
PLANNING JUSTIFICATION REPORT

APPLICATION TO AMEND THE OFFICIAL PLAN AND ZONING BY-LAW

151516 Canada Inc.
60 Bristol Road East
Part of Block 179, Registered Plan 43M-782, City of Mississauga

April 2019
GSAI File # 554-006B

**Planning Justification Report
Official Plan Amendment and
Zoning By-law Amendment
60 Bristol Road East
City of Mississauga**

1.0 INTRODUCTION

Glen Schnarr & Associates Inc. was retained by 151516 Canada Inc. to provide professional planning advice and assist in obtaining the necessary planning approvals to allow for the redevelopment of the lands municipally addressed as 60 Bristol Road East in the City of Mississauga (herein referred to as the “subject lands.”) for 470 apartment rental dwelling units and 1,103.7 square metres (11,880 square feet) of commercial uses on the subject lands in one 25-storey apartment building (Building A) and one 16-storey apartment building (Building B) that are connected by a six-storey podium. A detailed description of the development proposal, including the Master Plan for the entire property, is detailed in Section 4.0 of this Planning Justification Report.

The subject lands currently form the most north westerly portion of the existing Sandalwood Square Shopping Centre (“the Plaza”), which is located at the south-east corner of Hurontario Street and Bristol Road East (**See Figure 1 – Aerial Context**). At this time, only the subject lands are proposed for redevelopment and are the subject of the associated development application. Provisional consent has been granted by the Mississauga Committee of Adjustment to create a separate parcel for the subject lands under file "B" 2/19.

The purpose of this report is to outline the details of the proposed redevelopment and to evaluate it in the context of the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City of Mississauga Official Plan and Zoning By-law 0225 - 2007.

2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

The subject lands are comprised of Phase 1 (“the Development Area”), which will be occupied by the proposed mixed-use apartment and commercial uses, and the remaining lands (the “Remaining Lands”) which are occupied by the existing Sandalwood Square Shopping Centre.

Phase 1 has an area 0.98 hectares (2.43 acres) and lot frontages of approximately 8258 metres (approximately 269 feet) on Hurontario and approximately 94 metres (approximately 310 feet)

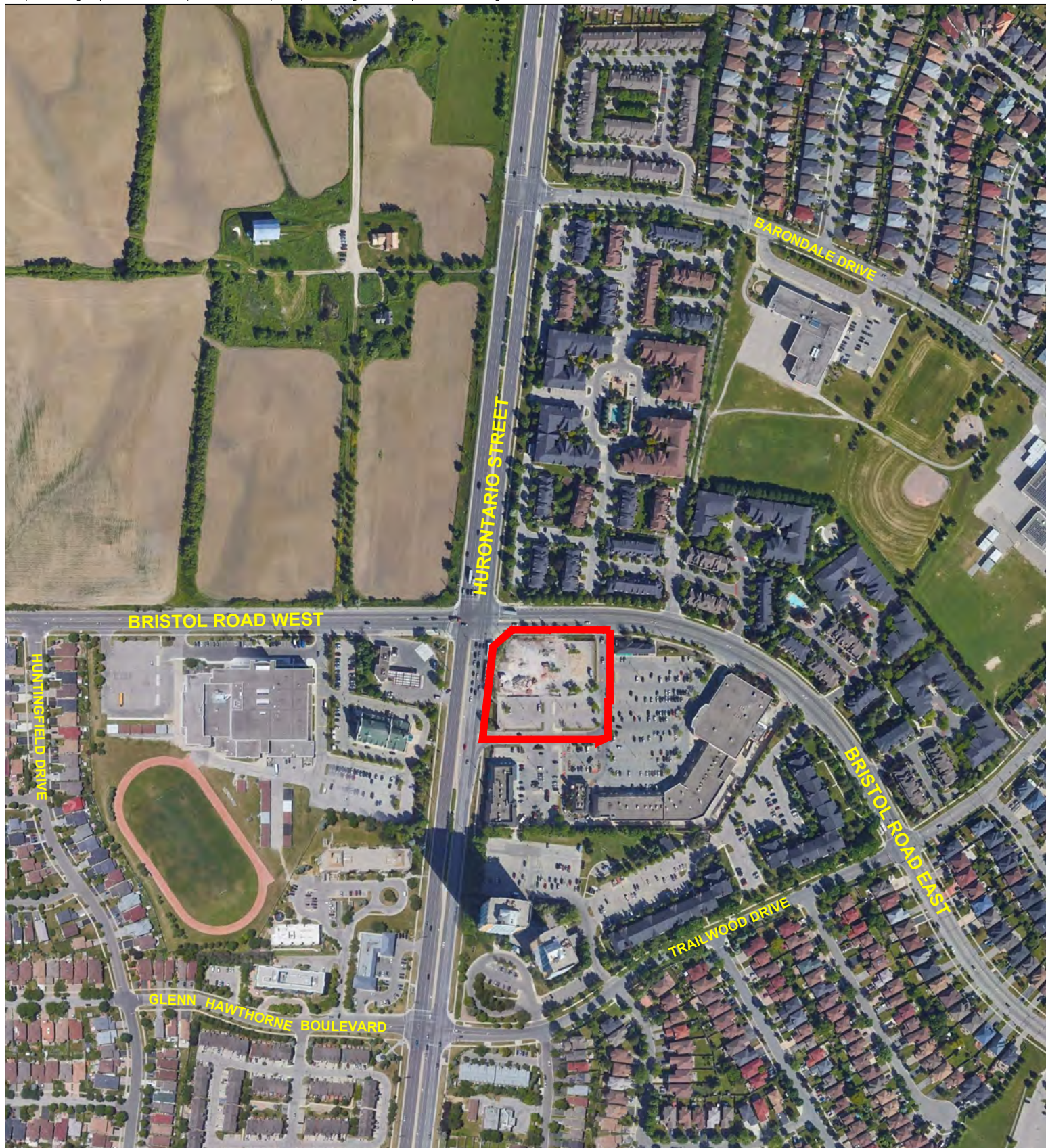


FIGURE 1

AERIAL CONTEXT PLAN

30 BRISTOL ROAD EAST,
CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

 Subject Property



Scale NTS
April 4, 2019

on Bristol Road East. It is currently vacant following a fire in 2017. The remaining lands have a total area of 2.9 hectares (7.2 acres) with frontages of approximately 79 metres (258 feet) on Hurontario Street and 120 metres (394 feet) on Bristol Road East. Both Phase 1 and the remaining lands are legally described as Part of Block 179, Registered Plan 43M - 782. The Development Lands comprise Parts 1 and 2 of the Draft Reference Plan while the Remaining Lands comprise Parts 3 and 4.

The adjacent lands are occupied by:

North:	Two and three-storey townhouse dwellings;
East:	Sandalwood Square Shopping Centre. Lands east of the shopping centre are occupied by one three-storey apartment building;
South:	Sandalwood Square Shopping Centre. Lands south of the shopping centre are occupied by two 24-storey apartment buildings adjacent to Hurontario Street, and one three-storey apartment building located further east; and
West:	Adjacent lands on the west side of Hurontario Street are occupied by a one-storey office/retail commercial building, one 8-storey apartment building, a church and an automobile gas bar.

A mix of retail, personal service, automobile service, restaurant, institutional, recreation and cultural uses are located within walking distance of the subject lands. These include Sandalwood Square Shopping Centre, Saviour of the World Chinese Catholic Church, St. Francis Xavier Catholic Secondary School, San Lorenzo Luis Catholic Elementary School, Bristol Road Middle School, Barondale Public School, and Barondale Green Park.

Hurontario Street and Bristol Road East are designated as an Arterial Road and a Major Collector Road, respectively, in the Mississauga Official Plan. Hurontario Street is designated as a Major Road in the Region of Peel Official Plan. Both roads are serviced by transit through Hurontario Bus Routes 19, 19A, 19B and 19C, Hurontario Express Route 103, and Bristol Bus Route 10. These routes run during the week day and/or weekend depending on the route. Hurontario Street is also designated as a Higher Order Transit Corridor that will be served by the Primary Bus Service route in the City of Mississauga's Long-Term Transit Service Network in the Official Plan. This designation is categorized by anticipated peak period bus service frequencies of 15 minutes or better in the long term.

Active transportation opportunities, including an existing primary on-road/boulevard route bike lane on Bristol Road East and a proposed route along Hurontario Street are also located near the subject lands.

Metrolinx, the Region of Peel, the City of Mississauga and the City of Brampton have long contemplated the implementation of a Light Rapid Transit (the future Hurontario LRT) along Hurontario Street. The future Hurontario LRT will provide rapid transit opportunities and is proposed to extend north from the northerly limit of Steeles Avenue in the City of Brampton to the southerly limit at Lakeshore Road in the City of Mississauga. The Hurontario LRT will provide connections to existing transit opportunities including, but not limited to, the Anchor Hub at Square One Terminal (Anchor hubs are defined as primary major transit station area in an

urban growth centre) and bus rapid transit routes. An LRT station is proposed at the Hurontario/Bristol Road intersection. Ultimately, the existing and proposed transit routes will provide for high level connectivity and high frequency transit options for users.

3.0 EXECUTIVE SUMMARY

The Official Plan and Zoning By-law Amendment are proposed to allow for the redevelopment of the lands municipally addressed as 60 Bristol Road East in the City of Mississauga (herein referred to as the “subject lands.”) for 470 apartment dwelling units and 1,103.7 square metres (11,880 square feet) of commercial uses on the subject lands in one 25-storey apartment building (Building A) and one 16-storey apartment building (Building B) that are connected by a six-storey podium.

This report reviews the proposed development of the subject lands in the context of the planning framework expressed in the Provincial Policy Statement (the “PPS”), the Growth Plan for the Greater Golden Horseshoe (the “GP”), the Region of Peel Official Plan (the “ROP”), the City of Mississauga Official Plan (the “MOP”).

The report further considers the ways in which the existing City of Mississauga Official Plan designation and policies applicable to the subject lands relate to the planning framework established in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and the Region of Peel Official Plan.

Staff have taken the position that an Official Plan Amendment for this application is required. Staff’s position is based on existing height policies of the Mississauga Official Plan (Policies 16.1.1.1 and 16.1.1.2). Requiring an Official Plan Amendment for heights greater than four storeys is, in our opinion, inconsistent with the vision, goals and objectives of the PPS, GP, ROP and MOP because this does not maximize the achievement of efficient development patterns and the efficient use of infrastructure and public service facilities. Less growth is directed to the Delineated Built-Up Area and the achievement of appropriate intensification along the Corridor is limited. The policy results in lower densities and fewer units and is therefore less supportive of transit and does not support the provision of a Major Transit Station at the intersection of Hurontario Street and Bristol Road East or the Hurontario LRT. Improved air quality and reduced greenhouse gas emissions are therefore not supported as effectively. Expanded, convenient access to local stores, transportation options, and public services is limited as fewer residents are available to support their use. Existing employment uses are also supported less as fewer residents are provided to support the existing and proposed commercial uses.

The above mentioned policies restricting height to four storeys are also inconsistent with the MOP vision, goals, and objectives of providing appropriate residential intensification through infilling and the development of existing commercial sites along Intensification Corridors as Mixed Use areas. The height limit policies:

- Result in lower densities that limit the efficient use of land, infrastructure and public service facilities;
- Contribute less to providing a mix of uses and housing types in the Hurontario Neighbourhood;
- Results in a form of development that is inconsistent with existing development that was approved after taking environmental, public health and safety concerns into account;
- Does not prioritize intensification and higher densities to efficiently use land and

structures;

- Provides fewer housing options within the neighbourhood;
- Increases dependence on the automobile by restricting densities resulting in development that is less transit supportive; and
- Does not support the continued function of the commercial plaza and the retention of employment opportunities associated with it.

The proposed development, and associated Official Plan and Zoning By-law Amendment, is however appropriate to facilitate the proposed height and ensures that the City's Official Plan is consistent and in conformity with the Provincial and Regional Plans.

From a land use perspective, the proposed redevelopment is consistent with and supportive of policy directions promoting intensification of underutilized sites within built-up areas. The subject lands are within a Settlement Area and the Delineated Built-Up Area, and will contribute to the provision of an appropriate range and mix of compact residential and commercial uses in the Hurontario Neighbourhood. Their redevelopment represents an intensification of existing commercial uses on a Corridor that minimizes land consumption and makes efficient use of infrastructure and public service facilities. It has a compact form, mix of uses and densities that results in an efficient use of land that avoids the need for unjustified, uneconomical expansion as the lands are within an established community. It is an adaptive re-use of land that is transit-supportive and will minimize the length and number of private automobile trips due to the proposed density, and mix of uses, and the proximity to the Hurontario LRT.

The proposed mixed use apartment and retail commercial uses, and their proximity to an existing commercial plaza, will provide a mix of land uses, a range and mix of employment types, and easy access to local stores and services which will, in turn, reduce the need for long commuting. The proposed development therefore contributes to achieving a complete community in the Hurontario Neighbourhood. Economic development is promoted by supporting the continued positive function of the existing businesses in the Sandalwood Square Shopping Centre due to the proximity of the proposed mixed uses, thereby contributing to a balance of jobs and housing.

The intensification of the subject lands also conforms to the policies for directing growth as it proposes an intensified compact, mixed use development at an appropriate location that is served by transit. It also conforms to the Neighbourhoods and Corridor policies of the Mississauga Official Plan (the "MOP") since the apartment and retail commercial uses proposed in the "Development Area" represent an intensification of an existing commercial property for mixed uses that is adjacent to a Corridor. Hurontario Street is an "Intensification Corridor" and is therefore encouraged to develop with mixed uses oriented towards the Corridor. The proposed redevelopment complies with the "Mixed Use" designation of the MOP and is consistent with the vision of the Hurontario LRT Planning and Urban Design Master Plan.

The proposed development supports the objective of providing complete communities through residential and commercial intensification of an existing commercial plaza and provides ease of access to residential, employment and recreational activities, whilst maintaining the original intention of providing retail commercial uses in this location. The subject lands are located within an Intensification Corridor, Major Transit Station Area and within Hurontario Neighbourhood

Character Area in the City of Mississauga Official Plan.

From an urban design perspective, the proposed mixed use redevelopment will satisfy the goals and objectives of municipal policy related to urban design. The provision of outdoor amenity open space, and thoughtful built form and urban design strategies, will enhance the areas character and create a desirable pedestrian realm and development.

In order to permit for the proposed development, an amendment to the MOP and Zoning By-law 0225-2007 is required.

It is our opinion that the proposed redevelopment represents good planning and should be approved.

4.0 DEVELOPMENT PROPOSAL

4.1 PHASE 1 DEVELOPMENT AREA

As shown on **Figure 2 – Site Plan/Roof Plan RZ006**, 151516 Canada Inc. is proposing to develop the Phase 1 lands to accommodate a mix of 470 apartment dwelling units and 1,103.7 square metres (11,880 square feet) of retail commercial floor area.

The apartment dwelling units are located in a one 25-storey apartment building (Building A) that faces Hurontario Street and a one 16-storey apartment building (Building B) that faces Bristol Road East. Building A is setback approximately 11.5 metres (38 feet) from Hurontario Street and steps down to a two-storey podium that is setback between approximately 3.2 metres (10.5 feet) to 5.0 metres (16 feet) from Hurontario Street.

The podium extends along Hurontario Street and Bristol Road East and connects to Building B to create an enhanced streetscape and massing and minimize impacts on the adjacent properties. Building B is setback approximately 19.2 metres (63 feet) from Bristol Road East and steps down from 16 storeys to ten, eight, six and four storeys adjacent to Bristol Road East. The four storey portion of the podium is setback between 3.0 metres (10 feet) and 4.2 metres (13.8 feet) from Bristol Road East. Buildings A and B, and the podium, will contain 190 units, 102 and 178 dwelling units, respectively. The proposed retail commercial floor area will be located within the proposed podium.

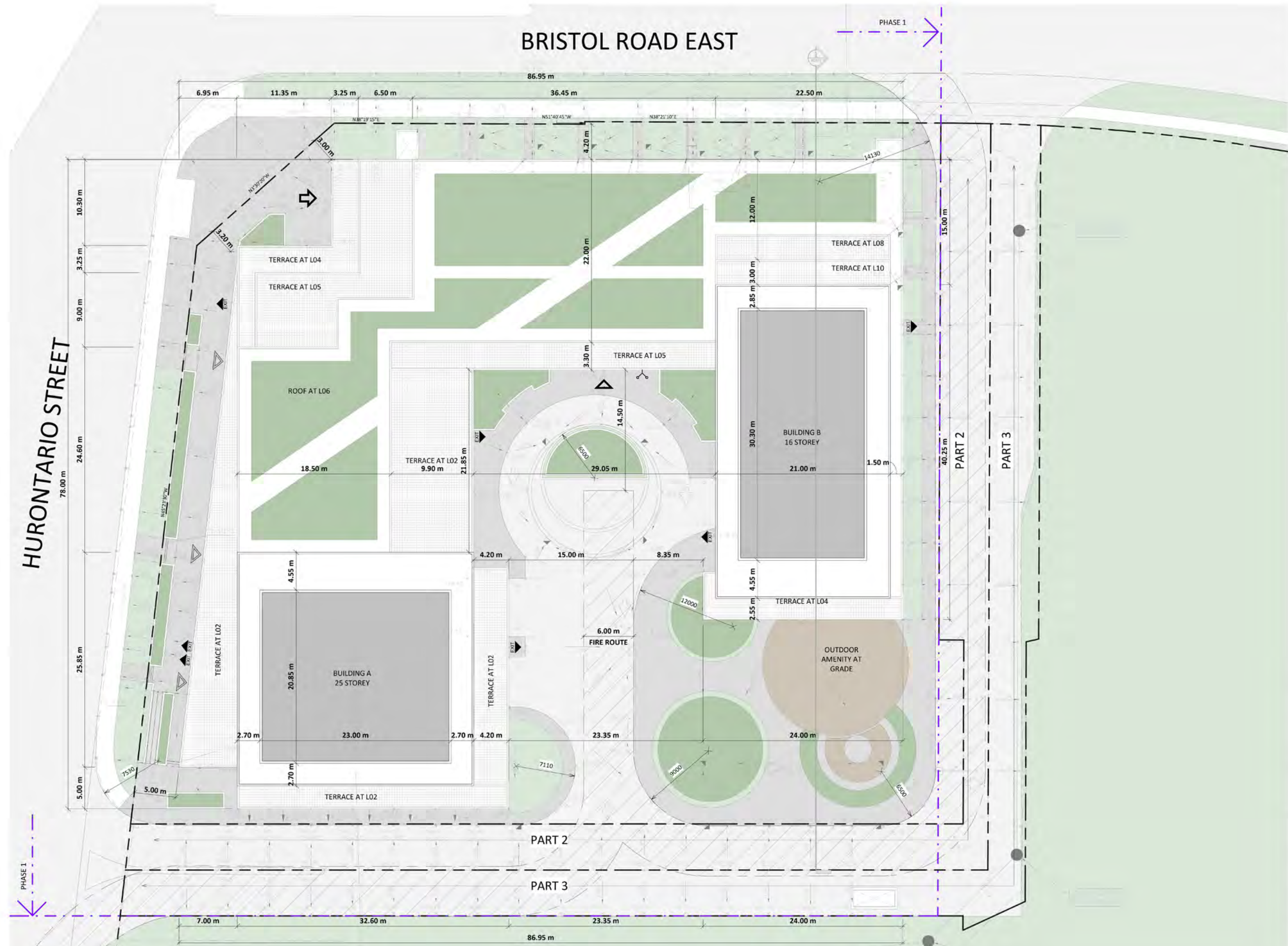
The proposed Phase 1 development has a density of 478 units per net hectare (193 units per net acre) and a floor space index of 3.97. 2,115.8 square metres (22,774 square feet) of indoor amenity area and 724.4 square metres (7,797 square feet) of outdoor amenity area are proposed.

Access to the Phase 1 lands is provided via one right-in/right-out access on Hurontario Street and one full-moves access to Bristol Road East using existing driveways which will be shared with the Sandalwood Square Shopping Centre. The proposed development is served internally by a 10.3 metre wide (34 feet) private road that connects these accesses to a centrally located drop-off area and ramps to underground parking spaces.

Parking is provided as outlined in the Transportation Impact Study prepared by LEA Canada, at a ratio of 1.0 spaces per dwelling unit for residents and 0.15 spaces per dwelling unit for visitors. Zero parking spaces are provided for the commercial uses as these spaces will be provided on the remaining lands. A provision has been included in the draft zoning by-law to allow this. 540 underground parking spaces are provided. Please refer to the Transportation Impact Study for a detailed review of the proposed parking ratios.

The Mississauga Official Plan Neighbourhood policies permit a maximum building height of four storeys. They also indicate that proposals for heights more than four storeys will be considered where it can be demonstrated to the City's satisfaction that:

- a. an appropriate transition in heights that respects the surrounding context will be achieved;



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LEGEND

- PRIMARY RESIDENTIAL ENTRANCE
- SECONDARY RESIDENTIAL ENTRANCE
- RETAIL ENTRANCE
- EXIT
- FIRE HYDRANT
- SIAMESE CONNECTION

1	100-XX-XXXX	ISSUED FOR REZONING	DATE	DESCRIPTION	BY
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PROJECT
SANDALWOOD SQUARE

60 BRISTOL ROAD E
Mississauga

DRAWING
SITE PLAN / ROOF PLAN

PROJECT NO. 18 039	DRAWING NO. RZ006
PROJECT DATE 2019-03-25	
DRAWN BY NMC	
CHECKED BY RMM	
SCALE As indicated	



FIGURE 2 CONCEPT SITE PLAN

30 BRISTOL ROAD EAST, CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

Scale NTS
April 4, 2019

GSAI
Glen Schnarr & Associates Inc.

- b. the development proposal enhances the existing or planned development;
- c. the City Structure hierarchy is maintained; and
- d. the development proposal is consistent with the policies of this Plan.

