
Council

Date

2018/01/24

Time

Immediately following General Committee at 9:00 a.m.

Location

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

Members

Mayor Bonnie Crombie	
Councillor Karen Ras	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Carolyn Parrish	Ward 5
Councillor Ron Starr	Ward 6
Councillor Nando Iannicca	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Pat Saito	Ward 9
Councillor Sue McFadden	Ward 10
Councillor George Carlson	Ward 11

Contact

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Find it Online

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

1. **CALL TO ORDER**

2. **INDIGENOUS LAND STATEMENT**

"Welcome to the City of Mississauga Council meeting. We would like to acknowledge that we are gathering here today on the Treaty territory of the Mississaugas of the New Credit First Nation, and before them, the traditional territory of the Haudenosaunee, Huron and Wyndot. We also acknowledge the many First Nations, Metis, Inuit and other global Indigenous people that now call Mississauga their home. We welcome everyone."

3. **APPROVAL OF AGENDA**

4. **DECLARATION OF CONFLICT OF INTEREST**

5. **MINUTES OF PREVIOUS COUNCIL MEETING**

5.1. December 13, 2017

6. **PRESENTATIONS** - Nil.

7. **DEPUTATIONS** - Nil.

8. **PUBLIC QUESTION PERIOD - 15 Minute Limit (5 Minutes per Speaker)**

Pursuant to Section 42 of the Council Procedure By-law 0139-2013, as amended:

Council may grant permission to a member of the public to ask a question of Council, with the following provisions:

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

9. **CONSENT AGENDA**

10. **INTRODUCTION AND CONSIDERATION OF CORPORATE REPORTS**

- 10.1. Report dated January 4, 2018 from the City Manager and Chief Administrative Officer: **Mississauga Matters: Summary of Priority Issues and Engagement Strategy for the 2018 Provincial Election.**

Recommendation

1. That the report “Mississauga Matters: Summary of Priority Issues and Engagement Strategy for the 2018 Provincial Election” be endorsed as the City of Mississauga’s priority issues pertaining to the June 7, 2018 Ontario general election.
2. That the engagement tactics recommended in the report entitled “Mississauga Matters: Summary of Priority Issues and Engagement Strategy for the 2018 Provincial Election” be approved for implementation.

Motion

- 10.2. Report dated January 12, 2018 from the Commissioner of Corporate Services and Chief Financial Officer: **2018 Pre-Budget Submission to Province of Ontario.**

Recommendation

1. That the report entitled “2018 Pre-Budget Submission to the Province of Ontario,” including Appendix 1, from the Commissioner of Corporate Services and Chief Financial Officer, dated January 12, 2018, be approved for submission to the Province of Ontario for the Province’s 2018 Budget deliberations.
2. That the Mayor be directed to forward the approved formatted submission with this report to the Minister of Finance, the local MPPs and MPs, Ontario’s Big City Mayors (LUMCO) and the Association of Municipalities of Ontario (AMO).

Motion

- 10.3. Report dated January 3, 2018 from the Commissioner of Corporate Services and Chief Financial Officer: **Province of Ontario - Dedicated Gas Tax Funds for Public Transportation Program (2017/2018).**

Recommendation

That a by-law be enacted to authorize the Mayor and the Commissioner of Corporate Services and Chief Financial Officer to execute, on behalf of the Corporation of the City of Mississauga, the letter of agreement with Her Majesty the Queen in right of the Province of Ontario, represented by the Minister of Transportation for the Province of Ontario, under the Dedicated Gas Tax Funds for Public Transportation Program (2017/2018), which agreement as attached as Appendix 1 to the corporate report dated January 3, 2018 from the Commissioner of Corporate Services and Chief Financial Officer.

Motion

- 10.4. Report dated November 13, 2017 from the Commissioner of Corporate Services and Chief Financial Officer: **Inter-municipal Court Services Agreement between the City of Mississauga and the City of Burlington.**

Recommendation

That a by-law be enacted authorizing the Commissioner of Corporate Services and Chief Financial Officer and the City Clerk to enter into an inter-municipal court services agreement on behalf of the City of Mississauga with the City of Burlington formalizing the terms and conditions under which the Mississauga Provincial Offences Court will perform *Provincial Offences Act* (POA) functions for Ontario Provincial Police (OPP) charges originating in the Town of Milton and Town of Halton Hills Court Service Areas.

Motion

- 10.5. Report dated December 15, 2017 from the Commissioner of Community Services: **Streetsville Kinsmen Centre Agreement, located at 327 Queen Street S (Ward 11).**

Recommendation

That report dated December 15, 2017 from the Commissioner of Community Services entitled "Streetsville Kinsmen Centre Agreement" be received for information.

Motion

11. **PRESENTATION OF COMMITTEE REPORTS**

- 11.1. Heritage Advisory Committee Report 1-2018 dated January 9, 2018
- 11.2. Planning and Development Committee Report 1-2018 dated January 15, 2018
- 11.3. General Committee Report 1-2018 dated January 17, 2018

12. **UNFINISHED BUSINESS** - Nil.

13. **PETITIONS** - Nil.

14. **CORRESPONDENCE**

- 14.1. *Information Items* – Nil.
- 14.2. *Direction Items* – Nil.

15. **NOTICE OF MOTION** - Nil.

16. **MOTIONS**

- 16.1. To close to the public a portion of the Council meeting to be held on January 24, 2018, to deal with various matters. (See Item 21 Closed Session)
- 16.2. To express sincere condolences to the family of Jim Tovey, Councillor Ward 1 who passed away on January 15, 2018.
- 16.3. To request that the Mayor send a letter of support on behalf of Council with respect to Federal action on the conservation of heritage properties, requested by the Heritage Advisory Committee.

Item 11.1.

17. **INTRODUCTION AND CONSIDERATION OF BY-LAWS**

- 17.1. A by-law to authorize the execution of a Development Agreement between Habitat for Humanity Halton/Mississauga and The Corporation of the City of Mississauga, 3136 Victoria Crescent.

'B' 85/16, 'B' 86/16, 'B' 87/16

- 17.2. A by-law to amend Interim Control By-law 0012-2017, being an Interim Control By-law under section 38 of the Planning Act, R.S.O. 1990, c.P. 13, as amended with respect to the Dundas Street Intensification Area and Higher Order Transit Corridor.

PDC-0004-2018/ January 15, 2018

- 17.3. A by-law to repeal and replace By-law 0082-2017 and to amend the delegated authority to enter into a Transfer Payment Agreement with Her Majesty the Queen in Right of Ontario as represented by the Minister of Transportation for the funding of projects under Phase One of the Public Transit Infrastructure Fund.

Resolution 0174-2017/ September 27, 2017

- 17.4. A by-law to authorize the execution of a Letter of Agreement between Her Majesty the Queen in Right of the Province of Ontario, represented by the Minister of Transportation for the Province of Ontario and the City of Mississauga, with respect to the Dedicated Gas Tax Funds for Public Transportation Program.

Item 10.3.

- 17.5. A by-law to authorize the execution of an intermunicipal agreement between the City of Mississauga and The Corporation of the City of Burlington, with respect to Mississauga Provincial Offences Court performing Provincial Offences Act (POA) functions for Ontario Provincial Police (OPP) charges in the Town of Milton and Town of Halton Hills Court Service Areas.

Item 10.4.

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

19. **ENQUIRIES**

20. **OTHER BUSINESS/ANNOUNCEMENTS**

21. **CLOSED SESSION**

Pursuant to the *Municipal Act*, Section 239(2):

- 21.1. Security of the property of the municipality or local board: **Management of the Hershey Centre.**
- 21.2. Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board: **Committee of Adjustment Appeals of:**
1. 1338 Kenmuir Avenue – Vinh Quoc Ha – Ward 1
2. 7575 Danbro Crescent – Al Kitab Academy – Ward 9
3. 1262 Kane Road – 1935327 Ontario Inc. – Ward 2
- 21.3. Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board: **Instructions on proposed settlement of the appeal to the Ontario Municipal Board by 1101 Clarkson Developments Inc. for non-decision with respect to Official Plan Amendment and Zoning By-law Amendment applications for the lands at 1101-1125 Clarkson Road North (Ward 2).**

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- 21.4. Proposed or pending acquisition or disposition of land by the municipality or local board: **Purchase and Sale with Bernard Baskovic and Rosina Baskovic, owners of 2407 Shepard Avenue as required in connection with the Cooksville Creek, Downtown Growth Area Park Assembly in Ward 7.**
- 21.5. Proposed or pending acquisition or disposition of land by the municipality or local board: **Purchase and Sale with Michael Phong Ich Trinh, owner of 90 Paisley Boulevard East as required in connection with the Cooksville Creek, Downtown Growth Area Park Assembly in Ward 7.**
- 21.6. Proposed or pending acquisition or disposition of land by the municipality or local board: **Purchase and Sale with Lily Van, owner of 105 Paisley Boulevard East as required in connection with the Cooksville Creek, Downtown Growth Area Park Assembly, in Ward 7.**
- 21.7. Personal matters about an identifiable individual, including municipal or local board employees: **PMP Review of the Commissioners (Verbal).**
22. **CONFIRMATORY BILL**
- 22.1. A by-law to confirm the proceedings of the Council of The Corporation of the City of Mississauga at its meeting held on January 24, 2018.
23. **ADJOURNMENT**

City of Mississauga

Corporate Report



Date: 2018/01/04

To: Mayor and Members of Council

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

Originator's files:

Meeting date:
2018/01/24

Subject

Mississauga Matters: Summary of Priority Issues and Engagement Strategy for the 2018 Provincial Election

Recommendation

1. That the report "Mississauga Matters: Summary of Priority Issues and Engagement Strategy for the 2018 Provincial Election" be endorsed as the City of Mississauga's priority issues pertaining to the June 7, 2018 Ontario general election.
2. That the engagement tactics recommended in the report entitled "Mississauga Matters: Summary of Priority Issues and Engagement Strategy for the 2018 Provincial Election" be approved for implementation.

Report Highlights

- The Ontario general election is scheduled to be held on June 7, 2018.
- The Province of Ontario is an important partner in ensuring the City of Mississauga meets its objectives, realizes its vision, and achieves its city-building priorities, specifically through proper funding mechanisms and legislative authority.
- A provincial election affords the City of Mississauga the opportunity to engage with political leaders and candidates on key issues of importance. While there are many issues of importance between the City of Mississauga and the provincial government, it is recommended that the City focus on just four in our engagement strategy: public transit, sustainable funding for infrastructure, affordable, middle-income housing, and reducing the burden on municipalities through legislative changes, including amending the Payment in Lieu of Taxes (PILT) formula.
- The proposed name of the City of Mississauga provincial election strategy is "Mississauga Matters".

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Originators files: File names

- A number of engagement tactics are outlined that range from simple fact sheets for the general public, online engagement, a full debate of the party leaders or their representatives, and candidate and stakeholder information sessions.

Background

The Province of Ontario has announced that the next general election will take place on June 7, 2018. The writ period is anticipated to begin on May 9, 2018.

The City of Mississauga is an important stakeholder to the province and our residents will be directly affected by the outcome of the 2018 provincial election. It is important that the City of Mississauga not only makes its top priorities known to the local candidates and party leaders, but also engages residents, businesses and key stakeholders to demonstrate the importance of Mississauga's priorities and why Mississauga matters to them. Our City is home to six provincial ridings.

Over the past many provincial and federal election cycles, the City of Mississauga has developed and deployed advocacy and engagement strategies. These previous engagement strategies have informed residents, businesses, and stakeholders about important municipal priorities and engaged them as supporters of the City's message. They have also informed local candidates running in the six local provincial ridings about the City's priorities and what our expectations are for the party that forms the next provincial government.

The purpose of this report is to summarize the priority issues for the City and outline an engagement strategy for stakeholders, candidates, and provincial parties during the 2018 provincial election.

Comments

APPROACH

The strategy will aim to keep the number of issues manageable focusing on key priorities as identified by Council. If the strategy has too many messages or too many priorities, it will be difficult to engage our target audiences and deliver our message effectively.

Using the 2017/18 provincial pre-budget submission as a guide, the overall message to provincial parties and candidates will be:

"Mississauga needs a committed provincial government partner to provide consistent, predictable and long-term funding and the legislative authority to allow us to build Mississauga into a world-class city."

