
POST-MEETING Council

Date: January 29, 2025
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 Carolyn Parrish	
Deputy Mayor and Councillor Matt Mahoney	Ward 8
Councillor Stephen Dasko	Ward 1
Councillor Alvin Tedjo	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Natalie Hart	Ward 5
Councillor Joe Horneck	Ward 6
Councillor Dipika Damerla	Ward 7
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, Supervisor, Secretariat at stephanie.smith@mississauga.ca or call 905-615-3200 ext. 3831 no later than **Monday, January 27, 2025 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, Secretariat
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 Draft Council Minutes - January 15, 2025

6. **PRESENTATIONS - Nil**

7. **DEPUTATIONS**

Any member of the public interested in making a deputation to an item listed on the agenda must register by calling 905-615-3200 ext. 3831 or by emailing stephanie.smith@mississauga.ca by Monday January 27, 2025 at 4:00 PM.

Each Deputation to Council 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

7.1 Item 15.3 Paula J. Tenuta, Senior Vice President, Policy & Advocacy, BILD

7.2 Item 15.3 Robert Blazeovski, President & COO, Diamond Corp

7.3 Imran Hasan, Peel Crime Stoppers regarding Peel Crime Stoppers Month

8. **PUBLIC QUESTION PERIOD - 15 Minute Limit**

Public Questions: Members of the Public that have a question about an item listed on the agenda may pre-register by contacting the Legislative Coordinator at least 24 hours in advance of the meeting . Following the registered speakers, if time permits the Chair will acknowledge members of the public who wish to ask a question about an item listed on the agenda. Virtual participants must pre-register.

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 2025 Provincial and Federal Pre-Budget Submissions

11. PRESENTATION OF COMMITTEE REPORTS

11.1 General Committee Report 2 - 2025 - dated January 22, 2025

12. UNFINISHED BUSINESS - Nil

13. PETITIONS - Nil

14. CORRESPONDENCE

14.1 Information Items

14.1.1 A letter dated December 18, 2024 from the Tony Nguyen, Chair, and Shawn Abraham, Vice-Chair of the Cooksville BIA with AGM Minutes regarding Board of Director

14.1.2 A letter from Cornerstone Association of REALTORS regarding Support for Partners in Homebuilding: Mayor's Taskforce Report

*14.1.3 A letter from Graham Cubitt, Indwell regarding the Mayor's Housing Task Force

15. NOTICE OF MOTION

15.1 A Notice of Motion for an exemption to the Animal Care and Control By-law 98-04 for a property located at 1033 Cawthra Rd(Councillor Dasko)

15.2 A Notice of Motion regarding Credit Valley Conservation Committee appointments (Councillor Mahoney)

- *15.3 Revised: A Notice of Motion regarding the Mayor's Housing Task Force (Mayor Parrish)
- *15.4 A Notice of Motion additional advertising spaces for Metamorphosis Network (Councillor Butt)

16. MOTIONS

- 16.1 To amend the Board of Management for the Cooksville Business Improvement Area
Item 14.1.1
- 16.2 To express sincere condolences to the family of Mark Pollard, Facility Operator 2 at Iceland Arena
- *16.3 Revised: To close to the public a portion of the Council meeting to be held on January 29, 2025 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 0040-2023, being a by-law to appoint members of the Board of Management for the Cooksville Business Improvement Area
Item 16.1
- 17.2 A by-law to transfer funds from various reserves and reserve funds to various capital projects approved in the 2025 Capital Budget
MDE-0028-2024/December 2, 2024
- 17.3 A by-law to establish a Flood Resilience Rebate Program and to delegate authority for the administration of the Flood Resilience Rebate Program
0196-2024/September 25, 2024
- 17.4 A by-law to designate 6056 Ninth Line as being of cultural heritage value or interest
HAC-0083-2024/November 12, 2024
- 17.5 A by-law to designate 3236 Mississauga Road as being of cultural heritage value or interest
HAC-0078-2024/October 8, 2024
- 17.6 A by-law to amend By-law 0511-2002, as amended, being the Mayor and Councillors' Remuneration and Benefits By-law, 2003 and to repeal the Acting Head of Council By-law 0222-2022, as amended (Housekeeping)
0131-2024/June 26, 2024
- 17.7 A by-law to establish a Basement Flooding Prevention Rebate Program, to delegate authority for the administration of the Basement Flooding Prevention Rebate Program and to repeal By-law 0210-2017
0187-2024/September 25, 2024 and GC-0020-2025/January 22, 2025

18. MATTERS PERTAINING TO REGION OF PEEL COUNCIL

19. COUNCILLORS' ENQUIRIES

20. OTHER BUSINESS/ANNOUNCEMENTS

21. CLOSED SESSION

21.1 A position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board:

Appointment of City of Mississauga Representative on the Alectra Board

21.2 Education Session: Celebration Square Events Calendar (Verbal)

21.3 The security of the property of the municipality or local board:

Request for Expression of Interest - Living Arts Centre Land Redevelopment File Ref. PRC004829

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

Appeal of the Decision of the Committee of Adjustment with respect to File Nos. A541/24, 7091 Hurontario Street, 11181482 Ontario Ltd. (Ward 5)

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

Instructions on a proposed settlement of the appeal to the Ontario Land Tribunal by Sheridan Retail Inc. (Dunpar Homes) with respect to Development Charges By-law 0133-2022, (City-Wide).

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

Instructions on a proposed resolution of the appeal to the Ontario Land Tribunal by Camrost-Felcorp Inc., Sheridan Retail Inc. and Mississauga I GP Inc., Mississauga II GP Inc., Mississauga III GP Inc. with respect to Community Benefits Charge By-law 0134

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 29, 2025 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 10, 2025</p> <p>To: Mayor and Members of Council</p>	<p>Originator's files:</p>
<p>From: Geoff Wright, P.Eng, MBA, City Manager and Chief Administrative Officer</p>	<p>Meeting date: January 29, 2025</p>

Subject

2025 Provincial and Federal Pre-Budget Submissions

Recommendation

1. That the report entitled "2025 Provincial and Federal Pre-Budget Submissions", including Appendix 1 and 2, from the City Manager and Chief Administrative Officer, dated January 10, 2025, be approved for submission to the federal and provincial Ministries of Finance as part of their respective 2025 pre-budget consultations; and
2. That the Clerk be directed to forward the approved submissions with this report to the Office of the Premier, Provincial Minister of Finance, the Honourable Peter Bethlenfalvy, Office of the Prime Minister, Federal Minister of Finance, Dominic LeBlanc, local Mississauga MPPs and MPs, the Region of Peel, Ontario's Big City Mayors, the Federation of Canadian Municipalities, and the Association of Municipalities of Ontario

Executive Summary

- For many years, the City of Mississauga has provided written submissions to the provincial and federal governments as part of their respective pre-budget consultation processes. These submissions form the foundation of the advocacy activities and prioritized requests for the remainder of the year, subject to update and approval by Council.
- It is standard practice for the City of Mississauga, along with many other municipalities and external partners to provide written submissions to the provincial and federal governments as input into their respective annual budget process.
- On December 4, 2024, General Committee approved in principle the 2025 Provincial and Federal Pre-budget submission recommendations, with the understanding that the final versions would be brought to Council in January 2025 for final approval.
- Staff will monitor progress on each recommendation and report back to Council through

Council	2024/12/18	2
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analysis of the 2025 provincial and federal budgets, as well as relevant government announcements.

- This proactive approach ensures that Mississauga continues to effectively address community needs and influence policy decisions with partnership of all levels of government.

Background

Every year, the City of Mississauga makes submissions to the federal and provincial governments through their respective pre-budget submission processes. These documents outline the City's advocacy priorities and requests of the other levels of government.

The priorities outlined in the pre-budget submissions contained in the two appendices will form the basis of the City's advocacy efforts for 2025. This includes actively engaging in a potential provincial and federal election, as well as attending the Federation of Canadian Municipalities (FCM) annual conference in Ottawa on May 29 – June 1, 2025, the Ontario Big City Mayor's (OBCM) annual general meeting on April 11 – 12, 2025, and the Association of Municipalities of Ontario (AMO) conference from August 16 – 20, 2025, to meet with Ministers and opposition party leaders. Between these key milestones, staff and Council will continue to engage with Ministers, ministry staff, MPs and MPPs at all levels of government to advance the City's priorities.

In the event of a federal or provincial election, staff will prepare a campaign strategy and toolkit to ensure Mississauga's priorities are top of mind for candidates and major parties, as well as voters. In previous federal and provincial elections, the City has engaged in advocacy through the "Mississauga Matters" banner.

Comments

Through 2025 budget consultations, the provincial and federal governments are seeking public input from stakeholders on various issues. On December 4, 2024, Council provided input and approved recommendations for the provincial and federal pre-budget submissions. The 2025 Provincial and Federal Pre-budget Submissions, attached as Appendix 1 and 2, include detailed information on each recommendation, funding requests, and investments from other levels of government. The 2025 Provincial and Federal Pre-budget Submissions will form the foundation of the City's government advocacy efforts for the calendar year. Staff will continue to monitor progress on each recommendation and report back to Council through analysis of the 2025 provincial and federal budgets, as well as government announcements.

Strategic Plan

This report addresses multiple strategic pillars, including Move, Belong, Connect, Prosper and Green. The advocacy priorities outlined in this report advance the City's strategic objectives and support a city-building agenda.

Financial Impact

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

Conclusion

The City of Mississauga is dedicated to advocating for our resident's well-being and sustainable community growth. The report highlights key priorities to strengthen partnerships with federal and provincial governments, addressing urgent challenges and securing investments for the long-term success of our City.

Attachments

Appendix 1: 2025 Provincial Pre-Budget Submission

Appendix 2: 2025 Federal Pre-Budget Submission



Geoff Wright, P.Eng, MBA, City Manager and Chief Administrative Officer

Prepared by: Morgan Stahl-Brown, Advisor, Government Relations

2025

PROVINCIAL

PRE-BUDGET

SUBMISSION

Moving Mississauga Forward



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LETTER FROM THE MAYOR OF MISSISSAUGA



To Premier Ford, Minister Bethlenfalvy and Mississauga MPPs,

Mississauga is a dynamic and rapidly growing city, committed to investing in both our present and our future. As we work to meet the challenges of today and prepare for tomorrow, we remain focused on maintaining the high quality of life our residents deserve, while ensuring that Mississauga continues to be an attractive and thriving hub for businesses. We are deeply grateful for the ongoing partnership with your government and for the vital investments you've made – and continue to make in our city's growth and success.

For over two decades, Mississauga has proudly maintained a AAA credit rating, a testament to our strong financial management and commitment to being a well-run, efficient city. While we take great pride in our fiscal responsibility, we are not immune to the growing challenges that lie ahead. To continue thriving, we need the support of both your government and the federal government. Issues such as housing affordability and the ongoing housing crisis, necessary investments in local and regional transit, and mounting external cost pressures are escalating and require urgent attention. These challenges are simply too great for us to tackle alone.

Among the growing pressures facing our city is the request by Trillium Health Partners for a \$500 million contribution to the local share campaign for the new Mississauga Hospital. While we entirely support this vital project and are grateful for the provincial government's commitment to it, the burden of funding healthcare infrastructure lies within provincial jurisdiction – and *should not* lie on the shoulders of property taxpayers. Property tax was never intended to fund healthcare or make up for shortfalls in provincial funding.

Skyrocketing police budgets – set to increase by 23% in 2025 – are driving up costs at the Region of Peel, contributing to a 6% property tax hike in Mississauga. Additionally, the reinstatement of the GTAA PILT cap at 5% will result in

millions of dollars in lost revenue for our city each year. The operating costs of the Hazel McCallion LRT are projected to exceed \$65 million annually, while Peel Region faces a chronic funding gap of \$868 million per year – equating to \$575 per person more than other regions, leaving critical social and infrastructure needs unmet.

While Mississauga continues to make strategic investments in infrastructure and services, escalating demands and rising costs leave municipalities like ours struggling to balance budgets. To address the urgent needs of residents – who deserve quality housing, transit, and community services – we cannot burden them with harsh tax increases during an affordability crisis. We cannot expect Mississauga's residents and businesses to shoulder this alone. It is not just important, but essential that we receive robust support from the province to ensure we can continue meeting these critical needs.

Mississauga plays a vital role as the province's second-largest urban economy, contributing over \$60 billion to the GDP. To continue building a world-class city, we need the province's support and investment, along with a new arrangement similar to those with Toronto and Ottawa, ensuring Mississauga receives its fair share of funding.

On behalf of Mississauga Council and our residents and businesses, I thank you for the opportunity to provide this submission. Your continued partnership is crucial as we work together to address these challenges and drive shared prosperity. Mississauga's success is Ontario's success.

Sincerely,

Carolyn Parrish
MAYOR OF THE CITY OF MISSISSAUGA

EXECUTIVE SUMMARY

The City of Mississauga is a vibrant, growing city, with a GDP of more than \$60 billion. At the same time, we face significant pressures to maintain and continue to build a great city. From infrastructure to climate change, housing to transit, Mississauga needs the support of the provincial government, and their significant revenue tools to ensure our City remains a community with a high quality of life, where people choose to be.

The following pre-budget submission outlines the City's priorities for 2025 (and beyond). It is not an exhaustive list of our needs but focuses specifically on the top priorities as they relate to the provincial government. We are asking the province to take action on each of our requests, to make further investments in our city, and to work as partners to build a great community.

The recommendations in this document are separated into two categories: Investments and changes that will support the building of new housing to address the housing crisis and meet the province's housing targets, and investments to address affordability and ensure the property tax remains appropriate and manageable for all residents and businesses.

Housing-Enabling Investments

- Commencing planning work on the eastern and western expansion of the Dundas BRT to ensure it connects regionally and serves a growing population.
- Implementing all-day, two-way GO service on the Milton GO Rail Corridor as soon as possible to create economic and housing opportunities and relieve congestion and gridlock.
- Investing with Mississauga in a new transit garage to allow the city to expand and green its transit fleet, to keep up with growing demand and meet the province's housing targets for our City.
- Working with Mississauga on flood and disaster relief programs and investments to ensure our City is climate resilient and ready to handle the next historic weather event.

Affordability

- Recognize Mississauga's stature as the province's second largest urban economy and developing a new deal for our City, similar to the ones recently struck with Toronto and Ottawa, that includes, among other items, the uploading of the operating costs of the Hurontario LRT for at least the first three years of operation.
- Ensure Peel Region, and by extension Mississauga, receives its fair share of funding for infrastructure, core services, and social programs, at least equal on a per capita basis to the funding received by other regions in the province.
- Revisit the 5% cap on the payment in lieu of taxes (PILT) paid by the Greater Toronto Airports Authority (GTAA) to the city, to ensure fairness for Mississauga property taxpayers and that our city and our airport can grow together.
- Address the rising issue of food insecurity and the skyrocketing use of food banks by addressing the underlying factors that lead to food bank use such as, lack of affordable housing, increasing social assistance rates, and making investments in people.

The City of Mississauga has a plan and a vision for growth and to remain a place people choose as their home and a place to invest. Only with the help of the provincial government will we realize this vision.

OUR REQUESTS

HOUSING-ENABLING INFRASTRUCTURE

Improving Transit Infrastructure and Connectivity:
Extension of the Dundas BRT

Transit Expansion:
All-Day, Two-Way GO Service – Milton GO Rail Corridor

Investing in Sustainable Public Transit:
Building New Transit Facility

Flood-Resilient Futures:
Investing in Integrated Disaster Mitigation

AFFORDABILITY

Getting Housing Built Quickly:
Addressing the Housing Supply and Affordability Crisis in Mississauga

New Deal for Mississauga:
Responsible Funding for Third Largest Municipality in Ontario

Priority Provincial Funding:
Fair Share for Region of Peel and Mississauga

Hospital Expansion:
Local Share for Healthcare Infrastructure in Mississauga

GTAA PILT: Mississauga Seeks Fair and Balanced Approach to Airport Property Taxation

Urgent Action Needed:
Addressing Mississauga's Food Insecurity Crisis

HOUSING-ENABLING INFRASTRUCTURE

Unlocking Housing Potential: The Critical Role of Housing-Enabling Infrastructure

Housing-enabling infrastructure is essential for unlocking housing opportunities. It focuses on expanding and improving key systems and assets, such as transit, stormwater, and roads, which support residential development.

By strengthening this infrastructure, communities can accommodate growth and ensure there is enough capacity to build more homes, ultimately making housing more accessible and affordable.

The City of Mississauga is eager to collaborate with the Government of Ontario to accelerate housing development and build a thriving, prosperous city for all.

Improving Transit Infrastructure and Connectivity: Extension of the Dundas BRT

Request: We are requesting that the provincial government allocate \$2 million in funding for the development of a business case and further studies for the Dundas BRT Mississauga West. This area is projected to accommodate 9% (808,000) of the GTHA’s population growth by 2041. The funding will also be used to explore options to create direct links to the University of Toronto Mississauga campus and enhance connectivity between Kipling Station and the Mississauga east segment of the regional transit system.

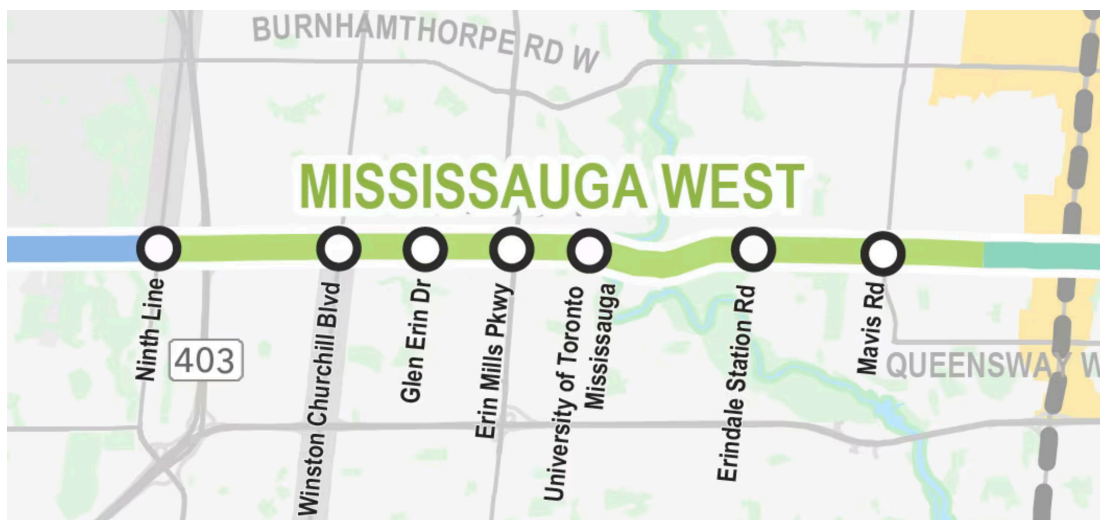
About the Dundas BRT

The City of Mississauga, in partnership with Metrolinx, is advancing the planning of the Dundas Bus Rapid Transit (BRT) project. This proposed 48-kilometre BRT route will provide fast, frequent service along Dundas Street, spanning from Highway 6 in Hamilton to the Kipling Transit Hub in Toronto, connecting the City

Centres of Etobicoke and Mississauga. More than 20 kilometres of the route will operate in dedicated bus lanes or exclusive right-of-way, separated from general traffic, ensuring faster and more reliable transit options. The project is expected to continue to serve high ridership, including significant usage to and from the University of Toronto Mississauga campus.

“By 2041, 6% of all employment in the GTHA and 8% of the region’s total population will be living along the Dundas Corridor. It will also contain 9% (808,000) of all population growth and 6% of employment growth across the GTHA.”

Metrolinx



The proposed alignment and stop locations for the Dundas BRT Mississauga West segment. Image: Metrolinx

In addition, the City is currently working on connecting the Hazel McCallion Line LRT to its eastern border with Toronto. To maximize the system’s potential, it’s crucial to begin design and business case analysis for two key segments:

- The connection between Kipling Station in Toronto and the current BRT section.
- The corridor from Confederation Parkway to the University of Toronto Mississauga campus.

These projects are critical to advancing regional transit connectivity and will require both provincial funding and support. While we understand that Metrolinx has indicated that additional studies and business cases for these segments are not currently prioritized, we believe that securing attention and resources for these initiatives would greatly enhance the full potential of the BRT system and its benefits for the region.

We request that the province will consider these projects as a key part of the broader vision for improving transit infrastructure and connectivity across the area.

Commuter Benefits

- Strengthening our east to west connections.
- Reducing travel times for approximately 30,000 new daily riders.
- Increasing and creating a more reliable transit service.
- Lowering carbon emissions.
- Connecting communities.
- Reducing gridlock.
- Providing easy connections across the Greater Toronto and Hamilton Area (GTHA).

Economic Benefits

- Supporting local businesses.
- Developing mobility hubs.
- Unlocking economic and regional development along the corridor.
- Helping retain and attract residents, tourists, and businesses.
- Revitalizing, redeveloping, and reshaping the corridor.
- Participating in a broader transit strategy supporting Toronto, Mississauga, Oakville, Burlington and Hamilton.

Collaboration Between the City of Mississauga and the Government of Ontario Leads to Better Outcomes for Residents

- Improving regional connectivity across southern Ontario.
- Investing in an integrated transportation infrastructure network that enables economic prosperity and future sustainability (Province’s Transit plan).

“Our government is saying ‘yes’ to building the roads, highways and public transit needed to unlock our full economic potential and keep our province moving forward. As we attract more skilled workers to Ontario, we need to build more roads and highways to keep up with population growth.”

The Hon. Doug Ford,
Premier of Ontario



The Dundas BRT transit corridor will stretch 48km along Dundas Street, linking Mississauga, Hamilton & Etobicoke.
Image: City of Mississauga

Transit Expansion: All-Day, Two-Way GO Service – Milton GO Rail Corridor

REQUEST: We are urging the provincial government to establish a clear timeline for implementing all-day, two-way GO service on the Milton GO Rail corridor, projected to serve up to 94,000 passengers by 2041. Immediate funding is critical to upgrade corridor infrastructure, increase train capacity, and resolve conflicts with freight traffic. This project must be prioritized and fast-tracked as it is essential for regional transit improvement and economic development. We’re also requesting to receive regular and transparent updates on the progress of the project to ensure communities stay informed and engaged.

About Milton GO Rail Corridor

The GO train system is the backbone of transportation across the Greater Toronto Area, moving millions of people daily and supporting the region’s economic and social infrastructure as well as housing. The Milton GO Rail corridor represents one of GO Transit’s busiest corridors after the Lakeshore line. While Mississauga is thankful for the additional rush hour train trips that have been added to this corridor in recent years, the reality remains that the trains do not operate in both directions, all day. This line’s importance will continue to grow as future connections are planned at Cooksville GO with the Hazel McCallion Line LRT and Mississauga’s downtown, as well as to the rapidly

growing Meadowvale Business Park area. This critical gap in service creates travel challenges for residents and impacts Mississauga’s local economy. Despite a 2031 date for two-way all-day GO train service communicated by the Government of Ontario, a direct timeline for the service has not been confirmed.

We are thankful for the government’s commitment to this project, but have received few details. While Mississauga does not own the infrastructure, the City has a critical stake in seeing this project expedited. It has been a top advocacy priority for decades and is key to transforming local and regional travel patterns, significantly boosting capacity and connectivity for residents and businesses, especially those in the Meadowvale business park.

“Peel is one of Canada’s fastest-growing regions. Our government will continue to invest historic amounts in connected transportation there – and across the province – so that Ontarians can spend less time commuting and more time at home, doing what matters most to them.”

The Hon. Prabmeet Sarkaria,
Ontario Minister of Transportation

By 2041, the Milton corridor is expected to have up to 94,000 daily riders.



An image depicting a map of the all-day, two-way Milton GO line. Image: City of Mississauga

Commuter Benefits

- Lowering carbon emissions.
- Improving quality of life for commuters with direct access.
- Reducing traffic congestion.
- Providing cost savings with affordable fare options and elimination of paying parking fees.
- Increasing access to employment hubs and larger transit connections.
- Encouraging urban growth and development in communities around transit hub stations.
- More frequent service.
- Less crowding on key routes.
- Improved service reliability for customers.

Economic Benefits

- Serving Ontario's second-largest economic center.
- Moving more commuters around southern Ontario.
- Supporting approximately 8,000 businesses.
- Supporting more than 143,000 jobs.
- Boosting regional economic connectivity and growth.

Collaborative Partnership Between the City of Mississauga and the Government of Ontario Leads to Better Outcomes for Residents

- Enhancing regional mobility.
- Increasing economic opportunities.
- Supporting transit-oriented development.
- Expanding provincial transit goals.
- Supporting regional economic development.
- Improving sustainable transportation strategies.

“The Canadian head office for Novo Nordisk is located in Mississauga, in one of Canada’s largest life sciences sector hubs. We support the expansion of the City of Mississauga’s All-Day, Two-Way GO Service to support our ability to attract and retain a talented workforce and promote environmental sustainability through reducing vehicle emissions.”

Béatrice Clerc, former President, Novo Nordisk Canada Inc.