Notwithstanding these policies, Staff require that an application for Official Plan Amendment be made for the proposed towers. While we disagree and do believe that an Official Plan Amendment is required for the proposed redevelopment, one has been prepared as required by staff. A Zoning By-law Amendment is also required to permit the proposed residential dwellings use, apartment building heights, floor area ratio, and reduced minimum parking requirements. Other site-specific amendments to the provisions of the Zoning By-law will also be required.

4.2 THE REMAINING LANDS

As requested by the Planning and Building Department at the July 4, 2018, Development Application Review Meeting, a Master Plan has been prepared to conceptually show how the remaining lands, which are currently occupied by the Sandalwood Square Shopping Centre, could be developed in the future (see **Figure 3 – Master Plan – Site/Roof Plan RZ005**).

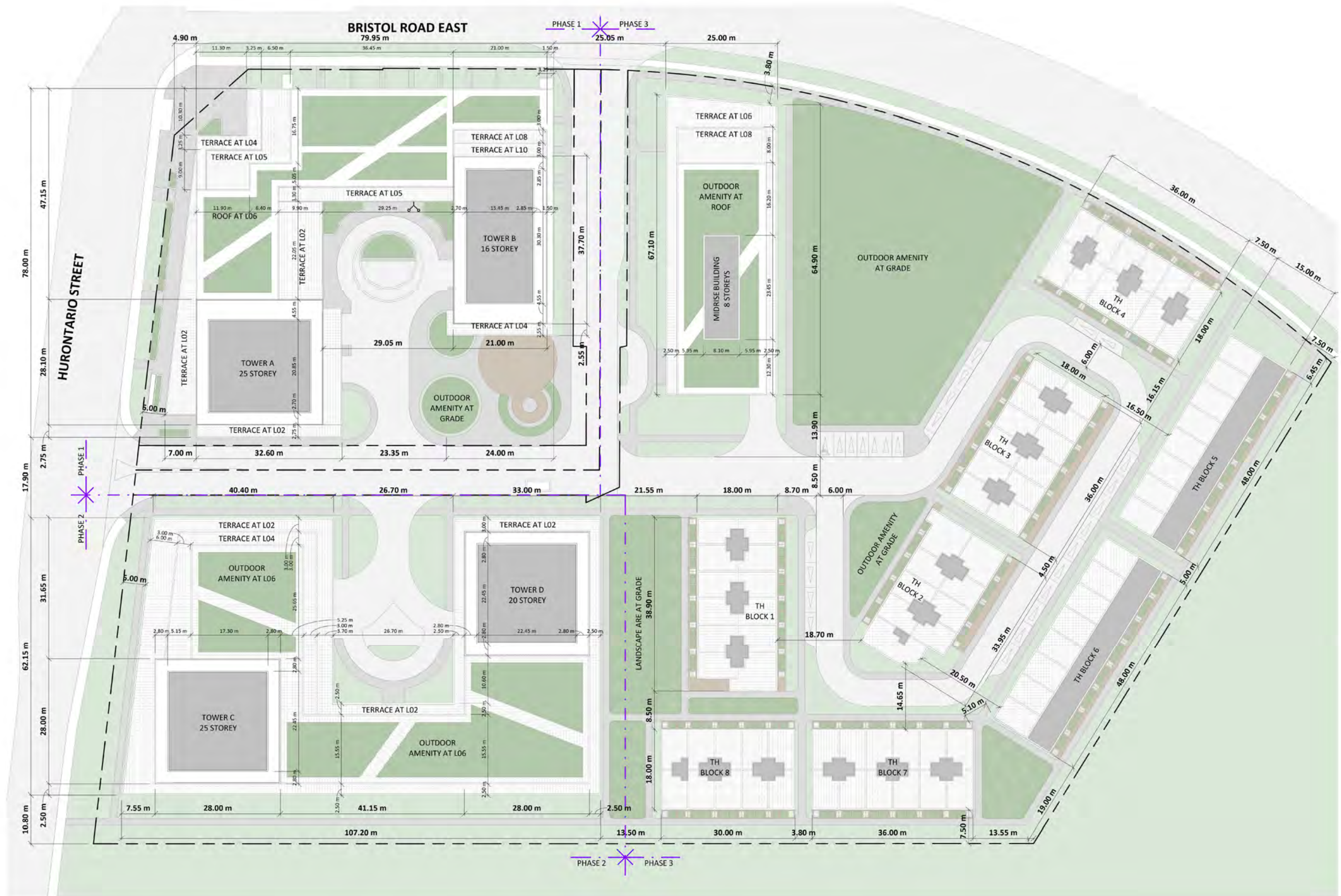
In addition to the Phase 1 development proposal, the Master Plan proposes an additional 675 apartment dwelling units, 166 back-to-back townhouse units, and 1,578.3 square metres (16,989 square feet) of retail commercial floor area.

The apartment dwelling units would be located within one 25-storey building (Tower C), one 20-storey building (Tower D) and one 8-storey apartment building. Tower C would face Hurontario Street and would be located south of Tower A. Tower D and the eight-storey apartment building would be located south and east of Tower B, respectively.

Similar to the Development Area towers, Towers C and D would be connected by a six-storey podium that extends along Hurontario Street and the south property line. The podium would step down to four and two-storeys adjacent to Tower C and to two-storeys adjacent to Tower D. The podium would be setback approximately 5.0 metres (16 feet) along Hurontario Street and 10.8 metres (35 feet) to the south property line. The three apartment buildings and the podium would contain 488 and 187 units, respectively. The proposed retail commercial floor area would be located within the proposed podium. The 166 back-to-back townhouse dwelling units would be located in eight four-storey buildings that would be located east of Tower D and the 8-storey apartment building.

As currently proposed, the Master Plan for the remaining lands proposes a density of 288 units per net hectare (117 units per net acre). 1,046.7 square metres (11,267 square feet) of indoor amenity area and 3,057.2 square metres (32,908 square feet) of outdoor amenity area would be provided to serve future residents.

Access to the remaining lands would share the right-in/right-out access on Hurontario Street, the full-moves access to Bristol Road East, and the internal private road provided for the Phase 1 development. The towers, apartment building and back-to-back townhouses would connect to this private road via drop-off areas and ramps to underground parking spaces. Visitor surface



1	XX-XX-XXXX	ISSUED FOR REZONING	NMC
#	DATE	DESCRIPTION	BY

PROJECT
SANDALWOOD SQUARE

60 BRISTOL ROAD E
Mississauga

DRAWING
MASTER PLAN - SITE/ROOF PLAN

PROJECT NO. 18 039
PROJECT DATE 2019-03-25
DRAWN BY NMC
CHECKED BY RMM
SCALE 1 : 400

DRAWING NO.
RZ005

FIGURE 3 MASTER PLAN

30 BRISTOL ROAD EAST, CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

Scale NTS
April 3, 2019

parking spaces would also be provided for the back-to-back townhouses.

4.3 THE OVERALL DEVELOPMENT

As indicated above, the Master Plan (representing “full build out”) conceptually shows how the remaining lands could be developed in the future. If combined with the Development Area proposal, a total of 1,311 residential dwelling units and 2,682 square metres (28,869 square feet) of retail commercial floor area is proposed within buildings ranging in height from one to 25-storeys. This would result in a density of 336 units per net hectare (135 units per net acre) and an overall floor space index of 3.01. 3,162.2 square metres (34,038 square feet) of indoor amenity area and 4,494.7 square metres (48,381 square feet) of outdoor amenity area would also be provided, inclusive of rooftop terraces and publicly accessible open space.

5.0 LAND USE POLICIES

As explained in the introduction, the purpose of this report is to outline the proposed development and evaluate the proposal in the context of the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Peel Regional Official Plan, and the City of Mississauga Official Plan. The following provides an overview of these land use policy documents and how consistency and conformity with these documents is achieved.

5.1 PROVINCIAL PLANS

5.1.1 PROVINCIAL POLICY STATEMENT (2014)

Section 3 of the *Planning Act* requires that planning authorities “be consistent” with the Provincial Policy Statement (the “PPS”) when exercising any authority that affects planning matters.

The PPS provides planning direction on matters of provincial interest related to land use planning and development. It sets the policy foundation for regulating the development and use of land. The intent of the PPS is to provide for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment.

As set out in the PPS, Ontario’s long-term prosperity, environmental health, and social well-being depend on a coordinated approach to wisely managing change and promoting efficient development patterns that result in strong and healthy communities. This is achieved by balancing environmental protection, economic growth, public health and safety, and the need for strong, livable, healthy and compete communities (Section 1.0). The PPS must be read in its entirety, while considering all applicable policies and how they work together.

The PPS promotes efficient development patterns by directing growth to settlement areas and discouraging the unnecessary and inefficient expansion of these areas, encouraging the effective use of existing and planned infrastructure and by providing a range and mix of residential uses. Specifically, the PPS states that:

1.1.1 Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*

- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;*
- f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;*
- g) ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and,*
- h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.*

1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area.

Within settlement areas, sufficient land shall be made available through intensification and redevelopment and if necessary, designated growth areas.

The proposed Official Plan Amendment and Zoning By-law Amendment applications conform to Sections 1.1.1 and 1.1.2 of the PPS as the Subject Lands and contribute to providing a mix of residential and non-residential uses. This will in-turn assist in meeting the long-term needs of a healthy, liveable and safe community. The subject lands are located within an area that has access to a variety of day to day services and amenities for future residents.

The provision of a mix of uses that are conveniently located in proximity to one another removes land uses barriers and improve access for older persons and persons with disabilities. The proposed redevelopment represents an efficient intensification of land uses on appropriately located parcels of land that are, or will be, served by transit and light rapid transit. It proposes a mixed use commercial and high density residential redevelopment that minimizes land consumption and efficiently uses infrastructure.

Intensification of this site per the proposed Official Plan Amendment and Zoning By-law Amendment would promote conformity with the PPS.

Section 1.1.3 further indicates that land use patterns within settlement areas shall be planned based on densities that will efficiently use land and resources. Appropriate locations and opportunities for intensification and redevelopment are to be promoted. Development standards that facilitate intensification opportunities are also to be advanced. The PPS indicates that:

1.1.3.1 Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.

1.1.3.2 Land use patterns within settlement areas shall be based on:

a) densities and a mix of land uses which:

- 1. efficiently use land and resources;*
- 2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- 3. minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- 4. support active transportation;*
- 5. are transit-supportive, where transit is planned, exists or may be developed; and*
- 6. are freight-supportive.*

b) a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated;

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Intensification and redevelopment shall be directed in accordance with the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety; and

1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

The subject lands are located within a Settlement Area where growth and development are to occur. The proposed redevelopment proposes an intensified mix of uses and an increase in residential density in an area with existing infrastructure. The proposed development has been designed to be compact in form while also considering risks to public health and safety through the completion of a Phase 1 environmental impact study, noise study and pedestrian wind study. Please see the Technical Reports section of this report for a summary of the conclusions of these studies.

The proposed Official Plan and Zoning By-law amendment applications promote transit supportive development as the site is located along the future Hurontario LRT line. A future LRT stop is proposed at the intersection of Hurontario Street and Bristol Road East as discussed above.

The proposed redevelopment concept includes a well-connected internal pedestrian realm including outdoor amenity space. The proposal also includes connections to existing sidewalks and nearby public transportation systems thereby encouraging walking and use of public transit as options for alternative modes of transportation. The proposal is transit supportive as future residents will be within walking distance of numerous bus routes traveling east-west along Bristol Road East and north-south along Hurontario Street, and the future Hurontario LRT. These connections ultimately provide access to existing mobility hubs such as the Square One Anchor Terminal and the Lakeshore GO lines. Access to existing or future cycling routes is also provided.

The proposal contributes to a desirable pedestrian realm by animating the streetscape, providing architecturally interesting building facades and soft landscaping techniques. Ease of access to a variety of uses is also provided.

For these reasons, the subject lands are well suited for intensification.

The PPS requires that, in addition to those principles above, planning authorities provide for a mix of housing typologies and densities as follows:

- 1.4.1 To provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*
- a) maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
 - b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

To achieve this, the PPS encourages the development of new housing through residential intensification and redevelopment in locations where it can take advantage of existing and planned infrastructure, including transit infrastructure. To this end, the PPS states:

- 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:*
- a) establishing and implementing minimum targets for the provision of*

housing which is affordable to low and moderate income households. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;

b) permitting and facilitating:

- 1. all forms of housing required to meet the social, health and wellbeing requirements of current and future residents, including special needs requirements; and*
- 2. all forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3;*

c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;

d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and

e) establishing development standards for residential intensification redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

The proposed mixed use development presents a highly efficient use of the subject lands, throughout each phase and upon full build out as illustrated in the Master Plan as prepared by Turner Fleshier Architects (*see Figure 3*). The subject lands are located in an optimal location to be able to accommodate an increase in residential density, whilst maintaining commercial and office permissions, as the area has access to a number of key features including, but not limited to, day to day services and amenities, schools and inter and intra regional transit routes. The proposal will contribute to the overall housing stock in the area and provide commercial opportunities for residents of the development and surrounding area, while maximizing the use of existing infrastructure. The proposed development therefore demonstrates consistency with Section 1.4 of the PPS 2014.

Policy 1.5 of the PPS contains policies to ensure the creation of effective and safe recreation opportunities:

1.5.1

Healthy, active communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active*

transportation and community connectivity;

The development proposal provides connections to the existing sidewalk network, whilst widening the existing sidewalk on Bristol Road East, and provides an internal pedestrian network that connects the proposed residential, commercial and open space areas. These connect the proposed redevelopment to the surrounding neighbourhood and provide convenient and safe access for both residents and shoppers of the proposed redevelopment since vehicle and pedestrian movements are separate from one another. The connections to the municipal sidewalks also provide opportunities to surrounding cycling and pedestrian network, which facilitates active transportation access to the existing Sandalwood Square Shopping Centre, Saviour of the World Chinese Catholic Church, St. Francis Xavier Catholic Secondary School, San Lorenzo Luis Catholic Elementary School, Bristol Road Middle School, Barondale Public School, and Barondale Green Park, which are within walking and cycling distance.

The street wall along Hurontario Street will be designed to with active building frontages. This, in combination with having contiguous street walls and buildings close to and parallel to the street, will ensure eyes on the street to enhance public safety. High activity areas such as the central drop-off area and outdoor amenity area located internal to the proposed redevelopment will also assist in ensuring these areas are safe. CPTED (Crime Prevention Through Environmental Design) principles have therefore been incorporated into the site design by providing; eyes on the street and natural surveillance, casual congregation areas and connectivity measures where the proposed open space has a relationship with the surrounding site and is not isolated from the balance of the development proposal.

The following policies in Section 1.6 relate to land use and transportation infrastructure facilities and further indicates that intensification and redevelopment in settlement areas on existing municipal services should be promoted. In this regard, the PPS indicates that:

- 1.6.4.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible;*
- 1.6.5.2 Efficient use shall be made of existing and planned infrastructure;*
- 1.6.5.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support the development of viable choices and plans for public transit and other alternative transportation modes, including commuter rail and bus;*
- 1.6.5.5 Transportation and land use considerations shall be integrated at all stages of the planning process.*
- 1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and*

municipal water services should be promoted, wherever feasible; and

1.6.6.7 Planning for stormwater management shall:

- a) minimize, or, where possible, prevent increases in contaminant loads;*
- b) minimize changes in water balance and erosion;*
- c) not increase risks to human health and safety and property damage;*
- d) maximize the extent and function of vegetative and pervious surfaces;
and*
- e) promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development.*

As highlighted above the PPS encourages land use patterns, densities and a mix of uses that support transit and active transportation uses. Transportation corridors and rights-of-way are to be protected for infrastructure, including transportation and transit systems. In this regard, the PPS further states:

1.6.7.2 Efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible;

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

1.6.7.5 Transportation and land use considerations shall be integrated at all stages of the planning process.

1.6.8.3 Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.

New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

The proposal conforms to Section 1.6 of the PPS as it will be serviced through the extension of existing infrastructure. It also supports the use of transit along Hurontario Street and Bristol Road East, as well as the future Hurontario LRT. The subject lands are also located in proximity to

existing and proposed cycling routes. Alternative modes of transportation are therefore supported in accordance with the policies of the PPS.

A mixed use land use pattern is also desirable as it provides the opportunity for fewer vehicle trips as the development will ultimately be able to serve the future residents as well as existing residents in the area by providing shopping and service commercial opportunities at a location that is well connected to a multi modal transportation network. Opportunities for decreased reliance on private automobile travel are therefore provided, consistent with the policies of the PPS.

As illustrated in the Master Plan, the proposed redevelopment of the Development Area works in harmony, and does not preclude, the future redevelopment of the Remaining Lands. The vision for the redevelopment of the subject lands has been evaluated holistically and intends to enhance the areas intended function, capitalize on infrastructure investments and provide intensification through the redevelopment of an underutilized site.

Based on the above analysis, it is our opinion that the proposed redevelopment, and the proposed Official Plan and Zoning By-law Amendments, are consistent with the PPS.

5.1.2 OFFICIAL PLAN AMENDMENT FOR THE REDEVELOPEMENT AND PPS

The existing height policies of the Mississauga Official Plan (Policies 16.1.1.1 and 16.1.1.2), which Staff have taken the position requires an Official Plan Amendment for heights greater than four storeys, are in our opinion inconsistent with the vision, goals and objectives of the PPS because it does not maximize the achievement of efficient development patterns and limits the achievement of appropriate intensification along an Intensification Corridor that is also within a Major Transit Station Area (both of which are further discussed in Section X of this report). The policy results in lower densities and fewer units and is therefore less supportive of transit and does not minimize greenhouse gas emissions and subsequent negative air quality. Fewer residents are also provided to support the existing and proposed commercial uses.

The proposed Official Plan Amendment which, further to the request of Staff amends the Mississauga Official Plan to specifically state that a maximum building height of 25 storeys is permitted as part of the Proposed Redevelopment is, in our opinion consistent with the policies of the PPS.

The subject lands are within a Settlement Area and will contribute to the provision of an appropriate range and mix of compact residential and commercial uses in the Hurontario Neighbourhood. Their redevelopment represents an intensification of existing commercial uses on an Intensification Corridor that minimizes land consumption and makes efficient use of infrastructure and public service facilities.

The proposed redevelopment represents an intensification of residential uses and supports the existing retail commercial uses on an Intensification Corridor. This effectively minimizes land consumption and makes efficient use of infrastructure and public service facilities. The proposal presents a compact built form, mix of uses and densities that result in an efficient use of land and

avoids the need for unjustified, uneconomical expansion as the lands are within an established community. It is an adaptive re-use of land that is transit-supportive and will minimize the length and number of vehicle trips due to the proposed density, mix of uses and the proximity to the anchor hub located at Square One Terminal, the future Hurontario LRT and those various transit options that provide inter and intra-regional connections.

5.1.3 ZONING BY LAW AMENDMENT FOR THE REDEVELOPMENT AND THE PPS

Mississauga Zoning By-law 0225-2007 zones the subject lands Neighbourhood Commercial – Exception 15 (“C2-15”), which permits retail, office, motor vehicle and entertainment/recreation uses among other uses. The proposed Zoning By-law Amendment is consistent with the vision, goals and objectives of the PPS as it provides a compact, appropriate intensification of a mix of uses along a Corridor that contributes to maximizing the efficient use of land, infrastructure, public service facilities and transit, while supporting improved air quality and reduced greenhouse gas emissions.

5.2 THE GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2017)

The Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) builds on the policy directions contained in the PPS and in this regard, is intended to function as a policy framework for achieving healthy, strong and complete communities by managing growth in the Greater Golden Horseshoe (“GGH”) Region. Complete communities are defined by their ability to meet the daily needs of resident’s lives through the provision of a mix of jobs, local stores, services, and a full range of housing, public service facilities and transportation options. They support active transportation and provide high quality public open space, adequate parkland, and opportunities for recreation.

The Growth Plan facilitates this vision by reinforcing the need to direct growth to settlement areas that have the capacity to accommodate growth, and prioritizing intensification within these areas. Promoting transit supportive densities and a mix of land uses while ensuring that there are adequate water and wastewater services to support growth are also key components of the Growth Plan. The policies contained in the Growth Plan guide infrastructure, transportation and land use planning in the GGH. The goal of the Growth Plan is to enhance the quality of life for residents. The policies of the Growth Plan must be read in conjunction with other provincial plans and the PPS.

Specifically, Sections 2.2.1 – Managing Growth and 2.2.2 – Delineated Built-Up Areas state:

2.2.1 Managing Growth

2. *Forecasted growth to the horizon of this Plan will be allocated based on the following:*

- a) *the vast majority of growth will be directed to settlement areas that:*
 - i. *have a delineated built boundary;*
 - ii. *have existing or planned municipal water and wastewater systems;*
and
 - iii. *can support the achievement of complete communities;*
- c) *within settlement areas, growth will be focused in:*
 - i. *delineated built-up areas;*
 - ii. *strategic growth areas;*
 - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
 - iv. *areas with existing or planned public service facilities; and*
- d) *development will be directed to settlement areas, except where the policies of this Plan permit otherwise.*

The redevelopment concept proposes an increase in residential and commercial density within the existing Settlement Area and the Delineated Built-Up Area and utilizes existing water and wastewater systems. The area offers links to the Downtown and other Major Nodes which can further service or support the proposed redevelopment. The subject site is located within an area where intensification is supportable by existing and planned infrastructure and services.

The Growth Plan indicates that well planned infrastructure is essential to the viability of communities and critical to economic competitiveness, quality of life, and the delivery of public services. It provides the framework to guide and prioritize infrastructure planning and investments in the GGH to support and accommodate forecasted growth.

With respect to the establishment of complete communities, Policy 2.2.1.4 Managing Growth provides that:

- 3. *Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:*
 - c) *provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form.*
- 4. *Applying the policies of this Plan will support the achievement of complete communities that:*
 - a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
 - b) *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*

- c) *provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) *expand convenient access to:*
 - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. *public service facilities, co-located and integrated in community hubs;*
 - iv. *healthy, local, and affordable food options, including through urban agriculture;*
- e) *ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards;*
- f) *mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities; and*
- g) *integrate green infrastructure and low impact development.*

The proposed redevelopment will support the creation of a complete community by incorporating a mix of residential and commercial uses, and a range and mix of housing options, in proximity to each other and to existing institutional elementary and secondary school uses and recreational opportunities in the area. Opportunities to live, work and play are therefore provided.

