
REVISED
Council

Date: January 31, 2024
Time: 9:30 AM
Location: Council Chambers, Civic Centre, 2nd Floor
300 City Centre Drive, Mississauga, Ontario, L5B 3C1
and Online Video Conference

Members

Mayor (Vacant)	
Councillor Stephen Dasko	Ward 1
Councillor Alvin Tedjo	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4 (Acting Mayor)
Councillor Carolyn Parrish	Ward 5
Councillor Joe Horneck	Ward 6
Councillor Dipika Damerla	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Martin Reid	Ward 9
Councillor Sue McFadden	Ward 10
Councillor Brad Butt	Ward 11

To Request to Speak on Agenda Items - Advance registration is required to make a Deputation please email Stephanie Smith, Legislative Coordinator at stephanie.smith@mississauga.ca or call 905-615-3200 ext. 3831 no later than **Monday, January 29, 2024 before 4:00PM.**

Questions for Public Question Period – To pre-register for Public Question Period, questions may be provided to the Legislative Coordinator at least 24 hours in advance of the meeting. Following the pre-registered questions, if time permits, the public may be given the opportunity to ask a question on an agenda item. Virtual participants must pre-register.

Comments submitted will be considered as public information and entered into the public record.

Virtual Participation - All meetings of Council are streamed live and archived at Mississauga.ca/videos. To speak during the virtual meeting or if you do not have access to the internet, contact the Legislative Coordinator and you will be provided with directions on how to participate.

Contact

Stephanie Smith, Supervisor, Legislative Services
905-615-3200 ext. 3831
Email stephanie.smith@mississauga.ca

Find it Online

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

An asterisk (*) symbol indicates an Item that has been either Revised or Added

1. **CALL TO ORDER**

2. **INDIGENOUS LAND STATEMENT**

We acknowledge the lands which constitute the present-day City of Mississauga as being part of the Treaty and Traditional Territory of the Mississaugas of the Credit First Nation, The Haudenosaunee Confederacy the Huron-Wendat and Wyandotte Nations. We recognize these peoples and their ancestors as peoples who inhabited these lands since time immemorial. The City of Mississauga is home to many global Indigenous Peoples.

As a municipality, the City of Mississauga is actively working towards reconciliation by confronting our past and our present, providing space for Indigenous peoples within their territory, to recognize and uphold their Treaty Rights and to support Indigenous Peoples. We formally recognize the Anishinaabe origins of our name and continue to make Mississauga a safe space for all Indigenous peoples.

3. **APPROVAL OF AGENDA**

4. **DECLARATION OF CONFLICT OF INTEREST**

5. **MINUTES OF PREVIOUS COUNCIL MEETING**

5.1 Council Minutes - January 17, 2024

6. **PRESENTATIONS**

6.1 Miles Roque, Chair, Mississauga School Traffic Safety Action Committee to present the Wilde Wood Award to the following schools:

1. St. Basil Catholic Elementary School (Ward 3)
2. St. Dominic Catholic Elementary School (Ward 1)
3. Darcel Avenue Senior Public School (Ward 5)
4. Nahani Way Public School (Ward 5)

6.2 Miles Roque, Chair, Mississauga School Traffic Safety Action Committee to present the Dr. Arthur Wood Award to Dana Wilson, Principal, Hillside Public School (Ward 2)

7. **DEPUTATIONS - Nil**

Each Deputation to Committee is limited to speaking not more than 5 minutes.

Pursuant to Section 57.1 of the Council Procedure By-law 0044-2022, as amended:

Deputations shall be received and the matter shall be referred to staff for a report, unless there is a resolution or recommendation passed to "receive" the Deputation. After a Deputation is completed, Members shall each have one opportunity to make a preamble statement and ask questions to the Deputant(s) or staff for clarification purposes only, and

without debate.

8. PUBLIC QUESTION PERIOD - 15 Minute Limit

Public Comments: Advance registration is required to participate and/or to make comments in the public meeting. Any member of the public interested in speaking to an item listed on the agenda must register by calling 905-615-3200 ext. 3831 or by emailing stephanie.smith@mississauga.ca by January 29, 2024 at 4:00 PM

Pursuant to Section 58 of the Council Procedure By-law 0044-2022, as amended: Council may grant permission to a member of the public to ask a question of Council, with the following provisions:

1. Questions may be submitted to the Clerk at least 24 hours prior to the meeting;
2. A person is limited to two (2) questions and must pertain specific item on the current agenda and the speaker will state which item the question is related to;
3. The total speaking time shall be five (5) minutes maximum, per speaker, unless extended by the Mayor or Chair; and
4. Any response not provided at the meeting will be provided in the format of a written response.

9. CONSENT AGENDA

10. INTRODUCTION AND CONSIDERATION OF CORPORATE REPORTS

10.1 2024 By-Election schedule to fill the vacant Head of Council seat

10.2 2024 Pre-Budget Submission

11. PRESENTATION OF COMMITTEE REPORTS

11.1 Planning and Development Committee Report 2 - 2024 dated January 22, 2024

11.2 General Committee Report 2 - 2024 - dated January 24, 2024

*11.3 Governance Committee Report 1 - 2024 - dated January 29, 2024

12. UNFINISHED BUSINESS - Nil

13. PETITIONS - Nil

14. CORRESPONDENCE

14.1 Information Items - Nil

14.2 Direction Items

14.2.1 A request for Municipal Significance Designation for the purpose of obtaining a Special Occasion Permit: Port Credit Secondary School (PCSS) Alumni Association is hosting their 100th Anniversary celebration on May 4, 2024 at PCSS (Ward 1)

15. NOTICE OF MOTION

- 15.1 A Notice of Motion regarding a vacancy on Regional Council (Councillor Damerla)
- 15.2 A Notice of Motion regarding taking action on auto theft in Mississauga (Councillor Tedjo)
- *15.3 A Notice of Motion for exemption from Funeral, Burial and Cremation Services Act, 2002 (Councillor Parrish)

16. MOTIONS

- 16.1 To close to the public a portion of the Council meeting to be held on January 31, 2024 to deal with various matters. (See Item 21 Closed Session)

17. INTRODUCTION AND CONSIDERATION OF BY-LAWS

- 17.1 A by-law to amend By-law No. 555-2000, as amended, being the Traffic By-law (Wards 2, 5 & 6)

GC-0133-2020/March 25, 2020

- 17.2 A By-law to authorize the execution of a Development Agreement (Consent) between Eden Oak (Harrison Ave) Inc. and the City of Mississauga 29 Harrison Avenue ("B" 44/22)

"B" 44/22/June 6, 2022

- 17.3 A by-law to approve the transfer of funds from Development Charges – Recreation Reserve Fund #31315 to PN 23309

GC-0583-2023/December 6, 2023

- 17.4 A by-law to approve the transfer of funds from Parking Meter Revenues Reserve Fund #35519 to PN 23197 Parking Pay and Display Machine Upgrade

GC-0029-2024/January 24, 2024

- 17.5 A by-law to remove a Municipal Capital Facility designation for a specified property from taxation for municipal and school purposes and to repeal By-Law 0015-2023

GC-0005-2024/January 10, 2024

- 17.6 A by-law to amend Sign By-law 0054-2022, to incorporate provisions for billboard signs with electronic changing copy & to extend the period that permits BIA boards to erect sidewalk signs inside existing planters located

on City Blvd within BIA & to extend the period for persons that erect portable signs to January 1, 2025

PDC-0002-2024/January 8, 2024 and 0006-2024/January 17, 2024

- 17.7 A by-law to amend the City's Building By-law 0203-2019, as amended, to extend the waiver of building permit application fees for temporary tents associated with seasonal outdoor retail sales

and display and seasonal outdoor patios accessory to a restaurant, convenience restaurant or take-out restaurant until December 31, 2025.

- *17.8 A by-law to authorize the execution of a Resource Agreement between the City of Mississauga and Metrolinx and to waive permitting and application fees under By-law 0199-2023, as amended, associated with the Eglinton Crosstown West Extension Project

GC-0053-2024/January 24, 2024

- *17.9 A by-law to amend the Acting Head of Council By-law 0222-2022

GOV-0003-2024/January 29, 2024

- *17.10 A by-law to amend the Council Procedure By-law 0044-2022, as amended

GOV-0006-2024/January 29, 2024

18. MATTERS PERTAINING TO REGION OF PEEL COUNCIL

19. COUNCILLORS' ENQUIRIES

20. OTHER BUSINESS/ANNOUNCEMENTS

21. CLOSED SESSION

- 21.1 Personal matters about an identifiable individual, including municipal or local board employees - Alectra Board of Directors Appointments (Verbal)

- 21.2 Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board:

Instructions on a proposed settlement of the appeals to the Ontario Land Tribunal by Miss BJL Corp. with respect to the lands located at 21-51 Queen Street North, (Ward 11)

- *21.3 This item was removed

~~Information explicitly supplied in confidence to the municipality or local board by Canada, a province or territory: Update on Peel Transition (Verbal)~~

- *21.4 Labour relations or employee negotiations (Verbal)

22. CONFIRMATORY BILL

A by-law to confirm the proceedings of the Council of The Corporation of the City of Mississauga at its meeting held on January 31, 2024 which includes: recommendations, any reports of committees and of local boards, each motion and resolution passed and other actions taken by the Council.

23. ADJOURNMENT

City of Mississauga
Corporate Report



<p>Date: January 12, 2024</p> <p>To: Acting Mayor and Members of Council</p>	<p>Originator's files:</p>
<p>From: Diana Rusnov, Director, Legislative Services and City Clerk</p>	<p>Meeting date: January 31, 2024</p>

Subject

2024 By-Election schedule to fill the vacant Head of Council seat

Recommendation

1. That as the City of Mississauga's Head of Council seat was declared vacant on January 17, 2024, Council be requested to pass a by-law at a special Council meeting to be held on March 6, 2024, requiring a by-election to be held to fill the vacancy.
2. That the amount of up to \$3.5 million be made available, funded through the Election Reserve 30135 to:
 - a. administer the 2024 by-election to fill the vacancy for Head of Council; and
 - b. fulfill the requirements of the City of Mississauga's Election Campaign Contribution Rebate program that pays rebates to eligible individuals who contribute to the campaigns for those running for seats on Council.

Executive Summary

- Following the resignation of former City of Mississauga Mayor, Bonnie Crombie, Council declared the seat for Head of Council vacant on January 17, 2024 in accordance with section 262(1) of the *Municipal Act, 2001*, as amended.
- After a seat on Council is declared vacant, Council has 60 days to pass a by-law requiring a by-election to be held to fill a vacancy.
- Based on when the by-law is passed, the Clerk establishes the election timeline within legislative parameters.
- It is recommended that Council pass a by-law requiring a by-election to fill the vacancy at a special Council meeting to be held on March 6, 2024. Once the by-law is passed, nominations will be accepted from March 6, 2024 to April 26, 2024. Voting day will be held on June 10, 2024

Background

On December 13, 2023, the City Clerk received the resignation of former Mayor, Bonnie Crombie. The resignation was effective as of January 12, 2024. In accordance with the *Municipal Act, 2001*, as amended (the Act), Council declared the Mayor's seat vacant at their next Council meeting held on January 17, 2024. Under section 284.12 of the Act, a vacancy for the Head of Council seat must be filled via by-election. In addition, the Act and the *Municipal Elections Act, 1996*, as amended (the MEA), provide the legislative parameters within which the Clerk must run a by-election. The legislative requirements are as follows:

Declaration of vacancy – the Act, s. 262(1): Following the resignation of a member of Council, the vacancy must be declared at the next Council meeting.

By-law to require a by-election – the Act, s. 263(5)1(ii): Council has 60 days following the declaration of a vacancy to pass a by-law requiring the Clerk to conduct a by-election to fill a vacancy for the Head of Council seat.

Nominations Open – MEA, s. 65(4)2: The nomination period will begin the day the by-law requiring a by-election is passed.

Nomination Day – MEA, s. 65(4)1(ii): Nomination Day is the last day that nominations will be accepted. The Clerk is required to set the nomination period for no less than 30 days from the day the by-law requiring a by-election is passed and no more than 60 days from the day the by-law is passed.

By-Election Day – MEA, s 65(4)3: The final day of voting must be 45 days after Nomination Day.

Comments

The City Clerk has scheduled the by-election to fill the vacancy for Head of Council for June 10, 2024. Advance Poll Days will be held at the Civic Centre on May 24 and 25 and at locations throughout the City on June 1 and 2. This schedule ensures that:

1. Election related risks are mitigated
2. Staff have enough time to complete tasks related to running a City-wide by-election
3. The timelines in the Act and MEA are met

When scheduling by-election activities, the Clerk considered:

- That June 10, 2024 is a Professional Activity Day for Peel District School Board and Dufferin-Peel District School board elementary schools; this makes it easier to use school facilities as voting locations
- That planning for a City-wide general election normally takes 2 years and staff require as much time as possible to conduct a City-wide by-election

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- The weather during the campaign period; the goal is to reduce the negative impact bad weather could have on a candidate's ability to campaign
- The amount of time candidates and Registered Third Party Advertisers may need to raise enough campaign contributions to run a City-wide campaign
- The weather during voting days. The Clerk's intention is to avoid inclement weather that could deter people from voting
- The number of election workers that must be on-boarded and trained to facilitate a City-wide by-election
- That booking school facilities can be a lengthy process
- The number of voting locations that have to be inspected by Information Technology staff to ensure that the locations meet technical requirements
- Imaging/preparing approximately 900 laptops for use at voting locations
- Preparing over 200 tabulators for use at voting locations

By-election Schedule

With the above in mind, the need to mitigate the extreme time constraints related to running a City-wide by-election, and assuming Council agrees to pass the by-law requiring a by-election at a special Council meeting to be held on March 6, 2024, the by-election schedule is as follows:

- Nominations will open at 3 p.m. on March 6, 2024
- The Clerk will fix Nomination Day (the day nominations close) for 2 p.m. April 26, 2024
- Advance Poll Days will be held at the Civic Centre on Friday, May 24 and Saturday, May 25, 2024
- Advance Poll Days will be held at locations throughout the City on Saturday, June 1, 2024 and Sunday, June 2, 2024
- Voting Day will be on Monday, June 10, 2024

Use of Alternative Voting Methods

As by-law 0043-2022, a by-law to authorize the use of voting and vote counting equipment to facilitate the 2022 Municipal Election in the City of Mississauga (attached as Appendix 1), passed on March 23, 2021 applies to both general and by-elections held between 2022 and 2026, the following equipment will be used:

- Optical scan vote counting tabulators
- AutoMark Voter Assist Terminals (AutoMark VAT) intended to provide support for voters with accessibility requirements

Unlike Advance Poll Days during the 2022 election, the ExpressVote Universal Voting System (ExpressVote) will not be used during the 2024 by-election. By way of background, this system printed ballots on demand and allowed voters to mark their ballots using a touch screen or using other accessible features. The ballot on demand printing made it easier for ballot issuing election workers to manage 55 ballot types. Because election workers will not have to manage 55 ballot types during the by-election, the requirement for ballot on demand printing is eliminated and therefore the ExpressVote is not required.

While ballot on demand printing is not required, accessibility support must be provided. With this in mind, 1 AutoMark VAT will be available at each Advance Poll location. All voters will be provided with a traditional pre-printed ballot and will be able to use a pen to mark their choices. However, if a voter has accessibility requirements, they will be able to use the AutoMark VAT on Advance Poll Days.

With the AutoMark VAT, voters insert their traditional, pre-printed ballot into the machine and use a touch screen, sip and puff or other accessibility devices and accessories to electronically mark their ballot. Marks made using an AutoMark VAT are indistinguishable from those made by a voter using a pen to mark their ballot.

As during the 2022 general election, Elections Systems and Software (ES&S) will continue to provide services related to election equipment, software and support.

Financial Impact

It is anticipated that the costs related to administering a City-wide by-election will be similar to the 2022 general election which cost approximately \$2.8 million before taking into account the Election Campaign Contribution Rebate Program. Approximately \$711,000 was paid in rebates although it is difficult to determine how much the cost of rebates might be for a by-election. Variables include the number of candidates that participate in the program and the amount of campaign contributions they receive. It is recommended that \$3.5 million be made available to cover the costs of the by-election and rebate payouts. This will be funded through the Election Reserve, 30135.

Conclusion

Former Mayor, Bonnie Crombie's resignation was effective as of January 12, 2024 and, as a result, Council declared the Head of Council seat vacant on January 17, 2024. It is recommended that Council pass a by-law requiring a by-election to fill the vacancy at a special Council meeting to be held on March 6, 2024. Once the by-law is passed, nominations will be accepted from March 6, 2024 to April 26, 2024. Voting day will be held on June 10, 2024.

