
POST-MEETING General Committee

Date: May 6, 2026
Time: 9:30 AM
Location: Council Chambers, Civic Centre, 2nd Floor
300 City Centre Drive, Mississauga, Ontario, L5B 3C1
and Online Video Conference

Members

| | |
|--|---------|
| Deputy Mayor and Chair Matt Mahoney | Ward 8 |
| Deputy Mayor and Vice-Chair John Kovac | Ward 4 |
| Mayor Carolyn Parrish | Mayor |
| Councillor Stephen Dasko | Ward 1 |
| Councillor Alvin Tedjo | Ward 2 |
| Councillor Chris Fonseca | Ward 3 |
| 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 Angie Melo, Legislative Coordinator at angie.melo@mississauga.ca or call 905-615-3200 ext. 5423 no later than **Monday, May 4, 2026 before 4:00 PM.**

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 preregistered questions, if time permits, the public may be given the opportunity to ask a question on an agenda item. Virtual participants must pre-register.

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

Contact

Angie Melo, Legislative Coordinator, Legislative Services
905-615-3200 ext. 5423 | Email: angie.melo@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 MEETING**

5.1 General Committee Minutes - April 22, 2026

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. 5423 or by emailing angie.melo@mississauga.ca by Monday, May 4, 2026 before 4:00 PM

Each Deputation to Committee is limited to speaking not more than 10 minutes.

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

Deputations shall be received and the matter shall be referred to staff for a report, unless there is a resolution or recommendation passed to “receive” the Deputation. After a Deputation is completed, Members shall each have one opportunity to make a preamble statement and ask questions to the Deputant(s) or staff for clarification purposes only, and without debate.

*7.1 Deputation Withdrawn

~~Glenn Voakes, Resident, with respect to public messaging and infrastructure related to Cycling and concerns related to E-scooters~~

*7.2 Deputation withdrawn

~~Vito Dom Macchia, Resident with respect to Permitted On-Street Parking~~

*7.3 Deputation Withdrawn

~~Jenna Kennedy, Resident with respect to public safety concerns in and around Westwood Mall (Ward 5)~~

*7.4 Deputation Withdrawn

~~Jad Boukayli, Resident, with respect to advocacy for improved provincial oversight and protection for condominium owners~~

*7.5 Marek Ruta, Chairman, Carassauga Festival of Cultures with respect to an update on the Annual Festival returning on May 23 and 24, 2026

7.6 Item 10.2 Nadia Paladino, Director, Parks, Forestry and Environment

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:

General Committee may grant permission to a member of the public to ask a question of General Committee, 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. MATTERS TO BE CONSIDERED

10.1 Priorities for the Association of Municipalities of Ontario (AMO) Annual Conference 2026

10.2 Partnership with Equip Sport Inc. to provide access to sports equipment in City parks

10.3 Winchester Drive – Stop Up and Close a portion of Public Highway (Ward 3)

11. ADVISORY COMMITTEE REPORTS

11.1 Stormwater Advisory Committee Report 2 - 2026 - dated April 27, 2026

12. CORRESPONDENCE - Nil

13. MATTERS PERTAINING TO REGION OF PEEL COUNCIL

14. COUNCILLORS' ENQUIRIES

15. OTHER BUSINESS/ANNOUNCEMENTS

16. CLOSED SESSION

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

16.1 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:

311 Citizen Contact Centre Operational Update

17. ADJOURNMENT

From: [REDACTED]
To: [Angie Melo](#)
Cc: [REDACTED]
Subject: [EXTERNAL] GC meetings
Date: Monday, April 20, 2026 2:26:54 PM
Attachments: [REDACTED]

[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.]

[REDACTED]

[REDACTED]

[REDACTED]

For council as staff. Deputation attached and 2 hand outs

2025 City of Toronto Year in Review: https://www.toronto.ca/wp-content/uploads/2026/03/96e8-2025-Toronto-Cycling-Year-in-Review-FINAL.pdf?utm_source=paragraph-email&utm_medium=post&utm_campaign=post-delivery&utm_content=post-body

Yonge TOMorrow: <https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/yonge-downtown/>. You will note that Toronto proposes reducing travel lanes from 4 to 2 on Yonge Street from Queen to College. Mississauga turtled on Bloor Street very quickly!

It is a thoughtful plan, about delivery parking, bike parking, patios, pedestrians, green space, performance areas, public squares.

- Discuss with transparency providing public updates on the new CMP. Cost to date (\$430,000) and to completion, expected completion date, approval process, start date of work, implementation plans including risk analysis, and very important, input to developing a new method and more robust reporting and accountability for work planned vs actual completed and including same for YTD. Hold up Toronto's year end update report.
- A discussion and update regarding Aquitaine safe bike lanes....go/no go between staff and councilor AND the documented results and cost of the pilot. Discussed in more detail further down
- Discuss the E-scooter pilot and status of first 2 years and expectations for 2026. Suggestions/discussions how to move forward, discuss improved safety, input and understand enforcement, assist with an education program. Discussed in more detail further down.
- Discuss issues around the province's Bill 60/212 (removal of road lanes and local infrastructure policy) and impact to Mississauga and potentially to the new CMP.
- Discuss future of Bloor Street: Status. pause, pivot or put-off? There has been no discussion or communications nor updates for many months.
- 3.9kms of infrastructure delivered last year. (Quarterly report and comment on caption) Why so little and were there work around options, which have been discussed in the past going back to Pat Saito's time, in place? Staff promised to look at this and there was never feedback. What happened to the average 18.6kms? 3.9% represents less than 21% of average. How can we improve performance going forward.
- Discuss accountability for where the average 7 years at \$5.6M (\$39.2M) allocated for cycling infrastructure has gone.
- Re-visit status on LRT cycle tracks. With the delays and perhaps redesign has anything changed at the present we are unaware of?
- Revisit the Culham Trail rehab. The Culham Trail has been a hazard for cyclists for years. In 2021 I fell and injured myself on a hazardous trail while attempting to get off of it. The next day I was told by staff matters had been rectified. I went back and took pictures and all that had been done was the wooden horses moved out of the river. Just this year on April 11, 2026, an experienced cycling colleague fell on the unsafe infrastructure for cyclists.
- Discuss and ensure the MCAC and council understand what they are approving with the 2025/26 CMP. That it is a start from zero. No more carry forward from previous years as in the 2018 CMP when 142kms for 2010 to 2017 were brought forward to show an inflated level of performance.

TRAVEL THE WORLD ✈️

WEEKEND PASS

\$10
IN ADVANCE

\$15
AT THE DOOR

KIDS 12 &
UNDER

FREE



CARASSAUGA
Festival Of Cultures

- * 25+ COUNTRIES
- * 8 LOCATIONS
- * FAMILY FUN
- * INTERACTIVE ACTIVITIES
- * 17 STAGES OF ENTERTAINMENT

MAY 23 & 24

FAMILY FESTIVAL

FOOD • ENTERTAINMENT • CULTURE

CARASSAUGA.COM

MAY 23-24, 2026

PRESENTING SPONSOR

LiUNA! LOCAL 183
Feel the Power

ABOUT US



Carassauga Festival is a non-profit, volunteer-run community organization that has been celebrating multiculturalism since 1986!

Held every year on the weekend after the Victoria Day long weekend, this vibrant festival brings the world to one city.

Across Mississauga, you'll find a variety of indoor and outdoor venues—from arenas and community centers to cultural halls and even parking lots—transformed into exciting cultural hubs.

Visitors can “travel the world” without ever leaving the city, experiencing food, music, and traditions from around the globe.

What makes Carassauga truly special is its strong partnerships with local cultural groups, all coming together to create a weekend full of unity, diversity, and celebration. 🌍 ✨ ✨

Admission Passport - \$15.00

Children 12 and under are FREE

A Passport entitles a visitor to:

- UNLIMITED ENTRY TO ALL 25+ COUNTRIES LOCATED AT 21 PAVILIONS ALL FESTIVAL WEEKEND
- ACCESS TO LIVE PERFORMANCES ON 17 STAGES, OVER 50 FOOD VENDORS, AND KIDS' ACTIVITIES
- FREE TRANSPORTATION ON ALL MIWAY BUSES INCLUDING OUR UNIQUE SHUTTLE BUSES DURING FESTIVAL HOURS
- FREE PARKING AT ALL LOCATIONS





25+ FEATURED COUNTRIES



PROGRAMMING

KEY ELEMENTS OF WHY PEOPLE VISIT OUR FESTIVAL



Entertainment

Visitors enjoy watching the cultural performances, throughout our 17 stages over the 20 hours featuring over 2500 artists. The performances vary from singing, drumming to dancing and plays, highlighting local artists and cultural folklore groups. Visitors also have an opportunity to join in audience participation activities like learning to play the African drums or dancing the Hula.



Food and Cooking

Throughout the festival, food demonstrations and vendors exhibit the many ethnic cuisines found in Mississauga providing visitors with the opportunity to learn how to cook and sample the different foods. With over 50 food vendors, there are many options to pick from.



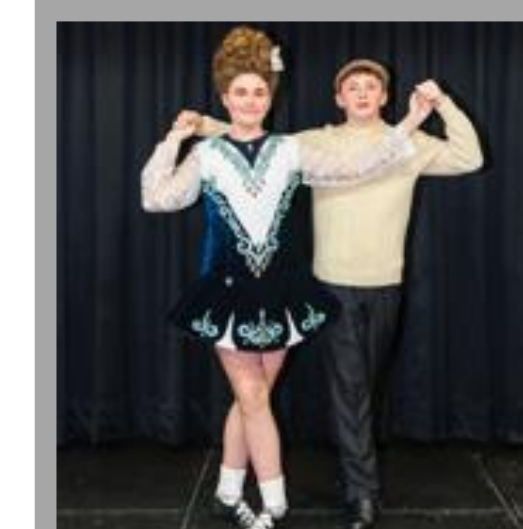
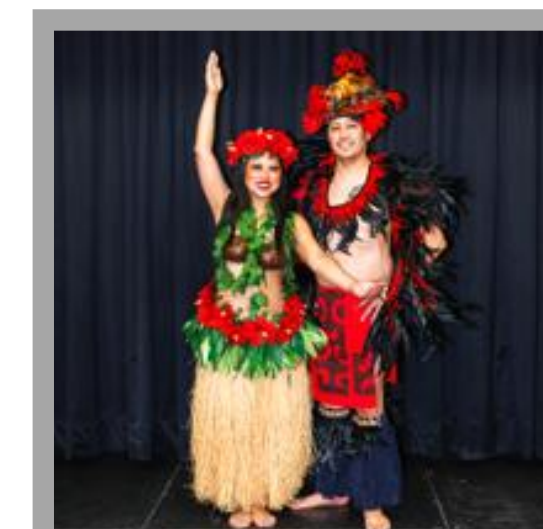
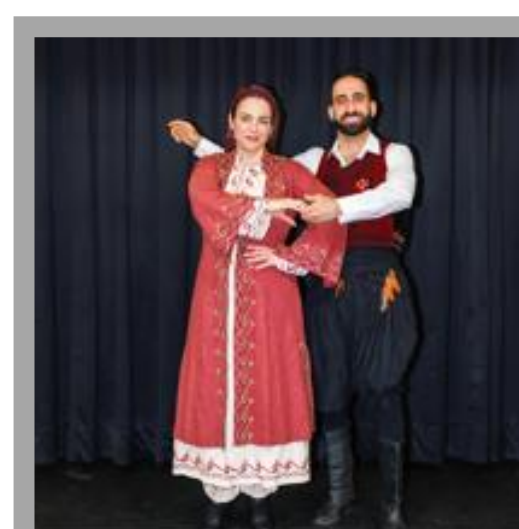
Educational Displays and Interactive Activities

Within each pavilion location, visitors have an opportunity to learn about the various cultures through artisan displays and arts and crafts. Guests can participate in cultural skills such as origami, cultural games, pottery making, Arabic writing, and more.

Festival Highlights



- Our Toonie Taste experience. For visitors wishing to enjoy a broader sampling of diverse ethnic cuisine. Small taster plates will be offered at Pavilions for only a Toonie!
- Outdoor Kids Zone – Enjoy fun-filled activities: games, performances and a visit with our mascots, Carra and Missi!
- Local, national and international performers showcased in our pavilion locations
- **NEW THIS YEAR: SPORTS THEME for 2026!**





2026 FESTIVAL SPONSORS

THANK YOU TO OUR SPONSORS FOR THEIR CONTINUED SUPPORT!

Presenting Sponsor



Website Sponsor



Kids Zone Sponsor



Entertainment Sponsor



Volunteer Sponsor



Outdoor Stage Sponsor



Ontario Artist Entertainment Sponsor



Festival Ambassadors



Festival Friends





SPECIAL THANK YOU TO OUR FESTIVAL FUNDERS





WE THANK OUR MISSISSAUGA PARTNERS

- **Culture Division**
- **MiWay**
- **Mississauga Fire & Emergency Services**
- **Mississauga Recreation Division**
- **Community Centers and Libraries**
- **Sign Unit**
- **Licensing**
- **Corporate Services Department – Information Technology
Division**





Come join the Celebration! May 23 & 24



Taste ethnic dishes ..

See cultural performances ..

Experience cultural diversity ..



