

# April 22, 2021 "15-Minute City" Forum

## Cooksville Questions

- 1. How are "daily needs" defined for the 15-minute city? The concept of the 15-minute city should be discussed with area residents.**

A 15-minute city is an approach to city planning with a focus on liveable communities where the basic needs of everyday life can be accessed within 15-minutes by foot. This approach emphasizes the features of a community that are needed to serve residents – including parks, groceries, jobs, medical clinics, pharmacies, schools, shops, restaurants, and more – and that these everyday needs can be safely and conveniently accessed without the use of a car.

The 15-minute city event kicks off the Downtown Fairview, Cooksville and Hospital Policy Review. Three policy directions were tested with the public at the event:

- Create a Mixed Use, Vibrant Community
- Plan for More Housing and People
- Achieve a Walkable, Connected Community

The policy directions will be considered in a future amendment to the official plan. Area residents and other stakeholders will have an opportunity to provide comments on proposed official plan policy changes. Please subscribe to project updates by entering your email address in the section on "Stay Informed" on the project web page. Once confirmed, public meeting will also be advertised in Mississauga News.

- 2. Heart Comonos is a neighbourhood engagement start up in Cooksville. Is there any research that alerts us to unintended negative consequences in the transition toward the 15 minute city?**

We encourage Heart Comonos to stay engaged with the project by subscribing for project updates – go to "Stayed Informed" to enter your email address.

- 3. Do we know where residents live/work/learn/play? Seems essential to tie to these maps. If they aren't moving locally we need to understand how much and why?**

Various datasets exist that include data on how people move in Mississauga. Data from these databases can be analyzed using smaller defined geographies, e.g. neighbourhood character area, census tract, traffic zone, and include the [2016 Census](#) and the 2016 Transportation Tomorrow Survey.

**4. We need a more accessible city that acknowledges and welcomes people with disabilities – to live, work, play or visit.**

Providing accessible and inclusive services, programs and facilities is an important part of what we do at the City. Find more information about the Accessibility Advisory Committee, plans and reports, design standards, accessible public transportation, inclusive recreation programs and library accessibility by clicking on the following link: [Accessibility at the City – City of Mississauga](#)

**5. Has there been thought about the Cooksville GO being a destination for people coming from elsewhere, as opposed to being a way for people to get to Toronto? What would it take to achieve that?**

Cooksville GO is identified as a Mobility Hub (see [Metrolinx Mobility Hub Guidelines metrolinxuat.com](#)). Mobility hubs serve an important function in the regional transportation system as the origin, destination, or transfer point for a significant portion of transit trips. Mobility hubs are planned as places with seamless connectivity between modes of transportation, whether walking, cycling or taking transit. They are places where a vibrant concentration and mix of uses enable residents to live, work, shop, eat and/or play without leaving their neighbourhood.

The Cooksville Go Station area will be identified as a Major Transit Station Area. The Region of Peel and the City of Mississauga are working together to introduce new official plan policies that support the development of a walkable, complete community in Downtown Cooksville.

**6. Pavement width in the recently developed Cooksville GO station has to be reviewed and evaluated specially the approach between the condos and GO station where resident of condo need to move between both locations.**

Metrolinx is making improvements at the Cooksville GO Station. More information is available here [Cooksville GO | Construction Projects | GO Transit](#)

The Hurontario LRT will establish a station at Hurontario and John Streets. You can follow that project to find out how the station and street are being designed to enhance the pedestrian environment

at <http://www.metrolinx.com/en/greaterregion/projects/hurontario-lrt.aspx>

**7. Will there be culture and spaces for arts that would be within 15-minutes? This is a great place to gather the community for festivals (and during the winter), and for food trucks and merchants to set up.**

Cooksville has been identified as a Cultural District by the City's Cultural Planning Division. One of the recommendations in the implementation plan is to work with the local BIA, businesses and organizations for cultural activities including temporary art displays, music, theatre and film events. Click on the link for more information on the [Cultural Districts](#) project and to provide feedback on the implementation plan.

**8. How much bike infrastructure will be built? In what timeframe? Will it include protected bike lanes?**

The Cycling Master Plan outlines planned improvements throughout the city and includes recommendations for the City's cycling network which includes 897 kilometers of infrastructure to be built over 27 years. For more information, please click on the following link: [Cycling Master Plan](#)

In Downtown Cooksville, the Cycling Master Plan proposes a cycling track along Hurontario and Dundas Streets and a bike lane along King Street. The cycle track along Hurontario is being delivered as part of the construction for the LRT with a target completion date of 2024.

**9. Cities that have achieved a 15-minute city have tremendous density. We would need to encourage much more density to get more people walking on the streets to actually activate the streets. A balance in density is key.**

As the area develops, it is important to have policies that ensure a balanced mix of residential and non-residential uses. City projections estimate that about 2000 people will come to Cooksville in the next 10 years. Additional jobs are also going to be attracted to Cooksville during that timeframe.

