

**2020**

**PROVINCIAL**

**PRE-BUDGET**

**SUBMISSION**

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## Executive Summary

The City of Mississauga is a dynamic, diverse and growing city, home to almost 800,000 people and over 94,000 businesses. As the City continues to grow, we face increased challenges that go beyond the day-to-day pressures of a growing city, such as transit, aging infrastructure, affordable housing, climate change and many others. While Mississauga is committed to continuous improvement efforts that demonstrate value for tax dollars, there is a continuous and growing demand for services that surpass the availability of revenue and resources to implement them. We run an efficient and effective government. However, the City's main source of revenue is property tax, and tax rates must remain affordable for our residents and businesses.

To help overcome these challenges, we look for innovative solutions, partnerships and funding from other levels of government. The provincial government is an important partner in ensuring the City meets its objectives, realizes its vision, and achieves its city-building priorities, specifically through proper funding mechanisms.

While we appreciate the support of one-time funding and acknowledge contributions from the provincial government, including Provincial Gas Tax (PGT), Clean Water and Wastewater Fund (CWWF), Investing in Canada Infrastructure Program (ICIP) and funding provided to Metrolinx for the Hurontario Light Rail Transit System (HuLRT), predictable, sustainable funding is required for successful long-range planning.

We are seeking on-going support from the provincial government in the following areas:

- [Strategic Transit Investments](#)
- [Sustainable Infrastructure Funding](#)
- [Affordable Housing](#)
- [Climate Change Initiatives](#)
- [City Building Initiatives](#)
- [Legislative Changes](#)

As Mississauga continues to evolve, our priorities reflect the changing needs of our city. Strong, long-term partnerships with the governments of Canada and Ontario are essential to ensuring that Mississauga continues to provide the high quality of life residents have come to expect. We look forward to our continued relationship and future opportunities for collaboration.

### ***City of Mississauga Recommendations***

1. *Funding to assist with the planning, detailed design, and construction of Mississauga's priority transit projects:*
  - *The Downtown Mississauga Terminal and Transitway Connection;*
  - *The Dundas Bus Rapid Transit Corridor; and*
  - *Higher-order transit on the Lakeshore Road Corridor*
2. *Implementation of Regional Express Rail Service on the Kitchener GO Corridor*
3. *Moving forward with full Regional Express Rail on the Milton GO Corridor including the construction of the "Missing Link"*
4. *Restoring the downtown loop to the Hurontario LRT design*
5. *Long-term, predictable and sustainable funding for infrastructure projects and approval of the South Common Community Centre and Library ICIP funding application*
6. *New powers and revenue sources targeted for affordable housing and housing supply and making suitable surplus land available*
7. *Predictable and sustainable funding for emerging priorities such as climate change*
8. *Targeted funding for major City-building projects and approval of the Public Marina and Waterfront Park ICIP funding application*
9. *Greater autonomy or new frameworks for revenue tools other than property tax*
10. *Eliminate the cap on the airport PILT to ensure fairness and equity*
11. *An increase to the Household Operating Grant for the Mississauga Library*



PROVINCIAL PRE-BUDGET SUBMISSION

# STRATEGIC TRANSIT INVESTMENTS

# I. Strategic Transit Investments

## Key Points:

- *The City of Mississauga desires a reliable, efficient and sustainable inter-regional transit system.*
- *Our priorities include the Downtown Mississauga Terminal and Transitway Connection, the Dundas Bus Rapid Transit Corridor and higher order transit on the Lakeshore Road Corridor, all-day two-way GO train service on the Milton Line through infrastructure improvements, including the construction of the “Missing Link”; Regional Express Rail service on the Kitchener GO Corridor and restoring the downtown loop to the Hurontario LRT design.*

In May, 2019 the City of Mississauga’s first *Transportation Master Plan* was approved by Council. This strategic action plan and policy framework document lays out the vision for providing mobility in Mississauga from today to 2041. While the City continues to make significant investments in public transit locally, and appreciates the province’s funding commitment to the Hurontario LRT Project, we require additional investment from the provincial (and federal) government to realize our long-term transit objectives.



As our city continues to grow and urbanize, we need to encourage and make it as easy as possible for our residents to navigate across our city and beyond without the use of a car. Recognizing rapid transit needs to play a key role in supporting future growth in Mississauga and within the Greater Toronto and Hamilton Area, we continue to plan and look for opportunities to expand the regional transportation network within Mississauga. In order to ensure that an expanded regional transportation network becomes a reality, on-going, dedicated provincial funding is required for new projects.

