City of Mississauga

Agenda



ADDITIONAL AGENDA

Council

Date: July 8, 2020

Time: Council to begin immediately following Planning and Development Committee meeting

Location: Online Video Conference

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 Ward 9 Councillor Pat Saito Councillor Sue McFadden Ward 10 Councillor George Carlson Ward 11

Contact

Krystal Christopher, Legislative Coordinator, Legislative Services 905-615-3200 ext. 5411 Email krystal.christopher@mississauga.ca

Find it Online

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

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

6.	CLOSED SESSION					
*6.3	Personal matters about an identifiable individual, including municipal or local board employees: Citizen Appointments -Tourism Mississauga Board					
*6.4	The security of the property of the municipality or local board: Additional Information - Rent Deferral					
8.	DEPUTATIONS					
*8.2	Athena Tagidou, resident, to speak regarding the Noise Control Program Review					
	<u>Item 12.8.</u>					
*8.3	Sue Klein-Shanly, MIRANET, to speak regarding the Noise Control Program Review					
	<u>Item 12.8.</u>					
*8.4	Dr. Kulvinder Gill, resident, to speak regarding the mandatory face masks for the general public					
	<u>Item 6.2.</u>					
*8.6	Shawn Slack, Director IT and Chief Information Officer, and Darlene Utarid, Project Manager Building Recovery, to speak regarding COVID-19 Corporate Pillar Recovery Plan					
	<u>Item 11.2.</u>					
12.	INTRODUCTION AND CONSIDERATION OF CORPORATE REPORTS					
*12.18	Authorization to Enter into an Assumption Agreement, and Consent to Lift Restrictions to Transfer as Registered on Title with Overwood Developments Inc. in Ward 5					
16.	CORRESPONDENCE					
*16.1	Information Items					
*16.1.1	Letter dated June 30, 2020 from Mayor Allan Thompson, Town of Caledon, regarding the Regional Council meeting					
*16.1.2	Correspondence dated July 5, 2020 from Nick Morrison, resident, regarding Active Transportation Way Finding					
	<u>Item 11.4.</u>					
*16.1.3	Correspondence dated July 6, 2020 from Lauren Bukhardt, resident regarding accelerated bike lanes					
	<u>Item 11.4.</u>					

*16.1.4 Correspondence dated July 6, 2020, from Moaz Ahmad, resident, regarding Mississauga Bike Lanes propsal Item 11.4. *16.1.5 Correspondence dated July 6, 2020 from Rahul Mehta, resident, regarding Active Transportation COVID-19 Recovery Framework Item 11.4. *16.1.6 Correspondence dated July 3, 2020, from Mary Ellen Hamilton, resident, regarding the ineffectiveness of masks Item 11.1. *16.1.7 Correspondence dated July 6, 2020, from Nikki Barbieri, resident, regarding Mandatory Masks in Indoor Public Places Item 11.1 *16.1.8 Letter dated July 6, 2020, from David Wojcik, MBOT, regarding mandatory mask wearing in indoor public places 17. NOTICE OF MOTION *17.1 To call on the Federal and Provincial governments to provide immediate emergency assistance to municipalities 19. INTRODUCTION AND CONSIDERATION OF BY-LAWS *19.13 A by-law to authorize the execution of an Assumption Agreements between Solmar Inc.. Solmar (Edge) Corp., Solmar (Edge 2) Corp., Solmar (Edge 3) Corp., D.W. Elm Holdings Ltd., the Region of Peel and the City of Mississauga PDC-0045-2015 / June 22, 2015 *19.14 A by law to transfer funds from various Reserve Funds to Active Transportation COVID-19 Projects (PN 20192) Item 11.4. *19.15 A by-law to authorize the execution of a Development Agreement (Consent) between 2517015 Ontario Inc. and the City of Mississauga, 1190 Lorne Park Road ('B' 38 & 40/18 W2) PL180649 *19.16 A by-law to enter into an agreement with Metrolinx to undertake the Dundas Bus Rapid

Transit Corridor Preliminary Design and Transit Project Assessment Process

Item 12.7.

