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## Planning and Development Committee

### Date

2019/06/10

### Time

1:30 PM

### Location

Civic Centre, Council Chamber,  
300 City Centre Drive, Mississauga, Ontario, L5B 3C1

### Members

Councillor George Carlson	Ward 11 (Chair)
Mayor Bonnie Crombie	
Councillor Stephen Dasko	Ward 1
Councillor Karen Ras	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Carolyn Parrish	Ward 5
Councillor Ron Starr	Ward 6
Councillor Dipika Damerla	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Pat Saito	Ward 9
Councillor Sue McFadden	Ward 10

### Contact

Angie Melo, Legislative Coordinator, Legislative Services  
905-615-3200 ext. 5423  
[angie.melo@mississauga.ca](mailto:angie.melo@mississauga.ca)

### Find it Online

<http://www.mississauga.ca/portal/cityhall/planninganddevelopment>

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and archived at [Mississauga.ca/videos](http://Mississauga.ca/videos)





**PUBLIC MEETING STATEMENT:** In accordance with the *Ontario Planning Act*, if you do not make a verbal submission to the Committee or Council, or make a written submission prior to City Council making a decision on the proposal, you will not be entitled to appeal the decision of the City of Mississauga to the Local Planning and Appeals Tribunal (LPAT), and may not be added as a party to the hearing of an appeal before the LPAT.

***Send written submissions or request notification of future meetings to:***

Mississauga City Council Att: Development Assistant  
c/o Planning and Building Department – 6<sup>th</sup> Floor  
300 City Centre Drive, Mississauga, ON, L5B 3C1  
Or Email: [application.info@mississauga.ca](mailto:application.info@mississauga.ca)

1. CALL TO ORDER
2. DECLARATION OF CONFLICT OF INTEREST
3. MINUTES OF PREVIOUS MEETING  
  
Approval of the May 21, 2019 Draft Minutes
4. MATTERS TO BE CONSIDERED
  - 4.1. Applications to permit 64 back to back stacked townhomes  
3016, 3020, 3026, 3032 and 3034 Kirwin Avenue  
West side of Kirwin Avenue and north of Dundas Street East  
Owner: 2531388 Ontario Inc. (ASO: Yashar Fatehi)  
File: OZ 18/006 W7
  - 4.2. REMOVAL OF THE "H" HOLDING SYMBOL FROM ZONING BY-LAW 0225-2007  
(WARD 1)  
Application to remove the "H" Holding Symbol to permit 20 common element  
condominium townhomes  
1640 Crestview Avenue  
Owner: Carlyle Communities (Crestview) Inc.  
File: H-OZ 18/005 W1

- 
- 4.3. Reimagining the Mall Directions Report  
File: CD.03.REI
- 4.4. RECOMMENDATION REPORT (WARD 11)  
Draft Plan of Subdivision  
1950 Meadowvale Blvd., 7125 Mississauga Road, 0, 6696, 6774A, 5775, 6855, 6897,  
6948-6990, 6985 Financial Drive, 7030 Royal Bank Drive, 6901, 6911, 6920, 6950,  
6955, 6980, 6990 Creditview Road  
2725321 Canada Inc. (Quad Real Property Group)
- 4.5. PUBLIC MEETING RECOMMENDATION REPORT (WARD 11)  
Applications to permit three apartment buildings with heights of 11, 15 and 29 storeys  
with retail and office commercial uses in the podiums  
2475 Eglinton Avenue West  
Northeast quadrant of Eglinton Avenue West and Erin Mills Parkway  
Owner: Daniels HR Corporation (Daniels)  
File: OZ 16/003 W11
- 4.6. PUBLIC MEETING INFORMATION REPORT (WARD 4)  
Downtown Core Public Realm Strategy and Tactical Urbanism Pilot on Living Arts Drive  
File: CD.03.STE (W4)
5. ADJOURNMENT

# City of Mississauga

## Corporate Report



Date: 2019/04/30

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Originator's file:  
OZ 18/006 W7

Meeting date:  
2019/06/10

## Subject

### **PUBLIC MEETING INFORMATION REPORT (WARD 7)**

**Official plan amendment and rezoning applications to permit 64 back to back stacked townhomes and parkland**

**3016, 3020, 3026, 3032 and 3034 Kirwin Avenue, west side of Kirwin Avenue, north of Dundas Street East**

**Owner: 2531388 Ontario Inc.**

**File: OZ 18/006 W7**

**Bill 139**

## Recommendation

That the report dated April 30, 2019, from the Commissioner of Planning and Building regarding the applications by 2531388 Ontario Inc. to permit 64 back to back stacked townhomes, under File OZ 18/006 W7, 3016, 3020, 3032 and 3034 Kirwin Avenue, be received for information.

## Background

The applications have been deemed complete and circulated for technical comments. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community. The report consists of two parts, a high level overview of the applications and a detailed information and preliminary planning analysis (Appendix 1).

## PROPOSAL

The official plan amendment and rezoning applications are required to permit 64 back to back stacked townhomes on a private road. As part of the applications, lands are intended to be dedicated to the City as parkland. The applicant is proposing to amend the official plan to permit residential uses with no commercial uses. The zoning by-law will also need to be amended to **C4-Exception** (Mainstreet Commercial) and **OS1** (Open Space) to implement this development proposal.

During the ongoing review of these applications, staff may recommend different land use designations and zoning categories to implement the proposal.

## Comments

The property is located on the west side of Kirwin Avenue, north of Dundas Street East within the Downtown Cooksville Character Area. The site is currently vacant of buildings and structures.

Aerial image of 3016, 3020, 3026, 3032 and 3034 Kirwin Avenue.



Applicant's rendering of the proposed back to back stacked townhomes.



## LAND USE POLICIES AND REGULATIONS

The relevant policies of Mississauga Official Plan are consistent with the *Provincial Policy Statement (PPS)*, *Growth Plan for the Golden Horseshoe (Growth Plan)* and *Region of Peel Official Plan (ROP)*. The *Greenbelt Plan* and *Parkway Belt Plan* policies do not apply. The proposed development is generally consistent with the PPS and conforms to the Growth Plan and the ROP. The conformity of this proposal with the policies of Mississauga Official Plan is under review.

Additional information and details are found in Appendix 1, Section 5.

## AGENCY AND CITY DEPARTMENT COMMENTS

Agency and department comments are summarized in Appendix 1, Section 8.

## Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

## Conclusion

Most agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved. The matters to be addressed include: provision of additional technical information, review of proposed reduced parking standards, ensuring compatibility of new buildings with adjacent land uses and community consultation.

## Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: Adam Lucas, Development Planner

## Detailed Information and Preliminary Planning Analysis

**Owner: 2531388 Ontario Inc.**

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## 1. Site History

- June 6, 2003 – A Site Plan Application (SP 03-239) was submitted seeking to permit a hotel on the subject lands consisting of two towers that are 40 and 22 storeys in height. The application was cancelled due to inactivity on April 14, 2015.
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **C4-52** (Main Street Commercial) which permits a variety of commercial, service, and office uses, dwellings above the first storey of a commercial building and apartment dwellings.
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. As no appeals have been filed, the policies of the new Mississauga Official Plan apply. The subject lands are designated Mixed Use – Special Site 6 in the Downtown Cooksville Character Area, with a Natural Hazards overlay to identify the need for Credit Valley Conservation review.
- December 6, 2016 – Building Permit Applications 16-3928, 16-3934, 16-3935 and 16-3936 were issued to permit the demolition of four 1 storey buildings on the subject lands.
- June 18, 2018 – Council approved a zoning by-law amendment and urban design guidelines regulating back to back and stacked townhouses in the City.

## 2. Site and Neighbourhood Context

### Site Information

The property is located within the Downtown Cooksville Character Area near the intersection of Kirwin Avenue and Dundas Street East. The area contains a mix of residential, commercial and community uses. The site is vacant except for existing vegetation. The site is located within the Cooksville Creek Watershed.



Subject Land – Looking Westerly along Kirwin Avenue

Property Size and Use	
Frontages: Kirwin Avenue	62.48 m (204.97 ft.) 44.85 m (147.14 ft.)
Depth:	94.94 m (311.47 ft.)
Gross Lot Area:	0.64 ha (1.58 ac.)
Existing Uses:	Vacant

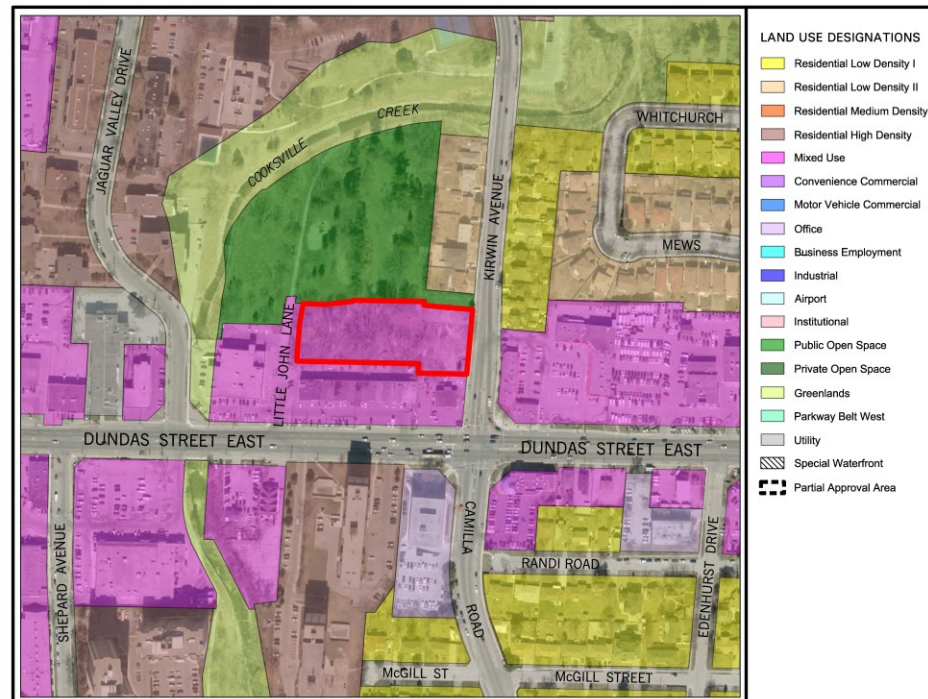


## Surrounding Land Uses

Immediately north of the property is the John C. Price Park. To the west of the site also lies John C. Price Park as well as a two storey commercial plaza which contains Dollarama, Cash 4 You, and Lend Direct on the ground floor, and a number of office uses on the second floor. To the south is a two storey commercial plaza which contains of retail, restaurant, personal service and office uses, as well as a one storey building containing a motor vehicle repair garage. To the east there is a one storey commercial plaza which contains retail, restaurant and office uses.

The surrounding land uses are:

North: John C. Price Park  
East: Commercial plaza  
South: Commercial plaza  
West: John C. Price Park and commercial plaza



Aerial Photo of 3016, 3020, 3026, 3032 and 3034 Kirwin Avenue

## **The Neighbourhood Context**

The subject property is located in the former Township of Cooksville, which is an area that has evolved over centuries and was eventually amalgamated with other former townships to form the Town of Mississauga in 1968. The surrounding area contains commercial uses along Dundas Street East and West and Hurontario Street, as well as a variety of residential building types, including a number of apartment buildings developed in the 1950's and 1960's.

The site is located on the west side of Kirwin Avenue, which is identified as part of two Intensification Corridors, Hurontario Street and Dundas Street in Mississauga Official Plan. The corridors have commercial and retail storefronts lining Dundas Street and Hurontario Street, with a mixture of housing types also located along the Corridors.

## **Demographics**

Based on the 2011 census, the existing population for Downtown Cooksville is 9,645 with a median age of 37 (similar to the City's median age of 39). 69% of the neighbourhood population are of working age (15 to 64 years of age), with 19% children (0-14 years) and 12% seniors (65 years and over). By 2031 and 2041, the population for this character area is forecasted to be 17,500 and 20,600 respectively. The average household size is 2 persons with 88% of people living in apartments that are either five storeys or higher (significantly greater than the City's average of 25%). The mix of housing tenure for the node is 1,710 units (43%) owned and

2,260 units (57%) rented with a vacancy rate of approximately 0.8%\*. In addition, the number of jobs within this CA is 2,712. Total employment combined with the population results in a PPJ for Downtown Cooksville of 133.6 persons plus job per ha.

\*Please note that vacancy rate data does not come from the census. This information comes from [CMHC](#) which demarcates three geographic areas of Mississauga (Northeast, Northwest, and South). A majority of this specific CA is located within the Northeast geography. Please also note that the vacancy rate published by CMHC is ONLY for apartments.

## **Other Development Applications**

The City is currently processing applications for an official plan and zoning by-law amendment (at 86-90 Dundas Street East) for a 29 storey mixed use building consisting of 300 dwelling units and 388.2 m<sup>2</sup> (4,178.55 ft<sup>2</sup>) of commercial floor space located on the south side of Dundas Street East.

## **Community and Transportation Services**

This application will have minimal impact on existing services in the community.

This area is well served by community facilities such as the Cooksville Library, John C. Price Park, and Mississauga Hanson Road YMCA Child Care Centre, all within a 1 km (0.62 mile) radius of the site.

The site has access to a multi-use trail that follows the Cooksville Creek northward to the Mississauga Valley Community Centre located approximately 2 km (1.24 miles) away.

On June 20, 2018, the Dundas Connects Master Plan was endorsed by Council which speaks to enhancing the pedestrian space along Dundas Street with wider sidewalks, landscaping, street furniture, and providing for other desirable streetscape elements such as patios and retail spill out space. It recommends creating a complete street for all users with pedestrian space that is vibrant, safer and accessible; has a continuous and consistent planting. The study also states that a mix of uses and transit supportive intensification is encouraged to support the achievement of complete communities and provide a variety of uses along the Dundas corridor. The proposed development would meet these objectives. As Dundas Connects provides no detailed assessment specifically for Cooksville, the policies of Mississauga Official Plan continue to provide direction for assessment of applications for increased density.

The site is within 600 m (1,968.5 ft.) of the Cooksville GO station, which provides two-way peak service. The following major Miway bus routes currently service the site running along Dundas Street and Hurontario Street:

- Route 1 – Dundas
- Route 19 – Hurontario
- Route 101 – Dundas Express
- Route 101A – Dundas Express
- Route 103 – Hurontario Express

### 3. Project Details

The applications are to permit 63 back to back stacked

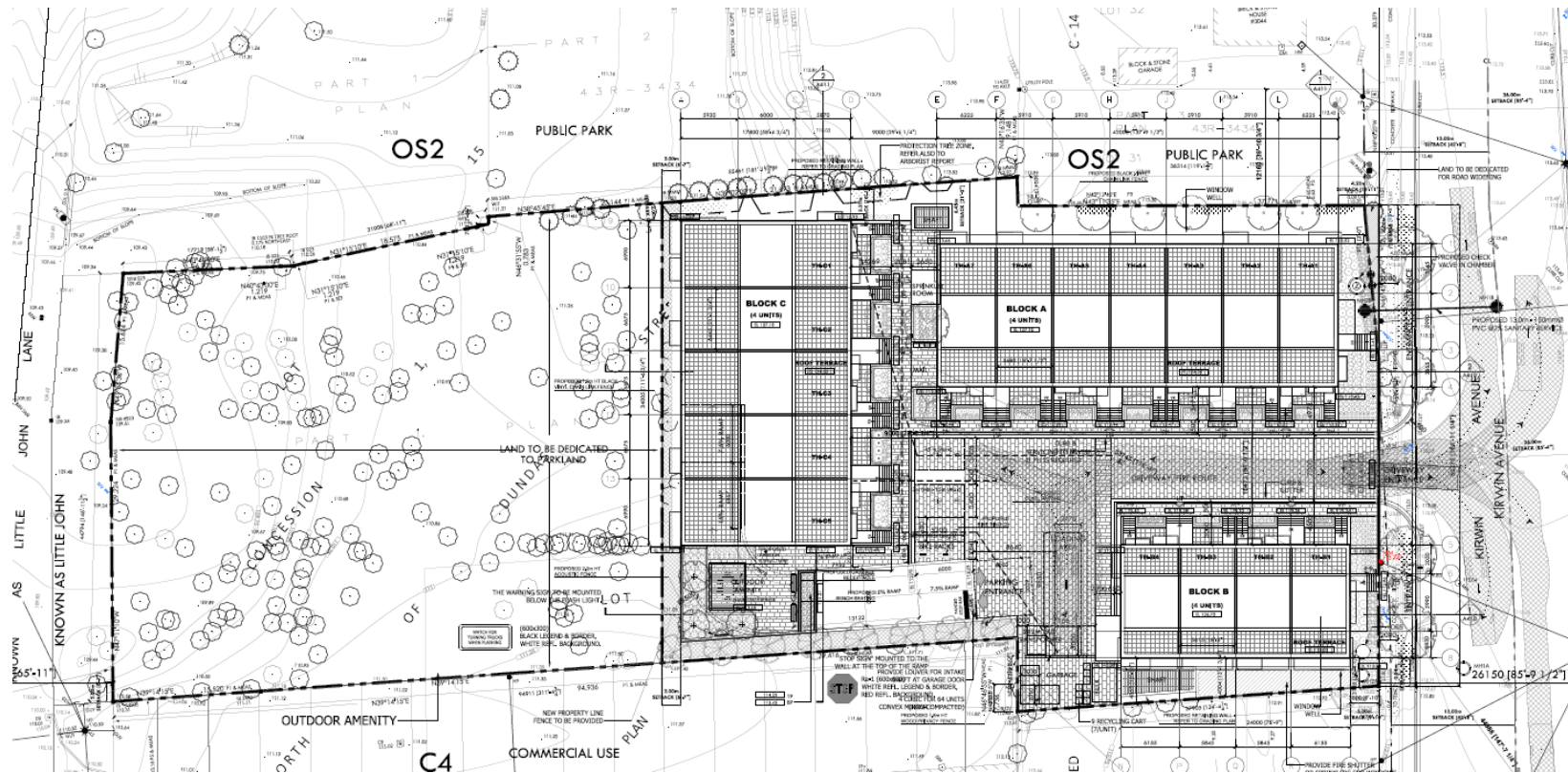
townhomes. Site plan and plan of condominium applications will be submitted at a later date to facilitate the development as proposed. A portion of the lands are proposed to be dedicated to the City for parkland.

Development Proposal		
Applications submitted:	Received: March 14, 2018 Deemed complete: April 26, 2018 Revised: March 29, 2019	
Developer/ Owner:	2531388 Ontario Inc.	
Applicant:	NYX Capital Corporation (c/o Tim Jessop)	
Number of units:	63 units	
Proposed Gross Floor Area:	6,657 m <sup>2</sup> (71,655 ft <sup>2</sup> )	
Height:	3 storeys	
Lot Coverage:	24.7%	
Floor Space Index:	1.78 (net)	
Amenity Area:	3.65%* *minus the proposed parkland to be dedicated	
Road Type:	Public	
Anticipated Population:	194* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Proposed
resident spaces	93	88
visitor spaces	16	0
Total	109	88
Green Initiatives:	<ul style="list-style-type: none"> <li>• Stormwater retention on-site</li> <li>• Permeable pavement</li> </ul>	

**Supporting Studies and Plans**

The applicant has submitted the following information in support of the applications:

- Planning Justification Report
- Draft Official Plan and Zoning By-law Amendments
- Draft Zoning By-law Amendment
- Architectural Drawings
- Phase I and II Environmental Site Assessment
- Stage 1-2 Archaeological Assessment
- Environmental Impact Study
- Traffic Impact Study
- Landscape Master Plan
- Environmental Noise Feasibility Study
- Servicing and Stormwater Management Brief
- Grading and Servicing Plans
- Composite Utility Plan
- Conceptual 3D Renderings
- Sun/shadow Study
- List of Low Impact Design Features
- Plan of Survey



## Concept Plan



## Sample Elevations





Applicant's Renderings

## 4. Land Use Policies, Regulations & Amendments

### Mississauga Official Plan

#### Existing Designation

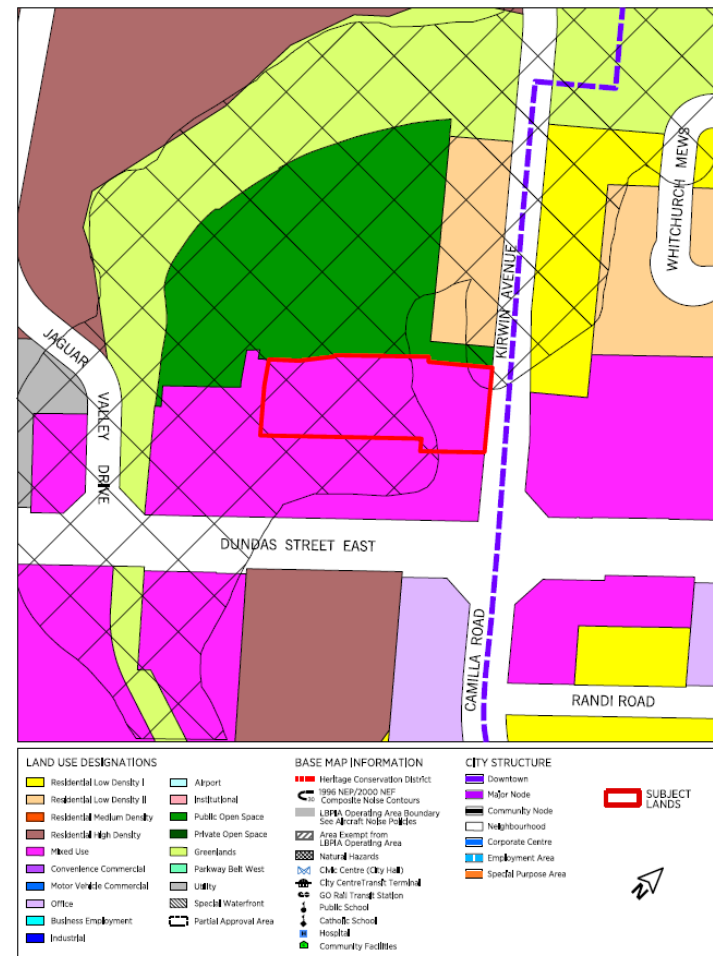
The site is designated **Mixed Use – Special Site 6** which permits commercial and residential uses. A hotel not exceeding 42 storeys is also permitted.

#### Proposed Designation

**Mixed Use – Special Site** to permit 64 back to back stacked townhouses with no commercial uses and parkland.

Through the processing of the applications, staff may recommend a more appropriate designation to reflect the proposed development in the Recommendation Report, as no commercial uses are proposed and to reflect the fact the rear of property is subject to flooding from the Cooksville Creek.

#### Excerpt of Downtown Cooksville Character Area





## Mississauga Zoning By-law

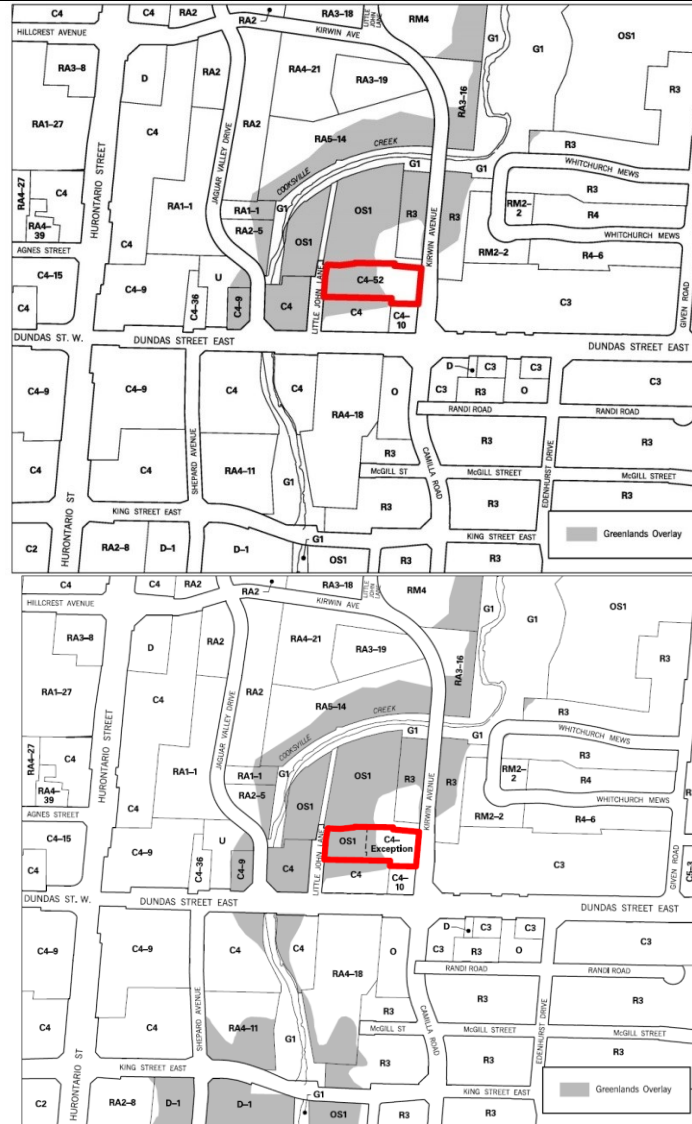
**Existing Zoning**

The site is currently zoned **C4-52** (Mainstreet Commercial), which permits a variety of commercial, office, and entertainment / recreation uses, overnight accommodation, apartment dwelling and dwelling unit above the first storey of a commercial building.

The Greenlands Overlay is applicable and indicates that additional approvals may be required, such as the conservation authority. In this instance, Credit Valley Conservation (CVC) has indicated that the subject property is subject to CVC Regulation of Development Interference with Wetlands, and Alterations to Shorelines and Watercourses.

**Proposed Zoning**

A rezoning is proposed from **C4-52** (Mainstreet Commercial) to **C4-Exception** (Mainstreet Commercial) and **OS1** (Open Space – Community Park), in order to permit 64 back to back stacked townhomes and parkland. Through the processing of the applications, staff may recommend a more appropriate zoning to reflect the proposed development in the Recommendation Report.



The applicant has applied for a C4 zone which is intended for developments that have ground floor commercial with apartments above. No retail is being proposed. Therefore, the proposal has also been evaluated against the Council approved RM9 regulations for back to back stacked townhouses.

### Proposed Zoning Regulations

Zone Regulations	C4 Zone Regulations	RM9 Zone Regulations	Proposed Amended C4-Exception Zone Regulations
<b>Permitted Residential Uses</b>	<b>Apartment Dwelling Unit</b> located above the <b>first storey</b> of a commercial <b>building</b>	<b>Horizontal Multiple Dwellings – with more than 6 dwelling units</b>	<b>Horizontal Multiple Dwellings</b>
Maximum <b>Height</b>	Flat Roof – 12.5 m (41.0 ft.) 42 storey*	Flat Roof – 13.0 m (42.7 ft.) and 4 storeys	Flat Roof – 3 storeys or 15.0 m (49.2 ft.)
Minimum <b>Interior Side Yard</b> abutting the Open Space Zone	4.5 m (14.7 ft.)	4.5 m (14.7 ft.)	2.0 m (6.5 ft.)
Minimum <b>Interior Side Yard</b> where the <b>front wall</b> of a <b>building</b> abuts the <b>interior side lot line</b>	n/a	9.0 m (29.5 ft.)	2.5 m (8.2 ft.)
Minimum <b>Rear Yard</b> where the <b>front wall</b> of a <b>building</b> abuts the <b>rear lot line</b>	n/a	9.0 m (29.5 ft.)	2.0 m (6.5 ft.)
Minimum width of a <b>sidewalk</b> traversed by a <b>driveway</b>	n/a	2.0 m (6.6 ft.)	1.5 m (4.9 ft.)
Minimum <b>landscaped area</b>	n/a	40 % of lot area	3.65 %
Minimum depth of a <b>landscaped buffer</b> abutting any side and <b>rear lot line</b>	4.5 m (14.7 ft.) n/a	3.0 m (9.8 ft.)	2.0 m (6.5 ft.)
Minimum contiguous <b>amenity area</b>	n/a	The greater of 2.8 m <sup>2</sup> (30.1 ft <sup>2</sup> ) per <b>dwelling unit</b> or 5% of the <b>lot area</b>	3.6 % of the <b>lot area</b>
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.			

## 5. Summary of Applicable Policies

The policy and regulatory documents that affect this application have been reviewed and summarized in the table below. In the sub-sections that follow, a preliminary assessment is provided regarding:

- consistency with the Provincial Policy Statement;
- conformity with the Growth Plan;
- conformity with the Region of Peel Official Plan; and
- identification of relevant Mississauga Official Plan policies.

The Provincial Policy Statement and the Growth Plan evaluations assess both MOP policies (to reaffirm their appropriateness) as well as the proposed development (to ensure it is supportive of the Provincial policy direction). An overview of the Region of Peel Official Plan has also been provided as the Region approved the city's official plan which is the primary instrument used to evaluate applications. Finally, relevant Mississauga Official Plan policies have been identified that will inform the subsequent recommendation report.

Policy Document	Mississauga Official Plan (MOP) Policies	Proposal
<b>Provincial Policy Statement (PPS)</b>	The existing policies of MOP are consistent with the PPS	The proposed development is being evaluated for consistency with the PPS.
<b>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</b>	Mississauga Official Plan is in general conformity with the Growth Plan, however, certain aspects are undergoing conformity exercises to reflect the new changes in the <i>Growth Plan</i>	The proposed development is being evaluated with its conformity to the <i>Growth Plan</i> .
<b>Greenbelt Plan</b>	n/a	n/a
<b>Parkway Belt Plan</b>	n/a	n/a
<b>Region of Peel Official Plan</b>	The existing policies of MOP are consistent with the ROP	The proposed application is exempt from Regional approval
<b>Mississauga Official Plan</b>	The lands are located within the Downtown Cooksville Character Area and are designated <b>Mixed Use – Special Site 6</b> , which permits residential uses in combination with other permitted non-residential uses. Downtowns are intended to be a focal area for investment in community infrastructure, as well as institutional, commercial, recreational, educational, cultural and entertainment uses.	The applicant is proposing to maintain the <b>Mixed Use – Special Site 6</b> designation but permit residential uses as a standalone use on the lands. The applicant will need to demonstrate consistency with the intent of MOP with regard to environmental and built form policies outlined in the development issues section below.
<b>Zoning By-law 225-2007</b>	The lands are currently zoned <b>C4-52</b> (Mainstreet Commercial), which permits a variety of commercial, office, and entertainment / recreation uses, overnight accommodation, apartment dwelling and dwelling unit above the first storey of a commercial building.	A rezoning is proposed to <b>C4-Exception</b> (Mainstreet Commercial) and <b>OS1</b> (Open Space – Community Park), in order to permit 64 back to back stacked townhomes and a public park.

**Consistency with *Provincial Policy Statement 2014***

The *Provincial Policy Statement 2014* (PPS) is issued under Section 3 of the *Planning Act* and all decisions affecting land use planning matters "shall be consistent" with the *Provincial Policy Statement*.

The following table has been prepared to demonstrate how MOP policies are consistent with the relevant PPS policies (i.e. "Mississauga Official Plan Policies" column). In addition, the table provides a preliminary assessment as to how the

proposed development is consistent with PPS and MOP policies (i.e. OZ 18/006 W7 Consistency" column). Only key policies relevant to the application have been included, and the table should be considered a general summary of the intent of the policies.

Official Plan Amendment No. 47 to MOP added and amended policies in the Official Plan so that it is consistent with the PPS. This amendment came into force on May 18, 2016.

**Consistency with the *PPS* Analysis**

<b>Provincial Policy Statement (PPS)</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>File OZ 18/006 W7 Consistency</b>
<b>1.0 Building Strong Healthy Communities</b>		
<b>General Statement of Intent:</b> Promoting efficient land use and development patterns are important to sustainable, liveable, healthy, resilient communities, protecting the environment, public health and safety and facilitating economic growth.	The development of Downtowns through infilling supports the general intent of the PPS with respect to building strong healthy communities.	The applications propose a form of housing that is generally consistent with the policy of promoting efficient land use and development patterns.
1.1.3.2 Land use patterns within settlement areas shall be based on: <ol style="list-style-type: none"> <li>Densities and a mix of land uses which: <ol style="list-style-type: none"> <li>efficiently use land and resources</li> <li>are appropriate for and efficiently use infrastructure and public service facilities</li> <li>minimize negative impacts to air quality and climate change and promote energy efficiency</li> <li>support active transportation</li> <li>are transit supportive</li> </ol> </li> <li>A range of uses and opportunities for intensification and redevelopment in accordance with criteria in 1.1.3.3</li> </ol>	MOP policies establish the framework for planning policies that guide development in different areas of the City, including the locations for and level of intensification. Consistent with the PPS, available and planning infrastructure are key in determining where growth should occur.  Downtown Cooksville is an area intended for intensification (MOP policy 5.3.1.3). The proposed development can utilize surrounding community infrastructure (library, parks, schools and places of religious assembly) and has access to adequate servicing (water, sanitary and storm facilities).	The applications propose to intensify an underutilized parcel of land in Downtown Cooksville. The density proposed efficiently uses the land, existing infrastructure and public services facilities in the area. It supports active transportation and is transit supportive. The proposal contributes to the range of housing choices in the character area.

<b>Provincial Policy Statement (PPS)</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>File OZ 18/006 W7 Consistency</b>
1.1.3.3 Planning authorities shall identify appropriate locations for intensification and redevelopment where it can be accommodated taking into account building stock, brownfields, availability of infrastructure and public service facilities required to accommodate projected needs.	<p>Downtown Cooksville is intended for intensification and provides a range of uses (as identified on Schedule 10 Land Uses of MOP) and allows for appropriate redevelopment of the area). As described in policy 5.3.1, Downtowns are intended to:</p> <ul style="list-style-type: none"> <li>• Accommodate much of the city's new population and employment growth;</li> <li>• Be a vibrant city and regional centre where residents are able to live;</li> <li>• Provide access to a mix of uses required for daily living such as retail stores, restaurants, community facilities, schools, parks and a diverse housing stock that meets housing needs of residents as they move through their lifecycle.</li> <li>• Strive to achieve a gross density of between 300 to 400 residents and jobs combined per hectare.</li> </ul>	The proposal is generally consistent with the PPS as it is intensifying a vacant site in Downtown Cooksville.
1.1.3.4 Appropriate development standards should facilitate intensification, redevelopment and compact form, while mitigating risks to public health and safety.	The Built Form policies of MOP (section 9) provide direction on appropriate standards to facilitate intensification with respect to transition, sun/shadow impacts, compact urban form and public realm. Policies also require development applications to provide appropriate height and built form transitions between sites and their surrounding area (MOP policy 9.2.1.10).	The proposal is being evaluated on its built form and land use compatibility with the surrounding context, which includes an assessment relating to MOP policies.
1.4 Housing 1.4.1 Planning Authorities shall provide for an appropriate range and mix of housing that is affordable.	Downtowns are intended to be a vibrant city and regional centre where residents are able to live work and play (MOP policy 5.3.1). The Downtown will contain the greatest concentration of activities and variety of uses (MOP policy 5.3.1.9).	The proposal contributes to the range and mix of unit types being offered in the Downtowns by providing a mid rise residential proposal.
1.5.1 Healthy, active communities should be promoted by: (d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.	Mississauga will promote and protect green infrastructures. Buffers which are vegetated protected areas will provide a physical separation of development and maintain the green system (MOP policy 6.3.7)	The rezoning of a portion of the property to a protective zoning would provide for the protection and conservation of the natural hazards and special management areas on the land.
<b>2.0 Wise Use and Management of Resources</b>		
<b>General Statement of Intent:</b> Ontario's long-term prosperity, environmental	Mississauga will establish strategies that protect, enhance and expand the Green System and will include	A portion of the lands are identified as Natural Hazards and further located within Special

<b>Provincial Policy Statement (PPS)</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>File OZ 18/006 W7 Consistency</b>
health, and social well-being depend on conserving biodiversity, protecting the health of the Great Lakes, and protecting natural heritage, water, agricultural, mineral and cultural heritage and archaeological resources for their economic, environmental and social benefits.	a target for lands within the City that will be included in the Green System. The City's strategy for protecting, enhancing and restoring the Green System consists of initiatives including some of the following: (d) land securement; (e) stewardship; (g) naturalization/restoration	Management Areas. The applicant is proposing to dedicate the portion of the lands within Special Management Areas to the City.
<p>2.1.1 Natural features and areas shall be protected for the long term.</p> <p>2.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.</p> <p>2.1.3 Natural heritage systems shall be identified in Ecoregions 6E &amp; 7E1, recognizing that natural heritage systems will vary in size and form in settlement areas, rural areas, and prime agricultural areas.</p> <p>2.1.5 Development and site alteration shall not be permitted in:</p> <p>c) significant valleylands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)<sup>1</sup>;</p> <p>unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.</p> <p>2.1.8 Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.</p>	<p>The policies in Section 6.3.12 speak to the long term protection of Significant Natural Areas.</p> <p>In addition to MOP policies, Mississauga undertakes a Natural Area Survey (NAS) which contains an inventory of natural heritage features. The NAS was last updated in 2018.</p> <p>The site falls within a Special Management Area and supports the adjacent Significant Natural Area known as CV12. Policies 6.3.15 and 6.3.16 speak to the management and restoration of Special Management Areas.</p>	<p>The applicant has submitted an Environmental Impact Study in support of the application. A portion of the property is located within the Natural Heritage System. The applicant is currently working with the Credit Valley Conservation to determine the limits of development.</p>

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	File OZ 18/006 W7 Consistency
<b>3.0 Protecting Public Health and Safety</b>		
<p><b>Statement of Intent:</b> 3.0 Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.</p> <p>3.1.1 Development shall generally be directed to areas outside of: hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and hazardous sites.</p> <p>3.1.7 Development and site alteration may be permitted in those portions of hazardous lands and hazardous sites where the effects and risk to public safety are minor, could be mitigated in accordance with provincial standards, and where all of the following are demonstrated and achieved: Development and site alteration is carried out in accordance with floodproofing standards, protection works standards, and access standards; a. Vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion and other emergencies; b. New hazards are not created and existing hazards are not aggravated; and c. No adverse environmental impacts will result.</p>	<p>Natural Hazard Lands are generally unsafe and development and site alteration will generally not be permitted due to naturally occurring processes of erosion and flooding associated river and stream corridors and the Lake Ontario shoreline (MOP Policy 6.3).</p>	<p>The applicant has submitted the required environmental reports which are currently under review and will be addressed.</p>
<b>4.0 Implementation and Interpretation</b>		
<p><b>General Statement of Intent:</b> Provides direction on how the <i>Provincial Policy Statement</i> is to be implemented and interpreted.</p> <p>4.2 Decisions of the council of a municipality shall be consistent with the <i>Provincial Policy Statement</i></p> <p>4.7 The Official Plan is the most important vehicle for implementation of the <i>Provincial Policy Statement</i></p>	<p>As outlined in this table, the policies of Mississauga Official Plan are generally consistent with relevant policies of the <i>Provincial Policy Statement</i>.</p> <p>As permitted by the <i>Planning Act</i>, land owners have the ability to submit applications to amend the Official Plan and Zoning By-law.</p> <p>MOP states that City Council will consider applications for site specific amendments to this plan, and identifies the criteria for site specific amendments (Section 19.5)</p>	<p>As outlined in this table, the policies of Mississauga Official Plan and the proposed application by NYX Capital Corporation are generally consistent with relevant policies of the <i>Provincial Policy Statement</i>.</p> <p>The applications for back to back stacked townhouses are being further evaluated on MOP policies with respect to height and transition to surrounding land uses.</p>



**Conformity with Growth Plan 2017**

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) (2017) was issued under Section 7 of the *Places to Grow Act* and all decisions affecting lands within this area will conform with this Plan.

The following table has been prepared to demonstrate how MOP policies conform with the relevant Growth Plan policies (i.e. "Mississauga Official Plan Policies" column). In addition, the table provides a preliminary assessment as to how the proposed development conforms with Growth Plan and MOP

policies (i.e. "OZ 18/006 W7 Conformity" column). Only key policies relevant to the applications have been included, and that table should be considered a general summary of the intent of the policies.

MOP was prepared and approved in accordance with the Growth Plan 2006. Mississauga is in the process of reviewing MOP policies to ensure conformity with the new Growth Plan 2017. The development application has been reviewed against Growth Plan 2017 policy direction to ensure conformity.

**Conformity with the Growth Plan Analysis**

<b>Growth Plan for the Greater Golden Horseshoe</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/006 W7 Conformity</b>
<b>1.1 The Greater Golden Horseshoe</b>		
<b>General Statement of Intent:</b> The Greater Golden Horseshoe plays an important role in accommodating growth, however, the magnitude of anticipated growth will present challenges to infrastructure, congestion, sprawl, healthy communities, climate change and healthy environment	MOP directs growth to Intensification Areas and contains direction on how intensification occurs based on the City's Urban Hierarchy.  The Downtown is an Intensification Area intended to accommodate much of the city's new population and employment growth. The Downtown is intended to provide a mix of uses, where development is pedestrian friendly, the public realm is inviting and the street network is supportive of walking and cycling as viable and convenient forms of transportation. Major infrastructure investments including higher order transit and community and cultural facilities will be encouraged in the Downtown.	The development applications represent intensification within the existing urban boundary.  The subject property is located within the Downtown Cooksville Character Area. The proposal provides the surrounding area with more choice in housing types and is conducive to a healthy and efficient type of development.  However, any potential issues associated with accommodating growth on the subject site will be further evaluated.
<b>1.2 The Growth Plan for the Greater Golden Horseshoe</b>		
<b>General Statement of Intent:</b> The Vision for the Greater Golden Horseshoe is that it will be a great place to live, supported by a strong	The Vision for Mississauga is that it will be a beautiful sustainable city that protects its natural and cultural heritage resources and its	The proposal will increase the variety of housing available in Downtown Cooksville. The appropriateness of the built form as it relates to implementing the Vision will be



<b><i>Growth Plan for the Greater Golden Horseshoe</i></b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/006 W7 Conformity</b>
economy, a clean and healthy environment, and social equity, with an extraordinary waterfront.	established stable neighbourhoods (MOP section 4). The City is planning for a strong economy supported by a range of mobility options and a variety housing and community infrastructure to create distinct, complete communities. MOP directs growth to areas that support existing and planned transit facilities and other infrastructure improvements (MOP policy 4.5). Further the intent is to develop complete communities in intensification areas such as Downtown Character Areas by promoting an urban form and development that supports public health and active living.	further evaluated.
<b>1.2.1 Guiding Principles</b>		
<b>General Statement of Intent for this Section:</b> The policies of this Plan are based on the following principles: <ul style="list-style-type: none"> <li>a. Complete communities</li> <li>b. Prioritize intensification</li> <li>c. Provide flexibility to capitalize on new employment opportunities</li> <li>d. Support a range and mix of housing options</li> <li>e. Integrate land use planning and investment in infrastructure</li> <li>f. Provide different approaches to manage growth that recognize diversity of communities</li> <li>g. Protect natural heritage, hydrologic, landforms</li> <li>h. Conserve and promote cultural heritage</li> <li>i. Integrate climate change considerations</li> </ul>	The Vision and Guiding Principles of the Growth Plan are incorporated into MOP, including the following: Section 5 – Direct Growth (addresses prioritizing intensification) Section 6 – Value the Environment (addresses protecting natural heritage and responding to climate change) Section 7 – Complete Communities (addresses housing, cultural heritage and complete communities) Section 8 – Creating a Multi-modal City (addresses transportation infrastructure) Section 9 – Build A Desirable Urban Form (provides direction on how to accommodate growth)	The applications are supportive of many Growth Plan principles; however, the manner in which the applications implement those principles will be evaluated against official plan policies and city guidelines.
<b>1.2.2 Legislative Authority</b>		
<b>General Statement of Intent:</b> All decisions made on or after July 1, 2017 will conform with this Plan	As illustrated through this table, MOP generally conforms to the <i>Growth Plan</i> .	The applications were deemed complete on April 26, 2018.
<b>1.2.3 How to Read this Plan</b>		
<b>General Statement of Intent for this Section:</b> Outlines the relationship between the <i>Growth Plan</i> and other planning documents, and how to read the plan	MOP has been reviewed in respect to the <i>Growth Plan</i> and other applicable Provincial planning documents.	The applications have been reviewed accordingly.

<i>Growth Plan for the Greater Golden Horseshoe</i>	<i>Mississauga Official Plan Policies (MOP)</i>	<i>OZ 18/006 W7 Conformity</i>
<b>2. Where and How to Grow</b>		
<b>2.1 Context</b>		
<b>General Statement of Intent:</b> This Plan is about building compact and complete communities. Better use of land and infrastructure can be made by prioritizing intensification, building compact and complete communities, and increasing the modal share for transit and active transportation.	Mississauga will develop a city pattern that is more sustainable and supports complete communities by directing growth to Intensification Areas and managing growth in other areas (MOP policy 9.2).	The proposal makes efficient use of underutilized and serviced land by providing a mix of unit types within the Downtown Cooksville and is located within an intensification corridor.  It is important to ensure the manner in which these uses are planned and designed are appropriate and subject to further analysis.
<b>2.2 Policies For Where and How To Grow</b>		
<b>2.2.1 Managing Growth</b>		
<b>General Statement of Intent for this Section:</b> Growth will be primarily directed to appropriate locations that support complete communities and infrastructure, as directed by the upper tier municipality.	The Downtown is designated as an area for intensification and will be the focus for the city as a whole with the highest density, tallest buildings and greatest mix of uses. to provide a range of housing, employment and community infrastructure.	The subject lands are within the Downtown Cooksville Character Area, which allows for intensification in accordance with applicable MOP design policies. The site is located within an intensification corridor, where development is encouraged to be located.
Summary of policies within 2.2.1 Managing Growth:  a. Growth should be primarily directed to settlement areas that: i. Are within the built boundary and have planned municipal water and wastewater systems and support complete communities (2.2.1.2 a i, ii, iii) ii. that are in delineated built-up areas, strategic growth areas, locations with existing or planned transit and public service facilities (2.2.1.2. c i, ii, iii, iv), iii. that is generally away from hazardous lands (2.2.1.2. e)  b. Integrated planning to manage forecasted growth will: i. Be supported by planning for infrastructure and public service facilities that consider the full life cycle cost and payment (2.2.1.3.b) ii. Provide direction for an urban form that will	City Structure MOP policies establish the framework for planning policies that guide development in different areas of the City, including the locations for and level of intensification (MOP policy 5.3). Conforming to the Growth Plan, available and planned infrastructure as well as the existing context are key determinants in directing growth within MOP.  a. Downtown Cooksville is an established area with sufficient infrastructure to accommodate growth.  b. The Downtown will contain the greatest concentration of activities and variety of uses. The Downtown is an appropriate location for growth as it is within the delineated boundary of a settlement area, with access to municipal water and wastewater, and is planned to provide a range of land uses to support a complete community.	The proposal supports this intent by providing proposing intensification on an underutilized lot. However, the extent in which density can be appropriately accommodated on site and the adherence of proper built form and transition policies is being evaluated and will be addressed in the next staff report.

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/006 W7 Conformity
<p>optimize infrastructure (2.2.1.3.c)</p> <p>iii. Support the environment (2.2.1.3.d)</p> <p>iv. Be implemented through a municipal comprehensive review (2.2.1.3.e)</p> <p>c. The <i>Growth Plan</i> will support the achievement of complete communities that</p> <p>i. Features a diverse mix of land uses</p> <p>ii. Improves social equity</p> <p>iii. Provides mix of housing options</p> <p>iv. Expands convenient access to transportation, public service facilities, open space, healthy food options</p> <p>v. Ensures high quality compact built form, attractive public realm, including open spaces, through site design and urban design</p> <p>vi. Mitigates climate change</p> <p>vii. Integrates green infrastructure</p>	<p>c. MOP includes policies to ensure high quality compact built form, attractive public realm, including open spaces, through site design and urban design (MOP section 9.1).</p> <p>Appropriate infill in Intensification Areas will help revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures.</p>	
2.2.2 Delineated Built-up Areas		
<p><b>Statement of Intent:</b></p> <p>The majority of growth is directed to lands within the delineated built-up area (i.e. limits of the developed urban area identified by the Minister of Municipal Affairs and Housing).</p> <p>4. All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:</p> <p>a. encourage intensification generally to achieve the desired urban structure;</p> <p>b. identify the appropriate type and scale of development and transition of built form to adjacent areas;</p> <p>c. identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for</p>	<p>MOP provides the framework for the City to achieve a sustainable urban form. While most of the City is included within the delineated built-up area, MOP contains policies how each character area is to development.</p> <p>Policies within MOP direct development in the Downtown to be in a form and density that achieves a high quality urban environment and supports active transportation (MOP policy 5.3.1).</p>	<p>The subject property is located within the Downtown which is considered to be within the built-up area. The proposal and how growth is accommodated will be further evaluated.</p>

<b>Growth Plan for the Greater Golden Horseshoe</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/006 W7 Conformity</b>
<p>development;</p> <p>d. ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;</p> <p>e. prioritize planning and investment in infrastructure and public service facilities that will support intensification;</p> <p>f. and be implemented through official plan policies and designations, updated zoning and other supporting documents.</p>		
<b>2.2.4 Transit Corridors and Station Areas</b>		
<p><b>Statement of Intent:</b> Given Provincial investment in higher order transit municipalities are to plan for "major transit station areas on priority transit corridors" as identified on Schedule 5 of the Growth Plan (2.2.4.1)</p>	<p>This area of the city has been identified as a major transit station area in the Growth Plan.</p> <p>Further, MOP identifies the Downtown Cooksville as an intensification corridor which are to accommodate growth in order to be transit supportive.</p> <p>MOP policies support intensification that is appropriate and requires high levels of transit use within corridors (MOP policy 5.1).</p>	<p>The subject property is located within an intensification corridor and is supportive of higher transit usage on the corridor.</p>
<b>2.2.6 Housing</b>		
<p><b>General Statement of Intent:</b> A range and mix of housing is to be provided, including affordable housing. A housing strategy prepared by the Region is an important tool that can be used.</p>	<p>Mississauga Council has recently approved a citywide affordable housing strategy that is currently being implemented. The strategy can be accessed at: <a href="http://www7.mississauga.ca/documents/pb/planning-reports/2017/Affordable_Housing_Strategy_Appendix1&amp;2-Web.pdf">http://www7.mississauga.ca/documents/pb/planning-reports/2017/Affordable_Housing_Strategy_Appendix1&amp;2-Web.pdf</a></p>	<p>The proposed development maintains the mix of housing types within a Downtown that is predominantly a mixed use area that contains a number of residential built-forms, including apartment buildings.</p>
<p><b>Relevant Policies:</b></p> <p>a. The Region is responsible for preparing a housing strategy (2.2.6.1)</p> <p>b. Municipalities will support complete communities by accommodating growth forecasts, achieve minimum intensification targets, consider a range of housing options, and planning to diversify the housing stock. (2.2.6.2)</p>	<p>A diverse range of housing options is encouraged by MOP. (MOP Policy 7.2.2)</p>	<p>a. The Region of Peel and the City of Mississauga are working together to address housing issues.</p> <p>b. A diverse range of housing options is encouraged by MOP (section 7.2.2). The proposed applications support this initiative by providing a back to back stacked townhouse development, an alternative to the existing detached, semi-detached, standard townhouse and apartment stock.</p>

<b>Growth Plan for the Greater Golden Horseshoe</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/006 W7 Conformity</b>
<b>3.2.2 Transportation – General</b>		
<p>1. The transportation system within the GGH will be planned and managed to:</p> <ul style="list-style-type: none"> <li>a. provide connectivity among transportation modes for moving people and for moving goods;</li> <li>b. offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation;</li> <li>c. be sustainable and reduce greenhouse gas emissions by encouraging the most financially and environmentally appropriate mode for trip-making and supporting the use of zero- and low emission vehicles;</li> <li>d. offer multimodal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services;</li> <li>e. accommodate agricultural vehicles and equipment, as appropriate; and</li> <li>f. provide for the safety of system users.</li> </ul>	<p>MOP contains policies that encourage the development of a multi-modal transportation system that includes all modes of travel. In addition, policies look to encourage redevelopment to support multi-modal transportation (MOP Policy 8.1.1., 8.1.4., 8.1.7.)</p>	<p>The proposed development will provide for a more efficient use of land and aims to support the modes of traffic currently servicing the site. The site is serviced by a MiWay bus route (Dundas and Hurontario). The proposal also incorporates both long term and short term bicycle parking.</p>
<b>4.2 Policies for Protecting What is Valuable</b>		
<p><b>General Statement of Intent:</b> Natural Heritage Assets must be protected and managed as part of planning for future growth. Beyond the Natural Heritage System, including within settlement areas, the municipality will continue to protect any other natural heritage features in a manner that is consistent with the PPS. (4.2.2.6)</p>	<p>MOP contains policies (Section 6.3) that provide for the protection of natural heritage features.</p>	<p>The applicant has submitted an Environmental Impact Study in support of the application. The majority of the subject property is located within the Natural Heritage System. The applicant is currently working with the Credit Valley Conservation to determine the limits of development.</p>
<b>5.0 Implementation</b>		
<p><b>Statement of Intent:</b> Comprehensive municipal implementation is required to implement the <i>Growth Plan</i>. Where a municipality must decide on planning matters before its official plan has been updated it must still consider impact of decision as it relates to the policy of the plan. The policies of this section address implementation matters such as: how to interpret the plan, supplementary direction on how the Province will implement, co-ordination of the implementation, use of</p>	<p>MOP must conform with a hierarchy of policy and legislation at the federal, provincial, regional and municipal levels. In particular, provincial policy initiatives provide strong direction for the growth management and development strategies (MOP Policy Section 2.0).</p>	<p>Not directly applicable, as these policies speak to interpretation and how to read the plan and are contained in Section 1.0 of the Mississauga Official Plan.</p>

<b><i>Growth Plan for the Greater Golden Horseshoe</i></b>	<b><i>Mississauga Official Plan Policies (MOP)</i></b>	<b><i>OZ 18/006 W7 Conformity</i></b>
growth forecasts and targets, performance indicators and monitoring, interpretation of schedules and appendices.		

### **Region of Peel Official Plan**

The Region of Peel approved MOP on September 22, 2011. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the *Provincial Policy Statement* and applicable Provincial Plans, where the City Clerk has certified that processing was

completed in accordance with the *Planning Act* and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.

**Relevant Mississauga Official Plan Policies**

There are other policies in Mississauga Official Plan (MOP) that are also applicable in the review of these applications, some of which are found below. In some cases the description of the general intent summarizes multiple policies.

