

**Mississauga Residents' Association Network (MIRANET)**  
**Questions for 2018 City Mississauga Mayoral Candidates**  
**October 5, 2018**

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**1. Health & Well-being**

*Seniors are the fastest growing age group. Over the next 20 years they will account for 25% of Ontario's population. Many are struggling to stay in their homes, get access to proper healthcare and pay for necessities. How will you as mayor resolve these issues that seniors face today in Mississauga?*

**Bonnie Crombie**

Our demographics are changing. The number of people over 55 will increase by 280% by 2040. As such, we need to ensure that our city is open and accessible to people of all ages, in particular our older adult population. If re-elected as Mayor, I will continue to focus on making Mississauga an age friendly city:

**Housing**

- Working with the development community and through our Making Room for the Middle affordable housing strategy, to encourage more affordable rental and ownership units
- Working with the development community to ensure there is enough stock available for older adults who wish to downsize
- Building more assisted living communities with a continuum of housing options from independent living to assisted living and long-term care on the same property
- Continuing to invest in subsidized housing at the Region of Peel to reduce our wait list and provide older adults who need it, safe and affordable housing

**Transit and Transportation**

- Continue the \$1 transit fare program for all seniors
- Expand the affordable transit program
- Continue to increase service on our MiWay routes, especially to high traffic destinations (i.e. hospitals, clinics, grocery stores, etc)
- Continue to invest in WheelTrans services at the Region of Peel
- Mandate that the taxi industry continue to provide a proper number of accessible vehicles for hire

**City Government**

- Keep property taxes competitive
- Continue to offer the low-income property tax relief for seniors
- Expand the windrow driveway cleaning program so more seniors can take part
- Maintain the outdoor maintenance subsidy program
- Maintain the Older Adult Advisory Committee at the City

**Andrew Lee**

In my platform, senior issue is the first on the list.

Mississauga is getting old. Young professionals settled in this city in the 60's and 70's are now seniors and they get old simultaneously.

We have a Mississauga Seniors' Council (MSC) formed six years ago to provide advice to the City regarding seniors' concern. I serve as the executive secretary of MSC. Here are few achievements:

- City has provided spaces for seniors at non-premium time, which is well received and appreciated.
- MSC asked for "dollar bus ride". With the help of Councilor Carolyn Parrish, this issue has been settled.
- MSC has requested the reduction of hospital parking fee. We have achieved part of the goal with the help of formal MPP Dipika Dermala.
- We requested the extension of pedestrian crossing lights at Hurontario and Queensway for hospital crossing, it was implemented.
- We are pursuing snow removal for seniors.
- We have asked for freezing of property tax increase for senior when requested, and pay back when sale the house. So far no answer from the city council.

If elected, I will formally accept MSC as an advisory entity, to help the city to address all senior issues.

Aging in the "community" is my ultimate goal. We want all seniors be close to their old residences and close to their familiar medical services.

I will work closely with LHIN (Local Health Integration Networks) to help seniors' health care.

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**2. Development charges / Infrastructure**  
*Development charges produce hundreds of millions of dollars each year. Most of these funds flow into the Region of Peel. Should development charges be invested in the areas of the City where development occurs and overloads the local infrastructure and transit facilities?*

<p align="center"><b>Bonnie Crombie</b></p> <p>The City of Mississauga and the Region of Peel both have Development Charges (DC) By-Laws. Those developing in our City must pay DCs to both the City of Mississauga, as well as the Region of Peel. Peel Region uses these development charges for services like water and waste water, roads, and other hard infrastructure. Mississauga is afforded our share of DCs from the Region of Peel based on the amount our development industry contributes.</p> <p>In Mississauga, we also use DCs to build infrastructure, such as: General Government, Library, Fire Services, Recreation, Public Works (Buildings &amp; Fleet), Transit, Living Arts Centre, Parking, Storm Water Management, and City-Wide Engineering (Roads, Sidewalks, etc.)</p> <p>It is important to note that how we collect DCs and where they are used is governed by provincial legislation. Increasing the scope of DCs and what they can be collected for is a provincial decision.</p>	<p align="center"><b>Andrew Lee</b></p> <p>This touches the relationship between the City and the Region. In theory all money from the City should stay with the city. However, by not knowing in detail of the financial arrangement, I cannot make any comment now.</p>
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**3. Secession from Region of Peel**  
*Including advantages and disadvantages, what is your position on seceding from the Region of Peel?*

