
Council

Date: February 5, 2020
Time: 9:30 AM
Location: Civic Centre, Council Chamber
300 City Centre Drive, Mississauga, Ontario, L5B 3C1

Members

Mayor Bonnie Crombie	
Councillor Stephen Dasko	Ward 1
Councillor Karen Ras	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Carolyn Parrish	Ward 5
Councillor Ron Starr	Ward 6
Councillor Dipika Damerla	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Pat Saito	Ward 9
Councillor Sue McFadden	Ward 10
Councillor George Carlson	Ward 11

Contact

Krystal Christopher, Legislative Coordinator, Legislative Services
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<http://www.mississauga.ca/portal/cityhall/councilcommittees>

Meetings of Council streamed live and archived at Mississauga.ca/videos

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 Lands and Territory of the Mississaugas of the Credit, and the traditional territories of the Anishinaabe, Haudenosaunee, Wyndot and Huron people. We also acknowledge the many First Nations, Inuit, Metis and other global Indigenous peoples who call Mississauga home. We welcome everyone."

3. **APPROVAL OF AGENDA**

4. **DECLARATION OF CONFLICT OF INTEREST**

5. **MINUTES OF PREVIOUS COUNCIL MEETING**

5.1 Council Minutes - January 22, 2020

6. **PRESENTATIONS**

6.1 Wilde Wood Award for School Zone Safety

Peter Westbrook, Chair of Traffic Safety Council will present the Wilde Wood Award to the following schools:

Castlebridge Public School (Ward 9)

Plum Tree Park Public School (Ward 9)

7. **DEPUTATIONS**

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 Committee, with the following provisions:

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

9. **CONSENT AGENDA**

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

10.1 2020 Pre-Budget Submission to the Province of Ontario

10.2 2020 Pre-Budget Submission to the Federal Government

11. PRESENTATION OF COMMITTEE REPORTS

11.1 General Committee Report 2 -2020, dated January 29, 2020

12. UNFINISHED BUSINESS

13. PETITIONS

14. CORRESPONDENCE

15. NOTICE OF MOTION

15.1 To waive the variance fee for the owner of 663 Tedwyn Drive in order to submit a variance application related to a proposed shed (Councillor Damerla, Ward 7)

16. MOTIONS

16.1 To express sincere condolences to the family of Ernie Bodnar who passed away on Sunday January 12, 2020

17. INTRODUCTION AND CONSIDERATION OF BY-LAWS

17.1 A by-law to adopt Mississauga Official Plan Amendment No.106, Dundas Street corridor Right-of-Way (Wards 1-4 / 6-8)

PDC-0003-2020 / January 13, 2020

17.2 A by-law to remove lands located at the northwest quadrant of Hurontario Street and Highway 401 from part-lot control. Heartland (Seven) Limited (W5)

PLC 19-006

17.3 A by-law to appoint Screening Officers and to repeal By-law 0206-2019

17.4 A by-law to transfer funds from the Tax Capital Reserve Fund (Account 33121) to Neighbourhood Speed Limits capital project (PN 20-182)

Resolution 0006-2020 / January 22, 2020

17.5 A by-law to transfer funds between various Reserve Funds and certain capital projects approved in the 2020 Capital Budget

Resolution 0006-2020 / January 22, 2020

17.6 A by-law to authorize the issuance and sale of debentures for the purpose of the City of Mississauga and to apply to the Region of Peel for the issuance of debentures

Resolution 0006-2020 / January 22, 2020

17.7 A by-law to transfer funds between various Storm Water Reserve Funds and certain capital projects approved in the 2020 Capital Budgets

Resolution 0006-2020 / January 22, 2020

18. MATTERS PERTAINING TO REGION OF PEEL COUNCIL

19. COUNCILLORS' ENQUIRIES

20. OTHER BUSINESS/ANNOUNCEMENTS

21. CLOSED SESSION

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

22. CONFIRMATORY BILL

23. ADJOURNMENT

City of Mississauga

Corporate Report



Date: 1/15/2020

To: Chair and Members of Council

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

Originator's files:

Meeting date:
2/5/2020

Subject

2020 Pre-Budget Submission to the Province of Ontario

Recommendation

1. That the Corporate Report entitled "2020 Pre-Budget Submission to the Province of Ontario", including Appendix 1, from the Commissioner of Corporate Services and Chief Financial Officer, dated January 15, 2020, be approved for submission to the Ministry of Finance, Province of Ontario for the Province's 2020 Budget deliberations.
2. That the Mayor be directed to forward the approved submission with this report to the Minister of Finance, the local MPP's and MP's, Ontario's Big City Mayors (LUMCO), the Federation of Canadian Municipalities and the Association of Municipalities of Ontario (AMO).