Partnership with EquipSport to Provide Access to Free Sports Equipment in City Parks

May 2026 General Committee
Nadia Paladino

Background

- EquipSport is a Swiss-founded company that provides public access to sports equipment through individual stations (lockers) located in parks and urban spaces
- The EquipSport model is funded via JumpStart, ensuring alignment with values around health, inclusion and accessibility
- This model is powered by and managed by local partners
- Staff are looking for approval to enter into an Agreement with EquipSport to install lockers in 30 parks starting in the Summer of 2026



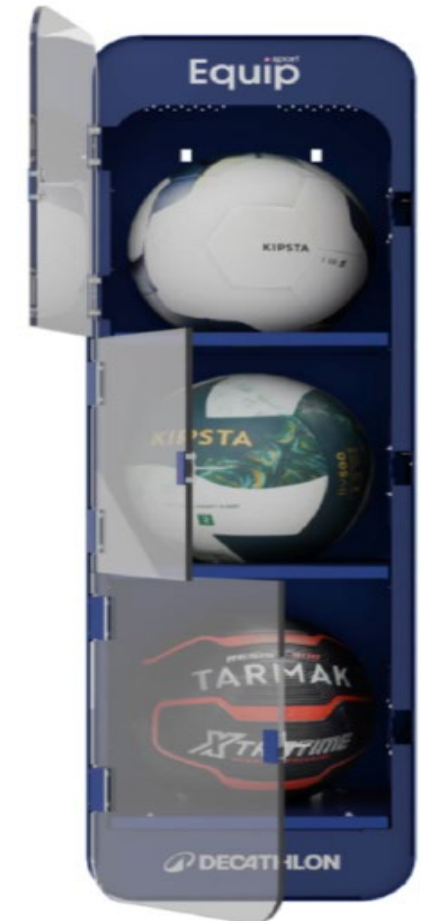
EquipSport Information



[EquipSport Player Demonstration](#)

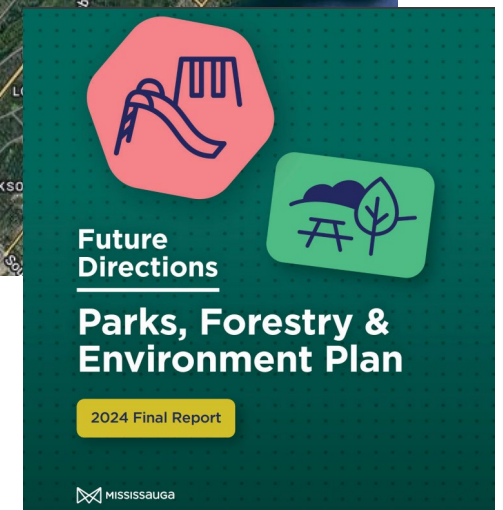
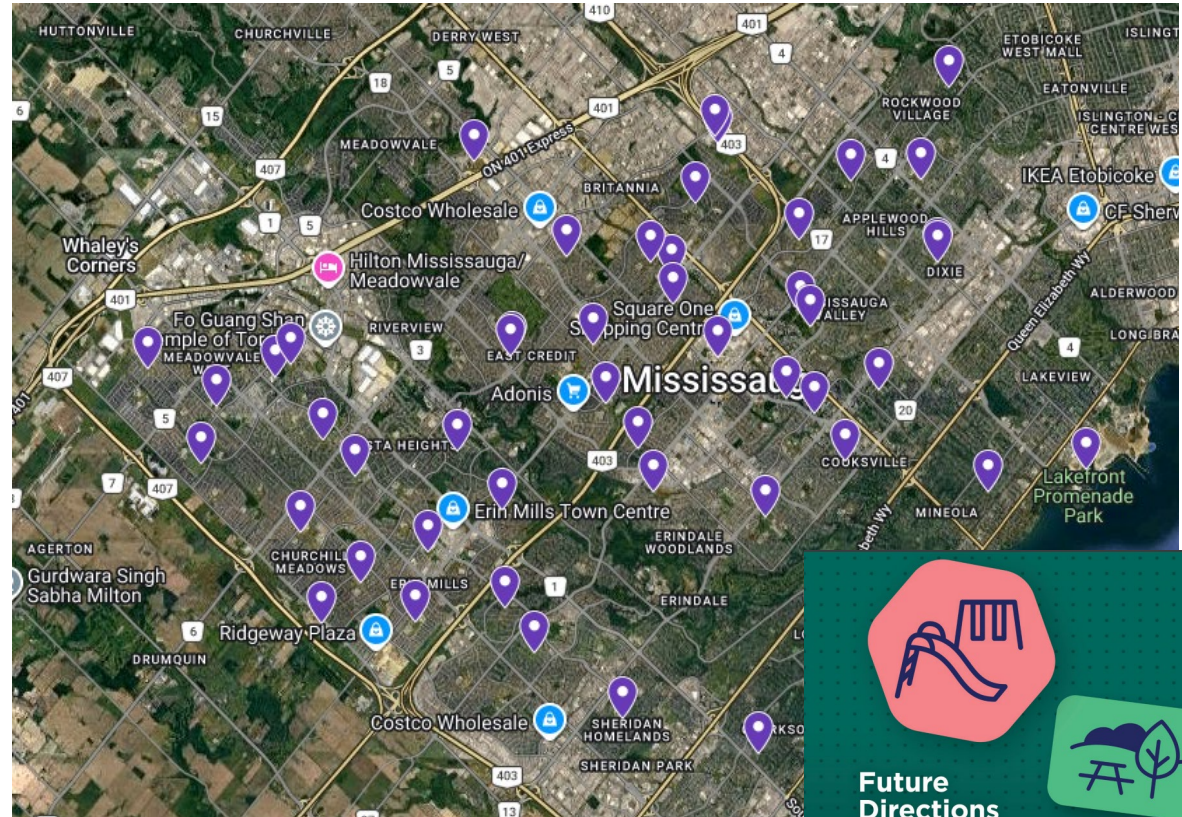
EquipSport Information

- Locker details:
 - Ease of installation and relocation: the stations are movable and fixated to existing supports
 - Each station has 3 separate lockers
 - Dimensions: 30 x 1 x 1 feet (HxWxD). Weight: Approximately 25kg.
 - Autonomous battery operation
 - Robust galvanized steel construction, designed to withstand the outdoor elements
- All maintenance, equipment replacement and relocation is completed by EquipSport's local vendor; equipment is provided by SportChek



Current Status

- Mapping and identification of potential sites, for program implementation Summer 2026
- Agreement has been drafted in consultation with legal, risk and the privacy office
- Upon approval at Council, the City is prepared to execute the agreement



Next Steps

- Upon approval at Council on May 13th, the 30 final site locations will be confirmed by Equip Sport and communicated to the ward councilors
- Lockers will be installed in June/July, dependent upon EquipSport contractor scheduling and weather permitting
- Communication to the public will be available on the website once the locations are finalized, with a listing by ward



Thank you

City of Mississauga Corporate Report



| | |
|--|--------------------------------------|
| <p>Date: April 22, 2026</p> <p>To: Chair and Members of General Committee</p> | <p>Originator's files:</p> |
| <p>From: Geoff Wright, P.Eng, MBA, City Manager and Chief Administrative Officer</p> | <p>Meeting date: May 6, 2026</p> |

Subject

Priorities for the Association of Municipalities of Ontario (AMO) Annual Conference 2026

Recommendation

That the recommendations contained in the corporate report entitled "Priorities for the Association of Municipalities of Ontario (AMO) Annual Conference 2026" dated April 22, 2026 from the City Manager and Chief Administrative Officer be approved.

Executive Summary

- The Association of Municipalities of Ontario (AMO) Conference is scheduled to take place from August 16 – 19, 2026, in Ottawa, Ontario.
- This annual conference brings together municipal leaders, provincial officials, and industry experts from across Ontario to discuss key challenges, share best practices, and strengthen intergovernmental relationships.
- Municipal officials and staff have the opportunity to request delegation meetings with key provincial decision-makers, including Cabinet Ministers, senior government staff, and opposition party leaders, to advocate for local priorities.
- The AMO Conference remains a cornerstone of Mississauga's provincial advocacy efforts, providing a strategic platform to advance the City's key policy objectives and secure provincial support for critical initiatives. Mississauga has been actively organizing advocacy meetings at AMO for over a decade.
- For the 2026 AMO Conference, staff recommend requesting nine (9) delegation meetings with government ministries and two (2) meetings with opposition party leaders to discuss priority issues.
- City staff will collaborate with the Region of Peel to pursue joint delegations on shared priorities where appropriate, ensuring a coordinated approach to regional advocacy.
- Delegation requests to the province are due by May 21, 2026.

Background

Each year, the Association of Municipalities of Ontario (AMO) hosts Ontario's largest municipal conference, bringing together municipal leaders and provincial officials to address sector-wide challenges and shape the future of local governance.

Since 2015, the City of Mississauga has sent a delegation of the Mayor, Councillors, and senior staff to advocate for the City's key priorities. Through these efforts, Mississauga has successfully influenced provincial policy and strengthened partnerships with the province, secured critical infrastructure and transit funding, and achieved important legislative changes.

The AMO Conference remains a cornerstone of Mississauga's annual advocacy strategy, providing a vital opportunity to engage directly with provincial ministries in a focused setting. These discussions help advance the City's most pressing priorities, ensuring Mississauga continues to grow and thrive.

The City of Mississauga's annual advocacy priorities are outlined in its 2026 Provincial Pre-Budget Submission (Appendix 1), which was approved by Council and submitted to the Province in January 2026. That document highlights four key priority areas:

- Building more homes faster.
- Investing in housing-enabling infrastructure.
- Formulating financial fairness for Mississauga.
- And addressing food insecurity; supported by a comprehensive set of recommendations forming the foundation of the City's advocacy efforts at the 2026 AMO Conference.

Delegation meetings at AMO serve as a critical platform not only to advance Mississauga's priorities but also to seek clarity on provincial legislation, both enacted and forthcoming, including details on funding allocations, implementation timelines, and potential impacts on municipal operations. These discussions will help ensure the City remains informed, proactive, and well-positioned to navigate policy changes that affect residents and local services. Requests for delegation meetings are due by May 21, 2026.

Comments

Delegation Requests

Staff recommend that delegations be requested with the following ministries. It is important to note that even though a delegation is requested, it is not guaranteed, as many other municipalities and interested parties also request meetings.

Delegation meetings are only 15 minutes long and there is a cap of three issues for discussion per meeting. These meetings are meant to create connection and dialogue on an issue and an opportunity for future conversation.

Guiding Theme – Fairness for Mississauga

While specific topics will be discussed in each delegation meeting, the theme of fairness for Mississauga will be raised in each meeting, regardless of ministry. As the second largest economy in the province with a GDP of \$63 billion, over 500,000 workers and 120,000 businesses, Mississauga is an economic driver in Ontario yet continues to absorb the costs of significant structural financial inequities that limit its ability to invest in local infrastructure, transit, and community services for its rapidly growing population. Resolving these inequities is essential to ensuring Mississauga can continue contributing to Ontario's long-term growth and competitiveness.

These imbalances include the cap on the Greater Toronto Airport Authority (GTAA) payment in lieu of taxes (PILT), the Peel Police funding formula, and the calculation by the Metamorphosis Network that Peel Region, and by extension Mississauga, is under funded annually by \$578 per capita or \$868 million compared to other regions.

1. Ministry of Municipal Affairs and Housing

Issue 1: Financial fairness for Mississauga taxpayers, including reform of the Peel Regional Police funding formula and the GTAA PILT formula.

Issue 2: Implement the outstanding recommendations of the Mayor's Housing Task Force Report related to the province. The Task Force brought together over 30 leading private and non-profit housing experts to develop actionable solutions to the housing supply and affordability crisis. While the province has taken action on a number of recommendations, there are still actions that can be taken. These include finalizing the details around the development charges reduction plan and providing further clarity on the new municipal services corporation for water and wastewater in Peel Region, among others.

Issue 3: The continuation of the downloading of regional services like roads and waste to Mississauga, ensuring the province and the Region meet their deadlines and Mississauga taxpayers are treated fairly.

2. Ministry of Finance

Issue 1: Reform of the Payment-in-Lieu of Taxes (PILT) to reflect a fair and up to date formula, and the elimination of the five per cent annual cap.

Issue 2: Support to reform the Peel Police funding formula to ensure fairness for Mississauga taxpayers.

Issue 3: A funding agreement with the City of Mississauga, similar to those struck in Toronto and Ottawa for transit capital and operating funding, including covering the operating costs of the Hazel McCallion Hurontario LRT for the first three years, valued at over \$65 million annually.

3. President of the Treasury Board

Issue 1: Support reform of the Payment-in-Lieu of Taxes (PILT) to reflect a fair and up to date formula, and the elimination of the five per cent annual cap.

Issue 2: Support reform of the Peel Police funding formula to ensure fairness for Mississauga property taxpayers.

Issue 3: Support a funding agreement with the City of Mississauga, similar to those struck in Toronto and Ottawa for transit capital and operating funding, including covering the operating costs of the Hazel McCallion Hurontario LRT for the first three years, valued at over \$65 million annually.

4. Ministry of Transportation

Issue 1: Confirm alignment and provide a clear implementation plan and timeline for completion of the Hazel McCallion LRT Downtown 'Loop' extension, as designated under the Building Transit Faster Act, 2020, and as committed to by the Premier on February 8, 2024

Issue 2: Support a funding agreement with the City of Mississauga, similar to those struck in Toronto and Ottawa for transit capital and operating funding, including covering the operating costs of the Hazel McCallion Hurontario LRT for the first three years, valued at over \$65 million annually.

Issue 3: Confirmation of all-day, two-way GO service on the Milton Corridor, including a concrete timeline for achieving the Premier's target of service by 2031. The Milton GO Line is the fourth busiest in Ontario, projected to serve up to 94,000 daily commuters by 2041, and Mississauga has advocated for this service improvement at both the provincial and federal level for more than a decade. The recent Canada-Ontario Partnership to Build provided further commitment to this project. Mississauga is requesting details and timelines.

5. Ministry of Infrastructure

Issue 1 – Mississauga request the province partner to invest in a new MiWay transit facility to support growing ridership, fleet expansion, and new housing development. MiWay's current fleet of 500 buses is at full capacity across two existing facilities.

A new garage projected to house between 170 and 280 buses carries an estimated capital cost of more than \$582 million, requiring provincial and federal partnership to make it a reality.

Issue 2: As the province is developing the eligibility for the Building Communities Strong Fund with the federal government, that it ensure maximum effectiveness of funds. This includes removing stacking prohibitions, dollar for dollar matching for development charge incentives, and expanding the eligible project criteria to ensure transit and work yard facilities, bus acquisitions, and parkland developments are eligible.

Issue 3: Support for the redevelopment of the Mississauga Valleys Community Centre and Library and the construction of the new Cooksville Community Centre and Library.

6. Ministry of the Solicitor General

Issue 1: Support for an updated Peel Regional Police funding formula that reflects the current population distribution of the Region of Peel. Mississauga's goal remains ensuring Peel Regional Police continues to be properly and fairly funded, while ensuring Mississauga property taxpayers are treated equitably. The Province is urged to act as soon as possible.

7. Ministry of Environment, Conservation and Parks

Issue 1: Streamline Ministry of Environment, Conservation and Parks approvals within the building permit process to enable concurrent environmental reviews and accelerate housing permitting timelines

Issue 2: Expedited approval of Mississauga's applications to the Housing-Enabling Water Systems Fund and Core Services Stream.