Attachments

Appendix 1: By-law 0043-2022, A by-law to authorize the use of voting and vote counting equipment to facilitate the 2022 Municipal Election in the City of Mississauga



Diana Rusnov, Director, Legislative Services and City Clerk
Prepared by: Laura Wilson, Manager, Elections and Vital Statistics



THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER 0043-2022

A by-law to authorize the use of voting
and vote counting equipment to facilitate the 2022
Municipal Election in the City of Mississauga

WHEREAS subsection 42(1)(a) of the *Municipal Elections Act, 1996*, provides that a municipal council may pass a by-law authorizing the use of voting and vote counting equipment such as voting machines, voting recorders or optical scanning vote tabulators for the purposes of accessible voting and counting votes for a municipal election;

AND WHEREAS Council for the Corporation of the City of Mississauga ("Council") wishes to authorize voting and vote counting equipment for the 2022 municipal election;

NOW THEREFORE the Council of the Corporation of the City of Mississauga hereby **ENACTS** as follows:

PART 1 - DEFINITIONS

1. For the purposes of this By-law:

"**Advance Vote**" shall mean any advance vote before Voting Day in accordance with section 43 of the *MEA*;

"**MEA**" shall mean the *Municipal Elections Act, 1996*;

"**Regular Election**" shall mean the regular election held in 2022 as defined in section 4 of the *MEA*; and

"**Voting Day**" shall mean the day on which the final vote is to be taken in the Regular Election as defined in section 5 of the *MEA* or 45 days after nomination day for a by-election held in the 2022-2026 term in accordance with section 65 of the *MEA*, depending on the context.

PART 2 - VOTING AND VOTE COUNTING EQUIPMENT

2. Optical Scanning Vote tabulators, as developed by Election Systems and Software (ES&S) shall be authorized for use for any Advance Vote and on Voting Day.
3. Accessible voting machines as developed by Election Systems and Software (ES&S) shall be authorized for use for any Advance Vote for the 2022 municipal election.


PART 3 - PROCEDURES AND FORMS

4. The City Clerk shall establish procedures and forms for all voting and vote counting equipment as authorized by this By-law by June 1, 2022 for the Regular Election or in the case of a by-election, at least 60 days before the first day on which an elector can vote. The City Clerk shall provide a copy of these procedures and forms to each candidate.
5. The procedures and forms described in section 4 of this By-law, if they are consistent with the principles of the *MEA*, prevail over anything in the *MEA* and the regulations made under it.

PART 4 - SCOPE

6. This By-law applies to the Regular Election if enacted and passed on or before May 1, 2022 and applies to a by-election if the by-law is passed more than 60 days before Voting Day.

ENACTED and PASSED this 23rd day of March, 2022.

Approved by Legal Services City Solicitor City of Mississauga

Robert Genoway
Date: March 14, 2022
File: BL.01-21.04


ACTING MAYOR


CLERK

City of Mississauga
Corporate Report



<p>Date: January 23, 2024</p> <p>To: Mayor and Members of Council</p>	<p>Originator's files:</p>
<p>From: Shari Lichterman, CPA, CMA, City Manager and Chief Administrative Officer</p>	<p>Meeting date: January 31, 2024</p>

Subject

2024 Pre-Budget Submission

Recommendation

1. That the report entitled "2024 Provincial and Federal Pre-Budget Submissions", including Appendix 1 and 2, from the City Manger and Chief Administrative Officer, dated January 23, 2024, be approved for submission to the federal and provincial Ministries of Finance as part of their respective 2024 pre-budget consultations; and
2. That the Clerk be directed to forward the approved submissions with this report to the Provincial Minister of Finance, local MPPs, the Region of Peel, Ontario's Big City Mayors, the Federation of Canadian Municipalities, and the Association of Municipalities of Ontario.

Executive Summary

- Municipalities, along with many other stakeholders, provide written submissions to the provincial and federal governments as input into their respective annual budget process.
- On January 10, 2024, General Committee approved in principle the 2024 provincial and federal pre-budget submission recommendations, with additions.
- These recommendations will form the basis of the City's advocacy activities for 2024.
- Staff will monitor progress on each recommendation and report back to Council through analysis of the 2024 provincial and federal budgets, as well as government announcements.

Background

Municipalities across Ontario are encouraged to provide written submissions to the federal and provincial governments as they develop their respective budgets. The City of Mississauga has

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prepared similar pre-budget submissions in past years. It is a good opportunity to articulate the needs and priorities of the City to both levels of government. The deadline for the provincial budget consultation submissions is January 31, 2024 and provincial federal budget consultation submissions is February 9, 2024.

Comments

Through 2024 budget consultations, the federal and provincial governments are seeking public input from stakeholders on various issues. On January 10, 2024, Council provided input and approved recommendations for the provincial and federal pre-budget submissions. The 2024 provincial and federal pre-budget submissions, attached as Appendix 1 and 2, include detailed information on each recommendation and theme.

The 2024 Provincial and Federal Pre-Budget Submissions will form the foundation of our government advocacy efforts in 2024. Staff will continue to monitor progress on each recommendation and report back to Council through analysis of the 2024 provincial and federal budgets, as well as government announcements.

Financial Impact

There is no financial impact associated with the production of these submissions.

Conclusion

The City of Mississauga appreciates the opportunity to provide the federal and provincial Ministers of Finance with information and suggestions for the upcoming federal and provincial budgets. All of the recommendations outlined in this report are of importance to the City and would have a positive impact on funding vital infrastructure, supporting climate change adaptation and mitigation, creating local jobs and stimulating the economy, and building a great city.

Attachments

Appendix 1: 2024 Provincial Pre-Budget Submission

Appendix 2: 2024 Federal Pre-Budget Submission



Shari Lichterman, CPA, CMA, City Manager and Chief Administrative Officer

Prepared by: Jordan Hambleton, Government Relations Advisor

2024

**PROVINCIAL
PRE-BUDGET
SUBMISSION**



MISSISSAUGA



EXECUTIVE SUMMARY

The role of local government is critical in both the daily life of residents and to the long-term success of the communities in which they live. The federal and provincial governments have been strong partners for municipalities to deliver important transit, infrastructure, economic and housing supports. Municipalities are partners that deliver critical services and build communities.

Mississauga is a world-class city that has consistently delivered a high quality of life for residents. In fact, in the 2023 Citizen Satisfaction Survey, 79% of residents rated the quality of life in Mississauga to be good or excellent and 74% are satisfied with the services provided by the City. Mississauga is an economic engine for Ontario and Canada, home to the province's second largest economy. The city is seen as a safe place to invest due to our reputation as responsible stewards of the City finances and tax payer dollars, including being awarded a Triple A credit rating for 19 straight years.

Moving forward we need a fair, new deal from the federal and provincial governments that provides sufficient and sustainable funding to empower us to build a modern, 21st century city. Using 19th century tools to build a 21st century city does not work. The responsibilities of cities continues to grow and the property tax is no longer sufficient. Support and collaboration with our provincial and federal government partners is essential to realizing this and delivering the services, infrastructure and amenities that make our community a great place to live.

Mississauga has thrived for its first 50 years. Together, we can build a strong Mississauga for the future, ready to take on the challenges of the next 50 years and beyond. All politics is local and cities are on the front lines of climate change, public health, infrastructure, housing affordability, immigration, and so much more. It is time for a national conversation about the role cities play in building our provinces and our country, and it is equally important that action be taken to ensure municipalities like Mississauga have the tools and resources they need to meet the challenges of the 21st century.

OUR REQUESTS

Compensate
Mississauga
for the impacts
of housing

A new/fair deal
for municipalities

Provincial
support for
key financial
priorities

Provide funding
for key
Mississauga
Transit projects

Investments
that make an
impact on
climate change

Support for
Mississauga
Tourism

COMPENSATE

MISSISSAUGA FOR THE IMPACTS

OF HOUSING LEGISLATION



Compensate Mississauga for the Impacts of Housing Legislation

In November 2023, the Ontario government passed Bill 23, *More Homes Built Faster Act*. This legislation made sweeping changes to how development and growth is funded in Ontario, including the reduction of two important revenue sources for cities: development charges on “affordable” rental units and “attainable” housing, and cash-in-lieu of parkland. These charges build the pipes in the ground, the roads we drive on, the community amenities people enjoy, and the parks where people access nature – the things that make a community desirable to live and support the building of new units. These are an essential part of new development.

Without these fees collected on development, property tax payers will have to make up the difference. The property tax is not designed to do this. The losses from Bill 23 to the City of Mississauga over the next 10 years are projected at \$865 million. This is not fair or sustainable.

The provincial government promised it would “make municipalities whole” for these costs. However, the recently announced Building Faster Fund (BFF) and the water/waste water funds announced in 2023 are not sufficient to compensate Mississauga for its losses. Across Ontario, municipal losses have been estimated at \$5 billion. Moreover, the BFF measures municipalities on housing starts, which is something beyond the control of municipalities.

Request: Work with Mississauga and other municipalities to understand the full cost of the Bill 23 changes and fully compensate cities for the financial losses incurred.



Infrastructure Funding for Housing

Mississauga supports building housing and reaching the province's housing targets. Mississauga has a housing plan called "Growing Mississauga." However, hitting these targets requires increased infrastructure in support. Provincial legislation, housing targets, and Ministerial Zoning Orders (MZO) have all increased and expedited the infrastructure burden for municipalities. Provincial and federal supports are needed to ensure communities have the necessary infrastructure in place to build the housing units required to meet demand.

The provincial housing target of 120,000 homes in Mississauga over ten years also puts an undue strain on City resources to build the same amount of homes in 10 years that would have been built in 30. The Lakeview MZO, for instance, will have an especially significant impact as it will double the density on the site and see us welcome 40,000 new residents to our waterfront. This is the equivalent of a municipality the size of Woodstock being transported to the City of Mississauga. It will require us to completely rework our road infrastructure and

transit plans for Lakeshore road, which are insufficient at this time to support this growth.

Property taxes do not provide enough revenue to maintain our current infrastructure and to provide the necessary infrastructure to enable the development necessary to support new housing and build complete communities - parks and open space, trail connections, recreation, library and cultural amenities. We need provincial and federal funding to meet these increased requirements. Without additional funding, the cost will have to be passed on to taxpayers or service levels/ infrastructure programs would have to be reduced, potentially delaying housing starts.

Request: Increase funding for housing infrastructure needed to meet the province's housing targets, and measure municipalities on units approved, not housing starts.



Update Planning Act Printed Notice Requirements

The current statutory requirement in the Planning Act is to give notice in a print newspaper for various planning matters such as official plan amendments, zoning by-law amendments, draft plan of subdivision, and minor variance. With the ceasing of print editions of Metroland's community newspapers and flyers, the last remaining printed publication in the City of Mississauga that meets the notice requirements set out in the Act is no longer available. The City no longer has a reasonable option to meet the notice requirements but is still expected to post print notices for these statutory public meetings, which is a significant cost.

Request: Amend the Planning Act requirement regarding notices in print newspapers to reflect the realities of the decline of the print news industry in Ontario.



A NEW/FAIR DEAL FOR MUNICIPALITIES



A New/Fair Deal for Municipalities

Work with municipalities to develop a new funding model that is predictable, sustainable, and takes into account all pressures municipalities face. Municipalities like Mississauga own over 60 per cent of all infrastructure, but receive only ten cents of every tax dollar collected. Mississauga is thankful for funds like the Building Canada Fund and the Rapid Housing Initiative, but both have been exhausted. Cities need predictable, long-term funding to meet the growing demands of not only building new infrastructure and transit, but also maintaining existing stock. The federal and provincial governments need to work with municipalities to develop these funds.

There is only one taxpayer, but the money collected by all three levels of government can be better allocated and spent.

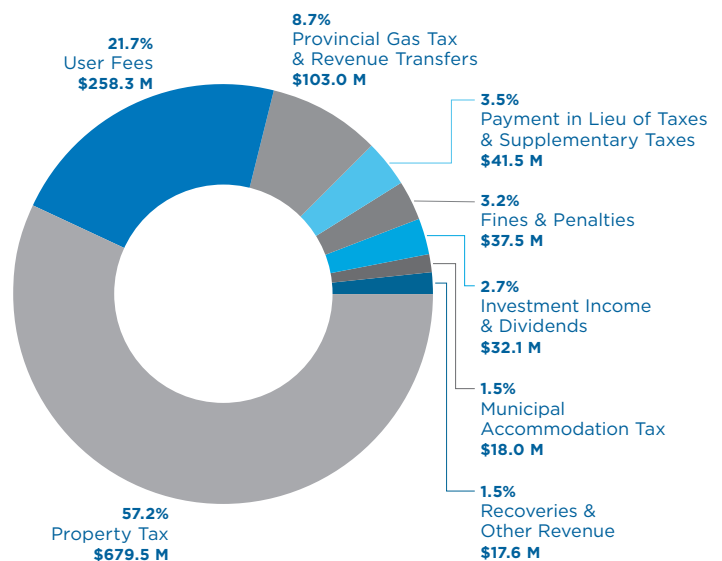
The City of Toronto was recently awarded a “new deal” by the provincial government, which included, among other actions, the uploading of the maintenance costs of two highways and the operating costs of the Eglinton Crosstown and Finch LRTs. Mississauga is seeking the same support from the provincial government for the operation of the Hurontario LRT, a significant operating cost for the City.

The Association of Municipalities of Ontario (AMO) has calculated that even after provincial transfers to cities for infrastructure and transit, municipalities, including Mississauga, are still subsidizing the province \$4 billion annually. In other words, due to provincial downloading of services and other costs, municipalities are covering \$4 billion of provincial responsibilities. Cities are doing this on the property tax and user fees, the only two tools at our disposal.

With the cuts to development charges and cash-in-lieu of parkland in Bill 23, the situation has become much worse.

The math does not add up for cities.

2024 Budgeted Revenue by Category (\$1.19 Billion)



Request: A new funding formula that fairly supports the building of twenty-first century cities.

Request: Upload to the province the costs of operating the Hazel McCallion Hurontario LRT.

**PROVINCIAL SUPPORT
FOR KEY FINANCIAL
PRIORITIES**



Need for Justices of the Peace

The Mississauga Provincial Offences Act (POA) Court still faces a backlog of 117,000 cases. Prior to 2020 the Mississauga POA court was resourced with 5 Justices of the Peace running 4 courtrooms with a Justice of the Peace schedule to do the intake matters. Since the pandemic and returning back to normal we are resourced with 3 Justices of the Peace. The total number of charges that were

withdrawn in 2023 was 22,082 with a revenue loss of \$3.5 million. Without greater judicial resources we face significant losses and will not be able to ensure timely and effective justice in Mississauga. It's also a significant revenue gap for us to fill. A request for more judicial resources has been raised to the provincial government over the last three years, but action has not yet been taken.

Request: Expedite the hiring of Justices of the Peace to support Mississauga's POA Court.



Maintain the Suspension of the 5% GTAA PILT Cap

Mississauga is grateful to the provincial government for lifting the 5 per cent cap on the Greater Toronto Airports Authority (GTAA) payment in lieu of taxes (PILT) in 2020. As the City and GTAA are still recovering from the pandemic, it's important that this cap not be reinstated. Moreover, Mississauga requests that before any decisions are made about the PILT cap, that the city be consulted about the formula.

The previous 5% cap was arbitrary and resulted in significant losses for the City of Mississauga. The GTAA does not pay taxes, but rather a payment in lieu of (instead of) taxes, based on the number of passengers that use the airport. The previous formula was calculated in 2001 and never updated. Pre-pandemic, Toronto Pearson consistently grew passenger volumes above 5%, meaning Mississauga lost revenue needed to fund the infrastructure to support the airport.

Request: Before the government makes any decisions on the GTAA PILT formula, that they consult with the City of Mississauga to create a fair and equitable agreement that treats Mississauga's resident and business taxpayers with respect.



PROVIDE FUNDING FOR KEY MISSISSAUGA TRANSIT PROJECTS

Mississauga is underserved by rapid transit compared to other GTA municipalities. Key transit projects are needed to support sustainable communities with the housing targets we have been given by the province. Our transit priorities include:

- The Downtown Hurontario LRT Loop
- All-Day Two-Way GO Service on the Milton Line
- Eglinton Crosstown West Extension Light Rail Transit to the Airport
- Downtown Mississauga Terminal and Transitway Connection
- Dundas Bus Rapid Transit Corridor – Mississauga West



The Downtown Hurontario LRT Loop

We want to thank the provincial government for the recent news directing Metrolinx to bring forward a plan to build the downtown Mississauga Loop. The Loop is a key transit project that will connect over 72,000 residents to the high order transit network of the City of Mississauga by the year 2051. Without it the highest growth area of the City is cut off from the Hurontario LRT. For Mississauga to fully realize becoming a transit oriented city, The Loop is critical.

Currently, thousands of jobs, businesses and housing units are located along the Hurontario corridor and Canada's largest development by Oxford Properties will be built in Mississauga's downtown Square One district.

Moving forward with the HuLRT project inclusive of the downtown loop represents major steps towards transformational transit improvements that our residents and businesses within the downtown and along the Hurontario corridor are depending on.

The loop is critical to supporting the growth of the City's downtown core which will grow by 50,000 people in the years to come. The Loop will allow people to live without a car and help the City achieve its vision of a liveable, walkable downtown core.

Mississauga is thankful about reports that the Downtown Loop will be reinstated and hope this work can be completed soon.

Request: Move forward to expedite the reintroduction of a fully funded Downtown Loop to connect downtown Mississauga to the Hazel McCallion LRT, helping Mississauga to be a truly transit oriented city and reach the province's housing targets.