Background

Municipalities across Ontario are encouraged to provide written submissions regarding the upcoming Ontario 2020 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 deadline for Provincial budget consultation submissions is February 11, 2020.

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 Investment
- Sustainable Infrastructure Funding
- Affordable Housing
- Climate Change Initiatives

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- City-Building Initiatives
- Legislative Changes

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 actions outlined in Appendix 1 were to be included in the 2020 provincial budget.

Conclusion

The City of Mississauga appreciates the opportunity to provide the Ministry of Finance with information and suggestions for the upcoming Ontario 2020 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: 2020 Pre-Budget Submission to the Province of Ontario



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

Prepared by: Carolyn Paton, Manager, Financial Strategic Initiatives

2020

PROVINCIAL

PRE-BUDGET

SUBMISSION

Executive Summary

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

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

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

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

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

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

City of Mississauga Recommendations

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

PROVINCIAL PRE-BUDGET SUBMISSION

STRATEGIC TRANSIT INVESTMENTS

I. Strategic Transit Investments

Key Points:

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

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



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

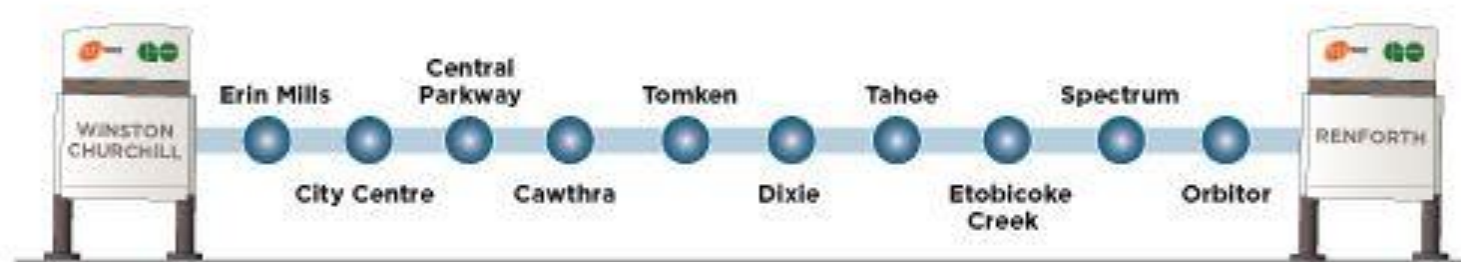
To get people and businesses moving, and break gridlock and congestion, we need to make significant investments in our local and regional transit systems. To do this, we need a committed provincial partner to help fund the following transit projects:

Downtown Mississauga Terminal and Transitway Connection

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

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

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

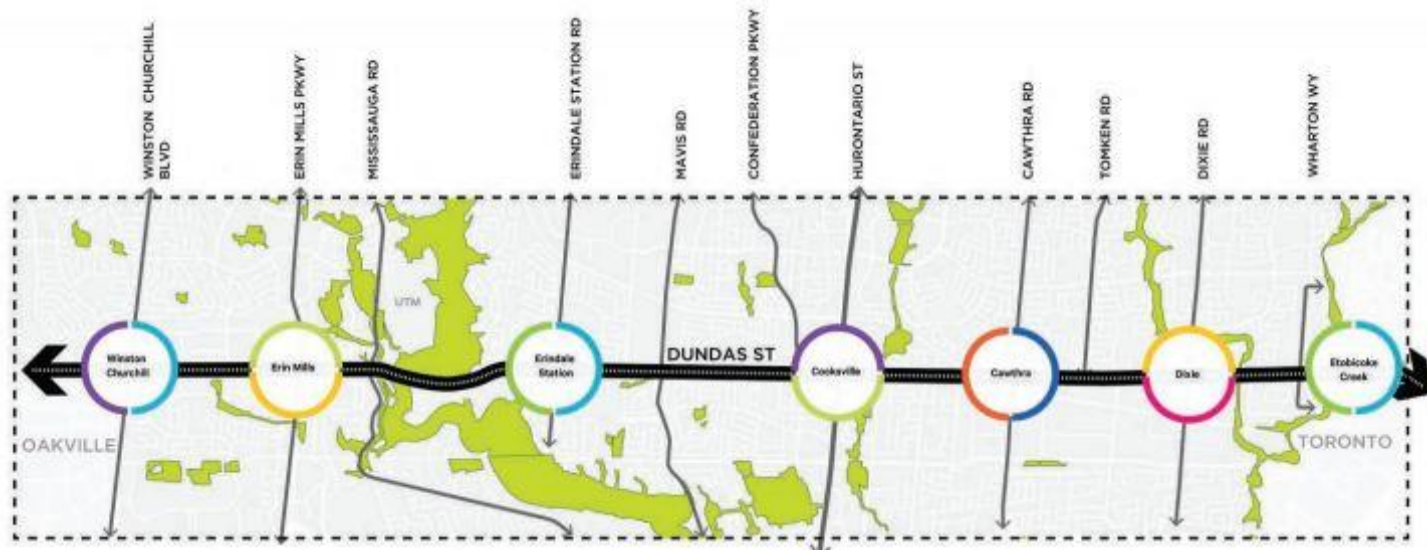


[MORE INFO ON THE MISSISSAUGA TRANSITWAY](#)

Dundas Bus Rapid Transit Corridor

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

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



[MORE INFO ON DUNDAS CONNECTS](#)

Higher-Order Transit on Lakeshore Road Corridor

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

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



Summary of Rapid Transit Need/Potential within the Lakeshore Corridor

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

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

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

[MORE INFO ON LAKESHORE CONNECTING COMMUNITIES](#)

Regional Express Rail

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

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

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

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

[MORE INFO ON REGIONAL EXPRESS RAIL](#)

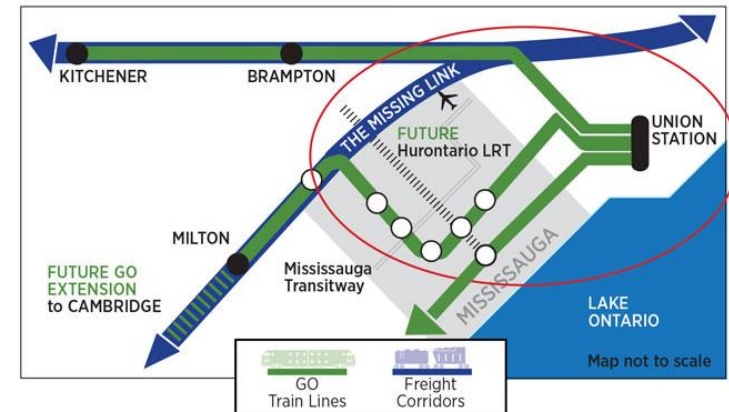
Building the “Missing Link”

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

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

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

[MORE INFO ON THE MISSING LINK](#)



City of Mississauga Recommendations

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 - The Dundas Bus Rapid Transit Corridor; and
 - Higher-order transit on the Lakeshore Road Corridor
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 Kitchener GO Corridor*

PROVINCIAL PRE-BUDGET SUBMISSION

SUSTAINABLE

**INFRASTRUCTURE
FUNDING**

II. Sustainable Infrastructure Funding

Key Points

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

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

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

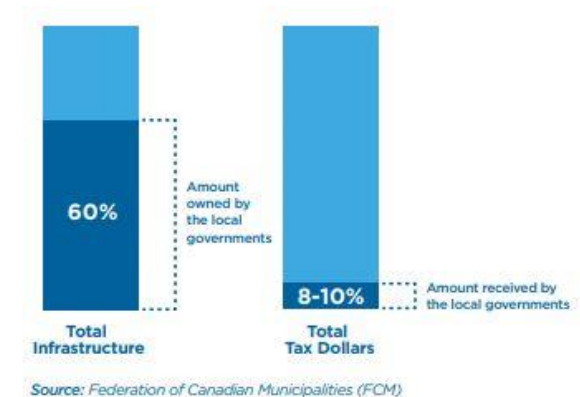
One-time incremental funding (such as ICIP, PTIF and CWWF) is appreciated, and assists in temporarily reducing the infrastructure gap, but presents its own challenges. These funding models require that projects be "new" or "unplanned," to ensure funding is not replacing City-generated funds. This is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

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

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

City of Mississauga Recommendations

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



PROVINCIAL PRE-BUDGET SUBMISSION

AFFORDABLE

HOUSING

III. Affordable Housing

Key Points

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

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

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

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

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

7. Expand programs for housing developers to access financial backing / insurance to build more affordable housing (e.g. rental construction financing); and
8. Provide standardized local housing data and consistent methodologies to measure housing affordability.

