

City of Mississauga
Additional Agenda



Council

Date

January 24, 2018

Time

Immediately following General Committee at 9:00 AM

Location

Council Chamber, 2nd Floor Civic Centre
300 City Centre Drive, Mississauga, ON L5B 3C1

10. INTRODUCTION AND CONSIDERATION OF CORPORATE REPORTS

- 10.6. Report dated December 4, 2017 from the Commissioner of Corporate Services and Chief Financial Officer: **2018 Interim Tax Levy for Properties on the Regular Instalment Plan.**

Note: This report was originally listed on the January 24, 2018 General Committee Agenda.

Recommendation

1. That the report of the Commissioner of Corporate Services and Chief Financial Officer dated December 4, 2017 entitled 2018 Interim Tax Levy for Properties on the Regular Instalment Plan be received.
2. That a by-law be enacted to provide for a 2018 interim tax levy for properties on the regular instalment plan.
3. That the 2018 interim taxes be calculated to be 50% of the previous year's annualized taxes on properties that existed on the previous year's tax roll.
4. That assessments added to the tax roll in the current year be levied an amount that approximates 50% of a full year's taxes, had the property been included on the previous year's tax roll, using tax rates set out in Appendix 1 of this report and the current year's phased-in assessment.
5. That the 2018 interim levy for residential properties on the regular instalment plan be payable in three instalments on March 1, April 5, and May 3, 2018.
6. That the 2018 interim levy for regular instalment plan properties in the commercial, industrial and multi-residential property classes be payable in one instalment on March 1, 2018.

- 10.7. Report dated January 18, 2018 from the Commissioner of Corporate Services and Chief Financial Officer: **2018 Pre-Budget Submission to the Federal Government.**

Recommendation

1. That the report entitled “2018 Pre-Budget Submission to the Federal Government,” including Appendix 1, from the Commissioner of Corporate Services and Chief Financial Officer, dated January 18, 2018, be approved for submission to the Ministry of Finance, Federal Government for the Federal 2018 Budget deliberations.
 2. That the Mayor be directed to forward the approved formatted submission with this report to the Federal Minister of Finance, the local MPPs and MPs, Ontario’s Big City Mayors (LUMCO) and the Association of Municipalities of Ontario (AMO).
- 10.8. Report dated January 23, 2018 from the Director of Legislative Services and City Clerk: **Declaration of Vacancy – Councillor Ward 1.**

Recommendation

1. That the office of Ward 1 Councillor formerly held by Jim Tovey be declared vacant in accordance with Section 262(1) of the *Municipal Act*, 2001.
 2. That Council provide direction on the preferred option for filing the vacancy for Ward 1 Councillor.
17. **INTRODUCTION AND CONSIDERATION OF BY-LAWS**
- 17.6. A by-law to provide for the Levy and Collection of Interim Taxes for the Year 2018, for properties on the Regular Installment Plan.

Item 10.6.

City of Mississauga

Corporate Report



Date: 2017/12/04

To: Mayor and Members of Council

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

Originator's files:

Meeting date:
2018/01/24

Subject

2018 Interim Tax Levy for Properties on the Regular Instalment Plan

Recommendation

1. That the report of the Commissioner of Corporate Services and Chief Financial Officer dated December 4, 2017 entitled 2018 Interim Tax Levy for Properties on the Regular Instalment Plan be received.
2. That a by-law be enacted to provide for a 2018 interim tax levy for properties on the regular instalment plan.
3. That the 2018 interim taxes be calculated to be 50% of the previous year's annualized taxes on properties that existed on the previous year's tax roll.
4. That assessments added to the tax roll in the current year be levied an amount that approximates 50% of a full year's taxes, had the property been included on the previous year's tax roll, using tax rates set out in Appendix 1 of this report and the current year's phased-in assessment.
5. That the 2018 interim levy for residential properties on the regular instalment plan be payable in three instalments on March 1, April 5, and May 3, 2018.
6. That the 2018 interim levy for regular instalment plan properties in the commercial, industrial and multi-residential property classes be payable in one instalment on March 1, 2018.