**10. A number of questions and comments were raised regarding development in the area (see response for questions and comments).**

- **Condominium projects – what are the timelines and the number of condo projects approved in Cooksville?**
- **Area east of the Cooksville GO Station – is there an opportunity through redevelopment for a kids play area?**
- **Development on Agnes Street – what is the status of that development, what will be developed - condos with ground floor retail?**
- **Townhouses at Dundas and Confederation - no ground floor retail on Dundas?**
- **Any plans to allow infill construction in Cooksville or Mississauga?**

Information on the number of development applications and their status (including those approved in the past 18 months) is available on the City's [P&B Development Applications](#) web page. For more details on the active applications, please go to the [active development applications](#) page.

The City recognizes the need for more parkland in the area so the Planning Policy Review project will make recommendations to support future parkland acquisitions through the development application process. The City will be consulting with the community in advance of any future park development on the types of facilities that

would best serve the community's needs such as a playground etc. Please visit [Find a park – City of Mississauga](#) for an on-line map showing all the park facilities that are currently available to you.

For the development at the northwest of Hurontario and Agnes Streets (45 Agnes Street), applications for Official Plan Amendment and Zoning By-law Amendment have been applied seeking to permit a 28 storey, 282 dwelling unit apartment with ground floor commercial uses. The official plan amendment and amending by-law was approved by Council was approved December 9, 2020 but appealed to OLT January 6, 2021.

The existing zoning in Cooksville allows for mixed use development with commercial uses at street level and residential or office uses above. The townhouses at the southeast corner of Dundas Street West and Confederation Parkway will incorporate retail at the street level for the units along Dundas Street West.

The City will evaluate infill development on a site-by-site basis. A development application was approved in 2016 for a new 6-storey rental apartment at 2475 Hurontario Street. In a more recent example, an infill housing project was approved for 10-storey rental apartment located at 150 Paisley Boulevard West.

**11. What can be done to limit City Councillors from going against the recommendations of City Planning staff?**

City Planning staff provide their professional opinion and prepare recommendations for consideration by Council. Council can choose to accept, modify or reject those recommendations. If Council goes against staff recommendations and the policies or applications are appealed to OLT (formerly the OMB), Council may have to hire external planners to provide planning evidence in support of Council's decision.

**12. What can the city do to see its policies turn into reality? For example, the market favours townhouses and ground-oriented projects, and larger units in condos/apartments are challenging to sell and costly for the industry to build.**

The City's official plan guides how the City will develop and grow. City Planning staff are currently updating the policies of the Downtown Fairview, Cooksville and Hospital Character Area to update the vision and provide more direction on the use of land, building heights and the design of buildings, among other considerations.

**13. Does the City want to just tear down existing buildings and build new? No preservation or restoration?**

The City's development application process allows individual property owners to develop lands and submit applications to the City for consideration. Most new development will likely occur along the Hurontario and Dundas Street corridors, and near the Cooksville GO Station. In these locations, it is expected that over time many existing buildings will be replaced with new and potentially taller buildings.

However, staff is proposing policies that will help create new spaces that could accommodate existing retail and office tenants.

Where buildings have cultural or historical significance, development proponents will be required to submit a heritage impact statement. Buildings that are designated under the Ontario Heritage Act are required to preserve their heritage attributes.

**14. How realistic is it to get many people living close to their job? There has not been an increase of office space or space along Dundas for retail/business.**

The existing zoning in Cooksville allows for mixed use development with commercial uses at street level and residential or office uses above. The townhouse development at the southeast corner of Dundas Street and Confederation Pkwy will incorporate retail at the street for the units along Dundas Street.

The City is also considering retail and office retention policies to ensure that the mix of businesses currently in Cooksville can continue to thrive.

**15. What measures is the City putting in place to prevent potential gentrification taking place with the Cooksville redevelopment & LRT?**

One of the concerns around gentrification is the displacement of long time residents due to potential increases in rents and property taxes. The City has been looking at maintaining and developing more [affordable housing](#). The [Housing Strategy](#) includes goals and actions that aims to provide housing affordable for all. In June 2018, City Council approved the [Rental Housing Protection By-law](#) in order to protect the City's rental housing supply.

Inclusionary zoning is another tool that enables municipalities to require affordable housing units. Provincial legislation allows municipalities to implement inclusionary zoning to secure a certain portion of residential units as affordable housing in new development or redevelopment; it is limited to areas within a Protected Major Transit Station Area. The City is working with the Region to set out this framework and is currently undertaking the municipal assessment.