It thoughtfully creates a desirable pedestrian realm along Hurontario Street and Bristol Road East and interact internally within the site. The provision of walkways throughout the Development Area and the remaining lands, short- and long-term bicycle parking, soft landscaping and architectural interesting buildings will ensure a comfortable environment for future and area residents.

The proposed redevelopment demonstrates conformity with the Growth Plan as it proposes transit supportive densities and supports a range of transportation options in an are that is appropriately serviced. Given the subject property's location, its proximity to several existing and proposed transit options, opportunities for reduced dependence on the automobile and a reduction in greenhouse gas emissions is provided. Future residents and area residents will continue to benefit from the proposed and existing commercial uses since these will be supported by the additional residents.

It is the intention of this design team to work with guidelines put forth by the City of Mississauga to understand and implement particular urban design strategies that will allow for the proposal to create desirable streetscape and pedestrian scenarios that fit in and ultimately amplify the character

of the area as it exists today and as it is planned to exist in the future. This will be supported through the provision of high quality buildings in terms of design and material, as well as building orientation. Further, green infrastructure and low impact design features will be given careful consideration throughout the site design process and implemented where possible.

Attractive streetscapes will be achieved through providing reduced setbacks to Hurontario Street and Bristol Road East and by providing commercial uses at grade along Hurontario Street where transit and pedestrian connections are existing and proposed. Direct access to the commercial uses is proposed along Hurontario Street to foster an ease of access for those engaging with only the commercial portion.

Urban Design considerations have been an integral part and guiding principle throughout the site design process and will continue to be a priority through the site design, and site plan stages of this proposal.

Policy 2.2.2 Delineated Built-up Areas, establishes the required target for development within delineated built-up areas:

2.2.2 Delineated Built-Up Areas

- 1. By the year 2031, and for each year thereafter, a minimum of 60 per cent of all residential development occurring annually within each upper- or single-tier municipality will be within the delineated built-up area.*
- 2. By the time the next municipal comprehensive review is approved and in effect, and each year until 2031, a minimum of 50 per cent of all residential development occurring annually within each upper- or single-tier municipality will be within the delineated built-up area.*
- 3. Until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply.*
- 4. All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:*
 - a) encourage intensification generally to achieve the desired urban structure;*
 - b) identify the appropriate type and scale of development and transition of built form to adjacent areas;*
 - c) identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*

- d) *ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
- e) *prioritize planning and investment in infrastructure and public service facilities that will support intensification; and*
- f) *be implemented through official plan policies and designations, updated zoning and other supporting documents.*

The proposed redevelopment represents compact intensification of an existing underutilized commercial plaza in the Delineated Built-Up Area that is located along an identified Intensification Corridor in proximity to a Major Transit Station Areas that supports a complete community through the introduction of a mix of uses in an area suitable for such development.

Overall, the proposed redevelopment achieves the above noted objectives by contributing to minimum intensification targets while considering the achievement of complete communities, and an appropriate built form, scale and transition to adjacent areas. It is consistent with the surrounding land uses, which are occupied by high-rise apartment buildings, low-rise apartment buildings and townhouses. The lower density built form proposed in Phase 1, fronting onto Bristol Road is appropriate as the proposed heights are stepped so that they are lower adjacent to the existing townhouses. The proposed redevelopment also provides a transition from the Uptown and Downtown Major Nodes to the south (Uptown and Downtown). It is also in keeping with the recently approved land use permissions at the north-west corner of Bristol Road West and Hurontario Street, where an FSI of 3.0 and building height of 20 was approved by Council.

Currently, the site is designated mixed use and zoned for commercial uses. The proposal maintains the intention of the mixed use designation, however, offers for optimization of the subject lands as per its locational advantages by permitting high density residential uses in conjunction with those uses currently permitted as of right. The proposed draft Zoning By-law Amendment is reflective of this concept as it maintains a commercial zone with residential permissions.

Section 2.2.4 *Transit Corridors and Station Areas* reads:

- 1. *The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station areas on priority transit corridors, including zoning in a manner that implements the policies of this Plan.*
- 2. *For major transit station areas on priority transit corridors or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station*
- 9. *Within all major transit station areas, development will be supported,*

where appropriate, by:

- a. planning for a diverse mix of uses, including second units and affordable housing, to support existing and planned transit service levels;*
 - c. providing alternative development standards, such as reduced parking standards; and*
 - d. prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.*
10. *Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.*
11. *In planning lands adjacent to or near higher order transit corridors and facilities, municipalities will identify and protect lands that may be needed for future enhancement or expansion of transit infrastructure, in consultation with Metrolinx, as appropriate.*

The subject lands are located along an Intensification Corridor and within a Major Transit Station Area (MTSA) in the Mississauga Official Plan (MOP).

The redevelopment proposal is in conformity with section 2.2.4 of the Growth Plan as it proposes intensification and a mix of uses in a built form that will support existing and proposed transit. The number of residents that will have access to the future Hurontario LRT will significantly increase with the full build out of the development proposal. The aim of supporting transit within a MTSA is therefore supported by maximizing the number of potential transit users within the area. The proximity and ease of access to the future LRT and MTSA will prioritize transit ridership as a desirable option for area residents.

The transportation system for the GGH is to be planned and managed for the safe and efficient movement of goods and people, and to reduce greenhouse gas emissions and other negative environmental impacts. The Growth Plan also prioritizes public transit for transportation infrastructure planning and investment. A comprehensive and continuous active transportation network is also to be provided to offer a viable alternative to the private automobile for personal travel.

The location provides ease of access to multi modal-transportation options and will therefore encourage residents to engage in alternative modes of transportation such as public transit and active transportation, which are both readily available in the area.

Section 3 of the Growth Plan discusses Infrastructure. The applicable infrastructure policies are:

3.2.2. Transportation – General

- 1. Transportation system planning, land use planning, and transportation investment will be co-ordinated to implement this Plan.*
- 2. The transportation system within the GGH will be planned and managed to:*
 - a) provide connectivity among transportation modes for moving people and for moving goods;*
 - b) offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation;*
 - c) be sustainable and reduce greenhouse gas emissions by encouraging the most financially and environmentally appropriate mode for trip-be sustainable, by encouraging the most financially and making and supporting the use of zero- and low-emission vehicles;*
 - d) offer multi-modal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services; and*
 - f) provide for the safety of system users.*

3.2.3. Moving People

- 2. All decisions on transit planning and investment will be made according to the following criteria:*
 - b) prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels;*
 - c) increasing the capacity of existing transit systems to support strategic growth areas;*
 - d) expanding transit service to areas that have achieved, or will be planned to achieve, transit-supportive densities and provide a mix of residential, office, institutional and commercial development, wherever possible;*
 - e) facilitating improved linkages between and within municipalities from nearby neighbourhoods to urban growth centres, major transit station areas, and other intensification areas;*
 - f) Increasing the modal share of transit, and*
 - g) contributing towards the provincial greenhouse gas emissions reduction targets.*

4. *Municipalities will ensure that active transportation networks are comprehensive and integrated into transportation planning to provide:*
 - a) *safe, comfortable travel for pedestrians, bicyclists, and other users of active transportation; and*
 - b) *continuous linkages between strategic growth areas, adjacent neighbourhoods, major trip generators, and transit stations, including dedicated lane space for bicyclists on the major street network, or other safe and convenient alternatives.*

The interconnected nature of land use and transportation planning has been considered and further realized through the Phase 1 proposed redevelopment and the Master Plan by proposing a mix of uses and intensification in an area that is well serviced by existing and proposed transit infrastructure, and by extension, aims to reduce reliance on the automobile and prioritize multi-modal transportation options to access jobs, housing, schools, recreational opportunities, and goods and services. The level of connectivity (frequency and volume) offered by bus rapid transit and the future Hurontario LRT will provide residents with various transit options and the opportunity for inter- and intra-regional travel.

For these reasons, the proposal demonstrates conformity with the Growth Plan's objective of promoting the integration of transportation and land use planning and supports the intensification objectives of the Plan. The locational advantages of the subject lands provide ease of access to commercial uses and inter and intra-linkages to surrounding areas. It is appropriate as it is an intensification of mixed land uses, including high density residential development, adjacent to a proposed LRT line and a Major Transit Station Area.

5.2.1 OFFICIAL PLAN AMENDMENT FOR PROPOSED REDEVELOPMENT AND GROWTH PLAN

The height policies of the Mississauga Official Plan for Neighbourhoods as applied by Staff do not conform to the vision, goals, and objectives of the Growth Plan. By limiting the height to four storeys, less growth is directed to the delineated built-up area. The height restriction as suggested by Staff results in inefficient intensification along the Hurontario Intensification Corridor, which is served by both existing and planned transit. Expanded, convenient access to local stores, transportation options, and public services is limited as fewer residents are available to support their use. Existing employment uses are therefore supported less as result. It is also inconsistent with the Major Transit Station Area policies as outlined above.

The proposed Official Plan Amendment to permit a building height greater than four storeys is, however, in conformity with the policies of the Growth Plan as it is consistent and compatible with existing surrounding land uses and supports the future Hurontario LRT and its' associated Major Transit Station at the intersection of Hurontario Street and Bristol Road East.

The proposed redevelopment promotes the policies of the Growth Plan as it is located within the

Delineated Built-Up Area, which is serviced by existing municipal water and wastewater systems, and where intensification is generally supported. The proposed mixed use apartment and commercial uses, and their proximity to existing uses (north and south along Hurontario Street), will provide a mix of land uses, a range and mix of employment types, and easy access to local stores and services. This will, in turn, reduce the need for long commuting and reliance on the use of the automobile. The proposed development therefore contributes to achieving a complete community in the Hurontario Neighbourhood.

Economic development is promoted by supporting the continued positive function of the existing businesses in the Sandalwood Square Shopping Centre. Upon the redevelopment of the Centre, residents generated from the proposed residential uses will be serviced by the existing commercial uses on the site along Hurontario Street and Bristol Road East and other commercial uses in the area.

The location of the subject lands fronting onto Hurontario Street, which is identified as an Intensification Corridor and Major Transit Station Area by the Mississauga Official Plan, and their proximity to an anchor mobility hub in Square One will provide easy access to intra and inter-city transit facilities. This will in turn reduce dependence on the automobile and increase the modal share for transit, walking and cycling.

5.2.2 ZONING BY-LAW AMENDMENT FOR REDVELOPMENT AND THE GROWTH PLAN

The existing zone provisions do not implement the vision, goals and objectives of the Growth Plan because appropriate intensification in the Delineated Built Boundary and Delineated Built-Up Area is not achieved as envisioned. Expanded convenient access to local stores, a multi-modal transportation system, and public service facilities is limited as residential uses are not permitted. Existing employment areas are supported less as a result.

The proposed Zoning By-law Amendment would allow these to occur and therefore conforms to the Growth Plan. A further summary of the proposed Zoning By-law Amendment is found later in this report.

For these reasons, it is our opinion the current policies of the Official Plan applicable to the proposed redevelopment that need amendment, and the requirements of the City of Mississauga Zoning By-law that are proposed to be amended, do not conform with the Growth Plan. The proposed Official Plan and Zoning By-law Amendments conform to the policies of the Growth Plan.

5.3 REGION OF PEEL OFFICIAL PLAN (Office Consolidation December 2016)

The Region of Peel Official Plan (the “ROP”) outlines policies and strategies that reflect and conform to the policy directions of the PPS, Growth Plan and other provincial plans. The ROP indicates that the Region's primary role is to provide broad policy directions on strategic matters

such as the management of land and natural resources, growth strategies, housing, economic development, water and wastewater services, solid waste management, transportation, and health and social services. The structuring of communities and neighbourhoods and their internal configuration are the responsibilities of the local municipalities provided the overall planning vision for Peel and the policies of the ROP are adhered to.

The policies and strategies contained in the ROP support growth and development that takes place in a sustainable manner by integrating physical, environmental, economic, social, and cultural considerations. To achieve this framework, the Plan defines a Regional land use structure and allocates growth to the four local municipalities within Peel. This structure represents Peel's basic position on the use of land within its planning area and is the framework within which Local Official Plans, amendments and by-laws are prepared. The following sections demonstrate the proposed redevelopment's conformity with the Region of Peel Official Plan.

The subject lands are located within the Region's Urban Area and Built Boundary. The policies of the Urban Area designation promote complete and compact communities that support intensification within the Built Boundary where urban services exist to accommodate concentrations of existing and future development. Specifically, the objectives of the Urban Area include:

It is the goal of the Region of Peel to:

- "5.1.2 To provide a diversity of healthy complete communities for those living and working in Peel Region, offering a wide range and mix of housing, employment, and recreational and cultural activities. These communities will be served and connected by a multi modal transportation system and provide an efficient use of land, public services, finances and infrastructure, while respecting the natural environment, hazards, and resources and the characteristics of existing communities in Peel"*

The subject lands are within the Region of Peel's "Urban System" and are situated along a "Regional Intensification Corridor" (Hurontario Street) as shown on Schedule D: Regional Structure of the Region of Peel Official Plan (**Figure 4 - Regional Structure Schedule D**).

Section 5.3 of the Official Plan notes that the "Urban System" is comprised of a variety of communities that contain diverse living, working and cultural opportunities. The Region has general objectives for lands in the "Urban System", which include the following:

- "5.3.1.2 To achieve sustainable development within the Urban System.*
- 5.3.1.3 To establish healthy urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities;*
- 5.3.1.4 To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and*



FIGURE 4
PEEL OFFICIAL PLAN
SCHEDULE 'D' - REGIONAL STRUCTURE

30 BRISTOL ROAD EAST,
 CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

 Subject Property



Scale NTS
 April 4, 2019

public finances while taking into account the characteristics of existing communities and services;

- 5.3.1.5 *To achieve an urban structure, form and densities which are pedestrian friendly and transit-supportive;*
- 5.3.2.2 *Direct urban development and redevelopment to the Urban System within the 2021 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans; and*
- 5.3.2.3 *Plan for the provision and financing of Regional services so as to efficiently use existing services and infrastructure, and generally accommodate a pattern of compact forms or urban development and redevelopment.*
- 5.3.2.6 *Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:*
 - a) support the Urban System objectives and policies in this Plan;*
 - b) support pedestrian-friendly and transit-supportive urban development;*
 - c) provide transit-supportive opportunities for redevelopment, intensification and mixed land use.*
 - d) support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles.*

The goal of the defined Regional Plan's Urban System is to facilitate the development of healthy complete communities by offering a wide range and mix of housing, employment, recreational and cultural activities in a compact form and a mix of land uses in an appropriate area. These communities will be served and connected by a multi-modal transportation system that will enable the efficient use of land, public services, finances and infrastructure, while protecting and preserving the natural environment, respecting hazards and resources and the characteristics of existing communities in the Region.

The proposed redevelopment conforms to the Regional Plan by creating a transit-supportive, serviced and pedestrian friendly development providing for a mix of uses in an area intended to support this type of development. It contributes to the establishment of healthy, complete communities by providing a compact mix of uses with easy access to existing services including but not limited to, public transit, recreation and employment opportunities.

It provides a compact urban form which efficiently uses otherwise underutilized lands and maximizes the use of existing and future services and infrastructure. This concept further promotes the efficient use of land and transit supportive densities.

The proposed amenity areas have been strategically located and will be designed to follow the intention of CPTED guidelines to create open spaces where people are able to safely interact with their surroundings with a sense of security. Thoughtful landscape design features as prepared by Terraplan Landscape Architects have been contemplated to achieve placemaking. Eyes on the street will be provided for both the outdoor amenity areas and internal walkways, as well as the Hurontario Street and Bristol Road East sidewalks.

The lands subject to this application are located along the defined Regional Intensification Corridor. The Intensification Corridor is defined as:

Regionally significant, multi-functional, linear concentrations of urban development providing a range and mix of commercial, office, major institutional, residential, recreation and cultural services or facilities that supports higher-order transit service and links urban growth centres together.

Section 5.3.3 Urban Growth Centres and Regional Intensification Corridor of the ROP indicates the following for these areas:

“Urban growth centres and the Regional Intensification Corridor, as shown on Schedule D are major locations of intensification that include compact forms of urban development and redevelopment providing a range and mix of housing, employment, recreation, entertainment, civic, cultural and other activities for Peel residents and workers and other residents of the Greater Toronto area and Hamilton (GTHA). The urban growth centres and Regional Intensification Corridor are also focal area for investment in region wide public services and infrastructure, including major transit infrastructure. In addition to the urban growth centres and the Regional Intensification Corridor that are identified in this plan, there are also urban nodes and corridors in Peel that are identified in the area municipal official plans and Metrolinx has also identified a series of mobility hubs in Peel and throughout the GTHA in the Regional Transportation Plan. All of these forms support intensification and public transit”

Policies applicable to the proposed redevelopment indicate that it is the policy of Regional Council to:

- 5.3.3.2.5 *Require the area municipalities to identify, where appropriate, intensification corridors, major transit station areas and other major intensification opportunities such as infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings and greyfields in their official plans and support increased residential and employment densities within those areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development.”*
- 5.3.3.2.6 *Identify the Hurontario Corridor linking the two urban growth centres as a Regional Intensification Corridor that provides:*
 - a) *prime opportunities for intensification;*

- b) *opportunities for residents to live and work within the Regional Intensification Corridor;*
- c) *a high intensity, compact urban form with an appropriate mix of uses including commercial, office, residential, recreational and major institutional – as designated and/or defined in area municipal official plans;*
- d) *transit- supportive and pedestrian oriented urban forms;*
- e) *opportunities for higher order transit; and*
- f) *viable opportunities of financing necessary infrastructure and services*

5.3.3.2.7 *Direct the area municipalities to define the boundaries of the Hurontario Regional Intensification Corridor and identify appropriately in their official plans, consistent with the policies in this plan.*

As outlined previously in this report, the proposed redevelopment represents compact, efficient intensification of an existing underutilized commercial property with a mix of uses at an intensity that is supportive of existing transit and opportunities for future light rapid transit along the Hurontario Intensification Corridor. It therefore conforms to the Intensification Corridor policies of the ROP.

Section 5.5 of the Growth Plan contains policies for managing growth. These policies speak to providing complete communities. Decision-making regarding land development, resource management and investment is to ensure that compact, vibrant and complete communities are achieved.

Specifically, Policy 5.5.2 includes the following:

- “5.5.1.1 *To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly the urban growth centres, intensification corridors and major transit service areas.*
- 5.5.1.5 *To optimize the use of existing and planned infrastructure and services.*
- 5.5.1.6 *To support planning for complete communities in Peel that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.*

The proposed redevelopment conforms to the growth policies of the ROP. It directs growth to the built-up area and the Hurontario Intensification Corridor through intensification and the provision of a mix of residential, employment and recreation uses in close proximity to one another. The use of existing and planned infrastructure and services is optimized, and existing and future transit is supported.

The Region's general policies for growth management relevant to the proposed development include the following:

- 5.5.2.1 *Direct the area municipalities to incorporate official plan policies to develop complete communities that are compact, well-designed, transit oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and services.*
- 5.5.2.2 *Direct a significant portion of new growth to the built-up areas of the community through intensification.*
- 5.5.2.4 *Prohibit the establishment of new settlement areas.*

The proposal conforms to Section 5.5.2. of the ROP by providing for new growth on an existing site within an already built up area through intensification. The need to expand or create a new settlement area is therefore avoided. The proposed development will utilize and support both existing and planned services and amenities available in the area.

As outlined above, new growth is to be directed to the Region's Urban System in pedestrian friendly, transit-supportive urban development. Intensification is encouraged where complete communities and transit supportive development can be achieved. The proposed Official Plan Amendment and Zoning By-law Amendment will facilitate a well-designed, transit-oriented area that offers new housing options in existing community and will therefore reinforce the complete communities objectives of the Regional Plan.

Section 5.5.3: Intensification indicates that a significant portion of new growth should be directed to built-up areas, promote compact urban form and intensification. The general intensification objectives relevant to the proposed development include the following:

- 5.5.3.1.1 *To achieve compact and efficient forms.*
- 5.5.3.1.2 *To optimize the use of existing infrastructure and services.*
- 5.5.3.1.3 *To revitalize and/or enhance developed areas.*
- 5.5.3.1.4 *To intensify development on underutilized lands.*
- 5.5.3.1.5 *To reduce dependence on the automobile through the development of mixed use, transit-supportive, pedestrian-friendly urban environments.*
- 5.5.3.1.6 *To optimize all intensification opportunities across the region.*
- 5.5.3.1.8 *To achieve a diverse and compatible mix of land uses including residential*

and employment uses to support vibrant neighbourhoods.”

The Region’s general policies for intensification relevant to the proposed redevelopment include the following:

It is the policy of Regional Council to:

- 5.5.3.2.2 *Facilitate and promote intensification*
- 5.5.3.2.3 *Accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area.*
- 5.5.3.2.5 *Require that by 2016 and for each year thereafter, a minimum of 50 percent of the Region’s residential development be within the built-up area.*
- 5.5.3.2.7 *Require the area municipalities to develop intensification strategies that, among other things, identify intensification areas such as urban growth centres, intensification corridors, urban nodes, major transit station areas and other intensification areas to support a mix of residential, employment, office, institutional and commercial development where appropriate, and to ensure development of a viable transit system.*

For the reasons stated previously, the proposed redevelopment conforms to the policies contained within Sections 5.3 and 5.5 of the Region of Peel Official Plan. The subject lands are within the Urban System and the proposed redevelopment directs growth to the built-up area through intensification of an underutilized parcel of land, which will utilize existing infrastructure and services and capitalize on infrastructure investment.

The proposed redevelopment provides residential intensification in an area identified for this type and scale of development. The location of the subject lands, along an intensification corridor, provides an opportunity to realize the lands planned function of intensified mixed-uses in accordance with the policies of the ROP.