Cooksville GO Station in Mississauga.
Photo Credit: Metrolinx

Investing in Sustainable Public Transit: Building New Transit Facility

REQUEST: We are requesting \$500 million to construct a new transit facility to support the expansion of transit in Mississauga. This investment is crucial for increasing housing availability in our community and achieving the Government of Ontario’s target of 120,000 new homes over the next 10 years.

About the Transit Facility

Traffic and congestion are already at high levels in Mississauga, and as the City works to meet the province’s housing targets, investing in transit service and capacity will be crucial. In 2022, Ontario’s public transit system was operated by 106 municipal transit agencies and two provincial transit agencies, however, municipal transit agencies continue to serve more passengers than their provincial counterparts. Demand for public transit is high, with ridership surpassing 2019 levels by more than 10%, and nearly 25,000 residents relying on transit daily to commute to work. According to the Financial Accountability Office of Ontario, municipal and provincial transit agencies

facilitated 590.9 million passenger trips in 2022, of which municipal transit agencies accounted for 556.0 million (94.1 %) of total ridership, while the remaining 34.9 million trips (5.9 %) were recorded by provincial transit agencies. To meet this growing demand, MiWay needs to expand its fleet, which requires a new transit garage. The cost however, to building a new facility to accommodate a zero-emission fleet is substantial and exceeds the City’s current budgetary capacity.

The Government of Ontario plays a critical role in helping to fund the transit system to support our ability to operate, maintain and grow the Mississauga’s transit infrastructure – including the need for a transit facility.

“While municipalities have expanded their bus fleets with federal capital funding, they do not have the operating funding they need to actually put those bigger fleets into service.”

Canadian Urban
Transit Association (CUTA)



MiWay bus driving towards Central Parkway station in Mississauga.
Photo: City of Mississauga

MiWay's Bus Fleet

MiWay's existing bus fleet of approximately 500 vehicles is housed at its two existing facilities (Central Parkway and Malton), which have both reached full capacity severely limiting future fleet growth. Bringing more buses online, will require more space to house and service them. As MiWay brings on more zero emissions buses, it will need the right space to house and repair them. Details of the new transit storage facility still need to be determined; however, preliminary conceptual designs indicate the potential to house between 170 and 280 forty-foot buses at this site with an estimated capital cost more than \$500 million.

Commuter Benefits

- Increasing the fleet means more buses on the road to move more people around Mississauga and to other major transit station areas around the GTA.
- Reducing traffic congestion.
- Increasing fleet safety and maintenance, inspections and operational readiness for buses.
- Lowering green house gas emissions.

Economic Benefits

- Moving more commuters around southern Ontario.
- Boosting economic connectivity and growth.
- Reducing climate change impacts on the community.
- Reducing maintenance costs.
- Increasing property values and development opportunities.
- Creating access to larger, more diverse talent for employers.

Collaborative Partnership Between the City of Mississauga and the Government of Ontario Leads to Better Outcomes for Residents

- Enhancing regional mobility.
- Increasing economic opportunities.
- Supporting transit-oriented development.
- Expanding provincial transit goals.
- Supporting regional economic development.
- Providing sustainable transportation strategies.

“Of the province’s 106 municipal transit agencies, MiWay in Mississauga is the third largest, with 35.7 million trips and a service area population of 0.8 million.”

2022 Report of Financial Accountability Office in Ontario



MiWay commuter in a wheelchair entering bus in Mississauga.
Photo: City of Mississauga

Flood-Resilient Futures: Investing in Integrated Disaster Mitigation

REQUEST: We are requesting that the provincial government expedite approval of Mississauga’s applications to the Housing Enabling Water Systems Fund and the Housing Enabling Core Services Stream. Swift action is essential to support our housing development initiatives and meet urgent community needs.

About Disaster Mitigation and Housing Enabling Funding

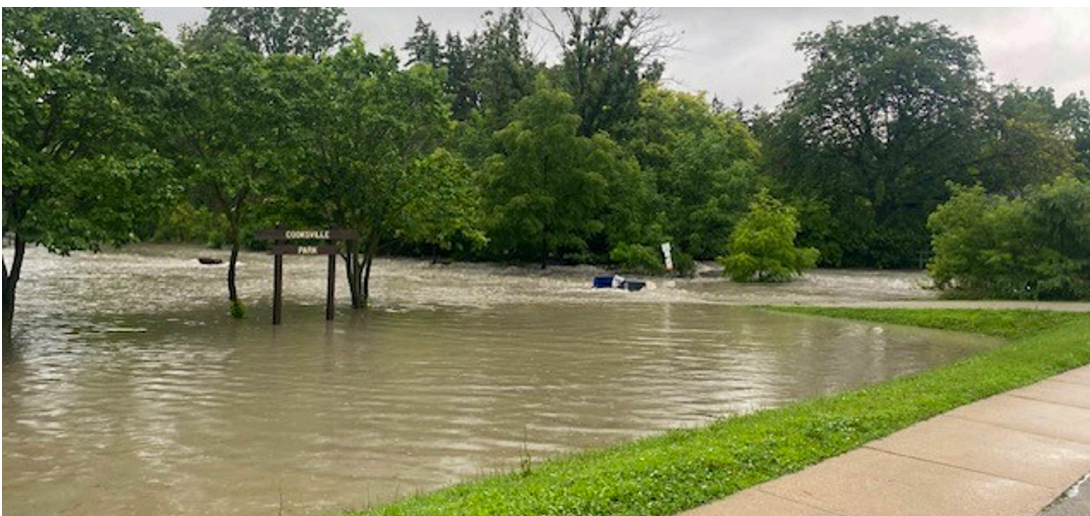
In July and August 2024, parts of Mississauga experienced historic and catastrophic flooding, due to record-breaking rainfall. While the City’s current infrastructure helped reduce damage, the increasing number and intensity of these storms are challenging these systems. The City is investing in upgrading its infrastructure, including the stormwater system, to protect property, ensure public safety and make Mississauga more resilient to climate change.

The City, however, cannot do it alone. Mississauga requires support from the provincial government to continue to build housing and the necessary infrastructure to support it.

The Insurance Bureau of Canada (IBC) found that severe weather resulted in more than \$3.1 billion in insured damage across Canada in 2023. According to the report, Mississauga is one of the most flood-prone cities in Ontario. It highlights cities like Mississauga, with dense populations, extensive infrastructure, and growing urbanization face heightened flood risks and are increasingly vulnerable to such events.

A report that evaluates cities on a scale from one to five ranked Mississauga ahead of Toronto at 4.4 out of 5 on a list of Ontario’s most flood-prone areas.

Insurance Bureau of Canada



Cooksville Park in Mississauga flooded.
Photo: City of Mississauga

Housing-Enabling Water Systems Fund

The City is thankful for the funding provided to the Region of Peel in 2024 through the provincial Housing-Enabling Water Systems Fund (HEWSF). However, pressure on the City’s budget to maintain existing and build new infrastructure continues to mount and additional support from the federal and provincial governments is necessary. The City has recently submitted two applications to the provincial government for further investments from the Housing-Enabling Water Systems Fund (HEWSF) that if approved, would greatly benefit the City’s long-term growth and sustainability.

These additional investments will help address the increasing demands on our infrastructure, support the development of affordable housing, and ensure that essential water systems are equipped to handle future population growth. However, these investments cannot happen without the support of both provincial and federal governments. It is crucial that all levels of government continue to work together with the City of Mississauga to effectively meet the needs of our communities.

About Dixie-Dundas Flood Mitigation (HEWSF)

The City has submitted an application under the Housing Enabling Water Systems Fund through the Government of Ontario, requesting \$31 million, which covers 73% of the total eligible project costs, to address severe flooding issues in our community. The Dixie-Dundas Flood Mitigation Project will enhance the resiliency of the City’s stormwater system, protecting more than 1,000 properties currently at risk of flooding due to the overflow of Little Etobicoke Creek at Queen Frederica. This project will help safeguard the Dixie-Dundas and Applewood communities and unlock land for the development of 6,300 new housing units in a critical growth node located at the Dixie GO Major Transit Station Area.

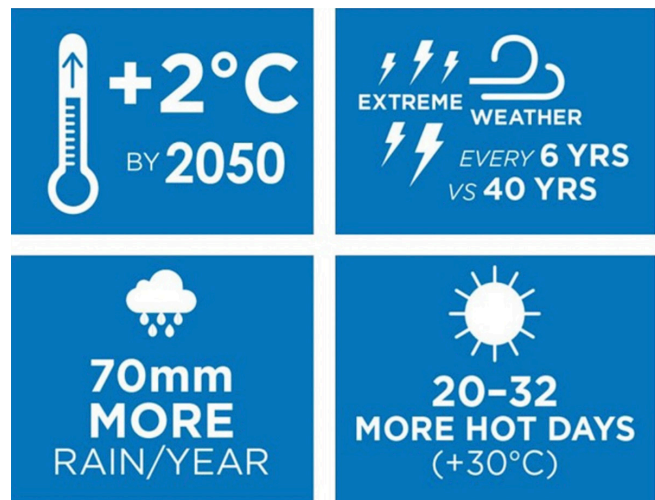
The City’s Climate Action Plan provides data that shows by 2050 severe weather events such as heavy rainfall will occur every six years instead of every 40 years. Changes in precipitation will cause more frequent and severe rainfall, leading to community level flooding.

“Our government has been making significant investments in housing-enabling infrastructure so that as interest rates start to come down, municipalities have enough serviced land to build the family-sized homes their communities need. Through our \$3-billion plan to get water and wastewater infrastructure in the ground, we are untangling a mess created by the previous government and getting more homes built faster.”

The Hon. Paul Calandra, Minister of Municipal Affairs and Housing, Government of Ontario



A floodplain map Dixie-Dundas area of Mississauga. Photo: Toronto and Region Conservation Authority



City of Mississauga’s climate projections for 2025 (2010 Baseline). Photo: City of Mississauga

About the Ninth Line Road Widening – Eglinton Avenue West to Derry Road West (HECS)

This project is vital for improving transportation infrastructure to support our growing population. The City has applied for the maximum permitted funding of \$20 million through the *Municipal Housing Infrastructure Program – Housing-Enabling Core Servicing Stream (MHIP-HECS)*. The City’s application requested the maximum amount permitted, which represents 35% of the total eligible project costs. This funding is crucial to ensure the project moves forward without delay and effectively addresses both current and future transportation needs.

Resident Benefits

- Improving critical public safety needs.
- Ensuring neighbourhoods are more resilient to climate change.
- Increasing preparedness and response.
- Reducing disaster risk.
- Preventing flooding on public and private property.
- Protecting people and property from the effects of flooding.
- Protecting of watersheds, rivers and lakes.
- Continuing to strengthen land-use planning.

Economic Benefits

- Addressing climate change impacts and increasing infrastructure resilience.
- Improving flood protection to ensure business continuity.
- Stimulating economic growth as modernized and expanded infrastructure will attract businesses and stimulate job creation.
- Reducing carbon emissions
- Sustainability with investments being made to address infrastructure challenges before they become too severe, preventing future costly disruptions and inefficiencies by outdated systems.

Collaborative Partnership Between the City of Mississauga and the Government of Ontario Leads to Better Outcomes for Residents

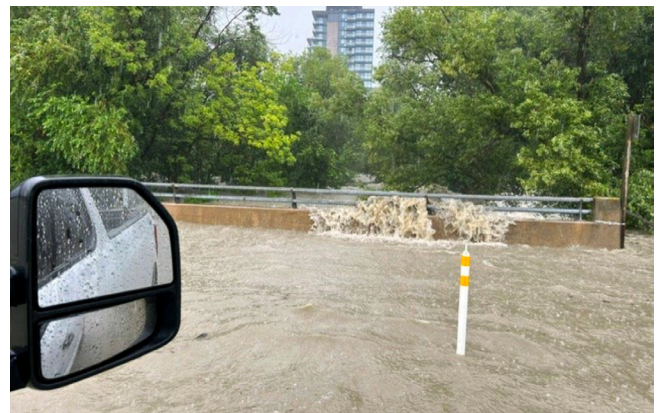
- Flood mitigation supports the Dundas Connects Master Plan and the Stormwater Master Plan allowing for future development and intensification in the area.
- Proper flood mitigation supports the Protecting people and property: Ontario’s flooding strategy.

“Water, sewer and stormwater infrastructure are the most critical infrastructure assets necessary in the residential construction process. This is the first step in building new residential developments, so without these assets being built, homes can’t get built.”

Patrick McManus Executive Director, The Ontario Sewer and Watermain Construction Association



Overhead image of the Ninth Line Road Widening.
Photo: City of Mississauga



Flood water pouring onto a major roadway in Mississauga.
Photo: City of Mississauga

AFFORDABILITY

Keeping Our City Affordable: A New Deal for Mississauga

Mississauga residents deserve affordable homes, better transit, connected communities and continued economic growth. To achieve this, the province must strike a new deal with Mississauga that supports the city's needs, just as it has with Toronto and Ottawa.

At the Association of Municipalities of Ontario Conference in August 2023, Premier Doug Ford and the provincial government committed to making municipalities whole. More recently, they did this by providing Toronto with \$1.2 billion over three years to support its Eglinton Crosstown and Finch West LRTs, and similarly supporting Ottawa's transit initiatives. While Mississauga, Ontario's second-largest economy, faces similar challenges and opportunities, it has yet to receive comparable support.

A new funding deal for Mississauga ensures the City thrives – helping to boost affordability, foster economic resilience, and improve the quality of life for Mississauga residents.

Getting Housing Built Quickly: Addressing the Housing Supply and Affordability Crisis in Mississauga

REQUEST: Collaborate with the City of Mississauga to address the housing crisis. The housing supply and affordability crisis demands a unified effort from all levels of government and stakeholders. The City of Mississauga, in partnership with over 30 experts from Ontario’s leading private and not-for-profit housing developers, has developed actionable solutions. Now, we need the provincial and federal governments to take decisive steps to implement these recommendations. This collaboration will drive the change necessary to overcome existing barriers, streamline housing approvals, and accelerate the development of affordable and sustainable homes. The detailed recommendations outlined in this document represent a roadmap to success—one that will ensure Mississauga meets its housing targets and sets a precedent for addressing housing challenges across Ontario.

About Mississauga’s Housing Supply and Affordability Crisis

In July 2024, Mississauga’s Mayor’s Housing Task Force was created to help the City continue its efforts to streamline housing approval processes. The task force was designed as a forum to discuss obstacles, find solutions to the housing supply and affordability crisis in Mississauga and identified areas for partnership.

The Mayor’s Housing Task Force (MHTF) compliments the City’s 2023 Housing Action Plan. The Mayor’s Housing Task Force included four priorities and 30 actions, these recommendations will help guide Mississauga’s future efforts on housing. In fact, the City has already started to take action in important ways.

“When it comes to building at least 1.5 million new homes by 2031, we need all hands-on deck. Our government will continue to take action and work closely with our partners at all levels of government to implement our ambitious plan to build more homes people can afford.”

The Hon. Paul Calandra, Minister of Municipal Affairs and Housing, Government of Ontario



Mississauga needs more housing options for families, older adults, students and others who want to live in the city.
Photo: City of Mississauga

The four priorities can be found here:

1. Reform development charges, taxes and fees to help lower housing costs 95% of new homes built in Canada are built by the private sector. The Task Force is recommending 14 actions to help balance demand and incentivize more affordable housing developments.
2. Update building and design standards to help boost supply and make building more affordable In a housing crisis, the aim of guidelines and standards must be to help – not hinder – good city-building. The Task Force is recommending 7 actions that will help create efficiencies across the industry to increase supply.
3. Transform zoning to unlock more housing Zoning reform provides certainty for developers and can help streamline the development application process. The Task Force is recommending 5 actions that will support Mississauga’s transformation into a dynamic urban city.
4. Create sustainable programs and funding that will mobilize industry to help meet the demand for affordable housing The private sector can – and is willing – to play a significant role in helping to build affordable housing. The Task Force is recommending 4 actions to help develop a sustainable, long-term funding program for affordable housing.

Nearly half (45%) of Canadians reported being very concerned about their ability to afford housing due to rising costs.

Statistics Canada

More than 80,000 Ontarians were known to be homeless in 2024, a number that has grown by more than 25 per cent since 2022.

Association of Municipalities of Ontario

What the Provincial Government can do:

- Fund water, wastewater, and transit development charges.
Why this matters: Provincial funding would alleviate financial pressures on municipalities, enabling them to support critical infrastructure without passing costs onto developers or homebuyers. This approach reduces overall project costs, accelerates housing delivery, and ensures that essential services are in place to support sustainable growing communities.
- Establish a First-Time Homebuyer Rebate: Introduce a rebate program that directly offsets the cost of development charges (DCs) for first-time homebuyers.
Why this matters: Development charges represent a significant cost barrier for prospective buyers. Reducing this expense supports homeownership accessibility while fostering demand for new housing.
- Waive HST or increase HST maximum rebate amount (provincial share) on homes for first-time homebuyers
- Increase Land Transfer Tax first-time buyer thresholds: As an immediate step the province should increase the first-time buyer thresholds so they better reflect current prices. The province should also look at broader reforms to the tax to help new homebuyers and younger residents.
Why this matters: This change addresses affordability challenges and promotes equitable access to housing.
- Broader Reform of Community Benefit Charges and land transaction taxes: As a way to provide a partial alternative to development charges, the province could explore providing municipalities the ability to apply a land value uplift charge on land sales over a certain value. This could replace community benefit charges and a portion of development charges. By doing so, the seller of land would be taxed for the land value increase rather than the developer creating the housing. The revenue could be dedicated to pay for growth-related infrastructure as having these services in place is a key factor in land value.
Why this matters: This change would be more economically efficient and incent housing creation, reduce land speculation, and lower land costs.

- Standardize accessibility and green standards across Ontario:
 - Accessibility design guidelines: Harmonize accessibility requirements across jurisdictions to ensure a clear and cohesive framework. This should extend beyond the AODA to include interior spaces governed by the Ontario Building Code.
 - Green standards: Introduce consistent, province-wide green building standards to eliminate the patchwork of regulations currently faced by developers.

Why this matters: Standardized regulations reduce complexity and compliance costs for developers, streamline design processes, and ensure equitable and sustainable development across the province.

- Streamline the Ministry of the Environment, Conservation and Parks (MECP) role in the building permit process: Adopt a streamlined and concurrent approval process for environmental requirements, such as Records of Site Condition and risk assessments.

Why This Matters: Faster approvals from the MECP enable municipalities to issue building permits more efficiently, reducing delays and accelerating housing delivery.

- Expand the federal and provincial government's role as a housing supplier: Increase the government's role in directly funding and providing land for housing to ensure long-term affordability and stability within the housing market. The provincial and federal governments should take a leading role in funding housing services and incentivizing development by:
 - Implementing a long-term housing development & affordability strategy: Establish consistent, decade-long programs that create certainty for private developers to include affordable and rental housing in their business models (ex. % of GDP).

Why This Matters: A stable, long-term strategy from senior governments provides financial certainty, encourages sustained developer participation, and ensures affordability objectives are integrated into housing development plans. A stronger government presence in housing provision creates a reliable supply of affordable units, reduces dependency on market fluctuations, and addresses systemic gaps in housing availability. This approach promotes equity and long-term solutions to the housing crisis.

- Strengthen landlord rights to promote rental housing supply: Recent provincial measures to balance tenant and landlord rights – such as increased fines under the Residential Tenancies Act (RTA), enhanced tenant rights, and investments in the Landlord and Tenant Board (LTB) – are a step in the right direction. However, further action is needed to ensure landlords and housing providers can confidently invest in and maintain rental housing. Proposed actions:
 - Ensure faster dispute resolutions at the LTB: Expand funding and operational capacity to reduce case backlogs and deliver swift resolutions to disputes, protecting landlords from prolonged financial strain.
 - Establish clear recourse for dealing with problematic tenants: Introduce streamlined processes for addressing issues such as unpaid rent, property damage, and lease violations to provide landlords with fair and timely remedies.
 - Encourage compliance while mitigating risks of an unregulated market: Strengthen enforcement mechanisms against both tenants and landlords who operate outside the formal rental system, thereby reducing risks associated with unregulated markets.

Why This Matters: Strengthening landlord protections reduces risks for housing providers, encourages more investment in rental housing, and accelerates the availability of regulated, high-quality rental units. Without adequate recourse, the market risks losing landlords to informal and unregulated systems, ultimately limiting housing supply and tenant security

- Strengthen the Region of Peel's housing service delivery framework: Enhance the Region's capacity to facilitate affordable housing by focusing on the following priorities:
 - Establish trusted organizations: Create entities akin to Toronto Community Housing to provide project certainty, clarity, and shared accountability for developers.
 - Expedited approval streams: Implement dedicated fast-track approval processes for affordable housing, including site plan and permitting reviews.
 - Support non-profit pathways: Develop robust programs for non-profit housing organizations, incorporating affordable ownership and equity-based models to accelerate project delivery.

Why This Matters: Streamlining service delivery and fostering collaboration with trusted partners ensures predictability for developers and enables non-profit organizations to contribute significantly to affordable housing supply.

- Provide funding for Inclusionary Zoning and affordable units: Critically review the feasibility model in today's economic climate and reconsider the rates or the allocation of dedicated funding to support Inclusionary Zoning policies in the construction of newly built affordable housing units.

Why This Matters: Inclusionary Zoning is challenging to operationalize for developers and municipalities. To encourage greater adoption a critical review of feasibility or funding model for affordable units may support offsetting the financial carrying costs to developers and impact to new homeowners.

While the City of Mississauga is committed to doing whatever we can to help get more housing built, there are certain barriers identified by the Task Force that are beyond the City's control. These barriers include:

- Provincial and Federal support need for first-time homebuyers.
- Making more land available for development near provincial highways
- External utility providers and provincial agencies review processes

Resident Benefits

- Increasing homeownership accessibility while fostering demand for new housing.
- Promoting equitable access to housing.
- Providing solutions for how to deliver more housing quickly.
- Identifying opportunities to streamline development application and building permit approval processes.
- Providing incentives to purchase homes in Mississauga. Nearly half (45%) of Canadians reported being very concerned about their ability to afford housing due to rising costs. 90% of homeless shelters in Canada are in Ontario, British Columbia, Quebec, and Alberta, and 44% of them are in Ontario alone.

Economic Benefits

- Provincial funding would alleviate financial pressures on the City, enabling it to support critical infrastructure without passing costs onto homebuyers, developers or industry partners.
- Accelerating housing delivery.
- Ensuring essential services are in place to support sustainable growing communities.
- Increasing economic efficiency.
- Incentivizing housing creation.
- Reducing land speculation.
- Lowering land costs.

Collaboration Between the City of Mississauga and the Government of Ontario Leads to Better Returns in Economic Growth for Ontario

- Ensures alignment in meeting Ontario's ambitious housing targets, accelerating the construction of 1.5 million homes by 2031 and promoting economic growth.
- Streamlining funding and infrastructure development, ensures that resources are effectively used to support critical projects without duplicating efforts, reducing costs, and increasing economic efficiency.
- Harmonization of regulations and processes, reduces delays in approvals and construction timelines, leading to quicker housing delivery and more immediate economic returns.
- Creating clear, consistent policies and standards encourages developers to invest in housing projects, leading to increased private sector involvement, job creation, and economic stimulation.
- A more predictable housing environment, reduces economic volatility caused by housing market instability, supporting overall economic health in Ontario.
- Successful housing initiatives lead to thriving, diverse communities that attract both businesses and residents, which in turn stimulates the local economy through job creation, increased tax revenue, and business development.

New Deal for Mississauga: Responsible Funding for Third Largest Municipality in Ontario

REQUEST: We are requesting the provincial government prioritize and sign a new funding deal with the City of Mississauga. This agreement must ensure financial support for the operation of the Hazel McCallion Line LRT for its first three years of service. In addition, we are requesting funds for other key projects on the City’s capital list, including Lakeshore Higher Order Transit, Dundas Bus Rapid Transit, and the new Transit Storage Facility, to support long-term infrastructure growth and regional development.

About a New Deal for Mississauga

The City is asking the province to provide equitable transit funding, recognizing Mississauga’s status as a major economic hub and one of the largest and most important economic centers in both Ontario and Canada.

In late 2023 and early 2024, the provincial government struck new funding deals with Toronto and Ottawa, providing each city with operating and capital funding for transit projects. In Toronto, the province provided \$1.2 billion to the city over three years to operate the Eglinton Crosstown and Finch West LRTs. In Ottawa, they committed over \$197 million for operating costs, including \$48 million for increased safety on public transit. In both cases, the province recognized the

significant operating pressures faced by these cities and determined that provincial support was needed.

In the Government of Ontario’s October 30, 2024, Fall Economic Statement, the new deals with Ottawa and Toronto were justified because these cities are “unique economic engines in the provincial and national economies that face pressures and challenges that require additional support from all levels of government.” As the province’s second largest urban economy, Mississauga is also a unique economic engine for the province and the country with a 2023 annual economic GDP output of \$60.9 billion. As a net importer of 496,174 jobs and 107,807 registered businesses we are an economic powerhouse in our own right and should be afforded the same considerations as Toronto and Ottawa.

“The City’s growth over the past few decades has seen it emerge from the shadows of Toronto, no longer just a bedroom community to the province’s capital. The City is now its own thriving community – an important contributor to Ontario’s economy. I think there is a bit of recognition here that Mississauga has achieved something substantial.”

