATE:** May 30, 2012

**TO:** Chair and Members of General Committee  
Meeting Date: June 13, 2012

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

**SUBJECT:** **Oakville-Clarkson Air Quality Update (Wards 1 and 2)**

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General Committee

**JUN 13 2012**

**RECOMMENDATION:** That the City of Mississauga continue working with the Ministry of the Environment and other community stakeholders on an air zone pilot project within Oakville-Clarkson and appoint the Manager of Environment, Environmental Management Section, Community Services Department as the City's representative on the new Oakville-Clarkson Air Zone Management Advisory Committee.

**REPORT  
HIGHLIGHTS:**

- Action 33 of the City's approved Living Green Master Plan directs the City to "Improve local air quality and help develop a national Air Quality Management System as a municipal partner of the Oakville-Clarkson Air Zone Pilot committee."
- On May 15, 2012, a multi-stakeholder group led by the Ministry of the Environment (MOE) approved a draft Terms of Reference (with minor edits) for a new Oakville-Clarkson Air Zone Management Advisory Committee (Advisory Committee) and the City of Mississauga has been requested to appoint a municipal representative to the Advisory Committee.
- The Terms of Reference for the Advisory Committee form the basis of the Oakville-Clarkson air zone pilot project announced by

the province on August 17, 2011 to test elements of the proposed national Air Quality Management System (AQMS).

- The MOE will remain directly involved in the new Advisory Committee which will have members representing resident organizations, industry, business, municipal government, regional health units and the Ministry of the Environment.
- The federal government, Ontario, other provinces/territories, industry, and environmental and health organizations, working through the Canadian Council of Ministers of the Environment (CCME), have made considerable progress on developing a framework for a new national Air Quality Management System. Governments plan to jointly review the AQMS this fall.
- This report summarizes the key findings of the 2010 Ontario Air Quality Report, 2011 MOE inspections and air monitoring for Oakville-Clarkson, and the CASIA Environmental Association Inc. 2010 Annual Report.

**BACKGROUND:**

There has been a long history of community concern about air quality in the South-West Greater Toronto Area (SWGTA). The province responded to community concerns about a proposed power plant and air quality with the appointment of Dr. David Balsillie in November 2009 as a one-person Task Force with a mandate to work with the community to prepare an Action Plan for improving air quality in the area. Dr. Balsillie's Action Plan was released to the public on June 24, 2010. This report provides an update on the subject matter of a number of Dr. Balsillie's Action Plan recommendations for the province, including establishing a local multi-stakeholder airshed action committee.

**Multi-Stakeholder Committee**

Dr. Balsillie's recommendations came at the same time (October 2010) that the federal and provincial governments brought forward a proposal for a new national approach to air quality management. The proposed approach included the engagement of communities in local air quality improvement.

On August 17, 2011, the province announced a pilot project within Oakville-Clarkson to test elements of the proposed national Air Quality Management System including the Ministry of the Environment working with the community to establish a multi-stakeholder Air Zone Management Advisory Committee.

Action 33 of the City's approved Living Green Master Plan directs the City to "Improve local air quality and help develop a national Air Quality Management System as a municipal partner of the Oakville-Clarkson Air Zone Pilot committee."

In November 2011, the Ministry of the Environment convened a large multi-stakeholder group (Working Group) to discuss the mandate of an Oakville-Clarkson Air Zone Management Advisory Committee. Subsequently, a smaller group (which included City of Mississauga staff) was formed to prepare a draft Terms of Reference.

On May 15, 2012, the Working Group was re-convened by the Ministry of the Environment and approved the draft Terms of Reference prepared by the smaller group with some minor amendments. Appendix 1 provides a copy of the proposed Advisory Committee Terms of Reference.

### **Request to Regulate Fine Particulate Matter (PM<sub>2.5</sub>)**

In December 2009, the Town of Oakville submitted an application requesting that the province regulate emissions of fine particulate matter PM<sub>2.5</sub>. Appendix 2 provides a list of air pollutant definitions including a definition of PM<sub>2.5</sub>.

On May 16, 2010, City Council passed Resolution 0123-2010 directing:

"That Council support the Town of Oakville in its request for a provincial regulation to protect public health from PM<sub>2.5</sub> emissions and so advise the Premier of Ontario, the Ontario Minister of the Environment, the Environmental Commissioner for Ontario, the Ontario Minister of Energy and Infrastructure, all local Members of Provincial Parliament (MPP's) for Mississauga and the Association of Municipalities of Ontario (AMO)."

In November 2010, the MOE committed to undertake a review over the next 15 to 18 months of the need to revise the policy approach to direct emissions of PM<sub>2.5</sub>.

**COMMENTS:****Oakville-Clarkson Air Zone Management Advisory Committee**

The role of the new community-based Oakville-Clarkson Air Zone Management Advisory Committee (Advisory Committee) is to become a source of credible information and a knowledgeable voice on air quality in the Oakville-Clarkson airshed. Comprised of members representing resident organizations, industry, business, municipal government, regional health units and the Ministry of the Environment, the Advisory Committee will provide advice and recommendations, and facilitate appropriate local actions by government, business, industry, and the public to address air quality issues in Oakville-Clarkson. More specifically, the Advisory Committee will:

- Assess air quality and communicate the state of local air quality to the community;
- Set air quality improvement targets; and
- Develop and champion strategies and local actions to achieve air quality targets.

The Advisory Committee and its work will also serve to support and advise the MOE as it considers:

- The development of policies that support the air zone management element of the national AQMS;
- The review of the approach to regulating direct emissions of PM<sub>2.5</sub>; and
- Other significant policies of importance to air quality in the Oakville-Clarkson area.

The work of the Advisory Committee will involve the entire community and is based on the belief that all levels of government,

business, industry, environmental and community organizations, and the public have a role to play in improving air quality.

The mandate of the Advisory Committee to provide advice and direction for an action plan to reduce air pollution from all sources over the short-, medium- and long-term in the Oakville-Clarkson airshed provides an opportunity to identify actions that can be taken to mitigate the negative air quality impacts associated with incompatible land uses and emission sources. Mississauga's Official Plan recognizes the link between land use and air quality and states (Chapter 6-20, Section 6.6.5.) that:

“when determining land use compatibility, regard will be given to odours, air particulates, noise and other contaminants, which may impact adjacent or nearby land uses and natural areas.

Incompatible land uses such as sensitive land uses and those uses that are sources of noise, odour and dust will be separated and/or the nuisances will be mitigated, so they do not interfere with each other.”

Appendix 1 provides a copy of the proposed Terms of Reference for the Advisory Committee, including the proposed committee membership and key first-year deliverables.

The Ministry of the Environment has forwarded a written request to ask the organizations represented by the Working Group (including the City of Mississauga) to identify an appropriate representative(s) to serve as their member(s) of an Oakville-Clarkson Air Zone Management Advisory Committee. Appendix 3 is a copy of the e-mail request received from Mr. Kevin French, Assistant Deputy Minister – Operations Division, Ministry of the Environment, by City staff requesting the City of Mississauga appoint a municipal representative to the Advisory Committee.

### **Air Quality Management System Update**

The federal government, Ontario, other provinces/territories, industry, and environmental and health organizations, working through the CCME, have made considerable progress on developing a framework for a new national AQMS.

The AQMS contains the following five key elements:

1. Developing new Canadian Ambient Air Quality Standards (CAAQS) for ozone (O<sub>3</sub>) and fine particulate matter (PM<sub>2.5</sub>);
2. Creating Base Level Industrial Emissions Requirements (BLIERS) – Emissions standards for smog-causing pollutants for major industry sectors/equipment;
3. Developing Air Zones for local air quality management – The provinces and territories are responsible for developing and implementing Air Zones;
4. Establishing Regional airsheds to coordinate action on transboundary air pollution issues across Canada (federal responsibility); and
5. Addressing Mobile Source Emissions (MSE) by establishing a mechanism to share information and collaborate on projects to reduce transportation sector emissions.

The objective of the AQMS is to protect human health and the environment through the continuous improvement of air quality. It is built on a foundation of intergovernmental collaboration, engagement with stakeholders with emphasis on transparency, and accountability to the public.

The new air management framework provides guidance for improving air quality in an air zone and shifts attention to where there are problems. Where there are areas of local air quality issues, the MOE is looking to efforts such as the Advisory Committee to work with all sectors of the community to address these issues.

Governments plan to jointly review the AQMS this fall.

### **Request to the Province of Ontario to Regulate PM<sub>2.5</sub>**

City staff is aware that the Town of Oakville was provided with a written response (sometime during the fourth week of May 2012) to their application requesting the province regulate emissions of PM<sub>2.5</sub>.



City staff has requested a copy of this letter from the Town of Oakville, however it was not made available in time to include in this report.

### **2010 Ontario Air Quality Report**

The MOE released the 2010 Ontario Air Quality Report on April 21, 2012. The full report is available at [www.ene.gov.on.ca/environment/en/resources/STDPROD\\_095559.html](http://www.ene.gov.on.ca/environment/en/resources/STDPROD_095559.html).

This report summarizes pollutant concentrations measured at 40 Air Quality Index stations across Canada and highlights trends over time. The monitoring stations measure up to six air pollutants including ozone, fine particulate matter, nitrogen dioxide, carbon monoxide, sulphur dioxide, and total reduced sulphur compounds. Appendix 2 provides a list of air pollutant definitions.

Key findings of this report include, in 2010:

- Overall, air quality has improved significantly over the years, especially for nitrogen dioxide (NO<sub>2</sub>), carbon monoxide (CO) and sulphur dioxide (SO<sub>2</sub>).
- Levels of ground-level ozone (O<sub>3</sub>) continue to exceed the Canada-wide Standard (CWS) in part due to rising global background ozone concentrations.
- All but Ottawa and Thunder Bay exceeded the 24-hour CWS for ozone of 65 parts per billion (ppb) (Mississauga's was 66 ppb).
- The 24-hour CWS for fine particulate matter (PM<sub>2.5</sub>) of 30 micrograms per cubic metre (µg/m<sup>3</sup>) is being met across Ontario (Mississauga's was 19 µg/m<sup>3</sup>).
- Fine particulate matter emissions in Ontario have decreased 40% over the 10-year period from 2000 to 2009.
- Between 2001 and 2010, industrial contributions to PM<sub>2.5</sub> levels dropped from 43% to 18%; residential from 25% to 24%; and transportation from 19% to 15%.

- The residential sector is now the largest contributor to PM<sub>2.5</sub>.

### **Ministry of the Environment Inspections and Monitoring Results**

MOE inspections using a Forward-Looking Infrared (FLIR) camera were undertaken at 20 facilities in the Oakville-Clarkson area in 2011. FLIR cameras can detect emissions of 19 volatile organic compounds (VOCs). Review of the FLIR camera footage did not reveal any previously unidentified sources of VOCs.

MOE staff also inspected eight facilities in the Oakville-Clarkson Area (OCA) and found no significant compliance issues. Further, the MOE and City of Mississauga worked together to ensure that a local trucking company capped its unpaved yard to reduce dust emissions. Capping was completed mid-September 2011 and there has been a noticeable improvement in the amount of dust leaving the site.

With two mobile units that identify and quantify airborne contaminants in real-time, the MOE conducted a 10-day mobile air monitoring survey of the OCA over June and July 2011. Twenty-seven locations were used during the survey and a total of 77 half-hour samples were collected and analyzed for VOCs. The results of this survey include:

- Thirty-six VOCs were identified and measured within the OCA, with no exceedances of the respective Ontario standards and guidelines;
- Highest concentrations for the VOCs were in close proximity to industries along Royal Windsor Drive and Avonhead Road; and
- The lowest concentrations of VOCs were observed in residential areas.

MOE staff will conduct additional mobile monitoring and site inspections in the Oakville-Clarkson area in 2012.

