
Planning and Development Committee

Date: February 3, 2020
Time: 6:00 PM
Location: Civic Centre, Council Chamber
300 City Centre Drive, Mississauga, Ontario, L5B 3C1

Members

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

Contact

Angie Melo, Legislative Coordinator, Legislative Services
905-615-3200 ext. 5423
angie.melo@mississauga.ca

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 Appeal 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 – 6th Floor
300 City Centre Drive, Mississauga, ON, L5B 3C1
Or Email: application.info@mississauga.ca

1. **CALL TO ORDER**

2. **DECLARATION OF CONFLICT OF INTEREST**

3. **MINUTES OF PREVIOUS MEETING**

Approval of Draft Minutes of January 13, 2020 Meeting

4. **MATTERS TO BE CONSIDERED**

4.1 RECOMMENDATION REPORT (WARD 9)

Sign Variance Application to permit one billboard sign with two electronic changing copy faces - 6020 Winston Churchill Boulevard

Applicant: Permit World Consulting Services Inc.

File SGNBLD 19-7383 VAR (W9)

4.2 RECOMMENDATION REPORT (ALL WARDS) - Proposed City Initiated Amendments to Sign By-law 0054-2002 to include a Twenty (20) Day Sign Variance Appeal Period

Proposed City Initiated Amendments to Sign By-Law

4.3 INFORMATION STATUS REPORT AND REMOVAL OF "H" HOLDING SYMBOL FROM ZONING BY-LAW 0225-2007 (WARD 4)

Application to remove the "H" holding symbol to permit seven towers within three mixed use blocks

4130-4150 Parkside Village Drive, 4152-4180 Confederation Parkway and 430-452 Square One Drive, west side of Confederation Parkway, south of Rathburn Road West

Owner: Amacon Development (City Centre) Corp.

File H-OZ 10/001 W4

4.4 SECTION 37 COMMUNITY BENEFITS REPORT (WARD 11)

Community Benefits contribution under Section 37 to permit three apartment buildings with heights of 11, 15 and 25 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 (Daniels)

File: OZ 16/003 W11

4.5 PUBLIC INFORMATION REPORT (WARD 11)

Official Plan amendment and rezoning applications to permit 239 back to back and stacked condominium townhomes, and to amend the limits of the Greenlands

64 and 66 Thomas Street and 65 Tannery Street, east side of Joymar Drive between Tannery Street and Thomas Street

Owner: Dezen Realty Company Limited

File: OZ 19/011 W11

4.6 PUBLIC MEETING INFORMATION REPORT (WARD 1)

Rezoning and Plan of Subdivision applications to permit 22 detached homes on a common element condominium road

1583 Cormack Crescent, southeast of Dixie Road and the Queen Elizabeth Way

Owner: Elm Cormack (2017) Inc.

Files: OZ 19/014 W1 and T-M19005 W1

4.7 REIMAGINING THE MALL - (ALL WARDS)

Reimagining the Mall - Official Plan Amendment Implementation

5. ADJOURNMENT

City of Mississauga

Corporate Report



Date: 2020/01/10

To: Chair and Members of Planning and Development Committee

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

Originator's file:
SGNBLD 19-7383 VAR
(W9)

Meeting date:
2020/02/03

Subject

RECOMMENDATION REPORT (WARD 9)

Sign Variance Application to permit one (1) billboard sign with two (2) electronic changing copy faces

6020 Winston Churchill Boulevard

Applicant: Permit World Consulting Services Inc.

File SGNBLD 19-7383 VAR (W9)

Recommendation

1. That the report dated January 10, 2020 from the Commissioner of Planning and Building regarding variances to the Sign By-law 54-2002 under File SGNBLD 19-7383 VAR (W9), Permit World Consulting Services Inc. 6020 Winston Churchill Boulevard, be received for information.
2. That the request to permit one (1) billboard sign with two (2) electronic changing copy faces be refused.

Background

The applicant has requested a variance to the Sign By-law to permit one billboard sign with two electronic changing copy faces with a sign area of 32.52 m² (350 ft²) per each face (Appendix 1). Planning and Building Department staff do not support the variance. In accordance with Resolution 0020-2015, applications for sign variances that are refused by staff may be appealed by applicants to the Planning and Development Committee for further consideration.

In addition, in accordance with Recommendation PDC-0065-2017 all proposed billboard signs are to be reviewed in accordance with the *Guidelines for the Review of Sign Variance Applications for Billboard Signs with Electronic Changing Copy* and brought to Planning and Development Committee for consideration.

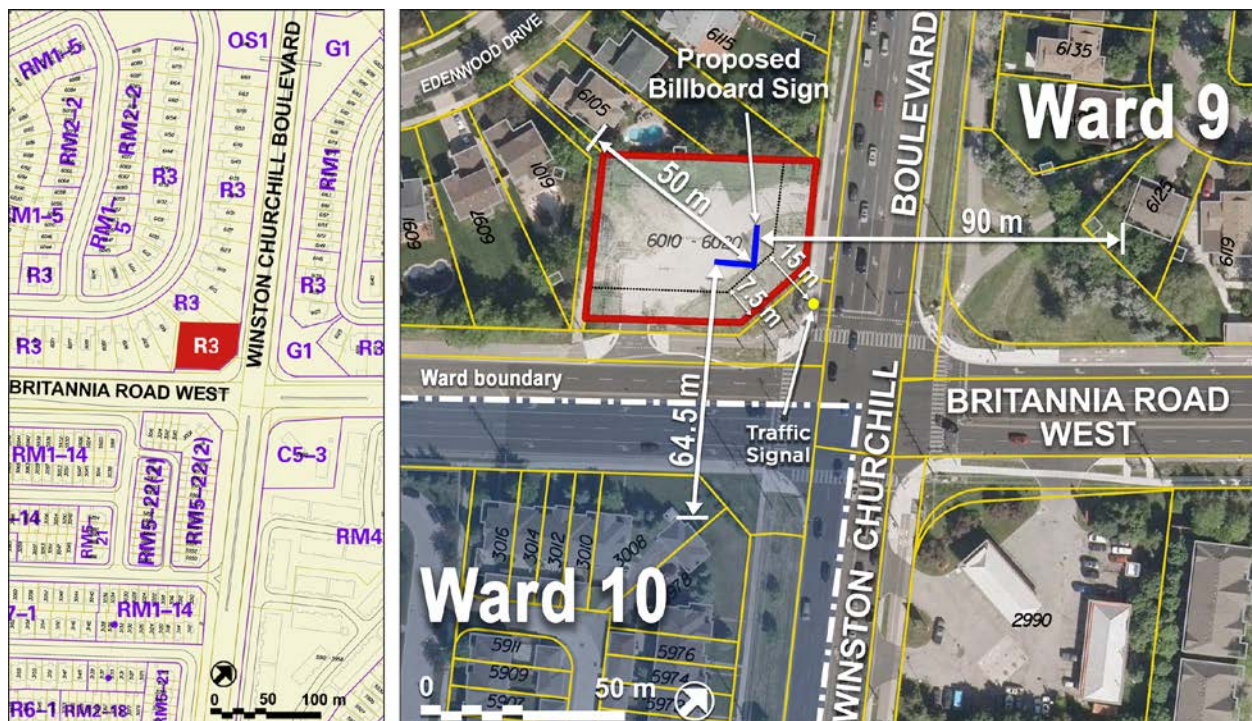
The purpose of this report is to provide the information regarding the application and the rationale for not supporting the variance.

Comments

Site Location

The site is located in Meadowvale Neighbourhood on the northwest corner of Winston Churchill Boulevard and Britannia Road West intersection. The subject property is currently vacant and zoned R3. The lands to the north, east, and south of the site are all zoned residential.

There is a small park zoned G1 on the northeast side of Winston Churchill Boulevard and a gas station located on the southeast corner of Winston Churchill Boulevard and Britannia Road West intersection.



Zoning Context and Aerial Image of Subject Property

History

The subject property has an existing site plan approval under file SP 14-164 (W9), for a daycare, which was approved on May 10, 2017. The daycare was never constructed. The Site Plan file will be closed should the sign variance be approved by council.

In November of 2017 Council endorsed a report recommending electronic billboards be reviewed on an individual basis through the variance process. Additionally, guidelines to evaluate these billboards were approved. These include, but not limited to: locations within specific areas of the City (nodes, public squares); distance from intersections; distance from residential zones; and the speed limit on the adjacent roadway.

Proposal

The proposed billboard sign is in L-shaped form facing southeast towards the intersection of Winston Churchill Boulevard and Britannia Road West with a 7.5 m (24.61 ft.) setback from the property line.

The dimension of one face of the proposed billboard is 3.05 m by 10.67 m (10 ft. by 35 ft.) with a sign area of 32.52 m² (350 ft²) per each face and 7.62 m (25 ft.) height (Appendix 2).

The location of the proposed billboard sign inside the subject property is in the southeast corner so as to be visible from both Winston Churchill Boulevard and Britannia Road West. The sign is proposed to be located in a residential zone. In addition, it is within 50 m (164.04 ft.) at its closest point to other residential uses.

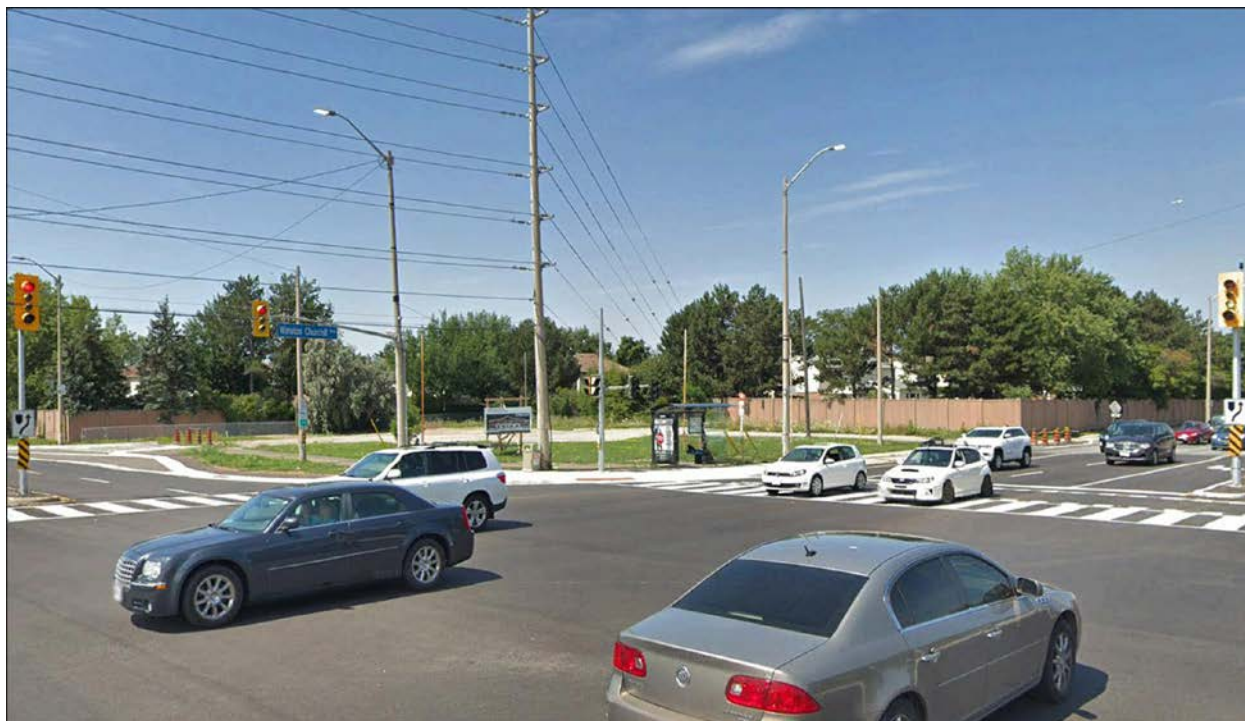


Image of Existing Conditions

Analysis

All billboard applications are to be reviewed in accordance with *Guidelines for the Review of Sign Variance Applications for Billboard Signs with Electronic Changing Copy* (the Guidelines).

Planning and Building Department staff have reviewed the above sign variance application. It does not meet the criteria listed in the Council approved document entitled *Guidelines for the Review of Sign Variance Applications for Billboard Signs with Electronic Changing Copy* in the following areas:

- The Guidelines prohibits electronic billboard signs within 250 m (820.21 ft.) of a residential zone whereas:
 - the proposed electronic billboard sign is located on R3 zoned property;
 - the adjacent residential zone R3 located on the northwest side behind the subject property is approximately 50 m (164.04 ft.);
 - the adjacent residential properties (zoned RM5-22(2)) located on the south side of Britannia Road West and west side of Winston Churchill Boulevard (in Ward 10) is approximately 64.5 m (211.61 ft.);
 - the residential zone R3 located on the east side of Winston Churchill Boulevard is approximately 90 m (295.28 ft.).
- The proposed billboard consists of two faces each with 32.52 m² (350 ft²) area whereas, and reference to section 3.5 of the Guidelines, the maximum sign area of a billboard shall be 20 m² (215.28 ft²) per sign face.
- The distance to the nearest major traffic signal where the speed limit is less than 80 km/hour, according to the Guidelines, shall be within 120 m (393.70 ft.) whereas 15 m (49.21 ft.) is proposed to the nearest traffic signal in Winston Churchill Boulevard.

The applicant has requested the matter be given consideration by Planning and Development Committee.

Financial Impact

The recommendation contained herein does not have any financial impact to the City of Mississauga.

Conclusion

The requested variances to permit a one billboard sign with two electronic changing copy faces should be refused. The sign does not meet all the *Guidelines for the review of Sign Variance Applications for Billboard Signs with Electronic Changing Copy*.

Attachments

Appendix 1: Applicant's Letter of Rational dated September 12, 2019

Appendix 2: Applicant's Submissions dated September 16, 2019



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

Prepared by: Amr Merdan, Urban Designer



33 Young St. E., Unit 1, Waterloo, ON N2J 2L4 T: 519-585-1201 F: 519-208-7008

September 3, 2019

City Hall
Planning & Building Department, Sign Unit
300 City Centre Drive
Mississauga, ON
L5B 3C1

Attn: Darren Bryan

Re: Sign variance application for one two-sided digital billboard at 6020 Winston Churchill Blvd.

Dear Sir:

Please accept this letter as a formal request for a variance to install one new electronic billboard at the above location. The proposal is for an L-shaped sign to be installed with the attached corner of the billboard facing south-east, towards the intersection of Winston Churchill Blvd. and Britannia Road West. The property is currently zoned R3 – Vacant Residential.

The proposed sign dimensions are 3.048m x 10.668m for a total sign face per board of 32.52 sq m. The overall height of the sign will be 7.62 m, which complies with the by-law.

The variance is required for the following:

1. The sign, as proposed, exceeds the maximum sign face area of 20 sq m by 12.52 sq m per board.
2. The sign is located within 92 m of one or more residential zones.
3. The sign will display 100% electronic changing copy only.

The residential property which is closest to the proposed sign is located on the south side of Britannia Road West with approximately 64.5 m separation. The residential property to the immediate east is on the east side of Winston Churchill Blvd. with a separation of approximately 90 m. There is a small park at the north east corner which provides some tree coverage between the proposed billboard and the residences. The small park on this corner mimics the proposed park surrounding the billboard. There are residential properties to the immediate north and west of the proposed sign; however, these properties will only have some limited visibility to the rear of the sign, with minimal light spill. A gas station is located on the southeast corner of the intersection.

The property owner plans to fully landscape the entire property, transforming it from its current condition to an attractive, fenced area making it a cornerstone in the community. The drawings which form part of the application documents provide an artist's concept of how the property will appear when complete. This property has been vacant for a lengthy period of time and the addition of a billboard featuring electronic changing copy and the provision of a small attractively fenced area will enhance the community.

The intent of the sign is to provide visibility to traffic, primarily stationary at the signalized intersection, from all four directions. Electronic changing copy billboards are used successfully in many municipalities; one example is the Delta sign in Cambridge (see attached photo). While the proposed billboard location is mainly surrounded by residential properties, Britannia Road West leads to the on/off ramp for Hwy 407, about 2 km to the south west. The busy intersection, together with the highway proximity, make this an ideal location for an electronic billboard sign. There do not appear to be any other billboards in the immediate vicinity.

The owner of the property would like to offer an agreement to provide advertising space to both the City and for community events in the local ward which would provide an opportunity to display premium messages not only for local residents but for the City overall.

Both Winston Churchill Blvd. and Britannia Road West have posted speed limits of 60 km/hr and the guidelines ask for a minimum separation of 120 m between an electronic changing copy sign and a signalized intersection. The separation distance in this instance is in the neighbourhood of 15 m, which can be considered a safe distance, particularly for stationery traffic. Traffic will be moving at maximum speeds of 60 km/hr, and often slower, providing ample opportunity to read the billboard safely.

The billboard is proposed to be placed as close to the property line as possible while still maintaining the minimum 7.5 m setback. Guidelines determined by the city and outlined in the "Guidelines for the Review of Sign Variance Applications for Billboard Signs with Electronic Changing Copy" will govern all aspects of the display including illumination levels, transition between successive message displays to be 0.1 seconds, no message sequencing, message duration to be a minimum of 10 sec., and no video or motion, flashing fading or other effects.

We are respectfully requesting your support and approval of this variance request. If you require additional information or have any questions, please feel free to contact the undersigned.

Yours sincerely,



Gilda Collins
Senior Project Manager – Special Projects
admin@permitworld.ca

PLAN 43R-381068
RECEIVED AND DEPOSITED
DATE: April 9, 2018
"C. deHuyser"
REPRESENTATIVE FOR LAND REGISTRAR F
THE LAND TITLES DIVISION OF PEEL (NO.

PART	BLOCK	PLAN	PIN
1	PART OF 185	M-347	PART OF 13240-0685
2			
3			

PLAN OF SURVEY OF
PART OF BLOCK 185
REGISTERED PLAN M-347
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

SCALE 1 : 200

TARASICK McMILLAN KUBICKI LIMITED
ONTARIO LAND SURVEYORS

METRIC
DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND
CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

COORDINATE REFERENCE

COORDINATES AND BEARINGS SHOWN HEREON ARE DERIVED FROM PLAN 43R-37393 AND ARE REFERRED TO THE CENTRAL MERIDIAN 81°00' WEST LONGITUDE, ZONE 17, UTM PROJECTION, NAD83 (ORIGINAL) DATUM.

COORDINATES SHOWN ON THIS PLAN HAVE BEEN DETERMINED TO URBAN
ACCURACY OF $\pm 0.05\text{m}$ AT 95% CONFIDENCE LEVEL ACCORDING TO O.R.G.
216/10.

BEARINGS ARE GRID BEARINGS.

DISTANCES ARE GROUND LEVEL DISTANCES AND CAN BE CONVERTED TO GRID DISTANCES BY MULTIPLYING BY COMBINED SCALE FACTOR OF 0.999735

POINT	NORTHING	EASTING
1	4624725.83	601372.27
2	4624697.42	601348.68

COORDINATES ALONE CANNOT
BE USED TO RE-ESTABLISH
POINTS OR BOUNDARIES
SHOWN ON THIS PLAN

LEGEND

- | | | |
|--------|---------|--|
| ■ | DENOTES | SURVEY MONUMENT FOUND |
| □ | DENOTES | SURVEY MONUMENT PLANTED |
| ▣ | DENOTES | IRON BAR |
| ▤ | DENOTES | STANDARD IRON BAR |
| SIB | DENOTES | SHORT STANDARD IRON BAR |
| SSIB | DENOTES | REGISTERED PLAN M-347 |
| P1 | DENOTES | PLAN 438-37393 |
| P2 | DENOTES | DAVID B. SEARLES SURVEYING LTD. O.L.S. |
| (1225) | DENOTES | ORIGIN UNKNOWN |
| (00) | DENOTES | |

SURVEYOR'S CERTIFICATE

- I CERTIFY THAT :
1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEY'S ACT, THE SURVEYORS ACT, THE LAND TITLES ACT AND THE REGULATIONS MADE UNDER THEM.
 2. THE SURVEY WAS COMPLETED ON FEBRUARY 15, 2018.

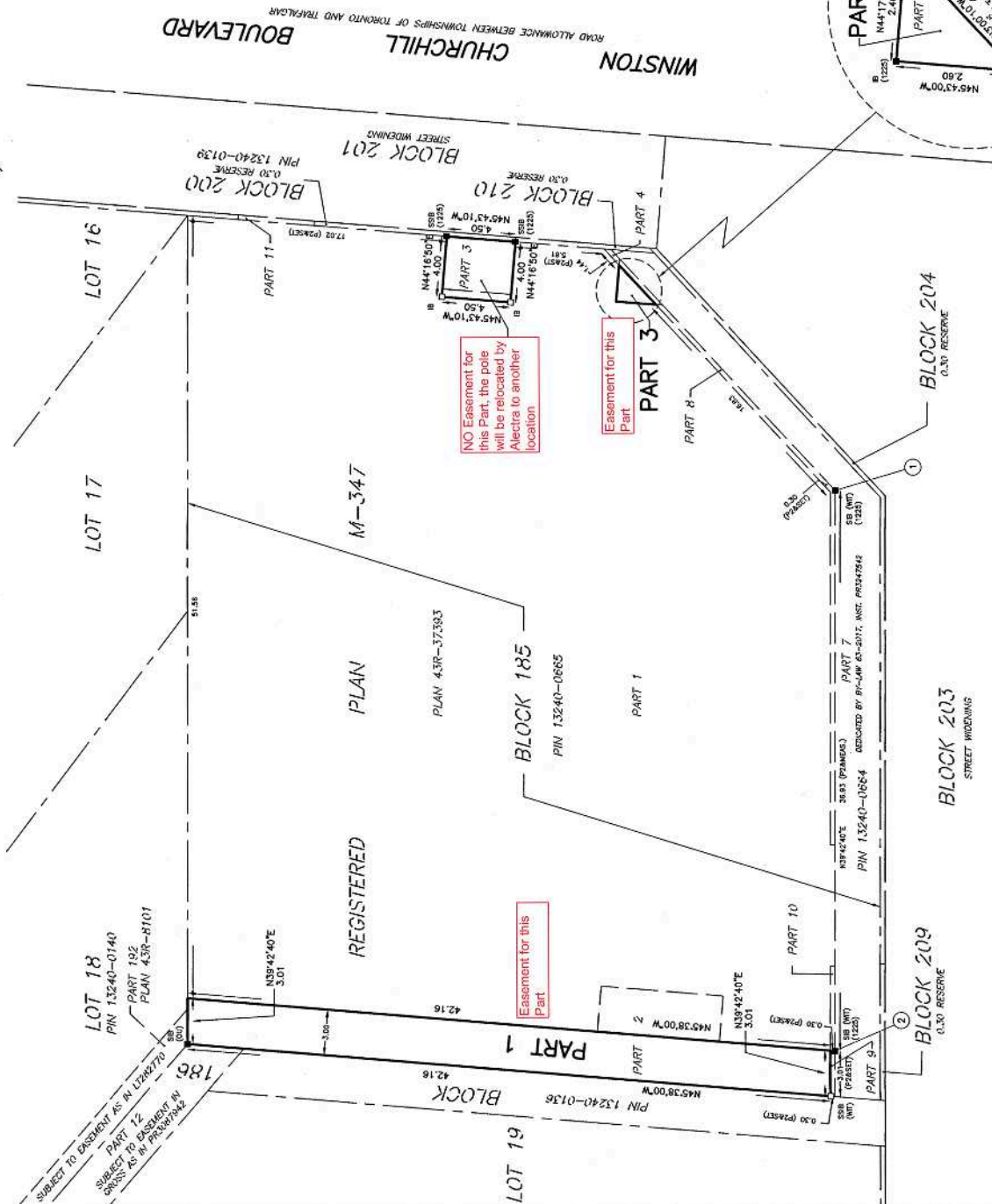
MARCH 7, 2017
DATE

TARASICK McMILLAN KUBICKI LIMITED
ONTARIO LAND SURVEYORS

4181 SLADEVIEW CRESCENT, UNIT 42, MISSISSAUGA, ONTARIO L5L 5R2
TEL: (905) 569-8849 FAX: (905) 569-3160
E-MAIL: office@tmksurveyors.com

DRAWN BY: M.D

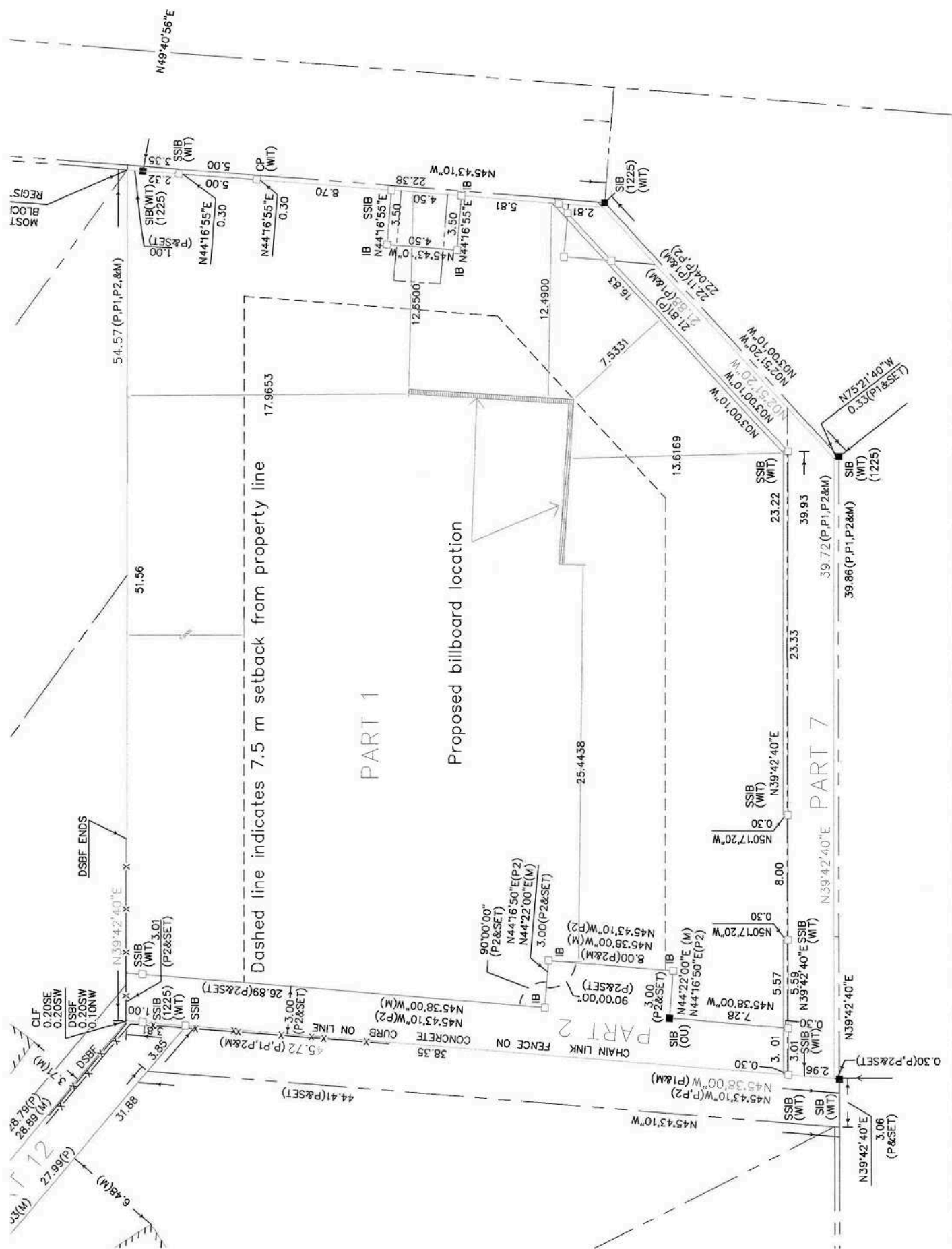
FILE No. 7820-R



BRITANNIA ROAD
(ROAD ALLOWANCE BETWEEN LOTS 5 AND 6 CONCESSION 11, NEW SURVEY)