	<b>Specific Policies</b>	<b>General Intent</b>
<b>Chapter 5 Direct Growth</b>	Section 5.1.4 Section 5.1.6 Section 5.1.9	<p>Most of Mississauga's future growth will be directed to Intensification Areas. Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of live/work opportunities.</p> <p>New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.</p>
<b>Section 5.3.1 Downtown</b>	Section 5.3.1.3 Section 5.3.1.4 Section 5.3.1.6 Section 5.3.1.9 Section 5.3.1.11 Section 5.3.1.13	<p>The Downtown is an Intensification Area.</p> <p>The Downtown will achieve a minimum gross density of 200 residents and jobs combined per hectare. The City will strive to achieve a gross density of between 300 to 400 residents and jobs combined per hectare.</p> <p>The Downtown will achieve an average population to employment ratio of 1:1, measured as an average across the entire Downtown.</p> <p>The Downtown will develop as a major regional centre and the primary location for mixed use development. The Downtown will contain the greatest concentration of activities and variety of uses.</p> <p>Development in the Downtown will be in a form and density that achieves a high quality urban environment.</p> <p>The Downtown will be developed to support and encourage active transportation as a mode of transportation.</p>
<b>Section 5.4 Direct Growth- Corridors</b>	Section 5.4.2 Section 5.4.3 Section 5.4.4 Section 5.4.8	<p>Where Corridors run through or when one side abuts the Downtown, Major Nodes, Community Nodes and Corporate Centres, development in those segments will also be subject to the policies of the City Structure element in which they are located. Where there is a conflict, the policies of the Downtown, Major Nodes, Community Nodes and Corporate Centres will take precedence.</p> <p>Corridors that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses orientated towards the Corridor.</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.</p>

	Specific Policies	General Intent
		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 heights or until such time as alternative building heights area determined through planning studies.
<b>Section 5.5 Intensification Areas</b>	Section 5.5.1 Section 5.4.4 Section 5.5.5 Section 5.5.6 Section 5.5.7 Section 5.5.8	<p>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.</p> <p>Intensification Areas will be planned to reflect their role in the City Structure hierarchy.</p> <p>Development will promote the qualities of complete communities.</p> <p>Development applications within Intensification Areas proposing a change to the designated land uses, which results in a significant reduction in the number of residents or jobs that could be accommodated on the site, will not be permitted unless considered through a municipal comprehensive review.</p> <p>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 areas will be permitted in all areas.</p> <p>Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged.</p>
<b>Chapter 6 Value The Environment</b>	Section 6.1 Section 6.1.1 Section 6.1.2 Section 6.1.5 Section 6.1.11 Section 6.1.12  Section 6.2.6  Section 6.3 Section 6.3.1 Section 6.3.2 Section 6.3.3 Section 6.3.4 Section 6.3.6 Section 6.3.7 Section 6.3.8 Section 6.3.9 Section 6.3.10	<p>Mississauga will: (a) protect, enhance and expand the Natural Heritage System; (b) encourage the stewardship and enhancement of other areas within the Green System, particularly where it contributes to the function and linkage of the Natural Heritage System; (c) protect life and property from natural and human made hazards</p> <p>Mississauga will promote an ecosystem approach to planning.</p> <p>Mississauga will encourage naturalized landscaped areas using native, non-invasive species, especially on lands within the Green System.</p> <p>Access for development to or within the floodplain will be subject to appropriate conservation authority policies and the policies of the City.</p> <p>The loss of any portion of the Natural Heritage System diminishes the entire system. The exact limits and potential refinements to the boundaries of the Natural Heritage System will be determined through specific studies such as an Environmental Impact Study.</p> <p>Where Special Management Areas are on private lands, the City working with the conservation authorities will encourage landowners to promote stewardship and enhancement of their lands.</p>



	Specific Policies	General Intent
	<p>Section 6.3.15 Section 6.3.16 Section 6.3.23 Section 6.3.24 Section 6.3.32 Section 6.3.33 Section 6.3.51</p> <p>Section 6.10.1.5 Section 6.10.3.4</p>	<p>Development and Site Alteration will not be permitted within or adjacent to Natural Green Spaces, Linkages and Special Management Areas unless it has been demonstrated that there will be no negative impact to the natural heritage feature and their ecological function and opportunities for their protection, restoration, enhancement and expansion have been identified. This will be demonstrated through a study in accordance with the requirements of the Environmental Assessment Act. When not subject to the Environmental Assessment Act, an Environmental Impact Study will be required.</p> <p>Natural Hazard Lands and buffers will be designated Greenlands and zoned to protect life and property. Uses will be limited to conservation, flood and/or erosion control, essential infrastructure and passive recreation.</p> <p>Development and site alteration is generally prohibited on lands subject to flooding.</p> <p>Development with a residential component such as dwellings, or any development that includes bedrooms, sleeping quarters or reading rooms and other noise sensitive uses that will be subject to high levels of noise from a stationary noise source, will only be permitted if noise mitigation measures are implemented at the source of the noise or if the development contains mitigative measures which will result in noise levels that comply with the limits specified by the applicable Provincial Government environmental noise guideline.</p> <p>Where residential and other land uses sensitive to noise are proposed within 500 m of a freeway, 250 m of a provincial highway or 100 m from other roads, development proponents will be required to submit detailed noise studies delineating mitigative noise measures required to meet Provincial Government and Region of Peel noise guidelines. The recommendations of the approved reports are to be implemented as conditions of development.</p>
<b>Chapter 7 Complete Communities</b>	<p>Section 7.1.1 Section 7.1.3 Section 7.2.2</p>	<p>Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga.</p> <p>In order to create a complete community and develop a built environment supportive of public health, the City will:</p> <ul style="list-style-type: none"> <li>a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses;</li> <li>b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking;</li> <li>c. encourage environments that foster incidental and recreational activity; and</li> <li>d. encourage land use planning practices conducive to good public health.</li> </ul> <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. Mississauga will provide opportunities for:</p>

	<b>Specific Policies</b>	<b>General Intent</b>
		<p>a. The development of a range of housing choices in terms of type, tenure and price;</p> <p>b. The production of a variety of affordable dwelling types for both the ownership and rental markets; and,</p> <p>c. The production of housing for those with special needs, such as housing for the elderly and shelters.</p>
<b>Chapter 9 Build A Desirable Urban Form</b>	<p>Section 9.1.1 Section 9.1.2 Section 9.1.5 Section 9.2.1.4 Section 9.2.1.10 Section 9.2.1.21 Section 9.2.1.24 Section 9.2.1.25 Section 9.2.1.28 Section 9.2.1.29 Section 9.2.1.31 Section 9.2.1.32 Section 9.2.1.37 Section 9.5</p>	<p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.</p> <p>A high quality, compact urban built form will be encouraged to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of Intensification Areas form surrounding areas.</p> <p>Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive.</p> <p>Development will face the street and have active facades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections.</p> <p>Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired.</p> <p>Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape.</p> <p>Development 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.</p> <p>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 natural surveillance from public areas.</p>
<b>Section 9.3.5 Open Spaces and Amenity Areas</b>	<p>Section 9.3.5.5 Section 9.3.5.6 Section 9.3.5.7</p>	<p>Private open space and/or amenity areas will be required for all development.</p> <p>Residential developments of a significant size, except freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users.</p> <p>Residential developments will provide at grade amenity areas that are located and designed for physical comfort and safety. In Intensification Areas, alternatives to at grade amenities may be</p>

	Specific Policies	General Intent
		considered.
<b>Section 9.5 Site Development and Buildings</b>	Section 9.5.1.2 Section 9.5.1.5 Section 9.5.1.7 Section 9.5.1.8	<p>Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements: natural hazards, the size and distribution of building mass and height, front, side and rear yards, the orientation of buildings, structures, and landscapes on a property, views, the local vernacular and architectural character as represented by the rhythm, textures, and building materials, privacy and overlook, and function and use of buildings, structures and landscapes.</p> <p>Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights.</p> <p>Development adjacent to public parkland will complement the open space and minimize negative impacts.</p> <p>Proposed development should encourage public open space connections that link public parks and community facilities through the uses of walkways, bikeways and bridges.</p>
<b>Chapter 11 General Land Use Designations</b>	Section 11.2.6.2 Section 11.2.6.3 Section 11.2.6.4 Section 11.2.6.5 Section 11.2.6.6	<p>Lands designated Mixed Use will be encouraged to contain a mixture of permitted uses.</p> <p>Mixed use development will be encouraged through infilling to consolidate the potential of these areas and to restrict their linear extension into stable, non-commercial areas.</p> <p>Residential uses will be combined on the same lot or same building with another permitted use.</p> <p>Residential uses will be discouraged on the ground floor.</p> <p>Notwithstanding 11.2.6.4 and 11.2.6.5, development applications proposing residential uses that are not combined in the same building with another permitted use may be required to submit a development master plan to the City's satisfaction.</p>
<b>Section 12 Downtown</b>	Section 12.1.1.1 Section 12.1.1.2 Section 12.1.1.4 Section 12.1.1.6	<p>Proponents of development applications within the Downtown may be required to demonstrate how the new development contributes to the achievement of the residents and jobs density target and the population to employment ratio.</p> <p>A minimum building height of three storeys is required on lands within the Downtown. Character Area policies may specify maximum building height requirements. Alternative minimum building heights may be established for existing areas with low density residential development.</p> <p>Lands immediately adjacent to, or within the Downtown, should provide both a transition between the higher density and height of development within the Downtown and lower density and height of development in the surrounding area.</p> <p>Within the Downtown, on lands designated Mixed Use, Downtown Core Commercial, Convenience</p>

	Specific Policies	General Intent
		Commercial or Office, ground floor retail or office uses will be provided.
<b>Chapter 19 Implementation</b>	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> <li>• the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;</li> <li>• the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> <li>• there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</li> <li>• a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.</li> </ul>

**6. School Accommodation**

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>7 Kindergarten to Grade 6 3 Grade 7 to Grade 8 4 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Clifton Public School</p> <p>Enrolment: 337 Capacity: 468 Portables: 0</p> <p>Camilla Road Senior Public School</p> <p>Enrolment: 684 Capacity: 655 Portables: 0</p>	<p>Student Yield:</p> <p>5 Junior Kindergarten to Grade 8 4 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Metropolitan Andrei</p> <p>Enrolment: 491 Capacity: 587 Portables: 0</p> <p>Father Michael Goetz</p> <p>Enrolment: 1,229 Capacity: 1,593 Portables: 0</p>

## 7. Community Comments

A community meeting was held by Ward 7 Councillor, Dipika Damerla on March 26, 2019. A total of 2 people attended the community meeting.

- There are existing on-street parking issues along Kirwin Avenue.

The following comments made by the community as well as any others raised at the public meeting will be addressed in the Recommendation Report, which will come at a later date.

## 8. Development Issues

The following is a summary of comments from agencies and departments regarding the applications:

Agency / Comment Date	Comments
Region of Peel (June 5, 2018)	<p>Water Service There is an existing 300mm (11.8 in.) diameter watermain located on Kirwin Avenue.</p> <p>Sanitary Sewer There is an existing 250mm (9.8 in.) diameter sanitary sewer located on Kirwin Avenue.</p> <p>Waste Collection The Region of Peel will provide front-end collection of garbage and recyclable materials.</p>
Dufferin-Peel Catholic District School Board (May 18, 2018) and the Peel District School Board (May 10, 2018)	Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications.
City Community Services Department –Park Planning Section (February 5, 2018)	<p>The Community Services Department notes that the subject development site is adjacent to city owned lands identified as John C. Price Park (P-202), zoned OS1 and includes a Community Play Site. A section of this park is also identified as a Special Management Area in the Natural Area Survey (NAS 2017).</p> <p>A portion of the site is within the Conservation Authority's regulated area identified as floodplain and the Scoped Environmental Impact Study prepared by Beacon Environmental dated December 2017 recommends restoration of woodlands which is identified as a Special Management Area in the Natural Area Survey (NAS 2018). A Special Management Area offers the potential for expansion of Natural Greenspace as such, this Department recommends gratuitously dedicating the woodlands area and lands identified as floodplain. Dedication of the existing woodlands and areas within the floodplain will help maintain existing tree canopy, establish a long term woodland management plan and contribute to the protection and enhancement of the Natural Heritage System.</p>

Agency / Comment Date	Comments
Community Services – Arborist (July 23, 2018)	<p>This department also notes that, a 4.5 m (14.76 ft.) setback shall be maintained from the adjacent city lands to any proposed structures, including below grade parking structure. Securities related to protection and clean up for adjacent city lands will be determined through the review of the site plan approval process.</p> <p>Prior to the issuance of building permits, for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O.1990, c.P. 13, as amended) and in accordance with the City's Policies and By-laws.</p> <p>The applicant is advised that Tree Removal Permission is required to injure or remove trees on private property depending on the size and number of trees and the location of the property. The applicant is to submit a Tree Removal application for the proposed injury and removal of trees on site. The Tree Removal application will be reviewed in conjunction with the site plan application.</p> <p>The approval of the Tree Permission application is required prior to the earliest of the Demolition Permit/the Erosion and Sediment Control Permit/Site Plan approval. The Tree Removal application is to be submitted to Urban Forestry, and will be issued when the drawings are approved, securities provided and the protective hoarding installed, inspected and approved by an Urban Forestry representative.</p>
City Community Services Department – Fire and Emergency Services Division (May 16, 2018)	Fire has reviewed the OPA/Rezoning applications from an emergency response perspective and has no concerns; emergency response to the site and water supply available are acceptable.
City Transportation and Works Department (June 25, 2018)	<p>The Transportation and Works Department has received drawings and reports in support of the above noted applications and the owner has been requested to provide additional technical details and revisions in support of the applications, as follows:</p> <ul style="list-style-type: none"> <li>• Geotechnical Feasibility Study;</li> <li>• Noise Study;</li> <li>• Grading, Servicing and Site Plans;</li> <li>• Traffic Impact Study;</li> <li>• Functional Servicing and Stormwater Management Reports;</li> <li>• Environmental Site Screening Questionnaire and Declaration; and,</li> <li>• Phase II Environmental Site Assessment.</li> </ul> <p>The above aspects will be addressed in detail prior to the Recommendation Report.</p>
Credit Valley Conservation (CVC) (September 17, 2018)	CVC staff have received and review the technical studies submitted in support of the proposed applications. The applicant will be required to address matters relating to flooding, erosion, grading, stormwater management and natural heritage features prior to the Recommendation Report.
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <p>Bell Canada</p>

Agency / Comment Date	Comments
	Economic Development Fire Prevention Canada Post Enbridge Gas Rogers Cable Greater Toronto airport Authority Alectra Utilities
	The following City Departments and external agencies were circulated the applications but provided no comments:  Trillium Health Partners

Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Is the lack of employment space acceptable given the need to balance population and jobs within downtowns?
- Is the proposal compatible with the character of the area given the project's land use, massing, density, setbacks and building configuration?
- Are the proposed zoning by-law exception standards appropriate?
- What are the expected traffic impacts?
- Provision of a satisfactory Servicing Report to determine if there is capacity and resolution of all servicing and utility issues

### Development Requirements

There are engineering matters including: grading, engineering, servicing and stormwater management that will require the applicant to enter into agreements with the City. Prior to any

development proceeding on-site, the City will require the submission and review of an application for site plan approval.

## 9. Section 37 Community Benefits (Bonus Zoning)

Should these applications be approved by Council, staff will report back to Planning and Development Committee on the provision of community benefits as a condition of approval.



# City of Mississauga

## Corporate Report



Date: 2019/05/17

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Originator's file:  
H-OZ 18/005 W1

Meeting date:  
2019/06/10

### Subject

#### **REMOVAL OF THE "H" HOLDING SYMBOL FROM ZONING BY-LAW 0225-2007 (WARD 1)**

**Application to remove the "H" Holding Symbol to permit 20 common element condominium townhomes**

**1640 Crestview Avenue**

**Owner: Carlyle Communities (Crestview) Inc.**

**File: H-OZ 18/005 W1**

### Recommendation

That the report dated May 17, 2019, from the Commissioner of Planning and Building recommending approval of the removal of the "H" holding symbol application, under File H-OZ 18/005 W1, Carlyle Communities (Crestview) Inc., be adopted and that the Planning and Building Department be authorized to prepare the by-law for Council's passage.

### Background

On August 13, 2014 applications for an Official Plan Amendment and Rezoning were submitted to the City by Carlyle Communities (Crestview) Inc., under File OZ 14/004 W1, for the property located at 1640 Crestview Avenue.

On October 23, 2015, the applicant appealed the applications to the Ontario Municipal Board (OMB).

On March 30, 2016, Council adopted Resolution 0055-2016 directing staff to attend the OMB hearing on the application in support of the recommendations outlined in the report dated March 1, 2016, that concluded that the proposed Official Plan Amendment and Rezoning are not acceptable from a planning standpoint and should not be approved.

On November 17, 2016, a mediation settlement was reached and a follow-up OMB hearing was held on August 11, 2017 for the Official Plan Amendment and Rezoning applications.

On November 28, 2017, the OMB issued its approval of the Official Plan Amendment and Rezoning applications. The OMB decision placed an "H" holding symbol on the property. Upon removal of the "H" holding symbol the by-law will allow for the development of 20 common element townhomes.

Appendices 1 and 2 identify the lands to which the by-law applies and the underlying zoning.

The OMB required the "H" holding symbol be applied to the zone to allow time for technical matters to be addressed. The "H" holding symbol was to remain in effect until the following was completed:

1. The submission of technical plans, studies and reports which include a functional servicing report, stormwater management report, drainage proposal, noise report, environmental site assessments, record of site condition and grading drawings.
2. The payment of all securities and fees to the satisfaction of the City.
3. The delivery of an executed development agreement in a form satisfactory to the City.

## Comments

Section 36 of the *Planning Act* provides the legislative framework for the removal of the "H" holding symbol and allows municipalities to amend a by-law to remove the "H" holding symbol. A formal public meeting is not required, however notice of Council's intention to pass the amending by-law must be given to all land owners within 120 m (400 ft.) to which the proposed amending by-law would apply. Notice was given to all affected land owners by pre-paid first class mail.

Each of the conditions for removing the "H" holding provision has been fulfilled as follows:

1. The City is satisfied with the functional servicing report.
2. A concept plan, servicing plan and grading plan have been reviewed and deemed satisfactory.
3. The stormwater management report has been reviewed and deemed satisfactory to the City.
4. A drainage proposal confirming the external storm outlet design has been submitted.
5. A draft development agreement has been submitted and reviewed and is at a satisfactory stage. The by-law to lift the "H" holding symbol will not be brought forward until the development agreement is executed.
6. A noise report has been reviewed and deemed satisfactory to the City.
7. The provision of securities for air conditioning and special building measures as per the Acoustic Study have been included in the development agreement.
8. Environment Site Assessments and all supporting documents, including a letter of reliance have been submitted to the City.
9. A Record of Site Condition (RSC) has been filed with the MOECC and the RSC has been posted on the Environmental Site Registry.

10. The provision for payment of the Cycling Route Signage Fee has been included in the development agreement.

A site plan application was submitted on October 6, 2017. The site plan has reached a satisfactory stage and outstanding comments relate to the lifting of the holding zone.

## Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

## Conclusion

The conditions to remove the "H" holding symbol have now been satisfied. The "H" holding symbol can be removed once the Development Agreement has been executed.

## Attachments

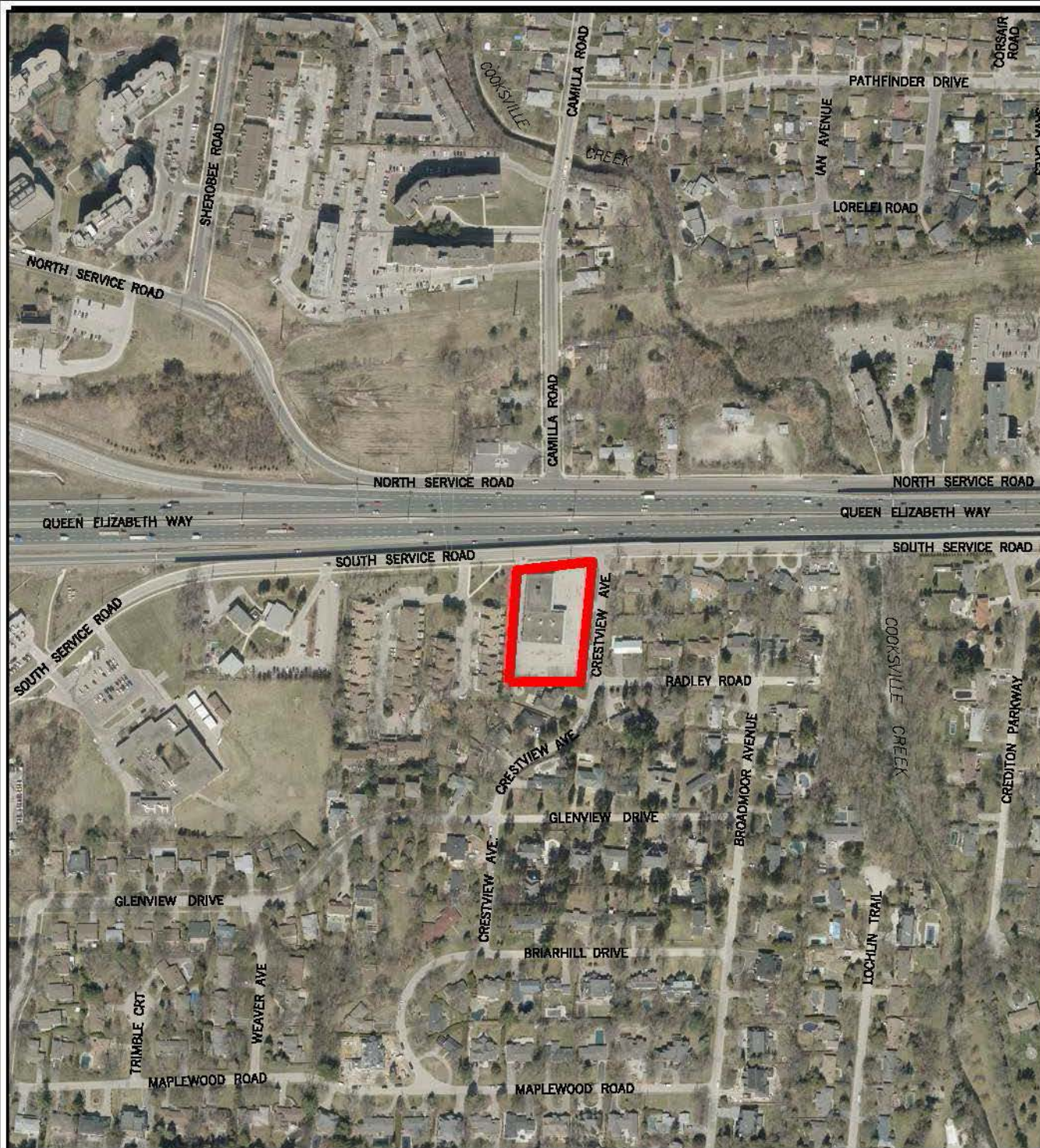
- Appendix 1: Aerial Photograph
- Appendix 2: Existing Zoning and General Context Map
- Appendix 3: Proposed Site Plan
- Appendix 4: Proposed Elevations



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Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: Lorie Sterritt, Development Planner

**LEGEND:**

**SUBJECT LANDS**  
**1640 CRESTVIEW AVENUE**

DATE OF AERIAL IMAGERY: SPRING 2018



**TITLE: CARLYLE COMMUNITIES INC.**  
**(CRESTVIEW)**

**FILE NO: HOZ 18/005 W1**



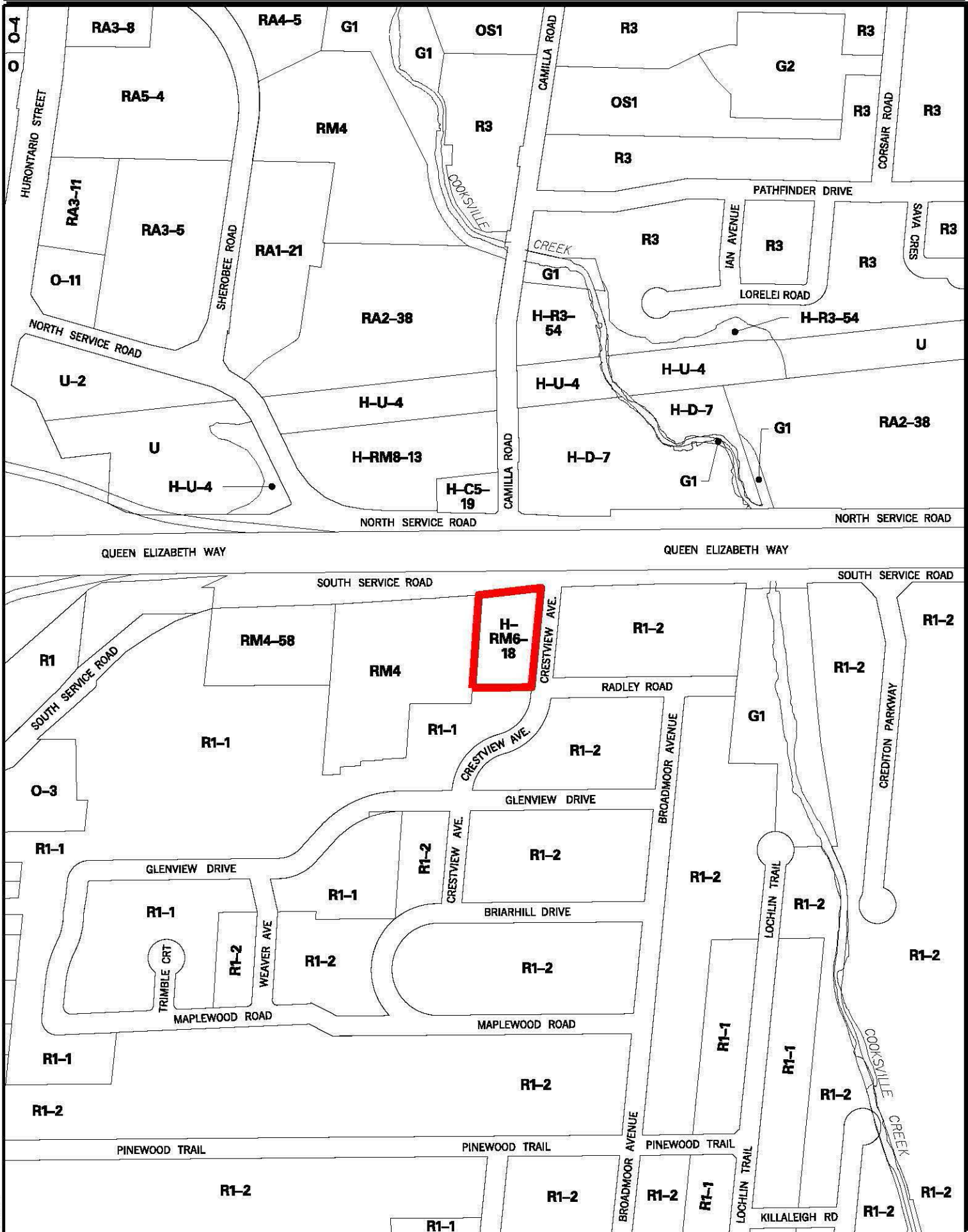
**MISSISSAUGA**

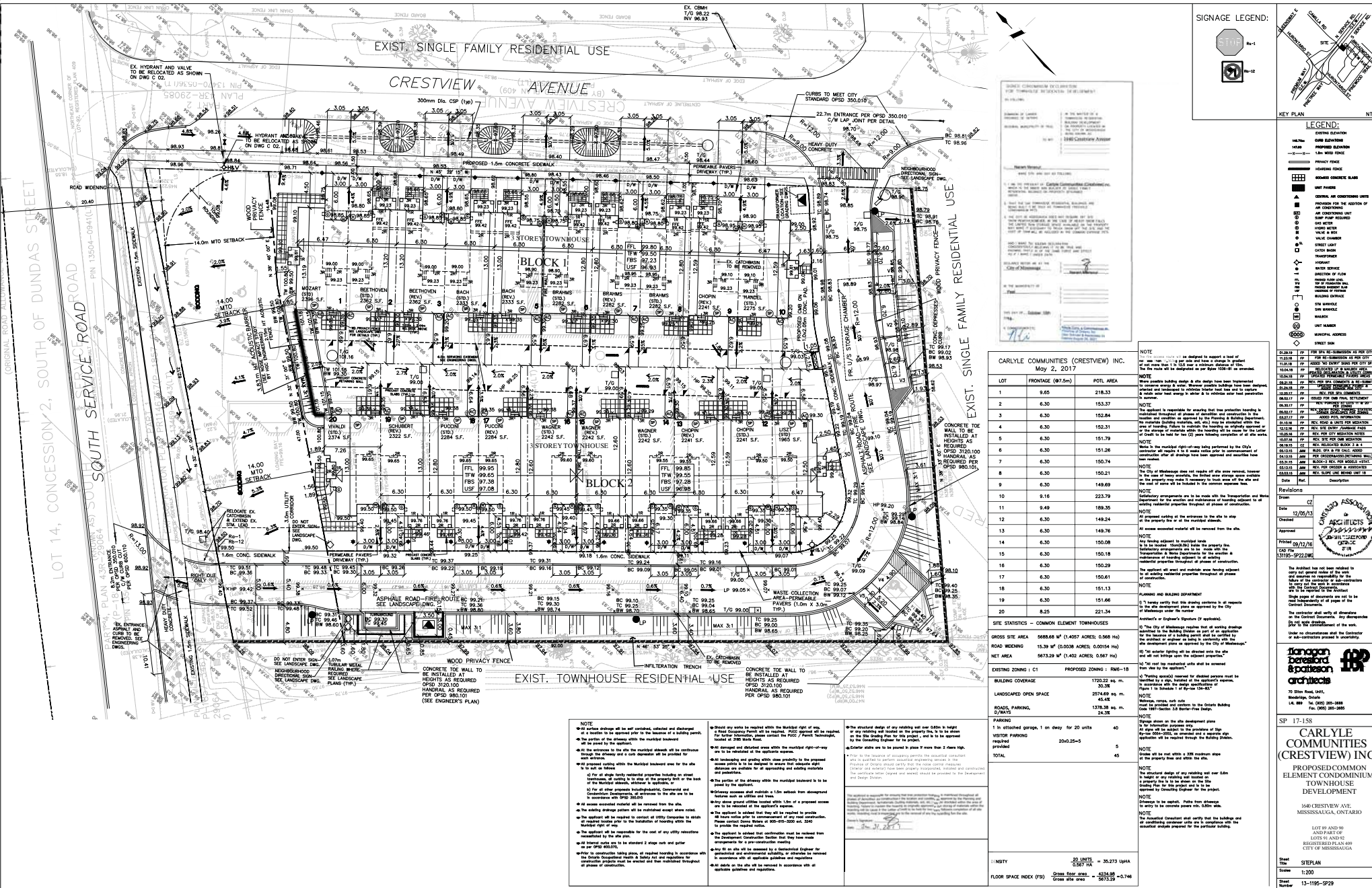
*Produced by*  
**CPS Geospatial Solutions**



## Existing Zoning and General Context Map

HOZ 18/005 W1







CARLYLE COMMUNITIES  
(CRESTVIEW INC.)

1640 CRESTVIEW AVENUE  
MISSISSAUGA, ONTARIO

SPA FILE #:  
SP 17 158 W1

A200  
BLOCK 1  
FRONT ELEVATION  
10/09/18 N.T.S.







# City of Mississauga

## Corporate Report



Date: 2019/05/17

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Originator's files:  
CD.03.REI

Meeting date:  
2019/06/10

### Subject

**Reimagining the Mall Directions Report**

**File: CD.03.REI**

### Recommendation

1. That the report titled "Reimagining the Mall Directions Report" dated May 17, 2019 from the Commissioner of Planning and Building, be endorsed.
2. That staff prepare an Official Plan amendment for the City's mall-based nodes, based on the recommendations outlined in the Reimagining the Mall Directions Report, dated May 2019 from Gladki Planning Associates.

### Report Highlights

- The Reimagining the Mall project has created a vision and proactive policy framework for the future redevelopment of mall-based nodes in Mississauga to be used to prepare an amendment to Mississauga Official Plan.
- The project has been a collaborative effort between the City and Peel Public Health.
- There was a significant community and stakeholder engagement program to establish the vision, guiding principles, and receive feedback on redevelopment concepts.

### Background

In September 2017, the City of Mississauga, in partnership with Peel Public Health, initiated the Reimagining the Mall project to develop new land use policies for five of the City's shopping malls and their surrounding areas. Each of the shopping malls anchors a 'Community Node' or a 'Major Node' in Mississauga Official Plan (see Appendix 1). The nodes are as follows, with the shopping malls in parentheses:

1. Central Erin Mills Major Node (Erin Mills Town Centre)
2. Meadowvale Community Node (Meadowvale Town Centre)
3. Rathwood-Applewood Community Node (Rockwood Mall)

4. Sheridan Community Node (Sheridan Centre)
5. South Common Community Centre (South Common Centre)

The intent of the study is to create a proactive policy framework for redevelopment, considering that the traditional retail market is constantly evolving, and redevelopment presents significant opportunities for city-building and healthy community objectives. Gladki Planning Associates were retained as the lead consultant, providing planning analysis, with sub-consultants urbanMetrics and DTAH providing expertise in financial analysis and urban design, respectively.

Although density, built form, mix of uses and site layout will change through redevelopment, a critical objective is to ensure that the nodes' planned function for the communities be maintained. These areas are not only retail centres, but they also contain public services such as libraries and community centres, provide public and private gathering spaces, and most contain transit terminals that service residents and employees within the node and the surrounding communities. It is imperative that these functions which are essential components of a complete community are preserved, enhanced and integrated into any redevelopment of the node.

This report is the culmination of significant community engagement, analysis of existing conditions, review of best practices, creation of development concepts, and testing of those concepts with the community. The end product is the Reimagining the Mall Directions Report (included as Appendix 2), which outlines the vision and guiding principles, the various inputs to analyses, including feedback from the communities, and finally, policy recommendations to implement the vision.

## Comments

### Community Engagement

Reimagining the Mall included an extensive public and stakeholder engagement program. Through walking audits, pop-up events, intercept interviews, online surveys, community meetings and an open house, the team engaged with over 850 individuals including members of the public, property owners, internal staff and external agencies. The project webpage has received nearly 10,000 total hits, 7,000 of those being unique visitors.

There has also been significant media coverage of Reimagining the Mall from various outlets, including television, radio, newspaper and magazine sources. In total, media relations efforts produced over 2.6 million impressions, which are the number of times an article or news story was viewed. In addition, staff have promoted the project internationally by presenting at the International Making Cities Livable Conference in 2018 and being interviewed by Shop!, an American retail magazine for its July/August 2018 edition.

### **Vision and Guiding Principles for Mall-Based Nodes**

Based on all of the feedback that was received during the various community engagement events, a vision and corresponding guiding principles were developed. The participants shared how much their local shopping malls and surrounding areas are focal points and destinations for their community. They represent areas that allow for moderate intensification, provide gathering spaces, allow their daily needs to be met, and connect them to the rest of the city. There was also a recognition that redevelopment would likely occur over multiple phases, and may not happen in the immediate future. Rather, the intent of the project is to establish a framework that will guide future redevelopment, when conditions are appropriate. The following is the vision that was developed:

***Vision: Mississauga's mall-based nodes will continue to be community focal points anchored by retail, community facilities, higher density housing forms and transit accessibility. As redevelopment occurs, these areas will evolve into healthy, sustainable, complete communities with: densities and a mix of uses which allow people to meet many of their daily needs locally and within walking distance; an attractive and well-connected built environment that promotes physically active lifestyles; and a unique quality of place which makes these areas vibrant and desirable places to be.***

The vision is based on the following guiding principles that were developed in consultation with stakeholders and the public:

1. Strengthening community – preserve the function of the node as centre of the community
2. Diversity of uses – create a balance of compatible uses, with a concentration of retail in the node
3. Built environment and public places – ensure that intensification is appropriate, and redevelopment integrates green spaces, streets and the public realm in way that creates an attractive built environment
4. Mobility – increase permeability and connectivity so that all modes of transportation are improved
5. Environment – encourage sustainability measures to reduce the impact of redevelopment on the environment
6. Process/Phasing – ensure that phasing is done appropriately so that the function of the node is maintained during and post-development

### **Major Policy Recommendations**

Based on all of the analyses and inputs received throughout the study process, the consulting team has developed recommended policy changes, contained in the Implementation Chapter of Appendix 2. The following are some of the major policy recommendations:

#### **Maintenance of Retail Function**

To protect the role of the nodes as retail centres, redevelopment will be required to maintain or increase the gross floor area used for commercial uses. A reduction may be considered if the planned commercial function of the node is not compromised and the services supportive of a complete community are maintained.

#### **Intensification Targets**

To accommodate additional density in the nodes, the intensification targets in the Official Plan should be amended. Community Nodes should be increased from 100-200 to 150-250 people and jobs per hectare. The intensification target of 200-300 people and jobs per hectare for Central Erin Mills is already well matched to redevelopment potential and therefore does not need amendment.

#### **Maximum Building Height**

Current Mississauga Official Plan policies require a minimum building height of two storeys and permit a maximum building height of 25 storeys for Major Nodes, while the permissions for Community Nodes are two to four storeys. The recommendations from the Directions Report are to:

1. increase the minimum building height to three storeys for both Major and Community Nodes
2. increase the maximum building height to 15 storeys for the Community Nodes
3. leave the maximum building height of 25 storeys for the Major Nodes unchanged
4. notwithstanding 2. and 3. above, provide for up to 20% higher maximum building heights in specific locations subject to meeting good planning and urban design criteria and the provision of community benefits
5. provide for a range of building types and heights including townhouses and mid-rise buildings (5-8 storeys), with a limited number of taller buildings to create a varied streetscape

#### **Maximum Floor Space Index (FSI)**

FSI describes the ratio of the cumulative area of all floors from the buildings to the size of the property. While it does not control the built form (i.e. tall point towers vs. short, wide buildings), the purpose of FSI is to establish density parameters on a site.

Mississauga Official Plan already applies FSI to some of the properties within the nodes, but they are done on a site-specific basis and generally reflect the existing conditions. The recommendation from the Directions Report is to provide for redevelopment at:

1. a maximum density of 2.25 FSI of a development site, calculated net of public and private roads and storm water facilities for the Community Nodes
2. a maximum density of 2.75 FSI of a development site, calculated net of public and private roads and storm water facilities for the Major Node

### **Affordable Housing**

As the mall-based nodes redevelop and intensify, they will be ideal locations for affordable housing. Preliminary financial analysis conducted in this study indicates that with a moderate amount of residential intensification, redevelopment is more than financially feasible, opening the opportunity for affordable housing. The recommendation from the Directions Report is that a minimum of 20% affordable and/or rental units should be required. The required percentage and the mix of affordable units and rental units will be further considered as part of the Housing Strategy implementation.

### **Development Master Plans**

Development master plans are a tool identified in Mississauga Official Plan that allows the City to review development proposals on a holistic basis. Examples include the Lakeview Waterfront and Port Credit West Village. The recommendation from the Directions Report is that development master plans be required for the mall sites and any other large redevelopment areas within the node so that matters such as height and density, the location of new streets and site phasing can be assessed prior to the approval of a development application.

### **Block Sizes**

In order to create a permeable system of streets and blocks, the consultants used the Region of Peel's Healthy Development Assessment standards, which are based on research conducted by St. Michael's Hospital. Those standards use maximum block dimensions of 80 by 180 metres. The City will consider the appropriateness of using a smaller block size standard for areas where connectivity and walkability are major objectives.

## **Other Considerations**

### **Infrastructure Capacity**

As part of Reimagining the Mall, staff have engaged with regional and municipal staff to determine if there is sufficient infrastructure capacity to accommodate the densities as envisioned through the study. Since the proposed policies are a framework for redevelopment rather than detailed land uses, densities and locations, assessing specific infrastructure capacity enhancements is not possible at this time. However, based on the comments received, the existing infrastructure is adequate based on the information currently available. Once detailed plans, including building height and massing, building locations, street patterns and block sizes are determined through development master plans and development applications, additional infrastructure may be required as determined through studies submitted in support of a

development proposal. Policies requiring an assessment of infrastructure capacity prior to development will be included in the Official Plan amendment. Appendix 3 summarizes the responses that have been received.

### **Residential Density and Financial Feasibility**

The consulting team includes land economists who have experience in market research, economic development and feasibility analysis, including previous shopping mall redevelopments in Canada. They evaluated the densities and land use mixes of the development concepts for each node, and found that they were generally feasible. However, because residential uses produce a much higher return than non-residential uses, a certain threshold of residential density will be needed in redevelopment scenarios to make them financially attractive. Non-residential uses such as office, retail and service commercial uses are an important contribution to the amenities of the area and support the creation of a healthy and complete community. As such, including non-residential uses will make residential offerings more appealing to future purchasers or tenants.

### **Next Steps**

Staff will commence the Official Plan amendment process and any supplementary studies/analysis to establish the policy framework in accordance with the vision and guiding principles. The public, stakeholders and agencies will have an opportunity to be engaged through that process, as well as subsequent development applications.

### **Financial Impact**

Not applicable at this time.

### **Conclusion**

With the changing nature of the retail market in Canada, coupled with the strong market for residential uses, it is only a matter of time before there will be significant development pressure on suburban-style shopping malls. As important hubs of community life, the key is to create a balance of residential intensification, while enhancing the elements that are important to the community such as commercial uses, transit accessibility, and attractive spaces for people to congregate.

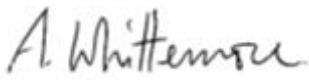
Through a deeply consultative process, Reimagining the Mall has bundled those objectives into a strong vision for mall-based nodes in Mississauga. The consulting team has provided the City with directions and policy recommendations to ensure that the vision becomes a reality, whether redevelopment occurs in the short or long term.

## Attachments

Appendix 1: Reimagining the Mall Key Map

Appendix 2: Reimagining the Mall Directions Report

Appendix 3: Services and Infrastructure

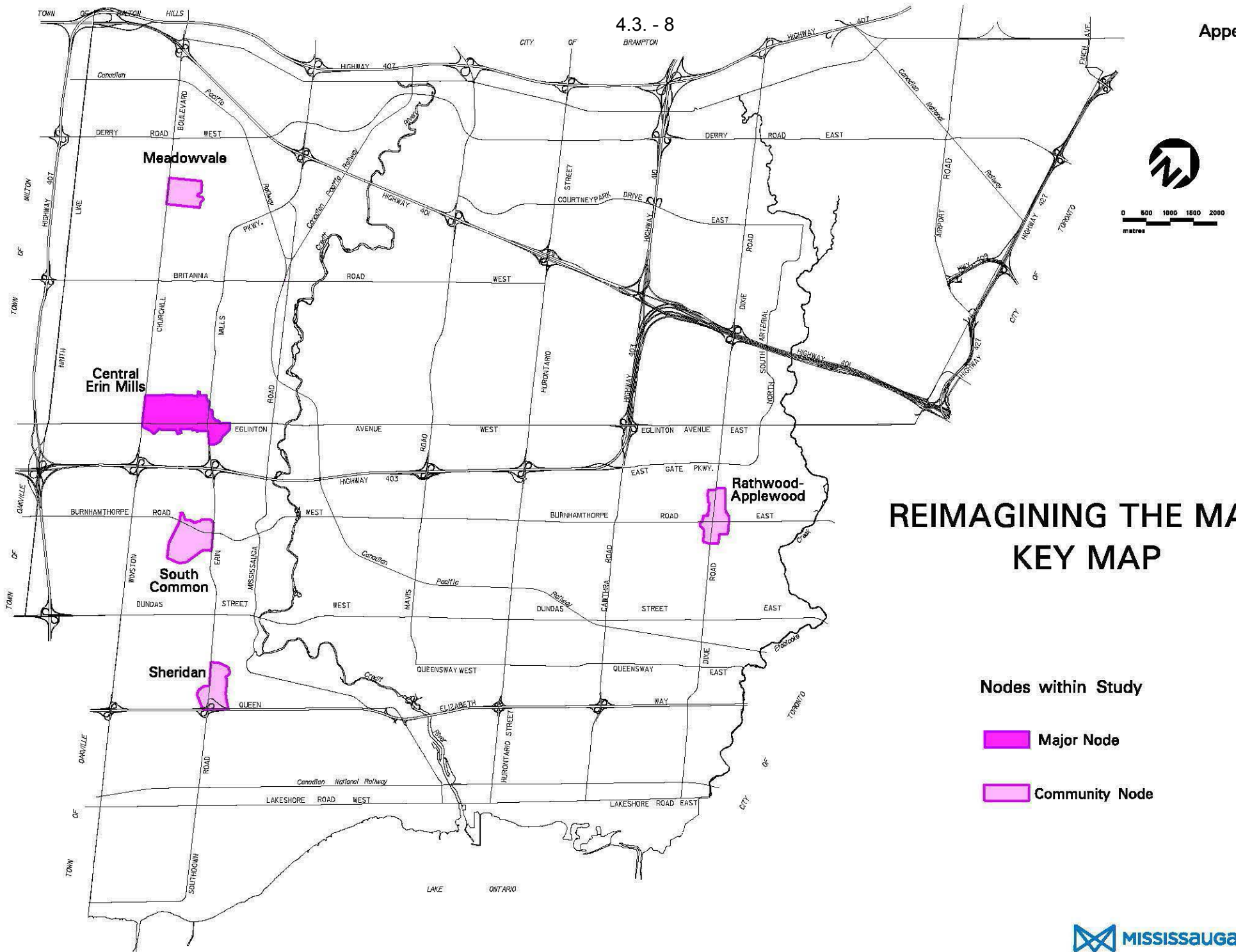


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# Reimagining the Mall

## Directions Report

Gladki Planning Associates  
DTAH & urbanMetrics

May 2019



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# Executive Summary

## What does this Directions Report do?

The purpose of the Reimagining the Mall Directions Report is to recommend a planning framework for the long term evolution of five nodes anchored by indoor shopping centres.

The nodes under study and the corresponding shopping centres are:

- Central Erin Mills Major Node – Erin Mills Town Centre
- Meadowvale Community Node – Meadowvale Town Centre
- South Common Community Node – South Common Centre
- Sheridan Community Node – Sheridan Centre
- Rathwood-Applewood Community Node – Rockwood Mall



Map of mall-based node locations.



## Why is this important?



**Growth and Change** – Mississauga has transitioned from a city that grows out through greenfield development to a city that grows up through redevelopment and intensification of strategic areas. The nodes included in the study have been identified as appropriate locations for intensification. Change is coming. The City must ensure that change is positive and advances the public good, including realizing planning objectives such as housing affordability, the opportunity for people to remain in their communities as they age, and healthy complete communities.



**Retail Evolution** – The retail sector is changing, marked by a shift to on-line retailing and the departure of traditional anchor tenants such as department stores. Although some have undergone a refresh, the shopping centres within the nodes are largely a product of a different era in retail. As the reinvestment cycle of these assets comes due, owners are considering new models in order to remain viable, particularly the mixing of residential and retail development.



**Heart of Community** – The nodes include a mix of retail, office and community uses and facilities that make them the heart of the surrounding community and a community crossroads that serves a similar function as a traditional main street. As change within the nodes occurs, it is essential that their community function is preserved and strengthened.



**Making Better and Healthier Places** – Our ideas about complete communities and good urban form have changed since these nodes were initially planned and built. Many of the nodes are car-dominated places. The malls themselves are usually well set back from streets in a sea of surface parking. While efficient for car use, many of these places do not invite the walking, cycling and transit usage that is essential in encouraging physical activity and healthy lifestyles. As these areas undergo change, there is the opportunity to preserve what works and improve the rest.



## How were the recommendations developed?

The Reimagining the Mall study ran from Fall 2017 to Spring 2019. At each step in this process, public and stakeholder engagement was critical in gaining local knowledge, insights and opinions that were incorporated into the recommended planning framework.

These steps included:

**Understanding Existing Conditions** – A detailed analysis of the nodes and their relationship to the surrounding areas was undertaken, and included a retail property analysis of each mall.

**Identifying the Forces for Change** – Forces influencing the direction of change were identified, including planning policy directions from the Province, Region and City, and retail and development trends.

**Considering Case Studies and Best Practice** – In-depth case studies of mall redevelopment were completed to understand trends in redevelopment and identify lessons that could be applied to the nodes. A summary of best practice design precedents was compiled addressing streets, public realm, buildings, parking and tactical urbanism.

**Developing a Vision** – Guided by planning policy and feedback from the public and stakeholders, an overall vision was developed for the future of the nodes. Guiding principles were established to provide a further level of detail on how the vision would be achieved.

**Testing** – The guiding principles were applied to each node through the development and assessment of a demonstration plan. The demonstration plans were intended to show one way the guiding principles could be interpreted for each node.

**Making Recommendations** – Based on the testing and feedback from the public and stakeholders, recommendations were made on implementation, including changes to Official Plan policies and other actions to be undertaken by the City.



Workshop with City and Regional staff.



Pop-up engagement at Erin Mills Town Centre.

## What is the proposed direction of change?

### Vision

Mississauga's mall-based nodes will continue to be community focal points anchored by retail, community facilities, higher density housing forms and transit accessibility. As development occurs, these areas will evolve into healthy sustainable complete communities with: densities and a mix of uses which allow people to meet many of their needs locally and within walking distance; an attractive and well-connected built environment that promotes physically active lifestyles; and a unique quality of place which makes these areas vibrant and desirable places to be. As the mall-based nodes evolve, equitable access to public spaces and public input into the planning process will be prioritized.

Guiding principles provide a further level of detail in considering the implementation of the vision, and address: strengthening community, diversity of uses, built environment/public places, mobility, environment, and process/phasing.

## Policy Recommendation Highlights

### Strengthening Community

- Preserve and enhance the function of the nodes as centres of community life and ensure that intensification and redevelopment are accompanied by local community benefits.

### Diversity of Uses

- Promote an overall balance of compatible uses that enhances the node as a place with a mix of uses and activities within the wider community.
- The nodes are to continue to be a focus for retail activity. Any redevelopment scheme that proposes to reduce the amount of commercial space will submit a retail and service needs assessment study that demonstrates that the retail and service needs of the local population continue to be met, and the node continues to function as a priority location for retail and service uses.
- Locate and orient new or replacement retail uses to contribute to the animation of streets and public spaces.

- Promote office development as part of mixed use redevelopment through the replacement of existing office space, as well as providing incentives for new office space through such measures as exempting new office developments from density restrictions and reduced parking requirements.
- Public community spaces, including libraries, community centres, social facilities, public spaces and recreation facilities, will serve as activity anchors that draw people to the nodes.
- Expand the range of housing options present in the community in terms of housing type, tenure and affordability.

## Streets and Mobility

- Enhance safe and convenient movement through the area and to surrounding areas by prioritizing walking, cycling and public transit use, as well as addressing traffic and congestion issues.
- Enhance transit service as the population of the area increases and improve the siting and treatment of transit stops and facilities to ensure safety, comfort and visibility.
- Create a system of streets and blocks based on frequent intersections and connections for pedestrians and cyclists in order to enhance connectivity, provide for permeability and enable active transportation throughout the redevelopment area.



The built environment should make walking, cycling and public transit use safe, comfortable and convenient.

- Design new streets based on Complete Streets principles to provide space for all users: pedestrians, cyclists, transit and motorists.

## Buildings and Scale of Intensification

- Ensure that the scale of intensification is in keeping with the hierarchy of intensification areas present in the city, reflects local conditions and provides transitions between areas of varying height and density.
- Shift the targeted density range for Community Nodes included in the Official Plan to 150 to 250 residents and jobs per hectare to better reflect appropriate levels of potential intensification in these areas.
- Provide for a range of building types and heights in redevelopment areas including





Low-rise building



Mid-rise building



Tall building

townhouses, mid-rise buildings, and a limited number of taller buildings with small floorplates in appropriate locations.

- Introduce a maximum density of 2.25 Floor Space Index (FSI) and a range of heights of between 3 and 15 storeys for Mixed Use and Residential High Density redevelopment areas in Community Nodes; and a maximum density of 2.75 FSI and a range of heights of between 3 and 25 storeys for Mixed Use and Residential High Density areas in the Central Erin Mills Major Node.
- New development proposals may be required to include a Development Master Plan which shows how density will be deployed, including lower densities in transition areas and compliance with angular planes, while meeting the other policies of the Official Plan.
- Design and locate buildings to appropriately transition to lower scale built form and have a positive relationship with streets and public spaces, including at-grade animation.

## Public and Private Places

- Integrate and connect public and private elements of the built environment to create a unified and accessible area with a strong sense of place, a high quality public realm and four-season functionality.
- Create green, safe, and attractive public parks, promenades, streetscapes and privately owned public spaces that form a connected system linked to the surrounding area and support a range of local social and recreation activities.
- Treat streets and major roads as important public places and create a positive pedestrian experience through appropriate landscape treatment, street furniture and the use of buildings to frame and animate these spaces.
- Simplify and reduce parking requirements and diminish the impact of parking on the quality of the built environment.



High-quality public spaces serve many purposes including contributing to a sense of place, enhancing the pedestrian environment, and creating opportunities to connect socially.

## Environment

- Encourage sustainability measures and features that minimize the environmental impact of the built environment and address energy efficiency, water conservation, greenhouse gas emissions and green infrastructure.
- Minimize impact of development on climate change by reducing reliance on fossil fuels through energy conservation and exploration of district energy systems and alternative energy sources for heating and cooling.

## Process/Phasing

- For large sites, proponents may be required to prepare a Development Master Plan which demonstrates how the elements identified in the recommended policy framework will be addressed, indicates how new development will relate to the surrounding area and includes a phasing plan that shows how development will proceed over time.
- Encourage tactical interventions that provide low cost/temporary initiatives to improve the nodes and realize the principles outlined above.
- Phase development to: ensure the viability of all uses; support the financial feasibility of redevelopment and improvement; and maintain essential retail and service uses and access to community facilities throughout all phases.

## Recommendations on an Active Role for the City

- Consider the redevelopment or reconfiguration of City-owned lands as part of a larger transformation of the nodes.
- Knit public and private elements of the nodes together in ways that allow them to animate each other and create a network of places and amenities that collectively function as a unified community space.
- Work with land owners and developers to consider how to bring community facilities into the heart of redevelopment as an animating force and anchor use.
- Expand community infrastructure to serve a growing population.
- Adopt a land first policy to parkland dedication within the nodes in order to add new kinds of public open spaces that currently do not exist in the nodes and surrounding areas, such as civic gathering spaces like urban squares, plazas, amphitheatres, etc.

## What are the next steps?

The Reimagining the Mall study has provided the opportunity to have a broad discussion on the future of the mall-based nodes. The recommendations included in this Directions Report could serve as the basis of an Official Plan amendment to the policies addressing the nodes.

Through the project, stakeholders have come to a common understanding about how the nodes are valued and what their redevelopment should aim to achieve. As thinking about the nodes moves from general to specific in response to development proposals, the City of Mississauga should continue to fulfill its vital role as convener and facilitator of the public discussion on the evolution of the nodes as part of an inclusive and transparent public process.



# 1.0 Introduction

Mississauga is growing and its communities are evolving. Mississauga has transitioned from a city that grows out through greenfield development to a city that grows up through the redevelopment and intensification of strategic areas. The purpose of the Reimagining the Mall project is to establish a direction for the long-term evolution of five nodes anchored by indoor shopping centres.

Each of these nodes has been identified as an appropriate location for intensification. This study will help guide future intensification in these areas in a way that fosters healthy complete communities, communities where you can live, work, play and raise a family in an environment that supports and encourages healthy lifestyles and physical activity.

Each of these nodes lies at the centre of an established community. They provide an important mix of retail, services, community facilities and higher density forms of housing that makes these surrounding communities complete. This study will help ground potential redevelopment in the essential functions provided by the nodes in order to preserve and enhance their role as community focal points.

Redevelopment in the nodes and other intensification areas across the city is an essential way of expanding housing choice, improving affordability, promoting a variety of built form and providing flexibility for lifestyle changes as people go through life's stages, including aging in place.

This study uses an assessment of policy context, existing conditions and best practice as the foundation for the development

of a vision and guiding principles for the mall-based nodes. It tests the vision and guiding principles through the development and assessment of a demonstration plan for each node. The study then makes recommendations on the approaches, policies and implementation tools that the City should consider to realize the vision and guiding principles in practice.



Figure 1. Map of study areas.

## 1.1 Study Areas

The Mississauga Official Plan identifies Major Nodes and Community Nodes that fit within a hierarchy of intensification areas and are intended to be the focus of growth in population and jobs. This study addresses nodes that have developed around indoor shopping centres. Node boundaries are larger than the mall sites and encompass the areas around them as well.

The nodes under study and the corresponding shopping malls are:

- Central Erin Mills Major Node – Erin Mills Town Centre
- Meadowvale Community Node – Meadowvale Town Centre
- South Common Community Node – South Common Centre
- Sheridan Community Node – Sheridan Centre
- Rathwood-Applewood Community Node – Rockwood Mall



## 1.2 What is a Healthy Complete Community?

The physical characteristics of our communities can have a significant impact on our health.

Regular physical activity, whether for travel or pleasure, is important in maintaining or improving health. Neighbourhood, street and building design can make it easy or hard to incorporate physical activity into our daily routines, be it recreational physical activity, or through active transportation.

Active transportation is an especially important way of increasing physical activity. Active transportation is any form of human powered transportation – walking, cycling, inline skating or skateboarding. Although the built environment can facilitate recreational physical activity as well, its role is most pronounced in the choices we make about how we move through our environment during our daily routines.



Figure 2. Healthy complete communities encourage active transportation.

A built environment designed to encourage human movement has an impact on different scales: a building that encourages a worker

to take the stairs rather than the elevator; retail in proximity to housing which enables a walk rather than a drive to complete errands; a child who can cycle to their local school; or an efficient regional commute which incorporates walking and encourages people to leave their cars at home for their daily journey to work. These forms of physical activity have significant positive health outcomes.

The central elements of healthy complete communities are described on the following page in order to provide a framework for the evaluation of the built environment present in the five nodes.

These elements of healthy complete communities interact to ensure:

- People and destinations are located close enough to make active transportation possible and recreational opportunities accessible;
- Active transportation routes are direct and efficient; and
- Environments which are safe, inviting, comfortable and visually-pleasing for pedestrians and other forms of active transportation.

## 1.3 Elements of a Healthy Complete Community

A number of elements come together to create healthy complete communities.

### Density

The number of people or jobs in an area. Higher densities support higher concentrations of services, retail, employment and other activities.

### Mix of Uses

The mix of activities present in an area: residential, employment, retail and services, parks and community recreation, schools, etc. Mixing uses is central to the idea of a complete community where people can easily access all the things they need in their daily lives.



Figure 3. A restaurant patio activates the public realm.

### Proximity

The distance between starting points and destinations. People are more likely to walk or cycle if destinations like work, school, child care and shopping are close by. Close access to parks and recreation centres makes it easier to use these community amenities.

### Connectivity

The ease of travel between two points using roads, sidewalks, trails and cycling lanes. The more direct the routes and the greater the number of available routes, the more likely people will choose active ways of getting around.

### Street Characteristics

The design of streets for all users. Complete streets are designed to ensure that all kinds of traffic can use them in a safe and comfortable manner: motorists, transit users, cyclists, pedestrians and people with accessibility challenges.

### Quality of the Built Environment

The attractiveness of communities in an aesthetic sense impacts people's experience of places. Attention to the quality and appeal of areas and elements like parks and open spaces, streets, building facades and "in-between" spaces in the public realm help make people feel safe and comfortable moving through their neighbourhood.

## 1.4 Structure of Report

**Section 1.0** introduces the Reimagining the Mall study, provides an overview of the study process and describes a conception of healthy complete communities which is the ultimate goal in shaping future change and redevelopment.

**Section 2.0** provides a summary of the background analysis undertaken to inform the study, including policy review, analysis of existing conditions, summary of retail trends impacting suburban shopping centres, case studies/best practices in mall redevelopment, and overview of key themes from public and stakeholder engagement.

**Section 3.0** establishes a vision and guiding principles that will be the foundation for any contemplated redevelopment within the nodes and assesses how these guiding principles fulfill the objective of promoting healthy complete communities.

**Section 4.0** describes the approach of applying the guiding principles to the nodes through the creation of demonstration plans.

**Section 5.0** details demonstration plans for each node. They are intended to show one way the guiding principles might be interpreted given local context, and are not to be interpreted as master plans for the nodes.

**Section 6.0** provides a summary of the financial analysis of the demonstration plans from a development viability perspective.

**Section 7.0** presents considerations and recommendations for further developing a policy framework and implementation approach to guide the evolution of the nodes.

**Section 8.0** offers concluding thoughts.

## 1.5 Supporting Documents

### Existing Conditions Analysis (March 2018)

Provides an analysis of existing conditions in the nodes, including an overview of the commonalities and differences between them, and a detailed healthy complete community analysis of each. A retail property analysis details broad trends in the retail sector and provides an assessment of the current and future competitiveness of each shopping centre.

### Case Study and Best Practice Review (May 2018)

Provides an overview of trends in mall site intensification and redevelopment in Canada and the United States, and includes three in-depth case studies and a survey of design precedents.

### Financial Analysis Report (November 2018)

Summarizes the key findings of the financial analysis of the demonstration plans to understand the feasibility of the development visions/concepts in the context of the Mississauga market.

### Engagement Summary (December 2018)

Provides a description of the public and stakeholder engagement activities undertaken as part of the study and an overview of the main messages heard. An appendix includes links to individual summaries of each activity/event.