City of Mississauga

Corporate Report



Date: July 7, 2020

To: Mayor and Members of Council

From: Geoff Wright, P.Eng, MBA, Commissioner of

Transportation and Works

Originator's files: SP 063/07 SP 241/01

Meeting date: July 8, 2020

Subject

Authorization to Enter into an Assumption Agreement, and Consent to Lift Restrictions to Transfer as Registered on Title with Overwood Developments Inc. in Ward 5

Recommendations

- That the Corporate Report titled "Authorization to Enter into an Assumption Agreement, and Consent to Lift Restrictions To Transfer Registered on Title with Overwood Developments Inc. in Ward 5" dated July 7, 2020 from the Commissioner of Transportation and Works, be received.
- 2. That the Commissioner of Transportation and Works and the City Clerk be authorized to approve and execute an Assumption Agreement, and all ancillary documents or amending agreements thereto, necessary to transfer all obligations of the Servicing Agreements identified as SP 241 01, dated March 27, 2002 and SP 063 07 dated December 12, 2007 between Overwood Developments Inc. ("Overwood"), the City of Mississauga (the "City") and the Regional Municipality of Peel (the "Region"), to the future purchaser, on terms and conditions agreeable to Commissioner of Transportation and Works, and in a form acceptable to the City Solicitor, and subject to concurrence from the Region.
- 3. That the Commissioner of Transportation and Works, and the City Clerk be authorized to grant consent to the transfer and take such other steps as necessary to facilitate the transfer of Overwood's property, on a one time only basis, with the intent being that the restrictions remain on title, and continue to bind the lands, and subject to concurrence from the Region.
- 4. That all necessary bylaws be enacted.

Council 2020/07/07 2

Background

Overwood entered into servicing agreements with the City and the Region to provide for the construction of the extension of Slate Drive in accordance with anticipated development and to ensure detailed design, development, and protection for municipal infrastructure and utilities are properly accounted for and installed.

Overwood has informed the City that it wishes to sell its property to a new corporation (the "Purchaser"), a joint venture group, to provide for the development of the lands.

Comments

In order to be able to transfer the property interests, Overwood requires the Consent of the City and the Region to allow this sale to take place. Prior to granting Consent, the City will require the Purchaser to enter into an Assumption Agreement to obligate the Purchaser to abide by all the obligations of the Servicing Agreements, provide replacement letters of credit and all securities necessary to make the City and Region whole, and to protect for the future road development, inclusive of supplying future design and detail for City/Region approval.

This report seeks to secure the necessary permissions to allow the Commissioner of Transportation and Works to approve and execute an Assumption Agreement between the Purchaser, Overwood, the City and the Region, which agreement will be in a form acceptable to the City Solicitor and will result in the Purchaser stepping into the shoes of Overwood and providing all protections and assurances, including the posting of securities, required by the Servicing agreements.

In order to permit the sale to the Purchaser, the City and Region are required to grant consent to the transfer and take such other steps as are necessary to facilitate the transfer, on a one-time only basis, with the restriction remaining on title.

The restriction on title was originally put in place to ensure that all design plans, details, and infrastructure requirements needed for Overwood's development application were provided prior to any disposition to assure that the City, the Region and the various utilities, were adequately accommodated. There is no active development application for this property at the moment.

As noted above, the Region's cooperation is required as they are not only a signatory to the two servicing agreements, but also a party to the restriction on title regarding any transfer and as such, the Region's consent to the transfer is also required. Accordingly, if the Region has any specific servicing requirements for the subject lands, they will need to be satisfactorily addressed in order to secure the Region's consent to the transfer and to permit execution of the Assumption Agreement.

Council 2020/07/07 3

Financial Impact

There is no financial impact from entering into the Assumption Agreement and granting the consent.

Conclusion

On execution of the Assumption Agreement by all parties, the previous obligations and responsibility of the previous owner will become the responsibility of the Purchaser. The Consent to allow for the transfer of the Land from Overwood to the Purchaser, is a one-time consent, and the restriction will remain on title.

Attachments

Winght

Appendix 1: Sketch showing the parcel of land subject to Assumption Agreement

Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works

Prepared by: Bill Moffatt, Realty Services, Facilities and Property Management





Allan Thompson Mayor

June 30, 2020

Mayor Patrick Brown
City of Brampton

Mayor Bonnie Crombie City of Mississauga

Regional Chair Nando Iannicca Region of Peel

I'm writing this letter to you as colleagues and fellow municipal leaders in Peel Region. I felt compelled to put in writing my thoughts about last week's Regional Council meeting.