This message will underpin the entire strategy and shape the messaging of each of the priority areas: public transit; sustainable funding for infrastructure, and affordable, middle-class housing. Additionally, through engagement efforts we will advocate to local candidates and party leaders specifically about the need for legislative reforms in other areas such as the formula for Payments in Lieu of Taxes (PILTs), greater municipal autonomy and revenue tools, and joint and several liability. These issues in particular demonstrate the need for municipalities to receive a greater share of revenue and for the province to reduce the financial burden it places on municipalities through its legislation.

It is proposed that the strategy be titled “Mississauga Matters” to demonstrate not only the importance of our City to the next provincial government, but also to local residents, businesses and stakeholder groups. The title has an additional meaning as through the engagement strategy will also be discussing priority matters pertaining to the City of Mississauga. This title has been used for previous provincial election campaigns and has been effective.

During the 2015 federal election, the Federation of Canadian Municipalities (FCM) conducted a campaign called “Hometown Proud,” where they sought to make local infrastructure priorities into national priorities. It was highly effective with many of the planks adopted into the platforms of the main parties. Similar to the “Hometown Proud” campaign, our strategy will aim to connect the City’s main priorities to those of residents, businesses and key stakeholders, and in turn, to local candidates and their political parties. Our objective will be to demonstrate that Mississauga’s priorities are supported by local residents, businesses and stakeholders, and as such, should also be the priorities of each party and local candidate.

In 2016, The Association of Municipalities of Ontario (AMO) undertook research on the financial situation of municipalities across the province and developed a document released in 2017 entitled, “The Local Share.” The main conclusion of this report is that municipalities are underfunded resulting in an annual municipal infrastructure gap of \$4.9 billion. AMO concludes that to close this gap will require consistent, predictable, and increased provincial (and federal) funding, or an increase of property taxes on average of eight per cent (8%) annually for the next ten years. AMO has recommended dedicating an additional one per cent (1%) of the HST to municipalities to close this gap. To date, the main three political parties have rejected this proposal. However, the facts as presented by AMO are compelling and underscore the fiscal shortfall and pressure that municipalities currently face. Moreover, the data supports the position that the province must take action to help municipalities close this gap. Our strategy will use this data to demonstrate the need for all political parties and local candidates to take notice of the City of Mississauga’s priorities and the fiscal challenges confronting all municipalities.

PRIORITY ISSUES

The four proposed priority areas of focus for our engagement strategy include:

- **Connected, seamless, rapid public transit:** specifically the full funding and completion of the Hurontario LRT; all-day, two-way GO Train service on all three Mississauga GO Train corridors, in particular the Milton Corridor; and the construction of The Downtown Mississauga Terminal and Transit Way Connection.
- **Sustainable funding for infrastructure:** including parks, trails, community centres, water and wastewater, roads, bridges, and other essential infrastructure.
- **Affordable, middle-class housing:** The City of Mississauga has made building affordable housing a priority to address the housing affordability problem in our city. There are seven actions in the “Making Room for the Middle”, a housing strategy for Mississauga that the provincial government can utilize to make it easier for the City to incentivize the building of middle-income, affordable housing.
- **Reducing the burden on municipalities through legislative changes:** Municipalities are often burdened by provincial legislation and formulas. For instance, the Payment in Lieu of Taxes (PILTs) formula has not been altered in over 15 years, meaning the City is not provided its fair share of revenue by those who pay PILTs. As well, the province must do more to develop a new municipal funding framework that includes greater autonomy and revenue tools for municipalities. Finally, through simple legislative changes to areas such as joint and several liability, interest arbitration, and others, the province can reduce the financial burden on municipalities and help them manage escalating costs.

For each of these priority issues, messaging, communications materials, and engagement tactics will be developed.

i. **Public Transit**

From the City's Citizen Satisfaction Survey and polls taken during the City's Budget tele-town halls, transit and transportation, and by extension congestion, remain top concerns and priorities for residents. The City and Metrolinx are working together to build a regionally-integrated public transit system that includes light rail, bus rapid transit, and regional express rail (RER). Regionally-integrated rapid transit is critical to the growth of Mississauga and to our local economy. Our strategy will make building regionally-integrated rapid transit one of the priority issues and will demonstrate to the parties, local candidates and to residents, businesses and other stakeholders, the great need to invest in and build rapid transit in Mississauga to better move people throughout our City and across the GTA.

The City of Mississauga has a strategic vision that is only achievable if reliable, sustainable public transit systems are built. The City has worked closely with the provincial government and its transit agency, Metrolinx to build new public transit in our City, including most recently the Mississauga Transitway. Mississauga's objective to significantly increase transit ridership means there must be in place higher-order systems and mobility hubs, improved travel times and strategies that support transit.

The City continues to make significant investments in public transit, but we require additional investment from the provincial (and federal) government to realize our long-term transit objectives. It is critically important to Mississauga that the next provincial government is committed to continuing to work with the City to build transit, as well as to provide long-term, sustainable, and predictable funding. This includes maintaining the commitment to at least doubling of the gas tax, as was proposed by the current government in 2017. As proposed, by 2022 the City will receive approximately \$32 million annually through the Provincial Gas Tax.

The overall request from the provincial parties and local candidates will be for long-term, dedicated, and predictable funding to build and expand transit services in Mississauga. At the same time, Mississauga has a number of priority transit projects that were endorsed by Council in the "*Transit Initiatives and Priorities in the City of Mississauga*" corporate report of the April 12, 2017 Council meeting and have been included in our previous pre-budget submissions. These projects are essential to the growth of Mississauga and will allow us to achieve our long-term transit objectives. Our strategy will focus on the following transit priorities:

The completion of the Hurontario LRT: While planning and design work is well underway on the Hurontario LRT, including the issuance of the RFP for construction, and funding has been committed by the Province of Ontario and the City of Mississauga, the project is not yet complete. It is important that all political parties and candidates understand the importance of this project to the growth of Mississauga and commit to fully funding and supporting it should they form the government.

All-Day, Two-Way GO on all three Mississauga corridors, in particular the Milton Corridor and a commitment to the Missing Link: Regional Express Rail (RER) on all three Mississauga GO Train corridors is essential for our future growth and economic competitiveness. All-day, two-way, 30 minute service on the Lakeshore West corridor has made a significant difference for commuters in the south of Mississauga. Additional service, including electrification has been committed to on the Lakeshore West Corridor. The same service has been discussed on the both the Kitchener and Milton Corridors; however only in recent months has a commitment been made for the Kitchener Corridor to receive all-day, two-way GO

service. Increased service on the Milton Corridor is mentioned in the Draft Regional Transportation Plan 2041 (RTP) that was approved by the Metrolinx Board in December 2017, but no firm timelines or specifics have been committed to by Metrolinx or the province.

Despite being the second busiest corridor in the GO Transit network, serving over 20,000 passengers per day, all-day, two-way GO service on the Milton Corridor has not yet been committed to by the province. This is due in large part to the fact that the corridor is owned by CP Rail. However, with over 77,000 jobs along this corridor in Mississauga, serving 6 stations, all-day, two-way service on this corridor is vital to Mississauga, providing a seamless and rapid east-west connection between Mississauga and Toronto – a “surface subway” in many respects.

In 2015, the City of Mississauga partnered with the cities of Toronto, Milton, Kitchener, Cambridge, Waterloo, and the Region of Waterloo on a feasibility study titled, “The Missing Link.” The Missing Link is a plan to divert the freight rail traffic from the CP Rail Corridor to the existing CN Freight Rail corridor to the north. The Missing Link is the ultimate objective, but it is a large scale undertaking with national implications. In the short term, Metrolinx can work with CP Rail to find solutions to increase service and achieve all-day, two-way service.

This engagement strategy will seek to educate stakeholders, residents, political parties and candidates about the importance of this corridor and the need for increased service. The strategy will then engage residents, business and stakeholders to use their voice to apply pressure on local candidates and parties to make a commitment to a timeline for this priority.

The Downtown Mississauga Terminal and Transitway Connection: On December 18, 2017, the final station on the Mississauga Transitway was opened. However, to fully complete the project requires a downtown Mississauga connection and new transit terminal. The downtown section of the transitway is the busiest and at present, buses are operating in mixed traffic. The Downtown Mississauga Terminal and Transitway Connection is a crucial section of infrastructure and a new transit terminal that will create a central mobility hub for MiWay and GO Transit buses, as well as the Hurontario LRT. Building this terminal and connection will provide relief for both transit vehicles and vehicular traffic in the downtown core, especially along Rathburn Road (*see Appendix 1*).

The Downtown Mississauga Terminal and Transitway Connection are included in Council’s approved transit priorities and will require significant capital funding from the provincial government. The project is a priority for the future growth of the downtown core and must be a priority for the provincial government and local candidates.

Questions for political parties and local candidates:

- Will you and your party fully commit to maintaining the 100% provincial funding for the Hurontario LRT?
- Will you commit to increasing train service on the Milton GO corridor, including all-day, two-way service?
- What revenue tools does your party support to ensure priority public transit systems are built in Mississauga and across the GTHA?

Message to residents, businesses and stakeholders:

- To reduce congestion and traffic, and to continue to grow our local economy, Mississauga needs predictable, long-term, and sustainable provincial funding to build local and regional rapid transit.

ii. Sustainable Infrastructure

The quality of life of Mississauga residents depends on basic infrastructure like roads, bridges and water and wastewater systems, but also on parks, trails, community centres and other amenities being in a state of good repair. In 2018, Mississauga has an estimated \$8.9 billion worth of infrastructure assets.

In recent years, there has been a significant focus on the growing municipal infrastructure deficit, including the recent Association of Municipalities of Ontario (AMO), “Local Share” campaign. AMO estimates that Ontario faces an annual municipal infrastructure deficit of \$4.9 billion each year for the next 10 years. To close this gap through property taxes alone would require raising property taxes by an average of 8% annually for the next 10 years.

Mississauga’s infrastructure is funded through a combination of property taxes, debt financing, gas tax, development charges, as well as reserve funds the City has set aside. The City of Mississauga needs more than \$338 million every year to put funds away for replacement of future infrastructure needs. In 2018, the City will only raise \$37 million through property taxes and \$41 million through gas tax for existing infrastructure, leaving a funding shortfall of \$260 million. Still it’s not enough. The City needs to continue to apply the two percent infrastructure and debt repayment levy in order to manage our infrastructure and keep our foundations strong (see *Appendix 2*).

To maintain Mississauga’s infrastructure in a state of good repair, long-term, predictable and sustainable infrastructure funding is required. Municipalities own 60% of all infrastructure in Canada, yet only receive 8-10% of all tax revenues. Municipalities like Mississauga need provincial (and federal) governments to provide

more funding for infrastructure. The annual infrastructure gap only continues to grow; we need the province to do more to assist Mississauga in closing this gap.

The City has already developed some excellent materials to show residents what our infrastructure consists of, including a brochure that has already been used in our provincial and federal advocacy efforts. We will use this work as a base to showcase to provincial parties and candidates, as well as residents, the need for provincial funding. The approach will be to demonstrate the types of infrastructure that residents enjoy (trails, community centres, roads and bridges, etc.) is at risk if we do not secure sustainable funding from the provincial government.

Questions for political parties and local candidates:

- Do you and your party commit to developing long-term, predictable, and sustainable funding programs from the provincial government to specifically fund the building and maintenance of municipal infrastructure?
- Will you commit to working with municipalities like Mississauga to develop new revenue tools to help us fund our capital infrastructure needs?

Message to residents, business and stakeholders:

- Mississauga owns \$8.9 billion infrastructure ranging from roads and bridges, to trails, parks, community centres, and much more that impacts the lives of residents every day. We need a committed provincial partner to provide sustainable, long-term and predictable infrastructure funding to build Mississauga into a world-class city.

iii. Affordable, Middle-Class Housing

In 2017, Mississauga took the lead by developing a made-in-Mississauga plan to address issues of housing affordability in our City. The goal of “Making Room for the Middle” is to make 35% of Mississauga’s housing stock affordable (\$250,000 - \$400,000 ownership/\$1,200 per month rental) for middle income earners (\$55,000 - \$100,000 household income). Housing is considered “affordable” when a household pays less than 30% of their income on housing. In Mississauga, more than 33% of households are spending more than 30% of their income on housing, demonstrating a significant housing affordability issue exists in Mississauga.