## 1.6 Process

Reimagining the Mall has been a public conversation. In each phase of work, engagement with the public and stakeholders has been used to generate and test ideas. The figure on the following page provides a summary of each phase, describing the nature of the technical work undertaken and the engagement activities that were used to support it. Further description of consultation approaches and results are included in Reimagining the Mall: Engagement Summary (December 2018).

### Why Engage?

Our team identified three main engagement goals for Reimagining the Mall:

1. **Engage a broad spectrum of participants** including targeted stakeholders (mall owners and landowners) and those typically not included in public consultations (such as people less likely to attend public meetings due to lack of knowledge, interest and/or access);
2. **Clearly educate the public on the purpose of the study and process** in order to promote mutual understanding of the process, study goals, principles and designs; and
3. **Capture input, concerns and desires of the community and stakeholders in a meaningful way** in order to incorporate their feedback into well thought out planning directions. This includes better understanding how participants currently use the shopping malls/areas and how they envision the areas in the future.

### By the Numbers

<b>200+</b>	<b>community workshop/open house attendees</b>
<b>160</b>	<b>survey participants</b>
<b>300</b>	<b>pop-up attendees/ interviews</b>
<b>90+</b>	<b>walking audit attendees</b>
<b>100+</b>	<b>industry leaders/city and regional staff engaged</b>



Figure 4. Community meeting in South Common Community Node.

## Phase 1 - What's there today? (Fall 2017 - Winter 2018)

### Technical

Background analysis

- Existing Conditions Analysis
- Retail Property Analysis
- Best Practices and Case Studies

### Engagement

- Pop-ups and Intercept Interviews
- Walking Audits
- Stakeholder Meetings
- Online Survey

## Phase 2 - What does the future look like? (Winter - Summer 2018)

### Technical

Generate and test ideas

- Vision and Guiding Principles
- Demonstration Plans
- Financial Analysis

### Engagement

- Panel Discussion and Internal City/Regional Workshop
- Community Meetings
- Stakeholder Meetings
- Online Survey

## Phase 3- What's the plan to get there? (Summer 2018 - Spring 2019)

### Technical

- Feedback on Vision, Guiding Principles and Demonstration Plans
- Develop Policy and Implementation Recommendations
- Final Reporting
- Presentation to Planning and Development Committee

### Engagement

- Open House
- Stakeholder Meetings
- Online Survey

## 2.0 Background Analysis

### 2.1 Policy Context

There is a hierarchy of provincial, regional and municipal policies that apply to the study areas. This study considers how these policy directions are best applied at the local level. Key policy directions are outlined below.

#### 2.1.1 Provincial Policies

##### Provincial Policy Statement 2014

The Provincial Policy Statement 2014 (PPS) provides the policy foundation for regulating the development and use of land in Ontario. It acknowledges that Ontario's long-term prosperity, environmental sustainability and social well-being is dependent on the ability to manage land use change and promote efficient development patterns. The PPS indicates that Settlement Areas shall be the focus of growth and development (1.1.3.1) and that planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment (1.1.3.3). Mississauga is a Settlement Area as defined by the PPS 2014. Further key policy direction includes:

- Safe, connected public spaces will provide opportunities for social interaction, recreation, and active transportation (1.5.1).
- Reducing the number and length of vehicle trips and supporting the use of active transportation and public transit are important goals. As such, land use and transportation considerations should be integrated at all stages of the planning process (1.6.7.4, 1.6.7.5).
- Planning should encourage a sense of place through well-designed built form, and conservation of built heritage resources and cultural heritage landscapes (1.7.1, 2.6.1).

##### Growth Plan

The Growth Plan for the Greater Golden Horseshoe informs growth management and environmental protection in the region through to 2041. The Growth Plan establishes policies to manage growth, achieve complete communities, protect the natural environment, support economic development, and ensure that there is enough land available to accommodate forecasted population and employment growth, today and in the future.

The Growth Plan's growth management regime emphasizes intensification within delineated built-up areas, with a key focus on strategic growth areas, as well as brownfields and greyfields. Strategic growth areas are areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a compact built

form. As discussed below, all of the mall-based areas under study have been identified by the City of Mississauga as intensification areas.

Other Growth Plan policy objectives, as related to the study areas, include goals to create active and healthy complete communities for all ages, achieve efficient development and land use by promoting compact built form, co-locate community facilities and assets, provide a diverse mix of uses and housing options, and foster a vibrant public realm that supports active transportation, transit and high quality of life.

## 2.1.2 Regional Policies

### Region of Peel Official Plan

The Region of Peel is the upper-tier municipality that includes Mississauga. The Region of Peel Official Plan (ROP) is a long-term planning framework to guide growth and development, while having regard for protecting the environment, managing the renewable and non-renewable resources, and outlining a regional structure that manages change within Peel in an efficient manner. Sustainability is a central theme of the ROP.

The study areas are located within the Urban System, where, according to the ROP, development and redevelopment should be directed to meet population and employment targets (5.3.1, 5.3.2).

The ROP specifically directs municipalities to intensify within urban growth centres, intensification corridors, nodes, major transit station areas (MTSA) and any other areas deemed appropriate (5.3.3). The ROP provides direction for municipalities to develop strategies for these intensification

areas to support a mix of uses where appropriate, to ensure development of a viable transit system and to identify the type and scale of development within their official plans (5.5.3.2.7, 5.5.3.2.9). This intensification should respect the existing character of communities while revitalizing and enhancing developed areas (5.1.2, 5.3.1.3, 5.3.3.2.4, 5.5.3.1.3, 5.4.1.2). Encouraging sustainable development patterns will help create compact, efficient, vibrant, mixed use, transit-supportive, pedestrian-friendly urban environments (5.3.1, 5.5.1.6, 5.5.2.1, 5.5.3.1.5, 5.5.3.1.8).

In addition to policies on growth management, the ROP stresses the importance of an appropriate range, density, affordability and tenure of housing to meet the diverse needs of Peel Region residents (5.1.2, 5.3.3, 5.8.1.1, 5.8.1.2, 5.8.2.3). The Region plays a critical role in providing affordable housing and supporting the City of Mississauga's housing strategy.

ROP Amendment 27 was adopted by Regional Council in February 2017. It introduced new objectives and policies to the ROP to support and encourage the creation of a healthy built environment and communities that better meet the needs of an aging population, including:

- Direction for area municipalities to integrate the elements as defined by the Healthy Development Framework into their policies, plans, standards, and design guidelines to optimize their health promoting potential (7.4.2.4). These elements are identified as: density, service proximity, land use mix, street connectivity, streetscape characteristics and efficient parking.



- An objective to provide for the needs of Peel's aging population and allow opportunities for seniors to age within their community including the integration of community facilities and services with residential land uses (6.3.1.2).
- An objective to promote active aging for older adults by establishing healthy, complete, and accessible communities that are in close proximity to amenities, support services, and transit (6.3.1.4).

### 2.1.3 Municipal Policies and Implementation Tools

#### City of Mississauga Official Plan

The Mississauga Official Plan (MOP) establishes a comprehensive, integrated, and long-term planning framework that reflects the principles and requirements of the Planning Act, PPS, provincial plans, and the ROP. The MOP contains policies to protect and enhance the natural environment, direct growth to benefit the urban form, support a strong public transportation system and address long-term sustainability.

#### *Directing Growth*

The MOP states that Mississauga is at the end of its greenfield growth phase. As such, new growth will be accommodated through redevelopment and intensification within

developed areas. Most future growth will be directed to Intensification Areas (5.1.4, 5.5).

The MOP identifies the city's Urban System as comprised of the Green System, City Structure, and Corridors (5.1). The City Structure identifies seven elements, each with a unique role in accommodating development (5.3). The mall-based areas fall within two categories, both of which are considered Intensification Areas: Major Nodes and Community Nodes. In addition, all of the study areas are bordered or bisected by Corridors.

**Major Nodes** (Central Erin Mills) will provide for a mix of population and employment uses at densities and heights less than the Downtown, but greater than elsewhere in the city (5.3). They are to be planned as prominent centres of mixed use activity with a variety of employment opportunities, such as office and institutional jobs and regional shopping services that draw people from beyond the adjacent neighbourhoods. Section 5.3.2 establishes policies pertaining to Major Nodes.

Figure 5-5 indicates that Major Nodes are to have:

- a density range of 200 to 300 residents and jobs per gross hectare;
- a population to employment ratio of 2:1 to 1:2; and

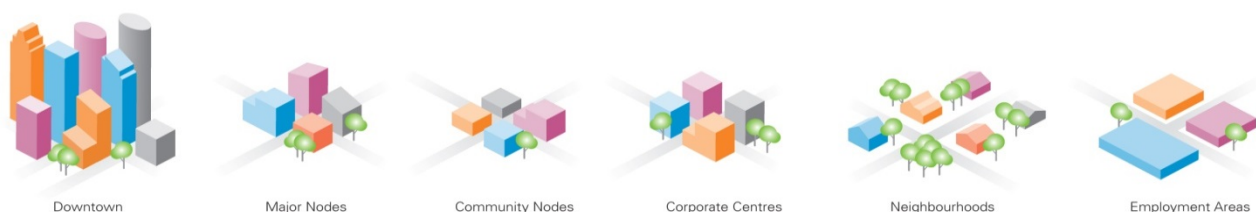


Figure 5. The City Structure, as laid out in the Mississauga Official Plan.



- minimum and maximum heights of 2 and 25 storeys.

Chapter 13 establishes further policies pertaining to all Major Nodes, including qualifications on the general land use designations outlined in Chapter 11, as well as conditions that must be met for proposals that fall outside of the 2 to 25 storey range. Policies in Section 13.2 pertain specifically to Central Erin Mills Major Node. They include FSI ranges for different areas of the node with special site policies included covering one site.

**Community Nodes** (Meadowvale, South Common, Sheridan and Rathwood-Applewood) will provide for a similar mix of uses as the Major Nodes, but with lower densities and heights (5.3). They are to provide access to a multitude of uses that are required for daily living – local shops and restaurants, community facilities, cultural, heritage and entertainment uses, schools, parks, open space as well as a diverse housing stock. Section 5.3.3 establishes policies pertaining to Community Nodes.

Figure 5-5 indicates that Community Nodes are to have:

- a density range of 100 to 200 residents and jobs per gross hectare;
- a population to employment ratio of 2:1 to 1:2; and
- minimum and maximum heights of 2 and 4 storeys.

Chapter 14 establishes further policies pertaining to all Community Nodes, including qualifications on the general land use designations outlined in Chapter 11, as well as conditions for proposals that fall outside

of the 2 to 4 storey range, and conditions for infill on lands with existing apartment buildings. Policies in Sections 14.5, 14.7, 14.8 and 14.9 pertain specifically to Meadowvale, Rathwood-Applewood, Sheridan and South Common Community Nodes, respectively, and include site specific policies. They include FSI ranges for different areas of the nodes with special site policies included covering particular sites.

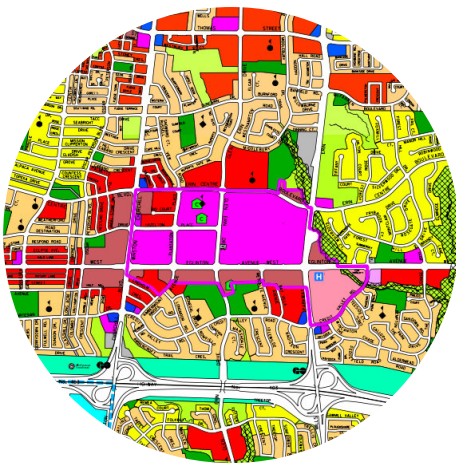
### *Complete Communities*

Chapter 7 of the MOP states that “complete communities meet the day-to-day needs of people throughout all stages of their life.” The MOP anticipates that residents living in one of the city’s many Neighbourhoods may need to travel some distance to work. However, other services such as schools, shopping facilities, recreation centres or libraries should be available either within the Neighbourhood or in a nearby Major Node or Community Node.

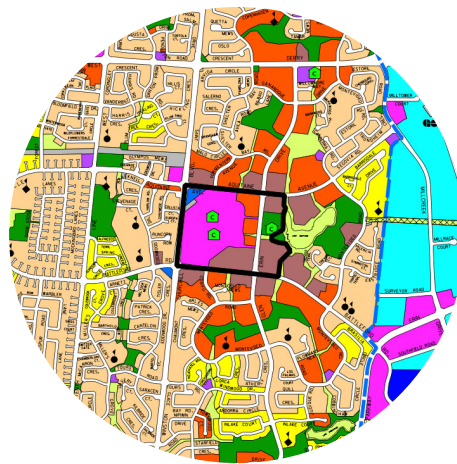
Complete communities policies encourage land use planning practices conducive to good public health and are intended to ensure housing mix to accommodate diverse housing preferences and socioeconomic characteristics and needs (7.1). Specifically, the policies set out to ensure housing choice in terms of tenure, type, quality and quantity (7.2).

Community infrastructure is a vital part of complete communities, contributing to the quality of life and well-being of residents. The preferred location of community infrastructure will be within the Downtown, Major Nodes, Community Nodes and Corridors (7.3).

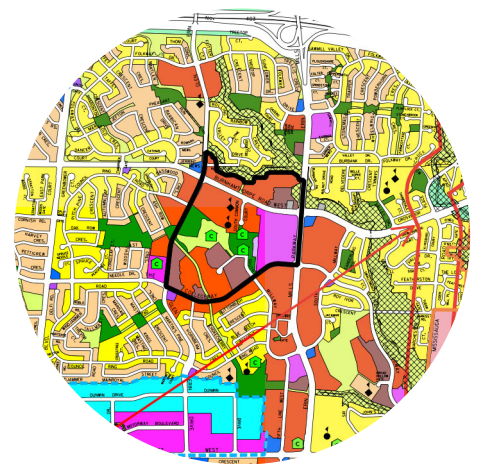
Schedule 10 shows land use designations for the study areas. The nodes are predominantly



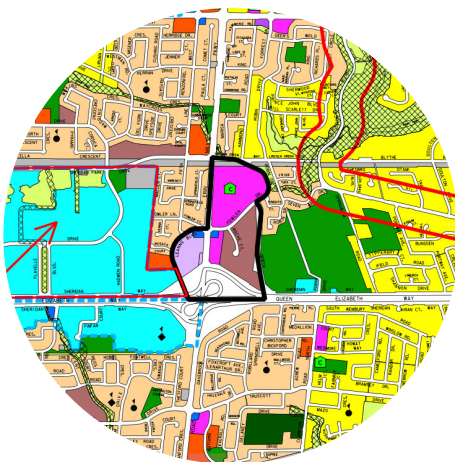
Central Erin Mills



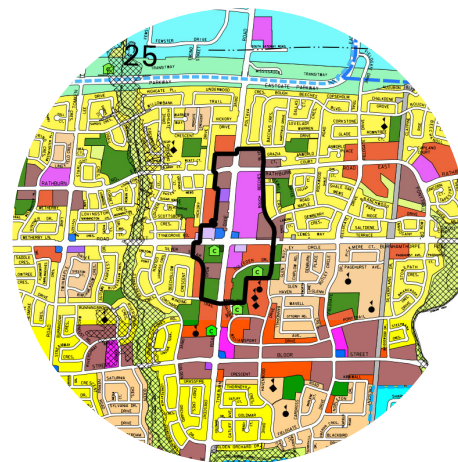
Meadowvale



South Common



Sheridan



Rathwood-Applewood



Figure 6. Land use designations for the mall-based nodes and surrounding areas.

designated Mixed Use, Residential High Density, Residential Medium Density and Public Open Space, with a significant concentration of community facilities.

### *Built Form and Public Realm*

The MOP sets out policies on built form and public spaces to create an urban environment that fosters a strong sense of place and civic pride, defines a distinct character for each community and encourages the use of transit and active transportation (9.1).

Chapter 9 provides detailed policies to guide the creation of desirable urban form, addressing such matters as street and block patterns, streetscapes, building massing and site organization, height and built form transitions, open spaces, and the relationship of buildings to the public realm.

### *Transportation*

The MOP policies on transportation focus on creating a multi-modal system that supports transit and active transportation through integrated planning. Policies provide direction on creating a finer grain road network, incorporating active transportation facilities into road design and fostering compact, pedestrian-oriented, mixed-use development in areas that support the transit network (Chapter 8).

Policies on parking address the potential for parking requirement reductions, the promotion of on-street parking and general policies on parking in Intensification Areas (8.4).

### *Environment, Green System and Natural Heritage Features*

The MOP states that “the Green System is the first layer of the Urban System. It is essential to building a strong community and a competitive economy and must be considered in all land use and planning decisions.” Specifically, the MOP includes policies aimed to establish strategies that protect, enhance and expand the Green System, restore natural form, functions and linkages and enhance opportunities for enjoyment of the system (5.2). In addition, Chapter 6 provides further direction on the protection and enhancement of natural heritage features and the environment more broadly.

### *Fostering a Strong Economy*

The MOP provides direction on the role of Major Nodes and Community Nodes in the broader Mississauga economy. Major office development will be encouraged to locate within Major Nodes and secondary office development will be encouraged to locate within Community Nodes (10.2.1, 10.2.3). Retail uses are encouraged to locate primarily within the Downtown, Major Nodes and Community Nodes (10.4.1). Within Major Nodes and Community Nodes, existing single storey retail development will be encouraged to redevelop into multi-storey mixed use developments (10.4.4).

### **Zoning By-law**

Mississauga City Council adopted City of Mississauga By-law 0225-2007 to regulate the use of land, buildings and structures and to implement the policies of the Mississauga Official Plan. The predominant zones within the study areas are commercial (C), apartments (RA) and townhouse dwellings (RM4). Less common but present in some of the study areas are zones for office (O), institutional (I), open space (OS) and detached dwellings (R3).

### **Additional Guidelines**

- Urban Design Guidelines for Back to Back and Stacked Townhouses (2018)
- Region of Peel Healthy Development Assessment (2016)
- Low-Rise Multiple Dwellings Urban Design Handbook (2015)
- Crime Prevention Through Environmental Design (2014)
- Standards for Shadow Studies Urban

Design Terms of Reference (2014)

- Pedestrian Wind Comfort and Safety Studies Urban Design Terms of Reference (2014)
- Green Development Standards (2012)

### **Additional Plans**

- Future Directions Parks and Forestry Master Plan (2019)
- Mississauga Moves Transportation Master Plan (2019)
- Mississauga Culture Master Plan (2019)
- Mississauga Cycling Master Plan (2018)
- MiWay Five Transit Service Plan (2016)



## 2.2 Existing Conditions

### Key Themes

The existing conditions analysis examines the mall sites and nodes, as well as their surrounding areas, to understand the role of the node in the broader urban context and how it fits into local patterns. A full analysis of existing conditions and a node-by-node evaluation is included in the supporting document, Reimagining the Mall: Existing Conditions Analysis (March 2018). Worthy to note, while the malls in each of the nodes are under one ownership, there are lands within the nodes that have other landowners.

### 1. Mixed Use Hearts of Surrounding Residential Communities

Traditional suburban environments segregate rather than mix uses. Although this is generally true in Mississauga, the nodes under study are the location of some of the greatest mixing of uses in the city. With the general exception of major employment generating uses, the nodes and the surrounding areas have all the necessary elements of a complete community: retail, locally-oriented services like professional health services, community

facilities, schools, parks and a good variety of housing types, including apartments and townhouses.

### 2. Community Focal Points

The mix of uses makes the nodes natural community focal points not just for those who live within them or nearby, but for a much larger catchment of low density neighbourhoods. In addition to community facilities, the malls in particular are an important anchor of this community function. Although many malls have turned their orientation outwards toward parking lots, the interior spaces within the mall still serve as public spaces, albeit privately-owned.



Figure 8. Food court at Erin Mills Town Centre.



Figure 7. South Common Centre and adjacent high-rise apartments.



Figure 9. Meadowvale Community Centre and Library.

### 3. Room to Grow

A variety of built form exists in the nodes. The nodes are typically comprised of low-rise buildings with mid-rise and taller apartment buildings located along major roads or in clusters. The tallest buildings in each node are:

Node	Height (storeys)
Central Erin Mills	25
Meadowvale	12
South Common	19
Sheridan	14
Rathwood-Applewood	20

Source: City of Mississauga Residential Directory 2019

Commercial buildings, such as the malls and other retail, are usually low-rise buildings; however, several of the nodes feature modest low- or mid-rise professional buildings. Commercial buildings located along major roads are typical of suburban retail sites with buildings surrounded by large parking lots and set back from the public sidewalk with limited direct pedestrian access from the street. Although redevelopment within some of the mall property sites has introduced satellite buildings that bring retail uses closer to the public sidewalk, most of the main entrances continue to be oriented toward surface parking facilities and considerably set back from the street.

The Official Plan establishes target density ranges of 100 to 200 people and jobs per hectare for Community Nodes and 200 to 300 people and jobs per hectare for Major Nodes. The balance of people to jobs in both kinds of nodes is targeted to fall within the

ratio range of 2:1 to 1:2. The density and ratios of the nodes under study are as follows:

Node	People and Jobs per Hectare	People to Jobs Ratio
<i>Major Node</i>		
Central Erin Mills	80	1:1.2
<i>Community Nodes</i>		
Meadowvale	101	2.9:1
South Common	84	5.0:1
Sheridan	122	2.6:1
Rathwood-Applewood	90	3.2:1

Source: Focus on Mississauga 2016

### 4. Auto-dominated Built Environments

In many parts of the nodes, the prioritization of vehicle movement has become the defining feature of these environments. Major roads/arterials establish the overall urban structure. They prioritize function – the fast efficient movement of vehicles to destinations – over aesthetics. The hierarchy of local streets/collectors/arterials concentrates traffic along



Figure 10. Dixie Road / Rathwood-Applewood.





Figure 11. Eglinton Avenue West / Central Erin Mills.

major roads rather than creating a finer grain network of connections and crossings.

The function of major roads is essential but unattractive. Buildings generally distance themselves from the major roads through large setbacks with parking lots or other features, rear- or side-lotting of housing or building facades with no direct access to the street. The combination of fast moving traffic and lack of animating connection between major roads and buildings generally create conditions that are not inviting to pedestrians.

Similarly, the mall sites themselves are auto-dominated. Located on large blocks set back



Figure 12. Pedestrian link between major road and internal street network blocked by fence / Meadowvale.

from major roads amidst extensive parking lots, they create an environment designed for auto access rather than pedestrian amenity.

## 5. Blocked Connectivity

Street patterns can limit connectivity. Busy major roads limit pedestrian entry points into the nodes. There are also many instances where obvious potential connections are prevented by fencing. Often, this is



Figure 13. Pathway underpass creates connection across arterials / South Common.

undertaken to control access points between private to public land.

## 6. Separate Pedestrian Networks

In some nodes and surrounding areas, particularly South Common and Meadowvale Community Nodes, off-street pedestrian and cycling pathways create an alternative circulation network purposely segregated from vehicular traffic. These pathways create a green circulation system which connect parks and schools to residential areas. These networks mitigate the lack of fine grain connectivity in the street network and enhance neighbourhood permeability for active modes of transportation.



## 7. Conditions for Transit and Active Transportation

Like pedestrians, cyclists can take advantage of pathway systems where they exist, but face inhospitable conditions when mixing with vehicular traffic. Although there are some protected cycling routes, coverage is not comprehensive. The Cycling Master Plan (2018) shows a number of proposed facilities within the nodes and bordering roads which would greatly enhance access to a city-wide network of cycling infrastructure.

The nodes generally have good local transit, with four of five nodes featuring a transit terminal within their boundaries. However, all transit terminals are located at the back of the shopping centre or in other peripheral locations. In general, they are unattractive places with a barren quality.



Figure 14. Transit terminal located at the back of the shopping centre / South Common.

## Central Erin Mills Major Node

**Area of Node:** 122.6 ha (303.0 acres)

**Area of Mall Site:** 34.2 ha (84.5 acres)

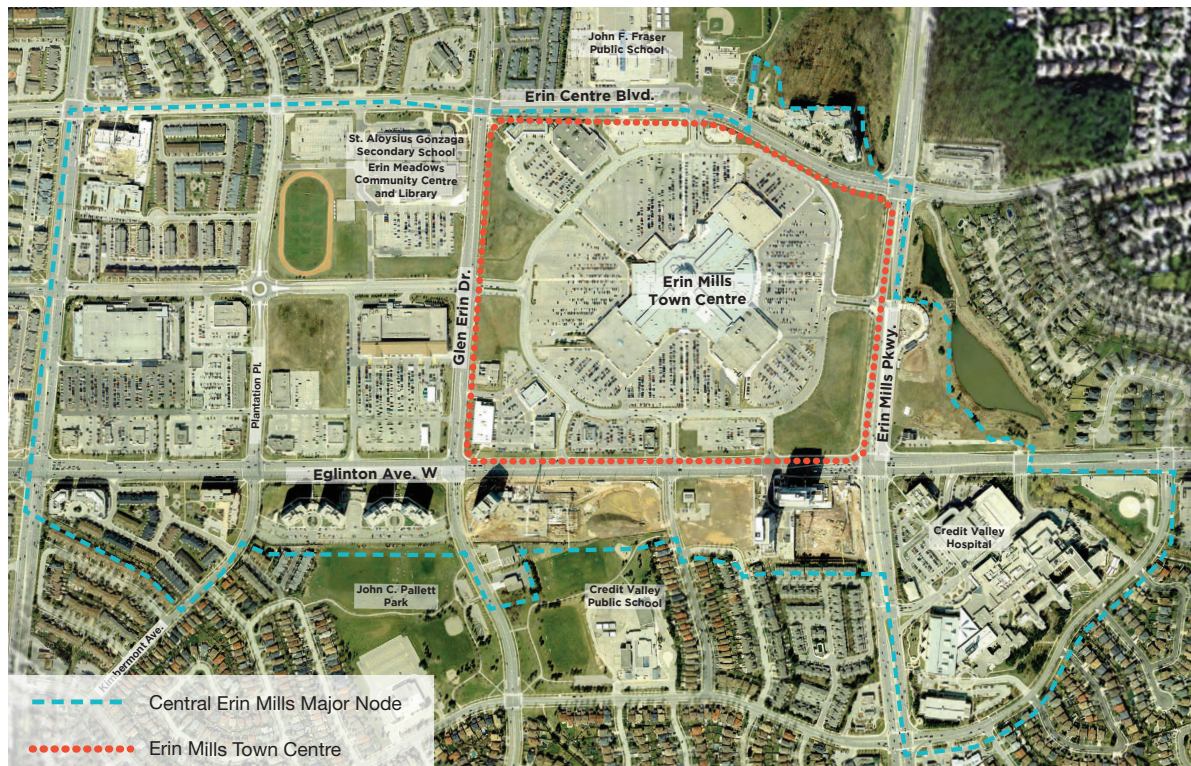
**Mall Gross Leasable Area:** 850,000 sq.ft

**Population:** 4,500

**Jobs:** 5,300

**Population to Employment Ratio:** 1:1.2

**Density:** 80.0 people and jobs per ha



- A Major Node, therefore intended for a more significant scale of intensification than the other nodes under study.
- Centred around Erin Mills Town Centre, a regional shopping centre which has recently undergone significant renovation. The mall has a largely inward orientation, although there has been pad retail development on the periphery of the mall site. Big box retail to the west of the mall within the node adds to the retail offer.
- A transit terminal is located at the eastern edge of the parking lot surrounding the mall, and transit routes run along the major roads.
- Credit Valley Hospital in the south east of the node is a major institution and employer.
- Significant number of schools in and around the node, including two secondary schools. Erin Meadows Community Centre and Library is co-located with a secondary school.
- A mix of housing types exist in the node including townhouses, high rises and seniors residences.

Source: Focus on Mississauga 2016. Note: Minor inconsistencies between Population and Jobs figures relative to Population to Employment Ratio and Density due to rounding.



## Meadowvale Community Node

**Area of Node:** 40.3 ha (99.6 acres)

**Area of Mall Site:** 15.8 ha (39.0 acres)

**Mall Gross Leasable Area:** 373,000 sq.ft

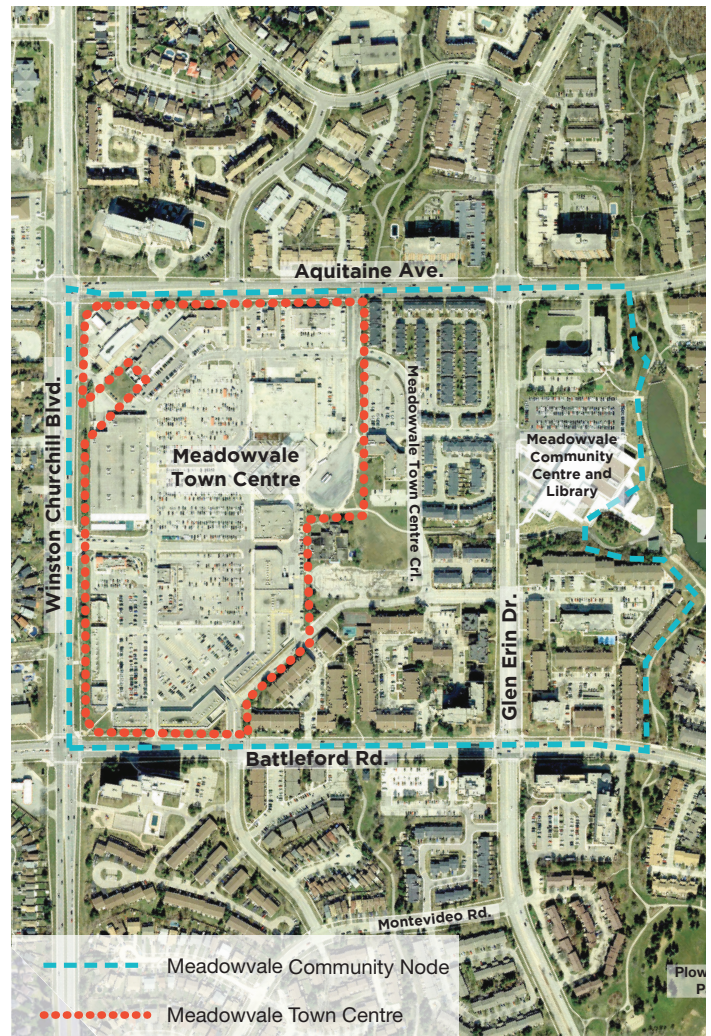
**Population:** 3,000

**Jobs:** 1,100

**Population to Employment Ratio:** 2.9:1

**Density:** 101.2 people and jobs per ha

- Meadowvale Town Centre is a local-serving centre. Over the years the orientation of the retail offer has shifted from interior-facing to exterior-facing, with significant development around the periphery of the mall site.
- A transit terminal is located at the back of the mall on the eastern side.
- Adjacent to the transit terminal is a professional office building and church campus.
- An extensive system of trails and pathways creates an alternative network connecting parks and schools to residential areas and the node, and includes an underpass of Glen Erin Drive.
- In 2016, the library moved from the mall to a new facility, the Meadowvale Community Centre and Library, in the east of the node adjacent to Lake Aquitaine, a recreational feature and public open space.
- A mix of housing types exists in the node, including townhouses, low-rise apartments and high rises.
- Although there are no parks or schools in the node, there are many in the surrounding residential areas and a secondary school close by.



Source: Focus on Mississauga 2016. Note: Minor inconsistencies between Population and Jobs figures relative to Population to Employment Ratio and Density due to rounding.

## South Common Community Node



**Area of Node:** 69.1 ha (170.7 acres)  
**Area of Mall Site:** 10.1 ha (25.0 acres)  
**Mall Gross Leasable Area:** 251,000 sq.ft  
**Population:** 4,800  
**Jobs:** 1,000  
**Population to Employment Ratio:** 5.0:1  
**Density:** 84.2 people and jobs per ha

- South Common Centre is a local-serving centre. As with some of the other centres, there has been a shift toward exterior-facing and pad retail for national brands. The interior portion of the mall is weathered but still features independent businesses.

- A transit terminal is located at the back of the mall on the western side.

- Clustered west of the mall are a library, community centre, as well as schools and churches. A significant portion of the node is occupied by a park with wooded areas, pathways and sports fields.
- Although there are no roads which bisect the node superblock, pathways create connectivity throughout the centre of the node and link to an extensive pathway network in the surrounding area. There are a number of pathways that create linkages under major roads.
- The node features a good mix of housing, including townhouses and low-, mid- and high-rise apartments, some of which are co-operatives and seniors housing.

Source: Focus on Mississauga 2016. Note: Minor inconsistencies between Population and Jobs figures relative to Population to Employment Ratio and Density due to rounding.



## Sheridan Community Node

**Area of Node:** 47.1 ha (116.4 acres)

**Area of Mall Site:** 12.3 ha (30.4 acres)

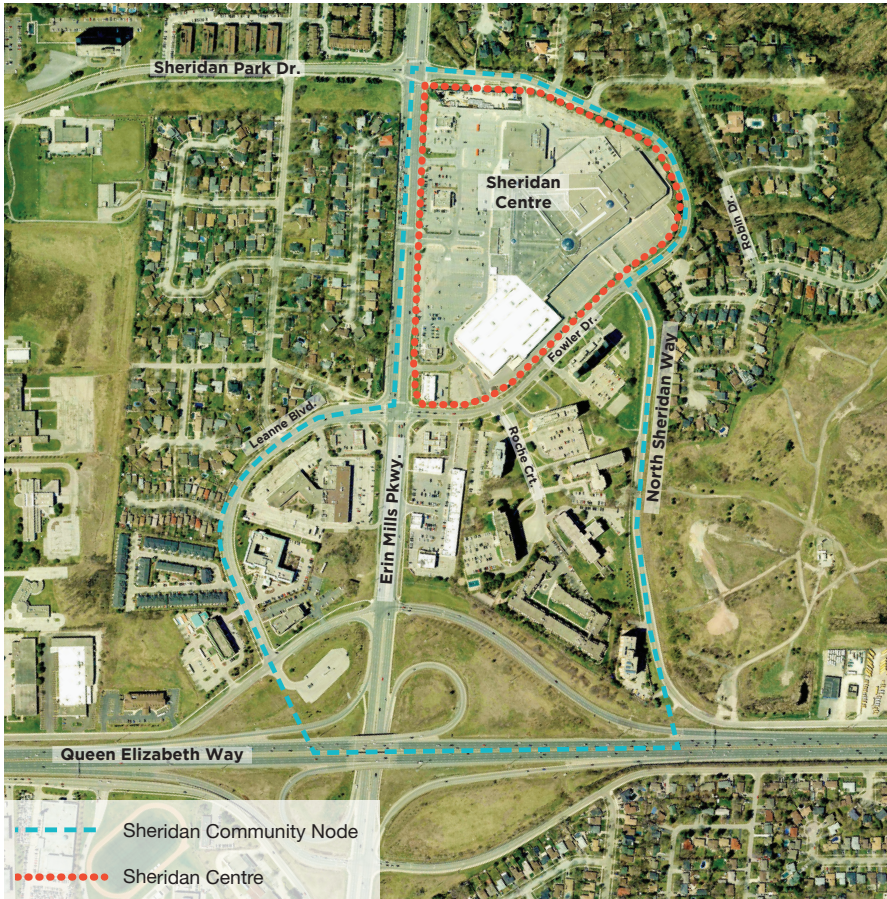
**Mall Gross Leasable Area:** 548,000 sq.ft

**Population:** 4,100

**Jobs:** 1,600

**Population to Employment Ratio:** 2.6:1

**Density:** 121.6 people and jobs per ha



- Sheridan Centre was formerly a regional centre, but over the years its catchment has decreased and it is now primarily local serving.

- The retail offer is largely interior-oriented. There are a number of vacancies, including one left by the closure of Target, which have not been filled. Part of the centre has been repurposed for office uses.

- The shopping centre is the location of a library branch and a number of community organizations.

- There are no parks in the node itself and links to parks and pathways in the surrounding area are not as

strong as present in the other nodes.

- The southern half of the node features an apartment neighbourhood, strip mall retail, office uses, a seniors residence and a hotel.
- A transit terminal is located at the back of the mall in the form of lay-bys along Fowler Drive.

Source: Focus on Mississauga 2016. Note: Minor inconsistencies between Population and Jobs figures relative to Population to Employment Ratio and Density due to rounding.



## Rathwood-Applewood Community Node

**Area of Node:** 49.5 ha (122.3 acres)

**Area of Mall Site:** 9.6 ha (23.7 acres)

**Mall Gross Leasable Area:** 293,000 sq.ft

**Population:** 3,400

**Jobs:** 1,000

**Population to Employment Ratio:** 3.2:1

**Density:** 89.7 people and jobs per ha

- The node is centred around Rockwood Mall. Unlike many of the other nodes, the mall has seen less pad retail development at the periphery of the mall property. However, the mall itself has both interior and exterior-oriented retail.
- The node features a good offer of community facilities, including a library, theatre, arena and community centre. However, the links between these facilities and the mall are not strong.
- There are two parks in the southern portion of the node and a number of others in the surrounding area.
- The node includes a variety of higher density forms of housing, such as townhouses and high-rise apartments.
- Strip-style retail and a professional office building are located along the major roads.
- The node does not have a transit terminal, but bus stops exist along the major roads that bisect the area.



Source: Focus on Mississauga 2016. Note: Minor inconsistencies between Population and Jobs figures relative to Population to Employment Ratio and Density due to rounding.

## 2.3 Retail Trends and Conditions

The retail function is essential to the role the nodes play as centres of community. As the long term evolution of the nodes is considered – including opportunities for intensification – it is essential to consider how the retail function will evolve as well. A full Retail Property Analysis addressing current conditions and future trends is included as an appendix to Reimagining the Mall: Existing Conditions Analysis (March 2018).

### Retail Trends

#### *Traditional Mall v. Power Centre*

The traditional mall format – enclosed and organized around anchor tenants – thrived until the 1990s. The department store was critical to the retail “ecosystem” created by traditional malls, serving as anchors and offering a broad range of consumer products, while smaller retailers in the same malls focused on clothes and related accessories.

In the 1990s, the emergence of power centres challenged the role of the department store. Large format specialty retailers, as well as large format general retailers, such as Walmart and Costco, were able to provide better selection and pricing than department stores. Power centres grouped “big-box” stores around parking lots, a departure from the traditional mall format, which organized retailers within an interior network which also served a role as community gathering space.

Some regional shopping centres have been able to counter the challenge posed by power centres by focusing on clothes and fashion, competing to attract first-to-market and exclusive brands. However, many mid-size and smaller community shopping

centres have experienced trouble attracting or maintaining existing retailer and service tenants. These centres have become more local-serving in nature, relying on day-to-day convenience retail/service uses, such as supermarkets, fast-food outlets and banks to attract customers.

#### *Online Retailing*

Technology is actively redefining how consumers shop, browse for products and spend money. It is generally accepted that e-commerce has resulted in sales transfer away from physical retail facilities. However, the impact of online shopping differs significantly across individual store categories. For example, ticket sales, books and music have been significantly impacted by online shopping, whereas other sectors, including furniture, jewelery and accessories, have not seen a significant change.

Retailers are using e-commerce platforms as a tool to supplement bricks and mortar stores. Coming from the other direction, many web-based retailers (e.g. Frank and Oak, Warby Parker, etc.), have added physical retail facilities to support online operations. Omni-channel retailing incorporates bricks and mortar stores and a variety of on-line and other electronic platforms to connect with consumers and gain market share.

#### *Experiential Retailing*

A generational shift is occurring in consumption toward valuing experiences over things. Experiential retailing attracts customers with retail experiences rather than simply selling products. Examples include a yoga apparel store that also offers yoga lessons, or a furniture and housewares store that also includes a kids play area



and restaurant. A common component in experiential retailing is to foster a sense of community in an entertaining setting.

### **Current Conditions**

The shopping centres included in this study are weathering established and emerging retail trends with varying success.

#### *Region-Serving Centres*

Among the five shopping centres included in this study, Erin Mills Town Centre is the only region-serving centre. As such it draws on a larger trade area, and has a retail offer weighted to non-food store retailers with a lower proportion of services relative to local-serving retail centres. Erin Mills Town Centre has recently undergone a significant renovation to enhance its competitiveness relative to other region-serving centres.

#### *Local-Serving Centres*

The remaining malls included in the study (i.e. Meadowvale Town Centre, Rockwood Mall, Sheridan Centre, and South Common Centre) have evolved significantly from their historical functions due in large part to recent shifts in the retail industry. These malls typically have moved away from strong and well utilized interior malls, to an increasing emphasis on external facing, power centre style units. It is these external units that often contain the primary anchor tenants for each centre, which drive customer traffic. At the same time, the enclosed mall components are often struggling, facing limited customer traffic, and a lack of identity due to the loss of department store and other anchors.

Of the centres surveyed, the stronger local centres have stable, community-based trade

areas, and potentially one or two anchor tenants with a broader customer draw (i.e. Walmart, Canadian Tire, HomeSense, etc.). These centres typically contain a relatively high proportion of service-based uses relative to regional centres. These centres also contain portions that are experiencing strong customer activity and low vacancy rates (typically power centre format), alongside other areas that are defined by local independent businesses and higher vacancy rates (typically enclosed).

By comparison, other local centres are defined by limited trade area growth prospects, either due to demographic change (i.e. population decline, slow income growth, aging population, etc.) or a lack of anchor tenants to draw in customers. These centres often have significant existing vacancies, or large portions of each centre that are underperforming.

## 2.4 Best Practices and Case Studies

In considering the future of Mississauga's mall-based nodes, there are numerous examples of mall redevelopment in Canada and the United States that are worth considering for design inspiration, as well as insights on effective planning process and financial viability. Best practices in mall site intensification and redevelopment, including design precedents and three in-depth case studies, are the subject of a supporting document, *Reimagining the Mall: Case Study and Best Practice Review* (May 2018).

### Overview

Although they share many similarities, the retail sectors in the United States and Canada also have differences. Unlike in Canada, many of the mall redevelopments in the United States have followed the lifestyle centre format. Lifestyle centres attempt to recreate the aesthetics of traditional main streets or small town downtowns in a contemporary retail environment. Lifestyle centres use theming, an outdoor pedestrian network, high quality design, and a significant focus on

eating, recreation and entertainment to offer retail environments that focus on experience and quality of place.

In Canada, the lifestyle centre format has been slow to emerge (with the exception of the Shops at Don Mills which is explored as a case study in the supporting document). However, mall redevelopments share some similarities with those in the United States, featuring a mix of uses and emphasis on the quality of the public realm and pedestrian experience.

Canadian mall redevelopments differ from those in the United States in two main ways: first is the inclusion of high density forms, including high rise buildings; second is the proximity of higher order transit. In many instances, the expansion of the transit system has been the catalyst for reconsidering the highest and best uses of mall sites. Retail uses still feature prominently, but are often accompanied by major residential intensification. In a number of instances, even if higher order transit is not available, but good local transit is, redevelopment proposals have also included tall buildings and significant residential uses.



Figure 15. The Shops at Don Mills.



Figure 16. Humbertown Shopping Centre.

## Case Studies

The three case studies included in the supporting document are:

**The Shops at Don Mills, Toronto** – The complete redevelopment of an older enclosed mall into Canada’s first open-air lifestyle centre, with associated office and high-rise residential development. The retail portion was developed in the initial phases in one-to two-storey buildings. The development of the residential portion continues in mid-rise buildings of 12 to 15 storeys and tall buildings of up to 39 storeys.

**Humbertown Shopping Centre, Toronto** – The approved redevelopment of a partial two-storey mall into a mixed-use area, incorporating non-residential uses on the ground and second floors, residential uses, community amenities and a series of publicly accessible open spaces and parkettes. The built form mix includes townhouses as well as mid-rise buildings of up to 12 storeys.

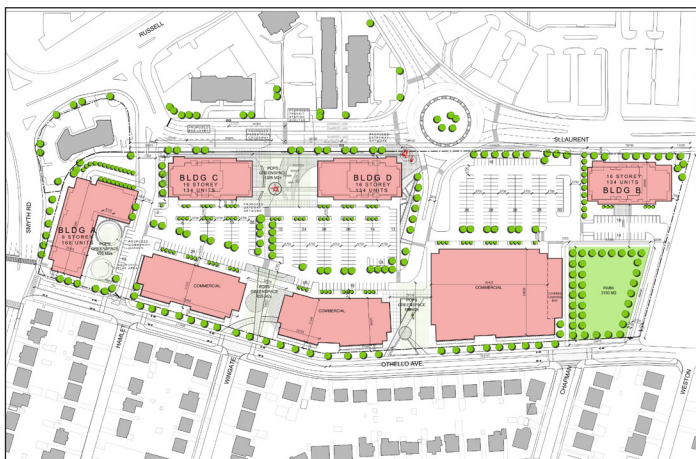


Figure 17. Elmvale Acres.

**Elmvale Acres, Ottawa** – The planned transformation of a partially enclosed 1960s-era shopping centre next to a bus transit station into a mixed-use area incorporating outward-oriented retail, residential uses in a variety of forms and a new public park. The development mix includes low-rise commercial buildings backed by townhouses providing a transition to the adjacent residential neighbourhood and a mix of mid- and high-rise buildings ranging in height from 9 to 18 storeys.

## Case Study Key Lessons

Strong common themes emerged from case studies:

*Effective Community Engagement is Essential But May Not Result in a Resolution*

In long-established communities which view their shopping mall as an important community asset, the idea of redevelopment can be highly contentious. Early and ongoing dialogue with the community is essential. It allows the developer and municipality to understand the issues underlying opposition and what the community values. It is an opportunity to inform and educate the public about the planning process, the policy framework and ideas about good urban form. It provides a venue to describe why the redevelopment represents a net community benefit. Engagement can help all parties understand where potential compromises may lie that allow for conflicts to be resolved outside the land tribunal system.

*Redevelopments Are a Transition Between Traditional Suburban and Urban Forms*

The three case studies demonstrate a compromise between traditional suburban

and urban environments. The redevelopments add height and density, combine a variety of uses, make public realm additions and improvements like parkettes, attractive streetscapes and other public spaces, and improve conditions for pedestrians and cyclists. They also continue to provide a substantial amount of parking, often in surface parking lots. The continuation of surface parking is critical to the financial success of the redevelopment in the short term. It enables many local residents to continue to visit and use the area as they have traditionally done, while opening up opportunities for new ways to use the site through the other improvements. These surface parking lots might be a further phase of redevelopment, if the financial rationale for their presence disappears over time.

#### *Residential Uses Are Required to Make Renewed Retail Work*

Significant residential uses are essential to make redevelopment work financially. New residential development increases the customer base within close proximity to the renewed retail offer. As well, the inclusion of residential development subsidizes less profitable uses, including retail/service commercial facilities. For all three case studies, residential is the dominant component of the redevelopment. Although commercial uses serve as a major amenity that improves the attractiveness of residential uses, they are not financially viable isolated from the broader redevelopment mix. In the Shops at Don Mills example, the phasing of retail in advance of residential components was a major challenge to its viability.

#### *The Public Realm Will Likely Include Both Public and Privately Owned Public Spaces*

Enclosed shopping malls are considered by many to be important community spaces. While the public has access to them, they are ultimately privately owned and controlled. Although these spaces are replaced with elements such as squares, parkettes and streets in many redevelopments – elements that are traditionally held in public ownership – developers and owners are reluctant to relinquish control of these spaces to the municipality. Continued private ownership allows the owner to maintain and program these spaces at standards higher than the municipality would, in line with the “brand” of the larger development.



## 2.5 What We Heard

As described in Section 1.0, Reimagining the Mall has been a public conversation about the future evolution of the mall-based nodes. A variety of approaches and engagement tools have been used to gain a broad variety of perspectives. An overview of the engagement findings, as well as summaries for individual consultation events and activities, are included in Reimagining the Mall: Engagement Summary (December 2018).

Our team integrated and analyzed all feedback received, looking for common, consistent themes, areas of general agreement, and areas where participants had differing opinions. The key messages of what we heard are categorized into the following topics:

1. Experiences (how people currently use the malls – what’s working well and what’s not working well);
2. The Future (what participants want to see in the future within the nodes); and
3. Implementation (how participants think we should get there).

### Experiences

**The nodes are car-oriented.** Most of the participants we spoke with drive to and within the mall areas (over half), while only a quarter say they walk. Only a small percentage cycle or take transit. A lack of connectivity, an unpleasant physical environment and safety concerns were seen as key impediments to walkability within all nodes.



*"I used to take the bus here but the bus stop is too far from the Community Centre. It would be convenient to have a stop right here."*



*"I like Rockwood because I'm helping the community when I shop here"*

**The malls often act as town squares; places for people to gather.** Many people we spoke with visit the malls to access the common spaces. This includes using the spaces for exercise (mall walking), to meet friends and family, to eat food and drink coffee, or just hang out and read the newspaper.

**Malls are convenient.** Many indicated they visit the malls because they are easy to access and convenient for everyday shopping needs, including groceries and other basic items. However, shopping for boutique items, including clothing, is typically done at larger malls, such as Square One, or online.

## The Future

Through all phases, key directions were given regarding what the future of the nodes could look like. Specifically, we discussed future possibilities for the nodes that could contribute to healthy, complete communities.

Different futures for the malls and nodes are imagined. Key ideas are incorporated below:

**Retain both the retail and community function of the mall sites.** Participants discussed the need for both community and retail experiences that could be enjoyed year round.

**Support a mix of uses within new developments.** Participants confirmed that a mix of uses, including residential, commercial and community infrastructure, could assist to attract a wide range of demographics and reduce car dependency. Ideas ranged from incorporating community amenities and services (such as doctors' offices, shared coworking spaces, nonprofit organizations) into mall sites as well as considering residential intensification within the areas.



*"Malls are going to have to change, they will have to become the centre of activities."*

There were also requests for better activities and community uses within the mall and/or surrounding areas, so that residents could visit the areas into the evenings.

**Ensure public and community spaces are central to the redevelopment of the nodes.** Specifically, participants discussed the need to maintain both indoor and outdoor public and privately owned public spaces that can be accessed 24/7, all year round and for all ages.

**Design streetscapes to be safe, accessible and attractive.** Participants indicated that streets should be pedestrian-oriented and aesthetically pleasing, designed as places where people can easily gather.

**Prioritize a multi-modal transportation system** that emphasizes protected



cycling lanes, pedestrian connections and better transit routes to encourage safety, accessibility, connectivity and quality of travel.

**Create an architecturally interesting built environment** that incorporates continuous street frontages that frame the street, emphasizes open spaces, promotes the human scale and uses environmental and sustainable design.

**Sustainable design** should be embedded in the redevelopment of these areas.

**Technological advancements**, such as driverless cars and online shopping, should be considered.

## Implementation

In envisioning the future, it is important to consider the action plan to get us there. The public and stakeholders had a number of recommendations and input regarding

implementation, summarized below:

**Sustainable partnerships and continued community engagement is key to success.** Developing partnerships and building capacity with community members, landowners, tenants and City staff is essential to ensuring redevelopment is beneficial for all.

**Phasing and temporary uses need to be considered.** The nodes are large and complex sites, with many different landowners and tenants. Therefore, redevelopment needs to incorporate flexibility in phasing and consider temporary uses.

**Equity/accessibility should be prioritized.** Many members of the public voiced concern about displacement when/if redevelopment occurs, highlighting the need to both engage all residents (including newcomers, people facing poverty, youth) throughout the planning process and consider users' needs throughout design and phasing.



Figure 18. Feedback board from a pop-up at Erin Mills Town Centre.

## 3.0 Vision and Guiding Principles

### 3.1 Vision

Mississauga's mall-based nodes will continue to be community focal points anchored by retail, community facilities, higher density housing forms and transit accessibility. As redevelopment occurs, these areas will evolve into healthy sustainable complete communities with: densities and a mix of uses which allow people to meet many of their daily needs locally and within walking distance; an attractive and well-connected built environment that promotes physically active lifestyles; and a unique quality of place which makes these areas vibrant and desirable places to be. As the mall-based nodes evolve, equitable access to public spaces and public input into the planning process will be prioritized.

### 3.2 Guiding Principles

#### 1. Strengthening community

##### 1.a. Community-oriented

Preserve and enhance the function of the nodes as centres of community life for all ages through the provision of amenities, facilities and social spaces.

##### 1.b. Community benefits

Ensure that intensification and redevelopment are accompanied by local community benefits, such as community facilities, public realm improvements, civic spaces and parks, and increased connectivity.

##### 1.c. Equitable access

Ensure equity of opportunity and equity of access to public spaces and decision-making processes for all users.

#### 2. Diversity of uses

##### 2.a. Balance and compatibility

Promote a balance of compatible uses in close proximity that enhances the contribution of the node to the mix of uses within the wider community.

##### 2.b. Multi-functional spaces

Encourage multi-functional spaces that combine uses in symbiotic ways to promote full day activity and animation: shopping, services, leisure activities, fitness, food, entertainment, civic life, social gathering and work.

##### 2.c. Place-based retail

Preserve the role of the node as a concentration of "bricks and mortar" retail uses, particularly convenient and easily accessible retail that meets everyday needs.

### *2.d. Housing variety*

Expand the range of housing options present in the community in terms of housing type, tenure and affordability.

## **3. Built environment / Public places**

### *3.a. Scaling intensification*

Ensure that the scale of intensification is in keeping with the hierarchy of intensification areas present in the city, reflects local conditions and provides transitions between areas of varying height and density.

### *3.b. Buildings with a positive relationship to their surroundings*

Design and locate buildings to frame and animate streets and public spaces, contribute to the identity of the node and together with other buildings create a coherent built environment.

### *3.c. Integration of public and private elements*

Integrate and connect public and private elements of the built environment to create a unified and accessible area with a strong sense of place, a high quality public realm and four-season functionality.

### *3.d. Green, safe and attractive public places*

Create green, safe, and attractive public parks, promenades, streetscapes and privately owned public spaces that form a connected system and support a range of local social and recreation activities.

### *3.e. Streets as public places*

Treat streets and major roads as important public places and create a positive pedestrian

experience through appropriate landscape treatment, street furniture and the use of buildings to frame and animate these spaces.

### *3.f. Reduce negative impact of parking*

Diminish the impact of parking on the quality of the built environment by encouraging its location in structures and underground, and greening and providing pedestrian amenities in surface lots.

## **4. Mobility**

### *4.a. Creating space for all modes*

Enhance safe and convenient movement through the area and to surrounding areas by prioritizing walking, cycling and public transit use, as well as addressing traffic and congestion issues.

### *4.b. Permeability*

Improve connectivity and permeability within the nodes by developing a fine-grained network of streets as redevelopment occurs.

### *4.c. Connectivity to surrounding areas*

Strengthen connections from mall sites and nodes to surrounding areas with priority given to active modes.

### *4.d. Improved transit service and facilities*

Enhance local and regional transit service as the population of the area increases and improve the siting and treatment of transit stops and facilities to ensure safety, comfort and visibility.



## 5. Environment

### 5.a. Environmental impact

Encourage the use of sustainability measures and features that minimize the environmental impact of the built environment and address energy efficiency, water conservation, greenhouse gas emissions and green infrastructure.

## 6. Process / Phasing

### 6.a. Engagement

Undertake meaningful engagement with community residents early and often in the design and development process.

### 6.b. Tactical urbanism

Encourage tactical interventions that provide low cost/temporary improvements to

improve the nodes and realize the principles outlined above.

### 6.c. Phase development

Phase development to ensure the viability of all uses and support the financial feasibility of redevelopment and improvement.



Figure 19. The Amazing Brentwood in Burnaby, BC illustrates how public health goals can be realized through shopping mall redevelopment.

### 3.3 Toward Public Health Goals

The overriding ambition represented in the vision and guiding principles is that the mall-based nodes evolve as healthy complete communities. The elements of healthy complete communities are described in Section 1.3. The summary below describes how the guiding principles can be understood as a means to realize these elements.

#### Density

Increasing the number of people and jobs in an area supports an expansion of local services, retail and employment. The guiding principles support intensification appropriate to local conditions and the node's place in Mississauga's urban hierarchy.

#### Mix of Uses + Proximity

Mixing of uses combines with proximity to allow people to access all the things they need in their daily lives within walking or cycling distance. Currently the nodes feature a mix of uses, although within the node, these uses are often segregated. The guiding principles: allow appropriate intensification within the nodes, which brings a larger population within a short distance to a variety of uses; ensure that the nodes continue to serve as concentrations of retail, services and community facilities, serving the nodes themselves and their surrounding areas; and encourage the mixing of uses, wherever compatible, within the node and even within buildings.

#### Connectivity

The guiding principles promote permeability within the node by developing a finer network of streets and off-street pedestrian

and cycling connections that break up large blocks. Improving connections from the node to surrounding areas is also prioritized.

#### Street Characteristics

The guiding principles take a Complete Streets approach to the treatment of the road network within and adjacent to the nodes. The first principle of Complete Streets is to make space for users of all modes of transportation – walking, cycling, driving and riding transit – within the road network.

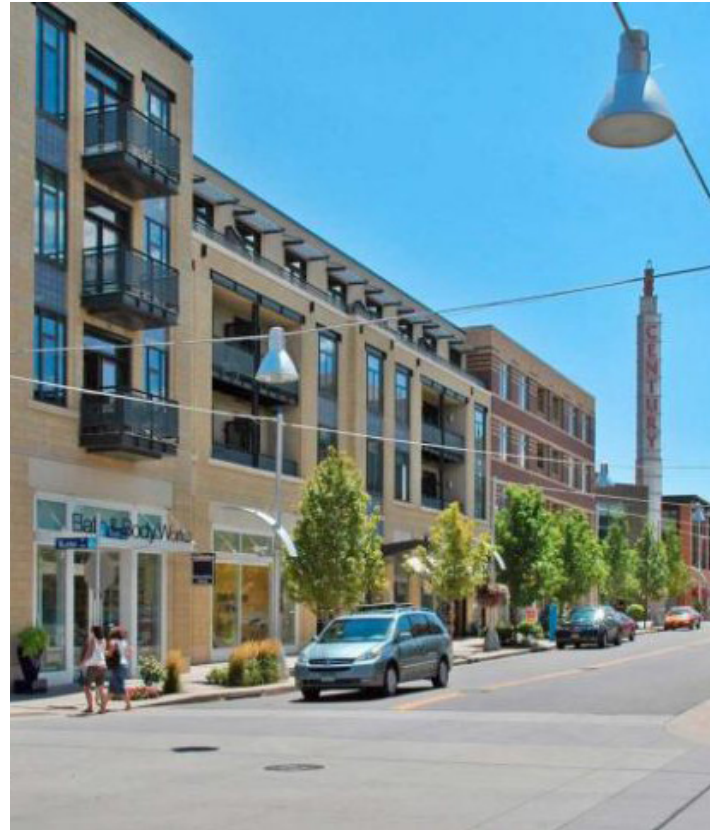


Figure 20. Mixing of uses and proximity allows people to meet their daily needs without needing to drive.