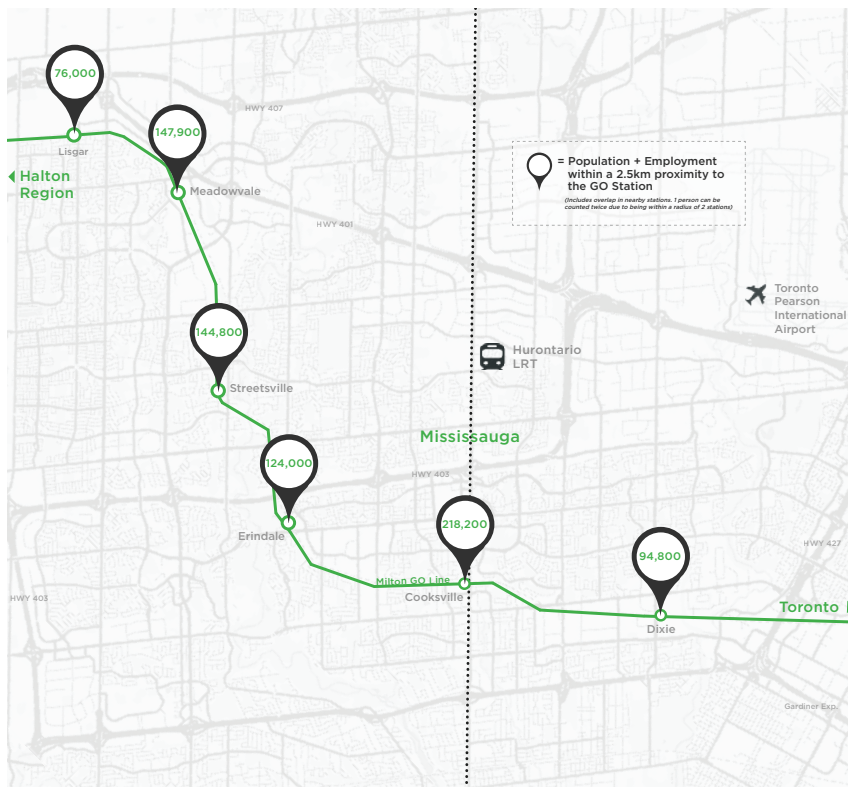


All-Day Two-Way GO Service on the Milton Line

The Milton GO Rail corridor is a key local and regional rapid transit corridor that, with increased two-way all-day service, will help respond to the growing traffic congestion, meet the demand for inter-regional transit service and support economic development. Mississauga is a net importer of jobs, but right now the trains on the Milton Line run the wrong way - west to east in the morning, and east to west at night. The introduction of two-way all-day service will also allow for improved transit travel within Mississauga given the six GO Rail stations located in the City. The City was advised discussions

on increased passenger service were occurring with Canadian Pacific Railway (CP) who own the rail corridor and use it for freight purposes. In addition, in 2021, the federal government announced \$500M in support for increased service on the Milton Line.

These are positive steps towards realizing increased service on this critical rail line, both for Mississauga and the GTHA. The City encourages the Government of Ontario to continue these discussions and develop a plan for implementing increased passenger service on the Milton GO line as soon as possible.



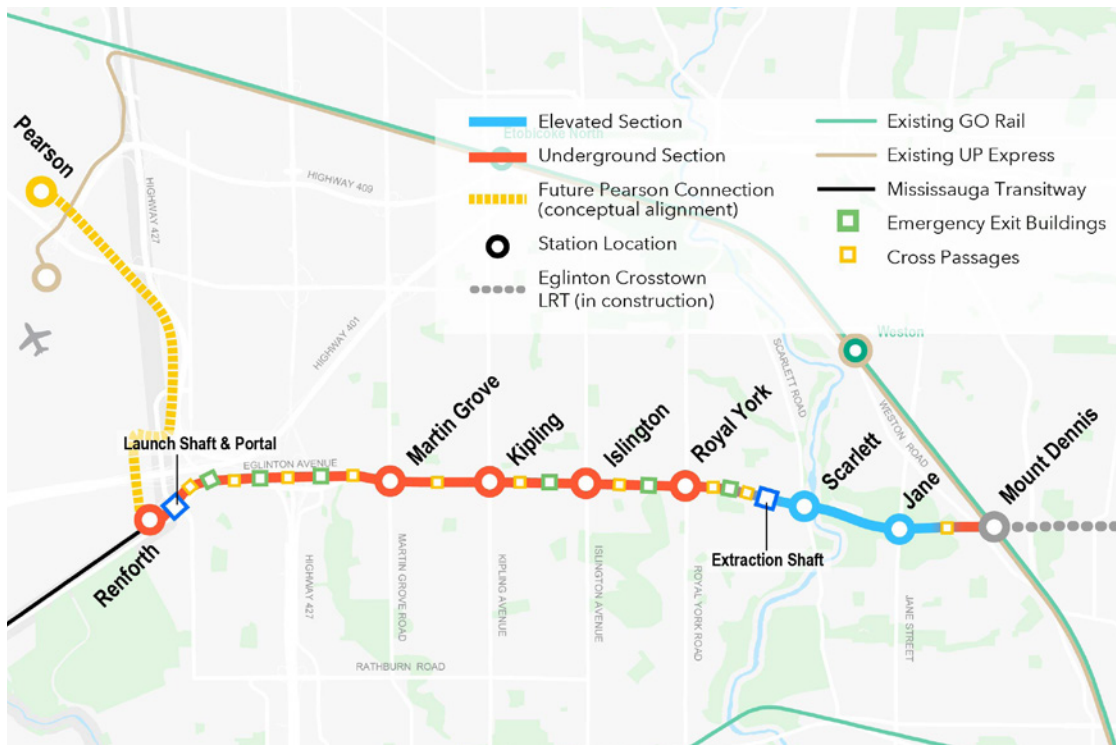
Request: The provincial government match the funding of the federal government and bring all-day two-way service to the Milton GO line.

Eglinton Crosstown West Extension Light Rail Transit to the Airport

The Eglinton Crosstown West Extension (ECWE) Light Rail Transit (LRT) will extend from the Mount Dennis station in Toronto to the Renforth Station in Mississauga. Mississauga is a net importer of jobs and this key connection to the Mississauga Transitway will provide higher order transit options for Toronto residents working in Mississauga. This segment is currently under construction. The Eglinton West LRT is also proposed to extend to the Regional Passenger and Transit Centre (RPTC) at Pearson Airport.

This connection would run through the Airport Corporate Centre and provide access to the Airport Megazone employment area, Canada’s second largest employment zone outside of Downtown Toronto. The City supports the addition of an LRT station in the Airport Corporate Centre to provide a direct transit link to jobs in this area.

Request: That the government fund the detailed design for the Pearson Airport connection to facilitate planning, design and construction efficiencies with the current ECWE LRT project.



All alignments and stations are conceptual and subject to change.
Image Credit: Metrolinx

Downtown Mobility Hub and Transitway Connection

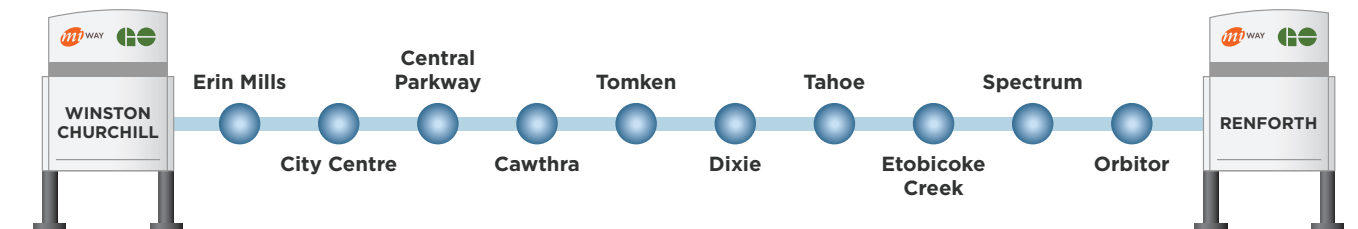
Mississauga’s 18 km, 12-station Transitway has made it faster and easier for commuters to travel to, from and through Mississauga and across the region. While the west and east portions of the transitway have access to dedicated lanes, the downtown portion experiences delays because it relies on accessing 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.

This new terminal will support the Hazel McCallion Line, future growth in Downtown Mississauga and the urban context that is expected to be achieved in a city the size of Mississauga.

An Initial Business Case, jointly led by the City and Metrolinx, was developed by 2020. The next phase of study is the preparation of a Transit Project Assessment Process. Once completed, this would lay out the plan to implement the continued development of Mississauga’s downtown as well as transit connections to the western GTHA and Toronto Pearson International Airport.

Request: The government fund the implementation of Downtown Mobility Hub and Transitway Connection.

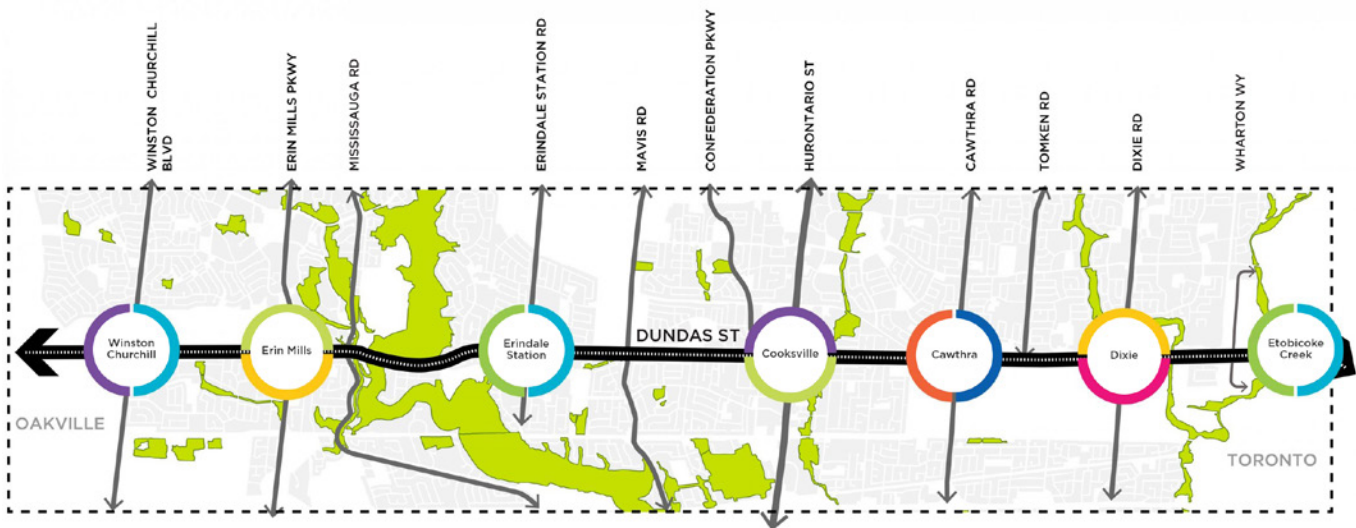


Dundas Bus Rapid Transit Corridor – Mississauga West

The City’s Dundas Connects project produced a Master Plan for the Dundas Corridor, which makes recommendations on land-use intensification and rapid transit for Dundas Street. Specifically, the Master Plan recommends a Bus Rapid Transit 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 leading to detailed design and construction. Federal and provincial funding for this work, such as through ICIP - for which the City has applied, would ensure that rapid transit would be available to support the growth and redevelopment along Dundas.

Request: The provincial government fund the Transit Project Assessment Process to plan for the next phase of the project westward.



These priority transit projects are essential to manage our growth, reach our housing target of 120,000 homes over 10 years, reduce congestion and gridlock on our roads, and reach our climate change targets. Mississauga asks that the federal and provincial governments come to the table to fund these important projects.

INVESTMENTS THAT MAKE AN IMPACT ON CLIMATE CHANGE

Along with investments in rapid transit, federal and provincial government support is needed to realize our climate change goals. We request support in particular for:

- New Zero Emission Bus Storage and Maintenance Facility
- Continued Support to Purchase Zero-Emission vs Diesel Buses
- Low Carbon Fueling Infrastructure (EV Charger or Hydrogen Refuelling)
- Creation of Hydrogen Innovation Fund for Transportation
- Low Carbon District Energy Strategy/Supports and Low-Carbon/Renewable Energy Incentives



New Zero Emission Bus Storage and Maintenance Facility

To meet the City's Climate Change Action Plan emission reduction targets, MiWay will need to change the existing diesel and hybrid diesel-electric fleet to a fully zero-emission transit fleet (with both Battery-Electric and Hydrogen Fuel Cell technology). Given existing garage constraints and the need to maintain service levels at MiWay's two existing facilities (Central Parkway and Malton), there is currently no opportunity to undertake the necessary

fleet conversion at these sites. As a result, MiWay requires a third transit garage which will be located at 7300 West Credit in the northwest end of the City. This facility has an estimated capital cost of \$500 Million. MiWay will be initiating the necessary environmental assessment and functional design studies in 2024 to have this project shovel ready for implementation pending funding availability.

Request: Support to fund the construction of a zero-emission transit garage estimated at \$500M.

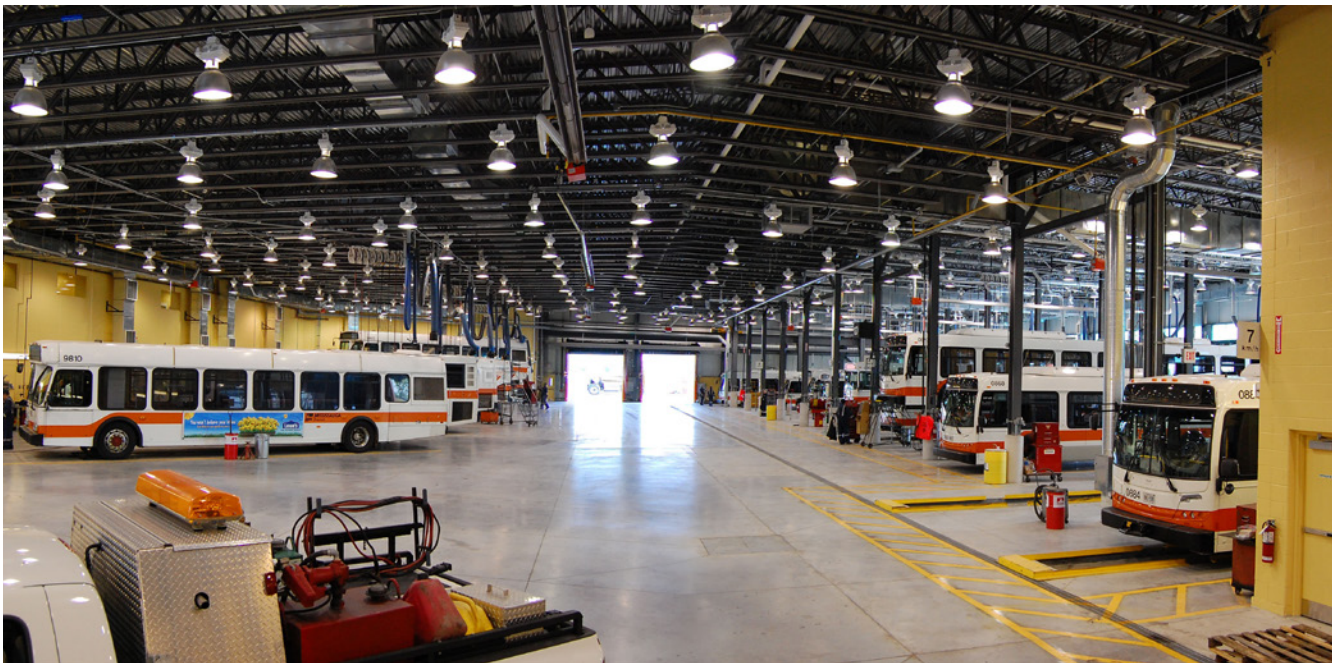


Continued Support to Purchase Zero-Emission vs Diesel Buses

Mississauga Transit ('MiWay') is committed to reducing overall GHG emissions significantly over the next decade. As of 2023, roughly 70 per cent of the City's corporate GHG emissions stem from public transit buses alone and MiWay must decrease emissions by 40 per cent by 2030 and 80 per cent by 2050 to meet the Climate Change Action Plan (CCAP) targets.

In order to do so, MiWay will no longer purchase conventional diesel buses, and will be required to purchase zero-emission buses over the next decade. The price premium to transition to a zero-emission fleet is significant due to the higher cost of buses and associated charging infrastructure. Federal and provincial investments are necessary in order to transition the fleet. Environmentally-friendly, zero-emission buses have many benefits: they produce little to no greenhouse gas emissions; are simpler to maintain; easier to drive; and produce less noise pollution.

Request: Provincial and Federal support to offset the cost premium of zero-emission buses.