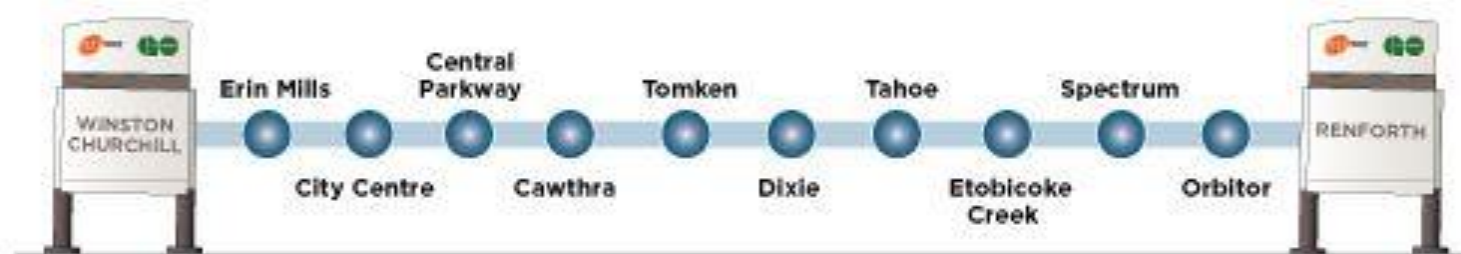
To get people and businesses moving, and break gridlock and congestion, we need to make significant investments in our local and regional transit systems. To do this, we need a committed provincial partner to help fund the following transit projects:

## Downtown Mississauga Terminal and Transitway Connection

The 18-km Mississauga Transitway became fully operational in 2017, with 12 stations beginning at Winston Churchill Boulevard in the west and ending at Renforth Drive in the east. The Transitway has made it faster and easier for commuters to travel to, from and through Mississauga and across the region.

The west and east portions of the Transitway have access to dedicated lanes, but the Downtown portion experiences delays because it relies on accessing local City streets. The completion of the Downtown segment of the Mississauga Transitway, with a dedicated transit corridor and new bus terminal, would provide for a continuous Transitway that would maximize the benefits and success of previous investments. Acting as a central mobility hub, the new bus terminal will be a combined terminal servicing both Mississauga MiWay and GO Transit buses while also providing a seamless connection to the Hurontario LRT. The new terminal will be a critical transit hub servicing Mississauga and the western GTHA and providing a vital connection to Pearson International Airport.

Construction of the Mississauga Transitway has been made possible through funding from the federal and provincial governments, but the vital link that will be our Downtown Mississauga Terminal and Transitway Connection remains unfunded at this time.



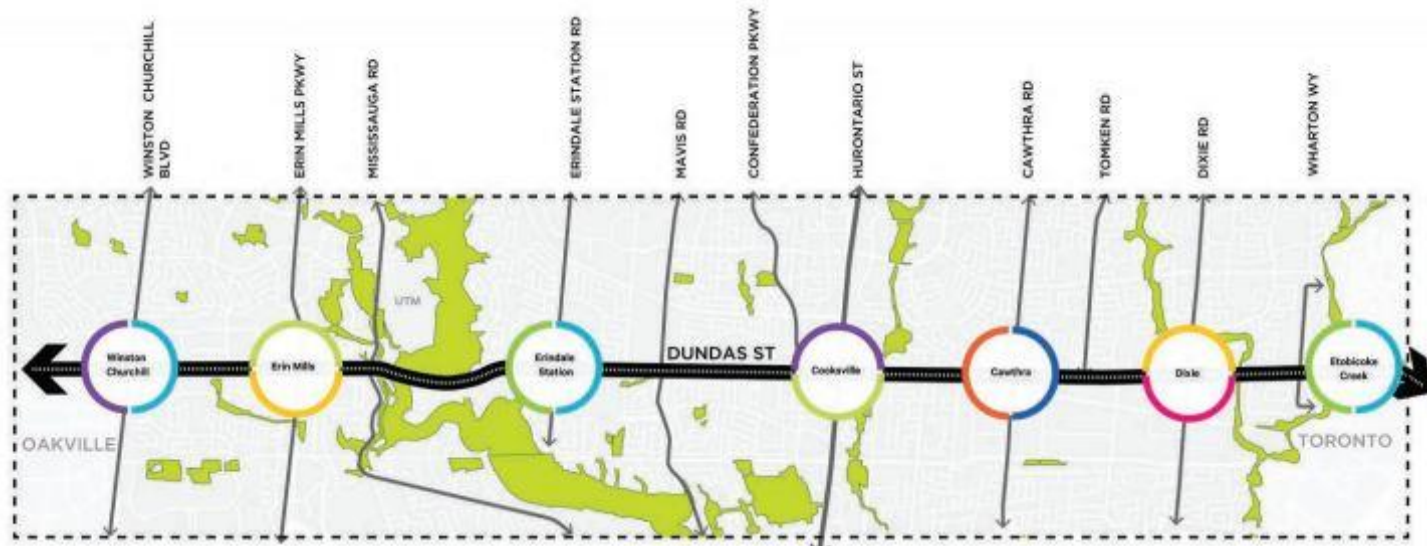
[MORE INFO ON THE MISSISSAUGA TRANSITWAY](#)