8. Ministry of Children, Community and Social Services

Issue 1: Increased provincial funding for local food banks. Food Banks Mississauga and its network of more than 60 programs served more than 48,000 residents and recorded more than 503,000 visits from June 2024 to May 2025 — a 20 per cent increase over the prior year. Twenty-eight per cent of all food bank visitors are children. In November 2024, Mississauga City Council was the first municipality in Ontario to declare a food insecurity emergency.

Issue 2: Prioritize strengthening key social programs including the Ontario Disability Support Payment, Ontario Works, the Low-Income Individuals and Families Tax Credit, and employment services to combat the root causes of food insecurity and housing vulnerability.

Issue 3: Support for the Metamorphosis campaign for a fair share for Peel Region and Mississauga.

9. Ministry of Economic Development, Job Creation and Trade

Issue 1: Continued support for attracting and retaining global investment. Mississauga's \$63 billion economy is home to more than 500,000 workers, over 120,000 businesses, and 75+ Fortune 500 companies, with strong advanced manufacturing, technology, life sciences, logistics, and financial services sectors.

Issue 2: Support for municipal efforts to mitigate ongoing Canada-U.S. trade tensions and protect local businesses and jobs.

Opposition Parties

Staff recommend requesting meetings with two opposition parties: The Ontario NDP (Official Opposition) and the Ontario Liberal Party. These meetings are an opportunity to ensure all parties in the Legislature are aware of Mississauga's priorities.

Financial Impact

There is no financial impact associated with the items listed in this report.

Conclusion

The 2026 AMO Conference presents a critical opportunity for the City of Mississauga to advance its key priorities through direct engagement with provincial ministers, senior staff, and opposition party leaders. As one of Ontario's largest and most economically significant municipalities, Mississauga plays a pivotal role in shaping policies that impact local governance, infrastructure, economic development, and public services.

This conference serves as more than a forum for advocacy, it is a platform for meaningful collaboration. It allows the City to reinforce its commitment to working alongside the provincial government to develop innovative solutions, address shared challenges, and support the successful implementation of the province's mandate, policies, and economic priorities. By fostering strong relationships and demonstrating a proactive approach, Mississauga continues to position itself as a leader in municipal governance and a key partner in Ontario's future prosperity.

Attachments

Appendix 1: 2026 Provincial Pre-Budget Submission



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

Prepared by: Dino Alic, Government Relations Advisor

2026

PROVINCIAL

PRE-BUDGET

SUBMISSION

Making More Possible for Mississauga



LETTER FROM THE MAYOR OF MISSISSAUGA



Premier Ford, Minister Bethlenfalvy, and the Mississauga MPP Caucus,

The City of Mississauga appreciates the opportunity to participate in the 2026 Provincial Pre-Budget submission process. Our plan advances Mississauga forward but also benefits surrounding Ontario municipalities and enhances the province's largest transit corridor.

I want to express my appreciation for the strong and robust partnership that our rapidly growing City shares with the Government of Ontario. We stand ready to work together to continue building a bright future for Ontarians, tackling challenges, driving innovation and ensuring dynamic and diverse communities.

Mississauga's priorities remain steadfast. We're committed to improving basic fairness for Mississauga property taxpayers, investing in infrastructure, addressing housing affordability, promoting sustainable growth, creating safer neighbourhoods, and ensuring that working families, seniors and students have access to reliable transit options. These priorities are essential to Ontario's plan for growth.

Our collaboration with the Province has secured many landmark achievements, including:

- A framework for transferring the responsibility of critical public works services from the Region of Peel to Mississauga: regional roads, waste disposal, and land-use planning through Bill 45.
- Securing more than \$2 billion in job creating investments since 2020, with \$872 million from Astra Zeneca, and \$533 million from Lee Li Holdings announced December, 2025.
- Significant infrastructure investments including the redevelopment of Cooksville GO Station, building or expanding five schools, and completing two new Long-Term Care homes with more than 600 beds.

We want to continue that momentum, and to accelerate it over the next year. We want to strengthen our partnership with you, to protect our prosperity, invest in our infrastructure, and co-operatively craft fair regional funding formulas that respect Mississauga taxpayers.

Our \$63 billion economy, the second largest of any Ontario city, has more than 500,000 workers and more than over 120,000 businesses, including 75+ Fortune 500 companies with strong sectors: advanced manufacturing, technology, life sciences, logistics and financial services. Mississauga consistently attracts global investment and companies from across the world are choosing Mississauga as their home base in Canada.

We would also like to achieve the successes of Toronto and Ottawa that have benefitted from innovative new deals with the Province.

We want to continue contributing as a critical economic engine driving Ontario's long-term growth and competitiveness. It would help us continue building a world-class city. It would contribute to a higher quality of life for our residents, and ease anxieties about affordability, and the economy in general.

As Mayor, I have always believed Mississauga's strength lies in our people: families, newcomers, entrepreneurs, and workers - it is what makes our city vibrant and resilient. Our partnership with the Province has produced tangible results and I look forward to continuing to work with you to make investments in our City.

On behalf of our residents, businesses and Council, thank you for the many contributions you've made to Mississauga.

Sincerely,

Carolyn Parrish

MAYOR OF THE CITY OF MISSISSAUGA

SUMMARY:

MISSISSAUGA'S PRIORITIES

Building more homes, faster

04

Implement the recommendations from the Mayor's Housing Task Force Report, including:

- Establish a new, stable and predictable revenue tool to municipalities that replaces the need for development charges related to water, wastewater and roads and high order transit
- Establish a First-Time Homebuyer Rebate for the Ontario Land Transfer Tax
- Increase Land Transfer Tax first-time buyer thresholds and pursue broader reforms
- Reform Community Benefit Charges and introduce land value uplift charges
- Standardize province-wide accessibility and green building standards
- Streamline Ministry of Environment Conservation and Parks approvals in building permit process
- Expand government's role as housing supplier with long-term strategy
- Create more certainty to boost rental supply
- Provide funding/support for Inclusionary Zoning

Investing in housing-enabling infrastructure

06

- Complete the Downtown 'Loop' and fund the operation of the Hazel McCallion LRT
- Invest in MiWay infrastructure, including partnering on a new transit garage
- Commit to All-Day, Two-Way GO on the Milton Corridor
- Advance the Business Case for the Dundas Bus Rapid Transit (BRT)

Formulating financial fairness for Mississauga

10

- Amend the Peel Regional Police funding formula
- Amend the Greater Toronto Airport Authority (GTAA) Payment-in-Lieu of Taxes (PILT) formula
- Invest in the Mississauga Valley and Cooksville Community Centres and Libraries

Addressing food insecurity

13

- Provide financial support to food banks
- Strengthen social programs

Implement the recommendations of the Mayor's Housing Task Force Report

Implement the recommendations of the Mayor's Housing Task Force Report.

The Mayor's Housing Task Force brought local private and non-profit housing developers together to develop effective solutions to the housing supply and affordability crisis. Their recommendations focus on increasing housing starts, improving affordability, and reducing regulatory barriers – all to get more shovels in the ground, quicker.

Mississauga continues to act. Our latest Official Plan targets 370,000 new homes across the city by 2050, largely through densification and more mid-rise projects. Working with industry partners, we have made bold steps to encourage development, including reducing and waiving Development Charges, cutting red tape and streamlining the approval process, and incentivizing construction where we have the power to do so. Since 2021, our population has increased by roughly 60,000 residents to 780,000. We remain committed to enabling more housing supply.

We appreciate the province's focus and partnership on the housing file. However, there is more work to do. As a leader, Mississauga recommends the following provincial actions, based on the Mayor's Housing Task Force recommendations:

- **Establish a new, stable and predictable revenue tool to municipalities that replaces the need for development charges (DCs) related to water, wastewater and roads and high order transit:** This will alleviate municipal financial pressures, reduce costs passed to homebuyers, accelerate housing delivery, and support sustainable growth. The Province has the financial clout to do what cities cannot on their own.
- **Establish a First-Time Homebuyer Rebate for the Ontario Land Transfer Tax:** Offset significant cost barriers to improve affordability and stimulate demand for new housing.
- **Increase Land Transfer Tax first-time buyer thresholds and pursue broader reforms:** This will better align with current prices to address affordability.

Mississauga's Updated Official Plan


 $+$

 $=$
370k
 Total new housing units by 2050

Source: City of Mississauga



Mississauga is working with industry partners to take bold steps to encourage development, cut red tape, and incentivize construction.
 Photo: City of Mississauga

Implement the recommendations of the Mayor's Housing Task Force Report

(continued)

- **Reform Community Benefit Charges (CBCs) and introduce land value uplift charges:** Shift burden from developers to land sellers on high-value sales, replace portions of DCs/CBCs to improve economic efficiency, incentivize housing creation, reduce speculation, and lower land costs.
- **Standardize province-wide accessibility and green building standards:** This will harmonize requirements to reduce developer complexity, compliance costs, and regulatory patchwork.
- **Streamline Ministry of Environment Conservation and Parks approvals in building permit process:** This will enable concurrent environmental reviews to speed up permitting.
- **Expand government role as housing supplier with long-term strategy:** Provide consistent, decade-long funding/programs and land for affordable/rental housing, create certainty for developers and ensure stable supply. As well, when selling provincial lands, require developers to build affordable housing, especially in Transit Oriented Communities like Clarkson and Cooksville in Mississauga.
- **Create more certainty to boost rental supply:** Increase Landlord and Tenant Board (LTB) capacity for faster dispute resolution, which can benefit landlords and tenants.
- **Provide funding/support for Inclusionary Zoning:** Allocate dedicated funding to help offset developer costs and encourage affordable unit construction.

Fees, taxes and charges from the four levels of government make up

25%

of the price of an average new home in the Greater Toronto Area.



Source: Building Industry and Land Development Association (BILD)



The recommendations of the Mayor's Housing Task Force focus on increasing housing starts, improving affordability, and reducing regulatory barriers.

Complete the Downtown ‘Loop’ and fund the operation of the Hazel McCallion LRT

Work with Metrolinx to establish a clear implementation plan and timeline for completion of the Downtown ‘Loop’ project.

Provide operational funding for the first three years.

The Hazel McCallion LRT will be a key pillar of Mississauga’s transit system that transforms public transit in Peel Region and connects MiWay, Brampton Transit, and GO Transit.

Mississauga’s downtown is expected to double in population to almost 100,000 by 2050, including more than 100 residential and office towers. The Downtown Extension of the LRT is a critical project needed to support housing densification and further economic development. It will support the Transit-Oriented Communities (TOC) initiative on the Hurontario corridor, including areas around Cooksville, Square One Shopping Centre and Steeles Avenue, creating mixed-use, walkable hubs with housing, jobs, and amenities directly linked to rapid transit, supporting economic growth, lowered emissions, and reduced congestion.



The planned extension to the Hazel McCallion line will bridge the LRT with City Centre and provide key connections to MiWay and GO Transit through the city and the GTHA.

Image: Metrolinx

Mississauga is grateful for the Province’s continued commitment to this transit line by designating the Downtown Extension as a priority transit project under the Building Transit Faster Act, 2020 and again for the Premier’s commitment to the project on February 8, 2024. We eagerly await further details and a clear implementation plan from Metrolinx to get the project done. We are asking for the Province to work with Metrolinx to establish a clear plan and timeline for this crucial project to be completed.

We also need the province’s support to ensure a successful launch of the LRT with operational funding for the first three years of service, which is estimated to be more than \$100 million. The City of Mississauga already faces mounting financial pressures due to aging and outdated infrastructure, increased flood risks, and meeting the service needs of our residents. We’re managing these costs through smart fiscal management, even as we continue working to resolve imbalanced police and regional funding formulas at the Region of Peel that impact our bottom line.

Financial support from the Province, similar to the new deals reached with Toronto and Ottawa for operational funding of LRT lines is critical and will allow the City to prioritize investment in local infrastructure and transit, such as increased ridership through MiWay, that will maximize the benefits of the LRT project and ensure its success.

Invest in MiWay infrastructure, including partnering on a new transit garage

Partner with Mississauga and invest in a new transit facility to support growing ridership, the growth of our bus fleet, and new housing development.

Traffic and congestion in Mississauga are rising. MiWay's current ridership is surpassing 2019 levels by more than 10 per cent, and more than 25,000 residents rely on public transit every day. Demand will only continue to rise over the coming year from both population growth and return-to-office activity.

Effective public transit systems are a catalyst for housing development, and we need to ensure that our fleet can keep up with growing demand as we continue to build more homes, faster.

MiWay's existing fleet of 500 buses are currently housed in two transit facilities at Central Parkway and Malton, both of which are now at full capacity. Keeping up with demand growth requires increasing our fleet, and we cannot do that without a new transit facility for storage and maintenance.

Designs for a new facility are projected to house between 170 and 280 buses, with an estimated capital cost of more than \$582 million in today's dollars. This is a significant cost for Mississauga to bear on its own, which is why the City will need provincial and federal assistance. Several municipalities in Ontario are in the process of building new bus depots, including Hamilton, Peterborough, and Guelph.

Given that we share the goal of expanding transit service and supporting the building of new housing while breaking congestion and gridlock, we need provincial partnership and investment on this project to make it a reality.



MiWay bus at a transitway station in Mississauga.
Photo: City of Mississauga

Commit to All-Day, Two-Way GO on the Milton Corridor

Work with Metrolinx to meet the Premier's target of all-day, two-way service on the Milton GO Line by 2031.

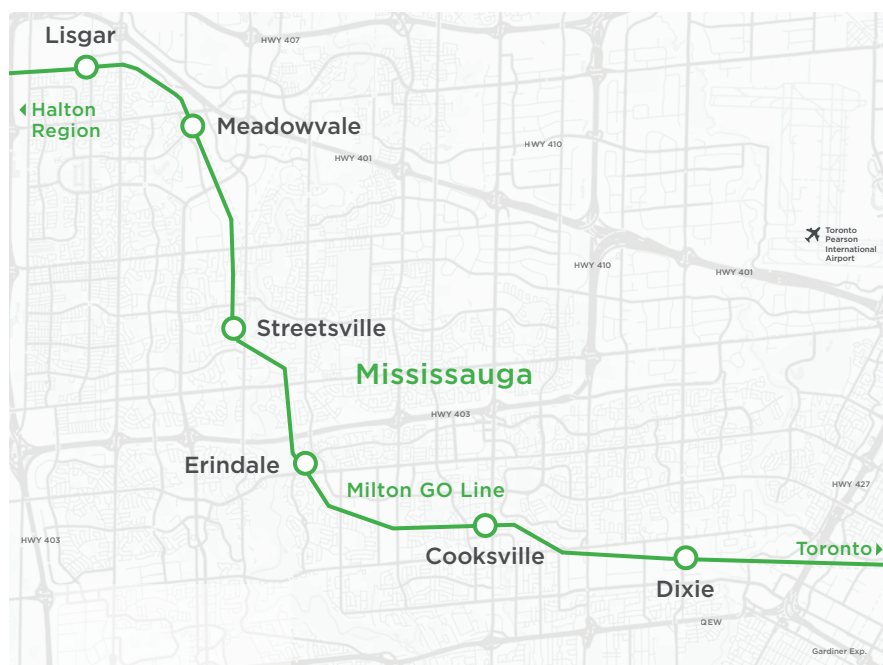
The Milton GO Line is the fourth busiest in Ontario and is projected to serve up to 94,000 daily commuters by 2041. Half of our population and one third of businesses and employment are in close proximity to the six stations located in Mississauga.