Background

The *Municipal Act, 2001* provides municipalities with the ability to pass a by-law to levy interim taxes in order to meet financial obligations. A by-law for interim taxes for taxpayers on pre-authorized payment plans was passed by Council on November 8, 2017. This report provides for an interim billing for properties on the regular instalment plan.

Comments

Section 317 of the *Municipal Act, 2001* allows municipalities to levy interim taxes. The amount levied on a property may not exceed 50% of the total amount of taxes levied on the property for the previous year, adjusted for any supplementary taxes or cancellations that applied to only part of the previous year as if the supplementary or cancellation had applied for the entire year. Any impact resulting from reassessment along with budgetary increases are applied on the final bill.

Assessments added to the tax roll for the current year are to be levied an amount that approximates 50% of a full year's taxes, had they been included in the previous year's tax roll, using the interim tax rates set out in Appendix 1 and the current year's phased-in assessment.

Interim levies are also made on Payment-in-lieu properties such as Canada Post, the Region of Peel and properties owned by the Crown.

An interim levy would allow the City to meet its financial obligations including payment of the levy requirements for the Region of Peel and school boards.

It is proposed that the 2018 interim levy for residential properties with regular instalment due dates be payable in three instalments on March 1, April 5 and May 3, 2018 and that the 2018 interim levy for commercial, industrial, and multi-residential properties on the regular instalment plan be payable in a single instalment on March 1, 2018.

Financial Impact

Not applicable

Conclusion

A 2018 interim tax levy is required so that the City can meet its financial obligations. The 2018 interim levy for those properties paying through the regular instalment plan will be calculated to be 50% of the annualized taxes levied on the property in the previous year. Interim taxes for assessments added to the tax roll for the current year will be calculated using tax rates set out in Appendix 1 and the current year's phased-in assessment.

Instalment due dates for residential properties paying through the regular instalment plan will be March 1, April 5 and May 3, 2018. The instalment due date for commercial, industrial or multi-residential properties paying through the regular instalment plan will be March 1, 2018.

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Attachments

Appendix 1: 2018 Interim Tax Rates



Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Louise Cooke, Manager, Revenue & Taxation

Appendix 1

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

Description	Tax Class	2018 Interim Tax Rate
Residential	RT	0.399776%
Residential Shared (PIL for Ed)	RH	0.399776%
Res Farm Awaiting Development I	R1	0.119932%
Residential - Education Only	RD	0.083931%
Multi-Residential	MT	0.585755%
Multi-Residential Farm Awaiting Development I	M1	0.119932%
Commercial	CT	0.933191%
Commercial Shared (PIL for Ed)	CH	0.933191%
Commercial Taxable (No Ed)	CM	0.458522%
Commercial Excess Land (PIL for Ed)	CK	0.653234%
Commercial Farm Awaiting Development I	C1	0.119932%
Commercial Excess Land	CU	0.653234%
Commercial Vacant Land (PIL for Ed)	CJ	0.653234%
Commercial Vacant Land	CX	0.653234%
Commercial New Construction	XT	0.933191%
Commercial New Construction Excess Land	XU	0.653234%
Office Building	DT	0.933191%
Office Building Shared (PIL for Ed)	DH	0.933191%
Office Building Excess Land	DU	0.653234%
Office Building Excess Land (PIL for Ed)	DK	0.653234%
Office Building New Construction	YT	0.933191%
Office Building New Construction Excess Land	YU	0.653234%
Shopping Centre	ST	0.933191%
Shopping Centre Excess Land	SU	0.653234%
Shopping Centre New Construction	ZT	0.933191%
Shopping Centre New Construction Excess Land	ZU	0.653234%
Parking Lot	GT	0.933191%
Industrial	IT	1.088974%
Industrial Shared (PIL for Ed)	IH	1.088974%
Industrial Farm Awaiting Development I	I1	0.119932%
Industrial Excess Land	IU	0.762281%
Industrial Vacant Land	IX	0.762281%
Industrial Vacant Land (PIL for Ed)	IJ	0.762281%
Industrial Excess Land (PIL for Ed)	IK	0.762281%
Industrial New Construction	JT	1.088974%
Large Industrial	LT	1.088974%
Large Industrial Excess Land	LU	0.762281%
Large Industrial New Construction	KT	1.088974%
Pipeline	PT	1.005053%
Farm	FT	0.099943%
Managed Forests	TT	0.099943%

