

Response to Comments - Summary

Comment No.	Respondent	Topic or Character Area	Issue/Comment	Staff Comment	Recommendation for OPAs ¹
1	Andrew Gassman, Resident, President of Cooksville Munden Homeowners Organization at Planning and Development Committee (PDC) on January 24, 2022	General comment	(1) Supportive of the study, community engagement, heights and built form; noted that this was a good proposal.	(1) No further comment.	(1) No action required.
2	Glen Schnarr & Associates (GSAI), letters dated January 21, 2022 and May 5, 2022, at PDC on January 24, 2022 on behalf of Augend Investments Ltd., owner of lands at 189 Dundas Street West <i>Staff have offered to meet with the consultant to discuss their concerns.</i>	Cooksville Neighbourhood Character Area	(1) Request that the boundaries of the Cooksville node be reviewed to include client's lands; the lands should be reflected in the new Official Plan City Structure. (2) Supportive of the concept of a 15-minute City centred at the historic "Four Corners" of Hurontario/Dundas. (3) Client's lands are within 800 m of three forms of transit and have the locational attributes that contribute to the creation of a 15-minute city. (4) Dundas Connects Master Plan (DCMP) identified client's lands to be appropriate for possible	(1) Staff have reviewed the request and do not find it appropriate to include the subject lands within the Downtown Cooksville Character Area. The lands have been comprehensively assessed by the Region of Peel (Region). The Region has delineated boundaries of Major Transit Stations (MTSAs) and included the subject lands in a MTSA now known as the "Confederation Parkway MTSA" in the new Region of Peel Official Plan (RPOP, adopted April 2022). (2) No further comments.	(1) to (5) No action required.

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			<p>future inclusion of the Downtown Cooksville area.</p> <p>(5) Concerned that the Downtown Fairview, Cooksville and Hospital Official Plan Amendment (OPA) will restrict intensification and development of this site.</p>	<p>(3) The Region has developed a strategy and policies that guide how growth is accommodated within Major Transit Station Areas (MTSAs).</p> <p>(4) Focus Area boundaries in the DCMP represent generalized areas for the purposes of making recommendations and do not represent Character Area boundaries. The property at 189 Dundas Street West was analyzed in the DCMP as part of the Cooksville Focus Area.</p> <p>The DCMP did not recommend expanding the Downtown Cooksville boundary to include the subject property.</p> <p>(5) The subject lands are not part of the Downtown Fairview, Cooksville and Hospital Policy review and therefore are out of the scope. However, they are being studied through the Dundas Corridor Policy Implementation OPA.</p> <p>The subject lands are located within the Confederation Parkway MTSA (RPOP) which is an area identified to accommodate intensification and achieve higher densities</p>	

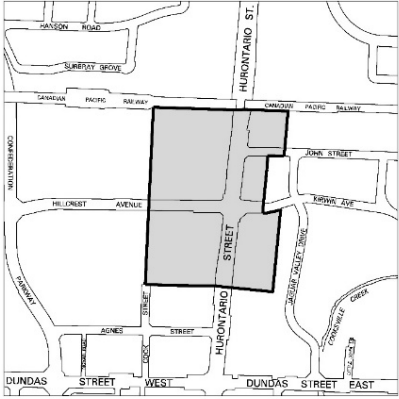
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				<p>and compact mixed-use, transit-supportive development.</p> <p>The draft OPA does not propose to amend the Cooksville Neighbourhood Character Area policies and does not propose restrictions on intensification or development of the lands at 189 Dundas Street West.</p>	
3	<p>Shawn Kerr, Trillium Health Partners (THP) at PDC on January 24, 2022</p> <p><i>Staff met with THP and Dialog on February 11, 2022 to discuss their concerns</i></p>	Downtown Hospital	(1) Noted support for the plan and advised that THP would work with staff and provide feedback.	<p>(1) Staff has met with Dialog and THP to discuss the concerns raised in the letter submitted by Dialog, on behalf of THP (see Comment 10).</p> <p>Staff proposes modifications to the draft OPA to reflect the uses in the Zoning Order issued by the Province on April 1, 2022.</p>	(1) See Comment 10
4	<p>Trolleybus Urban Development, letter dated January 19, 2022, owner of 3161 Hurontario Street</p> <p><i>Staff met with Trolleybus Development on March 22, 2022 to discuss their concerns</i></p>	Downtown Cooksville	<p>(1) Concerned that the 25-storey height does not promote minimum transit-supportive densities and heights within the Cooksville MTSA.</p> <p>The site is located across from the Cooksville GO Station and LRT Station and within a short walk to the Dundas/Hurontario BRT Station.</p>	(1) to (3) The RPOP provides policies on Major Transit Station Areas and directs local municipalities to address: land uses that support complete communities; minimum densities; minimum and maximum heights where appropriate; and improved multi-modal access and connectivity, among other matters.	<p>(1) to (3) That the following new policy be added:</p> <p>12.4.5.2 On lands designated Residential High Density and Mixed Use and located outside of Special Site 1 in Downtown Cooksville, the maximum permitted building height as shown on Schedule 11-L may be exceeded by up to three storeys without an amendment to this Plan,</p>

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			<p>(2) A number of sites along Hurontario and within Downtown Fairview exceed the 25-storey height limit approved through Council or the Ontario Land Tribunal. A height of 25-storeys is outdated in the Official Plan and will create a burden for staff and Council to defend.</p> <p>(3) Properties along Hurontario north of Hillcrest and south of the Canadian Pacific Railway should be reconsidered as the height peak of the Cooksville GO MTSA with height limits between 35-40 storeys.</p>	<p>The City’s MTSA Study will be introducing official plan policies on minimum densities and minimum and maximum heights, among other matters, that conform with the RPOP.</p> <p>Information on the City-Wide MTSA Study is available at: https://yoursay.mississauga.ca/major-transit-station-areas</p> <p>In Downtown Cooksville, the greatest amount of growth for population and employment is planned near the Cooksville GO Station. It is recommended that the City-wide MTSA OPA - Building Heights Schedule (Schedule L) be updated to reflect a maximum of 30 storeys for the lands identified as Special Site 2 in this OPA.</p> <p>Furthermore, incentives to provide more non-residential uses can be considered by allowing additional heights of up to 3 storeys where new developments provide non-residential uses, among other requirements.</p> <p>Staff are of the opinion that the proposed building heights will meet the required minimum densities of 300 residents and</p>	<p>subject to meeting the building transition policies of this Plan, where a development provides additional non-residential uses, including community infrastructure. One additional storey in building height may be permitted for every 900 square metres of non-residential gross floor area (GFA) provided above the first storey. This does not include amenity space, above grade parking or ground floor non-residential uses, where required by the policies of this Plan.</p> <p>Note: For the City-wide MTSA OPA, it is recommended that the height map show a maximum of 30 storeys on the subject lands identified as a new Special Site (Site 2) in the draft OPA.</p>