(ROAD ALLOWANCE BETWEEN LOTS 5 AND 6 CONCESSION 11, NEW SURVEY)

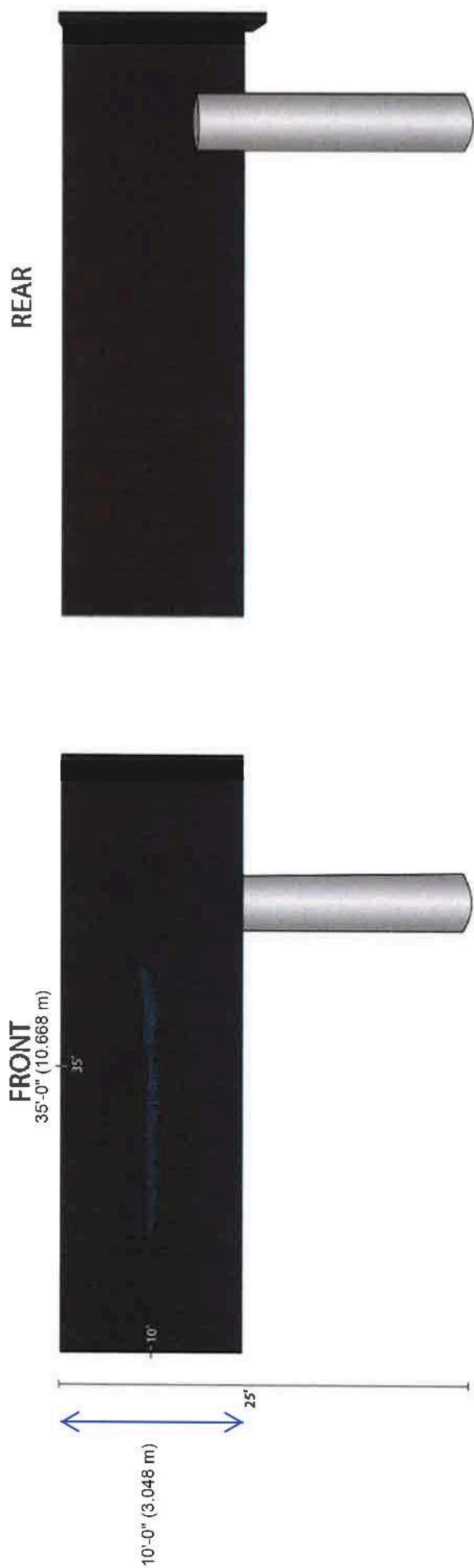
 $\phi = (10^\circ, 24^\circ)$





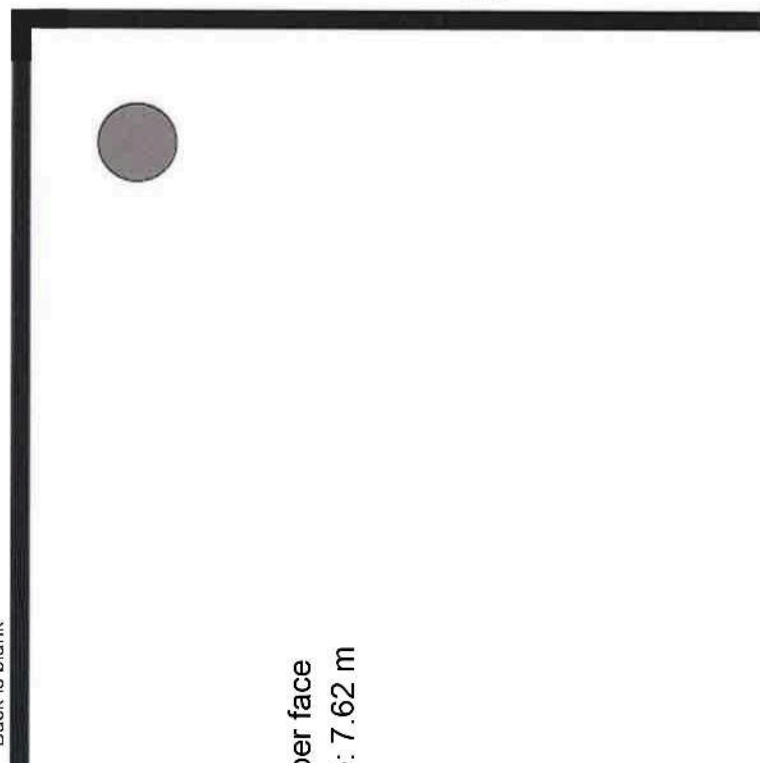






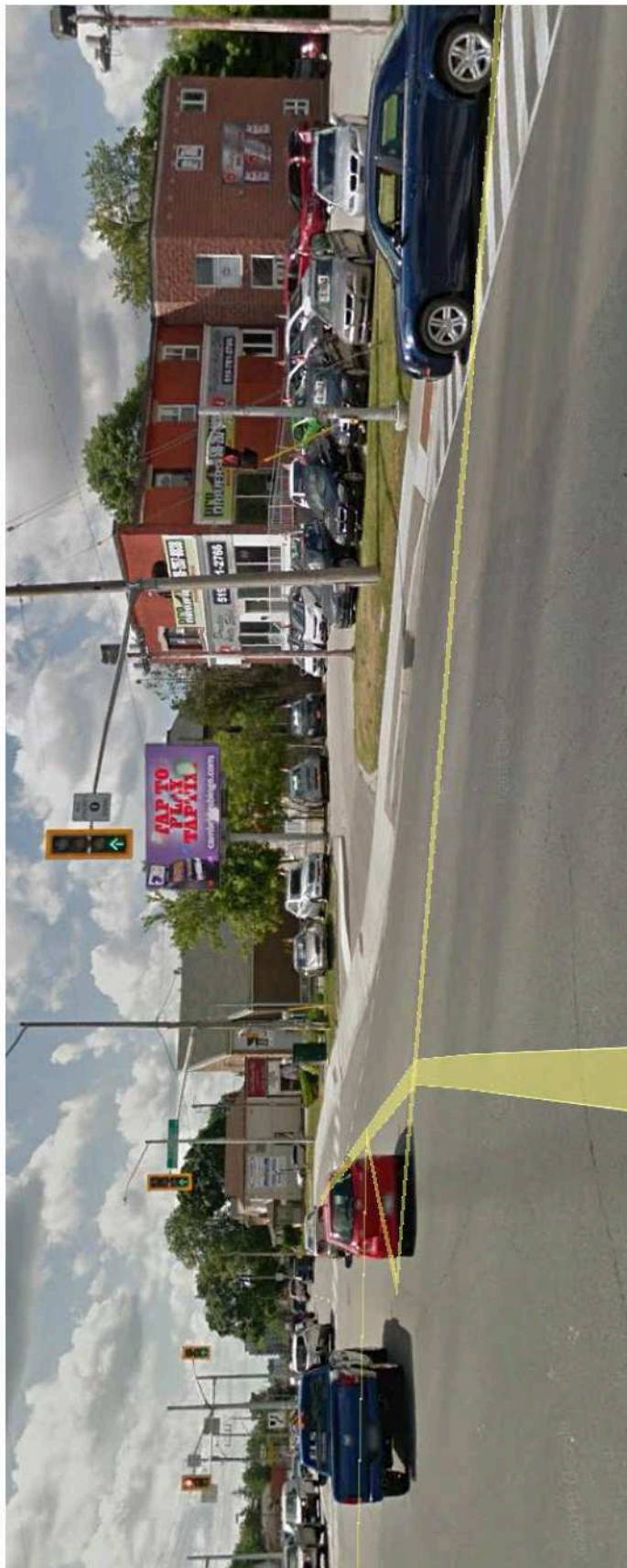
Side 1 Video board on one side only
Back is blank

AERIAL



Side 2 Video board on one side only
Back is blank

Sign area as proposed:
3.048m x 10.66m = 32.52 sq m per face
Overall height of sign from grade: 7.62 m



Intersection of Water St. N., Hwy 24, Coronation Blvd. and Dundas St. N., Cambridge, ON

City of Mississauga

Corporate Report



Date: 2020/01/10

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.21.SIG

Meeting date:
2020/02/03

Subject

RECOMMENDATION REPORT (ALL WARDS)

Proposed City Initiated Amendments to Sign By-Law 0054-2002 to include a Twenty (20) Day Sign Variance Appeal Period

Recommendation

1. That the Report dated January 10, 2020, from the Commissioner of Planning and Building regarding proposed City initiated amendments to Sign By-Law 0054-2002 to include a Twenty (20) Day Sign Variance Appeal Period be approved.
2. That the existing Sign By-Law 0054-2002 be amended to include a Twenty (20) Day Appeal Period from the date of notice of staff recommendation to refuse a sign variance application, and within which an applicant shall confirm to the Planning and Building Department, the applicant's intent to appeal the decision to Planning and Development Committee (PDC). Where no confirmation of intent to appeal is received within the Twenty (20) Day Appeal Period, and once the Twenty (20) Day Appeal Period has expired, the decision of the Commissioner of Planning and Building or designate, to refuse the sign variance application shall be final.

Background

In accordance with Resolution 0020-2015, a decision by Staff to refuse a sign variance application may be appealed by the applicant, to Planning and Development Committee (PDC), but there is no appeal period specified in Sign By-Law 0054-2002. Since May 2019, the current practice is for staff to issue to applicants, a notice of staff recommendation to refuse a sign variance application. In that notice, the applicants are advised of the right to appeal the refusal to Planning and Development Committee (PDC) and a requirement to confirm the applicant's intent to appeal, within ninety (90) days of the date that the notice is issued. Staff instituted this ninety (90) day limit after a confirmation of intent to appeal the refusal of a sign variance application was received by staff one and a half (1.5) years after the sign variance was refused. However, it was never formalized by including it in the Sign By-Law.

Comments

The purpose of this report is to present a proposed amendment to Sign By-Law 0054-2002 to include a Twenty (20) Day Appeal Period from the date of the notice to refuse a sign variance application, and within which an applicant shall confirm to Planning and Building staff, the applicant's intent to appeal to Planning and Development Committee (PDC), a decision to refuse the sign variance application.

Several of the City's By-Laws which like the Sign By-Law, are under the *Municipal Act*, such as the Tow Truck Licensing By-Law Number 521-04, Adult Entertainment Establishment Licensing By-Law Number 507-05, Business Licensing By-Law Number 1-06, stipulate Appeal Periods. Appeal Periods are also stipulated in the Sign By-Laws of other municipalities in Ontario, including the following:

Municipality	Sign Variance Appeal Period
City of Hamilton: Sign By-Law 10-197	21 Days
City of London: Sign By-Law 2017	21 Days
Town of Oakville: Sign By-Law 2018-153	21 Days
City of Toronto: Toronto Municipal Code Chapter 694	20 Days
City of Vaughan: By-Law Number 140-2018	7 Days

In addition, under the *Planning Act*, an appeal to the decision of Council on a planning application shall be submitted within Twenty (20) Days of the notice of decision.

Financial Impact

There is no financial impact.

Conclusion

A Twenty (20) Day Appeal Period within which an applicant shall confirm to Planning and Building Department staff, the applicant's intent to appeal the staff decision to refuse a sign variance application to Planning and Development Committee (PDC) represents a reasonable time frame within which the intent to appeal can be confirmed, so that staff can schedule the appeal for the appropriate PDC date. This will encourage the efficient resolution and conclusion of the issues associated with the refusal of a sign variance application. The Twenty (20) Day Appeal Period is also comparable to the appeal periods stipulated in the Sign By-Laws of other Ontario municipalities.



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

Prepared by: Erinma Chibututu, Urban Designer

City of Mississauga

Corporate Report



Date: 2020/01/10

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 19/001 W4

Meeting date:
2020/02/03

Subject

INFORMATION STATUS REPORT AND REMOVAL OF "H" HOLDING SYMBOL FROM ZONING BY-LAW 0225-2007 (WARD 4)

Application to remove the "H" holding symbol to permit seven towers within three mixed use blocks

4130-4150 Parkside Village Drive, 4152-4180 Confederation Parkway and 430-452 Square One Drive, west side of Confederation Parkway, south of Rathburn Road West

Owner: Amacon Development (City Centre) Corp.

File: H-OZ 19/001 W4

Recommendation

That the report dated January 10, 2020, from the Commissioner of Planning and Building outlining the details of the proposed development and recommending approval of the removal of the "H" holding symbol application, under File H-OZ 19/001 W4, Amacon Development (City Centre) Corp., 4130-4150 Parkside Village Drive, 4152-4180 Confederation Parkway and 430-452 Square One Drive, be received for information, and that the Planning and Building Department be authorized to prepare the by-law for Council's passage.

Background

The official plan amendment and rezoning of the lands comprising the Amacon Parkside Village subdivision were approved by Council on March 9, 2005, revised December 14, 2005, and the plan of subdivision was approved July 4, 2005 by the Commissioner of Planning and Building under files OZ 04/013 W4 and T-04001 W4.

On February 12, 2014, Council approved amendments to the official plan and zoning by-law to permit revisions to the Parkside Village Master Plan to redeploy density resulting from the addition of Square One Drive.

The "H" Holding Symbol has been removed from the first two phases of the subdivision through file H-OZ 06/008 W4 (Phase 1) approved on March 31, 2010 and File H-OZ 12/001 W4 (Phase 2) approved on May 15, 2013. The subject application represents the third and final phase of the subdivision.

On July 2, 2008, City Council adopted PDC Recommendation PDC-0053-2008 which requires that prior to approval of an application to remove the "H" holding symbol for all lands located within the downtown, the Planning and Building Department prepare an Information Status Report for consideration by Planning and Development Committee and Council, outlining the details of the development proposal.

The purpose of this report is to provide a summary of the proposal and seek permission to lift the "H" holding symbol to allow for the third phase of the project known as Amacon Parkside Village to proceed. Appendix 1 provides detailed information on the area context, proposed development and planning regulations.

Upon removal of the "H" holding symbol the lands are to be developed for seven towers within three mixed use blocks and a new public street (Parkside Village Drive). A site plan application is currently under review for Block 1 East containing two condominium towers (50 and 38 storeys) atop a 4 to 9 storey podium with ground floor retail (including a grocery store) under File SP 18-149 W4. The details of the road design will be covered within the required Development Agreement prior to the by-law to lift the "H" holding symbol.

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.



Aerial Photo of Amacon Phase 3 lands

The conditions for removing the "H" holding symbol will be fulfilled as follows:

1. The owner will execute and enter into a Development Agreement, satisfactory to The Corporation of the City of Mississauga, addressing and agreeing to, amongst other things, the installation or placement of all required municipal works, municipal walkways, land dedications and the provision of required securities.

This agreement must be complete and approved by Council prior to Council's approval of the by-law to remove the "H" holding symbol.

It is anticipated that the Development Agreement will be finalized and brought to Council in February, and then the by-law may follow to remove the "H" holding symbol. The development agreement will address the installation of the streetscape surrounding each block (sidewalks, street trees, unit paving, benches, waste receptacles, street lighting), the dedication and construction of a new roads (Parkside Village Drive), and provision of securities to ensure the required works are completed.

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 are anticipated to be fulfilled through the approval of the Development Agreement. The "H" holding symbol can be removed once the Development Agreement has been approved.

Attachments

Appendix 1: Detailed Information



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

Prepared by: Jonathan Famme, Development Planner

Detailed Information

Owner: Amacon Development (City Centre) Corp.

**4130-4150 Parkside Village Drive, 4152-4180 Confederation Parkway and
430-452 Square One Drive**

Table of Contents

1.	Site and Neighbourhood Context	2
2.	Project Details	3
3.	Master Plan and Elevations.....	4
4.	Land Use Policies and Regulations.....	5

1. Site and Neighbourhood Context

The property is located within the Downtown Core, on the west side of Confederation Parkway, south of Rathburn Road West. The area contains a mix of high density residential apartments, mixed use buildings and parks. The site is currently vacant.



Aerial Photo of the subject lands

Property Size and Use	
Frontages:	
Confederation Parkway	234 m (768 ft.)
Future Square One Drive Extension	171 m (561 ft.)
Gross Lot Area:	3.27 ha (8.08 ac.)
Existing Uses:	vacant

The surrounding land uses are:

- North: Alectra Hydro substation, 23 and 19 storey apartments, Rathburn Road West
- East: 36 storey apartment building (Chicago) with ground floor retail fronting Confederation Parkway, vacant lands subject to development applications for 5 apartment towers (52, 48, 37, 36 and 35 storeys), 38 storey apartment (One Park Tower), and Community Common Park
- South: Two future park blocks dedicated to the City within a previous phase of the subdivision, 34 and 25 storey apartments under construction with ground floor retail, and 36, 36 and 45 storey apartments with offices and ground floor retail
- West: Zonta Meadows Park



Image of existing conditions facing northwest from Confederation Parkway

Demographics

Based on the 2016 census, the existing population of the Downtown Core area is 30,245 with a median age of this area being 34 (compared to the City's median age of 40). 73% of the neighbourhood population are of working age (15 to 64 years of age), with 16% children (0-14 years) and 11% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 61,200 and 70,500 respectively. The average household size is 2 persons with 98% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 7,740 units (56%) owned and 6,160 units (44%) rented with a vacancy rate of approximately 0.9%*. In addition, the number of jobs within this Character Area is 20,619. Total employment combined with the population results in a PPJ for Downtown Core of 199 persons plus jobs per ha.

Infrastructure

This application will construct a new leg of public road (Parkside Village Drive) to extend from Confederation Parkway at the Prince of Wales Drive intersection westerly and south to connect with the existing portion of Parkside Village Drive. The existing streetscape along the Confederation Parkway frontage will also be reconstructed to the Downtown standard detail.

2. Project Details

Upon removal of the "H" holding symbol, the lands will permit seven towers within three mixed use blocks.

Development Proposal		
Applications submitted:	January 9, 2019	
Developer/ Owner:	Amacon Development (City Centre) Corp.	
Number of units:	1,030 (Block 1 East) unknown (Block 1 West) unknown (Block 11)	
Retail Gross Floor Area:	3 635.9 m ² (39,137 ft ²) (Block 1 East) unknown (Block 1 West) unknown (Block 11)	
Total Gross Floor Area:	81 224 m ² (874,288 ft ²) (Block 1 East) unknown (Block 1 West) unknown (Block 11)	
Height:	50 and 38 storeys (Block 1 East) 34 and 30 storeys (Block 1 West) 55, 40, and 12 storeys (Block 11)	
Floor Space Index:	7.73 (Block 1 East) unknown (Block 1 West) unknown (Block 11)	
Anticipated Population:	2,256 (Block 1 East)* unknown (Block 1 West) unknown (Block 11) *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Proposed
resident spaces (Block 1E)	1,030	1,035
visitor spaces/retail (Block1E)	156	171
Total (Block 1 East)	1,186	1,206

3. Master Plan and Elevations



Master Plan – Phase 3 lands highlighted



Applicant's rendering of the Block 1 East proposal for a 50 and 38 storey tower with mixed use podium

4. Land Use Policies and Regulations

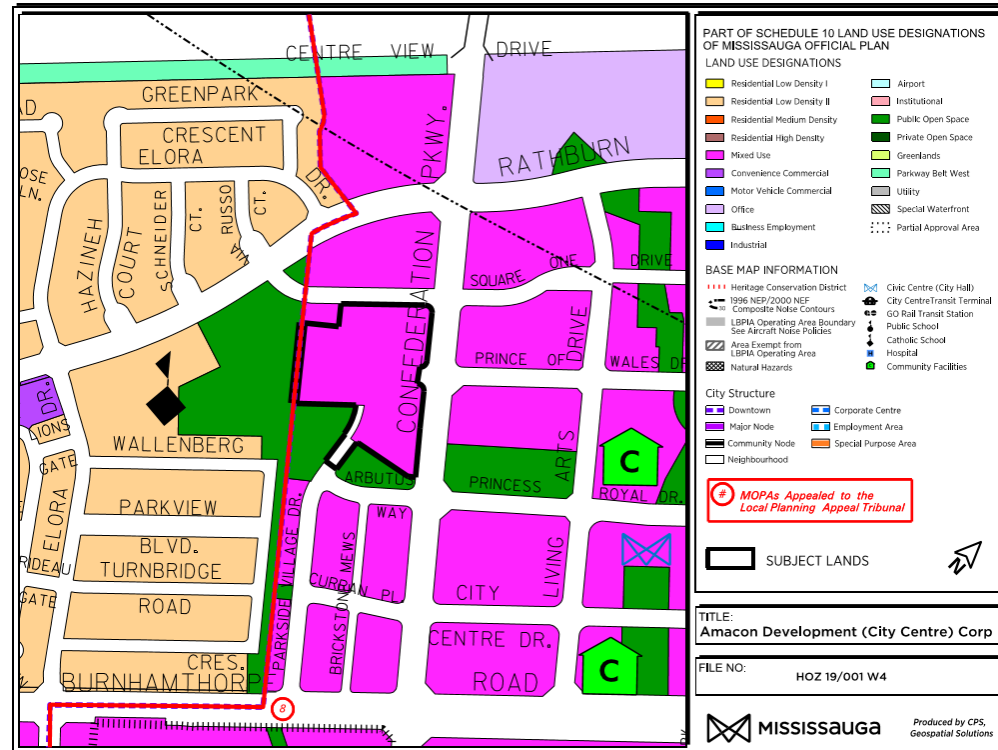
Mississauga Official Plan

Existing Designation

Downtown Mixed Use which permits all forms of high density residential development, offices, retail commercial uses, civic and cultural facilities, hotel and conference facilities, restaurants, entertainment facilities, community infrastructure and parkland.

(Note: There is no change to the Official Plan or designations)

Excerpt of Downtown Core Land Use



Mississauga Zoning By-law

Existing Zoning

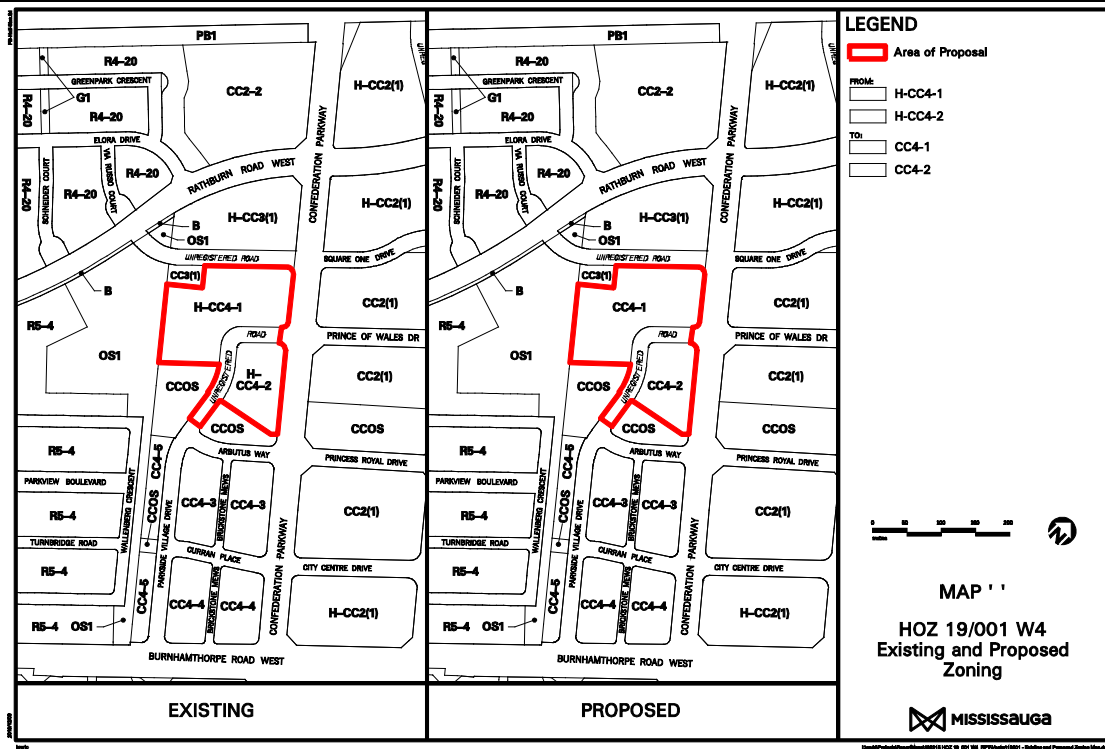
H-CC4-1 (City Centre Mixed Use) which restricts development until an executed servicing and development agreement is entered into for all required municipal works including streetscape and provision of parkland, along with all securities. Once the "H" holding symbol is lifted CC4-1 permits apartment dwellings, long-term care dwellings, and retirement dwellings, offices, medical offices, restaurants and retail commercial uses.

H-CC4-2 (City Centre Mixed Use) which restricts development until an executed servicing and development agreement is entered into for all required municipal works including streetscape and provision of parkland, along with all securities. Once the "H" holding symbol is lifted, CC4-2 permits apartment dwellings, long-term care dwellings, and retirement dwellings, offices, medical offices, restaurants and retail commercial uses.

Proposed Zoning

CC4-1 (City Centre Mixed Use) which permits apartment dwellings, long-term care dwellings, and retirement dwellings, offices, medical offices, restaurants and retail commercial uses.

CC4-2 (City Centre Mixed Use) which permits apartment dwellings, long-term care dwellings, and retirement dwellings, offices, medical offices, restaurants and retail commercial uses.



City of Mississauga

Corporate Report



Date: 2020/01/10

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:
2020/02/03

Subject

SECTION 37 COMMUNITY BENEFITS REPORT (WARD 11)

Community Benefits contribution under Section 37 to permit three apartment buildings with heights of 11, 15 and 25 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 (Daniels)

File: OZ 16/003 W11

Recommendation

That the report dated January 10, 2020, from the Commissioner of Planning and Building outlining the recommended Section 37 Community Benefits under File OZ 16/003 W11, Daniels, 2475 Eglinton Avenue West, be adopted and that a Section 37 agreement be executed in accordance with the following:

1. That the sum of \$660,000 be approved as the amount for the Section 37 Community Benefits contribution.
2. That City Council enact a by-law under Section 37 of the *Planning Act* to authorize the Commissioner of Planning and Building and the City Clerk to execute the Section 37 agreement with Daniels, and that the agreement be registered on title to the lands in a manner satisfactory to the City Solicitor to secure the community benefits contribution.

Report Highlights

- The City is seeking a Community Benefits contribution under Section 37 of the *Planning Act*, in conjunction with the proponent's official plan amendment and rezoning applications
- The proposal has been evaluated against the criteria contained in the Corporate Policy and Procedure on Bonus Zoning

- The Community Benefits contribution comprises \$660,000, which will be used towards the implementation of affordable housing initiatives, a multi-use trail and outdoor fitness equipment surrounding the City of Mississauga stormwater management pond adjacent to the site, and upgrades to Forest Hill Park and/or Manor Hill Park.
- The request can be supported subject to the execution of a Section 37 agreement and payment of the cash contribution by the owner

Background

On June 19, 2019, Council approved official plan amendment and rezoning applications on the subject lands under File OZ 16/003 W11 by Daniels, to permit three apartment buildings containing 911 units with heights of 11, 15 and 25 storeys with accessory retail and office commercial uses and a maximum floor space index of 3.4 subject to certain conditions. The applicant confirmed that the intended tenure of two of the buildings is purpose built rental and senior's housing.