### **CASIA 2010 Annual Report**

CASIA Environmental Association Inc. (CASIA) is a not-for-profit organization intended to foster effective communication between

industry partners and the MOE. CASIA has conducted an ambient air monitoring program within the Clarkson airshed (CAS) (two stations in Mississauga, one station in Oakville) since 2009. Information generated by the program is disseminated to the MOE on a quarterly basis for review and comment, and for annual review and publication.

Key findings from the 2010 CASIA report include:

- For PM<sub>2.5</sub>, CASIA stations did not show any significant impact from industrial areas and indicate that PM<sub>2.5</sub> concentrations result from regional and/or long-range transport sources.
- No significant ozone readings were found from the direction of the industrial area. Higher ozone levels originate from wind directions typically associated with long-range transport of smog precursors and from directions with high vehicle traffic emissions.
- All oxides of nitrogen (NO<sub>x</sub>) results were significantly below the one-hour and daily criteria. Directional and hour-of-day analyses indicate that the higher concentrations of NO<sub>x</sub> and Nitrogen Oxide (NO<sub>2</sub>) are a result of emissions outside of the industrial zone. The industrial sources between the Meadowood Park and Deer Run stations make a contribution to the overall NO<sub>x</sub> concentrations.
- For Carbon Monoxide (CO), there were no exceedances. Directional and hour-of-day analyses indicate that local and highway vehicle traffic is largely responsible for the concentrations measured at the Meadowood Park station.
- Directional analyses indicate that emission from local and regional vehicle traffic is the largest contributor of NO<sub>2</sub> and CO concentrations in the CAS.

CASIA's next step is to investigate posting their 2010 Annual Report for the public to view.

**STRATEGIC PLAN:**

Actions to protect human health and improve the air quality of the Oakville-Clarkson Airshed support the goals of the City's Strategic Plan, particularly the Living Green Pillar Principle which states:

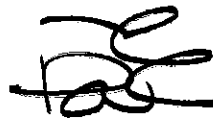
“Mississauga is a city that values its shared responsibility to leave a legacy of a clean and healthy natural environment.” It also supports the Living Green Pillar Strategic Goal “...to lead and promote the utilization of technologies and tactics to conserve energy and water, reduce emissions and waste, improve our air quality and protect our natural environment.”

**FINANCIAL IMPACT:** There are no financial impacts associated with this report. Any new initiatives associated with the work of the Oakville-Clarkson Air Zone Management Advisory Committee will be considered through the normal business planning and budget process.

**CONCLUSION:** It is appropriate for the City of Mississauga to remain directly involved in the work being led by the MOE to develop policies that support the air zone management element of the national AQMS, to regulate direct emissions of PM<sub>2.5</sub> and other policies of importance to air quality in the Oakville-Clarkson area.

Further, it is in the City’s best interest to remain directly involved in the air zone pilot project within the Oakville-Clarkson area by appointing a City staff member to the Advisory Committee.

- ATTACHMENTS:**
- Appendix 1: Draft Terms of Reference Oakville-Clarkson Air Zone Management Advisory Committee
  - Appendix 2: Definitions of Air Pollutants
  - Appendix 3: Request for City of Mississauga to Appoint a Representative to Oakville-Clarkson Air Zone Management Advisory Committee



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

*Prepared By: Brenda E. Osborne, Manager of Environment*

May 15, 2012 4j

**Proposed  
Terms of Reference  
Oakville-Clarkson Air Zone Management Advisory Committee**

**Background**

There has been a long history of community concerns about air quality in the South-West Greater Toronto Area (SWGTA). The Ministry of the Environment conducted a Clarkson Airshed Study where data from 2003 to 2005, found "that, at times, especially during smog events, the area is "taxed" with respect to fine particulate matter (PM<sub>2.5</sub>)." The province responded to community concerns about a proposed power plant and air quality with the appointment of Dr. David Balsillie in November 2009 as a one person Task Force with a mandate of working with the community to prepare an 'Action Plan' for improving air quality in the area. One of Dr. Balsillie's recommendations was to establish a local multi-stakeholder airshed action committee. Dr. Balsillie's recommendations came at the same time that federal and provincial governments, working in collaboration with industries, health organizations and environmental groups brought forward a proposal for a new national approach to air quality management. The proposed approach included, as a key element, the engagement of communities in local air quality improvement.

On August 17, 2011, the province announced that it is launching an air zone pilot project within Oakville-Clarkson. The project, which is the subject of these Terms of Reference, entails the Ministry of the Environment working with the Oakville-Clarkson community to establish a multi-stakeholder Air Zone Management Advisory Committee. This Committee would work within the community to provide advice and facilitate appropriate local actions by government, business, industry, the public or other relevant parties to improve local air quality. The Committee will build on the long history of local interest in the Oakville-Clarkson area and lead the way in locally focussed action to achieve on-going improvements in air quality.

**Objective**

The objective of the Oakville-Clarkson Air Zone Management Advisory Committee is to demonstrate a locally driven model for air zone management by serving as a forum through which key local organizations can work collaboratively on community-based air management initiatives.

The Oakville-Clarkson Air Zone Management Advisory Committee will provide advice, recommendations and facilitate appropriate local actions by government, business, industry, the public or other relevant parties to address air quality issues in Oakville-Clarkson.

The Committee and its work will also serve to support and advise the Ministry of the Environment as it considers:

- the development of policies to support the development of the air zone management element of the national Air Quality Management System;
- the review of the approach to regulating direct emissions of fine particulate matter (PM<sub>2.5</sub>); and
- other significant policies of importance to air quality in the Oakville-Clarkson area.

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## **Goals**

- To provide advice and direction in the development of an action plan to reduce air pollution from all sources of air pollution, including transportation, industrial, commercial/business and residential, over the short, medium and long term in the Oakville-Clarkson airshed.
- To improve continuously, air monitoring and the availability of air monitoring information in the Oakville-Clarkson airshed by working in partnership with the Ministry of the Environment, regional and local municipalities and local industry.
- To provide credible information and advice on air quality and air quality management strategies which individual citizens, businesses, industries and levels of government can rely on to make informed decisions.
- To become a knowledgeable voice on air quality in the Oakville-Clarkson airshed.

## **Scope of Work**

### **Assessing Air Quality**

- The Committee will assemble air related data such as air monitoring, modelling, emissions inventories and other information to better understand air quality and the factors affecting air quality in Oakville-Clarkson including:
  - identifying key smog causing air pollutants affecting air quality;
  - key sources of air pollution;
  - establish baselines for air quality in Oakville-Clarkson.
- The Committee will initially rely on existing sources of information; however, the Committee may also identify gaps in air quality information and longer term information needs and may work through committee members and/or other organizations to initiate actions to continuously improve information.

### **Improving Air Quality**

- The Committee will develop and champion strategies and local actions to improve air quality by providing information, advice and recommendations that will:
  - promote education, awareness and behavioural change within the community to improve air quality including the link between energy use, climate change and clean air;
  - influence individual citizens, business, industry and government decision makers to adopt practices that will improve air quality.

### **Communicating**

- The Committee will:
  - communicate the state of local air quality and other air quality information to the community in a timely fashion;
  - communicate the actions taken by local industry, residents and government that will improve air quality in Oakville-Clarkson;
  - establish mechanisms to ensure openness and transparency to the community in all of the Committee's work;
  - provide progress updates to the Ministry.

## Principles of Operation

- All levels of government, businesses, industry, environmental and community organizations and the public have roles to play in managing, improving, educating and reporting on air quality.
- Committee members accept shared accountability for the work of the Committee and its progress and will work in an open and transparent way to achieve its goals.
- Members of the committee will bring their knowledge, experience and resources to collectively support the work of the Committee.
- Committee members recognize that the resources of all parties are limited and will work collaboratively and leverage resources amongst Committee members and other businesses, industry, levels of government and public sector organizations where possible.
- Recommendations of the Committee shall be considered as advisory in nature.
- Committee members are responsible for communicating the work of the Committee back to their parent organizations.
- Committee members acknowledge that the extent to which any member can contribute resources or undertake actions will be their decision.

## Committee Membership and Operation

- The Committee will have members representing:
  - resident organizations;
  - industry
  - business
  - municipal government
  - Regional Health Units
  - Ministry of the Environment
- Additional members may be added from time to time as decided by Committee members
- The Chair of the Committee will be elected annually by Committee members.
- The Chair will chair the meetings of the Committee and be the public spokesperson for the Committee.
- Each distinct organization may choose to appoint an alternate to act as a meeting substitute.
- The Committee will plan to meet monthly, except for July, August and December. The Committee may decide to meet more or less frequently to match the flow of the Committee's work or other circumstances.
- The Committee will provide opportunity for input by subject matter experts and the public.

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- Minutes of key information from Committee meetings will be recorded and made available publicly on a web-site for the Committee.
- All decisions of the Committee will be by consensus.
- The committee may amend its Terms of Reference at any time as decided by Committee members.
- After the first year of operation, the Committee will:
  - review its Terms of Reference and make amendments as appropriate;
  - review progress and re-establish a set of deliverables for the coming year.
- Two years from the date of its first formal meeting the Committee, and the ongoing involvement of individual participants, shall be subject to sunset review by Committee members.



## Appendix

### Key First Year Deliverables

- The Committee will plan to develop and deliver the following in its first year:
  - an agreed upon Chair for the Committee;
  - a web-site that will, in a timely fashion, be an easily accessible, open, transparent source of accurate information on air pollution in the Oakville-Clarkson airshed and the work of the Oakville-Clarkson Air Zone Management Advisory Committee.
  - a local Action Plan for air quality improvement. In general, an Action Plan would include:
    - setting air quality improvement targets
    - developing and implementing strategies over the short, medium and longer term to achieve targets
    - defining stakeholder roles
  - a report to the Ministry and other stakeholders on problems discovered, strategies being developed and results being obtained.
  - a report to the public on progress towards implementing the strategies and actions.

## Definitions of Air Pollutants

### Carbon Monoxide (CO)

Carbon monoxide (CO) is a colourless and odourless gas that is poisonous and primarily produced by incomplete combustion. The largest source of CO in Ontario is from the transportation sector, with some contributions from residential and industrial sources.

### Fine Particulate Matter (PM<sub>2.5</sub>)

Also known as fine particulate matter, PM<sub>2.5</sub> is any particulate matter with a diameter of 2.5 microns or less. Generally formed by chemical reactions in the atmosphere as a result of fuel combustion, these particulates can stay suspended in the air for days or weeks and travel long distances. PM<sub>2.5</sub> is of concern because it can penetrate further into the respiratory system than other particulate matter and cause health concerns.

### Nitrogen Oxide (NO), Nitrogen Dioxide (NO<sub>2</sub>) and Oxides of Nitrogen (NO<sub>x</sub>)

Oxides of nitrogen (NO<sub>x</sub>) are usually reported as the sum of the nitrogen oxide (NO) and nitrogen dioxide (NO<sub>2</sub>) levels measured, however air quality assessments use NO<sub>2</sub> as the reference contaminant. NO<sub>2</sub> is a gas with an irritating odour that is a large contributor to the atmospheric reactions that create ground-level ozone. NO<sub>2</sub> is also a precursor to nitrates, which contribute to increased fine particulate levels and to the brown smudge on the horizon. Sources of NO<sub>x</sub> include combustion from transportation, utilities, or industry.

### Ozone (O<sub>3</sub>)

Ground-level ozone (O<sub>3</sub>) is a gas formed when NO<sub>x</sub> and volatile organic compounds (VOCs) react in the sunlight. Ozone is a major contributor to smog. Ozone is not generally emitted directly into the atmosphere and as a result the formation of it is dependent on meteorological conditions. The majority of the precursors of ozone are emitted from the transportation sector, with some from general solvent use, printing and industrial processes.