## Dundas Bus Rapid Transit Corridor

The City's *Dundas Connects* project produced a Master Plan for the Dundas Corridor, a plan that makes recommendations on land-use intensification and rapid transit for Dundas Street. The Master Plan provides for future growth along one of Mississauga's busiest corridors and completes the regional transit network by linking Kipling Station with two GO stations and the Hurontario LRT. Specifically, the Master Plan recommends a Bus Rapid Transit (BRT) facility for the entire length of Dundas Street. This supports major improvements to transportation, land use and the public realm along the Dundas Street Corridor.

The next steps in advancing this transit initiative are the completion of a Transit Project Assessment Process, and preliminary engineering and design. Federal and provincial funding for this work, such as funding available through ICIP and for which the City has applied, would ensure that growth and redevelopment along Dundas will follow, and implementation of transit may occur sooner.



[MORE INFO ON DUNDAS CONNECTS](#)



## Higher-Order Transit on Lakeshore Road Corridor

*Lakeshore Connecting Communities* is the City's Transportation Master Plan for the Lakeshore Road / Royal Windsor Drive corridor. The *Lakeshore Connecting Communities* study provides the blueprint for addressing the transportation and mobility needs of those living and working in the Lakeshore communities over the next 25 years, by determining the most efficient way to move people in the Lakeshore Road corridor.

A key aspect of this study was the selection of a preferred transit technology and how it fits within the wider Regional transit network; specifically, how it can support travel patterns between South Etobicoke and Mississauga and how it can provide a logical connection between the existing streetcar service on Lakeshore Road in Toronto and the future Hurontario LRT. The



**Summary of Rapid Transit Need/Potential within the Lakeshore Corridor**

*Lakeshore Connecting Communities* study recommends an express bus service between Mississauga Road and Long Branch GO station. In the east end of the corridor, dedicated median transit lanes are recommended between East Avenue and Deta Road. Through the rest of the corridor, transit would operate in mixed traffic with transit signal priority at signalized intersections.

With two major developments set to break ground along Lakeshore Road in the next 5 years that will welcome 30,000 new residents to the area, it is imperative that the corridor is served by high quality rapid transit from east to west.

The next steps in advancing this transit initiative are the completion of an Environmental Assessment (EA) study and preliminary engineering and design. Through a federal and provincial investment, such as ICIP, in which the City has applied, we can expedite the study and begin to break gridlock and congestion on the Lakeshore Road corridor.

[MORE INFO ON LAKESHORE CONNECTING COMMUNITIES](#)

## Regional Express Rail

The City of Mississauga continues to eagerly await the development of Regional Express Rail (RER), which will provide effective, reliable transit through all-day, two-way GO Train service every 15 minutes with reduced travel times. The plan applies to all lines and corridors in the GO Transit network.