This Line's importance will continue to grow as future connections are planned with the Hazel McCallion Line LRT and Mississauga's Downtown core, as well as to the rapidly growing Meadowvale Business Park.

This project remains a priority for the City as we have advocated for it at both the provincial and federal government for more than a decade.

We were pleased that in February 2024, the Premier committed to this project, pending federal involvement, and in January 2025, when the Province promised to study the effect of diverting freight traffic to make way for more passenger trains. These are important steps towards making this long-time goal a reality, but we need to proceed with a concrete plan to see it completed on time. This is a critical corridor for Mississauga and Ontario.

All-day, two-way service will open up more lands for housing development, create good jobs, and ensure that Mississauga, Milton, and Toronto continue to thrive.



Route map of the Milton GO line stations that service residents in the City of Mississauga.
Image: City of Mississauga

Advance the Business Case for the Dundas Bus Rapid Transit (BRT)

Invest \$2 million to fund the development of a business case and further studies for the BRT east to Kipling and west to University of Toronto Mississauga.

The City of Mississauga has partnered with Metrolinx to advance the Dundas BRT project. The proposed Dundas BRT is a 48 kilometre corridor connecting key hubs from Hamilton to Toronto. This would include major city centres and transit hubs, including the city centres of Mississauga and Etobicoke, from Highway 6 in Hamilton to Toronto's Kipling station.

The route will provide fast, frequent service that will facilitate new ridership for the regional public transit system and connect to both existing transit networks and forthcoming projects such as the Hazel McCallion Light Rail Transit.

The Dundas Corridor is projected to contain nine per cent of all population growth and six per cent of employment growth across the Greater Toronto and Hamilton Area by 2041.

To maximize the system's potential, it is crucial to begin design and business case analysis for two critical segments:

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

While we recognize that Metrolinx does not have any current plans to prioritize further studies, securing resources for these initiatives would significantly enhance the benefits of the Dundas BRT for surrounding businesses and residents. We're asking for support from the Province to fund these projects and help maximize the potential transit infrastructure and connectivity across the corridor.



The planned Dundas BRT will stretch 48km and connect key hubs across Mississauga, Hamilton, and Etobicoke.
Image: Metrolinx

Amend the Peel Regional Police funding formula

Develop an updated formula that reflects population distribution of the Region of Peel and treats Mississauga's property taxpayers fairly.

Mississauga pays 62 per cent of the Peel Regional Police budget, yet we comprise less than half of the population they serve. According to Statistics Canada, Brampton's population is now larger than Mississauga's, but they only pay 38 per cent of the cost of policing.

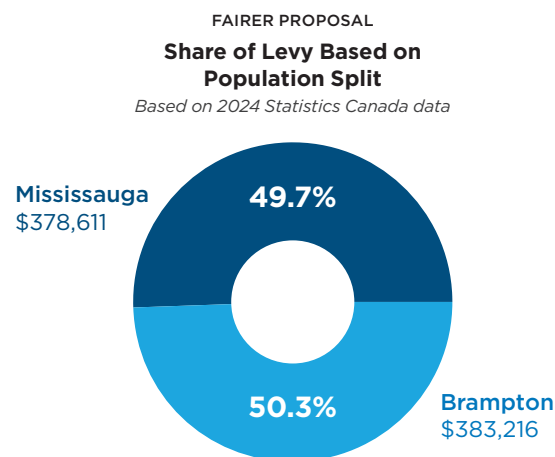
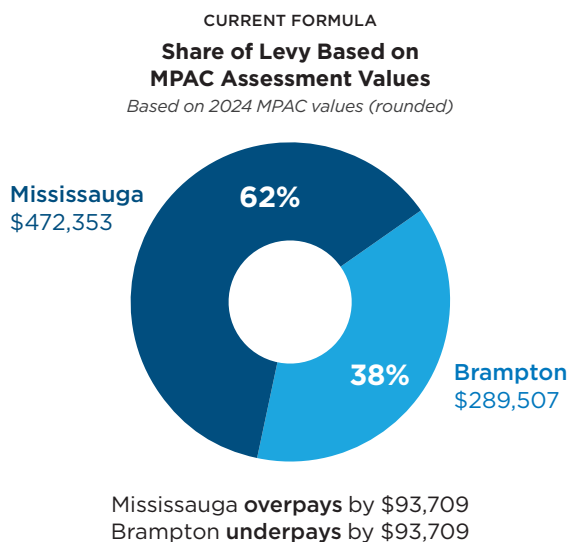
The current formula is based on Municipal Property Assessment Corporation (MPAC) values, not on population, which results in a higher cost for Mississauga taxpayers due to the higher value of Mississauga properties. This is an outdated formula that does not reflect the realities of policing in Region of Peel today.

In 2025, the additional cost to Mississauga property taxpayers from this unfair formula was \$93.3 million. In 2026, it is projected to be \$104 million and will continue to increase annually unless a change is made by the province. The average Mississauga taxpayer is subsidizing policing in Brampton by roughly \$120 a year.

Our goal remains ensuring that Peel Regional Police continue to be properly and fairly funded but that Mississauga property taxpayers are treated fairly as well. The Province has the ability to amend this formula and we ask them to do so as soon as possible.

2025 Peel Police Budget Costs

(in \$000)



Amend the Greater Toronto Airport Authority (GTAA) Payment-in-Lieu of Taxes (PILT) formula

Eliminate the five per cent cap on the PILT and implement a formula based on property values.

The Greater Toronto Airport Authority (GTAA) is the City's largest landowner. They pay a payment in lieu of taxes (PILT) each year based on a per passenger fee instead of paying property taxes. This formula of \$0.94 in revenue per passenger was established by the province in 2001 and remains in place today. Had the PILT rate been adjusted for inflation, that figure would be \$1.59 today, representing millions in lost revenue for our City over a quarter of a century. As well, had the PILT rate increased with the city's tax rates, the cumulative payment from 2001 to 2021 would have been \$501 million more, and approximately \$75.5 million higher in 2021 alone.

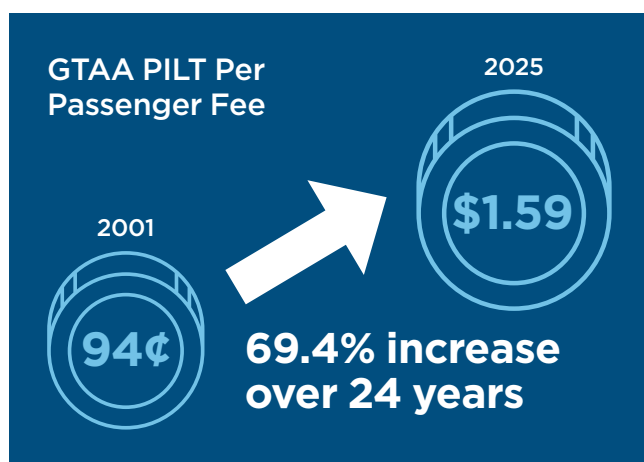
From 2001 until 2020, this fee was arbitrarily capped at a five per cent annual increase, despite passenger volumes at Toronto Pearson International Airport often growing by more than five per cent annually. Between 2007 and 2021 alone, the city lost an estimated \$18.4 million in missed revenue from PILTs due to the cap.

Mississauga is one of the largest cargo transportation hubs in Canada, yet the PILT only consists of passenger-based revenue and not on any cargo activity. We are paying to maintain significant infrastructure, including surrounding roads, that facilitates this cargo movement but receive no revenues to offset those pressures.

The cost of this unfair formula has been borne by Mississauga property taxpayers.

Mississauga is grateful to the Province for lifting the five per cent cap in 2020 during the pandemic, which allowed us to weather the financial storm of COVID-19. This exposed the unfairness of the cap, and the need for a fairer formula. However, we are concerned about the Minister of Finance's recent direction to reinstitute the five per cent cap. This decision needs to be revisited.

Reforming the PILT formula is vital to ensure that the GTAA contributes its fair share towards municipal costs while allowing Mississauga to benefit from the airport's growth and success. Instead of going back to the arbitrary five per cent cap, when our revenues return to pre-pandemic levels, we urge the Government of Ontario to consult with Mississauga and the GTAA to amend the formula and ensure it is fair to both parties.



The GTAA PILT fee per passenger has not been adjusted since it was adopted in 2001, and does not reflect how the dollar value has changed over the last 24 years.

Source: Bank of Canada



Cars driving into Pearson Airport

Photo: Greater Toronto Airport Authority

Invest in the Mississauga Valley and Cooksville Community Centres and Libraries

Provide dedicated provincial funding to cover two-thirds of the costs to support the design and construction of these essential community hubs, offsetting the expense to the city and accelerating delivery to meet growing needs in Mississauga’s Downtown area.

Mississauga’s Downtown is projected to see the city’s most significant growth, with population doubling by 2041 through infill and intensification. The City is advancing a new Cooksville Community Centre and Library (Ward 7) and a new Mississauga Valley Community Centre and Library (Ward 4) to create vibrant, multi-generational urban hubs with enhanced programming, accessibility, transit connectivity, and amenities – while continuing to support housing priorities.

The Cooksville project replaces a small, rented library lacking accessibility and space, addressing a parkland deficit identified in the 2019 Library Future Directions Plan. Initial joint-use exploration with Peel District School Board (PDSB) on T.L. Kennedy school and adjacent park lands has shifted to a City-led model for greater control and faster timelines.

Mississauga Valley, the City’s largest community centre (142,000 sq. ft., built in 1977, renovated in 2004) on a 50-acre site next to PDSB lands, will be redeveloped into a more urban facility with site intensification potential, as highlighted in the 2024 Future Directions Plans.

A City-led approach enables “shovel-ready” alignment with funding opportunities, full control over community-focused design, and accelerated progress without PDSB/Ministry dependencies. Preliminary studies are complete; public consultation occurs Spring 2026, with concept/detail design in 2026-2027. Facilities will prioritize street-front access and transit; Mississauga Valley will remain open during construction to minimize disruptions.

The estimated capital cost of each of these two projects is roughly \$150-200 million. Unfunded portions will rely on federal/provincial grants, mixed-use development, and/or levies. Refined cost estimates follow 2026/27 designs, making provincial support essential for affordability and concurrent delivery.

We’re grateful for the Province’s ongoing infrastructure investments in Mississauga. Dedicated funding for these projects will help deliver vital community services efficiently, support growth, improve quality of life, and advance Ontario’s goals for sustainable, vibrant communities. If full funding is not feasible, we urge prioritizing eligibility under existing grant programs to capitalize on this momentum.



Rendering of the Churchill Meadows Community Centre
Image: City of Mississauga

Strengthen supports for residents facing food insecurity

Prioritize funding for local foodbanks and provincially administered social programs to combat hunger.

Mississauga continues to face an unprecedented food insecurity crisis that becomes more urgent every year. Food Banks Mississauga and their network of more than 60 programs served more than 48,000 residents and had more than 503,000 visits from June 2024 to May 2025, a 20 per cent increase over the previous year. This is unacceptable in Ontario in 2026.

Rising food bank use has been called a “canary in the coalmine,” and we have only seen it worsen over the last few years as vulnerable families across Ontario bear the brunt of rising costs of living pressures. This challenge only continues to grow more dire. We need to act now to protect our most vulnerable.

In November 2024, Mississauga City Council was the first to declare a food insecurity emergency, and since then we have seen more municipalities join the call for action. Solving this crisis requires every level of government to do their part. That is why we’re asking for financial support to food banks and greater provincial attention in strengthening our social programs:

- Ontario Disability Support Payment
- Ontario Works
- Low-Income Individuals and Families Tax Credit
- Investment in affordable housing and the Landlord and Tenant Board
- Employment services

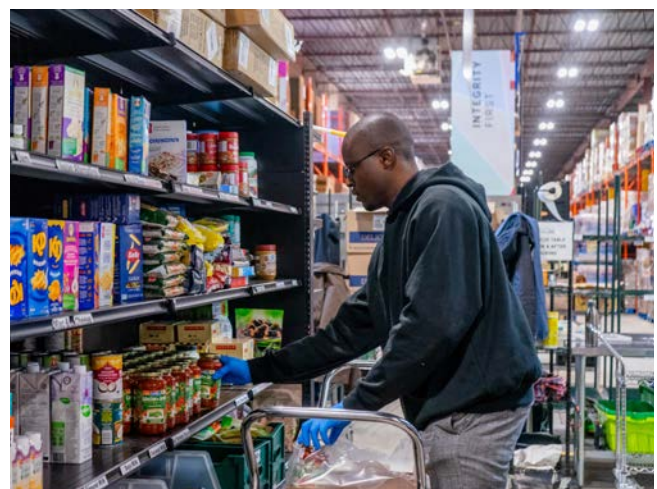
503,705

Number of visits to Food Banks
Mississauga by residents in 2024-2025

**28% of total food
bank visitors
are children.**



Recent data from Food Banks Mississauga Annual Impact Report
June 2024 – May 2025



A volunteer stacks shelves full of food at a Mississauga Food Bank
Photo: Food Banks Mississauga

CONCLUSION

The City of Mississauga remains steadfast in our commitment to advocate for the needs of our residents and businesses. This submission highlights key strategies for how we can build a stronger partnership with the Province, improve housing supply and affordability, enhance infrastructure, promote sustainable growth, and secure investments that will help our residents and taxpayers thrive.

Our priority is to build more homes. We also want to build the housing-enabling infrastructure to support those new homes. This includes critical transit projects to improve connectivity and expand transit-oriented infrastructure such as building a new bus depot, extending the Dundas BRT, confirming the Hazel McCallion Line LRT downtown loop and establishing a timeline service for All-day, two-way on the Milton GO Line. At the same time, we must continue to invest in critical infrastructure projects and transit operation that will protect homes and businesses and to facilitate more development.