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				jobs per hectare and the minimum FSI of 1.4 for transit-supportive development in the proposed Dundas MTSA.	
5	GSAI, letter dated January 21, 2022 on behalf of Morguard Corporation, owner of lands at 1477 & 1547 Mississauga Valley Boulevard	Downtown Fairview	<p>(1) Require clarification on Map 12.3, FSI density ranges. Will FSI be replaced with updated FSI density ranges?</p> <p>(2) Concerned that the Built Form Standards (BFS) are very prescriptive on matters related to setbacks, podium setbacks and floor plate sizes. Greater flexibility should be provided to avoid replicating slab massed buildings.</p>	<p>(1) Proposed modifications to Map 12-3 include the deletion of the FSI ranges. A policy on minimum FSIs is being proposed through the City-wide MTSA OPA.</p> <p>(2) The proposed Built Form Standards (BFS) is not intended to restrict the density or development potential of new developments. The provisions in the BFS for angular planes and setbacks will allow for the redistribution of density on a site while achieving a more desirable urban form. The BFS is a document that sets out the expectations for a high quality built form. It is intended to guide development while recognizing that each site may have unique circumstances and need to be treated differently.</p>	(1) and (2) No action required.
6	Stikeman Elliott LLP, letter dated January 21, 2022 counsel to owner of lands at 3420 & 3442 Hurontario Street	Downtown Fairview	(1) Client's Official Plan and Zoning by-law Amendments (File: OZ 20/022) are proceeding before the Ontario Land Tribunal (Case No. OLT 21-001693). Stikeman Elliott is writing to comment on the draft OPA and proposed BFS.	<p>(1) Acknowledged.</p> <p>(2) The RPOP provides policies on major transit station areas and directs local municipalities to address: land uses that support complete communities; minimum densities; minimum and maximum heights where</p>	<p>(1) and (2) No action required.</p> <p>(3) See Comment 4, recommendation for Issues 1-3 on allowing additional heights of up to 3 storeys where new developments provide non-residential uses, among other requirements.</p>

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			<p>(2) Concerned that several policies and guidelines will prevent certain lands, including the subject lands, from being developed in an optimal manner in line with the Provincial policy direction.</p> <p>(3) Concerned that the maximum height of 25 storeys for the subject lands represents an underutilization of the site. Other lands in the surrounding area were approved with greater heights, ranging from 35 to 50 storeys.</p> <p>(4) Require clarification on the removal of FSI ranges and if they will be eliminated or replaced with existing FSI ranges/figure that better reflects the density planned for the Hurontario corridor?</p> <p>(5) Concerned that the BFS is prescriptive, not a Planning Act instrument and not subject to an independent review by the OLT.</p>	<p>appropriate; and improved multi-modal access and connectivity, among other matters.</p> <p>The City-wide MTSA Study will be introducing official plan policies on minimum densities and minimum and maximum heights, among other matters, that conform with the RPOP.</p> <p>Information on the City-Wide MTSA Study is available at: https://yoursay.mississauga.ca/major-transit-station-areas</p> <p>(3) Heights approved for other applications in the surrounding area reflect previous development decisions at the time. The Downtown Fairview, Cooksville and Hospital Policy Review establishes a new vision and policy framework that takes into consideration how growth is planned and managed in protected Major Transit Station Areas, which conforms with and is consistent with provincial and regional directives.</p> <p>Also see Comment 4, response to Issues 1-3 on allowing additional heights of up to 3 storeys where new</p>	<p>(4) to (5) No action required.</p>

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				<p>developments provide non-residential uses, among other requirements.</p> <p>(4) See Comment 5, response to Issue (1).</p> <p>(5) See Comment 5, response to Issue (2).</p>	
7	<p>GSAI, letters dated January 21, 2022, and May 9, 2022 on behalf of 33HC TAS LP, 33HC Corp, 3168HS LP and 3168HS Corp.</p> <p><i>Staff met with GSAI and TAS on March 16, 2022 and additional meetings with TAS as requested to discuss their concerns</i></p>	Downtown Cooksville	<p>(1) Future parkland should be determined through the development application review process. Parkland provision will impact the ability to achieve minimum density requirements established in Provincial and Regional policies (letter dated January 21, 2022).</p> <p>Request that the provision of open space in lieu of parkland be supported (letter dated May 9, 2022).</p> <p>(2) Building heights of 3 to 25 storeys should be modified (letter dated January 21, 2022). Lands to the north in Downtown Fairview have less transit connectivity than the subject lands and include permitted heights of up to 50 storeys.</p> <p>Building height range should be modified to permit heights of up to 46 storeys (letter dated May 9, 2022). Site is adjacent to the</p>	<p>(1) Parkland requirements will be determined through the development application review process. Parkland can help create more liveable and healthier communities. Opportunities to expand the parkland system will help foster social interaction and a sense of place.</p> <p>(2) See Comment 6, response to Issue 3 and Comment 4, response to Issues 1-3.</p> <p>(3) After further consideration, staff proposes that this should be a general policy direction. References to the specific building height variations of “3 to 5” storeys in the policy (formerly draft policy 12.4.6.1.2) will be deleted.</p> <p>(4) The proposed BFS allows up to 25% of the building frontage to be further setback to</p>	<p>(1) and (2) No action required.</p> <p>(3) That draft policy 12.1.8.2.2 be revised as follows:</p> <p>12.1.8.2.2 For larger developments where more than one tower is proposed, a variation in building heights will be achieved.</p> <p>(4) to (7) No action required.</p> <p>(8) That the Mixed Use policy requirements for non-residential uses on the ground floor be revised as follows:</p> <p>12.4.7.2.1 Notwithstanding the policies of this Plan, development along Hurontario Street, Dundas Street, Hillcrest Avenue (Cook Street to Hurontario Street) and King Street (new Cook Street to Shepard Avenue):</p>

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			<p>Cooksville GO Station and within walking distance of existing and planned transit.</p> <p>(3) Request policy 12.4.6.1.2 (variations of building heights) be modified. The development proponent should identify whether height variation between multiple structures are desirable and determine the height variation on a site-by-site basis.</p> <p>The proposed policy is prescriptive and can limit the development potential and ability to provide for compact, higher density, pedestrian-oriented transit-supportive forms.</p> <p>(4) Request clarification on the BFS in regards to Hillcrest Avenue as a Street 'A' with a continuous streetwall condition along 90% of the frontage lands - if this will allow for deviations for pedestrian connections or parkland?</p> <p>(5) John Street is identified as a 'C' Street and GO Access is identified as a 'B' Street which will impact development potential of the subject lands. Furthermore, this will also</p>	<p>accommodate other streetscape elements.</p> <p>(5) Site circulation and access will be confirmed through the development application review process. Road widenings are not proposed in the draft OPA. However, policy 8.2.2.1.d in Mississauga Official Plan allows for minor adjustments to the basic right-of-way widths and alignments for roads without further amendment to the Plan.</p> <p>(6) The pedestrian connections will enhance the transportation system, provide linkages between areas and to transit stations area and are appropriate uses that support active transportation. The pedestrian connections shown on Figure 1 are not the exact locations but provide the general locations for future pedestrian connections.</p> <p>Pedestrian connections may be secured in the form of public easements, sidewalks or walkways through development applications.</p> <p>(7) The policy concerning replacement of non-residential</p>	<p>a. will provide non-residential uses on the ground floor where the building is immediately adjacent to a street listed above; and</p> <p>b. may consist of primarily residential uses above the ground floor if not subject to a special site policy.</p> <p>(9) No action required.</p> <p>(10) That the new Special Site near the Cooksville GO Station be revised as follows:</p> <p>12.4.8.2 Site 2</p>  <p>12.4.8.2.1 The lands identified as Special Site 2 are located on the east and west sides of Hurontario Street between</p>