### Sulphur Dioxide (SO<sub>2</sub>)

Sulphur dioxide (SO<sub>2</sub>) is a colourless gas. It smells like burnt matches. It can be oxidized to sulphur trioxide, which in the presence of water vapour is readily transformed to sulphuric acid mist. SO<sub>2</sub> is a precursor to sulphates, which are one of the main components of respirable particles in the atmosphere. The largest sources of SO<sub>2</sub> emissions in Ontario are smelters, utilities and industry. Lesser sources of SO<sub>2</sub> include transportation, cement and concrete.

**Volatile Organic Compounds (VOCs)**

VOCs stands for volatile organic compounds and is defined as volatile organic compounds that participate in atmospheric photochemical reactions. Emissions of VOCs, in and of themselves, do not necessarily give rise to health or environmental concerns however they react with oxides of nitrogen ( $\text{NO}_x$ ) in the presence of heat and sunlight to form ground-level ozone — the primary component of “smog.”

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**From:** French, Kevin (ENE)

**Sent:** 2012/05/29 9:02 AM

**Subject:** Membership of the Oakville-Clarkson Air Zone Management Advisory Committee

Dear Working Group Member:

At the request of the Oakville-Clarkson Working Group, I am writing to ask the organizations represented by the Working Group to identify an appropriate representative(s) to serve as their member(s) of an Oakville Clarkson Air Zone Management Advisory Committee.

As you know, the purpose of the Working Group was to bring representatives of the Oakville-Clarkson community together to work cooperatively to establish an Oakville-Clarkson Air Zone Management Advisory Committee for the area. On May 15, 2012, the Working Group finalized the attached Terms of Reference for an Oakville Clarkson Air Zone Management Advisory Committee.

Actions to improve air quality will depend on the voluntary contributions of its members, their organizations and their working relationships with other stakeholders in the community. Members must have time, expertise and interest in air quality issues and in working collaboratively on ways to improve air quality in the area through facilitated solutions, partnerships and educating the public in a voluntary capacity.

On behalf of the members of the Oakville-Clarkson Working Group I would ask that you initiate any discussions or approval work needed within your organization to identify an appropriate representative(s) for the Oakville-Clarkson Air Zone Advisory Committee by June 15, 2012.

Please send the name(s) of your representative(s) and a short description of the experience they can bring to the committee to Shari Sookhoo at [shari.sookhoo@ontario.ca](mailto:shari.sookhoo@ontario.ca).

Please note that the first meeting of the Oakville-Clarkson Air Zone Management Advisory Committee will be on **Wednesday, June 27 at 9:00-11:00am** at the ministry's Burlington Office. The member that is identified by your organization should ideally attend this next meeting.

One of the first steps for the members will be to identify and secure a chair for the Committee along with a discussion on the first year deliverables.

Regards,  
Kevin French



# Corporate Report

Clerk's Files

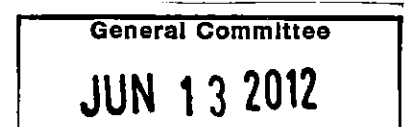
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**DATE:** May 29, 2012

**TO:** Chair and Members of General Committee  
Meeting Date: June 13, 2012



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

**SUBJECT:** **Amendment to Animal Care and Control By-law 0098-04, As Amended**

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**RECOMMENDATION:** That Council enact a by-law to amend the Animal Care and Control By-law 0098-04, as amended, restricting the number of bird feeders allowed on residential properties to three.

**BACKGROUND:** On September 7, 2011 Council passed amendments to the Animal Care and Control By-law 0098-04, as amended, that prohibit the feeding of Wildlife. This did not apply to the feeding of song birds, which is permitted providing that certain conditions are met as outlined in Part IV, Section 11, subsections 1 – 3 as follows:

- (1) seed is placed in a bird feeding device that is sufficiently above grade as to not attract or be accessible by wild animals; and*
- (2) bird feeding practices do not attract large flock of homing birds such as wild, feral or domestic pigeons; and*
- (3) spillage of seed upon the ground is removed by the property owner or occupier forthwith and disposed of in such a manner that it does not attract wild animals, feral or stray domestic animals.*

At the request of Council, staff were asked to restrict the number of bird feeders permitted on residential properties as a means to discourage excessive feeding.

**COMMENTS:**

The amendments passed by Council on September 7, 2011 under amending By-law 0242-11, provided staff with a legal tool to deal with complaints of wildlife feeding. While the feeding of song birds and bird feeders is permitted, the problem arises when the number of feeders on a property becomes excessive, leading to complaints from the neighbouring property owners.

An excessive number of feeders becomes difficult to maintain as required in the Animal Care and Control By-law 0098-04, as amended, leading to increased spillage and the attracting of large flocks of homing birds such as domestic or feral pigeons, and other species such as mice, rats, squirrels and possibly larger predators.

Staff are recommending a maximum of three bird feeders per property as there are three different types of bird feeders used to attract song birds (seed, suet and humming bird feeders). The limit of three allows for seed, suet and humming bird feeders in any combination up to three.

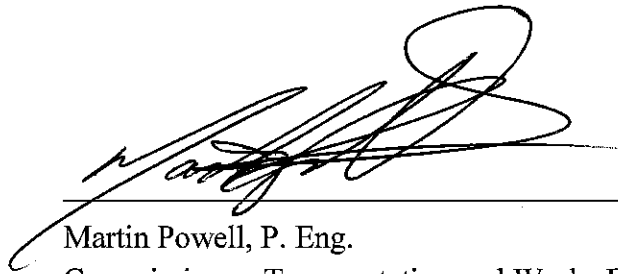
Enforcement would be provided on a re-active basis in response to complaints. There are complaints before staff at this time which cannot be addressed under the existing by-law as there is currently no limit on the number of feeders allowed. The administration and enforcement of the proposed revisions to the Animal Care and Control By-law 0098-04, as amended, will be the responsibility of Animal Services and Compliance and Licensing Enforcement.

**FINANCIAL IMPACT:**

No additional resources are required to administer and enforce the proposed revisions to the Animal Care and Control By-law 0098-04, as amended, as historically complaints related to excessive bird feeding have been minimal.

**CONCLUSION:**

At the request of Council, staff have identified the need for restricting the number of bird feeders on residential properties. There is currently no provision under the Animal Care and Control By-law 0098-04, as amended, to enable staff to address complaints regarding excessive numbers of bird feeders. Staff have determined that restricting the number of bird feeders on residential properties to three will still allow for the feeding of song birds, and address the issues associated with excessive number of bird feeders on residential properties.



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Martin Powell, P. Eng.

Commissioner, Transportation and Works Department

*Prepared By: Duilio Rose, Animal Services Enforcement*



# Corporate Report

Clerk's Files

Originator's  
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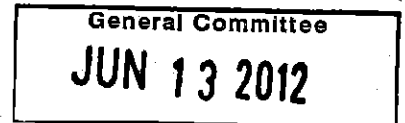
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**DATE:** May 28, 2012

**TO:** Chair and Members of General Committee  
Meeting Date: June 13, 2012



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

**SUBJECT:** **Memorandum of Understanding with the Region of Peel  
regarding CanBike Cycling Safety Courses**

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**RECOMMENDATION:** That the necessary by-law be enacted to authorize the Commissioner of Transportation and Works to enter into a Memorandum of Understanding with the Region of Peel and the Ontario Cycling Association, in a form satisfactory to Legal Services, outlining the way in which the City and Region are working in cooperation to make CanBike cycling safety programs available in Mississauga, as outlined in the report dated May 28, 2012 to General Committee from the Commissioner of Transportation and Works.

**BACKGROUND:** The CanBike program is a nationally standardized set of courses on all aspects of cycling safety that can be offered by municipalities as well as other organizations. Beginner and advanced courses are available teaching participants the basics of how to ride a bike, as well as advanced skills in safe commuter cycling. The program is managed nationally by the Canadian Cycling Association and provincially by the Ontario Cycling Association (OCA). CanBike instructors are highly skilled cyclists who have been nationally certified to teach CanBike programs.



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In September 2010, Council endorsed the City of Mississauga's Cycling Master Plan and Implementation Strategy. The Cycling Master Plan outlines a strategy to build an integrated on-road and off-road cycling network as part of a multi-modal transportation system, as well as a wide range of accompanying programs and policies to enhance cycling.

As a component of the goal of adopting a safety-first approach for cycling, Recommendation 14 of the Implementation Strategy called for the City to "establish an educational plan for motorists and cyclists" which included the action "work with the Region of Peel and Peel Health to develop and implement an educational safety plan i.e. CanBike."

At the May 9, 2012 meeting of Council, the Peel Region Active Transportation Plan was endorsed by Council. As a result, City staff have been working collaboratively with Peel Region staff to implement mutual goals and objectives from the City of Mississauga's Cycling Master Plan and the Region of Peel's Active Transportation Plan.

**COMMENTS:**

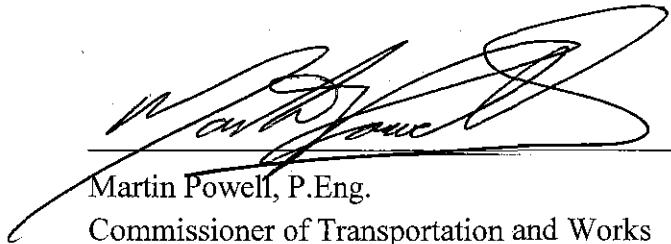
Beginning in Spring 2012 through a partnership with the Cycling Office and the Sports Unit, the City began offering CanBike cycling safety programs as part of formal registered (fee-based) recreation programming via the Connect2Rec system, as well as through informal local community workshops hosted by the Cycling Office. The programs are taught by instructors from Gears Bike Shop through a Recreation Agreement with the City that was established in early 2012.

In order to support CanBike programming in local municipalities, the Region requested to fund the training certification of CanBike program instructors, fund the OCA memberships for the certified instructors, and assist with the promotion of local municipal CanBike programs. Funding for the training certification of instructors and their OCA memberships would be provided directly to the OCA from the Region. This support from the Region has already been provided for the 2012 CanBike program and the Region has requested to formalize the arrangement through a Memorandum of Understanding.

In exchange for the Region's support for the CanBike program, the City will be responsible for offering the programs to the public and sharing the results of the programs with the Region.

**FINANCIAL IMPACT:** Not applicable.

**CONCLUSION:** As an element of delivering on the Mississauga Cycling Master Plan, the City offers cycling safety programs known as CanBike which are approved in Ontario by the OCA. Through the implementation of the Peel Active Transportation Plan, the Region will work with local municipalities to support their CanBike programs. A Memorandum of Understanding is required to outline the way in which the City, Region and OCA are working in cooperation to make CanBike cycling safety programs available in Mississauga.



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Martin Powell, P.Eng.

Commissioner of Transportation and Works

*Prepared By: Jacquelyn Hayward Gulati, Manager  
Cycling Office, Transportation Asset Management*



# Corporate Report

Clerk's Files

Originator's  
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**DATE:** May 28, 2012

**TO:** Chair and Members of General Committee  
Meeting Date: June 13, 2012

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

**SUBJECT:** **Streetlighting Services Agreement**

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General Committee  
**JUN 13 2012**

- RECOMMENDATION:**
1. That the Commissioner of Transportation and Works be authorized to notify Enersource Hydro Mississauga Services Inc. (EHMS) that the City will not renew the Streetlighting Services Agreement for an additional five-year renewal term;
  2. That the Commissioner of Transportation and Works be authorized to negotiate with EHMS the terms and conditions of a new five-year renewal term for the provision of Streetlighting Services; and
  3. That the new agreement negotiated with EHMS for the provision Streetlighting Services commencing January 1, 2014 be brought to General Committee for approval.

**REPORT  
HIGHLIGHTS:**

- The City of Mississauga currently has a 5-year sole source agreement with EHMS for the provision of streetlighting services that expires on December 31, 2013.
- The agreement allows the City to notify EHMS 18 months prior to the expiry date as to whether the City wishes to renew or terminate the agreement.