**16. A lot of our health care services in Cooksville are concentrated in hospital zones or medical/lab buildings. Is there a vision to deconcentrate those services and improve access to these services?**

There will be an increasing demand for health care services to further support for our communities. One of the goals identified through the City's [Life Sciences Cluster Strategy](#) is to create a centralized life sciences hub/innovation district in key areas, including areas around the hospital site. Through the policy review, the City is considering ancillary mixed uses surrounding the hospital area that can support a health district.

**17. What are the City's policies relating to the transitions from high rise buildings to detached homes? There are many proposed developments that are high rise buildings but located right beside detached homes.**

The City's Official Plan requires appropriate transitions between high rise buildings and adjacent low rise dwellings in order to ensure adequate privacy, sunlight and sky views. As part of the review of individual development applications, development proponents are required to address how they are meeting minimum standards related to transitions between buildings of different height.

Through the Downtown Fairview, Cooksville and Hospital Policy Review, staff is considering additional policies and built form standards for these areas that will further outline minimum transition requirements.

**18. Is there a plan for dog parks in the Cooksville area?**

One of the recommendations in the City's [Parks and Forestry Future Directions Master Plan](#) is to continue to plan for the development of additional lease-free zones (dog parks). Six new locations in Mississauga are being considered including one in the Cooksville area. A lease-free zone is being planned for Camilla Park (located on the south side of Queensway East and the west side of Camilla Road) with the timing to be confirmed (Recommendation #38). Please note that all capital budget forecast items are prioritized and subject to Council Approval.

**19. Please advise when we will have essential services at the Sgt David Yakichuk Park? Specifically bathrooms and water Taps to help taking care of our kids?**

The City and Peel District School Board are undertaking a Feasibility Study that includes the redevelopment of Sgt. David Yakichuk Park. One of the recommendations from [Vision Cooksville](#) identifies the need to provide more community and recreation spaces. The City will be consulting with the community in advance of any park redevelopments on the types of facilities that would best serve the community's needs, including amenities like washrooms. The most current washroom locations are available here: [Restrooms 21FEB22 covid19.pdf \(mississauga.ca\)](#)

**20. We are missing a lot of kids playgrounds and splash pads in the area of Kirwin Ave / Little John Ln / John St. Is there any plans on improving this area?**

The City realizes the need for more parks in the area and is looking at opportunities to acquire new parkland to help address the parkland deficit. Our ability to acquire new parkland in the area will be supported through future development applications and City official plan amendments such as the Downtown Fairview, Cooksville and Hospital Policy Review.

Community Services will be consulting with the community in advance of any future park developments on the types of facilities that would best serve the community's needs

such as a spray pad and playground. Please visit [Find a park – City of Mississauga](#) for an on-line map showing all the park facilities that are currently available.

**21. The Downtown Cooksville core should be integrated with a new Central Park and integrated with the City Official Plan when amended. A plaza concept could be integrated with the new Central Park.**

The City is actively seeking to acquire 31 properties (10 hectares of land) for a new park in Cooksville. To date, 16 properties (4.76 hectares) have been acquired through the Cooksville Parkland Long Term Acquisition project. The City will be consulting with the community in advance of any future park developments on the type of park and park facilities that would best serve the community, including features like a plaza.

**22. Is the City also considering lowering the amount of parking required for developments?**

The City is currently looking at our parking standards and will be bringing recommendations forward to Council later this year. Stay informed at: [Parking Regulations Study | City of Mississauga](#)

**23. Is the vision for street retail limited to Hurontario and Dundas? Will we see more retail on King, Cook, Agnes, John, Shepard, Hillcrest etc?**

The primary retail streets are Hurontario and Dundas. Other streets such as King, Cook, John will be permitted to have retail particularly near Hurontario or Dundas Streets on lands that allow for mixed use.

**24. Cooksville has multiple grocery, hardware and other stores that provide the necessities of life, all within walking distance. It would hurt the area to ever see those displaced for any reason. How can the City provide support to businesses?**

The City is looking at a number of ways to support businesses and the pandemic has heightened the challenge. A [temporary patio program](#) is available to restaurants and bars to expand outdoor seating and dining areas. City resources such as MBEC, the Mississauga Enterprise Business Centre, and the Economic Development Office are available at [www.thefutureisunlimited.ca](http://www.thefutureisunlimited.ca)

The local board of management established through the Cooksville BIA has a key role in promoting the area as a vibrant business and shopping area. It will be important for the City to support BIA initiatives, which will help make the area more lively and active.

The City is also looking at introducing retail retention policies going forward to ensure that the mix of businesses currently in Cooksville can continue to thrive.

**25. Cook Street extension is proposed through the TL Kennedy Secondary School. What are the plans, where will the school be relocated and what is the timeline?**

Community Services staff at the City and the Peel District School Board are currently undertaking a Feasibility Study and considering the development of community uses and a new school on the TL Kennedy site.

