

February 16, 2022 Community Meeting Questions

- 1. Cycling can make parts of the neighbourhood even closer, and encourages visitors from beyond the 15-minute walking boundary. Will language will be included in the policies about cycling connections?**

The draft official plan amendment proposes a policy that will require new roads be designed as complete streets. Complete streets are planned to balance the needs of all users, including pedestrians, cyclists, transit-users and auto users. The [Changing Lanes](#) study is looking at ways to ensure our streets are more convenient for all users. The City is working to develop a network of safe cycling infrastructure to build a connected, convenient and comfortable cycling network and has prepared a [Cycling Master Plan](#) to improve cycling infrastructure.

- 2. Will the City be looking at a bike share type program like Toronto's?**

The [Cycling Master Plan](#) and the [Transportation Master Plan](#) provide a number of recommendations and actions. One recommendation is that the City examine the feasibility of a bike share system in Mississauga. For questions regarding the bike share program, please send an email to cycling@mississauga.ca.

- 3. There are a few rezoning applications along the corridor that are proposing significant heights which are currently under review. What type of community benefits are being proposed in Wards 4 and 7?**

For questions related to [development applications](#), please contact the City's Development Planner.

The City is currently undertaking a Community Benefits Charge Review (CBC) to develop a draft CBC Strategy and By-law for Council's consideration and approval in spring 2022. Click here to learn more: [Community Benefit Charge By-law review](#).

- 4. I am in favour of live-work places, but there is very little office space in Cooksville. Cooksville has a new GO station and it seems to be a good destination for workers, but there is nowhere to work once you arrive there.**

The proposed draft policies require that developments retain the existing amount of office space. It also aims to provide an increased number of jobs in the three downtown areas. Through redevelopment, the City will be requiring three floors of non-residential uses be provided at key locations - at the lands around the Cooksville GO Station and Mississauga Hospital, and at the intersection of Hurontario and Dundas Streets.

The City will also be considering the expansion of the Community Improvement Plan for office related uses along Hurontario Street in the three downtown areas. More information is provided in the Information Report – Downtown Office Community Improvement Plan Update which is available [here](#).

5. How will you attract new business owners to the area? Where would they establish their businesses?

The draft policies aims to provide more non-residential floor space so that more businesses can operate in these areas. It proposes that new developments provide at grade uses such as retail and commercial uses along streets such as Hurontario and Dundas. At key locations, additional non-residential floor space will be required (please see the question above regarding office space). The draft policies alone will not attract new business owners to the area.

In 2020, City Council enacted a by-law and approved the designation of the Cooksville Business Improvement Area (BIA) to support business growth and attract business investment to the area. The Mississauga Economic Development Office has a number of resources that support small businesses that are existing or just starting up. Click here to learn more: www.thefutureisunlimited.ca

6. Will building heights impact the use of our communal spaces (Cooksville GO station or parks as examples)?

Mississauga Official Plan contains policies that tall buildings will minimize physical and visual negative impact relating to the sun, shadow and wind, on adjacent open spaces, public realm, and community infrastructure (to name a few). Development applications will need to demonstrate the impact of height and overshadowing on park uses.

7. Why is increased height recommended at the southeast corner of Fairview Road and Hurontario Street?

The lands located on the southeast corner of Fairview and Hurontario are recommended to have a 25-storey building height limit to allow for increased densities to achieve a built form and a mix of uses that is transit-supportive.

8. Since the building height range is replacing Floor Space Index (FSI) ranges, how will maximum density be determined?

The [Region's Major Transit Station Study](#) will delineate the boundaries of Major Transit Station Areas (MTSAs) and establish policies that support complete communities for mixed use growth within MTSAs. Minimum densities of 300 people and jobs per hectare are proposed by the Region. Maximum densities are not proposed at this time.

Although the City intends to remove FSIs from official plan policies where appropriate, the Mississauga Zoning By-law will continue to regulate how buildings and structures are used. The zone regulation for residential apartments, for example, specifies the minimum and maximum FSIs

9. Has the impact of heights on wild life been considered?

Mississauga Official Plan includes policies on protecting the natural environment. The Cooksville Creek is part of the Natural Heritage System which also includes significant

natural areas. There are also policies that will require an Environmental Impact Study for example, for development on lands adjacent to a significant natural area, demonstrating no negative impact to the natural heritage features or ecological function.

10. What type of housing is proposed in these areas?

Development proposals will be reviewed by the City through the development application review process. The draft policies does not restrict development by type of tenure (rental or condo) and allows for low to taller buildings. Lands designated Residential High Density will also permit townhouses accessory to apartment dwellings in the Mississauga Official Plan.

The City is undertaking an [Inclusionary Zoning for Affordable Housing Study](#) that will require a portion of new housing units be provided at affordable rates in Protected Major Transit Station Areas. More information is available on the website on the draft inclusionary zoning official plan policies and by-law.

11. How can the infrastructure sustain the development?

The City is planning for growth and development that optimizes infrastructure along rapid transit corridors and supports intensification and complete communities.