- EHMS has the unique advantage of offering the City a seamless end-to-end service delivery that is effective and at a reasonable cost. Under the current arrangement, the City continues to get good value for money for the streetlighting services provided.
- The current service agreement needs to evolve and account for improvements in the working relationship amongst the City and EHMS; for enhancements over the administration and management of the agreement; and for operation and maintenance impacts associated with the introduction of LED streetlighting.
- It is appropriate to negotiate a new agreement to provide the best value to the City.

**BACKGROUND:**

On November 26, 2008, Mississauga City Council authorized the Purchasing Agent to execute the contract binding the City to a sole source agreement with Enersource Hydro Mississauga Services Inc. (EHMS) for the provision of streetlighting services. The agreement is for an initial five-year term, from January 1, 2009 to December 31, 2013, with an option to renew for a further five years exercisable by the City.

The agreement provisions allow the City to notify EHMS 18 months prior to the expiry of the initial five-year term as to whether the City wishes to renew the agreement and, if so, both parties are to negotiate the terms and conditions to be applied to the renewal term. As per the agreement, the City is to provide notification before July 1, 2012 on whether to renew or terminate the agreement.

This report examines the City's need to renegotiate the Streetlighting Services Agreement with EHMS after December 31, 2013.

**PRESENT STATUS:**

The City of Mississauga has a current contractual agreement with EHMS for all work related to the design, installation, operation and overall maintenance of the City's streetlighting network. EHMS provides the City with a seamless end-to-end service delivery, while the City is responsible for streetlighting night patrols and contract administration.

The current agreement is an evolution of previous contracts with EHMS and incorporates a number of improvements that helps streamline administration, contain costs, improve management control, enhance operational efficiency and achieve a higher level of accountability.

The agreement allows for a review of fees paid to EHMS for operation and maintenance services if there are changes in applicable legislation or other events outside of either party's control; changes in technology or materials used in the streetlighting system; or changes to the City's service standards. This allows the flexibility to renegotiate fees accordingly.

**COMMENTS:**

The City has always exclusively retained EHMS (formerly Hydro Mississauga) as the primary service provider for streetlighting services.

To support City Council's decision to move forward with the current Streetlighting Service Agreement, an in-depth streetlighting service review was conducted and completed back on January 9, 2008, by the then Management Consulting, with the assistance of the Transportation and Works Department. The review involved an evaluation of the effectiveness and efficiency of the streetlighting services, an assessment of the advantages and disadvantages of alternative service delivery models, and an exploration of any evident or extraordinary advantages associated with EHMS as the City's service provider for streetlighting services.

The results of the streetlighting review concluded that there have been significant improvements in service performance and efficiency since 2004. More recently, improvements continue to be made in service delivery since the execution of the current agreement in 2009.

As indicated in the following tables, the service response times for single streetlights and for streetlight sections are at a minimum 95% service level compliance, which is excellent.

**Single Light Response Time Target: 10 days**

Year	Avg. Response Time	% Service Level
2009	7.8 days	95% on time
2010	8.3 days	95% on time
2011	7.8 days	97% on time

**Section Light Response Time Target: 1 day**

Year	Avg. Response Time	% Service Level
2009	0.9 days	96% on time
2010	0.9 days	97% on time
2011	0.9 days	95% on time

Direct cost comparisons with other cities are difficult to undertake because of significant variation in service standards (ie. underground versus overhead streetlighting wires) and service models. The City of Mississauga continues to get good value for money for the streetlighting program under the current arrangement.

As indicated in the table below, the average streetlight maintenance cost on a per light basis has generally followed the annual inflation adjustments as stipulated in the current Streetlighting Services Agreement.

**Average Streetlighting Maintenance Costs:**

Year	Avg. Maintenance Cost per Light	Annual Inflation Adjustment
2009	\$45.42	--
2010	\$46.43	2.23%
2011	\$47.76	2.87%

The review determined that the current service delivery model (excluding assets) used by the City clearly offers the greatest advantages in terms of cost, service quality and service responsiveness.

Given the high level of integration of streetlighting infrastructure with Enersource's hydro electricity network, EHMS continues to have a significant and necessary role in the provision of streetlighting services. EHMS has the unique advantage of offering the City a seamless end-to-end service delivery that is effective and at a reasonable cost.

These advantages must be weighted against other factors which must be considered before a recommendation can be made to renew the streetlighting service agreement.

Under the current agreement, EHMS has performed favourably for the City over the past three years. Although the level of trust, communication and commitment is evident in the work that EHMS has performed, improvements can always be made in the working relationship amongst the City and EHMS.

The Streetlighting Services Agreement Audit conducted in 2011, by the City's Internal Audit, found that controls over the administration and management of the agreement with EHMS needed to be enhanced. As a result, a number of recommendations were made and have been implemented to ensure that controls are working as intended and are effective.


The introduction of the LED Streetlighting Conversion Project over the next two years will have a dramatic impact on operation and maintenance service requirements in the future. It is important that such changing service needs and applicable fees are reflected in future service agreements between the City and EHMS.

Based on consideration of these factors, the current service agreement needs to evolve in the most efficient and effective way possible to maintain the LED lights. As the agreement renewal notice deadline approaches, it is appropriate to negotiate a new agreement to provide the best value to the City.

**FINANCIAL IMPACT:** Our current operating budget for streetlighting is \$2.4M. The new negotiated agreement is expected to be significantly lower due to the conversion to longer life LED luminaires.

**CONCLUSION:** There continues to be clear, extraordinary advantages to the City for having EHMS to continue to provide streetlighting services that could not be realized with any other service provider.

It is also evident that the current Streetlight Services Agreement between the City and EHMS needs to evolve in order to accommodate improvements in working relationships, to ensure effective administration and management controls are in place, and to ensure adaptability with changing service needs that are brought about with new LED streetlighting technologies.



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

*Prepared By: Al Sousa, P.Eng.  
Manager, Traffic Engineering and Operations*





# Corporate Report

Clerk's Files

Originator's  
Files

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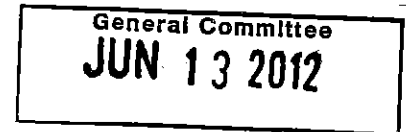
**DATE:** May 16, 2012

**TO:** Chair and Members of General Committee  
Meeting Date: June 13, 2012

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

**SUBJECT:** Proposed Street Name

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**RECOMMENDATION:** That the name **Smittys** be approved for use in the City of Mississauga, and be added to the City of Mississauga Approved Street Name Reserve List.

**BACKGROUND:** Councillor McFadden submitted the names **Smittys**, **Avery** and **Sturges** for review and approval by the Region of Peel Street Name Committee so they may be placed on the City of Mississauga Approved Street Name Reserve List.

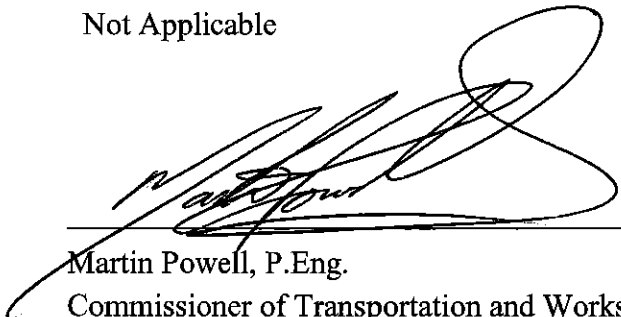
**COMMENTS:** The Region of Peel Street Name Committee has reviewed and approved the name **Smittys**. The names **Avery** and **Sturges** were refused because of pronunciation, spelling difficulties or similarity to existing street names.

**FINANCIAL IMPACT:** Not Applicable

**CONCLUSION:** The Region of Peel Street Name Committee has no objection to the name **Smittys** being added the City of Mississauga Approved Street Name Reserve List.

8a

**ATTACHMENTS:** Not Applicable



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

*Prepared By: Joe Alava, C.E.T.  
Development Engineering Technologist*



# Corporate Report

Clerk's Files

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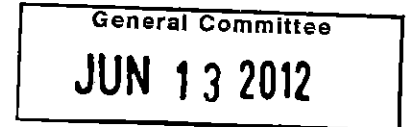
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**DATE:** May 28, 2012

**TO:** Chair and Members of General Committee  
Meeting Date: June 13, 2012

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

**SUBJECT:** **Adoption of Private Street Names at University of Toronto -  
Mississauga Campus (Ward 8)**



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**RECOMMENDATION:** That the names **Inner Circle, Outer Circle, Middle Road, Five Minute Walk, Residence Road, Principals Road and The Collegeway** be approved as street names for the private roads within the University of Toronto Mississauga campus, located north of Dundas Street West and East of Mississauga Road.

**BACKGROUND:** Established in 1967, the University of Toronto Mississauga is the second-largest division of the University of Toronto (Canada's largest university), numbering about 11,700 undergraduate students, 500 graduate students, 740 faculty and staff as well as over 40,000 alumni. The campus is situated on 225 acres of land along the Credit River. Aerial imagery dating from 1975 shows a road network which matches the current road network for the site.

Road names for the internal road network are well established and may have been in place as early as 1967. Google is collecting "StreetView" imagery along the internal road network and will display this information on Google Maps and Google Earth. Google will be using the existing private internal street names and existing building numbers. As such, the current street names and addresses will become widely publicised. Formal adoption of these street names will enable

the City to update EMS dispatch systems with street names and address for Police, Fire and Ambulance services, thereby improving emergency service delivery to the campus.

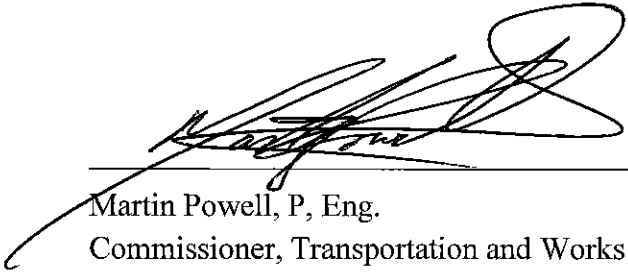
The City currently recognises only a single address on Mississauga Road for the entire University Campus. Formal adoption of the private road names will allow the City to assign appropriate building numbers to the buildings within the campus.

**COMMENTS:** The Region of Peel Street Name Committee has reviewed and approved the names of: **Inner Circle, Outer Circle, Middle Road, Five Minute Walk, Residence Road, Principals Road and The Collegeway.**

**FINANCIAL IMPACT:** Not Applicable

**CONCLUSION:** The Region of Peel Street Name Committee and City Staff have no objection to the use of the names **Inner Circle, Outer Circle, Middle Road, Five Minute Walk, Residence Road, Principals Road and The Collegeway** for the assignment to private roads within the University of Toronto Mississauga campus located north of Dundas Street West and East of Mississauga Road.

