

City of Mississauga
Additional Agenda



Council

Date

June 8, 2016

Time

9:00 a.m.

Location

Council Chamber, 2nd Floor Civic Centre
300 City Centre Drive, Mississauga, ON L5B3C1

5. **ADDITIONAL PRESENTATION**

2015/2016 MiWay Student Ambassador Program

Mary-Lou Johnston, Acting Transit Director will present the 2015/2016 MiWay Student Ambassador Program to the winning teams.

REMOVAL OF PRESENTATIONS

5.2 Exceptional Accessible Customer Service Award

This presentation is being removed and moved to Council's June 22, 2016 meeting.

5.3 2016 Canadian Association of Municipal Administrators (CAMA) Environment Award - Stormwater Charge Program

This presentation is being removed and moved to Council's June 22, 2016 meeting.

9. **PRESENTATION OF COMMITTEE REPORTS**

9.3 Heritage Advisory Committee Report 8-2015.

Motion

Please note: This report was inadvertently omitted from being submitted to Council

12. CORRESPONDENCE**12.1. *Information Items***

12.1.3 A letter from Bev Bleakley, Wendy Davies, Julie Morris, Sue Shanly and Dr. Boyd Upper is requesting that City Council establish a procedure, similar to the following for determining the community benefit that arises from every development proposal that exceeds the height and density of the City's by-laws.

PDC-0042-2016/May 30, 2016

14. MOTIONS

14.1. To approve recommendations from the following Committee Reports:

(iii) Recommendations HAC-0058-2015 to HAC-0067-2015 inclusive contained in the Heritage Advisory Committee Report 8-2015 dated November 15, 2015.

14.2 To close to the public a portion of the Council meeting to be held on June 8, 2016, to deal with various matters. (See Item 18 Closed Session).

14.8 To urge the Provincial Government to recommend that provincial cap and trade program be leveraged to provide \$200 million for cycling infrastructure across Ontario for the next 4 years.

GC-0389-2016/May 18, 2016

15. INTRODUCTION AND CONSIDERATION OF BY-LAWS

15.22 A by-law of the Corporation of the City of Mississauga delegating authority respecting Small Claims Court matters, Tolling Agreements and Non-Disclosure Agreements.

GC-0417-2016/June 1, 2016

15.23 A by-law to repeal By-law No. 0086-2016, being a By-law to amend By-law No. 521-77, as currently registered against the property located at 41 Mill Street in the City of Mississauga to be deregistered at the proper land registry office (Ward 11).

Required for Housekeeping Purposes as the procedures required by the *Heritage Act* were omitted prior to the enactment of By-law 0086-2016

18. **CLOSED SESSION**

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

- 18.1 Advice that is subject to solicitor - client privilege re: **Proposed By-law Amendments for Transportation Network Companies and the Potential Legal Impacts.**

RECOMMENDED PROCEDURE FOR DEALING WITH SECTION 37 BENEFITS

Section 37 of the Ontario Planning Act allows for the calculation of a "community benefit" whenever a development proposal exceeds the existing by-laws in height or density.

We request that City Council establish a procedure, similar to the following, for determining the community benefit that arises from every development proposal that exceeds the height and density of the city's by-laws.

1. When a development proposal is received by the city that exceeds the height or density of the existing by-laws the residents living within a 1,000 meter radius of the site shall be notified and a public meeting, or public meetings, shall be convened by the Councillor for the area to discuss the proposal and to establish the desired community benefit(s).
2. An independent expert will be retained by the City to establish the increased value of the land and the development proposal. This expert will submit his report in writing to the City, the Councillor and to the interested community members setting out the factors employed in his assessment. The expert will be paid by the developer.
3. The value assigned to the community benefit will be between 20% and 40% of the increased value established by the independent expert. The final amount will be negotiated between the developer, City Staff, the Councillor, the community representatives and the local Residents' Associations.
4. The amount of the community benefit will be paid into a special community account held by the City and applied to securing the community benefit chosen by the Councillor, the local community and the local Residents' Associations.
5. The Councillor, the local community and the local Residents' Associations will compile a list of community benefits from which the final decision on each benefit will be chosen.

Rationale for this recommendation.

- 1) **It engages the community most affected by the proposed development.**
- 2) **It allows the local community to choose the "community benefit"**
- 3) **It is a public process that is transparent at every stage of its development.**

Whereas the Provincial Government implemented the *Ontario Climate Change Strategy* to reduce greenhouse gas emissions to 80% below 1990 levels by 2050, and build a prosperous low-carbon economy;

Whereas increasing cycling can play an important role in meeting our climate change goals;

Whereas Ontario's daily cycling mode share is currently 1%.

Whereas an Ontario wide poll shows that 4.5% of Ontario residents ride a bike at least monthly and that 54% of Ontario residents want to cycle more than they currently do.

Whereas of the 54% polled, 67% would be encouraged to cycle more if there were more and better cycling infrastructure available (Share the Road, 2014);

Whereas Mississauga Cycling Advisory Committee (MCAC) is very focused on cycling and climate change;

Whereas MCAC have implemented a very successful Community Ride Program which has increased cycling greatly throughout the City;

Whereas the City of Mississauga has a Living Green Master Plan and Cycling Master Plan of which MCAC feels cycling needs to be a major component;

Whereas there is a strong interest among municipalities in building and investing in cycling infrastructure, as demonstrated during the first funding round of the Ontario Municipal Cycling Infrastructure Program, which received 150 applications from municipalities;

Whereas Mississauga has made great progress closing gaps in our cycling infrastructure. Closing these gaps will increase the safety of our residents and encourage more cycling as a means of transportation;

Whereas an investment in cycling infrastructure will complement the investments in public transit being made at both the provincial and federal levels;

Whereas an investment in cycling infrastructure will improve and enhance the multi-use trail system;

Whereas cycling plays an important role in promoting public transit helping Ontarians make the journey to and from the nearest transit stations more convenient and accessible;

Whereas an investment in cycling would support and promote cycling for all trips under 5k including walking and cycling routes to schools;

Whereas a funding commitment will help to achieve the goals set out in *Ontario Climate Change Strategy* and also contribute to meeting objectives in the Province's CycleOn Strategy and Action Plan 1.0;

Whereas these funds would be in addition to and not impact any other funding provided by the Province for infrastructure;

Therefore be it resolved that Council moves to:

1. Urge the Provincial Government to recommend that the provincial cap and trade programs be leveraged to provide \$200 million for cycling infrastructure across Ontario over the next 4 years;
2. Urge Mayor Crombie to write a letter of support to the minister of the Environment and Climate Change;
3. Encourage other municipalities across Ontario through the Association of Municipalities of Ontario, to join with Mississauga in calling on the Province to act.

May 26, 2016