There is a housing affordability issue in Mississauga, and the wider GTA. In fact, the Ontario Government enacted a Fair Housing Plan in 2017 with 16 measures to “cool” the housing market and increase affordability. Many of these measures were in alignment with the City’s “*Making Room for the Middle*” plan, adopted by Council on October 25, 2017. However, within the 40 recommendations in our strategy, six specifically require provincial support or legislative changes to provide the City with

more authority and ability to achieve our objective of incentivizing the building of affordable, middle-class housing. These include:

1. Petition senior levels of government (Peel, Provincial and Federal Governments) to create enduring and sustainable funding programs that realize developer timeframes and financial needs
2. Appeal to senior levels of government (Peel, Province and Federal Governments) to provide affordable home ownership assistance to individuals
3. Petition the Province to expand municipal revenue tools
4. Petition senior levels of government to consider taxation policies that incentivize affordable housing that include but are not limited to:
 - a. the creation of second units
 - b. rehab of existing purpose built rental housing
 - c. new purpose built rental housing
 - d. GST rebates or exemptions
5. Appeal to Federal and Provincial governments to explore tax credits and exemptions for affordable housing including but not limited to:
 - a. income tax credit (e.g. second unit homeowners)
 - b. land transfer tax exemptions
 - c. create land value capture tools for municipalities
 - d. low income housing tax credits
6. Petition senior levels of government to provide standardized local housing data and consistent methodologies to measure housing affordability

Questions for political parties and local candidates:

- Do you and your party commit to working with the City of Mississauga to provide us with the tools we need to incentivize the building of affordable, middle-class housing?

Message to residents, businesses and stakeholders:

- Mississauga residents should be able to live and work in their community without fear of being priced out of the market. Our City needs a committed provincial government partner to help incentivize the building of affordable, middle-class housing.

iv. **Reducing the burden on municipalities through legislative changes:**

There are a number of pieces of provincial legislation and payment formulas that result in increased financial pressures on municipalities like Mississauga. Through simple changes, the province could greatly assist municipalities with the financial pressures we face, with little to no impact on the province. The City has included

these recommendations in its provincial pre-budget submissions for a number of years. They include:

Payments in Lieu of Taxes (PILTs): The formula for calculating PILTs has not changed since it was set in 2001. Specifically for Toronto Pearson Airport, the PILT does not account for cargo traffic, which impacts municipal services and is capped at five per cent (5%) annually. The PILT rate remains the same, while municipal taxes have increased along with the annual revenues for Toronto Pearson. The City is asking for the province to increase the PILT rate paid by the Greater Toronto Airports Authority from \$0.94 to \$1.90 and remove the PILT cap completely.

For colleges and universities, the PILT rates have not been raised since 1987. The City simply asks for the rates to be increased to 2017 levels and then indexed to inflation every year after.

Greater autonomy or new frameworks for revenue tools other than property tax: As noted, the City of Mississauga has limited ways to raise revenue outside property taxes and user fees. At the same time, the financial pressures continue to rise and our ability to provide quality services is made more difficult. As per the AMO “Local Share” campaign, there is a \$4.9 billion annual funding gap for municipalities in Ontario. Municipalities like Mississauga are open to the idea of receiving more powers to raise revenues on our own, but to date the province has been reluctant to provide these powers, save for the recently announced Hotel Tax. Additional revenue powers and a new framework for municipal funding with the provincial government are necessary.

This message has been delivered consistently by the City of Mississauga and AMO for many years.

Additional areas of concern: The City has also been working with AMO for a number of years on changes in legislation with respect to interest arbitration, joint and several liability, development charges, and others. Simple changes to legislation would greatly reduce the financial burden on municipalities like Mississauga, with little impact on the province.

Questions for political parties and local candidates:

- Do you and your party commit to working with the City of Mississauga and other municipalities on a new funding framework for municipalities, including new revenue tools and greater autonomy?
- Do you commit to amending the PILT formula for both the GTAA and colleges and universities to reflect current realities and ensure Mississauga is afforded its fair share of funding?

Message to residents, businesses and stakeholders:

- The City of Mississauga must receive its fair share of revenue and not be hampered by legislation and regulations that place additional and unnecessary financial burdens on municipalities. Through simple changes to existing provincial legislation and funding formulas, the financial burden on Mississauga would be reduced allowing for greater investment in our City priorities.

TARGET AUDIENCES

The City of Mississauga's provincial election strategy will have three distinct target audiences:

- Political parties and party leaders
- Local party candidates registered with Elections Ontario in Mississauga's six provincial ridings
- Residents, businesses, and other important stakeholders and groups.

The overall messages will be tailored to suit each of these audiences in an effort to achieve maximum engagement from each group. For the vast majority of residents, basic messages and information will likely be sufficient. However, for those residents, stakeholders and candidates who wish to learn more, additional corporate reports, technical documents, and reports will be made available on each of our priority issues.

ENGAGEMENT TACTICS

In past federal and provincial election campaigns, the City of Mississauga has employed various engagement tactics with stakeholders and candidates, including:

- Corporate reports to Council
- Resolutions of Council
- Website and online engagement, including social media
- News releases and other public communications activities
- Questionnaire to local candidates and party leaders
- A debate in the Council chambers
- Engaging businesses and residents to seek their input and support
- Partnership with the Region of Peel
- Mayor's videos

The election is just over 4 months away, which provides us with adequate time to properly develop a strategy, a suite of tactics, and a roll out schedule in the months to come.

The design of the campaign and the look and feel of the visual collateral will be based off existing materials. See Appendix 3 for a proposed rendering of the design of the campaign materials.

The engagement tactics fall into three categories:

i. General Engagement:

- Corporate report and resolutions to Council
- News releases and media alerts
- Web information, including:
 - Information for candidates and residents on the City's priority issues
 - Downloadable and shareable fact sheets
 - Videos and shareable content including infographics
 - 'Keep me Posted' email alerts
 - Short videos on issues
 - 'Get out the vote' message
- Information links to candidate's running in each riding
- Social media outreach
- Outreach to both mainstream and ethnic media
- Partnerships with the Region of Peel and other local municipalities where applicable
- Partnerships with other local agencies (i.e. MBOT, Peel Region, United Way, residents' associations, etc.), as well as industry organizations like AMO and FCM

ii. Targeted Resident and Stakeholder Engagement:

- Video(s) specific to each of the three issues, designed to be easily shareable across multiple media platforms
- Printed information (not intended for every household but to be distributed at the City's facilities, public meetings, etc.)
- Standardized messages for residents and businesses to send tailored and targeted messages to candidates and parties in support of Mississauga's priorities.
- Printable post card for residents and businesses to mail to parties and candidates
- All stakeholder meeting to inform our key partners about the City's priorities

iii. Targeted Candidate Engagement:

- MP/MPP educational breakfast (scheduled for Jan. 23rd, 2018)
- Open letter from Mayor to all local candidates *
- Open letter with questionnaire to all party leaders
- All candidates information forum
- Candidate debate **

** The City will only engage with official political parties and local candidates registered with Elections Ontario.*

*** Please note: the candidate debate will be limited to the Progressive Conservative Party of Ontario, the Ontario Liberal Party, the New Democratic Party of Ontario and the Green Party of Ontario. This is based on the criteria accepted by Council during previous election campaigns in 2007 and 2014 where any political party that had achieved one per cent, or greater, of the vote during the previous provincial election, would be included.*

Financial Impact

Total costs for this strategy will not exceed \$50,000 if all engagement tactics are all deployed. Costs will be funded through existing local budgets and any costs that cannot be absorbed will be from the contingency reserve.

Conclusion

The City should engage the political parties who wish to govern Ontario, on our key issues of importance. A robust engagement and advocacy strategy supports this goal.

Attachments

Appendix 1: Downtown Terminal Transitway Connection

Appendix 2: Infrastructure Brochure

Appendix 3: Mississauga Matters Presentation Materials



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

Prepared by: Robert Trewartha, Chief of Staff, Mayor's Office

Downtown Mississauga Terminal and Transitway Connection

One of Mississauga's highest priority transit projects is the Downtown Mississauga Terminal and Transitway Connection. This project will better integrate and complete transit connections in the downtown core. It will connect the western and eastern section of the Mississauga Transitway with a dedicated transit corridor and a new bus terminal.

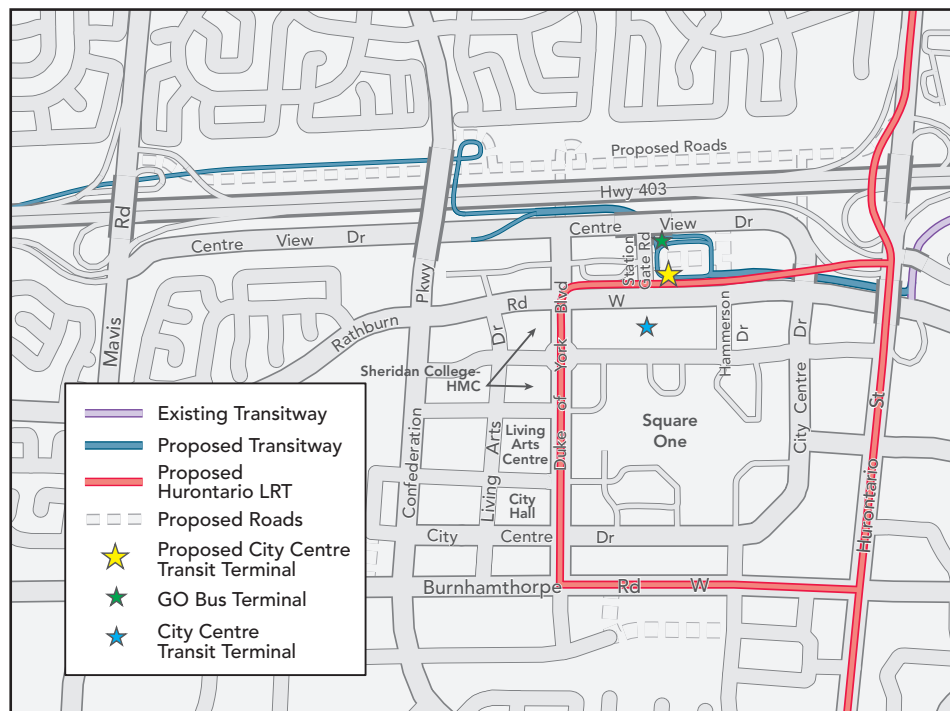
The Mississauga Transitway east and west of the downtown is slated for completion in September 2017; however, the busiest section still remains in mixed traffic. A dedicated transitway corridor through the City's downtown core is needed to improve efficiency of MiWay and GO Transit travelling on the transitway.

The Downtown Mississauga Terminal and Transitway Connection is a crucial section of infrastructure and a new transit terminal that will create a central mobility hub for MiWay and GO Transit buses and the Hurontario Light Rail Transit (HuLRT). The HuLRT will stop in the downtown core when constructed in 2022. This infrastructure will also relieve vehicular traffic in the downtown core, particularly along Rathburn Road.

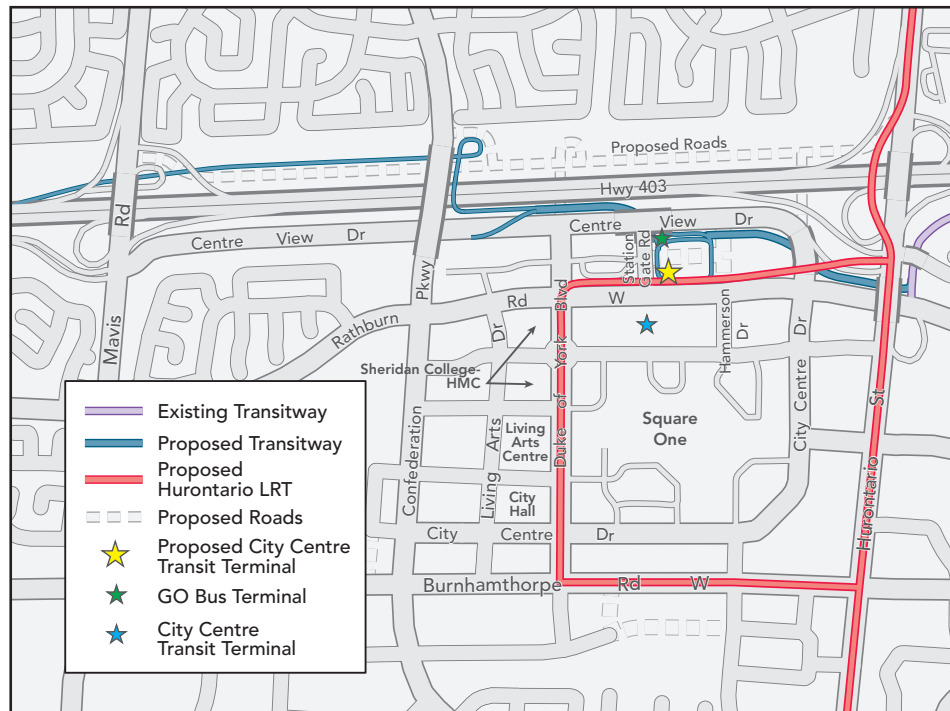
The proposed terminal location is on the northeast corner of Rathburn Road and Station Gate Road. This parcel of land is owned by Oxford Properties Group. Land exchanges between the City, the Ministry of Transportation and Oxford may be possible.