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			<p>impact site design given that vehicular access is encouraged off 'C' Streets. These new public roads may require additional road widening and would influence the massing, scale and site design.</p> <p>(6) New pedestrian connections as identified on Figure [1] (pedestrian connections) will bisect the site and adversely impact the development potential of the subject lands. Request that modifications be made to preserve the development potential and ability to provide optimal design that incorporates residential and non-residential uses, pedestrian pathways, landscaped open spaces, and safe and convenient access.</p> <p>Pedestrian connections in the draft BFS have a corridor width of 12 metres, including a minimum 4 metre walkway width and would require that these lands be encumbered (letter dated May 9, 2022).</p> <p>(7) Concern that policy 12.4.8.2.1 (Mixed Use designation - replacement of existing office and retail and service commercial floor space) will</p>	<p>uses will ensure that redevelopment of these lands for more housing units will be balanced with non-residential uses to achieve a complete community. The policy is now being proposed through the City-wide MTSA OPA and as such, has been removed from this draft OPA.</p> <p>(8) At grade uses with retail and service commercial businesses along key corridors are needed to achieve the vision of a vibrant, 15 minute city. After further consideration, staff proposes that at grade requirements be expanded to allow for a broader mix of uses. References to “retail and service commercial uses” should be broadened to include “non-residential uses”.</p> <p>(9) Acknowledged.</p> <p>(10) Given the subject site’s location within walking distance to the Cooksville GO Station and light rail transit, the requirements for 3 floors of non-residential uses is appropriate. This requirement provides opportunity for more employment in MTSA’s and a greater mix of uses such as</p>	<p>the Canadian Pacific Railway and north of Agnes Street.</p> <p>12.4.8.2.2 Notwithstanding the policies of this Plan, a minimum of three floors of non-residential uses will be required for buildings on lands designated Mixed Use or Residential High Density that are immediately adjacent to Hillcrest Avenue and Hurontario Street.</p> <p>Also see Comment 4, recommendation for Issues 1-3 on allowing additional heights of up to 3 storeys where new developments provide non-residential uses, among other requirements.</p> <p>(11) No action required.</p>

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			<p>adversely impact the ability to provide a mixture of residential and non-residential and community uses on the subject site.</p> <p>(8) Policy 12.4.8.1 requiring at grade retail and service commercial uses while not permitting at grade residential dwellings is restrictive and hinders the ability to provide a wide range of uses. Request that consideration be given to modify or grant a site-specific exception.</p> <p>(9) Support the removal of Special Site 2 policies.</p> <p>(10) Request to be exempt from the new Special Site policy [Site 2] requiring a minimum of 3 floors of non-residential uses on lands designated Mixed Use and Residential High Density. The subject site's location attributes and development potential can support the creation of Cooksville as a healthy, vibrant complete 15-minute community. Redevelopment of the site will incorporate a range of complimentary uses while facilitating high density development.</p>	<p>retail, services and amenities that are accessible by walking or cycling. The area should be focused near the Cooksville GO Station at Hillcrest Avenue and Hurontario Street (see Special Site 2 map)</p> <p>Also see Comment 4, response to Issues 1-3 on allowing additional heights of up to 3 storeys where new developments provide non-residential uses, among other requirements.</p> <p>(11) See Comment 5, response to Issue 2.</p>	

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			(11)The BFS are restrictive and do not facilitate the best utilization of land, resources, infrastructure and creation of a vibrant, 15-minute community.		
8	Bousfields Inc., letter dated January 21, 2022, on behalf of Almega Asset Management, owner of lands at 60 Dundas Street East	Downtown Cooksville	<p>(1) Client owns the subject site which is currently a commercial plaza and will be proposing to redevelop the site for a mix of uses with new housing and a public park.</p> <p>(2) Proposed building heights (Map 12-4.2) for a maximum of 3 to 16 storeys on the subject site does not recognize that the Dundas Street East will see higher order transit (bus rapid transit). Increased heights should be considered.</p> <p>(3) Request clarification on policy 12.4.8.2.1 regarding the planned function of the non-residential components to be maintained or replaced in new developments.</p> <p>(4) Request clarification on policy 12.4.7.4 that would restrict vehicular access to Dundas Street.</p> <p>(5) General comment that the area can benefit from a new signalized intersection to allow safe pedestrian crossing at</p>	<p>(1) Acknowledged.</p> <p>(2) The Downtown Fairview, Cooksville and Hospital Policy Review takes into consideration the Hurontario/Main Street Corridor Master Plan and Dundas Connects Master Plan which were endorsed by City Council in 2010 and 2018, respectively. They were both conducted as a Municipal Class Environmental Assessment and provide a number of recommendations on transportation, urban design, heights and changes to land uses to support sustainable transit-supportive development and intensification. The maximum heights in the proposed City-wide MTSA OPA will allow for appropriate transit-supportive development in keeping with the vision for the areas.</p> <p>See Comment 4, response to Issues 1-3 on allowing additional heights of up to 3 storeys where new</p>	<p>(1) No action required.</p> <p>(2) See Comment 4, recommendation for Issues 1-3 on allowing additional heights of up to 3 storeys where new developments provide non-residential uses, among other requirements.</p> <p>(3) to (5) No action required.</p>

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			Dundas Street and Cooksville Creek.	<p>developments provide non-residential uses, among other requirements.</p> <p>(3) The policy is intended to ensure that essential elements of a complete community are retained, enhanced and integrated in new developments. This policy is now being proposed through the City-wide MTSA OPA and will not be contained in Chapter 12: Downtown of the Mississauga Official Plan.</p> <p>(4) The policy will require development applicants to evaluate how the number of driveways can be reduced or consolidated to minimize conflict with pedestrians, cyclists and transit.</p> <p>(5) The City's Pedestrian Master Plan (2021) is a long-term plan with the goal to improve the pedestrian network and infrastructure, among other matters. It identified a multi-use crossing gap at Dundas Street and Cooksville Creek. The City's Transportation and Works Department is developing a plan to install crossings where multi-use trails and pedestrian trails intersect</p>	