This is a profound departure from existing conditions where vehicles are treated as the dominant mode.



## Quality of the Built Environment

Combined, the guiding principles advance a strong agenda for the improvement of the quality of the built environment. They recognize how buildings, streets, and other publicly and privately owned spaces come together to create a public realm. They establish that the aesthetic and functional qualities of these diverse parts of the built environment must create a greater whole which encourages and enables active lifestyles. All places within the nodes should be designed to make them places people want to be.

## Other Dimensions of Health

The above elements of healthy communities focus on the ability of built environments to enable and encourage physical activity. The built environment can impact health in other ways as well. Social isolation can result in profound negative health outcomes. Built environments and particularly the presence of community facilities and other spaces have the power to enable and encourage civic life and social interactions which are critical to positive mental and physical health. The vision and guiding principles pay particular attention to the nodes as focal points of community life.



Figure 21. People want to spend their time in beautiful environments.

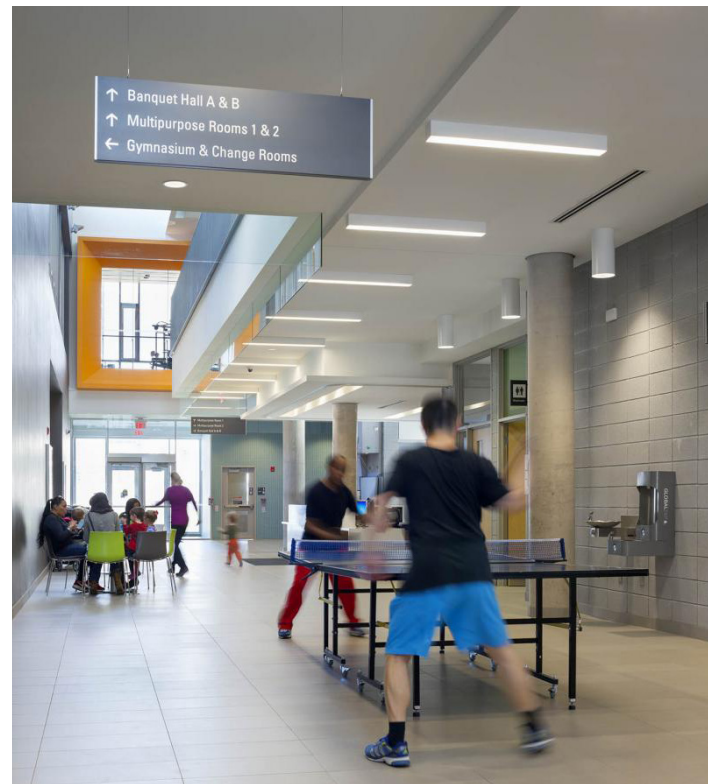


Figure 22. Social interaction is critical for physical and mental health.

# 4.0 Demonstration Plan Components

## Applying the Guiding Principles to the Node

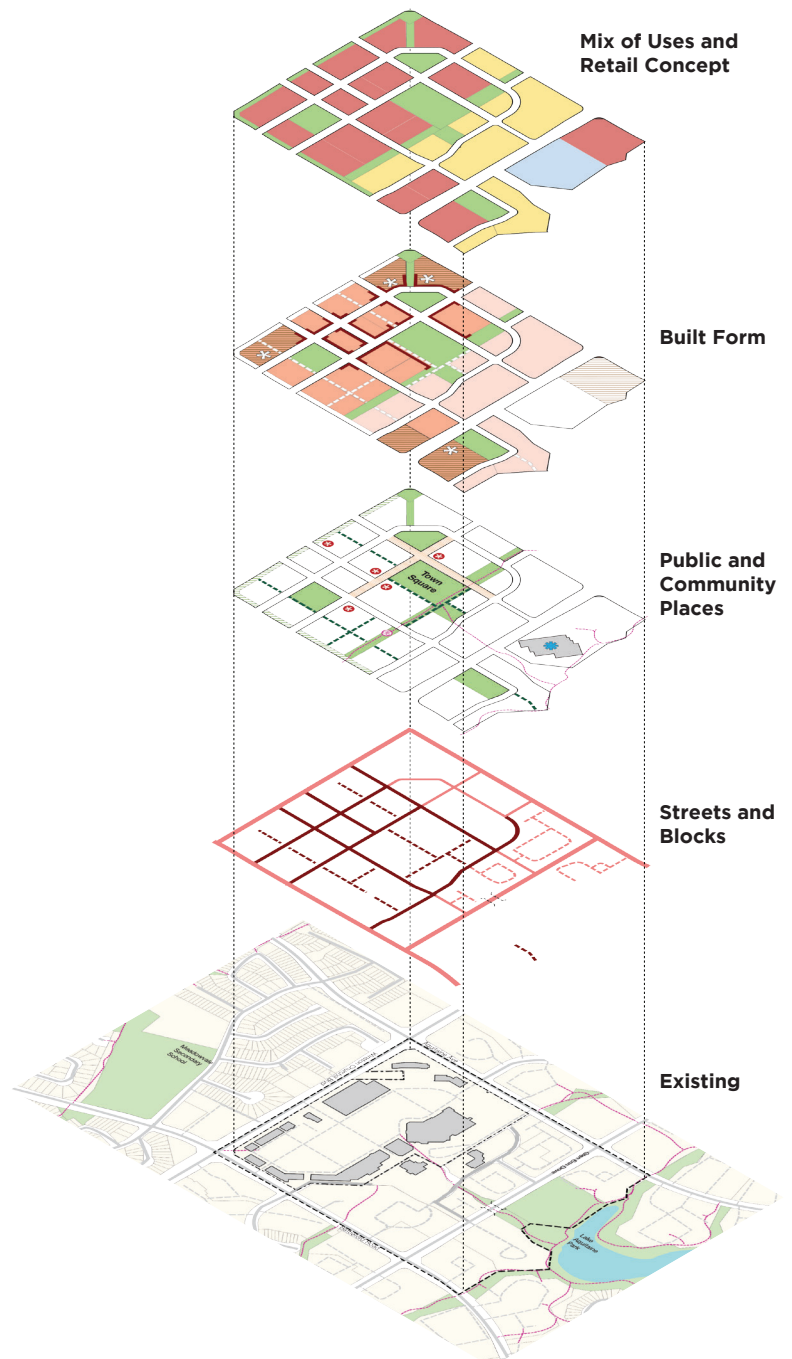
The demonstration plans are an example of how the guiding principles might be applied to each node. The guiding principles are intended to provide clear direction, but also flexibility. They might be applied to a node in a number of ways and still achieve the overall vision. Therefore, a demonstration plan shows one way the guiding principles can be interpreted. It is presented for illustrative purposes only and it is not the only potential outcome of the recommendations.

## Demonstration Plan Components

The demonstration plans are comprised of four key structuring components:

- mix of uses and retail concept
- built form
- public and community places
- streets and blocks

These components work together to create an attractive, livable community with a mix of uses, walkable streets, distinctive neighbourhoods and access to a variety of open spaces.





## 4.1 Streets and Blocks

### Superblock to Walkable Block

The mall sites currently feature buildings set behind large surface parking on one superblock, an environment designed for automobiles but not for walking. Large blocks and parcels, in both the mall properties and within the nodes, provide an opportunity to break up the superblock and integrate a finer grain of pedestrian-friendly streets and new public spaces. A more refined block network can provide development flexibility, improve walkability and strengthen pedestrian and cycling connections to transit, parks and amenities.



Figure 23. Don Mills Shopping Centre in Toronto in the 1970s. Large block with limited public streets. Designed for auto-oriented commercial uses only.

Figure 24. Shops at Don Mills today. Large block broken up by new streets. A more compact, connected, and walkable street and block network with lively, animated public spaces.



## Quality and Amenity

Streets are as much local social meeting places for the neighbourhood as they are movement and infrastructure corridors. Street design contributes significantly to the economic, environmental and social life of a place. New streets should be designed to encourage opportunities for social interaction in the public realm.

The demonstration plans include a range of different streetscape and place-making opportunities for large arterials and smaller scale local streets.



Figure 25. Castro Valley Streetscape (California): Complete Streets design approach on an arterial street.



Figure 26. Market Street (Toronto): flexible boulevard.



Figure 27. Indianapolis Cultural Trail (Indiana): protected cycle lanes.

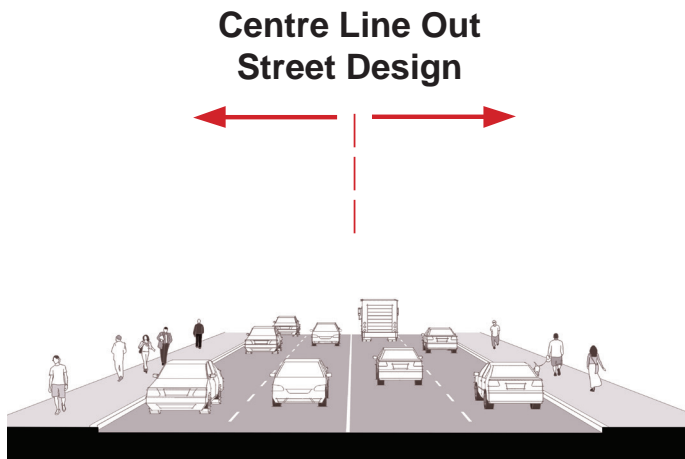


Figure 28. Town Centre (Rockville, MD): high-quality pedestrian-oriented streetscape.

## Complete Streets

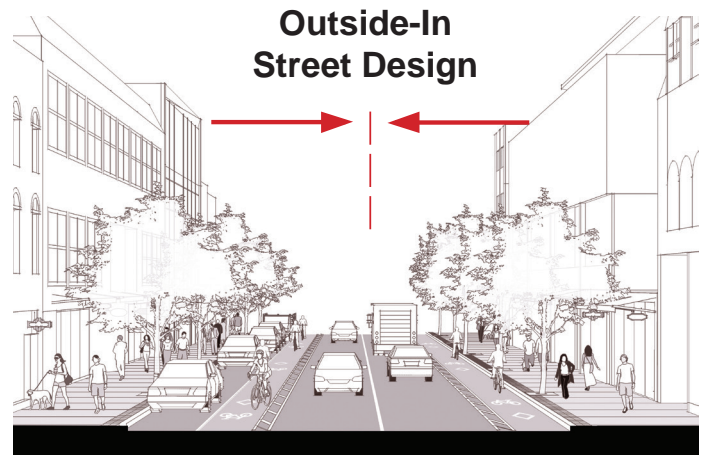
People come to and move through the nodes in many ways, including walking, cycling, public transit and car. Reimagining the Mall explores how to increase transportation choice to reduce reliance on cars and better manage traffic congestion. To achieve this shift will require a rethink of the built form and public realm along the arterials, adding new local streets to improve the movement network, ensuring active grade related uses, and better integrating transit into the overall design.

The demonstration plans incorporate a Complete Streets approach to street design. The Complete Streets approach describes streets as both links and places. Providing greater choice for how people move will enliven the public realm and help to manage congestion. Of paramount importance is designing a street network and public realm that emphasizes safety for the most vulnerable users and creates places to live, work, play and shop. It is well understood that with this approach, cities become more resilient and efficient.



### Focus of Traditional Approaches:

Auto Mobility  
Automobile Safety



### Complete Street Approach:

Multi-modal Mobility + Access  
Public Health & Safety  
Economic Development  
Environmental Quality  
Livability / Quality of Life  
Equity

## Transit

Transit facilities are currently located in peripheral areas, often isolated from the key destinations and lacking amenities such as shelters and seating. The demonstration plans integrate transit facilities with other uses to improve placemaking opportunities.



## 4.2 Public and Community Places

The traditional interior mall fused the ideas of the “main street” and “town square” and moved their function inside into private, but publicly-accessible, spaces. These areas may change with redevelopment. New spaces that serve as community meeting places should replace them. These may include a combination of privately and publicly owned spaces, indoors and outdoors. Outdoor spaces should be framed by buildings that support and animate the public realm.

Public places are urban parks, pocket parks, sliver open spaces, courtyards, connecting links and urban squares. Community places include community centres, indoor and outdoor malls, indoor markets, recreation facilities and libraries.

The demonstration plans test how these different kinds of public and community places might be combined in different ways to create a network.

### Public Places



Figure 29. Mariposa Park (San Francisco): urban park.



Figure 30. Paley Park (NYC): a small pocket park providing a quiet escape from the city.

### Community Places



Figure 31. (Atlanta, GA): food courts and other interior spaces within malls provide community space.



Figure 32. Scarborough Public Library (Toronto): libraries are vibrant community hubs.



## 4.3 Built Form

### Animating the Public Realm

The majority of the existing mall properties were initially designed as stand-alone buildings within vast open parking lot landscapes. As a result, there is currently little sense of built form continuity or integration between the mall property and its surroundings.

Many suburban malls have entered into a process of urbanization. This has included adding pedestrian friendly streets and public spaces, introducing a finer grain of streets, using built form to better define streets and public space and incorporating amenities to support community, commercial, retail, and residential uses.

The demonstration plans examine a range of approaches for new buildings, infill buildings or renovations to existing buildings.

The range of precedents on this page illustrate how buildings can animate the public realm through active frontages and a mix of uses.

In residential areas, a well-designed ground floor provides a transition from the public to private realm.

In this zone, stoops, porches, low decorative fencing or railings, front doors, and gardens provide a means of connecting the inside with the outside, giving residents a proprietary sense of the street while fostering a greater sense of community and animation.



Figure 33. Port Credit Square (Mississauga): a range of ground floor commercial uses animating an urban square.



Figure 34. Planned Station Square Redevelopment (Vancouver): a fine grain of commercial ground units with podiums and residential towers above.

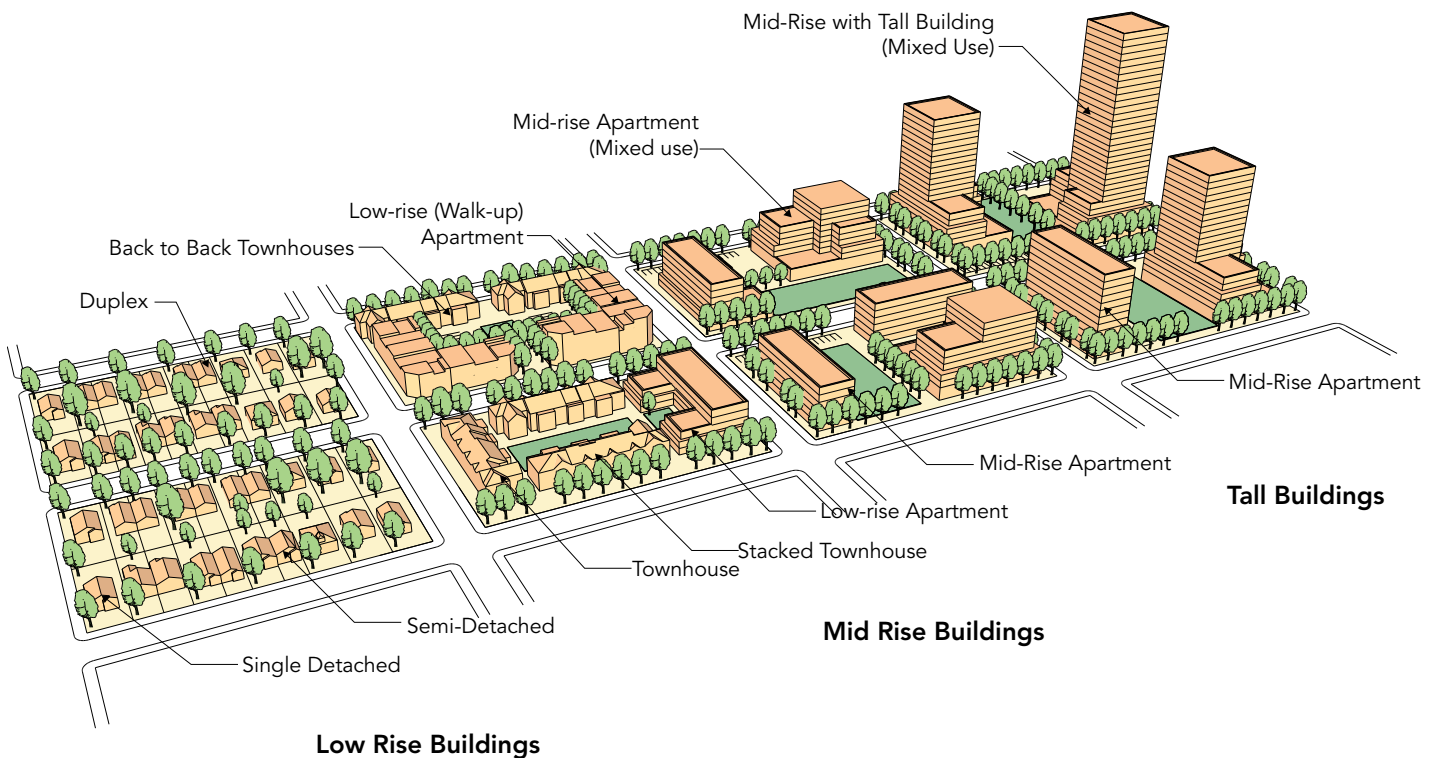
## Determining Appropriate Built Form

Building design influences the character and quality of the public realm and pedestrian environment. Building height, location, proportionality with abutting streets and transitions to existing neighbourhoods are key considerations. A mix of low-rise, mid-rise and high-rise buildings is encouraged in each of the nodes. The design of buildings, streets and other public and publicly accessible urban open spaces should work together to create a more sustainable, pedestrian oriented environment.

The scale of new development should relate to and be informed by the existing and planned context. Intensification can and should improve overall environmental and community sustainability. The demonstration plans situate built form to frame important streets, corners or public open spaces and locate buildings of the greatest height and density towards the primary street intersections, adjacent to commercial areas and around transit hubs. Lower density low-rise buildings such as townhouses, and walk-up apartments are located close to existing neighbourhoods to provide a sense of transition. The design of all new buildings should seek to minimize their adverse environmental and overlook impacts on adjacent low-rise neighbourhoods by conforming to the height limits defined by 45-degree angular planes starting at the relevant residential property lines.

The demonstration plans include three buildings types:

1. Low-rise buildings
2. Mid-rise buildings
3. Tall buildings





### Low-rise buildings

- 1-4 storeys in height.
- Include townhouses, walk-up apartments, and retail, commercial or office buildings.
- Provide sense of transition in scale and use to existing low-rise neighbourhoods.



Figure 35. Low-rise building.

### Mid-rise buildings

- Height appropriately proportioned to the width of each street or public open space onto which it fronts (generally 4-9 storeys).
- Create a pedestrian scale by providing a meaningful relationship between people in the buildings and people in the public realm and can provide high densities without high-rise buildings.
- Compose the majority of redevelopment within the demonstration plans.
- May be independent or the base of tall buildings.
- Can accommodate a mix of uses including commercial ground floors with residential or office uses in the upper floors.



Figure 36. Mid-rise building.



Figure 37. Mid-rise building.



## Tall buildings

- Greater than 9 storeys.
- Above lower scale podium buildings, floor plate controls for residential tall buildings (maximum 750m<sup>2</sup>).
- Located at appropriate focal points, such as the junction of arterials or along the key arterials.
- Building heights should reflect the place of the nodes in the hierarchy of intensification areas present in the City and be sensitive to local context.



Figure 38. Tall building.



Figure 39. Mid-rise with tall building.



## 4.4 Land Uses and Retail Concept

### Land Use

People want to live, play, work and shop in their own complete community. A complete community is a place that meets people's needs for daily living at any stage of life by providing convenient access to a mix of jobs, local businesses, community services and infrastructure (including affordable housing, schools, recreation, open spaces), a full range of housing, and easy and safe access to public transit, walking and cycling routes and other transportation options.

At present, the five mall-based nodes are retail and service centres serving their surrounding residential communities. They feature concentrations of local serving retail, professional services, community facilities and higher density forms of housing (Central Erin Mills is the exception with a regional as well as local retail offer).

Generally, the development pressures on the nodes are for higher residential densities to support reformatted retail. The demonstration plans show a framework for intensification that includes other community benefits such as an improved public realm and a network of community places. Within this framework, there is scope for a broader mixing of compatible uses, such as office commercial and live-work units, which add to the “completeness” of the mix of uses in the node.



Figure 40. Seattle (WA): live-work buildings.



Figure 41. Walk up apartments.



Figure 42. Saint James Condominiums (Toronto): residential mixed use.

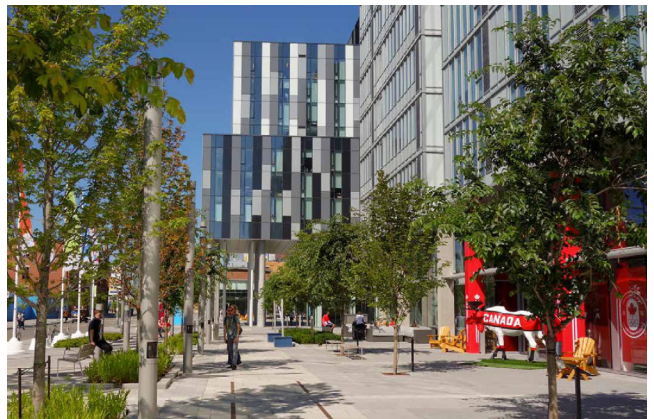


Figure 43. West Don Lands (Toronto): mixed use district.



## Retail Concept

It is of vital importance that the nodes preserve their role as concentrations of local retail that meets the everyday needs of the nearby community. Local retail is the cornerstone of a complete community.

However, retail is a changing industry, one particularly impacted by new formats and advances in technology. The retail model of the enclosed mall organized around traditional anchor tenants has come under pressure from on-line retailing, big box type retail organized into “power centres” and the disappearance of major department store chains. Some of the malls present in the nodes are still doing well, while others look weathered and have lost major anchor tenants.

Across North America, retail redevelopments are reinventing their retail offer. Redevelopment includes a mix of uses, increasing the number of customers in close proximity to retail. Attention is paid to the quality of the public realm and retail mix, focusing on shopping experience as a key driver in attracting customers and driving sales.

The demonstration plans experiment with different retail concepts that could be realized through redevelopment.



Figure 44. Main street centred on a public square.



Figure 45. Major anchors in high density building.



Figure 46. Centralized food hall/market.



Figure 47. Partial redevelopment of mall.

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## 5.0 Demonstration Plans

### 5.1 Central Erin Mills Major Node

#### *Imagine a mixed use community anchored by a regional mall...*

The demonstration plan for the Central Erin Mills Major Node starts with a redevelopment scheme that retains and expands the existing vital mall anchor, converting its surface parking into a mixed-use community.

The key features are:

- Central Erin Mills is the largest of the nodes. The demonstration plan divides the node into smaller precincts each with their own public space, retail or community space.
- New urban plazas and courtyards located at the Town Centre entrances to extend retail activity outwards into the public realm.
- Introduction of smaller blocks with more streets and paths.
- Adding urban parks/community places to the community centre precinct as surface parking is replaced or phased out over time.
- Transforming Hazelton Place into an 'urban boulevard' with landscape frontages, tree planting and active transportation linkages to connect the Town Centre to the urban parks/community places in front of the community centre.

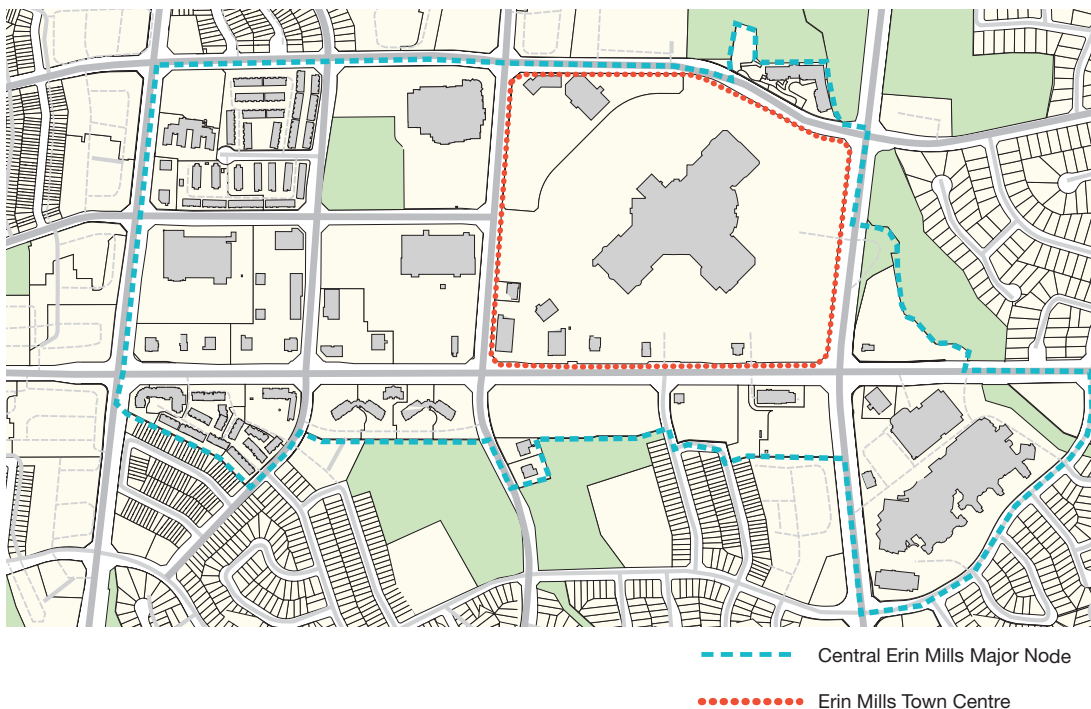
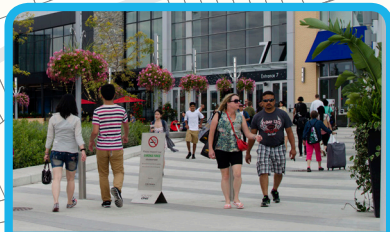


Figure 48. Existing Central Erin Mills Major Node.

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# Demonstration Plan: Central Erin Mills Major Node



Urban Plaza



Temporary  
Event Space

Civic / Community  
Precinct

Erin Mills  
Town Centre



Active Transportation



Low-Rise Buildings

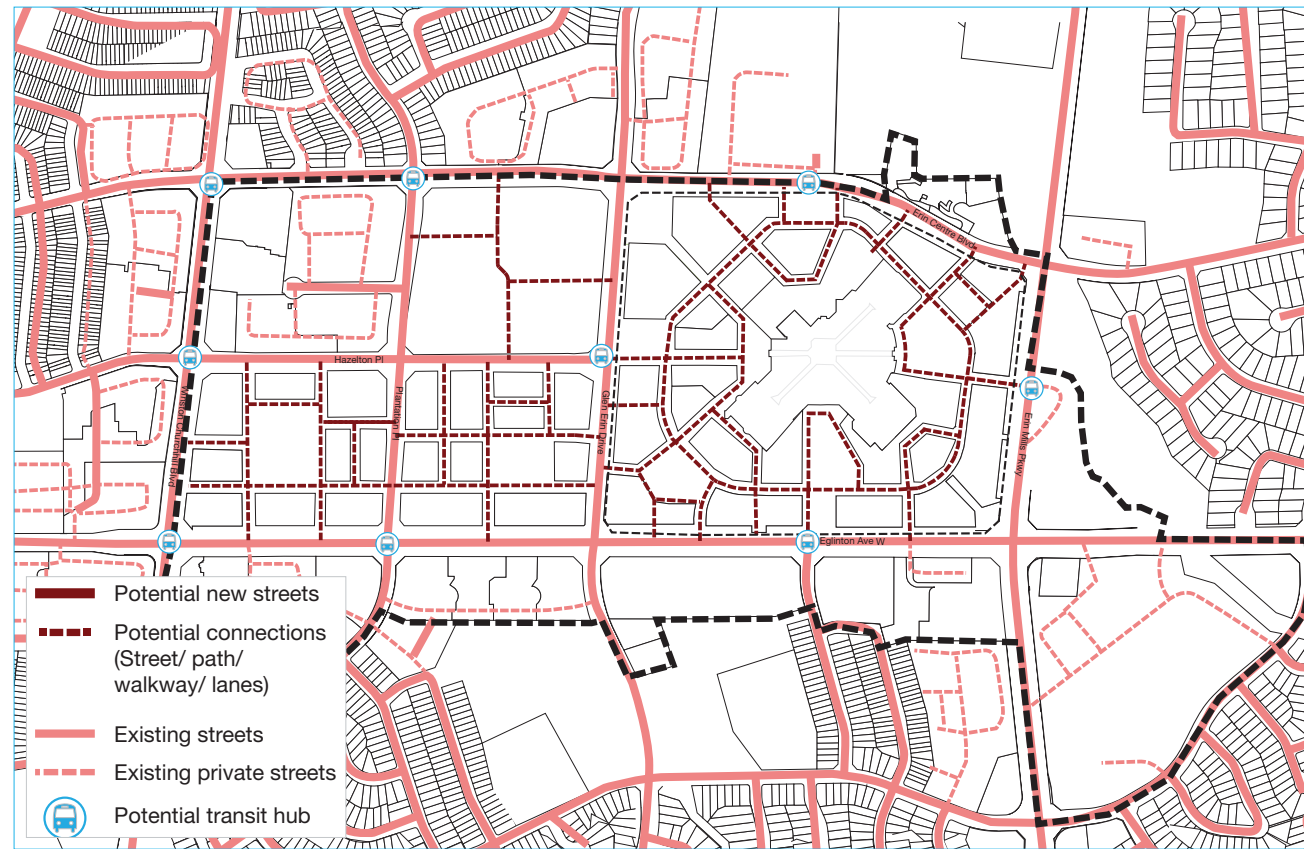


Mid-Rise with  
Tall Building

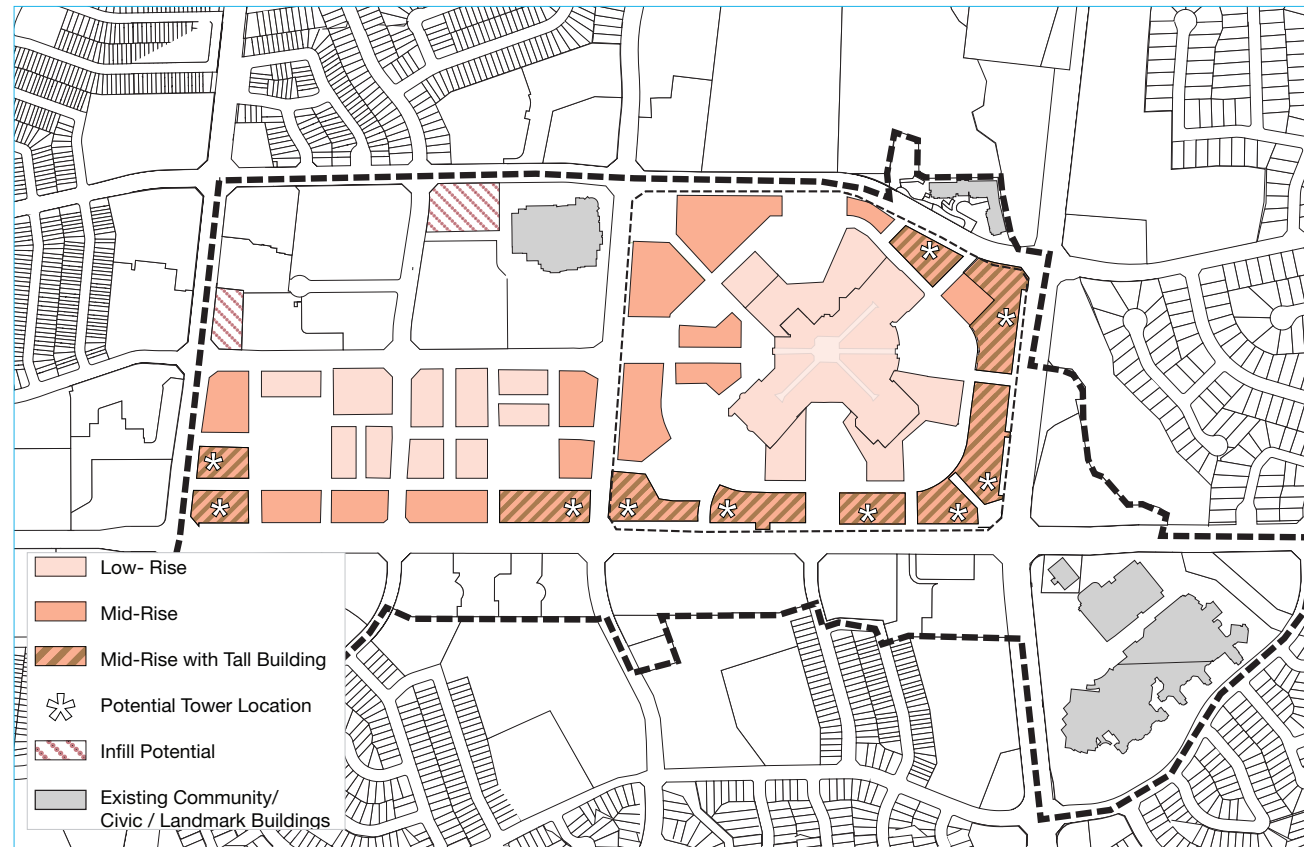
- Mall Property
- - - Community Node Boundary
- Existing Open Space
- Existing Streets
- Existing Private Street
- Potential New Streets
- Potential Connections
- Existing / Potential Trails, Paths and Cycling Connections
- Existing Signalized Intersection
- Potential Signalized Intersection
- Potential Transit Hub
- Landscape Frontage
- Retail Frontage
- Public and Community Places:
  - Potential Parks
  - Community Facilities
  - Potential Plazas
- Potential Development:
  - Low- Rise
  - Mid- Rise
  - Mid- Rise with Tall Building
  - Tall Building Location
  - Infill Potential/ Long term Redevelopment
  - Approved/ On-going Applications
  - Existing Buildings (Mall Property)
  - Existing Community/ Civic/ Landmark Buildings

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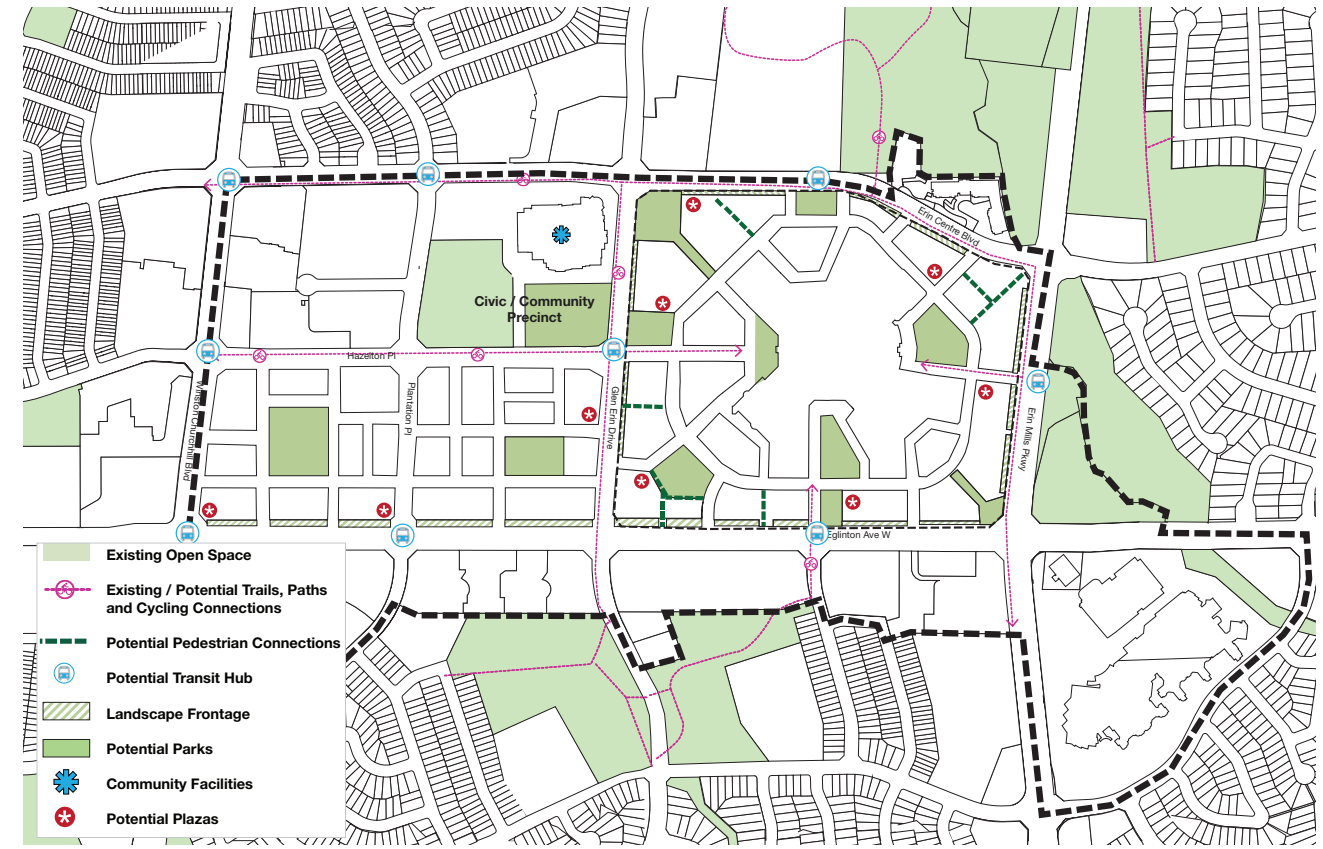




Streets and Blocks



Built Form



Public and Community Places



Mix of Uses and Retail Concept

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## 5.2 Meadowvale Community Node

### *Imagine a mall centred on a town square...*

The demonstration plan for the Meadowvale Community Node shows a comprehensive redevelopment of the mall property and Meadowvale Town Centre allowing for phased implementation.

The key features are:

- Town square providing a focal point to the public realm.
- New north/south and east/west urban parks include active transportation linkages to connect the town square to the Meadowvale Trail and Lake Aquitaine Park.
- Tall buildings mark the important intersections of Winston Churchill Boulevard, Aquitaine Avenue and Battleford Road with low rise buildings adjacent to Lake Aquitaine Park and existing neighbourhoods.
- Intimate retail district clustered around new parks, plazas and pedestrian friendly streets.
- A bus hub is located in close proximity to community focal point.

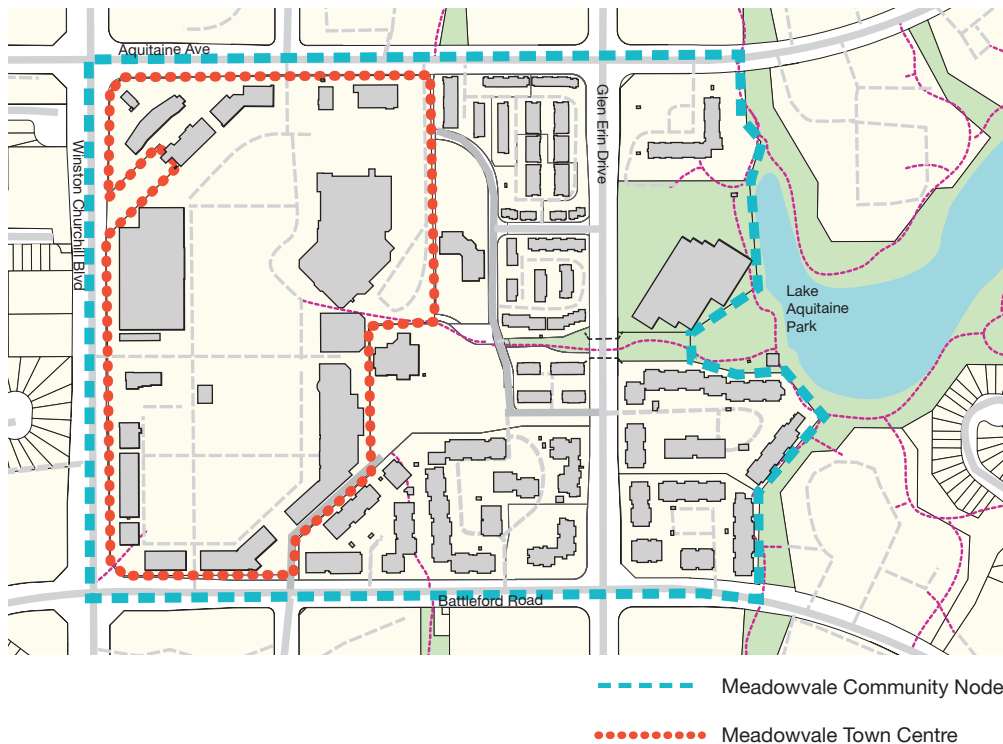


Figure 49. Existing Meadowvale Community Node.

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# Demonstration Plan: Meadowvale Community Node



Town Square



Urban Parks



Mid-Rise with  
Tall Building



Retail District



Low-Rise Buildings



Mid-Rise Buildings

- Mall Property
- Community Node Boundary
- Existing Open Space
- Existing Streets
- Existing Private Street
- Potential New Streets
- Potential Connections
- Existing / Potential Trails, Paths and Cycling Connections
- Existing Signalized Intersection
- Potential Signalized Intersection
- Potential Transit Hub
- Landscape Frontage
- Retail Frontage
- Public and Community Places:
- Potential Parks
- Community Facilities
- Potential Plazas
- Potential Development:
- Low- Rise
- Mid-Rise
- Mid-Rise with Tall Building
- Tall Building Location
- Infill Potential/ Long term Redevelopment
- Approved/ On-going Applications
- Existing Buildings (Mall Property)
- Existing Community/ Civic/ Landmark Buildings

4.3. - 77

Aquitaine Ave

Winston Churchill Blvd

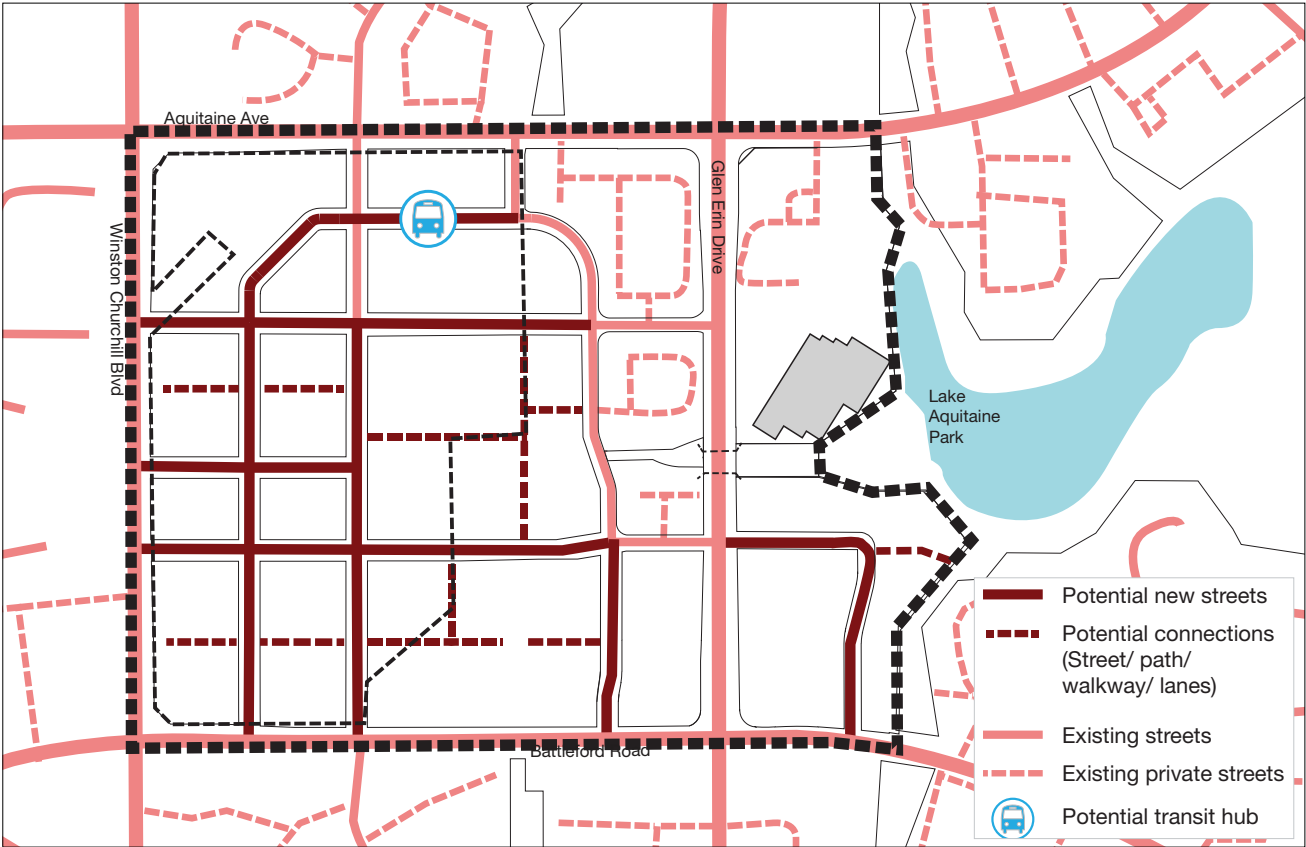
Glen Erin Drive

Town Square

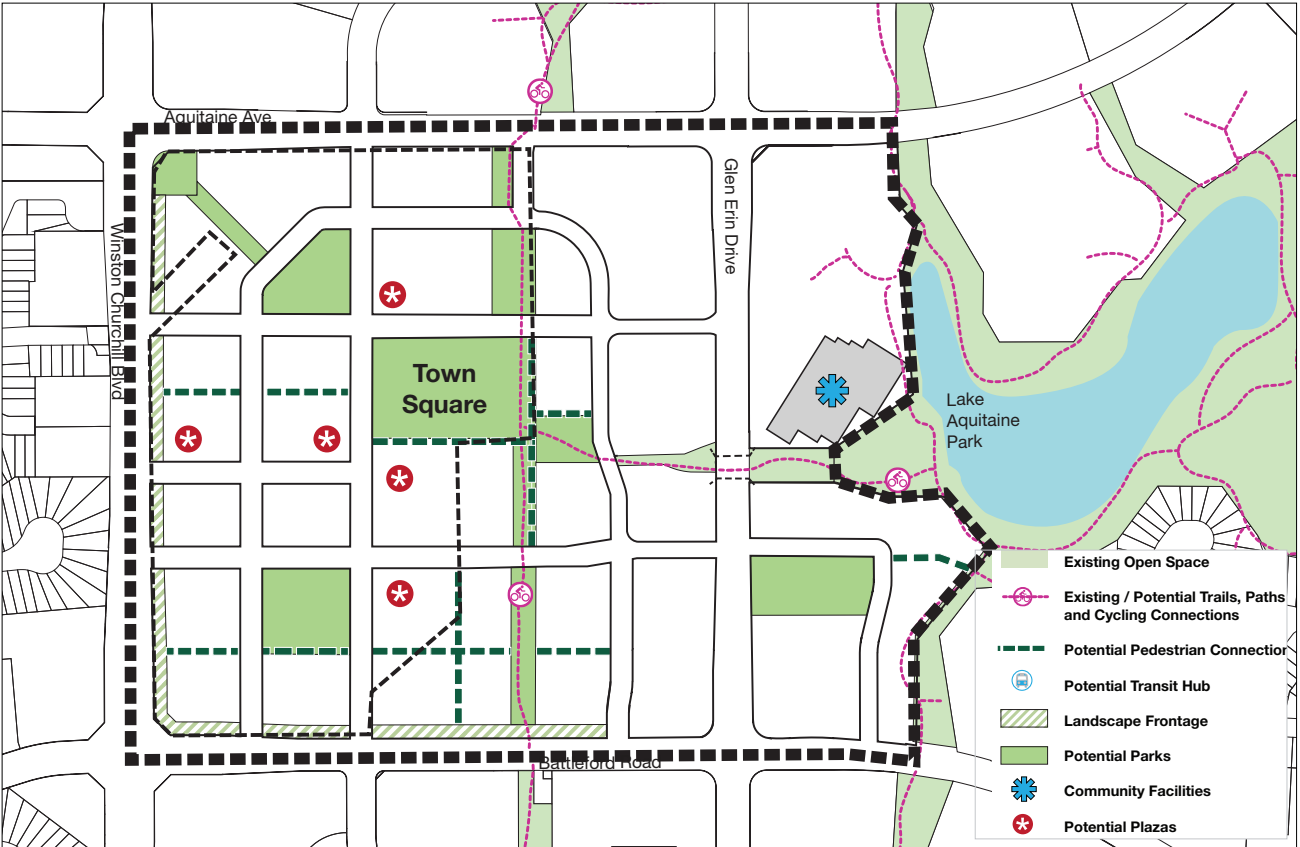
Lake Aquitaine

Battleford Road

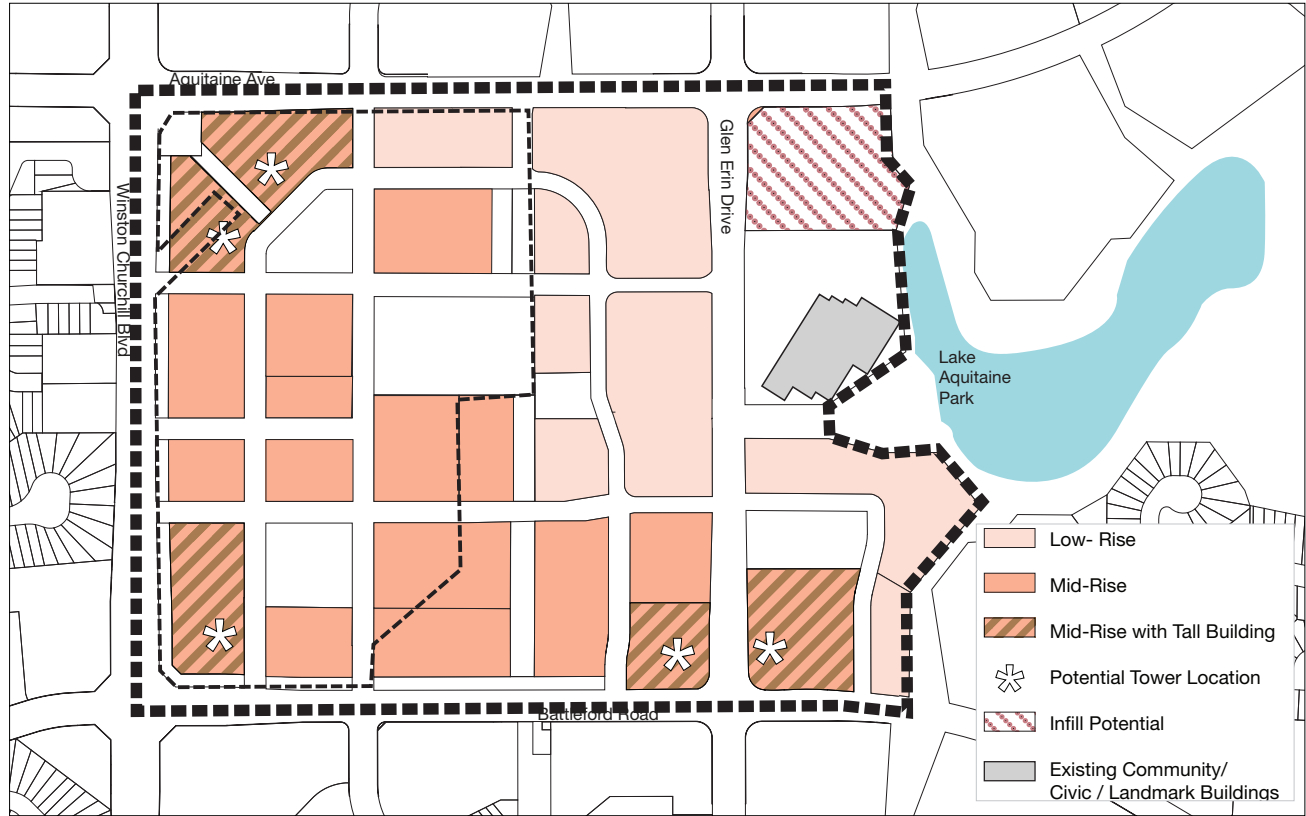
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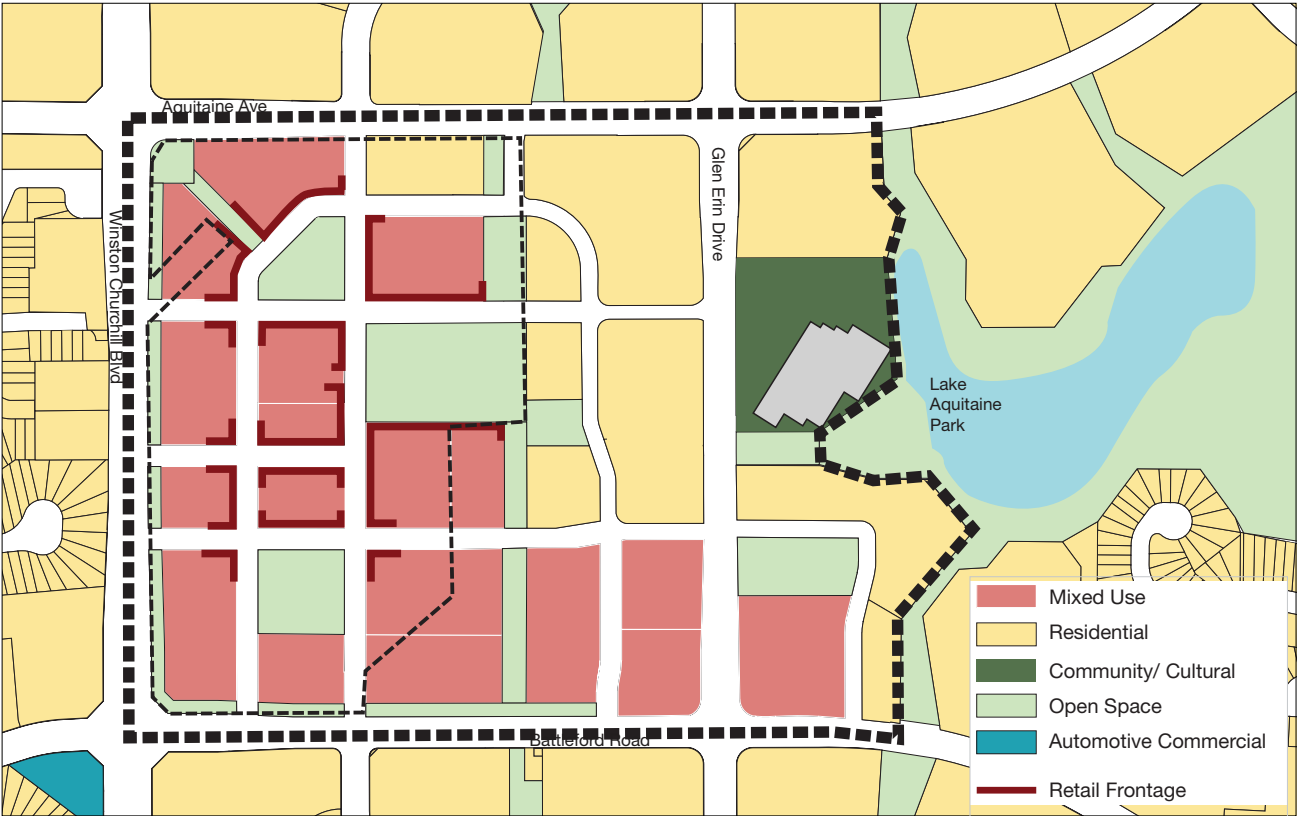
Streets and Blocks



Public and Community Places



Built Form



Mix of Uses and Retail Concept

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## 5.3 South Common Community Node

### *Imagine partially redeveloping a mall to create a new park gateway...*

The demonstration plan for the South Common Community Node shows a partial redevelopment of the mall property and infill development along The Collegeway and Burnhamthorpe Road.

The key features are:

- Maintaining one of the key retail anchors and adding infill along the arterials.
- Adding a new east/west pedestrian spine to connect South Common Park to Erin Mills Parkway. The spine contains a small urban plaza gateway entrance along the Parkway, a new east/west pedestrian friendly street and a new central “market hall” building lining the existing big box anchor tenant.
- Predominantly street-related mid-rise buildings with tall buildings marking the Erin Mills Parkway frontage.
- A range of smaller units and main street style retail focused around an internal commercial/retail street.
- A new linear bus hub with improved streetscaping and grade related buildings to connect the existing park and community facilities with the new market hall.

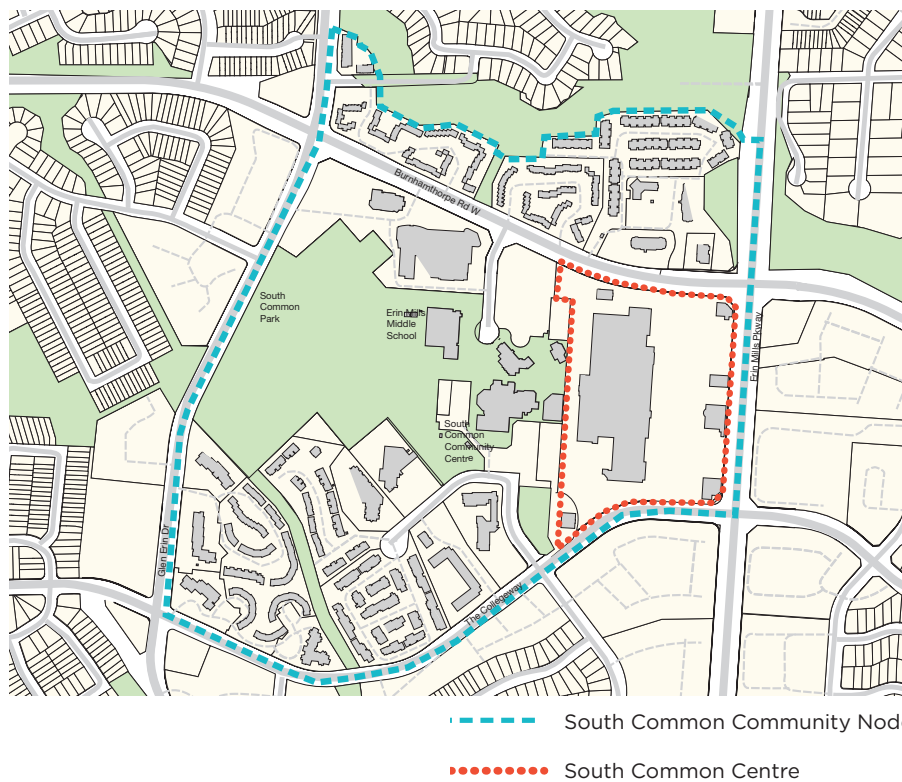


Figure 50. Existing South Common Community Node.