I was shocked to see a walk on delegation by a Mississauga Planner to inform Regional Council about planning in Caledon. It was entirely disrespectful to both the professional and experienced planning team here in Caledon and our public planning process.

Each of our municipalities is unique and at a different stage in development. During the tremendous growth years for Mississauga and Brampton, Caledon Regional Councillors supported local decisions and direction of that growth. I'm asking the same for Caledon. I shouldn't have to continue defending our local planning decisions and public processes at the Regional Council table.

We have lots to do at both the Regional and Local levels. From our official plans, governance work to helping our communities recover from the devastating losses of COVID 19.

I'm committed to work together in the spirit of mutual respect and understanding.

Sincerely

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Allan

From: Nick M

Sent: Sunday, July 5, 2020 10:16 PM

To: Krystal Christopher < Krystal.Christopher@mississauga.ca

Subject: Suggestion for Item 11.4 Active Transportation: WayFinding

To Mayor and Council,

I am writing to show my support for further investments into active transportation in the city of Mississauga as a key instrument of the city's COVID-19 recovery framework, and commitment to the city's Climate Action Plan. These active transportation facilities, in addition to the various trails in the city, will create a grid to support the lowered capacity of MiWay vehicles due to physical distancing.

As the city roles out these facilities, I believe that it would be important to show citizens that a bicycle is a viable alternative for essential trips via improved wayfinding signage. Currently, City of Mississauga trails have wayfinding pointing in the general direction of trails or paths. Though, due to the way these paths are arranged it is not always obvious which direction the signs are pointing, which can lead to confusion and back-tracking. Also, trail users are unable to see how much longer it will take to reach their destination, or what destinations are accessible via active transportation means.

I am proposing the creation of improved wayfinding to show citizens the destinations accessible from city trails, and the time to reach these destinations from their current location. I am also proposing the creation of markings on trails to help users understand the directions that arrows are pointing. Regarding the improved signage, see attached for what could be shown at the western-most entrance of the Glen Erin / Fifth Line trail.

Attachment "Trail Map" shows the citizen's current location, destinations along the trail, and the time to get to each destination. These destinations include private establishments, transit stops & stations, educational institutions, and public parks.

Attachment "Directions" is an example of signage pointing to a specific trail or road. In this case, it points in the direction of Winston Churchill Blvd, shows that there is a cycling facility on the road (via the green bicycle), and also shows the destinations in that direction and the amount of time to get to each of them.

I believe that improving the existing wayfinding will make our active transportation corridors more accessible to the general public, encourage more people to walk and cycle, and maintain the good mental and physical health of citizens during the COVID-19 pandemic.

Sincerely,

Nick Morrison Ward 10

TRAIL ® GLEN ERIN - FIFTH LINE



3 Mins



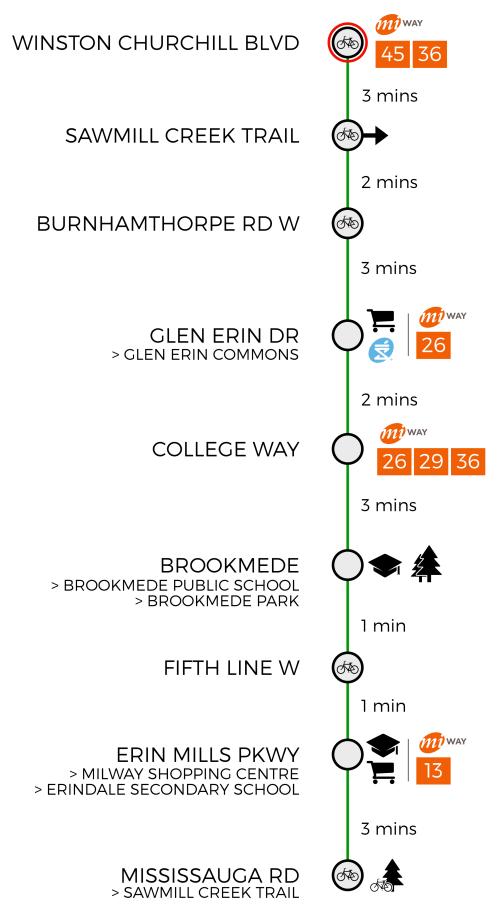




6 Mins

TRAIL 🟍 GLEN ERIN - FIFTH LINE

18 mins



From: Lauren Burkhardt

Sent: Monday, July 6, 2020 2:56 PM

To: Sacha Smith < Sacha. Smith@mississauga.ca>

Subject: Comment Regarding July 8th Meeting - 11.4 Accelerated Bike Lanes

Hello,

As a bike commuter in Mississauga I am happy to see an expansion of the bike infrastructure in the city, although I would like to leave a comment regarding a few points brought up in the plan.