As part of the recommendation, Legal Services was directed to request the Local Planning Appeal Tribunal to withhold any Order approving this development application until such time as the City confirms that the applicant has satisfied all requirements of the City and of external agencies. In accordance with Section 37 of the *Planning Act* and the Corporate Policy and Procedure on Bonus Zoning, the delivery of a Section 37 agreement satisfactory to the City of Mississauga providing for community benefits was identified as an outstanding City requirement. The purpose of this report is to provide comments and a recommendation with respect to the proposed Section 37 Community Benefits.

Comments

Background information including an aerial photograph and the concept plan for the proposed development is provided in Appendices 1 and 2.

Section 37 Community Benefits Proposal

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 Mississauga Official Plan, this policy enables the City to secure community benefits when increases in permitted development are deemed good planning by Council through the approval of a development application. The receipt of the Community Benefits discussed in this report conforms to Mississauga Official Plan and the Corporate Policy and Procedure on Bonus Zoning.

"Community Benefits" is defined in the Corporate Policy and Procedure as meaning facilities or cash secured by the City and provided by an owner/developer for specific public capital facilities, services or matters. Chapter 19.8.2 of the Official Plan provides examples of potential

Community Benefits, e.g. the provision of public art, the provision of multi-modal transportation facilities, the provision of streetscape improvements, etc.

Following Council's approval in principle of the subject applications, Planning staff contacted representatives from Community Services, Transportation and Works, and Corporate Services to discuss potential community benefits. Following this, Planning staff then met with the developer and Ward 11 Councillor, George Carlson on separate occasions to discuss the possible community benefits relating to the proposal.

Confirmation has been provided by the owner that the Community Benefit is \$660,000 towards four possible uses for the contribution.

Daniels HR Corporation has had success with affordable housing initiatives on behalf of the Region of Peel in the City of Mississauga's Downtown Core, in the City of Toronto through their developments in Regent Park, as well as successful partnerships with Habitat for Humanity to allocate units in various Daniels Communities throughout the Greater Toronto Area. Further negotiations and discussions regarding this potential contribution and its delivery would need to take place between the City, the Region of Peel and Daniels HR Corporation.

A portion of the contribution may go towards the installation of a multi-use trail and outdoor fitness equipment surrounding the City of Mississauga stormwater management pond located to the east of the site. Additional technical information and discussions would need to take place to determine the feasibility of this project.

The Section 37 community benefits can also be used towards upgrades to Forest Hill Park and/or Manor Hill Park, which are the nearest parks to the development. These upgrades could consist of outdoor fitness equipment, a shade structure, and a water feature (splash pad).

Guiding Implementation Principles

The Section 37 Community Benefits proposal has been evaluated against the following guiding implementation principles contained in the Corporate Policy and Procedure on Bonus Zoning.

1. Development must represent good planning.

A fundamental requirement of the use of Section 37 is that the application being considered must first and foremost be considered "good planning" regardless of the Community Benefit contribution.

The Planning and Building Department evaluated the proposed official plan amendment and rezoning applications and recommended that they be approved as they are acceptable from a planning standpoint and represent good planning. Council approved Resolution 0151-2019 on June 19, 2019 in support of the applications, and the Local Planning and Appeal Tribunal (LPAT) issued a decision on July 26, 2019 approving the applications subject to resolution of outstanding technical matters.

2. A reasonable planning relationship between the secured Community Benefit and the proposed increase in development is required.

The proposed contribution towards the implementation of affordable housing initiatives is considered both a "highest priority" and a "next priority" Community Benefit as its implications would be applicable to the site and to the broader community.

A contribution towards upgrades to Forest Hill Park and/or Manor Hill Park or to the installation of a multi-use trail and outdoor fitness equipment surrounding the adjacent stormwater management pond represent a "highest priority" Community Benefit as these upgrades affect the immediate vicinity of the site and benefit the surrounding community.

In order to determine a fair value of the Community Benefits, Realty Services retained an independent land appraisal to determine the increased value of the land resulting from the height and density increase. The overall increased value of this land has been determined to be \$3,300,000. According to the Corporate Policy and Procedure, a Community Benefit contribution should be in the range of 20% to 40% of the increased value of the land. The contribution of \$660,000 represents 20% of the land lift value. Two of the proposed buildings are intended to be for purpose built rental and senior's housing, which also contribute positively to the City.

3. Community Benefit contributions should respond to community needs.

The provision of affordable housing is an important one for Mississauga and forms part of one of the City's Strategic Plan pillars. Upgrades to Forest Hill Park and/or Manor Hill Park and the multi-use trail and outdoor fitness equipment surrounding the adjacent stormwater management pond contribute to the City's objective of building a desirable urban form and complete communities. Mississauga Official Plan contains policies that speak to transforming the public realm and ensuring that the Green System contributes to a high quality urban environment, as well as implementing a viable and safe active transportation network for cyclists and pedestrians of all abilities.

In accordance with the Corporate Policy and Procedure, Ward 11 Councillor, George Carlson, has been consulted regarding the negotiations and supports the proposed Community Benefit contribution.

4. Ensure that the negotiation process of Section 37 Agreements is transparent.

The land appraisal report prepared by an independent land appraiser is available for viewing. Any proposed affordable housing initiatives, park upgrades, multi-use trail or outdoor fitness equipment would be subject to a detailed assessment. Affordable housing initiatives may also be subject to community consultation and Council approval.

Section 37 Agreement

The Planning and Building Department and the owner have reached mutually agreed upon terms and conditions of the Community Benefit and related agreement for the subject lands. The agreement provisions will include the following:

- a Community Benefit contribution of \$660,000;
- the contribution is to be used towards affordable housing initiatives and/or upgrades to Forest Hill Park and/or Manor Hill Park and/or a contribution to the installation of a multi-use trail and outdoor fitness equipment surrounding the City of Mississauga stormwater management pond located to the east of the site. The allocation to the potential projects will be finalized in consultation with the local Ward Councillor;
- the agreement is to be registered on title to the lands in a manner satisfactory to the City Solicitor, to secure the said benefits.

Financial Impact

Cash benefits received from a Section 37 agreement will be collected by the Planning and Building Department and held in a Section 37 Reserve Fund set up for that purpose. This fund will be managed by Accounting, Corporate Financial Services, who are responsible for maintaining a record of all cash payments received under this policy.

Conclusion

Staff have concluded that the proposed Section 37 Community Benefit is appropriate, based on the increased density being recommended through the official plan amendment and rezoning applications; and that the proposal adheres to the criteria contained in the Corporate Policy and Procedure on Bonus Zoning. Further, the contribution towards affordable housing, park upgrades and/or the installation of a multi-use trail will help to implement the guiding principles in Mississauga Official Plan with regards to the environment, complete communities, a multi-modal city, and a desirable urban form. Completion of the agreement will allow the LPAT to issue its final order thereby approving the applications.

Attachments

Appendix 1: Aerial Photograph

Appendix 2: Concept Plan



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

Prepared by: Caleigh McInnes, Development Planner

2019/04/13



LEGEND:



SUBJECT LANDS

DATE OF AERIAL IMAGERY: SPRING 2018



TITLE:

DANIELS HR CORPORATION

FILE NO:

OZ 16/ 003 W11



MISSISSAUGA

Produced by
CPS, Geospatial
Solutions



City of Mississauga

Corporate Report



Date: 2020/01/10

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 19/011 W11

Meeting date:
2020/02/03

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 11)

Official Plan amendment and rezoning applications to permit 239 back to back and stacked condominium townhomes, and to amend the limits of the Greenlands 64 and 66 Thomas Street and 65 Tannery Street, east side of Joymar Drive between Tannery Street and Thomas Street

Owner: Dezen Realty Company Limited

File: OZ 19/011 W11

Recommendation

That the report dated January 10, 2020, from the Commissioner of Planning and Building regarding the applications by Dezen Realty Company Limited to permit 239 back to back and stacked condominium townhomes and to amend the limits of the Greenlands, under File OZ 19/011 W11, 64 and 66 Thomas Street and 65 Tannery Street, 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 239 back to back and stacked condominium townhomes on a private road. The applicant is proposing to amend the official plan **Residential Medium Density – Special Site 2** policy of the Streetsville Community Node Neighbourhood Character Area to increase the maximum floor space index permitted from 1.0 to 1.47. The limits of the **Greenlands** designation will also need to be amended. The zoning by-law will also need to be amended from **D** (Development) and **G1** (Greenlands – Natural Hazards) to **RM9-Exception** (Stacked Townhomes) and **G1** (Greenlands – Natural Hazards) 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 at the east side of Joymar Drive between Tannery Street and Thomas Street within the Streetsville Community Node Character Area. The area is in transition from mixed commercial and industrial uses with outside storage to residential uses. The site is currently occupied by multi-tenant commercial/industrial buildings which include an automobile collision centre, automobile repair and landscaping businesses and personal services. The far east side of the property is formed by the steep slope that is the edge of Mullet Creek.



Aerial image of 64 and 66 Thomas Street and 65 Tannery Street



Applicant's rendering of the proposed back to back and stacked townhome development

LAND USE POLICIES AND REGULATIONS

The *Planning Act* allows any person within the Province of Ontario to submit development applications to the local municipality to build or change the use of any property. Upon submitting all required technical information, the municipality is obligated under the *Planning Act* to process and consider these applications within the rules set out in the Act.

The *Provincial Policy Statement* (PPS) establishes the overall policy directions on matters of provincial interest related to land use planning and development within Ontario. It sets out province-wide direction on matters related to the efficient use and management of land and infrastructure; the provision of housing; the protection of the environment, resources and water; and, economic development.

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) builds upon the policy framework established by the PPS and provides more specific land use planning policies which support the achievement of complete communities, a thriving economy, a clean and healthy environment and social equity. The Growth Plan establishes minimum intensification targets and requires municipalities to direct growth to existing built-up areas and strategic growth areas to make efficient use of land, infrastructure and transit.

The *Planning Act* requires that municipalities' decisions regarding planning matters be consistent with the PPS and conform with the applicable provincial plans and the Region of Peel Official Plan (ROP). Mississauga Official Plan is generally consistent with the PPS and conforms with the Growth Plan, the *Greenbelt Plan*, the *Parkway Belt West Plan* and the ROP.

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, confirmation of slope stability and impact on Mullet Creek, on-site contamination, ensuring compatibility of new buildings, setbacks, proposed site design and community consultation and input.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Caleigh McInnes, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: Dezen Realty Company Limited

64 and 66 Thomas Street and 65 Tannery Street

Table of Contents

1. Site History	2
2. Site and Neighbourhood Context	2
3. Project Details.....	5
4. Land Use Policies, Regulations & Amendments.....	10
5. Summary of Applicable Policies	13
6. School Accommodation	22
7. Community Comments.....	23
8. Development Issues	23
9. Section 37 Community Benefits (Bonus Zoning)	27

1. Site History

- November 2, 2006 – The Streetsville District Plan Review redesignated the lands from **Mixed Commercial/Industrial** and **Greenlands** to **Residential Medium Density II** and **Greenlands**
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **D** (Development) and **G1** (Greenlands – Natural Hazards)
- November 14, 2012 – Mississauga Official Plan (MOP) came into force. The property was designated **Residential Medium Density – Special Site 2** and **Greenlands** in the Streetsville Community Node Character Area

2. Site and Neighbourhood Context

Site Information

The property is located on the east side of Joymar Drive between Tannery Street and Thomas Street in an area in transition from mixed commercial and industrial uses with outside storage to residential uses within the Streetsville Community Node Character Area. Joymar Street is a local road that serves the neighbourhood. Thomas Street connects Queen Street South to Erin Mills Parkway to the west. The property is located within 30 m (98 ft.) of the Streetsville GO Station. There is a multi-tenant commercial/industrial building occupied by an automobile collision centre, automobile repair, a landscaping business and personal services located on the

property. The east side of the subject property includes a portion of Mullet Creek.

The property is regulated by Credit Valley Conservation (CVC) due to the location of Mullet Creek and its associated valley system. A portion of the property is classified as Natural Hazard as it contains floodplain and erosion hazards. The City's Natural Area Survey (NAS) identifies a portion of the property as Natural Green Space (SV10) which is part of Mississauga's Natural Heritage System. The proposed rezoning will be reviewed against MOP policies which are discussed further in Section 6. The redevelopment area will have regard for the extent of the "regulatory storm" floodplain and the erosion hazards associated with Mullet Creek, whichever is greater. The extent of areas required for conservation purposes will be determined to the satisfaction of the CVC and City.



Aerial Photo of 64 and 66 Thomas Street and 65 Tannery Street



Image of existing conditions on-site facing south

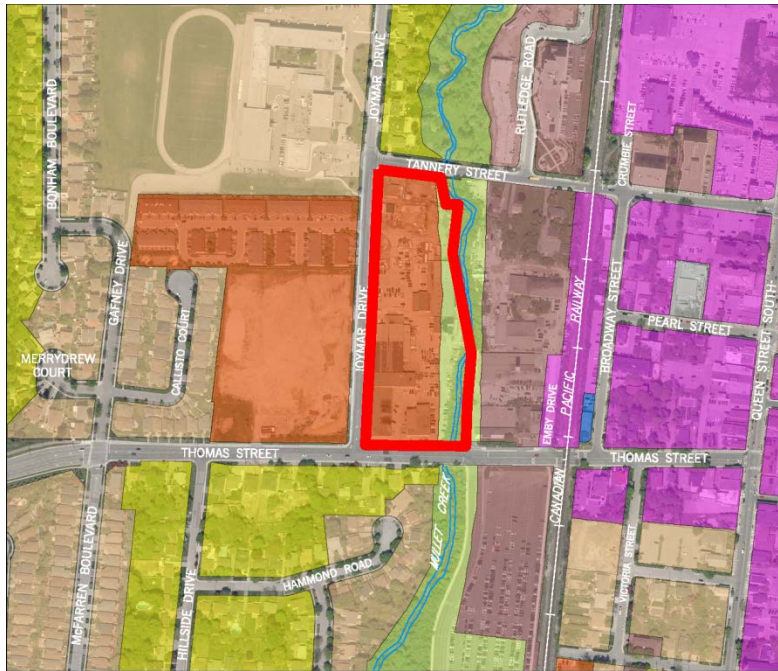
Property Size and Use

Frontages:	293.3 m (962.3 ft.) on Joymar Drive 66.5 m (218.2 ft.) on Tannery Street 106.9 m (350.7 ft.) on Thomas Street
Depth:	106.5 m (349.4 ft.)
Gross Lot Area:	2.77 ha (6.8 ac.)
Existing Uses:	1 and 2 storey multi-tenant commercial/industrial buildings with an automobile collision centre, automobile repair, landscaping business and personal services

Surrounding Land Uses

The surrounding land uses are:

- North: One storey single detached home
- East: One and two storey commercial/industrial buildings (car wash, towing company, automobile repair, construction supplies) and detached homes
- South: One and two storey detached homes (across Thomas Street)
- West: Vacant lands to be developed for two to three storey townhomes on a private road off Joymar Drive



Aerial Photo of 64 & 66 Thomas Street & 65 Tannery Street

The Neighbourhood Context

The subject property is located within the Streetsville Community Node Character Area. The Streetsville Community Node is a historic area, incorporated in 1858 as a village. The immediate and broader area is undergoing transition and growth. The immediate area has a mix of former industrial uses, and more recent medium and high density residential developments. The node contains a variety of housing forms, stores, restaurants, personal services, and places of religious assembly along the Queen Street South mainstreet.

Demographics

Based on the 2016 census, the existing population of the Streetsville Community Node is 1,265 with a median age of 47 (compared to the City's median age of 40). Sixty-four percent of the neighbourhood population are of working age (15 to 64 years of age), with 11% children (0 to 14 years) and 24% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 2,100 and 2,800 respectively. The average household size is 2 persons with 54% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the node is 160 units (23%) owned and 550 units (77%) rented with a vacancy rate of approximately 0.7%. In addition, the number of jobs within this character area is 1,653. Total employment combined with population results in a population and jobs (PPJ) for Streetsville Community Node of 54 persons plus jobs per hectare.

Other Development Applications

There are active development applications directly to the east and west of the subject property. There is a development application for 156 stacked back to back townhomes at 51 and 57 Tannery Street and 208 Emby Drive (NYX Capital Corp.), located east of the site. There is also a development application for 201 stacked back to back townhomes at 80 Thomas Street (Dunpar), located west of the site. The Dunpar applications were appealed to the Local Planning Appeal Tribunal (LPAT), and the applicant is working to complete remaining technical requirements on-site prior to its final approval.

Community and Transportation Services

Streetsville Library is approximately 1 000 m (3,281 ft.) northeast of the site. John Clipperton Park and Streetsville Rotary Park are approximately 500 m (1,640 ft.) and 600 m (1,968 ft.) northeast of the site. Vic Johnston Arena, Streetsville Memorial Park and the Credit River are located approximately 1000 m (3,281 ft.) to the southeast of the subject property. This application is anticipated to have minimal impact on existing services in the community. Additional comments from Community Services can be reviewed within Section 9 of this Appendix.

As mentioned, the site is within 30 m (98.4 ft.) of the Streetsville GO station, which provides two-way, all day bus or train service every 30 minutes during peak period, and every hour outside of peak period. The following major MiWay bus routes currently service the site:

- Route 306 – Streetsville Secondary – Terry Fox South
- Route 305 – Streetsville Falconer
- Route 67 – Streetsville GO
- Route 9 – Rathburn -Thomas
- Route 49 – McDowell
- Route 313 – Streetsville Secondary – Meadowvale Town Centre

There is a signed bicycle route on Joymar Drive.

3. Project Details

The applications are to permit 239 back to back and stacked townhomes.

Development Proposal		
Applications submitted:	Received: July 5, 2019 Deemed incomplete: August 6, 2019 Deemed complete: September 17, 2019	
Developer/ Owner/Applicant:	Dezen Realty Company Limited (Dezen)	
Number of units:	239 back to back and stacked townhomes	
Existing Gross Floor Area:	6 242.3 m ² (67,191.6 ft ²)	
Proposed Gross Floor Area:	24 470 m ² (263,392 ft ²)	
Height:	3 storeys	
Lot Coverage:	43.7%	
Floor Space Index:	1.47	
Landscaped Area:	21%	
Net Density:	144 units/ha (356 units/ac)	
Road Type:	Condominium private road	
Anticipated Population:	741* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces		
2 bed/2 bed+den	335	363
3 bed	28	
visitor spaces	60	60
Total	423	423
Green Initiatives:	<ul style="list-style-type: none"> • Stormwater retention features • Some permeable pavement • Native vegetation replacement 	

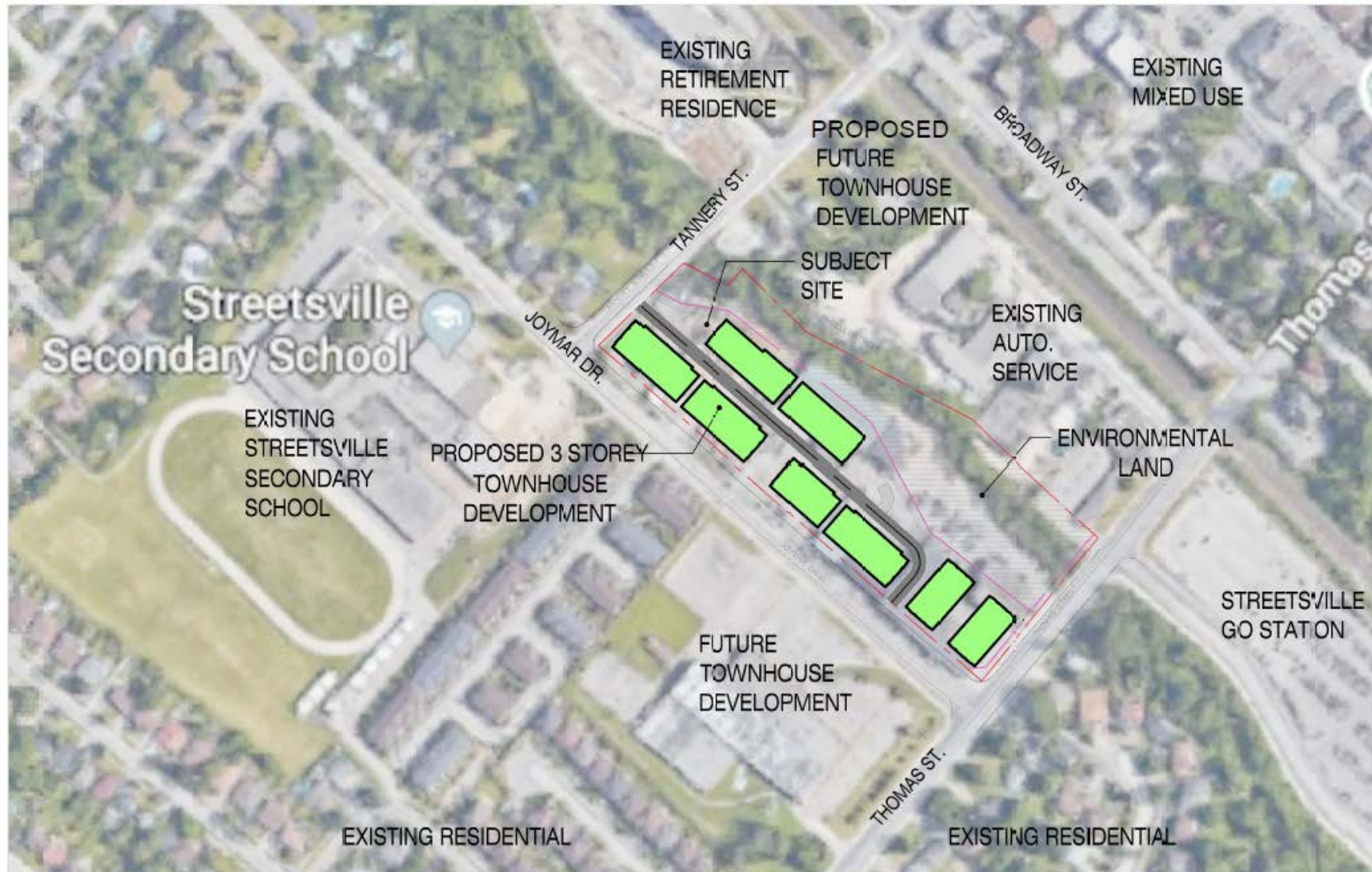
Supporting Studies and Plans

The applicant has submitted the following information in support of the applications which can be viewed at <http://www.mississauga.ca/portal/residents/development-applications>:

- Planning Justification Report
- Concept Plan/Map, Floor Plans, Elevations and Sections
- Urban Design Study
- Underground Parking Plan
- Conceptual Restoration/Enhancement Plan
- Traffic Impact Assessment and Transportation Demand Management Strategy
- Acoustical Feasibility Study
- Arborist Report
- Tree Preservation Plan
- Archaeological Assessment
- Draft Official Plan and Zoning By-law Amendments
- Functional Servicing and Stormwater Management Report
- Environmental Impact Study
- Phase I Environmental Report
- Hydraulic Assessment Memorandum
- Survey Plan and Parcel Register
- Preliminary Grading and Servicing Plans
- Slope Stability Study and Geotechnical Report
- List of Low Impact Design Features



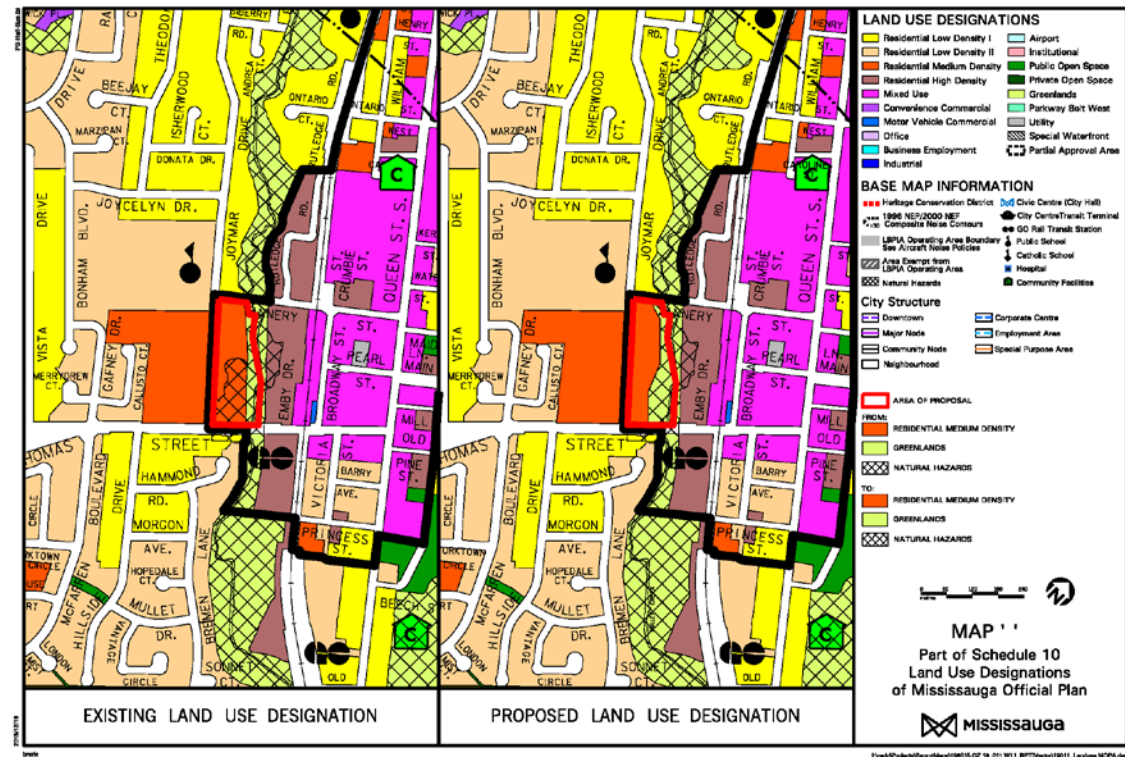
LEGEND	
	PROPERTY LINE
	PROPOSED PROPERTY LINE
	PROPOSED SETBACK LINE
	EXISTING REGIONAL FLOODLINE (CFCA 2018)
	PROPOSED REGIONAL FLOODLINE (CFCA 2018)
	LONG-TERM STABLE TOP OF SLOPE (SIRATI 2018)
	LONG-TERM STABLE TOP OF SLOPE -10m SETBACK (SIRATI 2018)
	PROPOSED DEVELOPMENT LIMIT
	PROPOSED 3:1 SLOPE

**Context Plan/Map**



Sample Elevations (Eight Different Unit Designs Proposed)

Mississauga Official Plan



Mississauga Zoning By-law

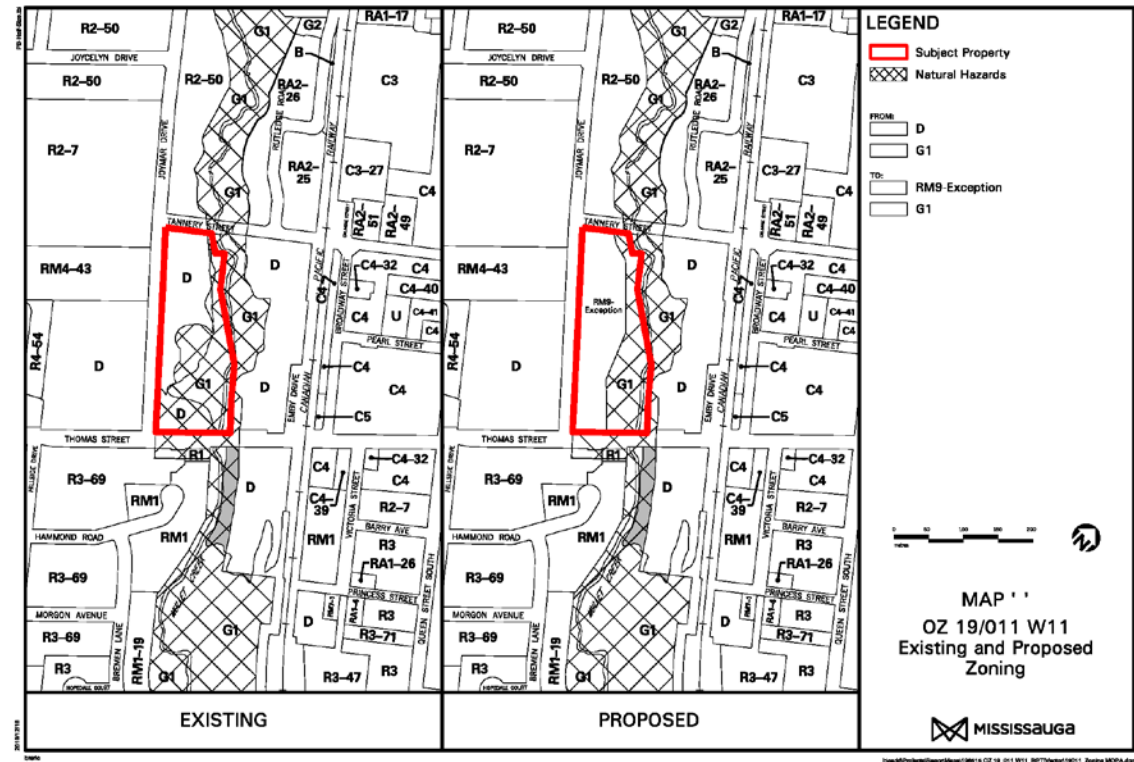
Existing Zoning

The western portion of the site is currently zoned **D** (Development), which permits uses legally existing on the date of the passage of the Zoning By-law.