City of Mississauga

Corporate Report



Date: 2018/01/18

To: Chair and Members of Council

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

Originator's files:

Meeting date:

2018/01/24

Subject

2018 Federal Pre-Budget Submission to the Federal Government

Recommendation

1. That the report entitled "2018 Pre-Budget Submission to the Federal Government," including Appendix 1, from the Commissioner of Corporate Services and Chief Financial Officer, dated January 18, 2018, be approved for submission to the Ministry of Finance, Federal Government for the Federal 2018 Budget deliberations.
2. That the Mayor be directed to forward the approved formatted submission with this report to the Federal Minister of Finance, the local MPPs and MPs, Ontario's Big City Mayors (LUMCO), Federation of Canadian Municipalities (FCM) and the Association of Municipalities of Ontario (AMO).

Background

Municipalities across Canada are encouraged to provide written submissions regarding the upcoming Federal 2018 Budget. The City of Mississauga has forwarded similar pre-budget submissions in past years, and this is a good opportunity to articulate the needs of the City to the Federal Government. The Federal Government indicated in early January 2018 that the deadline for the pre-budget submissions is January 26, 2018.

Comments

The Federal Government is looking for public input on various issues and how these could be addressed through the Federal Budget. The City of Mississauga has identified the following areas of focus:

- Strategic Transit Investments
- Sustainable Infrastructure Funding
- City-Building Initiatives
- Affordable Housing and Other Partnerships

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The City of Mississauga's pre-budget submission, attached as Appendix 1, includes detailed information on these items of importance that are part of Council-approved plans or initiatives.

Financial Impact

There would be a positive financial impact for the City of Mississauga if any items outlined in Appendix 1 were to be included in the Federal 2018 Budget.

Conclusion

The City of Mississauga appreciates the opportunity to provide the Ministry of Finance with information and suggestions for the upcoming Federal 2018 Budget. All of the items outlined in the attached submission are of importance to the City and would have a positive impact on funding vital infrastructure, creating local jobs, and stimulating the economy.

Attachments

Appendix 1: 2018 Federal Pre-Budget Submission



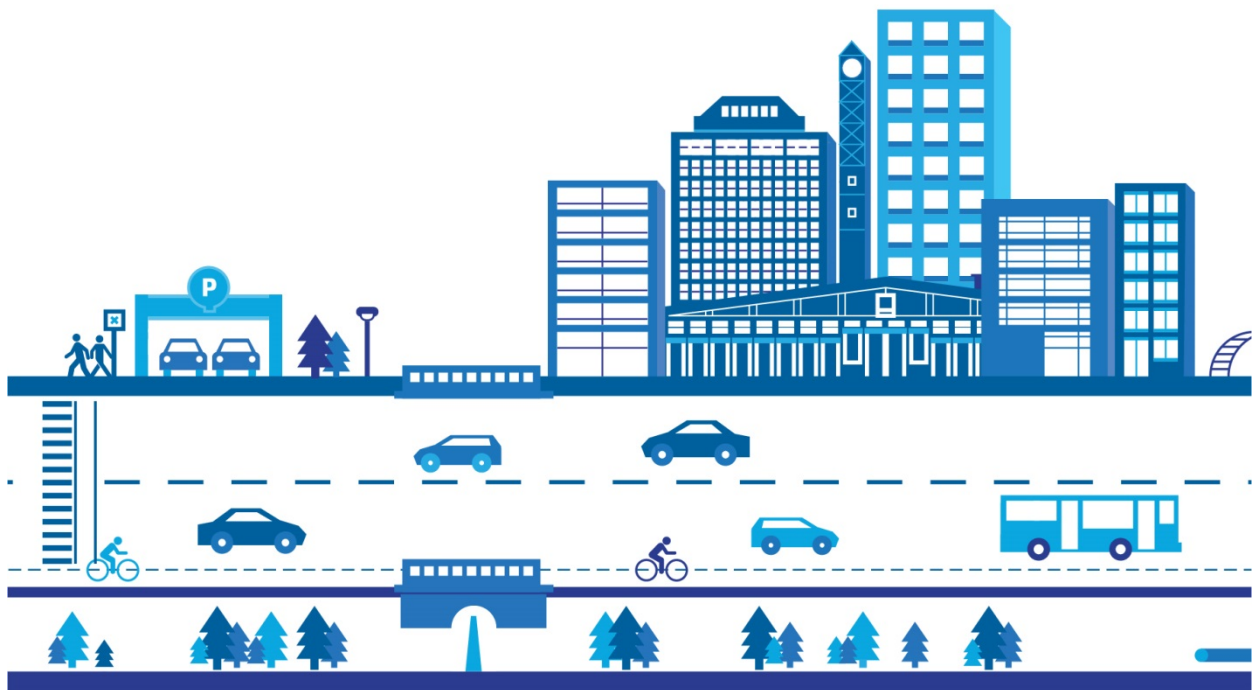
Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Carolyn Paton, Manager of Strategic Initiatives