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# Demonstration Plan: South Common Community Node



Urban Plaza



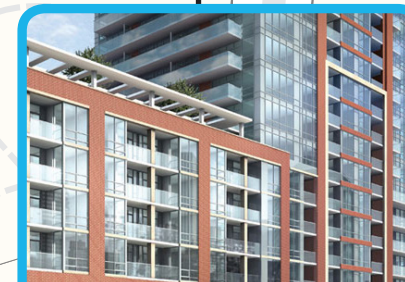
Transit Spine



Market Hall

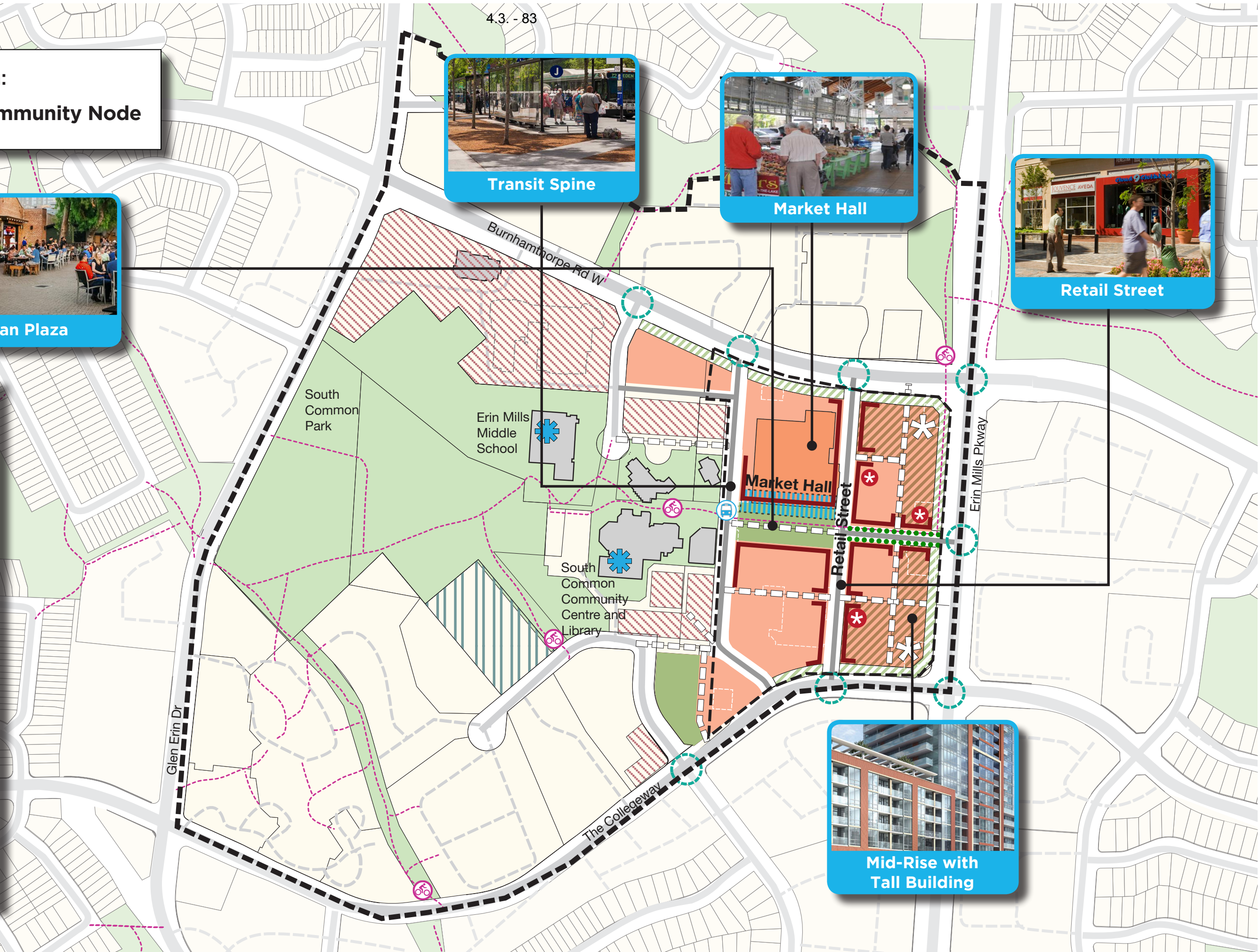


Retail Street



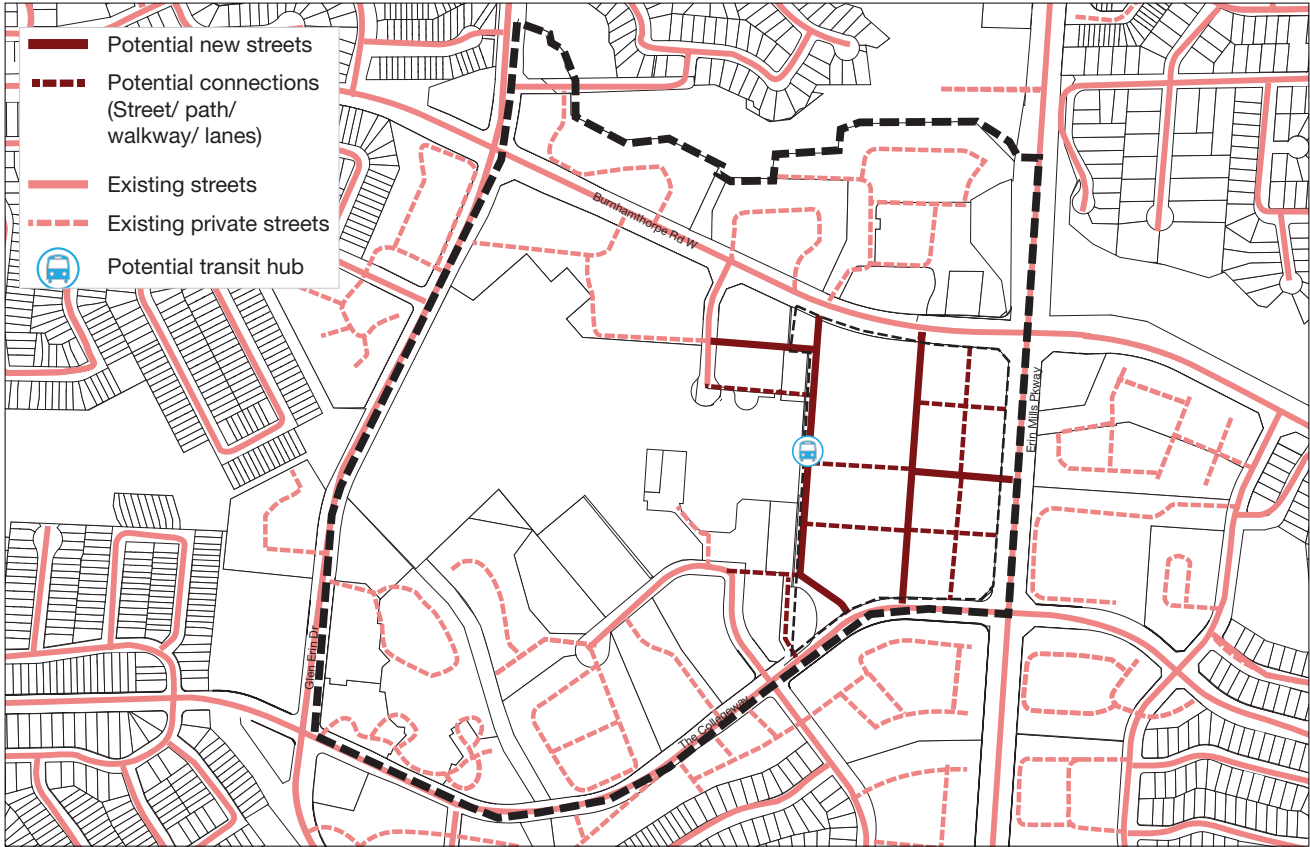
Mid-Rise with  
Tall Building

- Mall Property
- Community Node Boundary
- Existing Open Space
- Existing Streets
- Existing Private Street
- Potential New Streets
- Potential Connections
- Existing / Potential Trails, Paths and Cycling Connections
- Existing Signalized Intersection
- Potential Signalized Intersection
- Potential Transit Hub
- Landscape Frontage
- Retail Frontage
- Public and Community Places:
- Potential Parks
- Community Facilities
- Potential Plazas
- Potential Development:
- Low- Rise
- Mid-Rise
- Mid-Rise with Tall Building
- Tall Building Location
- Infill Potential/ Long term Redevelopment
- Approved/ On-going Applications
- Existing Buildings (Mall Property)
- Existing Community/ Civic/ Landmark Buildings



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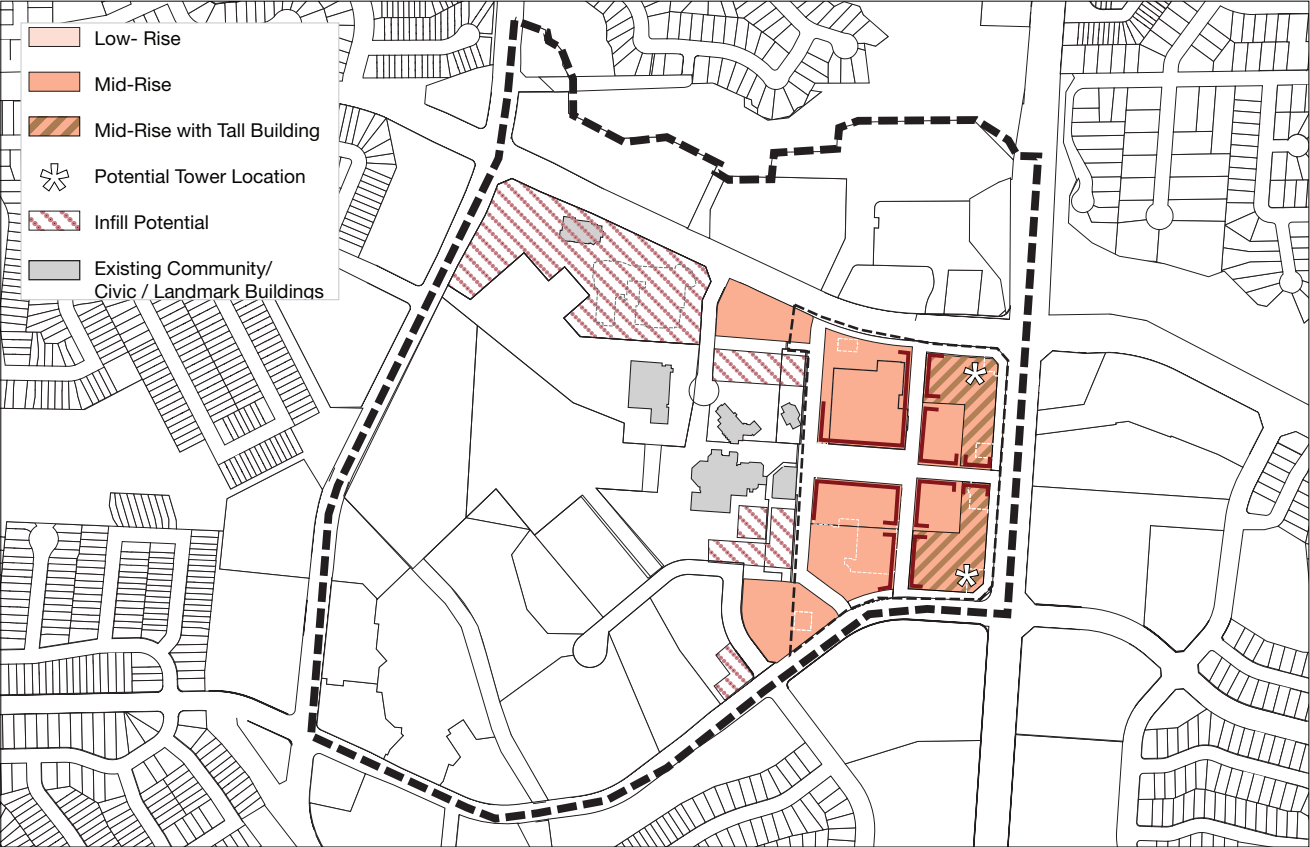




Streets and Blocks



Public and Community Places



Built Form



Mix of Uses and Retail Concept

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## 5.4 Sheridan Community Node

### *Imagine a green redevelopment...*

The demonstration plan for the Sheridan Community Node shows pedestrian-oriented retail reconfigured around a new central open space and community hub.

The key features are:

- Given the proximity to significant parks and open spaces the demonstration plan for the Sheridan community hub is the 'greenest' of the five nodes, incorporating principles of sustainable growth, urbanism and green building technologies.
- Notable greening elements include an extension of the Sheridan Trail Greenway through the mall site, green streets, a large urban park and adding a signature landscape gateway at the entry point from the highway.
- The community hub would relocate the existing library and community services into a new community centre/urban park, adjacent to a new transit hub.
- Predominantly mid-rise buildings with taller buildings marking the Queen Elizabeth Gateway. The new connecting link provides an open space buffer to the residential neighbourhoods to the north.
- Infill development opportunities in the tower neighbourhood on Roche Court and redevelopment of commercial properties along Erin Mills Parkway.



Figure 51. Existing Sheridan Community Node.

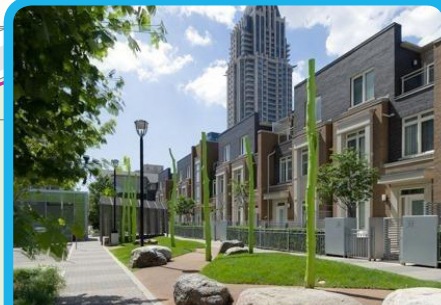
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# Demonstration Plan: Sheridan Community Node



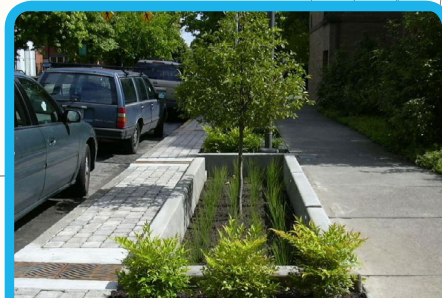
Retail Streets



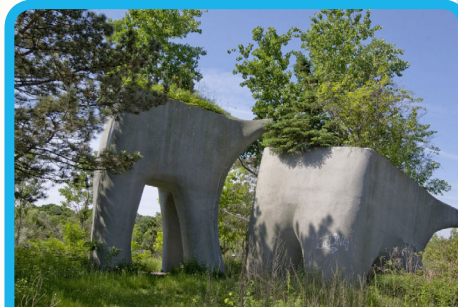
Connecting Link



Community Facilities



Green Streets

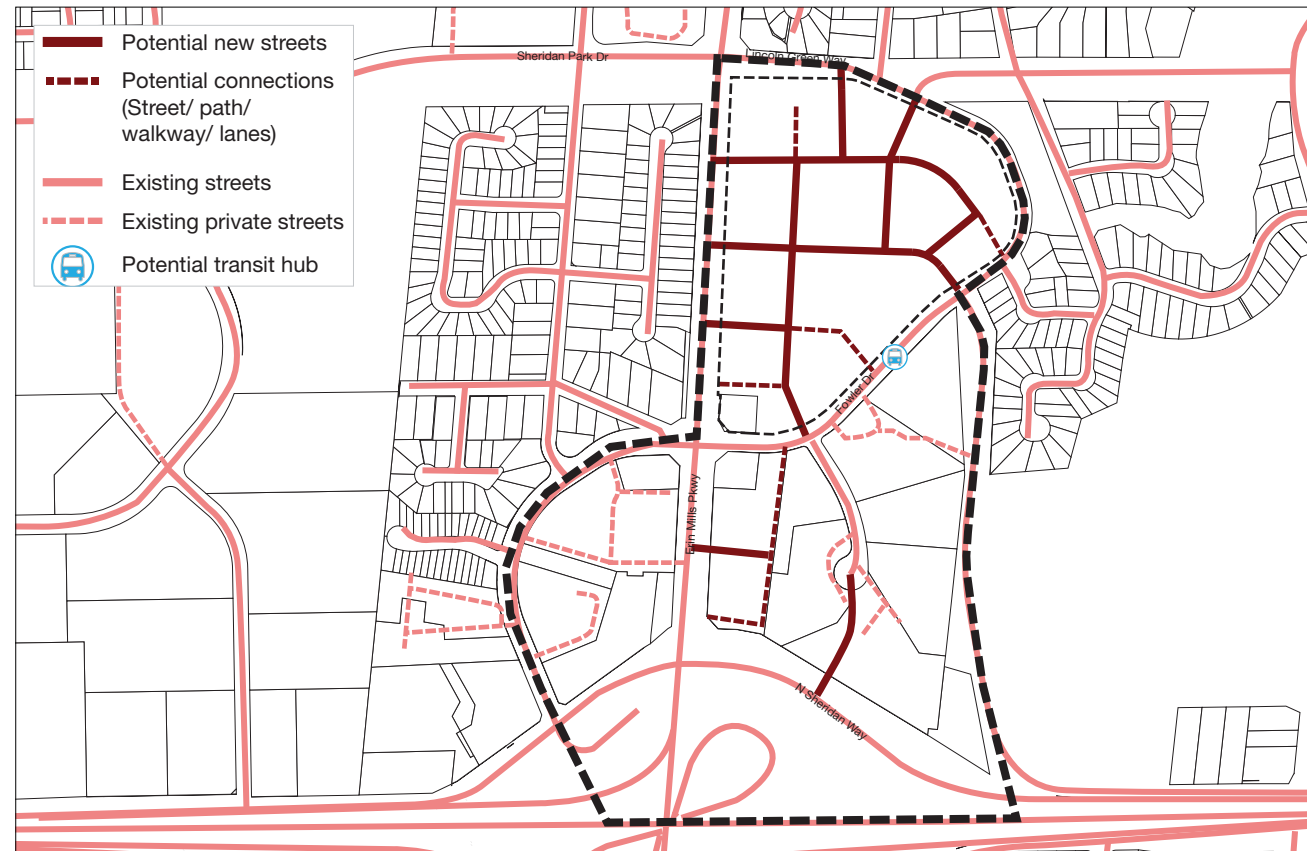


Landscape Gateway



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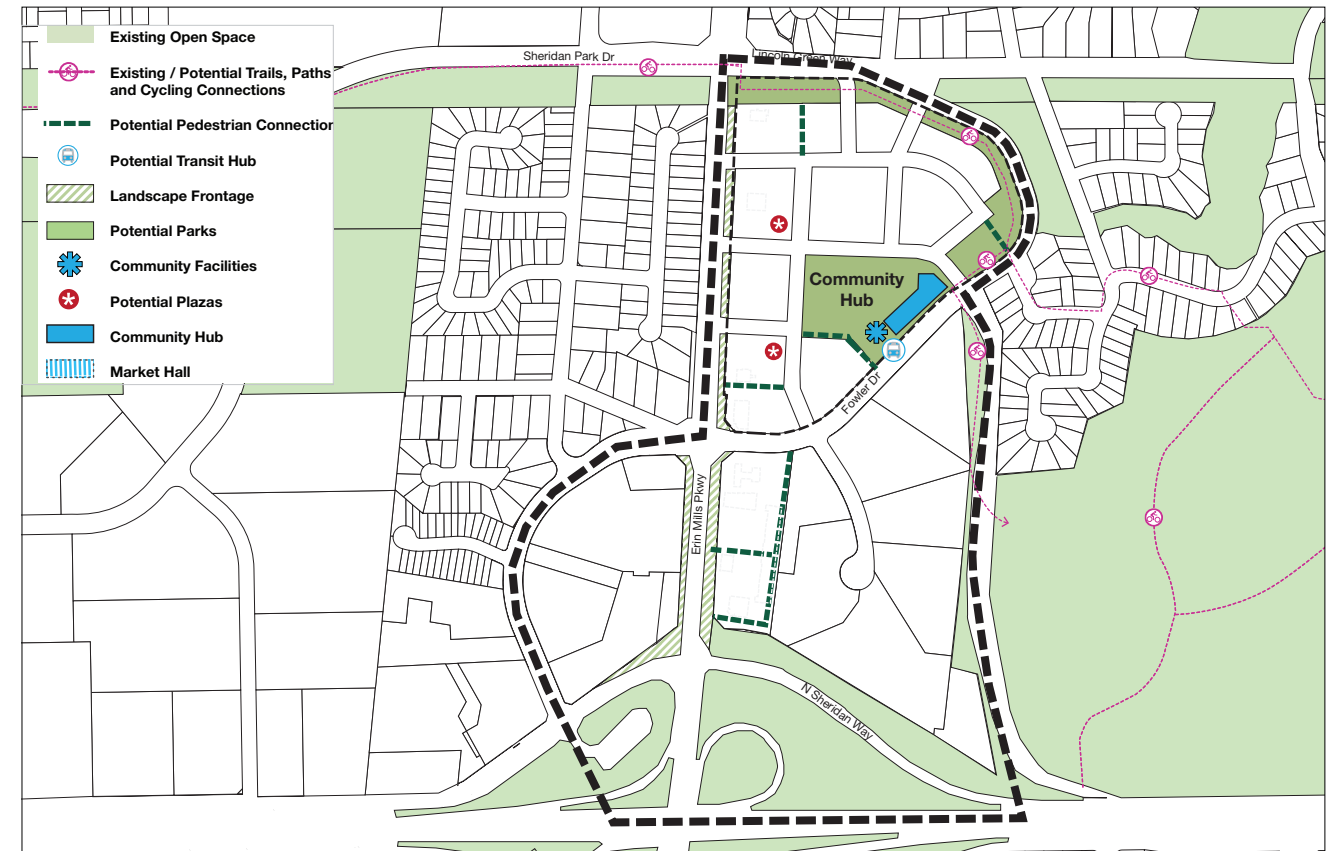




Streets and Blocks



Built Form



Public and Community Places



Mix of Uses and Retail Concept

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## 5.5 Rathwood-Applewood Community Node

### *Imagine a major road transformed into a retail main street...*

The demonstration plan for the Rathwood-Applewood Community Node shows redevelopment focused collectively on Dixie Road as a landmark “main street” within Mississauga.

The key features are:

- Comprehensive redevelopment of the mall and redistribution of retail along the main street.
- Dixie Road transformed into a landmark main street incorporating urban boulevards, active transportation, street tree planting, wide sidewalks and traffic calming.
- A mix of new mid-rise buildings and new infill buildings that provide pedestrian scale, sense of enclosure and animation to the public realm of Dixie Road.
- Adding a block of residential development along Bough Beeches Boulevard to provide a transition in scale towards the existing neighbourhoods to the east.
- A large urban park provides a buffer between the commercial focused main street and the residential areas to the east.

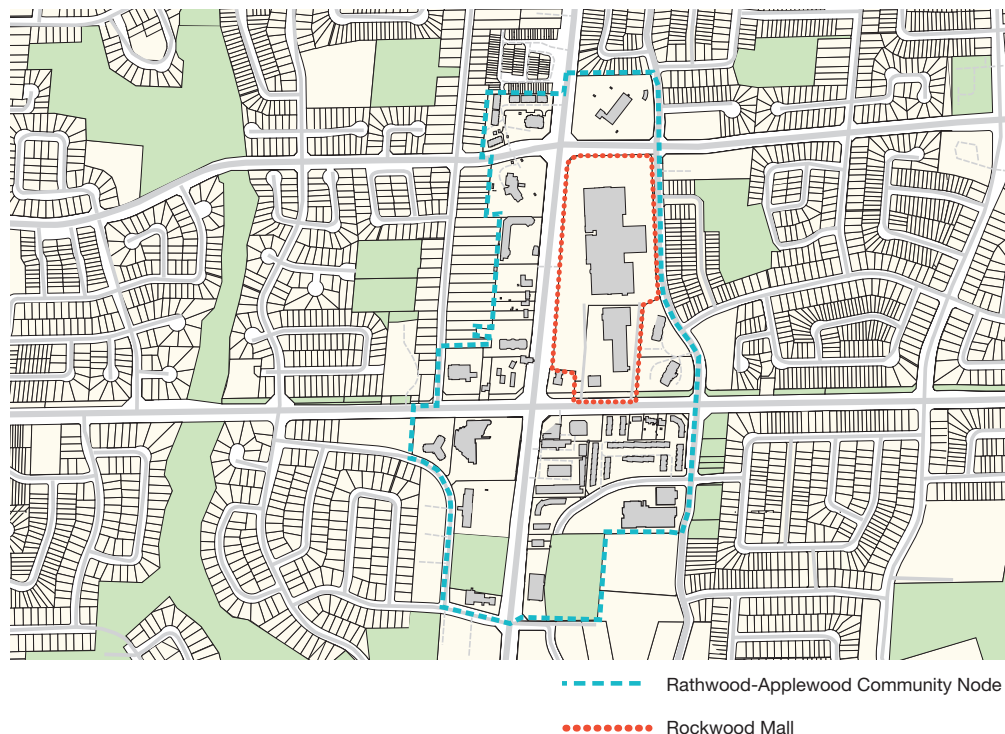


Figure 52. Existing Rathwood-Applewood Community Node.

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**Demonstration Plan:  
Rathwood-Applewood  
Community Node**



**Urban Boulevard**



**Mid-Rise with Tall  
Buildings**



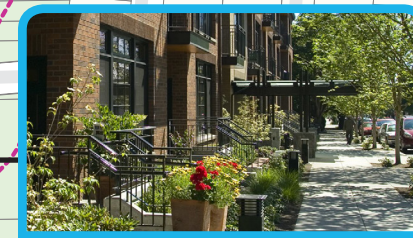
**Main Street Focus**



**Mid-Rise Buildings**



**Urban Parks**

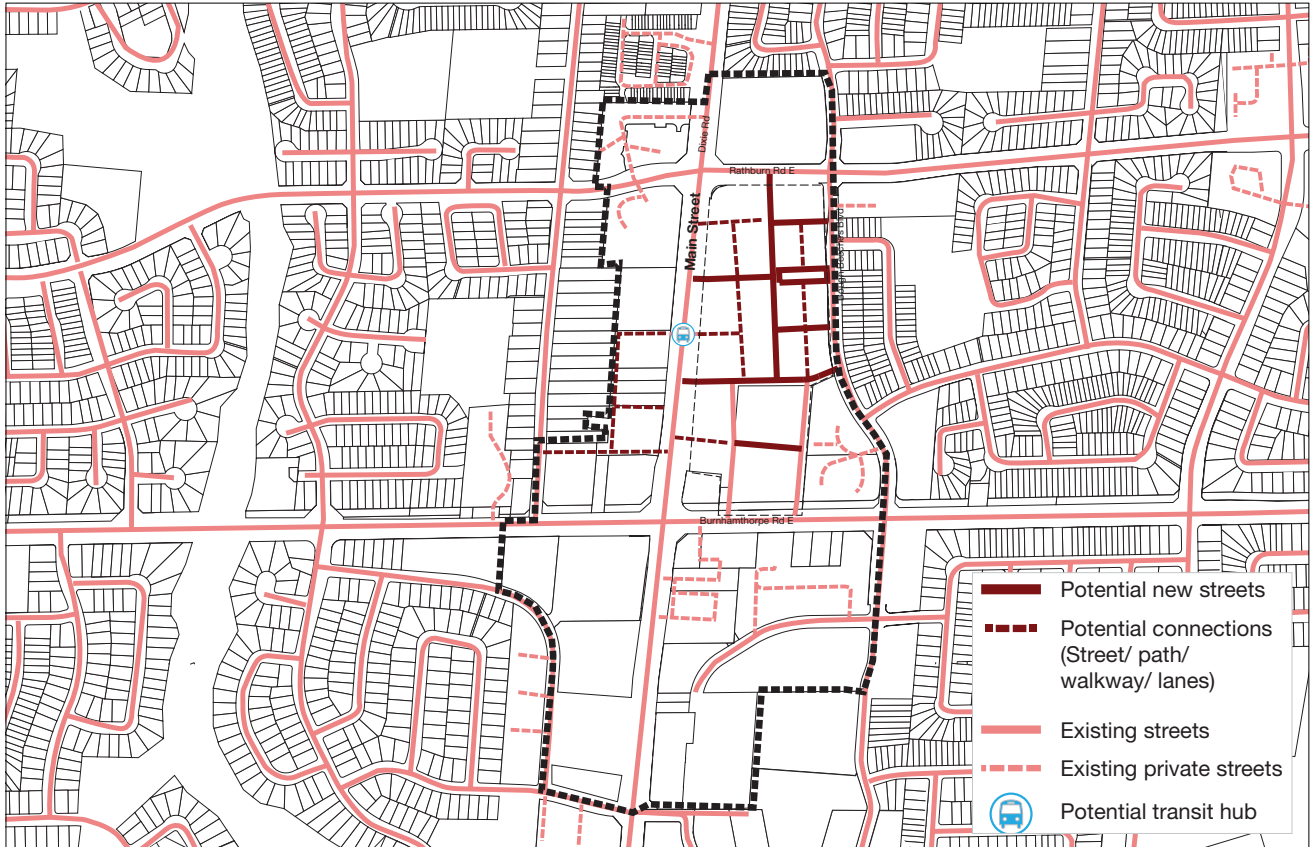


**Low-Rise Buildings**

- Mall Property
- - - Community Node Boundary
- Existing Open Space
- Existing Streets
- - - Existing Private Street
- - - Potential New Streets
- - - Potential Connections
- Existing / Potential Trails, Paths and Cycling Connections
- Existing Signalized Intersection
- Potential Signalized Intersection
- Potential Transit Hub
- Landscape Frontage
- Retail Frontage
- Public and Community Places:
  - Potential Parks
  - Community Facilities
  - Potential Plazas
- Potential Development:
  - Low-Rise
  - Mid-Rise
  - Mid-Rise with Tall Building
  - Tall Building Location
  - Infill Potential/ Long term Redevelopment
  - Approved/ On-going Applications
  - Existing Buildings (Mall Property)
  - Existing Community/ Civic/ Landmark Buildings

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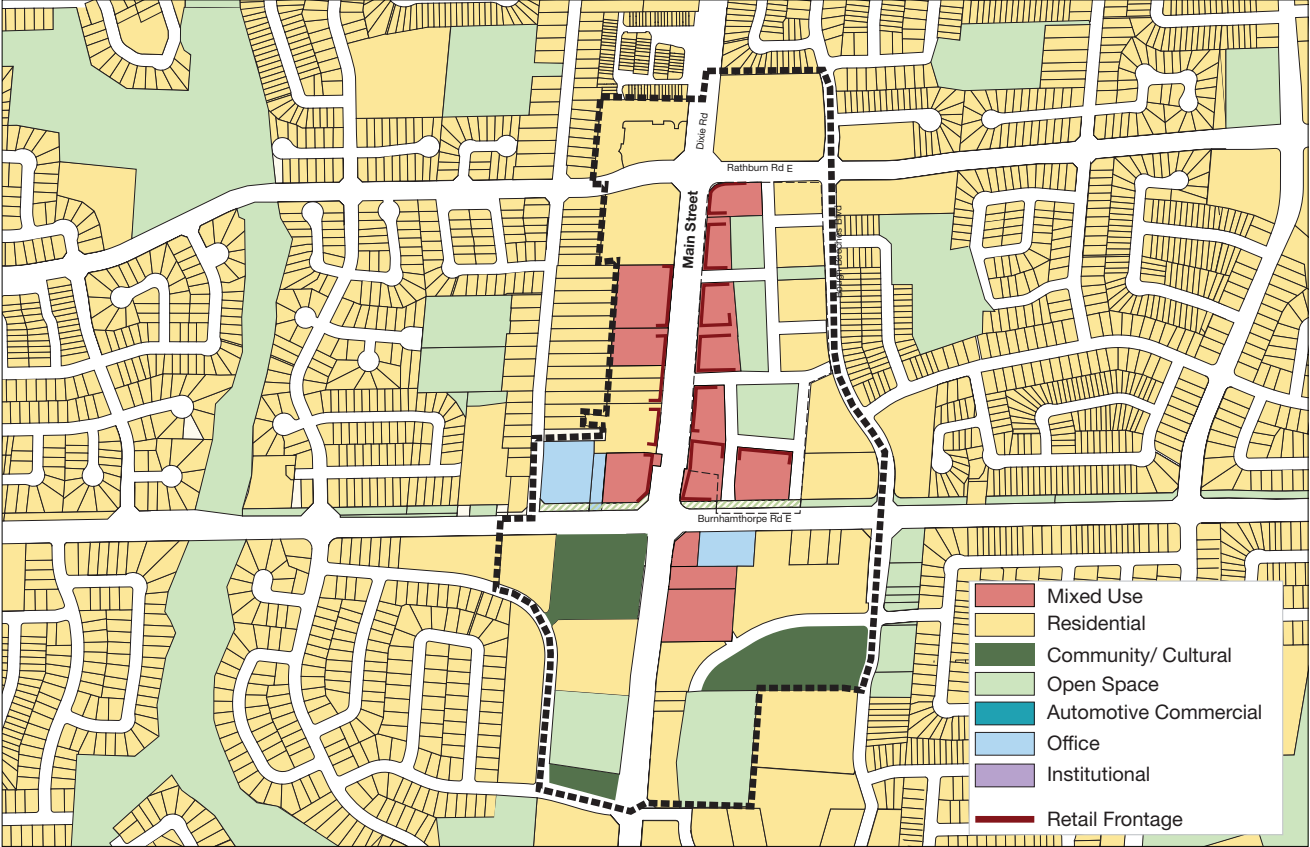
Streets and Blocks



Public and Community Places



Built Form



Mix of Uses and Retail Concept

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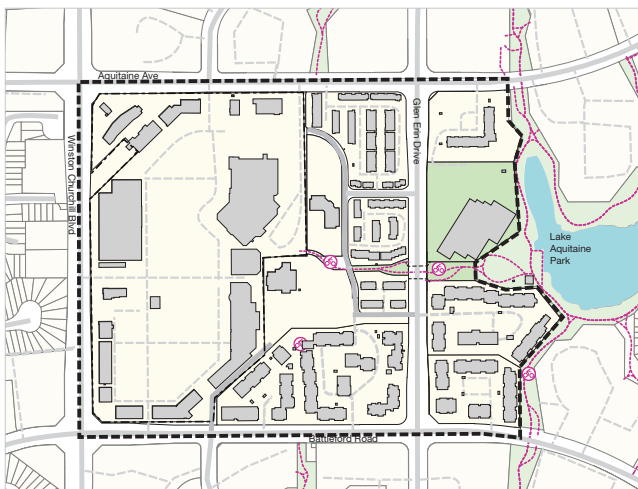
## 5.6 Flexibility and Adaptability

### Potential Phasing

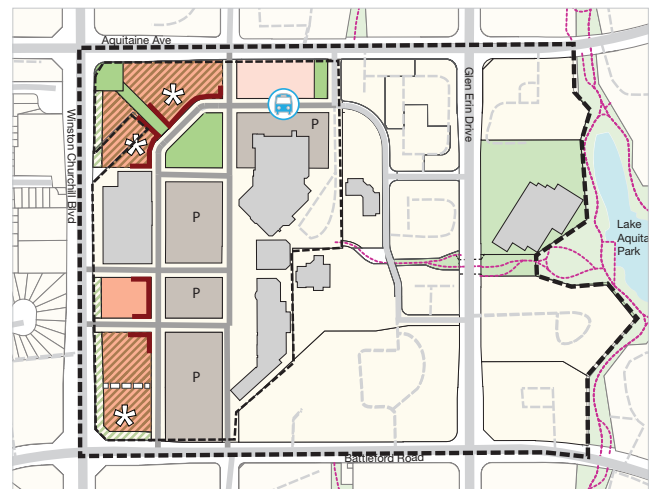
The overall build out of the nodes may take many years to complete. Phasing of each precinct should occur in such a way to mindfully consider the impact of each phase on the overall character and vision of the place.

Options for phasing should protect the essential complete community elements such as the proposed street and block network and proposed public and community places.

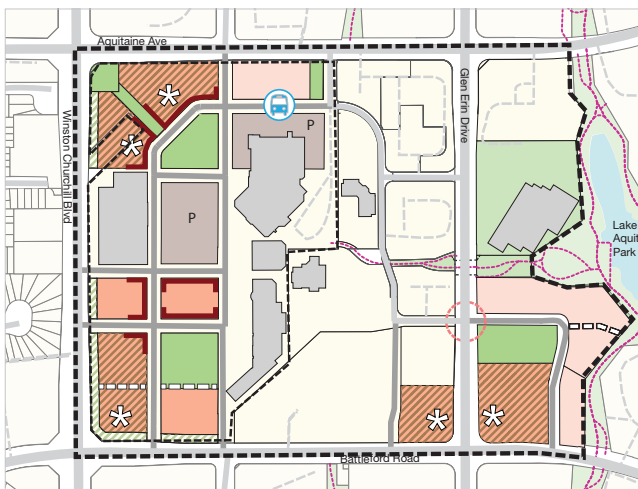
An example of the phasing of a large mall site, such as Meadowvale Town Centre, can be seen below. The first phase could include mall renovations, improved pedestrian pathways, greening and programming, which may become catalysts for revitalization. In the second phase, infill buildings are constructed along the major roads, maintaining the anchor retail and surface parking. In the third and final phases, surface parking is phased out and replaced with new mixed use buildings and streets creating a complete community.



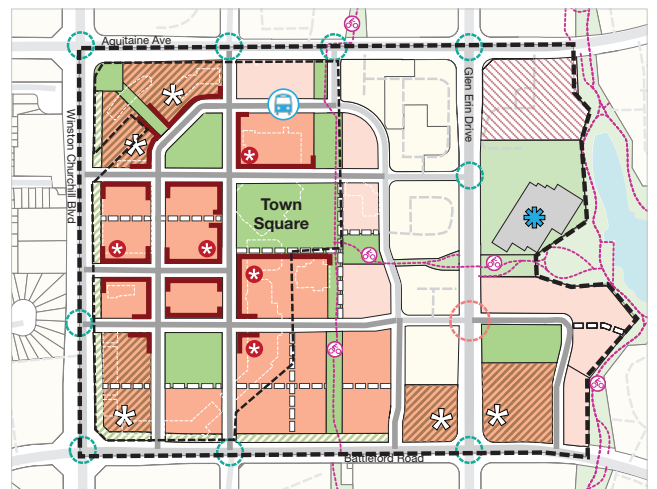
Phase 1



Phase 2



Phase 3



Full Build Out



## Tactical Urbanism

Revitalization might not all happen at once. Tactical urbanism is a term used to describe a collection of low-cost, temporary changes to the built environment intended to improve places and catalyze long-term change.



Figure 53. Modular market constructed from recycled shipping containers.



Figure 54. An ecomobility hub is a place where environmentally-friendly transport options such as cycling, public transport, car share and electric charging stations are clustered.



Figure 55. Many parking lots across North America are claimed as places for skateboarding on the weekends and evenings.



Figure 56. Markets can contribute to the overall community experience, while creating jobs.



Figure 57. Urban agriculture is a great way to make under utilized land more productive and create social hubs for the community.



## 6.0 Financial Analysis

A financial analysis of the demonstration plans was undertaken to understand the feasibility of the development visions/concepts from a financial perspective in the context of the Mississauga market. The analysis is an evaluation of particular redevelopment concepts on particular mall sites. The complete findings of the financial analysis are included in the supporting document, *Reimagining the Mall: Financial Analysis Report* (November 2018).

### 6.1 Background

Although the demonstration plans include the entirety of their respective nodes, the financial analysis focused exclusively on the mall sites. It has generally been assumed that these mall sites serve as the central/focal point for the nodes and will be essential in kick-starting any comprehensive redevelopment within these areas.

In the demonstration plans, the retail offer of the mall sites was reduced based on the retail market analysis. This represents a 15% reduction of retail gross floor area (GFA) for Meadowvale Town Centre, South Common Centre and Rockwood Mall, a 35% reduction for Sheridan Centre, and no reduction for Erin Mills Town Centre. Note: a more in-depth retail market analysis would be required to determine more precisely what an appropriate right-sized retail offer would be for each of these sites.

The GFA of new build within the demonstration plans was allocated to retail or residential uses. The financial viability of reducing or increasing the amount of retail, as

well as replacing residential uses with office uses was included in a sensitivity analysis within the financial analysis.

### 6.2 Findings

Based on the demonstration plans, the scale of intensification and type of development contemplated at the various mall sites are generally feasible.

One exception to this observation is the Rockwood Mall site within the Rathwood-Applewood Community Node. This is primarily due to the relatively limited amount of residential density contemplated on the site, particularly when compared to the significant amount of commercial space and corresponding parking requirements.

Of the other mall sites, the Meadowvale Town Centre and Erin Mills Town Centre show the greatest development viability. The demonstration plans for South Common Centre and Sheridan Centre are also financially viable although with a smaller buffer of profitability.

### 6.3 Analysis

**Residential development** represents the lowest risk and most profitable form of development. The financial analysis suggests that residential uses are the only financially viable use when considered in isolation. Based on the analysis, both ownership condominium and purpose-built rental units deliver a strong rate of return that drive financial feasibility for the overall development concepts.

The addition or inclusion of **office uses** in the development concepts represents a net-loss financially and reduces the overall feasibility of these concepts. Furthermore, recognizing broader market trends relating to office development patterns in Downtown Toronto, Mississauga and the 905 region, higher vacancy rates and challenges attracting significant tenants outside of Downtown Toronto may create additional barriers to the inclusion of any meaningful amount of new major office space construction at these locations.

When viewed in isolation, the introduction of **new retail/service commercial uses** generally represent a net loss financially, at any level of development. Based on prevailing rental rates, the estimated value of commercial assets is not sufficient to offset the significant upfront costs required to plan for and construct them.

Notwithstanding these financial realities, certain commercial assets can still be viewed as “loss-leaders” primarily intended to contribute to the amenity of the area and the creation of complete communities. For example, convenience-based retail/service commercial and related local-serving office uses will nonetheless represent important components of any redevelopment plans for these sites. Furthermore, the establishment of these types of uses may also help to improve sales for the residential components of the development programs.

**Parking** costs represent a significant overall portion of the construction and development costs at each site. Based on existing parking policy, the construction costs associated with structured parking constitute a significant portion of the overall costs of the redevelopment. Reductions

in the overall parking requirements would significantly improve the financial feasibility of the development concepts identified. Furthermore, these reductions may allow for the inclusion of other, non-residential, institutional, or public uses, while still maintaining the overall project feasibility.

## 7.0 Implementation

The Reimagining the Mall project has established a strong vision for the future of the nodes under study. Guiding principles expand on the vision and provide direction on the evolution of the form and function of these nodes. This concluding section provides recommendations on how the vision and guiding principles can be supported through changes to the planning policy framework and direct action by the City of Mississauga.

The vision and guiding principles represent both change and continuity with the current conditions of the nodes. The direction they set for the evolution of built form is a departure from the status quo. Based on an understanding of how built form characteristics work to create and support healthy complete communities, the vision and guiding principles represent a shift from a low-density car-oriented model toward a higher density multi-modal model that encourages walking, cycling and the use of transit.

However, although the intensity of uses and built form may change, the essential functions of the nodes remain the same and are vital to their long-term success. The nodes were originally planned and developed as a part of a broader community. They have concentrations of retail, community facilities and high density residential. In this way, they are important for the mix of uses not just within their own boundaries, but to the uses accessible from the surrounding neighbourhoods as well. They are community hubs, serving as a community cross-roads and offering concentrations of community places, be they public spaces, like a library

or park, or privately-owned public spaces, like an interior mall or coffee shop. In many ways, the malls and surrounding nodes serve the same functions as a traditional main street, but adapted to the suburban context. As a change of form is contemplated for the nodes, it is critical that these essential functions are preserved, enhanced and better integrated.

In the vision for these nodes, form and function coalesce to create attractive and vital spaces, animated by a variety of uses, with a positive relationship between buildings, streets and open spaces. In the process of redevelopment, special attention must be paid to the quality and variety of community places. Creating a sense of place and animating the public realm are a top priority. Retail has an important role to play in achieving all these things and should be encouraged to locate and cluster together in the nodes.

## 7.1 Recommended Policy Framework

The recommended policy framework is intended to guide and encourage future redevelopment of mall-based nodes, particularly the mall sites. For the most part, the policies are intended to apply equally to all of the nodes, with some variation regarding densities and heights for Central Erin Mills Major Node, due to its unique context, greater size and role as a regional centre.

The organization of the policies follows the format provided in Section 3.0 of this report: Vision and Guiding Principles. Each of these principles is elaborated further with more detailed policies to provide guidance for redevelopment proposals as they are brought forward. Below is an explanation of the policies, followed by the recommended policies themselves. The development of these policies was informed by existing Mississauga Official Plan and other Council approved policies, the testing of the vision and guiding principles in the demonstration

plans described in Sections 4.0 and 5.0, and feedback received from the public and stakeholders on these demonstration plans and throughout the project process.

### Vision:

Mississauga's mall-based nodes will continue to be community focal points anchored by retail, community facilities, higher density housing forms and transit accessibility. As development occurs, these areas will evolve into healthy sustainable complete communities with: densities and a mix of uses which allow people to meet many of their needs locally and within walking distance; an attractive and well-connected built environment that promotes physically active lifestyles; and a unique quality of place which makes these areas vibrant and desirable places to be. As the mall-based nodes evolve, equitable access to public spaces and public input into the planning process will be prioritized.



Figure 58. The policy framework recommended in this section aims to preserve the essential functions of the nodes while fostering the characteristics of healthy complete communities.



## 7.1.1 Strengthening Community

### Policy Rationale

The strengthening community policies are intended to reinforce the importance of the mall nodes as centres of the community, where intensification is accompanied with community benefits and spaces that are accessible to persons of all abilities, incomes and ages.

### Policy Recommendations

#### *7.1.1.1 Community-oriented*

- Preserve and enhance the function of the nodes as centres of community life for persons of all abilities, incomes and ages through the provision of amenities, facilities and social spaces.

#### *7.1.1.2 Community benefits*

- Ensure that intensification and redevelopment are accompanied by local community benefits, such as community facilities, affordable housing, public realm improvements, civic spaces and parks, and increased connectivity.

## 7.1.2 Diversity of Uses

### Policy Rationale

The financial analysis, summarized in Section 6.0, indicates that residential uses have the strongest development viability. Generally, retail/service commercial and office uses represent a net loss financially when assessed independently. However, combining non-residential and residential uses can achieve development viability, while finding the right balance of uses to create a complete community. Indeed, the amenity benefits of non-residential uses, particularly retail/service commercial, may enhance the attractiveness of the residential components of development programs.

Thus retail/service commercial will be an essential use in the redevelopment of the nodes and contribute to and animate a range of public spaces. However, the retail sector is evolving quickly, with changes impacting the quantity, variety and location of “bricks and mortar” retail. In an environment where retail GFA is being rationalized, it is important to maintain the nodes as the preeminent locations for local retail, in order to ensure that retail contributes to the place-making and community animation vision for the nodes.

Existing Official Plan policies envision the nodes as important centres of employment. Retail and, in the case of Central Erin Mills Major Node, institutional uses are major contributors to jobs within the nodes. Many of the nodes also feature office buildings which generally offer professional and health-related services. Given the mixed use context and the limited opportunities to grow retail-related jobs, major job growth is only likely be accomplished through the addition of

office uses. However, the financial analysis, included in Section 6.0, indicates that, given broader market trends relating to regional office development patterns, the inclusion of a meaningful amount of new major office space within redevelopment programs for the nodes is unlikely. If the City is to achieve an increase in office development in the nodes it will have to take a more proactive role in improving the viability of office development and preserving the office space currently in the nodes.

This set of policies promotes mixed use, balanced development. The node as a focus for retail, service uses and community amenity is to be preserved and reinforced. Office employment is encouraged through density and parking incentives in order to achieve a balance of complementary uses and create the opportunity to reduce work trips. Any reduction of existing retail space is to be assessed through an area wide retail needs analysis to ensure that the retail and service needs of the local population continue to be met and the function of the node as the centre of the community is maintained and enhanced. The housing policies reinforce the City's emphasis on achieving a diversity of housing types, including affordable and rental housing to meet the needs of many different households.

## **Policy Recommendations**

### *7.1.2.1 Balance and compatibility*

- Promote an overall balance of compatible uses in close proximity that enhances the contribution of the node to the mix of uses and activities within the wider community.

- Preserve and strengthen the role of the node as a focus of retail activity.
- Promote office development as part of mixed use redevelopment through the replacement of existing office space, as well as providing incentives for new office space through such measures as exempting new office developments from density restrictions and reduced parking requirements.

### *7.1.2.2 Multi-functional spaces*

- Encourage multi-functional spaces that combine uses in symbiotic ways to promote full day activity and animation: shopping, services, leisure activities, fitness, food, entertainment, civic life, social gathering and work.
- Maintain, enhance and, where appropriate, expand the public community spaces in the nodes including libraries, community centres, social facilities, public spaces and recreation facilities.

### *7.1.2.3 Place-based retail*

- Preserve the role of the node as a concentration of "bricks and mortar" retail uses, particularly convenient and easily accessible retail that meets everyday needs.
- Conduct a retail and service needs assessment study when the amount of existing commercial space is proposed to be reduced as part of a redevelopment scheme, in order to ensure that the retail and service needs of the local population continue to be met, and the nodes continue to function as the priority location for

retail and service uses.

- Locate and orient new or replacement retail uses to contribute to the animation of streets and public spaces, for example, on the ground floor in mixed use buildings along existing arterial roads or along an internal main street.

#### 7.1.2.4 Housing variety

- Expand the range of housing options present in the community in terms of housing type, tenure and affordability.
- Provide for a minimum of 20 percent of affordable and/or rental housing in redevelopment areas.

### 7.1.3 Built Environment/Public Places

#### Policy Rationale

##### *Permeability, streets and blocks*

These policies are intended to create a system of streets and blocks with frequent intersections and connections for pedestrians and cyclists. Specific block sizes would not typically be included in Official Plan policies, but could be referenced in design guidelines. The Peel Region's Healthy Development Assessment Standards, which propose blocks with dimensions of less than 80 by 180 metres, could provide a reference point for developing more specific design guidelines with respect to block sizes for Mississauga.

New streets are to meet the City's right-of-way and other requirements to provide a familiarity with other streets in the City, ensure a high standard of maintenance and provide for continuity over time should ownership of land parcels and buildings change.

##### *Appropriate Intensification*

The objective of creating new communities with a diversity of building types, heights and scales emerges from the demonstration plans and community discussions that were held as part of the Reimagining the Mall project.

The location of taller buildings on small floorplates (typically proposed by other municipalities in the range of 750 square metres) above a street-related podium is proposed in most cases along arterial and collector roads since these locations would minimize sun, shadow and privacy impacts on existing and new lower scale neighbourhoods in the interior of the redevelopment areas. The exact floor plates and podium heights

could be specified in design guidelines.

The principle of achieving significant separation distances between the taller elements of buildings is intended to avoid clustering of tall buildings in one area and preserve light, privacy and skyviews. The reference to “significant” in this regard reflects the intent to provide a greater separation than 25 metres (as exists in other GTA municipalities), closer to 40 metres, to recognize the unique character of nodes within the urbanizing context of Mississauga. Exact separation distance numbers could be established through design guidelines.

The proposed maximum densities, calculated on a net basis, not including public and private roads or stormwater facilities, correspond to the densities in the demonstration plans, which show that at these densities redevelopment would result in livable communities while considering financial feasibility. Lower densities would be appropriate on sites adjacent or near low rise residential buildings, to achieve positive micro climatic conditions or to provide for appropriate transition in building massing and relationships to streets and open spaces. Maximum heights for taller buildings generally reflect the height of taller buildings already existing in the nodes or located nearby.

The transition policies are intended to ensure that existing and new low rise buildings and neighbourhoods are protected from adjacent development through the application of an angular plane. This type of angular plane is often specified by municipalities in their zoning by-laws and/or design guidelines and measured at a 45 degree, or in some cases, a 30 degree angle from the property line of low rise building or neighbourhood. These

types of exact measures could be specified by Mississauga in design guidelines.

#### *Buildings with a positive relationship to their surroundings*

These policies address how buildings are to be located along different types of streets. The intent is to create a system of, what are, in effect, linear parks adjacent to arterial and collector streets, with generous building setbacks and buildings that are located parallel to the street as well as buildings fronting onto street-facing courtyards. The intent is to create open spaces that result in a pleasant pedestrian and park-like environment for residents and workers.

Along internal streets two conditions are envisioned: setbacks from streets to provide front yards, which are distinct from the public realm, and “main streets” with retail uses at grade and tighter street wall conditions, while still providing generous sidewalk proportions. The guidance for the exact location of buildings in relation to the street are most appropriately addressed in zoning by-laws and/or urban design guidelines, which could also include a specific angular plane measured from the sidewalk on the opposite side of the street and specific setback measures for each type of street.

#### *Integration of public and private elements*

These policies are intended to ensure that private redevelopment results in a high quality public realm through maximizing sunlight on the sidewalks and open spaces between the Spring and Fall equinox, and minimizing wind conditions for walking and sitting. Specific criteria could be included in design guidelines. Additional policies address the inclusion of cultural uses, public art and



the design of public and private buildings and spaces to contribute to a distinct identity for each node.

#### *Green, safe and attractive public places*

The intent of these policies is to achieve attractive public parks, promenades, streetscapes and privately owned public spaces that form a connected system through on-site parkland dedication, enhanced connections to existing parks, and the provision of a system of new linear open spaces and public squares.

#### *Streets as public places*

These policies focus on creating attractive pedestrian environments along streets through landscaping, street furniture and animation of these spaces as well as minimizing curb cuts by consolidating vehicular access points across sidewalks. The intent is to encourage public streets wherever possible and feasible and, where this is not possible or feasible, to ensure that private streets are designed to look and feel like public streets.

#### *Reduce negative impact of parking*

These policies are intended to mitigate the negative impact on quality of life and the environment of large surface parking areas by reducing parking requirements through shared parking, as well as encouraging parking to be provided underground or in structures. Where surface parking is to be provided, it is directed to the side or rear of buildings. The policies also address the importance of providing bicycle parking and planning to address a future with autonomous vehicles.

## **Policy Recommendations**

### *7.1.3.1 Permeability: Streets and Blocks*

- Create a system of streets and blocks based on frequent intersections and connections for pedestrians and cyclists in order to enhance connectivity, provide for permeability and enable active transportation throughout the redevelopment area.
- Design new streets that meet the City's right-of-way and other requirements to connect to the surrounding area road network and provide mid-block connections.
- Design new streets to reflect Complete Streets principles incorporating active transportation elements and, where feasible, provide cycling facilities along existing arterial and collector roads as part of the City's Cycling Master Plan.

### *7.1.3.2 Scaling intensification*

- Ensure that the scale of intensification is in keeping with the hierarchy of intensification areas present in the City, reflects local conditions and provides transitions between areas of varying height and density.
- Provide for a range of building types and heights in redevelopment areas including townhouses and mid-rise buildings. A limited number of taller buildings with small floorplates may be considered in some locations.
- When taller buildings are permitted they should be located on podiums primarily along arterial and collector roads or near transit stations and in locations that minimize shadow

impacts on lower rise buildings and open spaces.

- Provide for significant separation distances between tower components of taller buildings to avoid clustering in one area.
- Provide for redevelopment at:
  - a maximum density of 2.25 FSI of the development site, calculated net of public and private roads and storm water facilities, and a range of heights of between 3 and 15 storeys for Mixed Use and Residential High Density redevelopment areas in the Meadowvale, South Common, Sheridan and Rathwood-Applewood Community Nodes; and
  - a maximum density of 2.75 FSI, calculated net of public and private roads and storm water facilities, and a range of heights of between 3 and 25 storeys for the Mixed Use and Residential High Density redevelopment areas in Central Erin Mills Major Node;

subject to, at the City's discretion, the preparation of a development master plan, as described in Section 7.1.6, which shows how the density will be deployed, including lower densities in transition areas and compliance with angular planes, while meeting the other policies of the Official Plan. Up to 20 percent higher maximum building heights in specific locations may be achievable subject to meeting good planning criteria and the provision of additional community benefits.

- Provide for a gradual transition in height from lower rise buildings and areas designated for low rise development

to higher buildings by respecting an angular plane that ensures protection of light, view and privacy for low rise buildings and/or areas designated for lower density development in the Official Plan.

#### *7.1.3.3 Buildings with a positive relationship to their surroundings*

- Design and locate buildings to frame and animate streets and public spaces, contribute to the identity of the node and, together with other buildings, create a coherent built environment.
- Provide for significant, consistent setbacks along arterial and collector roads to promote: landscape boulevards that enhance the pedestrian experience; setbacks that relate to the scale of buildings and the width of the right of way along internal roads; and tighter setbacks along internal main streets with grade related retail uses.
- Design buildings along internal streets to provide a consistent building edge. On arterial and collector roads, consider building locations with both street-wall podiums and openings to street-facing courtyards that provide usable landscape areas for residents and/or pedestrians.

#### *7.1.3.4 Integration of public and private elements*

- Integrate and connect public and private elements of the built environment to create a unified and accessible area with a strong sense of place, a high quality public realm and four-season functionality.