Zachary Spicer, Associate Professor,
School of Public Policy and Administration



Brickyard Park in Mississauga.
Photo: City of Mississauga

Resident Benefits

- Higher standard of living.
- Lower unemployment; more jobs available.
- Reducing economic borrowing.
- Greater efficiency.
- Access to more resources.
- Investments in transit, housing and infrastructure.

Collaboration Between the City of Mississauga and the Government of Ontario Leads to Better Returns in Economic Growth for Ontario

- Investing in important projects that focus on public transportation creating more jobs.
- Making the City appealing for tech companies and new businesses helping Ontario become a leader in innovation.

Economic Benefits

- Mississauga is Canada's seventh-largest city and the Ontario's second largest economy.
- Home to more than 100,000 businesses.
- Home to more than 1,400 multi-national companies and 77 Fortune 500 companies.
- Boasts a GDP of \$60.9 billion (2023) for the provincial and national economies.
- Home to 496,174 jobs.
- Home to Canada's largest airport – Toronto Pearson International Airport.
- Mississauga's been ranked as one of Canada's best locations for business and investment for eight years in a row.
- Mississauga's economic output is \$55 billion per year, or \$77,000 per person.
- The City has the second-largest Life Sciences cluster in Canada with more than 500 companies that employ 27,000 people.

“No matter where you live, you deserve access to transit that is fast, dependable, and affordable. Under the leadership of Premier Ford, our government will continue to invest in convenient transit solutions for eastern Ontario that will get families where they need to go.”

Ric Bresee, Parliamentary Assistant to Ontario's Minister of Transportation, and Member of Provincial Parliament for Hastings – Lennox and Addington



An aerial view of downtown Mississauga.
Photo: City of Mississauga

Priority Provincial Funding: Fair Share for Region of Peel and Mississauga

REQUEST: We are requesting that the provincial government prioritize increased funding for Peel Region to address gaps identified by the Metamorphosis Network. This funding is essential to ensure fairness for property taxpayers and promote equitable regional development. Specifically, we seek \$86 million to cover the shortfall for core municipal services and an additional \$214 million for social services.

About a Fair Share for Region of Peel and the City of Mississauga

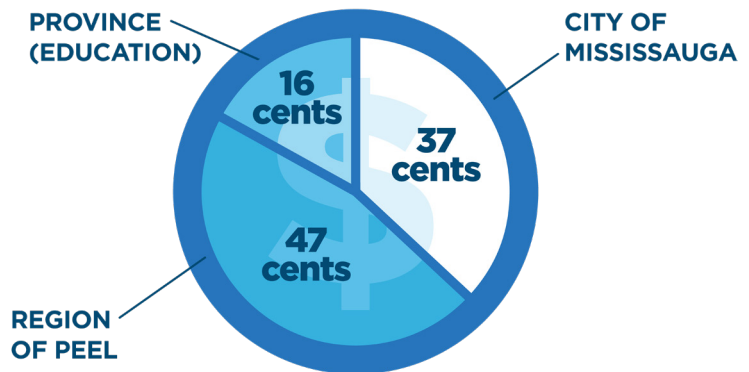
Peel Region faces a deficit of \$868 million annually, which translates to a \$578 per-person financial gap across Mississauga, Brampton, and Caledon. Residents in Peel Region, including those in the Mississauga, receive less in funding from the provincial government than people living in other Ontario cities, towns and regions across the province. When compared with its closest peers – the seven other municipalities in Ontario with populations more than 500,000: Toronto, Ottawa, Hamilton, York, Durham, Waterloo and Halton – funding in Peel is persistently low. This includes \$86 million less for core municipal services as well as \$214 million for social services.

Recent data shows municipalities have had to reallocate \$138 per person from the local property taxes each year to cover the provincial funding gap for essential services. This puts a considerable strain on tax bills for both the Region and Mississauga, leading to higher costs for taxpayers, even though these are provincial programs, services, and responsibilities.

The shortfall affects various municipal services including housing, childcare, schools, seniors care, and non-profit community services.

“More and more, municipal governments are being asked to take on new responsibilities as the level of government closest to the people. Municipalities are the only order of government where revenue does not grow with the economy.”

Association of Municipalities of Ontario



Percentage breakdown of property taxes in Mississauga, 2025 between the City, Region and Province.
Photo: 2025 Budget, City of Mississauga

How the Funding Gap Affects Residents

- Limited access to social services like housing, childcare, and healthcare.
- Overburdened community support programs with fewer resources.
- Lower quality of essential services such as mental health and senior care.
- Fewer opportunities for education and job training.
- Increased strain on non-profits and charities.
- Longer wait times for critical services.
- Higher pressure on emergency services like healthcare, police, and fire.

These service constraints underscore the urgent need for equitable provincial funding that reflects the City's growing population and diverse community needs.

Unsustainable Burden on Property Taxes

The combined property tax bills for the Region of Peel and the City of Mississauga mean that financial pressures on the Region directly impact the City. This funding gap places significant strain on Mississauga's budget, making it increasingly difficult to maintain a competitive property tax rate while continuing to deliver the high-quality programs and services that residents rely on.

Addressing this funding shortfall is crucial, and it is essential that the provincial government step in to provide support. The Premier's commitment to making municipalities whole must be upheld to ensure that cities like Mississauga can continue to thrive and meet the needs of our residents. Approximately one-third (37%) of every dollar collected in property taxes remains in Mississauga, funding essential services such as:

- Transit
- By-law enforcement
- Fire and emergency services
- Libraries
- Snow removal
- Recreation and culture
- Parks, trails and green spaces

Resident Benefits

- Reducing burden on property taxes.
- Enhancing infrastructure development and supporting the creation of 120,000 new homes.
- Funding better social services such as childcare, schools, and seniors care, as well as non-profit community services like mental health support and youth programs.

Economic Benefits

- Ensuring a better tax rate to ensure retention of businesses to the second largest economy in Ontario.
- Creating economic competitiveness allowing Mississauga to invest in enhancing its infrastructure and services making the city more competitive in attracting talent and business investment.
- Attracting skilled workers with improved public services and competitive or lower tax rates.
- Improving social service infrastructure leading to lower poverty rates, better supports for vulnerable populations and increased access to health care services.

Collaboration Between the City of Mississauga and the Government of Ontario Leads to Better Returns in Economic Growth for Ontario

- Addressing leads to improved services and economic growth.
- Aligning Mississauga's inclusive and sustainable economic development agenda with provincial initiatives ensures economic benefits are distributed equitably across Ontario.
- Continued collaboration between the city and province on infrastructure projects stimulating economic growth.
- Collaborating to meet aggressive provincial housing targets while updating necessary infrastructure working to drive economic activity.

Hospital Expansion: Local Share for Healthcare Infrastructure in Mississauga

REQUEST: We are requesting that the provincial government prioritize funding the \$450 million needed for new healthcare infrastructure in Mississauga from provincial revenues. This approach ensures Mississauga's contribution is fair and balanced, considering the substantial funding the province already receives through the Federal Health Transfer.

About Hospital Local Share

The demand for health care services provided by Trillium Health Partners is expected to increase by nearly seven times more than the average hospital in Ontario. On October 30, 2024, Council approved a resolution declining to provide the \$450 million local share for the Peter Gilgan Mississauga Hospital rebuild, part of the local share request from Trillium Health Partners. This project represents the largest healthcare infrastructure renewal in Canadian history and is critical to meeting the healthcare needs of the rapidly growing communities of Peel Region and West Toronto. However, the local share requested from Mississauga is 42% higher than the average amount approved by any other municipality in recent history. While the City of Mississauga fully supports the hospital project and recognizes the need for a regional hospital to serve over 1.7 million residents, healthcare is a provincial

responsibility, and the property tax base was not designed to fund such significant healthcare infrastructure.

Mississauga is already under substantial financial pressure, and this funding request would impose an undue burden on the City, far greater than what any other municipality has faced in similar circumstances. Meeting this request would require a special purpose tax levy along with the issuance and repayment of a 20-year debenture. This represents a significant financial hardship for the City and its residents, placing an extraordinary strain on local resources and the ability to fund other essential services. This situation highlights the pressing need for provincial and federal support to address such large-scale infrastructure investments, as the financial burden on Mississauga is disproportionately higher than that faced by other municipalities in Ontario.

“This is a hospital in Mississauga but it will serve not only the region but the GTA and the GTHA and the Province of Ontario. So to put this on Mississauga property tax base, on Mississauga taxpayers isn't fair to our taxpayers and this is a provincial responsibility.”

Deputy Mayor and Ward 8 Councillor Matt Mahoney



Rendering of the Peter Gilgan Mississauga Hospital.
Photo: Trillium Health Partners

Investments from the Province Needed to Support the City of Mississauga for Healthcare Infrastructure

While hospitals are a provincial responsibility, the City of Mississauga is committed to working with the province to accommodate the healthcare needs of residents. Funding new hospitals through the property tax base is not the solution. Property taxes are meant to support municipal services like roads, parks, and community programs – not new large-scale provincial initiatives like hospitals. Asking residents to fund hospitals this way places an undue financial strain on local families, residents and businesses. Healthcare infrastructure is clearly within the province’s mandate, and relying on municipalities to shoulder these costs undermines that responsibility while setting a concerning precedent. Diverting property tax revenues to hospital funding limits the city’s ability to invest in other critical municipal priorities, impacting local services and infrastructure development. However, we believe that funding for new hospitals should not come from the property tax base.

Here’s why:

- Mississauga residents already contribute to provincial taxes, and the province receives substantial funding for healthcare through the Federal Health Transfer.
- Since 2005, this transfer has increased by 212%, while healthcare spending has only risen by 158%.
- The requested \$450 million is 42% higher than the average contribution expected from other municipalities in Ontario in recent years.
- As this is a policy of the Ministry of Health, rather than a legislative requirement, it is unreasonable for Mississauga to bear this financial burden.

The City of Mississauga is ready and willing to work with the province to ensure the needs of Mississauga residents are met; however, this responsibility should be fully supported by provincial funding.

Cost Pressures

If the City were forced to add a new hospital levy (which at 3% translates to a 1.2% tax impact on the residential tax bill), a property tax bill increase in Mississauga could rise to 8.4% or higher. Reducing this tax bill would mean significant cuts to other programs and services residents rely upon.

Resident Benefits

- Enhancing medical services.
- Better patient care.
- Modernizing hospital facilities and technology.
- Expanding emergency services.
- Upgrading to local infrastructure.
- Adding connected transit including the Hazel McCallion Line LRT.
- Improving access for patients and families.
- Reducing wait times.
- Increasing capacity.

Economic Benefits

- Expanding workforce by 2,400 health care professionals and 400 new doctors.
- Adding approximately 3,000 new construction workers to the local workforce at peak construction.
- Combining impact of health care and construction jobs to add additional \$1 billion for the local economy over 10 years, this includes \$145 million in property tax revenue generated over 10 years from hospital employees.
- Increasing Mississauga’s standing as a leading health innovation hub, attracting more businesses and research initiatives.

Collaboration Between the City of Mississauga and the Government of Ontario Leads to Better Returns in Economic Growth for Ontario

- Providing critical healthcare infrastructure ultimately benefiting the broader Ontario economy.
- Collaborative initiatives addressing challenges like housing affordability and sustainable transit will contribute to Ontario’s overall economic growth.
- Attracting healthcare providers, specialists, and researchers, bolstering the local and provincial economy.

GTAA PILT: Mississauga Seeks Fair and Balanced Approach to Airport Property Taxation

REQUEST: We are requesting that the provincial government not reinstate the 5% PILT cap. We are advocating for a formula based on the assessed value of the airport property, similar to how other properties are taxed. This would allow the PILT to better reflect the airport's actual growth and impact. We are urging the province to collaborate with us to create a new, equitable formula and permanently remove the 5% PILT cap, freeing Mississauga from arbitrary restrictions in the future.

About the GTAA PILT

The GTAA is the City's largest landowner who pays PILTs every year, based on a pay per passenger fee instead of property taxes. Since 2001, the Greater Toronto Airports Authority (GTAA) has paid a payment in lieu of taxes (PILT) to the City of Mississauga, based on passenger volume at Toronto Pearson International Airport, capped at 5% annual growth.

The City of Mississauga appreciates the province's decision to remove the 5% cap during the pandemic, which alleviated significant financial strain. However, the recent decision by the Minister of Finance to reinstate the cap, despite previous assurances in August 2024, is concerning. We urge the Government of Ontario to collaborate with Mississauga to establish a fairer formula and permanently abolish the 5% PILT cap, freeing us from arbitrary restrictions.

“In light of the historic population growth our country is experiencing, municipalities are struggling to fund these services under a 19th century revenue framework that was never designed for the realities of the 21st century.”

Federation of Canadian Municipalities



Aerial view of Toronto Pearson International Airport.
Photo: Greater Toronto Airports Authority

Between 2007 and 2021, the City has lost an estimated \$18.6 million in missed revenue from PILTs due to the 5% cap. We are committed to engaging in discussions to update the formula for the benefit of Mississauga residents and taxpayers and allow the City to receive the fair revenues it deserves.

Had the PILT rate increased with the City's tax rates, without an arbitrary cap, the cumulative payment from 2001 to 2021 would have been \$501 million more, with approximately \$75.5 million higher in 2021 alone. The current PILT formula is unfair and needs reassessment.

This reform is vital for Mississauga's financial stability and its ability to provide essential services. A fair PILT system will ensure that the GTAA contributes its share towards municipal costs while allowing Mississauga to benefit from the airport's growth and success.

Resident Benefits

- Mitigating the tax burden and preventing tax increases on residents and businesses by maintaining budget stability.
- Providing a predictable and fair stream of revenue for services.
- Investing in sustainable urban development projects around the airport.

Economic Benefits

- Preventing revenue shortfalls.
- Enabling long-term fiscal planning.
- Increasing revenue from PILTs would allow Mississauga to invest and enhance its municipal services, creating a more attractive environment for businesses and residents.

Collaboration between the City of Mississauga and the Government of Ontario Leads to Better Returns in Economic Growth for Ontario

- A fair PILT system would provide Mississauga with more resources to invest in infrastructure improvements around the airport, enhancing connectivity and supporting economic growth enabling long-term fiscal planning.
- Mississauga could better support the airport's growth, which could drive economic activity across the region.



Travellers at Toronto Pearson International Airport.
Photo: Greater Toronto Airports Authority

Urgent Action Needed: Addressing Mississauga's Food Insecurity Crisis

REQUEST: We are requesting that the provincial government prioritize funding to support local food banks in Mississauga and support the Groceries and Essentials Benefit brought forward by Food Banks Canada, aimed to help struggling households afford vital costs like food and shelter.

About Mississauga's Food Insecurity Crisis

Mississauga is experiencing an unprecedented food insecurity crisis, with the highest food bank usage in Ontario. More than 56,000 residents accessed food banks a staggering 421,000 times last year, marking a 58% increase from the previous year. Currently, approximately 175,000 residents live in poverty, and without intervention, it is projected that 100,000 people in the city will rely on food banks by 2027.

In response to this urgent situation, on November 13, 2024, Mississauga City Council declared food insecurity an emergency and urged both federal and provincial governments to do the same. The resolution called for increased investments in income and disability

support programs, as well as affordable housing and worker support initiatives, aimed at reducing reliance on food banks and addressing the root causes of food insecurity and poverty in the city.

Ontario food banks are struggling to meet unprecedented demand, with visits reaching an eight-year high in 2023-24. This year more than one million Ontarians visited food banks, a 25% increase from the previous year. This rise is attributed to factors like the cost of living, inadequate social support, and housing issues. Food banks are facing shortages, with many concerned about not having enough food or funding. Feed Ontario is calling on the provincial government to address poverty more effectively and to develop a new poverty reduction strategy.

“We have seen an almost 80% increase in food bank visits in the past year. However, despite our best efforts, we’ve only been able to grow revenue by 2% during that same time. The lack of provincial and federal funding for food banks and those facing food insecurity means that we continue to face an uphill battle as more of our neighbours fall further behind.”

Meghan Nicholls, CEO Food Banks Mississauga

56,267

Number of food bank visitors.



1 in 13 residents in Mississauga are using a food bank.

Recent data from Food Banks of Mississauga presentation, November 2024.

The Government of Ontario must act to alleviate the burden on municipalities and food banks by investing in stronger social programs and poverty reduction policies. The growing strain on food banks highlights the urgent need for a comprehensive response to food insecurity.

Last year, the City of Mississauga saw the fastest increase in food bank usage in all of Ontario.

Resident Benefits

- Improved food security with more residents having reliable access to nutritious food.
- Better health outcomes for community.
- Stronger social programs can foster more inclusive and resilient communities.
- Reduced homelessness.

Economic Benefits

- Increased economic stability, providing more financial security and reducing reliance on social assistance.
- Enhanced workforce participation from vulnerable populations as food insecurity can often be a barrier to employment.
- By alleviating the food insecurity, there is greater access to resources.

Collaboration Between the City of Mississauga and the Government of Ontario Leads to Better Returns in Economic Growth for Ontario

- Addressing food insecurity leads to better health outcomes for residents, reduced healthcare costs and improved workforce productivity.
- Building a stronger workforce through better labour laws that benefit workers and enhanced worker support programs.



Volunteer at Food Banks Mississauga collecting food donations.
Photo: Food Banks of Mississauga

28%

of food bank
visitors last year
were children.

Recent data from Food Banks Mississauga presentation, May 2024.

CONCLUSION

The City of Mississauga is committed to advocating for the well-being of our residents and fostering sustainable community growth. This report highlights key priorities that aim to strengthen partnerships with the provincial government, tackle urgent challenges, and secure investments for long-term success.

Our advocacy efforts are focused on addressing housing support and affordability, with key projects such as the Dundas BRT extension, all-day two-way GO service on the Milton corridor, and a new transit facility to improve connectivity and promote transit-oriented development. Additionally, disaster mitigation funding, including the Dixie-Dundas Flood Mitigation Project, is essential for protecting our communities and unlocking new housing potential.

To support financial sustainability, we are working towards easing the property tax burden on residents. This includes advocating for a new deal for Mississauga, equitable and increased funding for Peel Region, removing the GTAA PILT cap, and securing provincial support for the Peter Gilgan Mississauga Hospital.

By addressing both immediate needs and planning for future growth, Mississauga – working in collaboration with all levels of government – aims to secure the necessary funding and policy changes to build a thriving, inclusive, and sustainable city for generations to come.

For more information visit
mississauga.ca or email us

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2025

PROVINCIAL

PRE-BUDGET

SUBMISSION



2025

FEDERAL

PRE-BUDGET

SUBMISSION

Moving Mississauga Forward



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LETTER FROM THE MAYOR OF MISSISSAUGA



Dear Prime Minister Trudeau, Minister LeBlanc, and Mississauga MP's,

Mississauga is a vibrant and growing city that nearly 800,000 people and over 94,000 businesses proudly call home. As Canada's sixth-largest city, we are a hub of economic activity, innovation, and cultural diversity. For over two decades, Mississauga has proudly maintained a 'AAA' credit rating, a testament to our strong financial management and commitment to being a well-run, efficient city.

While we take great pride in our fiscal responsibility, we are not immune to the growing challenges that lie ahead. To continue thriving, we need essential support and collaboration from the federal government on issues such as housing affordability, climate change and transit expansion.

Our residents and businesses depend on reliable infrastructure, affordable housing, and efficient transit to thrive. Yet, municipalities like Mississauga are left shouldering 60% of the nation's core infrastructure responsibilities, relying heavily on property taxes for the bulk of funding. This creates immense fiscal pressures, restricting our capacity to effectively address growing and emerging needs.

The federal government has been a valued partner in advancing vital projects, such as the Hazel McCallion LRT, affordable housing initiatives through the Housing Accelerator Fund, and critical climate change measures like disaster mitigation programs. However, continued collaboration and support are essential to ensure we can maintain and enhance these critical programs.

As we look ahead, further collaboration is essential to:

- Deliver the transit and housing solutions our residents need by expanding the Dundas BRT, implementing all-day, two-way GO service on the Milton GO Rail corridor, and funding transit-oriented development initiatives.
- Protect our communities from climate change impacts by investing in flood mitigation, green infrastructure, and energy efficiency.
- Ensure fiscal fairness by increasing payments in lieu of taxes and establishing a sustainable federal municipal funding framework.

While Mississauga continues to make strategic investments in infrastructure and services, escalating demands and rising costs leave municipalities like ours struggling to balance budgets. To address the urgent needs of residents—we cannot burden them with harsh tax increases during an affordability crisis. We require support from the federal government to ensure we can continue meeting critical needs.

Mississauga's success is Canada's success. By investing in our city, the federal government will enable us to create new economic opportunities, enhance quality of life for residents, and contribute to a stronger, more inclusive, and sustainable future for all Canadians.

On behalf of Mississauga Council and the residents and businesses of Mississauga, I thank you for the opportunity to provide this submission and for your ongoing partnership as we address these challenges.

Sincerely,

Carolyn Parrish

MAYOR OF THE CITY OF MISSISSAUGA

EXECUTIVE SUMMARY

The City of Mississauga is a thriving, diverse, and rapidly growing municipality, contributing over \$60 billion annually to Canada's GDP. As one of the country's largest cities, Mississauga plays a critical role in supporting national economic growth and fostering innovation. Despite our success, we face mounting challenges related to infrastructure, housing affordability, climate resilience, and transit expansion. Addressing these priorities requires significant federal investment and collaboration to ensure Mississauga remains a livable, prosperous, and sustainable city where residents and businesses thrive.

This pre-budget submission outlines Mississauga's top federal priorities for 2025 and beyond. It highlights the strategic investments and policy changes needed to achieve national goals and local priorities. These requests focus on enabling affordable housing, advancing transit infrastructure, strengthening climate resilience, and supporting municipal fiscal sustainability to manage affordability for our residents and businesses.

Housing-Enabling Investments:

- Establish a dedicated federal infrastructure fund to support transit-oriented housing developments, including the Dundas Bus Rapid Transit (BRT) expansion and the construction of a new transit garage to expand and green our transit fleet.
- Provide additional funding to accelerate affordable housing projects that align with the National Housing Strategy, helping Mississauga meet federal housing targets and address rising housing costs.
- Collaborate on brownfield redevelopment initiatives to unlock underutilized lands for residential and mixed-use development.

Recommendations for the Federal Government by the Mayor's Housing Task Force (MHTF):

- Partner with municipalities for pre-screening authority: Collaborate with large municipalities to streamline or enable instant approvals for affordable housing projects under Canada Mortgage and Housing Corporation (CMHC) programs, accelerating project delivery.
- Remove Harmonized Sales Tax (HST) on new ownership housing: Eliminate the HST on new ownership housing construction and sales or adjust first-time homebuyer exemptions to reflect current market prices, reducing costs and promoting affordability.

- Standardize the Building Code: Align provincial building codes into a national standard to simplify processes for developers, foster innovation, and ensure consistent safety and quality nationwide.

Building Climate Resilience:

- Partner with Mississauga on flood and disaster mitigation programs, including funding for stormwater infrastructure and shoreline protection, to safeguard against extreme weather events and climate change impacts.
- Invest in green infrastructure and energy-efficient retrofits for municipal buildings to reduce carbon emissions and support Canada's climate goals.

Enhancing Transit and Connectivity:

- Provide funding to ensure all-day, two-way GO train service on the Milton GO Rail corridor, a vital project to ease congestion, improve regional connectivity, and unlock economic potential.
- Support the construction of a new transit facility in Mississauga with \$500 million in funding to enable public transit expansion, increase affordable housing through programs like the Housing Accelerator Fund, and grow the City's green fleet to advance sustainable transportation.
- Support the ongoing expansion of the Hazel McCallion Light Rail Transit Line (LRT) system with funding for operating costs and future extensions.

Keeping Mississauga Affordable:

- Establish a new federal-municipal fiscal framework that recognizes the role of cities like Mississauga as economic engines and adequately funds their growing responsibilities.
- Enhance funding for core municipal services, such as policing and social programs, to address affordability and social equity challenges.

Mississauga's partnership with the federal government has been instrumental in achieving progress on key initiatives. However, with growing demands and constrained municipal budgets, we need increased federal support to address pressing challenges and seize opportunities for sustainable growth. By investing in Mississauga, the federal government is investing in a stronger, more resilient Canada.

OUR REQUESTS

HOUSING-ENABLING INFRASTRUCTURE

**Transit Expansion:
All-Day, Two-Way
GO Service –
Milton GO Rail Corridor**

**Investing in Sustainable
Public Transit:
Building a New
Transit Facility**

**Flood-Resilient
Futures: Investing
in Integrated
Disaster Mitigation**

AFFORDABILITY

**Getting Housing
Built Quickly:
Addressing the
Housing Supply and
Affordability Crisis
in Mississauga**

**Urgent Action
Needed: Addressing
Mississauga's
Food Insecurity Crisis**

**A New Municipal
Growth Framework
for Municipalities
Across Canada**

MOVING MISSISSAUGA FORWARD

Mississauga is a vibrant, diverse, and fast-growing city that nearly 800,000 people and more than 98,000 businesses proudly call home. As we grow, so do the opportunities to enhance our community and address key priorities like infrastructure renewal, climate action, housing affordability, and access to efficient and predictable services. With a strong commitment to fiscal responsibility, maintaining a 'AAA' credit rating for 19 years and earning multiple awards for financial excellence, Mississauga is dedicated to building a thriving, prosperous, sustainable future.