We're also advocating for fiscal fairness to keep property taxes low and to reduce the burden on social services. This means establishing a fair funding formula for Peel Regional Police, removing the cap on the GTAA PILT, securing operating funding for infrastructure and capital projects, and addressing food insecurity.

We look forward to working with the Government of Ontario to bring the investments and reforms needed to make more possible for Mississauga.

For more information visit mississauga.ca

2026

PROVINCIAL

PRE-BUDGET

SUBMISSION

City of Mississauga
Corporate Report



| | |
|---|--------------------------------------|
| <p>Date: April 10, 2026</p> <p>To: Chair and Members of General Committee</p> | <p>Originator's files:</p> |
| <p>From: Raj Sheth, P.Eng, Commissioner of Community Services</p> | <p>Meeting date: May 6, 2026</p> |

Subject

Partnership with Equip Sport Inc. to provide access to sports equipment in City parks

Recommendation

1. That the Commissioner of Community Services or designate be authorized to execute, on behalf of The Corporation of the City of Mississauga, a Service Provider Agreement, with Equip Sport Canada Inc. carrying on business as Equip Sport, for the provision of sports equipment in City parks, as outlined in the corporate report dated April 10, 2026 entitled "Partnership to provide access to sports equipment in City parks" from the Commissioner of Community Services, and all necessary agreements and related ancillary documents, all in a form satisfactory to the City Solicitor.
2. That all necessary by-laws be enacted.

Executive Summary

- Equip Sport is a company that provides public access to sports equipment through individual equipment lockers located in parks and urban spaces.
- In Mississauga, Equip Sport is planned to install 30 self-serve equipment lockers funded via Canadian Tire Jump Start Charities, ensuring alignment with values around health, inclusion and accessibility.
- Equip Sport lockers are completely turnkey, requiring no capital, operating, or maintenance funding from the City and are accessed through a mobile application
- Although Equip Sport is a company based in Switzerland, this model is powered by and managed by local partners; a certified local installation and maintenance provider, SportChek as the equipment provider and Jumpstart Charities funding nationally.
- Other Canadian cities that have or are in the process of adopting Equip Sport in their municipalities includes Surrey, BC; Coquitlam, BC; Ottawa, ON; Kingston, ON; and Brampton, ON.

- A one-year pilot starting Spring 2026 will be evaluated to guide future expansion, relocations, or improvements of park activation efforts based on performance and community uptake.

Background

In the fall of 2025, the City of Mississauga was approached by Equip Sport, an international provider of sports lockers offering shared access to recreational equipment in public spaces, accessed through a mobile application. In Canada, this program is available at no cost to municipalities through a funding partnership with Canadian Tire Jump Start Charities.

Founded in 2021, Equip Sport's mission is to reduce barriers to physical activity by enabling residents to access sports equipment with no need of ownership. The equipment is housed in secure lockers that are unlocked by users through a downloadable mobile app at no charge. Once finished, users return the equipment to the locker for others to use.

Equip Sport currently partners with three Canadian municipalities, operating approximately 30 stations in Surrey, British Columbia, 14+ stations in Coquitlam, British Columbia and 50 stations in Ottawa, Ontario. Equip Sport is currently planning implementations with Kingston, Ontario, Toronto, ON and Brampton, Ontario.

Canadian Tire Jumpstart Charities is a national organization dedicated to removing financial and accessibility barriers to sport and recreation. Since 2025, the charity has supported more than four million children in participating in sport and recreation activities across Canada. The equipment is provided by Sportchek, and all maintenance and operational activities are the responsibility of local vendors contracted via Equip Sport.

Comments

Equip Sport will provide the city with access to 30 self-serve public use mobile equipment lockers across city parks starting May 2026.

The initial term of the Agreement will be twelve months and serves as trial and evaluation period. At the end of the first year, and upon mutual consent, City of Mississauga can enter into an additional multi-year term with Equip Sport.

Users (16+) access the lockers via a mobile application, and any operational issues are reported directly through the app. Maintenance issues are addressed within two to seven days, with all theft, damage, and repair costs assumed by the vendor. Should equipment not be returned to the locker, the email address associated with the rental will no longer have access to Equip Sport lockers.

The lockers (see Appendix 1) are fully mobile and can be relocated as needed to respond to demand, changing park conditions, or scheduled capital works. Lockers are fixated to existing supports within the parks (i.e. posts, fence) and do not require any construction or adjustment to existing structures. Equipment available through the lockers includes basketballs, soccer balls, volleyballs, tennis equipment and select fitness equipment. Equipment available in each locker will be determined by the available amenities at that park location. Year-round use of lockers is available in select locations where winter activities can be offered. Data is also available from Equip Sport based on the locker usage to help inform how park amenities are being used and when.

This initiative aligns with several approved City plans that recommend leveraging sponsorship models to deliver low and no-cost recreation opportunities. These include:

- The 2024 Parks, Forestry and Environment Future Directions recommendation #13 speaks to developing approaches to remove barriers for Residents to access more spaces in parks.
- The 2024 Recreation Future Directions recommendation #11 also calls for exploring low-cost programming opportunities for older adult, multi-generational groups and families through sponsorship models.
- The 2020 Recreation Youth Plan recommendation #8 advises expanding sponsorship models to fund additional no-cost and low-cost activities.

Providing free access to sports equipment through this program will build upon the City's existing Play in the Park program, which offers free, staff-led activities for children aged 6 to 12 across 14 parks from July to August each year. Additionally, these lockers will support the Growing Health Places Project through the Community Lending Libraries Program, by offering all-season equipment to encourage outdoor physical activity. The proposed Equip Sports lockers would further expand free self-led recreation opportunities for individuals and families, across city parks year-round.

Financial Impact

There are no financial impacts resulting from the recommendation of this report.

Conclusion

The proposed one-year pilot with Equip Sport will introduce sponsor-funded, self-serve equipment lockers in City parks, providing free access to sports equipment for residents. As a turnkey solution with no capital, operating, or maintenance costs to the City, this initiative supports expanded low- and no-cost recreation opportunities and aligns with the 2024 Future Directions strategic priority of enhancing park experiences. If the pilot is successful, staff we assess opportunities to expand the program to additional parks across the City and explore expanded uses.

Attachments

Appendix 1: Detailed Locker Information

Appendix 2: Equip Sport Information Package



Anna Cascioli, Acting Commissioner of Community Services on behalf of
Raj Sheth, P.Eng, Commissioner of Community Services

Prepared by: Ryan Marlow, Business Advisor

Locker Information

- Fixation to existing supports without the need for adjustments (posts, fences)
- Logistic ease of installation and relocation: the stations must be movable.
- Each station has 3 separate lockers.
- Dimensions: 100x30x31.6 cm (HxWxD). Weight: Approximately 25kg.
- Autonomous operation thanks to batteries.
- Robust galvanized steel construction, designed to withstand the outdoor elements.





Equip



**OUR VISION IS TO CREATE A WORLD
WHERE SPORT IS EASY TO PLAY
AND ACCESSIBLE TO ALL
ANYTIME, ANYWHERE.**

Didier Drogba

Co-Founder, Equip Sport

THE PROBLEM: SPORT ISN'T EASY TO ACCESS

SPORT IS BROKEN

High costs, lack of equipment, and space are barriers

73%

of teens aren't active enough

1/3

of adults is too sedentary

56%

Of kids play less than 1 hour of sport per week outside.

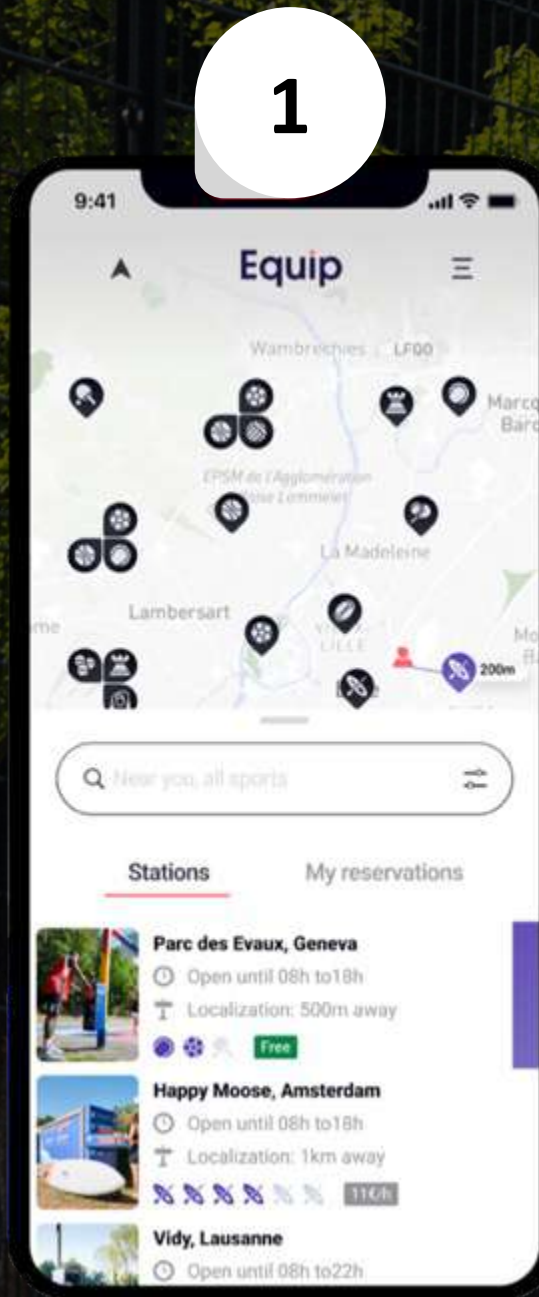


Equip Sport redefines sport access through shared, on-demand usage



SMART SPORTS STATIONS

WHERE YOU PLAY, WHEN YOU WANT



LOCATE THE NEAREST STATION



OPEN THE SELECTED LOCKER WITH THE APP



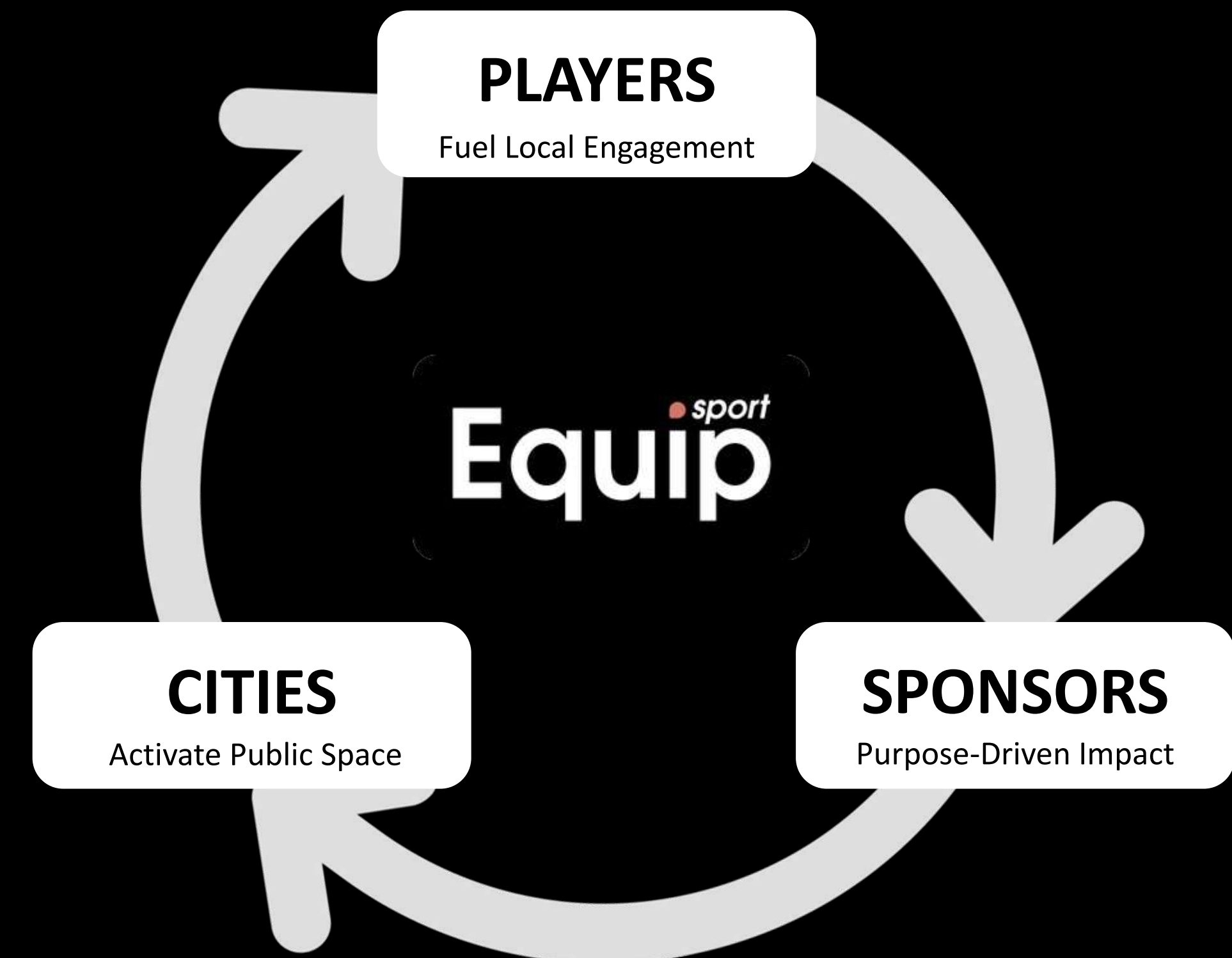
ENJOY THE SESSION

<1%
Of Theft and Vandalism



THE URBAN SPORT HUB: A UNIQUE SCALABLE MODEL FOR IMPACT

- **30+ STATION HUBS** in high-density cities to maximize usage, sport variety, and community reach (unique model)
- **STRATEGIC PLACEMENT** in high-footfall areas to boost engagement, inclusivity and sponsor visibility (mapping IP)
- **END-TO-END OPERATIONS:** from install to maintenance and city collaboration (digital ops IP)
- **MODULAR, TRANSPARENT LOCKERS** encourages sports, with fast-mount hardware and real-time monitoring (solution IP)
- **ALIGNED VALUE FOR ALL:**
 - **Cities:** A solution at no cost for healthier communities
 - **Sponsors:** Breakthrough, purpose-driven engagement
 - **Players:** Instant, frictionless access — access over ownership