Section 5.9 of the Region of Peel Official Plan sets out the objectives and policies related to the Transportation System in Peel. The transportation system in Peel is comprised of a network that includes freeways, major roads, local roads, public transit systems, sidewalks, and bikeways that serve the communities in Peel Region. As shown on Schedule E – Major Road Network of the Regional Official Plan (**Figure 5 – Major Road Network**), the major road network in Mississauga consists primarily of “Freeways” and “Major Roads”. Hurontario Street is identified as a “Major Road”.

The Region’s general objectives for the transportation system relevant to the proposed development include:

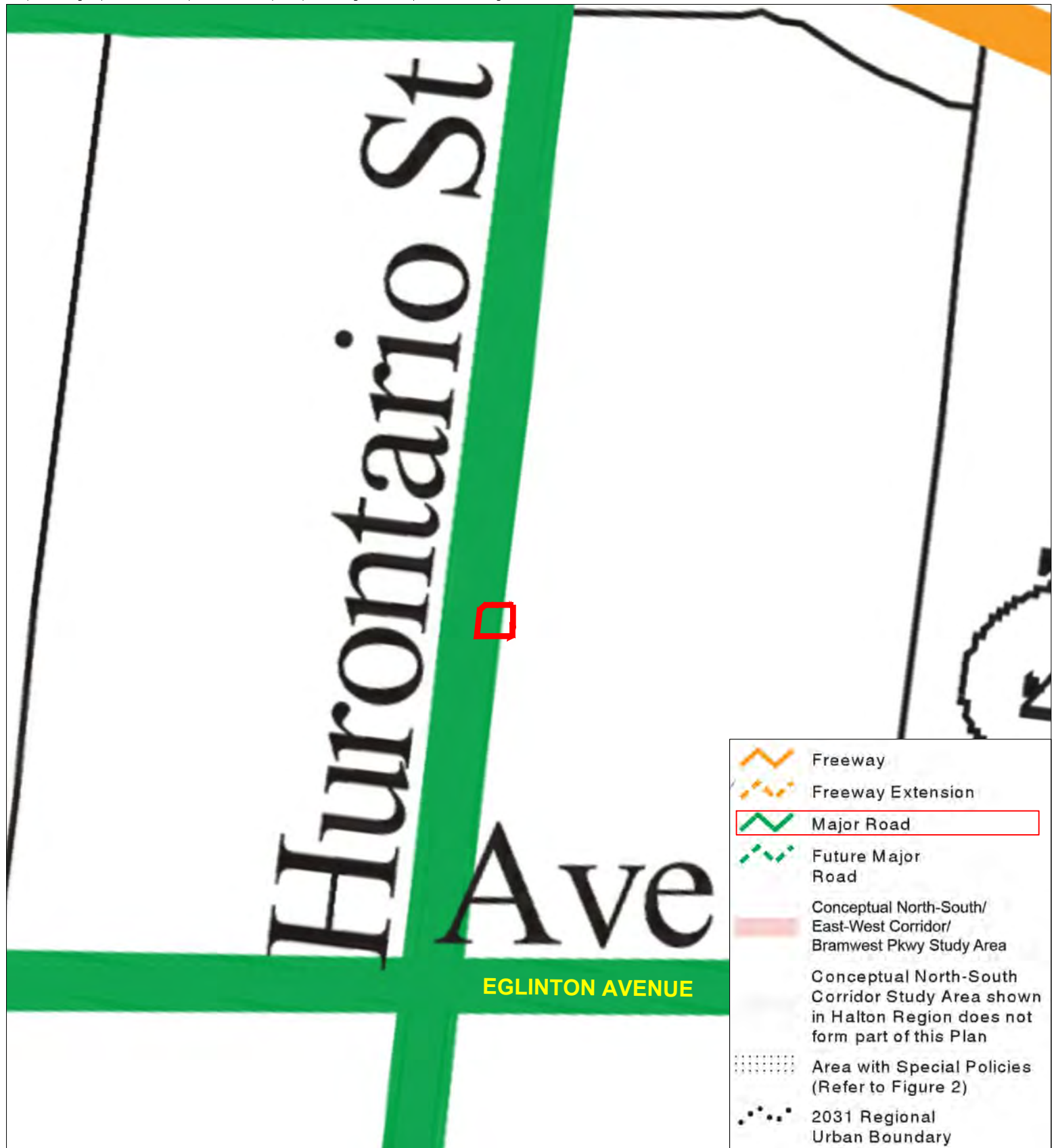


FIGURE 5
PEEL OFFICIAL PLAN
SCHEDULE 'E' - MAJOR ROAD NETWORK

30 BRISTOL ROAD EAST,
 CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

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- 5.9.1.2 *To develop and promote a sustainable, safe, efficient, effective and integrated multi-modal transportation system.*
- 5.9.1.3 *To support the provision of improved transportation mobility and choice to all residents, employees and visitors*
- 5.9.1.4 *To promote and encourage the increased use of public transit and other sustainable modes of transportation ”*
- 5.9.4.2.12 *Control access to Regional roads so as to optimize traffic safety and carrying capacity, and control the number and location of intersections with Regional roads in consultation with the affected area municipality*

The proposed development is transit supportive as it provides convenient access to Hurontario Street, which is well serviced by existing and proposed transit options that provide connectivity to the immediate and surrounding area thus contributing to supporting a decrease in dependence on travel via the private automobile. This ultimately provides the opportunity for residents and employees to connect to regional transit facilities such as the Square One Anchor Hub (**See Figure 6, Peel Official Plan – Schedule G: Rapid Transit Corridors**) and provides connections to the surrounding Greater Toronto Area. There are also existing bus routes along Bristol Road. Collectively, these options offer connections north south to Brampton and Port Credit area, and east west throughout the City of Mississauga.

Transit supportive intensification is therefore provided for as noted by the ROP. The proposed access to Hurontario Street represents an existing access condition. No modification to the Regional road network is therefore, being proposed. By providing access from two points to the subject property, traffic ingress/egress flow are optimized. Appropriate pedestrian connections to the existing sidewalk and landscape buffers will be put in place to ensure pedestrian safety.

Based on the Traffic Impact Study (TIS) as prepared by LEA, it is expected that the traffic impact, or traffic generated, from the proposal is acceptable. Further, the study speaks to supplying TDM measures which remains a priority and will be used to both reduce travel demand and redistribute preferred methods of travel. The TIS prepared by LEA makes these notable conclusions:

- The subject site is located in a walkable area, with immediate access to significant cycling facilities. Transit is also located on the doorstep of the subject site. Under existing traffic conditions, all intersections operate acceptably
- A range of TDM measures that target a reduction in the private auto mode split are proposed including programmatic measures, connectivity with the existing robust alternative transportation networks, and on-site TDM infrastructure.

Based on the results presented in the TIS as prepared by LEA, it is not anticipated that the proposed redevelopment will generate any negative impacts on the existing road network. Please see the TIS for further details.

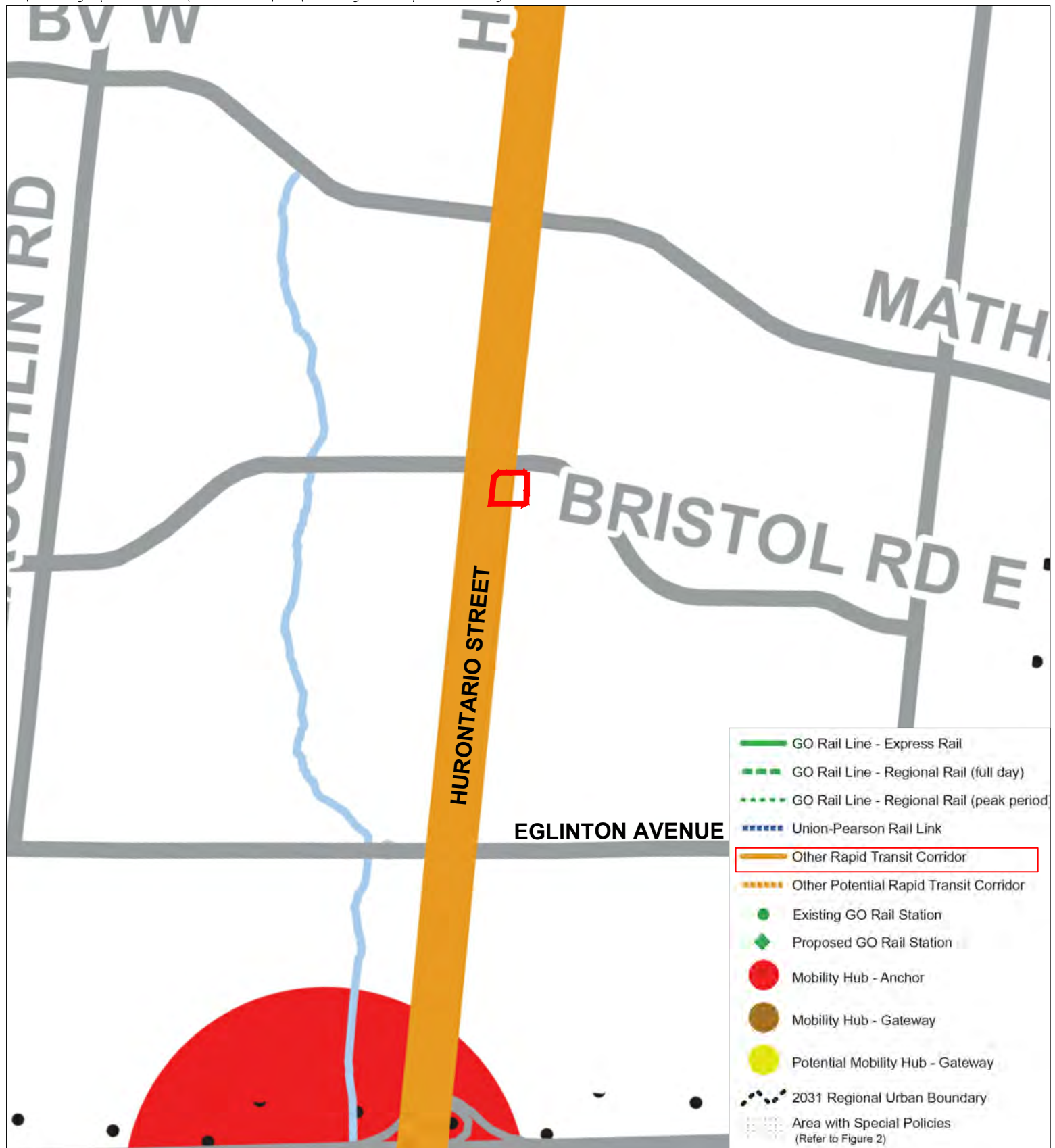


FIGURE 6
PEEL OFFICIAL PLAN
SCHEDULE 'G' - RAPID TRANSIT CORRIDORS
(LONG TERM CONCEPT)

30 BRISTOL ROAD EAST,
 CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

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Section 5.9.5 of the Regional Official Plan provides policies and objectives related to inter- and intra-regional transit. Inter-regional transit within the GTA and vicinity is in part provided by the Government of Ontario's "GO" Commuter Rail and Bus Services. It states that:

5.9.5 The Inter and Intra Regional Transit Network

The existing road network, even with additions and expansions, will not accommodate the long term travel demands of Peel's projected residents and workers at acceptable levels of service. A considerable portion of trips will have to be accommodated by alternative modes of transportation, including transit. The implementation of transit supportive measures and the enhancement of transit services will be needed in order for this to occur.

Policies and objectives related to Inter- and Intra-Regional Transit include the following:

- 5.9.5.1.2 To support and encourage the development of an economically feasible, effective and efficient, sustainable and safe inter- and intra-regional transit network and encourage connectivity and coordination between transit services.*
- 5.9.5.1.4 To support and encourage transit – supportive development densities and patterns particularly along rapid transit corridors and at designated nodes such as transit terminals, urban growth centres, GO stations and mobility hubs.*
- 5.9.5.2.1 Support the implementation and protection of rapid transit corridors as shown of schedule G, as well as those additional higher order transit, bus rapid transit or priority transit corridors proposed on regional roads by the area municipalities or provincial transit authorities."*
- 5.9.5.2.10 Encourage the intensification of residential and non-residential development at nodes and mobility hubs and along corridors to support a higher level of transit services and other sustainable modes.*
- 5.9.5.2.13 Support gateways and interconnections between the local bus network and future transitways, especially at Urban Growth Centres and other mobility and transportation hubs.*

The proposed redevelopment conforms to the policies of Section 5.9 of the ROP. The roadways that provide access to the subject redevelopment provide for the higher-order movement of people and offer opportunities for inter and intra-regional connections. Multi-modal options including cycling are also supported through the provision of elements such as short- and long-term bicycle

parking opportunities, whilst the location provides for activity and design that support and encourage transit usage and ridership.

The subject lands are also in close proximity to the future LRT along Hurontario Street, which makes the subject lands an ideal candidate for mixed use high-density residential and commercial development. The proposed development will promote ridership and support a higher level of transit service within the area, as desired by both the Region and Municipal OP. This redevelopment will be mutually beneficial as the existing and proposed transit opportunities in this area are extensive and are a positive attribute for future residents and existing/future employees. The proposed density and mix of uses also supports the public investments in the existing and future transit network.

It is for these reasons that the proposal in its current configuration is in conformity with the Region of Peel Official Plan.

Based on the above, the proposed Official Plan Amendment and Zoning By-law Amendment conform to the policies of the Regional Official Plan as they facilitate the creation and maintenance of healthy and complete communities located along both an Intensification and transit corridor within the Urban System of the Region of Peel.

5.3.1 OFFICIAL PLAN AMENDMENT FOR PROPOSED REDEVELOPMENT AND REGION OF PEEL OFFICIAL PLAN

The height policies of the Mississauga Official Plan for Neighbourhoods as applied by Staff do not conform to the vision, goals, and objectives of the Region of Peel Official Plan. By limiting the height to four storeys, less growth and intensification is directed to the identified Intensification Corridor. The height restriction as suggested by Staff results in less efficient intensification along the Hurontario Intensification Corridor and restricts the ability to achieve the Region's vision and policies for compact, mixed use, intensified development that is transit supportive and provide for multi-modes of travel. Expanded, convenient access to local stores, transportation options, and public services is also limited as fewer residents are available to support their use. Existing employment uses are therefore supported less as result.

The proposed redevelopment; however, satisfies the objectives and policies of the ROP. It is within the "Urban System" and direct growths to the built-up area through intensification along a Major Road that is intended to support higher densities and a mix of uses. It is an intensified and compact form and mix of uses that efficiently uses land, services, and infrastructure, both existing and proposed. The proposed mix of existing and proposed uses contribute to the establishment of healthy urban communities by offering a variety and range of housing, employment and recreational activities that provide living, working and recreational opportunities in the Hurontario Neighbourhood. The proposed redevelopment is located on an Intensification Corridor that is served by transit (existing bus routes, future Hurontario LRT) and is supportive of both pedestrian and cycling routes. A multi-modal transportation system is therefore supported. It is also located in close proximity to the Square One Anchor Hub and will provide opportunities to connect to inter- and intra-regional transit facilities. Transportation choices, a mix of housing, a range of jobs

and easy access to retail and service uses is provided.

The Subject Lands are served by municipal water and wastewater services. The intensification of the uses will therefore allow for the efficient use of land, established services, and infrastructure within the existing neighbourhood.

5.3.2 THE ZONING BY-LAW AMENDMENT FOR THE PROPOSED REDEVELOPMENT AND THE REGION OF PEEL OFFICIAL PLAN

As with the PPS and GP, the existing zone provisions do not implement the vision, goals and objectives of the Region of Peel Official Plan because appropriate compact, mixed use intensification is not achieved as envisioned along the Intensification Corridor. Expanded convenient access to local stores, a multi-modal transportation system, and public service facilities is limited as residential uses are not permitted. The proposed Zoning By-law Amendment will, however, allow this vision to occur and therefore conforms to the ROP.

5.4 CONCLUSIONS AND OVERVIEW OF PROPOSED REDEVELOPMENT CONFORMITY WITH PROVINCIAL AND REGIONAL LAND USE PLANS

The proposed redevelopment is consistent with the policies of the PPS and conforms to the policies of the Growth Plan and Region of Peel Official Plan.

It facilitates growth within a settlement area without the need to expand the City's built-boundary. It also advances the objectives of wisely managing growth by providing for intensification within the City's Urban Area and built-boundary without the need for additional land. A mix of units for new homeowners, those wishing to downsize, and units for families are to be provided. The proposed development is compact in its built form and contributes to the provision of a broader spectrum of housing types within the area while facilitating increased densities. Commercial uses are also proposed to meet the needs of residents of the development proposal and area residents. The integration of these commercial uses with the uses in the surrounding area means that convenient access will be provided to local stores and services for residents of all abilities.

The proposed development is also consistent with and conforms to the infrastructure policies of the PPS and Plans. As indicated in the revised Functional Servicing and Stormwater Management Report, the proposed development will be serviced by municipal water, sanitary, and stormwater management services. The proposed development is therefore in accordance with the policies that promote intensification and redevelopment within settlement areas on existing municipal services.

The proposed development also makes efficient use of planned transit infrastructure by contributing to the achievement of transit supportive densities that will support local transit and inter- and intra-regional services. These services connect the subject lands to the Lakeshore GO station and the Square One Terminal Anchor Hub. A range of transportation options is provided for residents. Reduced parking standards are proposed to encourage greater reliance on non-

automobile forms of transportation and to reflect area characteristics. This will, in turn, contribute to the reduction of greenhouse gas emissions.

5.5 CITY OF MISSISSAUGA OFFICIAL PLAN (Office Consolidation March 13, 2017)

The City of Mississauga Official Plan (the “MOP”) provides direction for the City’s growth and articulates a vision for a future Mississauga through specific guidance in the ongoing evolution of the city. MOP provides planning policies to guide the city’s development to the year 2031, as required by Provincial legislation. MOP provides policies to manage and direct the physical change of the city and the effects of such change on the social, economic, cultural and natural environment as well as to set out the goals, objectives and policies to guide future development, redevelopment and intensification within the City. It also forms the basis for detailed land use designations and urban design policies.

The property is designated “Mixed-Use” in Schedule 11 of the City of Mississauga Official Plan (See **Figure 7 – General Land Use Designations**). It is also situated within a “Neighbourhood” (See **Figure 8 – Map 5-1 Hurontario Intensification Corridor**), an “Intensification Corridor” (See **Figure 9 – Schedule 1c, Urban System - Corridors**) and is adjacent to a “Major Transit Station Area” (See **Figure 10– Schedule 2, Intensification Corridor**).

The following sections demonstrate how the proposed redevelopment aligns with the overall objectives and policies of the City of Mississauga Official Plan. It also demonstrates how the specific height and density policies applicable to the subject lands are inconsistent with or conform to the PPS, Growth Plan and Region of Peel Official Plan.