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				with streets and mid-block, where appropriate and feasible.	
9	GSAI, letter dated January 21, 2022, on behalf of RASDA Holdings Ltd and Baro Construction Ltd, owner of lands at 55 & 93 Dundas Street East	Downtown Cooksville	<p>(1) The building height range on the subject lands should be modified. The subject lands are within walking distance of existing and planned transit services. There is inconsistent application of building heights. Building heights of up to 29 storeys are permitted on lands to the north, along the Cooksville Creek within Downtown Cooksville.</p> <p>(2) Concerned about several urban form policy requirements: height variations of 3 to 5 storeys, 45 degree angular plane transition and Jaguar Valley Drive as a 'B' Street. These requirements will impact the development potential of the subject lands to support a pedestrian-oriented, active, complete main street.</p> <p>(3) The site is currently a retail plaza containing a variety of uses. Concerned that policy 12.4.8.2.1 will require the replacement of existing office and retail and service commercial floor space and policy 12.4.8.2.3a will require new development to provide convenient and easily</p>	<p>(1) The property located at 55 Dundas Street East is identified in the Official Plan as Special Site 1 in Downtown Cooksville. The maximum building height proposed in the City-wide MTSA OPA of 18 storeys is equivalent to the maximum height permitted in the existing Official Plan. This area is envisioned to be developed with a main street focus and a human-scaled built form.</p> <p>The 29-storey apartment building at Cooksville Creek and Dundas Street East (3100 Kirwin Avenue) was constructed in the 1970s and the maximum building height recognizes the existing height.</p> <p>Staff has further considered the recommendations of the Dundas Connects Master Plan and proposes to increase the maximum height of buildings, in areas outside Special Site 1, from 8-12 storeys to 16 storeys.</p> <p>A new policy is also proposed to provide opportunity and flexibility to increase the</p>	<p>(1) See Comment 4, recommendation on allowing additional heights of up to 3 storeys where new developments provide non-residential uses, among other requirements.</p> <p>(2) See Comment 7, Issue 3</p> <p>(3) to (5) No further action required.</p>

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			<p>accessible office, retail and commercial uses.</p> <p>Requirement to replace existing floor space and to provide office space will adversely impact the ability to provide a mix of residential and non-residential uses and may not represent current or market trends. Request that policy requirement be modified or be granted a site-specific exception.</p> <p>(4) Encouraged by Special Site policy 12.4.9.1 which proposes modified heights up to 18 storeys (55 Dundas St. E). Concerned with the requirement of 3 floors of non-residential uses. This is restrictive and may adversely impact development potential given that the site is able to provide a wide range of non-residential uses. Request that Special Site policy 1 be modified or a site-specific exclusion of the policy requirement for 3 floors of non-residential uses.</p> <p>(5) The BFS are restrictive and do not facilitate the best utilization of land, resources, infrastructure and creation of a vibrant, 15-minute community.</p>	<p>maximum building height permission by up to 3 storeys to accommodate employment uses outside Special Site 1.</p> <p>(2) For comments on the height variation, see Comment 7, response to Issue 3.</p> <p>For comments on angular plane and built form policies/standards, see Comment 5, response to Issue 2.</p> <p>(3) See Comment 7, response to Issue 7.</p> <p>(4) See Comment 7, response to Issue 10.</p> <p>(5) See Comment 5, response to Issue 2.</p>	

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10	<p>Dialog, letter dated January 21, 2022, planning consultant for Trillium Health Partners, owner of lands at 100 Queenway West (Mississauga Hospital)</p> <p><i>Staff met with THP and Dialog on February 11, 2022 to discuss their concerns</i></p>	Downtown Hospital	<p>(1) Development application for the new Mississauga Hospital expansion project includes the lands at 100 Queensway West and 2250 Hurontario Street.</p> <p>(2) Introduction and Vision – provide additional language under the Guiding Principle “Support health care services” to add “that create a healthier community” following the words “promote a range of health care services and supportive uses...”</p> <p>(3) Noted that the FSI information is not labelled and will be implemented through the City-wide MTSA and requested engagement and notification of the project.</p> <p>(4) General section, policy 12.5.3, Figure 1 – request removal of conceptual future public open space on the western half of 100 Queensway West as THP is not considering a parkland parcel.</p> <p>(5) Building Height, policy 12.5.4 and Map 12-5.2 – request that 100 Queensway West and 2250 Hurontario Street be identified as “Development application in process”.</p>	<p>(1) Acknowledged.</p> <p>(2) The suggested wording is appropriate and builds on the vision of Downtown Hospital.</p> <p>(3) Staff provided THP with online links to contact information regarding the Regional and the City-wide (Mississauga) MTSA projects.</p> <p>(4) After further consultation with Community Services, staff finds it appropriate to remove the conceptual parkland symbol on the subject lands.</p> <p>(5) The hospital will be expanded to include the lands at 2250 Hurontario Street and as such, staff finds it appropriate to identify lands that are designated Institutional to be shown as ‘height not applicable’ on the map for the City-wide MTSA OPA.</p> <p>(6) The intent of the policy for active building frontages is to promote at-grade non-residential uses, inclusive of institutional uses.</p> <p>(7) See Comment 5, response to Issue 2.</p>	<p>(1) No action required.</p> <p>(2) That the draft OPA be modified to add the words “that create a healthier community” following the “promote a range of health care services and supportive uses...” under Guiding Principle “Support health care services”</p> <p>(3) No action required.</p> <p>(4) That the draft OPA be modified to remove the symbol showing a future public park on the subject lands.</p> <p>(5) No action required for this OPA.</p> <p>It is recommended that lands that are owned by THP and designated Institutional be shown on the height map as “height not applicable” in the City-wide MTSA OPA.</p> <p>(6) to (8) No action required.</p> <p>(9) and (10) That the Special Site policy for the THP lands (renumbered to 12.5.6.2 Site 2, policy 12.5.6.2.2.c) be written as follows:</p>

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			<p>(6) Urban Form, policy 12.5.5 [renumbered to 12.1.8.2.7] and BFS – request to include institutional use as part of an active building frontage.</p> <p>(7) Request that the BFS include flexible language and/or exemptions for institutional uses on standards such as the maximum separation distance, podium setbacks and a maximum tower floor plate size.</p> <p>(8) Transportation – request clarification on the definition of a pedestrian connection and whether the connection will require an easement registered on title.</p> <p>(9) Request that the intersection of Queensway and Hurontario be identified as a gateway feature or an urban plaza in the draft policies.</p> <p>(10) Special Sites, policy 12.5.9.7 (Site 7) – request that the uses include Residential High Density to allow the site to achieve its full potential within the vicinity of a higher-order transit node and a complete community supportive of a connected health care system.</p>	<p>Staff further note that the Zoning Order issued by the Province supersedes municipal planning authority.</p> <p>(8) Pedestrian connections are not being proposed on the THP lands through this OPA.</p> <p>Where pedestrian connections are proposed on private property, public easements will be required.</p> <p>(9) Staff finds that it is appropriate to add an urban plaza to the Special Site policy.</p> <p>(10) The OPA should be updated to reflect the uses as issued by the Province’s Zoning Order on April 1, 2022 and include residential buildings up to 25 storeys for e.g., retirement buildings or special needs housing.</p> <p>(11) Further review by THP and staff, find the request appropriate and for clarity, a new policy should be added requiring development applications to demonstrate that proposals do not impede with the hospital heliport.</p>	<p>c. lands identified as Area C provide a potential location for an urban plaza and will also permit the following uses:</p> <ul style="list-style-type: none"> ○ conference centre; ○ education and training facility; ○ financial institution; ○ major and secondary office; ○ overnight accommodation; ○ personal service establishment; ○ research and development; ○ restaurant; ○ retail store; ○ retirement building to a maximum building height of 25 storeys; and ○ special needs housing, including a long-term care facility and a hospice to a maximum building height of 25 storeys. <p>(11) That the following policy be added:</p> <p>12.5.5.1 Development proposals in the vicinity of the Mississauga Hospital must demonstrate that new</p>