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

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

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

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

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

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

City of Mississauga Recommendations

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

PROVINCIAL PRE-BUDGET SUBMISSION

CLIMATE CHANGE

INITIATIVES

IV. Climate Change Initiatives

Key Points

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

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

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



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

In 2018, the province released its “*Preserving and Protecting our Environment for Future Generations: A Made in Ontario Environment Plan.*” Mississauga is also taking action on climate change with its first Climate Change Action Plan approved in 2019.

This 10-year plan focuses on both community and corporate actions that decrease greenhouse gas (GHG) emissions and help the City become more resilient to changing climate conditions. These actions include:

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

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

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

City of Mississauga Recommendations

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

PROVINCIAL PRE-BUDGET SUBMISSION

CITY-BUILDING

INITIATIVES

V. City-Building Initiatives

Key Points

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

Waterfront Development Projects

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

Port Credit West Village (former Imperial Oil Lands)



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

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

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

Port Credit Harbour Marina

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

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

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



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

Lakeview Village (former OPG Lands)



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

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

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

[MORE INFO ON INSPIRATION LAKEVIEW](#)

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

City of Mississauga Recommendations

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

PROVINCIAL PRE-BUDGET SUBMISSION

LEGISLATIVE CHANGES

VI. Legislative Changes

Key Points

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

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

Revenue Tools

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

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

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

GTAA Payments in Lieu of Taxes (PILT)

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



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

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

Public Libraries Act

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

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

City of Mississauga Recommendations

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

City of Mississauga

Corporate Report



Date: 1/15/2020

To: Chair and Members of Council

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

Originator's files:

Meeting date:
2/5/2020

Subject

2020 Pre-Budget Submission to the Federal Government

Recommendation

1. That the Corporate Report entitled "2020 Pre-Budget Submission to the Federal Government", including Appendix 1, from the Commissioner of Corporate Services and Chief Financial Officer, dated January 15, 2020, be approved for submission to the Department of Finance, Federal Government for the Federal 2020 Budget deliberations.
2. That the Mayor be directed to forward the approved submission with this report to the Federal Minister of Finance, the local MPP's and MP's, Ontario's Big City Mayors (LUMCO), the Federation of Canadian Municipalities and the Association of Municipalities of Ontario (AMO).

Background

Municipalities across Ontario are encouraged to provide written submissions regarding the upcoming Federal 2020 Budget. The City of Mississauga has forwarded similar pre-budget submissions in past years, and this is a good opportunity to articulate the needs of the City to the federal government. No deadline has been set for Federal budget consultation submissions.

Comments

The federal government 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 Investment
- Sustainable Infrastructure Funding
- Affordable Housing
- Climate Change Initiatives
- City-Building Initiatives

Council	2020/01/15	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 actions outlined in Appendix 1 were to be included in the 2020 Federal Budget.

Conclusion

The City of Mississauga appreciates the opportunity to provide the Department of Finance with information and suggestions for the upcoming Federal 2020 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: 2020 Pre-Budget Submission to the Federal Government



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

Prepared by: Carolyn Paton, Manager, Financial Strategic Initiatives

2020

FEDERAL PRE-BUDGET SUBMISSION

Executive Summary

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

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

While we appreciate the support of one-time funding and acknowledge contributions from the federal government, including Federal Gas Tax (FGT), Public Transit Infrastructure Fund (PTIF), Clean Water and Wastewater Fund (CWWF), Municipalities for Climate Innovation Program (MCIP), and the Investing in Canada Infrastructure Program (ICIP), predictable, sustainable funding is required for successful long-range planning.