Our City has three GO Train rail corridors. The Lakeshore West Line currently has all-day, two-way 30-minute service. The Milton and Kitchener lines operate peak period, single-direction train service only. Providing the Milton and Kitchener Lines with two-way, all-day service will:

- get commuters out of their cars and reduce gridlock;
- provide frequent and reliable transit options for travel within Mississauga;
- allow our regional mobility hubs to operate and flourish; and
- provide connections to major economic centres in all directions – Downtown Toronto, Hamilton, Burlington, Niagara Region, and Kitchener-Waterloo Region

Through its agency Metrolinx, the province has secured an agreement-in-principle with CN that will allow GO Regional Express Rail to be built along the Kitchener GO corridor with an expected completion date of 2025, subject to completion of the necessary Environmental Assessment studies and engineering design work as well as funding. Furthermore, increased service on the Milton corridor is in the 2041 Regional Transportation Plan; however, these improvements are not proposed until after 2025 and are subject to physical constraints and negotiations with freight operators. All-day service on both the Milton and Kitchener GO Transit lines is currently prevented by the presence of heavy freight rail traffic that travel through both lines.

[MORE INFO ON REGIONAL EXPRESS RAIL](#)

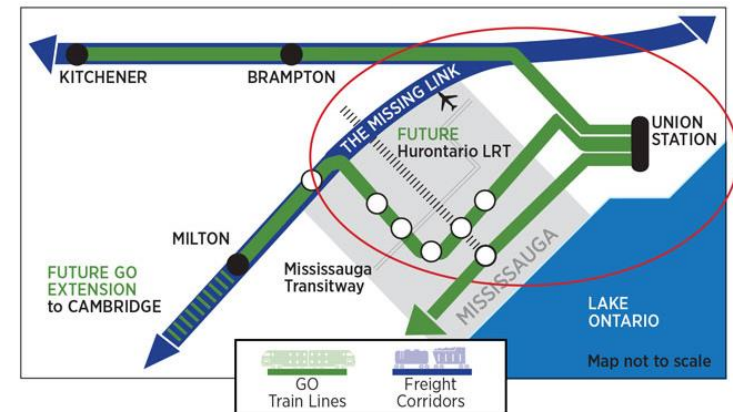
## Building the “Missing Link”

The City of Mississauga – together with Toronto, Milton, Kitchener, Cambridge, and Waterloo – continues to encourage the relocation of heavy rail freight traffic from the Milton and Kitchener GO Rail lines, to a proposed bypass rail line adjacent to Highway 407 (the “missing link”). This proposed bypass rail line would link the CN bypass line at Bramalea with the CP line through-route near the Milton-Mississauga border.

The “missing link” would have far-reaching benefits at the local, national and international levels, with three major benefits:

- provide an alternative to the challenge of widening the Milton and Kitchener GO Rail corridors;
- remove heavy freight from the Milton and Kitchener GO Rail corridors; and
- free up inner parts of the Milton and Kitchener GO rail corridors for RER service

[MORE INFO ON THE MISSING LINK](#)



## Restoring the Downtown Loop to the Hurontario LRT Design

Plans for the Hurontario Light Rail Transit (HuLRT) have been underway in partnership with Metrolinx over the past few years. This investment is vital to the city’s economic prosperity and city-building initiatives. The HuLRT will link to GO Stations at Port Credit and Cooksville, the Mississauga Transitway, Square One Bus Terminal, Brampton Gateway Terminal and key MiWay and Brampton Transit routes. Moving tens of thousands of people a day, the HuLRT is helping Mississauga tackle gridlock and congestion while forming the north-south spine of its regionally-connected transit network.

In March 2019, the Ontario government announced scope changes to the project that removed a key component of the HuLRT, the downtown loop. In order to help the City realize the full potential of downtown Mississauga, the downtown loop should be considered as a funding priority. The contract to complete the design and construction of the HuLRT was awarded in October 2019 and does allow for the downtown loop to be re-introduced into the project scope if funding becomes available.

Currently thousands of jobs, businesses and housing units are located along the Hurontario corridor and Canada’s largest development recently announced by Oxford Properties will be built in Mississauga’s downtown Square One District. This 18 million square foot mixed-use development includes 37 buildings and 18,000 residential units on 130 acres. Phase 1 of this project is

scheduled to begin in 2020. Moving forward with the HuLRT project inclusive of the downtown loop represents major steps towards transformational transit improvements that our residents and businesses within the downtown and along the Hurontario corridor are depending on.