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			(11)At the meeting with THP and City staff on February 11, 2022, a new policy on heliports was considered to help ensure that any new building or structure does not impact the flight path to the Mississauga Hospital heliport.		buildings and structures do not interfere with the flight path to the hospital heliport.
11	<p>GSAI, letters dated January 24, 2022 and May 9, 2022, and at Public Meeting, PDC on May 9, 2022 on behalf of Equity Three Holdings Inc., owner of lands at 3085 Hurontario Street</p> <p><i>Staff met with GSAI and the landowner on March 15, 2022 to discuss their concerns</i></p>	Downtown Cooksville	<p>(1) Building height range should be modified to permit up to 35 storeys on the subject lands (letter dated January 24, 2022). The subject lands are within walking distance of existing and planned transit services. There is inconsistent application of building heights. Building heights of up to 29 storeys are permitted on lands to the north, along the Cooksville Creek within Downtown Cooksville. Lands to the north of Downtown Cooksville have permitted heights of up to 50 storeys.</p> <p>Building height range should be modified to permit up to 39 storeys given that the site is within walking distance of existing and planned transit services. It is situated in an area where intensification is to be directed (letter dated May 9, 2022).</p>	<p>(1) See Comment 4, response to Issues 1-3 on allowing additional heights of up to 3 storeys where new developments provide non-residential uses, among other requirements.</p> <p>See Comment 6, response to Issue 3 on previously approved heights.</p> <p>(2) For comments on the height variation policy, see Comment 7, response to Issue 3.</p> <p>(3) and (4) See Comment 7, response to Issue 5</p> <p>(5) Pedestrian connections may be secured in the form of public easements, sidewalks or walkways through development applications. Modifications to existing rental apartment sites are not proposed in the draft OPA. The OPA identifies future</p>	<p>(1) See Comment 4, recommendation to Issues 1-3 on allowing additional heights of up to 3 storeys</p> <p>(2) See Comment 7, recommendation to Issue 3</p> <p>(3) to (7) No action required.</p> <p>(8) See Comment 7, recommendation to Issue 10</p> <p>(9) and (10) No action required.</p>

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			<p>(2) Concerned about the urban form policy requirement: height variations of 3 to 5 storeys, podium heights of 3 to 6 storeys. Height variations should be determined through development application process.</p> <p>(3) There is insufficient details on right-of-way widths, alignments and cross-sections of the proposed roads identified on Map [12-4.2] and the figure.</p> <p>(4) The 'C' Street and identification of Kirwin Avenue as a 'B' Street will negatively impact the current development concept/potential.</p> <p>'C' Street will result in a land taking and removal of proposed pedestrian networks, landscaped open spaces and mix-use built form.</p> <p>'B' Street may require additional road widening. Request that further details be provided and that new public roads be negotiated through the development application process.</p> <p>(5) Request that the pedestrian connections be removed and</p>	<p>pedestrian connections should redevelopment occur.</p> <p>(6) An angular plane would not apply to the subject lands, in this instance.</p> <p>(7) See Comment 7, response to Issue 7.</p> <p>(8) See Comment 7, response to Issue 10.</p> <p>(9) See Comment 5, response to Issue 2.</p> <p>(10) In the interim, development applications in process will continue to be reviewed on their own planning merit with consideration for the proposed MTSA policies. If applications are approved prior to the City-wide MTSA OPA being in force and effect, the approved heights will be reflected in the updated MTSA amendment.</p>	

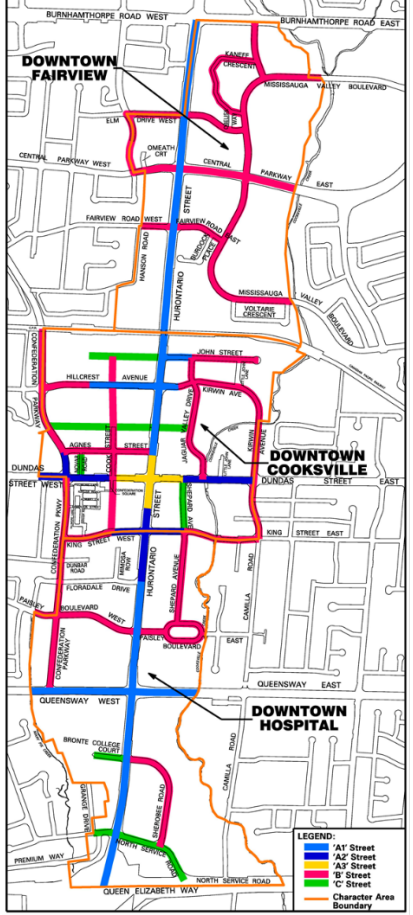
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			<p>instead, support the provision of pedestrian pathways that support safe, comfortable and convenient movements across a site. Pedestrian connections would bisect the subject lands and significantly and adversely impact the development potential.</p> <p>Pedestrian connections would require land takings and requirements for public access easements.</p> <p>The east-west pedestrian connection will require modifications to the existing rental complexes and would be contrary to the City's rental protection policy directions.</p> <p>Pedestrian connections in the draft BFS have a corridor width of 12 metres, including a minimum 4 metre walkway width and would require that these lands be encumbered (letter dated May 9, 2022)</p> <p>(6) Applying an angular plane on the subject property is inappropriate and will adversely impact the development potential. Request that this policy requirement exclude the</p>		

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			<p>subject lands.</p> <p>(7) Concern that policy 12.4.8.2.1 (Mixed Use designation - replacement of existing office and retail and service commercial floor space) will adversely impact the ability to provide a mixture of residential and non-residential and community uses on the subject site. Request that this policy requirement be removed. This should be determined by market trends and a Market Impact Study.</p> <p>(8) Request to be exempt from the new Special Site policy (Site 9) requiring a minimum of 3 floors of non-residential uses on lands designated Mixed Use and Residential High Density.</p> <p>The proposed development is planned for compact, higher density development and high-quality architectural design. A range of non-residential uses will be provided based on market demands.</p> <p>(9) BFS are restrictive and do not facilitate the best utilization of land, resources, infrastructure and creation of 15-min community.</p>		

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			(10) Concerned that new Major Transit Station Area policies will impact the processing of development applications under review.		
12	GSAI, letter dated January 24, 2022, on behalf Pro-M Capital Partners Inc., owner of lands at 2434-2490 Shepard Avenue	Downtown Hospital	<p>(1) New pedestrian connections would bisect the site and negatively impact the development potential of the subject lands. Request that modifications be made to facilitate appropriate pedestrian connections, evaluated on a site-by-site basis.</p> <p>(2) Building heights of 3 to 8 storeys should be modified. Lands along Hurontario Street have increased height permissions. The subject site is within a proposed MTSA and Downtown Mississauga Urban Growth Centre. The proposed building heights are not consistent with Provincial, Regional and local policy directions to accommodate compact, higher density, mixed-use, transit-supportive development.</p> <p>(3) Concerned about several urban form policy requirements: height variations of 3 to 5 storeys, a 45 degree angular plane and maximum floor plate allowances. Shepard Avenue is</p>	<p>(1) See Comment 7, response to Issue 6.</p> <p>(2) The RPOP provides policies on major transit station areas and directs local municipalities to address: land uses that support complete communities; minimum densities; minimum and maximum heights where appropriate; and improved multi-modal access and connectivity, among other matters.</p> <p>The City's MTSA Study will introduce official plan policies on minimum densities and minimum and maximum heights, among other matters, that conforms with the RPOP. The lands do not have direct frontage onto Hurontario Street, has a narrow configuration and are adjacent to lower density residential land uses. As such, a mid-rise form is appropriate for the lands.</p>	<p>(1) No action required.</p> <p>(2) See Comment 4, recommendation for Issues 1-3 on allowing additional heights of up to 3 storeys where new developments provide non-residential uses, among other requirements.</p> <p>(3) See Comment 7, Issue 3</p> <p>(4) That the following policy be deleted from Downtown Hospital, Special Site 1, in the Mississauga Official Plan:</p> <p>12.5.4.1.2 (renumbered to 12.5.6.1.2)</p> <p>d. housing forms that provide for the stepping of densities and building heights from higher at the north and west ends of the site to lower at the south and east ends of the site.</p> <p>(5) and (6) No action required.</p>

