



Councillor Carolyn Parrish

Ward 5 News • Spring 2018



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Dear Residents of Britannia,

For those of you who have enjoyed Rotary Ribfest at Celebration Square for the past 14 years, a decision has been made to move the festival this summer to Memorial Park in Port Credit.

A huge success, the event was bursting at the seams at city centre and the move allows expansion with 40% more space beside the lovely Credit River. Expansion allows Rotary to donate even more money to local Mississauga charities.

For those who wish to avoid parking problems, there will be a free shuttle bus from City Centre to Port Credit twice every hour for the four days of Ribfest July 12-15th.

Vision Zero

Traffic collisions don't just happen. They are a result of high speed, lots of pedestrians, heavy car volume and 'stupid' decisions. A combination - or only one - of these four can lead to a deadly collision or a pedestrian death at an intersection.

Council recently passed a resolution to adopt **Vision Zero**, a framework that focuses on the prevention of vehicle collision fatalities and injuries. Based on the belief that any loss of life on our roads is unacceptable, areas of concentration include reducing impaired driving, safer speed limits, improved road infrastructure and enhancing pedestrian and Cyclist safety.

While Mississauga ranked 27th for collision claims in 2015, it has moved up to 20th place in collision claims at 6.67% in 2017.



Get regular updates about Ward 5! Sign up for my monthly e-newsletters to stay up-to-date. I send out one newsletter specific to Britannia, another geared towards Malton - sign up for one or both.

Visit www.carolynparrish.ca or email carolyn.parrish@mississauga.ca to sign up!



ROAD SALT: Safety Underfoot - A Serious Threat To Our Environment

Salting For Safety

Salting public roads and walkways prevents expensive car accidents and serious sidewalk slip-and-falls. Serious injuries and deaths are prevented but this added safety comes with serious consequences for our environment.

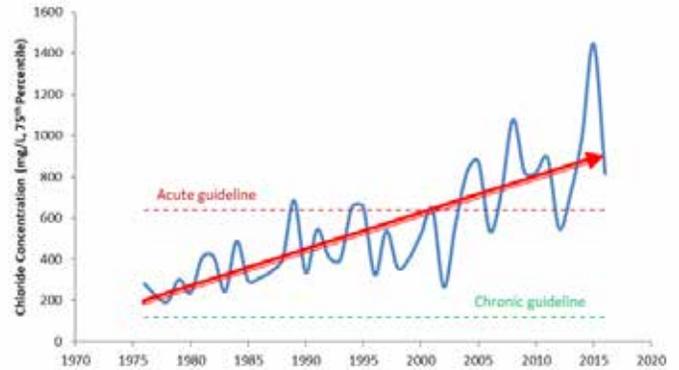
Canada classifies salt (chloride) as a toxin and yet it is used in various forms to lower the freezing temperature of water - melting snow that clogs roadways and slows traffic and ice that makes roads and sidewalks treacherous. But salt doesn't remain in place, waiting to be swept up and stored for next year. It leaves the roads, sidewalks and parking lots - splashed, sprayed, blown by wind, and melting as run-off into rivers and soil where it builds up over many years and collects in our underground water tables.



Canada-wide, almost 5 million tonnes of chloride salts are released into the environment each year. It comes from the road salt applied under controlled conditions by thousands of municipalities and from unregulated applications on private parking lots. As it accumulates, it is having a profound impact on creeks, rivers, lakes, soil, ground water, vegetation, wildlife and even drinking water.

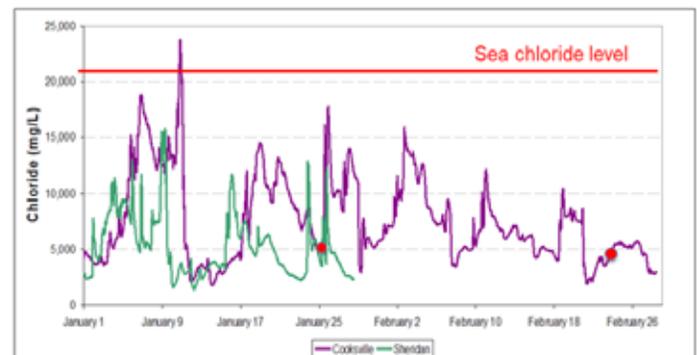
The Credit Valley Conservation Authority continually monitors our urban creeks, measuring chloride concentrations and the effects on aquatic plants and animals, adjacent plants and our drinking water. Their results are discouraging.

In the winter and spring, chloride measurements in local creeks spike from pre-1970 levels (30mg/l) through 1990 levels (600mg/l) to ocean water levels of 20,000mg/litre!



Chloride accumulates, increasing damage year over year - killing plants and fish, choking streams with algae and seeping into our sources of drinking water. What can we all do to turn the salt-water tide?

- reduce public expectations for constantly bare pavement in winter
- require plow operators on private lots to be trained and certified
- redesign new parking lots and roads with installed heated ramps and slopes
- reduce salting while increasing plowing and shoveling
- make snow tires mandatory
- research and develop de-icing alternatives to salt
- educate the public, especially our children, to the increasing damage to our environment caused by salt





The GTAA: Friend or Foe?