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

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

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

City of Mississauga Recommendations

1. *Funding to assist with the planning, detailed design, and construction of Mississauga's priority transit projects:*
 - *The Downtown Mississauga Terminal and Transitway Connection;*
 - *The Dundas Bus Rapid Transit Corridor; and*
 - *Higher-order transit on the Lakeshore Road Corridor*
2. *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 Kitchener GO Corridor*
4. *Long-term, predictable and sustainable funding for infrastructure projects and approval of the South Common Community Centre and Library ICIP funding application*
5. *New powers and revenue sources targeted for affordable housing and housing supply and making suitable surplus land available*
6. *Predictable and sustainable funding for emerging priorities such as climate change*
7. *Targeted funding for major City-building projects and approval of the Public Marina and Waterfront Park ICIP funding application*

FEDERAL PRE-BUDGET SUBMISSION

STRATEGIC TRANSIT INVESTMENTS

I. Strategic Transit Investments

Key Points:

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

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



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

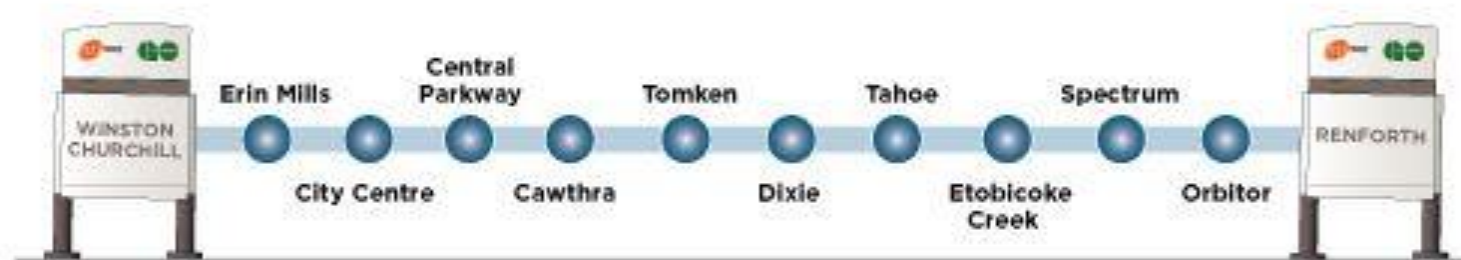
To get people and businesses moving, and break gridlock and congestion, we need to make significant investments in our local and regional transit systems. To do this, we need a committed federal partner to help fund the following transit projects:

Downtown Mississauga Terminal and Transitway Connection

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

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

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

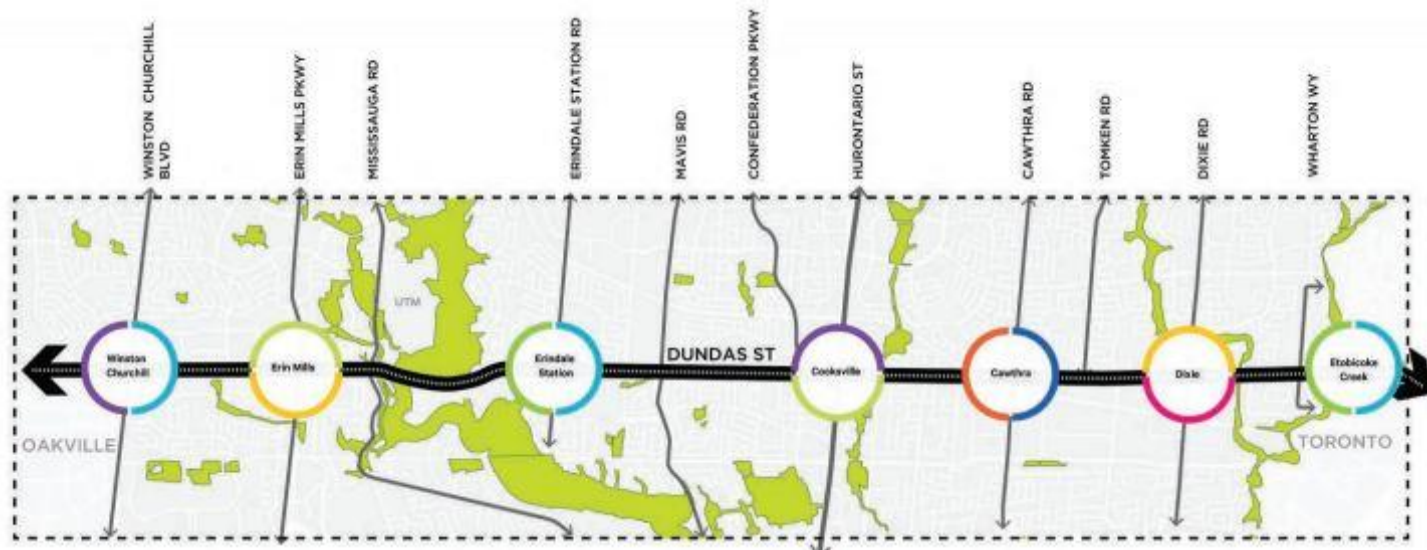


[MORE INFO ON THE MISSISSAUGA TRANSITWAY](#)

Dundas Bus Rapid Transit Corridor

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

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



[MORE INFO ON DUNDAS CONNECTS](#)

Higher-Order Transit on Lakeshore Road Corridor

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

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



Summary of Rapid Transit Need/Potential within the Lakeshore Corridor

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

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

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

[MORE INFO ON LAKESHORE CONNECTING COMMUNITIES](#)

Regional Express Rail

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

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

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

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

[MORE INFO ON REGIONAL EXPRESS RAIL](#)

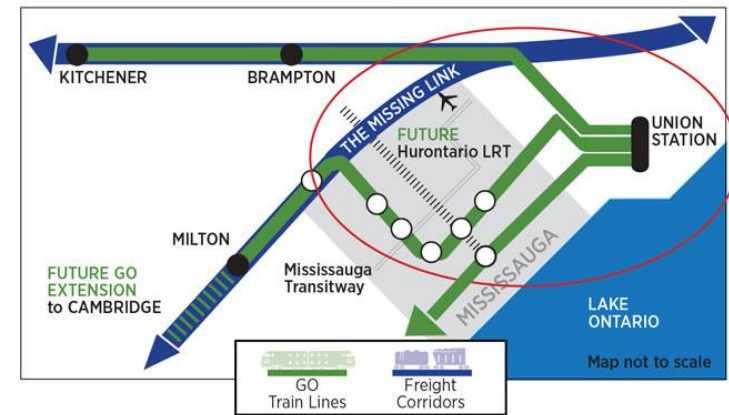
Building the “Missing Link”

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

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

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

[MORE INFO ON THE MISSING LINK](#)



City of Mississauga Recommendations

1. *Funding to assist with the planning, detailed design, and construction of Mississauga's priority transit projects:*
 - The Downtown Mississauga Terminal and Transitway Connection;
 - The Dundas Bus Rapid Transit Corridor; and
 - Higher-order transit on the Lakeshore Road Corridor
2. *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 Kitchener GO Corridor*

FEDERAL PRE-BUDGET SUBMISSION

SUSTAINABLE

**INFRASTRUCTURE
FUNDING**

II. Sustainable Infrastructure Funding

Key Points

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

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

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

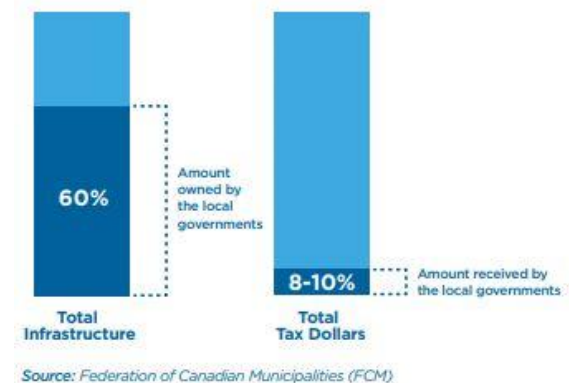
One-time incremental funding (such as ICIP, PTIF and CWWF) is appreciated, and assists in temporarily reducing the infrastructure gap, but presents its own challenges. These funding models require that projects be "new" or "unplanned," to ensure funding is not replacing City-generated funds. This is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

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

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

City of Mississauga Recommendations

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



FEDERAL PRE-BUDGET SUBMISSION

AFFORDABLE

HOUSING

III. Affordable Housing

Key Points

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

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

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

In 2017, Mississauga took the lead by developing a made-in-Mississauga plan ("*Making Room for the Middle*") to address issues of housing affordability in our City. The goal of "*Making Room for the Middle*" is to ensure 35 percent of Mississauga's housing stock is affordable for middle-income earners. These ordinary households have annual income levels of \$58,000 - \$108,000, but struggle to find affordable and suitable market housing because they make too much to qualify for subsidized housing (e.g. teachers, nurses, clerical and service workers).