2018 Federal Pre-Budget Submission

City of Mississauga Priorities for the 2018 Federal Budget

City of Mississauga
January, 2018



Executive Summary

The City of Mississauga faces many challenges as the sixth largest city in Canada. In addition to day-to-day pressures, we are faced with new and growing challenges in the areas of climate change, affordable housing and infrastructure maintenance, while ensuring tax rates remain affordable for our residents and businesses.

Our ability to generate revenues to meet these challenges alone is limited. We continue to foster partnerships, seek innovative solutions and pursue assistance from senior levels of government.

The City of Mississauga acknowledges the funding it is currently receiving from the Federal government, including the Federal Gas Tax, Public Transit Infrastructure Fund (PTIF), and the funding through the Clean Water and Wastewater Fund (CWWF). We acknowledge and look forward to partnering together on Phase 2 of the Public Transit Infrastructure Fund (PTIF).

Sustainable funding is key for successful long-range planning. One-time incremental funding is appreciated but presents its own challenges, as it requires that projects be “new” or “unplanned.” It can be difficult for higher-priority projects to access new funding because they typically have been planned for some time and the City has already earmarked funding sources.

With this submission, the City of Mississauga is seeking the Federal government’s commitment to help us address our pressures through stable, on-going support in the following areas:

- Strategic Transit Investments
- Sustainable Infrastructure Funding
- City-Building Initiatives
- Affordable Housing and Other Partnerships

This will ensure that the City of Mississauga’s residents and businesses can be more productive and competitive. We look forward to our continued relationship and future opportunities for collaboration.

City of Mississauga Recommendations

- 1. Funding to assist with the planning, design and construction of the downtown portion of the Mississauga Transitway and Terminal*
- 2. Moving forward with full Regional Express Rail on the Milton GO Corridor including the construction of the "Missing Link"*
- 3. Implementation of Regional Express Rail Service on the Lakeshore West and Kitchener GO Corridors*
- 4. Sustainable funding for infrastructure renewal projects*
- 5. Targeted funding for major City-building projects*
- 6. Addressing affordable housing needs for middle-income households*
- 7. Predictable and sustainable funding for emerging priorities such as climate change and culture and heritage infrastructure*