- Provide for appropriate microclimatic conditions in the public realm to achieve sunlight between the Spring and Fall equinox and minimal wind impacts for pedestrians and users of open spaces.
- Consider how cultural uses, public art and the design of public and private buildings and spaces can contribute to a distinct identity.

#### *7.1.3.5 Green, safe and attractive public places*

- Create green, safe, and attractive public parks, promenades, streetscapes and privately owned public spaces that form a connected system and support a range of local social and recreation activities.
- Prioritize parkland dedication in the form of land over cash-in-lieu to expand the variety of parks spaces and facilities within the node.
- Design and locate public parks as a central focal point within the nodes and amenities connected to surrounding neighbourhoods.
- Provide publicly accessible private open spaces in appropriate locations to contribute to the creation of an open space system for the node.
- Provide playgrounds within a 400 metre walking distance of residential areas, unimpeded by major barriers to pedestrians.
- Enhance connections to existing public open spaces.
- Create new public squares and linear parks as gathering places and passageways in key locations as part of an overall redevelopment scheme to

contribute to a high quality of life for future residents.

#### *7.1.3.6 Streets as public places*

- Treat streets and major roads as important public places and create a positive pedestrian experience through appropriate landscape treatment, street furniture and the use of buildings to frame and animate these spaces.
- Coordinate and consolidate vehicular access from roads to minimize driveways and curb cuts.
- Encourage the provision of public streets wherever possible and feasible and where not possible or feasible, design private streets to look and feel like public streets.

#### *7.1.3.7 Reduce negative impact of parking*

- Simplify and reduce parking requirements and promote shared parking by different uses at different times of day as well the provision of car-share spaces.
- Diminish the impact of parking on the quality of the built environment by encouraging its location in structures and underground.
- Where surface parking areas are provided, locate these at the side or rear of buildings and provide screening, greening and pedestrian amenities.
- Consider future role of autonomous vehicles in provision of parking spaces and pick-up or drop-off areas.
- Provide bicycle parking facilities and amenities for cyclists to enhance mobility options.

## 7.1.4 Mobility

### Policy Rationale

Policies regarding mobility prioritize walking, cycling and transit, with a particular emphasis on improving pedestrian and cycling connections to transit hubs within the nodes and improving transit services to the node. Mississauga is working on the Miway Infrastructure Growth Plan to identify the requirements for new and/or improved transit terminals, associated infrastructure and transit priority infrastructure at major intersections along MiExpress corridors. These requirements will be incorporated into redevelopment plans for mall-based nodes.

### Policy Recommendations

#### *7.1.4.1 Creating space for all modes*

- Enhance safe and convenient movement through the area and to surrounding areas by prioritizing walking, cycling and public transit use, as well as addressing traffic and congestion issues.
- Prioritize pedestrian and cycling connections to transit hubs.

#### *7.1.4.2 Improved transit service and facilities*

- Enhance transit service as the population of the area increases and improve the siting and treatment of transit stops and facilities to ensure safety, comfort and visibility.

## 7.1.5 Environment

### Policy Rationale

Environmental policies focus on achieving environmental sustainability and addressing climate change by reducing greenhouse gas emissions, stormwater management, energy efficiency and water conservation.

### Policy Recommendations

#### *7.1.5.1 Minimizing environmental impact*

- Encourage sustainability measures and features that minimize the environmental impact of the built environment and address energy efficiency, water conservation, greenhouse gas emissions and green infrastructure.
- Minimize impact of development on climate change by reducing reliance on fossil fuels through energy conservation and exploration of district energy systems and alternative energy sources for heating and cooling.



## 7.1.6 Planning Process/Phasing

### Policy Rationale

The Official Plan has policies that enable the City to require a development master plan as part of a complete application submission for an official plan amendment, rezoning, draft plan of subdivision or condominium or consent application. This requirement is most pertinent to the mall sites, but could also pertain to other large sites within the nodes.

Accordingly these policies have been adapted for the nodes and call for the preparation of, at the City's discretion, development master plans as part of the application process for mall sites and other large redevelopment areas where new streets and phasing are proposed. The intent is to address phasing issues and show how proposed development fits in with development on adjacent lands. This recognizes that redevelopment may take place over many years and be initiated by different land owners, but that the end result needs to read as an integrated whole, with streets and blocks that are aligned and future development options are not compromised. The policies also provide for tactical urbanist interventions to improve conditions in the interim prior to redevelopment.

### Policy Recommendations

#### *7.1.6.1 Preparation of development master plans*

- A development master plan may be required for mall redevelopment sites and other large parcels. The plan will demonstrate how the elements identified in the recommended policy framework will be addressed, indicate how new development will relate to the

surrounding area and include a phasing plan that shows how development will proceed over time. Development master plans may include some or all of the following components to be determined through the application process:

- patterns of streets and blocks;
- connections to surrounding neighbourhoods;
- distribution of density;
- massing and building heights;
- land uses;
- retail and office concept;
- animation at grade;
- a public realm plan;
- location of parks and open spaces;
- vehicular and active transportation circulation networks;
- community services and facilities;
- servicing requirements;
- sustainability measures;
- phasing; and
- relationship to development in the surrounding areas.

#### *7.1.6.2 Tactical urbanism*

- Encourage tactical interventions that provide low cost/temporary initiatives to improve the nodes and realize the principles outlined above.

### *7.1.6.3 Phasing of development*

- Phase development to ensure the viability of all uses and support the financial feasibility of redevelopment and improvement.
- Phase development to ensure that essential retail and service uses and access to community facilities are maintained throughout all phases.

## 7.2 Intensification Targets

Both Major Nodes and Community Nodes are identified as intensification areas within the urban hierarchy established by the Official Plan. Major Nodes are to achieve a gross density of between 200 and 300 residents and jobs combined per hectare. Community Nodes are to achieve a gross density of between 100 and 200 residents and jobs combined per hectare.

The demonstration plans were used to provide rough estimates of the redevelopment potential of the nodes. As mentioned previously, the demonstration plans were just one possible interpretation of how the vision and guiding principles might be applied to the nodes. Using assumptions of what built form densities were appropriate for the different areas within the node and how these densities converted to residents and jobs, population densities were calculated. Current residents and jobs per hectare, and those estimated for each node based on the demonstration plans are shown in the table below.

The Official Plan gross density target for

Central Erin Mills Major Node is well matched to the redevelopment potential. There is much greater variation in the gross densities generated for the Community Nodes. This result is largely due to the variation in the redevelopment opportunities amongst the nodes, for example: South Common Community Node features a large amount of green space and the redevelopment potential is limited to roughly a quarter of the area of the node; whereas a much larger proportion of the Meadowvale Community Node was shown to be redeveloped in the demonstration plan.

It is appropriate to reconsider the targeted gross density range for Community Nodes included in the Official Plan. The Community Nodes under study either already exceed or are relatively close to achieving the bottom of the density range of 100 residents and jobs per hectare. Therefore, meeting the bottom end of the target range would represent very modest intensification, a scale of intensification which would be unlikely to spur the redevelopment of the shopping mall sites. The gross densities associated with the demonstration plans show that the intensification potential of some of the

Residents and Jobs per Hectare	Central Erin Mills	Meadowvale	South Common	Sheridan	Rathwood-Applewood
Current	80	101	84	122	90
Demonstration Plan*	247	268	144	229	168

\* In addition to redevelopment shown on the demonstration plans, the nodes also have sites suitable for infill development and some select sites that are more likely developed in the long term. Potential density increases associated with these kinds of development were not included in the gross density calculations for the demonstration plans. Therefore the ultimate gross densities achievable within the nodes may be somewhat higher than indicated for the demonstration plans.

Community Nodes exceeds the upper end of the target range of 200 residents and jobs per hectare.

It is therefore recommended that the City shift the targeted density range for Community Nodes included in the Official Plan to 150 to 250 residents and jobs per hectare.

In addition, the current Official Plan includes target population to employment ratios for the nodes. Given the location of the nodes, current access to transit, and the development feasibility of office uses, achieving these ratios is unlikely and may not be desirable. For this reason, including these ratios in the Official Plan should be reconsidered.



Figure 59. To achieve the goals outlined in this report through mall redevelopment, intensification targets as indicated in the Official Plan may need to be reconsidered.



## 7.3 Active Role for the City

In addition to putting the planning framework in place to guide private sector redevelopment, the City should consider becoming an active partner/collaborator in the transformation of the nodes.

### 7.3.1 Consider the redevelopment or reconfiguration of City-owned lands

The City is a major landowner in most of the nodes. It is within City lands that essential community functions – provided by parks, libraries, and community centres – are anchored. Like the rest of the nodes, these lands often feature low density uses in car-dominated environments. These lands need to be part of the general shift toward the kind of urban environment being encouraged by the planning framework, while preserving and expanding their community functions. In the redevelopment/intensification of City-owned lands, new models might be considered, including public-private partnerships and the mixing of public and private uses within intensified built form.

### 7.3.2 Knit public and private elements of the nodes together around a common public realm

The nodes currently feature privately owned public spaces and amenities such as retail, food courts and other indoor spaces, publicly owned amenities such as parks, community facilities and schools, as well as non-governmental/civil society community uses such as places of worship and the operating space of non-profit groups. Where possible, these uses should be physically integrated in a manner which allows them to animate each other and create a network of places and amenities that collectively

function as a unified community space. For example, the redevelopment/intensification of a community facility could be oriented toward, or integrated within, a broader public realm network created by adjacent private redevelopment. Connections could be made between interior public realm networks associated with public community facilities and renewed private interior mall type spaces.

### 7.3.3 Integrate public and private uses to foster the animation of nodes as community hubs

Large scale retailers like department stores used to serve as anchor tenants drawing customers to local malls. This model retail ecosystem has in many instances broken down, a trend that has hurt the vitality of some local malls. The City should work with land owners and developers to consider how to bring the community function into the heart of redevelopment as an animating force and anchor use.

### 7.3.4 Invest in community infrastructure to serve a growing population

The redevelopment of portions of the nodes toward higher density residential uses brings the opportunity to rejuvenate and expand community facilities and parks to the benefit of existing and new residents. These community infrastructure benefits are critical to winning broad local support for redevelopment and intensification. These benefits should be realized through a number of approaches:

#### *Parkland dedication*

Public open spaces are a critical component of realizing the vision for the nodes. While the areas in and around the nodes generally

have a good provision of parkland, these parks generally focus on recreation. While new parks within the nodes may provide further recreation opportunities, there is an opportunity to add new kinds of public open spaces that currently do not exist in the nodes and surrounding areas, such as civic gathering spaces like urban squares, plazas, amphitheatres, etc.

The City has a by-law in place to secure the conveyance of land for parks under s.42 and s.51.1 of the Planning Act. Generally, for medium and high density developments, cash-in-lieu of parkland dedication is calculated using a flat rate per unit. However, the City also has the ability to take land at a rate of 1 ha per 300 units. The recommended policy framework in Section 7.1.3 above calls for the City to adopt a land first policy to parkland dedication in order to ensure that the densities permitted within the nodes are being supported by adequate open spaces, contributing to a public realm system which will become one of the primary amenities and distinguishing features of the redeveloped nodes.

Residual parkland dedication to be contributed as cash-in-lieu is directed to general city-wide accounts. Although funds cannot be ear-marked for specific areas at present, the use of these funds should be directed to parkland improvements within areas undergoing development and the vicinity, in order to provide local benefits for areas experiencing growth.

At the time of writing, proposed changes to the Planning Act remove provisions in s.42 and s.51.1 allowing for an alternative parkland dedication rate. These provisions are critical in ensuring that intensification

is accompanied by additions of parkland to meet the needs of an expanding population. The City should endeavour to use whatever new tools are provided to secure an appropriate level of parkland within the nodes and to direct community benefits charges to the improvement of the areas undergoing redevelopment.

#### *Securing public access to privately owned public spaces*

In the redevelopment of large parcels of land, such as mall sites, some development proponents are reticent to make public dedications of land for the internal network of streets and “public spaces”, like plazas and squares. There are a number of reasons for this: a desire for greater control over the retail environment; an ability to maintain parks and streets to a higher standard than those controlled by the City; and the efficiency of underground parking structures. For practical purposes, the functionality of these privately owned public spaces are generally the same as public spaces. Where privately owned streets are provided within redevelopments, the City should formally secure public access to these spaces with the legal conveniences or easements at their disposal. The City should also consider to what extent the provision of privately owned public open spaces should count toward meeting parkland dedication obligations, if at all.

The City should consider Official Plan policies that establish under what conditions privately owned public spaces are appropriate, associated design requirements and the ability to use powers granted under the Planning Act to secure them.

*Directing development charges and community benefits contributions to local community infrastructure*

The expansion of community facilities is a key local benefit, necessary to serve growing populations and enhance local support for intensification. At the time of writing, proposed changes to provincial legislation are drastically changing the tools municipalities have at their disposal to fund community benefits through charges to developers. These charges will likely be allocated to city-wide accounts. It will be important to ensure that redevelopment is accompanied by an appropriate local investment in community infrastructure funded through these sources.

*Promoting tactical urbanism.*

Tactical urbanism describes low-cost, potentially temporary changes to the built environment that add to the vitality and activity of urban spaces. These could include pop-ups and public space installations, as well as more permanent incremental interventions such as improvements to access by pedestrians, cyclists and transit users, or improved landscaping or public spaces.

The City has an important role as an enabler, idea generator and funder of tactical urbanism. Some ideas the City could pursue include:

- Establish a program to provide grants or matching grants for tactical urbanist interventions on mall properties;
- Identify a Tactical-Urbanist-in-Chief within the City organization to champion tactical urbanist ideas and address potential road blocks due to city processes and requirements; and

- Prepare an ideas manual that communicates the scope of what tactical urbanism means to educate the general public, the arts community and mall owners about the potential impact of tactical urbanist interventions.

## 8.0 Conclusion

The Reimagining the Mall study has provided the opportunity to have a broad discussion on the future of the mall-based nodes. This discussion has involved the City, Region, landowners, community members, political representatives and other stakeholders. It has been an important first step in ensuring an inclusive dialogue and in laying the foundations for cooperative relationships.

The vision and guiding principles that have emerged from this process establish a strong direction for change, while preserving and enhancing what people value in the nodes.

The nodes will continue to satisfy their original planned function. They will serve as community focal points with concentrations of local retail and community facilities. Higher density housing will contribute to the variety of housing in terms of form and tenure and enable diverse households to call the community home. Concentrations of people and activity will facilitate a good provision of transit.

While the vision and guiding principles establish continuity with the past and present, they also set new directions. They take advantage of the opportunity of redevelopment and reinvestment to reinvent the built environment to realize the characteristics of healthy complete communities: densities and mix of uses that can support a good variety of amenities within walking distance; direct and convenient routes for pedestrians, cyclists and transit users; and environments that are safe, inviting, comfortable and visually pleasing.

In realizing the vision and guiding principles, there are roles for both private land owners/developers and the public sector. The policy recommendations included in this Directions Report establish standards for the redevelopment of private land. Recommendations on an active role for the City are focused on ensuring that public and private elements are closely integrated and strengthen the role of the nodes as community focal points and great places to be.

As thinking about the nodes moves from general to specific as development proposals come forward, the pattern of cooperative dialogue established through the Reimagining the Mall study should be continued. The City of Mississauga must continue to fulfill its vital role as convener and facilitator of the public discussion on the evolution of the nodes as part of an inclusive and transparent public process. The vision and guiding principles offer a sound foundation upon which to have these discussions and serve as an important reference point for realizing the highest ambitions for the nodes.



## Services and Infrastructure

Based on the comments received from applicable City Departments and external agencies, the existing infrastructure is adequate based on the information currently available. Once detailed plans, including building height and massing, building locations, street pattern and block sizes are determined through development master plans and development applications, additional infrastructure may be required as determined by studies submitted in support of a development proposal (e.g. Traffic Impact Study).

### Department and Agency Comments:

Department/Agency	Comments
<b>Region of Peel</b>	<p>The Region conducted a Water and Wastewater Servicing Analysis with the following results:</p> <ul style="list-style-type: none"> <li>• Planning <ul style="list-style-type: none"> <li>○ Overall, residential population projections for the mall site and community nodes exceed the Region's 2041 planned residential growth forecasts. However, employment forecasts are general within the Region's 2041 forecasts.</li> <li>○ Program Planning will be informed of any changes to the forecasts.</li> </ul> </li> <li>• Water Servicing <ul style="list-style-type: none"> <li>○ Overall, capacity analysis indicates that the existing/planned water distribution system is sufficient to service the anticipated growth within and around the five mall sites.</li> <li>○ Storage and treatment capacity is sufficient to service the proposed developments based on future planned infrastructure.</li> <li>○ Final connection points and fire flow requirements will be discussed.</li> </ul> </li> <li>• Wastewater Servicing <ul style="list-style-type: none"> <li>○ Treatment capacity is sufficient to serve the proposed development based on future planned infrastructure.</li> <li>○ The sewershed drainage areas for each site were identified and convey all flow via existing trunk sewers with no need for pumping.</li> <li>○ Depending on final growth allocation and site configuration, some mall sites could require upgrades to the existing wastewater collection system.</li> <li>○ Final connections and sanitary sewer upgrades will be discussed.</li> </ul> </li> </ul>
<b>City Community Services Department – Parks and Forestry Division/Park Planning Section</b>	<ul style="list-style-type: none"> <li>• The provision of parkland will be reviewed through the City's planning approvals process, including the dedication of additional parkland.</li> <li>• POPS shall be provided where the City determines that parkland is needed and unencumbered parkland is not practical or where the City determined that POPS in a particular location will enhance the existing or proposed network of parkland in the area.</li> <li>• Playgrounds should be provided within a 400 meter walking distance of residential areas, unimpeded by major pedestrian barriers.</li> </ul>

Department/Agency	Comments
<b>City Community Services Department – Libraries</b>	<ul style="list-style-type: none"> <li>The Future Directions Master Plan recommends that Mississauga maintains a provision standard of 0.5 square foot per capita of library space, with a goal of eventually moving to 0.6 square foot per capita. An increase in the population density of nodes where libraries exist will mean that the Library would have to investigate expanding its footprint in those areas.</li> </ul>
<b>City Community Services Department – Recreation</b>	<ul style="list-style-type: none"> <li>Based on a review of the Recreation Future Directions Master Plan in relation to the information provided, there are no anticipated impacts at this time to the provision levels and services that Recreation provides.</li> </ul>
<b>City Community Services Department – Fire</b>	<ul style="list-style-type: none"> <li>Fire does not have enough information at this point to determine the full impact to Fire and Emergency services operations.</li> </ul>
<b>City Transportation and Works Department</b>	<ul style="list-style-type: none"> <li>Traffic impacts will be reviewed through the City's planning approvals process, including the submission of a Traffic Impact Study.</li> <li>A high level road capacity analysis was not feasible given that Reimagining the Mall establishes a framework and does not identify specific locations for new roads or individual building heights and densities.</li> </ul>

### Existing Services and Infrastructure

Service / Infrastructure	Central Erin Mills Major Node	Meadowvale Community Node	Rathwood-Applewood Community Node	Sheridan Community Node	South Common Community Node
<b>Community facilities:</b>	<ul style="list-style-type: none"> <li>Erin Meadows CC and Library</li> </ul>	<ul style="list-style-type: none"> <li>Meadowvale CC and Library</li> </ul>	<ul style="list-style-type: none"> <li>Burnhamthorpe Library</li> <li>Burnhamthorpe CC</li> </ul>	<ul style="list-style-type: none"> <li>Sheridan Library</li> </ul>	<ul style="list-style-type: none"> <li>South Common CC and Library</li> </ul>
<b>Nearby parks:</b>	<ul style="list-style-type: none"> <li>Duncairn Downs</li> <li>Quenippenon Meadows</li> <li>Erin Woods</li> <li>Forest Hill Park</li> <li>Woodland Chase</li> <li>Crawford Green</li> <li>John C. Pallett Park</li> </ul>	<ul style="list-style-type: none"> <li>Lake Aquitaine Park</li> <li>Plowman's Park</li> <li>Settler's Green</li> <li>Eden Woods</li> <li>Union Park</li> <li>Hunter's Green</li> <li>Maplewood Park</li> </ul>	<ul style="list-style-type: none"> <li>Rathwood District Park</li> <li>Hickory Green</li> <li>Golden Orchard Park</li> <li>Kennedy Park</li> <li>Dixie Woods</li> <li>Gullden Park</li> <li>Jaycee Park</li> <li>Beechwood Park</li> <li>Rockwood Glen</li> </ul>	<ul style="list-style-type: none"> <li>Sheridan Park</li> <li>Don Gould Park</li> <li>Dean Henerson Memorial Park</li> <li>Lincoln Hollow</li> <li>Loyalist Creek Hollow</li> <li>Springbank Meadows</li> </ul>	<ul style="list-style-type: none"> <li>South Common Park</li> <li>Woodhurst Heights</li> <li>King's Masting Park</li> <li>Pine Tree Hill</li> <li>Dunn Park</li> <li>Pine Tree Hill</li> </ul>

Service / Infrastructure	Central Erin Mills Major Node	Meadowvale Community Node	Rathwood-Applewood Community Node	Sheridan Community Node	South Common Community Node
<b>Nearby trails:</b>	<ul style="list-style-type: none"> <li>• Dedicated bike lanes along Erin Centre Boulevard</li> </ul>	<ul style="list-style-type: none"> <li>• Meadowvale Trail</li> <li>• Lake Aquitaine Trail</li> <li>• Millgrove Trail</li> </ul>	<ul style="list-style-type: none"> <li>• Burnhamthorpe Trail</li> <li>• Charley Martin Trail</li> </ul>	<ul style="list-style-type: none"> <li>• Sheridan Trail</li> </ul>	<ul style="list-style-type: none"> <li>• Glen Erin Trail</li> <li>• Sawmill Valley Trail</li> <li>• Burnhamthorpe Trail</li> </ul>
<b>Current MiWay service:</b>	<ul style="list-style-type: none"> <li>• 13 – Glen Erin</li> <li>• 34 – Credit Valley</li> <li>• 35 – Eglinton-Ninth Line</li> <li>• 35A – Eglinton-Tenth Line</li> <li>• 45 – Winston Churchill</li> <li>• 45A – Winston Churchill Speakman</li> <li>• 46 – Tenth Line-Osprey</li> <li>• 48 – Erin Mills</li> <li>• 49 – McDowell</li> <li>• 67 – Streetsville GO</li> <li>• 109 Meadowvale Express</li> <li>• 305 – Streetsville-Falconer</li> </ul>	<ul style="list-style-type: none"> <li>• 10 – Bristol-Britannia</li> <li>• 13 – Glen Erin</li> <li>• 38 – Creditview</li> <li>• 38A – Creditview-Argentia</li> <li>• 39 – Britannia</li> <li>• 42 – Derry</li> <li>• 43 – Matheson-Argentia</li> <li>• 44 – Mississauga Rd</li> <li>• 45 – Winston Churchill</li> <li>• 45A – Winston Churchill-Speakman</li> <li>• 46 – Tenth Line-Osprey</li> <li>• 48 – Erin Mills</li> <li>• 57 – Courtneypark</li> <li>• 64 – Meadowvale GO</li> <li>• 87 – Meadowvale-Skymark</li> <li>• 90 – Terragar-Copenhagen Loop</li> <li>• 104 – Derry Express</li> <li>• 109 – Meadowvale Express</li> <li>• 313 – Streetsville Secondary-Meadowvale TC</li> </ul>	<ul style="list-style-type: none"> <li>• 5 – Dixie</li> <li>• 20 – Rathburn</li> <li>• 26 – Burnhamthorpe</li> <li>• 76 – City Centre-Subway</li> </ul>	<ul style="list-style-type: none"> <li>• 13 – Glen Erin</li> <li>• 23 – Lakeshore</li> <li>• 29 – Park Royal-Homelands</li> <li>• 45A – Winston Churchill Speakman</li> <li>• 71 – Sheridan-Subway</li> <li>• 110 – University Express</li> </ul>	<ul style="list-style-type: none"> <li>• 1C – Dundas-Collegeway</li> <li>• 13 – Glen Erin</li> <li>• 26 – Burnhamthorpe</li> <li>• 29 – Park Royal-Homelands</li> <li>• 36 – Colonial-Ridgeway</li> <li>• 48 – Erin Mills</li> <li>• 101 – Dundas Express</li> <li>• 110 – University Express</li> <li>• 310 – Clarkson Secondary-Winston Churchill</li> <li>• 347 – Loyola-South Common</li> </ul>

Service / Infrastructure	Central Erin Mills Major Node	Meadowvale Community Node	Rathwood-Applewood Community Node	Sheridan Community Node	South Common Community Node
<b>Peel District School Board schools serving the node</b>  * denotes school within the node	<ul style="list-style-type: none"> <li>• Middlebury PS</li> <li>• Credit Valley PS</li> <li>• Thomas Street Middle School</li> <li>• John Fraser SS</li> </ul>	<ul style="list-style-type: none"> <li>• Shelter Bay PS</li> <li>• Plowman's Park PS</li> <li>• Edenwood Middle</li> <li>• Meadowvale SS</li> <li>• Streetsville SS</li> </ul>	<ul style="list-style-type: none"> <li>• Burnhamthorpe PS</li> <li>• Forest Glen PS</li> <li>• Westacres PS</li> <li>• Glenhaven Sr PS</li> <li>• Tomken Road Middle</li> <li>• Applewood Heights SS</li> <li>• Glenforest SS</li> </ul>	<ul style="list-style-type: none"> <li>• Oakridge PS</li> <li>• Thorn Lodge PS</li> <li>• Homelands Sr</li> <li>• Erindale SS</li> </ul>	<ul style="list-style-type: none"> <li>• Brookmeade PS</li> <li>• Sawmill Valley PS</li> <li>• Erin Mills Middle*</li> <li>• Erindale SS</li> </ul>
<b>Dufferin-Peel Catholic District School Board schools serving the node</b>  * denotes school within the node	<ul style="list-style-type: none"> <li>• Divine Mercy</li> <li>• St. Rose of Lima</li> <li>• St. Aloysius Gonzaga SS*</li> </ul>	<ul style="list-style-type: none"> <li>• St. Teresa of Avila</li> <li>• Our Lady of Mount Carmel</li> </ul>	<ul style="list-style-type: none"> <li>• St. Basil</li> <li>• St. Alfred</li> <li>• St. Theresa of Calcutta</li> <li>• John Cabot</li> <li>• Philip Pocock</li> </ul>	<ul style="list-style-type: none"> <li>• St. Francis of Assisi</li> <li>• Iona</li> </ul>	<ul style="list-style-type: none"> <li>• St. Clare</li> <li>• St. Margaret of Scotland</li> <li>• Loyola</li> </ul>



City of Mississauga

# Corporate Report



Date: 2019/05/16

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Originator's file:  
T-M18004 W11

Meeting date:  
2019/06/10

## Subject

### **RECOMMENDATION REPORT (WARD 11)**

#### **Application for an 18 Block Plan of Subdivision**

**1950 Meadowvale Blvd., 7125 Mississauga Road, 0, 6696, 6774A, 6775, 6855, 6897, 6948-6990, 6985 Financial Drive, 7030 Royal Bank Drive, 6901, 6911, 6920, 6950, 6955, 6980, 6990 Creditview Road**

**Owner: 2725312 Canada Inc. (Quad Real Property Group)**

**File: T-M18004 W11**

**Bill 139**

## Recommendation

1. That the application under File T-M18004 W11, 2725312 Canada Inc. (Quad Real Property Group) to create a plan of subdivision, be approved subject to the conditions referenced in the staff report dated May 16, 2019 from the Commissioner of Planning and Building.
2. That the applicant agrees to satisfy all the requirements of the City and any other external agency concerned with the development.

## Background

A public meeting was held by the Planning and Development Committee on February 19, 2019, at which time an Information Report ([February 19<sup>th</sup> 2019 Report Link](#)) was received for information. Recommendation PDC-0006-2019 was then adopted by Council on March 6, 2019.

That the report dated January 29, 2019, from the Commissioner of Planning and Building regarding the application by 2725312 Canada Inc., under File T-M18004 W11, 1950 Meadowvale Blvd., 7125 Mississauga Road, 0, 6696, 6774A, 6775, 6855, 6897, 6948-6990, 6985 Financial Drive, 7030 Royal Bank Drive, 6901, 6911, 6920, 6950, 6955, 6980, 6990 Creditview Road, be received for information.

## Comments

### COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed draft plan of subdivision application. All property owners within 120 m (393 ft.) were notified of the application on November 13, 2018.

The public meeting was held on February 19, 2019. No members of the public made deputations regarding the application. No community meetings were held for the subject application. No comments were made at the public meeting and no comments have been received by the Planning and Building Department.

### UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The application was circulated to all City departments and commenting agencies on October 29, 2018. A summary of the comments are contained in the Information Report attached as Appendix 1.

#### Transportation & Works Department

Comments updated April 24, 2019, state that a subdivision agreement, a master grading plan and satisfactory private easements should be included as conditions of approval of the draft plan of subdivision.

### PLANNING ANALYSIS SUMMARY

A detailed Planning Analysis is found in Appendix 2. The application is consistent with the *Provincial Policy Statement* and conforms to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan.

This area was developed by Marborough properties over several years and through a number of applications resulting in a variety of legal descriptions. The legal descriptions currently consist of parts of lots and blocks on registered plans 43M-964 and 43M-965 (registered in 1990); parts on various reference plans and some are legally described in term of parts of lots and concessions.

This application is not proposing new development at this time, but rather using the subdivision process to simplify legal descriptions and facilitate future land sales.

Almost all of the sites are currently occupied by various employment and commercial uses including offices, warehouse/distribution facilities, restaurants and retail and personal service establishments.

One condition of draft plan approval will be the requirement that the proposed blocks and existing buildings comply with the Zoning By-law.

## Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

## Conclusion

In summary, the proposed development will create 18 blocks on a plan of subdivision to simplify the legal descriptions of the properties.

The proposed draft plan of subdivision is acceptable from a planning standpoint and should be approved.

## Attachments

Appendix 1: Information Report

Appendix 2: Detailed Planning Analysis

Appendix 3: City Conditions of Approval



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Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: Lorie Sterritt, Development Planner

PDC FEB 19 2019

City of Mississauga

**Corporate Report**

MISSISSAUGA

Date: January 29, 2019

Originator's file:  
T-18004 W11To: Chair and Members of Planning and Development  
CommitteeFrom: Andrew Whittemore, M.U.R.P., Commissioner of  
Planning and BuildingMeeting date:  
2019/02/19**Subject****PUBLIC MEETING INFORMATION REPORT (WARD 11)**

Application for a proposed draft plan of subdivision

1950 Meadowvale Blvd., 7125 Mississauga Road, 0, 6696, 6774A, 6775, 6855, 6897, 6948-  
6990, 6985 Financial Drive, 7030 Royal Bank Drive, 6901, 6911, 6920, 6950, 6955, 6980,  
6990 Creditview Road

Owner: 2725312 Canada Inc. (Quad Real Property Group)

File: T-18004 W11

Bill 139

**Recommendation**

That the report dated January 29, 2019, from the Commissioner of Planning and Building regarding the application by 2725312 Canada Inc., under File T-18004 W11, 1950 Meadowvale Blvd., 7125 Mississauga Road, 0, 6696, 6774A, 6775, 6855, 6897, 6948-6990, 6985 Financial Drive, 7030 Royal Bank Drive, 6901, 6911, 6920, 6950, 6955, 6980, 6990 Creditview Road, be received for information.

**Background**

The application has been deemed complete and circulated for technical comments. The purpose of this report is to provide preliminary information on the application and to seek comments from the community. The report consists of two parts, a high level overview of the application and a detailed information and preliminary planning analysis (Appendix 1).

**PROPOSAL**

The subject lands are owned by Quad Real Property Group and are leased to various businesses. The applicant is seeking to create blocks on one plan of subdivision to simplify the legal descriptions of the properties and to have the ability to sell individual parcels. By doing one comprehensive plan of subdivision, the owner avoids applying for severance applications each time they wish to sell a parcel. The blocks to be created will reflect the development limits of each of site.



This area was developed by Markborough properties over several years and through a number of applications resulting in a variety of legal descriptions. The legal descriptions currently consist of parts of lots and blocks on registered plans 43M-964 and 43M-965 (registered in 1990); parts on various reference plans and some are legally described in terms of parts of lot and concessions.

The existing buildings were subject to site plan approval and were constructed between 2000 and 2007. Each development parcel was reviewed for compliance with the Zoning By-law on the basis of the "limits of development" during the site plan approval process. Prior to plan registration, the blocks will be reviewed to ensure zoning compliance. If approved, each of the properties will be assigned a block number on one plan of subdivision.

## Comments

The properties are located north of Highway 401, east of Mississauga Road, west of Old Credit Road and mostly south of Derry Road West, within the Meadowvale Business Park Corporate Centre Character Area (see aerial map below). The sites are currently occupied by various employment and commercial uses including offices, warehouse/distribution facilities, restaurants, retail and personal service establishments including Samsung, Maple Leaf Foods and Point Click Care.

Aerial image of properties



**LAND USE POLICIES AND REGULATIONS**

The relevant policies of Mississauga Official Plan are consistent with the *Provincial Policy Statement* (PPS), *Growth Plan for the Golden Horseshoe* (Growth Plan) and Region of Peel Official Plan (ROP). The *Greenbelt Plan* and *Parkway Belt Plan* policies do not apply. The conformity of this proposal with the policies of Mississauga Official Plan is under review.

Additional information and details are found in Appendix 1, Section 6.

**AGENCY AND CITY DEPARTMENT COMMENTS**

City Transportation and Works Department

Agency and department comments are summarized in Appendix 1, Section 9.

**Financial Impact**

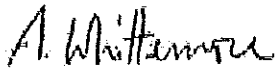
All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

**Conclusion**

Most agency and City department comments have been received. There are some technical issues which still need to be addressed including private and access easements and grading and drainage information specifically related to Block 11 and the MTO lands. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved.

**Attachments**

Appendix 1: Detailed Information and Preliminary Planning Analysis



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Andrew Whittlemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: Lorie Sterritt, Development Planner

**Detailed Information and Preliminary Planning Analysis****Owner: 2725312 Canada Inc.****Table of Contents**

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**1. Site History**

- October 31, 1988 – OZ 86/103 submitted by Markborough Properties Ltd. was approved. The subject lands were zoned for industrial and restricted commercial uses
- January 31, 1990 – Plan of subdivision 43M-964 was registered. The plan consisted of 10 lots and 5 blocks, located north of Derry Road West, south of Meadowvale Boulevard and along the east side of Financial Drive
- January 31, 1990 – Plan of subdivision 43M-965 was registered. The plan consisted of 17 blocks, located along Financial Drive
- January 14, 1994 – OZ/OPA 88-114 submitted by Markborough Properties Ltd. approved a further amendment to the official plan and rezoning of the lands. The official plan policies were amended to delete the office gross floor area requirement and the zoning was further amended
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned for employment uses with one property zoned for commercial uses. The E1, E2-1, E2-24, E2-30 zones permit various employment uses such as manufacturing, warehouse and office. The C3-1 zone permit various commercial and employment uses including, retail, office, manufacturing and warehouse
- November 14, 2012 – Mississauga Official Plan (MOP) came into force except for those site/policies which have been appealed. The subject lands are designated Business Employment and Mixed Use in the Meadowvale Business Park Corporate Centre Character Area

**2. Site Context**

The properties are located north of Highway 401, east of Mississauga Road and west of Old Credit Road and mostly south of Derry Road West. These properties are located within the Meadowvale Business Park Corporate Centre Character Area. The properties subject to this application contain various commercial and employment uses that are consistent with their zoning and the buildings were constructed between the years 2000 and 2007. The area includes 3-5 storey office buildings, with tenants that include Samsung, Mary Kay Cosmetics, Maple Leaf Foods, and Peel Regional Police. The area also includes 2 storey office, warehouse buildings including Point Click Care and various restaurants such as Starbucks, Tim Hortons and Boston Pizza. The area is serviced by transit routes 42, 57, 61 and 108 and is in close proximity to both Highway 401 and 407.



Aerial image of properties



Property Frontage and Size		
Address	Frontage	Size
1950 Meadowvale Blvd. (Block 1)	162.9 m (534.7 ft.)	3.8 ha (9.4 ac.)
7125 Mississauga Road (Block 2)	97.8 m (321.0 ft.)	2.2 ha (5.6 ac.)
6948-6990 Financial Drive (Block 3)	125.7 m (412.4 ft.)	4.7 ha (11.6 ac.)
7030 Royal Bank Drive (Block 4)	106.1 m (348.4 ft.)	0.8 ha (2.4 ac.)
0 Financial Drive (Block 5)	58.8 m (193.0 ft.)	0.4 ha (1.0 ac.)
6985 Financial Drive (Block 6)	138.4 (454.1 ft.)	3.1 ha (7.8 ac.)
6990 Creditview Road (Block 7)	158.8 (521.2 ft.)	4.5 ha (11.2 ac.)
6980 Creditview Road (Block 8)	133.7 m (438.7 ft.)	3.1 ha (7.8 ac.)
6950 Creditview Road (Block 9)	178.2 m (584.9 ft.)	3.0 ha (7.5 ac.)
6820 Creditview Road (Block 10)	276.3 m (906.7 ft.)	2.3 ha (5.8 ac.)
6696 Financial Drive (Block 11)	138.4 m (454.3 ft.)	1.9 ha (4.8 ac.)
6774A Financial Drive (Block 12)	90.1 m (295.6 ft.)	1.3 ha (3.3 ac.)
6775 Financial Drive (Block 13)	145.3 m (476.9 ft.)	2.1 ha (5.3 ac.)
6855 Financial Drive (Block 14)	108.8 m (357.1 ft.)	2.3 ha (5.6 ac.)
6897 Financial Drive (Block 15)	219.3 m (719.5 ft.)	2.8 ha (6.9 ac.)

6901, 6911 Creditview Road (Block 16)	455.4 m (1,494.1 ft.)	9.2 ha (22.9 ac.)
<b>Address</b>	<b>Frontage</b>	<b>Size</b>
6955 Creditview Road (Block 17)	133.5 m (438.0 ft.)	3.6 ha (9.0 ac.)
6975 Creditview Road (Block 18)	62.1 m (203.8 ft.)	3.8 ha (9.4 ac.)
<b>Existing Uses:</b> offices, warehouse/distribution facilities, restaurants, retail and personal service establishments		

The surrounding land uses are:

- North: Business employment uses including offices and warehouse/distribution facilities, Paroisse Sainte-Famille Secondary School, and detached homes which are located on the north side of Derry Road West
- East: A railway line which separates the business employment uses from the semi-detached homes located further east
- South: Highway 401 and employment uses
- West: Business employment uses including offices and warehouse/distribution facilities

### 3. Neighbourhood Context

The properties are located within the Meadowvale Business Park Corporate Centre Character Area and the majority of the subject properties have existing buildings. Corporate Areas represent major employment concentrations and contain a mix of high density employment uses with a focus on major office development. Corporate Centres are also areas where many prestigious research and manufacturing businesses are found. The Meadowvale Business Park Corporate Centre Character Area currently employs 50,183 people.

### Other Development Applications

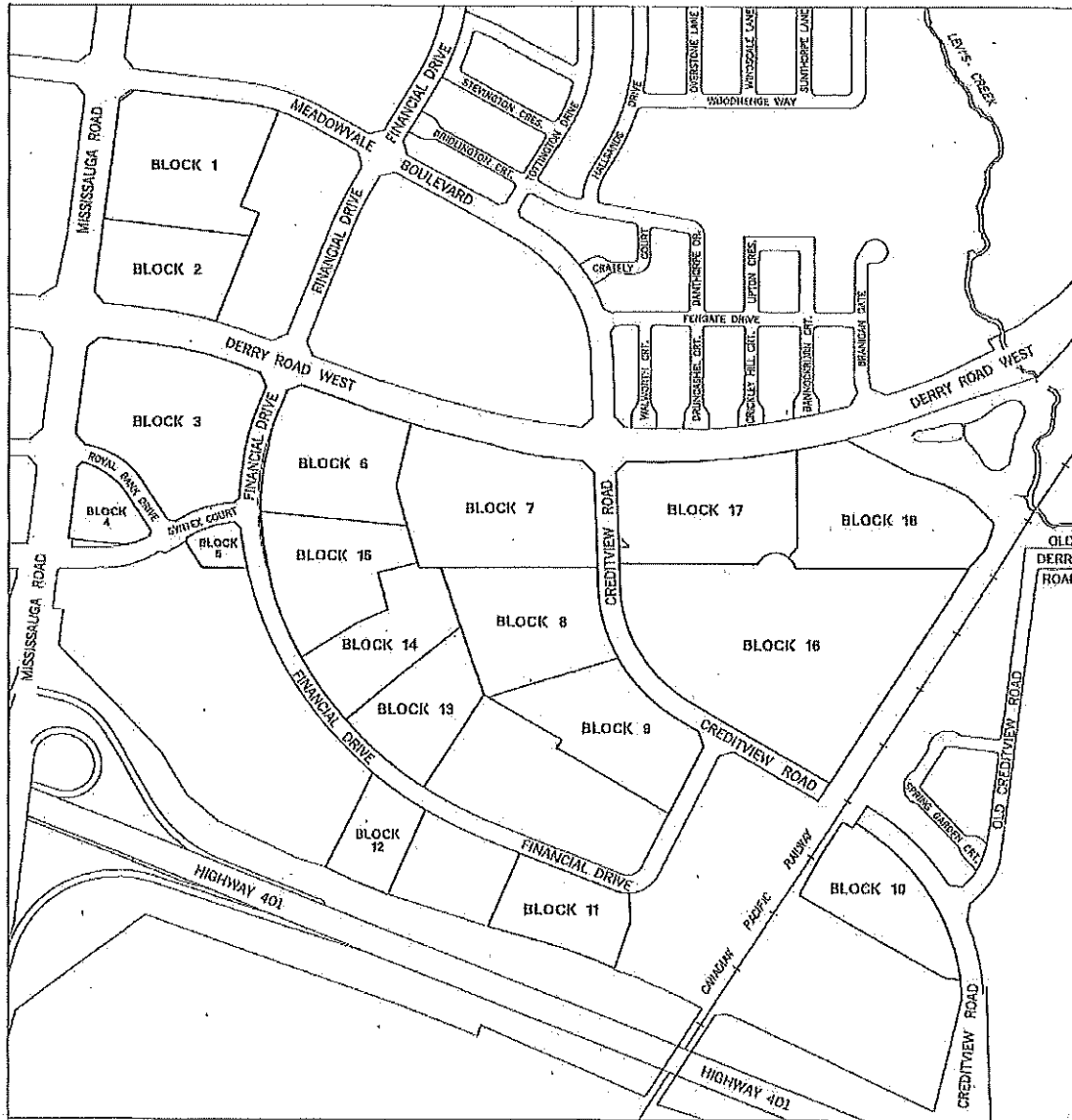
There are no other active development applications in the vicinity of the subject property.

### Community Services

This application will have no impact on existing services in the community.

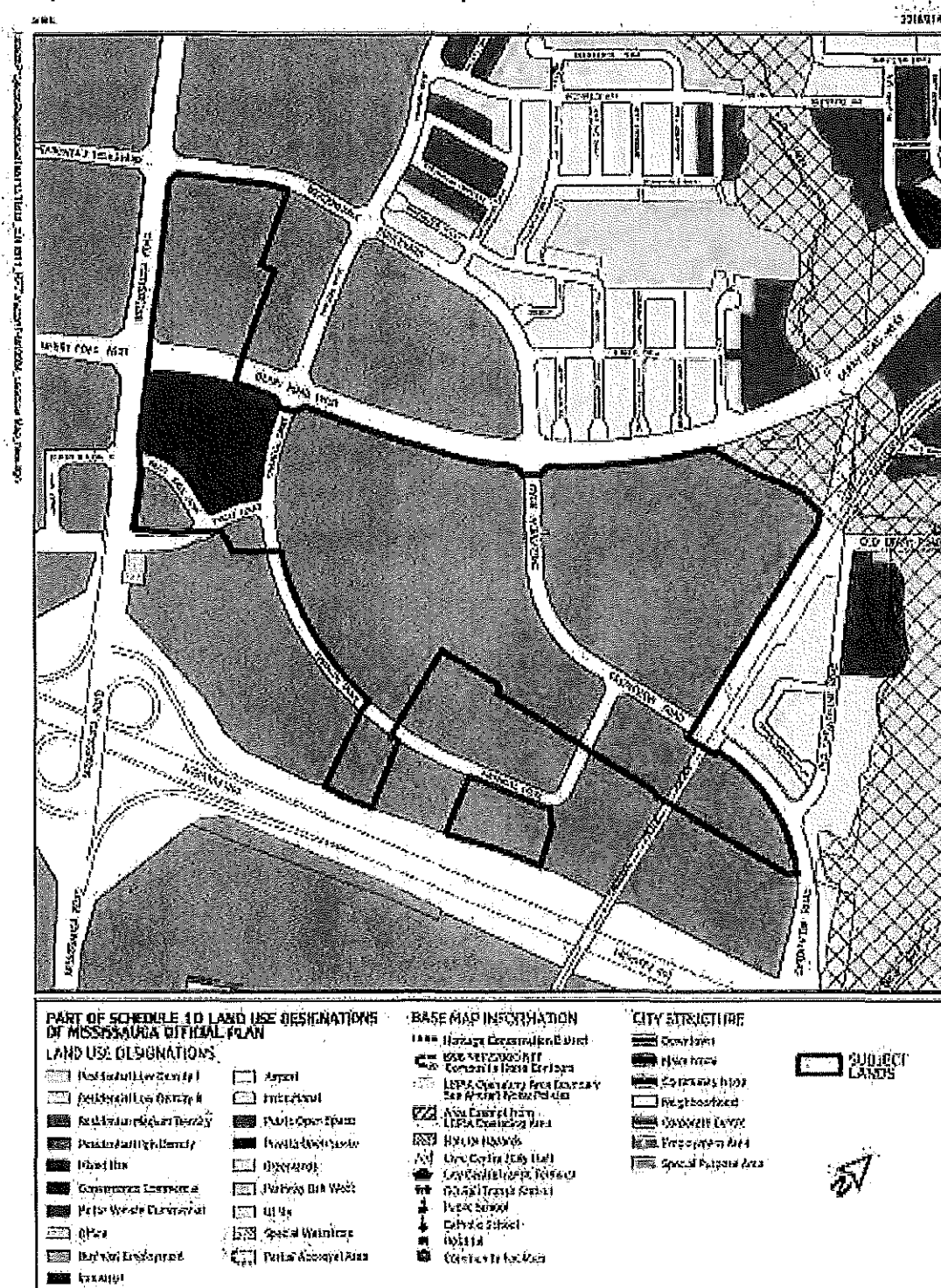
### 4: Project Details

The application is to create blocks on a plan of subdivision and will recognize existing site development limits.

**Draft Plan of Subdivision****5. Community Comments**

No community meetings were held and no written comments were received by the Planning and Building Department.

### Excerpt of Meadowvale Business Park Corporate Centre Character Area Land Use







**Summary of Applicable Policies**

The following table summarizes the applicable policy and regulation documents that affect this application:

<b>Policy</b>	<b>Mississauga Official Plan (MOP) Policies</b>	<b>Proposal</b>
<b>Provincial Policy Statement (PPS)</b>	The existing policies of MOP are consistent with the PPS	The proposed development is generally consistent with the PPS
<b>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</b>	The existing policies of MOP are in conformity with the <i>Growth Plan</i>	The proposed development is generally in conformity with the <i>Growth Plan</i>
<b>Greenbelt Plan</b>	n/a	or n/a
<b>Parkway Belt Plan</b>	n/a	or n/a
<b>Region of Peel Official Plan</b>	The existing policies of MOP are consistent with the ROP	The proposed application is exempt from regional approval
<b>Mississauga Official Plan</b>	The lands are located within the Meadowvale Business Park Corporate Centre Character Area and are designated <b>Business Employment</b> and <b>Mixed Use</b> which permit various employment and commercial uses including offices, warehouse/distribution facilities, restaurant, retail and personal service establishments.	No change proposed.
<b>Zoning By-law 225-2007</b>	The lands are currently zoned <b>E1, E2-1, E2-24, E2-30</b> which permit various employment uses such as manufacturing, warehouse and office. The <b>C3-1</b> zone permit various commercial and employment uses including, retail, office, manufacturing and warehouse.	No change proposed.

**Existing Mississauga Official Plan Designation for the Subject Site****Existing Designation**

**Business Employment and Mixed Use** which permit commercial and employment uses including offices, warehouse/distribution facilities, restaurant, retail and personal service establishments.

**Proposed Designation**

No change proposed.

**Provincial Policy Statement (PPS) and Growth Plan Analysis****Consistency with Provincial Policy Statement 2014**

The *Provincial Policy Statement* 2014 (PPS) is issued under Section 3 of the *Planning Act* and all decisions affecting land use planning matters "shall be consistent" with the *Provincial Policy Statement*.

The following table has been prepared to demonstrate how MOP policies are consistent with the relevant PPS policies (i.e. "Mississauga Official Plan Policies" column). In addition, the table provides a preliminary assessment as to how the proposed development is consistent with PPS and MOP policies (i.e. T-M18004 W11 Consistency" column). Only key policies relevant to the application have been included, and the table should be considered a general summary of the intent of the policies.

Official Plan Amendment No. 47 to MOP added and amended policies in the Official Plan so that it is consistent with the PPS. This amendment came into force on May 18, 2016.

**Consistency Analysis**

<b>Provincial Policy Statement (PPS)</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>T-M18004 W11 Consistency</b>
<b>1.0 Building Strong Healthy Communities</b>		
<b>General Statement of Intent:</b> Promoting efficient land use and development patterns are important to sustainable, liveable, healthy, resilient communities, protecting the environment, public health and safety and facilitating economic growth.	The development of a Corporate Centre (as defined in Mississauga Official Plan (MOP)) through a mix of employment uses with a focus on office development and uses with high employment densities supports the general intent of the PPS with respect to building a strong employment base.	The properties have been developed for employment and commercial uses.
1.1.3.3 Planning authorities shall identify appropriate locations for intensification and redevelopment where it can be accommodated taking into account building stock, brownfields, availability of infrastructure and public service facilities required to accommodate projected needs.	MOP policies, including the Urban Hierarchy, address appropriate locations for intensification and redevelopment.  Corporate Centres represent major employment concentrations and contain a mix of high density employment uses with a focus on major office development	The existing development is consistent with these MOP policies.
1.1.3.4 Appropriate development standards should facilitate	The Built Form policies of MOP (MOP policies contained in section 9)	The existing development is consistent with these MOP policies.

<b>Provincial Policy Statement (PPS)</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>T-M18004 W11 Consistency</b>
intensification, redevelopment and compact form, while mitigating risks to public health and safety.	provide direction on appropriate standards to facilitate intensification with respect to transition, compact urban form and public realm.	
<b>1.3 Employment</b>		
<b>1.3 General Statement</b> Promote economic development and competitiveness by providing for an appropriate mix and range of employment uses to meet current and long-term needs.	MOP recognizes the importance of identifying and protecting lands for a diversity of employment uses to meet current and future needs.	The properties subject to this application have been developed for a range of employment and commercial uses.
1.3.2.1 Protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs.	MOP policies recognize the need to provide an adequate supply of lands for a diversity of employment uses to meet current and future needs.	The subject properties include uses permitted within the Business Employment and Mixed Use designations of the Meadowvale Business Park Corporate Centre Character Area.
1.3.2.3 Employment areas located in proximity to major goods movement facilities and corridors.	The MOP promotes a transportation system to promote and better integrate multi-modal goods movements, including locating activities generating substantial truck traffic to be located near provincial highways and arterial road.	The application is located within close proximity to both Highway 401 and 407. Mississauga Road and Derry Road West which are designated as corridors within MOP.
<b>4.0 Implementation and Interpretation</b>		
<b>General Statement of Intent:</b> Provides direction on how the <i>Provincial Policy Statement</i> is to be implemented and interpreted.  4.2 Decisions of the council of a municipality shall be consistent with the <i>Provincial Policy Statement</i>  4.7 The Official Plan is the most important vehicle for implementation of the <i>Provincial Policy Statement</i>	As outlined in this table, the policies of Mississauga Official Plan are generally consistent with the relevant policies of the Provincial Policy Statement.	This application for a draft plan of subdivision is supported by a number of PPS and MOP policies.



**Conformity with Growth Plan 2017**

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) (2017) was issued under Section 7 of the *Places to Grow Act* and all decisions affecting lands within this area will conform with this Plan.

The following table has been prepared to demonstrate how MOP policies conform with the relevant Growth Plan policies (i.e. "Mississauga Official Plan Policies" column). In addition, the table provides a preliminary assessment as to how the proposed development conforms with Growth Plan and MOP policies (i.e. T-M18004 W11 Conformity" column). Only key policies relevant to the application(s) have been included, and that table should be considered a general summary of the intent of the policies.

MOP was prepared and approved in accordance with the Growth Plan 2006. Mississauga is in the process of reviewing MOP policies to ensure conformity with the new Growth Plan 2017. The development application has been reviewed against Growth Plan 2017 policy direction to ensure conformity.

**Conformity Analysis**

<b><i>Growth Plan for the Greater Golden Horseshoe</i></b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>T-M18004 W11 Conformity</b>
<b>1.1 The Greater Golden Horseshoe</b>		
<b>General Statement of Intent:</b> The Greater Golden Horseshoe plays an important role in accommodating growth, however, the magnitude of anticipated growth will present challenges to infrastructure, congestion, sprawl, healthy communities, climate change and healthy environment	The policies of MOP will accommodate growth within the existing urban boundary. The policies provide a planning framework to address the challenges of accommodating growth.  Section 4 of MOP outlines the City's Vision, and Guiding Principles which will help shape change that the Growth Plan anticipates.	This application is supportive of growth within the existing urban boundary.
<b>1.2 The Growth Plan for the Greater Golden Horseshoe</b>		
<b>General Statement of Intent:</b> The Vision for the Greater Golden Horseshoe is that it will be a great place to live, supported by a strong economy, a clean and healthy environment, and social equity, with an extraordinary waterfront.	The Vision for Mississauga is that it will be a beautiful sustainable City that protects its natural and cultural heritage resources and its established stable neighbourhoods (MOP section 4). The City is planning for a strong economy supported by a range of mobility options.	This development application will continue to support Mississauga's economic prosperity.

<b>Growth Plan for the Greater Golden Horseshoe</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>T-M18004 W11 Conformity</b>
	MOP directs growth to areas that support existing and planned transit facilities and other infrastructure improvements.	
<b>1.2.1 Guiding Principles</b>		
<b>General Statement of Intent for this Section:</b> The policies of this Plan are based on the following principles: <ul style="list-style-type: none"> <li>a. Complete communities</li> <li>b. Prioritize intensification</li> <li>c. Provide flexibility to capitalize on new employment opportunities</li> <li>d. Support a range and mix of housing options</li> <li>e. Integrate land use planning and investment in infrastructure</li> <li>f. Provide different approaches to manage growth that recognize diversity of communities</li> <li>g. Protect natural heritage, hydrologic, landforms</li> <li>h. Conserve and promote cultural heritage</li> <li>i. Integrate climate change considerations</li> </ul>	The Vision and Guiding Principles of the Growth Plan are incorporated into MOP, including the following:  Section 5 – Direct Growth (addresses prioritizing intensification) Section 6 – Value the Environment (addresses protecting natural heritage and responding to climate change) Section 7 – Complete Communities (addresses housing, cultural heritage and complete communities) Section 8 – Creating a multi-modal City (addresses transportation infrastructure and creating a multi-modal transportation system) Section 9 – Building Desirable Built Form (provides direction on how to accommodate growth within intensification and non-intensification areas)	The development application is supportive of many Growth Plan principles; however, the manner in which the application implements those principles will be evaluated against official plan policies and City guidelines.
<b>1.2.2 Legislative Authority</b>		
<b>General Statement of Intent:</b> All decisions made on or after July 1, 2017 will conform with this Plan	As illustrated through this table, MOP generally confirms to the Growth Plan, as it pertains to the proposed development.	As the decision on the applications will occur after July 1, 2017, it must conform to the Growth Plan 2017.

<b><i>Growth Plan for the Greater Golden Horseshoe</i></b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>T-M18004 W11 Conformity</b>
<b>1.2.3 How to Read this Plan</b>		
<b>General Statement of Intent for this Section:</b> Outlines the relationship between the <i>Growth Plan</i> and other planning documents, and how to read the plan	Relevant MOP policies have been reviewed in respect of the <i>Growth Plan</i> and other planning documents.	This application was been reviewed accordingly.
<b>2. Where and How to Grow</b>		
<b>2.1 Context</b>		
<b>General Statement of Intent:</b> This Plan is about building compact and complete communities. Better use of land and infrastructure can be made by prioritizing intensification, building compact and complete communities, and increasing the modal share for transit and active transportation.	The MOP policies conform with the general intent, as summarized in the Vision and Guiding Principle section of the document (Section 4).	The application is located within a built-up area of the City and will continue to allow for utilization of existing infrastructure.
<b>2.2 Policies For Where and How To Grow</b>		
<b>2.2.1 Managing Growth</b>		
<b>General Statement of Intent for this Section:</b> Growth will be primarily directed to appropriate locations that support complete communities and infrastructure, as directed by the upper tier municipality.	MOP includes policies, as approved by the Region, that direct growth and intensification to appropriate locations including Corporate Centres.  MOP includes policies that speak to appropriateness including: <ul style="list-style-type: none"> <li>• Mississauga will maintain an adequate supply of lands for a variety of employment uses to accommodate existing and future employment needs (5.3.6.1)</li> <li>• Intensification Areas will be planned to reflect their role in the City Structure hierarchy (5.5.4)</li> </ul>	The application is located within an existing and growing Corporate Centre.