The remaining portion of the site is zoned **G1** (Greenlands), which permit natural heritage protection and conservation, flood, erosion and stormwater management related uses.

Proposed Zoning

The applicant is proposing **RM9 – Exception** (Stacked Townhouse – Exception) and **G1 (Greenlands)** to permit 239 back to back and stacked townhomes, and to recognize the Mullet Creek valley and floodplains.



Proposed Zoning Regulations

Zone Regulations	RM9 Zone Regulations	Proposed RM9-Exception Zone Regulations
Maximum Floor Space Index (FSI)	1.0	1.47
Maximum Dwelling Height – Flat roof	13.0 m (43 ft.) and 4 storeys	15.0 m (49.2 ft.) and 4 storeys
Minimum Front and Exterior Yard	7.5 m (24.6 ft.)	3.0 m (9.8 ft.)
Minimum Rear Yard	7.5 m (24.6 ft.)	5.0 m (16.4 ft.)
Minimum Setback to a Sight Triangle	N/A	1.0 m (3.3 ft.)
Minimum Internal Setbacks: From the front wall of a building to a condominium road, sidewalk, walkway or parking space not located on a driveway	4.5 m (14.8 ft.)	4.2 m (13.8 ft.)
From a porch, exclusive of stairs, located at and accessible from the first storey or below the first storey, to a condominium road, sidewalk, walkway or parking space	2.5 m (8.2 ft.)	2.0 m (6.6 ft.)
From a rear wall of a building to a rear wall of another building on the same lot	15.0 m (49.2 ft.)	14.0 m (45.9 ft.)
From a side wall of a building to a condominium road, sidewalk or parking space	3.0 m (9.8 ft.)	1.8 m (5.9 ft.)
Minimum setback from an amenity area to a building to any type of road	3.0 m (9.8 ft.)	0.0 m (0.0 ft.)

Zone Regulations	RM9 Zone Regulations	Proposed RM9-Exception Zone Regulations
Minimum setback from an underground parking area to any structure or sidewalk to which it is not attached	N/A	1.0 m (3.3 ft.)
Minimum Landscape Area	40% of lot area	35% of lot area
Minimum Contiguous Amenity Area	5% of the lot area = 1 385 m ² (14,908 sq. ft.)	2.8 m ² (9.3 ft ²) per dwelling unit = 669.2 m ² (7,203.2 sq. ft.)
Minimum Contiguous Private Outdoor Space Per Unit When Located on a Balcony	6.0 m ² (64.6 ft ²)	2.0 m ² (21.5 ft ²)
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 *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and summarized in the table below. Only key policies relevant to the applications have been included. The table should be considered a general summary

of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development application will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.2)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
	The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.7)	<p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p> <p>Natural features and areas shall be protected for the long term. (PPS 2.1.1)</p> <p>Development shall generally be directed to areas outside of hazardous lands. (PPS 3.1.1)</p> <p>Sites with contaminants in land or water shall be assessed and remediated. (PPS 3.2.2)</p>
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>Municipalities will continue to protect any natural heritage features and areas in a manner that is consistent with the PPS and may continue to identify new systems in a manner that is consistent with the PPS. (Growth Plan 4.2.2.6)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
Region of Peel Official Plan (ROP)	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications.</p> <p>The existing policies of MOP are consistent with the ROP.</p>	<p>The ROP identifies the subject lands as being located within Peel's Urban System.</p> <p>General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p>

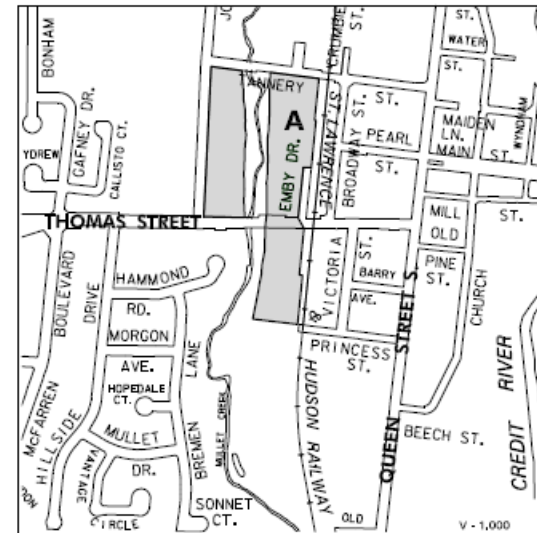
Policy Document	Legislative Authority/Applicability	Key Policies
D-6 Compatibility between Industrial Facilities (Ministry of the Environment, Conservation and Parks)	The D-6 Guideline is intended to be applied in the land use planning process to prevent or minimize future land use conflicts due to the encroachment of sensitive land uses and industrial land uses on one another.	The applications will be reviewed against the D-6 guidelines.

Relevant Mississauga Official Plan Policies

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019, including those for Major Transit Station Areas (MTSAs).

Notwithstanding that the subject site is in proximity to the Streetsville GO station, the Growth Plan 2019 does not identify it as an MTSA and therefore the MTSA policies of the GP do not currently apply for the site.

The lands are located within the Streetsville Community Node and are designated **Residential Medium Density – Special Site 2** and **Greenlands**. The **Residential Medium Density** designation permits all forms of townhomes. Notwithstanding the provisions of MOP, the following additional policy also applies:



14.11.6.2.1 The lands identified as Special Site 2 are located south of Tannery Street, north of Old Station Road, east of Joymar Drive and west of the St. Lawrence and Hudson Railway.

14.11.6.2.2 Notwithstanding the provisions of the Residential High Density, Residential Medium Density and Greenlands designations, the following additional policies will apply:

- a. the determination of the area suitable for redevelopment will have regard for the extent of the "regulatory storm" floodplain and the erosion hazards associated with Mullet Creek, whichever is greater. The extent of areas required for conservation purposes will be determined to the satisfaction of Credit Valley Conservation and the City; and
- b. building forms should consist of low profile buildings ranging in height from three storeys near Mullet Creek to six storeys near the railway tracks.

14.11.6.2.3 Redevelopment of Area A should include provision for a public road connecting Thomas Street and Tannery Street west of the St. Lawrence and Hudson Railway right-of-way.

The **Greenlands** designation is generally associated with natural hazards and natural areas. A portion of the site is identified as containing Natural Hazards. Permitted uses on lands designated Natural Hazards are limited to conservation, flood and/or erosion control, essential infrastructure and passive recreation.

The applicant is proposing to change the designation to **Residential Medium Density – Exception** to permit 236 back to back and stacked townhomes, with a maximum floor space index of 1.47. The applicant will need to demonstrate consistency with the intent of MOP.

The limits of the **Greenlands** designation will also need to be amended to recognize the lands subject to flood hazards and protect the Mullet Creek valleylands. The Natural Hazards overlay may also be amended.

The following policies are applicable in the review of these applications. In some cases the description of the general intent summarizes multiple policies.

	Specific Policies	General Intent
Chapter 4 Vision		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.
Chapter 5 Direct Growth	Section 5.1.4 Section 5.1.6 Section 5.1.9 Section 5.2.1 Section 5.3.3.3 Section 5.3.3.4	Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. Mississauga will establish strategies that protect, enhance and expand the Green System. Community Nodes will provide for a similar mix of uses as in Major Nodes, but with lower densities

	Specific Policies	General Intent
	Section 5.3.3.6 Section 5.3.3.11	<p>and heights.</p> <p>Community Nodes are intensification Areas and will achieve a gross density of between 100 and 200 residents and jobs combined per hectare. They will achieve an average population to employment ratio of between 2:1 and 1:2, measured as an average across the entire area of each node.</p> <p>Development in Community Nodes will be in a form and density that complements the existing character of historical Nodes or that achieves a high quality urban environment within more recently developed Nodes.</p>
Chapter 6 Value The Environment	Section 6.3 Section 6.3.7 Section 6.3.8 Section 6.3.9 Section 6.3.10 Section 6.3.24.a & b Section 6.3.25 Section 6.3.26 Section 6.3.32 Section 6.3.33 Section 6.3.47 Section 6.7 Section 6.7.1	<p>Mullet Creek is identified as a Natural Hazard as per Schedule 3 Natural Systems in MOP.</p> <p>MOP requires protection, restoration and expansion of the natural heritage system through a number of measures.</p> <p>Mississauga's Natural Heritage System is composed of the following: Significant Natural Areas, Natural Green Spaces, Special Management Areas, Residential Woodlands and Linkages.</p> <p>Buffers are vegetated protection areas that provide a physical separation of development from the limits of natural heritage features and Natural Hazard Lands. Buffers will be determined on a site specific basis as part of an Environmental Impact Study to the satisfaction of the City and conservation authority.</p> <p>Environmental Impact Studies will delineate the area to be analysed, describing existing physical conditions, identify environmental opportunities and constraints, and evaluate the ecological sensitivity of the area in relation to a proposal.</p> <p>Natural hazards are generally unsafe for development due to naturally occurring processes such as flooding and erosion.</p> <p>Lands that meet the criteria of Natural Hazard Lands will be designated Greenlands and zoned to ensure their long term protection, life and property. Uses will be limited to conservation, flood and/or erosion control, essential infrastructure and passive recreation.</p> <p>The exact limit of components of the Natural Heritage System will be determined through site specific studies such as an Environmental Impact Study.</p> <p>The Natural Heritage System will be protected, enhanced, restored and expanded by ensuring that development in or adjacent to the Natural Heritage System protects and maintains natural heritage features and their ecological functions and placing those areas into public ownership.</p>

	Specific Policies	General Intent
		<p>Development and site alteration will not be permitted within erosion hazards associated with valleylands and watercourse features. In addition, development and site alteration must provide appropriate buffer to erosion hazards, as established to the satisfaction of the City and conservation authority.</p> <p>Mississauga will consider the potential impacts of climate change and may increase the risk associated with natural hazard lands.</p>
Chapter 7 Complete Communities	Section 7.1.6 Section 7.2.1 Section 7.2.2 Section 7.2.3	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.</p> <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters. <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies.</p>
Chapter 9 Build A Desirable Urban Form	Section 9.1.1 Section 9.1.10 Section 9.2.1 Section 9.2.1.3 Section 9.2.1.4 Section 9.2.1.21 Section 9.2.3 Section 9.2.3.3 Section 9.3.1.2 Section 9.3.1.4 Section 9.3.5.2 Section 9.3.5.3 Section 9.3.5.6 Section 9.5.1.1 Section 9.5.1.2 Section 9.5.2.4 Section 9.5.1.15	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System.</p> <p>The City vision will be supported by development that:</p> <ul style="list-style-type: none"> a. Respects the urban hierarchy b. Utilizes best sustainable practices c. Demonstrates context sensitivity, including the public realm d. Promotes universal accessibility and public safety; and e. Employs design excellence <p>Built form should provide for the creation of a sense of place through, among other matters, distinctive architecture, and streetscaping.</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 be sensitive to the site and ensure that Natural Heritage Systems are protected, enhanced and restored.</p>

	Specific Policies	General Intent
		<p>Mississauga will ensure that urban form, street patterns and public open space systems are coherent orderly and legible.</p> <p>Development will be designed to:</p> <ul style="list-style-type: none"> • Respect the natural heritage features, such as forests, ridges, valleys, hills, lakes, rivers, streams and creeks • Achieve a street network that connects to adjacent streets and neighbourhoods at regular intervals, wherever possible • Meet universal design principles • Be pedestrian oriented and scaled and support transit use • Be attractive, safe and walkable <p>Residential developments of significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users.</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by having regard for the Natural Heritage System, natural hazards (flooding and erosion), and ensuring adequate privacy is maintained through appropriate front, side and rear yards.</p> <p>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged.</p>
Chapter 11 General Land Use Designations	Section 11.2 Section 11.2.3 Section 11.2.5.5	<p>In addition to the Uses Permitted in all Designations, lands designated Residential Medium Density will also permit the following uses:</p> <ul style="list-style-type: none"> • All forms of townhouse dwellings <p>Lands designated Greenlands are associated with natural hazards and/or natural areas where development is restricted. Permitted uses on Greenlands include conservation related uses, including flood control and/or erosion management, passive recreational uses are also permitted.</p>
Chapter 14 Community Nodes	Section 14.1.1.2 Section 14.1.1.3 Section 14.1.2.2 Section 14.10 Section 14.10.1	<p>For lands within a Community Node, a minimum building height of two storeys to a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements.</p> <p>Proposals for heights less than two storeys, more than four storeys or different than established in the Character Area policies will only be considered where it can be demonstrated to the City's satisfaction, that:</p> <ol style="list-style-type: none"> a. An appropriate transition in heights that respects the surrounding context will be achieved; b. The development proposal enhances the existing or planned development; c. The City Structure hierarchy is maintained; and d. The development proposal is consistent with the policies of this plan.

	Specific Policies	General Intent
Chapter 14.10 Streetsville	Section 14.10.6.2	<p>Notwithstanding the Residential Medium Density policies of this plan, the following additional uses will be permitted:</p> <p>Low-rise apartment dwellings.</p> <p>The lands identified as Special Site 2 are located south of Tannery Street, north of Old Station Road, east of Joymar Drive, and west of the St. Lawrence and Hudson Railway.</p> <p>Notwithstanding the provisions of the Residential High Density, Residential Medium Density and Greenlands designations, the following additional policies will apply:</p> <ol style="list-style-type: none"> The determination of the area suitable for redevelopment will have regard for the extent of the "regulatory storm" floodplain and the erosion hazards associated with Mullet Creek, whichever is greater. The extent of areas required for conservation purposes will be determined to the satisfaction of Credit Valley Conservation and the City; and Building forms should consist of low profile buildings ranging in height from three storeys near Mullet Creek to six storeys near the railway tracks.
Chapter 19 Implementation	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"> 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; the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; 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.

Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019), *Provincial Policy Statement* (2014), Regional Official Plan and

Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

Applicants proposing non-rental residential developments of 50 units or more – requiring an official plan amendment or

rezoning for additional height and/or density beyond as-of-right permissions – will be required to demonstrate how the proposed development is consistent with/conforms to Provincial, Regional and City housing policies. The City's official plan indicates that the City will provide opportunities for the provision of a mix of housing types, tenures and at varying price points to accommodate households. The City's annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028 <https://www.peelregion.ca/housing/housinghomelessness/pdf/plan-2018-2028.pdf>.

To achieve these targets, the City is requesting that a minimum of 10% of new ownership units be affordable. The 10% contribution rate will not be applied to the first 50 units of a development. The contribution may be in the form of on-site or off-site units, land dedication, or financial contributions to affordable housing elsewhere in the city.

6. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>42 Kindergarten to Grade 5 18 Grade 6 to Grade 8 20 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Ray Underhill Public School</p> <p>Enrolment: 269 Capacity: 350 Portables: 1</p> <p>Dolphin Senior Public School</p> <p>Enrolment: 597 Capacity: 555 Portables: 1</p> <p>Streetsville Secondary School</p> <p>Enrolment: 885 Capacity: 1,088 Portables: 0</p>	<p>Student Yield:</p> <p>17 Junior Kindergarten to Grade 6 14 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>St. Joseph (Streetsville) Elementary School</p> <p>Enrolment: 329 Capacity: 478 Portables: 0</p> <p>St. Aloysius Gonzaga Secondary School</p> <p>Enrolment: 1,746 Capacity: 1,656 Portables: 0</p>

7. Community Comments

A community meeting was held by Ward 11 Councillor, George Carlson on Thursday November 7, 2019. Approximately 50 people were in attendance. Approximately 18 written submissions were received.

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.

- The proposed density is too high and there may be impacts on traffic and school capacity
- Hillside Drive has too much traffic. There should be two

exits or traffic lights should be installed at the intersection of Thomas Street and Hillside Drive

- Traffic is especially bad at Hillside Drive and Thomas Street during the morning and evening rush to and from the Streetsville Go Train Station and before and after school at Joymar Drive and Thomas Street due to traffic from Streetville Secondary School
- Provide a pedestrian access from Tannery Street to Mullet Creek and to Thomas Street
- The City should provide additional lighting on local streets
- A grocery store is needed in the vicinity of the subject site

8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (October 11, 2019)	<p>An existing 300 mm (11.8 in.) diameter water main is located on Joymar Drive, and an existing 300 mm (11.8 in.) diameter water main is located on Thomas Street. There is an existing 600 mm (23.6 in.) diameter sanitary sewer located on Joymar Drive, and an existing 600 mm (23.6 in.) diameter sanitary sewer located on Thomas Street.</p> <p>Servicing of the site may require municipal and/or private easements and the construction, extension, twinning or upgrading of municipal services. All works associated with the servicing of the site will be at the applicant's expense. The applicant will also be responsible for the payment of applicable fees, development charges, legal costs and all other costs associated with the development of this site. Lines of influence of the proposed underground parking garage shall not encroach into the existing sanitary sewer infrastructure, located within the Region of Peel easement. Private Servicing Easements may be required prior to Regional Servicing Approval.</p> <p>The Region received a Functional Servicing Report (FSR) dated June 21, 2019 by C.F. Crozier and Associates. The report is complete, and will be sent for modelling once a digital copy is provided. A satisfactory FSR is required prior to Recommendation Report.</p> <p>The Region will be required to be party to the Development Agreement. A revised waste management plan and mechanical drawings are required.</p>

Agency / Comment Date	Comments
Dufferin-Peel Catholic District School Board and the Peel District School Board (October 3, 2019 and November 25, 2019)	<p>Dufferin-Peel Catholic District School Board 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 the 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 this development application.</p> <p>Both School Boards require their standard warning clauses to be placed within the Development Agreement to advise that some of the children from the development may have to be accommodated in temporary facilities or bused to schools.</p> <p>In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions to be added to the applicable Development Agreements and to any purchase and sale agreements.</p>
City Community Services Department – Park Planning Section (November 25, 2019)	<p>Future residents of the proposed development will be served by John Clipperton Park (P-512), zoned OS1, which is 0.19 ha (0.46 ac) and contains a playground that is located approximately 500 m (1,640.4 ft.) from the subject property. Streetsville Rotary Park (P-375), zoned C4-51 contains a playground and parking lot, is 0.17ha (0.41ac) and located 600 m (1,968 ft.) from the subject lands.</p> <p>The lands to the rear of the subject property are identified as Natural Hazard Lands within the City's Natural Heritage System as Natural Green Space. Section 6.3.24 of the Mississauga Official Plan states that the Natural Heritage System will be protected, enhanced, restored and expanded through the following measures:</p> <p>a) ensuring that development in or adjacent to the Natural Heritage System protects and maintains the natural heritage features and their ecological functions through such means as tree preservation, appropriate location of building envelopes, grading, landscaping;</p> <p>b) placing those areas identified for protection, enhancement, restoration and expansion in public ownership, where feasible.</p> <p>It is recommended that the identified hazard lands are deeded gratuitously to the City as greenbelt for conservation purposes and appropriately zoned. Should this application be approved, hoarding and fencing will be required along the boundary of the Greenlands. Additionally, securities will be required for greenbelt clean-up, restoration, parkland protection, hoarding, and fencing. Street tree contributions to cover the cost of planting street trees, up to 60mm (2.36 in) caliper, will be required for every 10 m (32.8 ft.) of public street frontage in accordance with current City standards.</p> <p>Furthermore, 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 <i>Planning Act</i> (R.S.O. 1990, c.P. 13, as amended) and in accordance with City Policies and By-laws.</p>
Credit Valley Conservation (November 25, 2019)	<p>The appropriate restrictive Greenbelt Zoning should be placed over all lands beyond the approved limit of development (natural heritage features and hazards) including buffers and be placed into public ownership for long term protection and maintenance.</p> <p>The proposed limits of development should be revised to reflect this. Furthermore, an updated Hydraulic Assessment</p>

Agency / Comment Date	Comments
<p>Canadian Pacific Railway (November 26, 2019)</p>	<p>Memorandum, Stormwater Management Report, Topographic Map, Servicing and Grading Plans are required.</p> <p>The proposed development is located in close proximity to CPR's Galt Subdivision, which is classified as a principal main line. CPR is not in favour of residential developments adjacent or near their right of way, as this land use is not compatible with railway operations. The health, safety and welfare of future residents could be adversely affected by railway activities.</p> <p>However, to ensure the comfort of adjacent residents and to mitigate as much as possible the inherent adverse environmental factors, CPR has requested that the following be included as Conditions of Approval:</p> <ol style="list-style-type: none"> 1. Dwellings must be constructed such that the interior noise levels meet Ministry of Environment criteria. This will be reviewed by CPR 2. In addition to the warning clauses indicated in the noise report, a warning clause should be inserted in all offers of purchase and sale
<p>Metrolinx (December 6, 2019)</p>	<p>The subject lands are adjacent to CPR's Galt Subdivision, which carries Milton GO Service, and is within 300 m (984.3 ft.) of Streetsville GO Station. As the owner of the railway, CPR is the primary commenting agency in this regard. However, Metrolinx does have interests with respect to noise abatement for the subject development. A detailed noise study as well as an environmental easement for operational emissions, registered on title against the subject residential building in favour of Metrolinx, will be required prior to Site Plan Approval. Warning clauses will be required in the Development Agreement.</p>
<p>City Transportation and Works Department (December 16, 2019)</p>	<p>The Transportation and Works Department has received drawings and reports in support of the above noted application and the owner has been requested to provide additional technical details and revisions in support of the application, prior to Recommendation Report, as follows:</p> <p>Municipal Works - Municipal Works will be required to support this development, including the construction of the municipal boulevards within the Joymar Drive, Tannery Street and Thomas Street right-of-ways and associated road restoration. These works shall form part of the Development Agreement. Detailed design, securities and insurance will be addressed through the Engineering Submission review and approval process.</p> <p>Supporting Drawings - An Underground Parking Plan is to be submitted. Drawings are to be revised to clearly delineate the underground parking structure. All surface works within right-of-ways. ie roadway reinstatement, and details for proposed services to service this site are to be shown. All proposed right-of-way widenings and other land dedications are to be shown on all plans.</p> <p>Noise Study - The preliminary Noise Study is to be updated to provide additional analysis for the private below grade patios. Clarification is required regarding mitigation for the two options presented in the report, one of which requires off-site noise mitigation.</p> <p>Functional Servicing and Stormwater Management Report (FSR) – The FSR is to be updated to address inconsistencies in the stormwater catchment area details. Confirmation that this site will have no impact on the existing storm sewer capacity on Thomas Street through a sewer design sheet is required. Confirmation that there will be no upstream or downstream impact on Mullet Creek is also required.</p> <p>Slope Stability - The Slope Stability Report is to be updated to address any potential impact of the proposed drainage of Catchment 201 to the long term slope stability of Mullet Creek.</p>

Agency / Comment Date	Comments
	<p>Environmental – A Letter of Reliance from a Qualified Person is required for the Phase I Environmental Site Assessment (ESA). Additionally, as lands are to be dedicated to the City, conveyance lands shall be clearly shown in all the supporting reports and drawings.</p> <p>The Phase One ESA indicates potential for contamination. Therefore, a Phase Two Environmental Site Assessment (ESA), including a Letter of Reliance, is required to be submitted to T&W for review.</p> <p>As the proposed land use is changing from a less sensitive (commercial/industrial) to a more sensitive (residential) use, the applicant is required to submit a complete Record of Site Condition (RSC), including all supporting documents to the Transportation and Works Department for review. The RSC must be posted to the Ministry of the Environment, Conservation and Parks Environmental Site Registry (ESR).</p> <p>If dewatering is required as part of development, approval from the Transportation and Works Department to discharge to the City's storm sewer network will be required.</p> <p>Traffic – A road widening will be required over parts of the property and reference plans must be provided for review. These parts are to be clearly shown on all drawings. The proposed site access via Joymar Drive must align with the access to 80 Thomas Street, the neighbouring property located to the west of the site. Drawings should be updated to reflect this.</p> <p>The Traffic Impact Study is to be updated to include signal warrant analysis for the intersection of Thomas Street and Joymar Drive.</p>
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"> - City Planning Strategies – Healthy By Design - City Community Services Department, Heritage Planning Section - City Community Services Department, Arborist – City & Private Property - City Community Services Department, Public Art - Canada Post Corporation - Enbridge/Consumers Gas - Greater Toronto Airport Authority - Alectra - Mississauga Transit - Planning Services Centre - Trillium Health Partners
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Realty Services - Conseil Scolaire de District Catholique Centre-Sud - Conseil Scolaire Viamonde - Bell Canada - Rogers Cable

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 proposal compatible with the existing and planned character of the area given the project's land use, massing, setbacks, building configuration, site access, pedestrian connections and grading?
- Are the proposed zoning by-law exception standards appropriate?
- Is the proposed amount of amenity space appropriate?
- Resolution of the proposed waste collection area
- Resolution of the proposed fire route
- Can the contamination issues be addressed?
- Arrangements to address the City's affordable housing policies
- Delineation of the underground parking garage to ensure it doesn't encroach into hazard area
- Is the sun shadow study acceptable?

Development Requirements

There are engineering matters including: grading, environmental, engineering, noise, 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: 2020/01/10

To: Chair and Members of Planning and Development Committee

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

Originator's files:
OZ 19/014 W1 and
T-M19005 W1

Meeting date:
2020/02/03

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 1)

Rezoning and Plan of Subdivision applications to permit 22 detached homes on a common element condominium road

1583 Cormack Crescent, southeast of Dixie Road and the Queen Elizabeth Way

Owner: Elm Cormack (2017) Inc.

Files: OZ 19/014 W1 and T-M19005 W1

Recommendation

That the report dated January 10, 2020, from the Commissioner of Planning and Building regarding the applications by Elm Cormack (2017) Inc. to permit 22 detached homes on a condominium road, under Files OZ 19/014 W1 and T-M19005 W1, 1583 Cormack Crescent, 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 rezoning and plan of subdivision applications are required to permit 22 detached homes on a condominium road. The zoning by-law will need to be amended from **R3-75** (Detached Dwelling - Exception) to **R16-Exception** (Detached Dwelling on a CEC Road) to implement this development proposal. A plan of subdivision is required to create the lots.

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 southeast of Dixie Road and the Queen Elizabeth Way within the Orchard Heights area of the Lakeview Neighbourhood Character Area. The site is currently occupied by an institutional building and a former residential building.