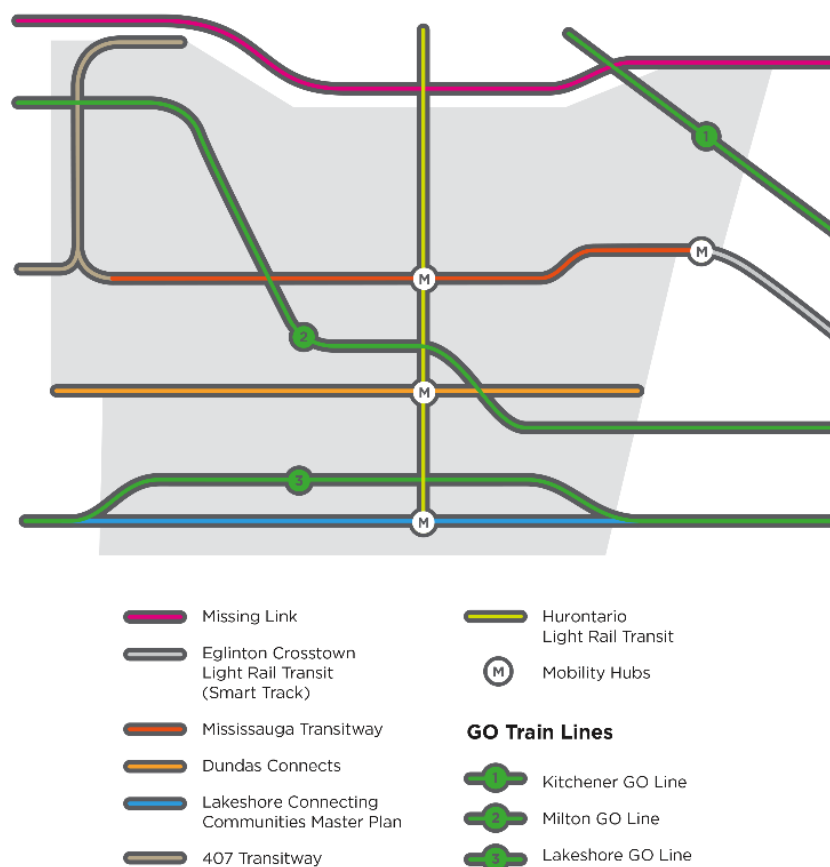
I. Strategic Transit Investments

Key Points:

- ✓ *The City of Mississauga desires a safe, reliable, efficient inter-regional transit system*
- ✓ *Our priorities include the Hurontario LRT, Mississauga Transitway Downtown Connection and Regional Express Rail*
- ✓ *Mississauga encourages the establishment of a bypass rail line adjacent to Hwy 407 (the "Missing Link")*

The City of Mississauga continues to invest in transit, and desires a safe, reliable and efficient inter-regional transit system. Our priorities include, Hurontario LRT, Mississauga Transitway, Regional Express Rail and Dundas Connects.

Building Transit in Mississauga



<http://www.mississauga.ca/portal/residents/building-transportation>

Recognizing that 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 Federal funding is required for new projects.

Currently, the City of Mississauga is looking for Federal investment in the following higher-order transit initiatives:

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. Optimally, elements of this work would be advanced in conjunction with LRT work to ensure maximum coordination and integration. The new bus terminal will be a combined terminal servicing both Mississauga 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 GTA and providing a vital connection to Pearson International Airport.

Construction of the Mississauga Transitway has been made possible through funding from the Provincial and Federal 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](#)

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
- allow our regional mobility hubs to operate and flourish
- provide connections to major economic centres in all directions - Downtown Toronto, Hamilton, Burlington, Niagara Region, 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. Furthermore, increased service on the Milton corridor is mentioned in the Draft 2041 Regional Transportation Plan. However, no firm timelines or specifics have been committed to by Metrolinx for either of these projects.

[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

The Solution for All-Day, Two-Way GO Train Service in Mississauga

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](#)

Dundas Connects

Dundas Connects is the City's project that has 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 LRT.

Specifically, the Master Plan recommends a Bus Rapid Transit (BRT) facility for the entire length of Dundas Street. The next steps in advancing this transit initiative are the completion of an environmental assessment, detailed engineering and design. Federal funding for this work would ensure that growth and redevelopment along Dundas will follow, and implementation of transit may occur sooner.



[MORE INFO ON DUNDAS CONNECTS](#)

City of Mississauga Recommendations

- 1. Funding to assist with the planning, design and construction of the downtown portion of the Mississauga Transitway and Terminal*
- 2. Moving forward with full Regional Express Rail on the Milton GO Corridor including the construction of the "Missing Link"*
- 3. Implementation of Regional Express Rail Service on the Lakeshore West and Kitchener GO Corridors*

II. Sustainable Infrastructure Funding

Key Points

- ✓ *Mississauga owns \$8.9 billion worth of infrastructure assets. Like other Ontario municipalities, we cannot maintain or grow our infrastructure on the local tax bill. Sustainable infrastructure funding remains a top priority.*

Mississauga's infrastructure is currently valued at \$8.9 billion, with an annual estimated replacement cost of \$338 million (excluding stormwater assets). In 2018, we are only able to invest \$78 million for replacement of our infrastructure, leaving an infrastructure gap of \$260 million. This infrastructure gap remains a substantial, persistent challenge.