The proposed section of the transitway travelling easterly from the proposed terminal has two alignment options:

1. On the north side of Rathburn Road



2. On Centre View Drive



West of the terminal, both options will travel alongside Centre View Drive and over Highway 403 on the east side of Confederation Parkway. The dedicated corridor will loop and continue west on the north side of Highway 403 and merge onto Highway 403 bus bypass lanes west of Mavis Road.

Determining the footprint of the proposed downtown Mississauga terminal would assist in freeing up lands for the City's transit priorities and allow Oxford Properties Group to plan development on their properties.

A much needed connection to the west portion of the Mississauga Transitway could proceed quickly due to a previously approved Environmental Assessment in 2004.

Background:

- The Mississauga Transitway is a 18 kilometre dedicated bus corridor planned and built in partnership with Metrolinx.
- The transitway follows along the corridors of Highway 403, Eastgate Parkway and Eglinton Avenue, allowing commuters to avoid these busy and congested highway/road corridors
- There are 12 stations beginning at Winston Churchill in the west and ending at Renforth Drive
- The dedicated bus corridor is reducing travel times and making travel more efficient
- The transitway provides travel connections from Renforth Station to Toronto Pearson International Airport and the Bloor-Danforth Subway line via Highway 427
- The transitway is providing more connections for commuters travelling between the Mississauga Airport Corporate Centre and the Mississauga downtown core
- MiWay uses the City Centre Transit Terminal on the south side of the Rathburn Road and Station Gate Roads and GO Transit uses the GO Transit Terminal at Centre View Drive and Station Gate Road

WE HAVE FUNDING CHALLENGES

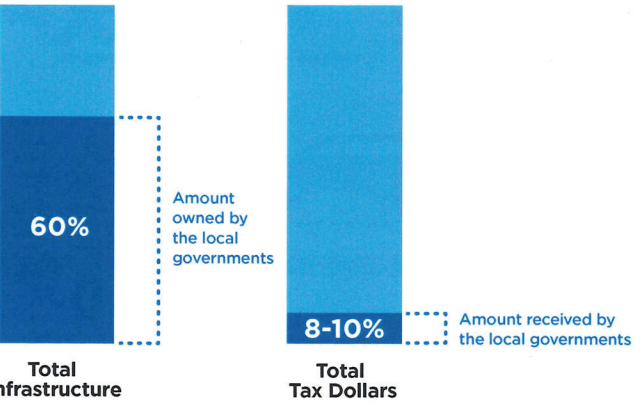
Infrastructure is funded through a combination of property taxes, debt financing, gas taxes, development charges and reserve funds which have been set aside for large projects.

The City of Mississauga acknowledges the funding it receives from both the federal and provincial governments. This includes the Gas Tax, Public Transit Infrastructure Fund (PTIF), Clean Water and Wastewater Fund (CWWF), and Canada 150 (Intake I and II) funding. We look forward to partnering together on the recently announced PTIF Phase 2.

But it's not enough. The City owns infrastructure assets with an estimated replacement cost of \$8.9 billion. The City needs to continue to apply the two per cent infrastructure and debt repayment levy in order to manage our infrastructure and keep our foundations strong.

The City of Mississauga is seeking the government's commitment to address our infrastructure pressures through stable ongoing support.

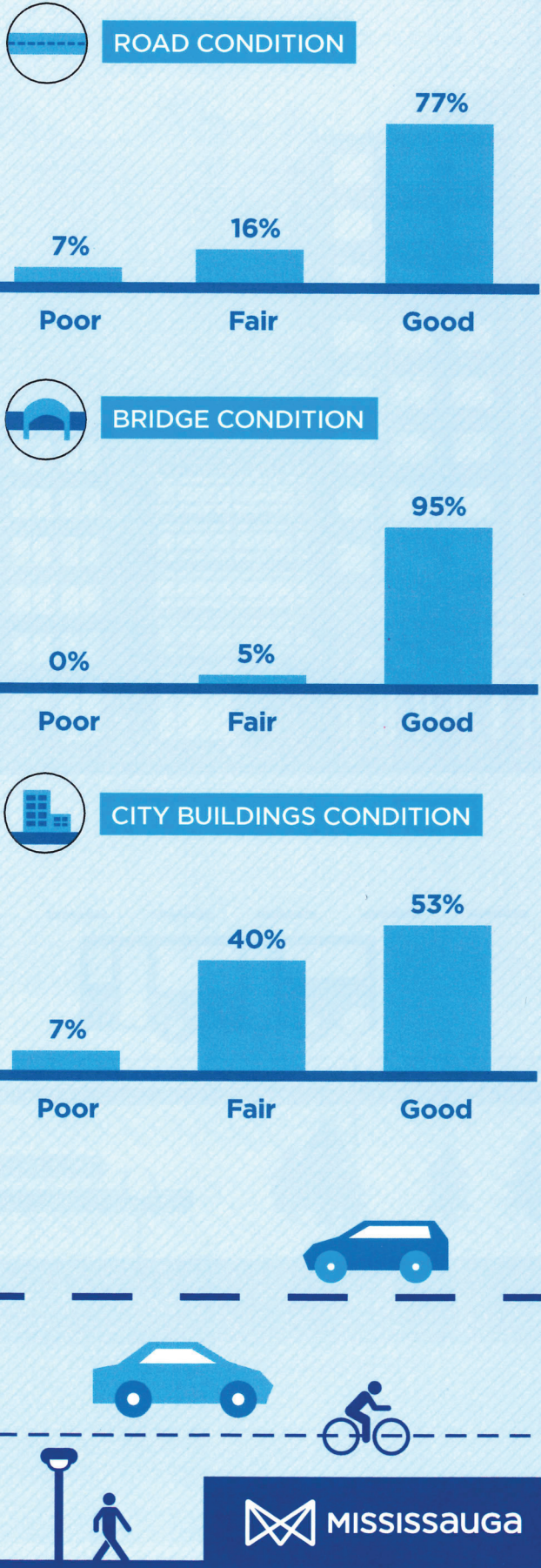
LOCAL GOVERNMENTS OWN THE MAJORITY OF INFRASTRUCTURE BUT RECEIVE THE SMALLEST SHARE OF TAX DOLLARS



Source: Federation of Canadian Municipalities (FCM) 2017

KEEPING THE COMMUNITY INFORMED

Visit our website, ask us a question or attend a public meeting. You can learn more about Mississauga's infrastructure and how we plan to fund it at mississauga.ca/budget.



WHAT IS MISSISSAUGA INFRASTRUCTURE?



\$8.9 BILLION IN INFRASTRUCTURE

For roads, bridges, stormwater drains and sewers, sidewalks, streetlights, traffic signals, community centres, libraries, fire stations, pools, arenas, parks, paths, playground equipment, buses and bus shelters.

CITY BUILDING FOR TODAY AND TOMORROW



Mississauga's infrastructure is in good shape. However, it is taking more and more funding to keep it that way. Safety is a priority.

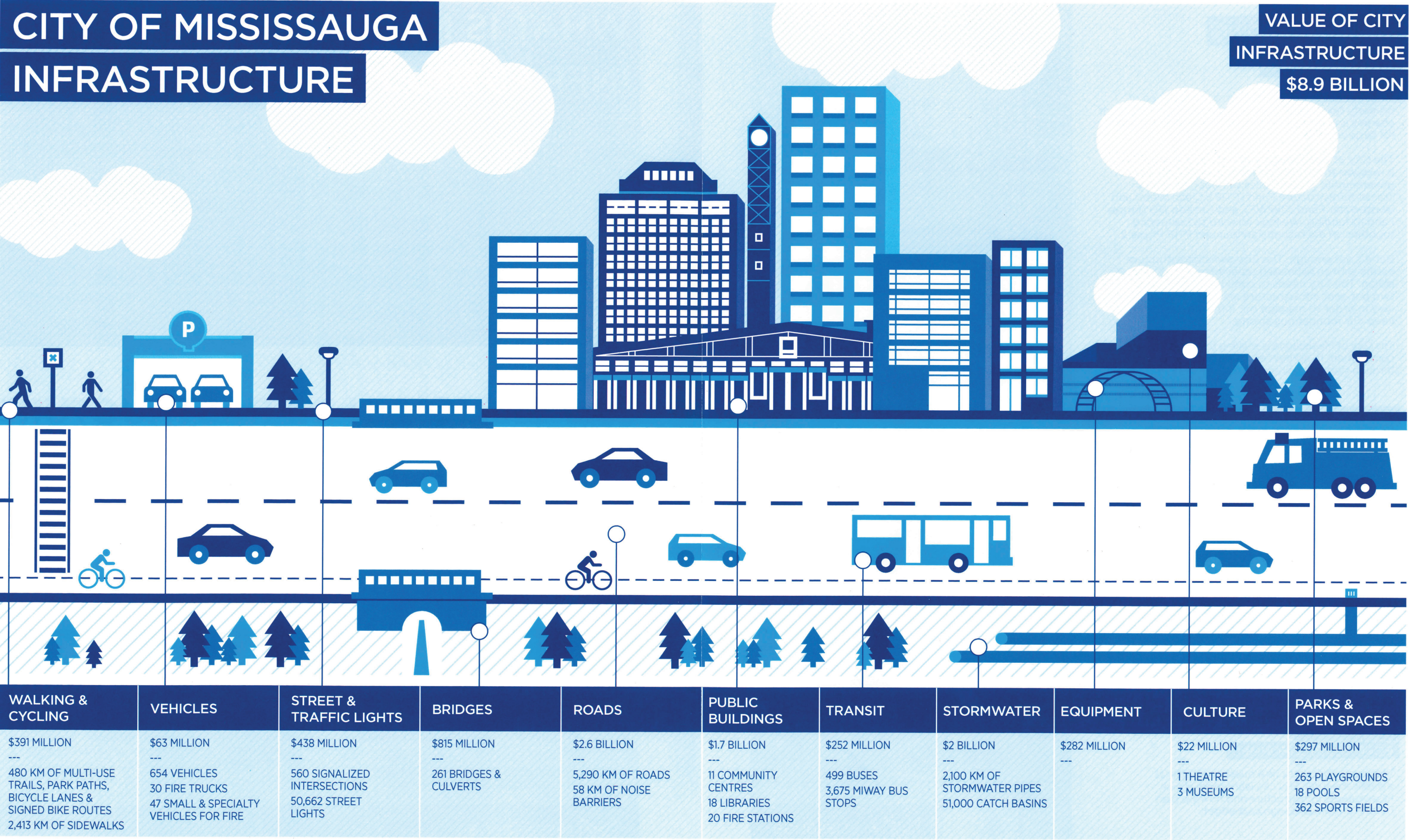
When infrastructure is damaged or doesn't work, it affects our daily lives. If a road is out, people can't get to work. If a pool is closed, city swim programs are cancelled.

Safe, modern and accessible infrastructure helps Mississauga stay competitive with other cities.

Business owners want to locate and people want to live where roads, transit, emergency services and community centres are safe and dependable. It is part of how we make the quality of life in Mississauga great.

Regular maintenance also helps keep costs down. Maintaining infrastructure keeps the chances of emergency repair or replacement - which usually costs more - to a minimum.