Section 4.5 Vision of the MOP outlines the following policies related to the proposed redevelopment:

Mississauga will direct growth by:

- *focusing on locations that will be supported by planned and higher order transit, higher density, pedestrian oriented development and community infrastructure, services and facilities;*
- *achieving balanced population and employment growth.*

Mississauga will complete communities by:

- *promoting an urban form and development that supports public health and active living;*
- *ensuring that communities include or provide easy access to a range of uses and services required to meet all or most of the daily needs of residents through all stages of their lives; e.g., housing, transportation, employment, recreation, social interaction and education;*

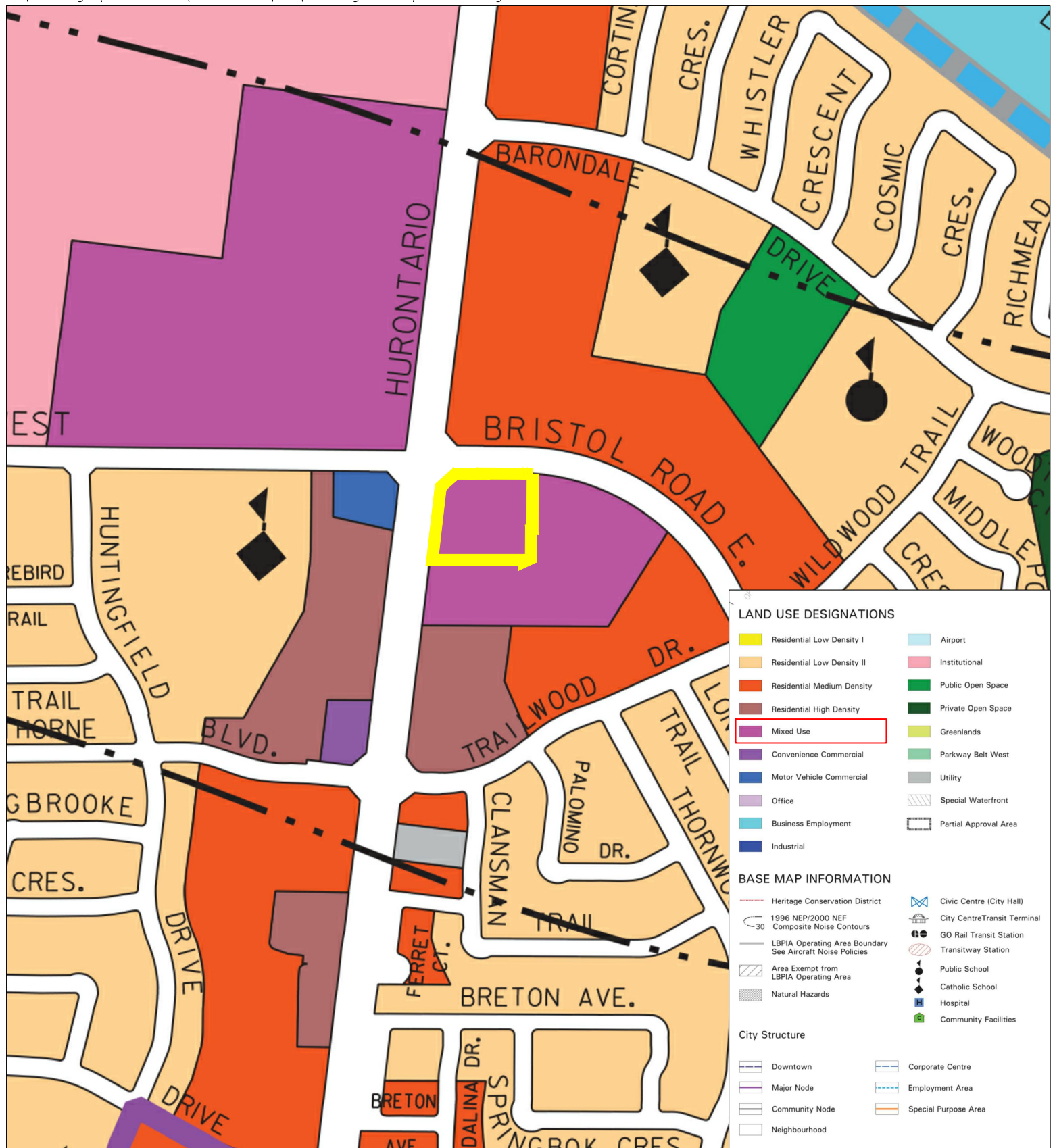


FIGURE 7
MISSISSAUGA OFFICIAL PLAN
SCHEDULE 10 - LAND USE DESIGNATIONS

30 BRISTOL ROAD EAST,
 CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

Subject Property



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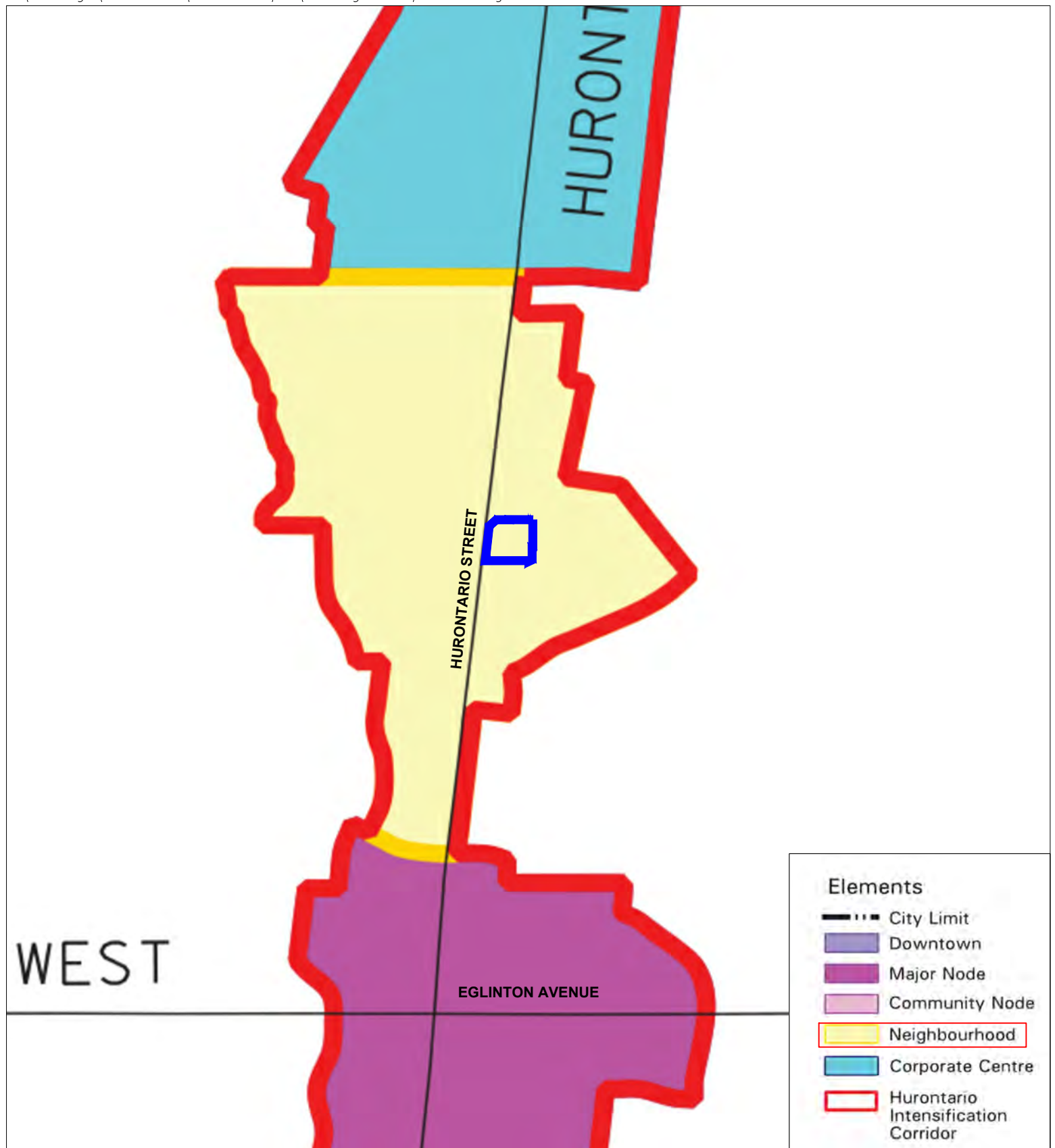


FIGURE 8
MISSISSAUGA OFFICIAL PLAN
MAP 5-1 HURONTARIO INTENSIFICATION
CORRIDOR

30 BRISTOL ROAD EAST,
 CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

 Subject Property



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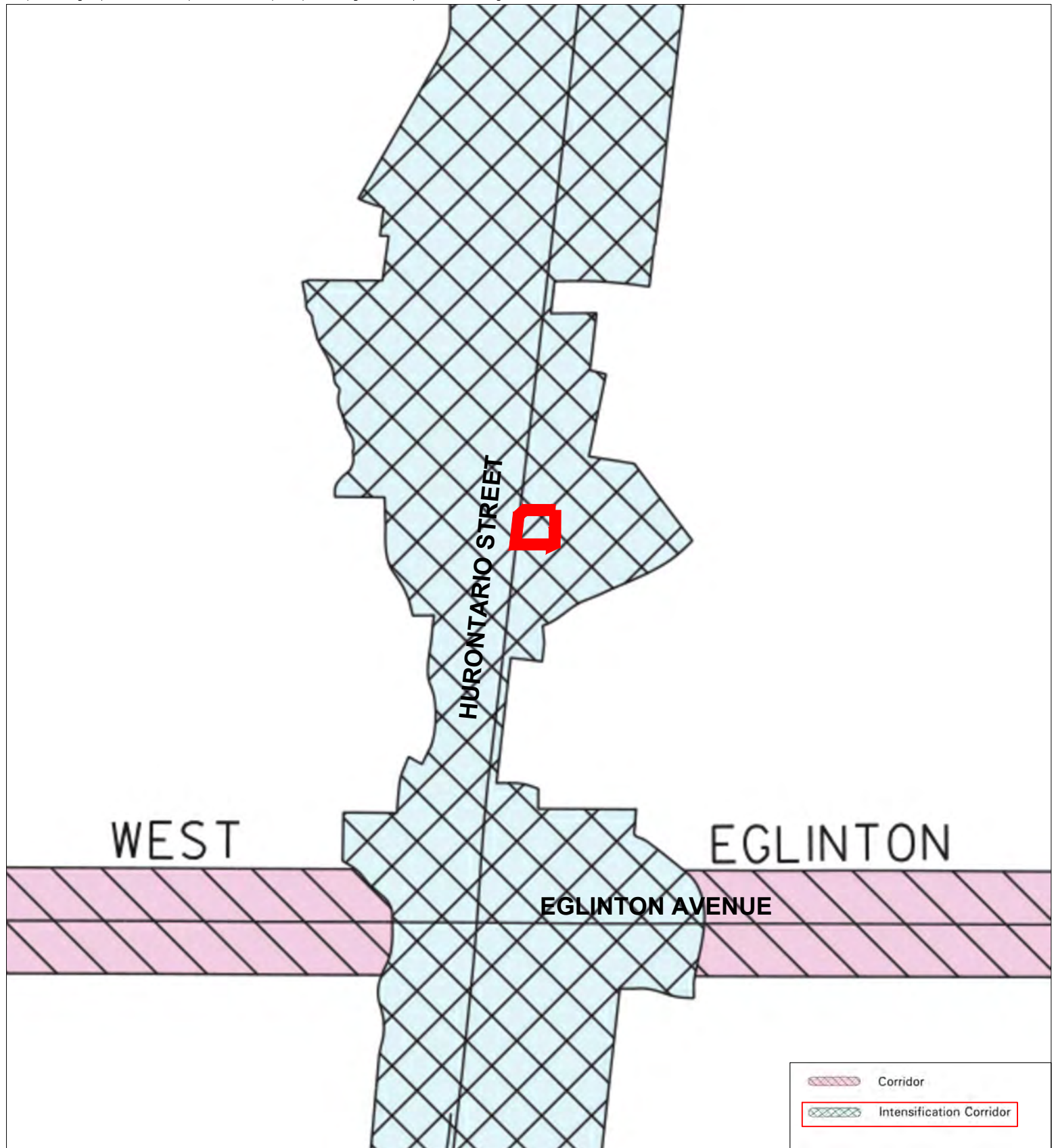


FIGURE 9
MISSISSAUGA OFFICIAL PLAN
SCHEDULE 1C - URBAN SYSTEMS - CORRIDORS

30 BRISTOL ROAD EAST,
CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

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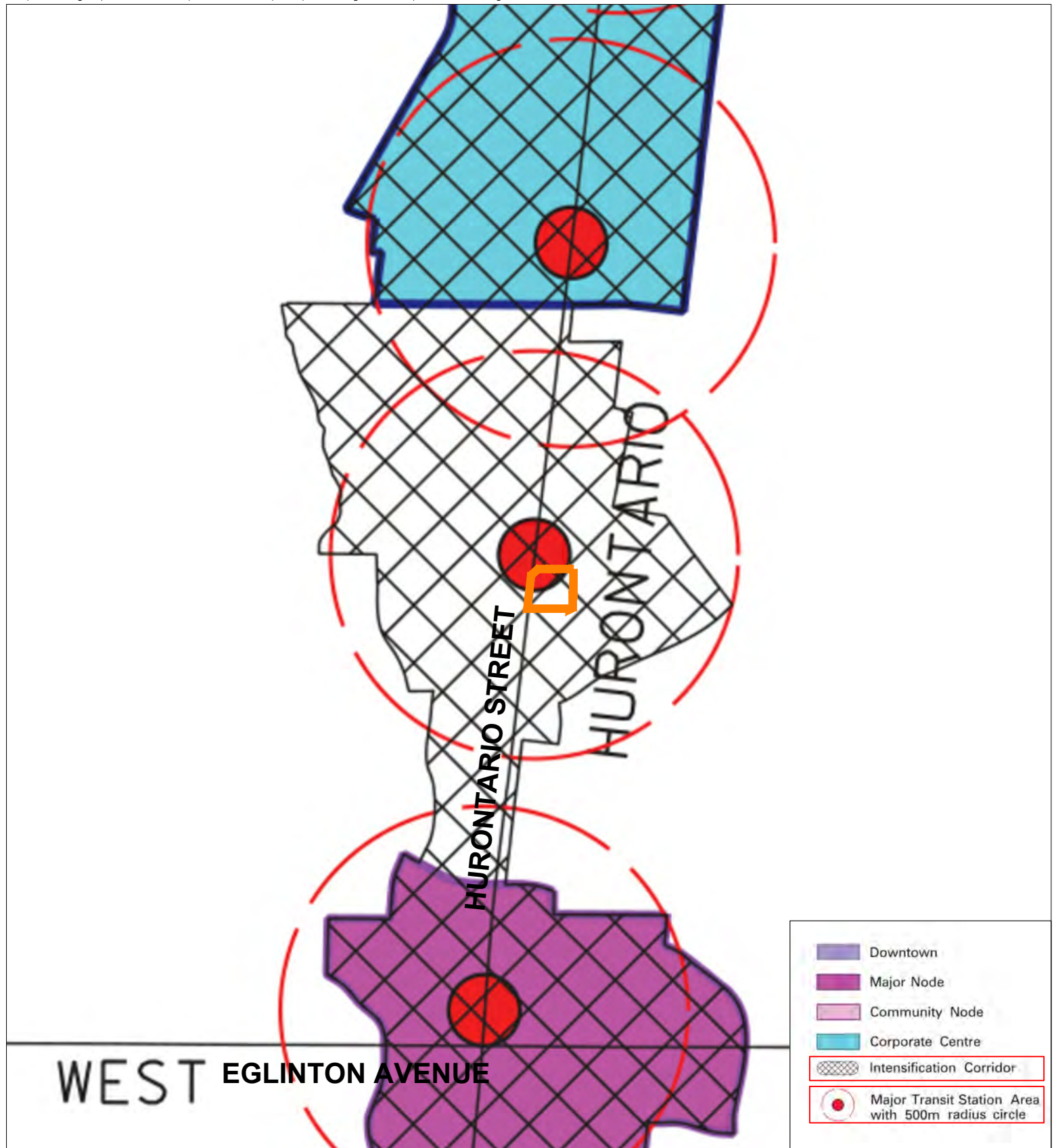


FIGURE 10
MISSISSAUGA OFFICIAL PLAN
SCHEDULE 2 - INTENSIFICATION AREAS

30 BRISTOL ROAD EAST,
 CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

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Mississauga will create a multi-modal city by:

- *developing and promoting an efficient, safe and accessible transportation system for all users;*
- *promoting a transportation network that connects nodes with a range of transportation modes, to reduce dependency on cars for local trips;*
- *promoting transit as a priority for moving people;*
- *implementing a viable and safe active transportation network for cyclists and pedestrians of all abilities;*
- *encouraging transportation demand management (TDM) practices;*
- *developing an integrated and seamless network of mobility transportation hubs and higher order transit stations.*

The proposed development promotes a desirable urban form consisting of a mix of residential, commercial and recreational uses and is located within an area planned to accommodate higher residential densities and higher order transit. It is also adjacent to existing transit options. Intensification and support of transit are major goals of the Official Plan to ensure that growth is managed to efficiently use land in the built-up area and minimize the infrastructure requirements of new development, including infrastructure, such as water and waste water systems, and public service facilities.

The subject lands are located adjacent to existing commercial services and within walking distance of institutional and recreation facilities that contribute to the development of a complete and healthy community. The proximity of existing services and amenities, and the mix thereof, provides the future residents with easy access to housing, transportation, employment, recreation, social interaction and education services without the requirement to engage in automobile travel. The proposed development supports a multi-modal transportation system through the provision of long- and short-term bicycle spaces, uninterrupted pedestrian pathways, and proximity to existing and planned transit options and cycling routes.

The proposed development supports the City's objectives for complete communities inclusive of appropriately scaled high-density residential uses with access to a mix of uses in a well serviced area. The proposal is appropriately located along the Hurontario Street Intensification Corridor.

In the MOP, Schedule 6: Long Term Transit Network (**See Figure 11, Mississauga Official Plan, Schedule 6: Long Term Transit Network**), it is noted that the subject site is located along an intensification corridor and higher order transit corridor (Hurontario Street). Based on existing potential future transit service, this location has both existing and long-term potential to support transit connectivity within the City of Mississauga, greater Region of Peel and beyond. The MOP and ROP place priority on utilizing investments in infrastructure, such as transit. The subject lands have immediate access to a number of high frequency bus routes which are able to connect users to the Square One Transit Terminal and Lakeshore GO lines, among other major transit lines.

Typical Transit Oriented Design (TOD) guidelines outline goals surrounding for the creation of a transit-oriented city that provides alternatives to private automobile ownership, where investments in transit infrastructure and cycling facilities are prioritized. In consideration of the

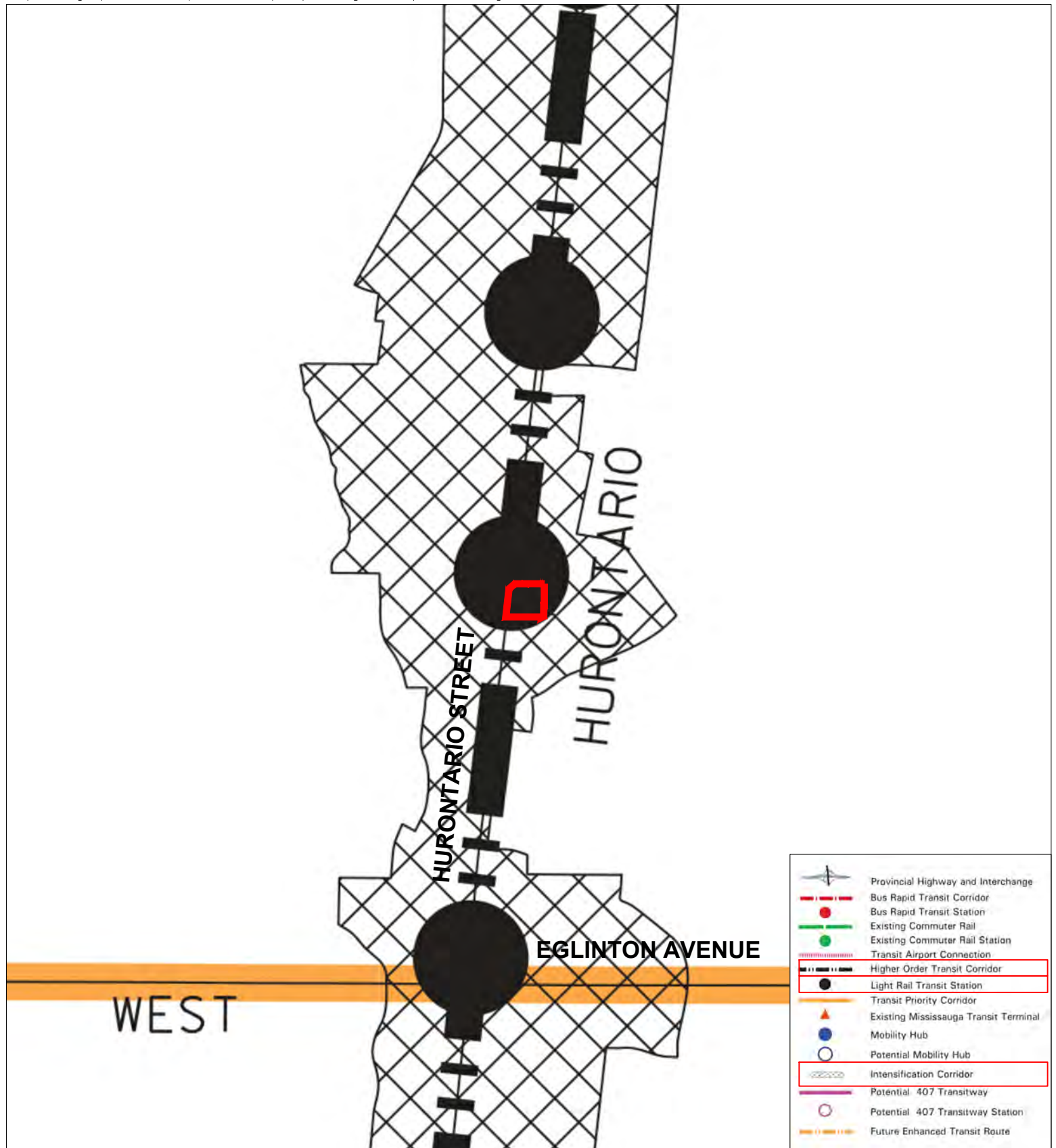



FIGURE 11
MISSISSAUGA OFFICIAL PLAN
SCHEDULE 6 - LONG TERM TRANSIT NETWORK

30 BRISTOL ROAD EAST,
 CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

 Subject Property



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distances mentioned above, the subject lands are ideally situated from a TOD perspective as it provides access to transit infrastructure as well as work/play/shop opportunities within the immediate and greater neighbourhood. This is further reinforced with the proposed design elements of the site offering contiguous at-grade connectivity for pedestrian circulation.

The proposed development is appropriate in this location as the close proximity to existing and planned transit infrastructure will provide opportunities to improve the transit modal split and to foster long term transit use.

Section 5, Direct Growth, details policies that are used to manage change wisely and direct growth strategically throughout the City of Mississauga. Policies from Section 5 relevant to the proposal are as follows:

- 5.1.3 *Forecast growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner to:*
 - b) utilize existing and proposed services and infrastructure such as transit and community infrastructure;*
 - c) minimize environmental and social impacts;*
 - d) meet long term needs;*
 - e) build strong, livable, universally accessible communities; and*
 - f) promote economic prosperity.*
- 5.1.4 *Most of Mississauga's future growth will be directed to Intensification Areas.*
- 5.1.6 *Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.*

The proposed redevelopment conforms to the section 5 policies of the MOP as the location is appropriate for development as it represents a compact, intensified mix of uses on an underutilized site that will utilize existing servicing and infrastructure. The subject lands are designated "Mixed Use" and have therefore been identified as a location that is appropriate area for high-density apartment uses and commercial uses.

The compact, intensified high-density nature of the proposed redevelopment is appropriate for the location of the subject lands and allows it to use and support the existing services and facilities in the area. Future employment opportunities are provided, and existing opportunities are supported. The proximity to the subject lands to Mississauga's Long-term Transit Network connects the proposed redevelopment to local and inter-regional transit options and makes it highly transit supportive.

The mix of land uses, which provide living, work and play opportunities, as well as their proximity to public transit opportunities with established connectivity to inter and intra-City facilities,

contributes to achieving a complete community. Unnecessary automobile travel is supported by promoting transportation alternatives such as transit and active transportation modes.

Based on the above, it is our opinion that the proposal conforms to the growth policies the MOP.