<p align="center"><b>Bonnie Crombie</b></p> <p>Over the past 4 years as Mayor, I have repeatedly advocated for Mississauga to gain more control over its own affairs, especially as it relates to the Region of Peel. I simply do not believe that two governments can be more efficient than one. The staff at the Region of Peel provide excellent service and do good work; this is not an issue with performance, but of Mississauga being able to control its own destiny.</p> <p>While Regional governance may work in other areas of the province, I do not believe it works well in Peel Region for a few reasons.</p> <ol style="list-style-type: none"> <li>1. The Region of Peel is unique in that it only has 3 municipalities. Of those, the 3<sup>rd</sup> and 4<sup>th</sup> largest cities in Ontario are combined with a town of 60,000 people and an extensive geography.</li> <li>2. Mississauga is the largest city that is part of a regional government. We are larger than many single tier municipalities like Hamilton, Windsor, Guelph, London, Sudbury, and many more.</li> <li>3. Even though our Council and our residents believe in a policy or program, we still have to ask one of the other municipalities at the Region to support us to get it through. As we only</li> </ol>	<p align="center"><b>Andrew Lee</b></p> <p>This is an old question. My personal feeling is the city has been intertwined so tight with the region, any tempt to secede will result in bigger loss to the City.</p>
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<p>control 50% of the votes at Regional Council, we are unable to accomplish easily what we know to be in the best interest of Mississauga.</p> <p>4. Mississauga contributes over 60% of the funding to the Region of Peel, yet we only control 50% of the vote. Compare this to Caledon that contributes just 5%, but has 20% of the votes at the Region. This math does not add up, nor is it fair to Mississauga residents.</p> <p>5. The majority of the growth happening in Peel Region is happening in Brampton and Caledon, meaning Mississauga residents are disproportionately funding the growth of these two municipalities.</p> <p>In 2004, the City of Mississauga under Mayor Hazel McCallion undertook an extensive study and campaign and asked the provincial government to make Mississauga a single tier municipality. This study showed approximately \$32 million in savings for the City of Mississauga not to mention countless administrative savings. Unfortunately, the provincial government at that time would not allow Mississauga to become single tier.</p> <p>In August, the new Minister of Municipal Affairs and Housing announced that his ministry would be undertaking a review of regional governance. They are open to hearing from municipalities and residents about what works, but more importantly what does not work with regional government. If re-elected, Mississauga will be very involved in these consultations and will be providing feedback on why regional government does not work for Mississauga and why it is time that Mississauga become a single tier municipality.</p>	
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**4. Section 37/ Community Benefits**  
*We as residents and residents' associations feel strongly about our engagement in the determination of community benefits. How will you present our ideas to City Council and ensure our engagement and input from start to finish?*

<p align="center"><b>Bonnie Crombie</b></p> <p>Section 37 benefits are worked out between the City and the developer, with input from the local community. Quite often, the City will hire an independent consultant to calculate the amount of the Section 37 benefit that should accrue to the community. Your local Councillor should engage with you on these matters and understand what the community would like to see done with the Section 37 agreement. There can always be a compromise reached.</p>	<p align="center"><b>Andrew Lee</b></p> <p>I always think Councilor should hold regular meetings with rate payers' group.</p>
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**5. Affordable Housing**  
 What is your plan for creating low-income housing and implementing the City's housing strategy "*Making room for the Middle*"?