Aerial image of 1583 Cormack Crescent



Applicant's rendering of the proposed detached homes

LAND USE POLICIES AND REGULATIONS

The *Planning Act* allows any person within the Province of Ontario to submit development applications to the local municipality to build or change the use of any property. Upon submitting all required technical information, the municipality is obligated under the *Planning Act* to process and consider these applications within the rules set out in the Act.

The *Provincial Policy Statement* (PPS) establishes the overall policy directions on matters of provincial interest related to land use planning and development within Ontario. It sets out province-wide direction on matters related to the efficient use and management of land and infrastructure; the provision of housing; the protection of the environment, resources and water; and, economic development.

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) builds upon the policy framework established by the PPS and provides more specific land use planning policies which support the achievement of complete communities, a thriving economy, a clean and healthy environment and social equity. The Growth Plan establishes minimum intensification targets and requires municipalities to direct growth to existing built-up areas and strategic growth areas to make efficient use of land, infrastructure and transit.

The *Planning Act* requires that municipalities' decisions regarding planning matters be consistent with the PPS and conform with the applicable provincial plans and the Region of Peel Official Plan (ROP). Mississauga Official Plan is generally consistent with the PPS and conforms with the Growth Plan, the *Greenbelt Plan*, the *Parkway Belt West Plan* and the ROP.

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, access arrangements, and noise mitigation for the subject lands from QEW, South Service Road and Dixie Road noise.

Planning and Development Committee

2020/01/10

4

Originator's files: OZ 19/014 W1 and T-M19005 W1

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Robert Ruggiero, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: Elm Cormack (2017) Inc.

1583 Cormack Crescent

Table of Contents

1. Site History	2
2. Site and Neighbourhood Context	2
3. Project Details.....	5
4. Land Use Policies, Regulations & Amendments.....	9
5. Summary of Applicable Policies	12
6. School Accommodation	18
7. Community Comments.....	19
8. Development Issues	20

1. Site History

- Based on available aerial photography, 1583 Cormack Crescent was occupied by a detached home and orchard in 1954
- 2001 – A building permit for a private school was approved and constructed
- June 20, 2007 – Zoning By-law 0225-2007 came into force; the subject lands were zoned **R3** (Detached Dwellings)
- November 14, 2012 – Mississauga Official Plan came into force except for those sites/policies which have been appealed. The subject lands are designated **Residential Low Density I** in the Lakeview Neighbourhood Character Area
- June 24, 2015 – Council approved city initiated zoning amendments which rezoned the lands to **R3-75** (Detached Dwelling – Exception Zone) and established a maximum height for a flat roof of 7.5 m (24.6 ft.), and later established a maximum height – highest ridge sloped roof of 9.5 m (31.2 ft.), and maximum height of eaves and dwelling depth requirements

2. Site and Neighbourhood Context

Site Information

The property is a rectangular shape with frontage on Cormack Crescent in the Orchard Heights area of Lakeview Neighbourhood Character Area. Cormack Crescent is directly adjacent and roughly parallel to Dixie Road. The Queen Elizabeth Way (QEW) is located approximately 200 m (656.2 ft.) north of the site. The area is largely residential on the east side of Dixie Road and a shopping mall is located on the west side of Dixie Road. The site is relatively flat and trees are located at the rear. The site is currently occupied by two school buildings.

The Ministry of Transportation (MTO) is currently planning a new Dixie Road interchange which will include modifications to Dixie Road, the Dixie Road Overpass, Cormack Crescent, South Service Road and the QEW. MTO have advised vehicular access to the subject property will not be permitted from Dixie Road.

Property Size and Use	
Frontage: (Cormack Crescent)	54.58 m (179.1 ft.)
Depth:	157.30 m (516.1 ft.)
Gross Lot Area:	0.86 ha (2.13 ac.)
Existing Uses:	1-2 storey school buildings



Image of existing conditions facing east



Aerial image of existing conditions facing east

Surrounding Land Uses

The surrounding area is characterized by detached homes on large lots on the east side of Dixie Road. Dixie Outlet Mall, a large indoor shopping mall, is located across Dixie Road. An animal hospital is located 75 m (246.1 ft.) north of the site. Two golf courses are located approximately 500 m (1,640.4 ft.) south of the site.

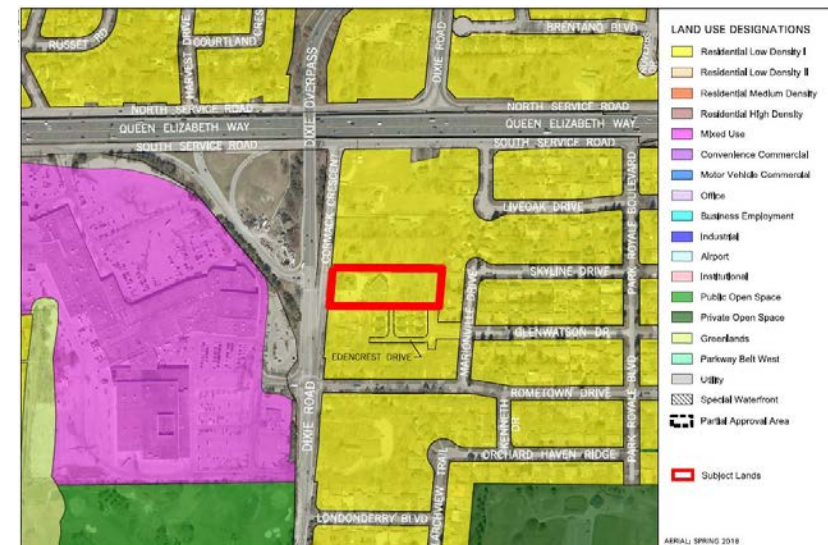
The surrounding land uses are:

North: Vacant land, animal hospital and detached homes

East: Detached homes

South: Vacant land and detached homes

West: Dixie Outlet Mall across Dixie Road



Aerial Photo of 1583 Cormack Crescent

The Neighbourhood Context

The subject property is located on the edge of an established residential area characterized by detached homes on large lots. The development of the subject property predates the adjacent subdivision of Orchard Heights. The Orchard Heights area developed between the 1950s and 1960s. Dixie Outlet Mall is located across the street from the subject site. It contains a supermarket, shops and services. It was built in 1956 and expanded in the 1980s. Although detached homes on orderly lots are predominate in the immediate area, irregular lot sizes and uses are found along the periphery of the neighbourhood on corridors and major roads.

Dixie Road is identified as a Corridor in Mississauga Official Plan.

Demographics

Based on the 2016 census, the existing population of the Lakeview Neighbourhood Character Area is 21,520 with a median age of this area being 45 (compared to the City's median age of 40). 67% of the neighbourhood population are of working age (15 to 64 years of age), with 14% of children (0-14 years) and 18% seniors (65 years and over).

Based on the 2016 census, the existing population of the Orchard Heights area was 1,252 persons. Between 2011 and 2016, the population declined by 12 persons, whereas the City of Mississauga grew by 8,156 persons. 19% of the area are seniors (65 years and over), compared to 14% for the City.

Other Development Applications

A development application for 26 detached homes on a condominium and public road was approved for at Primate Road and Wealthy Place, north of the QEW in November 2019.

In 2013, a rezoning and subdivision application was approved and built for 13 detached homes on the abutting lands to the south at 1569 Cormack Crescent and 1556 Marionville Drive. A new private condominium road was built as part of the development and provides access for the subject lands.

Community and Transportation Services

This application will have minimal impact on existing services in the community. The area is well served by City of Mississauga parks and green spaces: Ron Searle Park, Orchard Heights Park and Lakeview Golf Course are located within a 1 km (0.6 mi) radius of the site. The proposed development is within walking distance of Ron Searle Park at 442 m (1,450 ft.) from the site. Ron Searle Park contains tennis courts, playground, and open space.

The following major MiWay bus routes currently service the site:

- Route 4 – Sherway Gardens
- Route 5 – Dixie

The Route 5 Bus provides transit to the Dixie GO located 2 km (1.2 mi) to the north and Long Branch GO located 2.5 km

(1.6 mi) southeast of the site.

Dixie Road is a Regional Road. It has on-road bike lanes and is part of Mississauga Official Plan's Long Term Cycling Routes.

3. Project Details

The applications are to amend the zoning by-law to permit 22 detached homes through a plan of subdivision on a condominium road.

Development Proposal		
Applications submitted:	Received: July 30, 2019 Deemed complete: September 4, 2019	
Developer/ Owner:	Elm Cormack (2017) Inc.	
Applicant:	Keith MacKinnon, KLM Planning Partners Inc.	
Number of units:	22	
Proposed Gross Floor Area Per Dwelling:	234 m ² to 248 m ² (2,518.8 ft ² to 2,669.5 ft ²)	
Lot frontages:	10.93 m (35.9 ft.) to 13.67 m (44.8 ft.)	
Height:	3 storeys	
Lot Coverage:	45%	
Road Type:	Common element condominium road (CEC)	
Anticipated Population:	86* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	2 spaces per unit	2 spaces per unit and 2 spaces on driveway
visitor spaces	5.5 spaces	7 spaces
Total	49.5 spaces	51 spaces (and 44 additional spaces on driveway)

Supporting Studies and Plans

The applicant has submitted the following information in support of the applications which can be viewed at <http://www.mississauga.ca/portal/residents/development-applications>:

- Draft Plan of Subdivision
- Site Plan
- Context Map
- Survey
- Topographical Survey
- Elevations & Floor plans
- Engineering Drawings
- Landscape, Tree Inventory and Preservation Plans
- Preliminary Noise Report
- Arborist Report
- Traffic Impact Study & Transportation Demand Strategy
- Functional Servicing and Stormwater Management Report
- Phase 1 and 2 Environmental Site Assessment
- Geotechnical Investigation Assessment
- Stage 1 Archaeological Assessment
- Planning Justification Report
- MTO Correspondence
- Draft Zoning By-law

Site Plan



Renderings



Elevations

4. Land Use Policies, Regulations & Amendments

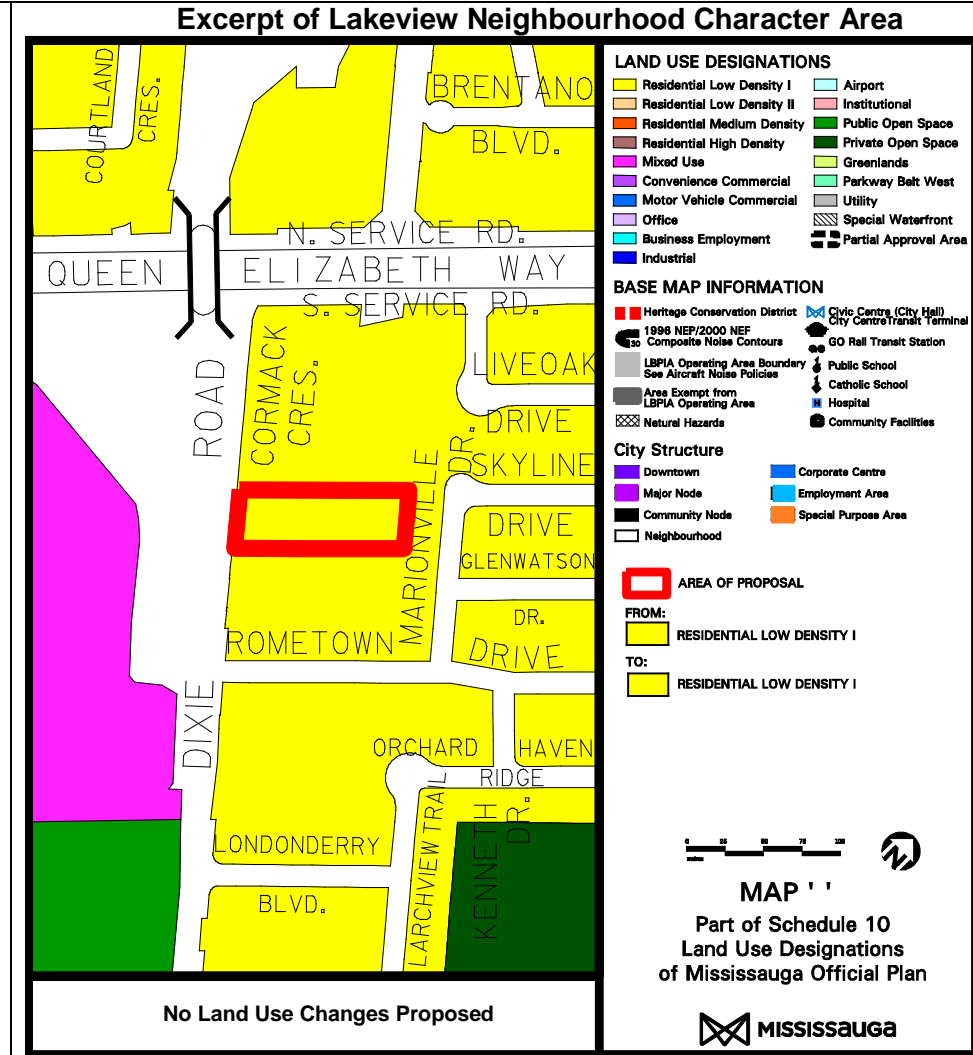
Mississauga Official Plan

Designation

The site is designated **Residential Low Density I**. The **Residential Low Density I** designation permits detached, semi-detached, and duplex homes.

An official plan amendment is not required.

Note: Detailed information regarding relevant Official Plan policies are found in Section 5.

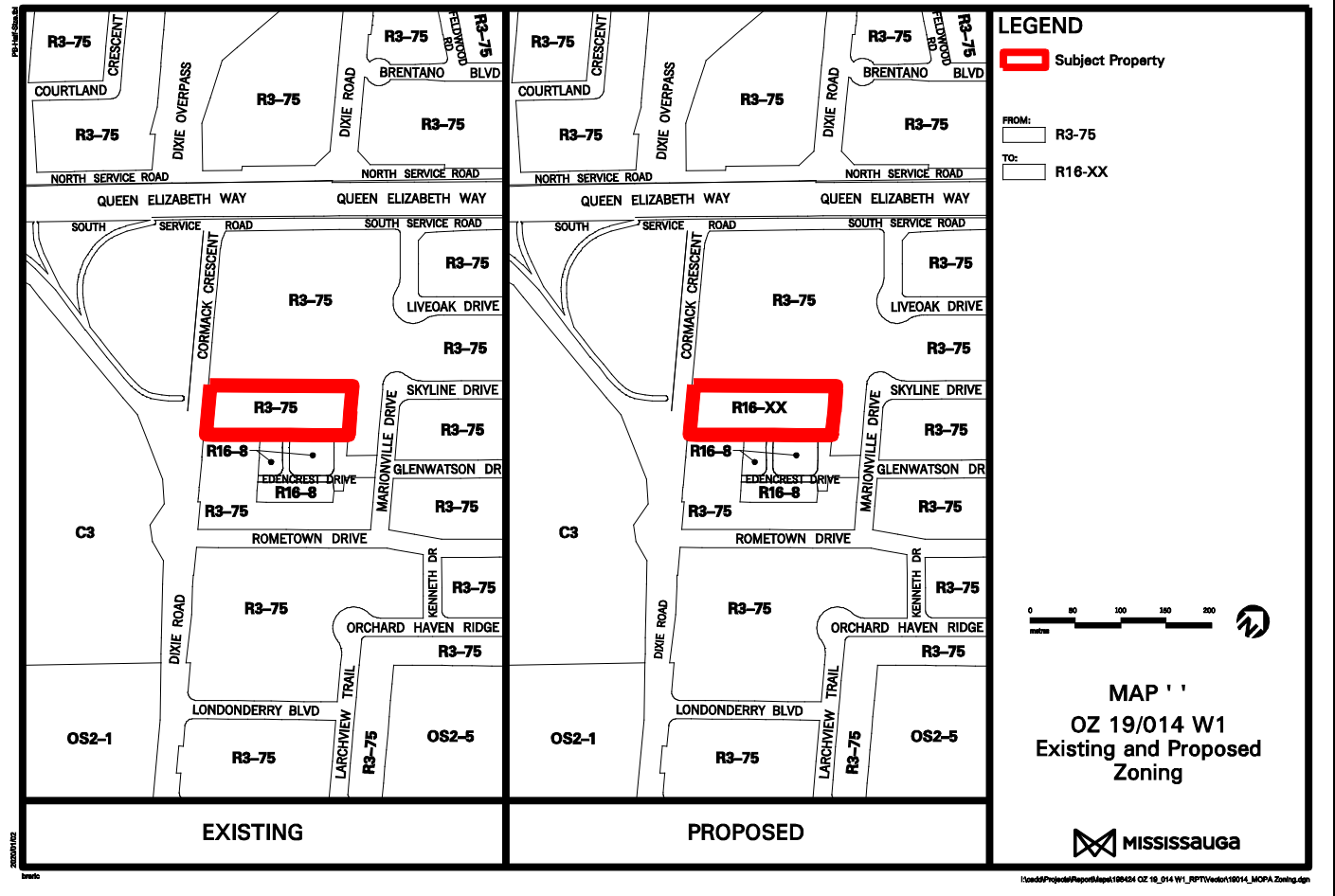


Mississauga Zoning By-law**Existing Zoning**

The site is currently zoned **R3-75** (Detached Dwellings – Exception), which permits detached homes with a minimum lot frontage of 15 m (49.2 ft.).

Proposed Zoning

The proposed zone is **R16-Exception** (Detached Dwellings on A CEC Road – Exception), which permits detached homes with a minimum lot frontage of 10 m (32.8 ft.) and other amendments to the R16 base zone standards.



Proposed Zoning Regulations

Zone Regulations	R16 Zone Regulations	Proposed Amended R16-Exception Zone Regulations
Minimum Lot Area Interior Lot	550 m ² (5,920.2 ft ²)	250 m ² (2,691 ft ²)
Minimum Lot Area Corner Lot	720 m ² (7,750 ft ²)	300 m ² (3,229.2 ft ²)
Minimum Lot Frontage Interior Lot	15 m (49.2 ft.)	10 m (32.8 ft.)
Minimum Lot Frontage Corner Lot	19.5 m (64 ft.)	13 m (42.7 ft.)
Minimum Front Yard Interior Lot/Corner Lot	7.5 m (24.6 ft.)	4 m (13.1 ft.)
Minimum setback in the front yard from a garage face to a street or CEC road or CEC sidewalk	7.5 m (24.6 ft.)	6 m (19.7 ft.)
Minimum Exterior Side Yard abutting a CEC road	6 m (19.7 ft.)	2 m (6.6 ft.)
Minimum Interior Side Yard Interior Lot/Corner Lot	1.2 m (3.9 ft.) plus 0.61 m (2 ft.) for each additional storey or portion thereof above one storey	1.2 m (3.9 ft.)
Maximum Height	10.7 m (35.1 ft.)	11.5 m (37.7 ft.)
Maximum encroachment of a porch or deck inclusive of stairs located at and accessible from the first storey , or below the first storey into the required front and exterior side yards	1.5 m (4.9 ft.)	1.6 m (5.2 ft.)
Maximum encroachment of stairs associated with porch , located at and accessible from the first storey, into the required front and exterior side yards	0.6 m (2 ft.)	2 m (6.6 ft.)
Maximum Driveway Width	Lesser of 8.5 m (27.9 ft.) or 50% of the lot frontage	6 m (19.7 ft.)
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.		
<ol style="list-style-type: none"> 1. That for the purpose of the land subject to "R16-X" Zone, a balcony may encroach a maximum of 2.0 m into a required front, exterior side or rear yard. 2. That for the purpose of the land subject to "R16-X" Zone, a balcony of 10 square metres shall be permitted above an attached garage and may project 2.0 m beyond the garage face. 		

5. Summary of Applicable Policies

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and summarized in the table below. Only key policies relevant to the applications have been included. The table should be considered a general summary

of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development application will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.2)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.7)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p>
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
Region of Peel Official Plan (ROP)	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to</p>	<p>The ROP identifies the subject lands as being located within Peel's Urban System.</p>

Policy Document	Legislative Authority/Applicability	Key Policies
	evaluate development applications. 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 <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> 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.	General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.

Relevant Mississauga Official Plan Policies

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019.

The subject property is not located within a Major Transit Station Area (MTSA).

The lands are located within the Lakeview Neighbourhood Character Area and are designated **Residential Low Density I**. The **Residential Low Density I** designation permits detached homes, semi-detached homes, and duplex homes.

The following policies are applicable in the review of these applications. In some cases the description of the general intent summarizes multiple policies.

	Specific Policies	General Intent
Chapter 4 Vision	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.
Chapter 5 Direct Growth	Section 5.1.2 Section 5.1.5 Section 5.1.6	Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.

	Specific Policies	General Intent
	Section 5.1.7 Section 5.2 Section 5.2.1 Section 5.3 Section 5.3.5.1 Section 5.3.5.2 Section 5.3.5.5 Section 5.3.5.6 Section 5.4.4 Section 5.4.5	<p>Mississauga will protect and conserve the character of stable residential Neighbourhoods.</p> <p>Mississauga will establish strategies that protect, enhance and expand the Green System.</p> <p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.</p> <p>Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale.</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood.</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.</p>
Chapter 6 Value The Environment	Section 6.10.3 Section 6.10.3.2 Section 6.10.3.3	<p>As intensification occurs along Corridors, road noise will increasingly be of concern. Careful attention must be paid to site planning and building design techniques to mitigate noise levels consistent with an urban environment.</p> <p>Residential development that includes outdoor living areas will not be permitted in locations where the mitigated outdoor noise levels are forecast to exceed limits specified by the applicable Provincial Government environmental noise guideline. A detailed noise impact study will be required to demonstrate that every effort has been made to achieve the sound level limits specified by the applicable Provincial Government environmental noise guideline, for an outdoor living area (55 dBA or less). Only in cases where the required noise attenuation measures are not feasible for technical, economic, aesthetic or administrative reasons would excess noise above the limit (55 dBA) be acceptable, with a warning clause to prospective purchasers, consistent with the applicable Provincial Government environmental noise guideline. In these situations, any excess noise above the limit will not be acceptable if it exceeds 60 dBA.</p> <p>Development with a residential component such as homes, or any development which includes bedrooms, sleeping quarters, living rooms or reading rooms which will be subject to high levels of traffic noise, will only be permitted if it includes structural features which result in interior noise levels that comply with the indoor standards specified by the applicable Provincial Government environmental noise guideline.</p>
Chapter 7 Complete Communities	Section 7.1.6 Section 7.2.1 Section 7.2.2	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.</p>

	Specific Policies	General Intent
	Section 7.2.3	<p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.</p> <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable homes types for both the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters. <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies.</p>
Chapter 9 Build A Desirable Urban Form	Section 9.1.1 Section 9.1.3 Section 9.1.5 Section 9.2.2 Section 9.2.2.3 Section 9.2.2.6 Section 9.3.1.6 Section 9.3.1.10 Section 9.3.3.11 Section 9.5.1.5 Section 9.5.1.9 Section 9.5.1.12 Section 9.5.2.4	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System.</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character.</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>Neighbourhoods are stable areas where limited growth is anticipated. Where increases in density and a variety of land uses are considered in Neighbourhoods, they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required.</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ul style="list-style-type: none"> a. Respect existing lotting patterns; b. Respect the continuity of front, rear and side yard setbacks; c. Respect the scale and character of the surrounding area; d. Minimize overshadowing and overlook on adjacent neighbours; e. Incorporate stormwater best management practices; f. Preserve mature high quality trees and ensure replacement of the tree canopy; and g. Be designed to respect the existing scale, massing, character and grades of the surrounding area. <p>Development on Corridors will be encouraged to:</p> <ul style="list-style-type: none"> a. Assemble small land parcels to create efficient development parcels; b. Face the street, except where predominate development patterns dictate otherwise; c. Not locate parking between the building and the street; d. Site buildings to frame the street; f. Support transit and active transportation modes; h. Provide concept plans that show how the site can be developed with surrounding lands.

	Specific Policies	General Intent
		<p>Where cul-de-sac and dead end streets exist, accessible paths that provide shortcuts for walking and cycling and vehicular access should be created, where possible. Special care will be taken with development along scenic routes to preserve and complement the scenic historical character of the street.</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 proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy, sunlight and sky views are maintained.</p> <p>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged.</p> <p>Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways.</p>
Chapter 11 General Land Use Designations	Section 11.2.3 Section 11.2.5.3	<p>In addition to the Uses Permitted in all Designations, lands designated Residential Low Density I will also permit the following uses:</p> <ul style="list-style-type: none"> • Detached dwelling; • Semi-detached dwelling; and • Duplex dwelling
Chapter 19 Implementation	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"> • 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; • the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; • 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.

Relevant Lakeview Local Area Plan Policies

	Specific Policies	General Intent
Chapter 5.0 Vision	Section 5.2.2	Infill and redevelopment in Neighbourhood will be facilitated and be encouraged in a manner consistent with existing land uses in the surrounding area. Neighbourhoods are considered to be primarily stable residential areas that may include a commercial entre to serve surrounding areas.
Chapter 6.0 Direct Growth	Section 6.0 Section 6.1 Section 6.1.1 Section 6.1.2 Section 6.1.3	<p>The amount of intensification will vary in accordance with the policies of this Area Plan. In Lakeview, some growth is directed to the following areas: modest infilling in neighbourhoods, and the redevelopment of some sites along Lakeshore Road East, and other larger commercial sites.</p> <p>Neighbourhoods are stable areas, primarily residential in nature, and not expected to experience significant change. Where corridors traverse through Neighbourhoods, intensification may occur along corridors where appropriate.</p> <p>Intensification will be through modest infilling, redevelopment along the corridors, or on commercial sites.</p> <p>Neighbourhoods are encouraged to provide a variety of housing forms to meet the needs of a range of household types.</p> <p>Intensification will be sensitive to the existing character of the residential areas and the planned context.</p>

6. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>2 Kindergarten to Grade 6 1 Grade 7 to Grade 8 2 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Janet I McDougald Public School</p> <p>Enrolment: 450 Capacity: 552 Portables: 0</p> <p>Allan A. Martin Senior Public School</p> <p>Enrolment: 497 Capacity: 538 Portables: 1</p> <p>Cawthra Park Secondary School</p> <p>Enrolment: 1,297 Capacity: 1,044 Portables: 5</p>	<p>Student Yield:</p> <p>4 Kindergarten to Grade 8 2 Grade 9 to 12</p> <p>School Accommodation:</p> <p>St. Edmund Elementary School</p> <p>Enrolment: 345 Capacity: 237 Portables: 3</p> <p>St. Paul Secondary School</p> <p>Enrolment: 475 Capacity: 807 Portables: 0</p>

7. Community Comments

A pre-application community meeting was held by Keith MacKinnon of KLM Planning Partners on March 7, 2019. A community meeting was held by Ward 1 Councillor Stephen Dasko on December 9, 2019. Approximately 115 people were in attendance. Over 60 written submissions and comment forms have been received.

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.