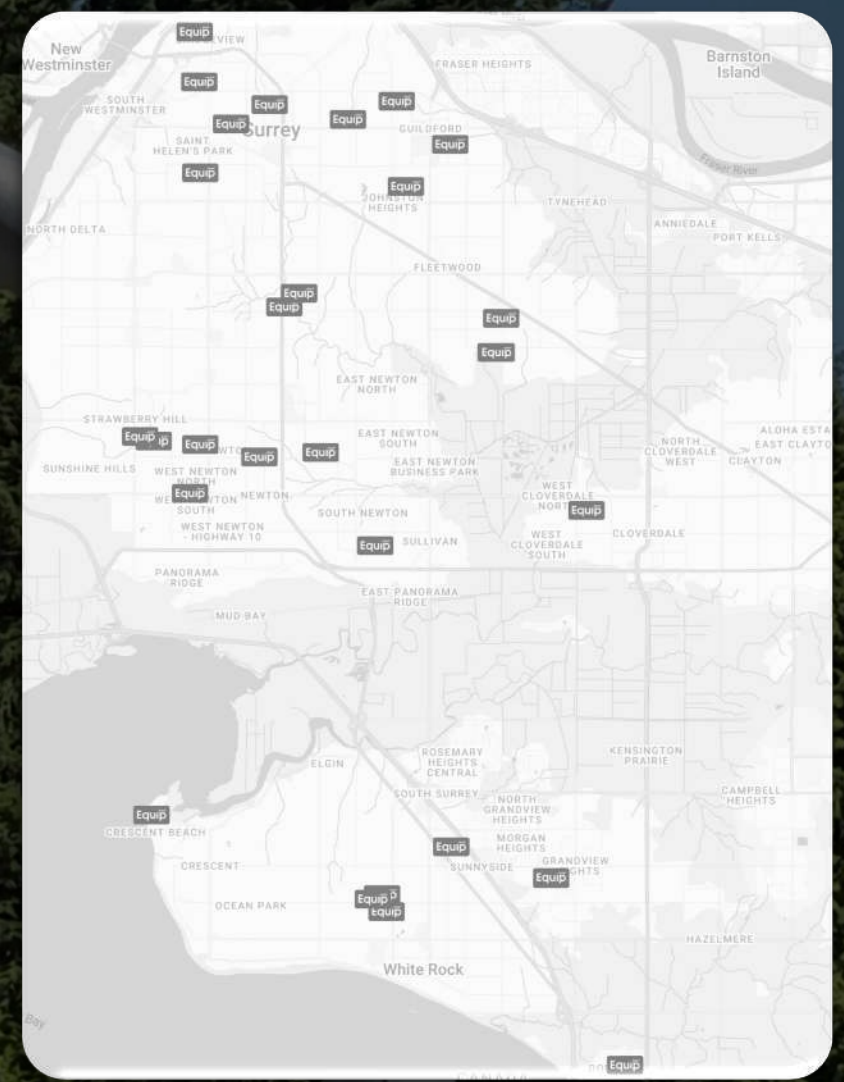


A win for cities, sponsors, and players

SURREY, BC AS A PLAYGROUND: A HUB MODEL IN ACTION

Equip in Surrey = The City's Largest Sports Club

- 30 smart stations from North to South
- Almost 1K sessions in just the 1st 4 days of live activity!
- Every session on Equip brings 3 people together.
- Reviews are amazing 4.9/5 & the theft rate is lower than 0.5%
- All free, frictionless, and in your neighborhood



Equip Sport across Surrey, BC

“ This is the best program I have seen this will go far and unite communities and helping all ages come to the park and enjoy a fun game.

Brian, Surrey User



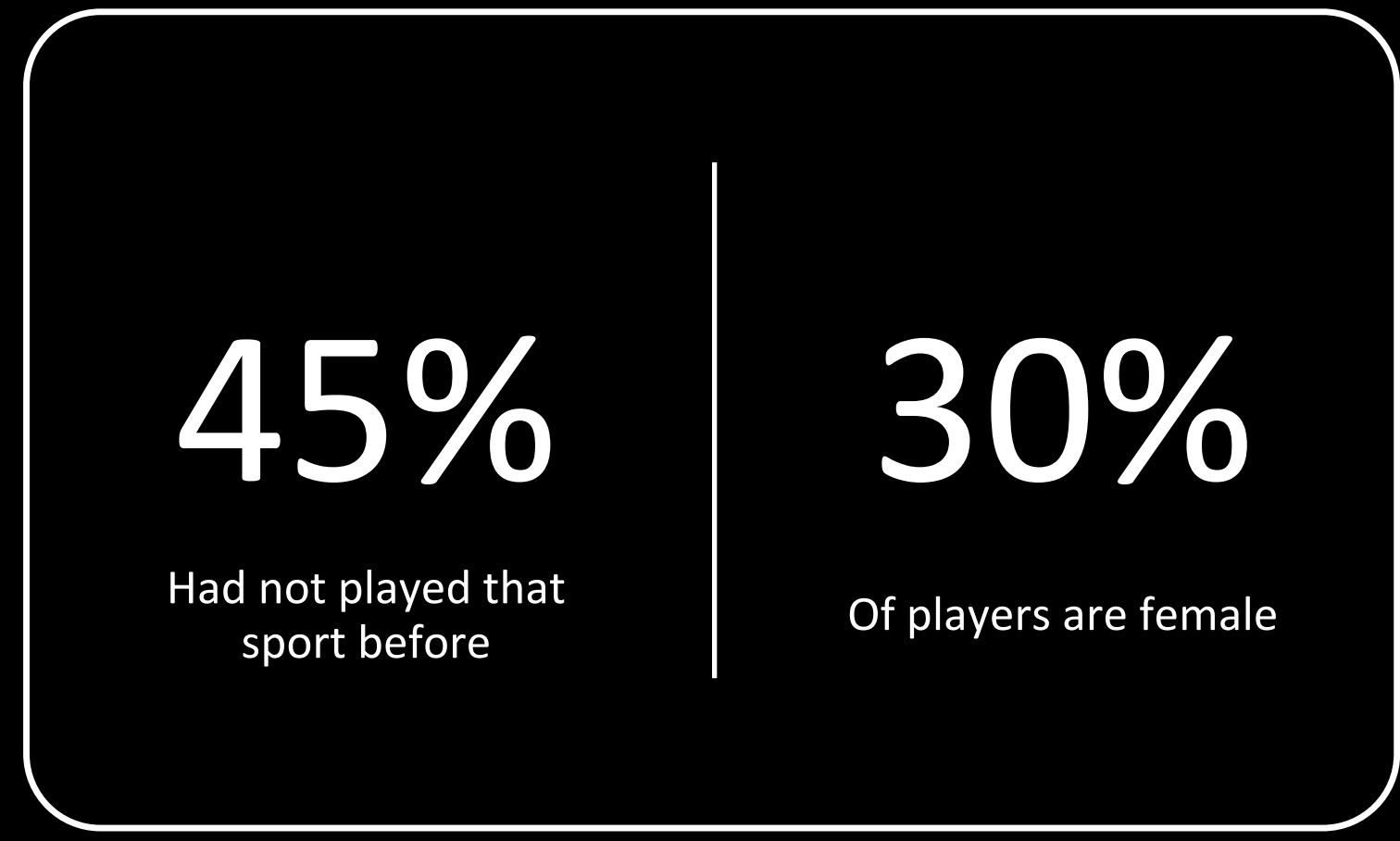
GAME-CHANGING SOCIAL IMPACT

... by taking concrete action on health, well-being, and social cohesion.

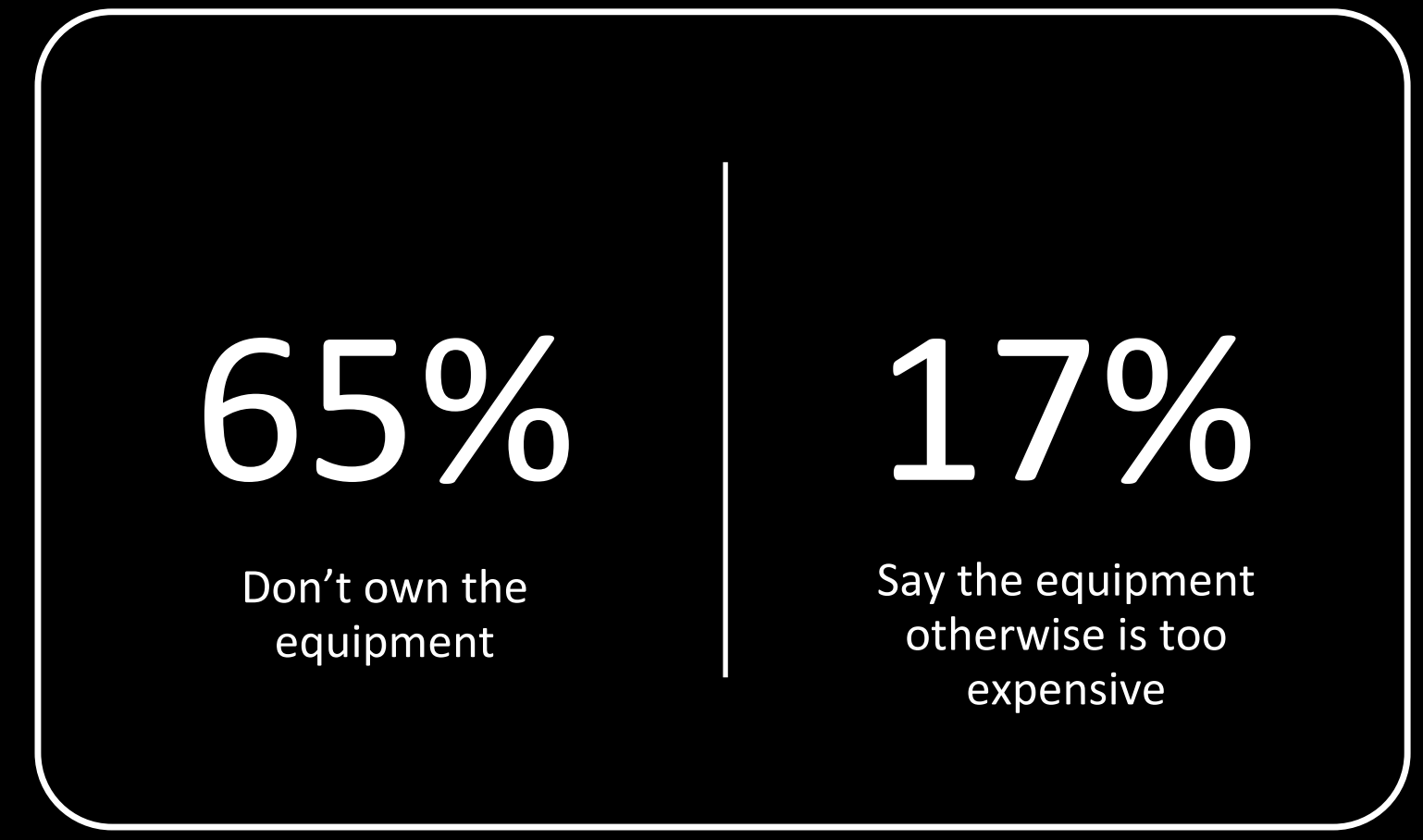
Equip Sport helps people be more **active**



Equip Sport makes sport more **inclusive**



Equip Sport makes sport more **accessible**



Equip • sport

OUR THOROUGH SOLUTION FOR A MAXIMAL IMPACT



Equip • sport

PLAYERS FOR FREE

Self-Service Sports Equipment

- Download the Equip Sport app
- Take your equipment, close the door and enjoy!
- Use the app to put your equipment back in the locker when you're done

1483 84279

5 STEPS TO BRING EQUIP TO YOUR CITY WITH EVERYTHING DRIVEN BY US!

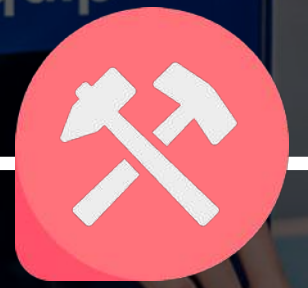
1
MAPPING



2
INSTALLATION



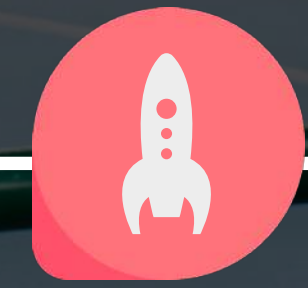
3
SERVICE



4
ACTIVATION



5
OPTIMIZATION



A FULLY TURNKEY SOLUTION: WE INSTALL, MAINTAIN, & OPERATE.
ALL WE NEED IS YOUR **GREEN LIGHT!**





STRATEGIC MAPPING BUILT TO MAKE YOUR TEAM'S JOB EASIER

1. Digital Mapping

Smart, data-driven site pre-selection

- Assessing accessibility (proximity, transport, foot traffic)
- Evaluating community potential (activity zones, schools, public spaces)

2. Impact Zone Definition

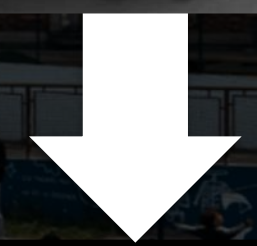
Targeting the most strategic areas in cities over 50 km²

- Focus on high-density clusters to maximize visibility & usage
- Streamline operations and logistics

3. Physical Mapping

Field validation by Equip's local team

- Confirm site relevance on the ground
- Check infrastructure readiness (safety, installation poles, usage)



NORTH SURREY SPORT COMPLEX A
 Station ID: STA-333
 Address: Bear Creek Park Access Rd
 GPS: (49.2007798, -122.8708379)