<p align="center"><b>Bonnie Crombie</b></p> <p>I was proud to lead the panel that created this plan and to be a champion of affordable, middle income housing in Mississauga. With 0.9% vacancy in our city, we have an affordable housing crisis</p>	<p align="center"><b>Andrew Lee</b></p> <p>Cooperative housing or non-profit housing; these units are for people to live-in, not for speculation.</p>
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<p>to address. We are a city in demand, but with this demand comes skyrocketing housing prices. While provincial legislation in 2017 cooled the market somewhat, prices are again escalating, which is pricing too many people in the middle class out of the market.</p> <p>While housing is not the responsibility of the City of Mississauga, we recognized that there is a “missing middle” of people who cannot afford to buy or rent a home in our city, but who do not qualify for subsidized housing through the Region of Peel. These are service workers, municipal staff, nurses, people working in the manufacturing sector, and many more. They are either living well beyond their means to afford a home in our city or moving far away. I believe that everyone should have the opportunity to live and work in the same city.</p> <p>The “Making Room for the Middle” strategy has been completed and its 40 recommendations endorsed in principle by Council. We have already taken some bold actions, including passing a Rental Housing Protection By-Law, a demolition control by-law, and a housing first policy. However, this is just the start; there is much more we have to do to make this strategy work. If re-elected, my plan for affordable, middle-income housing includes:</p> <ul style="list-style-type: none"> <li>• Implementing an inclusionary zoning policy to allow city staff to negotiate the building of affordable units in new developments</li> <li>• Work with industry partners interested in building affordable housing to expedite their applications to get more affordable stock into the market</li> <li>• Work with builders to find ways to build more family sized units</li> <li>• Reduce restrictions on second units so that homeowners can more easily build a second unit</li> <li>• Advocate to the provincial and federal governments to create tax credits for second units, as well as the building of affordable market rental and ownership units</li> <li>• Work with the Region of Peel to develop policies to allow funding from the National Housing Strategy to be used for affordable, middle-income housing in Mississauga</li> <li>• Achieve the goal of 35% of all new housing be affordable.</li> </ul> <p>If people do not have a safe, affordable place to live, they cannot properly engage in society. We need to do all we can to create more affordable units. It requires all levels of government, and the community working together.</p>	<p>We will restrict the buyers' qualification. The price will not rise when the number of buyer is limited.</p>
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**6. Taxes**  
*As Mississauga's Mayor, how will you keep the City's and Region of Peel's tax increases at or below the rate of inflation?*

<p align="center"><b>Bonnie Crombie</b></p> <p>I know that the cost of living continues to increase and that while your home may have escalated</p>	<p align="center"><b>Andrew Lee</b></p> <p>1. Examine city budget carefully.</p>
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significantly in value in recent years, the property tax actually taxes your income. You can only realize the value of your home when you sell it. Unfortunately, the property tax is really the only way we can raise funds to build infrastructure and provide services.

That's why over the past 4 years, Mississauga has kept our property taxes at or near the rate of inflation. Ours are consistently below the GTA average and competitive. We maintain our 'AAA' credit rating, which gives businesses the confidence to invest in our city and create jobs; we continue to win financial awards; and we were just named a Top 10 destination in North America to invest.

Over the past 4 years, we have found \$15 million in savings, which is equivalent to 1% on your tax bill each year. We have also invested in the Lean methodology, training over 2,500 employees to continually look for savings and more efficient ways to do things. Since 2014, through Lean we have found \$5 million in cost savings or costs avoided. Finding savings is enshrined in our corporate DNA.

Every year during the budget process, we engage with tens of thousands of residents, including MIRANET. We are told overwhelmingly that people value the services that the City of Mississauga provides. In a recent citizen satisfaction survey, 89% of people said that the quality of life in Mississauga is good. They also rated all of our services as good. What we are doing is working.

On average, to provide the same level of service as the year before, our budget has to increase by 1.5%. Like costs in your home, costs for the city in terms of electricity, water, gas, diesel, internet, construction materials, etc., increase each year. At the same time, we also face a demand to provide new services or expand existing ones. For instance, in 2018 we added an additional 46,000 hours of service on MiWay, which brings the increase over the past 4 years to 160,000 hours.

The infrastructure our city is building is aging, but there is also demand to build new community centres and amenities. In 2018, the gap between what we need to build and what we can build with the current property tax is \$260 million. In 2012, we took on an infrastructure levy of 2% to close this gap, but it's still not enough. The fact remains that as cities, we own over 60% of all infrastructure, but only receive 10 cents of every tax dollar. This math doesn't add up. Working with our federal and provincial partners, I have been able to secure over \$2 billion in new money for infrastructure, but it is still not enough. We need a new deal for cities that provides us with greater control over our own affairs, as well as modern day tools to build infrastructure. We're being asked to build 21<sup>st</sup> century cities using 19<sup>th</sup> century tools.

2. Eliminate waste.
3. Improve efficiency.
4. Find venues of additional income – no new tax.
5. Others I will learn on job.