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			<p>identified as a 'B' Street which may require additional land dedication These requirements will impact the development potential of the subject lands and to support a pedestrian-oriented, active complete main street.</p> <p>Urban form policies 12.5.5 re: required 45 degree angular plane, height variations of 3 to 5 storeys where multiple buildings are proposed and maximum floor plates will adversely impact development potential of the site. Also concerned that 'B' Street may require additional land dedication.</p> <p>(4) Special Site 1 [Policy 12.5.4.1.2]: removal of references to land use designations is supported. Request that part 'd' which identifies where highest heights are to be situated should be modified.</p> <p>(5) Support re-designation from Residential Medium Density to Residential High Density.</p> <p>(6) BFS are restrictive and do not facilitate best utilization of land, resources and infrastructure nor creation of vibrant, complete, 15-minute community</p>	<p>Information on the City-Wide MTSA is available at: https://yoursay.mississauga.ca/major-transit-station-areas</p> <p>Furthermore, incentives to provide more non-residential uses can be considered by allowing additional heights of up to 3 storeys where new developments provide non-residential uses, among other requirements. See response to Comment 4.</p> <p>(3) See Comment 7, response to Issue 3 specific to height variations.</p> <p>See Comment 5, response to Issue 2 on built form standards.</p> <p>(4) Policy 12.5.4.1.2.d (Special Site 1, Downtown Hospital), refers to the transition of densities and building heights. Transition policies and new built form standards are proposed in the OPA. In addition, building height schedules will be implemented through the City-wide MTSA OPA. Therefore, it is appropriate to delete part 'd' of this policy.</p> <p>(5) Acknowledged.</p>	

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				(6) See Comment 5, response to Issue 2.	
13	Online comments from participants using the Konveio platform, February 5, 2022 to March 15, 2022	Various comments on vision, parking, views, height, transition, traffic and street type	<p>(1) Downtown Cooksville – Vision: Agree and support more mixed use development, with more walkable shops, etc.</p> <p>(2) Downtown Fairview – Guiding Principle – Transition in Building Height: One of the most beautiful aspects of Mississauga is its horizon while driving down Hurontario Street. The sunrise and sunsets in this area are breathtaking. Efforts should be made to support this continued unobstructed view.</p> <p>(3) Downtown Fairview – Building Height: The southeast corner of Hurontario Street and Fairview Road has an extremely sharp transition from a high density building to an established community. This area should be re-classified to the existing buildings in the area for a minimum/maximum of 3 storeys.</p> <p>(4) Parking: The City should eliminate parking minimums to help reduce housing prices and encourage pedestrian and transit oriented communities.</p>	<p>(1) Acknowledged.</p> <p>(2) Mississauga Official Plan reinforces policies on spacing tall buildings to also permit skyviews. The draft OPA and BFS also provides further direction on setbacks and stepbacks along Hurontario Street that can also protect view corridors.</p> <p>(3) See response to Comment 20, response to Issue 1.</p> <p>(4) The City has completed a parking regulations review and provided recommendations on reducing parking in the Mississauga Zoning By-law.</p> <p>More information is available at https://yoursay.mississauga.ca/parking-regulations-study.</p> <p>(5) The completion of the Cook Street extension will provide a public road connection from King Street northerly to the Cooksville GO Station. The road will be well-designed as a complete street to support</p>	<p>(1) to (6) No action required.</p> <p>(7) That Map 12-1.2: Downtown Fairview, Cooksville and Hospital Street Types be updated to identify a segment of Dundas Street West, west of Confederation Parkway as an ‘A2’ Street as follows:</p>

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			<p>There should be vertical, accessible public parking in the area.</p> <p>(5) Downtown Cooksville Cook Street: Extension of Cook Street will create more intersections and increase gridlock. There does not seem to be much space for a vehicle road unless buildings are knocked down or it's a 1 lane street.</p> <p>(6) Built form: Height transition and shadows are a superficial concern. We need tighter regulations on build quality and less on built form. Buildings should be built with different materials and styles and not the same tall, glass buildings. To the extent possible, it should introduce interesting and diverse architecture in Mississauga.</p> <p>(7) Downtown Cooksville Street Types: The southwest section of Confederation Parkway and Dundas should be an 'A' Street.</p>	<p>active transportation (including sidewalks and for cycling).</p> <p>A more connected road network can reduce overall walking distances to services and amenities, including transit, and dissipate vehicular traffic through an expanded road network. Public ownership of roads will ensure that they are accessible to all users.</p> <p>(6) Providing quality design and materials and appropriate transitions to adjacent properties are important elements of good urban form and ensuring that impact is minimized on adjacent properties. The proposed BFS will create a framework that promotes development in a coordinated manner through urban design standards and to achieve high quality built form.</p> <p>(7) Agree – the section along Dundas Street West, west of Confederation Parkway was missing a street type label. This segment should be identified as 'A2' Street on the map in the draft OPA and in the BFS.</p>	 <p>Map 12-1.2: Downtown Fairview, Cooksville and Hospital Street Types</p>