Municipalities, like Mississauga, are central to Canada's success, maintaining 60% of the country's core public infrastructure and delivering services that support economic growth and community well-being. Meeting the evolving needs of our residents, constituents and businesses requires collaboration with federal and provincial partners. By working together, we can strengthen investments in transit, housing, infrastructure and climate resilience while fostering innovation to address emerging challenges.

Mississauga's federal pre-budget submission highlights exciting opportunities to build on our strong partnerships with all levels of government. Through collective effort, we can realize the full potential of priority projects, such as transit-oriented development, green infrastructure, and disaster mitigation initiatives, to create a city and a Canada that is inclusive, sustainable, and ready to embrace a better future.

HOUSING-ENABLING INFRASTRUCTURE

Unlocking Housing Potential: The Critical Role of Housing-Enabling Infrastructure

Housing-enabling infrastructure is essential for unlocking new housing opportunities. It focuses on expanding and improving key water systems such as drinking water, wastewater, and stormwater management – all of which are critical for supporting residential development within Mississauga.

By strengthening this infrastructure, communities can accommodate growth and ensure there is enough capacity to build more homes, ultimately making housing more accessible and affordable.

The City of Mississauga is eager to collaborate with the Government of Canada to accelerate housing development and build a thriving, prosperous community for all.

Transit Expansion: All-Day, Two-Way GO Service – Milton GO Rail Corridor

REQUEST: We are urging the federal government to establish a clear timeline for implementing all-day, two-way GO service on the Milton GO Rail corridor, projected to serve up to 94,000 passengers by 2041. Immediate funding is critical to upgrade corridor infrastructure, increase train capacity, and resolve conflicts with freight traffic. This project must be prioritized and fast-tracked as it is essential for regional transit improvement and economic development. In collaboration with the Government of Canada, we are looking to receive regular and transparent updates on the progress of the project through Metrolinx and our provincial counterparts, to ensure communities stay informed and engaged.

About Milton GO Rail Corridor

The GO train system is the backbone of transportation across the Greater Toronto Area, moving millions of people daily and supporting the region’s economic and social infrastructure. The Milton GO Rail corridor represents one of GO Transit’s busiest corridors after the Lakeshore line. The Milton GO rail corridor is the fourth busiest line on the GO network and serves as a vital transit connection with the rest of the Greater Golden Horseshoe region. The Milton Line services stations near Mississauga – Erin Mills, including Erindale, Streetsville, Meadowvale, and Lisgar GO stations. Metrolinx estimated that GO Transit ridership demand could surge by nearly 400%, over 2017 levels by 2031. The expansion is estimated to cost more than \$1.9 billion

and was initially slated for completion as early as 2025, but this timeline has been pushed back to as late as 2031. While Mississauga is thankful for significant investments from the federal government, amounting to nearly 40% of Metrolinx’s estimated costs and the additional rush hour train trips that have been added to this corridor in recent years, the reality remains that the trains do not operate in both directions, all day. This line’s importance will continue to grow as future connections are planned at Cooksville GO with the Hazel McCallion Line LRT and Mississauga’s downtown, as well as to the rapidly growing Meadowvale Business Park area. This critical gap in service creates travel challenges for residents and impacts Mississauga’s local economy.

“20-40% of the people in our communities do not drive because of their age, income or ability, or choose not to drive. In Canada, newcomers and women who commute to work rely more heavily on public transit.”

Canadian Public Health Association

By 2041, the Milton corridor is expected to have up to 94,000 daily riders.



An image depicting a map of the all-day, two-way Milton GO Rail corridor line. Image: City of Mississauga

Although the federal and provincial government has long pledged support for this project, essential details on its design and timeline remain conspicuously absent. While Mississauga does not own the infrastructure, the City has a critical interest in seeing this project expedited. It has been a top advocacy priority for decades and is key to transforming local and regional travel patterns, significantly boosting capacity and connectivity.

Commuter Benefits

- Lowering carbon emissions.
- Improving quality of life for commuters with direct access.
- Reducing traffic congestion.
- Providing cost savings with affordable fare options and elimination of paying parking fees.
- Increasing access to employment hubs and larger transit connections.
- Encouraging urban growth and development in communities around transit hub stations.
- More frequent service.
- Less crowding on key routes.
- Improved service reliability for customers.

Economic Benefits

- Serving Ontario’s second-largest economic center.
- Moving more commuters around southern Ontario.
- Supporting approximately 8,000 businesses.
- Supporting more than 143,000 jobs.
- Boosting regional economic connectivity and growth.

“Public transit is an invaluable tool in making people’s lives more affordable, tackling climate change, and better connecting communities.”

The Hon. Sean Fraser, Former Minister of Housing, Infrastructure and Communities, Government of Canada

Collaborative Partnership Between the City of Mississauga and the Government of Canada Leads to Better Outcomes for Canadian Commuters

- Enhancing regional mobility.
- Increasing economic opportunities.
- Supporting transit-oriented development.
- Expanding Provincial and Federal transit goals.
- Supporting regional economic development.
- Improving sustainable transportation strategies.

“We support the expansion of the City of Mississauga’s All-Day, Two-Way GO Service to support our ability to attract and retain a talented workforce and promote environmental sustainability through reducing vehicle emissions.”

Béatrice Clerc, former President, Novo Nordisk Canada Inc.



The Dundas BRT transit corridor will stretch 48km along Dundas Street, linking Mississauga, Hamilton & Etobicoke. Image: City of Mississauga

Investing in Sustainable Public Transit: Building a New Transit Facility

REQUEST: We are seeking \$500 million in funding from the provincial and federal governments to build a new transit facility that will enable the expansion of public transit in Mississauga. This support is essential for enhancing housing availability in our community, helping to get more homes built for Canadians at prices they can afford, through investments like the Housing Accelerator Fund, and expanding the City of Mississauga’s green fleet to promote sustainable transportation as part of the federal government’s mandate.

About the Transit Facility

Traffic and congestion are already at high levels in Mississauga, and as the City works to meet the housing targets, investing in transit service and capacity will be crucial. In 2022, Ontario’s public transit system was operated by 106 municipal transit agencies and two provincial transit agencies, however, municipal transit agencies continue to serve more passengers than their provincial counterparts. Demand for public transit is high, with ridership surpassing 2019 levels by more than 10%, and nearly 25,000 residents relying on transit daily to commute to work. To meet this growing demand, MiWay needs to expand its fleet, which requires a new transit garage. The cost however, to building a new facility to accommodate a zero-emission fleet is substantial and exceeds the City’s current budgetary capacity.

The Government of Canada plays a critical role in helping to fund the transit system to support our ability to operate, maintain and grow the Mississauga’s transit infrastructure - including the need for a transit facility.

MiWay’s existing fleet of approximately 500 vehicles is housed at its two existing facilities (Central Parkway and Malton) where capacity has been maximized and is not able to accommodate future fleet growth. To bring buses online, will require more space to house and service them. At the same time, as MiWay brings on more zero emissions buses, it will need the right space to house and repair them. Details of the new transit storage facility still need to be determined; however, preliminary conceptual designs indicate the potential to house between 170 and 280 40-foot buses at this site with an estimated capital cost of more than \$500 million.

“Of the province’s 106 municipal transit agencies, MiWay in Mississauga is the third largest, with 35.7 million trips and a service area population of 0.8 million.”

2022 Report of Financial
Accountability Office
in Ontario



MiWay bus driving towards Central Parkway station in Mississauga.
Photo: City of Mississauga

Commuter Benefits

- Increasing the fleet means more buses on the road to move more people around Mississauga and to other major transit station areas around the GTA.
- Reducing traffic congestion.
- Increasing fleet safety and maintenance, inspections and operational readiness for buses.
- Lowering green house gas emissions.

Economic Benefits

- Moving more commuters around southern Ontario.
- Boosting economic connectivity and growth.
- Reducing climate change impacts on the community.
- Reducing maintenance costs.
- Increasing property values and development opportunities.
- Creating access to larger, more diverse talent for employers.

2025 Schedule for Fees and Charges at a Glance *MiWay (Effective July 1, 2025)*

MiWay ridership has surpassed pre-pandemic levels. Ridership growth is projected at 14 per cent in 2024 and an additional 7 per cent in 2025, enabling Council to keep transit fares steady while also supporting continued growth.

- No MiWay fare increase for 2025.
- Making the pilot discount program permanent. The program provides free fares for children six to 12 years of age on PRESTO.
- Permanent free PRESTO fares for seniors ages 65 and over, effective July 1, 2025. Seniors must use a PRESTO card to get free fare or continue to pay \$1 cash fare.

Collaborative Partnership Between the City of Mississauga and the Federal Government of Leads to Better Outcomes for Canadians Commuters

- Increased ridership.
- Healthier communities.
- Enhancing regional mobility.
- Increasing economic opportunities.
- Supporting transit-oriented development.
- Expanding provincial transit goals.
- Supporting regional economic development.
- Providing sustainable transportation strategies.
- Savings for seniors with the introduction of permanent free PRESTO fares for seniors ages 65 and over, effective July 1, 2025.

MiWay Ridership increased by 14% in 2024 and is expected to grow an additional 7% in 2025.

“When we invest in public transit infrastructure, we are supporting good middle class jobs, creating better commutes, fighting climate change, and helping make life easier and more affordable for Canadians.”

The Rt. Hon. Justin Trudeau,
Prime Minister of Canada,
Government of Canada



MiWay commuter in a wheelchair entering bus in Mississauga.
Photo: City of Mississauga

Flood-Resilient Futures: Investing in Integrated Disaster Mitigation

REQUEST: We are asking the federal and provincial governments to provide additional, targeted funding to enhance flood mitigation efforts and expand critical housing-enabling infrastructure in Mississauga. Specifically, increased funding allocations to municipalities through disaster and flood mitigation programs. These funds should prioritize cities like Mississauga that are highly vulnerable to severe weather events and have a critical need to modernize infrastructure to enable housing development. Municipalities own approximately 60% of the public infrastructure that supports our economy and quality of life. Through advocacy, support and partnership with all levels of government, we can build stronger communities together.

Canadians count on local governments for good roads and bridges, efficient public transit, reliable water and waste systems, quality recreational facilities and so much more.

About Disaster Mitigation and Housing Enabling Funding

In July and August 2024, parts of Mississauga experienced historic and catastrophic flooding, due to record-breaking rainfall. While the City's current infrastructure helped reduce the damage, the increasing number and intensity of these storms are challenging these systems.

The City is investing in upgrading its infrastructure, including the stormwater system, to protect property, ensure public safety and make Mississauga more resilient to climate change. The City, however, cannot do it alone. Mississauga requires support from the federal government to continue to build housing and the necessary infrastructure to support it.

Scored on scale from 1 to 5, Mississauga is one of the top Ontario cities on the list at 4.4 highlighting a significant concentration of at-risk municipalities in both the Greater Toronto Area and Eastern Ontario.

Report by MyChoice, a leading insurance comparison platform



Cooksville Park flooded in Mississauga.
Photo: City of Mississauga

The Insurance Bureau of Canada (IBC) found that severe weather resulted in more than \$3.1 billion in insured damage across Canada in 2023. According to the report, Mississauga is one of the most flood-prone cities in Ontario. It highlights how cities like Mississauga, with dense populations, extensive infrastructure, and growing urbanization face heightened flood risks and are increasingly vulnerable to such events.

The City is thankful for the funding provided to the Region of Peel in 2024 through the provincial Housing-Enabling Water Systems Fund (HEWSF). However, pressure on the City’s budget to maintain existing and build new infrastructure continues to mount and additional support from the federal and provincial governments is necessary. The City has recently submitted two applications to the provincial government for further investments from the Housing-Enabling Water Systems Fund (HEWSF) that if approved, would greatly benefit the City’s long-term growth and sustainability.

These additional investments will help address the increasing demands on our infrastructure, support the development of affordable housing, and ensure that essential water systems are equipped to handle future population growth. However, these investments cannot happen without the support of both provincial and federal governments. It is crucial that all levels of government continue to work together with the City of Mississauga to effectively meet the needs of our communities.

About Dixie-Dundas Flood Mitigation (HEWSF)

The City has submitted an application under the Housing Enabling Water Systems Fund through the Government of Ontario, requesting \$31 million, which covers 73% of the total eligible project costs, to address severe flooding issues in our community. The Dixie-Dundas Flood Mitigation Project will enhance the resiliency of the City’s stormwater system, protecting more than 1,000 properties currently at risk of flooding due to the overflow of

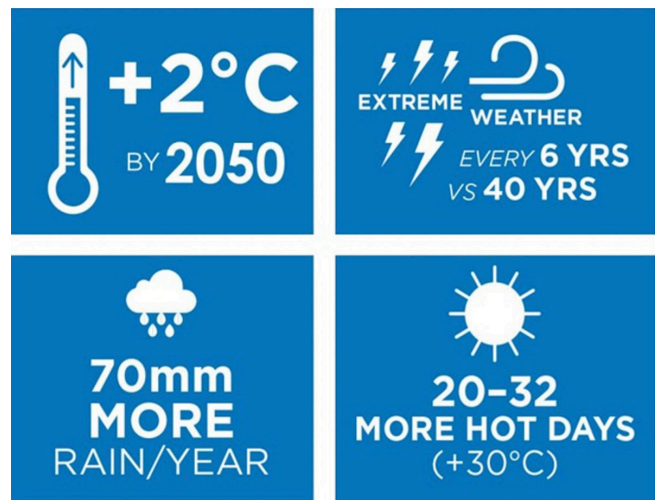
10% of Canadian households – 1.8 million – are currently at very high risk of flooding.
 Canadian Climate Institute’s Report, “*Tip of the Iceberg*”

“Flooding in Canada has devastating effects for thousands of Canadians each year. Our Government is making investments to reduce the impact of climate-related disasters to foster a more resilient Canada.”

The Hon. Bill Blair, Former Minister of Public Safety and Emergency Preparedness, Government of Canada



A floodplain map Dixie-Dundas area of Mississauga. Photo: Toronto and Region Conservation Authority



City of Mississauga’s climate projections for 2025 (2010 Baseline). Photo: City of Mississauga

Little Etobicoke Creek at Queen Frederica Drive. This project will help safeguard the Dixie-Dundas and Applewood communities and unlock land for the development of 6,300 new housing units in a critical growth node located at the Dixie GO Major Transit Station Area.

The City's Climate Change Action Plan provides data that shows that by 2050 severe weather events such as heavy rainfall will occur every six years instead of every 40 years. Changes in precipitation will cause more frequent and severe rainfall, leading to community level flooding.

Resident Benefits

- Improving critical public safety needs.
- Ensuring neighbourhoods are more resilient to climate change.
- Increasing preparedness and response.
- Reducing disaster risk.
- Preventing flooding on public and private property.
- Protecting people and property from the effects of flooding.
- Protection of watersheds, rivers and lakes.
- Continuing to strengthen land-use planning.

Mississauga is ranked ahead of Toronto at 4.4 out of 5 on a list of Ontario's most flood-prone areas.

Insurance Bureau of Canada

Economic Benefits

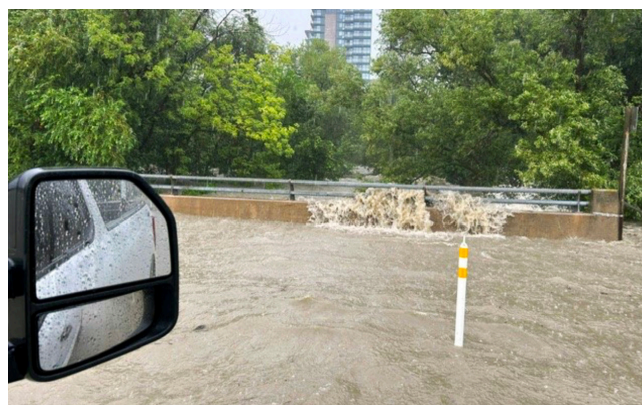
- Addressing climate change impacts and increasing infrastructure resilience.
- Improving flood protection to ensure business continuity.
- Stimulating economic growth as modernized and expanded infrastructure will attract businesses and stimulate job creation.
- Reducing carbon emissions.
- Sustainability with investments being made to address infrastructure challenges before they become too severe, preventing future costly disruptions and inefficiencies by outdated systems.

Collaborative Partnership Between the City of Mississauga and the Government of Canada Leads to Better Outcomes for Residents

- Flood mitigation supports the Dundas Connects Master Plan and the Stormwater Master Plan allowing for future development and intensification in the area.
- Investments in flood protection, energy-efficient buildings, and renewable energy projects would create jobs in the green sector.
- Collaboration on innovation hubs and support for local startups could help diversify Mississauga's flood response.

“Water, sewer and stormwater infrastructure are the most critical infrastructure assets necessary in the residential construction process. This is the first step in building new residential developments, so without these assets being built, homes can't get built.”

Patrick McManus Executive Director,
The Ontario Sewer and Watermain
Construction Association



Flood water pouring onto a major roadway in Mississauga.
Photo: City of Mississauga

AFFORDABILITY

Mississauga residents deserve affordable homes, efficient transit, and vibrant communities, but achieving this requires greater support from the federal government. Despite being Ontario's second-largest economy and a vital contributor to Canada's growth, Mississauga is not receiving its fair share of federal funding. Peel Region residents, including those in Mississauga, receive \$578 less per person annually, amounting to over \$868 million in underfunded services each year. This disparity places undue strain on local property taxes, which are ill-suited to funding major projects or addressing systemic challenges like housing affordability, transit expansion, and climate resilience.

Mississauga faces growing financial pressures, including \$450 million toward the new Peter Gilgan Mississauga Hospital, \$310 million in stormwater infrastructure investments, and \$65 million annually to operate the Hazel McCallion Line LRT. Despite the City's proactive efforts, its infrastructure gap is expected to reach \$90 million by 2025. At the same time, Peel Region's budget pressures, including a 23% increase for Peel Regional Police, are projected to push the total property tax increase for residents to 8.2% in 2025. Without federal support, these rising costs threaten affordability and quality of life for many Mississauga residents.

A new federal funding deal and fiscal framework for municipalities is essential to ensure Mississauga thrives. Targeted investments in transit, affordable housing, and climate resilience are critical to addressing these challenges. Mississauga has done its part, driving economic growth and investing in its future. Now, it is time for the federal government to partner with the City to ensure residents benefit from the prosperity they help create, keeping life in Mississauga affordable, livable and sustainable.

Getting Housing Built Quickly: Addressing the Housing Supply and Affordability Crisis in Mississauga

REQUEST: Collaborate with the City of Mississauga to address the housing crisis. The housing supply and affordability crisis demands a unified effort from all levels of government and stakeholders. The City of Mississauga, in partnership with over 30 experts from Ontario's leading private and not-for-profit housing developers, has developed actionable solutions.

Now, we need the provincial and federal governments to take decisive steps to implement these recommendations. This collaboration will drive the change necessary to overcome existing barriers, streamline housing approvals, and accelerate the development of affordable and sustainable homes. The detailed recommendations outlined in this document represent a roadmap to success – one that will ensure Mississauga meets its housing targets and sets a precedent for addressing housing challenges across Ontario.

About Mississauga's Housing Supply and Affordability Crisis

In July 2024, Mississauga's Mayor's Housing Task Force was created to help the City continue its efforts to streamline housing approval processes. The task force was designed as a forum to discuss obstacles, find solutions to the housing supply and affordability

crisis in Mississauga and identify areas for partnership. The Mayor's Housing Task Force (MHTF) compliments the City's 2023 Housing Action Plan. The Mayor's Housing Task Force included four priorities and 30 actions, these recommendations will help guide Mississauga's future efforts on housing. In fact, the City has already started to take action in important ways.

“The only way for us to overcome the housing crisis is by tackling it together. I am proud to see Mississauga and the federal government uniting to make a real difference within our community by ensuring that more affordable homes are built faster.”

Iqwinder Gaheer, Member of Parliament for Mississauga – Malton, Government of Canada



Mississauga needs more housing options for families, older adults, students and others who want to live in the city.
Photo: City of Mississauga

The four priorities can be found here:

1. Reform development charges, taxes and fees to help lower housing costs. 95% of new homes built in Canada are built by the private sector. The Task Force is recommending 14 actions to help balance demand and incentivize more affordable housing developments.
2. Update building and design standards to help boost supply and make building more affordable. In a housing crisis, the aim of guidelines and standards must be to help – not hinder – good city-building. The Task Force is recommending seven actions that will help create efficiencies across the industry to increase supply.
3. Transform zoning to unlock more housing. Zoning reform provides certainty for developers and can help streamline the development application process. The Task Force is recommending five actions that will support Mississauga's transformation into a dynamic urban city.
4. Create sustainable programs and funding that will mobilize industry to help meet the demand for affordable housing. The private sector can – and is willing – to play a significant role in helping to build affordable housing. The Task Force is recommending four actions to help develop a sustainable, long-term funding program for affordable housing.

What the Federal Government Can Do:

- Partner with large municipalities for pre-screening authority for affordable housing projects: Collaborate with large municipalities to establish a pre-screening process for affordable housing projects under CMHC's construction and permanent financing programs.

90% of homeless shelters in Canada are in Ontario, British Columbia, Quebec, and Alberta, and 44% of them are in Ontario alone. Mississauga has a growing population approaching a million residents in the next 30 years.

Once municipal approvals are secured, this process would either

- streamline CMHC's review timeline or
- enable instant approvals, significantly accelerating project delivery.

Why This Matters: Empowering municipalities to pre-screen projects reduces administrative delays, expedites funding, and accelerates the construction of affordable housing. This collaboration ensures alignment between municipal and federal processes, improving efficiency and responsiveness to housing needs.

- Remove HST on new ownership housing construction and sales: Eliminate the Harmonized Sales Tax (HST) on the construction and sale of new ownership housing, mirroring the approach already applied to the rental housing sector. Alternatively, ensure first time homebuyer exemptions reflect current house prices.

Why This Matters: Removing the HST reduces overall development costs, making homeownership more affordable and incentivizing the creation of new housing supply. This change addresses affordability challenges and promotes equitable access to housing.

- Standardize the Building Code across Canada: Align provincial building codes to create a universal national standard, allowing developers to adopt consistent design and construction practices across jurisdictions.

Why This Matters: A standardized Building Code reduces administrative burdens for developers working in multiple provinces, fosters innovation, and ensures uniform safety and quality standards nationwide.

While the City of Mississauga is committed to doing whatever we can to help get more housing built, there are certain barriers identified by the Task Force that are beyond the City's control.

These barriers include:

- Provincial and federal support needed for first-time homebuyers.
- Making more land available for development near provincial highways.
- External utility providers and provincial agencies review processes.

Resident Benefits

- Increasing homeownership accessibility while fostering demand for new housing.
- Promoting equitable access to housing.
- Providing solutions for how to deliver more housing quickly.
- Identifying opportunities to streamline development application and building permit approval processes.
- Providing incentives to purchase homes in Mississauga.

Economic Benefits

- Provincial funding would alleviate financial pressures on the City, enabling it to support critical infrastructure without passing costs onto homebuyers, developers or industry partners.
- Accelerating housing delivery.
- Ensuring essential services are in place to support sustainable growing communities.
- Increasing economic efficiency.
- Incentivizing housing creation.
- Reducing land speculation.
- Lowering land costs.

Collaboration Between the City of Mississauga and the Government of Ontario Leads to Better Returns in Economic Growth for Ontario

- Ensures alignment in meeting Ontario's ambitious housing targets, accelerating the construction of 1.5 million homes by 2031 and promoting economic growth.
- Streamlining funding and infrastructure development, ensures that resources are effectively used to support critical projects without duplicating efforts, reducing costs, and increasing economic efficiency.
- Harmonization of regulations and processes, reduces delays in approvals and construction timelines, leading to quicker housing delivery and more immediate economic returns.
- Creating clear, consistent policies and standards encourages developers to invest in housing projects, leading to increased private sector involvement, job creation, and economic stimulation.
- A more predictable housing environment, reduces economic volatility caused by housing market instability, supporting overall economic health in Ontario.
- Successful housing initiatives lead to thriving, diverse communities that attract both businesses and residents, which in turn stimulates the local economy through job creation, increased tax revenue, and business development.

Nearly half (45%) of Canadians reported being very concerned about their ability to afford housing due to rising costs.

Statistics Canada



A condo building being constructed in Mississauga's downtown core.
Photo: City of Mississauga

Urgent Action Needed: Addressing Mississauga's Food Insecurity Crisis

REQUEST: We urge the federal government to recognize food insecurity as an emergency in Ontario and across Canada. We call for increased funding and improvements to social assistance programs, greater investment in affordable, supportive, and public housing, and the creation of a stronger workforce through enhanced labor laws that protect workers, equity-deserving groups and vulnerable communities. Additionally, we advocate for strengthened worker support initiatives and the adoption of the Groceries and Essentials Benefit proposed by Food Banks Canada, supported by Food Banks Mississauga.