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<p>If re-elected, you have my commitment that we will hold the line on taxes, continue to find savings and efficiencies, and do our best to keep costs down. But to advocate arbitrarily for a freeze in property taxes or to keep them artificially below the rate of inflation will mean that we have to reduce or cut services and not make critical investments in our infrastructure. As Mayor, I have a strong track record of being fiscally responsible and I always listen to the voice of MIRANET. I will continue to maintain this focus if re-elected as Mayor, and I will always have time for MIRANET.</p> <p>If re-elected, I ask you to help me advocate to other levels of government for a new deal for cities; one that provides us with the proper tools to build the kind of city we all want.</p>	
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<p><b>7. Environment</b>  <i>We live in a stressed air shed with health implications. With the City's projected growth, there will be an increase of pollutants. What is your plan to mitigate pollution and the harmful effects on our health?</i></p>	
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<p style="text-align: center;"><b>Bonnie Crombie</b></p> <p>I am proud that as Mayor, I started the development of the first ever Climate Change Strategy for the City of Mississauga. It will come before Council in the second quarter of 2019. It was developed with the community, as well as business. It meets the Paris targets of 80% GHG emission reduction by 2050.</p> <p>I am particularly concerned about our airshed, especially in south Mississauga. With increasing traffic on our roads and expanding industry, we need to do more to encourage the reduction in GHGs by both businesses and residents. I am confident that through this plan, we will do this.</p> <p>Protecting our environment for future generations to come is something that our City Council cares deeply about. From passing a resolution to restrict microbeads to reducing the City's use of single-use plastics, it's clear that we are committed to building a sustainable city.</p> <p>As well, I am proud to have led the creation of a sustainable procurement policy that will see the city purchase based on ethical, social and environmental factors. When purchasing goods and services, we now must calculate the entire cost of a product. This will mean we use more environmentally-friendly materials and reduce our GHGs, as well as create more local jobs in Mississauga.</p> <p>Finally, Mississauga has joined the Compact of Mayors for Climate and Energy, joining the major cities around the globe to work together to develop strategies to protect the environment and reduce GHGs.</p>	<p style="text-align: center;"><b>Andrew Lee</b></p> <ol style="list-style-type: none"> <li>1. Maintain green area; planting trees.</li> <li>2. Reduce motor vehicle use. Improve public transportation</li> </ol>
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<p><b>8. Safety</b></p>	
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*What is your plan to address the recent increase in violent and other crimes in Mississauga?*

**Bonnie Crombie**

Over the past four years, Mississauga has retained its status as one of the safest cities in Canada; a title we have held for twenty years. Every resident deserves to feel safe in their community. To do this requires investing in enforcement activities, as well as programs that tackle the root causes of crime to prevent it from happening in the first place. One crime is one crime too many. There are no easy solutions to fight crime; it requires the community, the police, and all three levels of government working together.

If re-elected as Mayor, my plan for community safety will address:

**1. Enforcement**

- Ensuring Peel Region Police are properly resourced to do their jobs effectively, while ensuring the safety of front-line officers
- Advocate on behalf of Peel Region Police to the province to ensure we receive our fair share of funding to combat crime
- Rejoin the Peel Police Services Board to work closely with the Police Chief and the community to ensure we maintain a safe community, with a modern police force that people continue to have trust in
- Work with the provincial government to increase funding for crisis outreach and support programs to assist police with a rising number of mental health calls
- Call on the federal government to get tough on hand guns in our community, especially the traffic and trade of illegal firearms domestically and internationally.

**2. Prevention**

- Create the Mayor's Roundtable on Community Safety to bring together the federal and provincial governments, along with community agencies involved in crime prevention regularly to coordinate advocacy efforts, share best practices, and work together to tackle crime and improve safety in our community
- In the 2019 Budget, I will ask staff to conduct a review of our youth recreation programming to see where the gaps exist and invest in more programming for at-risk youth.
- Support and shape the Region of Peel's Community Safety and Well-Being Plan

**Andrew Lee**

Crime must be stop at its resource. We need a good police force but fighting crime cannot count on police force alone.

We need community cooperation. The **Community Crime Awareness Day** held by the Chinese Business Association is a good example.