Mississauga is host to a giant. Pearson International Airport under the governance of the Greater Toronto Airport Authority (GTAA) covers 4,000 square miles in our City as well as hug tracts of commercial lands like the International Centre.

Under Federal Legislation, Section 125, no lands or property belonging to Canada or any Province shall be liable to taxation. By long standing tradition, senior levels of government have paid **Payments in Lieu of Taxes (PILTs)** to local municipalities but the amounts were more dependent on what the senior governments felt like paying than they were on a fair and predictable amount year after year.

In 1999 the Federal Minister of Government Services Alfonso Gagliano and his Parliamentary Secretary Carolyn Parrish introduced into law a new regime that ordered the government to pay PILTs based on **market value assessment** to the municipalities in which their properties were situated.

Shortly after 2001, Premier Mike Harris made a side bar agreement that exempted five Ontario airports from paying market-value PILTs, instead agreeing to have them pay on a per passenger basis: London (\$1.67), GTAA (\$0.94), Ottawa (\$1.07) Thunder Bay (\$0.55) and Toronto Port Authority (\$0.94) - while Vancouver, Montreal, Winnipeg and other airports continue to pay market value PILTs.

A series of complicated rules have kept the per passenger amount in effect, with no cost of living increases, since 2001. With normal increases over 17 years, the current per passenger rate should be \$2.02 or \$75,664,780 for the City and Region - **adding \$38,206,968 to today's PILTs.**

Even if the GTAA paid the London rate of \$1.66 per passenger we would be receiving \$62,554,746 for the City and Region - **adding \$25,096,934 to the City's coffers.**



Instead **we are only receiving \$37,457,812 for the City and Region.** And there are many other privileges the GTAA claims without challenge:

- They do not apply for building permits nor have to have plans approved for non-airport essential construction on lands like the ALT Hotel or Toyotoshi Auto Mall. Nor do they pay City-assessed standard Development Charges.
- They have not paid Storm Water Charges like every business and residence in Mississauga even though they could qualify for a 50% rebate based on their own treatment of storm water.
- The GTAA pays nothing for the 500,000 tons of cargo per year that rolls into Pearson on 19,000 trucks per day over Mississauga roads, with it's congestion, pollution and road damage.

The City is currently challenging our own "Vatican", a City within a City that follows no one's rules and does not pay it's fair share to it's host City.

The GTAA's shortfall in taxes is absorbed by the business, commercial and residential taxes currently assessed by the City and Region.



Some Effects of Salt on Plants, Animals and the Economy

- stunts growth of fresh water plants
- encourages toxic blue-green algae growth
- clogs water treatment plants with algae
- stunts agricultural crops
- plant loss results in less food for wildlife
- songbirds mistake salt crystals for grit
- results in smaller hatchlings
- salt water in ditches harmful when drunk by animals
- lower oxygen levels in lake harms aquatic plants and animals
- salt levels gradually increasing in drinking water
- salt sediment kills lake beds
- water-based tourism harmed



Fairwind Drive Fire Station

The new fire station for the Britannia Community has been successfully tendered and will be built by Pegah Construction Limited.

After surveying the residents of Fairwind Drive we found 90% wanted the station accessed from Eglinton Avenue instead of Fairwind Drive, so that is what has been designated.

Fairwind Drive Park will now be the site of an incredible Creative Community Playground. We are in the process of designing a playground made of cedar that inspires children in the surrounding areas to test their physical stamina as well as their imaginations.



Progress on the Britannia Farm

The final rezoning approvals for the 32 acre parcel of land on the farm will take place April 11th. This piece will have mixed use residential/commercial with an interesting streetscape along Hurontario.

The ground floor facing the LRT will have interesting shops, offices and restaurants in keeping with the farm theme.

The funds raised with this development will enable the Peel District School Board to complete a 168 acre Outdoor Education Centre.

Tourism Pays!

A new municipal hotel tax is coming into effect this April 1st. With a large number of hotels in Ward 5 on Hurontario and across Derry, Courtney Park etc, our ward will continue to be the economic engine of Mississauga. We already contribute 25.4% of all the residential, industrial and commercial taxes, including airport PILTs.

Mississauga will be establishing it's own Tourism Agency, separate from our former partnership with Toronto. We will also be recruiting a Tourism Manager to lead the implementation of Mississauga's Tourism Master Plan which will seek ways to attract tourists who will attend multi-day events, generating hotel stays.

Council has approved a 4% tax on hotel accommodation which is expected to raise up to \$10 million every year. The tax will apply to stays of up to 30 days or less in a hotel, motel, lodge, bed and breakfast or other private short-term rooms such as those listed on Airbnb.

Funds collected from the Hotel tax will be used to create more attractions and supplement grants to current tourism attractions. Mississauga is already known for Sports Tourism and a wide variety of festivals: Carrassauga, Rotary Ribfest, the Waterfront Festival, Southside Shuffle and a whole array of one and two day events at Celebration Square that feature the wide variety of ethnic groups that have built our amazing city.

I would love to hear your suggestions for the development of new attractions of interest such as the expansion of fishing sites along the Credit River. Please send them to carolyn.parrish@mississauga.ca.