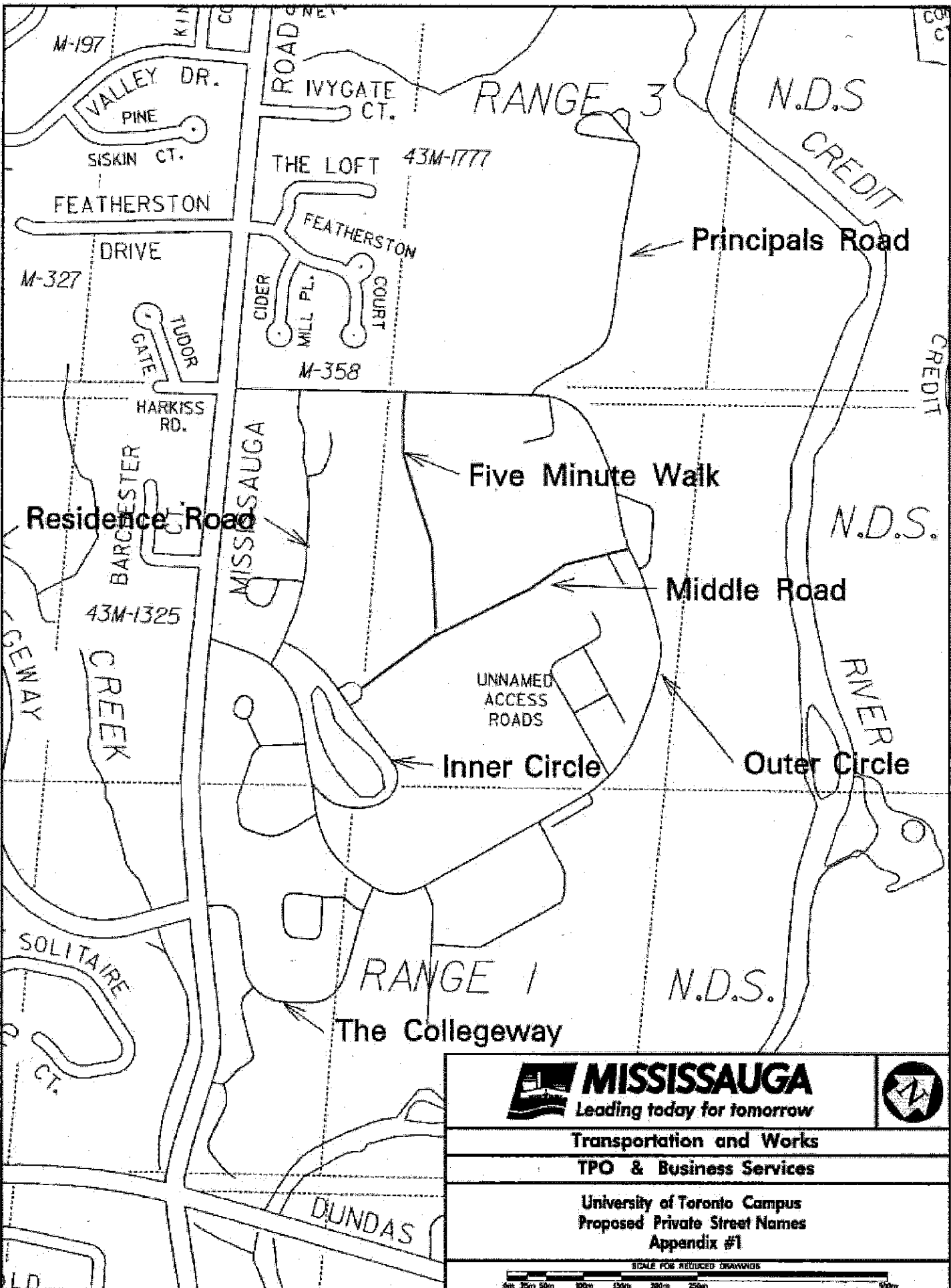
**ATTACHMENTS:** Appendix 1: Site Location Map



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

*Prepared By: David Marion, Manager of Geomatics*



RANGE 3

N.D.S

CREDIT

Principals Road

43M-1777

THE LOFT

M-358

Five Minute Walk

N.D.S.

Middle Road

UNNAMED ACCESS ROADS

Inner Circle

Outer Circle

RIVER

RANGE 1

N.D.S.

The Collegeway

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 Leading today for tomorrow



Transportation and Works  
 TPO & Business Services

University of Toronto Campus  
 Proposed Private Street Names  
 Appendix #1





# Corporate Report

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Originator's  
Files

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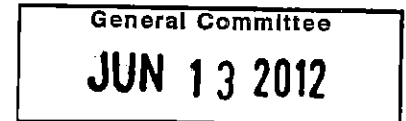
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**DATE:** May 24, 2012

**TO:** Chair and Members of General Committee  
Meeting Date: June 13, 2012

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

**SUBJECT:** **Request for Traffic Control Signals  
Erin Centre Boulevard at Churchill Meadows Boulevard  
(Ward 10)**



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**RECOMMENDATION:** That a traffic control signal not be installed at the intersection of Erin Centre Boulevard at Churchill Meadows Boulevard as warrants have not been satisfied.

**BACKGROUND:** The Transportation and Works Department has received several requests from residents for the installation of traffic control signals at the intersection of Erin Centre Boulevard at Churchill Meadows Boulevard.

Councillor McFadden requested that a report be submitted to General Committee detailing the existing traffic signal warrants at the subject intersection.

**COMMENTS:** The Transportation and Works Department completed a traffic signal warrant study at the intersection of Erin Centre Boulevard at Churchill Meadows Boulevard to determine the need for traffic control signals.

The results from traffic studies conducted on February 1, 2012 indicated that traffic control signals are not warranted at Erin Centre Boulevard at Churchill Meadows Boulevard. The warrant criteria, as outlined by the Ministry of Transportation Ontario (M.T.O.), is designed to determine whether traffic control signals would benefit the overall operation of an intersection, having regard for traffic and pedestrian volumes, traffic delay and collision history. The M.T.O. warrant values for this study and studies conducted previously on February 28, 2008 are as follows:

<u>Date of Count</u>	<u>Minimum Vehicle Volume</u>	<u>Delay to Cross Street</u>
February 1, 2012	64%	34%
February 28, 2008	38%	17%

For the M.T.O. warrant to be satisfied, either the "Minimum Vehicle Volume" or the "Delay to Cross Street" values must be 100%. The warrant is also satisfied if both of the values are at least 80% satisfied. A traffic signal is therefore not warranted based on the traffic volumes and pedestrian activity.

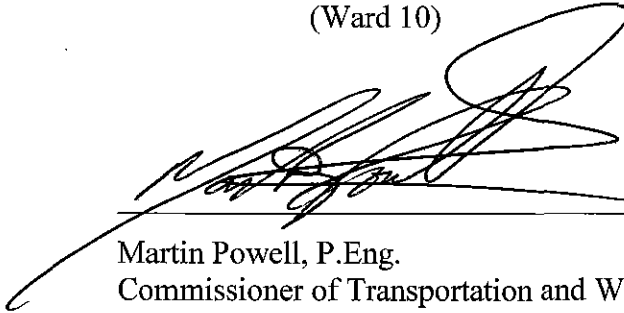
A review of the reportable motor vehicle collision history at the subject intersection for the past three years indicate that there have been no collisions that would be considered susceptible to correction with the implementation of traffic control signals.

**FINANCIAL IMPACT:** The estimated cost of constructing traffic control signals at Erin Centre Boulevard at Churchill Meadows Boulevard would be approximately \$140,000. In addition to the capital cost of constructing this signal, the estimated yearly cost of maintaining a traffic signal is approximately \$4,000.

**CONCLUSION:** Based on similar results from the eight-hour turning movement counts performed in the past four years, and three year reportable collision history, traffic signal warrants are not satisfied at Erin Centre Boulevard at Churchill Meadows Boulevard.

100

**ATTACHMENTS:** Appendix 1: Location Map – Erin Centre Boulevard at Churchill  
Meadows Boulevard  
(Ward 10)



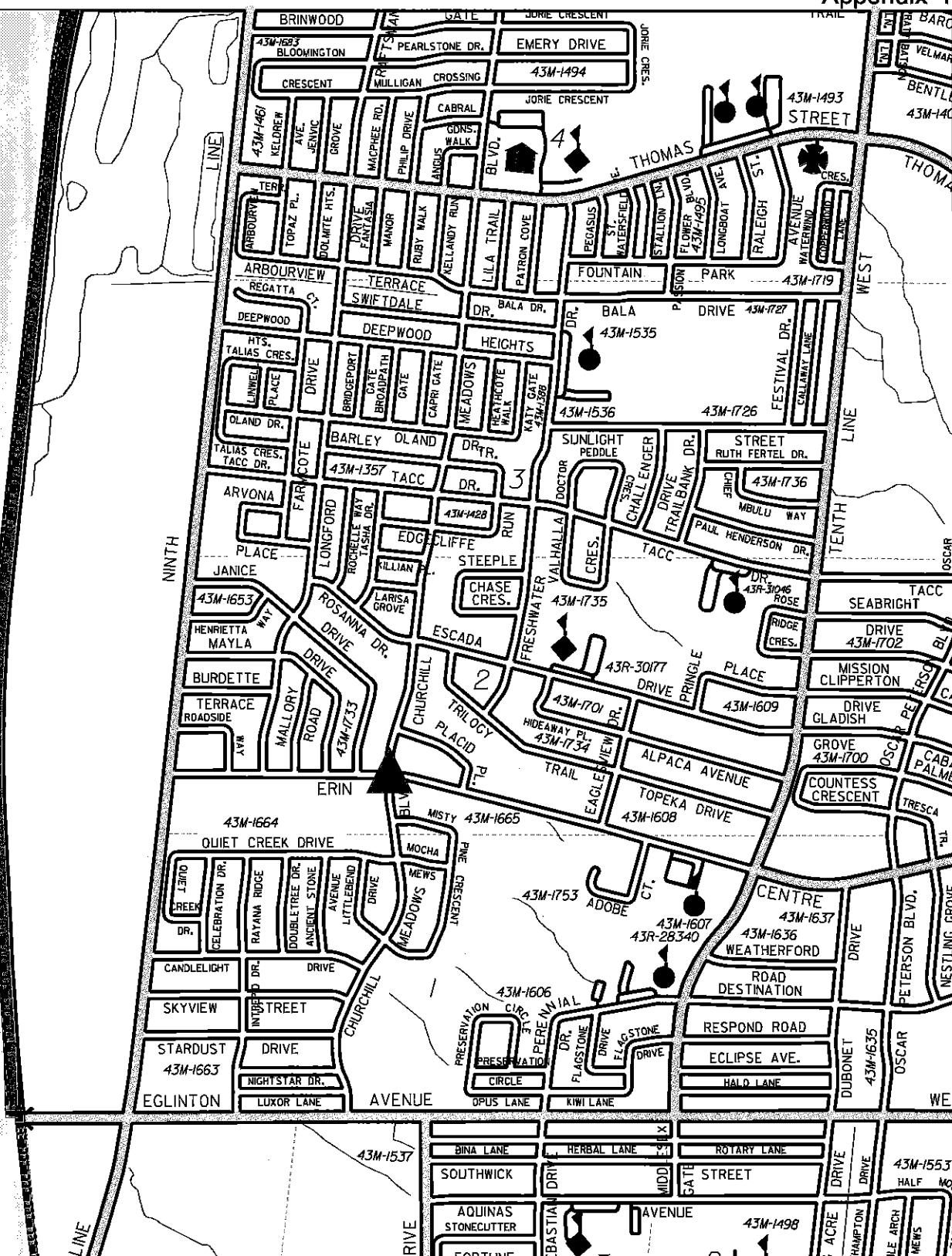
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Martin Powell, P.Eng.  
Commissioner of Transportation and Works

*Prepared By: Zvonimir Miller C.E.T., Traffic Signal Technologist*



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**Transportation and Works  
 Engineering & Works**

**ERIN CENTRE BOULEVARD  
 AT  
 CHURCHILL MEADOWS BOULEVARD (WARD 10)**





# Corporate Report

Clerk's Files

Originator's Files 'B' 034 TO  
036/06

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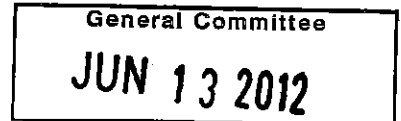
**DATE:** May 24, 2012

**TO:** Chair and Members of General Committee  
Meeting Date: June 13, 2012

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

**SUBJECT:** **Assumption of Municipal Services (Ward 11)**

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**RECOMMENDATION:** That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for City File "B" 034 TO 036/06, *Grossi Group (Mississauga) Developments Inc.*, (lands located North of Lamplight Way, West of Second Line West, East of Early Settler Row and South of Old Derry Road) and that the Letter of Credit in the amount of \$61,073.00 be returned to the developer.

'B' 034 TO 036/06

**BACKGROUND:** The developer identified on the attached Table of Assumption (Appendix 1) has complied with all the requirements of the Servicing Agreement for the installation of the municipal services.