Low Carbon Fueling Infrastructure (EV Charger or Hydrogen Refuelling)

Wider adoption of electric vehicles, electrification in facilities, and rapid growth will continue to add further strain on today's clean electricity grid. New hydroelectric, nuclear generation facilities and innovative low-carbon fuels will decarbonize the wider economy but they often take years to develop

and are longer-term investments. Investments in renewable energy like rooftop/canopy solar photovoltaics and battery storage at facility-level are quicker to deploy, and will prepare our facilities for additional demand. It will also create installation and service jobs in the local clean generation market.

Request: Government support for ready-to-deploy fueling infrastructure technologies.



Creation of Hydrogen Innovation Fund for Transportation

The government has invested in several key projects through the Hydrogen Innovation Fund to introduce hydrogen as a source of power into the provincial electricity grid. Like many municipalities, transit is Mississauga's largest source of greenhouse gas (GHG) emissions at 70 per cent. Innovative solutions

are needed to reach the climate goals in our Climate Change Action Plan. The creation of a separate fund to spur new hydrogen technology and innovation in the transit space is needed and would have a significant impact on emissions in Ontario.

Request: Create a separate fund for hydrogen technologies in transportation.



Low Carbon District Energy Strategy/Supports and Low-Carbon/Renewable Energy Incentives

The City of Mississauga is exploring the use of district energy (DE) systems to help us reach the goals in our Climate Change Action Plan. A study has been completed identifying areas that would be suitable for district energy and the downtown area ranked the highest. There are a number of benefits of district energy systems, including more efficient heating and cooling, ability to take advantage of innovative, low-carbon energy sources and technologies at scale (e.g., biomass, waste heat recovery, geoexchange), and increased reliability. Provincial support for this program would be a significant step in advancing Mississauga's emission reduction targets.

Carbon-intensive, natural gas-based equipment provide heating and hot water needs in most facilities, representing up to 90% of operational greenhouse gas emissions. Switching to low carbon technologies like heat pumps, electric boilers, and VRF systems etc. require large incremental capital costs due to a lack of market competitiveness and electrical infrastructure upgrades. Financial incentives on such technologies will not only reduce the costs to implement but signal greater adoption and confidence in the market.

Request: Fund incentives and programs for adoption of district energy and low-carbon technologies for buildings.



Image Credit: FVB Energy Inc.

SUPPORT FOR

MISSISSAUGA TOURISM



Support for Mississauga Tourism

Tourism is a vital contributor to both the culture and the economic prosperity of Mississauga. The industry still faces challenges, however, with tourism spending and international visitation unlikely to return to pre-pandemic levels until 2025. As it stands, 45% of Canadian tourism businesses may close within the next three years without government intervention and 51% of businesses now have over \$100,000 in outstanding debt.

Mississauga's Municipal Accommodation Tax (MAT) has been well-received and successful in support of the tourism industry, but faces shortfalls due to the revenues of operators still sitting below pre-pandemic levels. The industry also faces staffing challenges with many businesses unable to find workers to meet their needs.

To ensure the tourism sector thrives in Mississauga, sustainable funding for the Tourism and Cultural industries is required from the federal and provincial governments. Not only will this support drive more people to experience our City but it will also help the local economy through tourism spending. Mississauga needs support to attract international

business and sporting events that contribute to both the City's, province's and Canada's economy. Incentives are also needed to encourage regional cooperation in pursuit of these larger events to increase the chance of successful bids.

Higher level government support is also needed to address the labour shortage within the industry. Programs are needed to increase career awareness and combat misconceptions about careers within the tourism industry. Immigration barriers currently make it extremely difficult to attract and retain international talent. Without policy changes the industry will continue to lag in its recovery.

Example: Illumi Mississauga

Featuring more than 20 million LED lights, Illumi Mississauga welcomes people of all ages to embark on an adventure through a 600,000-square-foot site (complete with) thousands of light structures throughout the nocturnal journey. The festival has attracted 400,000 visitors during its stay so far in Mississauga. Provincial support is needed to ensure the continued success of attractions such as Illumi to our city.

Request: Funding to support the tourism industry's continued recovery and policies and programs to address the ongoing labour shortage.



Illumi Mississauga. Image Credit: Tourism Mississauga

CONCLUSION

Municipalities play a vital role in the delivery of critical services that residents rely on. The City of Mississauga's Council and Leadership Team continue to deliver value for money and exceptional customer service to the residents of Mississauga.

The provincial and federal government are important partners in ensuring the City meets its objectives, realizes its vision, and achieves its city-building priorities, specifically through proper funding mechanisms. As we take on services previously managed by the Region of Peel we will need to strengthen those partnerships and ensure that as Ontario's third-largest city, we remain positioned to deliver a world-class, 21st century city.

Whatever challenges we will face, we are certain we can overcome them if we work together.

For more information visit

mississauga.ca or email us

strategicinitiatives@mississauga.ca

2024

PROVINCIAL

PRE-BUDGET

SUBMISSION

2024

FEDERAL

PRE-BUDGET

SUBMISSION



MISSISSAUGA



EXECUTIVE SUMMARY

The role of local government is critical in both the daily life of residents and to the long-term success of the communities in which they live. The federal and provincial governments have been strong partners for municipalities to deliver important transit, infrastructure, economic and housing supports. Municipalities are partners that deliver critical services and build communities.

Mississauga is a world-class city that has consistently delivered a high quality of life for residents. In fact, in the 2023 Citizen Satisfaction Survey, 79% of residents rated the quality of life in Mississauga to be good or excellent and 74% are satisfied with the services provided by the City. Mississauga is an economic engine for Ontario and Canada, home to the province's second largest economy. The city is seen as a safe place to invest due to our reputation as responsible stewards of the City finances and tax payer dollars, including being awarded a 'Triple A' credit rating for 19 straight years.

Moving forward we need a fair, new deal from the federal and provincial governments that provides sufficient and sustainable funding to empower us to build a modern, 21st Century city. Using 19th century tools to build a 21st century city does not work. The responsibilities of cities continues to grow and the property tax is no longer sufficient. Support and collaboration with our provincial and federal government partners is essential to realizing our shared goals and delivering the services, infrastructure and amenities that make our community a great place to live.

Mississauga has thrived for its first 50 years. Together, we can build a strong Mississauga for the future, ready to take on the challenges of the next 50 years and beyond. All politics is local and cities are on the front lines of climate change, public health, infrastructure, housing affordability, immigration, and so much more. It is time for a national conversation about the role cities play in building our provinces and our country, and it is equally important that action be taken to ensure municipalities like Mississauga have the tools and resources they need to meet the challenges of the 21st century.

OUR REQUESTS

**Infrastructure
Funding for
Housing**

**A new/fair deal
for municipalities**

**Provide funding
for key Mississauga
Transit projects**

**Investments
that make an
impact on
climate change**

**Support for
Mississauga
Tourism**

INFRASTRUCTURE

FUNDING FOR HOUSING



Infrastructure Funding for Housing

Mississauga is thankful for the funding recently provided through the Housing Accelerator Fund. This funding will help us build thousands of new homes in our community. However, the federal government needs to remain active on the housing file and provide funding to increase the supply of funding. Mississauga supports building housing and reaching the province's housing targets. Mississauga has a housing plan called "Growing Mississauga." However, hitting these targets requires increased infrastructure in support. Provincial legislation, housing targets, and Ministerial Zoning Orders (MZO) have all increased and expedited the infrastructure burden for municipalities. Provincial and federal supports are needed to ensure communities have the necessary infrastructure in place to build the housing units required to meet demand.

The provincial housing target of 120,000 homes in Mississauga over ten years also puts an undue strain on City resources to build the same amount of homes in 10 years that would have been built in 30.

The Lakeview MZO, for instance, will have an especially significant impact as it will double the density on the site and see us welcome 40,000 new residents to our waterfront. This is the equivalent of a municipality the size of Woodstock being transported to the City of Mississauga. It will require us to completely rework our road infrastructure and transit plans for Lakeshore road, which are insufficient at this time to support this growth.

Property taxes do not provide enough revenue to maintain our current infrastructure and to provide the necessary infrastructure to enable the development necessary to support new housing and build complete communities - parks and open space, trail connections, recreation, library and cultural amenities. We need provincial and federal funding to meet these increased requirements. Without additional funding, the cost will have to be passed on to taxpayers or service levels/ infrastructure programs would have to be reduced, potentially delaying housing starts.

Request: Federal government remain committed to building affordable housing by providing continued funding for housing related infrastructure in Mississauga, to help us meet our housing targets.



A NEW/FAIR DEAL FOR MUNICIPALITIES



A New/Fair Deal for Municipalities

Work with municipalities to develop a new funding model that is predictable, sustainable, and takes into account all pressures municipalities face. Municipalities like Mississauga own over 60 per cent of all infrastructure, but receive only ten cents of every tax dollar collected. Mississauga is thankful for funds like the Housing Accelerator Fund, but cities need predictable, long-term funding to meet the growing demands of not only building new infrastructure and transit, but also maintaining existing stock. The federal and provincial governments need to work with municipalities to develop these funds.

There is only one taxpayer, but the money collected by all three levels of government can be better allocated and spent.

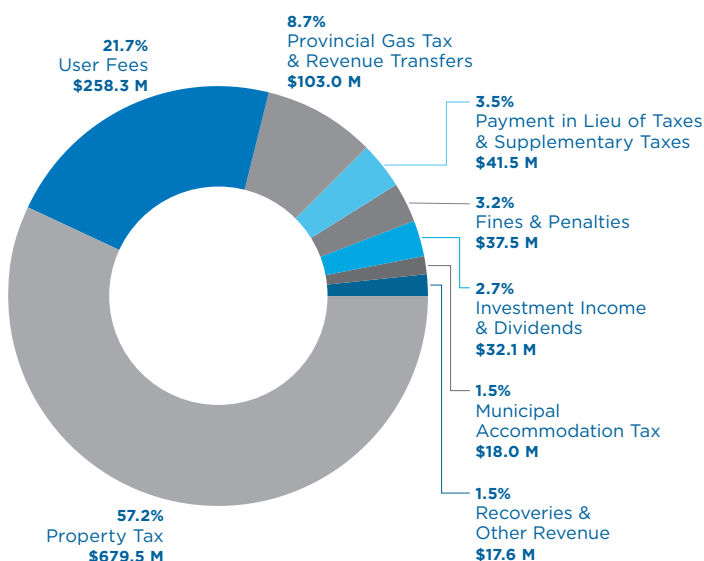
The City of Toronto was recently awarded a “new deal” by the provincial government, which highlights the inadequacy of the current funding formula. Mississauga, like many other municipalities, faces the same challenges the City of Toronto faces, but with even fewer revenue tools at our disposal.

The Association of Municipalities of Ontario (AMO) has calculated that even after provincial transfers to cities for infrastructure and transit, municipalities, including Mississauga, are still subsidizing the province \$4 billion annually. In other words, due to provincial downloading of services and other costs, municipalities are covering \$4 billion of provincial responsibilities. Cities are doing this on the property tax and user fees, the only two tools at our disposal. With the cuts to development charges and cash-in-lieu of parkland in Bill 23, the situation has become much worse.

The math does not add up for cities.

Request: Work with municipalities and the province to develop a new, consistent funding program that supports cities in their goal of building strong, resilient communities. City-building is nation-building.

2024 Budgeted Revenue by Category (\$1.19 Billion)



PROVIDE FUNDING FOR KEY MISSISSAUGA TRANSIT PROJECTS

Mississauga is underserved by rapid transit compared to other GTA municipalities. Key transit projects are needed to support sustainable communities with the housing targets we have been given by the province. Our transit priorities include:

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The loop is critical to supporting the growth of the City's downtown core which will grow by 50,000 people in the years to come. The Loop will allow people to live without a car and help the City achieve its vision of a liveable, walkable downtown core.

Request: Work with the province to expedite and fully fund The Loop to connect downtown Mississauga to the Hazel McCallion LRT helping Mississauga to be a truly transit oriented city.

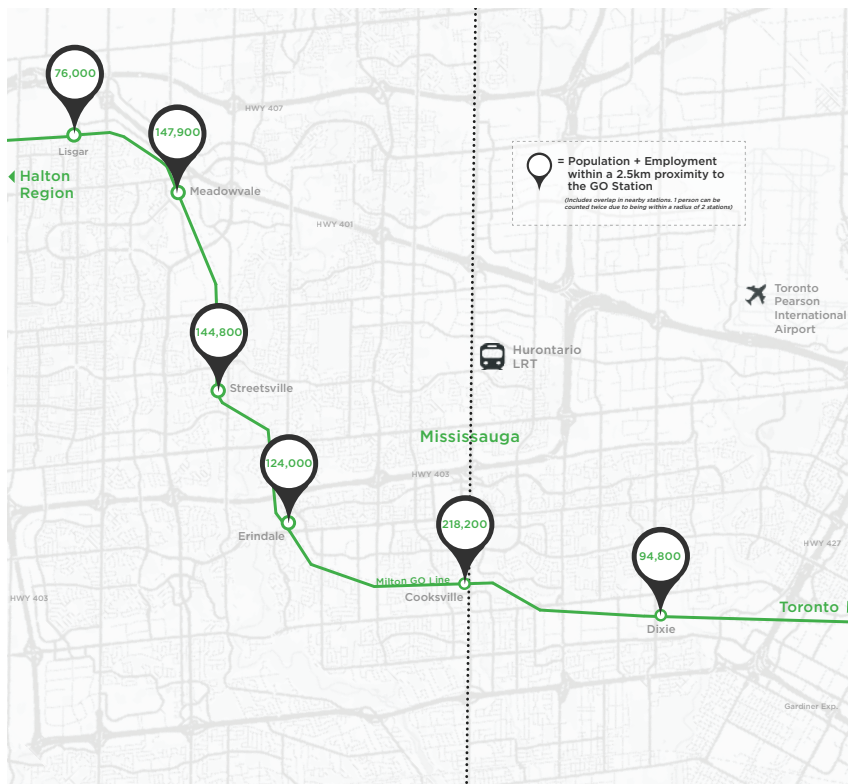


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These are positive steps towards realizing increased service on this critical rail line, both for Mississauga and the GTHA. The City encourages the Government of Ontario to continue these discussions and develop a plan for implementing increased passenger service on the Milton GO line as soon as possible.



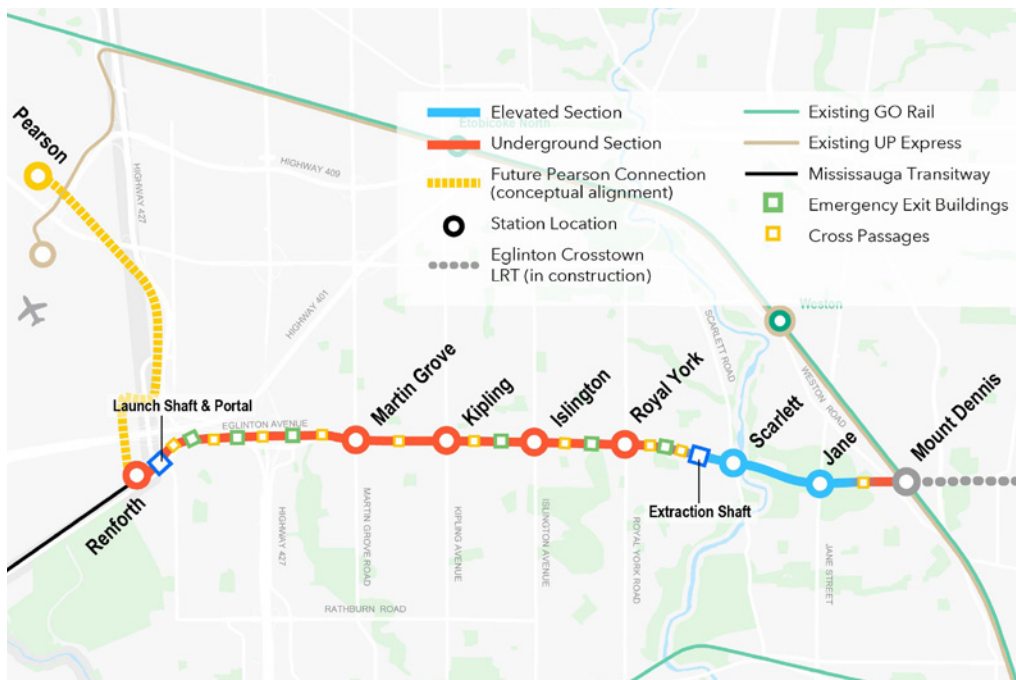
Request: Maintain the federal government funding commitment and bring all-day two-way service to the Milton GO line.

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The Eglinton Crosstown West Extension (ECWE) Light Rail Transit (LRT) will extend from the Mount Dennis station in Toronto to the Renforth Station in Mississauga. Mississauga is a net importer of jobs and this key connection to the Mississauga Transitway will provide higher order transit options for Toronto residents working in Mississauga. This segment is currently under construction. The Eglinton West LRT is also proposed to extend to the Regional Passenger and Transit Centre (RPTC) at Pearson Airport.

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Request: That the federal government support and work with the province to fund the detailed design for the Pearson Airport connection to facilitate planning, design and construction efficiencies with the current ECWE LRT project.