Residents were concerned with:

- Additional traffic impacts on local roads
- Lack of access points to the area
- Precedent setting zoning
- Too much density
- Compatibility with neighbourhood character
- Future development plans on adjacent parcels
- Semi-detached homes
- Cost sharing agreement with existing condominium corporation
- Possibility of other land assemblies in the area
- Increased conflicts between vehicles and pedestrians
- Insufficient parking requirements

8. Development Issues

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

Agency / Comment Date	Comments
<p>Region of Peel (October 25, 2019)</p>	<p>Municipal sanitary sewer facilities consist of a 250 mm (9.8 in) sewer on Cormack Crescent and a 450 mm (17.7 in) CI watermain on Cormack Crescent. The lands are located in Water Pressure Zone 1. External easements and construction will be required.</p> <p>At the Draft Plan of Condominium, the Region will require the applicant to enter into a Condominium Water Servicing Agreement and will need to review and approve the draft Declaration and Description with completed Schedule A for the future Common Elements Condominium.</p> <p>The applicant is advised that the development is located within the zone of influence of the MTO lands and interchange. The Storm Water Management (SWM) must be designed to the MTO standards.</p> <p>Prior to a satisfactory engineering submission, the Developer shall submit Functional Servicing Report and Storm Drainage Study Report to the Region for review and approval.</p> <p>The applicant is advised that coordination of works with the Region and the MTO may be required as Dixie Road and MTO interchange reconfiguration is under evaluation and the proposed development may be within the zone of influence.</p> <p>The Region of Peel will provide curbside collection of garbage, recyclable materials, household organics and yard wastes provided that future submissions satisfy the requirements outlined in Sections 2.0 and 3.0 of the Waste Collection Design Standards Manual.</p> <p>Waste Management: Prior to approval a Waste Management Plan must be completed to confirm a satisfactory waste collection access route on site.</p>
<p>Dufferin-Peel Catholic District School Board and the Peel District School Board (October 25, 2019)</p>	<p>The Peel District School Board and the Dufferin Peel Catholic School Board advised 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 the 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 this development application.</p> <p>Both school boards require their standard warning clauses to be placed within the Development Agreement to advise that some of the children from the development may have to be accommodated in temporary facilities or bused to schools.</p> <p>In addition, if approved, the school boards maybe also require certain conditions be added to the applicable Development Agreements and to any purchase and sale agreements.</p>
<p>City Community Services</p>	<p>Community Services notes the proposed development is within walking distance of Ron Searle Park (P-214) at a distance</p>

Agency / Comment Date	Comments
<p>Department – Park Planning Section (October 17, 2019)</p>	<p>of 442 m (1,450ft). This 1.51 hectare (3.72ac) park contains a variety of recreational facilities that will serve future residents. The park is zoned OS1, located east of Dixie Road and south of South Service Road. The park contains active facilities such as tennis courts, as well as a community playground including open space opportunities. Street tree contributions to cover the cost of planting street trees, up to 60 mm (2.4 in) caliper, will be required for every 10 m (32.8 ft.) of frontage on Cormack Crescent in accordance with current City standards.</p> <p>Furthermore, 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 City's Policies and Bylaws.</p>
<p>City Transportation and Works Department (October 18, 2019)</p>	<p>The Transportation and Works Department has received drawings and reports in support of the above noted application and the owner has been requested to provide additional technical details and revisions in support of the application.</p> <p>Drawing requirements</p> <p>The owner is to ensure that the same Block and Unit numbers are referenced on the Site Plan, the Schedules to the Subdivision Agreement and the Noise Report.</p> <p>All engineering and architectural plans are to be revised to include a 3.0m Utility Easement Corridor in front of all Units, curb radius in front of Unit 10, required acoustical fencing and appropriate Pavement Design standards.</p> <p>Geotechnical Report</p> <p>The Geotechnical report prepared by Toronto Inspection Ltd. is to be corrected to reflect the minimum pavement design for the private condominium roadway and driveways.</p> <p>Noise Study</p> <p>The report is to be revised to provide a table showing the unmitigated sound levels and a range of barrier heights with corresponding mitigated sound levels at all Outdoor Amenity Areas. Cross-sections for the noise berms and fences are also to be provided.</p> <p>Environmental</p> <p>The Phase One, and Phase Two ESA reports, dated November, 2017, prepared by TIL must include a clause, or be accompanied by a letter signed by the author of the reports or a Principal of the Consulting Firm, which allows the City of Mississauga to make reliance on the findings and conclusions presented in the reports to the same extent as to the property owner.</p> <p>The Phase II ESA report has identified that remediation is required to meet the applicable Ministry of the Environment, Conservation and Parks Standards. All necessary supporting environmental documents will be required to confirm the remediation action plan to ensure that environmental constraints will be satisfactorily managed.</p>

Agency / Comment Date	Comments
	<p>Storm Drainage</p> <p>As the proposed storm sewer outlet for this site is to Dixie Road, a Regional Road, Region of Peel approval of the FSR and for the extension and connection of the proposed storm sewer will be required. In order to minimize the impact to existing drainage systems, it will be necessary to implement on-site storm water management techniques into the design and construction of the site works and services.</p> <p>Traffic</p> <p>A Traffic Impact Study (dated May 2019), prepared by Tatham Engineering Limited was submitted to outline the impact of the subject development on the existing and future road network. To date, this study is not deemed satisfactory. T&W staff has provided comments and require the applicant to provide additional information and a revised study as part of future submissions.</p> <p>It should be noted that the abutting lands to the South are subject to a Public Pedestrian and Vehicular Access Easement in favour of the City of Mississauga, over Block 14, 17,18 and 19 on Plan 43M-1967. The intent of this easement is to secure provisions for an interconnection through the common element / condominium roads to facilitate Private Pedestrian and Vehicular Access between Edencrest Dr. and the subject lands. Therefore, as part of this application the applicant will be required to make arrangements with the Condominium Corporation to the South for reciprocal private Pedestrian and Vehicular Access Easement , at such time the public interest will be removed.</p> <p>It should be noted that the easement land should be free and clear of any encroachments, therefore, detached unit 22 should be removed.</p> <p>Temporary construction access will not be permitted off Edencrest Dr. The applicant is required to confirm with the Region of Peel and MTO to allow for the temporary construction access to be located off Cormack Cres. The applicant will be required to provide a traffic management plan in accordance with Ontario Traffic Manual Book 7 - Temporary Conditions.</p> <p>The above aspects will be addressed in detail prior to the Recommendation Meeting.</p>
Fire Prevention (October 8, 0219)	<p>It is the recommendation of this Department that specific lots within the subdivision to be designated as fire break lots such that there are no more than six (6) houses in a row, under construction in the framed only state, at one time. Lot numbers for the fire breaks are to be included into Schedule "C" of the servicing agreement and will be identified at the time of submission for engineering approvals.</p> <p>As there are no water mains installed in this area we could not assess the potential flow for extension to this new development. Confirmation from the Region of Peel will be required indicating the proposed water main system for this area will be adequate for this proposal.</p> <p>The cul-de-sac does not meet the dimensional requirements of bylaw 1036-81 (minimum 27 m [88.6 ft.] diameter required).</p>
Rogers Cable	Rogers Communications Canada Inc. has aerial coaxial plant in this area, as it is indicated on the attached plans. Caution

Agency / Comment Date	Comments
(October 25, 2019)	is advised. Hand dig when crossing or if within 1 m (3.3 ft.) of Rogers plant. Note: Plant is shown to approximation. Locates are still required.
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"> - Ontario Ministry of Transportation - Bell Canada - Hydro One Network - Alectra - Enbridge Gas - Public Art Coordinator, Mississauga
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Economic Development Office, Mississauga - City of Toronto - Greater Toronto Airport Authority - Canada Post Corporation - Conseil Scolaire Viamonde - Conseil Scolaire de District Catholique Centre-Sud - Realty Services, Corporate Services Dept.

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 the Mississauga Official Plan maintained by this proposal?
- Is the proposal compatible with the planned character of the area given the project's land use, massing, density, setbacks and building configuration?
- Through the redevelopment of the Dixie Road and QEW interchange access will be limited from Cormack Crescent. The applicant shall illustrate how adjacent lands to the north and south of the subject property could redevelop
- Determine the possibility of a future road connection to South Service Road
- Are the proposed zoning by-law exception standards appropriate?
- Resolution of a suitable cost sharing agreement for road maintenance with the adjacent condominium corporation
- Determine feasibility of an alternative noise wall and berm design

Development Requirements

There are engineering matters including: grading, environmental, 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.

City of Mississauga

Corporate Report



Date: 2020/01/10

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:
2020/02/03

Subject

PUBLIC MEETING INFORMATION REPORT (ALL WARDS)

Reimagining the Mall - Official Plan Amendment Implementation

Recommendation

1. That the report titled "Reimagining the Mall - Official Plan Amendment Implementation" dated January 10, 2020 from the Commissioner of Planning and Building, be received for information.
2. That the submissions made at the public meeting held on January 13, 2020 to consider the report titled "Reimagining the Mall - Official Plan Amendment Implementation" dated January 10, 2020, from the Commissioner of Planning and Building, be received.

Report Highlights

- The Reimagining the Mall project created a vision and proactive policy framework for the future redevelopment of the City's mall-based nodes
- The next step in the project is implementation of the June 2019 Directions Report through recommended policy changes to Mississauga Official Plan
- This report presents a draft official plan amendment for consideration which includes a range of policies on items such as maximum building heights and densities, maintenance of retail function, affordable housing, block sizes, development master plans and environmental sustainability

Background

On June 10, 2019, the Planning and Development Committee considered the Reimagining the Mall Directions Report (Appendix 1) which recommended new land use policies for five of the City's shopping malls and their surrounding areas. This study establishes a comprehensive

policy framework for mixed-use redevelopment with the recognition that the traditional retail market is changing. It represents 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.

Recommendation PDC-0043-2019 was adopted by Council on June 19, 2019:

1. That the report titled “Reimagining the Mall Directions Report” dated May 17, 2019 from the Commissioner of Planning and Building, be endorsed with the following amendments:
 - a) Remove from the Maximum Building Height Section 4. the following statement, “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
 - b) That the following sentence in the Affordable Housing section be amended as follows: “The recommendation from the Directions Report is that a minimum of 20% affordable, including ownership and rental units, should be required.”
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.

This report responds to Council’s direction for an Official Plan Amendment (OPA) to be prepared for the City’s mall-based nodes as identified in Appendix 2 (Central Erin Mills Major Node; Malton, Meadowvale, Rathwood-Applewood, Sheridan and South Common Community Nodes). Although the Malton Community Node was not part of the formal study area included in the Directions Report, staff have included it in the recommended official plan policy changes. This is appropriate given its similar characteristics to the other mall-based nodes and comparable potential for future mixed-use intensification. While Dixie Outlet Mall is not within a Node, staff would consider applying similar policies in the review of future development applications that may be submitted for these lands.

Comments

Community Engagement

As outlined in the Directions Report, Reimagining the Mall incorporated significant public and stakeholder engagement. Over 850 individuals were reached through efforts that included walking audits, pop-up events, intercept interviews, online surveys, community meetings and open houses. Media coverage included television, radio, newspaper and magazines. This resulted in over 2.6 million impressions, which represents the number of times an article or news story was viewed.

Notification of the February 3, 2020 public meeting and this staff report was made in the Mississauga News, on the Reimagining the Mall web page and via email to all residents who had previously provided their contact information as part of Reimagining the Mall. Staff also notified the six mall owners affected by the proposed policy changes.

Overview of the Draft Official Plan Amendment

A draft OPA (Appendix 3) has been prepared to implement the recommendations of the Directions Report, including the two modifications adopted by Council through Recommendation PDC-0043-2019. It incorporates comments made by staff in Planning and Building, Transportation and Works, and Community Services departments during their review of the draft OPA policies. The following summarizes key policies within the draft OPA.

Maintenance of Retail Function

Redevelopment that results in a loss of retail and service commercial floor space will not be permitted unless it can be demonstrated that the planned function of the existing non-residential component will be maintained during and after redevelopment.

Intensification Targets

For mall-based Community Nodes, the intensification target has been increased from 100-200 to 150-250 people and jobs per hectare in order to recognize their redevelopment potential as recommended within the Directions Report. It will remain at 200-300 people and jobs per hectare for the Erin Mills Major Node, as this target already matches well with the Major Node's redevelopment potential.

Building Height

For the Erin Mills Major Node and mall-based Community Nodes, minimum heights have been increased to three storeys. Maximum heights have been increased to 15 storeys for Community Nodes and left at 25 storeys for the Central Erin Mills Major Node. The potential for an additional 20% in maximum building heights, as suggested in the Directions Report, has not been incorporated into the draft OPA. This is consistent with Council's direction through Recommendation PDC-0043-2019. A range of building types and heights are to be provided, including mid-rise buildings. Generous separation distances are required between tall buildings to prevent clustering and to promote natural light, sky views and privacy.

Maximum Floor Space Index (FSI)

This measure of density is proposed to be a maximum of 2.75 FSI for the Erin Mills Major Node and 2.25 FSI for the mall-based Community Nodes. Public and private roads are excluded from the calculation, which is to be applied across the entire area of each node and also to individual properties.

Affordable Housing

Through the adoption of Recommendation PDC-0043-2019, Council has indicated its intent that a minimum of 20% of new residential units will be affordable in the mall-based nodes. The draft

policy states that this percentage is to be comprised of a mix of rental and ownership housing and applies to the Erin Mills Major Node and the mall-based Community Nodes.

As outlined in the City's Housing Strategy (October 2017), affordable housing is a broad term that encompasses various levels of need. Those with deepest needs require housing that is typically subsidized by government (e.g. emergency and transitional housing, supportive housing, social housing, subsidized rental housing). Low and moderate income households also need housing that is affordable to their needs (e.g. affordable rental and ownership). Redevelopment of our mall-based nodes will require an appropriate mix of housing types along this spectrum of affordability to achieve the minimum 20% threshold. This mix may vary by node depending on local needs, specific redevelopment plans, financial participation by government (local, regional, provincial and federal) and opportunities for development partnerships (e.g. non-profit housing providers). It will also depend on staff recommendations and Council decision-making on specific development applications.

As the City's Housing Strategy focuses on providing housing that is affordable to Mississauga's middle income households, the draft policy requires that approximately half of the 20% figure be targeted for this area of need. Middle income households represent those with annual earnings in the lowest 40% to 60% of incomes, which is currently between approximately \$56,000 and \$106,000. Housing would have to be affordable to a range of these middle income households, not just those at the high end of the range. As affordability is defined as spending a maximum of 30% of gross household income on housing costs, this currently means:

- Maximum rent of between \$1,410 and \$2,650 per month
- Maximum home purchase price of between \$230,000 and \$412,000

The balance of affordable units would be for low income households (i.e. earnings in the lowest 40% of incomes), subject to securing access to funding. Collaboration with the Region of Peel as Service Manager for subsidized housing may also be required. The City would support the Region in efforts to secure housing for those with the deepest needs.

It is also recommended in the draft policy that reduced parking requirements be considered for affordable housing units as an incentive to encourage their development.

The recommended policy approach is summarized in the following table:

Household Income Profile	Affordability Target	Current Affordable Housing Cost (2019)
Middle Income (lowest 40% - 60% of incomes)	Approximately 10% of all units	Rent - range of units between \$1,410 - \$2,650 per month Own - range of units between \$230,000 - \$412,000
Low Income (lowest 40% of incomes)	Approximately 10% of all units	Rent - under \$1,410 per month Own - under \$230,000

Block Sizes and Streets

Block sizes will be a maximum of 80 m (262 ft.) by 180 m (590 ft.) or an equivalent perimeter. This will help create a permeable system of streets and blocks, resulting in a well-connected, walkable community. This block size is based on the Region of Peel's Healthy Development Assessment standards, which is founded on research conducted by St. Michael's Hospital. While streets surrounding blocks will be public, a limited number of private streets may be permitted in certain circumstances.

Development Master Plans

The need for a development master plan will be determined through a pre-application meeting and in consultation with staff prior to development application submission.

Environmental Sustainability

To achieve a sustainable community and reduce reliance on fossil fuels, development will be designed to include sustainable measures such as: constructing solar ready buildings; connecting to district energy systems; using renewable energy sources such as solar or geothermal energy; managing stormwater run-off through innovative methods.

New Definitions

A definition for "Mid-Rise Building" is proposed for Mississauga Official Plan. These buildings are to be greater than four storeys to qualify as mid-rise. Their maximum height is to be less than the width of the street on which the building fronts but not greater than 12 storeys. It is proposed that this definition apply City-wide, except where Character Areas specify an alternative maximum height. Definitions for "Podium" and "Tactical Urbanism" are also proposed City-wide.

Special Site Policies

Most Special Site policies are recommended for removal as the proposed new policies represent a comprehensive update to the vision of these nodes. Notwithstanding, it is recommended that three Special Site policies for lands that have previously achieved development application approvals for significant proposals be maintained:

- Special Site 1, Central Erin Mills Major Node (2530 Eglinton Avenue West) - to permit townhouses in addition to apartment buildings on the property at a maximum FSI of 3.2 (File: OZ 13/005 W8; The Daniels Corporation) - currently under construction
- Special Site 1 - South Common Community Node (2277 South Millway) - to permit townhouses (File: OZ 16/004 W8; 2277 South Millway G.P. Inc.) - currently under construction
- Special Site 3 - Rathwood-Applewood Community Node (1350 Bough Beeches Boulevard) - to permit townhouses in addition to apartment buildings to maximum FSI of 2.56 (File: OZ 05/019 W3; 1350 Bough Beeches Boulevard Limited).

Future Zoning Implementation

A range of commercial and residential zones exist within the mall-based nodes that do not align with the new official plan policies proposed in this report. Staff recommend that a systematic review and update of zoning within these nodes be commenced after the proposed policy changes are made to Mississauga Official Plan. Rezoning of lands would be prioritized according to an evaluation of a number of factors, including:

- current zoning land use permissions and development standards
- parcel size and configuration
- location
- existing uses and built form
- tenure
- access to existing roads, parks, transit and other facilities/infrastructure
- overall redevelopment potential

Financial Impact

There are no financial impacts resulting from the recommendations in this report.

Conclusion

Reimagining the Mall has been a deeply consultative process that has produced a policy framework for the successful redevelopment of the City's mall-based nodes into vibrant, mixed-use communities. The next step in achieving this objective is to incorporate specific policies into Mississauga Official Plan. Comments received on the proposed amendments outlined in this report will be considered and staff will report back to the Planning and Development Committee on submissions made.

Attachments

Appendix 1: Reimagining the Mall Directions Report

Appendix 2: Key Map of Mall-based Nodes affected by Proposed Official Plan Amendment

Appendix 3: Proposed Official Plan Amendment



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

Prepared by: Ben Phillips, Manager, Official Plan Review

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

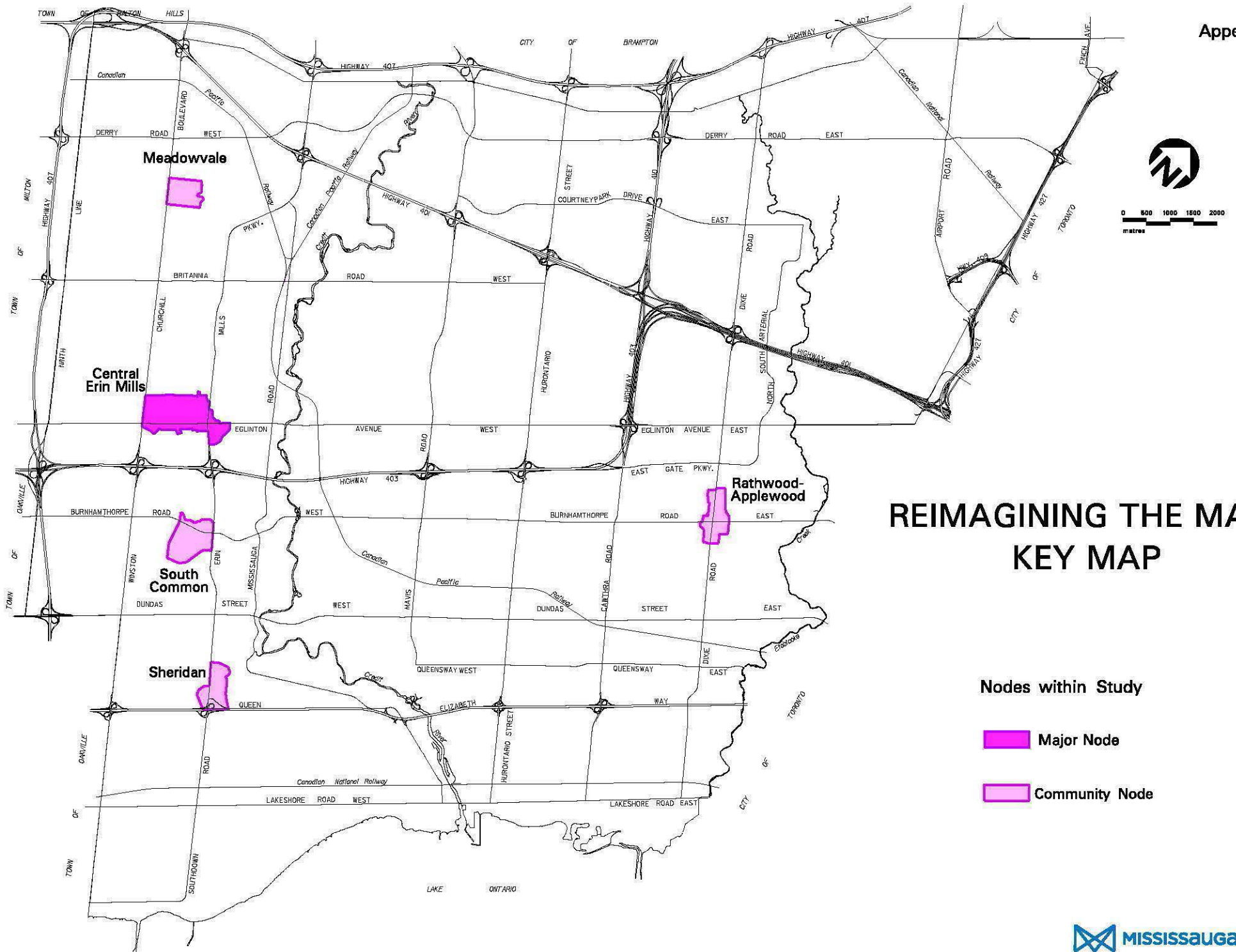
Appendix 2: Reimagining the Mall Directions Report

Appendix 3: Services and Infrastructure



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

Prepared by: Jordan Lee, Planner



Reimagining the Mall

Directions Report

Gladki Planning Associates
DTAH & urbanMetrics

May 2019



This page intentionally left blank

Contents

Executive Summary

1.0 Introduction	1
1.1 Study Areas	2
1.2 What is a Healthy Complete Community?	3
1.3 Elements of a Healthy Complete Community	4
1.4 Structure of Report	5
1.5 Supporting Documents	5
1.6 Process	6
2.0 Background Analysis	8
2.1 Policy Context	8
2.2 Existing Conditions	15
2.3 Retail Trends and Conditions	24
2.4 Best Practices and Case Studies	26
2.5 What We Heard	29
3.0 Vision and Guiding Principles	32
3.1 Vision	32
3.2 Guiding Principles	32
3.3 Toward Public Health Goals	35
4.0 Demonstration Plan Components	37
4.1 Streets and Blocks	38
4.2 Public and Community Places	41
4.3 Built Form	42
4.4 Land Uses and Retail Concept	46
5.0 Demonstration Plans	49
5.1 Central Erin Mills Major Node	49
5.2 Meadowvale Community Node	55
5.3 South Common Community Node	61
5.4 Sheridan Community Node	67
5.5 Rathwood-Applewood Community Node	73
5.6 Flexibility and Adaptability	79
6.0 Financial Analysis	81
6.1 Background	81
6.2 Findings	81
6.3 Analysis	81
7.0 Implementation	83
7.1 Recommended Policy Framework	84
7.2 Intensification Targets	95
7.3 Active Role for the City	97
8.0 Conclusion	100

This page intentionally left blank

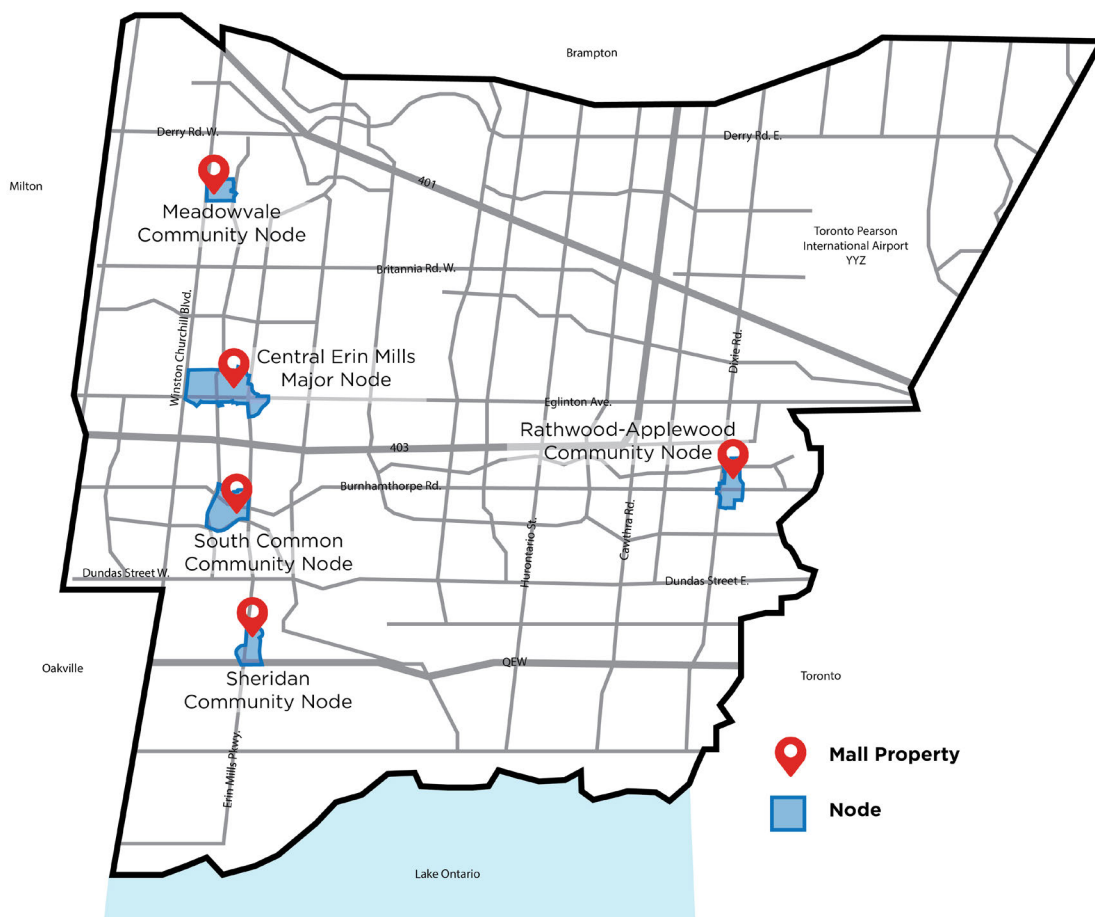
Executive Summary

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

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



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

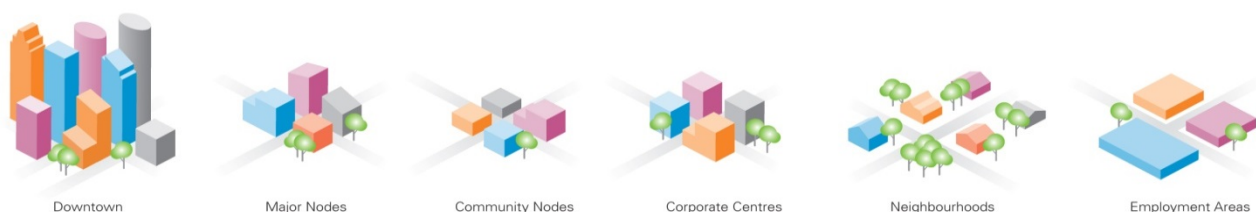


Figure 5. The City Structure, as laid out in the Mississauga Official Plan.