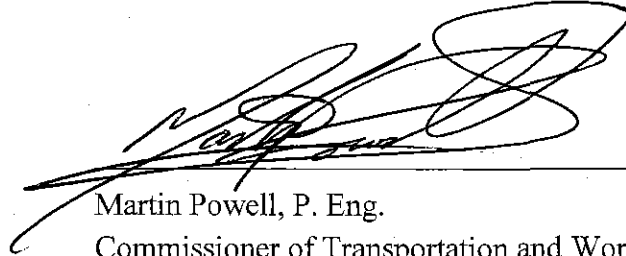
**FINANCIAL IMPACT:** With the assumption of the Municipal Works for 'B' 034 TO 036/06, the City will now be required to provide maintenance of the newly constructed storm sewers.

**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 the Municipal Works for  
'B' 034 TO 036/06



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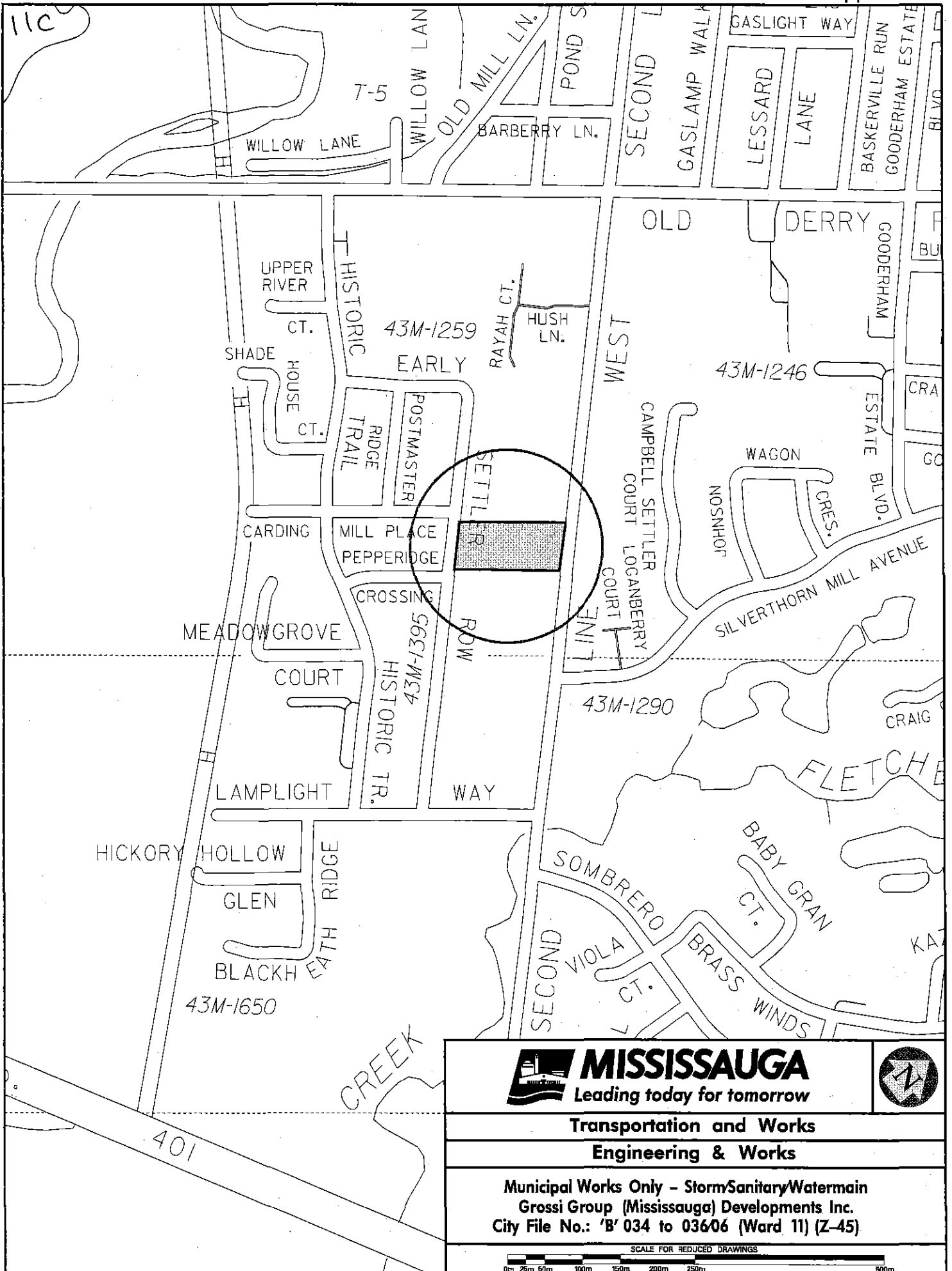
Martin Powell, P. Eng.

Commissioner of Transportation and Works

*Prepared By: Scott Holmes, C.E.T.*

*Manager, Development Construction*

TABLE OF ASSUMPTION				
PLAN/FILE REFERENCE #	LOCATION	DEVELOPERS ADDRESS	SERVICING AGREEMENT DATE	SECURITIES TO BE RELEASED
'B' 034 TO 036/06	North of Lamplight Way, West of Second Line West, East of Early Settler Row and South of Old Derry Road	Grossi Group (Mississauga) Development Inc. 111 Regina Road, Unit 11 Woodbridge, ON L4L 8N5  <u>Attn:</u> Mr. Rocco Grossi	February 28, 2007	\$61,073.00 Cancel Insurance



**Transportation and Works  
Engineering & Works**

**Municipal Works Only - Storm/Sanitary/Watermain  
Grossi Group (Mississauga) Developments Inc.  
City File No.: 'B' 034 to 03606 (Ward 11) (Z-45)**





# Corporate Report

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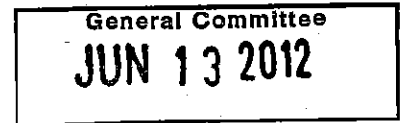
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T-11005

**DATE:** May 15, 2012

**TO:** Chair and Members of General Committee  
Meeting Date: June 13, 2012

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



**SUBJECT:** **Road Component of the Other Services  
Development Charge Credit  
For the Proposed Residential Subdivision T-11005  
Located South of Thomas Street, East of Tenth Line West  
T-11005 (Ward 10)**

**RECOMMENDATION:** That the Development Agreement for Plan T-11005 located south of Thomas Street, east of Tenth Line West, indicate that a Road Component of the Other Services Development Charge Credit in the amount of \$75,400.00 be afforded to Argo Park Developments Corp. for their cost associated with the sidewalk construction on the east side of Tenth Line West across the frontage of this plan.

**BACKGROUND:** Appendix 1, attached, indicates the lands owned by the developer of Plan T-11005, Argo Park Developments Corp. (2173 Turnberry Road, Burlington, Ontario, L7M 4P8).

In accordance with the City's Development Charges By-law, the developer will be required to pay the Road Component of the Other Services Development Charge in the amount of \$3,292,173.08.

**COMMENTS:** This plan is now proceeding towards registration. Under the terms of the proposed Servicing Agreement, the developer will be

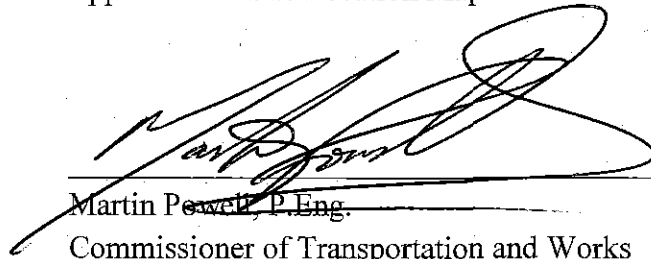
constructing a sidewalk along the east side of Tenth Line West across the frontage of this plan at an estimated cost of \$75,400.00. Therefore, the developer is entitled to a Development Charge Credit for the full cost of this construction.

The Development Charge Credit for the sidewalk construction on the east side of Tenth Line West will be deducted from the total Road Component of the Other Services Development Charge payable at the issuance of building permits.

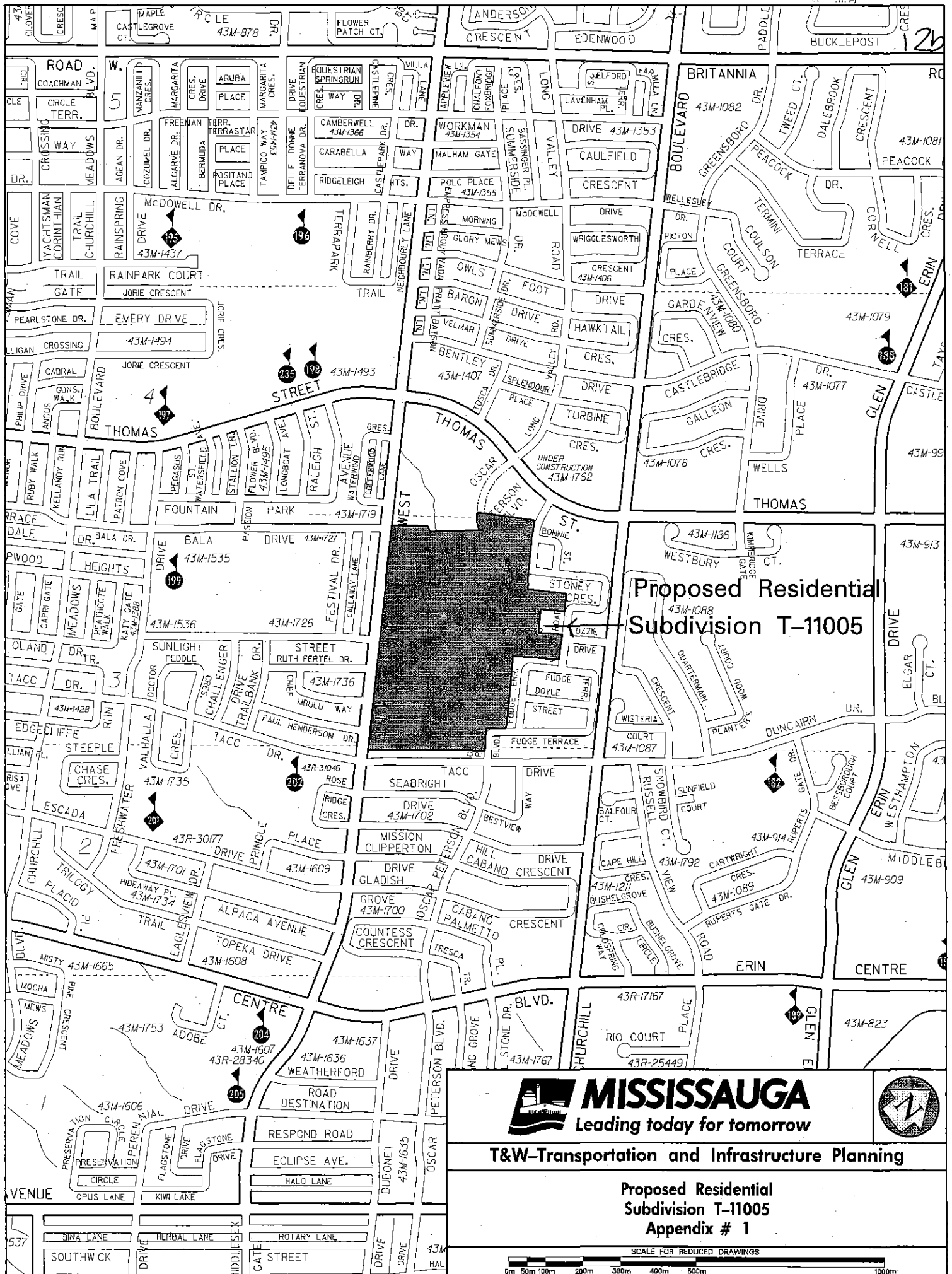
**FINANCIAL IMPACT:** Not applicable.