The City may identify and protect for lands that may be necessary for future enhancement or expansion of transit infrastructure.

12. What is being proposed at the Mississauga Hospital site? Have the official plan policies taken into account the expansion of the hospital?

The expansion of Mississauga Hospital will include a 22 storey hospital tower with over 950 beds. Trillium Health Partners has requested City Council endorse an Enhanced Minister's Zoning Order (EMZO) to rezone the Camilla Care Community (long term care) from residential to institutional to construct the patient tower. Once the EMZO is issued by the Province, the City's official plan policies will be updated to reflect the land use change.

13. Will there be opportunities to discuss the concerns with City staff on the letters that were submitted at the January 24th Planning and Development Committee meeting?

Yes, staff will be contacting those that have submitted letters to the Planning and Development Committee.

14. Walkability is key to 15-minute cities and less reliance on the car. Will the City consider lowering parking ratios in new developments?

The City is reviewing and updating off-street parking regulations in the City's Zoning By-law. For more information, please visit the following web page: [Parking Regulations Study](#).

15. Have there been consideration on how physical space impacts the ability to communicate?

Open spaces and enhancing the public realm to accommodate outdoor patios and street furniture such as benches can foster spaces where people can meet or gather. Creating a sense of place and a main street character with animated storefronts can provide opportunities for people to visit and connect with one another.

16. It is impossible to navigate the city using a mobility device without running into obstacles. Is there a policy on sidewalks into shopping centres or strip malls?

Mississauga Official Plan contains policies that site design and development should promote universal accessibility and contribute to safe and comfortable environments for pedestrians, including universal accessibility. Development proponents will be required to provide pedestrian circulation and connections that are accessible, comfortable and safe. The City will review development proposals in accordance with the Accessibility for Ontarians with Disabilities Act (AODA) and the Ontario Building Code.

17. With more people planned in these areas, will there be more public washrooms, amenities and benches in public 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.

Construction of transit improvements (LRT, BRT) will look at streetscape design including sidewalk widths, street and pedestrian lighting and space to accommodate street trees, benches and bike rings.

18. Does the City have community centre designations?

In the Mississauga Official Plan, community infrastructures also include community facilities. The official plan does not have a stand-alone designation for community centres; however, it is permitted as policy in all land use designations except Greenlands and Parkway Belt West.

19. There are not many alternative routes for residents that commute east-west and north-south. Will the City be addressing gridlock for drivers that need to use their vehicles?

The City is looking at more transportation options to decrease the pressure on our existing streets to accommodate future growth. In addition to the LRT along Hurontario Street, rapid transit is being planned along Dundas Street. Master plans completed for the Hurontario/Main Street corridor and the Dundas corridor provide recommendations for improved connections for pedestrians, cyclists and transit users.

The City is developing a city-wide plan to establish a long-term multi-modal network. The study will determine priorities for road and transit infrastructure investment and identify constraints and potential solutions. For more information, please click [here](#).

20. How do you balance walkable and pedestrian safety on 'A' Streets?

The Built Form Standards will require buildings to have the necessary setbacks to accommodate pedestrians and create a safe and comfortable environment to walk. For more information on the setbacks for 'A' Streets, please see Standard 2.2.1: Ground Floor Setbacks and Section 3.2.1: General Standards for 'A' Streets in the Built Form Standards.

21. For the area on the south east corner of Fairview Road and Hurontario Street was there any consideration for adequate transition to existing residential properties, and more specifically at Burdock Place?

When a new building abuts an established neighbourhood, the City applies transition requirements in areas such as Burdock Place. Through the Development Application Review process, Sun-Shadow and Wind studies will be required to further assess the proposals and ensure they are compatible with their immediate context. The use of an Angular Plane will also be required as per Section 3.5: Transition from Established Neighbourhoods in the Built Form Standards.

22. How do we ensure architectural quality and that buildings are built using high-quality materials such as brick, especially given Cooksville's long history in the brick sector?

Material selection is reviewed during the Site Plan Approval stage where staff work with developers to ensure they select high-quality materials, including brick products. Section 2.2.2: Choice of Materials in the Built Form Standards refers to various types of building materials, including brick.

23. Some municipalities are allowing sustainable measures within development to be considered community benefit. Will sustainable practices be encouraged here and incentivized?

The City has *Green Development Standards* that developers need to reference when preparing a Site Plan application. The current *Green Development Standards* are available on-line [here](#). Revisions to these standards are currently being prepared and the City is exploring ways to create incentives. More information will be shared with the public as the project advances.

24. What measures does the city take to prevent or reduce inconveniences such as noise?

The City requires a Noise Study to assess the compatibility of a proposed development and determine whether the acoustical limits are suitable for the intended land use. The

City's terms of reference for a Noise Study can be found [here](#). A Noise Study would be requested through the development application process, such as through Official Plan or Zoning By-law Amendment applications. The City also requires a Development Agreement to ensure that the noise requirements are met by the developer.