Firstly, I am concerned that flexible bollards are not going to be enough to keep riders feeling safe from vehicles, as they will not keep riders safe from vehicles. If possible the use of concrete barriers would be optimal. The concrete barriers can also feature local art, if the city is concerned about blighting instead of rider safety.

Secondly, I would like to see a more long term focus in the plan. I understand that right now this plan is based off of the surge in new riders, but I think looking into the future is also important. Making sure that pedestrian and bike infrastructure is kept up throughout the winter months will become key. There are more cold weather riders every year. The city really needs to be able to ensure that these riders can get to their destinations safely. Bike lanes cannot be relegated to spaces to pile snow that was previously on the road. The same goes for the maintence of bus stops during the winter months. These places need to remain usable consistantly regardless of the season.

I am hopeful for increased cycle infrastructure connecting the sparse sections of mainly sharrows. I am hopeful that sharrows will become true protected lanes. I am also hopeful that safer intersections will soon exist for bikers and pedestrians. I can not tell you the amount of times I have almost died following the lights. I can only imagine how many others have.

That reminds me, the city should really be collecting data regarding pedestrians killed by cars do to faulty road design.

Thanks,

Lauren Burkhardt

From: <u>Moaz Ahmad</u>
To: <u>Krystal Christopher</u>

Subject: Comments on Mississauga Bike Lanes proposal

Date: Monday, July 6, 2020 3:53:42 PM

Good afternoon Krystal

I wanted to get the following comments on record for the Bike Lanes proposal which is coming up for discussion on the 8th.

Items:

1. That City of Mississauga staff consider removing street parking on Queen Street, between Thomas and Ontario, and setting up a temporary Active Mobility Corridor for the remainder of the year.

This would be in addition to the proposed bike lanes on Queen Street.

- 2. That City of Mississauga staff consider the temporary closure of one lane of McLaughlin Road, between Bristol and Matheson, to facilitate the installation of temporary two-way cycle track, and further, close curb lanes on McLaughlin Road between Matheson and the 407/Brampton boundary, to facilitate the installation of temporary bike lanes connecting Mississauga and Brampton.
- 3. That City of Mississauga staff ask Region of Peel staff to expedite the planning and construction of bike lanes/cycle tracks and multi-use trails on regional roads, to connect with Mississauga's existing network.
- 4. Council acknowledges the pair who rode Bike Share Toronto bikes along the Mississauga waterfront and up to UTM, a distance of 15km (see attached photo and tweet thread https://twitter.com/yyzMYA/status/1279915660034924544?s=19)

5. Motion:

Whereas Toronto's bike share has expanded to the Mississauga/Toronto boundary (at Fortieth Street and Lake Shore Boulevard), and whereas the City of Mississauga/Mississauga's Tourism Board are looking to promote Mississauga, Council asks staff and the Tourism Board to survey opportunities to promote easy and comfortable cycling from Toronto. This could include placing Toronto Bike Share docks outside Renforth, Orbitor and Spectrum and Etobicoke Creek Transitway stations, or at the Small Arms Inspection Building.

From: Rahul Mehta

To: Krystal Christopher

Subject: General Council comment/question - Bike plan

Date: Monday, July 6, 2020 4:01:44 PM

Hello Krystal,

Please find my comments and questions below for item 8.2 and 11.4.

I am voicing my support in principle for the for the proposed Active Transportation COVID-19 Recovery Framework. However there are a number of outstanding questions and concerns that this "expansion" sites not go far enough and does not address the serious gaps in our network. Most notably:

- The plan is not truly city-wide, only in certain wards
- The plan does not actually represent an expansion when looking at the targets within the city's own approved Cycling Master Plan, a reduced plan from the version approved before it. With a goal of 897km over 27 years, we should see an average of 33km built each year. Can staff and Council let us know how many years we have met our exceeded this target? The numbers in this report suggest this year would still fall below that average even with this expansion.