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Image Credit: Metrolinx

Downtown Mobility Hub and Transitway Connection

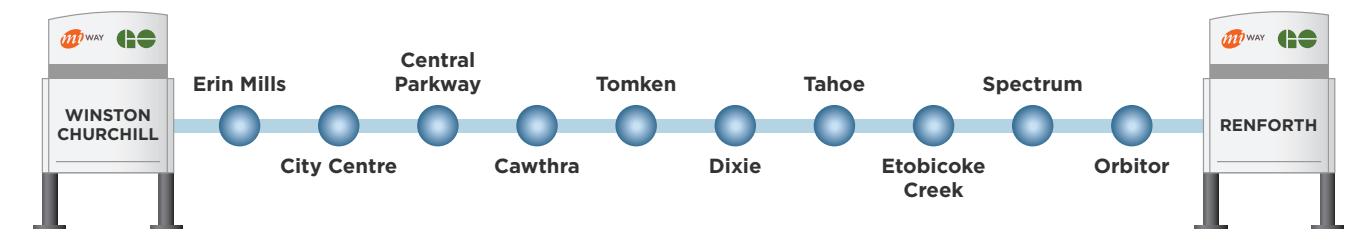
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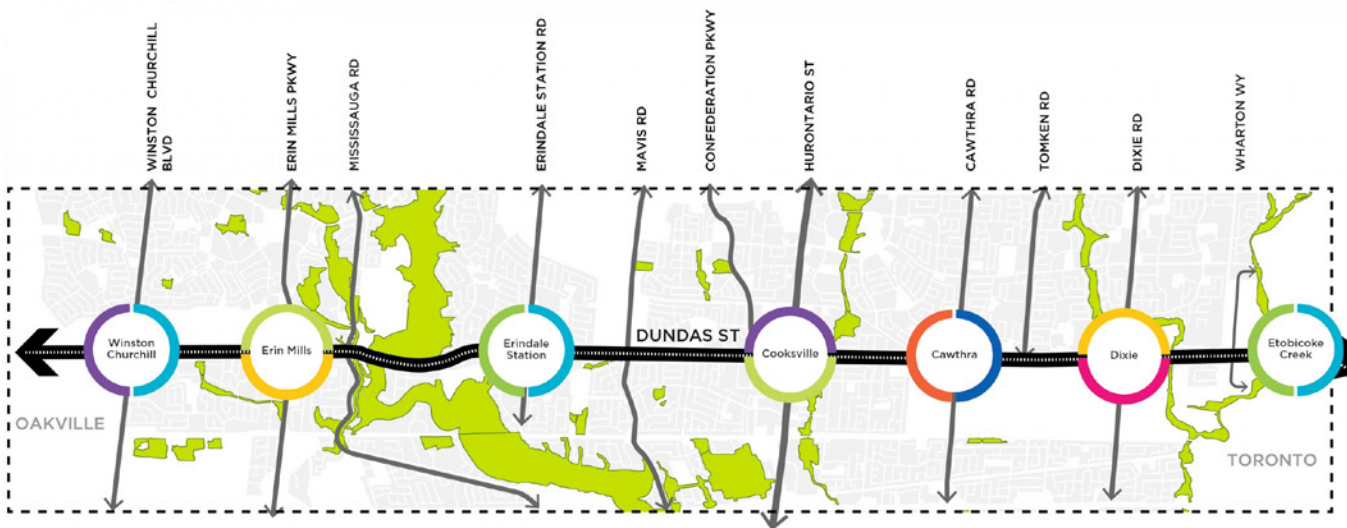


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The next steps in advancing this transit initiative are the completion of a Transit Project Assessment Process leading to detailed design and construction. Federal and provincial funding for this work, such as through ICIP - for which the City has applied, would ensure that rapid transit would be available to support the growth and redevelopment along Dundas.

Request: That the federal government support and work with the province to fund the Transit Project Assessment Process to plan for the next phase of the project.



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New Zero Emission Bus Storage and Maintenance Facility

To meet the City's Climate Change Action Plan emission reduction targets, MiWay will need to change the existing diesel and hybrid diesel-electric fleet to a fully zero-emission transit fleet (with both Battery-Electric and Hydrogen Fuel Cell technology). Given existing garage constraints and the need to maintain service levels at MiWay's two existing facilities (Central Parkway and Malton), there is currently no opportunity to undertake the necessary

fleet conversion at these sites. As a result, MiWay requires a third transit garage which will be located at 7300 West Credit in the northwest end of the City. This facility has an estimated capital cost of \$500 Million. MiWay will be initiating the necessary environmental assessment and functional design studies in 2024 to have this project shovel ready for implementation pending funding availability.

Request: Provide financial support to fund the construction of a zero-emission transit garage estimated at \$500M.

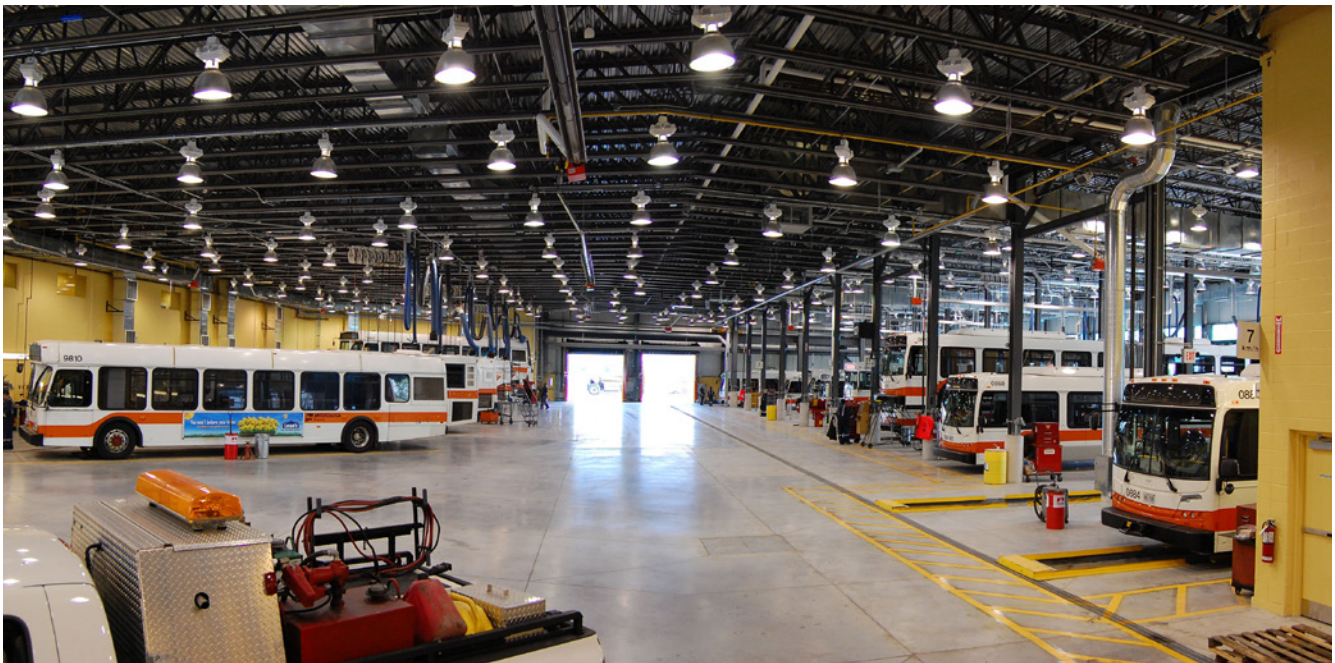


Continued Support to Purchase Zero-Emission vs Diesel Buses

Mississauga Transit ('MiWay') is committed to reducing overall GHG emissions significantly over the next decade. As of 2023, roughly 70 per cent of the City's corporate GHG emissions stem from public transit buses alone and MiWay must decrease emissions by 40 per cent by 2030 and 80 per cent by 2050 to meet the Climate Change Action Plan (CCAP) targets.

In order to do so, MiWay will no longer purchase conventional diesel buses, and will be required to purchase zero-emission buses over the next decade. The price premium to transition to a zero-emission fleet is significant due to the higher cost of buses and associated charging infrastructure. Federal and provincial investments are necessary in order to transition the fleet. Environmentally-friendly, zero-emission buses have many benefits: they produce little to no greenhouse gas emissions; are simpler to maintain; easier to drive; and produce less noise pollution.

Request: Provide federal funding to support the offset of the cost premium of zero-emission buses.



Low Carbon Fueling Infrastructure (EV Charger or Hydrogen Refuelling)

Wider adoption of electric vehicles, electrification in facilities, and rapid growth will continue to add further strain on today's clean electricity grid. New hydroelectric, nuclear generation facilities and innovative low-carbon fuels will decarbonize the wider economy but they often take years to develop

and are longer-term investments. Investments in renewable energy like rooftop/canopy solar photovoltaics and battery storage at facility-level are quicker to deploy, and will prepare our facilities for additional demand. It will also create installation and service jobs in the local clean generation market.

Request: Provide support for ready-to-deploy fueling infrastructure technologies.



Creation of Hydrogen Innovation Fund for Transportation

The provincial government has invested in several key projects through the Hydrogen Innovation Fund to introduce hydrogen as a source of power into the provincial electricity grid. Like many municipalities, transit is Mississauga's largest source of greenhouse gas (GHG) emissions at 70 per cent. Innovative

solutions are needed to reach the climate goals in our Climate Change Action Plan. The creation of a separate fund to spur new hydrogen technology and innovation in the transit space is needed and would have a significant impact on emissions in Ontario.

Request: Create a separate municipal fund for hydrogen technologies in transportation.



Low Carbon District Energy Strategy/Supports and Low-Carbon/Renewable Energy Incentives

The City of Mississauga is exploring the use of district energy (DE) systems to help us reach the goals in our Climate Change Action Plan. A study has been completed identifying areas that would be suitable for district energy and the downtown area ranked the highest. There are a number of benefits of district energy systems, including more efficient heating and cooling, ability to take advantage of innovative, low-carbon energy sources and technologies at scale (e.g., biomass, waste heat recovery, geoexchange), and increased reliability. Provincial support for this program would be a significant step in advancing Mississauga's emission reduction targets.

Carbon-intensive, natural gas-based equipment provide heating and hot water needs in most facilities, representing up to 90% of operational greenhouse gas emissions. Switching to low carbon technologies like heat pumps, electric boilers, and VRF systems etc. require large incremental capital costs due to a lack of market competitiveness and electrical infrastructure upgrades. Financial incentives on such technologies will not only reduce the costs to implement but signal greater adoption and confidence in the market.

Request: Fund incentives and programs for adoption of district energy and low-carbon technologies for buildings.



Image Credit: FVB Energy Inc.

SUPPORT FOR

MISSISSAUGA TOURISM



Support for Mississauga Tourism

Tourism is a vital contributor to both the culture and the economic prosperity of Mississauga. The industry still faces challenges, however, with tourism spending and international visitation unlikely to return to pre-pandemic levels until 2025. As it stands, 45% of Canadian tourism businesses may close within the next three years without government intervention and 51% of businesses now have over \$100,000 in outstanding debt.

Mississauga's Municipal Accommodation Tax (MAT) has been well-received and successful in support of the tourism industry, but faces shortfalls due to the revenues of operators still sitting below pre-pandemic levels. The industry also faces staffing challenges with many businesses unable to find workers to meet their needs.

To ensure the tourism sector thrives in Mississauga, sustainable funding for the Tourism and Cultural industries is required from the federal and provincial governments. Not only will this support drive more people to experience our City but it will also help the local economy through tourism spending. Mississauga needs support to attract international

business and sporting events that contribute to both the City's, province's and Canada's economy. Incentives are also needed to encourage regional cooperation in pursuit of these larger events to increase the chance of successful bids.

Higher level government support is also needed to address the labour shortage within the industry. Programs are needed to increase career awareness and combat misconceptions about careers within the tourism industry. Immigration barriers currently make it extremely difficult to attract and retain international talent. Without policy changes the industry will continue to lag in its recovery.

Example: Illumi Mississauga

Featuring more than 20 million LED lights, Illumi Mississauga welcomes people of all ages to embark on an adventure through a 600,000-square-foot site (complete with) thousands of light structures throughout the nocturnal journey. The festival has attracted 400,000 visitors during its stay so far in Mississauga. Provincial support is needed to ensure the continued success of attractions such as Illumi to our city.

Request: Funding to support the tourism industry's continued recovery and policies and programs to address the ongoing labour shortage.



Illumi Mississauga. Image Credit: Tourism Mississauga

CONCLUSION

Municipalities play a vital role in the delivery of critical services that residents rely on. The City of Mississauga's Council and Leadership Team continue to deliver value for money and exceptional customer service to the residents of Mississauga.

The provincial and federal government are important partners in ensuring the City meets its objectives, realizes its vision, and achieves its city-building priorities, specifically through proper funding mechanisms. As we take on services previously managed by the Region of Peel we will need to strengthen those partnerships and ensure that as Ontario's third-largest city, we remain positioned to deliver a world-class, 21st century city. Whatever challenges we will face, we are certain we can overcome them if we work together.

For more information visit

mississauga.ca or email us

strategicinitiatives@mississauga.ca

2024

FEDERAL

PRE-BUDGET

SUBMISSION

REPORT 2 - 2024

To: MAYOR AND MEMBERS OF COUNCIL

The Planning and Development Committee presents its second report for 2024 and recommends:

PDC-0003-2024

That the City's Building By-law 203-2019 respecting construction, demolition and change of use permit, inspections and related matters (The Building By-law) be amended to extend the waiver of building permit fees for temporary tents associated with seasonal outdoor retail sales and seasonal outdoor patios accessory to a restaurant, convenience restaurant or take-out restaurant, as defined in the Zoning By-law 0225-2007, as amended, until December 31, 202

PDC-0004-2024

1. That City Council considers the changes to the applications since the public meeting to be minor and, therefore, pursuant to the provisions of subsection 34(17) of the Planning Act, any further notice regarding the proposed amendment is hereby waived.
2. That City Council amend Mississauga Official Plan to the Residential High Density designation for 799, 801, 803 and 805 Dundas Street East, in accordance with the provisions contained in the staff report dated January 3, 2024 from the Commissioner of Planning and Building.
3. That City Council amend Zoning By-law 0225-2007 to H-RA3- Exception (Apartments - Exception) for 799, 801, 803 and 805 Dundas Street East, in accordance with the provisions contained in the staff report dated January 3, 2024 from the Commissioner of Planning and Building.
4. That City Council direct the applicant to satisfy all requirements of the City and any other external agency concerned with the development.
5. That the "H" holding provision is to be removed from the RA3 - Exception (Apartments - Exception) zoning applicable to the subject lands, by further amendment upon confirmation from applicable agencies and City Departments that matters as outlined in the report dated January 3, 2024, from the Commissioner of Planning and Building have been satisfactorily addressed.
6. That City Council's approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.
7. That two oral submissions be received.

PDC-0005-2024

That the discussion with respect to Co-op Housing be received for information.

REPORT 2 - 2024

To: ACTING MAYOR AND MEMBERS OF COUNCIL

The General Committee presents its second report for 2024 and recommends:

GC-0025-2024

That the anthem titled “Mississauga” written and performed by Mikey Bloom, Resident, Singer/Songwriter be adopted as the City of Mississauga’s official 50th Anniversary song.

GC-0026-2024

That the deputation and associated presentation by Mike Douglas, Executive Director, Mississauga Arts Council regarding their initiatives supporting Mississauga’s 50th Anniversary, be received.

GC-0027-2024

That the following items were approved on the consent agenda:

- 11.1 Heritage Advisory Committee Report 1 – 2024 – dated January 9, 2024
- 11.2 Mississauga Cycling Advisory Committee Report 1 – 2024 – dated January 9, 2024
- 16.1 A Notice of Motion regarding Taking Action on Auto Theft in Mississauga (Councillor Tedjo)
- 16.2 A Notice of Motion regarding a Vacancy on Regional Council (Councillor Damerla)

GC-0028-2024

That the draft Corporate Policy and Procedure – Reduction of Single-use Items in City Facilities and Operations Policy attached as Appendix 1 to the Corporate Report entitled “Reduction of Single-use Items in City Facilities and Operations Policy” dated December 6, 2023 from the Commissioner of Community Services be approved.

GC-0029-2024

1. That the Chief Procurement Officer or Designate be authorized to initiate contract negotiations with Precise Parklink Inc. to continue a long term partnership and establish the Pay by Licence Plate Parking Management System Acquisition Agreement for a seven year period from March 2024 to March 2031, as outlined in the report from the Commissioner of Transportation and Works, dated December 18, 2023 and entitled “Single Source Award for the Pay and Display Parking Management System with Precise Parklink Inc. – Amendment and Extension - File Ref: PRC004133 and old file FA.49.141-16 (Wards 1,2, 4 and Ward 7)”.