[MORE INFO ON HURONTARIO LRT](#)

### ***City of Mississauga Recommendations***

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**PROVINCIAL PRE-BUDGET SUBMISSION**

**SUSTAINABLE**

**INFRASTRUCTURE  
FUNDING**

## II. Sustainable Infrastructure Funding

### Key Points

- *Mississauga owns \$9.9 billion worth of infrastructure assets. Like other Ontario municipalities, we cannot maintain or grow our infrastructure on the local tax bill. Predictable and sustainable infrastructure funding remains a top priority.*

The City of Mississauga's infrastructure is currently valued at \$9.9 billion, with an annual estimated replacement cost of \$378 million (excluding any land and including stormwater assets).

A major challenge for the City is the infrastructure gap. The 2020 infrastructure gap is \$274 million, \$16 million more than 2019. While the two percent infrastructure and debt repayment levy assists to reduce the gap, additional funding from other levels of government is required. Property tax is simply not enough to fund city services and maintain infrastructure like roads, bridges and waterways in Canada's sixth-largest city.

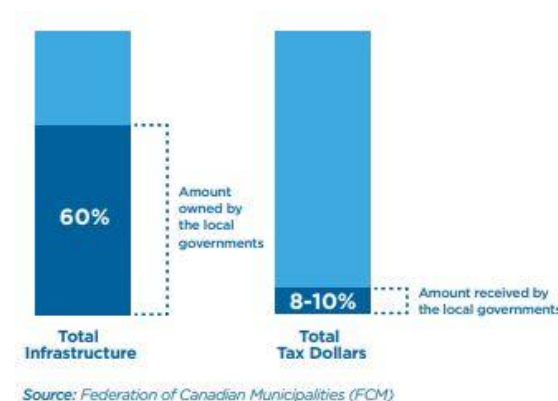
One-time incremental funding (such as ICIP, PTIF and CWWF) is appreciated, and assists in temporarily reducing the infrastructure gap, but presents its own challenges. These funding models require that projects be "new" or "unplanned," to ensure funding is not replacing City-generated funds. This is not in keeping with sound City building, and results in unplanned, lower-priority projects moving to the front of the line. Higher-priority projects cannot access the new funding because the City has already earmarked funding sources.

In order to build Mississauga into a world-class city, we need a long-term, predictable and sustainable funding model for infrastructure renewal projects, similar to the Federal Gas Tax model. This would ensure sufficient time and resources are in place to apply best practices to the management of these projects and allow us to focus on local priorities.

### [MORE INFO ON THE CITY'S INFRASTRUCTURE](#)

#### City of Mississauga Recommendations

5. *Long-term, predictable, sustainable funding for infrastructure projects and approval of the South Common Community Centre and Library ICIP funding application.*







**PROVINCIAL PRE-BUDGET SUBMISSION**

**AFFORDABLE**

**HOUSING**

### III. Affordable Housing

#### *Key Points*

- *New municipal powers and revenue tools are required to support housing that is affordable to middle-income households in Mississauga.*
- *All levels of government in the GTA must work together.*

Partnering with all levels of government is necessary to ensure that the City of Mississauga's residents and businesses can be more productive and competitive. Issues such as affordable housing can only be addressed by working collaboratively with both the provincial and federal governments.

Increasing the affordable housing supply is a key issue in Mississauga and the wider GTA. Housing is considered "affordable" when a household pays less than 30 percent of their total income on housing. In Mississauga, approximately one-third of households are spending more than this on housing. The cost of housing is increasing; rental vacancy rates in Mississauga are well below the 3 percent healthy market level at 1.2 percent and the supply of vacant land is dwindling and rising in price.

In 2017, Mississauga took the lead by developing a made-in-Mississauga plan "*Making Room for the Middle*" to address issues of housing affordability in our City. The goal of the plan is to ensure 35 percent of Mississauga's housing stock is affordable for middle-income earners. These ordinary households have annual income levels of \$58,000 - \$108,000, but struggle to find affordable and suitable market housing because they make too much to qualify for subsidized housing (e.g. teachers, nurses, and clerical). The plan identified 40 recommendations, of which eight require provincial support or legislative/policy changes to give the City the ability to incentivize the building of affordable, middle-class housing. These recommendations include:

1. Create enduring and sustainable funding programs that realize developer timeframes and financial needs (e.g. low-cost loans and grants);
2. Expand affordable homeownership assistance to individuals (e.g. shared-equity mortgage programs);
3. Expand municipal revenue tools (e.g. vacant dwelling tax, land value uplift);
4. Consider taxation policies that incent affordable housing (e.g. HST rebates, tax incentives for new or rehabilitated purpose-built rental housing and second units);
5. Explore tax credits and exemptions for affordable housing (e.g. income tax credit for second unit homeowners, Ontario land transfer tax exemptions, land value capture tools, low income housing tax credits);

6. Work with senior levels of government to make their surplus lands available for affordable housing;
7. Expand programs for housing developers to access financial backing / insurance to build more affordable housing (e.g. rental construction financing); and
8. Provide standardized local housing data and consistent methodologies to measure housing affordability.