One-time incremental funding (such as the PTIF and CWWF grant programs) 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.

A stable and on-going funding model for infrastructure renewal projects, similar to the Federal gas tax model, would ensure there is sufficient time and resources in place to apply best practices to the management of these projects.



MORE INFO ON THE CITY'S INFRASTRUCTURE

City of Mississauga Recommendations

4. Sustainable funding for infrastructure renewal projects

III. City-Building Initiatives

Key Points

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

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

Waterfront Development Projects

The City of Toronto has been able to revitalize much of its 43-km lakefront through its funding partnership arrangement with the Provincial and Federal governments (Waterfront Toronto). Toronto has received over \$1.8 billion from senior levels of governments since 1990, whereas Mississauga has received \$4 million in the same time period. The City of Mississauga is seeking enhanced funding in order to proceed with the development of a sustainable and creative community along its 22-km waterfront. The two projects on the more immediate horizon include the Port Credit Harbour Marina and Inspiration Lakeview.

Port Credit Harbour Marina

Protecting the future of this harbour at the confluence of the Credit River and Lake Ontario 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. The “Ridgetown,” one hundred years old and a former Great Lakes freighter, forms one of the integral harbour breakwaters.

The City is currently considering options that would provide additional parkland, develop a sustainable public marina, and address erosion issues related to the breakwater. Federal assistance in the revitalization of this infrastructure will be critical.

Inspiration Lakeview



Inspiration Lakeview is the City's vision for its eastern waterfront. This large mixed-use development will support future growth. The water's edge is an important component for the revitalization of the Ontario Power Generation (OPG) site, where businesses will thrive and visitors will enjoy the waterfront.

This site will connect the former OPG lands to the waterfront trail system and will create a new 1,300m waterfront trail adjacent to Lakefront Promenade. The waterfront trail expansion is intended as a public waterfront destination – a place for people to walk, cycle, interact and celebrate their waterfront.

The land is currently on the market. As per the sale agreement, the purchaser will later transfer a 67 acre portion of waterfront lands to the City for parkland, institutional and cultural uses, consistent with the Inspiration Lakeview Master Plan. The City of Mississauga is engaged, ready, and willing to complete these next steps. Federal assistance for this renewal project would be welcomed.

[MORE INFO ON INSPIRATION LAKEVIEW](#)

Building a City that Supports Walking, Cycling and Transit

Encouraging active transportation has several benefits, including:

- Providing residents with the opportunity to be physically active on a regular basis – this supports Peel Health’s campaign in the reduction of child and adult obesity
- Reducing greenhouse gas emissions and road congestion
- Increasing the use of transit by making cycling and walking a comfortable “first mile, last mile” option



We have several important capital projects that would benefit from Federal funding:

- Constructing sidewalks and trails to encourage children to walk and cycle to school
- Constructing bike lanes and paths to encourage people to cycle to the Hurontario LRT, the Downtown Mississauga Transitway, and Mississauga GO stations
- Constructing safer sidewalks for people with visual challenges by installing tactile plates at key intersections

Parkland, trails, and sports facilities continue to play an important role in the lives of our residents. We are continuing work to acquire and reclaim lands that protect natural areas, connect the waterfront, complete a continuous trail system and support a growing and diverse population. We are also working to enhance and protect the Urban Forest while maintaining and growing Mississauga’s urban tree canopy. We need to build more great outdoor places in Mississauga, including additional downtown parkland, off-road trail systems, playgrounds, and additional outdoor sports facilities to meet increased demand.

[MORE INFO ON MISSISSAUGA'S CYCLING PROGRAM](#)

City of Mississauga Recommendations

5. Targeted funding for major City-building projects

IV. Affordable Housing and Other Partnerships

Key Points

- ✓ *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 and climate change can only be addressed by working collaboratively with both the Provincial and Federal governments.

Affordable Middle-Class Housing

There is a housing affordability issue in Mississauga and the wider GTA. Housing is critical to the success of cities. One-in-three households are spending more than 30% of their income on housing. The cost of housing is increasing; rental vacancy rates are low; the supply of vacant land is dwindling and rising in price; and the cost of infrastructure to support development is increasing.