About Mississauga's Food Insecurity Crisis

Mississauga is experiencing an unprecedented food insecurity crisis, with the highest food bank usage in Ontario. More than 56,000 residents accessed food banks a staggering 421,000 times last year, marking a 58% increase from the previous year. Currently, approximately 175,000 residents live in poverty, and without intervention, it's projected that 100,000 people in the city will rely on food banks by 2027.

In response to this urgent situation, on November 13, 2024, Mississauga City Council declared food insecurity an emergency and urged both federal and provincial governments to do the same. The resolution called for

increased investments in income and disability support programs, as well as affordable housing and worker support initiatives, aimed at reducing reliance on food banks and addressing the root causes of food insecurity and poverty in the city.

Ontario food banks are struggling to meet unprecedented demand, with visits reaching an eight-year high in 2023-24. This year more than one million Ontarians visited food banks, a 25% increase from the previous year. This rise is attributed to factors like the cost of living, inadequate social support, and housing issues. Food banks are facing shortages, with many concerned about not having enough food or funding.

“We have seen an almost 80% increase in food bank visits in the past year. However, despite our best efforts, we’ve only been able to grow revenue by 2% during that same time. The lack of provincial and federal funding for food banks and those facing food insecurity means that we continue to face an uphill battle as more of our neighbours fall further behind.”

Meghan Nicholls, CEO Food Banks Mississauga



Recent data from Food Banks of Mississauga presentation, November 2024.



Line at Food Banks of Mississauga.
Photo: Food Banks of Mississauga

Feed Ontario is calling on the provincial government to address poverty more effectively and to develop a new poverty reduction strategy.

All levels of government must act to alleviate the burden on municipalities and food banks by investing in stronger social programs and poverty reduction policies. The growing strain on food banks highlights the urgent need for a comprehensive response to food insecurity.

Resident Benefits

- Improved food security with more residents having reliable access to nutritious food.
- Better health outcomes for the community.
- Stronger social programs can foster more inclusive and resilient communities.
- Reduced homelessness.

Economic Benefits

- Increased economic stability, providing more financial security and reducing reliance on social assistance.
- Enhanced workforce participation from vulnerable populations as food insecurity can often be a barrier to employment. By alleviating the food insecurity, there is greater access to resources.

Collaboration Between the City of Mississauga and the Government of Canada Leads to Better Returns in Economic Growth for Canadians

- Addressing food insecurity leads to better health outcomes for residents, reduced healthcare costs and improved workforce productivity.
- Building a stronger workforce through better labour laws that benefit workers and enhanced worker support programs.

“Mississauga Council has declared a food insecurity emergency. Mississauga has the fastest-growing rate of food bank users in the province – exceeding the provincial average – and the number continues to grow with each passing year. This situation is unacceptable and unsustainable. While food banks continue to fill a critical gap, this is a broader issue that they – and we – can’t solve alone, and it’s not just a Mississauga problem.”

Carolyn Parrish, Mayor, City of Mississauga



Volunteer at Food Banks Mississauga collecting food donations.
Photo: Food Banks of Mississauga

Mississauga has seen the largest increase in food bank usage compared with over 400 municipalities in Ontario.

Food Banks Mississauga's latest annual Impact report.

A New Municipal Growth Framework for Municipalities Across Canada

REQUEST: We urge the federal government to respond to the Federation of Canadian Municipalities' (FCM) call for a new Municipal Growth Framework that ensures municipalities can access long-term, predictable funding. This framework must address the current reality such as the critical challenges of population growth and the financial constraints faced by municipalities, empowering them to fulfill their responsibilities effectively.

According to FCM, under the Municipal Growth Framework, municipalities are responsible for maintaining and delivering most of the infrastructure and services that support Canadians in their daily lives, including roads, water, public transit and essential community services. Municipalities across Canada are at the forefront of delivering essential infrastructure and services – such as roads, public transit, water systems, and community supports – that form the

backbone of daily life for Canadians. However, considering the historic population growth our country is experiencing, municipalities are struggling to fund these services under a 19th century revenue framework that was never designed for the realities of the 21st century.

The FCM is calling for a new Municipal Growth Framework to address the funding imbalance and shortfalls cities face, as well as ensure cities can meet the

“As our national population grows, Canadians’ needs are going to evolve as well. Local leaders are on the ground every day and know best how to meet those needs. What is needed is for the role of municipal leadership to be recognized in a way that empowers communities to grow as the country grows. It will require all orders of government working together, and increasingly, partnerships across industry, civil society, the non-profit sector, and more.”

Carole Saab, Chief Executive Officer, Federation of Canadian Municipalities



Aerial view of a Mississauga neighbourhood.
Photo: City of Mississauga

Canada's population recently surpassed 40 million, yet local governments only receive eight to 10 cents for every tax dollar that is collected. At the same time, municipalities are expected to provide essential infrastructure for more homes, well-maintained roads and bridges to transport goods, reliable transit systems so people can get around, as well as mitigate and protect against the effects of climate change. To do all this, FCM is making the case that municipalities are going to need a modernized fiscal framework that better links municipal revenue with demographic and economic growth.

growing pressures of the 21st century. Important recommendations put forward by FCM to the federal government include:

- Increasing direct annual transfers to municipalities by \$2.6 billion. Paired with the existing Canada Community-Building Fund allocations, this would bring total annual federal transfers to \$5 billion.
- Linking federal transfers to economic growth by indexing them to Gross Domestic Product (GDP).
- Broadening eligible expenses under federal transfers to include operating costs as well as capital costs (infrastructure), enabling municipalities to direct funding towards local priorities that enable population growth and economic development – recognizing that municipalities are in the best position to identify and respond to local needs.
- New investments in supportive housing through a housing first approach to cost sharing between federal, provincial and municipal governments.

The City of Mississauga is a member of the Big City Mayor's Caucus (BCMC) of the FCM and the entire membership of the FCM have unanimously endorsed the Municipal Growth Framework and are advocating to the federal government and opposition parties for the adoption of its recommendations.

As a rapidly growing city, Mississauga is responsible for maintaining and delivering critical infrastructure and services that residents rely on every day. This includes roads, transit, water systems, housing, and other essential community services.

However, as our population continues to expand, Mississauga is facing increasing challenges in funding these vital services within an outdated municipal revenue framework. Designed in a different era, this framework does not meet the economic realities or the needs of a 21st century city.



Rows of housing in Mississauga neighbourhood.
Photo: City of Mississauga

To ensure Mississauga's growth is sustainable and enhances the quality of life for all residents, the City is advocating for a modernized approach to municipal funding and significant increased investment from the federal government. It's time to link municipal revenue with population and economic growth, providing cities like Mississauga with the diverse, adequate, and predictable funding necessary to support its future.

As the City commemorates and reflects on the last 50 years, there is a lot to be proud of and many accomplishments to celebrate. Today, Mississauga has one of the world's most diverse economies.

Mississauga ranked as one of Canada's best locations for business and investment for its eighth straight year. Businesses choose Mississauga for investment and growth because the City's customer-focused and collaborative approach provides key support for companies at every stage, from start-up to scale-up and beyond. For example, Invest Mississauga provides customized market and data insights, sector-specific programs and services, and access to a large network to help entrepreneurs and businesses make informed decisions more quickly and effectively.

Resident Benefits

- Sustainable funding for maintaining and improving essential services like roads, public transit, and emergency services.
- Allocating funds more effectively towards local priorities, such as affordable housing and homelessness prevention.

Economic Benefits

- Linking funding to economic growth by ensuring that municipalities can keep pace with population increases and the associated demands on infrastructure and services.
- Giving Mississauga more flexibility in how funds are used would ensure investments are tailored to local economic needs and opportunities.

Collaboration Between the City of Mississauga and the Government of Canada Leads to Better Returns in Economic Growth for Canadians

- A modernized funding approach would allow Mississauga to invest more effectively in critical infrastructure.
- Expanding and improving public transit systems, roads, and active transportation networks would enhance mobility, reduce congestion, and increase health and well-being.
- Predictable, growth-linked funding would allow for more strategic, long-term investments that yield better economic returns.
- Increasing economic growth would benefit all Canadians through job creation, increased tax revenues, and enhanced global competitiveness.

With a population close to 800,000 people, Mississauga is the seventh largest city in Canada, as well as the third-largest city in Ontario. It is a rapidly growing city with a strong economy. Mississauga is also home to many diverse communities and cultures. A new growth framework can unlock Mississauga's full potential by addressing our most pressing challenges: affordable housing and homelessness, climate change adaptation, infrastructure renewal, and public safety. This approach will not only sustain Mississauga's vibrant communities but also help the city continue to thrive as a key driver of Ontario's and Canada's success.

CONCLUSION

The City of Mississauga is committed to advocating for the well-being of our residents and fostering sustainable community growth. The federal pre-budget submission highlights critical priorities that aim to strengthen partnerships with the federal government, address urgent challenges, and secure investments for long-term sustainability and success for the City. Our advocacy focuses on supporting housing development and maintaining affordability and aligning with key federal initiatives and objectives such as partnership on the Housing Accelerator Fund, a recent strategic investment made by the Government of Canada in Mississauga.

Priority projects include the Dundas BRT extension, all-day two-way GO service on the Milton GO Rail corridor, and the construction of a new transit facility to support zero-emission buses and future fleet growth. These investments are essential for enhancing transit-oriented development, reducing congestion, and unlocking significant housing potential. To address disaster mitigation and climate resilience, the City is seeking federal funding for projects such as the Dixie-Dundas Flood Mitigation Project, which will protect vulnerable communities while enabling the construction of 6,300 new housing units. Federal collaboration is also vital for broader infrastructure projects to accommodate growth and ensure safety. To maintain affordability, we are advocating for a modernized municipal growth framework that includes increased federal transfers indexed to economic growth, expanded eligible expenses for federal funding, and stronger support for municipalities like Mississauga. This initiative is being led by FCM.

The entire membership of the FCM have unanimously endorsed the Municipal Growth Framework and are advocating to the federal government and opposition parties for the adoption of its recommendations.

We urge the federal government to declare food insecurity an emergency and to provide enhanced funding for social assistance programs, affordable housing, and workforce development initiatives. By tackling urgent priorities and charting a path for sustainable growth, the City of Mississauga, in collaboration with the federal government, is committed to securing the funding and policy reforms needed to create a thriving, inclusive, and resilient city for future generations. With federal investment, we can unlock our full potential, building a stronger, more inclusive, and prosperous future for everyone in Mississauga.

For more information visit mississauga.ca or email us

Joseph B. Cassells

Chief of Staff to Mississauga Mayor Carolyn Parrish
joe.cassells@mississauga.ca

Rob Trewartha

Director, Strategic Communications and Initiatives
City of Mississauga
robert.trewartha@mississauga.ca

2025

FEDERAL

PRE-BUDGET

SUBMISSION

REPORT 2 - 2025

To: MAYOR AND MEMBERS OF COUNCIL

The General Committee presents its second report for 2025 and recommends:

GC-0008-2025

That the deputation by Anna-Maria Kaneff, Kaneff Group of Companies regarding the report from the Commissioner of Planning and Building, dated January 20, 2025 and titled "Mayor's Housing Task Force Report", be received.

GC-0009-2025

That the deputation by Chris Zeppa, City Park Homes regarding the report from the Commissioner of Planning and Building, dated January 20, 2025 and titled "Mayor's Housing Task Force Report", be received.

GC-0010-2025

That the deputation by Brian Sutherland, Argo Development Corporation regarding the report from the Commissioner of Planning and Building, dated January 20, 2025 and titled "Mayor's Housing Task Force Report", be received.

GC-0011-2025

That the deputation by Steve Nightingale, Oxford Properties regarding the report from the Commissioner of Planning and Building, dated January 20, 2025 and titled "Mayor's Housing Task Force Report", be received.

GC-0012-2025

That the deputation by Joseph Feldman, Camrost regarding the report from the Commissioner of Planning and Building, dated January 20, 2025 and titled "Mayor's Housing Task Force Report", be received.

GC-0013-2025

That the deputation by Gavin Bailey, Tridel regarding the report from the Commissioner of Planning and Building, dated January 20, 2025 and titled "Mayor's Housing Task Force Report", be received.

GC-0014-2025

That the deputation by Daryl Chong, Greater Toronto Apartment Association regarding the report from the Commissioner of Planning and Building, dated January 20, 2025 and titled

"Mayor's Housing Task Force Report", be received.

GC-0015-2025

That the deputation and associated presentation by Andrew Whittemore, Commissioner, Planning and Building regarding the report from the Commissioner of Planning and Building, dated January 20, 2025 and titled "Mayor's Housing Task Force Report", be received.

GC-0016-2025

That the following items were approved on the consent agenda:

- 10.3 2023 Annual Report for Access Requests under Municipal Freedom of Information and Protection of Privacy Act
- 11.1 Heritage Advisory Committee Report 1 - 2025 - dated January 14, 2025
- 11.2 Mississauga Cycling Advisory Committee Report 1 - 2025 - dated January 14, 2025
- 12.1 Letter dated January 14, 2025 from Paul Calandra, Minister of Municipal Affairs and Housing of Ontario in response to Mayor Parrish's letter dated December 16, 2024 with respect to Bill 240, Peel Transition Implementation Act
- 12.2 Letter dated January 13, 2025 from Minister and Associate Minister of Public Safety with respect to Hizb ut-Tahrir Conference
- *12.3 Letter dated January 21, 2025 from Paula J. Tenuta, Senior Vice President, Policy & Advocacy, Bild with respect to Agenda Item 10.1 – Mayor's Housing Task Force Report
- *12.4 Letter dated January 21, 2025 from Robert Blazeovski, DiamondCorp with respect to Agenda Item 10.1 – Mayor's Housing Task Force Report
- *12.5 Letter dated January 21, 2025 from David McComb, Edenshaw Developments with respect to Agenda Item 10.1 – Mayor's Housing Task Force Report
- *12.6 Letter dated January 21, 2025 from Morgan Dundas, Sajecki Planning with respect to Agenda Item 10.1 – Mayor's Housing Task Force Report

GC-0017-2025

1. That the report titled "Mayor's Housing Task Force Report" dated January 20, 2025, from the Commissioner of Planning & Building be received for information; and
2. That the City Clerk provides this report and its attachment to the Provincial Ministry of Municipal Affairs and Housing; Mississauga's Members of Provincial Parliament, the Association for Municipalities Ontario, the Region of Peel and the Federal Ministry of Housing, Infrastructure and Communities.

GC-0018-2025

That the Cooksville Sustainable Neighbourhood Action Plan (SNAP), which is attached as Appendix 1 to the corporate report entitled "Cooksville Sustainable Neighbourhood Action Plan" dated December 18, 2024 from the Commissioner of Community Services, be endorsed.

GC-0019-2025

That the report from the Commissioner of Corporate Services, dated January 8th 2025, entitled “2023 Access Requests under the Municipal Freedom of Information and Protection of Privacy Act” be received.

GC-0020-2025

1. That the Foundation Drain Collector (FDC) Sump Pump Subsidy Program cease accepting applications for sump pumps installed after February 3, 2025, and that the program be discontinued after all eligible applications have been processed and By-law 0210-2017 repealed.
2. That Council approve an increase in the maximum rebate allowed for the Basement Flooding Prevention Rebate Program, from \$6,800 to \$7,500, as outlined in the report entitled “Foundation Drain Collector Sump Pump Subsidy Program and Basement Flooding Prevention Rebate Program Update (All Wards)” dated January 10, 2025 from the Commissioner of Transportation and Works.
3. That the Foundation Drain Collector (FDC) Sump Pump Subsidy Program By-law 0210-2017 be repealed effective February 3, 2025.
4. That all necessary by-laws be enacted.

GC-0021-2025

That the request to alter the heritage designated property at 40 Stavebank Road (Ward 1), as outlined in the Corporate Report dated November 28, 2024 from the Commissioner of Community Services, be approved.

(HAC-0001-2025)

(Ward 1)

GC-0022-2025

That the deputation and associated presentation from Stephen Laidlaw, City of Brampton Active Transportation Advisory Committee regarding the Etobicoke Creek Trail Storm Damage, be received.

(MCAC 0001-2025)

GC-0023-2025

That the deputation and associated presentation from Fred Sandoval, Coordinator, Active Transportation regarding the Cycling Program Quarterly Update, be received.

(MCAC 0002-2025)

GC-0024-2025

That the deputation and associated presentation from Matthew Sweet, Manager, Active Transportation regarding the Bicycle Parking Program Overview, be received.

(MCAC 0003-2025)

GC-0025-2025

That the Mississauga Cycling Communications and Promotions Subcommittee update on January 14, 2025 from Vicki Tran, Citizen Member, be received.

(MCAC 0004-2025)

GC-0026-2025

That the Mississauga Cycling Network and Technical Subcommittee update on January 14, 2025 from Mark Currie, Citizen Member, be received.

(MCAC 0005-2025)

GC-0027-2025

That the Draft Mississauga Cycling Advisory Committee Work Plan, be deferred to the next Mississauga Cycling Advisory Committee meeting.

(MCAC 0006-2025)

GC-0028-2025

That up to \$1,625.00 plus HST from the 2025 Council and Committees Support Budget be spent towards the exhibitor space costs for the 2025 Toronto Bicycle Show and E-Bike Expo held March 7 – 9, 2025.

(MCAC 0007-2025)

GC-0029-2025

That the updated "How to Use the Crossover" signage for pedestrian crossovers shared for information by Mississauga School Traffic Safety Action Committee, be received.

(MCAC 0008-2025)

GC-0030-2025

That the letter dated November 20, 2024 from Mayor Parrish to the Minister of Transportation regarding Mississauga's Cycling Master Plan and Bill 212, be received.

(MCAC 0009-2025)

GC-0031-2025

That the letter dated January 14, 2025 from Paul Calandra, Minister of Municipal Affairs and Housing of Ontario in response to Mayor Parrish's letter dated December 16, 2024 with respect to Bill 240, Peel Transition Implementation Act, be received.

GC-0032-2025

That the letter dated January 13, 2025 from Minister and Associate Minister of Public Safety with respect to Hizb ut-Tahrir Conference, be received.

GC-0033-2025

That the letter dated January 21, 2025 from Paula J. Tenuta, Senior Vice President, Policy & Advocacy, BILD, be received.

GC-0034-2025

That the letter dated January 21, 2025 from Robert Blazeovski, DiamondCorp with respect to Agenda Item 10.1 – Mayor's Housing Task Force Report, be received.

GC-0035-2025

That the letter dated January 21, 2025 from David McComb, Edenshaw Developments with respect to Agenda Item 10.1 – Mayor’s Housing Task Force Report, be received.

GC-0036-2025

That the letter dated January 21, 2025 from Morgan Dundas, Sajecki Planning with respect to Agenda Item 10.1 – Mayor’s Housing Task Force Report, be received.

GC-0037-2025

That the closed education session with respect to 2025 Culture and Community Grants Processes be received for information.

GC-0038-2025

That the closed session update with respect to Peel Tax Allocation be received for information.

December 18th, 2024

Attention:
City Clerk's Office
City of Mississauga

Re: Board Director Updates, Cooksville Business Improvement Area

To Whom It May Concern,

This letter is to advise of updates with the Board of Directors with the Cooksville Business Improvement Area in accordance with Section 27 (3) of the Cooksville Business Improvement Area Governance By-Law 0035-2020:

- (1) the removal of Shakeel Alam, effective April 3rd, 2023, from the role of a Board Director with the Cooksville Business Improvement Area. The following resolution was passed on April 20th, 2023:
to accept Shakeel's resignation effective April 3
- (2) the appointment of Antonia (Toni) Velianou, effective October 27th, 2024, to the role of a Board Director with the Cooksville Business Improvement Area. The following resolution was passed on June 27th, 2024:
to approve Antonia Velianou's election to the Board
- (3) the removal of Dave Cook, effective September 30th, 2024, from the role of a Board Director with the Cooksville Business Improvement Area. The following resolution was passed on October 17th, 2024:
to accept Dave's resignation from the Board

Furthermore, enclosed are the signed approved Meeting Minutes.

Sincerely,



Tony Nguyen
Chair, Board of Directors
Cooksville Business Improvement Association



Shawn Abraham
Vice Chair, Board of Directors
Cooksville Business Improvement Association

Cc: Executive Committee, Board of Directors, Cooksville Business Improvement Area

**BOARD MEETING
COOKSVILLE BUSINESS IMPROVEMENT AREA
MINUTES**

Date: Thursday, October 17, 2024

Time: 6:00 PM - 7:30 PM (EST)

Location: BIA Office

Attendees: Adil Abraham, Ajmaal Wynne Muhammad, Amardeep Singh, Andrew Rizk, Dipika Damerla (virtual), Antonia (Toni) Velianou, Neena Anand, Raisa Ashraf, Sharon Johnson, Shawn Abraham, Tony Nguyen (Chair)

Regrets: Roya Vakili

Absent: None

1. Call to Order (Welcome/Quorum)
 - 6:20pm call to order.
2. Land Acknowledgement
 - Toni read land acknowledgement
3. Changes/additions to the meeting agenda
 - Andrew put forward motion to approved. Neena seconded. Motion carried.
4. Declaration of Conflict of Interest
 - None declared.
5. Approval of previous meeting minutes:
 - a. September Monthly Board Meeting
 - **Adil put forward motion to approve September Monthly Board Meeting minutes. Amardeep second. Motion carried.**
 - b. October Special Board Meeting
 - **Sharon put forward motion to approve October Special Board Meeting minutes. Ajmal Seconded. Motion carried.**
6. Reports (if any):
 - a. Chair's Report
 - b. Executive Director's Report
 - c. Treasurer's Report
 - Adil said he has been treasurer for 3 weeks now. He has been working with Claudia to rectify the process in which we get our statements from her. We are 2 months backed-up in financial reporting. Everything is moving along fine otherwise.

- Tony: We will submit the budget based on the last meeting. Adil submitted Canada summer jobs reimbursement application.
- d. Councillor's Report
- Dave Cook has asked to leave the Board due to personal reasons. We do have to pass a motion to accept his resignation.
 - Tony: We will put forward a motion on this later in the meeting.

7. Sub Committee updates (if any):

- Beautification and Holiday Décor
- Events and Sponsorship
- Finance and Auditing
- Human Resources and Governance
- Safety and Security
 - Neena: Send Interlinx contact to this subcommittee. We would like to meet with them.
 - Amardeep: Has anyone seen the security company for the past month?
 - Ajmaal: I see him always.
 - Tony: We will send the contact. Also please make sure that subcommittees have chairs and roles and responsibilities.

8. Board Roles

- Resignation
 - **Dipika put forward a motion to accept Dave's resignation from the Board. Adil seconded. None opposed. Motion carried.**
- Vice Chair Role
 - Tony: This was previously occupied by Mercedes, but after the motion to remove her, we need to fill the role of vice chair.
 - Shawn: If no one else is interested, I can take over the role.
 - **Andrew put forward a motion to appoint Shawn as Vice Chair of the Board. Amardeep seconded. Motion carried.**
- Vacancy Recruitment
 - Tony: We can wait till the AGM in February or go through the process of recruiting a Board member now. We might need to call special AGM meeting to fill the role
 - Adil: Special urgent AGM might be low attended.
 - Tony: We could review the By-Laws to determine if we do it earlier without having a special AGM and then solidify it at the AGM if our By-Laws permit.
 - **Andrew put forward a motion to proceed with the recruitment of two Board members for the vacancies, contingent upon the review of the By-Law confirming it permits such recruitment. Seconded by Toni. Motion carried.**

9. Executive Director Planning

- Discussion about interim solutions and options during the recruitment of a permanent ED.

6:56 PM: Dipika left the meeting.

- **Andrew put forward motion for the Board to approve the appointment of 2 temporary staff, operation manager for up to 6 months and office manager for up to 6 months term, and to ask HR and Governance committee to start the recruitment of ED on a permanent basis. Amardeep seconded. Motion carried.**

10. Bookkeeper Role

- Discussion about Bookkeeper service delivery and plan to meet with Bookkeeper.

11. Taste of Cooksville Post event update

- Discussion about approach for Taste of Cooksville debrief.
- **Adil put forward motion for the Events and Sponsorship subcommittee to meet with the Event Coordinator before the November Board meeting to review the report and findings, and for the Event Coordinator to present at the November Board meeting. Amardeep seconded. Motion carried.**

12. Winter Holiday Décor

- Discussion about décor timelines and a determination of types of décor.
- **Adil put forward a motion for the Beautification and Holiday Décor Subcommittee to obtain quotes for Christmas décor, utilising pre-approved expenses based on last year's budget. Amardeep seconded. Motion carried.**
- Tony: If the subcommittee requires an urgent board meeting, inform the board.

13. Board Training Opportunities


- Discussion about Board training with the City departments and timing to be in January.