Mississauga Matters
Flyer Covers

Mississauga Matters

Provincial Elections 2018

AFFORDABLE
HOUSING

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Mississauga Matters

Provincial Elections 2018

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MISSISSAUGA

Mississauga Matters

Provincial Elections 2018

INFRASTRUCTURE

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MISSISSAUGA

Creative Services

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Mississauga Matters
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Provincial Governance


Regional Governance

Infrastructure



Transit

Affordable Housing

Message from the Mayor



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Provincial Election 2014

MISSISSAUGA MATTERS


Provincial Elections 2018

On June 12th, 2014 the following provincial candidates were elected in Mississauga ridings:

- Bramalea-Gore-Malton: Jagmeet Singh
- Mississauga-Brampton South: Amrit Mangat
- Mississauga East-Cooksville: Dipika Damerla
- Mississauga-Erindale: Harinder Takhar
- Mississauga-South: Charles Sousa
- Mississauga-Streetsville: Bob Delaney

Note: this notice is posted using election results found on the Elections Ontario website.

Message from the Mayor



Dear Citizens,

Your participation in the democratic process is important to the City of Mississauga. On June 12, 2014 residents will once again elect a provincial government. The City of Mississauga is committed to helping residents understand our local issues, so you can be informed as candidates ask for your vote on June 12th.

Mississauga is recognized as the sixth largest city in Canada and one of the fastest growing major cities. Our residents are talented, diverse, cultured, and highly skilled. To continue with our success, we must ensure that our interests and views are well represented by the provincial government. Mississauga City Council has identified the following issues for the upcoming provincial election:

- Public Transit
- Sustainable Infrastructure
- Interest Arbitration - Labour Costs for Emergency Services

To hear Mayor McCallion speak about the upcoming provincial

Creative Services

MISSISSAUGA

Mississauga Matters

✕ Provincial Elections 2018

Why Mississauga Matters

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Affordable Housing

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City of Mississauga



Infrastructure

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Affordable Housing

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City of Mississauga Corporate Report



Date: 2018/01/12

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 Pre-Budget Submission to Province of Ontario

Recommendation

1. That the report entitled "2018 Pre-Budget Submission to the Province of Ontario," including Appendix 1, from the Commissioner of Corporate Services and Chief Financial Officer, dated January 12, 2018, be approved for submission to the Province of Ontario for the Province's 2018 Budget deliberations.
2. That the Mayor be directed to forward the approved formatted submission with this report to the Minister of Finance, the local MPPs and MPs, Ontario's Big City Mayors (LUMCO) and the Association of Municipalities of Ontario (AMO).

Background

Municipalities across Ontario are encouraged to provide written submissions regarding the upcoming Ontario 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 provincial government. The Province asked municipalities in mid December that written submissions would be received up to January 19, 2018.

Comments

The province of Ontario is looking for public input on various issues and how these could be addressed through the provincial budget. The City of Mississauga has identified the following areas of focus:

- Strategic Transit Investments
- Sustainable Infrastructure Funding
- Legislative Changes
- City-Building Initiatives
- Affordable Housing and other Partnerships

Council	2018/01/17	2
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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 2018 provincial budget.

Conclusion

The City of Mississauga appreciates the opportunity to provide the Province with information and suggestions for the upcoming Ontario 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 Provincial Pre-Budget Submission



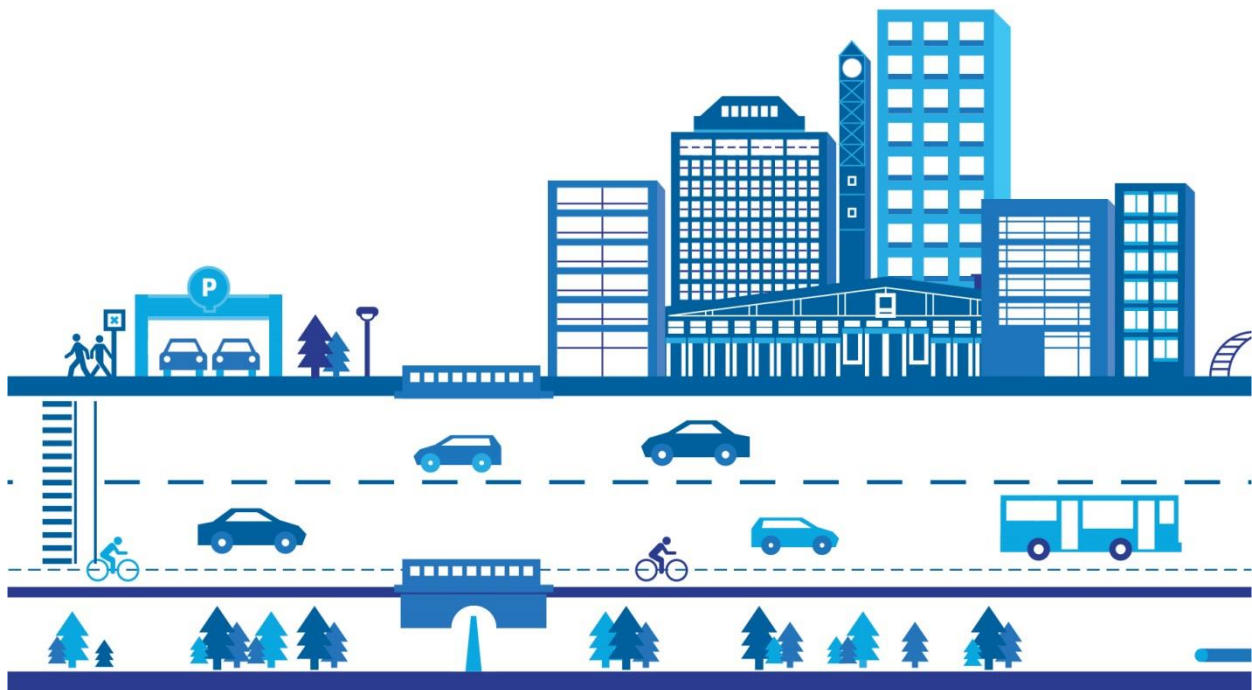
Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Carolyn Paton, Manager of Strategic Financial Initiatives

2018 Provincial Pre-Budget Submission

City of Mississauga Priorities for the 2018 Provincial 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 Provincial government, including the Provincial Gas Tax, funding through the Cleanwater and Wastewater Fund (CWWF), and the funding provided to Metrolinx for the Hurontario Light Rail Transit system. We 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.

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

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

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. Greater autonomy or new frameworks for revenue tools other than property tax*
- 6. More timely reaction with legislative and regulatory amendments to address changing environments and municipality requirements*
- 7. An increase to the Household Operating Grant for the Mississauga Library*
- 8. Inflationary increases to PILTs, specifically raising the GTAA PILT to \$1.90 per passenger rate*
- 9. Targeted funding for major City-building projects*
- 10. Addressing affordable housing needs for middle-income households*
- 11. Revenue-sharing of cannabis tax proceeds with municipalities*
- 12. Predictable and sustainable funding for emerging priorities such as climate change and culture and heritage infrastructure*

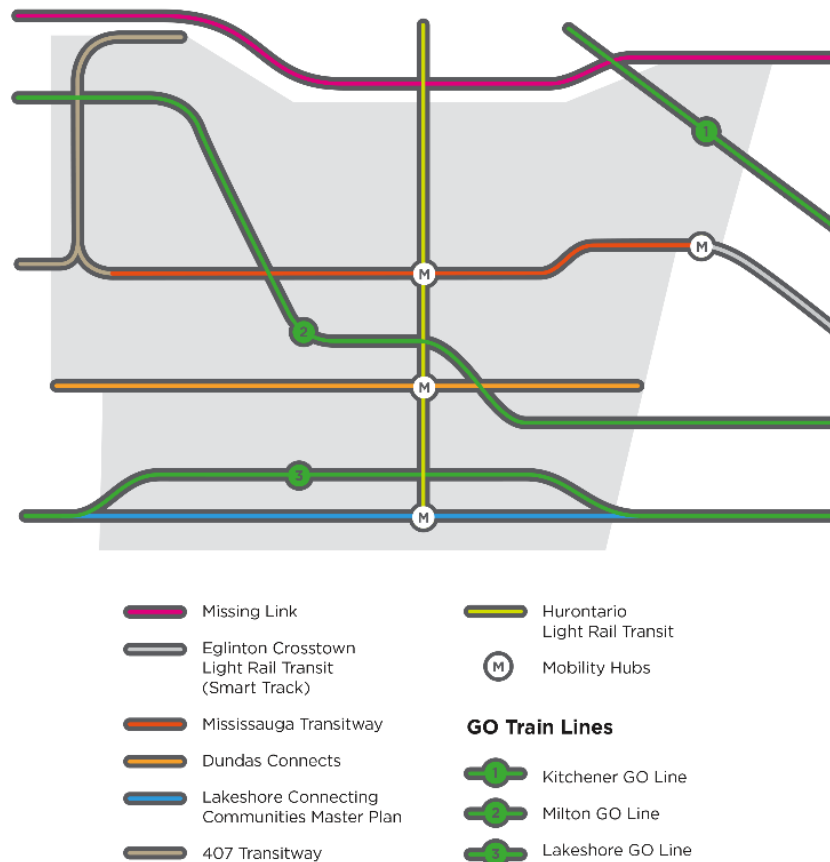
I. Strategic Transit Investments

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. The Hurontario LRT Project remains the City of Mississauga's top priority and we very much appreciate the Province's commitment of funding for the light rail transit line.

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 Provincial funding is required for new projects.

Currently, the City of Mississauga is looking for Provincial 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:

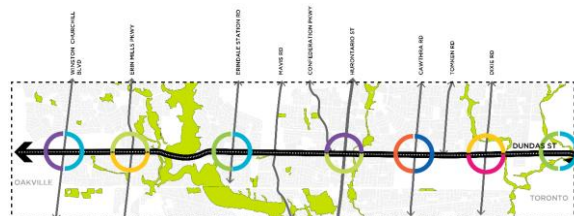
- provide an alternative to the challenge of widening the Milton and Kitchener GO Rail corridors
- remove heavy freight from the Milton and Kitchener GO Rail corridors and
- free up inner parts of the Milton and Kitchener GO rail corridors for RER service

[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. Provincial 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. 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 currently 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 will increase investment income potential. 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 (hotel 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.

Construction Lien Act

The newly enacted *Construction Act (Bill 142)* will establish a hybrid system for Ontario that includes prompt payment, mandatory adjudication, change in the lien preservation and perfection periods, mandatory payment of holdback, mandatory bonds, and more. While existing projects will be grandfathered, the changes are significant. Prompt payment may be a good concept; however, the timelines for prompt payment are tight and cause concern. The timing (14 days to pay) does not allow for certification of the work being done before payment has to be made. We must be accountable to the public for the money we spend and this does not allow us to conduct proper due diligence before making payment. Mandatory adjudication will also add an additional financial burden.

GTAA Payments in Lieu of Taxes (PILT)

The formula for calculating PILTs has not changed since it was set in 2001. More specifically for the Toronto Pearson Airport, no progress has been made on the following three concerns:

- The PILT is based on passenger traffic and does not consider cargo, which impacts municipal services
- The PILT is capped at 5 per cent increase annually, with a lag in reporting time
- The PILT rate has remained the same, while municipal tax rates have increased



We ask the Provincial government to increase the per-passenger rate for the Greater Toronto Airport Authority PILT from \$0.94 to \$1.90 to reflect the increase in the municipal levy since 2001, and to remove the cap on the PILT completely, as has been done for commercial and industrial taxes.

Public Libraries Act

Public libraries and their municipalities require sustainable operating funding in order to keep pace with the increasing demand for electronic and traditional services and resources. 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

5. *Greater autonomy or new frameworks for revenue tools other than property tax*
6. *More timely reaction with legislative and regulatory amendments to address changing environments and municipality requirements*
7. *An increase to the Household Operating Grant for the Mississauga Library*
8. *Inflationary increases to PILTs, specifically raising the GTAA PILT to \$1.90 per passenger rate*

IV. 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 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.

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. Provincial 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 Provincial 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

9. Targeted funding for major City-building projects

V. Affordable Housing and Other Partnerships

Key Points

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

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. 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.

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. However, six of the 40 recommendations specifically require Provincial support or legislative changes to provide the City with more authority and the ability to achieve our objective of incentivising the building of affordable middle-class housing. Proactive intervention by all levels of government is imperative to ensure that our communities continue to thrive.