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14	Participants at Virtual Community Meeting, February 16, 2022	Various comments	(1) Comments and questions were asked including more cycling connections, more places of work, new housing, maximum heights and densities, reducing parking rates, and transition to existing residential areas	(1) Responses to the questions are posted online at https://yoursay.mississauga.ca/downtown-fairview-cooksville-and-hospital-policy-review/widgets/116078/faqs	(1) No further action required.
15	Bousfields Inc., letter dated March 9, 2022, on behalf of owner of lands at 65-71 Agnes Street	Downtown Cooksville	<p>(1) Concern that the 25 storeys height limit would not optimize the land. The site is within three major transit services. Greater height and density should be encouraged on the subject site to facilitate growth and support planned structure and higher order transit services.</p> <p>No planning rationale why 29 storeys is supported on lands to the east while this site is limited to 25 storeys</p> <p>(2) Request that policy 12.4.6.1.1(a) be reworded to provide clarity if the angular plane is taken from properties that are designated Residential Low or Medium Density as shown on Map E-1.</p> <p>(3) Suggest rewording policy 12.4.6.1.3 so it does not have prescribed limits of 3 to 6 storeys for podiums e.g. “encourage an appropriate and comfortable street wall condition, which would allow for site-specific considerations in</p>	<p>(1) See Comment 9, response to Issue 1 on the 29-storey building at Cooksville Creek and Dundas Street East.</p> <p>Also see Comment 4, response to Issues 1-3 on allowing additional heights of up to 3 storeys where new developments provide non-residential uses, among other requirements.</p> <p>(2) The angular plane should be measured from Residential Low and Medium Density land use designations. The draft policy (renumbered to 12.1.8.2.1a) should be revised to provide clarity.</p> <p>(3) See Comment 5, response to Issue 2.</p>	<p>(1) See Comment 4, recommendation for Issues 1-3 on allowing additional heights of up to 3 storeys where new developments provide non-residential uses, among other requirements.</p> <p>(2) That policy 12.1.8.2.1a specify the measurement of the angular plane from residential low and medium density land use designations as follows:</p> <p>12.1.8.2.1 New buildings will achieve a high quality urban design and built form, and will be designed and located to:</p> <p>a. create a transition in height generally consistent with a 45 degree angular plane that is measured from the property line adjacent to residential low and medium density land use designations;</p> <p>(3) No action required.</p>

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			determining the appropriate height of podiums”		
16	<p>Credit Valley Conservation (CVC), March 24, 2022</p> <p><i>Staff met with CVC on February 10, 2022 to discuss their concerns</i></p>	Cooksville Creek	<p>(1) Suggest that the draft policies recognize Cooksville Creek as a significant natural heritage feature for all three communities.</p> <p>(2) Propose language to reinforce the importance of assessing impacts resulting from development in the floodplain.</p>	<p>(1) Agree - provide additional language in the introduction on the importance of Cooksville Creek as a significant natural heritage feature.</p> <p>(2) Agree - additional policy on assessing flood impacts are appropriate to include in the OPA.</p>	<p>(1) That the following text be added to the introduction section for each Character Area:</p> <p>Downtown Fairview Character Area 12.3.1 Introduction ... The Cooksville Creek is a significant natural heritage feature that runs north-south in Downtown Fairview and drains into Lake Ontario. Opportunities to enhance the ecological features of existing natural habitats and the urban forest will be encouraged.</p> <p>Downtown Cooksville Character Area 12.4.1 Introduction ... The Cooksville Creek is a significant natural heritage feature in Downtown Cooksville. Cooksville Creek serves as a wildlife corridor and linkage to other features within and beyond Downtown Cooksville. This corridor is also used for recreation with opportunities for restoration, rehabilitation and hazard</p>

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					<p>mitigation along the <i>watercourse</i>.</p> <p>Downtown Hospital 12.5.1 Introduction ... Cooksville Creek is a significant <i>natural heritage feature</i> and portions of the creek have been impacted by channelization associated with flood and erosion control and storm water management. Enhancements to the ecological features of existing natural habitats and the urban forest will be encouraged.</p> <p>(2) That the following policy be added:</p> <p>12.1.1.7 Prior to development within flood plains, the development proponent will assess impacts, identify flood management measures and mitigate flood hazards to the satisfaction of the City and the appropriate conservation authority.</p>
17	Kaneff Group, letter dated March 23, 2022, owner of lands at 3575 Kaneff Crescent, 3355	Downtown Fairview, Downtown Hospital	(1) An application for a 33-storey purpose built rental apartment building is under review for the lands located at the northwest corner of Mississauga Valley Boulevard and Elm Drive East.	(1) Acknowledged. (2) Some rental apartment buildings have been approved for less than 25 storeys. For example, in 2021, a new 6-	(1) and (2) No action required. (3) See Comment 4, recommendation to Issues 1-3.

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	<p>Hurontario Street, 2300 Confederation Parkway, 2170, 2177 and 2211 Sherobee Road</p> <p><i>Staff have met with Kaneff on May 12, 2022 to discuss their concerns</i></p>		<p>Two properties at Sherobee Road and Hurontario Street are in the early stages of planning.</p> <p>(2) Height restrictions will cause viability concerns for purpose built rental projects.</p> <p>Recently approved development applications permit building heights that exceed 25 storeys.</p> <p>Maximum building heights along the Hurontario Corridor should be increased to 35 - 40 storeys, which has been demonstrated in recent decisions.</p> <p>(3) Provide flexibility that buildings may exceed the maximum height without an OPA provided appropriate justification is included with an application for a Zoning By-law Amendment.</p> <p>(4) Increase the maximum height at 2300 Confederation Parkway from 18 storeys to 35 storeys. An increased maximum building height would support additional purpose-built rental units and create an opportunity to incorporate much needed office/retail space to support the Trillium Hospital redevelopment.</p>	<p>storey rental apartment was built along Hurontario Street south of King Street West (2475 Hurontario Street).</p> <p>Also see Comment 9, response to Issue 1 and Comment 6, response to Issue 3.</p> <p>(3) See Comment 4, response to Issues 1-3 on allowing additional heights of up to 3 storeys where new developments provide non-residential uses, among other requirements.</p> <p>(4) Staff have taken into consideration the respondent's concern regarding a maximum height of 18 storeys for the property located on the northwest corner of Queensway West and Confederation Parkway. It is recommended that the City-wide MTSA OPA be updated to reflect a maximum height of 25 storeys for that property which is consistent with the heights planned along the Queensway within Downtown Hospital.</p> <p>When a new building abuts an established neighbourhood, a transition in height that is generally consistent with a 45</p>	<p>(4) No further action required.</p> <p>Note: For the City-wide MTSA OPA, it is recommended that the height map show a maximum of 25 storeys on the property located on the northwest corner of Queensway West and Confederation Parkway.</p>

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			<p>The Angular Plane Study prepared for Kaneff by Richmond Architects Ltd. illustrates that a building height of 35 storeys is achievable by using a 70 degree angular plane. This measurement replicates the existing angular plane that currently separates the low-density neighbourhood from the existing 17 storey apartment building.</p>	<p>degree angular plane is applied. Assessment of the development proposal will also require studies such as Sun-Shadow and Wind studies to ensure shadow and wind impacts on adjacent neighbourhoods are addressed.</p>	
18	<p>Dentons, letter dated May 4, 2022, solicitors on behalf of owner of lands at 88 Bronte College Court and at Public Meeting, PDC on May 9, 2022</p> <p><i>Staff met with Bronte College on April 26, 2022 to discuss their concerns</i></p>	Downtown Hospital	<p>(1) Concerned that the redevelopment of the Mississauga Hospital may result in Bronte College needing to consider other use options and ensure that the subject property is considered for its highest and best use.</p> <p>(2) Concerned that the subject property is proposed for a maximum 12 storey height limit. The maximum height should be increased to between the approved building height of 29 storeys (Gordon Woods condominium site) and the maximum height for the Mississauga Hospital.</p>	<p>(1) Acknowledged.</p> <p>(2) The 29-storey apartment building located on Hurontario south of Bronte College Court was approved in 2017 through the development application process. The approved maximum building height is recognized in the proposed City-wide MTSA OPA Building Heights Schedule (Schedule 11-L).</p> <p>For the hospital lands, the Minister issued a Zoning Order that recognizes the maximum height for the hospital of 120 metres and 22 storeys.</p> <p>Staff has considered the requests and recommends that the City-wide MTSA OPA be updated to reflect a maximum height of 25 storeys for the</p>	<p>(1) No action required.</p> <p>(2) See Comment 4, recommendation for Issues 1-3 on allowing additional heights of up to 3 storeys where new developments provide non-residential uses, among other requirements.</p> <p>Note: For the City-wide MTSA OPA, it is recommended that the height map show a maximum of 25 storeys on the subject lands.</p>