14. Adjournment


- **Andrew put forward a motion to adjourn. Adil seconded. Motion carried. Meeting adjourned at 7:35pm.**

Next scheduled Board meeting – Thursday, November 21 at 6:00 pm

Meeting Minutes approved by the Board of Directors on November 21, 2024.
Signed, On Behalf of the Board of Directors:



Neena Anand
Secretary, Board of Directors



Tony Nguyen
Chair, Board of Directors

Cooksville BIA Board Meeting

June 27, 2024

Time: 5:30pm

Location: Virtual

Attendees: Adil Abraham, Ajmal Muhammad, Amardeep Singh, Dave Cook, Mark Tyler, Mercedes Martinez, Neena Anand, Raisa Ashraf, Roya Vakili, Sharon Johnson, Shawn Abraham, Tony Nguyen (Chair)

Absent: Andrew Rizk, Councillor Dipika Damerla

1. Call to Order (Welcome/Quorum)

The Board was called to order by the Chair at 5:35 pm.

2. Changes/additions to the meeting agenda

Adil moved to approve the agenda. Roya seconded. Motion passed.

3. Declaration of Conflict of Interest

None stated.

4. Taste of Cooksville

Shawn moved to hire Kandy Media to be the event planner for Taste of Cooksville for an agreement of \$12,750 plus additional commissions. Seconded by Mercedes. Motion passed.

5. Board Election

Dave moved to approve Antonia Velianou's election to the Board. Seconded by Sharon. Motion passed.

6. Treasurer Role

Neena moved to appoint Sharon as the Board interim Treasurer. Seconded by Amardeep. Motion passed.

7. ED Roles

Adil moved to approve the salary for the offer of employment of the new Executive Director. Seconded by Amardeep. Motion passed.

Adil moved to approve the term of employment for the current interim Executive Director. Seconded by Amardeep. Motion passed.

8. Adjournment

Motion to adjourn by Mercedes. Seconded by Amardeep.

Meeting Adjourned at 7:07 pm.

Meeting Minutes approved by the Board of Directors on July 18, 2024.
Signed, On Behalf of the Board of Directors:



Neena Anand
Secretary, Board of Directors



Tony Nguyen
Chair, Board of Directors

Cooksville BIA Meeting – April 20, 2023 – Minutes

Attendees: Amardeep Singh, Andrew Rizk, Councillor Dipika Damerla, Dave Cook, Mark Tyler, Neena Anand, Roya Vakili, Shawn Abraham, Tony Nguyen, Sharon Johnson

Regrets: Ajmal Wynne, Mercedes Martinez, Adil Abraham

City Staff: None

Guests: None

1. Call to Order

The Board meeting was called to order by Tony Nguyen at 5:44 PM

2. Changes/ Additions to the Meeting Agenda

Recommendation of adding a discussion on additional staff.

Motion: To approve the agenda with additional staff item. Moved by Roya Vakili.
Seconded by Shawn Abraham.

3. Conflict of Interest

No Declarations to declare.

4. Approval of Meeting Minutes

March 9th, 2023, Agenda moved by Neena Anand. Seconded by Andrew Rizk.

March 27th, 2023, Agenda moved by Neena Anand. Seconded by Andrew Rizk.

April 4th, 2023, Agenda moved by Roya Vakili. Seconded by Councillor Dipika Damerla.

5. Election of Secretary role

Motion: To accept Shakeel's resignation effective April 3 moved by Roya. Seconded by Andrew. Motion carried.

Motion: To nominate Neena Anand as Secretary moved by Roya Vakili. Seconded by Andrew Rizk.

Motion Result: Neena Anand is nominated as Secretary unanimously.

6. Reports

Chair's Report

- **Purchasing policy:** Chair provided update/refresh on proper procedures to be followed.
- **Code of Conduct:** Chair highlighted mutual respect for each other in dealing with all matters, and avoidance of non-healthy conflicts.
- **Board Governance training:**

Interim Executive Director Report

- **OBIAA conference debrief:** update from by Mark Tyler on connections made, information gathered, best practices, etc
- **Internal controls update:** Mark Tyler Provided the following update:
 - i. Mark to send updated response to City Finance Officials.
 - ii. Determine date to book Audit.
- **Flowers:** Mark Tyler to follow up on getting revised quote with reduced watering program to offset increased flower costs
- **Meeting with Mississauga BIA's debrief:** Mark Tyler provided an update

Query: How the membership and community will know about how the Cooksville BIA works.

Comments:

- i. Regular updates thru Cooksville BIA website.
- ii. Announcement by Councillor in Council meeting & information in Mississauga News.
- iii. Hire communications, social media assistant
- iv. Updates via emails to membership

Action: Mark Tyler will address above suggestions by taking all comments into account and report back.

- **Meeting with Metrolinx:** Mark Tyler provided brief update on establishing CVBIA relationship with Metrolinx and LRT construction status.
- **Placemaking Projects 2023:** Update from Mark Tyler on the City's Placemaking Project plans for Cooksville (public art, banners, etc.) for 2023.
- **Peel Crime Stoppers Program:** Mark Tyler provided de-brief on recent meeting with Peel Crime Stoppers and recommended inviting them to present to the board at an upcoming meeting.

Treasurer's Report:

Opening Comment: Roya Vakili appreciated Mark Tyler for his efforts.

- **2023 Budget Approval Update:** Royal Vakili updated that budget is already sent to the city for approval & provided the current budget balance sheet, profit & loss, etc.
- **Q1 Financials:** HST to be filed.
- **KPMG Audit Update:** Not audit ready yet. HST needs to be filed. Audit date not set.

Motion: Hire a CPA on as needed basis. Moved by Andrew Rizk. Seconded by Roya Vakili and Amardeep Singh. Passed Unanimously.

Note: Shawn Abraham left the meeting at 6:42 PM

Councillor's Report:

Peel Police patrol: Provided update that Peel Police will establish a regular bicycle patrol presence in Cooksville commencing in mid-May. Police have indicated they would require an office to work out of in Cooksville.

Additional Staff: Councillor Damerla highlighted that with the increased workload and growing number of priority projects for 2023, additional administrative/communications staff is recommended to assist the Executive Director in carrying out duties on behalf of the Board.

Note: Councillor Dipika Damerla left the meeting at 7:00 PM.

Other/ Business/Announcements:

- **Taste of Cooksville Date:** Mark Tyler provided the recommended date of September 16th, 2023.

Suggestion: To hold Taste of Cooksville earlier in August 2023 (Neena Anand)

Action: Mark Tyler to follow up with city officials and others regarding the practicality of an earlier date before next board meeting.

- **Board Committees:** Chair suggested moving forward, we should encourage board sub-committees in priority areas.

Motion: To establish sub-committees for priority areas, including a sub-committee for Executive Director Recruitment and Evaluation. Moved by Andrew Rizk. Seconded Roy Vakili. Approved Unanimously.

- **Future Board Meeting location:** General discussion on location options for upcoming board meetings. Mark Tyler to pursue alternative options and report back.
- **History of Cooksville:** Dave Cook suggested a presentation from local history expert Mathew. To educate and inform CVBIA Board and membership about the history of the development of Cooksville and its people.

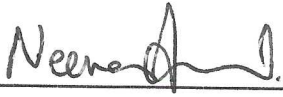
Motion: To sponsor a Cooksville history presentation night on November 2, 2023 with Matthew Wilkinson and to find suitable location for the same. Moved by Amardeep Singh. Seconded by Andrew Rizk. Passed Unanimously.

7. Adjournment:

Motion: To adjourn. Moved by Andrew Rizk. Seconded by Roy Vakili. Meeting adjourned at 7:09 PM.

Meeting Minutes approved by the Board of Directors on May 18, 2023.

Signed, On Behalf of the Board of Directors:



Neena Anand

Secretary, Board of Directors



Tony Nguyen

Chair, Board of Directors

Cornerstone Association of REALTORS®

City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

Attn: Mayor and Members of Council, City of Mississauga

Support for Partners in Homebuilding: Mayor's Taskforce Report.

Dear Mayor Parrish, Council Members, City Staff, and Members of the Mayor's Housing Task Force,

I am writing to extend our admiration and support for your report, *Partners in Homebuilding: Mayor's Taskforce Report*. The recommendations outlined in the report are a testament to the exceptional work of the Housing Task Force and a remarkable effort given the short turnaround time.

We are pleased by the steps presented in the report. The combination of practicality, creativity, and a commitment to long-term sustainability elevates this strategy above those taken by many other municipalities. These recommendations have the potential to create a solid foundation for housing in Mississauga for generations to come.

If we may offer one additional consideration, it would be to explore proactive strategies for combating NIMBYism (Not In My Backyard) as part of the next phase of your housing development efforts. One example of such a strategy is a pro-intensification speaker's series. Something similar has been successfully employed by the City of Burlington's Mayor Meed Ward. This series provides an opportunity for residents to understand the individual and community benefits of intensification, including the positive impact on local amenities, the environment, and economic growth. It also helps foster a more open-minded attitude toward development and growth.

We would be keen to partner with the City of Mississauga to support such efforts, potentially through sponsorships or by presenting to community groups the merits of responsible growth, development, and affordable housing. We believe these initiatives could play a key role in shifting public perceptions, reducing opposition, and building stronger community buy-in for future housing projects.

In closing, we want to express our deepest thanks for the leadership demonstrated in this report. Your efforts to address one of our city's most pressing challenges are appreciated, and we look forward to supporting the continued success of this important work. Please know that we are eager to contribute in any way we can to help further the city's housing goals.

Cornerstone Association of REALTORS®

Thank you again, bravo and we look forward to the opportunity to collaborate.

Warm regards,

Helen Goljak

Spokesperson, Cornerstone Association of REALTORS®

From: [Stephanie Smith](#)
To: [Stephanie Smith](#)
Subject: FW: Presentation to Council on Mayor's Housing Task Force Report
Date: Thursday, January 30, 2025 11:15:43 AM

From: Graham Cubitt
Sent: Wednesday, January 29, 2025 9:19 AM
To: Nick Dominelli <Nicholas.Dominelli@mississauga.ca>; clerk@mississauga.ca
Cc: Trish DeSimone
Subject: [EXTERNAL] Presentation to Council on Mayor's Housing Task Force Report

[CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Dear Clerk,

I'm sorry that neither Jess nor I can attend in person today, but please pass on my comments to Council regarding the Housing Task Force report before them.

Regards,
Graham

Good morning Mayor Parrish and Councillors,

I am pleased to highlight Indwell's support for the Mayor's Housing Task Force Report. My colleagues Jess Brand and I have appreciated the opportunity to contribute to it, and we look forward to working alongside you and our development industry allies to advance new supportive home construction as quickly as possible. A few key recommendations are important to Indwell's work.

Municipal fee reductions are critical to creating new supportive housing. With the Development Charge waivers mandated by the Province, local exemptions on permits and other application fees by Mississauga are very helpful in reducing upfront capital costs. These contributions also help demonstrate to senior government funders that affordable housing projects are supported locally, leveraging their investments.

Removing parking minimums on supportive and affordable housing is a key recommendation of the Task Force report. This is a vital action, as arguments about hypothetical future parking demand can quickly become a flashpoint for opposition to essential housing infrastructure.

While we recognize that each tenant's circumstances are different, we know that less than 15% of tenants across Indwell's range of 1,200+ units have a car and in many programs, no tenants own vehicles. We know that prioritizing housing development over building new parking also helps us better utilize existing underground and surface infrastructure, particularly when working with modest infill sites.

Indwell proves that award-winning architecture does not need to be overly complicated. Our projects demonstrate how good urban design can meet environmental responsibility in appropriate ways. Streamlined regulations on floor area ratios, commercial units, and apartment configurations, broader height and density permissions in well-served neighbourhoods, and the other reasonable fixes recommended in this report will enable supportive and affordable housing to get build today while lasting for generations.

Mississauga continues to advocate for federal and provincial regulations to be harmonized and simplified, such as the MECP's Record of Site Condition requirements. In the meantime, we applaud every effort to find ways to permit projects to proceed concurrent with those processes. By taking the types of steps outlined in the report, Council is sending a credible, tangible message that our money is where our mouth is.

Indwell will continue to support Council and our most vulnerable citizens by providing the conduit for senior governments to invest in Mississauga. We want to not only accelerate getting shovels in the ground, but ultimately get keys in doors. Because every door we open together is a solution to ending homeless. Lives are restored and communities are safer when supportive, affordable homes get built.

Thank you for your leadership on these issues, Mayor Parrish, and we look forward to working in partnership with all of Council on achieving results together.

Sincerely,
Graham Cubitt
Director of Projects & Development

Sent from my Bell Samsung device over Canada's largest network.

Notice of Motion

Moved by: Councillor Stephen Dasko

Seconded by:

WHEREAS the City's two-year Urban Hen Pilot Program concluded on May 5, 2023 with a continued ban on keeping urban hens in the City of Mississauga;

AND WHEREAS Ward 1 was not included in the pilot and a residence in Ward 1 came to the attention of Animal Services by complaint for propagation of pests as a result of the keeping of a prohibited species;

AND WHEREAS Mr. Brian Roda, a resident of Ward 1 and the property owner of 1033 Cawthra Rd., has been keeping urban hens on his property, as family pets;

AND WHEREAS the neighbours have been aware of the pet urban hens and the City has received an objection from one neighbour while two other neighbours have provided letters of support indicating that they are not disturbed by the presence of the pet urban hens on the property;

AND WHEREAS the Urban Hen Pilot participants are permitted to keep their current hens in the locations approved by the City in accordance with the terms and conditions of the Pilot Program until the end of their natural lifespan;

AND WHEREAS the only way to allow the owner to continue keeping the pet urban hens at his property would be for Council to pass a unique exemption crafted to ensure it applies to this one property and owner only;

THEREFORE BE IT RESOLVED THAT Mr. Brian Roda be granted a unique exemption from Animal Care and Control By-law 98-04, as amended prohibiting the keeping of pet urban hens on his current property, located at 1033 Cawthra Rd., in accordance with the following:

- a) The exemption only allows the keeping of Mr. Brian Roda's Four (4) current pet urban hens, or fewer at 1033 Cawthra Rd., until the end of their natural lifespan;
- b) The exemption does not allow the keeping of male chickens/roosters;
- c) Mr. Brian Roda remains subject to all other requirements of the Animal Care and Control By-law 98-04, as amended.



Stephen Dasko, Councillor, Ward 1

ILKE AYAN
715 Ebony Avenue
Mississauga, ON
L5E1A1

City of Mississauga

To whom it may concern,

I, Ilke Ayan, own the home next to Brian Roda at 1033 Cawthra Rd and I am aware that he has chicken hens. My wife and I have no issue with Brian continuing to keep these prohibited animals.

Warm regards,

ILKE AYAN



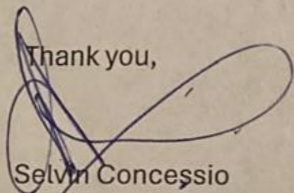
2024-OCT-18

To whomever it may concern,

I Selvin Concessio own the home at [REDACTED] adjacent to my neighbour Brian Roda who lives at 1033 Cawthra Rd.

I am aware that he has hens. We have absolutely no issues with Brian continuing to keep these harmless prohibited animals.

Thank you,



Selvin Concessio
[REDACTED]
Mississauga, ON
L5G 4K3

Gaby Kremnitz
[REDACTED]

Mississauga, ON
L5G 4K4

October 17, 2024

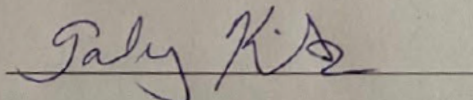
To whom it may concern,

I, Gaby Kremnitz, own the home two doors next to Brian Roda and have lived there for 27 years.

I am aware that Brian has chickens. Brian had the chickens for quite some time before I became aware of them after visiting for a coffee; this is to say that they are very clean and quiet.

I have no issue with Brian continuing to keep his chickens.

Best regards,



Gaby Kremnitz
[REDACTED]

Motion

Agenda Number:

Date: Thursday, January 23, 2025

Moved by: Matt Mahoney

Seconded by: Brad Butt

1. That effective immediately the resignation of Deputy Mayor / Councillor Matt Mahoney from the Credit Valley Conservation Committee be received; and
2. That Councillor Brad Butt be appointed to the Credit Valley Conservation Committee for a term ending upon the dissolution of the Committee or at the end of the Term of Council (November 14, 2026) whichever comes first; or until a successor is appointed by Regional Council.

A handwritten signature in black ink, appearing to read "Brad Butt", with a horizontal line underneath it.

January 24, 2025

Mayor's Housing Task Force Motion For City Council Agenda – January 29th

WHEREAS there is a housing affordability crisis in the City of Mississauga and across Ontario;

WHEREAS more housing supply is needed, including low-rise, mid-rise and high-rise options for residents;

WHEREAS the City of Mississauga agreed to the provincial housing pledge that of building 120,000 units of housing by 2032;

WHEREAS the Mayor's Housing Task Force members have indicated that very few new residential units will start construction over the next two years without interventions;

WHEREAS the cost of housing relative to incomes is the main issue underlying the housing crisis;

WHEREAS municipal charges and taxes have been identified by the Mayor's Housing Task Force as factors affecting new house prices and rents;

THEREFORE BE IT RESOLVED THAT THE CITY OF MISSISSAUGA:

1. Reduce the amount of City residential development charges payable by 50%, effective immediately, for all residential developments with building permits allowing footings and foundations issued pursuant to the *Building Code Act, 1992* prior to November 13, 2026;
2. Reduce the amount of City residential development charges payable by 100%, effective immediately, for all 3-bedroom units for purpose-built rental residential apartment developments with building permits allowing footings and foundations issued pursuant to the *Building Code Act, 1992* prior to November 13, 2026 ("Collectively Development Charges Incentives");
3. Defer the collection of City residential development charges for all residential developments, effective immediately, until the first occupancy permit is issued, provided a building permit allowing for footings and foundations is issued pursuant to the *Building Code Act, 1992* prior to November 13, 2026;
4. Authorize the Chief Financial Officer & Treasurer, and the City Clerk, or their designate, to enter into deferral agreements on behalf of the City providing for the payment of development charges, in accordance with paragraphs 1, 2 and 3;

5. Repeal Community Benefits Charges By-law 0134-2022, effective the day following notice from the Ontario Land Tribunal that all appeals have been withdrawn or dismissed;
6. Request The Region of Peel to implement a new purpose-built rental housing tax subclass that will reduce property taxes by up to 35% for 35 years for new purpose-built rental housing developments;
7. Forward this motion to the Region of Peel for their consideration of matching incentives relating to development charges, where applicable.
(Collectively, "Mayor's Housing Task Force Incentives")
8. Direct staff to apply for the Canada Housing Infrastructure Fund – Municipal Direct Stream from the Federal government, to request that the funds be used to offset the financial impacts from the Development Charges incentives;
9. The Mayor requests the federal government commit to providing the City of Mississauga with the remaining three instalments of the Housing Accelerator Fund totaling \$84.75 million, to be used to offset the financial impacts from the Development Charges incentives, and to amend the Canada Mortgage and Housing Corporation contribution agreement where applicable;
10. The Mayor requests the Provincial Minister of Municipal Affairs and Housing allow for greater flexibility in the eligibility and allocation of the Building Faster Fund to support the housing incentives;
11. Direct staff to fund the Development Charges incentives with the Housing Accelerator Fund, the Canada Housing Infrastructure Fund, and/or Building Faster Fund where available.
12. Enact all necessary by-laws.



Brad Butt
Councillor, Ward 11
905-896-5011
brad.butt@mississauga.ca



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

Motion – January 29th, 2025

Moved by: Councillor Brad Butt
Seconded by: Councillor Joe Horneck

WHEREAS a prior report by the Metamorphosis Network found that residents of Peel receive less provincial funding for municipal and social services than the average resident of Ontario municipalities, receiving an average of \$578 less annually, per person, than the average resident of Ontario municipalities receives;

AND WHEREAS the City had approved a motion on September 25, 2024, to provide an in-kind contribution of up to \$250,000 worth of MiWay advertising space to the Metamorphosis Network, to better inform and educate Mississauga residents about concerns relating to the underfunding of municipal and social services;

AND WHEREAS the in-kind advertising space available to the City free of charge only allows for 101 advertising spaces, instead of the request of at least 230 advertising spaces;

THEREFORE BE IT RESOLVED THAT:

1. The City of Mississauga provide a total of 233 advertising spaces for a 4-week campaign period to assist and facilitate the Metamorphosis Network's advertising campaign; and
2. Up to \$100,000 in additional costs for the increase in advertising spaces, comprised of up to \$63K in additional marketing costs and up to \$37K in additional printing costs, be funded through the Fiscal Stability Reserve (#30125).

A handwritten signature in black ink, appearing to be 'Brad Butt', is located below the list of resolutions.

Brad Butt, Councillor, Ward 11

WHEREAS pursuant to Section 204(3) of the Municipal Act, 2001 , S.O. 2001 , c. 25, as amended, all members of a board of management of a business improvement area shall be appointed by the municipality;

AND WHEREAS the Council of The Corporation of the City of Mississauga enacted Bylaw 0040-2023 to appoint members of the Board of Management of the Cooksville Business Improvement Area on March 1, 2023;

AND WHEREAS the Cooksville BIA notified the City Clerk's Office that the Board of Management of the Cooksville Business Improvement Area of the following changes Area in accordance with Section 27(3) of the Cooksville Business Improvement Area Governance By-law 0035-2020, as amended:

1. Remove Shakeel Alam effective April 3, 2023 from the role of a director of the Board of Management of the Cooksville Business Improvement Area;
2. Remove David Cook effective September 30, 2024 from the role of director of the Board of Management of the Cooksville Business Improvement Area;
3. Appoint Antonia (Toni) Velianou effective October 27, 2024 as director of the Board of Management of the Cooksville Business Improvement Area.

Expression of Sympathy

WHEREAS the Mayor, Members of Council and staff at the City of Mississauga are saddened to learn of the passing of Mark Pollard, Facility Operator 2 at Iceland Arena;

AND WHEREAS Mark was a hard-working, dedicated, and passionate employee with the Recreation and Culture Division, who has worked for the City since 1998;

AND WHEREAS Over the years, Mark has worked in numerous facilities, but he has called Iceland Arena home since 2000;

AND WHEREAS Mark was always eager to lend a hand and dive right in to assist, leaving a lasting impact on every team he joined, with his kind heart, he touched the lives of many and will be deeply missed;

AND WHEREAS Our heartfelt sympathies are extended to Mark's family and friends during this incredibly difficult time;

NOW THEREFORE BE IT RESOLVED that sincere condolences be extended on behalf of the Mayor, Members of Council and staff of the City of Mississauga to the Pollard family.

WHEREAS the Municipal Act, 2001, as amended (the "Act"), requires Council to pass a resolution prior to closing part of a meeting to the public;

AND WHEREAS the Act requires that the resolution states the act of the holding of the closed meeting and the general nature of the matter to be considered at the closed meeting;

NOW THEREFORE be it resolved that a portion of the Council meeting held on January 29, 2025 shall be closed to the public to deal with the following matters:

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

WHEREAS the Municipal Act, 2001, as amended (the "Act"), requires Council to pass a resolution prior to closing part of a meeting to the public;

AND WHEREAS the Act requires that the resolution states the act of the holding of the closed meeting and the general nature of the matter to be considered at the closed meeting;

NOW THEREFORE be it resolved that a portion of the Council meeting held on January 29, 2025 shall be closed to the public to deal with the following matters:

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

21.1 A position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board: Alectra Board Appointment

(Pursuant to Section 239(3.1) of the Municipal Act, 2001)

21.2 Education Session: Celebration Square Events Calendar (Verbal)

21.3 The security of the property of the municipality or local board: Request for Expression of Interest - Living Arts Centre Land Redevelopment File Ref. PRC004829

21.4 Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board: Appeal of the Decision of the Committee of Adjustment with respect to File Nos. A541/24, 7091 Hurontario Street, 11181482 Ontario Ltd. (Ward 5)

*21.5 Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board: Instructions on a proposed settlement of the appeal to the Ontario Land Tribunal by Sheridan Retail Inc. (Dunpar Homes) with respect to Development Charges By-law 0133-2022, (City-Wide).

*21.6 Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board: Instructions on a proposed resolution of the

appeal to the Ontario Land Tribunal by Camrost-Felcorp Inc., Sheridan Retail Inc. and Mississauga I GP Inc., Mississauga II GP Inc., Mississauga III GP Inc. with respect to Community Benefits Charge By-law 0134

A by-law to amend By-law 0040-2023, as amended, being a by-law to appoint members of the Board of Management for the Cooksville Business Improvement Area

WHEREAS pursuant to Section 204(3) of the *Municipal Act, 2001*, S.O. 2001, c. 25, as amended, all members of a board of management of a business improvement area shall be appointed by the municipality;

AND WHEREAS the Council of The Corporation of the City of Mississauga enacted Bylaw 0040-2023, as amended, to appoint members of the Board of Management of the Cooksville Business Improvement Area on March 1, 2023;


AND WHEREAS the Cooksville BIA notified the City Clerk's Office of certain changes to the Board of Management of the Cooksville Business Improvement Area in accordance with Section 27(3) of the Cooksville Business Improvement Area Governance By-law 0035-2020, as amended;

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

1. That the following directors have resigned from the Board of Management of the Cooksville Business Improvement Area effective on the following dates:
 - (i) Shakeel Alam April 3, 2023
 - (ii) Dave Cook September 30, 2024

2. That Antonia Velianou is appointed to the Board of Management of the Cooksville Business Improvement Area, effective retroactively to October 27, 2024 for a term of office to expire on November 14, 2026, or until such time as a successor is appointed.