In 2017, the federal government announced the National Housing Strategy. In the 2018 federal budget, the Strategy was capitalized with a \$40 billion investment over 11 years. It is important that this money begins to flow in Mississauga through the Canada-Ontario Housing Benefit Program and other programs in order to maintain the strategy. It is also important that the province works with municipal partners to enhance the program to bring more affordable housing into our community.

Proactive intervention by all levels of government is imperative to ensure that our communities continue to thrive. Mississauga is doing what it can to protect existing affordable housing supply and remove current regulatory and administrative barriers to the development of housing for middle-income households. However, municipalities lack the financial tools and legislative authority to close the gap between what the market will produce and what households can afford. New powers and revenue sources are required to incent housing affordable to middle income earners.

One of the greatest barriers to affordable housing is access to reasonably priced land. As a landowner, the province is in a position to have a significant impact on the affordable housing supply by implementing a Housing First approach when disposing of surplus Provincial lands suitable for housing to the City or non-profit housing providers and exempting land transfer tax in transactions that involve affordable housing development.

The province can enhance Mississauga's legislative authority to participate in the delivery of affordable housing in the following ways:

- a) Prescribe Mississauga the ability to implement inclusionary zoning beyond Protected Major Transit Station Areas, where it can be demonstrated that there is a strong market;
- b) Consider allowing cash in lieu of inclusionary zoning units in locations outside of Protected Major Transit Station Areas or in smaller developments, similar to Montreal's By-law for a Diverse Metropolis; and
- c) Provide Mississauga with the ability to introduce stable funding sources for affordable housing (e.g. local housing tax levy, clarify that Mississauga can implement a vacant unit tax).

#### [MORE INFO ON MISSISSAUGA'S HOUSING STRATEGY](#)

#### ***City of Mississauga Recommendations***

6. *New powers and revenue sources targeted for affordable housing and housing supply and making suitable surplus land available.*



PROVINCIAL PRE-BUDGET SUBMISSION

**CLIMATE CHANGE**

**INITIATIVES**

## IV. Climate Change Initiatives

### Key Points

- *Climate change is no longer an issue that can be ignored, denied or pushed aside – it must be made a top priority.*
- *Global action, collaboration and funding from all levels of government is required.*

The City of Mississauga is committed to decreasing our carbon footprint and to preparing the community for the effects of changing climate. We know there are practical and proven steps that we can take to help create a low carbon and resilient Mississauga. We all have a role to play, and tackling it requires global action, and collaboration from all levels of government.

Over the past ten years, Mississauga has experienced a number of extreme weather events. In 2013, the ice storm left thousands without power and resulted in over \$25 million in damages, cleanup and recovery costs for the City and its residents. In 2017 and 2019 flooding was experienced by residents and businesses when high-water levels exceeded the capacity of the local stormwater systems.



Events of this nature have become the new normal, creating new pressures around infrastructure planning, management, property maintenance, service delivery, human health and safety and economic prosperity. It is expected that the number and intensity of these events will increase in the coming years. By 2050, Mississauga is expected to be hotter at all times of the year.



In 2018, the province released its “*Preserving and Protecting our Environment for Future Generations: A Made in Ontario Environment Plan*.” Mississauga is also taking action on climate change with its first Climate Change Action Plan approved in 2019. This 10-year plan focuses on both community and corporate actions that decrease greenhouse gas (GHG) emissions and help the City become more resilient to changing climate conditions. These actions include:

- Decreasing GHG emissions from our buildings, transport sectors and city vehicles;
- Building our resilience to the expected impacts of climate change;
- Increasing our capacity to deal with climate events; and
- Accelerating discovery and driving innovation in regards to climate action to create jobs.

Mississauga is seeking committed funding from all levels of government to help advance transformative climate action projects.