- 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

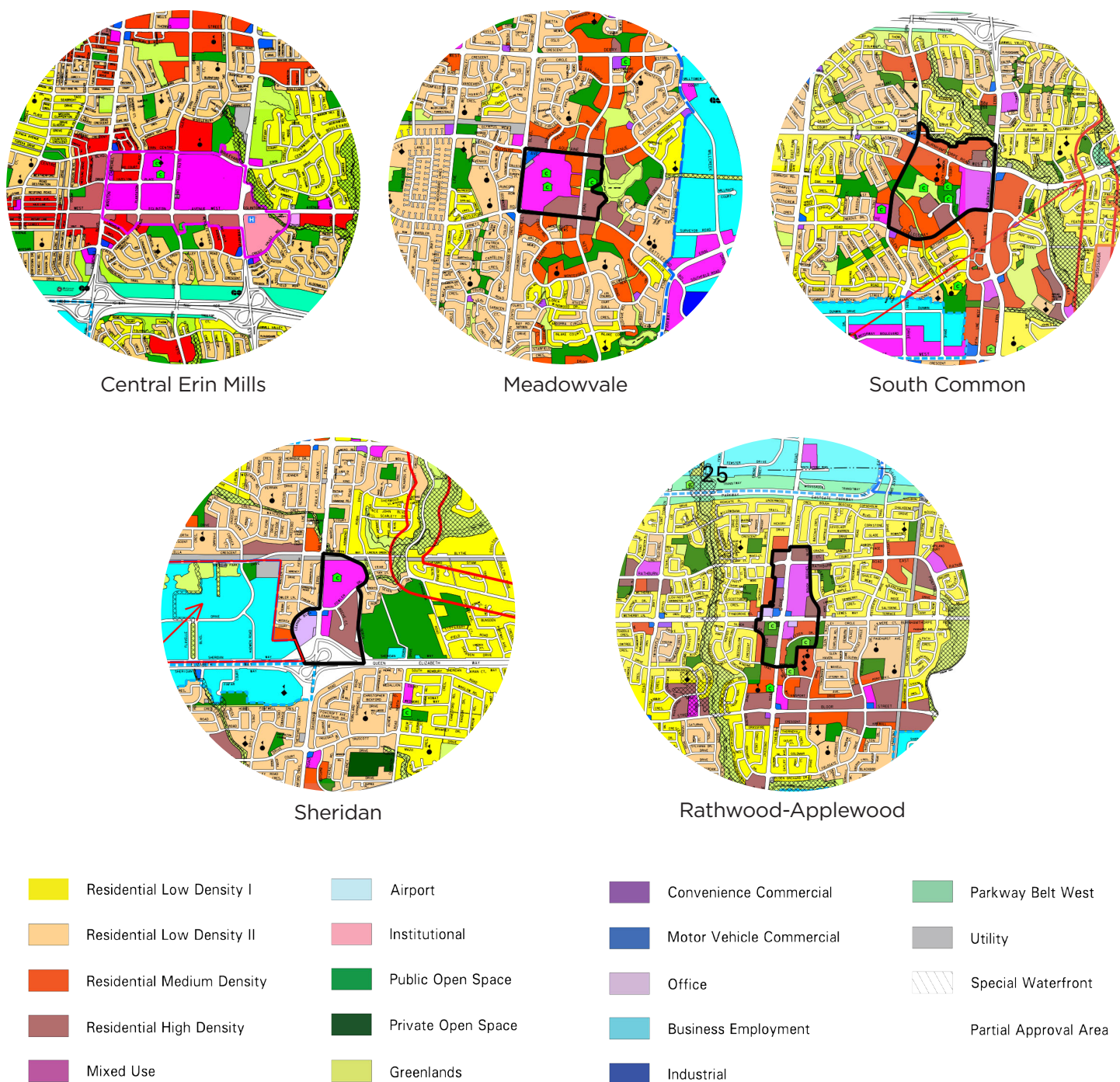


Figure 6. Land use designations for the mall-based nodes and surrounding areas.

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

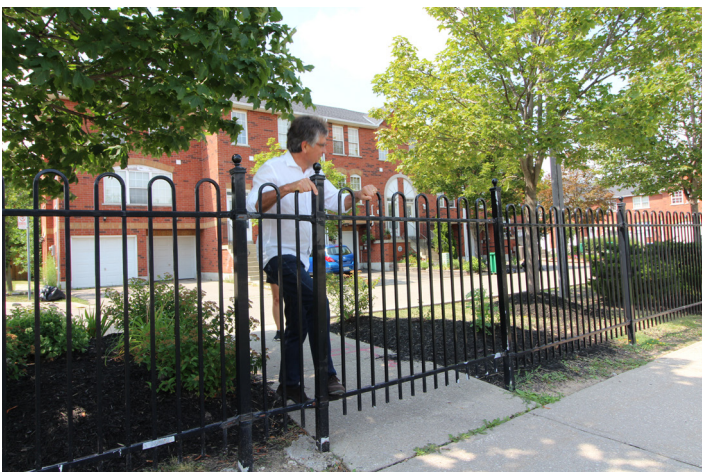


Figure 12. Pedestrian link between major road and internal street network blocked by fence / Meadowvale.

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)

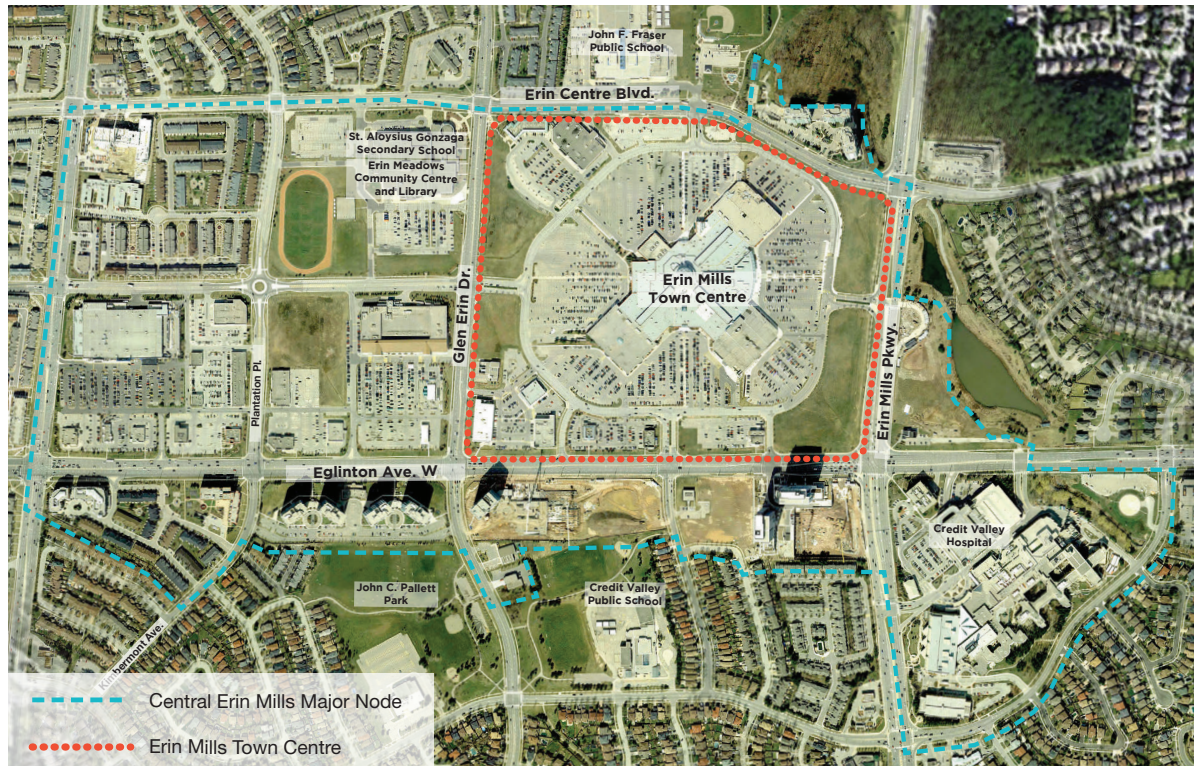
Mall Gross Leasable Area: 850,000 sq.ft

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.

Node Profile

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

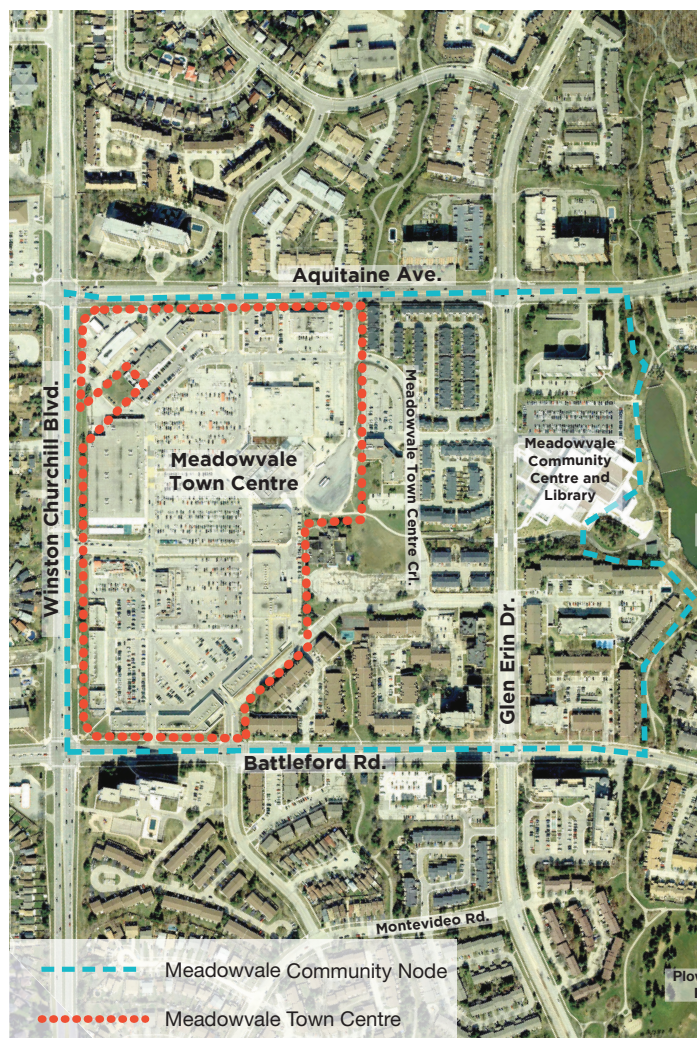
Population: 3,000

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)

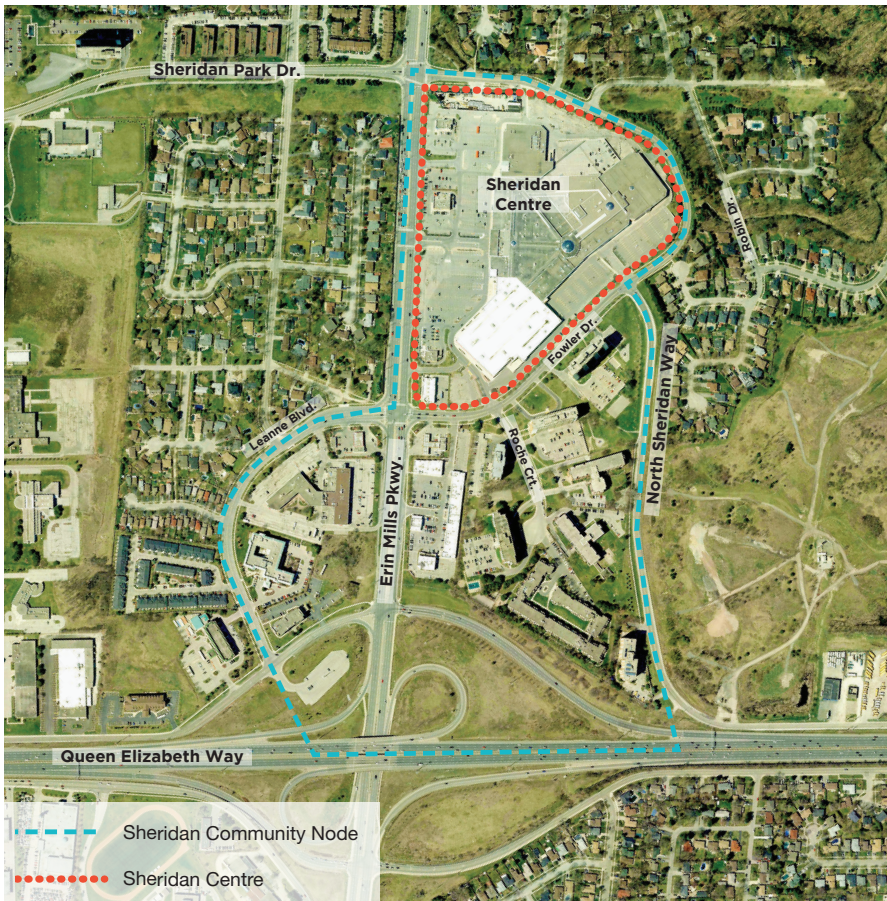
Mall Gross Leasable Area: 548,000 sq.ft

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.

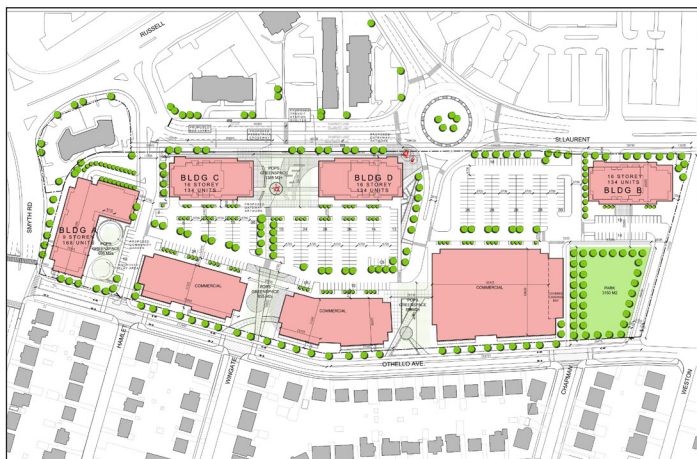


Figure 17. Elmvale Acres.

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.

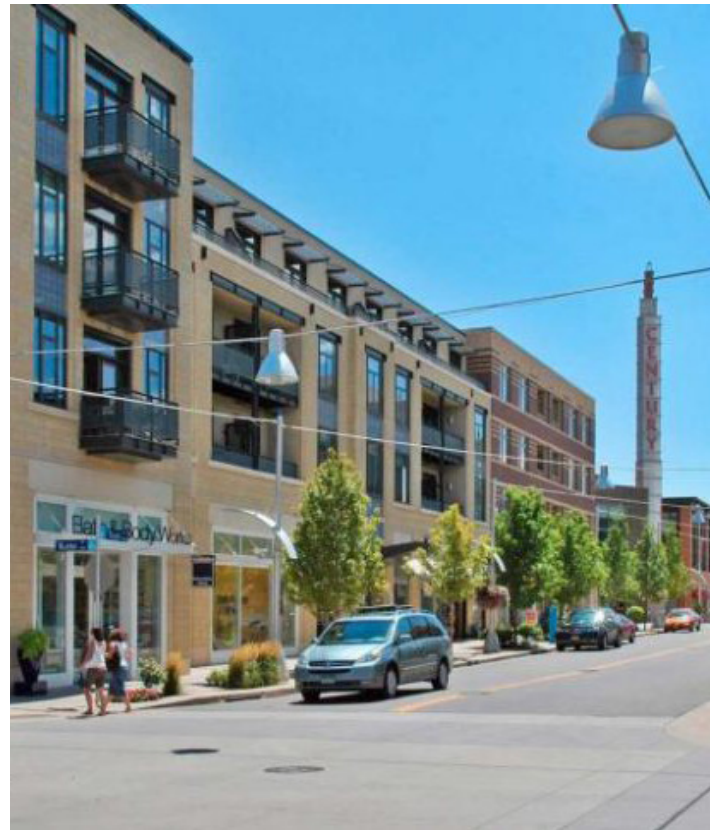


Figure 20. Mixing of uses and proximity allows people to meet their daily needs without needing to drive.

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.

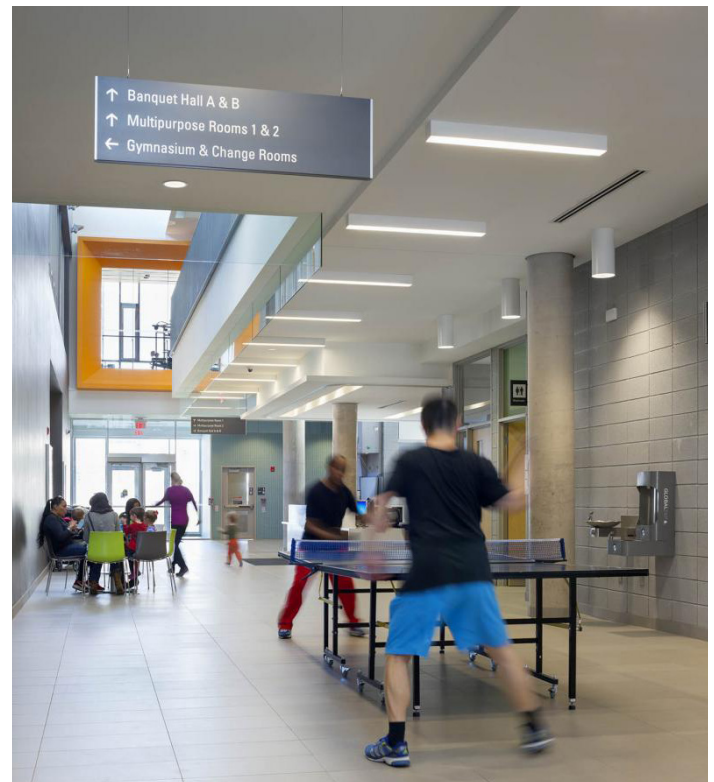


Figure 22. Social interaction is critical for physical and mental health.

4.0 Demonstration Plan Components

Applying the Guiding Principles to the Node

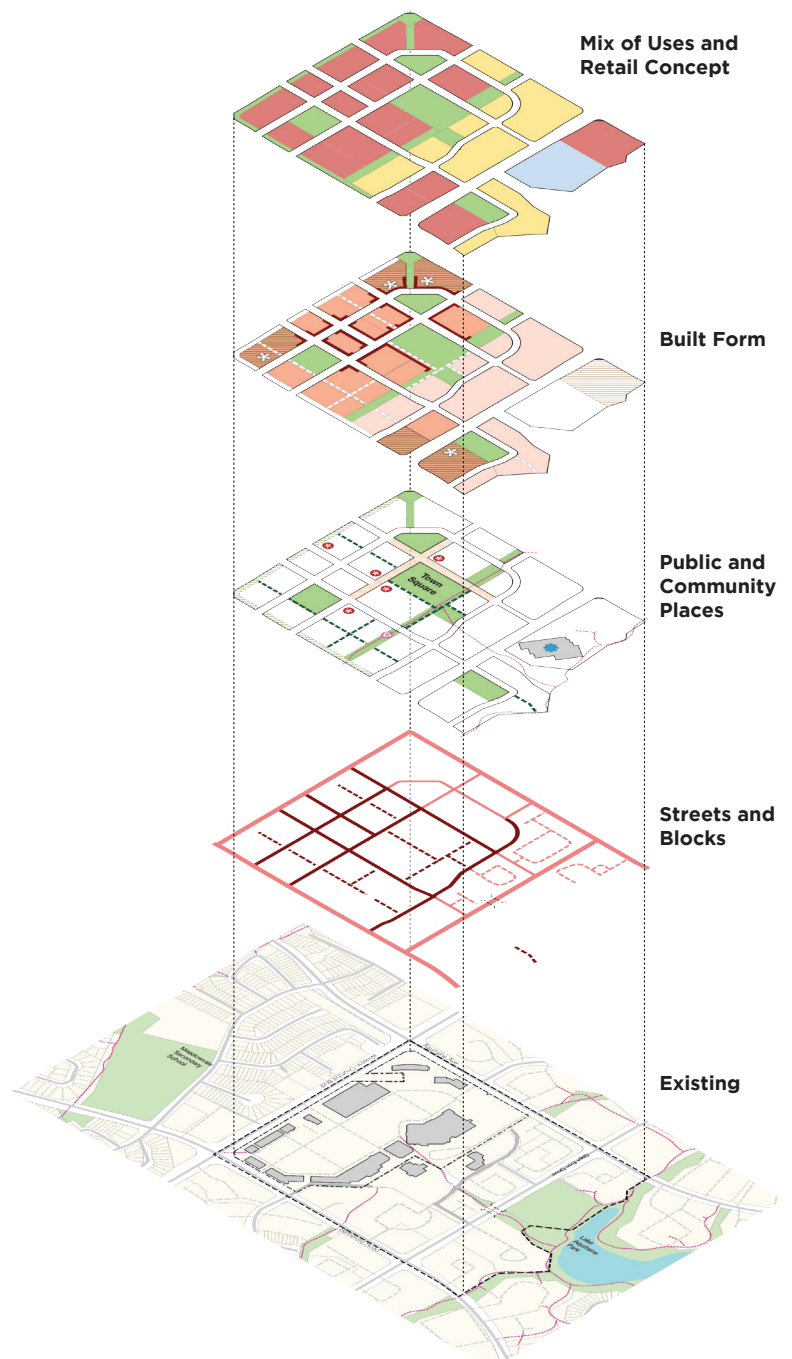
The demonstration plans are an example of how the guiding principles might be applied to each node. The guiding principles are intended to provide clear direction, but also flexibility. They might be applied to a node in a number of ways and still achieve the overall vision. Therefore, a demonstration 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.

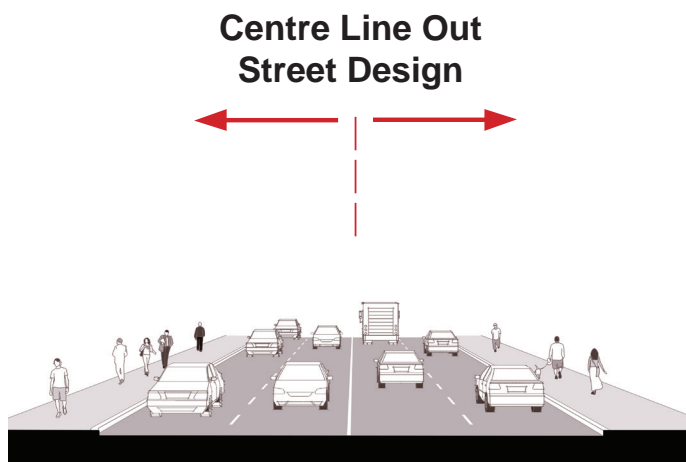


Figure 28. Town Centre (Rockville, MD): high-quality pedestrian-oriented streetscape.

Complete Streets

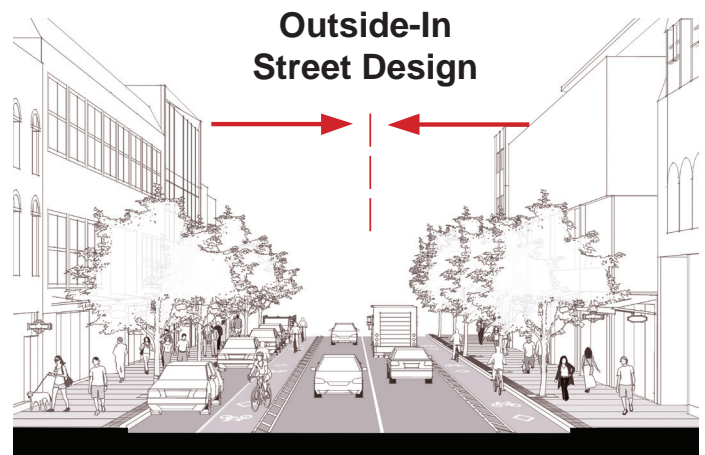
People come to and move through the nodes in many ways, including walking, cycling, public transit and car. Reimagining the Mall explores how to increase transportation choice to reduce reliance on cars and better manage traffic congestion. To achieve this shift will require a rethink of the built form 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.

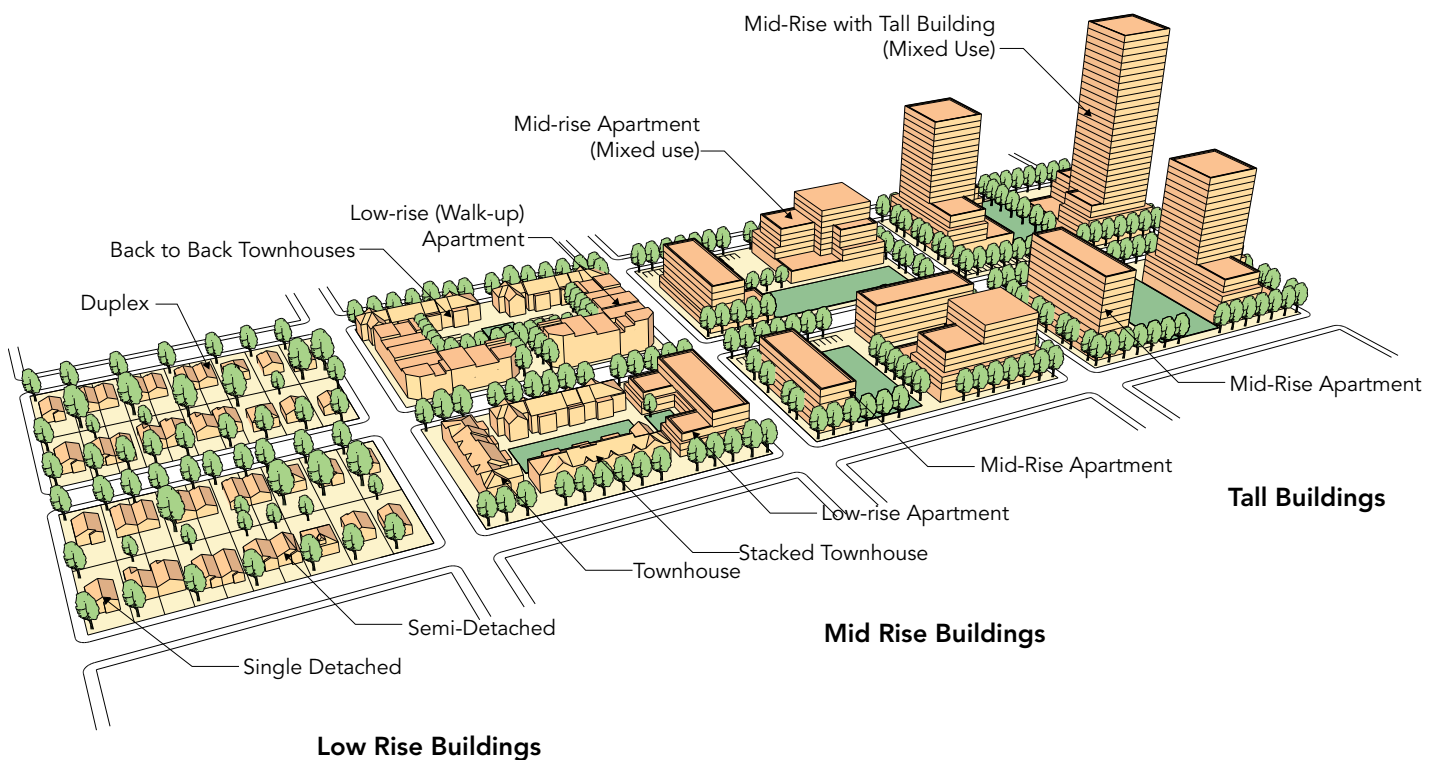
Determining Appropriate Built Form

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 750m²).
- 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.

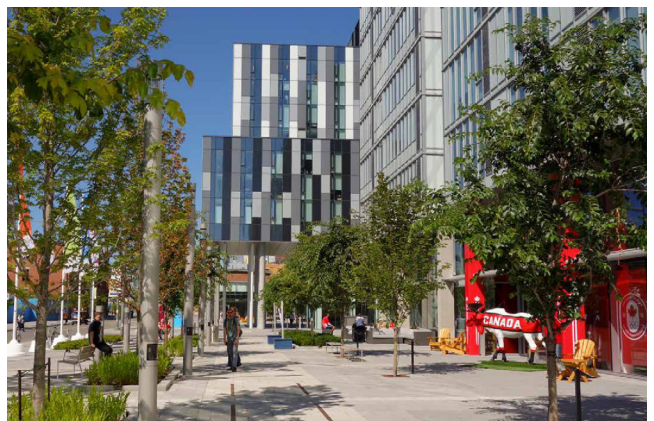


Figure 43. West Don Lands (Toronto): mixed use district.