<b>Growth Plan for the Greater Golden Horseshoe</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>T-M18004 W11 Conformity</b>
<p>Relevant Policies:</p> <ul style="list-style-type: none"> <li>a. Growth should be primarily directed to settlement areas that: <ul style="list-style-type: none"> <li>i. Are within the built boundary and have planned municipal water and wastewater systems and support complete communities (2.2.1.2 a i, ii, iii)</li> <li>ii. that are in delineated built-up areas, strategic growth areas, locations with existing or planned transit and public service facilities (2.2.1.2. c i, ii, iii, iv),</li> <li>iii. that is generally away from hazardous lands (2.2.1.2. e)</li> </ul> </li> <li>b. Integrated planning to manage forecasted growth will: <ul style="list-style-type: none"> <li>i. Be supported by planning for infrastructure and public service facilities that consider the full life cycle cost and payment (2.2.1.3.b)</li> <li>ii. Provide direction for an urban form that will optimize infrastructure (2.2.1.3.c)</li> <li>iii. Support the environment (2.2.1.3.d)</li> <li>iv. Be implemented through a municipal comprehensive</li> </ul> </li> </ul>	<p>The Meadowvale Business Park Corporate Centre is located within the existing built-up area that has access to municipal infrastructure to accommodate the development.</p> <p>Mississauga Road and Derry Road West are identified as corridors and are identified as Transit Priority Corridors (Schedule 6 Long Term Transit Network).</p> <p>MOP Section 5 states that Mississauga will integrate environment, land use, urban design and transportation planning objectives in order to promote development patterns that are sustainable.</p> <p>MOP includes policies that address the creation of complete communities.</p>	<p>The proposed development will be evaluated against the applicable official plan policies.</p>



<b><i>Growth Plan for the Greater Golden Horseshoe</i></b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>T-M18004 W11 Conformity</b>
<p>review (2.2.1.3.e)</p> <p>c. The <i>Growth Plan</i> will support the achievement of complete communities that</p> <ul style="list-style-type: none"> <li>i. Features a diverse mix of land uses</li> <li>ii. Improves social equity</li> <li>iii. Provides a mix of housing options</li> <li>iv. Expands convenient access to transportation, public service facilities, open space, healthy food options</li> <li>v. Ensures high quality compact built form, attractive public realm, including open spaces, through site design and urban design</li> <li>vi. Mitigates climate change</li> <li>vii. Integrates green infrastructure</li> </ul>		
<b>2.2.2 Delineated Built-up Areas</b>		
<p><b>Statement of Intent:</b> The majority of growth is directed to lands within the delineated built-up area (i.e. limits of the developed urban area identified by the Minister of Municipal Affairs and Housing)</p>	With the exception of a small portion of land along the western boundary of Mississauga, the City is within the delineated built-up area.	The development application is supportive of policies that direct development to intensification areas that are transit supportive.
<b>2.2.5 Employment</b>		
<p><b>General Statement of Intent for this Section:</b> It is important to ensure an adequate supply of employment land</p>	MOP policies direct employment growth to strategic locations.	The development proposal will retain its employment land use designation.
<p><b>Relevant Policies:</b> a. Efficient use of existing</p>	Employment growth will be encouraged in areas with existing and proposed service	The development will maintain the existing employment and commercial uses.

<b>Growth Plan for the Greater Golden Horseshoe</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>T-M18004 W11 Conformity</b>
<p>employment areas and vacant and underutilized employment lands and increasing employment densities</p> <p>b. Ensure the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth</p> <p>c. Planning to better connect areas with high employment densities to transit</p> <p>d. Major office development will be directed to urban growth centres</p> <p>e. Surface parking will be minimized and the development of active transportation networks and transit-supportive built form will be facilitated</p> <p>f. Employment areas will be protected for appropriate employment uses over the long term</p> <p>g. Employment areas will be located adjacent to or near major goods movement facilities and corridors, including major highway interchanges</p> <p>h. Prohibit residential, institutional, and</p>	<p>and infrastructure capacity.</p> <p>Corporate Centres will provide for employment uses at greater densities and heights than Employment Areas</p> <p>Corporate Centres will be planned to achieve compact transit supportive development at greater employment densities.</p> <p>Conversion of lands within Corporate Centres to non-employment uses will only be permitted through a municipal comprehensive review.</p> <p>Residential uses and new major retail developments will not be permitted,</p>	

<b><i>Growth Plan for the Greater Golden Horseshoe</i></b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>T-M18004 W11 Conformity</b>
<p>other sensitive land use</p> <p>i. Retail uses will be supported through compact built form and intensification and encouraging the integration of those uses with other land uses to support the achievement of complete communities</p>		
<p><b>5 Implementation</b></p> <p><b>Statement of Intent:</b> Comprehensive municipal implementation is required to implement the <i>Growth Plan</i>. Where a municipality must decide on planning matters before its official plan has been updated it must still consider impact of decision as it relates to the policy of the plan.</p> <p>The policies of this section address implementation matters such as: how to interpret the plan, supplementary direction on how the Province will implement, co-ordination of the implementation, use of growth forecasts and targets, performance indicators and monitoring, interpretation of schedules and appendices.</p>	<p>MOP must conform with a hierarchy of policy and legislation at the federal, provincial, regional, and municipal level. In particular provincial policy initiatives provide strong direction for the growth management and development strategies found in MOP.</p>	<p>Not directly applicable, as these policies speak to broader planning matters including: interpretation, implementation and how to read the plan. Part 1.0 of the Mississauga Official Plan addresses many of these issues.</p>

**Region of Peel Official Plan**

The Region of Peel approved MOP on September 22, 2011. The proposed development application was circulated to the Region who has advised that in its current state, the application meets the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the *Provincial Policy Statement* and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the *Planning Act* and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 9 of this report.

**Relevant Mississauga Official Plan Policies**

There are other policies in Mississauga Official Plan (MOP) that are also applicable in the review of this application, some of which are found below.

	<b>Specific Policies</b>	<b>General Intent</b>
<b>Section 4 Vision</b>	Section 4.4.2 Section 4.4.5 Section 4.5	Mississauga will provide the guiding principles that are to assist in implementing the long-term land use, growth and development plan for Mississauga and sets out how the City will achieve these guiding principles.
<b>Section 5 Direct Growth</b>	Section 5.1.4 Section 5.1.6 Section 5.1.9	Most of Mississauga's future growth will be directed to Intensification Areas. Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of live/work opportunities.  New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.
<b>Section 5 Direct Growth Corporate Centres</b>	Section 5.3 Section 5.3.4 Section 5.3.4.3 Section 5.3.4.4	Corporate Centres are intensification areas and will provide for employment uses at higher densities and heights. Residential uses and new major retail developments will not be permitted in Corporate Centres.
<b>Section 5 Direct Growth Corridors</b>	Section 5.4.2 Section 5.4.3 Section 5.4.4 Section 5.4.5 Section 5.4.6 Section 5.4.7 Section 5.4.8 Section 5.4.9 Section 5.4.10	Corridors connect various elements of the city to each other. Over time, many of these corridors will evolve and accommodate multi-modal transportation and become attractive public spaces in their own right. Some corridors have been identified as appropriate locations for intensification and generally comprise of the road right-of-way. Development on corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding neighbourhood.



	<b>Specific Policies</b>	<b>General Intent</b>
<b>Section 7 Complete Communities</b>	Section 7.1.3	The official plan supports the creation of complete communities and encourages compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses.
<b>Section 8 Multi-Modal City</b>	Section 8.1.1 Section 8.1.2 Section 8.1.3 Section 8.1.4	Mississauga will create a well-connected multi-modal transportation system that priorities services and infrastructure.
<b>Section 9 Build a Desirable Urban Form</b>	Section 9.1.1 Section 9.1.2 Section 9.1.5 Section 9.1.9 Section 9.1.10 Section 9.2 Section 9.3 Section 9.4 Section 9.5	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the City structure.</p> <p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.</p> <p>Development on corridors will be consistent with existing or planned character, seek opportunities to enhance the corridor and provide appropriate transitions to neighbouring uses.</p> <p>Development will create a sense of gateway to the Intensification Area with prominent built form and landscaping.</p> <p>Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes.</p> <p>Development will be sited and massed to contribute to a comfortable environment. Site development should respect and maintain the existing grades, conserve energy, provide enhanced streetscaping and contribute to the quality and character of existing streets.</p>
<b>Section 10 – Foster a Strong Economy</b>	Section 10.1.1 Section 10.1.2 Section 10.1.3 Section 10.1.5 Section 10.1.6 Section 10.1.7 Section 10.2 Section 10.2.1 Section 10.6 Section 10.7	<p>Mississauga will encourage a range of employment opportunities reflective of the skills of the resident labour force.</p> <p>Mississauga will identify and protect lands for a diversity of employment uses to meet current and future needs.</p> <p>Major office will be encouraged to locate within the Corporate Centres.</p>
<b>Section 11 General Land Use Designation</b>	Section 11.2.6 Section 11.2.6.1 Section 11.2.6.2 Section 11.2.6.3 Section 11.2.7 Section 11.2.11	<p>The use and development of land will reflect all components of the Urban System.</p> <p>Lands designated Mixed Use will be encouraged to contain a mixture of permitted uses.</p>

	Specific Policies	General Intent
<b>Section 15 Corporate Centres</b>	Section 15.1.1 Section 15.1.3 Section 15.1.8 Section 15.4 Section 15.4.2	Corporate Centres will develop a mix of employment uses with a focus on office development and uses with high employment densities.

**Existing Zoning**

**Existing Zones – E1, E2-1, E2-24, E2-30 (Employment)** which permit employment uses including office, warehouse and distribution and **C3-1 (Commercial)** which permits commercial retail uses including office, restaurant, retail and personal service establishments.

**7. Section 37 Community Benefits (Bonus Zoning)**

This site would not meet the criteria for applying Section 37 as there is no request for increased height or density.

**8. School Accommodation**

As this is an employment area, there are no students generated from this development.

**9. Development Issues**

The following is a summary of comments from agencies and departments regarding the application:

Agency / Comment Date	Comment
City Community Services Department – Parks and Forestry Division/Park Planning Section	In comments dated December 3, 2018, Community Services will not object to the Lot Line Adjustment. The adjustment does not impact any existing parks within the area.  Since this is only a lot adjustment, cash-in-lieu for park or other public recreational purposes is not required.
City Transportation and Works Department	In comments dated January 29, 2019, Transportation and Works will require the owner to enter into a subdivision agreement to address warning clauses, notice provisions and other technical requirements.  A number of private easements and access easements will be required between the proposed blocks and satisfactory arrangements of these easements will be required.  Additional grading and drainage information is to be provided for Block 11 (6696 Financial Drive) and the abutting MTO lands to the south. Registered Plan 43M-965 depicted external drainage from the MTO lands being accommodated through Block 11. Additional details with regard to how the MTO

Agency / Comment Date	Comment
	external drainage is being accommodated is required as it may require a municipal storm sewer easement at this location.
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> <li>- City Community Services Department – Culture Division</li> <li>- City Fire Plan Examination</li> <li>- City Planning Strategies</li> <li>- City Development Services</li> <li>- Mississauga Transit</li> <li>- Credit Valley Conservation</li> <li>- Rogers Cable</li> <li>- Greater Toronto Airport Authority</li> <li>- Ministry of Transportation</li> <li>- Alectra</li> </ul>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>- City Transportation &amp; Works</li> <li>- Region of Peel</li> <li>- Peel Regional Police</li> <li>- Bell Canada</li> <li>- Canada Post</li> <li>- Enbridge</li> </ul>

**Development Requirements**

In conjunction with the proposed application, there may be technical matters to be addressed resulting from the outstanding reviewers, prior to draft approval of the plan of subdivision.

**Other Information**

The applicant has submitted the following information in support of the application:

- Survey Plans
- Block Plans
- Draft Plan of Subdivision
- Context Plan
- Concept Plan
- General Servicing Plan
- Registered Plans 43M-964 & 43M-965
- Planning Justification Report
- General Grading Plan
- Grading Block Plans
- General Servicing Plan
- Servicing Block Plans
- General Easement Plan

## **Recommendation Report Detailed Planning Analysis**

**Owner: 2725321 Canada Inc. (Quad Real Property Group)**

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## 1. Community Comments

No comments were made at the public meeting and no comments have been received by the Planning and Building Department.

## 2. ***Provincial Policy Statement, 2014 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2017***

The *Provincial Policy Statement* (PPS) and the *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) provide policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

## 3. Consistency with PPS

Section 1.3 of the PPS states, that planning authorities shall promote economic development and competitiveness in

employment areas by providing for an appropriate mix of employment and institutional uses, in order to meet long term needs.

The Meadowvale Business Park Corporate Centre Character Area is an area with a mix of employment uses with a focus on office development and uses with high employment densities.

Chapter 1 – Introduction of Mississauga Official Plan (MOP) indicates meeting employment needs as a “Strategic Goal” in an effort to foster a strong and sustainable economy.

Chapter 4 – Vision of MOP identifies fostering a strong economy as a priority within the official plan guiding principles, which provides direction for land use planning for the City. This is anticipated to be accomplished by supporting and attracting uses with high employment densities.

Section 5 of Mississauga Official Plan (MOP) (Direct Growth) has policies that designate Corporate Centres as intensification areas and will provide for employment uses at higher densities and heights with a focus on major office development.

Chapter 11 – General Land Use Designation of MOP indicates that offices, warehouse/distribution facilities, restaurants, retail and personal services establishments are permitted within the Business Employment and Mixed Uses designations.

The relevant MOP policies in this report are consistent with the PPS.

## 4. Conformity with Growth Plan

Section 2.2.2.4 b) in the Growth Plan directs municipalities to "identify the appropriate type and scale of development in intensification areas". It states that intensification areas will be planned and designed to "achieve an appropriate transition of built form to adjacent areas". The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

MOP Chapter 5 – Direct Growth, includes policies that direct growth to Corporate Centres which will provide for employment uses at higher densities and heights with a focus on major office development

Section 2.2.5 in the Growth Plan directs efficient use of existing employment areas and increasing employment densities.

MOP Chapter 15 – Corporate Centres, includes policies for a mix of employment uses with a focus on office development and uses with high employment densities.

The relevant MOP policies in this report conform to the *Growth Plan for the Greater Golden Horseshoe*.

The policies of the *Greenbelt Plan* and the *Parkway Belt Plan* are not applicable to this application.

## 5. Region of Peel Official Plan

The subject property is located within the Urban System within the Region of Peel. General Objectives and General Policies in Section 5 direct development and redevelopment to the Urban System in order to achieve complete communities that represent a more efficient use of land that is compact in built form and contributes to a mix of uses.

The relevant MOP policies in this report are in conformity with the Region of Peel Official Plan.

## 6. Mississauga Official Plan (MOP)

The proposal does not require an amendment to the Mississauga Official Plan Policies for the Meadowvale Business Park Corporate Centre Character Area, as offices, warehouse/distribution facilities, restaurants, retail and personal service establishments are permitted in the Business Employment and Mixed Use designations.

### *Directing Growth*

The subject site is located in the Meadowvale Business Park Corporate Centre Character Area. The subject properties were developed over several years and through a number of applications resulting in a variety of legal descriptions. The proposed blocks represent the existing limits of development.

Corporate Centres represent major employment concentrations and contain a mix of high density employment uses with a focus on major office development.

The subject sites are designated **Mixed Use** and **Business Employment**, which permits offices, warehouse/distribution facilities, restaurants, retail and personal service establishments.

Based on the above, the proposed development conforms to the applicable policies of the MOP.

#### *Compatibility with the Corporate Centres*

The Meadowvale Business Park Corporate Centre Character Area policies focus development to these major employment concentrations. Corporate Centres are intensification areas and will contain a mix of high density employment uses with a focus on major office development. A range of uses are permitted in the corporate centres including office, research and manufacturing businesses.

The proposal is compatible with the area and upholds the Corporate Centre policies.

## **7. Services and Infrastructure**

Based on the comments received from the applicable City Departments and external agencies, the existing infrastructure is adequate to support the proposed development.

The Region of Peel has advised that there is adequate water and sanitary sewer capacity to service these sites.

The sites are currently serviced by the following MiWay Transit routes:

- Number 42, 57, 62, 104 and 108 have direct access to the area

There are a number of restaurants in the buildings located at 6974 Financial Drive which service the area.

For these reasons, this application is consistent with MOP, the Region of Peel Official Plan, the Growth Plan and the PPS.

## **14. Draft Plan of Subdivision**

The proposed plan of subdivision was reviewed by City Departments and agencies and is acceptable subject to the conditions attached as Appendix 3.

The lands are the subject of a Draft Plan of Subdivision. Development will be subject to the completion of services and registration of the plan.

## **15. Conclusions**

In conclusion, City staff has evaluated the application to permit an 18 block plan of subdivision against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden*

*Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The subject lands are developed and the owner is seeking to create blocks on one plan of subdivision to simplify the legal descriptions of the properties and facilitate their existing ability to sell individual parcels.

The sites are currently occupied by various employment and commercial uses include offices, warehouse/distribution facilities, restaurants, retail and personal service establishments which are consistent with the Meadowvale Corporate Centre Character Area policies.

MOP policies are consistent with the *Provincial Policy Statement* and the *Growth Plan for the Greater Golden Horseshoe* in that the site is designated Business Employment and Mixed Use allowing for intensification within the Corporate Centre of employment uses.




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**SCHEDULE A  
CONDITIONS OF APPROVAL**

**FILE:** T-M18004 W11

**SUBJECT:** Draft Plan of Subdivision  
1950 Meadowvale Blvd., 7125 Mississauga Road, 0, 6696,  
6774A, 6775, 6855, 6897, 6948-6990, 6985 Financial Drive,  
7030 Royal Bank Drive, 6901, 6911, 6920, 6950, 6955,  
6980, 6990 Creditview Road  
City of Mississauga  
2725312 Canada Inc. (Quad Real Property Group)

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Approval of a draft plan of subdivision granted under Section 51 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, will be valid until approval is either withdrawn or the plan is registered. Approval may be withdrawn by the Commissioner, Planning and Building Department if approval of the final plan has not been given three (3) years after the date of approval of the draft plan.

**NOTE:** City is "The Corporation of the City of Mississauga"  
Region is "The Regional Municipality of Peel"

- 1.0 Approval of the draft plan applies to the plan dated August 10, 2018.
- 2.0 That the owner agree, in writing, to satisfy all the requirements, financial and otherwise of the City and the Region.
- 3.0 That the applicant/owner shall enter into a Subdivision Agreement and any other necessary agreements, satisfactory to the City, Region or any other appropriate authority, prior to ANY development within the plan. These agreements may deal with matters including, but not limited to, private easements, engineering matters, grading and securities.
- 4.0 The applicant/owner shall register private easements on the future lots/blocks that shall be created by the draft plan of subdivision, which lots/blocks shall require access either for vehicular and/or pedestrian movements, or for the provision of municipal services, or both. Prior to the registration of any private easements, the applicant/owner is to provide all draft documentation, including draft reference plan(s) to the City of Mississauga for review and approval prior to the registration of same. This condition is to be cleared once the private easements have been registered and evidence of same has been provided to the City of Mississauga by way of registered Transfer of Easement(s) and updated Property Identifier Number(s) (PIN) showing the said registrations on title to the subject lands.
- 5.0 A letter shall be received from the City of Mississauga, Manager of Zoning Plan Examination, indicating that the future lots/blocks that shall be created by the draft plan of subdivision comply with the provisions of the Zoning By-law, or alternatively; that any variances are approved by the appropriate authorities and such approval is final and binding.



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- 6.0 All processing and administrative fees shall be paid prior to the registration of the plan. Such fees will be charged at prevailing rates of approved City and Regional Policies and By-laws on the day of payment.
- 7.0 Prior to final approval, the Engineer is required to submit, to the satisfaction of the Region, all engineering drawings in Micro-Station format as set out in the latest version of the Region of Peel "Development Procedure Manual".
- 8.0 That prior to signing of the final plan, the Commissioner of Planning and Building is to be advised that all of the above noted conditions have been carried out to the satisfaction of the appropriate agencies and the City.

**THE REQUIREMENTS OF THE CITY WILL BE EFFECTIVE FOR THIRTY-SIX (36) MONTHS FROM THE DATE THE CONDITIONS ARE APPROVED BY THE COMMISSIONER, PLANNING AND BUILDING DEPARTMENT. AFTER THIS DATE REVISED CONDITIONS WILL BE REQUIRED. NOTWITHSTANDING THE SERVICING REQUIREMENTS MENTIONED IN SCHEDULE A, CONDITIONS OF APPROVAL, THE STANDARDS IN EFFECT AT THE TIME OF REGISTRATION OF THE PLAN WILL APPLY.**

City of Mississauga

# Corporate Report



Date: 2019/04/16

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Originator's file:  
OZ 16/003 W11

Meeting date:  
2019/06/10

## Subject

### **PUBLIC MEETING RECOMMENDATION REPORT (WARD 11)**

**Official Plan Amendment and Rezoning applications to permit three apartment buildings with heights of 11, 15 and 29 storeys with accessory retail and office commercial uses 2475 Eglinton Avenue West, northeast quadrant of Eglinton Avenue West and Erin Mills Parkway**

**Owner: Daniels HR Corporation**

**File: OZ 16/003 W11**

**Pre-Bill 139**

## Recommendation

1. That City Council direct Legal Services, representatives from the appropriate City Departments and any necessary consultants to attend the Local Planning Appeal Tribunal hearing on the subject applications under File OZ 16/003 W11, Daniels, 2475 Eglinton Avenue West to permit three apartment buildings with heights of 11, 15 and 29 storeys with accessory retail and office commercial uses in the first two storeys in support of the recommendations outlined in the report dated April 16, 2019 from the Commissioner of Planning and Building, that concludes that the proposed official plan amendment and rezoning are acceptable from a planning standpoint and should be approved subject to the provisions outlined in Appendix 2.
2. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
3. Notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to Council approval of the development application, the applicant can apply for a minor variance application provided that the height and floor space index (FSI) shall not increase.

## Report Highlights

- The official plan amendment and rezoning applications have been appealed to the Local Planning Appeal Tribunal (LPAT) by the applicant for failure by City Council to make a decision within the prescribed timelines. A prehearing conference took place on January 7, 2019. A second prehearing conference is scheduled for July 15, 2019
- The applicant has made revisions to the proposal to address issues raised at the Public Meeting, through correspondence and by staff, including a reduction in building heights from 24, 25 and 36 storeys to 11, 15 and 29 storeys
- Any approval by LPAT should be subject to an "H" holding symbol to address outstanding technical requirements, and to allow for a Section 37 Agreement
- Staff require direction from Council to attend any LPAT proceedings which may take place in connection with the applications and in support of the recommendations outlined in this report
- Staff are satisfied with the changes to the proposal and find it to be acceptable from a planning standpoint, and recommend that the applications be approved

## Background

A public meeting was held by the Planning and Development Committee on October 16, 2017 at which time an Information report ([Information Report Link](#)) was received for information.

Recommendation PDC-0056-2017 was then adopted by Council on October 25, 2017.

1. That the report dated September 21, 2017 from the Commissioner of Planning and Building regarding the applications by Daniels HR Corporation to permit three apartment buildings with heights of 24, 25, and 36 storeys with accessory retail and office commercial uses under File OZ 16/003 W11, Daniels HR Corporation, 2475 Eglinton Avenue West, be received for information.
2. That six oral submissions made to the Planning and Development Committee on October 16, 2017, be received.

On March 20, 2018, the owner/applicant appealed the applications to LPAT due to failure of the City to make a decision. A prehearing conference was held on January 7, 2019, with a second prehearing conference scheduled for Monday July 15, 2019. The purpose of this report is to make a recommendation to Planning and Development Committee on the application and to seek direction with respect to the appeal.

Given the amount of time since the public meeting, full notification was provided.

## Comments

### REVISED DEVELOPMENT PROPOSAL

The applicant has made modifications to the proposed concept plan including:

- Reducing the proposed building heights from 24, 25 and 36 storeys to 11, 15 and 29 storeys
- Reconfiguring the proposed tower locations to address concerns from Trillium Health Partners (THP) regarding emergency helicopter flight paths
- Reducing the proposed non-residential gross floor area from 4 000 m<sup>2</sup> (43,055 sq.ft.) to 1 316 m<sup>2</sup> (14,165 sq.ft.)
- Decreasing the number of apartment units proposed from 1,003 to 977
- Revising the second Erin Mills Parkway access to a right-in only movement via the 'jug handle' along the northern portion of the site
- Removing the proposed pedestrian access to the adjacent stormwater pond

### COMMUNITY ENGAGEMENT

All property owners within 120 m (393 ft.) were notified of the applications on June 2, 2016. Notice signs were placed on the subject lands advising of the proposed official plan and zoning change. The public meeting was held on October 16, 2017. Six members of the public made deputations regarding the applications. A community meeting was held by Ward 11 Councillor George Carlson on June 27, 2017. Approximately 40-50 people attended this meeting and 17 written submissions were received. Responses to the issues raised at the public meeting and from correspondence received can be found in Appendix 2. Three area residents are registered as participants to the forthcoming LPAT prehearing on this matter.

Comments received by the Planning and Building Department related to:

- Concern over existing zoning permissions
- Concerns with proposed building heights, overall density and shadow impacts
- Concerns with additional traffic and pedestrian safety, particularly at the intersection of Erin Mills Parkway and Eglinton Avenue West
- Potential impact on emergency vehicle and helicopter access to the hospital
- Potential need for hospital expansion
- Impact on school capacity in the area

### UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The applications were circulated to all City departments and commenting agencies on March 21, 2019. Department/agency comments are included in Appendix 1 to this report.

**Trillium Health Partners (THP)**

Comments dated February 1, 2018 raised concerns that the height and location of the apartment buildings would interfere with the operation of THP emergency helicopter landing pad.

Flight path review studies were conducted to address this, resulting in the revised development concept that City staff believe address Trillium Health Partners' (THP) concerns, however no confirmation has been received from THP. THP is a registered party at the forthcoming LPAT prehearing. If any further adjustments are required to the heights of buildings under the flight path or a condition is imposed, staff can incorporate those changes into the implementing by-law and/or agreements should the matter be approved by LPAT.

**Region of Peel**

Comments updated May 3, 2019 indicate that should these applications be approved in principle, an updated multi-use demand table is required to confirm servicing capacity as a condition of the lifting of the "H" Holding Symbol.

**Transportation and Works**

Comments updated April 30, 2019, state that should these applications be approved in principle, the outstanding matters noted below are to form part of the conditions to lift the "H" Holding Symbol:

- Provision of any outstanding technical plans, studies and reports to the satisfaction of the City of Mississauga and the Region of Peel
- Delivery of an executed Development Agreement in a form satisfactory to the City of Mississauga, Region or any other appropriate authority, prior to any development within the plan. This agreement may deal with matters including, but not limited to, the following: engineering matters such as municipal services, road widenings, construction and reconstruction, signals, grading, fencing, noise mitigation, and warning clauses; financial issues such as cash contributions, land dedications or reserves, securities or letters of credit; planning matters such as residential reserve blocks, buffer blocks, site development plan and landscape plan approvals and conservation. Municipal Infrastructure Works and Servicing Schedules shall be in a form satisfactory to the Commissioner of Transportation and Works
- The establishment of an easement for the proposed private storm sewer within the City's lands

**Community Services – Park Planning**

Comments updated April 16, 2019, state that the closest parks are Forest Hill Park, Woodland Chase, and Quenippenon Meadows, which are located within 600 m (1,969 ft.) of the proposed development. The parks contain playgrounds, soccer fields, softball diamonds, a leash free zone, and a spray pad.



Prior to the issuance of building permits, cash-in-lieu for park or other public recreational purposes is required for the new residential development pursuant to Section 42 of the *Planning Act* and in accordance with the City's Policies and By-laws.

### PLANNING ANALYSIS SUMMARY

The applications are consistent with the *Provincial Policy Statement* and conform to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan. An official plan amendment is required to change the designation from **Residential High Density** with a small portion of **Greenlands** to **Residential High Density – Special Site** and **Greenlands**, consistent with the existing zoning and property lines and to reflect the up to date hazard limits. This will permit one apartment building of 29 storeys in addition to 11 and 15 storey apartment buildings with a site FSI of 3.8. The proposed 29 storey apartment is taller than surrounding uses to the north, east, south and west, but is comparable to the apartments at the southwest corner of the intersection of Erin Mills Parkway and Eglinton Avenue West. The presence of a stormwater management pond to the east of the site mitigates potential impacts on properties to the east of the site. The site is located in the Central Erin Mills Major Node, which is an area in the City's urban structure that is intended to intensify while providing a mix of uses at a higher density. The proposed designation is consistent with the intent of the official plan.

A detailed Planning Analysis is found in the Appendix 2.

### Strategic Plan

The applications are consistent with the Connect Pillar of the Strategic Plan by contributing a choice of housing type to residents that supports the principle of building complete communities to accommodate growth.

### Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

### Conclusion

In summary, the proposed development has been designed to be sensitive to the existing and planned character of the Major Node while providing an appropriate transition to adjacent commercial, residential, and institutional uses. The proposed official plan amendment and rezoning are acceptable from a planning standpoint and should be approved. The "H" Holding provision will be deleted once the outstanding technical issues have been addressed to the satisfaction of City, Regional and Credit Valley Conservation staff.

Prior to the removal of the "H" Holding Symbol, the applicant will be required to execute a Section 37 agreement to the satisfaction of the City.

## Attachments

Appendix 1: Information Report

Appendix 2: Detailed Planning Analysis



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Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: Caleigh McInnes, Development Planner

City of Mississauga

# Corporate Report



MISSISSAUGA

Date: September 21, 2017

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's file:  
OZ 16/003 W11Meeting date:  
2017/10/16

## Subject

### **PUBLIC MEETING INFORMATION REPORT (WARD 11)**

**Applications to permit three apartment buildings with heights of 24, 25 and 36 storeys with accessory retail and office commercial uses****2475 Eglinton Avenue West****Northeast quadrant of Eglinton Avenue West and Erin Mills Parkway****Owner: Daniels HR Corporation****File: OZ 16/003 W11**

## Recommendation

That the report dated September 21, 2017, from the Commissioner of Planning and Building regarding the applications by Daniels HR Corporation to permit three apartment buildings with heights of 24, 25 and 36 storeys with accessory retail and office commercial uses under File OZ 16/003 W11, Daniels HR Corporation, 2475 Eglinton Avenue West, be received for information.

## Report Highlights

- This report has been prepared for a public meeting to hear from the community
- The proposed development requires amendments to the official plan and zoning by-law
- Community concerns identified to date include height, shadowing, density and increased traffic
- Prior to the next report, matters to be addressed include transportation impacts, servicing, stormwater management, massing, density, height, sun shadow impacts, and archaeological study clearances

## Background

The applications have been circulated for technical comments and a community meeting has been held by Councillor Carlson. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community.

## Comments

### THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	
Frontage:	175.1 m (575 ft.) Erin Mills Parkway 326.1 m (1,070.0 ft.) Eglinton Avenue West
Depth:	Irregular
Gross Lot Area:	1.9 ha (4.6 ac.)
Existing Uses:	The property is vacant, with the exception of the temporary sales office

The site comprises the northeast quadrant of Eglinton Avenue West and Erin Mills Parkway. The parcel has been planned for development service since the 1960s. With the adoption of the Central Erin Mills Plan in 1983, the land uses for this neighbourhood were established including designating this site for high density development. The “Major Node” was established in 2000 and included the site.

The property is located in a node containing a mixture of residential medium and high density buildings, Erin Mills Town Centre, Credit Valley Hospital, mixed use and office commercial retail uses.

In late 2014, construction began on two 25 storey apartment buildings on the southwest quadrant of Eglinton Avenue West and Erin Mills Parkway. One additional 19 storey apartment building with three storeys of accessory retail and office commercial uses and 19 townhomes are still to be constructed on the parcel.



Photo of existing conditions



Aerial photo of the subject lands

The surrounding land uses are:

North: City of Mississauga Stormwater Management Pond  
 East: Detached homes  
 South: Credit Valley Hospital and medical offices  
 West: Erin Mills Town Centre

Information regarding the history of the site is found in Appendix 1. An aerial photo of the property and surrounding area is found in Appendix 2.

### DETAILS OF THE PROJECT

The applications are to permit three apartment buildings of 24, 25 and 36 storeys, with a maximum of 4 000 m<sup>2</sup> (43,056 ft<sup>2</sup>) of retail and office commercial uses located on the first two to four floors of the 24 and 36 storey buildings. See Appendix 3 for the layout of the proposed buildings.

A large outdoor amenity area intended to service the proposed apartment buildings is located on the eastern portion of the site. Access to the adjacent stormwater management pond via a walking trail that connects to this amenity area is being considered through these applications.

Parking for all the uses is proposed to be underground with no surface parking being provided. Servicing of the site including garbage pickup is proposed to be internal to the buildings through the underground parking. A full moves access to the site is to be provided from Eglinton Avenue West along the eastern end of the site, aligning with the signalized intersection at the



Credit Valley Hospital entrance. A second full moves access is proposed via Erin Mills Parkway, along the northern end of the site, however, the Region of Peel has indicated that the Region will not permit vehicular access via the 'jug handle' to the north of the site on the east side of Erin Mills Parkway.

<b>Development Proposal</b>		
Applications submitted:	Received: April 7, 2016	
Revised application submitted:	Deemed complete: May 6, 2016	
	August 31, 2017	
Owner/Applicant:	Daniels HR Corporation	
Number of apartment units:	977 (338 rental, 639 condominium)	
Height:	24, 25 and 36 storeys	
Lot Coverage:	48.2%	
Floor Space Index:	3.8	
Landscaped Area:	54%	
Density	514 units/ha 212 units/acre	
Gross Floor Area (including Non-Residential):	76 369.4 m <sup>2</sup> (822,033.0 ft <sup>2</sup> )	
Anticipated Population:	2,443* *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2013 Growth Forecasts for the City of Mississauga.	
Parking:	Required	Proposed
Residential spaces	1,077	1,224
Visitor spaces or Non-Residential	257	257
Total	1,334	1,334

The proposed concept plan is found in Appendix 3.



Rendering of proposed 25 and 36 storey apartment buildings (from left to right), aerial view from the intersection of Erin Mills Parkway, looking southeast



Rendering of proposed 36 and 24 storey apartment buildings (from left to right), aerial view from the intersection of Eglinton Avenue West and Erin Mills Parkway

## LAND USE CONTROLS

The site is located within the Central Erin Mills Major Node Character Area, one of the two Major Nodes in the City. The node is bounded by Erin Centre Boulevard to the north, Credit Valley Road to the east and south, and Winston Churchill Boulevard to the west. The Major Node policies permit residential buildings with a floor space index (FSI) of 1.0 to 2.5, and a maximum of 25 storeys. The subject lands are designated **Residential High Density**, with a small portion of **Greenlands** located at the southeast portion of the site (see Appendix 4).

The applicant is proposing to change the designation to **Residential High Density – Special Site** to permit three residential buildings of 24, 25, and 36 storeys in height, with an overall floor space index (FSI) of 3.8 and accessory retail and office uses. The small portion of lands designated as **Greenlands** is to be redesignated as **Residential High Density**, consistent with the existing zoning and property lines and to reflect the up to date hazard limits.

Section 13.1.1.3 of the Official Plan indicates that proposals for heights of more than 25 storeys will only be considered where the following is demonstrated to the City's satisfaction:

- 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
- d) the development proposal is consistent with the policies of this Plan

The lands are currently zoned **RA5-37 (Apartment Dwellings)** (see Appendix 5) which permits a total of 464 apartment, long-term care, or retirement dwelling units with a maximum FSI of 2.5. The applicant is proposing 977 apartment units with an overall FSI of 3.8, and the commercial uses outlined in Appendix 7.

The applicant is proposing to change the zoning to **RA5-Exception (Apartment Dwellings)** to permit:

- three residential buildings of 24, 25 and 36 storeys
- a maximum height of 36 storeys
- up to 4 000 m<sup>2</sup> (43,056 ft<sup>2</sup>) of accessory retail and office commercial uses
- a maximum of 977 dwelling units (338 rental units and 639 condominium units)
- a maximum floor space index (FSI) of 3.8
- a number of exceptions to the regulations for setbacks, parking and landscape buffers

Detailed information regarding the existing and proposed official plan policies and proposed zone standards is found in Appendices 6 and 7.

## Bonus Zoning

On September 26, 2012, Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning. In accordance with Section 37 of the *Planning Act* and policies contained in the Official

Plan, this policy enables the City to secure community benefits when increases in permitted height and/or density are deemed to be good planning by Council through the approval of a development application. Should these applications be approved by Council, the City will report back to Planning and Development Committee on the provision of community benefits as a condition of approval.

### **WHAT DID THE COMMUNITY SAY**

A community meeting was held by Ward 11 Councillor George Carlson on June 27, 2017. An area resident also held a community meeting on August 7, 2017, which was attended by both City staff and Councillor Carlson.

Comments made by the community are listed below and are grouped by issue. They will be addressed along with comments raised at the public meeting in the Recommendation Report, which will come at a later date.

- The City should down-designate and down-zone the site to take away the existing permissions in place for two, 25 storey apartment buildings
- The proposed building heights, and the overall density is too much for the site, and will create shadows on detached homes located to the east of the site
- Additional traffic generated by the development will impact the entire neighbourhood and particularly the intersection of Erin Mills Parkway and Eglinton Avenue West; there are too many accidents already
- Concerns were expressed for pedestrian safety
- Potential impact on emergency vehicles' access to the hospital
- Concern over potential future need for hospital expansions and school capacity in the area

### **DEVELOPMENT ISSUES**

Agency comments are summarized in Appendix 8 and school accommodation information is contained in Appendix 9. Comments are based on the May 2016 plans and will be updated based on the August 31, 2017 submission. Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the policies and principles of Mississauga Official Plan, specifically the gross density of jobs and residents per hectare required for “Major Nodes” maintained by the proposal?
- Is the proposal compatible with the character of the neighbourhood given the proposed built form, massing, density, height, scale, site layout, setbacks, grades, and landscaped areas?
- Is there an appropriate built form transition between the proposed buildings and the City's stormwater management pond?
- Is the proposed parking supply adequate?
- Is the proposed site access and internal road configuration appropriate?
- Have all other technical requirements and studies, including the functional servicing report, traffic impact study, sun shadow study, archaeological clearance, servicing and stormwater

management matters related to the proposal been addressed and been found to be acceptable?

- Can the additional traffic generated by the proposal be accommodated given the existing traffic conditions?
- The feasibility of providing an upgraded streetscape given the location of hydro easements along both Eglinton Avenue and Erin Mills Parkway frontages

### URBAN DESIGN REVIEW PANEL

The Urban Design Review Panel reviewed the application on June 7, 2016, and again on July 17, 2017. Comments from the panel include the following:

- The Panel confirmed that the main issues were:
  - the massing and proportions of the southeast building facing Eglinton Avenue West is too great; consideration should be given to reduce its floorplate
  - the interface of the property with the stormwater management pond
- The panel indicated that developing a pedestrian supportive intersection is very important, and that municipal participation will be necessary to bring to fruition the work on the four corners of the intersection
- The applicant was also asked to pay particular attention to the design of the part of the site between the proposed easternmost 24 storey tower and the east site entrance from Eglinton Avenue West

### OTHER INFORMATION

The applicant has submitted the following information in support of the applications:

- Environmental Impact Study
- Functional Servicing Report/Stormwater Management Report
- Geotechnical Investigation (Based on Original Plan)
- Tree Inventory and Preservation Plan Report
- Traffic Impact Study
- Composite Utility Plan
- Preliminary Site Servicing and Grading Plans
- Streetscape Concept Plan
- Sun Shadow Plan (No Analysis Provided)
- Planning Justification Report & Addendum
- List of Green Initiatives
- Draft Zoning By-law and Official Plan Amendment
- Pedestrian Wind Assessment (Based on Original Plan)
- Noise Study
- Survey
- Context Plan
- Elevations
- Parcel Abstract
- Building Sections
- Site Plan
- Draft Zoning By-law
- Landscape Plan
- Site Statistics
- Floor Plan

### Development Requirements

An archaeological assessment and letter from Ministry of Tourism, Culture and Sport as well as analysis to accompany the sun shadow plan has not yet been provided for review.



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While the sun shadow plan, stormwater management and geotechnical reports have been submitted in support of this application, revisions are required to be submitted and reviewed.

There are engineering matters including servicing which will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

## Financial Impact

Development charges will be payable as required by the Development Charges By-law of the City. Also the financial requirements of any other external commenting agency must be met.

## Conclusion

Agency comments have been received on the first resubmission. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and outstanding issues have been resolved.

## Attachments

- Appendix 1: Site History
- Appendix 2: Aerial Photograph
- Appendix 3: Proposed Concept Plan
- Appendix 4: Excerpt of Central Erin Mills Major Node Character Area Character Area Land Use Map
- Appendix 5: Existing Zoning and General Context Map
- Appendix 6: Summary of Existing and Proposed Mississauga Official Plan Policies and Relevant Mississauga Official Plan Policies
- Appendix 7: Summary of Existing and Proposed Zoning Provisions
- Appendix 8: Agency Comments (Based on previous submission)
- Appendix 9: School Accommodation



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Caleigh McInnes, Development Planner

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### Site History

- May 1953 – City Council approved the Official Plan for the Township of Toronto Planning Area that originally designated the lands for agricultural, residential, industrial, and greenbelt uses
- September 1961 – City Council approved Amendment 114 to the Township of Toronto Official Plan which redesignated the agricultural lands of this Plan for residential, with three community centre locations, and industrial uses
- April 16, 1981 – Official (Primary) Plan for Mississauga was approved, identifying the lands for residential uses and identified the need to undertake a secondary plan
- December 20, 1983 – Central Erin Mills Secondary Plan approved, designating the site **Residential High Density II** and **Greenbelt**
- April 13, 1987 – City Council enacted By-law 262-87 which changed the zoning of the site from **A (Agricultural)** to **RM7D5-Section 1551 (Apartment Dwellings)** to permit apartments within the density range of 114 to 247 units per hectare (46 to 100 units per acre) and **G (Greenbelt)**
- December 22, 1997 – The Committee of Adjustment approved minor variance application A-926/97 to permit a temporary new apartment building sales pavilion. Additional temporary variances were approved on June 18, 2007 (A-238/07), January 10, 2011 (A-67/01) and March 4, 2013 (A-63/13)
- September 14, 2000 – Official (City) Plan Amendment No. 24 was approved, identifying the Multiple Use Boundary, located between Winston Churchill Boulevard to the west, Erin Centre Boulevard to the north, and Credit Valley Road to the east and south
- June 20, 2007 - Zoning By-law 0225-2007 came into force except for those sites which were appealed. The subject lands were initially zoned **G1 (Greenlands)** and **RA5-37 (Apartment Dwellings)**
- December 14, 2011 – City Council enacted By-law 0308-2011, Housekeeping By-law No. 5, that amended the zone lines between **G1 (Greenlands)** and **RA5-37 (Apartment Dwellings)** lands to reflect property transferred between the City and the property owner on April 4, 1991
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. As no appeals have been filed the policies of the new Mississauga Official Plan apply. The subject lands are designated **Residential High Density** and **Greenlands** in the Central Erin Mills Major Node Character Area

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- July 5, 2017 – A minor site plan for the subject property which proposed exterior alterations to an existing sales centre was approved by the Planning and Building Department

**LEGEND:**

SUBJECT LANDS

DATE OF AERIAL IMAGERY: SPRING 2017

**TITLE:****DANIELS HR CORPORATION****FILE NO:****OZ 16/ 003 W11****MISSISSAUGA**Produced by  
T&W, Geomatics



Daniels Corporation

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**Proposed Concept Plan**





## PART OF SCHEDULE 10 LAND USE DESIGNATIONS OF MISSISSAUGA OFFICIAL PLAN

### LAND USE DESIGNATIONS

Residential Low Density I	Airport
Residential Low Density II	Institutional
Residential Medium Density	Public Open Space
Residential High Density	Private Open Space
Mixed Use	Greenlands
Convenience Commercial	Parkway Belt West
Motor Vehicle Commercial	Utility
Office	Special Waterfront
Business Employment	Partial Approval Area
Industrial	

### BASE MAP INFORMATION

Heritage Conservation District	Civic Centre (City Hall)
1996 NEP/2000 NEF Composite Noise Contours	City Centre Transit Terminal
LBPIA Operating Area Boundary See Aircraft Noise Policies	GO Rail Transit Station
Area Exempt from LBPIA Operating Area	Public School
Natural Hazards	Catholic School
	Hospital
	Community Facilities

### City Structure

Downtown	Corporate Centre
Major Node	Employment Area
Community Node	Special Purpose Area
Neighbourhood	

**SUBJECT LANDS**



**TITLE:**

**DANIELS HR CORPORATION**

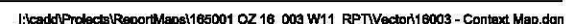
**FILE NO:**

**OZ 16/ 003 W11**



**MISSISSAUGA**

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T&W, Geomatics



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File: OZ 16/003 W11

**Summary of Existing and Proposed Mississauga Official Plan Policies and  
Relevant Mississauga Official Plan Policies**

Current Mississauga Official Plan Designation and Policies for the Central Erin Mills Major Node

**Residential High Density** which permits apartment, long-term care, or retirement dwelling units. The maximum height permitted in this Node is 25 storeys.

**Greenlands** are generally associated with natural hazards and/or natural areas where development is restricted to protect people and property from damage and to provide for the protection, enhancement and restoration of the Natural Heritage System.

Proposed Official Plan Amendment

The applicant is proposing to retain the **Residential High Density** designation, and add new Special Site policies for the site as follows:

- a) a total maximum floor space index (FSI) of 3.76 will be permitted
- b) a 36 storey apartment building will be permitted
- c) a maximum of 4 000 m<sup>2</sup> (43,056 ft<sup>2</sup>) of non-residential gross floor area will be permitted

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**Relevant Mississauga Official Plan Policies**

	<b>Specific Policies</b>	<b>General Intent</b>
<b>Section 2 - Policy Context</b>	Section 2.1.2 <i>Provincial Policy Statement</i> , Section 2.1.3 Provincial Growth Plan	<p>The <i>Provincial Policy Statement, 2014</i> (PPS, 2014) contains the Province's policies for land use planning for Ontario. All planning decisions are required to be consistent with these policies. The PPS promotes Ontario's long term prosperity and social well-being by wisely managing change and promoting efficient land use and development patterns.</p> <p>The Growth Plan for the Greater Golden Horseshoe, 2006 is the centerpiece of a regional growth management strategy. It is grounded in the following principles that provide the basis for guiding decisions on how land is developed, resources are managed and public dollars are invested:</p> <ul style="list-style-type: none"> <li>• Build compact, vibrant and complete communities</li> <li>• Plan and manage growth to support a strong and competitive economy</li> </ul> <p>Optimize the use of existing and new infrastructure to support growth in a compact, efficient form</p>

	Specific Policies	General Intent
Section 5 - Direct Growth	Section 5.3 City Structure, Section 5.3.2 Major Nodes, Section 5.4.1, Section 5.5 Intensification Areas, Section 5.5.1, Section 5.5.10	<p>The Mississauga Official Plan (MOP) will ensure that Major Nodes will develop as prominent centres with a regional and city focus, and be served by higher order transit. Major Nodes will provide a mix of uses including employment, commercial, residential, educational and open space. Intensification Areas will be attractive mixed use areas, developed at densities that are sufficiently high to support frequent transit service and a variety of services and amenities. It is also anticipated that Major Nodes will provide a variety of higher density housing for people in different phases of their lifecycle and for a variety of income groups.</p> <p>Major Nodes will achieve a gross density of between 200 and 300 residents and jobs combined per hectare (81 and 121 residents and jobs combined per acre), and an average population to employment ratio of between 2:1 to 1:2, measured as an average across the entire area of each node.</p> <p>Development applications within a Major Node 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 not be permitted unless considered through municipal comprehensive review.</p> <p>Major Nodes will be developed to support and encourage active transportation as a mode of transportation.</p>



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	Specific Policies	General Intent
Section 6 (Value the Environment)	Section 6.3, 6.7, 6.7.1, 6.7.2	<p>Mississauga's Green System consists of:</p> <ul style="list-style-type: none"> <li>• Natural Heritage System</li> <li>• the Urban Forest</li> <li>• Natural Hazard Lands</li> <li>• Parks and Open Spaces</li> </ul> <p>Mississauga will consider the potential impacts of climate change that may increase the risk associated with natural hazard lands.</p> <p>Natural Hazard Lands are generally unsafe for development due to naturally occurring processes such as flooding and erosion.</p> <p>Vegetated protection area buffers that provide a physical separation of development from the limits of Natural Hazard Lands will be determined on a site specific basis as part of an Environmental Impact Study or other similar study, to the satisfaction of the City and appropriate conservation authority.</p> <p>Natural Hazard Lands and buffers will be designated Greenlands and zoned to protect life and property. Uses will be limited to conservation, floor and/or erosion control, essential infrastructure and passive recreation.</p> <p>If contaminated lands cannot be remediated to the land use designation sought, the land use designation will be reviewed based on the remediation plan and an alternative appropriate land use designation may be considered</p>
Section 8 - Creating a Multi Modal City	Section 8.1.6, Section 8.1.7, Section 8.1.16	The MOP will ensure that the transportation system will provide connectivity among transportation modes for the efficient movement of goods and people.

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	<b>Specific Policies</b>	<b>General Intent</b>
<b>Section 9 - Build a Desirable Urban Form</b>	Section 9.2 City Pattern, Section 9.2.1 Intensification Areas, Section 9.2.1.16, Section 9.2.1.22, Section 9.2.1.26, Section 9.2.1.28, Section 9.2.1.36, Section 9.2.1.37, Section 9.2.1.38, Section 9.2.1.39	The MOP will ensure that tall buildings will provide built form transitions to surrounding sites, be appropriately spaced to provide privacy and permit light and sky views, minimize adverse microclimatic impacts on the public realm and private amenity areas and incorporate podiums to mitigate pedestrian wind conditions.
<b>Other related policies</b>	Sections 9.3.1.4,9.3.1.7 Public Realm, Sections 9.5.1,9.5.1.1,9. 5.1.2,9.5.1.5, 9.5.1.8, 9.5.14.9, 9.5.3.9,Site Development and Building	Built form policies with respect to the Public Realm, Site Development and Building provide direction on ensuring compatibility with existing built form, natural heritage features and creating an attractive and functional public realm.
<b>Section 11 – Land Use Designation</b>	Section 11.2.3.4	Permitted uses within the Greenlands designation will be subject to fulfilling the requirements of the appropriate conservation authority, the City and other appropriate approval agencies.

	<b>Specific Policies</b>	<b>General Intent</b>
<b>Section 13 - Major Node</b>	Sections 13.1.1.2, 13.1.1.3	<p>For lands within a Major Node, a minimum building height of two storeys to a maximum building height of 25 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.</p> <p>Proposals for heights less than two storeys, more than 25 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:</p> <ol style="list-style-type: none"> <li>an appropriate transition in heights that respects the surrounding context will be achieved;</li> <li>the development proposal enhances the existing or planned development;</li> <li>the City Structure hierarchy is maintained; and</li> <li>the development proposal is consistent with the policies of this Plan.</li> </ol>
<b>Section 19 - Implementation</b>	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> <li>the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands</li> <li>the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands</li> <li>there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application</li> <li>a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant</li> </ul>

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**Summary of Existing and Proposed Zoning Provisions****Existing Zoning By-law Provisions**

**RA5-37 (Apartment Dwellings - Exception)**, which permits a total of 464 apartment, long-term care, or retirement dwelling units on all lands zoned RA5-37, or a maximum of 247 dwelling units per hectare, and a maximum floor space index (FSI) of 2.5.

**Proposed Zoning Standards**

	<b>Base RA5-37 (Apartment Dwellings – Exception) Zoning By-law Standards</b>	<b>Proposed RA5 (Apartment Dwellings – Exception) Zoning By-law Standards</b>
Uses permitted	<ul style="list-style-type: none"> <li>• Apartment</li> <li>• Long-term care</li> <li>• Retirement dwelling units</li> </ul>	<ul style="list-style-type: none"> <li>• Apartment</li> <li>• Long-term care</li> <li>• Retirement dwelling units</li> <li>• Office</li> <li>• Medical Office</li> <li>• Retail Store</li> <li>• Personal Service Establishment</li> <li>• Commercial School</li> <li>• Restaurant</li> <li>• Take-out Restaurant</li> <li>• Outdoor patio accessory to a restaurant or take-out restaurant</li> <li>• Financial Institution</li> <li>• Veterinary Clinic</li> </ul>
Maximum retail commercial use permitted on-site	n/a	4 000 m <sup>2</sup> (43,056 ft <sup>2</sup> )
Maximum number of units permitted	464	977
Maximum dwelling units per land area	247 units per hectare (100 units per acre)	n/a
Maximum FSI permitted	2.5	3.8
Maximum height	25 storeys	36 storeys
Lot coverage	n/a	48.2%
Minimum landscaped area	40% of lot area	54% of lot area
Minimum number of parking spaces - residential	901	1,079
Required number of parking spaces – non-residential	n/a	257
Minimum setback of a building to Erin Mills Parkway	14.2 m (46.6 ft.)	4.0 m (13.1 ft.)
Minimum setback of a building	26.4 m (86.6 ft.)	4.5 m (14.8 ft.)

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	<b>Base RA5-37 (Apartment Dwellings – Exception) Zoning By-law Standards</b>	<b>Proposed RA5 (Apartment Dwellings – Exception) Zoning By-law Standards</b>
to Eglinton Avenue West		
Minimum interior side yard	9.0 m (29.5 ft.)	3.5 m (11.5 ft.)
Minimum rear yard	10.0 m (32.8 ft.)	6.8 m (22.3 ft.)
Minimum parking per bedroom		
0 bedrooms	1.0	1.1
1 bedroom	1.2	1.1
2 bedrooms	1.4	1.1
3 bedrooms	1.8	1.2
Minimum parking for retirement dwelling unit	0.5	0.4
Shared parking		<p>For the visitor parking component, the applicant is proposing a shared parking arrangement for the calculation of required visitor/non-residential parking in accordance with the following:</p> <p>The greater of 0.15 visitor parking spaces per unit or parking required for office, medical office, retail store, personal service establishment, commercial school, restaurant, take-out restaurant, financial institution, and veterinary clinic</p>
Retail parking	5.4	4.3
Minimum setback to underground parking structure from Erin Mills Parkway	1.0 m (3.3 ft.)	0.0 m (0.0 ft.)
Landscape buffer to a lot line that is a street line	3.5 m (11.5 ft.)	0.0 m (0.0 ft.) pending information on Hydro easement



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**Agency Comments**

The following is a summary of comments from agencies and departments regarding the application.