The plan identified 40 recommendations, of which seven require federal support to give the City and affordable housing developers the ability to incentivize the building of affordable, middle-class housing. These recommendations include:

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

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

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

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

One of the greatest barriers to affordable housing is access to reasonably priced land. As a landowner, the federal government is in a position to have a significant impact on the affordable housing supply by implementing a Housing First approach when disposing of surplus federal lands suitable for housing to the City or non-profit housing providers.

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

City of Mississauga Recommendations

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

FEDERAL PRE-BUDGET SUBMISSION

CLIMATE CHANGE

INITIATIVES

IV. Climate Change Initiatives

Key Points

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

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

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



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

In 2016, the federal government released its Climate Change Plan “*The Pan-Canadian Framework on Clean Growth and Climate Change*”. Mississauga is also taking action on climate change with its first Climate Change Action Plan approved in 2019.

This 10 year plan focuses on both community and corporate actions that decrease greenhouse gas (GHG) emissions and help the City become more resilient to changing climate conditions. These actions include:

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

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

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

City of Mississauga Recommendations

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

FEDERAL PRE-BUDGET SUBMISSION

CITY-BUILDING

INITIATIVES

V. City-Building Initiatives

Key Points

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

Waterfront Development Projects

The City has received \$4.76 Million from senior levels of government since 1990 to help enhance its 22-km waterfront. This is in sharp contrast to the level of funding received by the City of Toronto, who has received \$1.81 Billion to revitalize much of its 43-km lakefront. In 2019, TRCA also received \$33.8M from senior levels of government to revitalize Toronto's waterfront. The City of Mississauga is seeking enhanced funding in order to proceed with the development of a sustainable and creative community along its waterfront. The City is currently focusing on three projects: Port Credit West Village, the Port Credit Harbour Marina, and Lakeview Village.

Port Credit West Village (former Imperial Oil Lands)



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

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

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

Port Credit Harbour Marina

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

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

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



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

Lakeview Village (former OPG Lands)



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

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

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

[MORE INFO ON INSPIRATION LAKEVIEW](#)

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

City of Mississauga Recommendations

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

REPORT 2 - 2020

To: MAYOR AND MEMBERS OF COUNCIL

The General Committee presents its second report for 2020 and recommends:

GC-0024-2020

1. That the Corporate Report titled "Surplus Declaration - Lands adjacent to 3210 Parkerhill Road (Ward 7)" dated January 7, 2020 from the Commissioner of Corporate Services & Chief Financial Officer, be received.
2. That City lands adjacent to 3210 Parkerhill Road, containing an area of approximately 33 square meters (355 square feet), being PIN 13149-0595 and legally described as Block 226, Plan 43M-1317, Mississauga (Ward 7), be declared surplus to the City's requirements to permit the sale to the owner of 3210 Parkerhill Road at nominal consideration and pursuant to an agreement acceptable to Legal Services.
3. That Realty Services staff be authorized to proceed to dispose of the subject lands to be declared surplus, at a nominal value of \$2.00, plus payment of all applicable costs.
4. That all steps necessary to comply with the requirements of Section 2.(1) of the City Notice By-Law 215-08 be taken, including giving notice to the public by posting a notice on the City of Mississauga's website for a two week period, where the expiry of the two week period will be at least one week prior to the execution of an agreement for the sale of the subject lands. to the owners of the abutting property at 3210 Parkerhill Road, at a nominal value of \$2.00, will be processed pursuant to Delegated Authority By-Law 0148-2018.

GC-0025-2020

That the Corporate Report dated January 14, 2020 from the Commissioner of Community Services entitled Participation in GLOBE Series/Delphi Group Climate and Sports Initiative be received for information.

GC-0026-2020

That the property at 795 First 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 per the Corporate Report from the Commissioner of Community Services dated December 19, 2019.