Other concerns and questions:

- We need to accelerate our MCMP if we hope to realize a safe, healthy and livable city with or without a crisis. Existing city policies underscore the need for us to move much more quickly. Toronto has overcome enormous barriers to accelerate their network.
- Will we ensure curb cut connections with existing trails and signage showing new and protected infrastructure (like we would for any car infrastructure) as well as signage highlighting connections to key local facilities (libraries, schools, arenas, malls, downtown, waterfront, parks, other trails, etc)?
- Protected lanes are essential, we must invest in a true cycletrack: raised paint, painted buffer, bollards, low concrete barriers (see examples across Canada, most notably the rapid deployment of all elements in Toronto, right now). Once concrete infrastructure is committed, work with local artists (who get paid) to beautify these works, also being done in Toronto.
- Where flower boxes are used, ensure native drought tolerant plants, work with Mississauga master gardeners and ensure boxes cannot be moved.
- Ensure upgrade to signal sensors so cyclists don't have to make dangerous maneuvers to press "beg buttons". Make a plan to upgrade all intersections with bike lanes and commit to such upgrades for all future projects, including MUT at intersections.
- Can we be assured all taxes will carry cycling infrastructure up to and through intersections, where most cycling injuries and deaths take place?
- Will we see public consultation for further and future projects, online as necessary, to continue expansion, including for the "Quiet streets" and "Street closures" mentioned here?

Thank you for your time,

Rahul Mehta

From: Mary Ellen Hamilton

Sent: Friday, July 3, 2020 10:50 AM

To: George Carlson < George.CARLSON@mississauga.ca > **Subject:** Meta Analysis Proving the Ineffectiveness of Masks

Dear Elected Officials,

I give my Councillor George Carlson, permission to forward this email to the City of Mississauga Council meeting as well as the Region of Peel Council meeting as part of their agendas.

I have been a resident of Mississauga for the past 33 years.

I am very concerned about the harm and health risks a mandatory mask bylaw could impose on our citizens as well as the lack of science to support their effectiveness.

"There have been extensive randomized controlled trial (RCT) studies, and meta-analysis reviews of RCT studies, which all show that masks and respirators do not work to prevent respiratory influenza-like illnesses, or respiratory illnesses believed to be transmitted by droplets and aerosol particles." Dennis Rancourt

Canadian researcher and scientist at the Ontario Civil Liberties Association, and former University of Ottawa Physics Professor Dennis Rancourt has done a meta analysis that disputes the effectiveness of masks against influenza type illnesses.

https://www.rcreader.com/commentary/masks-dont-work-covid-a-review-of-science-relevant-to-covide-19-social-policy

In addition the OCLA has written a letter to the World Health Organization asking them to retract their recommendation advising the use of face masks in the general population. This recommendation imposes harm in the form of health risks and violations to human rights. Please take particular note of the seven foreseeable harms outlined by the OCLA on page 7 of this letter.

http://ocla.ca/wp-content/uploads/2020/06/2020-06-21-Letter-OCLA-to-WHO-DG.pdf

More science to consider from the Association of American Physicians and Surgeons

 $\frac{https://aapsonline.org/mask-}{facts/?fbclid=IwAR1NqrKcQGNenT3utkdGX5k6jXo8j0WcBUAyzFtH480xydecVUvwfB8L90}{Y}$

I am asking all elected officials in the Region of Peel if they are willing to pass a mandatory mask bylaw based on a lack of scientific proof , take responsibility for potential health risks and infringements on our human rights as outlined in our Constitution ?

I am requesting the Region of Peel's Chief Medical Officer, Dr Lawrence Loh to provide me with the specific scientific studies they are relying on to make this decision.

If it's decided to pass this bylaw, please outline to me the conditions that will be necessary to rescind this bylaw or is it the councils' intention that this will a continuous requirement for all viral seasons going forward.

I look forward to a response to all of my concerns and receiving scientific information from the health department on the effectiveness of masks against COVID 19.