[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 climactic 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.

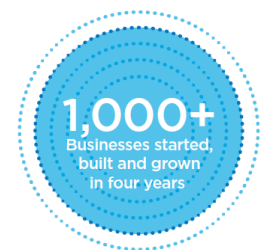
Cannabis

Under the Federal *Cannabis Act* (Bill C-45), the production, sale and use of cannabis will be legal in Canada as of July 2018. According to the proposed Ontario *Cannabis Act* (Bill 174), recreational cannabis will be sold exclusively through the provincial government.

The Federal government has indicated it plans on imposing a 10 per cent tax on the sale of cannabis, with the revenue from this tax being split between the Federal and Provincial governments. The Premier and Minister of Finance have commented on the need to ensure municipalities, who will shoulder much of the burden of enforcement of this legislation, get a fair share of the tax revenue generated. Development of a cohesive enforcement strategy is also critical. The Province will be receiving 75% of the annual revenue under the two year agreement reached with the Federal government.

Small Business Enterprise Centre (SBEC)

The SBEC network provides a valuable and dedicated support for small business and entrepreneurs across the Province, providing small business information, consultation, seminars and training programs to a wide demographic profile with ongoing and growing business needs. The City of Mississauga provides SBEC programming through the Mississauga Business Enterprise Centre, and supports enhanced funding for this important program to develop and grow small business, innovation and entrepreneurship in Ontario.



Additional funding for this program would enable SBEC centres to increase service capabilities in areas such as mentoring, creative spaces for entrepreneurs, and business start-up and growth programming, through the expansion of the Summer Company and Starter Company youth programs, and new programming to support older adults and newcomer entrepreneurs. The SBEC centres are a key partner in the Ontario Network of Entrepreneurs (ONE Network) and continued funding and support of SBECs and the ONE Network will build on an innovation eco-system supporting innovation and entrepreneurship in our community.

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”. It is imperative that municipalities be included in these discussions and that the province move quickly to articulate a long-term and sustainable funding strategy in support of this goal.

Similarly the Federal government’s Creative Cultural Policy Framework outlines a \$130M-per-year, ten-year commitment to culture infrastructure funding through the Culture 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. Bill 73 and the restrictions placed on municipalities against imposing additional requirements on development like public art, make the funding challenge for culture more difficult for municipalities.

City of Mississauga Recommendations

- 10. Addressing affordable housing needs for middle-income households*
- 11. Revenue sharing of cannabis tax proceeds with municipalities*
- 12. Predictable and sustainable funding for emerging priorities such as climate change and culture and heritage infrastructure*

City of Mississauga
Corporate Report



Date: 2018/01/03

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

Province of Ontario - Dedicated Gas Tax Funds for Public Transportation Program (2017/2018)

Recommendation

That a by-law be enacted to authorize the Mayor and the Commissioner of Corporate Services and Chief Financial Officer to execute, on behalf of the Corporation of the City of Mississauga, the letter of agreement with Her Majesty the Queen in right of the Province of Ontario, represented by the Minister of Transportation for the Province of Ontario, under the Dedicated Gas Tax Funds for Public Transportation Program (2017/2018), which agreement as attached as Appendix 1 to the corporate report dated January 3, 2018 from the Commissioner of Corporate Services and Chief Financial Officer.

Background

On June 13, 2013, provincial gas tax funding was made permanent when the *Dedicated Funding for Public Transportation Act, 2013* received Royal Assent. Annually, the Minister of Transportation advises each municipality of the amount of gas tax funds it is eligible to receive.

Comments

Provincial gas tax funding may only be used for operating and capital expenditures for transit services, unchanged from the previous year's program.

Provincially, total available funding for the year is calculated based on a sharing formula of \$0.02 per litre and will be approximately \$357.2 million for 2017/18. The program allocation formula remains unchanged and is based on 70% ridership and 30% population; these figures are updated annually.

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Originators files: File names

The City of Mississauga's 2017/2018 annual allocation is \$18.1 million and will be deposited into the Provincial Gas Tax Reserve Fund. MiWay's 2018 operating budget includes an allocation of approximately \$16.7 million from the Provincial Gas Tax Reserve Fund to cover the costs of service expansion and improvements.

To secure the City's share of funding from this program, the Ministry of Transportation must receive a signed letter of agreement. The agreement must be accompanied by a municipal by-law permitting the municipality to enter into the letter of agreement. A copy of the agreement is attached as Appendix 1.

Financial Impact

Total provincial gas tax funding from the province for 2017/2018 will be \$18,071,334. The Ministry of Transportation will process a payment of \$13,553,501 when they receive the authorizing municipal by-law and signed agreement. This amount represents 75% of the City's annual allocation. The remaining 25% will be paid at a later date.

Conclusion

A municipal by-law permitting the municipality to enter into the letter of agreement needs to be completed and forwarded to the Ministry of Transportation by January 31, 2018. This action will secure the City's share of provincial gas tax funding.

Although the province has indicated that provincial gas tax funding will be increasing beginning in 2019/2020, no formal announcement has been made to date.

Attachments

Appendix 1 : Letter of Agreement



—
Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Marcello Gaudio, Financial Analyst

Ministry of
Transportation

Ministère des
Transports

Office of the Minister

Bureau du ministre

Ferguson Block, 3rd Floor
77 Wellesley St. West
Toronto, Ontario
M7A 1Z8
416-327-9200
www.ontario.ca/transportation

Édifice Ferguson, 3^e étage
77, rue Wellesley ouest
Toronto (Ontario)
M7A 1Z8
416-327-9200
www.ontario.ca/transports



December 19, 2017

Her Worship Bonnie Crombie
Mayor
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

Dear Mayor Crombie:

RE: Letter of Agreement between Her Majesty the Queen in right of the Province of Ontario, represented by the Minister of Transportation for the Province of Ontario (the "Ministry") and the City of Mississauga (the "Municipality") Related to Funding Provided by the Province of Ontario (the "Province") to the Municipality under the Dedicated Gas Tax Funds for Public Transportation Program (this "Letter of Agreement")

This Letter of Agreement sets out the terms and conditions for the use of dedicated gas tax funds by municipalities for public transportation.

As the Province desires to increase public transportation ridership to support the development of strong communities, the Ministry maintains a Dedicated Gas Tax Funds for Public Transportation Program (the "Program"), under which two cents of the existing provincial gas tax is provided to municipalities for public transportation expenditures.

Following the passage of the *Dedicated Funding for Public Transportation Act, 2013* (the "DFPTA"), a portion of the tax that is paid to Ontario under the *Gasoline Tax Act* in each fiscal year is dedicated to the provision of grants, including those pursuant to the Program, to municipalities for public transportation.

Any funding to the Municipality by the Ministry will be provided in accordance with the terms and conditions set out in this Letter of Agreement and the enclosed Dedicated Gas Tax Funds for Public Transportation Program 2017/18 Guidelines and Requirements (the "guidelines and requirements").

In consideration of the mutual covenants and agreements contained in this Letter of Agreement and the guidelines and requirements, which the Municipality has reviewed and understands and are hereby incorporated by reference, and other good and valuable consideration, the receipt and sufficiency of which are expressly acknowledged, the Ministry and the Municipality agree as follows:

1. To support increased public transportation ridership in the Municipality, and in recognition of the Municipality's need for predictable and sustainable funding to support investments in the renewal and expansion of public transportation systems, the Ministry agrees to provide funding to the Municipality under the Program to a maximum amount up to **\$18,071,334** in accordance with, and subject to, the terms set out in this Letter of Agreement and, for greater clarity, the guidelines and requirements, with **\$13,553,501** payable on receipt of this signed Letter of Agreement and related authorizing municipal by-law(s) and, if applicable, resolution(s), and any remaining payment(s) payable thereafter.
2. Despite Section 1, the Municipality understands and agrees that any amount payable under this Letter of Agreement may be subject, at the Ministry's sole discretion, to adjustment to reflect final gas tax receipts and any other adjustments as set out in the guidelines and requirements.
3. If the Municipality receives dedicated gas tax funds on behalf of any other municipality, and the other municipality has agreed to the Municipality collecting the dedicated gas tax funds on its behalf, the Municipality shall provide, upon request and in compliance with the requirements set out in the guidelines and requirements, any applicable municipal by-law(s) and legal agreement(s) between the Municipality and the other municipality providing for such arrangement to the Ministry prior to the payment of any dedicated gas tax funds by the Ministry under this Letter of Agreement.
4. The Municipality shall deposit the funds received under this Letter of Agreement in a dedicated gas tax funds reserve account, and use such funds and any related interest only in accordance with the guidelines and requirements.
5. The Municipality shall adhere to the reporting and accountability measures set out in the guidelines and requirements, and shall provide all requested documents to the Ministry.
6. The Municipality understands and agrees that the funding provided under this Letter of Agreement represents the full extent of the Ministry's and Province's financial contribution under the Program, and that no additional funds will be provided by either the Ministry or the Province for such purposes to the Municipality for the 2017/18 Program year.

7. The Ministry may terminate this Letter of Agreement at any time, without liability, penalty or costs upon giving at least thirty (30) days written notice to the Municipality. If the Ministry terminates this Letter of Agreement upon notice, the Ministry may take one or more of the following actions: (a) cancel all further payments of dedicated gas tax funds; (b) demand from the Municipality the payment of any dedicated gas tax funds remaining in the possession or under the control of the Municipality; and (c) determine the reasonable costs for the Municipality to terminate any binding agreement(s) for the acquisition of eligible public transportation services acquired, or to be acquired, with dedicated gas tax funds provided under this Letter of Agreement, and do either or both of the following: (i) permit the Municipality to offset such costs against the amount the Municipality owes pursuant to paragraph 7(b); and (ii) subject to section 1, provide the Municipality with funding to cover, in whole or in part, such costs.

The funding may be provided only if there is an appropriation for this purpose, and in no event will the funding result in the maximum funding under this Letter of Agreement exceeding the amount specified under Section 1.

8. Any provisions which by their nature are intended to survive the termination or expiration of this Letter of Agreement including, without limitation, those related to disposition, accountability, records, audit, inspection, reporting, communication, liability, indemnity, and rights and remedies will survive its termination or expiration.
9. This Letter of Agreement may only be amended by a written agreement duly executed by the Ministry and the Municipality.
10. The Municipality agrees that it will not assign any of its rights or obligations under this Letter of Agreement.
11. The invalidity or unenforceability of any provision of the Letter of Agreement will not affect the validity or enforceability of any other provision of the Letter of Agreement. Any invalid or unenforceable provision will be deemed to be severed.
12. The term of this Letter of Agreement will commence on the date of the last signature of this Letter of Agreement.
13. The Municipality hereby consents to the execution by the Ministry of this Letter of Agreement by means of an electronic signature.

If the Municipality is satisfied with and accepts the terms and conditions of this Letter of Agreement, please secure the required signatures for the four enclosed copies of this Letter of Agreement and return two fully signed copies to:

Ministry of Transportation
Division Services and Program Management Office
27th Floor, Suite #2702
777 Bay Street,
Toronto, Ontario
M7A 2J8

Once the Ministry has received the copies of this Letter of Agreement signed by the Municipality and authorizing municipal by-law(s) and, if applicable resolution(s), the Ministry will make arrangements for the payment of the dedicated gas tax funds to the Municipality.

Yours sincerely,



Steven Del Duca
Minister of Transportation

I have read and understand the terms of this Letter of Agreement, as set out above, and, by signing below, I am signifying the Municipality's consent to be bound by these terms.

City of Mississauga

Per: _____
Mayor

Date: _____

Per: _____
Chief Financial Officer/Treasurer

Date: _____

City of Mississauga

Corporate Report



Date: 2017/11/13

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

Inter-municipal Court Services Agreement between the City of Mississauga and the City of Burlington

Recommendation

That a by-law be enacted authorizing the Commissioner of Corporate Services and Chief Financial Officer and the City Clerk to enter into an inter-municipal court services agreement on behalf of the City of Mississauga with the City of Burlington formalizing the terms and conditions under which the Mississauga Provincial Offences Court will perform *Provincial Offences Act* (POA) functions for Ontario Provincial Police (OPP) charges originating in the Town of Milton and Town of Halton Hills Court Service Areas.