Section 5.3.3 Neighbourhoods of the MOP outlines several policies related to growth and development of sites located within Neighbourhoods. As mentioned, the subject site is located within the Hurontario Neighbourhood. As such, the following policy excerpts from section 5.3.5 are relevant:

- 5.3.5.2 *Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas.*
- 5.3.5.3 *Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres.*
- 5.3.5.4 *Intensification of commercial sites that results in a significant loss of commercial floor space will be discouraged.*
- 5.3.5.5 *Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.*
- 5.3.5.6 *Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.*
- 5.3.5.7 *Transportation planning within Neighbourhoods will give priority to active transportation modes.*

Intensification in neighbourhoods is generally directed toward Corridors, where lands within 200-300 metres (656-984 feet) of the centreline of Hurontario Street are most appropriate to host higher density mixed use development. This supports upper tier investments in transit infrastructure (Hurontario LRT). Active transportation is a priority which is reinforced through site design including continuous sidewalks and bike storage location for visitors and residents of the development.

The redevelopment proposal conforms with the Neighbourhood policies of MOP as it contemplates high intensity infill mixed use development on an existing commercial property in a form and scale that is consistent and compatible with existing and approved surrounding development. It also provides additional commercial floor space and supports transit and active transportation modes.

Section 5.4 Corridors outlines the ways in which Corridors connect various elements of the city to each other. Corridors will be designed to evolve and accommodate multi-modal transportation and specific densities and land uses in accordance with the City Structure element in which they are located in. Section 5.4 Corridors contains the following policies that are applicable to the proposed redevelopment:

- 5.4.1 *A Corridor is generally comprised of the road right-of-way as well as the lands on either side of the road. The Corridors are shown conceptually on Schedule 1c: Urban System - Corridors.*
- 5.4.4 *Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.*
- 5.4.8 *Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies. Except along Intensification Corridors and within Major Transit Station Areas, the minimum building height requirement will not apply to Employment Areas.*
- 5.4.10 *Local area reviews will consider the appropriateness of transit supportive uses at the intersection of two Corridors. Local area policies may permit additional heights and densities at these locations provided that the development reduces the dependency on cars and supports the policies of this Plan.*
- 5.4.11 *Hurontario Street and Dundas Street have been identified as Intensification Corridors. These are Intensification Areas. Additional Intensification Corridors may be identified in the future.*
- 5.4.13 *Low density residential development will be discouraged from locating within Intensification Corridors*
- 5.4.14 *The Hurontario Street Intensification Corridor is comprised of lands along Hurontario Street from Lake Ontario in Port Credit to the city's limit to the north as shown on Map 5-1: Hurontario Street Intensification Corridor*
- 5.4.15 *A number of Light Rail Transit Stations, which will be located along the Hurontario Street Intensification Corridor to serve the proposed light rail transit system are a form of Major Transit Station Areas. The Major Transit Station Areas are identified on Schedule 2: Intensification Areas and the Light Rail Transit Stations are identified on Schedule 6: Long Term Transit Network.”*

For reasons previously stated in this report, the proposed redevelopment conforms to the Corridor policies of Section 5.4 and is appropriate based on its location within a Corridor, Intensification Corridor and location within 500 metres (1,640 feet) of a Major Transit Station Area. As outlined above, these areas are intended to provide higher densities than other areas throughout the City and Region. The proposed Official Plan Amendment conforms to the Corridors policies and are consistent with the vision, goals and objectives of the MOP by providing for intensification in a suitable area which is well serviced by existing infrastructure and capitalizes on public sector investments such as the future Hurontario LRT.

Section 5.5 Intensification Areas speaks about directing future growth within the City of Mississauga to intensification areas which area areas to be developed at densities which are high enough to support frequent transit service and a variety of amenities. Intensification areas particularly promote the efficient use of lands through developments that involve multi storey buildings and structured parking facilities. Policies relevant to the proposed redevelopment are as follows:

- “5.5.1 The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas, as shown on Schedule 2: Intensification Areas.*
- 5.5.4 Intensification Areas will be planned to reflect their role in the City Structure hierarchy.*
- 5.5.5 Development will promote the qualities of complete communities.*
- 5.5.6 Development applications within Intensification Areas proposing a change to the designated land use, which results in a significant reduction in the number of residents or jobs that could be accommodated on the site, will be permitted unless considered through a municipal comprehensive review.*
- 5.5.7 A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these uses will be permitted in all areas.*
- 5.5.8 Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged.*
- 5.5.9 Intensification Areas will be planned to maximize the use of existing and planned infrastructure.*
- 5.5.12 Development will be phased in accordance with the provision of community infrastructure and infrastructure.*

- 5.5.13 *Major Transit Station Areas will be subject to a minimum building height of two storeys and a maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies.*
- 5.5.14 *Pedestrian movement and access from major transit routes will be a priority in Intensification Areas.*
- 5.5.15 *Intensification Areas will be served by transportation Corridors containing transit and active transportation and may contain higher order transit facilities.*
- 5.5.16 *Major Transit Station Areas will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas.”*

The proposed development conforms to the above noted policies and to the intention of the Mississauga Official Plan by providing intensification and a mix of uses in a designated intensification area that is well serviced by existing infrastructure, services and amenities. The proposed redevelopment is co-located with existing commercial uses, maximizes the utilization of existing infrastructure, prioritizes pedestrian connectivity and usage of public transit options, and contributes to the intended character of the neighborhood and Intensification Area.

The intensification of this area contributes to the long-term preservation of the environment and promotes environmentally sustainable development through the efficient use of land and the provision of a multi-modal transportation system and is therefore supportive of the policies in Section 6.2 Living Green which indicate that:

- 6.2.2 *Mississauga will build communities that are environmentally sustainable and encourage sustainable ways of living.*
- 6.2.3 *Mississauga will develop a green development strategy to enhance environmental sustainability.*
- 6.2.5 *Mississauga encourages the retrofitting of existing buildings and developed sites to be more environmentally sustainable.*

Moreover, Section 6.3 Green System reads:

- 6.3.1 *Mississauga will give priority to actions that protect, enhance, restore and expand the Green System for the benefit of existing and future generations.*

The efficient use of land and infrastructure will reduce the need for urban boundary expansions that could result in negative impacts on the natural environment. By providing for a compact,

mixed use redevelopment through infilling and intensification, the proposed redevelopment supports sustainable development and the associated benefits including, but not limited to the reduction of greenhouse gas emissions and preservation of greenspace valuable to sustaining the natural system. The creation of complete communities is further reinforced by locating complimentary uses in an area where it is suitable.

Chapter 7, Complete Communities of the MOP includes the following relevant policies:

- 7.1.1 *Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga.*
- 7.1.2 *The creation of complete communities and the implications for public health will be considered by Mississauga when making planning decisions.*
- 7.1.3 *In order to create a complete community and develop a built environment supportive of public health, the City will:*
 - a. *encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses;*
 - b. *design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking;*
 - c. *encourage environments that foster incidental and recreational activity; and*
 - d. *encourage land use planning practices conducive to good public health.*
- 7.1.6 *Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.*

The proposed redevelopment incorporates the characteristics of a complete community by providing high density residential and mixed use development that is currently well served by existing services and amenities accessible by foot, bicycle or transit options. This compact mix of uses will provide services, shopping, housing and recreation choices for people living and working in the area and will assist in ensuring that the needs of residents and employees can be met within the Hurontario Neighbourhood.

Chapter 7.2.2 Housing of the MOP states the following:

- 7.2.2 *Mississauga will provide opportunities for:*
 - a. *the development of a range of housing choices in terms of type, tenure and price;*

- b. *the production of a variety of affordable dwelling types for both the ownership and rental markets; and*
- c. *the production of housing for those with special needs, such as housing for the elderly and shelters.*

7.2.3 *When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies.*

7.2.9 *The provision of housing that meets the needs of young adults, older adults and families will be encouraged in the Downtown, Major Nodes and Community Nodes.*

The proposed redevelopment conforms to the above noted policies related to housing. Regional and Provincial policies are met by strategically placing high density development that provides housing choices for new families, the elderly and those wishing to downsize in an area that is well supported by existing and planned infrastructure.

Chapter 9 of the MOP, Build a Desirable Urban Form, sets out a policy framework which speaks to principles associated with building a desirable urban form. The following is noted:

9.1.1 *Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System.*

9.1.2 *Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.*

9.1.5 *Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.*

9.1.6 *The urban form of the city will ensure that the Green System is protected, enhanced and contributes to a high quality urban environment and quality of life.*

9.1.8 *Mississauga will transform the public realm to create a strong sense of place and civic pride.*

9.1.9 *Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes.*

9.1.10 *The city vision will be supported by site development that:*

- a. *respects the urban hierarchy;*

- b. utilizes best sustainable practices;*
- c. demonstrates context sensitivity, including the public realm;*
- d. promotes universal accessibility and public safety; and*
- e. employs design excellence.*

- 9.1.11 A distinct character for each community will be created or enhanced through the road pattern, building massing and height, streetscape elements, preservation and incorporation of heritage resources and prominent placement of institutions and open spaces.*
- 9.1.13 Development will have positive, restorative, ecological benefits on a site through the practice of sustainable building and site design.*
- 9.1.15 New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities.*

The proposed development is consistent with the above noted policies. It proposes an attractive and desirable urban form as it proposes two towers that are strategically oriented, stepped and aesthetically designed to be compatible and consistent with the surrounding built form. The proposed podium, which has a maximum height of six-storeys and is also stepped back from the street will also provide an architecturally interesting, active and comfortable streetscape along both Hurontario Street and Bristol Road East. A sense of place will be created through the location of the buildings and the use of landscaping, which will frame the streets and provide an interior courtyard. Pedestrian connectivity to the municipal sidewalks, and within the proposed development, and engagement with the interior open space is emphasized in the proposed design.

Section 9.2.1 Intensification Areas states the following:

- “9.2.1.3 Built form should provide for the creation of a sense of place through, among other matters, distinctive architecture, streetscaping, public art and cultural heritage recognition.*
- 9.2.1.4 Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas.*
- 9.2.1.6 Mississauga will encourage the consolidation of access points and shared parking, service areas and driveway entrances.*
- 9.2.1.8 The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas.*

- 9.2.1.9 *Where the right-of-way width exceeds 20 m, a greater building height may be required to achieve appropriate street enclosure in relation to the right-of-way width.*
- 9.2.1.10 *Appropriate height and built form transitions will be required between sites and their surrounding areas.*
- 9.2.1.11 *Tall buildings will be sited and designed to enhance an area's skyline.*
- 9.2.1.12 *Tall buildings will be sited to preserve, reinforce and define view corridors.*
- 9.2.1.13 *Tall buildings will be appropriately spaced to provide privacy and permit light and sky views.*
- 9.2.1.14 *In appropriate locations, tall buildings will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm.*
- 9.2.1.15 *Tall buildings will address pedestrian scale through building articulation, massing and materials.*
- 9.2.1.16 *Tall buildings will minimize adverse microclimatic impacts on the public realm and private amenity areas*
- 9.2.1.19 *The public realm and the development interface with the public realm will be held to the highest design standards."*

The proposed development is located along an Intensification Corridor within the defined 500 metres (1,604 feet) radius of a Major Transit Station Area. The concept plans submitted in support of the proposal incorporate appropriate height and built form transitions and allow for privacy, sunlight, and sky views for on-site and the off-site residents. The buildings incorporate a podium element which will create a streetscape that is comfortable and inviting. Specific attention has been given to the Hurontario Street and Bristol Road East frontages where the built form interfaces well with pedestrian realm. Interior to the site, the amenity area will be designed with high quality landscaping and amenities such as benches, umbrellas and various landscaping strategies to encourage pedestrian interaction and comfort.

Please see the architectural drawing package prepared by Turner Fleischer Architects (TFAI) for further details regarding the proposed design and information with respect to shadow impacts on the public realm as well as surrounding existing developments. A summary of the shadow impacts in also explained in the report summary section of this report.

Chapter 9 of The MOP also notes the following policies:

- 9.2.1.21 *Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive.*

- 9.2.1.22 *Development will be designed to support and incorporate pedestrian and cycling connections.*
- 9.2.1.23 *Active uses will be required on principal streets with direct access to the public sidewalk.*
- 9.2.1.24 *Development will face the street.*
- 9.2.1.25 *Buildings should have active façades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections.*
- 9.2.1.27 *Development will create a sense of gateway to the Intensification Area with prominent built form and landscaping.*
- 9.2.1.28 *Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired.*
- 9.2.1.29 *Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape.*
- 9.2.1.30 *Development will provide open space, including squares and plazas appropriate to the size, location and type of the development.*
- 9.2.1.31 *Buildings should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk.*
- 9.2.1.32 *Buildings should be oriented to, and positioned along the street edge, with clearly defined primary entry points that directly access the public sidewalk, pedestrian connections and transit facilities.*
- 9.2.1.33 *Open spaces will be designed to promote social interaction*
- 9.2.1.34 *Development will utilize **streetscape** design to provide visual connections to open space, providing enhanced sidewalk and trail connections near open spaces.*
- 9.2.1.35 *Buildings and **streetscapes** will be situated and designed so as to encourage pedestrian circulation.*
- 9.2.1.36 *Streetscape improvements including trees, pedestrian scale lighting, special paving and street furniture in sidewalks, boulevards, open spaces and walkways, will be coordinated and well designed.*

- 9.2.1.37 *Developments should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to ensure for natural surveillance from public areas. Aboveground structured parking should be lined with residential, commercial or office uses.*

The plans prepared by TFAI in support of the proposed Phase 1 redevelopment detail two apartment buildings connected by a podium that has an urban built form with active facades incorporating grade related commercial opportunities which are accessible from the Hurontario Street frontage. In order to achieve a desirable urban streetscape, minimal setbacks and a lower building height have been proposed in the podium in accordance with policies set forth by the MOP. Grade related residential units are provided along the Bristol Road East street frontage and have direct access from Bristol Road.

Connectivity and social interaction both along the street frontages and interior to the site is promoted by way of a pedestrian network, that connects the site internally and to the adjacent public realm, and through landscape architecture as exhibited in the landscape plan prepared by Terraplan Landscape Architects. Details will be further developed at the appropriate time through the Site Plan approval process.

Building scale has been designed in consideration of various factors including the existing and approved future built form context of the surrounding lands and neighbourhood, and the urban design policies of the MOP, and the overall site programming and design. The proposed 25-storey tower is appropriately located along Hurontario Street, which is a designated Intensification Corridor. The proposed 16 storey tower is located more appropriately setback from Bristol Road East and will foster an appropriate transition to the existing dwellings to the north while meeting the goals and objectives of an Intensification Corridor and Major Transit Station Area.

Chapter 9 further states:

- 9.4.1.3 *Development will support transit and active transportation by:*
- a. locating buildings at the street edge, where appropriate;*
 - b. requiring front doors that open to the public street;*
 - c. ensuring active/animated building façades and high quality architecture;*
 - d. ensuring buildings respect the scale of the street;*
 - e. ensuring appropriate massing for the context;*
 - f. providing pedestrian safety and comfort;*
- 9.4.1.4 *Development will provide for pedestrian safety through visibility, lighting, natural surveillance and minimizing vehicular conflicts*

The design attributes of the proposed redevelopment ensure that the massing of the development is respectful of pedestrians while still providing an appropriate design for the overall development and conforming with the intention of an Intensification Corridor and Major Transit Station Area

policies.

The proposed buildings are located along the Hurontario Street and Bristol Road East street edge and provide direct access to the public realm and municipal sidewalks ensuring an active streetscape and animated building facades. The scale of the street by the height of the proposed podium, which is significantly lower than the apartment towers to ensure a comfortable pedestrian environment along the street and within the proposed redevelopment. Parking is provided underground and is not visible from the street. Access to the underground parking is separate and does not conflict with pedestrian circulation.

- 9.5.1 *Context addresses how developments demonstrate compatibility and integration with surrounding land uses and vegetation by ensuring that an effective transition in built form is provided between areas of different development densities and scale, and the protection of natural features. Proposed development should respect railway operations and lines by way of building and site design and implementation of development mitigation measures as required.*
- 9.5.1.1 *Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area.*
- 9.5.1.2 *Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:*
- a. Natural Heritage System;*
 - b. natural hazards (flooding and erosion);*
 - c. natural and cultural heritage features;*
 - d. street and block patterns;*
 - e. the size and configuration of properties along a street, including lot frontages and areas;*
 - f. continuity and enhancement of streetscapes;*
 - g. the size and distribution of building mass and height;*
 - h. front, side and rear yards;*
 - i. the orientation of buildings, structures and landscapes on a property;*
 - j. views, sunlight and wind conditions;*
 - k. the local vernacular and architectural character as represented by the rhythm, textures and building materials;*
 - l. privacy and overlook; and*
 - m. the function and use of buildings, structures and landscapes.*
- 9.5.1.3 *Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.*

- 9.5.1.4 *Buildings, in conjunction with site design and landscaping, will create appropriate visual and functional relationships between individual buildings, groups of buildings and open spaces.*
- 9.5.1.5 *Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights.*

As indicates previously in this report, the proposed redevelopment conforms with the urban design policies of MOP. The surrounding context has been considered in the redevelopment proposal as shown in the Phase 1 drawings and Master Plan prepared by TFAI. The orientation and location of the buildings proposed has considered the surrounding built form and an analysis of shadow impacts in accordance with City requirements. The detailed architectural design and building materials will be finalized through the Site Plan Approval process.

Chapter 16 – Neighbourhoods of the MOP places the subject site in the Hurontario Neighborhood Character Area (**See Figure 12 – Map 16-12 Hurontario Neighbourhood Character Area**).

Neighbourhoods are characterized as physically stable areas with a character that must be protected. Residential intensification is permitted within Neighbourhoods and is to generally occur through the intensification of existing commercial sites as mixed-use areas. Where higher density uses are proposed, they should be located along "Corridors" or in conjunction with existing apartment sites or commercial centres. Development must be sensitive to the existing and planned context and must include appropriate transitions in use, built form, density and scale. Policies relevant to the development proposal outlined in Chapter 16 are as follows:

- 16.1.1.1 *For lands within a Neighbourhood, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.*
- 16.1.1.2 *Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that:*
- a. an appropriate transition in heights that respects the surrounding context will be achieved;*
 - b. the development proposal enhances the existing or planned development;*
 - c. the City Structure hierarchy is maintained; and*
 - d. the development proposal is consistent with the policies of this Plan.*

16.12.1 *Urban Design Policies*

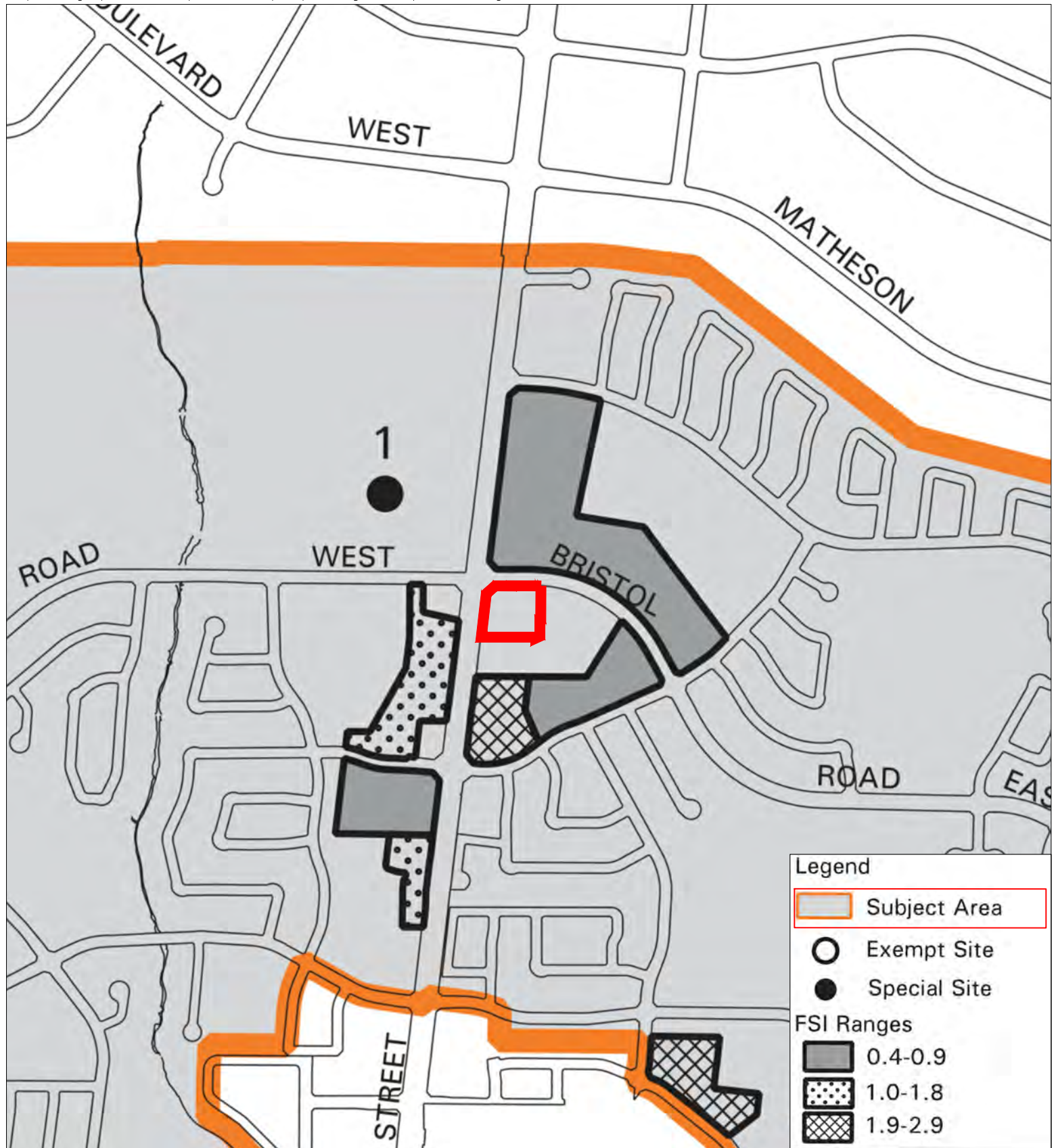


FIGURE 12
MISSISSAUGA OFFICIAL PLAN
MAP 16-12: HURONTARIO NEIGHBOURHOOD
CHARACTER AREA

30 BRISTOL ROAD EAST,
 CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

 Subject Property



Scale NTS
 April 4, 2019

- 16.12.1.1 *To enhance a sense of community, it is proposed that a number of major streetscapes be developed in a manner which will impart a sense of character and identify major geographic areas of the Character Area*
- 16.12.1.2 *Community Form and Structure Uses along Hurontario Street should be integrated with the overall community design by providing for:*
- a. *a graduated transition in development intensity and building scale; and*
 - b. *orientation of buildings, related open spaces and service functions to minimize visual and functional conflicts on abutting lands.*

The development concept prepared by TFAI is supportive of the urban design Policies put forth in Chapter 16 as it will provide for a graduated transition in development intensity and building scale from the adjacent apartment buildings to the south, which have a height of 24 storeys, and the Downtown and Uptown Nodes. As explained above, the proposed buildings are oriented to the street. Open spaces and service functions are located internally to the site where they are no visible from the street or adjacent uses. Grade related commercial and residential uses are proposed to create a desirable pedestrian realm and provide direct pedestrian connection/access from Hurontario Street and Bristol Road East. The buildings are proposed and configured throughout the site to have the greatest heights along Hurontario Street, gradually decreasing as they approach existing residential uses to the north and east.