LOCATION PICTURE



POLE PICTURE





FAST & EASY INSTALLATION; NO CONSTRUCTION REQUIRED

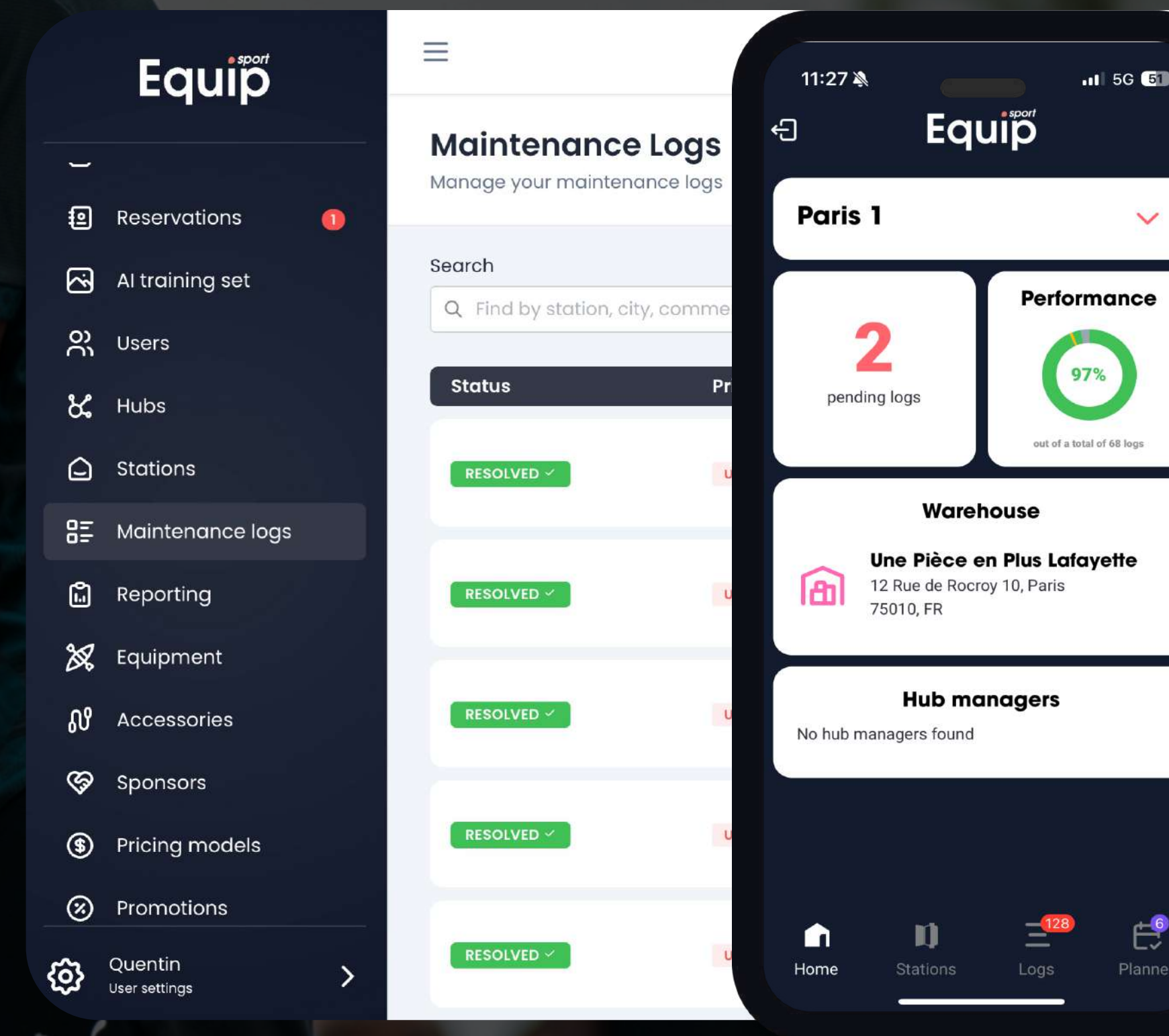
- **Compact size:**
Fits into any space, from standalone basketball courts to multi-activity parks.
- **Mounted on existing poles:**
Integrates with existing city infrastructure, positioned directly next to sports areas. No construction required.
- **Fully autonomous:**
Requires no power supply, only a 4G connection to run the app.
- **Easily relocatable:**
Stations can be moved to higher-performing areas or temporarily relocated in case of public works or urban development.





A FULLY MANAGED TURNKEY SOLUTION

- Custom Maintenance Software:**
 Dedicated dashboard and mobile app to efficiently manage all maintenance operations and technical interventions.
- User-Reported Issues:**
 Users can report issues directly through the app, Depending on the nature of the issue, an intervention is scheduled within 2 to 7 days.
- Autonomous Equipment Monitoring:**
 Our AI automatically analyzes user session photos to detect missing, damaged, or misused equipment.
- Theft Protection & Vandalism Response:**
 If equipment is stolen, we replace it. Damaged stations? We repair.





ACTIVATE THE INITIATIVE, CREATE THE BUZZ

Our stations require no marketing to drive usage —
+1,000 sessions with 30 stations in a week.

However, it's an innovative and impactful launch opportunity:

- **Launch Event:**
We organize a public event with city officials, clubs, associations, athletes, and media to showcase the initiative.
- **Media Coverage:**
Generate strong press and social media buzz around your city's commitment to sports accessibility and innovation.

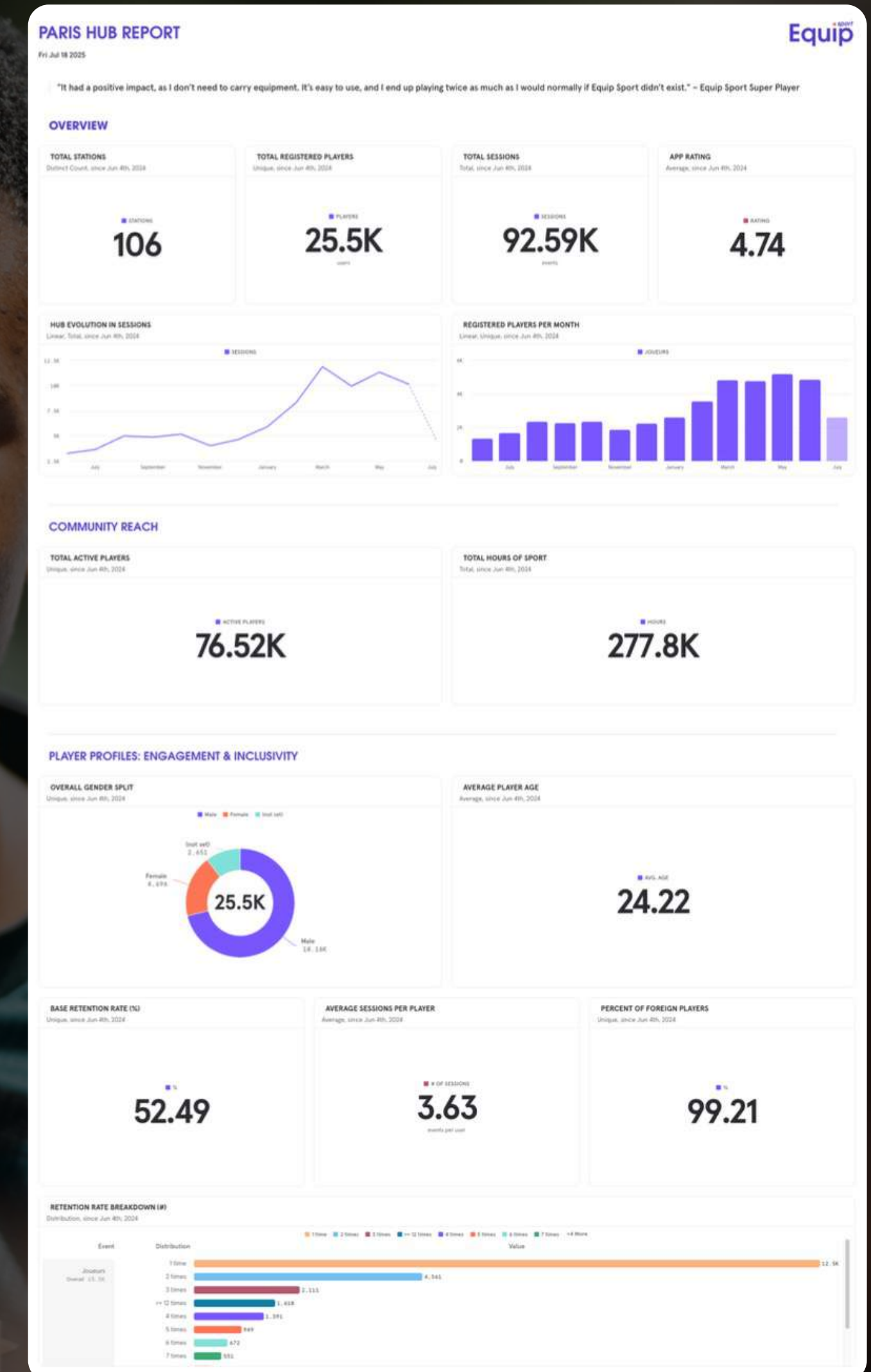




CONTINUOUS OPTIMIZATION AND DATA ACCESS

We adapt stations and sports based on real-time data and user feedback to maximize usage.

- Real-time data:**
 Receive monthly reports on station usage, popular sports, & demographic trends.
- Measure real impact:**
 Equip Sport provides quantifiable data on how the initiative is improving public health & social inclusion.
- User engagement surveys:**
 Get the opportunity to launch surveys directly to our user to better understand your community.



Equip ^{• sport}

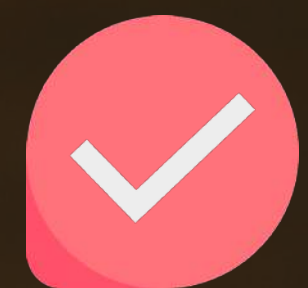
OUR EXCLUSIVE OFFER



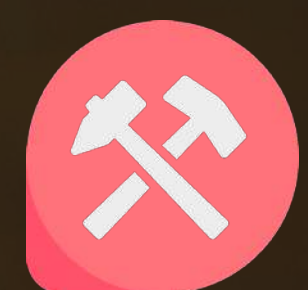
OUR OFFER: A COMPLETE TURNKEY SOLUTION



Strategic Mapping



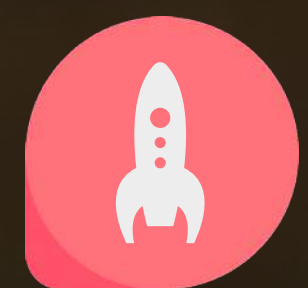
Fast & Easy Installation



Fully Serviced Solution



Activation & Engagement



Ongoing Optimization

~~6'880CAD*~~
Per year per station, with a minimum of 30 stations for high impact

*Pricing adjusted based on volume & multi-year commitment.

FULLY PRIVATELY FUNDED & FREE FOR USERS

Jumpstart Canadian Tire Charities as Equip Sport's national sponsor for rolling out in Canada

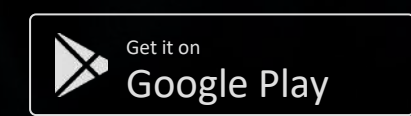
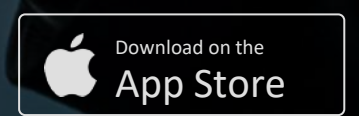
→ Surrey, Ottawa, Toronto, & hopefully your city to come!

**Jumpstart
Bon départ**



Equip ● sport

LET'S REVOLUTIONISE ACCESS TO SPORTS TOGETHER



City of Mississauga
Corporate Report



| | |
|---|--|
| <p>Date: April 16, 2026</p> <p>To: Chair and Members of General Committee</p> | <p>Originator's files: MG.23.REP</p> |
| <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p> | <p>Meeting date: May 6, 2026</p> |

Subject

Winchester Drive – Stop Up and Close a portion of Public Highway (Ward 3)

Recommendation

1. That a by-law be enacted, authorizing the closure of a portion of Winchester Drive west of Tomken Road, legally described as Part of Lot 9, Concession 2 North of Dundas Street, being Part 9 on Reference Plan 43R-37735 as outlined in the Corporate Report titled “Winchester Drive – Stop Up and Close a portion of Public Highway (Ward 3)” dated April 16, 2026, from the Commissioner of Planning and Building.
2. That City staff be authorized to register a copy of the Road Closure By-Law against title to the lands described within Schedule “A” of the By-Law in the appropriate Land Registry office.
3. That all necessary by-laws be enacted.

Background

On February 25, 2026, Part 9, 43R-37735 was inadvertently established as public highway through By-law 0027-2026. Notwithstanding the decision, this closure is being proposed as the portion of the highway is no longer required for municipal roadway purposes.

Council is granted the authority to pass by-laws over highways within its jurisdiction pursuant to Sections 27, 31, 34 and 53 of the Municipal Act, 2001, as amended (the Act). City staff members, through their normal duties, routinely identify roads and associated parcels of land that are incorrectly designated and require correction by by-law, which requires Council approval. These categories include:

1. Instances when land currently in use as a public highway should have been established as public highway to form part of the City's road network;
2. Instances when untraveled and unconstructed land that had been designated as a public highway should be closed as public highway and removed from the City's road network to correctly reflect the use of the land; and,
3. Instances when roads need to be named or renamed to reflect the current street signage.

Comments

This report is seeking approval from Council to facilitate the closure of a portion of City-owned lands consisting of an unopened road as illustrated in Appendix 1 and Appendix 2. This parcel of land, described as Part 9, 43R-37735, is not required to form part of the City's road network and was inadvertently established as public highway.

Financial Impact

There is no financial impact resulting from the recommendation of this report.


Conclusion

As the City lands form part of a roadway network system in the form of an unopened road and are not required for City municipal purposes, the City lands can be stopped-up and closed as a road. Planning and Building staff support the closure and recommends that it be approved by Council.