Agency / Comment Date	Comment
Region of Peel (July 19, 2017)	<p>The Region of Peel is in receipt of a revised Functional Servicing Report.</p> <p>A revised Traffic Impact Study (TIS) is also currently under review. The Region of Peel is not in support of and will not permit a vehicular connection to the 'jug handle' located to the north of the site on the east side of Erin Mills Parkway. The access should therefore be removed from the proposed concept plan.</p> <p>Waste Collection Requirements shall be addressed through Site Plan Approval.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (May 31, 2016 and June 15, 2016)	<p>The Dufferin-Peel Catholic District School Board and the Peel District School Board have requested that in the event that the applications are approved, the standard school accommodation condition in accordance with City of Mississauga Resolution 152-98, adopted by Council on May 27, 1998 be applied. Among other things, this condition requires that a development application include the following as a condition of approval:</p> <p>"Prior to the passing of an implementing zoning by-law for residential development, the City of Mississauga shall be advised by the School Boards that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for the subject development."</p>
Credit Valley Conservation (July 19, 2017)	<p>The property is partially regulated due to the presence of Mullet Creek.</p> <p>Development is proposed within a small, meadow marsh wetland community that will result in the complete loss of this feature. As per CVC's policies, development may be allowed in this wetland provided that the ecological and hydrological functions of the wetland can be maintained or enhanced within the subwatershed of the City and that natural features, as well as ecological and hydrological functions contributing to the conservation of lands are not affected. To this end, opportunities to compensate for the loss of the wetland and its functions within the Mullet Creek subwatershed must address</p>

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Agency / Comment Date	Comment
	<p>the following functions: A) habitat for rare/uncommon species, B) habitat for breeding birds, in particular, wetland breeding birds, C) provision of natural area and wetland habitat within the City/Mullet Creek subwatershed. Given the relatively low abundance of wetland habitat within the City (meadow marsh in particular only accounts for a total of 22.8 ha (56.3 acres) within the City's Natural Area Survey (NAS), of &lt;0.07% of the City), opportunities to recreate wetland habitat elsewhere must be explored.</p> <p>CVC supports the recommendations and mitigation described in the Environmental Impact Statement. Additional technical comments have been provided.</p> <p>CVC has also requested amendments to the Stormwater Management Report regarding the runoff coefficient, pre-treatment measures for infiltration proposed within the underground storage facility, and erosion controls. Additional design details are required regarding the proposed underground storage facility, as well as the storm sewer design details and the approach outlined in the Functional Servicing Report.</p> <p>The underground stormwater management facility will need to be designed in accordance with the Ministry of Environment and Climate Change's Stormwater Management Planning and Design Manual.</p> <p>Standard tree protection/replacement requirements also apply.</p>
City Community Services Department – Parks and Forestry Division/Park Planning Section (July 18, 2017)	<p>In comments dated June 26, 2017, this Department indicated that prior to issuance of building permits, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> (R.S.O. 1990, c.P. 13, as amended) and in accordance with the City's Policies and By-laws for every residential unit constructed after the initial 513 units as per the Amending Agreement of the Parkland Conveyance Agreement between the City of Mississauga and the Erin Mills Development Corporation. Street tree cash contribution may be required.</p> <p>Community Services notes that Forest Hill Park (P-247), zoned OS1, is located approximately 400 m (1,312 ft.) east of the property and contains a playground, a soccer field, and a softball diamond. Woodland Chase (P-268) zoned OS1, is located approximately 600 m, (1,969 ft.) from the property, and contains a playground and soccer fields. Quenippenon Meadows (P-324), zoned G1, G2, and OS1, is located</p>

Daniels HR Corporation

File: OZ 16/003 W11

Agency / Comment Date	Comment
	approximately 600 m (1,969 ft.) from the property and contains a baseball diamond, leash free zone, playground, soccer field, soft ball diamond, spray pad, and a washroom.
City Community Services Department – Culture Division (June 21, 2017)	The property has archaeological potential due to its proximity to a watercourse or known archaeological resource. The proponent shall carry out an archaeological assessment of the subject property and mitigate, through preservation or resource removal and documenting, adverse impacts to any significant archaeological resources found. No grading or other soil disturbances shall take place on the subject property prior to the approval authority and the Ministry of Tourism, Culture and Sport, Archeology Unit, confirming that all archaeological resource concerns have met licensing and resource conservation requirements. Letters to this effect from said Ministry corresponding to each archaeological assessment report and activity are required to be submitted to the Culture Division for review.
City Community Services Department – Fire and Emergency Services Division (June 28, 2016)	<p>Fire has reviewed the applications from an emergency response perspective and has no concerns. Emergency response time to the site and watersupply available are acceptable.</p> <p>NOTE: Fire Department access to the structures and fire protection will be assessed through the site plan and building permit review processes. Compliance with bylaw 1036-81 and the OBC must be demonstrated.</p>
City Transportation and Works Department (September 8, 2017)	<p>The applicant has been requested to provide the following additional details:</p> <ul style="list-style-type: none"> <li>• Confirmation of tenure proposed for this development</li> <li>• Revised engineering drawings to add additional technical details, including private road standards</li> <li>• Grading, surface drainage and servicing details including impacts on the City's stormwater management pond</li> <li>• Updated Functional Servicing and SWM Reports, including CVC approval</li> <li>• Updated Noise Report to address noise mitigation measures</li> <li>• Geotechnical/Slope Stability Report</li> <li>• Updated Transportation Impact Study, including turning movement details/diagrams, trip generation/distribution analysis, intersection infrastructure upgrades, access details to ensure they are adequate for Fire and Waste Collection vehicles</li> </ul> <p>The above aspects are to be addressed by the applicant prior to a Recommendation Meeting.</p>

Daniels HR Corporation

File: OZ 16/003 W11

Agency / Comment Date	Comment
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"><li>• Bell Canada</li><li>• Canada Post</li><li>• Enbridge Gas</li><li>• Rogers Cable</li><li>• GTAA</li><li>• Alectra Utilities</li></ul>

Daniels HR Corporation

File: OZ 16/003 W11

**School Accommodation**

The Peel District School Board	The Dufferin-Peel Catholic District School Board																																								
<ul style="list-style-type: none"> <li>Student Yield:               <table> <tr> <td>115</td><td>Kindergarten to Grade 6</td></tr> <tr> <td>50</td><td>Grade 7 to Grade 8</td></tr> <tr> <td>79</td><td>Grade 9 to Grade 12</td></tr> </table> </li> <li>School Accommodation:               <p>Middlebury Public School</p> <table> <tr> <td>Enrolment:</td><td>461</td></tr> <tr> <td>Capacity:</td><td>557</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>Thomas Street Middle</p> <table> <tr> <td>Enrolment:</td><td>896</td></tr> <tr> <td>Capacity:</td><td>755</td></tr> <tr> <td>Portables:</td><td>8</td></tr> </table> <p>John Fraser Secondary School</p> <table> <tr> <td>Enrolment:</td><td>1,461</td></tr> <tr> <td>Capacity:</td><td>1,236</td></tr> <tr> <td>Portables:</td><td>6</td></tr> </table> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p> </li> </ul>	115	Kindergarten to Grade 6	50	Grade 7 to Grade 8	79	Grade 9 to Grade 12	Enrolment:	461	Capacity:	557	Portables:	0	Enrolment:	896	Capacity:	755	Portables:	8	Enrolment:	1,461	Capacity:	1,236	Portables:	6	<ul style="list-style-type: none"> <li>Student Yield:               <table> <tr> <td>17</td><td>Junior Kindergarten to Grade 8</td></tr> <tr> <td>14</td><td>Grade 9 to Grade 12</td></tr> </table> </li> <li>School Accommodation:               <p>Divine Mercy</p> <table> <tr> <td>Enrolment:</td><td>512</td></tr> <tr> <td>Capacity:</td><td>708</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>St. Aloysius Gonzaga</p> <table> <tr> <td>Enrolment:</td><td>1,753</td></tr> <tr> <td>Capacity:</td><td>1,656</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> </li> </ul>	17	Junior Kindergarten to Grade 8	14	Grade 9 to Grade 12	Enrolment:	512	Capacity:	708	Portables:	0	Enrolment:	1,753	Capacity:	1,656	Portables:	0
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## Recommendation Report Detailed Planning Analysis

**Owner: Daniels HR Corporation (Daniels)**

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## 1. Community Comments

### Comment

The City should down-designate and down-zone the site to take away the existing zoning permissions in place for two, 25 storey apartment buildings.

### Response

The site is located in the Central Erin Mills Major Node, which is an element in the City's urban structure that is intended to intensify, provide a mix of uses and allow for higher density housing. The proposed designation is consistent with the intent of the official plan.

### Comment

The proposed building heights and overall density is too much for the site and will cast shadows on the detached homes to the east.

### Response

There has been a significant reduction in the proposed building heights and the highest tower has been moved to the north portion of the property. A revised shadow study was submitted, which indicates that the proposed shadows meet the City's current criteria for evaluating shadow impacts of new buildings. There will be minimal shadowing on the detached homes to the east.

### Comment

Additional traffic generated by the development will impact the entire neighbourhood and particularly the intersection of Erin

Mills Parkway and Eglinton Avenue West. There are too many accidents in the vicinity already, and concerns were also expressed about pedestrian safety and the potential impact on emergency vehicles' and helicopter access to the hospital.

### Response

Comments received from the Transportation and Works Department on the Traffic Impact Study advise that traffic is operating in a satisfactory manner and that the proposed development will not have a significant detrimental traffic impact on the abutting street network or on emergency vehicle access to the hospital. Traffic generated by the new development can be accommodated by the existing public road network and public transportation system. The proposed apartment buildings have been reduced in height and shifted to the north in order to ensure helicopter access is not impeded. The Region of Peel and Transportation and Works are in the midst of a study to make recommendations for improvement with respect to pedestrian safety at the intersection of Erin Mills Parkway and Eglinton Avenue.

### Comment

There was a question of whether or not there is a potential future need for hospital expansions on the subject property.

### Response

Comments from Trillium Health Partners did not identify a need for hospital expansions on to the subject property.

### Comment

Concerns were expressed about exceeding school capacity in the area.

**Response**

Comments from Peel District School Board and Dufferin-Peel Catholic District School Board indicate that area schools will generally be able to accommodate the students generated by this development. School Boards requested that the standard school accommodation condition be applied in order to ensure that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards.

**Comment**

The public realm should be designed as a pedestrian-oriented environment.

**Response**

The applicant is proposing retail and office commercial uses in the podiums of the apartment buildings. Outdoor amenity areas and retail entrances are proposed to be central to the intersection of Erin Mills Parkway and Eglinton Avenue West to encourage pedestrian movement on-site. Further exploration of this design, as well as maximising the benefits of the existing storm water management pond will continue to be explored at site plan stage.

**Comment**

How will the proposal impact the integrity of the adjacent watercourse locally and downstream and are there natural heritage impacts?

**Response**

Transportation and Works, Region of Peel, and Credit Valley Conservation staff have reviewed the Functional Servicing and Stormwater Management Report and have found it to be satisfactory. Community Services and Credit Valley Conservation staff have reviewed the Environmental Impact Statement. Heritage Planning have reviewed the Archaeological Assessment provided by the applicant and found it to be acceptable. The Ministry of Tourism, Culture and Sport has also provided a clearance.

**Comment**

Concern was expressed that not enough parking was being proposed.

**Response**

The applicant has submitted a Transportation Impact Study that includes a parking justification component for review. This report justifies a reduced residential parking standard consistent with their development at the southwest corner of Erin Mills Parkway and Eglinton Avenue West. The applicant is also proposing a shared parking arrangement for visitor and commercial parking. Staff have reviewed the report and found the recommendations to be satisfactory.

## 2. ***Provincial Policy Statement, 2014 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2017***

The *Provincial Policy Statement* (PPS) and the *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) provide policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

Policy	Mississauga Official Plan (MOP) Policies	Proposal OZ 16/003 W11
<b><i>Provincial Policy Statement (PPS)</i></b>	The existing policies of MOP are consistent with the PPS.	The proposed development is generally consistent with the PPS.
<b><i>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</i></b>	The existing policies of the MOP conform with the <i>Growth Plan</i> .	The proposed development is generally in conformity with the <i>Growth Plan</i> .
<b>Greenbelt Plan</b>	n/a	n/a
<b>Parkway Belt Plan</b>	n/a	n/a
<b>Region of Peel Official Plan</b>	The existing policies of MOP are consistent with the ROP.	The proposed application is exempt from Regional approval.
<b>Mississauga Official Plan</b>	<p>The lands are located within the Central Erin Mills Major Node Character Area and are designated <b>Residential High Density</b> which permits apartment dwellings of 25 storeys, convenience commercial that forms an integral part of the ground floor and a maximum site FSI of 2.5. A small portion of the lands are designated <b>Greenlands</b> which permits passive recreational uses.</p> <p>Major Node policies are intended to ensure they develop as a prominent centre with a regional and city focus, and will be served by higher order transit. Major Nodes will provide a mix of uses including employment, commercial, residential, educational and open space. It is also anticipated that Major</p>	<p>The applicant is proposing to add a <b>Residential High Density – Special Site</b> designation to permit apartment buildings with heights of 11, 15 and 29 storeys, allow the requested accessory retail and office commercial uses and to revise the Greenlands designation to be consistent with the existing zoning and property lines and to reflect the up to date hazard limits.</p> <p>This designation is consistent with the intent of the official plan and adequately addresses transitions, the City Structure hierarchy, as well as servicing and built form policies.</p>

Policy	Mississauga Official Plan (MOP) Policies	Proposal OZ 16/003 W11
	Nodes will provide a variety of higher density housing for people in different phases of their lifecycle and for a variety of income groups. Major Nodes will be developed to support and encourage active transportation as a mode of transportation.	
<b>Zoning By-law 225-2007</b>	The lands are currently zoned <b>RA5-37</b> (Apartments).	A rezoning is proposed from <b>RA5-37</b> (Apartments) to <b>RA5-Exception</b> (Apartments) to permit a 29 storey apartment building with retail and office commercial uses, a maximum floor space index of 3.8 and 977 dwelling units.

### 3. Consistency with PPS

Section 1.1.1 of the PPS states that *healthy, liveable and safe communities are sustained by avoiding development and land use patterns which may cause environmental or public health and safety concerns*. Policy 1.1.3.2 of the PPS indicates that *land use patterns within settlement areas shall be based on densities and a mix of land uses which 1. efficiently use land and resources, 4. support active transportation, 5. are transit supportive, and where a range of uses can be accommodated*. Policy 1.1.3.3 of the PPS states that *planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock*. Policy 1.1.3.4 states that *appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety*.

Section 2 of the PPS speaks to the importance of wise use and management of resources, including natural heritage. *Policy 2.1.1 indicates that natural features and areas shall be*

*protected for the long term*. Chapter 6 "Value the Environment" contains policies for protecting the natural heritage features and natural hazard lands. The proposal has satisfactorily addressed these policies.

The PPS is implemented through the City's official plan policies. Specifically as it relates to this proposal, Section 5 of Mississauga Official Plan (MOP) (Direct Growth) has policies that designate the Central Erin Mills Major Node Character Area as an Intensification Area that will provide for a mix of population and employment uses at densities and heights less than the Downtown, but greater than elsewhere in the city. Section 5.3.2.4 of MOP outlines that a gross density of between 200 and 300 residents plus jobs per hectare are required for Major Nodes. This development is meeting the residential target for major Major Nodes. Policy 5.3.2 in MOP indicates that Major Nodes are intended to provide a variety of higher density housing for people in different phases of their lifecycle and for a variety of income groups.

The proposed development will utilize surrounding community infrastructure (library, schools and places of religious



assembly) and has adequate access to servicing (water, sanitary and storm facilities). Policies in MOP ensure intensification is in accordance with the wise management of resources and protecting health and safety.

Section 9 of MOP has a range of policies that encourage vibrant, mixed use areas, serviced by multi-modal transportation. These built form policies provide direction on appropriate standards to facilitate intensification with respect to transition, sun/shadow impacts, compact urban form and public realm. Policy 9.2.1.10 of MOP requires that appropriate

height and built form transitions be provided between sites and their surrounding area.

The relevant MOP policies in this report are consistent with the PPS.

### Consistency with the PPS Analysis

<b>Provincial Policy Statement (PPS)</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>File OZ 16/003 W11 Consistency</b>
<b>1.0 Building Strong Healthy Communities</b>		
<b>General Statement of Intent:</b> Promoting efficient land use and development patterns are important to sustainable, liveable, healthy, resilient communities, protecting the environment, public health and safety and facilitating economic growth.	MOP provides for efficient land use patterns by recognizing that development and intensification will occur; however, the magnitude will vary in accordance with the City's urban hierarchy. (5.3 City Structure).	The proposed redevelopment is a significant intensification and is located in an area designated for intensification, a mix of uses and higher density housing.
1.1.3.2 Land use patterns within settlement areas shall be based on: <ol style="list-style-type: none"> <li>Densities and a mix of land uses which: <ol style="list-style-type: none"> <li>efficiently use land and resources</li> <li>are appropriate for and efficiently use infrastructure and public service facilities</li> <li>minimize negative impacts to air quality and climate change and promote energy efficiency</li> <li>support active transportation</li> <li>are transit supportive</li> </ol> </li> <li>A range of uses and opportunities for</li> </ol>	The Central Erin Mills Major Node is identified as a Major Node which is an element in the City's urban structure that is intended for intensification and provides a mix of uses (as identified on Schedule 10 Land Uses of MOP) and allows for higher density housing). As described in policy 5.3.2, Major Nodes among other things are intended to: <ul style="list-style-type: none"> <li>Be a prominent centre with a regional and city focus</li> <li>Provide access to a mix of uses including employment, commercial,</li> </ul>	The proposed development intensifies the use of the land and resources, infrastructure and public service facilities; it supports active transportation and is transit supportive. The proposed development appropriately transitions in height to the existing and planned neighbourhood in all directions.

<b>Provincial Policy Statement (PPS)</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>File OZ 16/003 W11 Consistency</b>
intensification and redevelopment in accordance with criteria in 1.1.3.3	residential, educational and open space and a variety of higher density housing for people in different phases of their lifecycle and for a variety of income groups • Achieve a targeted gross density of between 200 and 300 residents plus jobs per hectare.	
1.1.3.3 Planning authorities shall identify appropriate locations for intensification and redevelopment where it can be accommodated taking into account building stock, brownfields, availability of infrastructure and public service facilities required to accommodate projected needs.	The Central Erin Mills Major Node is an area intended for intensification (MOP policy 5.3.2).  Policies in MOP ensure intensification is in accordance with the wise management of resource and protecting health and safety.	The proposed development can utilize surrounding community infrastructure (library, schools and places of religious assembly) and has access to adequate servicing (water, sanitary and storm facilities).
1.1.3.4 Appropriate development standards should facilitate intensification, redevelopment and compact form, while mitigating risks to public health and safety.	The built form policies of MOP (section 9) provide direction on appropriate standards to facilitate intensification with respect to transition, sun/shadow impacts, compact urban form and public realm. MOP includes policies that require development applications to provide appropriate height and built form transitions between sites and their surrounding area (9.2.1.10).	The proposed development has been reviewed for consistency with the MOP built form transitional and compatibility policies and has been found to be appropriate.
1.4 Housing 1.4.1 Planning Authorities shall provide for an appropriate range and mix of housing that is affordable	Major Nodes are intended to provide a variety of higher density housing for people in different phases of their lifecycle and for a variety of income groups (5.3.2)	The applications propose apartment units that contribute to the diversity of housing choices for those who live in the neighbourhood and beyond.
<b>4.0 Implementation and Interpretation</b>		
<b>General Statement of Intent:</b> Provides direction on how the <i>Provincial Policy Statement</i> is to be implemented and interpreted.  4.2 Decisions of the council of a municipality shall be consistent with the <i>Provincial Policy Statement</i>  4.7 The Official Plan is the most important vehicle for implementation of the <i>Provincial Policy Statement</i>	As outlined in this table, the policies of Mississauga Official Plan are generally consistent with relevant policies of the <i>Provincial Policy Statement</i> .	The applications are supportive of a number of PPS and MOP policies.

## 4. Conformity with Growth Plan

Section 2.2.2.4 b) in the Growth Plan directs municipalities to "identify the appropriate type and scale of development in intensification areas". It states that intensification areas will be planned and designed to "achieve an appropriate transition of built form to adjacent areas". The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

Section 5.3.2 of MOP states that Major Nodes will be planned as prominent centres of mixed use activity with a variety of employment opportunities, such as office and institutional jobs, and regional shopping services that draw people beyond adjacent neighbourhoods. Section 5.3.2.3 states that Major Nodes are Intensification Areas, and Section 5.3.2.4 states that they will achieve a gross density of between 200 and 300 residents and jobs combined per hectare.

Section 5.3.2.6 indicates that Major Nodes will achieve an average population to employment ratio of between 2:1 to 1:2 measured as an average across the entire area of each node. Section 9.2.1 *Intensification Areas* of MOP states that Intensification Areas are the principal location for future growth. They are planned areas within the municipality where the City has identified the appropriate type and scale of development. Section 9.2.10 states that appropriate height and built form transitions will be required between sites and their surrounding areas.

The relevant MOP policies in this report conform with the Growth Plan for the Greater Golden Horseshoe.

The policies of the Greenbelt Plan and the Parkway Belt Plan are not applicable to these applications.

**Conformity with the Growth Plan Analysis**

<b>Growth Plan for the Greater Golden Horseshoe</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>File OZ 16/003 W11 Conformity</b>
<b>1.1 The Greater Golden Horseshoe</b>		
<b>General Statement of Intent:</b> The Greater Golden Horseshoe plays an important role in accommodating growth, however, the magnitude of anticipated growth will present challenges to infrastructure, congestion, sprawl, healthy communities, climate change and healthy environment.	MOP provides for efficient land use patterns by recognizing that development and intensification will occur; however, the magnitude will vary in accordance with the City's urban hierarchy. (5.3 City Structure).	The development applications represent an appropriate intensification within the existing urban boundary.
<b>1.2 The Growth Plan for the Greater Golden Horseshoe</b>		
<b>General Statement of Intent:</b> The Vision for the Greater Golden Horseshoe is that it will be a great place to live, supported by a strong economy, a clean and healthy environment, and social equity, with an extraordinary waterfront.	<p>The Vision for Mississauga is that it will be a beautiful sustainable city that protects its natural and cultural heritage resources and its established stable neighbourhoods (MOP Section 4).</p> <p>The City is planning for a strong economy supported by a range of mobility options and a variety housing and community infrastructure to create distinct, complete communities. MOP directs growth to areas that support existing and planned transit facilities and other infrastructure improvements (MOP Section 4.5).</p> <p>The intent is to further develop the Central Erin Mills Major Node as a prominent centre with a regional and city focus, by serving it with higher order transit, providing access to a mix of uses, and by promoting an urban form and development that supports and encourages active transportation.</p>	The development proposal provides for the ability to establish non-residential uses. The site is located within the Central Erin Mills Major Node which is well served by transit and is close to community and commercial amenities.
<b>1.2.1 Guiding Principles</b>		
<b>General Statement of Intent for this Section:</b> The policies of this Plan are based on the following principles: <ol style="list-style-type: none"> <li>Complete communities</li> <li>Prioritize intensification</li> <li>Provide flexibility to capitalize on new</li> </ol>	MOP policies include but are not limited to: <ol style="list-style-type: none"> <li>Providing for a mix of uses including employment, commercial, residential, educational and open space.</li> <li>Identifying the area as a Major Node</li> </ol>	<p>The development applications are supportive of many Growth Plan principles. The proposal is compatible with the character of the Central Erin Mills Major Node Character Area and the urban design policies of MOP.</p> <p>The applicant has requested accessory retail and office</p>

<b>Growth Plan for the Greater Golden Horseshoe</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>File OZ 16/003 W11 Conformity</b>
<ul style="list-style-type: none"> <li>d. employment opportunities</li> <li>d. Support a range and mix of housing options</li> <li>e. Integrate land use planning and investment in infrastructure</li> <li>f. Provide different approaches to manage growth that recognize diversity of communities</li> <li>g. Protect natural heritage, hydrologic, landforms</li> <li>h. Conserve and promote cultural heritage</li> <li>i. Integrate climate change considerations</li> </ul>	<p>which is intended to accommodate intensification with a gross density of between 200 and 300 residents plus jobs (MOP Section 5.3.2);</p> <p>c. Providing for a variety of higher density housing for people in different phases of their lifecycle and for a variety of income groups.</p> <p>d. Ensuring that development in Major Nodes will be in a form and density that achieves a high quality urban environment.</p>	<p>commercial uses which will contribute positively to the vision for Major Nodes as outlined in Section 5 of MOP.</p> <p>This proposal will provide 481 residents per hectare. The number of jobs to be generated is estimated to be 15 jobs per hectare (6 jobs per acre).</p>
<b>1.2.2 Legislative Authority</b>		
<p><b>General Statement of Intent:</b> All decisions made on or after July 1, 2017 will conform with this Plan.</p>	As illustrated through this table, MOP generally conforms to the Growth Plan, as it pertains to the proposed development.	As the decision on the applications will occur after July 1, 2017, the application must conform to the Growth Plan 2017.
<b>1.2.3 How to Read this Plan</b>		
<p><b>General Statement of Intent for this Section:</b> Outlines the relationship between the <i>Growth Plan</i> and other planning documents, and how to read the plan.</p>	MOP has been reviewed in respect to the <i>Growth Plan</i> and other applicable Provincial planning documents.	The applications have been reviewed with respect to the <i>Growth Plan</i> and in the context of other planning documents.
<b>2. Where and How to Grow</b>		
<b>2.1 Context</b>		
<p><b>General Statement of Intent:</b> This Plan is about building compact and complete communities. Better use of land and infrastructure can be made by prioritizing intensification, building compact and complete communities, and increasing the modal share for transit and active transportation.</p>	The MOP policies conform with the general intent, as summarized in the Vision and Guiding Principle section of the document (Section 4).	The Central Erin Mills Major Node is planned as a complete community and identified as a Major Node which is an area for intensification that provides for a mix of uses including employment, commercial, residential, educational and open space. This node is situated on existing transit routes, and is in proximity to existing community infrastructure (schools, parks, libraries, community centres, emergency services and places of religious assembly).
<b>2.2 Policies For Where and How To Grow</b>		
<b>2.2.1 Managing Growth</b>		
<p><b>General Statement of Intent for this Section:</b> Growth will be primarily directed to appropriate locations that support complete communities and infrastructure, as directed by the upper tier municipality.</p>	The Central Erin Mills Node is designated as an area for intensification to be a prominent centre with a regional and city focus. This will include a variety of higher density housing, employment, commercial, residential, educational and open space.	The proposed development appropriately transitions in height to the existing and planned neighbourhood in all directions, as discussed below. The applications generally seek to intensify in an appropriate location.



<b>Growth Plan for the Greater Golden Horseshoe</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>File OZ 16/003 W11 Conformity</b>
<p>Summary of Relevant Policies within 2.2.1 Managing Growth:</p> <ul style="list-style-type: none"> <li>a. Growth should be primarily directed to settlement areas that: <ul style="list-style-type: none"> <li>i. Are within the built boundary and have planned municipal water and wastewater systems and support complete communities (2.2.1.2 a i, ii, iii)</li> <li>ii. that are in delineated built-up areas, strategic growth areas, locations with existing or planned transit and public service facilities (2.2.1.2. c i, ii, iii, iv),</li> <li>iii. that is generally away from hazardous lands (2.2.1.2. e)</li> </ul> </li> <li>b. Integrated planning to manage forecasted growth will: <ul style="list-style-type: none"> <li>i. Be supported by planning for infrastructure and public service facilities that consider the full life cycle cost and payment (2.2.1.3.b)</li> <li>ii. Provide direction for an urban form that will optimize infrastructure (2.2.1.3.c)</li> <li>iii. Support the environment (2.2.1.3.d)</li> <li>iv. Be implemented through a municipal comprehensive review (2.2.1.3.e)</li> </ul> </li> <li>c. The <i>Growth Plan</i> will support the achievement of complete communities that <ul style="list-style-type: none"> <li>i. Features a diverse mix of land uses</li> <li>ii. Improves social equity</li> <li>iii. Provides mix of housing options</li> <li>iv. Expands convenient access to transportation, public service facilities, open space, healthy food options</li> <li>v. Ensures high quality compact built form, attractive public realm, including open spaces, through site design and urban design</li> <li>vi. Mitigates climate change</li> <li>vii. Integrates green infrastructure</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>a. The Central Erin Mills Major Node is an appropriate location for growth as it is within the delineated boundary of a settlement area, with access to municipal water and wastewater, and is planned to provide a range of land uses to support a complete community.</li> <li>b. MOP ensures forecasted growth is properly managed as development may be phased if satisfactory arrangements for infrastructure are not made.</li> </ul> <p>The Node includes a mix of land uses and housing types. MOP includes policies to ensure high quality compact built form, attractive public realm, including open spaces, through site design and urban design (MOP section 9.1).</p> <p>Developing vacant and underutilized lots appropriately and providing for a variety of higher density housing will help to establish the Node as a prominent centre.</p>	<p>The applications have been evaluated against the applicable official plan policies and found to be appropriate.</p>

<b>Growth Plan for the Greater Golden Horseshoe</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>File OZ 16/003 W11 Conformity</b>
<b>2.2.2 Delineated Built-up Areas</b>		
<p><b>Statement of Intent:</b> The majority of growth is directed to lands within the delineated built-up area (i.e. limits of the developed urban area identified by the Minister of Municipal Affairs and Housing).</p> <p>4. All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:</p> <p>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; f. and be implemented through official plan policies and designations, updated zoning and other supporting documents.</p>	<p>The Central Erin Mills Major Node is located within the delineated built-up area and will assist in achieving intensification targets.</p>	<p>The development applications are supportive of the Growth Plan intent to direct development within the built-up area. The proposed built form and site layout has been evaluated against the MOP policies and determined to be appropriate.</p>
<b>2.2.5 Employment</b>		
<p><b>General Statement of Intent for this Section:</b> It is important to ensure an adequate supply of employment land.</p>	<p>The Central Erin Mills Major Node Character Area policies encourage a mix of uses.</p>	<p>The applicant has requested accessory retail and office commercial uses which will positively contribute to the vision for the Central Erin Mills Major Node and add some jobs to the area.</p>
<b>2.2.6 Housing</b>		
<p><b>General Statement of Intent:</b> A range and mix of housing is to be provided, including affordable housing. A housing strategy prepared by the Region is an important tool that can be used.</p>	<p>Mississauga Council has recently approved a citywide affordable housing strategy that is currently being implemented. The strategy can be accessed at :</p>	<p>The proposal adds apartment units. The applications have been evaluated against the policies of MOP and are deemed to comply.</p>

<b>Growth Plan for the Greater Golden Horseshoe</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>File OZ 16/003 W11 Conformity</b>
	<a href="http://www7.mississauga.ca/documents/pb/planreports/2017/Affordable_Housing_Strategy_Appendix1&amp;2-Web.pdf">http://www7.mississauga.ca/documents/pb/planreports/2017/Affordable_Housing_Strategy_Appendix1&amp;2-Web.pdf</a>  The Region of Peel and the City of Mississauga are working together to address housing issues.  A diverse range of housing options is encouraged by MOP (section 7.2.2).	
<b>3.2.2 Transportation - General</b>		
1. The transportation system within the GGH will be planned and managed to: <ol style="list-style-type: none"> <li>provide connectivity among transportation modes for moving people and for moving goods;</li> <li>offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation;</li> <li>be sustainable and reduce greenhouse gas emissions by encouraging the most financially and environmentally appropriate mode for trip-making and supporting the use of zero- and low-emission vehicles;</li> <li>offer multimodal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services;</li> <li>accommodate agricultural vehicles and equipment, as appropriate; and provide for the safety of system users.</li> </ol>	MOP contains policies that encourage the development of a multi-modal transportation system that includes all modes of travel.	The applicant has submitted an acceptable Traffic Impact Study in support of the proposed development. The site is also located across the street from the Erin Mills Town Centre transit hub and is well served by a variety of public transportation options.
<b>5 Implementation</b>		
<b>Statement of Intent:</b> Comprehensive municipal implementation is required to implement the <i>Growth Plan</i> . Where a municipality must decide on planning matters before its official plan has been updated it must still consider impact of decision as it relates to the policy of the plan.  The policies of this section address implementation matters such as: how to interpret	MOP must conform with a hierarchy of policy and legislation at the federal, provincial, regional and municipal levels. In particular, provincial policy initiatives provide strong direction for the growth management and development strategies (MOP Policy Section 2.0).	Not directly applicable, as these policies speak to broader planning matters including: interpretation, implementation and how to read the plan. Part 1.0 of the Mississauga Official Plan addresses many of these issues.

<b><i>Growth Plan for the Greater Golden Horseshoe</i></b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>File OZ 16/003 W11 Conformity</b>
the plan, supplementary direction on how the Province will implement co-ordination of the implementation, use of growth forecasts and targets, performance indicators and monitoring, interpretation of schedules and appendices.		

## 5. Region of Peel Official Plan

The subject property is located within the Region of Peel Urban System. General Objectives in Section 5.3.1 and General Policies in Section 5.5 direct development and redevelopment to the Urban System to achieve healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities. A further objective is to achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.

Section 9.1 of MOP (Introduction – Build a Desirable Urban Form) states that urban form refers to the physical layout and design of the city. MOP addresses the natural and built environments and influences that lead to successful cities. This section emphasizes where growth will be directed and other areas where limited growth will occur. MOP envisions that growth will be directed to Intensification Areas, including Major Nodes.

The relevant MOP policies in this report are in conformity with the Region of Peel Official Plan. This application meets the requirements for exemption from Regional approval. Local

Official Plan Amendments are generally exempt from approval where they have had regard for the Provincial Policy

Statement and applicable Provincial Plans, where the City Clerk has certified that the processing was completed in accordance with the *Planning Act* and where the Region has advised that no Regional Official Plan Amendment is required to accommodate the local Official Plan Amendment.

## 6. Mississauga Official Plan (MOP)

The subject site is mostly designated **Residential High Density**, with a small portion designated **Greenlands**. The Residential High Density designation permits apartment buildings. Greenlands are generally associated with natural hazards and/or natural areas where development is restricted to protect people and property from damage and to provide for the protection, enhancement and restoration of the Natural Heritage System.

This proposal requires the addition of a Special Site to the Mississauga Official Plan Policies for the Erin Mills Character Area to permit apartment buildings with heights of 11, 15 and 29 storeys, a maximum floor space index of 3.8, allow the

requested accessory retail and office commercial uses and to revise the Greenlands designation.

The **Residential High Density** designation only permits a convenience commercial facility that forms an integral part of the ground floor of the building and is oriented to pedestrian use. The applicant has requested accessory retail and office commercial uses which will contribute positively to the vision for Major Nodes as outlined in Section 5 of MOP. Section 5.3.2 indicates that Major Nodes will be planned as prominent centres of mixed use activity with a variety of employment opportunities, such as office and institutional jobs and regional shopping services that draw people beyond adjacent neighbourhoods.

Staff have considered the applicants request for 1 317 m<sup>2</sup> (14,176 sq.ft.) of office and retail commercial uses. It is recommended that notwithstanding the **Residential High Density** designation, the site could accommodate additional non-residential development. The special site provision also includes a policy to allow up to 20% of the total gross floor area to be utilized for accessory office, retail or commercial uses. While the applicant may not build this amount of non-residential uses, some of the building could be converted in the future, subject to the provision of adequate parking. This will enable this major node to more easily achieve its goal to be a prominent, mixed-use centre.

The revisions to the Greenlands designation are proposed to ensure consistency with the existing zoning, established property lines and to reflect the current hazard limits.

Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***
- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***
- ***Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?***

Planning staff have undertaken an evaluation of the criteria against this proposed development application. The proposal meets the intent, goals and objectives of Mississauga Official Plan. It contributes to the diversity of housing choices for those who live in the neighbourhood and beyond, which is a benefit to the community and is consistent with Policy 7.2.2 of the Official Plan. The main land uses will not change, as residential and retail commercial uses will be maintained on the site, albeit at higher densities.



An acceptable planning justification report has been submitted by the applicant.

#### *Directing Growth*

The site is located within the Central Erin Mills Major Node Character Area, an area intended for intensification in the City's Urban Structure. The existing population of this Major Node is 3,200. If approved, this development will have an estimated population of 2,443. By 2031 and 2041, the population for this character area is forecasted to be 8,400 and 10,900 residents respectively. The majority (64%) of the neighbourhood population are of working age (15 to 64 years of age), 14% are children (0-14 years) and 21% are seniors (65 years and over). The average household size is two persons with 84 % of people living in apartments greater than or equal to 5 storeys. This is significantly greater than the City's average (25%). The mix of housing tenure for the node is 920 units (62%) owned and 565 units (38%) rented with a vacancy rate of approximately 0.7%. There are 5,605 jobs in this Major Node. The total employment combined with the population results in an existing gross density of 72 persons plus jobs per hectare (178 persons plus jobs per acre) for the Node.

Section 5.3.2.4 of MOP indicates that Major Nodes will achieve a minimum gross density of between 200 and 300 residents and jobs combined per hectare. This proposal will provide 481 residents per hectare. The number of jobs to be generated is estimated to be 15 jobs per hectare (6 jobs per acre).

Although the applicant is proposing only a small amount of office and retail uses, staff are recommending that the special site policies allow flexibility for more to encourage jobs in the node and the ability to provide on-site services.

Through the adoption of the Central Erin Mills Plan in 1983, the land uses for this neighbourhood were established, including designating this site for high density development. Currently a range of uses are permitted in the node including mixed uses, medium and high density residential and institutional uses.

While a maximum height of 25 storeys is permitted in the Major Node, additional height can be considered: where an appropriate transition in height will be achieved; the City Structure hierarchy is maintained; the development proposal enhances existing or planned development and the development proposal is consistent with the policies of the OP (Section 13.1.1.3).

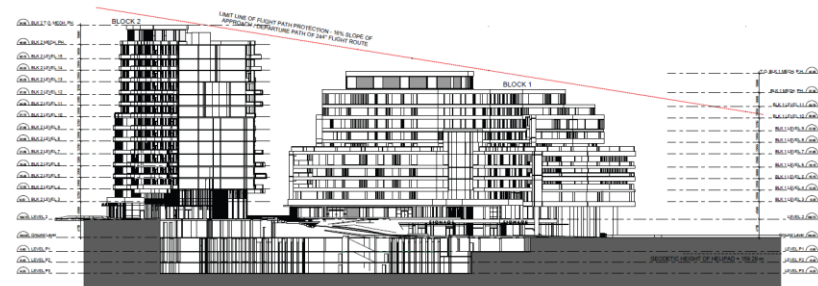
The proposed development appropriately transitions in height to the existing and planned neighbourhood in all directions, as discussed below.

#### *Compatibility with the Neighbourhood*

Lands to the north of the site are public right-of-way and parkland. Beyond that is a neighbourhood of detached homes. The proposed 29 storey building is located on the north portion of the subject property. The proposal includes a seven storey podium which aids the transition from the tower to the surrounding neighbourhood. The Sun Shadow Study submitted by the applicant meets the City's guidelines.

Lands to the east of the site are designated Residential Low Density I, which permits detached, semi-detached and duplex dwellings. The detached dwellings located to the east are at least 60 metres (197 feet) from the subject property and are separated by a stormwater management pond. The closest proposed building to the properties to the east is an 11 storey apartment building with six and nine storey podiums. The significant separation distance, effective use of podiums and the presence of the stormwater management feature adequately buffer the detached homes from this proposed development and ensure an appropriate transition.

The Credit Valley Hospital is located to the south. The hospital has four buildings that are six storeys in height or less, as well as a helicopter pad, located adjacent to Eglinton Avenue West. Concerns raised by Trillium Health Partners regarding emergency helicopter flights to this helicopter pad resulted in reduced building heights and a reorientation of the site layout to place the 11 and 15 storey buildings under the flight path and then transition upwards away from Eglinton Avenue West. Flight path studies were conducted to address these concerns, resulting in the revised development concept that City staff believe addresses Trillium Health Partners' concerns. Credit Valley Hospital is no longer expected to be negatively impacted by this proposal due to the reduced heights and reconfiguration of the tower locations to address the helicopter flight path (shown in red below).



Erin Mills Town Centre (EMTC) is located to the west. The town centre was originally planned to also include high density development. While the owners of EMTC have not built any apartments to date, high density development is anticipated.

## 7. Services and Infrastructure

Based on the comments received from the applicable City Departments and external agencies, the existing infrastructure is adequate to support the proposed development.

The Region of Peel has requested an updated multi-use demand table to ensure that there is adequate water and sanitary sewer capacity to service this site.

The site is currently serviced by the following MiWay Transit routes:

- Mississauga Transitway – located 1 000 metre (3,280 feet) south of the site
- Number 13, 34, 46, 48, 49 on Erin Mills Parkway and number 35 and 35a on Eglinton Avenue West having direct access to the area

There is a west bound transit stop on Eglinton Avenue West along the south frontage of the site, an east bound transit stop across the street from the site on the south side of Eglinton Avenue West, approximately 38.5 m (126 ft.) from the site, as well as at Erin Mills Town Centre, within 200 m (656 ft.) of the site. There is a Mississauga Transitway hub at Erin Mills Parkway and Highway 403 that provides access to and from Oakville to our Downtown, and then to the City of Toronto subway.

The site is located across the street from the Erin Mills Town Centre. The centre contains a transit hub, as well as a range of retail commercial, restaurant, personal service uses and medical/vision/dentistry clinics.

The Erin Meadows Community Centre and Library, Forest Hill Park, Erin Woods Park and Quenippenon Meadows Community Park are all within 600 m (1,968.5 ft.) of the site.

In conclusion, staff can support the Official Plan Amendment as revised for the following reasons:

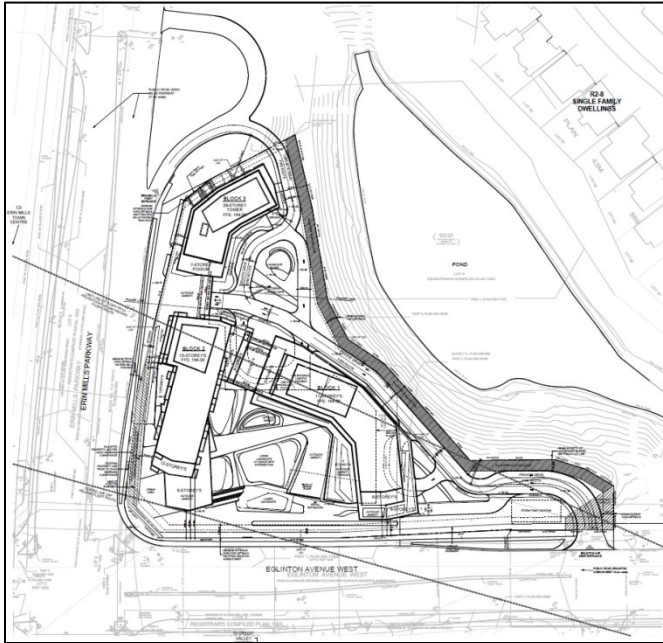
- the site is located in an area identified for intensification in the Official Plan
- given the constraints posed by the hospital helicopter flight path, the applicant has addressed the issue by reducing heights and transitioning the buildings out of the flight path while not adversely impacting the residential homes to the east/northeast of the site
- the site is well served by a variety of public transportation options, community services and schools
- there is ready access to retail commercial and restaurants nearby

- by providing additional commercial space, there is the opportunity to provide jobs and services on site

These applications are consistent with MOP, the Region of Peel Official Plan, the Growth Plan for the Greater Horseshoe and the PPS.

## **8. Revised Site Plan and Elevations**

The applicant has provided a revised site plan and rendering as follows:



Site Plan



Rendering

## 9. Zoning

The proposed **H-RA5-Exception** (Apartments) is appropriate to accommodate the proposed 11, 15, and 29 storey apartment buildings with a maximum FSI of 3.8 and accessory retail and office commercial uses.

Below is an updated summary of the proposed site specific zoning provisions:

### Proposed Zoning Regulations

Zone Regulations	RA5 Zone Regulations	Proposed H-RA5-Exception Zone Regulations
Additional Permitted Uses	N/A	1. Office 2. Medical Office 3. Retail Store 4. Personal Service Establishment 5. Restaurant 6. Take-out Restaurant 7. Outdoor patio accessory to a restaurant or take-out restaurant 8. Financial Institution 9. Veterinary Clinic 10. Day care 11. Recreation Establishment 12. Private School 13. Outdoor Market 14. University/College 15. Commercial Parking Lot
Maximum Gross Floor Area (GFA), non-residential	The maximum total gross floor area – non-residential for all accessory uses shall be lesser of 10% of the total gross floor area –	15 274m <sup>2</sup> (164,412 sq.ft.) *

Zone Regulations	RA5 Zone Regulations	Proposed H-RA5-Exception Zone Regulations
	apartment zone or the gross floor area – apartment zone of one storey of the dwelling	
Maximum Floor Space Index (FSI)	2.9	3.8
Maximum Dwelling Height	77.0 m (252.6 ft.) and 25 storeys	93.5 m (306.7 ft.) and 29 storeys
Minimum Front and Exterior Side Yard	Both 10.5 m (34.5 ft.)	3.0 m (9.8 ft.) front yard, and 5.0 m (16.4 ft.) exterior side yard, respectively
Minimum Rear Yard	25.5 m (83.7 ft.)	5.0 m (16.4 ft.)
Minimum percentage of total required amenity area to be provided in one contiguous area	50%	35%
Required number of parking spaces for residential	a) Studio 1.0 b) 1-Bedroom 1.25 c) 2-Bedroom 1.40 d) 3-Bedroom 1.75 e) Visitor 0.20 f) Retirement building	a) Per studio, one-bedroom, and two-bedroom 1.1 b) Per three bedroom 1.2

Zone Regulations	RA5 Zone Regulations	Proposed H-RA5-Exception Zone Regulations
uses	0.50 g) Long term care building 0.33	c) Shared visitor parking / non-residential use, except restaurant 0.15 d) Retirement building 0.45 e) Long term care unit 0.18
Required number of parking spaces for non-residential uses	As outlined in Table 3.1.1.2 in the Zoning By-law	Parking for non-residential uses shall be provided in accordance with Part 3, except for:  Retail store 4.3 spaces per 100 m <sup>2</sup> (1,076 sq.ft.) GFA-non-residential

\*staff recommends a maximum of 20% of the total gross floor area whereas the applicant is only seeking 1 316 m<sup>2</sup> (14 165 sq.ft.) \*

## 10. Bonus Zoning

Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning on September 26, 2012. In accordance with Section 37 of the *Planning Act* and policies contained in the Official Plan, this policy enables the City to secure community benefits when increases in permitted height and/or density are deemed to be good planning by Council through the approval of a development application.

The subject lands are currently zoned **RA5-37** (Apartment Dwellings) which permits a total of 464 apartment, long-term



care, or retirement dwellings. The current zone allows a maximum height of 25 storeys and a maximum floor space index (FSI) of 2.5. The applicant is seeking to permit three apartment buildings with heights of 11, 15 and 29 storeys with a maximum FSI of 3.8 and 977 units. As the project is greater than 25 storeys, adds an additional 513 units and has an FSI greater than 2.5, it meets the minimum threshold for a Section 37 contribution.

Should the LPAT render a decision on the applicant's appeals that results in an increase in height or density, staff will hold discussions with the applicant to secure community benefits and return to Council with a Section 37 report outlining the recommended benefits and corresponding contribution amount.

## **11. "H" Holding Symbol**

Should this application be approved by LPAT, the parties may request withholding LPAT approval of the implementing documents until the City is satisfied that all outstanding matters have been addressed. Alternatively, staff will request an "H" Holding Symbol which can be lifted upon:

- Provision of any outstanding technical plans, studies and reports to the satisfaction of the City of Mississauga and the Region of Peel
- The execution of a Section 37 (Community Benefits) Agreement to the satisfaction of the City
- Receipt of a signed Development Agreement

- Confirmation that requirements for municipal servicing (i.e. water and sanitary) have been met to the satisfaction of the Region of Peel and the City
- Provide any necessary easements, agreements, dedications, securities and fees

## **12. Site Plan**

Prior to development of the lands, the applicant will be required to obtain site plan approval. No site plan application has been submitted to date for the proposed development.

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions may be needed to address matters such as the quantitative wind study, the proposed location of servicing in the landscape buffer, the functional design of the proposed accesses, and the proposed waste collection strategy. Through the site plan process, further refinements are anticipated for the design of the internal road network, streetscape design at the intersection of Eglinton Avenue West and Erin Mills Parkway, and maximizing the benefits associated with the existing storm water management pond.

## **13. Green Development Initiatives**

The applicant has identified that the following green development initiatives will be incorporated into the development:

- Stormwater retention to support on-site urban agricultural activities
- Green roofs
- Soft landscape materials
- Bird friendly window glazing

As the applicants have addressed the relevant provincial and city policies and the technical requirements of the City, staff recommends approval of the amendments subject to the conditions contained in the staff report dated April 16, 2019.

## 14. Conclusions

In conclusion, City staff has evaluated the applications to permit three apartment buildings with heights of 11, 15 and 29 storeys with retail and office commercial uses in the podiums against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The MOP policies are consistent with the *Growth Plan*. The site is located in the Central Erin Mills Major Node, which is an area designated for intensification, a mix of uses and higher density housing. The area is well served by multi-modal transportation options, community services, and a range of goods and services. There are no servicing constraints. The stormwater management pond to the east of the site provides a naturalized physical and visual separation to the detached dwellings to the east/northeast. The proposed 29 storey apartment building is comparable to apartments on the southwest corner of the intersection of Erin Mills Parkway and Eglinton Avenue West. The tallest of the three proposed buildings has been relocated to the northern periphery of the property to address the hospital helicopter flight path conflict. The lands to the west of the site on the Erin Mills Town Centre property are likely to intensify in the future, and those to the north are utilized as a public right-of-way and parkland.

# City of Mississauga

## Corporate Report



Date: 2019/05/17

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Originator's file:  
CD.03.STE (W4)

Meeting date:  
2019/06/10

### Subject

#### **PUBLIC MEETING INFORMATION REPORT (WARD 4)**

**Downtown Core Public Realm Strategy and Tactical Urbanism Pilot on Living Arts Drive**  
File: CD.03.STE (W4)

### Recommendation

1. That the Report dated May 17, 2019 from the Commissioner of Planning and Building regarding the *Downtown Core Public Realm Strategy* and tactical urbanism pilot on Living Arts Drive under File CD.03.STE (W4), be received for information.

### Report Highlights

- The City is undertaking a strategy to look at new requirements for the public realm in the Downtown Core
- There will be a Tactical Urbanism Pilot held on Living Arts Drive to pilot some street and boulevard improvements from June 7, 2019 to June 17, 2019, with some installations extending beyond June 17, 2019

### Background

In July of 2017, a few members of Council and city staff toured the downtown and identified inconsistencies in the streetscape treatment as well as a number of maintenance concerns. It was determined that a strategy to address streetscapes in the downtown was needed. Staff were also asked to explore opportunities for some quick wins through tactical urbanism or a pilot project to demonstrate alternative streetscape treatments.

In response to this direction the *Downtown Core Public Realm Strategy* was initiated in 2018. The purpose of this report is to inform Council of the work being undertaken on the

*Downtown Core Public Realm Strategy* and to highlight a tactical urbanism pilot on Living Arts Drive.

## Comments

When building a multimodal city, the public realm including the design of the streets and boulevards is an important consideration. There is a complexity to designing the public realm. The street needs to accommodate cars, transit, goods movement, emergency vehicles and cycling infrastructure. The boulevards include sidewalks which accommodate pedestrians also includes lighting, street furniture, transit shelters, trees, additional plantings, public art, as well as overhead and at-grade utility infrastructure and in some instances, cycling infrastructure. Stormwater treatment and storage areas may also be provided in either the roadway or in the boulevard. Under the streets and boulevards is a further network of utilities: stormwater and sanitary sewers; watermains; telecommunication infrastructure, natural gas, hydro and all associated chambers and vaults.

To ensure all requirements are met, there is coordination between city departments, the Region of Peel and utility companies. To date, there has been mixed success in this coordination as evidenced though the inconsistent treatments and the absence or loss of trees. To create an attractive public realm, the City needs to plan for both the street tree corridors and additional required utility infrastructure. Otherwise, any attempt to incorporate trees becomes unsuccessful.

The strategy for the public realm in the Downtown Core Area will address the complexities and coordination required. The area affected by the strategy is shown in Appendix 1.

Specifically, the Downtown Core Public Realm Strategy will provide design direction on the following:

- Right of way design
- Materials – paving and furnishings
- Trees and greening
- Lighting
- Adjacent private property

The strategy will address challenges associated with providing a high quality public realm and engage those responsible for maintaining the streetscape vegetation, furniture, sidewalks and decorative paving. Coordination with several concurrent city initiated studies, such as *Mississauga Moves* and *The Downtown Strategy*, are also being considered to ensure consistency.

To date, an inventory to document the varying existing streetscape conditions has been completed. A workshop was held with all departments to look at streetscape roles and responsibilities to determine a consistent approach between capital works projects and developer constructed streetscapes. Work is underway on a revised boulevard cross section to

address both tree and utility placement. The Tactical Urbanism Pilot has been initiated, as described below.

The estimated completion date is the summer of 2020. Once this is completed, additional opportunities will be invested to determine if the new standards can be implemented elsewhere in the City.

## **Tactical Urbanism Pilot on Living Arts Drive**

Tactical urbanism is a variety of low-cost, temporary changes to the built environment, with the intent to improve local neighbourhoods and city gathering places. It often includes converting space on streets to usable public space by reconfiguring traffic movements.

A demonstration of public realm enhancements or “Tactical Urbanism Pilot” is planned from June 7, 2019 to June 17, 2019, with some installations extending beyond June 17, 2019.

The Tactical Urbanism Pilot will showcase solutions to address challenges in the public realm on Living Arts Drive, between City Centre Drive and Princess Royal Drive (Appendix 2). It will feature enhancements suggested by stakeholders across Departments, including:

- Shortened pedestrian crossings and reduced vehicular travel lanes
- A protected bike lane
- Programmed parking spaces to support the adjacent business owners
- Murals along Jubilee Garden Wall to animate the street frontage
- Additional street furniture and plantings
- Screen loading areas
- Public Art - an original, artistic shelter to support transit
- Public Art - banners
- A bioswale mock-up to address stormwater
- Interpretive and wayfinding signage
- Relocation of busker space from Celebration Square to the Living Arts Drive boulevard

The Tactical Urbanism Pilot on Living Arts Drive will be reviewed and evaluated. There will be information sharing with the public and the development industry regarding the broader Downtown Strategy, as well.

Lessons learned from the pilot will be incorporated in the *Downtown Core Public Realm Strategy*.

## **Financial Impact**

There are no financial impacts as a result of the recommendations in this report. Further financial impacts will be provided upon completion of the *Downtown Core Public Realm Strategy*.



## Conclusion

Work is currently underway on the *Downtown Core Public Realm Strategy*. Working with multiple stakeholders across the City, effective and sustainable boulevard treatments and the interface with the road will be developed. Lessons learned and feedback gathered during the Tactical Urbanism Pilot will help to inform the strategy.

## Attachments

Appendix 1: Map of the Downtown Core

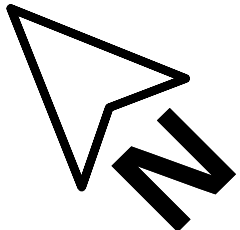
Appendix 2: Living Arts Drive Tactical Urbanism Pilot Plan



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Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building

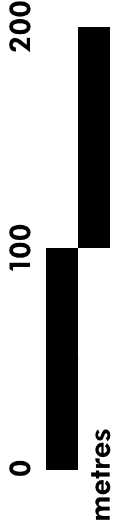
Prepared by: Sue Ann Laking, Strategic Leader



September 2018

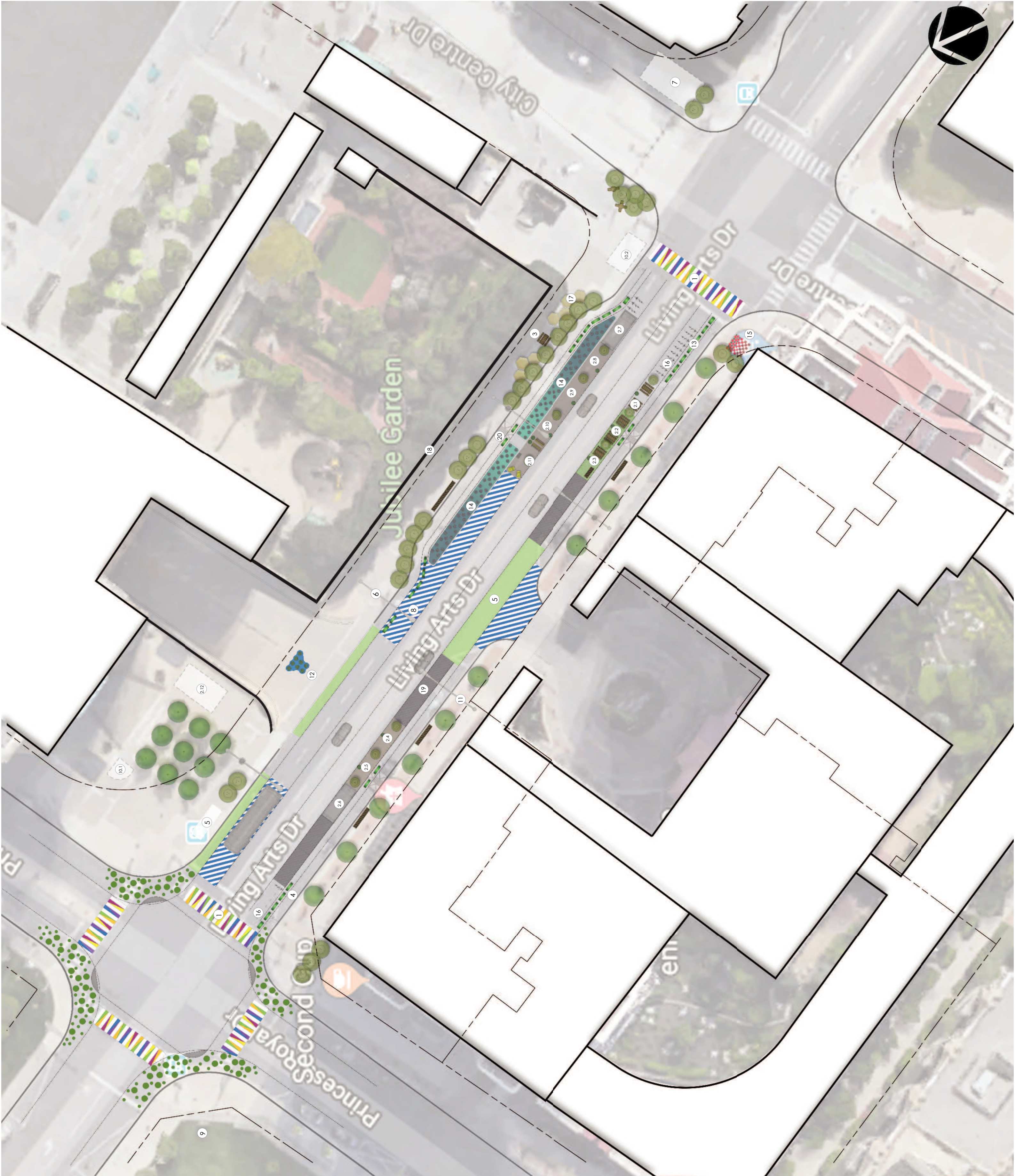
# DOWNTOWN CORE PUBLIC STREETS MAP

 DOWNTOWN CORE





# Tactical Urbanism Pilot on Living Arts Drive June 7th, 2019



Tactical Urbanism Pilot on Living Arts Drive  
12/05/17

Note:  
The dimensions shown are based off of field measurements.  
Do not scale off of this drawing.

## Legend

1	Crosswalk Widths	Reduce crossing distance and turning radius for shorter pedestrian cross time
2	Lay-by Parking	Program spaces to animate street
2.1	Program Space	Alliandro's Kitchen Patio
2.2	Program Space	SYNLawn Lounge Zone
2.3	Program Space	SYNLawn Lounge Zone
2.4	Program Space	Community Garden Pop-Up
2.5	Program Space	TBD
2.6	Program Space	BB'S The Clay Oven Food Truck
2.7	Program Space	Ice Cream Truck
2.8	Program Space	TBD
2.9	Program Space	Chicken Cart
2.10	Program Space	Exercise Station
2.11	Program Space	Maglin Unwind Zone
2.12	Program Space	Smart Cities Station
3	Street Furniture	Additional Furniture for Public Amenity
4	Bike Lanes	Provide protected bike lanes for cyclists
5	Shelter	Provide the user with a shelter to protect them from the elements
6	Wayfinding	Enhance the public realm with signage/directional boards
7	Library Programmed Space	Literature Outdoor Experience
8	Day Care Drop Off	Designate a safe drop off zone for parents
9	Community Common Park	Provide link to Living Arts Drive
10	Busking	Reserve spots for Artists/Performers
10.1	Busking Programmed Space	Location for Summer 2019
10.2	Busking Programmed Space	Location for Pilot
11	Public Art Banner Program	Banner artwork creates a vibrant presence
12	Loading Zone	Break up the hardscape with large planters
13	Bike Lane Plant Material	Provide more greenery within the public realm as well as protect the bikers
14	LID Planter	Improve water balance with a bioretention feature
15	Outdoor Play Checkers	Fun interactive game for the public
16	Bike Racks	Provide a place for the public to secure their bicycles
17	Celebration Square Sandboxes	Fun interactive game for the children to enjoy
18	Wall of Jubilee Park	Provide a wall mural to break up the scale of the wall
19	Street Parking	Maintain selected 9 on-street spots
20	Accessible Ramps	Provide Accessibility for those with mobility devices



Tactical Urbanism Pilot Schedule  
Set Up: June 7th