**26. Cooksville lacks pedestrian-friendly main arteries. Are there ways to improve the public realm, especially sidewalks and the interface between walking spaces and parking spaces in Cooksville?**

Both Hurontario Street and Dundas Street will see streetscape improvements through the building of the LRT on Hurontario and a future BRT on Dundas Street. Construction of these transit improvements will look at streetscape design including sidewalk widths, street and pedestrian lighting and space to accommodate street trees, benches and bike rings.

New developments will be discouraged from locating parking lots and structures adjacent to major streets. The City's review of development applications will assess the appropriate landscape treatment including trees and lighting.

The main building entrance should be located and designed to be prominent, face the public realm and be visible and directly accessible from the public sidewalk to support a safe and accessible pedestrian environment.

**27. Are there discussions happening in the city on how to shift to electrical vehicles and potentially self-driving vehicles will affect overall road infrastructure plans?**

The City has completed a [Transportation Master Plan](#) which includes consideration for electric and autonomous vehicles. The City is participating in a hydrogen fuel-cell electric bus pilot project to help advance our commitment to a zero-emission bus fleet in support of the [Climate Change Action Plan](#). An assessment of autonomous vehicles, including required infrastructure changes, costs and benefits will be evaluated in the future.

**28. How much bike infrastructure will be built? In what timeframe? Will it include protected bike lanes?**

The Cycling Master Plan outlines planned improvements throughout the city and includes recommendations for the City's cycling network which includes 897 kilometers of infrastructure to be built over 27 years.

For more information, please click on the following link: [Cycling Master Plan](#)

In Downtown Cooksville, the Cycling Master Plan proposes a cycling track (where a bicycle lane is physically separated from the road by a curb and reserved for bicycle only) along Hurontario and Dundas and a bicycle lane along King Street.



**29. Has there been plans made to create and expand the grid of streets in the community, especially around apartment complexes that have large parking lots that could be developed in the future?**

Additional public roads and pedestrian connections are being considered and would be added through our policy review. Through development applications, applicants are required to provide a circulation plan and consider where new roads and pedestrian connections may be provided.

**30. Has there been consideration to narrow streets in addition to shifting priority to other modes?**

The City has prepared a number of studies looking at these issues. [Changing Lanes](#) is a study currently underway that will establish complete street guidelines, a street classification system and updated engineering design standards. The complete streets guidelines will consider multi-modal approaches to street design and guidance for installing cycling facilities, new sidewalks, new dedicated public transit lanes and implementing traffic calming measures.

**31. How does the 15 Minute City concept fit in with the Vision Cooksville work from a few years ago?**

[Vision Cooksville](#) identified a number of ideas raised at the 15-Minute City Forum including a vibrant public realm, walkable streets, connected parks and open spaces, more community and recreational spaces and supporting small independent retail businesses. This Policy Review will build on some of the ideas raised through Vision Cooksville.

**32. Are there any plans to relax zoning so we can have mixed residential and business? Would the City rezone existing single family dwellings into multi-family dwellings and/or increasing height restrictions?**

The area currently has a mixed residential and commercial zoning along the Hurontario and Dundas Street corridors. Through this policy review, staff are proposing to maintain a mix of housing forms and commercial use permissions. For more information on the zones and regulations in Cooksville, please go to [Zoning By-law – City of Mississauga](#).

**33. Is there consideration for a public washroom facility at Hurontario and Dundas?**

The City recognizes the need for washrooms in public spaces and they are in fact one of the most requested amenities. Washroom facilities are costly assets that are carefully planned for using established criteria in the City's Park Washroom Study. Some of the key criteria we consider are existing park amenities and their usage. Most permanent washrooms are located at well-used sports parks, permitted picnic areas or destination parks – where there is high visitation over a prolonged period of time. Using the established criteria, Cooksville Four Corners is not eligible for a washroom, however, the City will consider washrooms in advance of other area park redevelopments and will

consult with the public on the types of facilities that would best serve the community's needs. The most current restroom locations are available here: [Restrooms\\_21FEB22\\_covid19.pdf \(mississauga.ca\)](#)

**34. What is the percentage of permeable pavement and parks vs impermeable pavement and buildings?**

Stormwater best management practices may include low impact development techniques such as permeable paving, green roofs, rainwater harvesting, etc. Through development applications, the City is reviewing the applicant's sustainable design elements, including permeable paving and applicants are to follow the [Green Development Standards](#) as they relate to storm water management measures.

[City planning data](#) provides information on planning related data including development, land use and the environment. The [2020 Existing Land Use Dashboard](#) gives a breakdown of the land area by types of uses but not specific to the percentage of permeable paving.