Background

The Mississauga Provincial Offences Court provides court administration and court support in the Mississauga Court Services Area pursuant to the Memorandum of Understanding and Local Side Agreement (together the Transfer Agreement) with Her Majesty the Queen in Right of the Province of Ontario as represented by the Attorney General. Currently, the Mississauga Provincial Offences Court has been processing and collecting fines related to charges filed by the OPP for offences occurring in the Town of Milton and Town of Halton Hills as part of an arrangement with Halton Court Services for which the City of Burlington is the normally the primary court service provider. To date, an inter-municipal court services agreement has not been entered into between the City of Mississauga and the City of Burlington outlining the roles and responsibilities of the two parties.

Comments

In order to provide efficient and effective provincial court operations, agreements have been reached between municipalities and agencies to coordinate the operation and administration of POA court facilities on a number of occasions where charges are filed, court proceedings are conducted and fines are collected and forwarded by one municipality or municipal partner on behalf of another municipality and/or agency. Mississauga has agreements with among others,

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Originators files: File names

the City of Brampton, GO Transit and the Ministry of the Environment where Mississauga processes charges and collects fines on their behalf and returns fine-related revenues to the originating municipality and/or agency.

Currently, for some POA offences that occur in the Town of Milton and Town of Halton Hills (both part of the Halton Court Services Area) the OPP may file the charges in the Mississauga Provincial Offences Court. The Mississauga Provincial Offences Court carries out court administration for these charges on behalf of Halton Court Services in accordance with the POA and the Transfer Agreement with the Province. An inter-municipal court services agreement has been drafted with the cooperation of Halton Court Services, represented by the City of Burlington, which outlines the roles and responsibilities of both Mississauga and Burlington. The agreement proposes that Mississauga be entitled to a fee of 10% of net funds from the Milton and Halton Hills OPP charges filed in Mississauga in exchange for carrying out POA court administration for these charges.

Financial Impact

The revenue generated from the fees for services provided are estimated to be less than \$10,000 annually. On a quarterly basis the City of Mississauga will remit payments to the City of Burlington.

Conclusion

To formalize the current arrangement where the Mississauga Provincial Offences Court carries out POA court functions for some OPP charges that occur in the Town of Milton and Town of Halton Hills, an inter-municipal court services agreement is recommended to be entered into between the City of Mississauga and the City of Burlington to outline the roles and responsibilities of each municipality as it relates to the provincial court services being provided.



Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Diana Rusnov, Director, Legislative Services and City Clerk

City of Mississauga
Corporate Report



Date: 2017/12/15

To: Mayor and Members of Council

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

Originator's files:

Meeting date:
 2018/01/24

Subject

Streetsville Kinsmen Centre Agreement - (Ward 11)

Recommendation

That report dated December 15, 2017 from the Commissioner of Community Services entitled "Streetsville Kinsmen Centre Agreement" be received for information.

Report Highlights

- The 20 year agreement with Streetsville Kinsmen Senior Citizens Centre Inc. expires January 31st, 2018, and this group has indicated to the City that they do not wish to enter negotiations for a new agreement.
- City staff has reviewed financial, operational, and booking information provided. It has been determined it would be most effective and appropriate to take over the daily operations of this facility on February 1st, 2018.
- There will be no negative impact to current users of the facility, and the City will continue to work towards ensuring a seamless transition when the current agreement officially expires.
- The Centre has been operating independently and covering a majority of their expenses through rentals. The City will take over and monitor the operations in 2018 and any additional costs will be dealt with through a request in the 2019 Business planning and budget process. However, it is anticipated that any operating shortfall will be minimal.

Background

While owned by the City, the Streetsville Kinsmen Centre, located at 327 Queen Street South, has been operated by Streetsville Kinsmen Senior Citizens Centre Inc. for the past 40 years. Originally built in 1851 as a grammar school, this building has undergone many transformations

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over the years, and carries a special piece of history within the Streetsville Community. It is officially designated under the terms of the Ontario Heritage Act.

Comments

Currently, the centre is being used throughout the day at no charge (Monday through Friday) by the affiliated Older Adult Group, Streetsville Senior Citizens Club, for a variety of activities such as dancing, yoga, carpet bowling, curling, dominos, choir, and various card games. The club also organizes several special events throughout the year such as lunches, picnics, movies, and general meetings. In addition to the Older Adult Group usage, the centre is booked with outside rentals on evenings and weekends for events such as community group meetings, birthdays, engagement parties, anniversary events, as well as a church group that books weekly. Many of these rentals are a result of word of mouth and repeat bookings from those in the community.

In November 2017, the City was notified by the Streetsville Kinsmen Senior Citizens Centre that they did not wish to enter negotiations for a new long term agreement once the current agreement expires at the end of January, 2018. At this time, they asked to pass the daily operations of the centre back to the City. The City has held ongoing discussions with the group to ensure there is a seamless transition, so that day-to-day activities are not disrupted and that all stakeholders are engaged in the process.

Recreation staff is confident they can successfully take over the daily operations of this location, using the model in place for other satellite locations and standalone halls managed by the Division. This model will ensure City staff is present in the facility on a regular basis, allowing for timelier repairs, general maintenance, and a better understanding of capital planning needs. Opportunities exist to streamline the booking process for customers through the Customer Service Centre, while ensuring protection of this building's heritage by allowing rentals that are deemed appropriate and meet booking standards.

Staff will look to honour bookings already made for 2018, and will work closely with the Older Adult Group to maintain consistency in how they have enjoyed the building for many years. The Ward 11 Councillor has been consulted and supports this plan.

Financial Impact

The Centre has been operating independently and covering a majority of their expenses through rentals. Current rental rates being charged by the group are generally consistent with Council approved rates for 2018 for similar rental facilities; staff will look to strategically move all groups in line with the Rates and Fees By-law through the transition. The City will take over and monitor the operations in 2018 and any additional costs will be dealt with through a request in the 2019 Business planning and budget process if necessary. However, it is anticipated that any operating shortfall will be minimal. Capital planning has always been managed by Facilities and Property Management, and this will continue to be the City's responsibility.

Council	2017/12/15	3
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Conclusion

The agreement with Streetsville Kinsmen Senior Citizens Centre Inc. has spanned 40 years, and has benefited the community as well as the City. With the agreement coming to a natural end, the City can assume the daily operations of the building, effective January 31st, 2018 with minimal impact financially and will ensure that the current users are accommodated and continue to enjoy this community asset.



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

Prepared by: Andrew Noble, District Manager, North, Recreation

REPORT 1-2018

To: MAYOR AND MEMBERS OF COUNCIL

The Heritage Advisory Committee presents its first report for 2018 and recommends:

HAC-0001-2018

That the Power Point Presentation with respect to the Waterfront Parks Strategy Refresh from Jane Darragh, Planner, Parks Planning, and Eha Naylor, Partner, Dillon Consulting Ltd., to the Heritage Advisory Committee at its meeting held on January 9, 2018, be received for information.

(HAC-0001-2018)

HAC-0002-2018

1. That the PowerPoint Review from Mansoor Kazerouni, IBI Group, and Adam Simkin, Edenshaw, be received.
2. That the Memorandum dated December 5, 2017 from Paul Damaso, Director, Culture Division, with respect to Vimi Park located at 29 Stavebank Road, be received for information.

(HAC-0002-2018)

HAC-0003-2018

That the proposed alteration to 41 Bay Street, as per the Corporate Report from the Commissioner of Community Services, dated December 7, 2017 be approved.

(HAC-0003-2018)

HAC-0004-2018

That the request to alter the property at 1155 Willow Lane as per the Corporate Report from the Commissioner of Community Services dated December 7, 2017, be approved.

(HAC-0004-2018)

HAC-0005-2018

1. That the existing sliding glass doors at the rear of the property at 1066 Old Derry Road be permitted to remain.
2. That the request to revise the garage door design at the property at 1066 Old Derry Road be refused.
3. That the landscaping be completed as soon as possible and, in the meantime, steps be taken to place a barrier to prevent parking on the grassed area in the front of the dwelling.
4. That a gravel drive way be recommended instead of the originally approved interlocking stone drive way.

(HAC-0005-2018)

HAC-0006-2018

That the request to install a concrete deck at the rear of the property at 1059 Old Derry Road as per the Corporate Report from the Commissioner of Community Services dated December 7, 2017, be approved.

(HAC-0006-2018)

HAC-0007-2018

That the request to install an asphalt driveway at the property at 1036 Old Derry Road as per the Corporate Report from the Commissioner of Community Services dated December 7, 2017, be approved.

(HAC-0007-2018)

HAC-0008-2018

That the property at 36-46 Main Street, which is listed on the City's Heritage Register, is not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process as outlined in the Corporate Report dated December 7, 2017 from the Commissioner of Community Services.

(HAC-0008-2018)

HAC-0009-2018

That the property at 7177 Lancaster Avenue, which is listed on the City's Heritage Register, is not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process as outlined in the Corporate Report dated December 7, 2017.

(HAC-0009-2018)

HAC-0010-2018

That the property at 1775 Thorny Brae Place, which is listed on the City's Heritage Register, is not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process as outlined in the Corporate Report dated December 7, 2017.

(HAC-0010-2018)

HAC-0011-2018

That the Memorandum dated November 23, 2017 from Paul Damaso, Director, Culture Division, with respect to the Credit River Lakeshore Railway Bridge, be received for information, and that the feasibility of designation under the Ontario Heritage Act be directed to staff for investigation.

(HAC-0011-2018)

HAC-0012-2018

That the Memorandum dated November 23, 2017 from Paul Damaso, Director, Culture Division, with respect to alterations to a Heritage Listed Property located at 1576 Dundas Street West, be received for information.

(HAC-0012-2018)

HAC-0013-2018

That the Memorandum dated November 23, 2017 from Paul Damaso, Director, Culture Division, with respect to the designated property known as Robert Cotton House located at 1234 Old River Road, be received for information.

(HAC-0013-2018)

HAC-0014-2018

That Recommendations MVHCD-0005-2017 to MVHCD-0009-2017 inclusive contained in the Meadowvale Village Heritage Conservation District Advisory Sub-Committee Report 4-2017 dated November 28, 2017, be approved.

(HAC-0014-2018)

HAC-0015-2018

1. That the letter dated December 29, 2017 from Community Heritage Ontario seeking support for Federal action on the conservation of heritage properties, be received.
2. That the Heritage Advisory Committee recommends that Mississauga City Council consider a Resolution to support the Federal House of Commons Standing Committee on Environment and Sustainable Development recommendations contained in its Report entitled "*Preserving Canada's Heritage: The Foundation for Tomorrow*", dated December 2017.
3. That Council's expression of support be sent, in writing, by the Mayor to the Federal Minister of Environment with copies to the Minister of Finance and Mississauga's Members of Parliament.

HAC-0015-2018

HAC-0016-2018

That the verbal report from Cameron McCuaig to the Heritage Advisory Committee at its meeting held on January 9, 2018, with respect to building a net zero carbon city, while creating future heritage for residents, businesses and visitors to improve where they live, work, play, be received.

HAC-0016-2018

REPORT 1-2018

To: MAYOR AND MEMBERS OF COUNCIL

The Planning and Development Committee presents its first report for 2018 and recommends:

PDC-0001-2018

1. That an exception to the Sign By-Law 54-2002, as amended, and Corporate Policy 05-01-08 be made to include the Dufferin-Peel Catholic District School Board and the Peel District School Board, as eligible to utilize the City's sign locations for kindergarten registration.
2. That staff make the appropriate amendment to the Sign By-Law 54-2002, as amended, and Corporate Policy 05-01-08 to include the Dufferin-Peel Catholic District School Board and the Peel District School Board as eligible to utilize the City's sign locations for notice of kindergarten registration.

PDC-0002-2018

1. That notwithstanding that subsequent to the public meeting, changes to the applications have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
2. That the applications under File OZ 14/006 W7, Ahmed Al Sabbagh and Mohammed Albarrak, 2560 and 2564 Confederation Parkway to amend Mississauga Official Plan to **Mixed Use**; to change the zoning to **C4 – Exception (Mainstreet Commercial)** to permit 4 three storey live/work townhomes with the provisions outlined in Appendix 3 be approved.
3. That the applicant agrees to satisfy all the requirements of the City and any other external agency concerned with the development.
4. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.
5. Notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to Council approval of the development application, the applicant can apply for a minor variance application, provided that the number of units shall remain the same.