[MORE INFO ON THE CLIMATE CHANGE ACTION PLAN](#)

#### ***City of Mississauga Recommendations***

7. *Predictable and sustainable funding for emerging priorities such as climate change.*





**PROVINCIAL PRE-BUDGET SUBMISSION**

**CITY-BUILDING**

**INITIATIVES**

## V. City-Building Initiatives

### Key Points

- *Many City-building initiatives are being identified as priorities but cannot be fully funded solely by the City*

### Waterfront Development Projects

The City has received \$4.8 million from senior levels of government since 1990 to help enhance its 22-km waterfront. This is in sharp contrast to the level of funding received by the City of Toronto, who has received \$1.8 billion to revitalize much of its 43-km lakefront. In 2019, TRCA also received \$33.8M from senior levels of government to revitalize Toronto's waterfront. The City of Mississauga is seeking enhanced funding in order to proceed with the development of a sustainable and creative community along its waterfront. The City is currently focusing on three projects: Port Credit West Village, the Port Credit Harbour Marina, and Lakeview Village.

#### Port Credit West Village (former Imperial Oil Lands)



The City's [Inspiration Port Credit](#) team collaborated with community stakeholders and landowners to create a future vision through a Master Planning Framework for the 70 Mississauga Road South location formerly owned by Imperial Oil. This property is located to the west of the Credit River and is one of the City's key waterfront sites. The 72-acre brownfield site was home to a brick manufacturing facility until 1933 and more recently an oil refinery. After three years of study and community consultation, a Master Planning Framework was endorsed by Council on December 2015.

In March 2017, a consortium of developers named Port Credit West Village Partners Inc. purchased the lands from Imperial Oil. The Port Credit West Village Partners submitted revised development applications to the City in March 2018 and are now in the final stages of remediating the site in preparation for the development of a diverse new community. The vision for the site is a combination of residential, commercial and retail components, a school, and parkland and open spaces that connect to the existing waterfront trail system. The revitalization of this site will help deliver on the City's Strategic Plan, creating a sustainable creative community on the waterfront, contributing to a complete and walkable Port Credit community.

## [MORE INFO ON INSPIRATION PORT CREDIT – 70 MISSISSAUGA ROAD SOUTH](#)

### Port Credit Harbour Marina

The Port Credit Harbour Marina lies to the east of where Credit River meets Lake Ontario. Protecting the future of this harbour is an economic, recreational and cultural heritage imperative. Built by the federal government in the 1950s and home to the Canada Steamship Lines prior to its evolution into a recreational marina in 1974, this marina with its deep-water basin generates jobs, with significant and unique economic spinoffs. The marina supports one of the largest salmon-fishing derbies in Canada, provides an important supply of recreational boat slips for the City and the region, and is a cultural heritage link to the Great Lakes. In 1974, the historic, century-old Ridgetown lake freighter was sunk at the mouth of the harbour to form one of the integral harbour breakwaters and enable the creation of a recreational marina. Unfortunately, the marina is currently in poor condition.

Through the *Inspiration Port Credit Charting the Future Course – 1 Port Street East Master Plan* process, community support to “keep the port in Port Credit” was established and reinforced the need for a future public marina at 1 Port Street East. The comprehensive Master Plan, which articulated a concept for the future revitalization and redevelopment of the site into a vibrant mixed-use neighbourhood, ensures the historic marina function is preserved.

The City has entered into an agreement with Canada Lands for the redevelopment of the existing marina, and is currently considering options that would provide additional parkland, develop a sustainable public marina, and address erosion issues related to the breakwater. The City has started the process of an Environmental Assessment (EA) and pre design studies, including operating and capital cost refinement. It is anticipated that the EA and the pre-design studies will be completed by 2022. Substantial new investment such as that available through ICIP, for which the City has applied, is required for the infrastructure that supports the marina function.



## [MORE INFO ON INSPIRATION PORT CREDIT – 1 PORT STREET EAST](#)

## Lakeview Village (former OPG Lands)



*Inspiration Lakeview* is the City's vision for its eastern waterfront. Lakeview Village is located on the former brownfield site of the Ontario Power Generation (OPG). OPG sold its 177-acre former coal-fired Lakeview Generating Station site to Lakeview Community Partners Limited (LCPL) in March 2018. The conditions of sale require that 67 acres of waterfront land be remediated and transferred to the City of Mississauga for parkland, institutional and cultural uses consistent with the *Inspiration Lakeview Master Plan*. This large mixed-use development will support future growth.