Sincerely,

Mary Ellen Hamilton

Sent from my iPad

From: Helena Francisco
To: Krystal Christopher
Cc: Chris Fonseca

Subject: FW: Mandadatory Masks council agenda meeting-Please read my email at council meeting

Date: Monday, July 6, 2020 4:21:45 PM

FYI

From: Nikki Barbieri

Sent: Monday, July 6, 2020 3:29 PM

To: Krystal Christopher

Cc: Mayor Bonnie Crombie; Chris Fonseca

Subject: Mandadatory Masks council agenda meeting-Please read my email at council meeting

Dear Mayor Crombie,

I am writing to let you know that I am opposed to the proposed bylaw mandating masks for residents of Peel Region for indoor use.

I am the single parent of two children, one with special needs(autism, dev.delys, severe speech delays, and facial differences).

I would like to share a couple of my experiences I have had since your announcement last week.

Although we have a medical exemption we are facing discrimination when we try and patronize local businesses. We have been harassed by staff members and customers at stores who belive the bylaw has passed and have demanded we wear masks and use chemical sanitizer before entering.

I am having to be humiliated each day when I try to explain our medical exemption.

Just today I shopped at two local grocery stores. At one store I had a really pleasant discussion with the store manager. He said not to worry he is on top of the situation and understands NOT EVERYONE can wear a mask. He assured me his staff will be trained accordingly to be respectful in these situations.

Well, I had forgotten two-items so I decided I would pop into another grocery store to pick them up before returning home.

At the next grocery store the young lady stopped me (as I am sure she was instructed to do by her employer). She said masks are mandatory and so is the sanitizer. I said politely the bylaw hasn't passed and by the way I can show you my medical exemption as I was trying to be polite. She raised her voice to me in front of the other customers and again said NO, masks are mandatory. I asked to speak to the manager. I waited but he didn't come so I proceeded into the store. I found the manager and explained I had a medical exemption and I was treated rudely and humiliated by his staff. I asked if we could speak privately instead of the middle of the store.He didn't budge.He said ", Well, imagine what she goes through being yelled at by customers all day?I said I, the customer am being harassed and there isn't even a bylaw in place AND I have a medical exemption. He walked away in a huff and started saying out loud "TOO BAD TOO BAD!!!!"

I do not believe your intention is to make the lives of special needs parents, medically exempt residents, and the deaf community's lives unbearable but please understand this is what is occurring in the City of Mississauga already.

I am opposed to mandatory masking for other reasons as well. If someone feels they need to wear a mask it should be their choice and it should not be imposed on others that cannot mask. There has to be standard information passed out to ALL businesses to STOP this discrimination on individuals that are already marginalized by society.

Please do the right thing and leave it to the individual to decide on whether to wear a mask or not. If you do not, please understand that it may lead to altercations and someone with a medical condition or disability that is not readily visible may incur injury.

Mayor Crombie, not everyone is able to wear a mask for prolonged periods of time without adverse reactions. Again, I ask you to take this into serious consideration.

Kind regards,

N.Barbieri



July 6, 2020

Mayor Bonnie Crombie and Members of Mississauga City Council 300 City Centre Drive Mississauga, Ontario L5B 3C1

VIA EMAIL - city.clerk@mississauga.ca

Madam Mayor and Members of Council,

Re: Mandatory Mask Wearing in Indoor Public Places

The Mississauga Board of Trade (MBOT) would like to address City Council on the issue of mandatory wearing of masks in indoor public places as it is considered at the Council meeting of July 8, 2020.

MBOT wants to ensure that the decision to implement a temporary by-law in this regard is based on the recommendation of the Chief Medical Officer of Health for Peel Region Dr. Lawrence Loh and can be properly administered by municipal officials.

MBOT represents many businesses that will be impacted by any such by-law and we want to ensure that health and safety criteria are the main determinants of such action. With safety in mind, MBOT strongly recommends the by-law be written in a fashion, so mandatory masks only be required in businesses where physical distancing is not practical or possible.

It is essential however that enforcement of such a by-law, businesses are not required to "police" the enforcement causing potential conflicts between businesses and their customers. The individual not complying with the by-law is the one who should be fined and not the business doing its best to ensure compliance.

Further if a mandatory mask wearing by-law is enacted, we are hopeful this will send a message to the Government of Ontario that Mississauga is ready to proceed to Stage 3 re-openings as soon as possible so that more Mississauga businesses can open their doors.