File: OZ 14/006 W7

PDC-0003-2018

1. That the report dated December 15, 2017, from the Commissioner of Planning and Building regarding the application by Collegeway Mississauga Holdings Limited to permit 344 horizontal multiple dwellings (back to back stacked townhomes) within 12 four storey residential blocks and 36 horizontal multiple dwellings (stacked townhomes) within a four storey mixed use building containing ground floor commercial uses, under File OZ 16/005 W8, 3355 The Collegeway, be received for information.
2. That four oral submissions made to the Planning and Development Committee at its meeting held on January 15, 2018, be received.

File: OZ 16/005 W8

PDC-0004-2018

1. That the report titled "Interim Control By-law 0012-2017 for Certain Lands within the Dixie Employment Area and Mavis-Erindale Employment Area Character Areas – One Year Extension" dated December 15, 2017, from the Commissioner of Planning and Building, be received.
2. That Interim Control By-law 0012-2017 be extended for one year, to allow for the completion of the study for certain lands within the Dixie Employment Area and Mavis-Erindale Employment Area Character Areas (see Appendix 1).

File: CD.21-INT

PDC-0005-2018

1. That the report dated December 15, 2017 from the Commissioner of Planning and Building outlining the recommended Section 37 Community Benefit contribution under File OZ 12/009 W3, Forest Park Circle Ltd. be received for information.
2. That three oral submissions made to the Planning and Development Committee at its meeting held on January 15, 2018, be received.
3. That staff be directed to further review the recommended Section 37 Community Benefit contribution under File OZ 12/009 WE, Forest Park Circle Ltd. and report back to the Planning and Development Committee at its first meeting in February 2018.

File: OZ 12/009 W3

PDC-0006-2018

That the report dated December 15, 2017, from the Commissioner of Planning and Building outlining the recommended Section 37 Community Benefits under OZ 16/002 W1, Queenscorp (Reserve) Inc., 1174-1206 Cawthra Road be adopted, and that a Section 37 agreement be executed in accordance with the following:

1. That the sum of \$200,000.00 be approved as the amount for the Section 37 Community Benefit contribution.
2. That City Council enact a by-law under Section 37 of the *Planning Act*, to authorize the Commissioner of Planning and Building and the City Clerk to execute the Section 37 agreement with the Registered Owner, and that the agreement be registered on title to the lands in a manner satisfactory to the City Solicitor, to secure the Community Benefits.

File: O 16/002 W1

PDC-0007-2018

1. That the Report dated December 15, 2017, from the Commissioner of Planning and Building titled "Recommendation Report (All Wards) Proposed Zoning By-law Amendments and Urban Design Guidelines for Back to Back and Stacked Townhouses", be received for information.
2. That one oral submission made to the Planning and Development Committee at its meeting held on January 15, 2018, be received.
3. That staff be directed to conduct roundtable discussions and invite the Mayor and Members of Council to those discussions with respect to the proposed changes to the Zoning By-law Amendments and Urban Design Guidelines for Back to Back Stacked Townhouses, and report back to a future Planning and Development Committee meeting.

File: CD.06.HOR

REPORT 1 - 2018

To: MAYOR AND MEMBERS OF COUNCIL

The General Committee presents its first report for 2018 and recommends:

GC-0001-2018

That the items listed on the January 17th General Committee agenda be deferred in order to pay tribute to Councillor Tovey who passed away suddenly on January 15, 2018 and that staff be directed to schedule an additional General Committee meeting for January 24th prior to the scheduled Council meeting.

WHEREAS the Mayor, Members of Council, staff and the residents of the City of Mississauga are deeply saddened by the sudden passing of Council Jim Tovey, Ward 1 Councillor on January 15, 2018;

AND WHEREAS Jim was a loving husband to Lee, father to Daniel and a grandfather;

AND WHEREAS Jim was a community builder whose legacy will live on through the growth and redevelopment of the waterfront, in particular the revitalization of Port Credit and the development of the Lakeview Lands;

AND WHEREAS Jim was an ardent defender of the Great Lakes and led the charge to protect our waterfront and our waterways for future generations;

AND WHEREAS he was a committed member of the Mississauga community his entire life, being named the Mississauga Citizen of the Year in 2009;

AND WHEREAS Jim was elected to Council in 2010, when he began changing his ward and our City for the better and loved to be known as the Councillor for Ward “One-derful”;

AND WHEREAS the City of Mississauga has lost one of its greatest champions who made Mississauga better, was the passionate leader of Ward 1 and whose work will live on for generations to come;

THEREFORE BE IT RESOLVED THAT sincerest condolences are extended on behalf of the Council, Staff and the Residents of the City of Mississauga to the Family of Councillor Jim Tovey.

WHEREAS the Heritage Advisory Committee, at its meeting held on January 9, 2018, received a letter dated December 29, 2017 from Community Heritage Ontario seeking support for Federal action on the conservation of heritage properties;

AND WHEREAS the Heritage Advisory Committee approved Recommendation HAC-0015-2018 at its meeting held on January 9, 2018 in support of the recommendations of the Federal House of Commons Standing Committee on Environment and Sustainable Development contained in its Report 10 entitled "Preserving Canada's Heritage: The Foundation for Tomorrow" dated December, 2017 as follows:

HAC-0015-2018

1. That the letter dated December 29, 2017 from Community Heritage Ontario seeking support for Federal action on the conservation of heritage properties, be received.
2. That the Heritage Advisory Committee recommends that Mississauga City Council consider a Resolution to support the Federal House of Commons Standing Committee on Environment and Sustainable Development recommendations contained in its Report entitled "*Preserving Canada's Heritage: The Foundation for Tomorrow*", dated December 2017.
3. That Council's expression of support be sent, in writing, by the Mayor to the Federal Minister of Environment with copies to the Minister of Finance and Mississauga's Members of Parliament;

NOW THEREFORE BE IT RESOLVED that City Council support the Federal Recommendations and that this support be made, in writing, by the Mayor to the Federal Minister of Environment with copies to the Minister of Finance and Mississauga's Members of Parliament.

December 29, 2017

Mississauga
Councillor George Carlson
Chairperson
Mississauga Heritage Advisory Committee
c/o Paula Wubbenhorst, Senior Heritage Co-ordinator
Suite 202
201 City Centre Drive
Mississauga, ON L5B 2T4

Dear Councillor George Carlson,

Community Heritage Ontario (CHO) is writing to all Ontario municipal heritage committees seeking support for federal action on the conservation of heritage properties.

CHO seeks the support of both your Heritage Committee and your Municipal Council in each writing to the federal Minister of Environment with copies to the Minister of Finance and your member(s) of federal Parliament supporting the recommendations of the federal House of Commons Standing Committee on Environment and Sustainable Development contained in report 10 regarding the preservation of Canada's heritage. A copy of the seventeen Committee recommendations is attached. The full report is available for viewing at: <http://www.ourcommons.ca/DocumentViewer/en/42-1/ENVI/report-10>.

While all of the Committee's recommendations are worthy of support, it would be helpful if, in your letters, you emphasized recommendation number eleven, a proposed tax credit for restoration and preservation work on buildings listed in the Canadian Register of Historic Places. The tax credit program could be similar to one that has been utilized for years by the United States federal government. That tax credit program has achieved success in conserving America's heritage properties while at the same time generating substantial economic development.

Implementation of the Committee's recommendations will not only help conserve federally owned heritage properties but will also assist in the conservation of privately owned heritage properties.

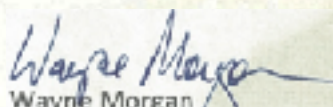
It is essential that we demonstrate widespread support for a federal government role in conserving Canada's heritage and that this role should be pursued through the implementation of the Standing Committee's recommendations.

Input is being sought by the federal government on these recommendations over the next two months. It is important that letters of support be received by the federal Ministers no later than February 28, 2018.

Sincerely,

Wayne Morgan
President, Community Heritage Ontario

Recommendations Attached



Wayne Morgan
President, Community Heritage Ontario

RECOMMENDATIONS

of Report 10 of the House of Commons Standing Committee on Environment and Sustainable Development - Preserving Canada's Heritage: The Foundation for Tomorrow

The Committee Recommends that the federal government:

1. *Policy on Management of Real Property* be integrated in new legislation so that custodian departments of designated federal heritage buildings are required to protect the commemorative integrity of these buildings and prevent demolition-by-neglect.
2. introduce legislation to provide statutory protection for federal heritage buildings.
3. introduce legislation imposing on Crown corporations the same requirements imposed on federal departments and agencies by the *Policy on Management of Real Property* regarding the management of federal heritage buildings, in order to protect the commemorative integrity of buildings owned by these Crown corporations and prevent their demolition-by-neglect.
4. introduce legislation to establish a process to protect, conserve, document and exhibit archaeological resources on federal land and under waters of federal responsibility.
5. introduce legislation to provide a statutory obligation on federal departments, agencies and Crown corporations to protect the commemorative integrity of all national historic sites of Canada.
6. introduce legislation to provide a statutory obligation on federal departments, agencies and Crown corporations to protect the integrity of federal heritage buildings owned by the federal government or under its jurisdiction.
7. Treasury Board Secretariat work with federal departments and agencies to ensure that they invest 2% of the asset replacement value annually towards the maintenance and repair of federal heritage buildings, as recommended in the Treasury Board Secretariat's *Guide to the Management of Real Property*.
8. adopt a policy requiring federal departments and agencies to, when deemed appropriate, give preference to existing heritage buildings when considering leasing or purchasing space.
9. introduce legislation to:
 - a. ensure that federal actions do not adversely impact the commemorative integrity of national historic sites of Canada or the integrity of heritage sites and buildings designated by provinces and municipalities in Canada;
 - b. provide statutory protection for Canadian World Heritage sites;
 - c. ensure that federal actions take into consideration the heritage values of Canada's historic places; and
 - d. give statutory recognition of the Canadian Register of Historic Places and the *Standards and Guidelines for the Conservation of Historic Places in Canada*.

10. restore the funding level for the National Cost-Sharing Program for Heritage Places to a minimum of ~~10~~3. million per year.
11. establish a tax credit for the restoration and preservation of buildings listed on the Canadian Register of Historic Places.
12. in co-operation with provincial and territorial governments, work to adapt future versions of Canada's *National Model Building Codes* in a manner that will facilitate the restoration and the rehabilitation of existing buildings and the preservation of their heritage characteristics.
13. Parks Canada review its National Cost-Sharing Program and, if it is determined that rural sites are under-represented in applications for funding or in the awarding of funding, steps should be taken to improve the program.
14. consider supporting an initiative modelled after the "Main Street America" model, to encourage public and private investment in commercial historic buildings in rural areas and small cities as a catalyst for community sustainability and economic development.
15. support an Indigenous-led initiative that will be responsible for:
 - a. determining how places that are important to Canada's Indigenous peoples should be protected and preserved;
 - b. enhancing the capacity of Indigenous communities to preserve places that are important to them; and
 - c. presenting the perspective of Indigenous communities regarding the protection of places that are important to them to the Historic Sites and Monuments Board of Canada and its Secretariat, Parks Canada and other federal government departments and agencies.
16. Parks Canada, in cooperation with Indigenous groups, include Indigenous registrars in the Canadian Register of Historic Places to improve the process by which Indigenous places that are important to Indigenous peoples are identified and designated.
17. in support of the Truth and Reconciliation Commission's calls to action 79 and 81, and in consultation with Indigenous groups:
 - a. introduce legislation amending the *Historic Sites and Monuments Act* to add First Nations, Inuit, and Métis representation on the Historic Sites and Monuments Board of Canada and its Secretariat.
 - b. The Historic Sites and Monuments Board of Canada revise the policies, criteria, and practices of the National Program of Historical Commemoration to integrate Indigenous history, heritage values, and memory practices into Canada's national heritage and history.
 - c. Parks Canada develop and implement a national heritage plan and strategy for commemorating and, where appropriate, conserving residential school sites, the history and legacy of residential schools, and the contributions of Indigenous peoples to Canada's history.
 - d. in collaboration with Residential School Survivors, commission and install a publicly accessible, highly visible, Residential Schools National Monument in the city of Ottawa to honour Survivors and all the children who were lost to their families and communities.