This site will connect the former Ontario Power Generation (OPG) lands to the waterfront trail system and will create a new 1,300m waterfront trail adjacent to Lakefront Promenade. The waterfront trail expansion, intended as a public waterfront destination, is a place for people to walk, cycle, and interact, an important component for the revitalization of the OPG site. A continuously linked waterfront open-space system will provide uninterrupted water's edge from east to west, linking with existing park systems on both sides with the new waterfront amenity and the emerging Jim Tovey Conservation Area to the east. An interconnected system of parks and open spaces will provide a range of passive and active recreation opportunities within walking distance of all neighbourhoods. This will contribute to the character and identity of Lakeview Village and reinforce a healthy, active, and vibrant community.

The City of Mississauga is engaged, ready, and willing to complete these next steps.

### [MORE INFO ON INSPIRATION LAKEVIEW](#)

These three sites present both significant opportunities and financial challenges for Mississauga. Any provincial assistance for these projects would help create an iconic and vibrant waterfront for the enjoyment of all Mississauga residents as well as those of surrounding communities.

### ***City of Mississauga Recommendations***

8. *Targeted funding for major City-building projects and approval of the Public Marina and Waterfront Park ICIP funding application.*





PROVINCIAL PRE-BUDGET SUBMISSION

# LEGISLATIVE CHANGES

## VI. Legislative Changes

### Key Points

- *Property tax alone will not build the cities our residents demand. The City needs greater autonomy to raise revenues from other sources.*
- *Legislative changes will assist all municipalities at no cost to the provincial government.*

A number of pieces of provincial legislation and payment formulas impact the City's revenue streams. Through simple changes and with little or no impact on the province, the province could greatly assist municipalities with the financial pressures they face.

### Revenue Tools

Steadily increasing operating costs and higher standards of service expected by our residents contribute to on-going pressures. The City of Mississauga, like all municipalities in Ontario, is heavily reliant on property taxes as a source of revenue.

Municipalities need more diverse and growing revenue sources in order to deliver quality services while keeping property taxes affordable. *Bill 68, Modernizing Ontario's Legislation Act, 2016*, includes welcome changes such as providing municipalities with "prudent investor status," which increases investment income. The City acknowledges the benefits from *Bill 127, Stronger, Healthier Ontario Act (Budget Measures) 2017*, which provided the authority to levy a transient accommodations tax.

The City, like all other municipalities, needs greater autonomy to raise revenues from other sources. In keeping with the Association of Municipalities of Ontario (AMO) "What's Next Ontario" resolution, all municipalities would benefit from additional predictable and sustainable revenues.

### GTAA Payments in Lieu of Taxes (PILT)

The formula for calculating Payment-in-Lieu of Taxes (PILT) on airport properties has not changed since it was set in 2001. The City has three main concerns with respect to the calculation of the PILT for Toronto Pearson Airport:





- The PILT rate has remained the same since established in 2001 while municipal costs have increased;
- There is a two year lag in the passenger volumes that are used to calculate the PILT which does not reflect the current economic activity at the airport; and
- The PILT is capped at 5 per cent while capping has been virtually eliminated on taxable properties in Mississauga.

The PILT Legislation is inconsistent with legislation pertaining to taxable properties. We ask the provincial government to eliminate the cap on the airport PILT to ensure fairness and equity between Toronto Pearson Airport and commercial taxpayers in Mississauga.

## Public Libraries Act

Libraries provide physical space where people can gather, attend programs and access the Library's collections. Thousands of free programs a year for all demographics are provided by City libraries. Three permanent and one mobile Makerspaces are equipped with technology that encourages people to create. A website and online catalogue provides thousands of e-resources that can be accessed remotely.

Investment in technology modernization including virtual branch enhancement, increasing mobile presence, enhancing access to a modern online catalogue and other technological advances will enhance library programs and facilities. As municipalities face more funding challenges, support from senior levels of government will assist in keeping library community engagement active. The Household Operating Grant for the Mississauga Library System has been at the same level since 1995, and should be increased.

### *City of Mississauga Recommendations*

9. *Greater autonomy or new frameworks for revenue tools other than property tax*
10. *Eliminate the cap on the airport PILT to ensure fairness and equity*
11. *An increase to the Household Operating Grant for the Mississauga Library*