5.5.1 PROPOSED OFFICIAL PLAN AMENDMENTS CONFORMITY WITH CITY OF MISSISSAUGA OFFICIAL PLAN

The existing height policies of the Mississauga Official Plan (Policies 16.1.1.1 and 16.1.1.2), which Staff have taken the position requires an Official Plan Amendment for heights greater than four storeys, are in our opinion inconsistent with the vision, goals and objectives of the PPS, GP, ROP and MOP as the height restrictions do not maximize the achievement of efficient development patterns and limits the achievement of appropriate intensification of an underutilized existing commercial shopping centre for a mix of uses along an Intensification Corridor with proposed higher order transit. The policy results in lower densities and fewer units and is therefore less supportive of transit and the proposed Hurontario LRT. The policies do not minimize impacts from negative air quality. Improved air quality and reduced greenhouse gas emissions are therefore not supported as effectively. Fewer residents are also provided to support the existing and proposed commercial uses.

The proposed redevelopment, however, conforms to the goals, objectives and policies of the City of Mississauga Official Plan (the “MOP”).

The subject lands are located within the “Urban Area”, along an “Intensification Corridor”, “Higher Order Transit Corridor” and within a “Major Transit Station Area”. Hurontario Street

generally consists of areas of street-oriented uses which incorporate a mix of commercial, residential and employment uses developed at overall greater intensities in certain areas which are strategically delineated by Staff in order to support future plans for those areas, such as those areas that are planned to function as important transportation routes along higher order transit corridors and selected arterial streets. They are to be the focus of intensification.

The proposed Official Plan Amendment which, further to the request of Staff amends the Mississauga Official Plan to specifically state that a building with a height of 25 storeys is permitted as part of the Proposed Redevelopment is, in our opinion consistent with the policies of the PPS, GP, ROP and MOP. The Subject Lands are within a Settlement Area and will contribute to the provision of an appropriate range and mix of compact residential and commercial uses in the area. Their redevelopment represents an intensification of existing retail commercial uses on a Corridor that minimizes land consumption and makes efficient use of infrastructure and public service facilities. It has a compact form, mix of uses and densities that results in an efficient use of land that avoids the need for unjustified, uneconomical expansion as the lands are within an established community. It is an adaptive re-use of land that is transit-supportive and will minimize the length and number of vehicle trips due to the proposed density, mix of uses and the proximity to the mobility hub in the Downtown Core.

The proposed development satisfies the intent of these policies by providing a more intensive concentration of mixed uses on part of an existing underutilized commercial property that is/will be well supported by transit. A mix of street-oriented commercial uses at grade provided in the podium fronting onto Hurontario Street, at-grade residential units along the Bristol Street East frontage, and an outdoor amenity area are provided. Amenities, commercial uses and services, and residential uses are which allow people to live, shop and play and therefore provided. The subject lands are also located along a Higher Order Transit Corridor, an Intensification Corridor and are adjacent to a Major Transit Station Area, with connections to an Anchor Mobility Hub (Square One). The site is within walking distance of shopping, public service, open space, recreation, and institutional uses and will therefore further support these uses. The land use and transportation vision and intent of the Urban Structure are therefore achieved.

The proposed development represents a compact mix of commercial, residential and related uses at an intensity that is greater than the adjacent residential uses. Though more intense, the proposed cumulative FSI is 3.0 as recommended in the Hurontario/Main Street Master Plan which is discussed later in this report. Apartment units of various sizes are provided as a component of the mixed residential/commercial development thereby providing a range and mix of housing types and unit sizes. The proposed commercial uses and uses available in the area provide opportunities for a range commercial uses that meet the day-to-day and weekly goods and service needs of existing and future residents. The proposed redevelopment will support these uses and will increase the housing stock, while efficiently using existing land, infrastructure and services.

The development proposal has a high quality urban design that is consistent, compatible and appropriately integrates with the adjacent existing and future residential uses in terms of scale, massing and height. Further consideration will be given to the detailed design at the Site Plan Approval stage.

Appropriate setbacks to Bristol Road East and the stepping of the proposed buildings have been provided to increase the separation distance between the existing residential dwellings and proposed buildings. The proposed buildings are connected internally and to the municipal sidewalks through a permeable pedestrian network. A pedestrian-oriented and transit-supportive urban experience located along an Arterial Road that is a major transit route is created.

The apartment and commercial uses are provided in a mixed use building form with retail and service commercial uses located at street level with primary access provided from Hurontario Street, which is serviced by a series of existing and proposed transit routes and is compatible with pedestrian foot traffic and other forms of active transportation. Short and long term bicycle spaces are provided per the development concept plan prepared by TFAI. The buildings frame Hurontario Street and Bristol Road East and run parallel to these streets to orient the proposed uses to the street and create an animated and attractive public realm. The building facing Bristol Road East is stepped back as it approaches the road to minimize significant impacts on adjacent uses. The proposed redevelopment contributes to the vision of Hurontario Street as an active, walkable street with a desirable pedestrian realm. The principle building entrances are located at grade and face Hurontario Street and Bristol Road East where they are visible and accessible from the public sidewalk, existing bus stops and the proposed Hurontario LRT Major Transit Station. Direct barrier-free access to the proposed uses from the municipal sidewalk is therefore provided. Façade articulation and the use of different building materials are proposed to emphasize the first storey and reinforce a pedestrian scale at the street. The proximity of the building to the street, combined with entrances facing the street and the provision of trees and landscaping, will create an attractive urban streetscape along Hurontario Street and Bristol Road East that will provide at-grade activity areas adjacent to the public sidewalk.

Pedestrian sidewalks connect the site internally and to the street to provide safe access for pedestrians to the proposed building entrances, adjacent uses, and transit stops. Pick up and drop off parking areas are located internally to the site where they are screened from the street and not visible from either street frontage to minimize impact on adjacent properties and the street. The loading spaces and garbage pick-up areas are similarly screened from view by the proposed buildings and screening.

Outdoor amenity space has been added at the approximate centre of the proposed development upon full build out. This contributes to providing open space in the Neighbourhood. An important component of a healthy and sustainable urban area is therefore provided. The proposed private indoor/outdoor amenity areas provide an appropriate amenity area for the proposed development.

The subject lands are also located along an important transportation corridor that is a “Intensification Corridor” and are adjacent to a “Major Transit Station Area”. Hurontario Street is currently serviced by several bus routes, which provide frequent weekday and weekend transit service to the site, and connect it to Port Credit GO Station, and the anchor Transit Hub located at the Square One Shopping Centre. Bristol Road East is also serviced by various bus routes. The proposed development supports the network and connector function envisioned by the City and Region by providing compact, intense residential and commercial uses at an appropriate density that supports transit. The intent of having planned uses and conditions that enable a frequent transit

service that reduces reliance on the automobile is therefore achieved. Direct, convenient connections between mobility hubs and other Mixed Use Intensification Areas such as the Downtown and Uptown Major Nodes is also provided. This combined with the proposed developments location, results in the provision of a multi-modal transportation system for vehicles, transit, cycling and pedestrians. That, in turn, contributes to establishing a complete streets network in the City.

For these reasons, it is our opinion that the proposed redevelopment complies with the MOP.

6.0 HURONTARIO/MAIN STREET MASTER PLAN

As discussed in Section 3.0 of this report, the LRT line will provide service along Hurontario Street from Lake Ontario in Port Credit to the City's north limit and will terminate in Brampton at Steeles Avenue West. Twenty-two Light Rail Transit Stations will be located along this 20- kilometre (12 mile) stretch of Hurontario Street to serve the proposed LRT. The LRT was proposed in response to the Provinces' growth plans which directs that growth should be focused largely in higher density nodes and corridors reflective of the urban form hierarchy.

The Hurontario/Main Street Master Plan (the Master Plan) was prepared in order to provide a framework to guide development along the Hurontario corridor and pays specific regard to urban design and land use. Although the Master Plan has been considered for the purposes of this planning opinion, it is not part of the planning policies applicable to the site. The document outlines that this "Corridor" will have:

"...a broad mix of uses along its length, which will provide a wide variety of residential, commercial, institutional, employment and recreational opportunities at relatively high densities..."

The subject lands are within the Bristol-Eglinton area of the Master Plan. Section 8.5 Bristol-Eglinton of the Hurontario Main Street LRT Corridor Master Plan outlines high-level land use policies for development along the Hurontario Corridor.

Generally, the Hurontario Main Street Corridor LRT Master Plan is used to strategically guide the development and manage the changes to come along the corridor. The plan is used to both guide and manage the change along the Corridor related to land use patterns and configuration and design of the public realm and built form.

The sections below summarize the key recommendations for the Bristol-Eglinton area that are applicable to the subject lands:

Permitted Uses:

1. Proposed transit stop; and,
2. Commercial or institutional frontage

Density and Height

1. Permits the subject site to develop to a height of 20-storeys and an FSI of 3.0, before bonusing

Minimum Continuous Street Frontage

1. The subject site will require a minimum continuous street frontage along Hurontario Street of 95%, and
2. An intermittent street wall along Bristol Road of 70%

Maximum Setback Lines

1. long corridors and main streets, streetscapes are an imperative element to creating a vibrant pedestrian realm
2. provision of minimal building setbacks to corridors and/or main streets is encouraged
3. buildings must be built between 0.0m and 5.0m of the Street Line
4. If podiums are provided, an additional setback of at least 2.5m is required for all storeys/buildings above the podium.

Placemaking

1. high quality urban design standards will be enforced in support of this placemaking initiative

Civic Public Spaces

1. new larger scale developments incorporate public open spaces, recreational parks, and public squares and plazas within and adjacent to the development.

The redevelopment proposal is consistent with the recommended uses along Hurontario Street. Direct pedestrian access to the street will be provided from both the commercial units on Hurontario Street and the residential units on Bristol Road East. Continuous building frontage requirements and maximum setbacks are met as shown on the plans as prepared by TFAI.

The current Master Plan for the subject lands as prepared by TFAI proposes a cumulative FSI of 3.01, which is in line with the density recommendation set forth in this document. Building heights greater than 20-storeys are appropriate and should be considered as the FSI can be met and the proposed built form is consistent and compatible with existing and recently approved heights in the surrounding area.

Detailed building design requirements and other urban design matters will be determined through the Site Plan Approval process in accordance with the City of Mississauga Urban Design Guidelines and the Hurontario Street Master Plan, where feasible.

Strategically incorporating public spaces into any new large scale development is a desirable condition and is guided for the Hurontario corridor by section 7.3.14 of the Hurontario Main Street LRT Master Plan. A publicly accessible outdoor amenity area for use by residents and shoppers is proposed within the proposed redevelopment.

It is therefore our opinion that the redevelopment proposal appropriately addresses the recommendations of the Master Plan.

7.0 PROPOSED AMENDMENT TO THE CITY OF MISSISSAUGA OFFICIAL PLAN (Office Consolidation, March 13, 2017)

The Official Plan Amendment and the Zoning By-law Amendment to permit the proposed redevelopment conform to the Mississauga Official Plan (the “MOP”).

The proposed Official Plan Amendment will add Special Site Area “X” to Chapter 16, Neighbourhoods of the City of Mississauga Official Plan to permit a maximum building height of 25-storeys and will accommodate the redevelopment proposal for the subject lands

A Draft Official Plan Amendment is attached herein as Appendix I.

8.0 PROPOSED AMENDMENT TO CITY OF MISSISSAUGA ZONING BY-LAW 0225-2007

As shown on **Figure 13 – City of Mississauga Zoning By-law**, the subject lands are zoned “Commercial Two – Special Exception Zone (C2-15)” which permits a mix of retail, service, office, and entertainment/recreation uses. Residential uses are not permitted.

The existing zoning is inconsistent with the Mixed Use land use designation, and the Neighbourhoods and Corridor goals, objectives and vision of the MOP. Similarly, the parts of the Zoning By-law affected by the requested amendment are inconsistent with the PPS and fail to conform to the Growth Plan and ROP goals and objectives of maximizing appropriate intensification in the built-up area, maximizing the use of infrastructure, and providing development that is as transit supportive as possible.

To facilitate the proposed redevelopment, a Zoning By-law Amendment is proposed to rezone the subject lands to “Mainstreet Commercial C4 – Special Exception Zone”. Relief from the parent C4 zone is required to accommodate the characteristics of the development proposal, including but not limited to:

- land use permissions;
- building height;
- yard setbacks; and,
- reduced parking standards.

The proposed C4 – Special Exception Zone:

- Maximizes appropriate intensification and the use of services, while minimizing land consumption;
- Maximizes new growth through intensification;

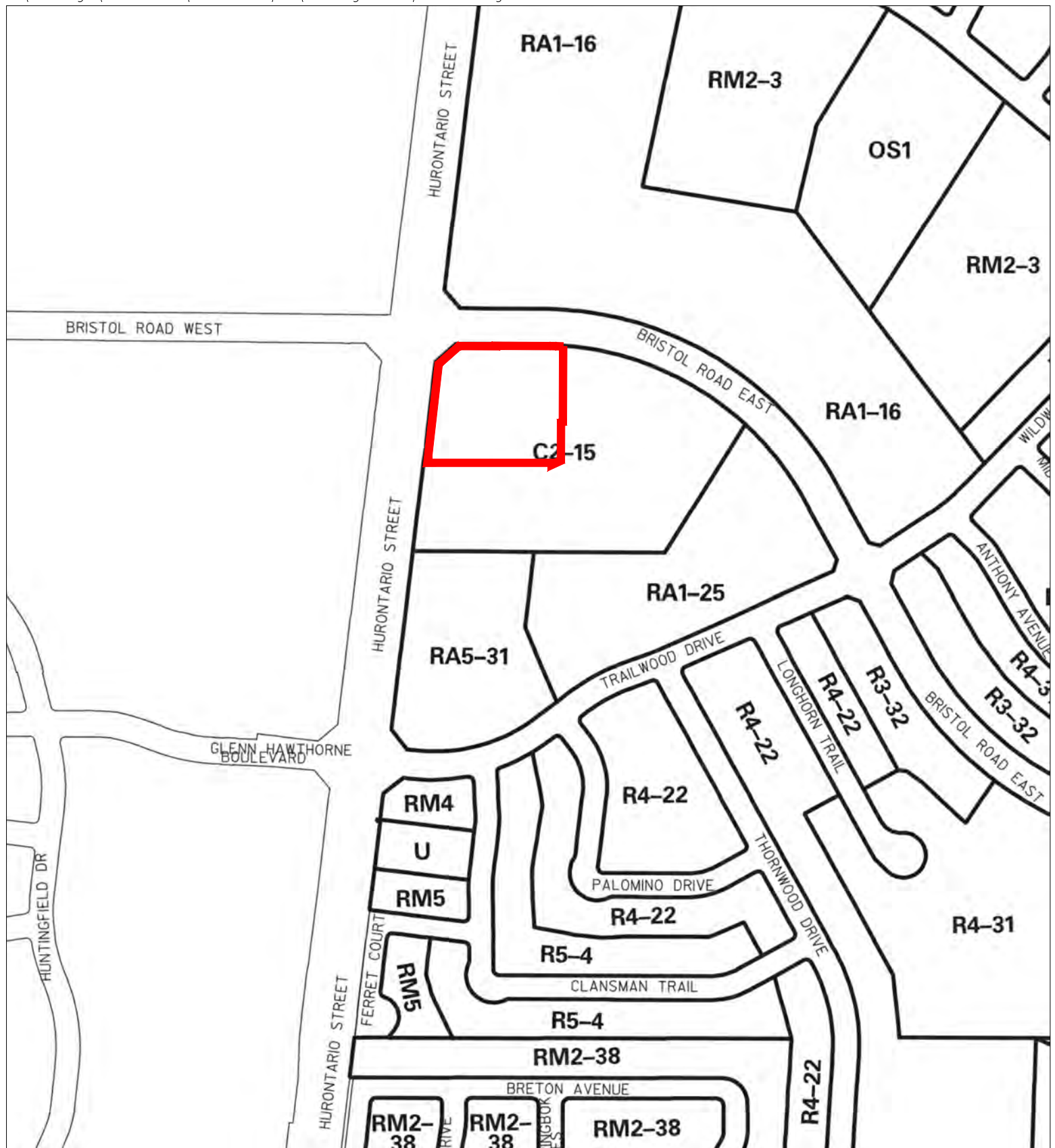


FIGURE 13

MISSISSAUGA

ZONING BY-LAW No. 0225-2007

ZONING MAP 36W

30 BRISTOL ROAD EAST,
CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

 Subject Property



Scale NTS
April 4, 2019

- Maximizes the opportunity of developing a multi-modal transit system that does not rely on the automobile;
- Contributes to achieving a complete community/neighbourhood;
- Results in higher densities along an Intensification Corridor; and
- Results in a compact, mixed-use and transit supportive development.

It is therefore our opinion that the requested Zoning By-law Amendment is consistent with and does not conflict with the PPS, Growth Plan, ROP or MOP.

The proposed Zoning By-law Amendment is provided in Appendix II of this report.

9.0 TECHNICAL REPORTS

In support of the proposed development, a number of technical reports and plans were prepared in order to ensure compatibility with the existing neighbourhood was achieved and that appropriate infrastructure services, including water, wastewater and transportation services are available. These reports are summarized below.

9.1 Phase I Environmental Site Assessment

In support of the proposed development, a Phase I Environmental Site Assessment was prepared by Golder Associates Ltd. to determine any possible sources of contamination on the subject lands. The findings of the Phase I ESA determined that potentially contaminating activities were found on portions of the site. A Phase II Environmental Site Assessment will be required before the submission of a record of site condition. Please refer to the Assessment for the detailed analysis.

9.2 Low Impact Development Design Features

Low Impact Design Features are summarized in the letter prepared by Tuner Fleischer and include the following, where feasible:

- A green roof system;
- Erosion and sediment control measures;
- Stormwater management treatment;
- Landscape irrigation;
- Permeable pavement; and
- Indoor water use reduction measures

The final features will be determined during detailed design through the Site Plan Approval process. Please see the Turner Fleischer letter for further details.

9.3 Functional Servicing and Stormwater Management

In support of the proposed development, a Functional Servicing and Stormwater Management Report was prepared by Counterpoint Engineering and presents a site servicing strategy for the subject lands. The conclusions regarding water servicing, sanitary servicing, and stormwater servicing are summarized below.

A provisional consent has been granted for the Phase 1 lands in severance application 'B' 2/19. A new water service connection for the subject site is proposed to connect into the existing 400mm diameter (16 inch) watermain located in Hurontario Street.

Sanitary servicing for the Phase 1 and remaining lands is provided a network of private servicing that connects into a private sewer, within an easement, through the private property east of the overall site. This sewer connects into a municipal sewer located in Trailwood Drive. The subject site does not front a municipal roadway that contains a public sanitary sewer. Two options have been identified that could potentially service the subject site, referred to as the 'Bristol' option and

the 'Hurontario' option. Further discussion and feedback from the Region of Peel on available external capacity is required in order to confirm the suitable option. One connection into the extended sanitary sewer will be provided. The exact location of the connection will be developed during detailed design/site plan approval. Please see the Functional Servicing and Stormwater Management Report for additional details.

The Phase 1 and remaining lands are serviced by a network of private servicing that connects into the existing 750mm (30 inch) diameter storm sewer in Bristol Road East. A new service connection into the existing 750mm (30 inch) diameter storm sewer is proposed. The exact location of the connection will be developed during detailed design/site plan approval. Quantity control will be provided on-site through underground storage in combination with an inlet control and considers some uncontrolled drainage to both the adjacent roads and the remainder of the overall site. The inlet control and volume of storage will need to be re-confirmed during detailed design/site plan approval. Quality control will provide 80% TSS removal. The methodology of achieving quality controls will be determined at the detailed design/site plan approval stage of the project. It is likely that all controls will be contained within the building structure, although the exact details of this will be determined during the site plan approval and/or building permit process.

9.4 Traffic Impact Study

In support of the proposed development, a Traffic Impact Study (TIS) was prepared by LEA Consulting Ltd. (LEA) to assess transportation-related aspects of the project including traffic impacts, a review of parking, and transportation demand management matters.

The following conclusions and recommendations presented in this report include:

- The subject site is located in a walkable area, with immediate access to significant cycling facilities. Transit is also located on the doorstep of the subject site. Under existing traffic conditions, all intersections operate acceptably;
- Future background (2024) conditions consider general growth in corridor traffic. Under future background (2024) traffic conditions, all intersections are expected to continue operating acceptably;
- The subject site is forecasted to generate 135 net two-way additional trips during the AM peak hour and 192 net two-way additional trips during the PM peak hour;
- An acceptable traffic impact is forecasted to be introduced by the proposed redevelopment under future total (2024) conditions;
- The subject site will satisfy the City of Mississauga Zoning By-Law requirements for loading spaces; and
- A range of TDM measures that target a reduction in the private auto mode split are proposed including programmatic measures, connectivity with the existing robust alternative transportation networks, and on-site TDM infrastructure.