2. That the Chief Procurement Officer or designate be authorized to execute the contract and all related ancillary documents with Precise Parklink Inc. on a single source basis for products, services, and maintenance and support, with forecasted growth estimated at \$7,194,560 for the seven year period, in a form satisfactory to the City Solicitor and subject to annual budget approval.
3. That capital project PN 23-197 "Parking Pay and Display Machine Upgrade" be amended to a gross budget and net budget of \$2,481,000 to be funded from Parking Meter Revenues (Account #35519).
4. That funding of \$1,519,000 be transferred from Parking Meter Revenues (Account #35519) to PN 23-197 "Parking Pay and Display Machine Upgrade".
5. That the Chief Procurement Officer or designate be authorized, where the amount is provided in the budget, to increase the value of the contract to accommodate growth, and to negotiate and execute contract amendments to add any future features, functionalities, modules and systems related to Precise Parklink Inc.'s Pay by Licence Plate parking management system solutions in order to accommodate the City's growth requirements such as better alignment, audit controls, modernization and mobility.
6. That Precise Parklink Inc. continues to be designated a "City Standard" for the seven year period, March 2024 to March 2031.
7. That all necessary by-laws be enacted.

GC-0030-2024

1. That Council approve the Corporate Report entitled "Single Source Contract Award with the Toronto Star for Mandatory Public Notices Requirements" dated December 15, 2023 from the City Manager and Chief Administration Officer.
2. That the Chief Procurement Officer or designate be authorized to award and execute a one-year single-source contract with the Toronto Star, under the City's Procurement By-law, and all documents relating thereto including any necessary ancillary documents and/or amending and extension agreements, all in a form satisfactory to Legal Services, for the print publishing of statutorily required public notices, via paid advertising, with an upset limit of \$175,000 exclusive of HST.
3. That City Staff request the Acting Mayor, on behalf of Council, to submit a formal letter to the Government of Ontario and its respective Ministries advocating for the review and revision of current statutes to permit the publishing of required public notices in digital and other alternative forms to print newspaper.

GC-0031-2024

That the deputation and associated presentation by Kayla Jonas Galvin, Heritage Operations Manager, Archaeological Research Associates (ARA) Heritage entitled "Cultural Heritage Evaluation Report (CHE) - 3215 Erindale Station Road" to the Heritage Advisory Committee on January 9, 2024, be received for information.

(HAC-0001-2024)

GC-0032-2024

That the following items were approved on consent at the Heritage Advisory Committee meeting held January 9, 2024:

- Item 9.2 - Request to Alter a Heritage Designated Property at 1352 Lakeshore Road East (Ward 1)
- Item 9.8 - Proposed Heritage Designation of 822 Clarkson Road South (Ward 2)

(HAC-0002-2024)

GC-0033-2024

That the request to alter the heritage designated property at 1200 Old Derry Road (Ward 11), as outlined in the Corporate Report dated December 7, 2023 from the Commissioner of Community Services, be approved.

(HAC-0003-2024

(Ward 11)

GC-0034-2024

That the request to alter the heritage designated property at 1352 Lakeshore Road East (Ward 1), as outlined in the Corporate Report dated December 13, 2023 from the Commissioner of Community Services, be approved.

(HAC-0004-2024

(Ward 1)

GC-0035-2024

That the request to alter a heritage designated property at 707 Dundas Street East (Ward 3), as outlined in the Corporate Report dated December 8, 2023 from the Commissioner of Community Services, be approved.

(HAC-0005-2024)

(Ward 3)

GC-0036-2024

That the request to alter the heritage designated property at 850 Enola Avenue (Ward 1), as outlined in the Corporate Report dated December 11, 2023 from the Commissioner of Community Services, be approved.

(HAC-0006-2024)

(Ward 1)

GC-0037-2024

That the request to demolish the Malton Tennis Clubhouse located on a property listed on the City of Mississauga's Heritage Registry at 3430 Derry Road East (Ward 5), as outlined in the Corporate Report dated December 13, 2023 from the Commissioner of Community Services, be approved.

(HAC-0007-2024)

(Ward 5)

GC-0038-2024

That the request to demolish the Header House located on a property listed on the City of Mississauga's Heritage Registry at 2151 Camilla Road (Ward 7), as outlined in the Corporate Report dated December 11, 2023 from the Commissioner of Community Services, be approved.

(HAC-0008-2024)

(Ward 7)

GC-0039-2024

That the request to demolish a storage shed located on a heritage designated property at 1352 Lakeshore Road East (Ward 1), as outlined in the Corporate Report dated December 8, 2023 from the Commissioner of Community Services, be approved.

(HAC-0009-2024)

(Ward 1)

GC-0040-2024

That the property at 822 Clarkson Road South (Ward 2) be designated under Part IV of the Ontario Heritage Act for its historical and contextual value and that the appropriate City officials be authorized and directed to take the necessary action to give effect thereto.

(HAC-0010-2024)

(Ward 2)

GC-0041-2024

That the deputation and associated presentation from Matthew Sweet, Manager, Active Transportation regarding Cycling Program Quarterly Update, be received for information.

(MCAC-0001-2024)

GC-0042-2024

That the following items were approved on the consent agenda:

- 9.1 Mississauga Cycling Advisory Committee 2024 Action List (5 minutes)
- 9.2 Summary of 2023 Active Transportation Outreach and Engagement Program

(MCAC-0002-2024)

GC-0043-2024

That the Mississauga Cycling Advisory Committee 2024 Action Item List for January 9, 2024, be approved.

(MCAC-0003-2024)

GC-0044-2024

That the memorandum dated January 3, 2024 from Matthew Sweet, Manager, Active Transportation entitled “Summary of 2023 Active Transportation Outreach and Engagement Program” be received for information.

(MCAC-0004-2024)

GC-0045-2024

That the Network and Technical Subcommittee Verbal Update from Mark Currie, Citizen Member, on January 9, 2024, be received for information.

(MCAC-0005-2024)

GC-0046-2024

That Juelene Stennett, Citizen Member be appointed Chair of the Mississauga Cycling Communications and Promotions Subcommittee for the term ending November 2026 or until a successor is appointed.

(MCAC-0006-2024)

(MCACPS-0001-2023)

GC-0047-2024

That Vicki Tran, Citizen Member be appointed Vice-Chair of the Mississauga Cycling Communication and Promotions Subcommittee for the term ending November 2026 or until a successor is appointed.

(MCAC-0007-2024)

(MCACPS-0002-2023)

GC-0048-2024

That the Mississauga Cycling Communications and Promotions Subcommittee Terms of Reference Review, be approved.

(MCAC-0008-2024)

(MCACPS-0003-2023)

GC-0049-2024

1. That the Phil Green Nomination award for 2022 be eliminated and be awarded in 2023.
2. That Recommendation MCAC-0051-2023 be amended from “that the nominations be ratified at the end of the calendar year and presented to City Council in February of every year”, to reflect “that the nominations be ratified at the end of the year and presented to City Council in the spring of every year”.

(MCAC-0009-2024)

(MCACPS-0004-2023)

GC-0050-2024

1. That the Youth/School Cycling Award, Business Award, and the Cycling Equity, Diversity and Inclusion Award MCAC Awards be awarded in 2024.
2. That Recommendation MCAC-0051-2022 be amended from “that the nominations be ratified at the end of the calendar year and presented to City Council in February of every year” to reflect “that the nominations be ratified at the end of the year and presented to City Council in the spring of every year”.

(MCAC-0010-2024)

(MCACPS-0005-2023)

GC-0051-2024

That the Notice of Motion from Councillor Tedjo regarding Taking Action on Auto Theft in Mississauga, be received.

GC-0052-2024

That the Notice of Motion from Councillor Damerla regarding the Vacancy on Regional Council, be received.

GC-0053-2024

1. That the Commissioner of Transportation and Works, or their designate, be authorized to execute a resource agreement, and all necessary documents ancillary thereto, including any subsequent amending and extension agreements, between The Corporation of the City of Mississauga and Metrolinx, relating to the design and construction of the portion of the Eglinton Crosstown West Extension into Mississauga, respectively, on terms and conditions satisfactory to the Commissioner of Transportation and Works and in a form satisfactory to the City Solicitor.
2. That a by-law be enacted to authorize the Commissioner of Transportation and Works, or their designate, to waive all permitting and application fees required under the applicable User Fees and Charges By-law relating to the Eglinton Crosstown West Extension, on the basis outlined in the closed session corporate report, dated December 15, 2023 from the Commissioner of Transportation and Works entitled “Eglinton Crosstown West Extension: Authorization to Enter into Resource Agreement with Metrolinx and Waive Permitting Fees.

GC-0054-2024

That the Closed Session verbal update regarding the “Peel Transition” be received.

GC-0055-2024

That the Closed Session verbal update regarding an identifiable individual be received and that staff be directed to undertake the actions outlined in the session.

GC-0056-2024

That the Closed Education Session conducted by Jeffrey Abrams, Principles Integrity, regarding the "Council Code of Conduct" be received.

REPORT 1 - 2024

To: MAYOR AND MEMBERS OF COUNCIL

The Governance Committee presents its first report for 2024 and recommends:

GOV-0001-2024

That the deputation and associated presentation from Jonathan Giggs, Resident regarding Election Rebates be received for information.

(GOV-0001-2024)

GOV-0002-2024

That the report from the City Solicitor dated January 22, 2024 entitled "Powers and Duties of the Acting Head of Council" be received for information.

(GOV-0002-2024)

GOV-0003-2024

1. That changes to the Use of City Resources during an Election Campaign Corporate Policy and Procedure, policy number 02-04-01, be made as outlined in the corporate report dated December 20, 2023 from Diana Rusnov, Director, Legislative Services and City Clerk, to reflect:
 - a. That Councillor's newsletters, including e-newsletters, cannot be sent after a by-law declaring a by-election to fill a vacant seat on Council has been passed. Once the nomination period closes, those sitting members of Council who have not submitted their nomination to run in a by-election are permitted to send out Councillor's newsletters and e-newsletters. Those Councillors who have submitted their nomination to run in a by-election are not permitted to send out Councillor newsletters or e-newsletters until after the final day of voting. City Resources, including Councillor newsletters and e-newsletters, cannot be used to endorse or campaign on behalf of a candidate running in a municipal, provincial or federal election/by-election.
 - b. That the term "Ward-specific business" be added to the Use of City Resources during an Election Campaign Corporate Policy and Procedure and be defined as activities that advance ward specific business or address issues and include things such as town halls, public meetings etc. that are related to community matters. For context, Ward-specific business is not celebratory in nature and does not include such things as Ward barbeques, skating parties, meet and greets, celebrations, other social community events etc.
 - c. That Ward-specific business as defined in the Use of City Resources during an Election Campaign Corporate Policy and Procedure be permitted during a campaign period for a general election or by-election, but no campaigning be allowed at Ward-specific business.

- d. That “Ward-specific events” as defined in the Use of City Resources during an Election Campaign Corporate Policy and Procedure be restricted:
 - i. For all members of Council beginning when the nomination period opens and ending the day nominations close (Nomination Day), and;
 - ii. For members of Council that submit their nomination to run in a by-election the restriction on Ward-specific events includes the period following nomination day until after the last day of voting.
 - e. That no new Official City Openings/Events be scheduled for the time between when a by-law requiring a by-election to fill a vacant seat on Council is passed until after the last day of voting. Only those Official City Openings/Events that were scheduled prior to the by-law requiring a by-election being passed will be permitted. No campaigning is allowed at Official City Openings/Events.
 - f. That the definition of campaign period be amended to more clearly reflect the campaign period for a by-election by stating that “Election Campaign Period means for a municipal election or by-election the period that commences on the date a Candidate’s nomination paper is filed. The Election Campaign Period concludes on December 31 of the election year for a regular election and 45 days after voting in the case of a by-election, or otherwise in accordance with applicable legislation.”
 - g. When a Mayoral seat is declared vacant, no new Council-led initiatives that require new funding be initiated or approved until after the final day of voting. The exception to this is if staff identify the need for emergency funding and the City Manager has approved that the request for funding be made to Council.
2. That the Acting Head of Council By-law 0222-2022, be amended to:
 - a. Add the provision that if a Member of Council is a candidate or expressed their intent to be a candidate in a municipal by-election or in a provincial or federal election or by-election, that Member of Council shall forfeit their turn as Acting Head of Council, effective when a Mayoral vacancy is declared until after the last day of voting, and on the day the writ is issued for a provincial or federal election or by-election until after the last day of voting.
 - b. Members of Council need to submit a declaration to the Clerk stating that they do not intend to run in a municipal by-election or in a provincial or federal election or by-election prior to an Acting Head of Council assignment.
 - c. If a sitting Member of Council forfeits their turn as Acting Head of Council, the schedule is to be adjusted accordingly and the other Members of Council will continue to be Acting Head of Council for the period of time established and in the rotation as set out in the Acting Head of Council by-law excluding the member of Council that is running.
 3. That two provisions be added to the Mississauga Code of Conduct for Members of Council stating that when a seat on Council is declared vacant until after the last day of voting:
 - a. Members of Council must inform the Clerk in writing that they are eligible to be the Acting Head of Council.

- b. Councillors serving as Acting Head of Council shall not endorse a candidate running in a municipal, provincial or federal election/by-election using their title as Acting Mayor.

(GOV-0003-2024)

GOV-0004-2024

That the Roles of the Chair Document be approved, as presented on the January 29, 2024 Governance Committee agenda.

(GOV-0004-2024)

GOV-0005-2024

That the status of the Governance Committee Work Plan items, updated for the January 29, 2024 Governance meeting, be approved.

(GOV-0005-2024)

GOV-0006-2024

That the following amendments be made to the Council Procedure By-law 0044-2022, as amended:

1. That the 24 hours deadline to submit questions for Public Question Period be reinforced, with the exception of those who are submitting questions related to items on the additional agenda, or those who ask their question in person.
2. That a deputation can only be made one time on a subject matter, and once the committee has heard it and they have made a decision, the matter is closed.
3. That Resolution 0007-2023, be rescinded to allow Notices of Motion to be used only for Council agendas.

(GOV-0006-2024)

WHEREAS Port Credit Secondary School (PCSS) Alumni Association is holding a pub night for the PCSS 100th Anniversary celebration on May 4, 2024 from 7PM - 11:30PM at Port Credit Secondary School;

AND WHEREAS the organizers will be selling alcoholic beverages;

AND WHEREAS the organizers expect an attendance of between 750 people;

NOW THEREFORE BE RESOLVED that the Alcohol and Gaming Commission of Ontario be advised that the City of Mississauga deems the Pub Night for the Port Credit Secondary School 100th Anniversary celebration being held at Port Credit Secondary School on May 4, 2024; as one of municipal significance for the purpose of obtaining a Special Occasion Permit (SOP); subject to all necessary permits and approvals being obtained and compliance with all City of Mississauga by-laws.



Dipika Damerla
 Councillor, Ward 7
 905-896-5700
 dipika.damerla@mississauga.ca
City of Mississauga
 300 City Centre Drive
 MISSISSAUGA ON L5B 3C1
 mississauga.ca

Notice of Motion – January 24, 2024

Moved by: Councillor Dipika Damerla
 Seconded by: Councillor Brad Butt

WHEREAS the resignation of the Mayor of Mississauga has created a vacancy on Regional Council that will not be filled until a new mayor is elected following the completion of a by-election;

AND WHEREAS s. 267 (2) of the *Municipal Act, 2001* (“Act”) authorizes local municipalities to fill a vacancy on their upper tier council that will not be filled for a period exceeding one month, by appointing an alternate from their local council until the vacancy is filled permanently;

AND WHEREAS the current composition of the councils of the City of Brampton and the Town of Caledon permit those municipalities to appoint an alternate under s. 267 (2) of the Act as their local councils include members who are not also members of Regional Council;

AND WHEREAS the current composition of the council of the City of Mississauga does not permit it to appoint an alternate to fill a vacancy under s. 267 (2) of the Act as all members of the City of Mississauga council are already members of Regional Council;

AND WHEREAS the inability of a local council to fill a vacancy on Regional Council under s. 267(2) of the Act impacts the ability of the local municipality to maintain its collective voting weight on Regional Council pending the vacancy being filled permanently;

AND WHEREAS s. 218 (3) of the Act allows a municipality to pass a by-law to change the number of votes given to any member of council, provided that each member shall have at least one vote, and could be used as a means to enable a local municipality to maintain its collective voting weight on Regional Council in circumstances where the local municipality has no other means under the Act to fill the vacancy until the vacancy is filled permanently;

AND WHEREAS under s. 219 (1) and (2) of the Act, such a bylaw is subject to the requirement to provide public notice, the holding of at least one public meeting to consider the matter, and achieving “triple majority” support;

AND WHEREAS, under s. 219 (3) of the Act, such a bylaw, if enacted in 2024, shall not take effect until the commencement of the 2026 term of Council, making it an ineffective means to address the current vacancy arising from the resignation of the Mayor of Mississauga, but enabling Regional Council to be proactive for vacancies occurring during future terms of council;

NOW THEREFORE BE IT RESOLVED THAT

The acting Mayor on behalf of City Council, advocate to the Province of Ontario for an amendment to the Act that would immediately provide the City of Mississauga with a full complement of votes at Regional Council during the period of the Mayoral by-election, and during any future council vacancies;

A handwritten signature in blue ink, appearing to read "D. Smith", is located below the text of the resolution.