**CONCLUSION:** The developer of Plan T-11005 should be granted a 100% credit in the amount of \$75,400.00 for the construction of a sidewalk on the east side of Tenth Line West along the frontage of this plan, as these works are included in the Road Component of the Other Services Development Charge of the Development Charges By-law, based on 100% City responsibility.

**ATTACHMENTS:** Appendix 1 – Site Location Map

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

*Prepared By K. Franklin, C.E.T.  
Servicing Agreement Coordinator, Development Engineering*



**Proposed Residential Subdivision T-11005**



**T&W-Transportation and Infrastructure Planning**

**Proposed Residential Subdivision T-11005 Appendix # 1**

SCALE FOR REDUCED DRAWINGS







# Corporate Report

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Originator's Files FA.31.CHU

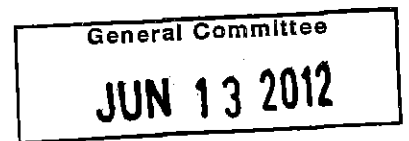
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**DATE:** May 29, 2012

**TO:** Chair and Members of General Committee  
Meeting Date: June 13, 2012

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

**SUBJECT:** **Churchill Meadows Parkland Agreement  
The Erin Mills Development Corporation  
(Wards 10, 11)**



- 
- RECOMMENDATION:**
1. That PN 12-334, Parkland Over-Dedication Compensation - EMDC, be established with a gross and net budget of \$3,200,000 in order to compensate the developer for the over-dedication of parkland in the Churchill Meadows Planning District resulting in accordance with the Parkland Conveyance Agreement dated July 15, 2006, and that funds of \$3,200,000 be allocated from the Cash-in-Lieu of Parkland Dedication Reserve Fund (Account 32121) into the Parkland Over-Dedication Compensation-EMDC project (PN 12-334).
  2. That all necessary by-laws be enacted.

**BACKGROUND:** On July 15, 1998, The Erin Mills Development Corporation (EMDC) and the City of Mississauga (the City), entered into a Parkland Conveyance Agreement for the required parkland and woodland in the Churchill Meadows Planning District proposed under the approved Concept Plan, in exchange for credits against its cash-in-lieu of parkland requirements. The area involved covered all of EMDC's holdings in the Churchill Meadows District (Appendix 1) with the exception of their proposed industrial lands in the southwest corner of the district.

The Parkland Conveyance Agreement created a number of advantages. In 1998, the City took immediate possession of the woodlands and established a commitment for EMDC to convey active parkland via the plan of subdivision process calculated to satisfy the parkland dedication requirements for EMDC's holdings up to the first 9801 units built. The calculations were based on mid range densities on all proposed residential development.

On May 3, 2006, an Amending Agreement was executed between EMDC and the City to recognize changes which had occurred in the Churchill Meadows Planning District. The Parkland Conveyance Agreement was amended to:

- Include additional lands acquired by EMDC within the Churchill Meadows District.
- Reflect the revised number of 7424 residential units being proposed by EMDC. This number was to be adjusted as development applications were approved.
- Calculate the final amount of parkland dedication by deducting up to 849 dwelling units valued at \$4,000.00 per unit which represents the number of units within the Central Erin Mills Planning District (Appendix 2) for which cash-in-lieu of parkland would otherwise be payable by EMDC to the City in accordance with the Central Erin Mills Parkland Conveyance Agreement dated April 27, 1994.

**COMMENTS:**

The Amending Parkland Conveyance Agreement recognized the accelerated pace of development in Churchill Meadows and adjusted the settling up date to take place when the total number of residential dwelling units in Churchill Meadows for which building permits have been issued equals ninety (90%) percent of the number of residential units proposed on all plans of subdivision in Churchill Meadows.

The 849 units in Central Erin Mills, which were transferred to the Churchill Meadows Parkland Agreement, have not yet been built.

The EMDC's land holdings in Churchill Meadows are nearing completion and 90% of the number of residential units built or to be built has now been determined. (Appendix 3) Therefore, it is time to "settle up" the Churchill Meadows Parkland Agreement. Upon

payment by the City to The Erin Mills Development Corporation of the final settlement amount, the City will obtain from EMDC a final release.

**STRATEGIC PLAN:** Acquisition of the woodlands and open space in Churchill Meadows achieves and advances the following Living Green Strategic Goal: *“Conserve, Enhance, and Connect Natural Environments – to be responsible stewards of the land by conserving, enhancing and connecting natural environments.”* Further, the acquisition achieves and advances the following Strategic Action: *“Pro-actively acquire/and or enhance and restore the Natural Areas System.”*

**FINANCIAL IMPACT:** Funding in the amount of \$3,200,000 is requested to be transferred to PN 12-334 to cover compensating the developer for the owing parkland dedication credit, associated taxes, administration fees and staff charge backs. The Cash-in-Lieu of Parkland Dedication Reserve Fund (Account 32121) has sufficient funds to cover this transfer. The 2012-2021 Capital Budget and Forecast as approved by Council includes this parkland over-dedication compensation payment in 2016. This report seeks to advance the proposed funding into 2012, to coincide with the anticipated completion of EMDC’s land holdings in Churchill Meadows.

**CONCLUSION:** The Parkland Conveyance Agreement with The Erin Mills Development Corporation inclusive of their holdings in the Churchill Meadows District and Central Erin Mills was advantageous as it created a mechanism under which the City took immediate possession of 19.2 ha. (47 ac.) of woodland and established a commitment to provide a further 21.85 ha. (54 ac.) of active parkland on Erin Mills lands that were dedicated through the subdivision process. The developer is to be compensated for the owing parkland dedication credit.

**ATTACHMENTS:** Appendix 1: EMDC land in Churchill Meadows  
Appendix 2: EMDC land in Central Erin Mills  
Appendix 3: Parkland Agreement Tracking Sheet



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

*Prepared By: Anne Farrell, Planner, B.Sc., MCIP, RPP*





R.C.P.

1003  
DC  
SECTION  
1534

PARTS OF LOT 12,  
R.C.P., 1003,  
CITY OF MISSISSAUGA

RM7D5 - LOT  
SECTION  
1551

12, RM7D5 -  
SECTION 1552

R.C.P. RM7D5 -  
SECTION 1553

1003 A  
RM7D5 -  
SEC.  
1551

THIS IS SCHEDULE  
BY-LAW 165-87 PA  
COUNCIL ON MAR 09 '85

MAYOR  
CLERK

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**The Erin Mills Development Corporation /City of Mississauga  
Parkland Agreement Tracking Sheet**

Subdivision/Rezoning/ Site Plan	M-plan	Number of Single & Semi Units Proposed	Number of Medium Density Units Proposed	Number of High Density Units Proposed @ 45 uph	Total Number of Units Proposed	No. of Units with Building Permits Issued	Remaining Units	Commercial Area Registered		Parkland Yield		Parkland Area Dedicated		Park No.
		(Approved)	(Approved)	(Approved)	(Approved)			(ha)	(ac)	(ha)	(ac)	(ha)	(ac)	P-
Woodlot pre dedication												11.383	28.13	403 404 476
T-94034 (Phase I)	M-1353	272	0	0	272	272	0			0.907	2.24	1.593	3.94	422
	M-1354	172	0	0	172	172	0			0.573	1.42			
	M-1355	104	0	0	104	104	0			0.347	0.86			
T-94034 (Phase II)	M-1406	385	0	0	385	385	0			1.283	3.17			
	M-1407	206	0	0	206	206	0			0.687	1.7			
T-94034 (Phase III)	M-1762	0	55	571	626	626	0	0.511	1.26	2.1	5.19			
T-94025 (Phase I a)	M-1498	349	0	0	349	349	0			1.163	2.87	4.502	11.12	463
	M-1499	300	0	0	300	300	0			1	2.47			
	M-1500	0	0	0	0	0	0	1.849	4.57	0.037	0.09			
T-94025 (Phase I a)	M-1537	221	0	0	221	221	0			0.736	1.82			
	M-1538	158	0	0	158	158	0			0.527	1.3			
T-94025 (Phase I b)	M-1553	179	95	354	628	628	0			2.093	5.17			
	M-1554	197	0	0	197	197	0			0.657	1.62			
T-94025 (Phase II a)	M-1606	245	0	0	245	245	0	0.607	1.5	0.829	2.05			
	M-1607	25	0	0	25	25	0			0.083	0.21	6.117	15.11	476
	M-1608	125	0	0	125	125	0			0.417	1.03			
	M-1609	91	0	0	91	91	0			0.303	0.75			
T-94025 (Phase II b)	M-1635	256	0	0	256	256	0			0.853	2.11			
	M-1636	85	100	0	185	185	0			0.617	1.52	2.48	6.13	477
	M-1637	73	0	0	73	73	0			0.243	0.6			
T-94025 (Phase IV)	M-1663	355	0	158	513	513	0			1.71	4.22	0.471	1.17	485
	M-1664	232	52	0	284	284	0			0.946	2.34	0.217	0.54	404
	M-1665	190	0	0	190	190	0			0.633	1.56	0.437	1.08	476
T-94025 (Phase V)	M-1767	77	79	324	480	480	0			1.6	3.95			
	M-1768	0	0	0	0	0	0					1.29	3.19	501
	SP/11/57			178	178	0	178			0.593	1.47			
	SP/11/142		133		133	0	133			0.443	1.09			
	SP/07/90			157	157	157	0			0.523	1.29			
T-94033 (Phase I)	M-1700	439	107	0	546	546	0			1.82	4.5	0.49	1.21	490
	M-1701	47	0	0	47	47	0			0.157	0.39	3.11	7.68	489
	M-1702	202	0	0	202	202	0			0.673	1.66			
T-94033 (Phase II)	M-1733	185	19	0	204	204	0	0.296	0.73	0.686	1.7			
	M-1734	167	0	0	167	167	0			0.557	1.38			
	M-1735	126	0	0	126	126	0			0.42	1.04			
	M-1736	185	0	0	185	185	0			0.617	1.52	2.43	6	489
Former School	M-1753	41	0	0	41	41	0			0.137	0.34			
<b>TOTAL</b>		<b>5689</b>	<b>640</b>	<b>1742</b>	<b>8071</b>	<b>7760</b>	<b>311</b>	<b>3.263</b>	<b>8.06</b>	<b>26.97</b>	<b>66.64</b>	<b>34.52</b>	<b>85.3</b>	

**Summary:**

Churchill Meadows	Total Parkland Yield (ac)	Total Parkland Dedicated (ac)	Over/Under Dedication (ac)	Valued @ \$350,000 per ac
	66.64	85.3	18.66	<b>\$6,531,000</b>

Central Erin Mills Units Erin Mills	Proposed Units	Built Units	Remaining Units	Valued @ \$4,000/unit
	849	0	849	<b>\$3,396,000</b>

**Settlement:**

Value of over dedication @ \$350,000 per acre \$6,531,000  
 Less 849 units transferred from CEM @ \$4,000 per unit \$3,396,000  
**TOTAL SETTLEMENT: \$3,135,000**



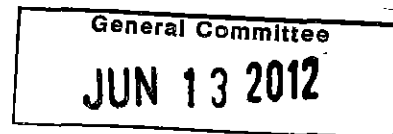
# Corporate Report

Clerk's Files

Originator's Files CD.10.493

**DATE:** May 29, 2012

**TO:** Chair and Members of General Committee  
Meeting Date: June 13, 2012



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

**SUBJECT:** **Park Naming**  
**Park 493 – 7150 Saint Barbara Boulevard (Ward 11)**

**RECOMMENDATION:** That the following naming request be considered for the period of 30 days:

- Park 493 in Ward 11 be named "Horseshoe Park".

**BACKGROUND:** In accordance with the City's "Property and Facility Naming and Dedications" corporate policy, the Community Services Department is directed to bring forth names for General Committee and Council's consideration for the purposes of naming parks, trails, and facilities in the City of Mississauga. In accordance with the policy, General Committee is requested to consider the recommended names brought forth by the Community Services Department for a period of 30 days, after which the Committee is asked to make a final recommendation to Council.