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<p><b>9. Budget</b>  <i>Fire and police make up a large proportion of our City / Regional budgets. Given the trend in the arbitration process, how will you contain costs and keep taxes from escalating?</i></p>	
<p style="text-align: center;"><b>Bonnie Crombie</b></p> <p>It is true that Fire and Police salaries have increased at a rate higher than other city/regional employees. Unfortunately, it is difficult for the City or the Region of Peel to control these costs as the arbitration system is governed by the Ontario government. That's why I have made it an advocacy priority with the provincial government to reform the interest arbitration system to properly balance a city's ability to pay, with the need to pay a fair wage to our first responders who put their lives on the line every day to protect us.</p>	<p style="text-align: center;"><b>Andrew Lee</b></p> <p>Fire and Police are pillars of the City.</p> <p>They are assets and must treat with respect. We will try to carry out negotiation carefully. We will justify City's position with sufficient support. We must achieve a win-win solution.</p>
<p><b>10. Transit</b>  <i>The City's ten-year-capital budget makes little provision for transit growth. With developments, such as the Ninth Line, Inspiration Lakeview, the Hurontario corridor, etc. adding 50,000-plus residents, how are you going to fund projects such as Dundas Connects, Lakeshore Connecting Communities and the Hurontario LRT?</i></p>	
<p style="text-align: center;"><b>Bonnie Crombie</b></p> <p>Getting Mississauga moving is critical to our economic prosperity and quality of life. It is also key to keeping Mississauga affordable. I have made transit and transportation a top priority as Mayor and will continue to do so if re-elected.</p> <p>Over the past four years, we have:</p> <ul style="list-style-type: none"> <li>• Secured \$1.4 billion in full funding for the Hurontario LRT from the provincial government, as well as commitments from the new government that the project will continue</li> <li>• Secured over \$2 billion in transit and transportation funding from the federal and provincial governments (the largest amount ever for Mississauga)</li> <li>• Completed the Bus Rapid Transit system from Meadowvale to the Airport Corporate Centre, which serves 30,000 jobs</li> <li>• Developed the first ever plan for all-day, two-way GO on the Milton Line</li> <li>• Secured increased service on the Milton, Lakeshore and Milton GO train lines from Metrolinx</li> <li>• Completed the study on the Dundas Corridor called "Dundas Connects" and will soon submit our funding request to the provincial government for a BRT from Kipling to UTM</li> <li>• Began work on Lakeshore Connecting Communities, our plan to get the Lakeshore Corridor moving more quickly. I moved the motion to make this corridor a Council priority so we can begin advocating to other levels of government for funding.</li> <li>• Moved forward with the Advanced Traffic Management System (ATMS) to synchronize</li> </ul>	<p style="text-align: center;"><b>Andrew Lee</b></p> <p>The projects, Dundas Connects, Ninth Line, Inspiration Lakeview and Huronatio LRT are master projects with intention to re-shape the City of Mississauga. Among them, only Hurontario LRT is in the project execution phase. Other three projects are in concept or definition phase.</p> <p>The city has approved an additional 26 million in Additional Municipal Infrastructure (AMI) to be included in the procurement for and the construction of the large-scale transportation project.</p> <p>The total project cost is 1.5 – 1.6 billion, to be funded the provincial government. By knowing Metrolinx and by knowing Doug Ford, I wonder whether this cost can be controlled or the funding will be available.</p> <p>The reality is that some of local residents have difficulty to travel within the city limit. For an example, some seniors live on Cawthra find it's very difficult to go to the hospital on Queensway. With hospital parking so expansive, the only alternative is to take a taxi.</p>



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our traffic signals and get traffic moving in our city more efficiently.

- Continued our ongoing investment to keep our roads among the best in the GTA. Over 93% of our roads are in “fair” or “good” condition.

Our work on transit and transportation is never done. There is more work to do. That’s why if I am re-elected as Mayor, keeping Mississauga moving will remain one of my top priorities. My plan is as follows:

**Transit**

- Ensure shovels are in the ground for the Hurontario LRT in in 2019
- Continue to advocate to the province for all-day, two-way GO service on all three Mississauga GO train corridors, but in particular the Milton Corridor, the second busiest in the entire system
- Advocate to the provincial government for rapid transit on Dundas Street from the University of Toronto Mississauga , to Kipling Subway Station
- Expedite the study and planning for rapid transit on the Lakeshore Corridor to accommodate the new growth and development and break gridlock and congestion
- Continue to increase MiWay service every year as we have for the past4 years
- Expand the affordable transit program to reach more people who need it and;
- Maintain \$1 dollar MiWay bus fare for seniors

**Roads**

- Continue to invest in our roads to ensure they continue to be among the best in Canada
- Continue to work to better synchronize our traffic signals to get Mississauga drivers moving more quickly
- Support the widening of Highway 401 between Mavis Road and Highway25 as committed to by the Ontario government
- Continue to support the building of the GTA West Corridor to take traffic off the 401 and 403