Alvin Tedjo
Councillor, Ward 2
T 905-896-5200
alvin.tedjo@mississauga.ca



City of Mississauga
300 City Centre Drive
MISSISSAUGA ON L5B 3C1
mississauga.ca

Notice of Motion: Taking Action on Auto Theft in Mississauga

Moved: Councillor Tedjo
Seconded: Councillor McFadden

WHEREAS auto theft has increased each year since 2019, with 2023 being a record-breaking year for auto theft at 7668 vehicles stolen across Peel Region;

AND WHEREAS thieves and organized criminals can steal vehicles in seconds, but can be deterred with simple and effective barriers;

AND WHEREAS Peel Regional Police have dedicated time and resources to address this critical issue, municipal governments can do more to support the actions of Peel Police through education and delivery of necessary tools;

AND WHEREAS in 2022 the Insurance Bureau of Canada has reported that auto insurers have paid out \$1.2 billion in theft claims, leading to \$130 from every driver's insurance premium going towards settling claims for stolen vehicles;

AND WHEREAS organizations like Ontario Big City Mayors have taken steps to work with the provincial and federal governments to address systemic issues affecting auto theft rates;

AND WHEREAS the Cities of Brampton and Vaughan have taken proactive steps to combat auto theft by piloting the distribution of free faraday bags to residents, creating an opportunity for the municipalities to provide residents with the education and tools to meet this challenge;

THEREFORE, BE IT RESOLVED THAT:

1. City of Mississauga Staff be directed to develop and report back to council a program for the distribution of faraday bags to residents;
2. City of Mississauga Staff work with Peel Regional Police and Safe City Mississauga to develop additional communication materials to educate residents on how to prevent auto theft in our neighborhoods.

A handwritten signature in black ink, appearing to read "Alvin Tedjo".

Alvin Tedjo
Councillor, Ward 2

Carolyn Parrish
Councillor, Ward 5
905-896-5500
carolyn.parrish@mississauga.ca



City of Mississauga
300 City Centre Drive
MISSISSAUGA ON L5B 3C1
carolynparrish.ca

MOTION – January 31, 2024

Moved by: Councillor Carolyn Parrish

Seconded by:

WHEREAS the Phap Van Centre is a religious and cultural centre for many of Mississauga's Vietnamese immigrants, originally known as "boat people"; and

WHEREAS the Phap Van Centre has suspended the interment of cremated human remains on its property since 2020 while it takes steps to bring its operations into compliance with the *Funeral, Burial and Cremation Services Act, 2002* (the "Act") and obtain a cemetery licence; and

WHEREAS the Act requires the Phap Van Centre to establish a Care and Maintenance Fund (the "Fund") to generate income to provide for the ongoing care and maintenance of the cemetery; and

WHEREAS when cemeteries become abandoned, the municipality in which they are located is statutorily required to assume responsibility for the cemetery and the City of Mississauga therefore has an interest in ensuring a Fund is maintained; and

WHEREAS there is a statutory requirement to pay a deposit of \$165,000 into the Fund unless the Registrar declares that it would not be contrary to the public interest for Phap Van Centre to pay a lower deposit, or no deposit; and

WHEREAS the Registrar will not exempt Phap Van Centre, or reduce the amount of the deposit, unless it is a non-profit cemetery; satisfies the Registrar the cemetery will be maintained in accordance with the Act; and provides evidence that the City of Mississauga consents; and

WHEREAS the Centre's source of funding is entirely based on donations from its hard working families.

NOW THEREFORE BE IT RESOLVED THAT:

1. Pursuant to s. 86(3)(b) of Ont. Reg. 30/11 made under the *Funeral, Burial and Cremation Services Act, 2002*, Council consents to the request by the Phap Van Centre for the Director to declare that it would not be contrary to the public interest for the Phap Van Centre to pay less than a \$165,000 deposit into the care and maintenance fund.

Carolyn Parrish

A by-law to amend By-law No. 555-2000,
as amended, being the Traffic By-law

WHEREAS pursuant to section 11(3)1 of the *Municipal Act, 2001*, S.O. 2001, c. 25 as amended, a Council may enact by-laws respecting highways, including parking and traffic on highways;

AND WHEREAS Council of The Corporation of the City of Mississauga desires to make certain amendments to By-law 555-2000, as amended, being the Traffic By-law;

NOW THEREFORE, the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. That Schedule 1 of By-law 555-2000, as amended, be amended by ADDING the following:

SCHEDULE 1
FIVE HOUR PARKING LIMIT EXEMPTION

COLUMN 1 HIGHWAY	COLUMN 2 SIDE	COLUMN 3 BETWEEN	COLUMN 4 TIMES EXEMPTED	COLUMN 5 MAXIMUM TIME LIMIT
Byford Place	East	A point 15 metres north of Bristol Road East and a point 20 metres northerly thereof	Anytime	15 hours
Byford Place	East	A point 66 metres north of Bristol Road East and a point 45 metres northerly thereof	Anytime	15 hours

2. That Schedule 3 of By-law 555-2000, as amended, be amended by ADDING the following:

SCHEDULE 3
NO PARKING

COLUMN 1 HIGHWAY	COLUMN 2 SIDE	COLUMN 3 BETWEEN	COLUMN 4 PROHIBITED TIMES OR DAYS
Byford Place	West	Bristol Road East and a point 135 metres northerly thereof	Anytime

3. That Schedule 31 of By-law 555-2000, as amended, be amended by ADDING the following:

SCHEDULE 31
DRIVEWAY BOULEVARD PARKING-CURB TO SIDEWALK

COLUMN 1 HIGHWAY	COLUMN 2 SIDE	COLUMN 3 BETWEEN	COLUMN 4 TIMES PERMITTED
Truscott Drive	Both	Clarkson Road North and Lewisham Drive	Anytime
Warwickshire Way	West and East (where a sidewalk exists)	Dream Crest Road and Felicity Crescent (south intersection)	Anytime

4. This By-law shall not become effective until the portions of the highway(s) affected are properly signed.

ENACTED and **PASSED** this 31st day of January, 2024.

Approved by Legal Services City Solicitor City of Mississauga

Tushar Sharma
Date: January 22, 2024
File: BL.01-24.02

_____ MAYOR

_____ CLERK

A By-law to authorize the execution of a
Development Agreement (Consent) between
Eden Oak (Harrison Ave) Inc. and
The Corporation of the City of Mississauga
29 Harrison Avenue
("B" 44/22)

WHEREAS Eden Oak (Harrison Ave) Inc. has submitted a Development Agreement (Consent) outlining requirements under land division application "B" 44/22;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. THAT the Development Agreement (Consent) between Eden Oak (Harrison Ave) Inc. and The Corporation of the City of Mississauga be executed by the Commissioner, Planning and Building Department, and the Clerk and the Corporate Seal affixed thereto, together with any other documents required to give full force and effect to the Development Agreement (Consent).

ENACTED AND PASSED this day of , 2024.

Approved by Legal Services City Solicitor City of Mississauga
MEM
Michal Minkowski
Date: January 22, 2024
File: "B" 44/22

MAYOR

CLERK

A by-law to approve the transfer of funds from
 Development Charges – Recreation Reserve Fund
 #31315 to PN 23309

WHEREAS By-law 0184-2022, as amended, continued various Reserve Funds under predecessor legislation to Section 11(2)3 of the *Municipal Act, 2001*, S.O. 2001, c. 25, as amended, whereby funds are set aside by the Council of The Corporation of the City of Mississauga for a variety of purposes;


AND WHEREAS sections 8, 9 and 11 of the *Municipal Act, 2001* authorize a municipality to pass by-laws necessary or desirable for municipal purposes, and in particular paragraph 3 of subsection 11(2) authorizes by-laws respecting the financial management of the municipality;

AND WHEREAS the Council of The Corporation of the City of Mississauga approved the transfer of a portion of certain such funds and the withdrawal of same as required for the purpose described in this By-law;

NOW THEREFORE the Council of The Corporation of the City of Mississauga **ENACTS** as follows:

1. That the net budget for PN 23309 New Amenities - Sport Fields and Courts - Lit Artificial Turf Football Field and Track be increased by \$650,000 in 2024, funded by the Development Charges – Recreation Reserve Fund #31315.

ENACTED and **PASSED** this 31st day of January, 2024.

Approved by Legal Services City Solicitor City of Mississauga

Tushar Sharma
January 23, 2024
File: BL.01-24.04

_____ MAYOR

_____ CLERK

A by-law to approve the transfer of funds from
 Parking Meter Revenues Reserve Fund #35519 to
 PN 23197 Parking Pay and Display Machine Upgrade

WHEREAS By-law 0184-2022, as amended, continued various Reserve Funds under predecessor legislation to Section 11(2)3 of the *Municipal Act 2001*, S.O. 2001, c. 25, as amended, whereby funds are set aside by the Council of The Corporation of the City of Mississauga for a variety of purposes;


AND WHEREAS sections 8, 9 and 11 of the *Municipal Act, 2001* authorize a municipality to pass by-laws necessary or desirable for municipal purposes, and in particular paragraph 3 of subsection 11(2) authorizes by-laws respecting the financial management of the municipality;

AND WHEREAS the Council of The Corporation of the City of Mississauga approved the transfer of a portion of certain such funds and the withdrawal of same as required for the purpose described in this By-law;

NOW THEREFORE the Council of The Corporation of the City of Mississauga **ENACTS** as follows:

1. That capital project PN 23197 “Parking Pay and Display Machine Upgrade” be amended to a gross budget and net budget of \$2,481,000.
2. That \$1,519,000 be transferred from Parking Meter Revenues Reserve Fund #35519 to PN 23197 “Parking Pay and Display Machine Upgrade”.

ENACTED and **PASSED** this 31st day of January, 2024.

Approved by Legal Services City Solicitor City of Mississauga

Tushar Sharma
January 24, 2024
File: BL.01-24.04

_____ MAYOR

_____ CLERK

A By-law to remove a Municipal Capital Facility designation for a specified property from taxation for municipal and school purposes and to repeal By-Law 0015-2023

WHEREAS section 110(1) of the *Municipal Act, 2001*, S.O. 2001, c. 25, as amended (the "*Municipal Act*") provides that council of a municipality may enter into agreements for the provision of municipal capital facilities ("Municipal Capital Facilities") with any person;

AND WHEREAS section 110(6) of the *Municipal Act* provides that council of a municipality may enact by-laws exempting property or a portion of it from taxation for municipal and school purposes on which Municipal Capital Facilities are or will be located;

AND WHEREAS subsection 2(1) of O. Reg 603/06 prescribes classes of Municipal Capital Facilities which may be exempt from taxation under section 110(6) of the *Municipal Act*;

AND WHEREAS The Corporation of the City of Mississauga (the "City") entered into a commercial lease agreement dated September 15, 2022 ("Commercial Lease Agreement") with Lakeview Community Partners Limited ("LCPL"), as authorized by Bylaw 0015-2023, for the provision of a Municipal Capital Facility, to occupy an area of approximately 4,129 square metres (44,444.19 square feet) of lands located on a portion of the property legally described as Part 1 on Reference Plan 43R-40389, in the City of Mississauga, being part of PIN 13485-0776 (LT), (formerly known as PIN 13485-0771 (LT)) (the "Leased Lands"), to operate a municipal parks depot building, including driveway access, to support the maintenance and operation of the Lakefront Promenade Park and other City parks within the surrounding community;

AND WHEREAS on February 1, 2023, the Council of the City enacted By-law 0015-2023 to exempt the Leased Lands from taxation for municipal and school purposes;


AND WHEREAS the Commercial Lease Agreement was terminated and the City ceased occupation of the Leased Lands as of September 30, 2023;

AND WHEREAS the Council of the City has determined that it is appropriate to remove the Municipal Capital Facility designation and the Leased Lands revert back to being taxable for municipal and school purposes effective as of September 30, 2023;

NOW THEREFORE the Council of the City ENACTS as follows:

1. That a by-law be enacted to repeal By-law 0015-2023 so that the Leased Lands are no longer designated as a Municipal Capital Facility for the purposes of Section 110 of the *Municipal Act, 2001*, S.O. 2001, c. 25.
2. That the Clerk be directed to notify the Minister of Education, Municipal Property Assessment Corporation, the Regional Municipality of Peel and the secretary of any school board which includes the land exempted, of the enactment of this By-law;

ENACTED AND PASSED this _____ day of _____ 2024.

Approved by Legal Services City Solicitor City of Mississauga

Domenic Tudino
Date: January 24, 2024
File: PO.13.LAK-15

MAYOR

CLERK

A by-law to amend By-law 0054-2022 being the Sign By-law to incorporate provisions for billboard signs with electronic changing copy and to extend the period that permits business improvement area boards to erect sidewalk signs inside existing planters located on City boulevards within business improvement areas and to extend the exemption period for persons that erect portable signs to January 1, 2025

WHEREAS section 11 of the *Municipal Act*, 2001, S.O. 2001, c. 25, as amended (the “Act”), provides that a local municipality may pass by-laws respecting signs;

AND WHEREAS Council of the Corporation of the City of Mississauga (“Council”) considers it desirable and necessary to amend the Sign By-law 0054-2002, as amended (“Sign By-law”), in order to incorporate provisions concerning billboard signs with electronic changing copy;

AND WHEREAS on January 17, 2024, Council adopted Recommendation PDC-002-2024 to amend the Sign By-law in order to incorporate provisions concerning billboard signs with electronic changing copy;

AND WHEREAS on January 17, 2024, Council adopted Resolution 0006-2024 to amend the Sign By-law to extend the period that permits business improvement area boards to erect sidewalk signs inside existing planters located on City boulevards within business improvement areas and to extend the exemption period for persons that erect portable signs to January 1, 2025;

NOW THEREFORE the Council of the Corporation of the City of Mississauga **ENACTS** as follows:

THAT the Sign By-law 0054-2022, as amended, is hereby amended as follows:

1. That the following definitions be added to Section 1:

“animation” means any motion in the advertisement, including video, special effects within a single frame and transition, movement and rotation between successive frames;

“billboard sign with electronic changing copy” or *“electronic billboard sign”* means billboard sign constructed so that the message or copy can be changed by electronic means;

“character” means the aggregate of the features including the attributes of the physical, natural and social dimensions of a particular area or neighbourhood;

“compatible” means that which enhances an established community and coexists with existing developments and other infrastructure without unacceptable adverse impact on the surrounding area;

“context” means, when used within Schedule H to this By-law, an area that is within a 1 km (3280.84 ft.) radius of the centre point of the location of a proposed billboard sign with electronic changing copy;

“driver decision point” means crucial areas where a driver's attention must not be distracted from the task of safely navigating the roadway, including but not limited to intersections, pedestrian crossings, rail crossings, on/off ramps, toll plazas, work zones, traffic lights, traffic signs, traffic signals and other traffic control devices etc;

“dwelling unit” means one or more habitable rooms designed, occupied or intended to be occupied as living quarters as a self-contained unit and shall, as a minimum contain sanitary facilities, accommodation for sleeping and one kitchen, but not more than one kitchen;

“frame” means, when used in the context of electronic billboard signs, a complete static display screen on a billboard sign with electronic changing copy;

“illuminance” means the amount of light falling upon a surface;

“landmark” means a building, object or feature of a landscape, neighbourhood or the City that is easily seen and recognized from a distance, especially one that enables people to establish their location;

“luminance” means the amount of light that is emitted by or reflected from the surface of a sign;

“lux” means the metric unit of measure for illuminance;

“major traffic signs” means all regulatory traffic signs that give directives which must be obeyed;

“message duration” means the length of time that a static image or message is displayed on a digital sign face;

“message sequencing” means the use of a sequence of displays and messages as part of a single advertisement;

“streetscape” means the character of the street, including the street right-of-way, adjacent properties between the street right-of-way and building faces. Thus, the creation of a streetscape is achieved by the development of both public and private lands and may include planting, furniture, paving, etc;

2. That the definition for “billboard sign” be deleted in its entirety from Section 1 and replaced with the following:

“billboard sign” means an outdoor free standing sign that is installed at grade, and advertises goods, products, or services that are not sold or offered on the property where the sign is located, and is either single faced or double faced;

3. That subsection 4(2)(v) be deleted in its entirety and replaced with the following:

(v) a sidewalk sign erected by a business improvement area inside an existing planter on a City boulevard within a business improvement area, until 12:01 a.m. on January 1, 2025.

4. That subsection 4(6)(c) be deleted in its entirety and replaced with the following:

(c) flashing or animated sign, with the exception of a permitted billboard sign with electronic changing copy;

5. That Section 5 be amended by adding the following:

(6.1) Billboard Sign with Electronic Changing Copy Sign Permits

In addition to the information required under subsections 5(4) and 5(6), excluding 5(6)(g), an application for an electronic billboard sign permit shall contain the following:

(a) all plans and drawings accompanying the application must contain the setback of the proposed electronic billboard sign from other electronic billboard signs and billboard signs within a 500 meter radius of the proposed electronic billboard sign; and

(b) a signed release and indemnification satisfactory to the Director.