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 "Making Room for the Middle" is to ensure 35% of Mississauga's housing stock is affordable for middle-income earners. "Making Room for the Middle" is a bold, innovative and practical plan that includes 4 goals and 40 actions developed with the assistance of a group of experts from all levels of government and the private and non-profit sectors.

In 2017, the Ontario government enacted a Fair Housing Plan, which includes 16 measures to "cool" the housing market and increase affordability, many of which are in line with the City's "Making Room for the Middle" plan.

Mississauga is doing what it can to remove existing regulatory and administrative barriers to the development of housing for middle-income households. Proactive intervention by all levels of government is imperative to ensure that our communities continue to thrive. Enduring and sustainable Federal and Provincial funding is needed for housing that is affordable to middle income households.

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

Climate Change

Climate change is one of the main emerging issues facing the City. Cities have a large role to play in addressing climate change. Throughout the world, more than 50% of the population now lives in cities, and accordingly contribute approximately 70% of global greenhouse gas emissions. In Canada, cities house more than 80% of the population and own a significant amount of infrastructure, and thus will experience significant impact from future climatic changes.

Predictable and sustainable Federal and Provincial funding is needed for climate change action, and municipalities need to be empowered to make the changes required to become low-carbon, resilient communities.

Culture and Heritage Infrastructure

The development and maintenance of culture and heritage infrastructure is critical to achieving complete, vibrant and economically successful cities. The Ontario Culture Strategy identifies that the province will “work with the Ministry of Infrastructure and other ministries to inform the development of a long-term infrastructure plan for Ontario to better understand and work toward addressing the needs of the culture sector”.

Similarly the Federal government’s Creative Cultural Policy Framework outlines a \$130M-per-year, ten-year commitment to culture infrastructure funding through the Cultural Spaces Fund. However, the grant-based, matching funds requirement of this program fails to meet the need for sustainable and reliable cultural infrastructure funding that is imperative to the success of Canadian municipalities like Mississauga.

City of Mississauga Recommendations

6. *Addressing affordable housing needs for middle-income households*
7. *Predictable and sustainable funding for emerging priorities such as climate change and culture and heritage infrastructure*

City of Mississauga

Corporate Report



Date: 2018/01/23

To: Chair and Members of Council

From: Diana Rusnov, Director, Legislative Services and City Clerk

Originator's files:

Meeting date:

January 24, 2018

Subject

Declaration of Vacancy – Ward 1 Councillor

Recommendation

1. That the office of Ward 1 Councillor formerly held by Jim Tovey be declared vacant in accordance with Section 262(1) of the *Municipal Act, 2001*.
2. That Council provide direction on the preferred option for filling the vacancy for Ward 1 Councillor.

Background

Vacancies on a municipal council are addressed in Sections 259-263 of the *Municipal Act, 2001* (The Act). The Act, states that if the office of a member of municipal Council becomes vacant as a result of a death, the municipality must pass a motion to declare the seat to be vacant at one of its next two meetings. Within 60 days of declaring the seat vacant, the Act provides two options to fill the vacancy: appoint a person to fill the seat or conduct a by-election.

Comments

Under the *Municipal Act, 2001* and the *Municipal Elections Act, 1996* (MEA) a vacant seat on Council can be filled by:

- a. appointing a person to fill the vacancy; or
- b. a by-election.

Given the two options, the following outlines the processes and timelines for filling the vacancy created by the passing of Councillor Jim Tovey:

Action	Timeline
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Declare the seat vacant. (the Act, s.259(1)(h))	<p>The vacancy is to be declared at either of the next two Council meetings (the Municipal Act s. 262(1)).</p> <p>The potential two Council meeting dates are: - January 24, 2018 - February 7, 2018.</p>
<p>To fill the vacancy the municipality shall within 60 days (the Act s. 263(5)(1)):</p> <ol style="list-style-type: none"> 1. appoint a person 2. pass a by-law to hold a by-election 	<p>If the declaration of vacancy is made on:</p> <ul style="list-style-type: none"> - January 24th +60 days = closest available Council meeting - March 7th - February 7, 2018 + 60 days = closest available Council meeting - March 28th
Appointment Option	
If the municipality shall decides to appoint an individual to fill the vacancy	This must be done within 60 days after the declaration of vacancy is made (see dates above)
By-election Option	
In the event that a by-election is required, a by-law must be passed establishing the nomination period.	The nomination period begins the day the by-law requiring a by-election is passed and ends at 2pm on nomination day (MEA 65(4)2)
Voting Day	Voting Day shall be set for 45 days after nomination day (MEA s. 65(4)3)