ENACTED and PASSED this 29th day of January, 2025.

Approved by Legal Services City Solicitor City of Mississauga

Chris Ibarra
Date: January 20, 2025
File: LA.25-25.14

_____ MAYOR

_____ CLERK

A by-law to transfer funds from various reserves
and reserve funds to various capital projects
approved in the 2025 Capital Budget

WHEREAS By-law 0184-2022, as amended, continued various Reserve Funds under predecessor legislation to subsection 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 a variety of purposes;

AND WHEREAS the Council of The Corporation of Mississauga authorizes the transfer of portions of certain funds to certain projects and approves the transfer of portions of certain funds back to the balances of the Reserve Funds;

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

1. That the sum of \$450,735,261.57 be transferred from various Reserve Funds to each project as set out in Schedule "A" attached hereto and that the said amounts may be withdrawn for the completion of these projects.

ENACTED and PASSED this 29th day of January, 2025.

Approved by Legal Services City Solicitor City of Mississauga

Tushar Sharma
Date: January 21, 2025
File: BL.01-24.20

_____ MAYOR

_____ CLERK

SCHEDULE "A" TO BY-LAW NUMBER _____
TRANSFERS FROM RESERVES AND RESERVE FUNDS
TO 2025 CAPITAL BUDGET PROJECTS

Project Number	Project Name	Transfer from Reserve Fund
30135 Reserve for Election		
24601	Employee Survey-2024	\$150,000.00
30135 Reserve for Election Total		\$150,000.00
30195 Reserve for the Arts		
25301	Public Art Program	\$130,000.00
25303	Banners Program	\$70,000.00
25351	Cultural Districts Placemaking Program	\$50,000.00
25342	Downtown Wayfinding Strategy	\$75,000.00
30195 Reserve for the Arts Total		\$325,000.00
31315 DCA -Recreation and Parks Development		
20315	Park Development - Not Yet Named (F_411) (Rogers)	\$562,529.24
25304	New Amenities - Sport Fields & Courts	\$538,000.00
25340	Vehicles & Equipment	\$200,000.00
25302	Park Building Rehabilitation Program	\$1,800,000.00
25307	New Amenities - Softball Lighting	\$607,775.00
21326	Park Development - (F-303) - Lakeview Village (East of Lakefront Promenade Park)	\$33,000,000.00
25347	Park Development - Cooksville Parkland	\$2,740,100.00
25349	New Trail Development - Ninth Line/407 Corridor Trail	\$110,689.00
20425	Carmen Corbasson CC Redevelopment	\$299,000.00
25308	New Trail Development - Nine Creeks Trail	\$982,365.00
23309	New Amenities - Sport Fields and Courts - Lit Artificial Turf Football Field and Track	\$980,000.00
22420	South Common CC renovation - design & construction	\$12,782,527.00
23313	Park Development - (F-105)-West Village, 70 Mississauga Road (Due west of J.C. Saddington Park)	\$3,500,000.00
25309	New Amenities - Play Facilities	\$190,260.00
25310	New Amenities - Leash Free	\$634,500.00
25423	Mississauga Valley Feasibility Study	\$200,000.00
25312	Park Sanitation Infrastructure	\$1,800,000.00
24313	New Trail Development - Orangeville Railway Development Corporation Rail Trail	\$567,656.32
25311	Park Development - Malton Village Park Addition	\$343,419.00
25313	New Amenities - Multi-Ramp Facility	\$59,900.00
24317	New Amenities - Spray Pad	\$576,065.00
24318	New Amenities - Cricket	\$646,038.00
23320	Park Development - Iggy Kaneff Park Development	\$930,928.97
25318	New Amenities - Cricket Lighting	\$634,200.00
25320	Park Development - Not Yet Named (P-541) Former Grand Highlands GC	\$1,132,598.00
24322	New Amenities - Mountain Bike Course	\$432,947.00
25346	New Trail Development - Lakeview Trail (ORT 20A)	\$633,864.00
25350	New Trail Development - BRT Trail	\$577,500.00
25338	New Amenities - Multi Pad	\$23,900.00

25344	New Amenities - Community Gardens	\$51,000.00
31315 DCA -Recreation and Parks Development Total		\$67,537,761.53
31325 DCA -Library Reserve Fund		
23270	Express Libraries	\$97,922.29
22273	South Common Library renovation - design & construction	\$375,133.55
23276	Laptop Kiosk Expansion	\$330,000.00
25274	Library Collection Increases to Reflect City Growth	\$100,000.00
31325 DCA -Library Reserve Fund Total		\$903,055.84
31330 DCA -Transit Reserve Fund		
21249	Transit Shelters	\$144,018.00
22117	Design and Construction of Lakeshore Bus Rapid Transit lanes, Deta Rd. to East Ave.	\$580,643.25
22118	Design and Construction of Dundas Bus Rapid Transit - Confederation to Etobicoke	\$473,095.00
25225	Bus Equipment	\$107,285.49
25249	On-Street Transit Infrastructure	\$300,000.00
25248	Additional Bus Shelters	\$205,167.16
25232	South Common Community Centre - Operator Washrooms	\$250,000.00
25221	Route Supervisor Vehicle - Acquisitions - Growth	\$65,000.00
25239	MiWay Shelters - New	\$3,100,000.00
31330 DCA -Transit Reserve Fund Total		\$5,225,208.90
31335 DCA Roads and Related Infrastructure		
23104	Ninth Line Widening - Eglinton Avenue to Derry Road	\$6,615,000.00
25198	Traffic Signals - New	\$619,626.00
25173	Traffic System & Intelligent Transportation Systems	\$200,000.00
25171	Traffic Signal Equipment Enhancements	\$350,000.00
25121	Sidewalk Infills - Major Roads	\$866,400.00
25105	Intersection Improvements - Growth	\$603,750.00
25109	Cycling Linear Infills - Major Roads	\$3,394,080.00
21107	Square One Drive - Amacon Driveway to Rathburn Road West	\$2,310,000.00
25113	Preliminary Engineering Studies	\$132,000.00
20101	Clarkson Road/Lakeshore Road Intersection - Design & Construction	\$787,500.00
25155	Cycling Program - Structures	\$192,500.00
20186	Port Credit Active Transportation Bridge (Cycling Major Structures)	\$78,875.40
21104	Kariya Dr. 110 Metres South of Elm Dr. to Central Pkwy W.	\$1,428,000.00
22117	Design and Construction of Lakeshore Bus Rapid Transit lanes, Deta Rd. to East Ave.	\$5,744,530.75
22118	Design and Construction of Dundas Bus Rapid Transit - Confederation to Etobicoke	\$1,110,258.00
25108	Corridor Transportation Master Plans	\$1,312,500.00
24007	Creditview Road Widening - Bancroft Road to Old Creditview Road	\$236,250.00
25106	Development Charges Update - Major Roads	\$150,000.00
25107	Integrated Road Program - Study	\$375,000.00
25122	Noise Wall Upgrades -Various Locations	\$100,000.00
25126	Active Transportation Bridges - QEW at Credit River & Stavebank Road	\$4,810,000.00
24010	Bloor Street Integrated Road Project (Central Parkway to Etobicoke Creek)	\$5,512,500.00

24108	Corridor Transportation Master Plans	\$375,000.00
24017	Transit & Road Infrastructure Plan Implementation	\$750,000.00
25013	Integrated Road Program - Design	\$375,000.00
25104	Transportation Model Update	\$200,000.00
25114	Mavis Road Widening - Twain Avenue to Hwy 407	\$840,000.00
25123	Transportation Area Study	\$375,000.00
25118	Signalization and Left-Turn Lanes - Eglinton Avenue & Intrepid Drive	\$1,050,000.00
25119	Bridge Improvement Study - Lakeshore Road Bridge at Credit River	\$100,000.00
25102	Property Acquisition	\$11,500,000.00
31335 DCA Roads and Related Infrastructure Total		\$52,493,770.15
31340 DCA- Public Works Buildings & Fleet Reserve Fund		
25163	Vehicles & Equipment - New	\$195,000.00
25170	Future Works Yard	\$9,000,000.00
25168	Winter Maintenance Vehicles	\$19,952.81
31340 DCA- Public Works Buildings & Fleet Reserve Fund Total		\$9,214,952.81
31350 DCA -Stormwater Management Reserve Fund		
25142	Cawthra Creek Erosion Control - Dellwood Park	\$11,930.90
25143	Cooksville Creek Flood Storage Facility - Huron Heights Park (Park 273)	\$210,000.00
25028	Wolfedale Creek Erosion Control - Credit River to Burnhamthorpe Road West	\$64,000.00
25145	Minor Erosion Control Works - Various Locations	\$5,000.00
25137	Cooksville Creek Erosion Control - North & South of Camilla Road	\$246,000.00
25135	Credit River Erosion Control - West of Creditview Road, Behind Kenninghall Boulevard	\$118,000.00
25138	Storm Sewer Oversizing - Various Locations	\$270,000.00
24015	Dixie/Dundas Drainage Improvements	\$134,000.00
24135	Credit River Erosion Control - Dundas St. to HWY 403 - Erindale Park	\$137,000.00
31350 DCA -Stormwater Management Reserve Fund Total		\$1,195,930.90
31357 DCA Development-Related Studies		
25603	2027 DC Background Study & CBC Strategy	\$150,000.00
25952	Special Planning Studies	\$238,612.21
25953	Strategic Waterfront Implementation	\$225,000.00
25954	Municipal Growth Management	\$234,900.00
31357 DCA Development-Related Studies Total		\$848,512.21
33121 Tax -Capital Reserve Fund		
20311	Major Park Redevelopment - Paul Coffey Park	\$891.00
21227	Transit Terminals/On-Street Stops/Minor Repairs	\$26,670.00
21215	Transit MiWay Signs	\$13,335.00
25608	Address Printer & Other Accessories	\$20,000.00
23160	Vehicle & Equipment Replacement	\$6,583,000.00
25253	Personal Protective Equipment Replacement	\$1,800,000.00
24256	Replacement of fire vehicles	\$250,000.00
25176	Field Equipment Replacement - Traffic Controllers	\$190,000.00
25162	Specialized Equipment & Tools - Replacement	\$55,000.00

25339	Trail Reconstruction Program	\$1,325,611.00
25424	Program Furniture & Equipment	\$435,000.00
25330	Sport Field & Court Rehabilitation	\$3,239,553.00
25109	Cycling Linear Infills - Major Roads	\$920.00
25125	Cycling Multi-Use Trail Rehabilitation	\$100,000.00
25400	Encroachment Management & Rehabilitation	\$50,000.00
25340	Vehicles & Equipment	\$581,000.00
25403	Tree Planting - New & Replacement	\$1,585,500.00
25324	Bridge Rehabilitation Program	\$1,575,232.50
25328	Landscape Repairs, Site Rehabilitation & Emergency Maintenance	\$475,000.00
25315	Park Infrastructure	\$535,000.00
25321	Playground Redevelopment Program	\$2,466,036.00
25252	Replacement of Emergency Response Tools and Equipment	\$1,600,000.00
25302	Park Building Rehabilitation Program	\$325,000.00
25260	Refurbish Fire Vehicles	\$125,000.00
25271	Renovation & Rehabilitation	\$75,000.00
25275	Program Furniture & Equipment	\$220,000.00
25199	Traffic Calming & Pedestrian Crossover Program	\$700,000.00
25175	Parking Lot Rehabilitation	\$100,000.00
25153	Site Assessments & Data Management	\$375,000.00
22273	South Common Library renovation - design & construction	\$500,000.00
25349	New Trail Development - Ninth Line/407 Corridor Trail	\$33,063.00
25701	Enterprise Energy Management Suite Replacement	\$300,000.00
25155	Cycling Program - Structures	\$57,500.00
25151	Bicycle Parking Program	\$200,000.00
25437	Celebration Square Lifecycle Equipment	\$550,000.00
25427	Paramount Fine Foods Centre Event AV Systems - Replacement	\$1,100,000.00
25501	Continuous Improvements - Corporate Services, City Manager's Office	\$250,000.00
25308	New Trail Development - Nine Creeks Trail	\$293,434.00
23150	Bridge & Structure Renewal	\$250,000.00
25124	Road Asphalt Crack Sealing	\$400,000.00
25120	Noise Wall Replacement - Various Locations	\$350,000.00
21241	Transit Information Systems Phase 2	\$293,350.00
21240	Transitway Guideway Glass Partitions	\$26,670.00
25507	Questica Budgeting Software Replacement	\$750,000.00
22117	Design and Construction of Lakeshore Bus Rapid Transit lanes, Deta Rd. to East Ave.	\$613.50
22118	Design and Construction of Dundas Bus Rapid Transit - Confederation to Etobicoke	\$854.00
21245	Bus Terminal Shelter Enhancements	\$106,680.00
21242	Express Bus Corridors	\$659.20
25503	SAP SuccessFactors Upgrade - Payroll	\$400,000.00
24707	Climate Change Mitigation Studies	\$360,000.00
24051	Sidewalk Repair	\$287,000.00
24326	Spray Pad Rehabilitation	\$176,065.00
21154	Dundas Street Retaining Wall Construction	\$160,000.00
25606	Digital Receipting Project to Replace L-BOSS	\$250,000.00
21238	Express Bus Corridors	\$1,530.80
25508	MAX - Beyond Oracle Forms Platform	\$460,000.00
25509	GIS Technology	\$400,000.00
25129	Roadway Rehabilitation	\$370,000.00
25533	Network Services UPS Business Continuity 2025	\$110,000.00
24702	Security Threat Risk Vulnerability Assessments	\$990,000.00

25609	Update Marriage Licence System & Online Application	\$60,000.00
25331	Park Signage Program	\$100,000.00
22420	South Common CC renovation - design & construction	\$307.00
24221	Transit Change-Off Vehicle Acquisitions Replacement	\$16,020.00
25204	Other Vehicles - Replacement	\$170,000.00
24007	Creditview Road Widening - Bancroft Road to Old Creditview Road	\$26,250.00
25438	Technical Services Main PA - Replacement	\$460,000.00
25408	Invasive Species Management	\$370,000.00
22251	VCOM Infrastructure Upgrade	\$136,000.00
25250	Technical Rescue Equipment Replacement	\$250,000.00
25429	PFFC Sportsplex Artificial Turf - Replacement	\$1,000,000.00
22525	Microsoft Office 365 Core Implementation	\$750,000.00
24521	IT Service Management Solution	\$250,000.00
25169	Enhanced Speed Mitigation Measures	\$210,000.00
25107	Integrated Road Program - Study	\$375,000.00
25122	Noise Wall Upgrades -Various Locations	\$100,000.00
25110	Vision Zero Implementation	\$250,000.00
25103	Bridge & Structure Biennial Appraisal - Various Locations	\$350,000.00
25150	Roadway Infrastructure Review	\$500,000.00
23604	Microsoft 365 licences	\$50,000.00
25190	Specialized Survey Equipment	\$100,000.00
25200	Works Yard General Improvements	\$350,000.00
22723	Lifecycle Renewal - Living Arts Centre (LAC)	\$3,000.00
22955	Implementation of Development Master Plans and Reimagining the Mall	\$350,000.00
25312	Park Sanitation Infrastructure	\$50,000.00
19246	Transit Study	\$133,000.00
24313	New Trail Development - Orangeville Railway Development Corporation Rail Trail	\$169,559.68
24316	Bridge Rehabilitation Program - Lakefront Promenade	\$1,350.00
25208	Central Parkway Annex Electrical Modifications	\$3,109,470.80
25314	Urban Forest Management	\$400,000.00
25352	Community Gardens	\$75,000.00
25341	Multi-Ramp Rehabilitation	\$256,250.00
23702	Facility Renewal - A.E. Crookes Par	\$500,000.00
23717	Facility Renewal - Malton Day Care Centre	\$500,000.00
23718	Facility Renewal - Mavis South Works Yard	\$200,000.00
25954	Municipal Growth Management	\$75,000.00
25502	Microsoft SQL - Database Refresh Cycle	\$200,000.00
24508	Enterprise Asset Management	\$500,000.00
25185	Enhancing Signalized Intersections	\$6,000,000.00
24001	Bridge & Structure Renewal (various locations)	\$500,000.00
25111	Retaining Wall Rehabilitation - Various locations	\$50,000.00
25226	Transitway Noise Wall Rehabilitation	\$1,400,000.00
25227	Edward J. Dowling Transit Facility & Malton Facility - Perimeter Fencing Replacement	\$3,000,000.00
25229	Transitway Wayfinding Signage - Upgrades	\$1,500,000.00
25251	Portable Radio Infrastructure - New Stations	\$175,000.00
25255	Portable Radio Lifecycle Replacement	\$2,400,000.00
24010	Bloor Street Integrated Road Project (Central Parkway to Etobicoke Creek)	\$500.00
25013	Integrated Road Program - Design	\$375,000.00
25114	Mavis Road Widening - Twain Avenue to Hwy 407	\$210,000.00

25421	PFFC Control Room - Lifecycle Replacements (Video Switcher, Consoles)	\$290,000.00
25422	PFFC Production Equipment (Follow Spots, Communications, Cameras)	\$410,000.00
25506	IT Security Program	\$200,000.00
25504	Network Wireless Infrastructure 2025	\$400,000.00
25536	PC/Notebook/Tablet Lifecycle 2025	\$2,000,000.00
25510	IT Peripheral Devices - Lifecycle	\$250,000.00
25500	Switches & Routers	\$4,200,000.00
25544	VCOM Mobile Radio	\$250,000.00
25505	VoIP Systems & Phones	\$400,000.00
24720	Lifecycle Maintenance-Corporate Facilities	\$718,200.00
24722	Lifecycle Maintenance-Library Facilities	\$223,900.00
24724	Lifecycle Maintenance-Recreation Facilities	\$526,000.00
25702	Lifecycle Maintenance - Recreation Facilities - Lakeview	\$104,000.00
24725	Lifecycle Maintenance-Works Facilities	\$974,800.00
24704	Solar PV Installation	\$300,000.00
25317	Electric Vehicle Chargers	\$500,000.00
24201	Transit Bus Acquisitions - Hybrid Replacement	\$9,500,000.00
25201	Transit Bus Acquisitions - Hybrid Replacement	\$8,664,216.77
25203	Capital Bus Maintenance - Major Component Rehabilitation/Replacement	\$1,706,880.00
25249	On-Street Transit Infrastructure	\$150,000.00
25228	Transit Terminals/On-Street Stops/Minor Repairs	\$40,000.00
25234	Facility Repairs - Minor	\$100,000.00
25205	Hybrid Midlife Rehab - Batteries	\$80,000.00
25236	Revenue Equipment - Replacement	\$20,000.00
25526	Digital & Technology Solutions	\$500,000.00
25541	AV Meeting Room - Upgrades & Replacements	\$2,500,000.00
25560	Desktop Software Licences	\$350,000.00
25116	Princess Royal Drive Complete Street Project - Living Arts Drive to Duke of York Boulevard	\$577,500.00
25117	Bridge Improvement Study - Main Street Bridge at Credit River	\$200,000.00
25119	Bridge Improvement Study - Lakeshore Road Bridge at Credit River	\$275,000.00
25100	Guide Rail Rehabilitation	\$250,000.00
25127	Cycling Multi-Use Trail Signage & Markings Upgrades	\$100,000.00
25128	Cycling Infrastructure Enhancements	\$300,000.00
25154	Roadway Benches	\$25,000.00
25601	Strategic Communications & Initiatives Project Management Tool	\$100,000.00
25230	Vision Zero - Pedestrian Collision Alert System	\$100,000.00
25207	Improve Customer Communication/Alerts - TransitApp/Swiftly	\$600,000.00
25233	Bollards at Transitway Stations	\$200,000.00
25224	City Centre Transit Terminal Paging System	\$150,000.00
25202	Garage Strategy Plan	\$400,000.00
25238	Edward J. Dowling Transit Facility - Hybrid Bay 2 - New Hoist	\$1,000,000.00
25219	Central Parkway Garage Paging System	\$250,000.00
25184	Residential Permits Signs Upgrade	\$130,000.00
25186	Public Engagement Campaign	\$16,000.00
25187	Replacement Entrance Signage	\$50,000.00
25191	Municipal Parking Vehicle Acquisitions	\$75,600.00
25517	Gtechna & Licence Plate Recognition Implementation	\$2,114,000.00
25241	Edward J. Dowling Transit Facility & Malton Facility - Staff Walkway Improvements	\$500,000.00

25090	Radio Replacement - Animal Services	\$52,000.00
25329	Natural Habitat for Terrestrial or Aquatic Species	\$268,000.00
25345	Park Improvements - Kariya Park	\$375,000.00
25346	New Trail Development - Lakeview Trail (ORT 20A)	\$189,336.00
25350	New Trail Development - BRT Trail	\$172,500.00
25092	Fleet Vehicles - Parking Enforcement	\$650,000.00
25091	Radios - New Parking Staff	\$35,000.00
25430	AED - Lifecycle Replacement	\$129,000.00
25703	Infrastructure & Performance Improvements - Accessibility	\$150,000.00
25704	Infrastructure & Performance Improvements - Security	\$150,000.00
25776	Various Emergency Repairs - Building Envelope	\$750,000.00
25775	Various Emergency Repairs - Building System	\$750,000.00
25431	Silverware Equipment & Hardware	\$165,000.00
25432	Survey Monkey	\$40,000.00
25433	Small Arms Building - South Parking Lot Redevelopment	\$2,200,000.00
25434	Braeben Golf Course - Accessibility Counters Upgrade	\$300,000.00
25435	Malton CC First Floor Meeting Room - Redevelopment	\$1,500,000.00
25715	Inspections - Various Locations	\$250,000.00
25436	Glenforest Youth Hub	\$2,160,000.00
25542	Network Security Infrastructure 2025	\$650,000.00
25705	Lifecycle Maintenance - Works Facilities - BAS Renewals & Replacements	\$487,000.00
25706	Lifecycle Improvement - Works Facilities	\$179,100.00
25707	Lifecycle Maintenance - Works Facilities - Accessibility & Site Renewals	\$610,300.00
25708	Lifecycle Maintenance - Transit Facilities	\$306,000.00
25709	Lifecycle Improvement - Transit Facilities	\$56,200.00
25710	Lifecycle Maintenance - Recreation Facilities - Various Renewals	\$1,092,500.00
25711	Lifecycle Maintenance - Recreation Facilities - River Grove	\$693,600.00
25712	Lifecycle Improvement - Recreation Facilities	\$205,200.00
25713	Lifecycle Maintenance - Recreation Facilities - Accessibility & Asbestos Abatement	\$61,200.00
25714	Lifecycle Maintenance - Recreation Facilities - Accessibility & Repainting	\$397,800.00
25721	Lifecycle Maintenance - Recreation Facilities - Critical	\$330,000.00
25716	Lifecycle Maintenance - Parks Facilities	\$2,657,800.00
25717	Lifecycle Maintenance - Library Facilities	\$609,700.00
25718	Lifecycle Maintenance - Library Facilities - Critical	\$549,500.00
25719	Lifecycle Maintenance - Fire Facilities	\$3,632,000.00
25720	Lifecycle Maintenance - Corporate Facilities	\$3,473,900.00
25700	Furniture & Relocations Service - Citywide	\$1,188,000.00
25425	Culture Facilities & Rehabilitation	\$90,000.00
25426	Culture Programs - Furniture & Equipment	\$218,000.00
25513	Continuous Improvements - Community Services	\$250,000.00
25514	Office Space Strategy Improvements	\$1,225,000.00
25515	Migration of iManage	\$100,000.00
25511	Desktop Operating System Upgrade - Microsoft	\$300,000.00
25512	Servers & Storage	\$1,200,000.00
25516	Continuous Improvements - Transportation & Works	\$250,000.00
25160	Citywide Windrow Removal - Land Acquisition	\$9,000,000.00
25164	Citywide Windrow Removal - Dash Cameras	\$250,000.00
25161	Secondary Sidewalk Clearing - Land Acquisition	\$9,000,000.00
25165	Secondary Sidewalk Clearing - Dash Cameras	\$75,000.00
33121 Tax -Capital Reserve Fund Total		\$154,456,608.25

33122 Tax-Funded Planning and Studies RF

24280	Climate Change Action Plan Update	\$200,000.00
25353	Natural Heritage & Urban Forest Strategy	\$100,000.00
25243	Customer Satisfaction Survey & Research	\$450,000.00
25951	Community Engagement & Public Education Strategy	\$150,000.00
25952	Special Planning Studies	\$250,000.00
25953	Strategic Waterfront Implementation	\$75,000.00
25354	Sustainable Neighbourhood Action Plan Development	\$75,000.00
25322	District Energy Studies	\$150,000.00
25323	Environmental Community Programs	\$150,000.00

33122 Tax-Funded Planning and Studies RF Total		\$1,600,000.00
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35182 Canada Community Building Fund RF- AMO