6. That Section 13 be amended by adding the following table below Table 4:

Table 4.1

Billboard Signs with Electronic Changing Copy				
Column 1	Column 2			
Use	Number of billboards per property	Maximum	Maximum	Minimum
		Sign Area	Height	Setbacks
- Shopping Centre - Office Building - Hotel - Service Station - Motor Vehicle Dealership - Public Squares in the Downtown Core - Public Squares within the Cooksville 4 Corners - Public Squares within Major Nodes ²	1 for each property where there is no ground sign	20.0 m ² per sign face	See Sections 20 and 20.1	See Sections 20 and 20.1
Individual Free-standing Industrial Establishment ¹	1 for each property where there is no ground sign	20.0 m ² per sign face	See Sections 20 and 20.1	See Sections 20 and 20.1
Vacant Industrial Property ¹	1	20.0 m ² per sign face	See Sections 20 and 20.1	See Sections 20 and 20.1
Notes: 1 Notwithstanding subsection 17 (5), no person shall erect a sign in an Employment zone that is visible from any land zoned for residential uses and located between Eastgate Parkway and Rathburn Road East. 2 The three Major Nodes in Mississauga are Central Erin Mills, Lakeview Waterfront and Uptown. For more information, consult the Mississauga Official Plan.				

7. That Section 20 be amended by adding the following:


20.1 BILLBOARD SIGNS WITH ELECTRONIC CHANGING COPY

- (1) With the exception of subsections 20(2)(a) and 20(2)(b), the provisions of section 20 apply to electronic billboard signs.
- (2) For the purposes of this section, minimum distance from an intersection means the shortest distance from any part of the electronic billboard sign or its structure to the closest edge of paved road within the four quadrants of the intersection.
- (3) Notwithstanding subsections 20(2)(a) and 20(2)(b), no part of an electronic billboard sign shall be:
 - (a) located closer than 250 metres from another billboard sign on the same side of the street, but this does not apply to billboard signs on opposite sides of grade separated railway crossings; and
 - (b) located closer than 250 metres measured in a straight line from a residential zone and/or residential use or any zone that permits a residential facility with dwelling units.
- (4) Where the posted speed limit on a road is less than 80 km/hour, an electronic billboard sign shall not be erected within 120 metres of a major traffic sign or driver decision point.
- (5) Where the posted speed on a road is 80km/hour or greater, an electronic billboard sign shall not be erected within 250 metres (820.21 ft.) of a major traffic sign and 500 metres (1,640.42 ft.) of a driver decision point.

- (6) All electronic billboard signs shall adhere to the following display requirements:
 - (a) The minimum message duration shall be 10 seconds;
 - (b) The maximum interval between successive displays shall be 0.1 second;
 - (c) There shall be no visual effects or animation of any kind, including, but not limited to, fading, dissolving, blinking or the illusion of such effects, during the message transition or interval between successive displays;
 - (d) There shall be no message sequencing or text scrolling of any kind, over successive display phases on a single electronic billboard sign or across multiple electronic billboard signs;
 - (e) There shall be no interactive billboard messages that permit, support or encourage interactive communication with drivers in real time, including but not limited to, electronic billboard signs that respond to text messages, phone calls or e-mails from passing drivers;
 - (f) There shall be no animation, flashing movement or appearance of movement, except where the electronic billboard sign is not visible from any vehicular road way;
 - (g) The maximum luminance level for an electronic billboard sign shall be:
 - (i) 5000cd/m² from sunrise to sunset (One Nit = One Candela per m² (cd/m²);
 - (ii) 300cd/m² from sunset to sunrise (One Nit = One Candela per m² (cd/m²); and
 - (iii) 0.3 lux above ambient light levels (One Lux = 0.093 foot-candles (fc)
 - (h) All electronic billboard signs shall be equipped with ambient light sensors and automatic dimmers that control the light output relative to ambient conditions; and
 - (i) An electronic billboard sign shall only be illuminated between the hours of 5:00 am and midnight (12:00 am) each day.
- 8. That subsections 23(12)(a) and 23(12.1) be deleted in their entirety and replaced with the following:
 - (12) As a result of the emergency:
 - (a) notwithstanding subsection 23(3), a portable sign may be erected until 12:01 a.m. on January 1, 2025;
 - (12.1) Subsection 23(12) shall be in force and effect until 12:01 a.m. on January 1, 2025.
- 9. That subsection 24(7) be deleted in its entirety and replaced with the following:
 - (7) Subsection 24(6) shall be in force and effect until 12:01 a.m. on January 1, 2025.
- 10. That Section 32 be amended by adding the following:
 - (1.1) Billboard Signs with Electronic Changing Copy
 - (a) In addition to the information required under section 32(1), an application for variance concerning a billboard sign with electronic changing copy shall be accompanied by an Urban Design Impact Assessment, the terms of reference for which are attached as Schedule H to this By-law.

11. That Schedule “H”, attached as Appendix 1 to this By-law, be added to the Sign By-law 0054-2022.

ENACTED and **PASSED** this _____ day of _____ 2024.

Approved by Legal Services City Solicitor City of Mississauga

Tushar Sharma
Date: January 25, 2024
File: BL.01-23.24

_____ MAYOR

_____ CLERK

APPENDIX 1

SCHEDULE H

TERMS OF REFERENCE FOR URBAN DESIGN IMPACT ASSESSMENT OF BILLBOARD SIGNS WITH ELECTRONIC CHANGING COPY

1. Purpose

The purpose of the urban design impact assessment is to evaluate the visual impact of a proposed billboard sign with electronic changing copy on the **character** of the **context** within which it is to be located. This also includes an assessment of the impact on the use of the spaces from which it will be visible and on the physical elements that make up those spaces including trees, streetscape elements, public art, sidewalks, parks and open spaces, amenity areas etc. Where applicable, the urban design impact assessment will specify mitigation measures to eliminate any negative impacts in order to achieve a billboard sign that is **compatible** with the context in which it is to be located.

2. Required Information

In addition to the information required under subsection 5 (4) and 5 (6) of Sign By-Law 54-02, the following information shall be provided as part of an urban design impact assessment:

- 2.1. A **context** map/plan drawn to a minimum metric scale of 1:500 that shows the **context** around the proposed sign. The **context** shall be defined as an area that is within a 1 km (3280.84 ft.) radius of the centre point of the location of the proposed billboard sign with electronic changing copy.
- 2.2. The **context** plan shall show all existing features including the following:
 - All existing and approved developments
 - Sensitive land uses including but not limited to residential buildings, residential uses within mixed use developments, schools, hospitals
 - Landmark buildings and features
 - Street names, roads and highways
 - Street trees, landscape areas, sidewalks and all existing features on the boulevards
 - Street furniture, light standards, traffic lights, bus stops and shelters
 - Existing and approved billboard signs and ground signs
 - Public art installations
 - Cultural Heritage Resources including Heritage designated and listed buildings, parks, monuments and features of historical significance
 - Public art installations
 - Public and private open space and amenity areas
 - Significant views and vistas where applicable
- 2.3. Provide accurate 3D images of the proposed billboard sign with electronic changing copy within the **context** as defined above. The images shall be taken from a minimum of four different directions identified on the context plan.
- 2.4. Provide an Urban Design Impact Summary which shall include the following:
 - 2.4.1. A description of the **character** of the context including the scale and range of building heights, **character** of the **streetscape**, land uses, significant features such as heritage buildings, important views and vistas, natural features, public art, architectural style etc. This description shall be supported by images and any other illustrations.
 - 2.4.2. A written analysis of the merits of the proposed billboard sign as it relates to the scale and **character** of the **context**, its impact on existing conditions and how it will enhance the urban design and visual image of the existing and planned **character** of the **context**. The written analysis shall also demonstrate that the proposed billboard signs with electronic changing copy adhere to the display requirements in Section 20.1 (6) of the Sign By-Law. Further, the analysis shall identify all negative impacts and propose measures to eliminate those negative impacts on sensitive land uses including residential zones and any zones that permit residential uses and/or residential facilities that contain a dwelling unit.

A by-law to amend the City's Building By-law 0203-2019, as amended, to extend the waiver of building permit application fees for temporary tents associated with seasonal outdoor retail sales and display and seasonal outdoor patios accessory to a restaurant, convenience restaurant or take-out restaurant until December 31, 2025.

WHEREAS Section 7 of the *Building Code Act, 1992*, S.O 1992, Chapter 23 as amended authorizes Council to pass by-laws with respect to (but not limited to) prescribing classes of permits under the Act, providing for applications for permits, requiring applications to be accompanied by such plans, specifications, documents and other information as is prescribed and requiring the payment of fees on applications (the "Building By-law");

AND WHEREAS on December 4, 2019, Council for the Corporation of the City of Mississauga ("Council") enacted By-law 0203-2019 to enact the Building By-law prescribing classes of permits under the *Building Code Act*, providing for applications for permits, requiring applications to be accompanied by such plans, specifications, documents and other information as is prescribed and requiring the payment of fees on applications;

AND WHEREAS Council considers it desirable and necessary to extend the waiver of building permit application fees for temporary tents associated with seasonal outdoor retail sales and display and seasonal outdoor patios accessory to a restaurant, convenience restaurant or take-out restaurant until December 31, 2025;

NOW THEREFORE the Council of The Corporation of the City of Mississauga, **ENACTS** as follows:

THAT the Building By-law 0203-2019, as amended, is hereby amended as follows:

1. That Section (2)(C) of Schedule "B-3" be amended by deleting the following in its entirety:

*The Chief Building Official shall waive the permit fees for tents associated with temporary outdoor retail sales and display, temporary outdoor recreational establishments and temporary outdoor entertainment establishments as defined in the City of Mississauga by-law 306-2020;


The Chief Building Official shall waive the permit fees for temporary tents, located on temporary outdoor patios accessory to a restaurant, convenience restaurant or take-out restaurant as defined in the City's Zoning By-law 225-2007.

2. That Section (2)(C) of Schedule "B-3" be amended by adding the following sentences at the end of (2)(C):

*The Chief Building Official shall waive the permit fees for temporary tents associated with seasonal outdoor patios accessory to a restaurant, convenience restaurant or take-out restaurant, and seasonal outdoor retail sales and displays until December 31, 2025.

Refer to the Zoning By-law 0225-2007, as amended, for the definitions associated with “restaurant”, “convenience restaurant” and “take-out restaurant”.

ENACTED and **PASSED** this _____ day of _____ 2024.

Approved by Legal Services City Solicitor City of Mississauga

Tushar Sharma
Date: January 25, 2024
File: BL.01-23.31

_____ MAYOR

_____ CLERK

A by-law to authorize the execution of a
Resource Agreement between The
Corporation of the City of Mississauga and
Metrolinx and to waive permitting and
application fees under By-law 0199-2023,
as amended, associated with the Eglinton
Crosstown West Extension Project

WHEREAS Metrolinx has announced that it is extending the subway transit line that runs along Eglinton Avenue in Toronto, known as the Eglinton Crosstown West Extension, an additional 9.2 kilometers into the City of Mississauga (the “City”), and will include the construction of a station at Renforth Drive (the “Project”);

AND WHEREAS Metrolinx is the lead agency charged with the design and construction of the Project;

AND WHEREAS Metrolinx and the City desire to enter into a Resource Agreement whereby Metrolinx will agree to compensate the City for additional staff resources required to support the review of design, permit, license, and approval applications made by Metrolinx;

AND WHEREAS the City’s User Fees and Charges By-law 0199-2023 establishes user fees and charges for City services, activities or for the use of City property;

AND WHEREAS By-law 0199-2023 includes certain permit and application fees that will apply to Metrolinx and/or its agents and contractors in connection with the Project;

AND WHEREAS on January 31, 2024, Council for the City passed Resolution _____ approving General Committee Recommendation _____, to authorize the execution of a Resource Agreement with Metrolinx, and to exempt Metrolinx and/or its agents and contractors from paying applicable design, permit, license, and approval application fees set out in By-law 0199-2023 relating to the Project;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. That the Commissioner of Transportation and Works, or their designate, is hereby authorized to execute a Resource Agreement, including all necessary ancillary documents and any subsequent amending or extension agreements between The Corporation of the City of Mississauga and Metrolinx, relating to the design and construction of the Project, on terms and conditions satisfactory to the Commissioner of Transportation and Works and in a form and content satisfactory to the City Solicitor.
2. That the Commissioner of Transportation and Works, or their designate, is hereby authorized to waive permitting and application fees relating to the Project as set out in the Resource Agreement with Metrolinx, and which are required under the City’s User Fees and Charges By-law 0199-2023, as amended.

ENACTED and **PASSED** this 31st day of January, 2024.

Approved by Legal Services City Solicitor City of Mississauga

Maurizio Artale
Date: January 24, 2024
File: LA.25-23.230

_____ MAYOR

_____ CLERK

A by-law to amend the Acting Head of
Council By-law 0222-2022

WHEREAS Section 242 of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, provides for the appointment of a member of Council to act in the place of the head of Council, when the head of Council is absent, refuses to act or the office is vacant;

AND WHEREAS on November 15, 2022, the Council enacted and passed By-law 0222-2022, being a by-law to repeal By-law 0206-2018 and appoint an Acting Head of Council for the City of Mississauga (the "Acting Head of Council By-law");

AND WHEREAS on January 31, 2024, the Council for The Corporation of the City of Mississauga approved Governance Committee Recommendation GOV-0003-2024 to amend the Acting Head of Council By-law to address acting head of Council appointments during a municipal by-election or a provincial or federal election or by-election;

NOW THEREFORE the Council of The Corporation of the City of Mississauga, ENACTS as follows:

That the Acting Head of Council By-law 0222-2022 is hereby amended by adding the following new sections:

4. Members of Council shall sign and submit to the City Clerk a declaration that they do not intend to be a candidate in an upcoming municipal by-election or in a provincial or federal election or by-election prior to commencing their appointment as acting head of Council of the Corporation under section 2 of this By-law.
5. If a Member of Council is a candidate or has expressed their intention to be a candidate in a municipal by-election or a provincial or federal election or by-election, that Member of Council shall forfeit their appointment as acting head of Council of the Corporation under section 2 of this By-law, effective:
 - a) when a mayoral vacancy is declared until after the last day of voting in a municipal by-election; and
 - b) on the day the writ for an election is issued or a by-election is called until after the last day of voting in a provincial or federal election or by-election.
6. If a Member of Council forfeits their appointment as acting head of Council of the Corporation pursuant to section 5 of this By-law, the schedule will be adjusted such that the remaining Members of Council will continue to be appointed as acting head of Council for the period of time established and in the rotation set out in section 2 of this By-law.

ENACTED and **PASSED** this 31st day of January, 2024.

Approved by Legal Services City Solicitor City of Mississauga

Nupur Kotecha
Date: 2024/01/30
File: LA.25-24.20

MAYOR

CLERK

A by-law to amend the Council Procedure
By-law 0044-2022, as amended

WHEREAS according to subsection 238(2) of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, every municipality and local board shall pass a procedure by-law for governing the calling, place and proceedings of meetings;

AND WHEREAS on March 23, 2022, Council for The Corporation of the City of Mississauga ("Council") enacted the Council Procedure By-law 0044-2022, as amended, (the "Council Procedure By-law") to govern meeting of Council and Committees of Council;

AND WHEREAS on January 18, 2023, Council passed Resolution 0007-2023 directing that future General Committee agendas will provide a section entitled "Notices of Motion";

AND WHEREAS On January 31, 2024 Council approved Governance Committee Recommendation GOV-0006-2024 to amend the Council Procedure By-law in relation to Public Question Period, Deputations and Notices of Motions and to rescind Resolution 0007-2023;

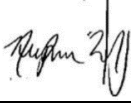
NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. That the Council Procedure By-law 0044-2022, as amended, is hereby further amended, as follows:
 - a. the definition of "Notice of Motion" in section 3 is deleted and replaced with the following new definition:

"Notice Of Motion" means advanced, written notice given by a Member and received by the Clerk, advising Council that a Motion will be brought forward at a Meeting of Council that may be included on an Agenda;
 - b. subsection 55(2) is deleted and replaced with the following new subsection 55(2):
 - (2) Notwithstanding Subsection 55(1), a Deputation from a member of the public can only be made one time per subject matter in a 12-month period and once the subject matter has been received by Council or a Committee, it is considered closed and any subsequent request for a Deputation from that member of the public within the 12-month period will be denied.
 - c. subsection 58(1) is deleted and replaced with the following new subsection 58(1):
 - (1) questions shall be submitted to the Clerk at least 24 hours prior to the Meeting, except where:
 - (a) the question relates to an item on the additional agenda; or
 - (b) a member of the public attends in person to ask the question.
 - d. a new section 62.1 is added in Schedule "A", as follows:
 - 62.1. Notwithstanding Section 62, a Deputation from a member of the public can only be made one time per subject matter in a 12-month period and once the subject matter has been received by Council or a Committee, it is considered closed and any subsequent request for a Deputation from that member of the public within the 12-month period will be denied.

- e. subsection 67(2) in Schedule "A" is deleted and replaced with the following new subsection 67(2):
 - (2) a Notice of Motion, as contemplated in Section 65 of this by-law, shall not be required at a Meeting of a Committee.

ENACTED and **PASSED** this 31st day of January 2024.

Approved by Legal Services City Solicitor City of Mississauga

Nupur Kotecha
Date: 2024/01/30
File: LA.25-24.20

MAYOR

CLERK