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				<p>property, consistent with the heights planned immediately adjacent to Mississauga Hospital.</p> <p>Also see Comment 4, response to Issues 1-3 on allowing additional heights of up to 3 storeys where new developments provide non-residential uses, among other requirements.</p>	
19	Robin Vanderfleet, on behalf of ACORN Canada, at PDC on May 9, 2022	Affordable Housing	(1) Emphasized the importance of ensuring affordable housing and inclusionary zoning.	<p>(1) The City is advancing the Inclusionary Zoning for Affordable Housing Study and preparing the final recommendations for the inclusionary zoning official plan amendment and zoning by-law.</p> <p>Information on this study is available at: https://yoursay.mississauga.ca/inclusionary-zoning-policy-for-affordable-housing.</p>	(1) No action required.
20	<p>Residents at PDC on May 9, 2022</p> <p><i>Staff were also invited to attend the Local Ward Councillor's Town Hall Meeting April 13, 2022 on the Downtown Fairview Policy Review.</i></p>	Downtown Fairview	(1) Concerned about the built form standards, transitional plane, height, privacy, security, shadowing, flooding and the impact of development on the existing character of Burdock Place.	<p>(1) The City has not received a development application for the lands located on the southeast corner of Hurontario Street and Fairview Road East.</p> <p>The proposed BFS is a document that sets out the expectations for a high quality built form. It is intended to guide development while recognizing that each site may</p>	(1) No action required.

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				<p>have unique circumstances and need to be treated differently.</p> <p>The proposed BFS will provide standards that can help ensure new developments provide adequate transition from established residential neighbourhoods.</p> <p>When a new building abuts an established neighbourhood, a transition in height that is generally consistent a 45 degree angular plane is applied. Assessment of the development proposal will also require studies such as Sun-Shadow and Wind studies to ensure shadow and wind impacts on adjacent neighbourhoods are addressed.</p> <p>Burdock Place is unique due to a 3 metre grade difference between Burdock Place and Fairview Road East. The angular plane would be measured from the lowest grade level and thus limiting the overall maximum height for new developments.</p> <p>Also, appropriate setbacks and stepbacks will be required to mitigate the impacts of new development to existing residential dwellings.</p>	

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21	<p>Sean Meagher, comments received May 9, 2022, Cooksville Hub Working Group</p> <p><i>Staff met with the Cooksville Community Hub Working Group and/or the respondent on March 17, April 6 and 28, 2022 to discuss their concerns. Staff were invited to attend a meeting hosted by the Cooksville Hub Community Meeting on May 4, 2022.</i></p>	Downtown Cooksville	<p>(1) Concern that Cooksville will become less affordable to own or rent units; there is a need to address homelessness.</p> <p>(2) Support policies to retain, expand retail space and increase local employment. Concerned that mechanisms are needed to help preserve existing retailers and support existing local businesses.</p> <p>(3) Concern that the Cooksville community lacks community space. A new community centre/community hub including a sports facility is important and necessary with the anticipated population growth.</p> <p>(4) Excited about the prospect of more parks and greenspaces. New spaces should provide active use and be safe and inviting spaces. They should be developed with extensive public input.</p> <p>(5) Additional school space and health care facilities should be provided for a growing population.</p> <p>(6) Support the idea of walking trails, pedestrian pathways and</p>	<p>(1) See Comment 19, response to Issue 1.</p> <p>(2) It is recommended that the City explore ways to help support and retain local businesses. A policy that provides this direction is suggested for the OPA.</p> <p>(3) Community Services is working on a feasibility review with the Peel District School Board to consider options for integrated community uses. More information will be provided on the City's web site when it becomes available.</p> <p>(4) The City has engaged with the community on various park redevelopment plans in Mississauga. Seeking feedback from residents is important to understanding the type of park and amenities that could best serve the community.</p> <p>(5) School boards review and comment on development applications to determine the school capacity to meet accommodation needs.</p> <p>(6) Acknowledged.</p>	<p>(1) No action required.</p> <p>(2) That a new policy be added to the draft OPA as follows:</p> <p>12.1.8.1.5 Strategies to support the retention of local businesses and increase employment uses may be pursued including Community Improvement Plans and other incentives.</p> <p>(3) to (11) No further action required.</p>

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			<p>new roads that provide more connections for walkability through the neighbourhood.</p> <p>(7) Concern about traffic planning and that adding people would worsen the situation if there are no plans to manage traffic better.</p> <p>(8) Hurontario is already very windy and tall buildings must be designed to minimize wind. The streetscape on Hurontario Street is poorly designed and wider sidewalks, plantings and space for patios are desirable.</p> <p>(9) Concern about the ongoing LRT construction and eager for initiatives that support local businesses and protect them from too much disruption.</p> <p>(10) Concern there was little to address homelessness and more comprehensive planning is needed. There are few places for people who are homeless; many are in need of shelters. More affordable housing and a local service hub can help.</p> <p>(11) Overall principles in the draft policies are good but should be developed and refined with community participation and</p>	<p>(7) The City is looking at more transportation options to decrease the pressure on our existing streets to accommodate future growth. In addition to light rail transit 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.</p> <p>(8) The City may request Pedestrian Wind Comfort and Safety Study be submitted as a requirement for a complete development application.</p> <p>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.</p> <p>(9) The City is working with Metrolinx, the owner of the project, to mitigate impacts to businesses as much as possible.</p>	

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			<p>engagement. The plan does not seem to be unique for this community. The plan should reflect the challenges of immigration including settlement issues and lower incomes. Preservation of small local retailers should also be part of the plan.</p>	<p>Information is available at: http://www.metrolinx.com/en/greaterregion/projects/hurontario-lrt.aspx#projectupdate</p> <p>Small business supports: https://www.mississauga.ca/services-and-programs/business/small-business/</p> <p>(10)The Region of Peel founded Homeless Health Peel in 2020 and created an Isolation and Recovery program to support residents experiencing homelessness. More information is available at: https://homeleshealthpeel.ca/</p> <p>(11)Staff have held a number of meetings on the draft OPA and BFS. A virtual community meeting was held on February 16, 2022. Staff also met with various participant groups throughout the year. Furthermore, a public meeting was held on May 9th, 2022 and a second public meeting is planned for July 5, 2022.</p> <p>Information for newcomers on services, programs and events is available at Immigration Peel:</p>	

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				https://www.immigrationpeel.ca/ See Comment 21, response to Issue 2 regarding local businesses.	

¹ Recommendation for OPAs will implement policies on vision, guiding principles, community infrastructure, urban design, roads and pedestrian connections (OPA No. 145) and Protected MTSA policies on heights and land uses that are specific to Downtown Fairview, Cooksville and Hospital (OPA No. 146).