Attachments

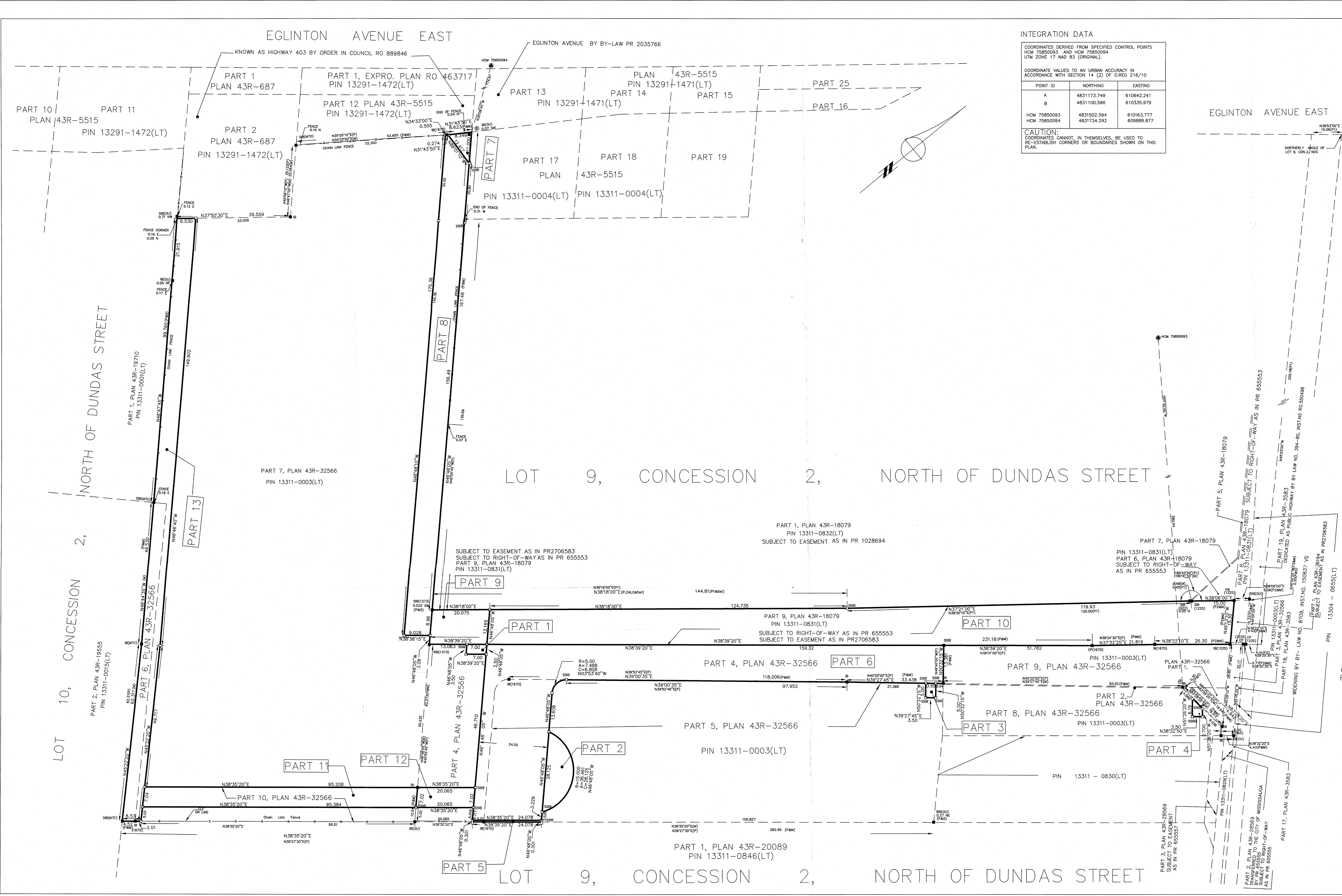
Appendix 1: Reference Plan

Appendix 2: Location Map



Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Natalie Fan, P.Eng., Traffic Planning Coordinator



INTEGRATION DATA

COORDINATES DERIVED FROM SPECIFIED CONTROL POINTS
 HCM 75850093 AND HCM 75850094
 UTM ZONE 17 NAD 83 (ORIGINAL)

COORDINATE VALUES TO AN URBAN ACCURACY IN ACCORDANCE WITH SECTION 14 (2) OF O. REG 216/10

| POINT ID | NORTHING | EASTING |
|--------------|-------------|------------|
| A | 4831173.749 | 610642.241 |
| B | 4831100.596 | 610335.979 |
| HCM 75850093 | 4831502.584 | 610163.777 |
| HCM 75850094 | 4831734.292 | 609889.877 |

CAUTION:
 COORDINATES CANNOT, IN THEMSELVES, BE USED TO RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.

Z-27

I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE LAND TITLES ACT **PLAN 43R-37736**
 RECEIVED AND DEPOSITED

DATE MAY 24, 2017 DATE SIGNED 12 2017

R.G. Pearson
 R.G. PEARSON, O.L.S.

Caroline Liburd
 REPRESENTATIVE FOR THE LAND REGISTRAR FOR THE LAND TITLES DIVISION OF PEEL (NO.43)

SCHEDULE

| PART | PART OF LOT/CONCESSION | PART OF PIN |
|------|------------------------|-----------------------|
| 1 | | |
| 2 | | |
| 3 | | |
| 4 | | |
| 5 | 9 | 2, NDS 13311-0003(LT) |
| 6 | | |
| 7 | | |
| 8 | | |
| 9 | | |
| 10 | | 13311-0831(LT) |
| 11 | | |
| 12 | | 13311-0003(LT) |
| 13 | | |

PARTS 9 AND 10 - SUBJECT TO RIGHT OF WAY AS IN PR655553
 PARTS 9 AND 10 - SUBJECT TO EASEMENT AS IN PR2706583
 PARTS 1,2,3,4,5,6,7,8,11,12 and 13 COMPRISE PART OF PIN 13311-0003(LT)

PLAN OF SURVEY OF
 PART LOT 9, CONCESSION 2
 NORTH OF DUNDAS STREET
 CITY OF MISSISSAUGA
 REGIONAL MUNICIPALITY OF PEEL
 (GEOGRAPHIC TOWNSHIP OF TORONTO, COUNTY OF PEEL)

SCALE 1:500

R.G. PEARSON, O.L.S. 2017

METRIC : DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

NOTE:
 BEARINGS SHOWN HEREON ARE GRID BEARINGS DERIVED FROM THE 6° UTM COORDINATE SYSTEM NAD 83, ZONE 17, CENTRAL MERIDIAN BY WEST LONGITUDE USING HORIZONTAL CONTROL MONUMENTS, HAVING THE FOLLOWING PUBLISHED VALUES
 HCM 75850093 4831502.584 610163.777
 HCM 75850094 4831734.292 609889.877

DISTANCES SHOWN HEREON ARE GROUND DISTANCES AND CAN BE CONVERTED TO GRID DISTANCES BY MULTIPLYING BY A COMBINED SCALE FACTOR OF 0.99975437

- LEGEND**
- ⊕ DENOTES SURVEY MONUMENT PLANTED
 - DENOTES SURVEY MONUMENT FOUND
 - ▣ DENOTES STANDARD IRON BAR
 - ▢ DENOTES SHORT STANDARD IRON BAR
 - ⊙ DENOTES IRON BAR
 - ⊚ DENOTES SET
 - ⊛ DENOTES MEASURED
 - ⊜ DENOTES ORIGIN UNKNOWN
 - ⊝ DENOTES PLAN 43R-32566
 - ⊞ DENOTES PLAN 43R-18079
 - ⊟ DENOTES PLAN 43R-30194
 - ⊠ DENOTES CONCRETE PIN
 - ⊡ DENOTES NORTH OF DUNDAS STREET
 - 922 DENOTES SCHAEFFER, BENNETT, EDZALDO LTD.
 - 1670 DENOTES PEARSON AND PEARSON SURVEYING LTD.
 - 1373 DENOTES D.J. NARGROVE O.L.S.
 - 1228 DENOTES D.S. SEARLES LTD. O.L.S.
 - MTO DENOTES MINISTRY OF TRANSPORTATION ONTARIO
 - PB DENOTES PLASTIC BAR

ALL FOUND MONUMENTS WERE BY R.G. PEARSON OLS(1670) UNLESS OTHERWISE NOTED.
 ALL PLANTED MONUMENTS ARE IB'S UNLESS OTHERWISE NOTED.

SURVEYOR'S CERTIFICATE
 I CERTIFY THAT
 1. THE SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT, THE LAND TITLES ACT AND THE REGULATIONS MADE UNDER THEM.
 2. THE SURVEY WAS COMPLETED ON THE 18th DAY OF MAY, 2017

MAY 24, 2017
 DATE

R.G. Pearson
 ROBERT G. PEARSON
 ONTARIO LAND SURVEYOR

PEARSON AND PEARSON SURVEYING LTD
 ONTARIO LAND SURVEYORS ASSOCIATES
 10933 JANE STREET, UNIT B, MAPLE ONTARIO L6A 1S4
 PHONE 416 907-7327 FAX 416 907-7328 CELL 416 845-2655

DRAWN BY BA CHECKED BY: RP PROJECT No: 0594 RP

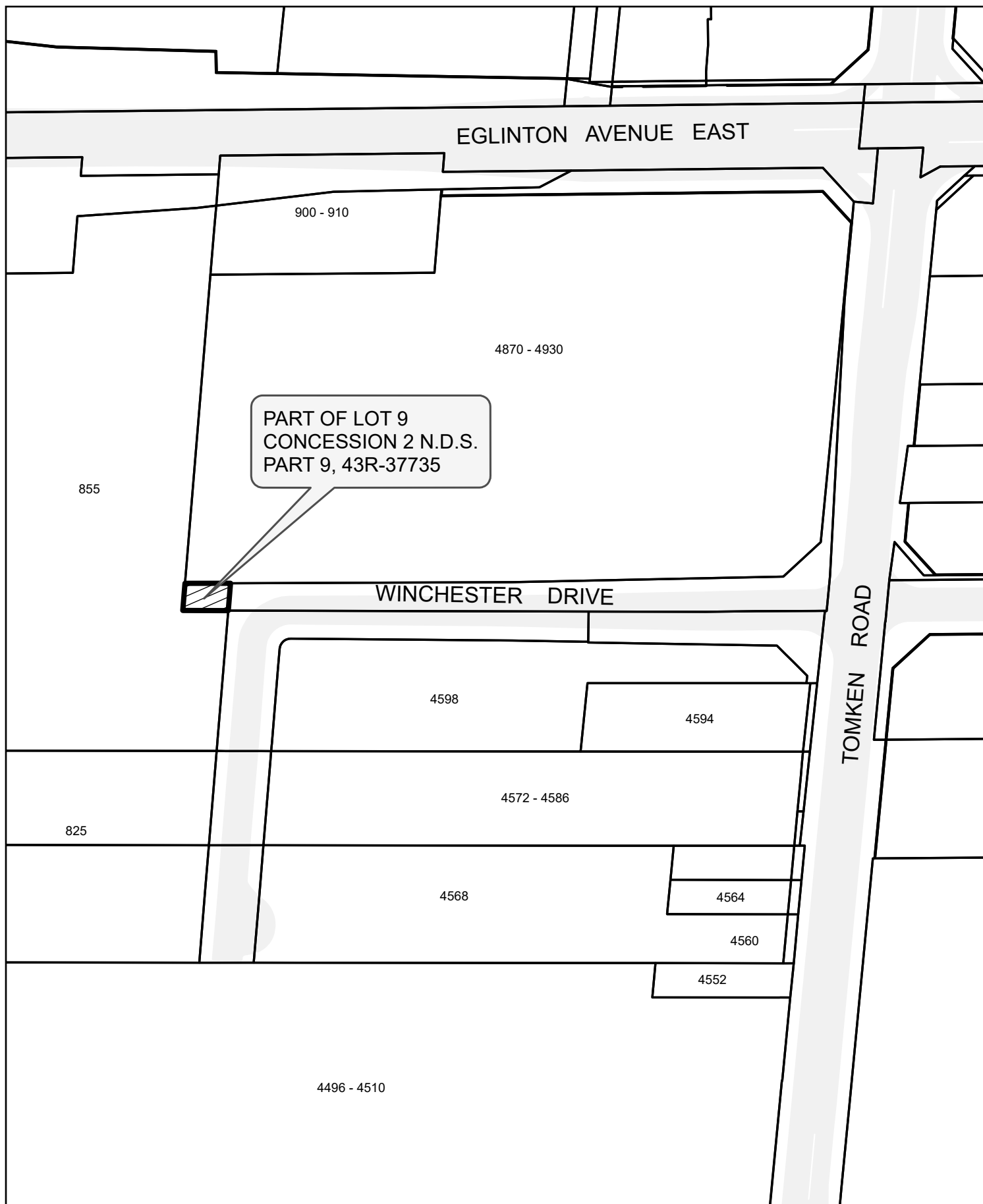
TOMKEN ROAD
 ROAD BY JUSTICES IN SESSION CONFIRMED MAY 9, 1883
 DEDICATED AS PUBLIC HIGHWAY BY BY LAW NO. 394-80, INST. NO. R0550496

WINCHESTER DRIVE

TO BE CLOSED

Appendix 2

Ward 3



REPORT 2 - 2026

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Stormwater Advisory Committee presents its second report for 2026 and recommends:

SWAC-0007-2026

That the deputation and associated presentation from Monica Vaswani, Warning Preparedness Meteorologist, Meteorological Service of Canada, Environment and Climate Change Canada regarding weather forecasting and alert processes, be received.

(SWAC-0007-2026)

SWAC-0008-2026

That the deputation and associated presentation from Nick Lorrain, Senior Manager, Flood Risk Management and Rita Lucero, Manager, Flood Emergency Management, Toronto and Region Conservation Authority regarding flood plain mapping, forecasting, mitigation, and messaging systems, be received.

(SWAC-0008-2026)

SWAC-0009-2026

The following items were approved under the Consent Agenda;

- 10.1 Stormwater Advisory Committee Action Items List
- 10.3 Stormwater Charge Information
- 11.1 A letter from Lou Reda, Resident entitled "Submission to the Mississauga Stormwater Advisory Committee"
- 11.2 A letter dated April 21, 2026 from Chris Fonseca, Councillor, Ward 3

(SWAC-0009-2026)

SWAC-0010-2026

That the Stormwater Advisory Committee Action Items List dated April 2026, be received.

(SWAC-0010-2026)

SWAC-0011-2026

That Paul Bunyard, Citizen Member and Mike Gaudet, Citizen Member be appointed to the Subcommittee of the Stormwater Advisory Committee for the term ending in November 2026, or until a successor is appointed.

(SWAC-0011-2026)

SWAC-0012-2026

That the memorandum from Elizabeth Dollimore, Manager, Stormwater Charge & Program, dated April 17, 2026, entitled "Stormwater charge information", be received.

(SWAC-0012-2026)

SWAC-0013-2026

That the memorandum from Anthony Di Giandomenico, Storm Drainage Engineer, Infrastructure Planning & Engineering Services, dated April 15, 2026, entitled "Transit Programs Partnership in the Dixie-Dundas Flood Mitigation Project", be received.

(SWAC-0013-2026)

SWAC-0014-2026

That the letter from Lou Reda, Resident entitled "Submission to the Mississauga Stormwater Advisory Committee", be received.

(SWAC-0014-2026)

SWAC-0015-2026

That the letter dated April 21, 2026 from Chris Fonseca, Councillor, Ward 3, be received.

(SWAC-0015-2026)