To understand if the proposed residential parking supply was appropriate, LEA conducted proxy site surveys of comparable residential rental buildings in the City and an analysis of commercial parking demand at Sandalwood Square Shopping Centre. Overall, resident parking is proposed at a rate of 1.15 spaces per unit consisting of 1.00 space per unit for residents and 0.15 spaces per

unit for visitors. Parking spaces for the Phase 1 commercial uses will not be provided on the Phase 1 lands and will be accommodated on the remaining Sandalwood Square Shopping Centre lands.

These analyses concluded that overall the proposed redevelopment is forecasted to provide more than sufficient resident and visitor parking, considering the future Hurontario LRT. The Sandalwood Square site will also provide more than sufficient parking to accommodate the existing parking demand in addition to the parking requirement for the proposed retail component of the proposed redevelopment. Please see the TIS for the detailed analysis.

9.5 Noise Impact Study

In support of the proposed development, a Noise Impact Study was completed by RWDI to determine the feasibility of the proposed mixed use development, which is surrounded by existing sources of environmental noise, from road and air traffic in the context of applicable Ministry of the Environment, Conservation and Parks (MECP) guidelines.

The study concluded that the following noise control measures are required for the proposed Phase 1 development:

- Acoustical barriers with heights ranging from 1.8 m to 2.5 m around Outdoor Living Areas;
- Suite window glazing with sound isolation performance up to STC 38;
- Suite exterior doors with sound isolation performance up to STC 29;
- Installation of air-conditioning for all suites to allow windows to remain closed; and
- The inclusion of noise warning clauses related to:
 - Transportation noise in outdoor amenity areas and indoor spaces
 - Stationary noise sources at plane of suite windows

Please refer to the Noise Impact Study for the detailed analysis.

9.6 Pedestrian Wind Study

In support of the proposed development, a Pedestrian Wind Study Noise Impact Study was completed by RWDI to assess wind impacts on the proposed development. The Study concluded that:

- In general, wind conditions around the existing site are comfortable for the intended pedestrian use throughout the year, with increased wind activity occurring during the winter season.
- With the addition of the Sandalwood Square development (Phase I), wind activity immediately around the site is expected to increase throughout the year. Wind conditions during the summer are generally predicted to be appropriate for the anticipated pedestrian use, however, during the winter, uncomfortable wind conditions are predicted at several locations around the site.
- Improved wind conditions on and around the site can be achieved through the use of wind control measures such as soft and hard landscaping features as described in the

report.

Please refer to the Pedestrian Wind Study for the detailed analysis.

9.7 Tree Inventory and Preservation Plan Report

The Phase 1 Tree Inventory and Preservation Plan Report prepared by Kuntz Forestry Consulting Inc. concludes that a total of 26 trees on and within six metres of the Phase 1 area. The removal of 20 trees is required to accommodate the proposed development. Six trees within the right-of-way can be saved provided appropriate tree protection measures are installed prior to the proposed development. The following recommendations are suggested to minimize impacts to trees identified for preservation:

- Tree protection barriers and fencing should be erected at prescribed locations in accordance with the guidelines set out in the tree preservation plan notes and the tree preservation fencing detail;
- No construction activity including surface treatments, excavations of any kind, storage of materials or vehicles, unless specifically outlined above, shall be permitted within the identified tree protection zones at any time during or after construction;
- Branches and roots that extend beyond prescribed tree protection zones that require pruning must be pruned by a qualified Arborist or other tree professional. All pruning of tree roots and branches must be in accordance with good arboricultural standards.
- Site visits, pre, during and post construction are recommended by either a certified consulting arborist (I.S.A.) or registered professional forester (R.P.F.) to ensure proper utilization of tree protection barriers. Trees should also be inspected for damage incurred during construction to ensure appropriate pruning or other measures are implemented.

9.8 Shadow Impact Analysis

A Shadow Impact Study was prepared in the support of the proposed redevelopment to assess impacts from the proposed development on adjacent properties. In summary, it concludes that the proposed redevelopment meets most of the criteria in place by the City of Mississauga's Standards for Shadow Studies. Please see the enclosed written analysis and shadow drawings prepared by Turner Fleischer Architects Inc.

10.0 CONCLUSION

As outlined above, the proposed redevelopment is consistent with the PPS and conform to the GP, ROP and MOP. It provides a mix of residential, commercial and recreation uses in a built form that is consistent and compatible with adjacent development. It represents appropriate intensification of an underutilized commercial property that is located on an Intensification Corridor that is served by existing transit and will be served by the future Hurontario Street LRT.


Subject to the acceptable completion of the Phase 2 Environmental Impact Statement, it is our opinion that the proposed Official Plan and Zoning By-law Amendment are justified and represent good planning for the following reasons:

1. The proposal is consistent with, conforms to and promotes the policies of the Provincial Policy Statement, the Growth Plan, and the Region of Peel Official Plan.
2. The proposed development contributes to the Region's intensification target for the City of Mississauga by proposing increased density on the subject lands.
3. The proposal directs intensification to Mississauga's built-up area and maintains the intent of the functional and land use policies in the Mississauga Official Plan.
4. The existing Official Plan policies regarding height as applied by Staff are not consistent with the Provincial Policy Statement and do not conform to the Growth Plan, Region of Peel Official Plan and the Mississauga Official Plan. The proposed Official Plan provisions and zoning standards, however, do and are appropriate to accommodate the requested uses.
5. The proposed uses are compatible with the surrounding land uses and are desirable in fulfilling the vision of the PPS, GP, ROP and the current designations in the MOP;
6. The proximity of the proposed redevelopment to community amenities such as parks, schools, shopping, and transit contributes to the reduction in reliance on automobile use, encourages active transportation, and contributes to the development of complete communities.
7. The proposed reduced parking ratio is supportable by the area's walkability, provision of transit infrastructure and close proximity of services and facilities;
8. The proposed development contributes to a varied housing mix that provides housing choices for City of Mississauga residents.
9. The proposed development is compatible and approximately interfaces with the adjacent residential uses.
10. The proposed development makes efficient use of existing and planned infrastructure including water, wastewater and stormwater services, as well as transportation and community infrastructure.


11. The proposed development is transit-supportive as it is adjacent to an existing Primary Bus Service route, future Hurontario LRT and Square One Anchor Hub that connects to Lakeshore GO Station and therefore provides inter- and intra-regional transportation opportunities.
12. The proposed development promotes a desirable mix of uses by locating residential, commercial and recreational uses on the same property in proximity to other commercial, recreational, and institutional uses.
13. The proposed development is supported by technical studies that confirm that existing intersections will operate in a reasonable manner, required noise attenuation levels can be achieved through mitigation, pedestrian wind impacts can be mitigated and there is adequate water, wastewater, stormwater and transit infrastructure available. Shadow impacts meet most of the City's criteria.

Respectfully submitted,

GLEN SCHNARR & ASSOCIATES INC.


Glen Broll, M.C.I.P., R.P.P.
Partner




Mark Bradley, M.C.I.P., R.P.P.
Associate



**Appendix I - Draft Official Plan
Amendment**

**Application to Amend the Official
Plan and Zoning By-law**

**151516 Canada Inc.
60 Bristol Road East
Part of Block 179, Registered Plan
43M-782, City of Mississauga**

April 2019

Amendment No. XX
to
Mississauga Official Plan

By-law No. _____

A by-law to Adopt Mississauga Official Plan Amendment No. XX

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, ("*Planning Act*") Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs authorized the Regional Municipality of Peel ("Region" or "Regional"), an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. XX, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan by adding a Special Site Policy to the Hurontario Neighbourhood Character Area;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. The document attached hereto, constituting Amendment No. XX to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this _____ day of _____, 2019.

Signed _____
MAYOR

Signed _____
CLERK

Amendment No. XX
to
Mississauga Official Plan

The following text attached constitutes Amendment No. XX.

Also attached but not constituting part of the Amendment are Appendices I and II.

Appendix I is a description of the Public Meeting held in connection with this Amendment.

Appendix II is a copy of the Planning and Building Department report dated XX, 2019, pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to add a Special Site to the Hurontario Neighbourhood Character Area policies to permit one 25-storey and 16-storey apartment building. A six-storey podium that connects the apartment buildings is also permitted.

LOCATION

The subject lands are located at the southeast corner of Hurontario Street and Bristol Road East. The lands are located in the Hurontario Neighbourhood Character Area in Mississauga Official Plan.

BASIS

Mississauga Official Plan ("MOP") came into effect on November 14, 2012, save and except for the outstanding site specific appeals to the Local Planning Appeal Tribunal (LPAT).

The MOP contains policies that direct growth. These policies encourage compact, mixed use development in appropriate locations to provide greater opportunities to live and work in Mississauga and reduce the need for extensive travel to fulfill the needs of day-to-day living. New growth will be accommodated through redevelopment and intensification within developed areas. The character of stable residential neighbourhoods is to be protected and conserved.

Healthy, vibrant communities that provide residents with a range and diversity of housing types and mobility choices; the ability to engage in healthy, safe and active lifestyles; and access to daily needs within proximity to where they live, work, study, shop and play are to be provided. Development is to be directed to locations that support existing and planned transit.

The subject lands are located within "Neighbourhoods", which focus on residential uses and associated services and facilities. The "Neighbourhoods" policies of the MOP indicate that residential intensification will generally occur through infilling and the development of existing commercial sites and mixed use areas. Where higher density uses are proposed, they should be located on sites identified by a local area plan, along Corridors or in conjunction with existing apartment sites or commercial centres.

The lands are also located within the "Hurontario Street Intensification Corridor", which is considered an "Intensification Area". Future growth will be primarily directed to these areas and will provide attractive mixed use areas, developed at densities that are sufficiently high to support frequent transit service and a variety of services and amenities. A more efficient use of land is expected within "Intensification Areas" as single storey buildings and surface parking lots are replaced with multi-storey developments .

In addition to the Intensification Area policies, the "Corridors" policies indicate that land uses and building entrances within "Corridors" will be oriented to the Corridor where possible. Development is to be compact, mixed use, transit friendly and have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.

The subject lands are also located adjacent to an identified Major Transit Station as shown on Schedule 6 – Long Term Transit Network of the MOP and are within the Eglinton-Bristol Character Area of the Hurontario LRT Planning and Urban Design Master Plan. The Master Plan indicates that the primary node within this Character Area will be centred along Eglinton Avenue, with Bristol Road acting as a secondary supporting node. The vision for these areas is that they will be strong mixed use centres with businesses, office, retail, cafes, restaurants and cultural uses, along with a substantial residential component to a maximum floor space index of 3.0.

The lands are also designated Mixed Use which permits a range of uses including retail, restaurants, overnight accommodation and residential uses. Residential uses will be combined on the same lot or same building with another permitted use.

A maximum building height of four storeys is permitted in all Neighbourhoods. This height can, however, be exceeded subject to:

- a. an appropriate transition in heights that respects the surrounding context will be achieved;
- b. the development proposal enhancing the existing or planned development;
- c. the City Structure hierarchy being maintained; and
- d. the development proposal being consistent with the policies of this Plan.

Notwithstanding this policy, the City requires that a Special Site policy be added to the Official Plan for the proposed building heights.

The proposed Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

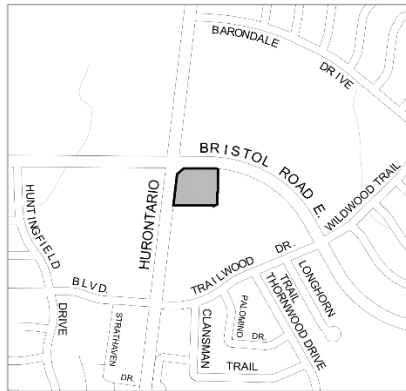
1. The proposed development is a compact, mixed use development which provides an appropriate transition to the adjacent office/retail commercial, apartment, church and automobile gas bar uses on the west side of Hurontario Street; to the townhouse dwellings on the north side of Bristol Road East; and, to the existing Sandalwood Square Shopping Centre to the east and south.
2. The proposed mixed use apartment and commercial built form is an appropriate development that makes efficient use of available or planned infrastructure and public service facilities.
3. The proposed development is located on an Arterial Road (Hurontario Street) and a Major Collector Road (Bristol Road East) with municipal sidewalks, an existing primary on-road/boulevard route bike lane on Bristol Road East and a proposed bike route along Hurontario Street. Both roads are served by public transit. A Major Transit Station is also proposed at the intersection of Hurontario Street/Bristol Road East as part of the Hurontario Light Rapid Transit (LRT) system. A multi-modal transportation system that provides alternatives to automobile transportation is therefore provided consistent with the policies of MOP.

4. The proposed addition of apartments with retail commercial uses at grade on an existing commercial property is appropriate as it provides intensification of an underutilized site which is consistent with the Provincial Policy Statement and conforms with the Growth Plan, the Regional Official Plan, and policies of Mississauga Official Plan.
5. The proposed development represents intensification of an existing under-utilized commercial site that is located along an Intensification Corridor adjacent to a proposed Major Transit Station. The proposed uses are also consistent with the vision of the Hurontario LRT Planning and Urban Design Master Plan.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 16.12, Hurontario Neighbourhood Character Area, of Mississauga Official Plan, is hereby amended by adding Special Site 2 on Map 16-12: Hurontario Neighbourhood Character Area in accordance with the changes to the Special Site Policies.
2. Section 16.12.4, Special Site Policies, Fairview Character Area, of Mississauga Official Plan, is hereby amended by adding the following:

16.12.4.2 Site 2



16.12.4.2.1 The lands identified as Special Site 2 are located at the southeast corner of Hurontario Street and Bristol Road East.

16.12.2.4.2 Notwithstanding the policies of this Plan, a maximum height of 25 storeys will be permitted.

IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, Mississauga Official Plan will be amended in accordance with this Amendment.

The lands will be rezoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan August 1, 2018.

INTERPRETATION

The provisions of Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, will apply in regard to this Amendment.

This Amendment supplements the intent and policies of Mississauga Official Plan.

APPENDIX I

PUBLIC MEETING

All property owners within a radius of 120 m of the subject lands were invited to attend a Public Meeting of the Planning and Development Committee held on XX, 2019 in connection with this proposed Amendment.

At the public meeting, residents stated their concerns with the proposal including XX. These concerns have been addressed in the Planning and Building Department Corporate Report dated XX, 2019 attached to this Amendment as Appendix II.

APPENDIX II

**Appendix II - Draft Zoning
By-law Amendment**

**Application to Amend the Official
Plan and Zoning By-law**

**151516 Canada Inc.
60 Bristol Road East
Part of Block 179, Registered Plan
43M-782, City of Mississauga**

April 2019

A by-law to amend By-law Number 0225-2007, as amended.

WHEREAS pursuant to sections 34, 36 and 37 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the council of a local municipality may, respectively, pass a zoning by-law, impose a holding provision and require a public benefits contribution;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Exception Table:

6.2.5.XX	Exception: C4-XX	Map #36W	By-law:
In a C4-XX zone the permitted uses and applicable regulations shall be as specified for a C4 zone except that the following uses /regulations shall apply:			
Additional Permitted Uses			
6.2.5.XX.1	(1)	Outdoor garden centre accessory to a retail store	
Regulations			
6.2.5.XX.2	The provisions of Sentence 3.1.1.2.1 and Line 15.0 contained in Table 6.2.1 of this By law shall not apply		
6.2.5.XX.3	Maximum front yard	6.0 m	
6.2.5.XX.4	Maximum exterior side yard	6.0 m	
6.2.5.XX.5	Maximum height	92.0 m and 25 storeys	
6.2.5.XX.6	Minimum Height Requirement - Hurontario Street Corridor	One (1) storey	
6.2.5.XX.7	Minimum depth of a landscaped buffer measured from the lot line of a Commercial Zone that abuts another Commercial Zone	0.0 m	

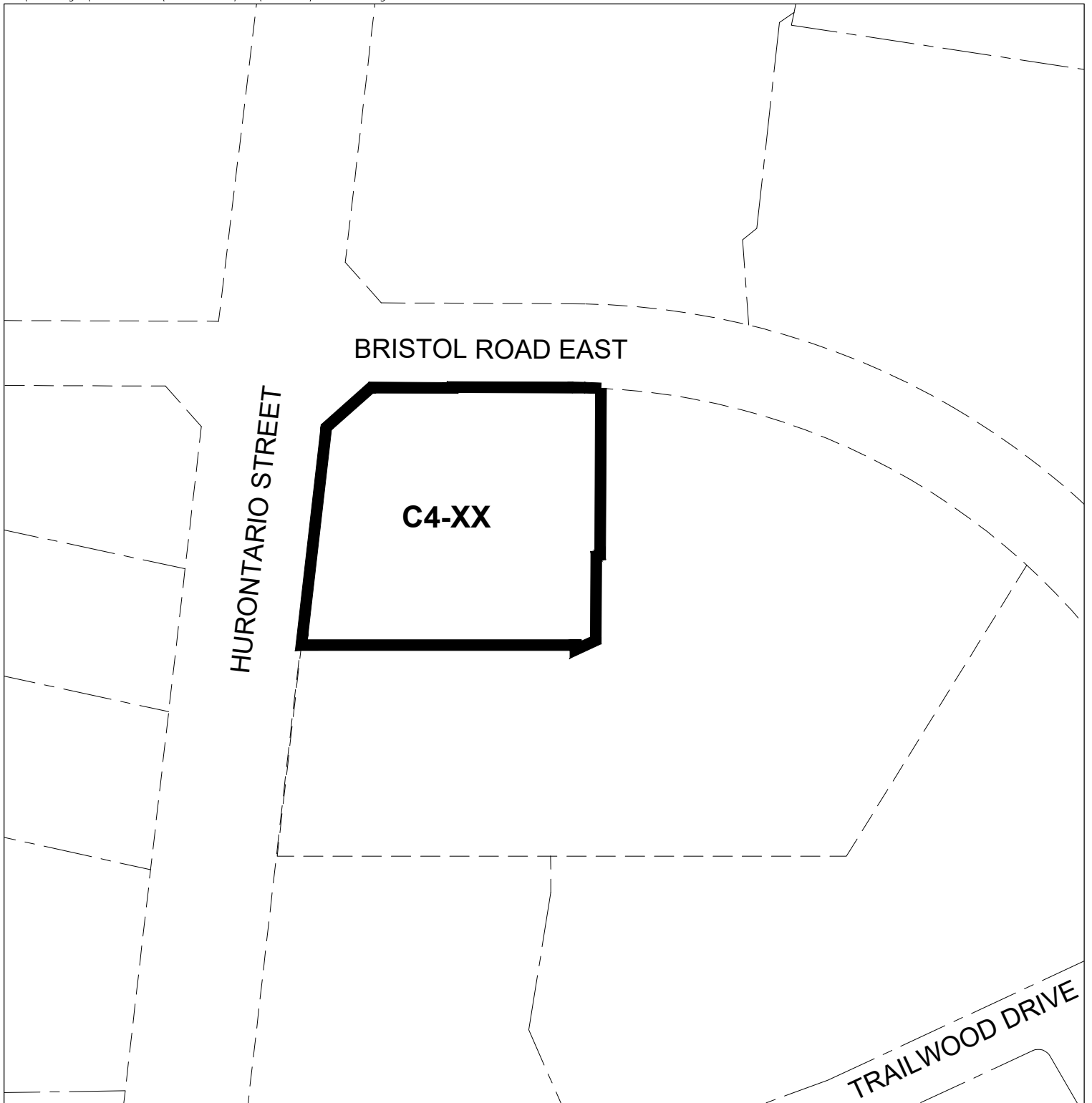
6.2.5.XX	Exception: C4-XX	Map #36W	By-law:
6.2.5.XX.8	Minimum number of resident parking spaces per condominium dwelling unit		1.0
6.2.5.XX.9	Minimum number of visitor parking spaces per condominium dwelling unit		0.15
6.2.5.XX.10	Required number of parking spaces for non-residential uses		0.0
6.2.5.XX.11	Notwithstanding Sentence 3.1.1.2.1 of By-law 0225-2007, parking spaces for non-residential uses are permitted on the adjacent lands zoned C2-15		

2.
Map Number 36W of Schedule "B" to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by changing thereon from "C2-15" to "C4-XX", the zoning of Part of Block 179, Registered Plan 43M-782, in the City of Mississauga, PROVIDED HOWEVER THAT the "C4-XX" zoning shall only apply to the lands which are shown on the attached Schedule "A", which is deemed to be an integral part of this By-law, outlined in the heaviest broken line with the "C4-XX" zoning indicated thereon.
3.
This By-law shall not come into force until Mississauga Official Plan Amendment Number XX is in full force and effect.

ENACTED and PASSED this _____ day of _____ 2019.

MAYOR

CLERK



BLOCK 179, REGISTERED PLAN 43M-782,
EAST OF HURONTARIO STREET,
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

THIS IS SCHEDULE "A" TO
BY-LAW _____
PASSED BY COUNCIL

APPENDIX "A" TO BY-LAW NUMBER _____

Explanation of the Purpose and Effect of the By-law

The purpose of this By-law is to permit one 25-storey and one 16-storey apartment building with grade related commercial uses.

This By-law amends the zoning of the property outlined on the attached Schedule "A" from "C2-15" (Neighbourhood Commercial – Exception 15) to "C4-XX" (Mainstreet Commercial - Exception).

"C2-15" permits a variety of commercial, service, office, and entertainment/recreation uses, as well as an outdoor garden centre accessory to a retail store.

The "C4-XX" zone will permit apartments with grade related commercial uses.

Location of Lands Affected

Southeast corner of Hurontario Street and Bristol Road East in the City of Mississauga, as shown on the attached Map designated as Schedule "A".

Further information regarding this By-law may be obtained from XX of the City Planning and Building Department at 905-615-3200 ext. XXXX.