MBOT would like to thank City Council for considering our points in this issue and hope that any by-law enacted will take into account any concerns businesses may have.

Yours truly,



David Wojcik President & CEO ceo@mbot.com

Motion calling on the federal and provincial governments to provide immediate emergency assistance to municipalities

WHEREAS the COVID-19 crisis has had a significant impact on the City of Mississauga, our residents, and our businesses;

AND WHEREAS the City responded to the COVID-19 outbreak immediately by taking extraordinary measures to provide relief to residents and businesses, including deferring property taxes and waiving payment and late fees; waiving rents for tenants in City facilities; deferring payment of the Municipal Accommodation Tax (MAT); and offering free transit, among many other measures;

AND WHEREAS the City of Mississauga was forced to lay-off over 2000 workers and institute a hiring freeze, in response to the pandemic – the only level of government to do so;

AND WHEREAS as a result of decreased or lost revenues and the relief measures provided, the City of Mississauga is facing unprecedented deficit due to COVID-19 in the order of magnitude of over \$60 million for 2020;

AND WHEREAS the echo effects of COVID-19 – reduced transit revenues, GTAA PILT losses, reduced user fees, etc., - will continue to impact the City of Mississauga for at least another 2 years;

AND WHEREAS cities are not permitted to budget for deficits (nor are they requesting the ability to do so) and are only provided the property tax and user fees to operate;

AND WHEREAS cities continue provide essential services, despite the growing financial pressures of the pandemic, such as transit, fire, public health, police, building permit approval, housing, shelters, and so much more, all of which are at risk of funding cuts if municipalities do not receive assistance from other levels of government;

AND WHEREAS cities are engines for the provincial and national economies, generating billions in GDP, creating jobs, and building the infrastructure needed to keep our economy running;

AND WHEREAS the City of Mississauga is home to over 94,000 businesses, employing over 450,000 people, and generating \$60 billion in GDP annually, along with billions of dollars in income, sales and business taxes for the federal and provincial governments annually;

AND WHEREAS the municipal sector across Canada is facing a collective \$12 billion deficit, and through the Federation of Canadian Municipalities in April 2020 asked the

federal government for \$10-\$15 billion in emergency assistance to offset these revenue losses;

AND WHEREAS the federal and provincial governments have provided financial relief to almost every sector of the economy to keep our country running, totalling over \$150 billion and counting;

AND WHEREAS to date, the federal and provincial governments have not yet come to any agreement on and emergency assistance package for municipalities;

AND WHEREAS the City of Mississauga submitted a list of projects for the Investing in Canada Infrastructure Program (ICIP) to the province in October 2019, and have not yet received any approvals, which limits our ability to build critical infrastructure and adds fiscal strain to the City's budget;

AND WHEREAS the financial pressures cities are facing are real and immediate and they need certainty to plan measures to offset 2020 budget losses, as well as future budget losses;

AND WHEREAS the Mayor and Council, along with LUMCO, BCMC, AMO, and the FCM, have repeatedly called on the federal and provincial governments to provide emergency financial assistance to offset operating losses...

THEREFORE BE IT RESOLVED THAT:

- 1. The City of Mississauga calls on the federal and provincial governments to immediately provide emergency financial assistance to municipalities equal to the amount requested by the Federation of Canadian Municipalities;
- 2. The provincial and federal governments provide timely approval of ICIP projects and flow the money to municipalities immediately;
- The provincial and federal governments develop new stimulus funding programs to address the growing fiscal burden faced by municipalities and to spur economic recovery;
- 4. The Mayor, on behalf of Council, send a letter to the Prime Minister, Premier, Ministers of Finance, Minister of Municipal Affairs and Housing, local MPs, MPPs, FCM, and AMO outlining the fiscal situation of the City of Mississauga and reiterate our ask for immediate financial assistance:

- 5. The City of Mississauga specifically requests the provincial government and the Minister of Finance review the GTAA PILT formula, specifically the current 5% cap, to eliminate it; and
- 6. The Mayor convene meetings with local Mississauga Members of Parliament and Provincial Parliament and that these meetings held in the month of July 2020 with Members of Council and Mississauga Members of Parliament and Provincial Parliament shall be closed to the public to deal with an Educational Session regarding City priorities pursuant to Section 239 (3.1) of the *Municipal Act*, 2001 as amended.