20311	Major Park Redevelopment - Paul Coffey Park	\$1,600,000.00
25195	Streetlighting - Spot Illumination, Burn-offs, Recoverables	\$1,000,000.00
25115	Cycling Linear Infills - Minor Roads & Improvements	\$50,000.00
25180	Streetlighting - Hydro Rebuilds	\$500,000.00
25182	Streetlighting - Erin Style Pole replacement	\$1,000,000.00
19105	Downtown Transitway Connection and Terminal	\$4,000,000.00
23150	Bridge & Structure Renewal	\$4,750,000.00
25181	Streetlighting - Poles Replacement	\$200,000.00
23320	Park Development - Iggy Kaneff Park Development	\$825,600.00
24002	Roadway Rehabilitation to Maintain Level of Service	\$4,200,000.00
25206	Hybrid Midlife Rehab - Motors & Generators	\$265,000.00

35182 Canada Community Building Fund RF- AMO Total		\$18,390,600.00
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35183 Canada Community Building RF -Region

25330	Sport Field & Court Rehabilitation	\$800,000.00
24051	Sidewalk Repair	\$1,713,000.00
21154	Dundas Street Retaining Wall Construction	\$4,200,000.00
25129	Roadway Rehabilitation	\$8,870,000.00
25033	Sidewalk Infills - Minor & Local Roads	\$3,500,000.00
24001	Bridge & Structure Renewal (various locations)	\$7,500,000.00
25111	Retaining Wall Rehabilitation - Various locations	\$450,000.00
25223	Bus Stops/Pads (Accessibility Plan) - Replacement	\$140,000.00
25210	Capital Equipment Acquisition - Maintenance Section	\$350,000.00
25222	Route Supervisor Vehicle Acquisitions - Replacement	\$200,000.00
25237	Other Vehicles (Vans/Cars/Trucks) Acquisitions - Replacement	\$185,000.00
25240	Other Vehicles - Enforcement - Acquisitions	\$201,825.00

35183 Canada Community Building RF -Region Total		\$28,109,825.00
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35207 Developer Contributions -Sidewalks Reserve Fund

25033	Sidewalk Infills - Minor & Local Roads	\$60,000.00
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35207 Developer Contributions -Sidewalks Reserve Fund Total		\$60,000.00
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35209 Developer Contributions -Traffic Signals Reserve Fund

25198	Traffic Signals - New	\$680,374.00
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35209 Developer Contributions -Traffic Signals Reserve Fund Total		\$680,374.00
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35215 Developer Contributions -Tree Planting Reserve Fund

25403	Tree Planting - New & Replacement	\$883,500.00
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35215 Developer Contributions -Tree Planting Reserve Fund Total		\$883,500.00
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35592 Public Safety Fire Program Reserve Fund

23267	Design and Construction Station Renovation 114	\$1,200,000.00
23269	Design and Construction Station Renovation 115 (Erin Mills)	\$1,400,000.00
21269	New Fire Station 124 - Dundas & Cawthra - Land, Design and Construction	\$1,000,000.00
24267	Design and Construction Station Renovation 103 (Clarkson)	\$5,600,000.00
25254	Personal Protective Equipment - New Hires	\$135,000.00
24269	Design and Construction Station Renovation 111 (Meadowvale)	\$5,600,000.00
25269	Design & Construction Station Renovation 110 - Queensway	\$900,000.00
25267	Redevelopment/Relocation - Station 107 - Erindale	\$2,000,000.00
23268	New Fire Station 123 - Burnhamthorpe & Winston Churchill - Design and Construction	\$4,000,000.00

35592 Public Safety Fire Program Reserve Fund Total	\$21,835,000.00
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35992 Stormwater - Capital Reserve Fund

25142	Cawthra Creek Erosion Control - Dellwood Park	\$541,000.00
25143	Cooksville Creek Flood Storage Facility - Huron Heights Park (Park 273)	\$4,262,000.00
25028	Wolfedale Creek Erosion Control - Credit River to Burnhamthorpe Road West	\$2,072,000.00
25145	Minor Erosion Control Works - Various Locations	\$79,000.00
24146	Lisgar Improvements	\$4,555,200.00
25146	Lisgar Improvements	\$121,000.00
25136	Stormwater Asset Management Program - Various Projects	\$250,000.00
25137	Cooksville Creek Erosion Control - North & South of Camilla Road	\$4,991,000.00
25135	Credit River Erosion Control - West of Creditview Road, Behind Kenninghall Boulevard	\$2,765,000.00
25149	SWM Pond Dredging & Rehabilitation - Lake Wabukayne & Lake Aquitane	\$3,656,000.00
25147	SWMF Condition Assessment	\$250,000.00
24015	Dixie/Dundas Drainage Improvements	\$3,066,000.00
25148	Port Credit Storm Drainage Improvements	\$275,000.00
24135	Credit River Erosion Control - Dundas St. to HWY 403 - Erindale Park	\$3,195,000.00
25130	Rain Gauge Network Upgrade - Region	\$250,000.00
25144	SWM Pond Dredging & Rehabilitation - Danville Road & Otto Road	\$1,435,000.00
25133	SWM Pond Dredging & Rehabilitation - Ninth Line & Parkgate Drive	\$4,253,600.00
25134	SWM Pond Dredging & Rehabilitation - Ridgeway Drive & Unity Drive	\$829,500.00
25131	Storm Sewer Digitization	\$275,000.00
24022	Historic Malton Village Storm Sewer Upgrades - Design & Construction	\$3,750,000.00
25050	Black Walnut Tr. Downspout Disconnection Pilot Design & Construction	\$350,000.00
25051	Winding Trail Additional Inlets	\$485,000.00
25052	Runningbrook Drive through Cedarbrook Park Outlet Pipe	\$1,180,000.00
25053	Streetsville Area Storm Sewer Capacity Assessment	\$900,000.00
25054	Works Vehicle Acquisitions - Stormwater Enhancement	\$560,000.00

35992 Stormwater - Capital Reserve Fund Total	\$44,346,300.00
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35993 Stormwater - Pipe Reserve Fund

25139	Storm Sewer Renewal	\$1,500,000.00
24134	Malton Drainage Improvements- Etude Dr. to Justine Dr.	\$5,304,000.00
25016	Storm Drainage Improvements - Dundas Street West at Credit River	\$200,000.00
25132	Roadway Rehabilitation Storm Sewer Contributions	\$1,250,000.00
25148	Port Credit Storm Drainage Improvements	\$250,000.00

35993 Stormwater - Pipe Reserve Fund Total		\$8,504,000.00
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32121 CIL Cash In Lieu Of Parkland Dedication Reserve Fund

25306	Parkland Acquisition Studies	\$130,000.00
25302	Park Building Rehabilitation Program	\$1,800,000.00
20425	Carmen Corbasson CC Redevelopment	\$400,000.00
25316	New Amenities - Shade Structures	\$575,000.00
25348	Washroom Program	\$2,771,000.00
25319	Park Development - Hancock Woodlands Building Redevelopment	\$1,500,000.00

32121 CIL Cash In Lieu Of Parkland Dedication Reserve Fund Total		\$7,176,000.00
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35589 Tax - Special Holding Reserve Fund

20315	Park Development - Not Yet Named (F_411) (Rogers)	\$1,137,470.76
25142	Cawthra Creek Erosion Control - Dellwood Park	\$12,069.10
23270	Express Libraries	\$110,077.71
22273	South Common Library renovation - design & construction	\$105,866.45
20186	Port Credit Active Transportation Bridge (Cycling Major Structures)	\$2,616,124.60
25168	Winter Maintenance Vehicles	\$130,047.19
25225	Bus Equipment	\$157,714.51
23320	Park Development - Iggy Kaneff Park Development	\$995,471.03
25952	Special Planning Studies	\$32,287.79
25248	Additional Bus Shelters	\$226,832.84

35589 Tax - Special Holding Reserve Fund Total		\$5,523,961.98
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35519 Parking Meter Revenues

25183	Parking Permits Zone Implementation	\$200,000.00
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35519 Parking Meter Revenues Total		\$200,000.00
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37511 Developer Contributions-Bike Lanes/Bike Route signs Reserve Fund

25115	Cycling Linear Infills - Minor Roads & Improvements	\$20,000.00
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37511 Developer Contributions-Bike Lanes/Bike Route signs Reserve Fund Total		\$20,000.00
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35591 Municipal Accommodation Tax-Tourism Projects

25420	Living Arts Centre Renovation	\$10,000,000.00
22425	PFFC Rehabilitation - Main Bowl and Sportsplex Gym Addition	\$5,100,000.00
25343	Park Infrastructure - Events Support	\$150,000.00

35591 Municipal Accommodation Tax-Tourism Projects Total		\$15,250,000.00
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35220 CBC Contributions

25347	Park Development - Cooksville Parkland	\$174,900.00
25600	Community Benefits Charge Land Appraisals	\$50,000.00

35220 CBC Contributions Total		\$224,900.00
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35580 Automated Speed Enforcement Reserve Fund

25188	Administrative Penalty System Program Expansion - 950 Burnhamthorpe Road West	\$4,250,000.00
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35580 Automated Speed Enforcement Reserve Fund Total	\$4,250,000.00
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30161 Reserve Building Revenue Stabilization

25950	Land Management & Development System Solution	\$1,000,000.00
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30161 Reserve Building Revenue Stabilization Total	\$1,000,000.00
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35532 Tax -Loyola Artificial Turf Reserve Fund Soccer Field/Track

25330	Sport Field & Court Rehabilitation	\$330,000.00
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35532 Tax -Loyola Artificial Turf Reserve Fund Soccer Field/Track Total	\$330,000.00
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TOTAL CITY TRANSFER FROM RESERVE FUNDS	\$450,735,261.57
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A by-law to establish a Flood Resilience
Rebate Program and to delegate authority
for the administration of the Flood
Resilience Rebate Program

WHEREAS on September 25, 2024, the Council of The Corporation of the City of Mississauga (the "City") passed Resolution 0196-2024, approving the establishment of a Flood Resilience Rebate Program (the "Program") to provide a rebate for all residential property owners in the City of Mississauga following basement flood damage, through a fifty per cent (50%) cost sharing arrangement between the City and the property owner, with a maximum contribution of \$3,000 to be provided by the City, to cover costs associated with measures undertaken by the property owner to prevent or minimize flooding or the impact of flooding;

AND WHEREAS Council also resolved that the Program be effective retroactively to July 16, 2024 and that the authority to determine all eligibility requirements, restrictions and terms and conditions be delegated to the Chief Administrative Officer, or designate, in consultation with Legal Services;

AND WHEREAS on November 27, 2024, the Council of The Corporation of the City of Mississauga (the "City") passed Resolution 0252-2024, approving certain changes to the Program including that the Program be effective retroactively to July 2013, that the total sum of all rebates not exceed \$1,500,000, and if it does exceed \$1,500,000 that the matter be presented to Council for review, and that the Program be open to receive applications until December 31, 2025;

AND WHEREAS Section 107 of the *Municipal Act, 2001* provides that a municipality may make grants on such terms as council considers appropriate for any purpose that council considers to be in the interests of the municipality;

AND WHEREAS Section 23.1 of the *Municipal Act, 2001* provides that Sections 9 and 11 of the *Municipal Act, 2001* authorize a municipality to delegate its powers under the *Municipal Act, 2001* or any Act, subject to certain restrictions;


AND WHEREAS Section 227 of the *Municipal Act, 2001* provides that it is the role of officers and employees of the municipality to implement Council decisions and establish practices and procedures to implement those decisions;

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

1. That the Chief Administrative Officer, or designate, in consultation with Legal Services, is hereby authorized to establish and administer the Program, including determining all eligibility requirements, restrictions and terms and conditions of the Program necessary to implement the Program, and deciding whether to approve or deny all rebate applications provided that:
 - (a) the eligible expenses are related to flood prevention infrastructure and water-resistant building materials;
 - (b) the amount of the rebate shall be fifty per cent (50%) of the eligible costs of the property owner, to a maximum contribution of \$3,000;
 - (c) the eligible expenses were incurred on or after July 8, 2013;
 - (d) applications are received no later than December 31, 2025; and

- (e) the total sum of rebates distributed shall not exceed \$1,500,000 without further Council approval.
- 2. That this By-law may be referred to as the "Flood Resilience Rebate Program By-law".
- 3. That this By-law shall come into force on February 12, 2025.

ENACTED and PASSED this 29th day of January, 2025.

Approved by Legal Services City Solicitor City of Mississauga

Tushar Sharma
Date: January 22, 2025
File: LA.25-25.29

MAYOR

CLERK

A By-law to designate 6056 Ninth Line as being of cultural heritage value or interest

WHEREAS Section 29 of the *Ontario Heritage Act*, R.S.O. 1990, Chapter O.18, as amended (the "*Heritage Act*"), authorizes the Council of a municipality to enact by-laws to designate real property, including all the buildings and structures thereon, to be of cultural heritage value or interest;


AND WHEREAS Council for The Corporation of the City of Mississauga approved the designation of the property located at 6056 Ninth Line in the City of Mississauga (the "Property") as being of cultural heritage value or interest through Resolution 0249-2024;

AND WHEREAS in accordance with the requirements of the *Heritage Act*, a Notice of Intention to designate the Property was duly published and served, and no notice of objection to such designation was received by the Clerk of The Corporation of the City of Mississauga or one was received and has since been resolved;

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

1. The Property, including all the buildings and structures thereon, located at 6056 Ninth Line in the City of Mississauga and legally described in Schedule 'A' attached hereto, is hereby designated as being of cultural heritage value or interest under Part IV of the *Heritage Act*.
2. The reasons for designating the Property, including an explanation of the cultural heritage value and interest of the Property and a description of the heritage attributes of the Property, are set out in Schedule "B" to this By-law.
3. The City Clerk shall cause a copy of this By-law and prescribed information under section 29(8) of the *Heritage Act* to be served upon the owner of the Property and on the Ontario Heritage Trust, and cause notice of this By-law to be posted on the City's website in lieu of in a newspaper having general circulation in the City of Mississauga as per the City's Notice By-law 215-2008, as amended.
4. When this By-law comes into force, the City Clerk shall cause a copy of this By-law to be registered against the Property described in Schedule "A" in the proper land registry office.

ENACTED AND PASSED this day of , 2025.

Approved by Legal Services City Solicitor City of Mississauga

Katie Pfaff
Date: January 17, 2025
File: CS.08-24.02

_____ MAYOR

_____ CLERK

SCHEDULE 'A' TO BY-LAW _____

Legal Description

6056 Ninth Line

IN THE CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL, (GEOGRAPHIC TOWNSHIP OF TRAFALGAR,), PROVINCE OF ONTARIO BEING COMPOSED OF PART OF LOT 6, CONCESSION 9 NEW SURVEY AS IN TL470, DESIGNATED AS PART 2, PLAN 20R-20752.

SCHEDULE 'B' TO BY-LAW _____

Description of Property

The property at 6056 Ninth Line is 1 ½ acres in size and is located on the west side of Ninth Line, north of Britannia Road West, in the City of Mississauga. Historically, the property is on part of Lot 6, Concession 9 New Survey in the former Township of Trafalgar, with the 1 ½ acre parcel severed from the original 100-acre parcel in 1839 by Daniel Hyland. The remaining 98 ½ acres of the property on Lot 6 Concession 9 was sold to William Nunan and remained in the locally significant Nunan Family for 147 years. The property features a nineteenth-century cemetery and red brick church that was modified in the 1980s. The one-and-a-half storey red brick church was built c.1882 and moved back from Ninth Line (west) to its current location on the property in 1982. A basement and rear addition were constructed at this time, sympathetic to the original brick church design. The associated cemetery is located to the north of the church.

Draft Statement of Cultural Heritage Value or Interest

The religious property at 6056 Ninth Line was established in the early nineteenth-century to serve the local community of Irish Catholic settlers in an area known as the Catholic Swamp/Nunan's Corner. Its cultural heritage value is primarily derived from its historical and contextual association with the early settlement of the area. The property was the first in Trafalgar Township to service Catholic worshippers for a 150 square mile radius and the first interment in the associated cemetery occurred in 1821. The final burial took place in the 1960s. The c. 1882 brick church has architectural value as a representative example of a late nineteenth-century rural Gothic Revival church. Features such as pointed arch windows, buttresses, and the bell tower are recognizably Gothic in style.

Description of Heritage Attributes:

The design/physical value of this late nineteenth-century brick church is reflected through retention of:

- rectangular footprint;
- one-and-a-half storey (likely) timber frame construction;
- steeply pitched gable roof;
- square bell tower with octagonal spire and cross;
- red brick stretcher bond cladding;
- three-bay front facade with central entrance flanked by pointed arch window openings;
- double vertical board doors with pointed arch transom on the main entrance on the front (east) façade;
- centrally located pointed arch ventilation window on the front (east) façade;
- pointed arch windows with brick voussoirs and plain stone lug sills; and
- buttresses and corresponding interior wood ribs.

The design/physical value of this cemetery and property is reflected through retention of:

- Internments, grave markers, and organization of cemetery dating back to the early nineteenth century; and
- Mature deciduous trees.

A By-law to designate 3236 Mississauga Road as
being of cultural heritage value or interest

WHEREAS Section 29 of the *Ontario Heritage Act*, R.S.O. 1990, Chapter O.18, as amended (the "*Heritage Act*"), authorizes the Council of a municipality to enact by-laws to designate real property, including all the buildings and structures thereon, to be of cultural heritage value or interest;


AND WHEREAS Council for The Corporation of the City of Mississauga approved the designation of the property located at 3236 Mississauga Road in the City of Mississauga (the "Property") as being of cultural heritage value or interest through Resolution 0222-2024;

AND WHEREAS in accordance with the requirements of the *Heritage Act*, a Notice of Intention to designate the Property was duly published and served, and no notice of objection to such designation was received by the Clerk of The Corporation of the City of Mississauga or one was received and has since been resolved;

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

1. The Property, including all the buildings and structures thereon, located at 3236 Mississauga Road in the City of Mississauga and legally described in Schedule 'A' attached hereto, is hereby designated as being of cultural heritage value or interest under Part IV of the *Heritage Act*.
2. The reasons for designating the Property, including an explanation of the cultural heritage value and interest of the Property and a description of the heritage attributes of the Property, are set out in Schedule "B" to this By-law.
3. The City Clerk shall cause a copy of this By-law and prescribed information under section 29(8) of the *Heritage Act* to be served upon the owner of the Property and on the Ontario Heritage Trust, and cause notice of this By-law to be posted on the City's website in lieu of in a newspaper having general circulation in the City of Mississauga as per the City's Notice By-law 215-2008, as amended.
4. When this By-law comes into force, the City Clerk shall cause a copy of this By-law to be registered against the Property described in Schedule "A" in the proper land registry office.

ENACTED AND PASSED this day of , 2025.

Approved by Legal Services City Solicitor City of Mississauga

Katie Pfaff
Date: January 17, 2025
File: CS.08-24.02

_____ MAYOR

_____ CLERK

SCHEDULE 'A' TO BY-LAW _____

Legal Description

3236 Mississauga Road

In The City of Mississauga, Regional Municipality of Peel, (Geographic Township of Toronto, County of Peel), Province of Ontario and being composed of Part of Lot 3, Range 2 North of Dundas Street, designated as Part 3 on 43R-5742.

SCHEDULE 'B' TO BY-LAW _____

Description of Property – 3236 Mississauga Road

3236 Mississauga Road is a single-family, one-storey brick bungalow with an attached garage. The house is located on the West side of Mississauga Road, North of Dundas Street West and directly across from The University of Toronto Mississauga.

Statement of Cultural Heritage Value of Interest

The property has design value as it is a representative example of the Modern style of architecture, which is rare in Mississauga. This style is defined by geometric forms and minimal ornamentation. It is also characterized by rectangular shapes with clean lines, open floor plans, and large horizontal windows.

This property has historical and associative value, it was owned, designed and lived in by George A. Hunter, a prominent Canadian documentary photographer. George Hunter was well known for his industrial landscape, and aerial photography and acquired a number of various accolades, including being accepted into the Royal Canadian Academy of the Arts, and being a founding member of the Canadian Heritage Photography Foundation.

This property also has historical and associative value because it was designed by both George A. Hunter and architect Ihor Stecura. Ihor was a prominent Ontario architect with a legacy of work across Ontario and who's office was located in Mississauga.

The property also contains a sculpture from award-winning artists and sculptor Roy Leadbeater.

Description of Heritage Attributes

Design attributes include:

- Single storey structure
- Horizontal windows
- Lack of ornamentation on the exterior
- Dome over the Centre / Main Hall
- Cedar Fascia and siding
- Roy Leadbeater sculpture located on the front of the property

A by-law to amend By-law 0511-2002, as amended, being the Mayor and Councillors' Remuneration and Benefits By-law, 2003 and to repeal the Acting Head of Council By-law 0222-2022, as amended

WHEREAS on December 11, 2002, Council for The Corporation of the City of Mississauga ("Council") enacted By-law 0511-2002, as amended, being the Mayor and Councillors' Remuneration and Benefits By-law, 2003 (the "By-law") to provide for the annual remuneration, economic adjustment and benefits of the Mayor and Members of Council;


AND WHEREAS on June 26, 2024, Council passed Resolution 0131-2024, which established the position of Deputy Mayor(s) and also included the following directions, amongst others:

- the By-law be amended to increase the annual remuneration of a Member of Council appointed as a Deputy Mayor by \$1,200 per month or \$14,400 per full year in the role; and
- the Acting Head of Council By-law 0222-2022 is hereby rescinded.

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

1. That By-law 0511-2002, as amended, being the Mayor and Councillors' Remuneration and Benefits By-law, 2003, as amended, is hereby further amended by adding a new Section 2.1, as follows:
 - 2.1. Effective June 26, 2024, the annual remuneration noted in Section 2 of this By-law shall be increased by \$1,200 per month or \$14,400 per full year in the position for a Member of Council appointed as a Deputy Mayor.
2. That the Acting Head of Council By-law 0222-2022, as amended, is hereby repealed.

ENACTED and PASSED this 29th day of January 2025.

Approved by Legal Services City Solicitor City of Mississauga

Nupur Kotecha
Date: January 22, 2025
File: BL.01-25.05

_____ MAYOR

_____ CLERK

A by-law to establish a Basement Flooding
Prevention Rebate Program, to delegate
authority for the administration of the
Basement Flooding Prevention Rebate
Program and to repeal By-law 0210-2017

WHEREAS under By-law 0210-2017, The Corporation of the City of Mississauga (the "City") provided a sump pump subsidy for all households in the Lisgar District in the City of Mississauga serviced by a municipal foundation drain collector (FDC) system, with a maximum contribution of \$6,000 per household provided by the City;

AND WHEREAS on September 25, 2024, the Council of The Corporation of the City of Mississauga (the "City") passed Resolution 0187-2024, approving the establishment of a Basement Flooding Prevention Rebate Program (the "Program") to provide a rebate of up to \$6,800 to make basement flood prevention improvements more affordable;

AND WHEREAS the Council of The Corporation of the City of Mississauga approved that the application requirements, terms and conditions of approval and forms and standards for the Program be determined by the Chief Administrative Officer, or designate, in consultation with the City Solicitor and that a by-law be enacted to define the eligibility and structure for the Program;

AND WHEREAS on January 29, 2025, the Council for The Corporation of the City of Mississauga passed Resolution _____ approving General Committee Recommendation _____ to discontinue the Foundation Drain Collector (FDC) Sump Pump Subsidy program, to repeal By-law 0210-2017 and to increase the maximum rebate under the Program from \$6,800 to \$7,500;

AND WHEREAS Section 107 of the *Municipal Act, 2001* provides that a municipality may make grants on such terms as council considers appropriate for any purpose that council considers to be in the interests of the municipality;

AND WHEREAS Section 23.1 of the *Municipal Act, 2001* provides that Sections 9 and 11 of the *Municipal Act, 2001* authorize a municipality to delegate its powers under the *Municipal Act, 2001* or any Act, subject to certain restrictions;

AND WHEREAS Section 227 of the *Municipal Act, 2001* provides that it is the role of officers and employees of the municipality to implement Council decisions and establish practices and procedures to implement those decisions;

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

1. That the Chief Administrative Officer, or designate, in consultation with the City Solicitor, is hereby authorized to establish and administer the Program, including approving the application requirements, terms and conditions of approval and forms and standards related to the Program provided that:
 - (a) the maximum contribution by the City of Mississauga under the Program is \$7,500.00 per household;
 - (b) the funds are within the Basement Flooding Prevention Rebate Program budget approved by City Council;
 - (c) the Eligible Work was completed on or after July 16, 2024;
 - (d) the Eligible Work was completed by an individual qualified to perform the work who holds a valid City of Mississauga business licence;


- (e) the invoices or receipts for the full cost of the Eligible Work are provided; and

- (f) all other criteria that the Chief Administrative Officer or designate deems appropriate have been satisfied.

For the purposes of this By-law, "Eligible Work" means the installation of basement flood prevention measures, including but not limited to sump pump, foundation drain pipe capping, downspout disconnection and storm lateral backwater valve.

2. That this By-law may be referred to as the "Basement Flooding Prevention Rebate Program By-law".
3. That By-law 0210-2017 is hereby repealed effective February 3, 2025.
4. That this By-law shall come into force on February 3, 2025.

ENACTED and PASSED this 29th day of January, 2025.

Approved by Legal Services City Solicitor City of Mississauga

Tushar Sharma
Date: January 23, 2025
File: LA.25-25.11

_____ MAYOR

_____ CLERK