The subject report outlines for consideration the naming of Park 493, located at 7150 Saint Barbara Boulevard and situated within Ward 11 (Appendix 1).

**COMMENTS:**

Park 493 is located on the east side of McLaughlin Road, north of Derry Road West, and is approximately 1.43 ha (3.53 ac) in area. Historically, the park site was part of a 100 acre farm lot. Park 493 consists of a large, preserved wood lot on the west side, abutting McLaughlin Road, and a soccer field and playground closer to Saint Barbara Boulevard.

The proposal that Park 493 be named “Horseshoe Park” was initially inspired through the discovery of an old horseshoe during excavation of the park, and further research which revealed a historical connection to Hackney horse breeding at this location during the early part of the 20<sup>th</sup> century by Joseph Tilt, son-in-law to James McCracken. Joseph Tilt was recognized as one of the premier breeders of Hackney horses, and his horse named “Glenavon Renown” won first prize at the 1927 Canadian National Exhibition.

The origins of the Hackney horse began in England, which were bred for the purpose of carriage driving in the community. The Hackney horse is known for its amazing high step while trotting, elegant style and speed.

The recovered horseshoe that inspired the proposed park name may be used as part of an interpretive sign on the path crossing the park adjacent to the woodlot, marking the location where the horseshoe was found.

Councillor Carlson has been consulted and supports the recommended name.

**STRATEGIC PLAN:**

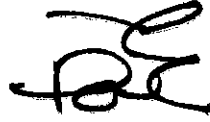
The proposed park name “Horseshoe Park” is in accordance with the “Connect” Strategic Pillar for Change, in that naming the park in recognition of the significant historic use of the land, celebrates and connects the new community to the history of Mississauga.

**FINANCIAL IMPACT:** Not applicable.**CONCLUSION:**

The proposed naming of Park 493 in Ward 11 to “Horseshoe Park” is in accordance with the City’s “Property and Facility Naming and Dedications” corporate policy.



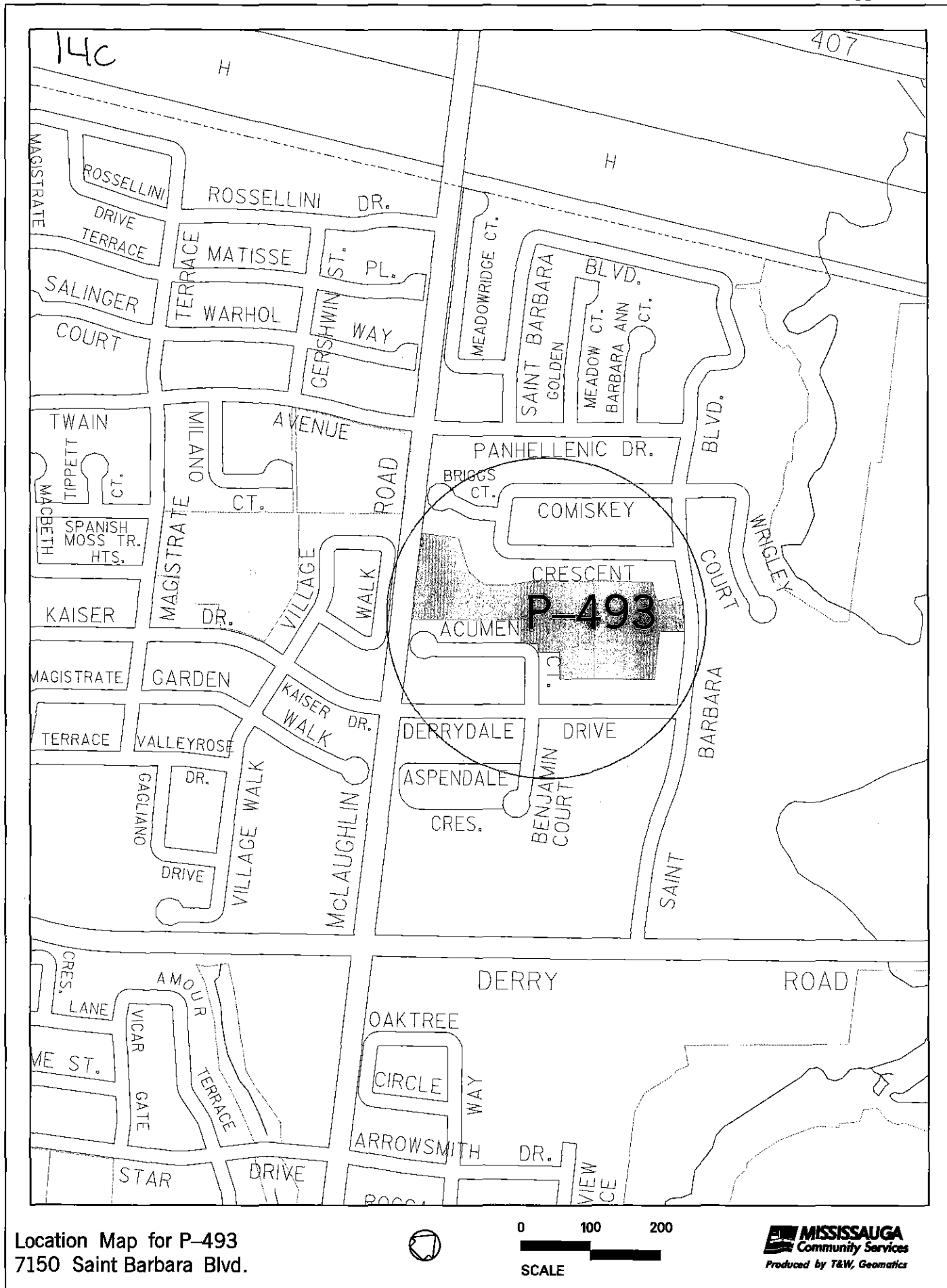
**ATTACHMENT:** Appendix 1: Map of Park 493



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

*Prepared By: Geoff Smith, Team Leader, Park Planning*



Location Map for P-493  
7150 Saint Barbara Blvd.

**MISSISSAUGA CELEBRATION SQUARE  
EVENTS COMMITTEE**

May 28, 2012

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REPORT 5-2012

General Committee

**JUN 13 2012**

TO: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Mississauga Celebration Square Events Committee presents its fifth report for 2012 and recommends:

MCSEC-0020-2012

That the memorandum dated May 25, 2012 from the Commissioner of Transportation and Works providing a status update on the permanent closure of City Centre Drive, be received for information.

(MCSEC-0020-2012)

MCSEC-0021-2012

That the final Mississauga Celebration Square 2012 Event schedule, be received for information.

(MCSEC-0021-2012)

REPORT 5-2012

General Committee

**JUN 13 2012**

TO: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Environmental Advisory Committee presents its fifth report for 2012 and recommends:

EAC-0027-2012

1. That the PowerPoint presentation, dated June 5, 2012 and entitled "Peel Region Urban Forest Strategy," by Meaghan Eastwood, Terrestrial Ecologist, Research and Development Section, Ecology Division, Toronto and Region Conservation Authority, to the Environmental Advisory Committee on June 5, 2012 be received; and
2. That the Environmental Advisory Committee endorses the Peel Region Urban Forest Strategy, allowing for the implementation of the actions outlined in the strategy, in support of developing urban forest targets for the Region of Peel.

(EAC-0027-2012)

EAC-0028-2012

That the email message dated June 1, 2012 from Lucas Krist, Peel Environmental Youth Alliance and Environmental Advisory Committee Member, with respect to Mr. Krist's comments regarding the Environmental Advisory Committee's June 5, 2012 agenda be received.

(EAC-0028-2012)

EAC-0029-2012

That the PowerPoint presentation, dated June 5, 2012 and entitled "Credit River Parks Strategy," by Mark Howard, Project Lead, Credit River Parks Strategy, and Planner, Long Term Planning, Park Planning Section, and Mark Schollen, Schollen & Company Inc. Landscape Architects and Ecological Restoration Consultants, to the Environmental Advisory Committee on June 5, 2012 be received.

(EAC-0029-2012)

EAC-0030-2012

1. That the PowerPoint presentation, dated June 5, 2012 and entitled "Let Your Green Show Awareness Campaign," by Brenda Osborne, Manager, Environment, to the Environmental Advisory Committee on June 5, 2012 be received;
2. That the Environmental Advisory Committee endorses the new Living Green Master Plan awareness campaign outlined in the report dated May 18, 2012, from the Commissioner of Community Services, titled Let Your Green Show Awareness Campaign; and
3. That the Environmental Advisory Committee members help champion implementation of the awareness campaign by encouraging residents to help turn Mississauga green and their neighbourhood to win the Greenest Ward Award.

(EAC-0030-2012)

EAC-0031-2012

That the report dated May 11, 2012, from the Commissioner of Community Services, titled Mississauga Urban Design Awards Environmental Sustainability Judging Criteria, be received.

(EAC-0031-2012)

EAC-0032-2012

That the Memorandum dated May 7, 2012 from John Calvert, Director, Policy Planning Division, Planning and Building Department, with respect to the Natural Areas Survey 2011 update be received.

(EAC-0032-2012)

EAC-0033-2012

That the Memorandum dated May 17, 2012 from Brenda Osborne, Manager, Environment, with respect to social media opportunity – Clean Air Partnership blog be received.

(EAC-0033-2012)

EAC-0034-2012

That the Memorandum dated May 17, 2012 from Brenda Osborne, Manager, Environment, with respect to October 2012 off-site options be received.

(EAC-0034-2012)

EAC-0035-2012

That the email message dated May 22, 2012 from Councillor Pat Mullin, Ward 2, with respect to the Toronto District School Board's green solar energy arrangement with AMP Solar Limited Partnership be received.

(EAC-0035-2012)

EAC-0036-2012

That the chart from Environmental Management staff with respect to upcoming agenda items and Environmental Advisory Committee (EAC) role be received.

(EAC-0036-2012)

EAC-0037-2012

That the Environmental Advisory Committee supports the appointment of Brenda Osborne, Manager, Environment, to the Oakville-Clarkson Air Zone Management Advisory Committee.

(EAC-0037-2012)

EAC-0038-2012

That the chart dated June 5, 2012 from Julie Lavertu, Legislative Coordinator, Environmental Advisory Committee, with respect to the status of outstanding issues from the Environmental Advisory Committee (EAC) be received.

(EAC-0038-2012)

REPORT 2 - 2012

General Committee

**JUN 13 2012**

TO: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Shark Finning Committee presents its second report of 2012, and recommends:

**SFC-0007-2012**

1. That the report from the Commissioner, Transportation and Works Department, dated May 22, 2012 titled "Enforcement of Shark Fin By-law 268-11, as amended" be received for information.
2. That Compliance and Licensing Enforcement staff enforce Shark Fin By-law 268-11, as amended (the By-law), on a reactive basis to complaints received in the manner set out in the Enforcement Action Plan outlined in the report from the Commissioner, Transportation and Works Department, dated May 22, 2012 titled "Enforcement of Shark Fin By-law 268-11, as amended".

(SFC-0007-2012)

**SFC-0008-2012**

That the letter dated March 29, 2012, from the City of Stratford endorses the City of Mississauga resolution encouraging a ban on the importation of shark fin foodstuff, be received for information.

(SFC-0008-2012)

**SFC-0009-2012**

That the email dated April 24, 2012, from the Federation of Canadian Municipalities on the Amendments to the Fisheries Act, be received for information.

(SFC-0009-2012)

**SFC-0010-2012**

That Enforcement Division staff report to Council on the enforcement of the Shark Fin By-law 0268-2011 after a year of enforcement of the By-law.

(SFC-0010-2012)

**SFC-0011-2012**

That the Shark Finning Committee of Council be disbanded, as the Committee has met its mandate.

(SFC-0011-2012)