(Ward 1)

(HAC-0001-2020)

GC-0027-2020

1. That the resignation email from Adrian Zita-Bennett, Citizen Member, Heritage Advisory Committee be received.
2. That due to the resignation of Adrian Zita Bennett, a vacancy exists on the Heritage Advisory Committee, and that the City Clerk be directed to review previous applications to the Heritage Advisory Committee to address the vacancy in accordance with the Corporate Policy #02-01-01 on Citizen Appointments to Committees, Boards and Authorities.
(HAC-0002-2020)

GC-0028-2020

That the memorandum dated January 8, 2020 from Fred Sandoval, Active Transportation Coordinator entitled Quarterly Cycling Program Update be received.
(MCAC-0001-2020)

GC-0029-2020

That the 2019 Mississauga Bike Challenge Report be received.
(MCAC-0002-2020)

GC-0030-2020

That the Bicycle Friendly Event Manual be received.
(MCAC-0003-2020)

GC-0031-2020

That the Mississauga Cycling Advisory Committee Work Plan Review be received.
(MCAC-0004-2020)

GC-0032-2020

That the report titled "Ward Boundary Review – Preliminary Ward Boundary Scenarios" dated January 14, 2020 from the Commissioner of Planning and Building be received and referred back to staff to develop 3 scenarios of 12 wards guided by the same criteria identified in the preliminary report and report back to General Committee.

GC-0033-2020

That Council endorse the "Waterfront Parks Strategy Refresh" attached as Appendix 2 to the Corporate Report entitled "Waterfront Parks Strategy Refresh (Wards 1 and 2)" dated December 17, 2019 from the Commissioner of Community Services.

GC-0034-2020

That the City Solicitor or her designate be authorized to execute the Minutes of Settlement attached as Appendix 1 to the report of the City Solicitor dated January 6, 2020 entitled "Britannia Church and Gardner Cemetery Abandonment" and to take all ancillary steps required to carry out the terms of settlement.

GC-0035-2020

That the 2019 Performance Review for the City Manager and Chief Administrative Officer be received.

NOTICE OF MOTION

WHEREAS the owner of 663 Tedwyn Drive, filed and paid for a variance application which was granted by the Committee of Adjustment for a shed larger than permitted under the zoning by-law;

AND WHEREAS the owner after receiving the variance approval applied for a building permit, which cannot be issued as an additional variance has been identified;

AND WHEREAS the owner would like to proceed with proposed building but cannot unless another minor variance is granted, which would require him to file another application and the required \$1000.00 fee;

AND WHEREAS the owner disagrees with staff on the process he was told to follow, that English is not his first language and he feels payment of the fee for the required minor variance application imposes an undue hardship given the circumstances;

NOW THEREFORE BE IT RESOLVED THAT the \$1000.00 variance fee be waived for the owner of 663 Tedwyn Drive in order to submit a variance application related to the above proposed shed.

DP
01/30/20

WHEREAS the Mayor, Members of Council and staff at the City of Mississauga are saddened to learn of the passing of Ernie Bodnar on Sunday January 12, 2020;

AND WHEREAS Ernie was previously the City Engineer for the City of Mississauga and the father of the late Greg Bodnar, former Supervisor of Meadowvale Works Yard;

AND WHEREAS he continued his career in the private land development and began his own consulting company as well as became the Trustee and Chairman of the Halton District School Board and was named as Citizen of the Year in Georgetown in 2009 for his contributions;

AND WHEREAS Ernie played varsity hockey in his youth and enjoyed coaching juvenile hockey later in life as well as playing golf and curling;

AND WHEREAS a Celebration of Ernie's life will be held on Sunday, February 9, 2020 between 1:00 p.m. and 4:00 p.m. at the Club at North Halton, 363 Maple Avenue W, Georgetown. In lieu of flowers, please consider a donation to Cancer Assistance Services of Halton Hills or the Heart and Stroke Foundation.

NOW THEREFORE BE IT RESOLVED that sincere condolences be extended on behalf of the Mayor, Members of Council and staff of the City of Mississauga to the Bodnar family; wife of 64 years Dorothy Ann, daughter Laura, sons Grant and Glen, and sister Jean Kissick, predeceased by his sister Mary Carpenter and by his son Gregory in 2015 and much loved grandfather of Lisa, Lauren, Anthony, Peter, Adina, Shannon and Nikki, and great-grandfather of Carter and Sofia.