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Appointment option

Proposed Appointment procedure and timeline (based on the concept included in the email from Mayor Crombie with additional details included on the specifics of the procedures):

1. Council declares the seat vacant.
2. The City Clerk will advertise the vacancy online and on social media inviting interested and qualified applicants to seek the appointment to Council.
3. Interested persons will be required to submit a Nomination Form and supporting documentation such as a resume or expression of interest. All documents submitted as part of the application will become part of the public record and will be included on the February 21, 2018 Council agenda. Applications must be submitted in person at the Clerk's Office, Monday to Friday, 8:30 am to 4:30 pm, beginning January 29 and ending February 9, 2018 at 4:30 pm. Nomination Forms must be sworn before a Commissioner of Oaths, with the applicant providing proof of identification and of meeting the eligibility requirements.
4. The City Clerk will prepare a report with the list of applicants who meet the eligibility criteria for the February 21, 2018 Council agenda for Council's consideration and recommendation;
5. Each applicant will be invited to the Council meeting on February 21, 2018 to address Council for up to 5 minutes. The order of speaking will be in alphabetical order of the candidate's last name.
6. Following each candidate's five minute deputation to Council, Members of Council shall be entitled to ask questions of each candidate.
7. Council shall convene in Closed Session to deliberate on the appointment.
8. Council shall vote on the appointment in open session.
9. The candidate receiving the majority vote shall be appointed as Ward 1 Councillor.
10. After the vote, Council shall enact a by-law confirming the appointment of the successful candidate to the office for the remainder of the term of the present Council.

Eligibility and Criteria for Appointment

Eligibility to apply:

- 18 years of age or older;
- A Canadian Citizen;
- A resident of the City of Mississauga, or an owner or tenant of land in the City of Mississauga or the spouse of an owner/tenant of land in the City of Mississauga;
- Not disqualified under any Act from holding municipal office.

Additional potential criteria:

- Commitment that the candidate will not run in the 2018 City of Mississauga Municipal Election in any ward or for the office of Mayor of the City of Mississauga;
- Have an understanding of Ward 1 issues and Councillor Tovey's position on those issues.

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Action	TimeLine
Declare vacancy	January 24, 2018
Appointment application process - Applications available at the Clerk's Office and on-line	January 29 – February 9, 2018
Deadline to submit application and supporting documentation	February 9, 2018 at 4:30 pm, Office of the City Clerk, 2 nd Floor, 300 City Centre Drive, Mississauga
Council Agenda available on-line with a report listing all candidates and their supporting documentation	February 16, 2018
Council meeting to: -consider the applications -give candidates an opportunity to address Council in support of their application -make a decision regarding the appointment of Ward 1 Councillor -pass the by-law appointing a candidate to fill the vacancy.	February 21, 2018

By-election option

The following outlines the timeline for the earliest possible by-election voting day:

Action	Timeline
Seat is declared vacant	January 24, 2018

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By-law requiring a by-election is passed	January 24, 2018
Nomination period	January 24, 2018 to February 22, 2018
Potential Advance Poll Days	March 31, 2018 and April 1, 2018
Voting Day	April 9, 2018

With the above timeline in mind, it is important to note that nominations for the 2018 General Municipal Election will be open as of May 1, 2018.

Financial Impact

The appointment option will have no financial impact. The by-election option would have a financial impact. The Ward 4 By-election cost approximately \$330,000.

Conclusion

With the passing of Councillor Jim Tovey, Council is required to declare the seat vacant and decide how the seat should be filled. The two options provided by the Municipal Act are to fill the vacancy by the appointment of an individual or the holding of a by-election.



Diana Rusnov, Director, Legislative Services and City Clerk