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.

This page intentionally left blank

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.

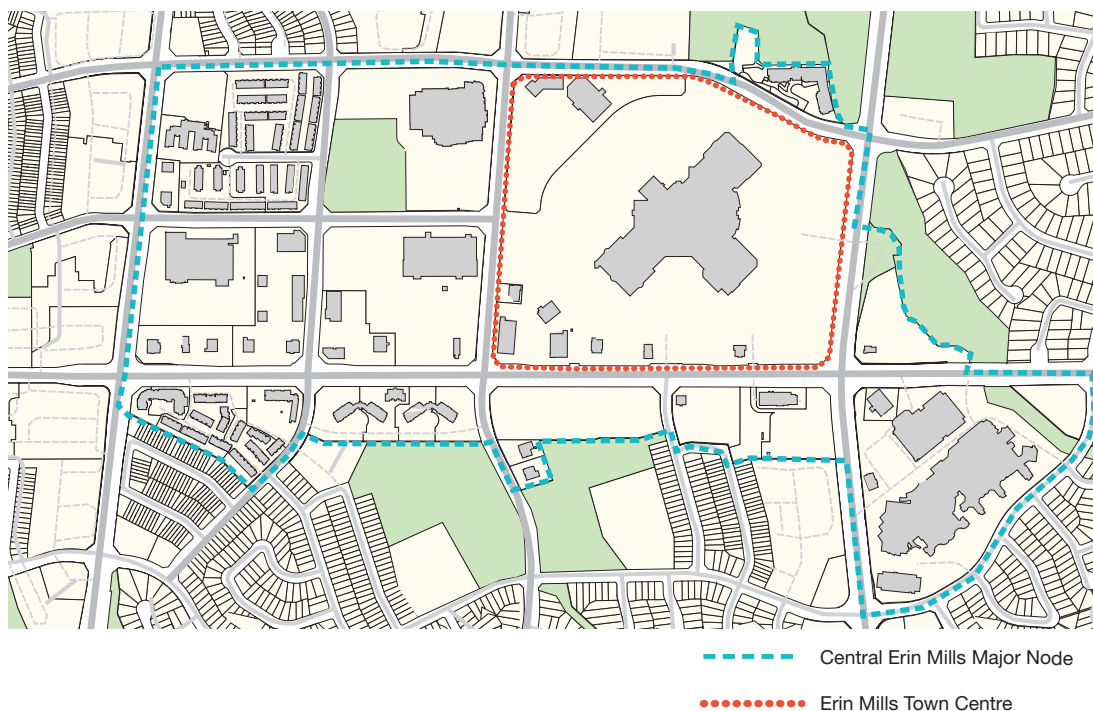
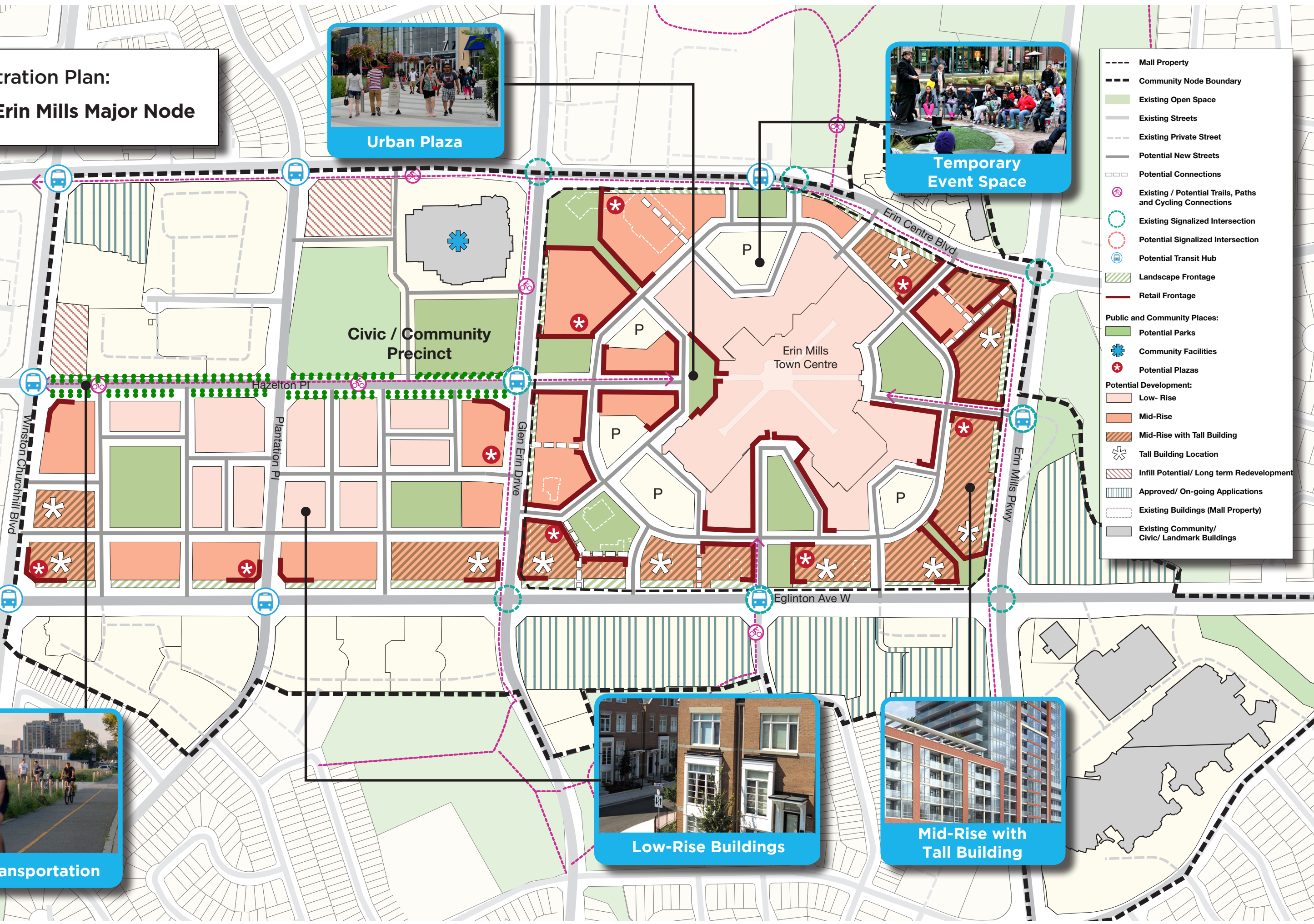


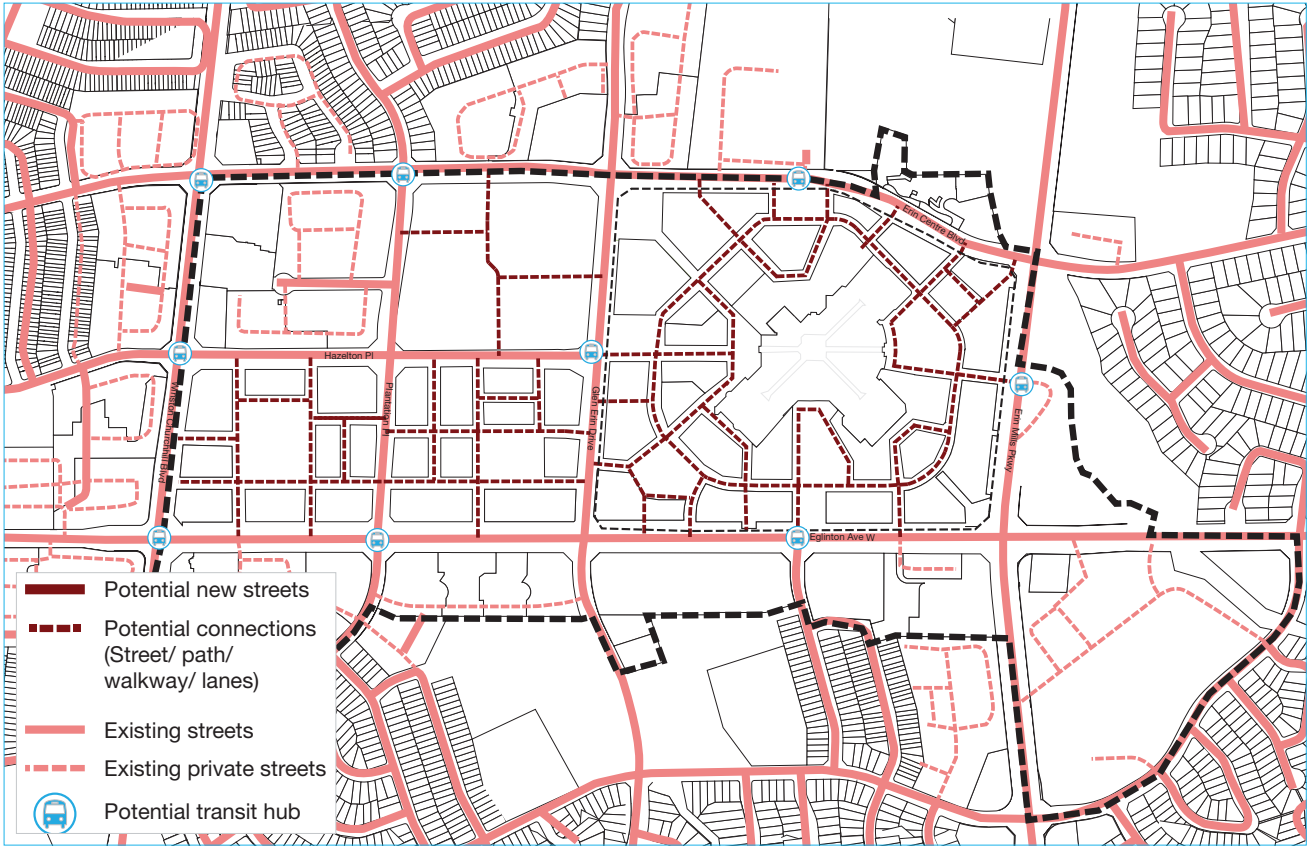
Figure 48. Existing Central Erin Mills Major Node.

This page intentionally left blank

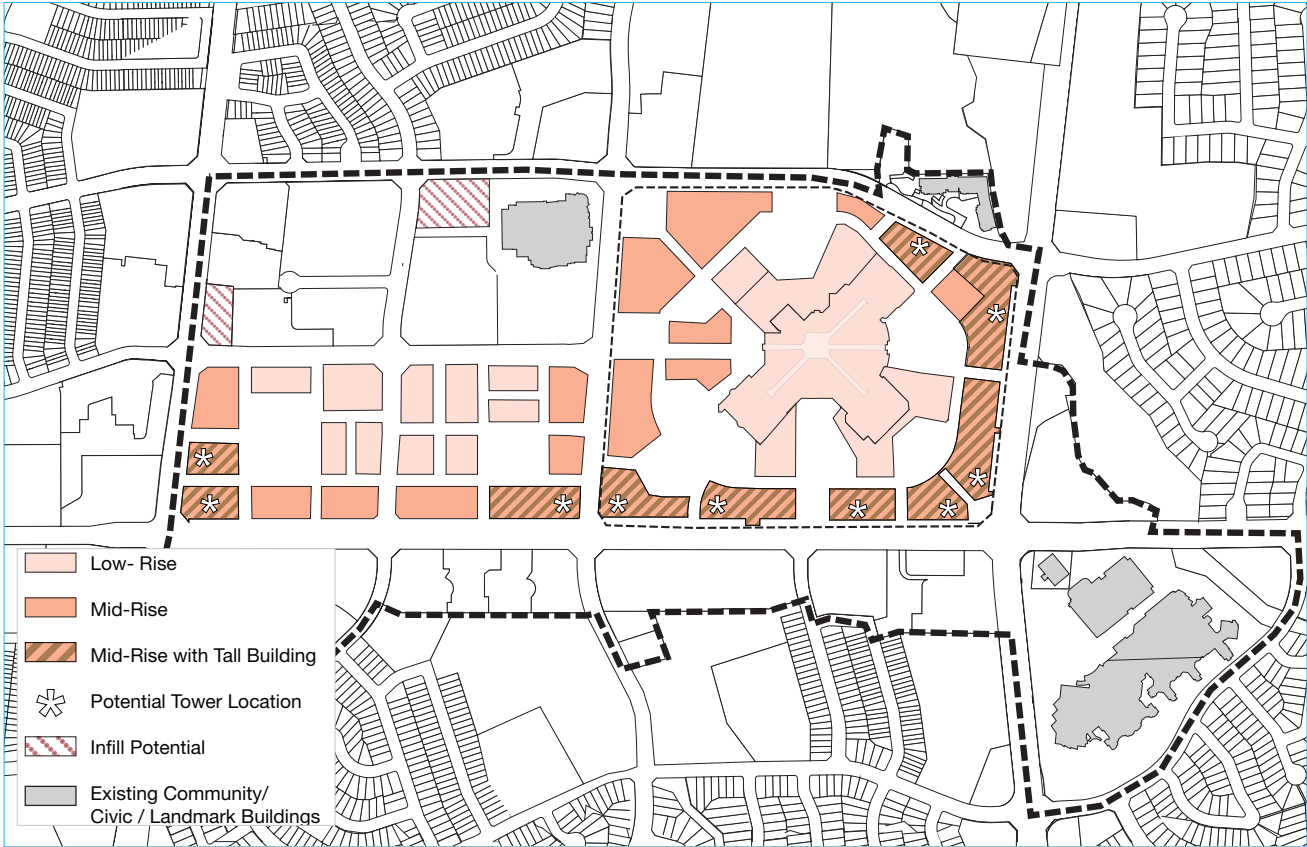
Demonstration Plan: Central Erin Mills Major Node



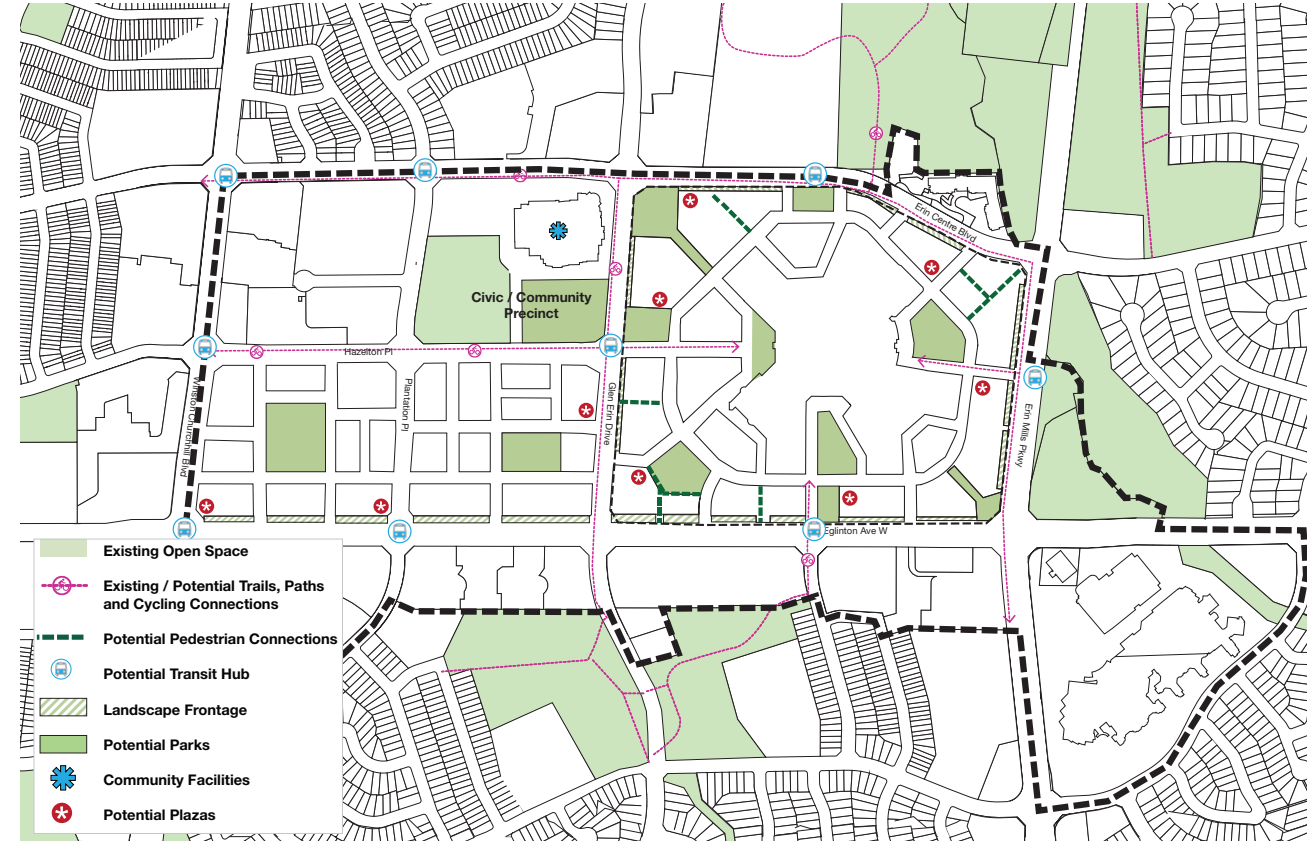
This page intentionally left blank



Streets and Blocks



Built Form



Public and Community Places



Mix of Uses and Retail Concept

This page intentionally left blank

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.

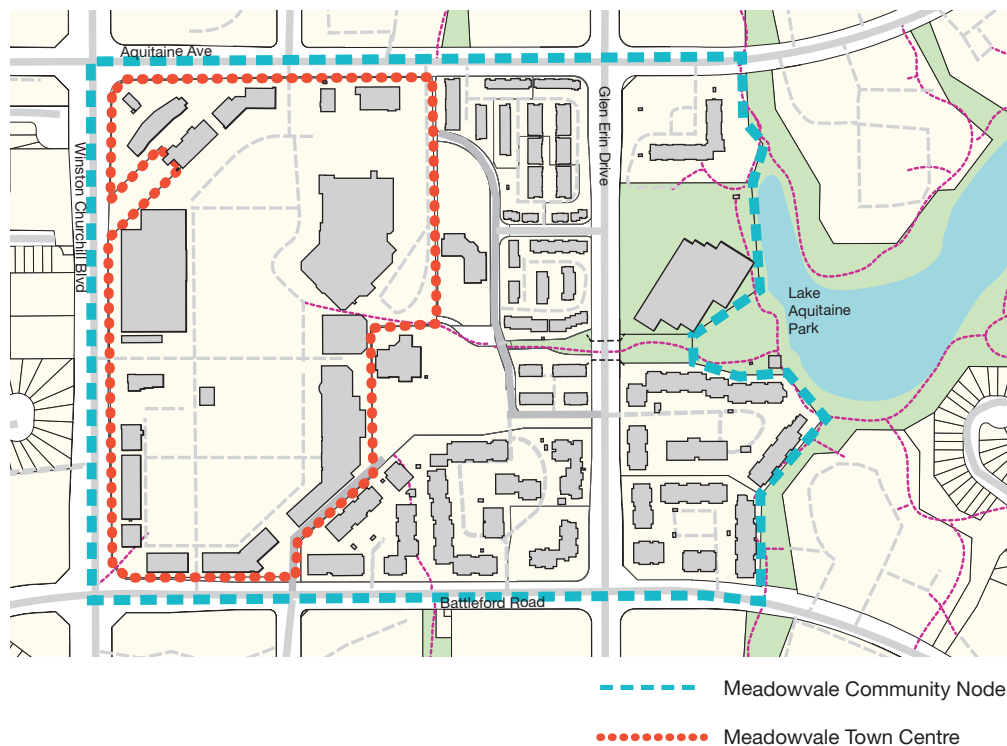
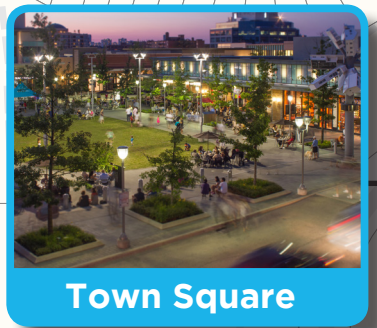


Figure 49. Existing Meadowvale Community Node.

This page intentionally left blank

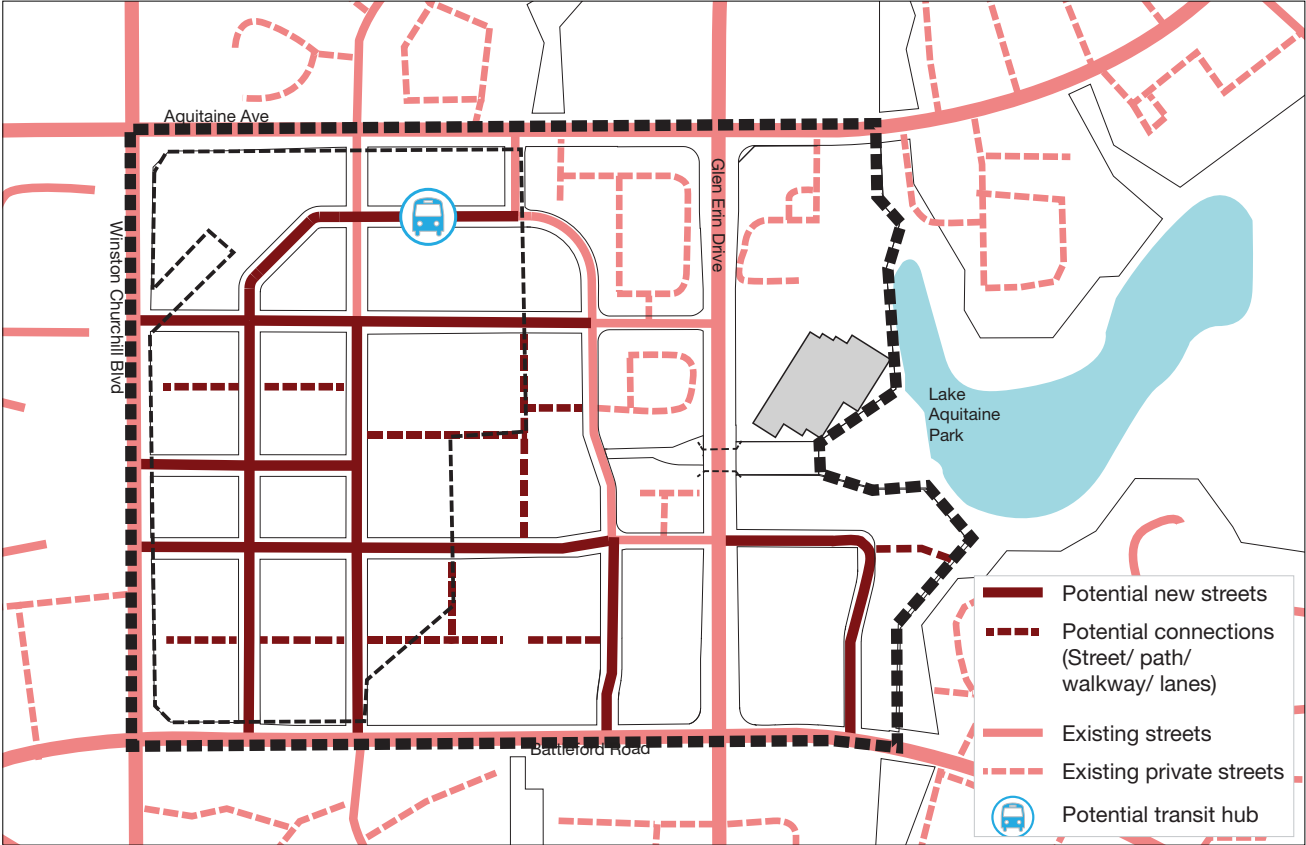
Demonstration Plan: Meadowvale Community Node



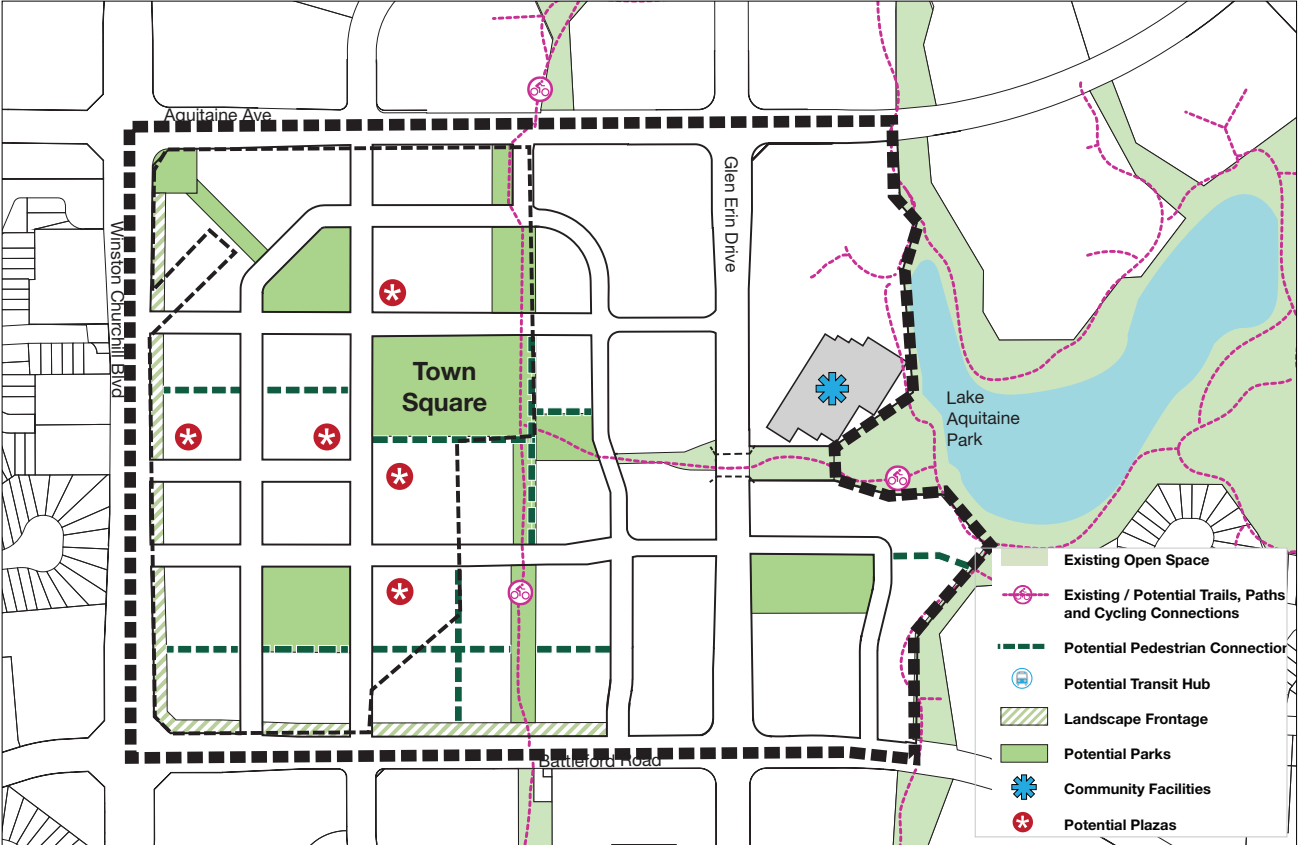
- Mall Property
- - - Community Node Boundary
- Existing Open Space
- Existing Streets
- - - Existing Private Street
- - - Potential New Streets
- - - Potential Connections
- Existing / Potential Trails, Paths and Cycling Connections
- Existing Signalized Intersection
- Potential Signalized Intersection
- 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



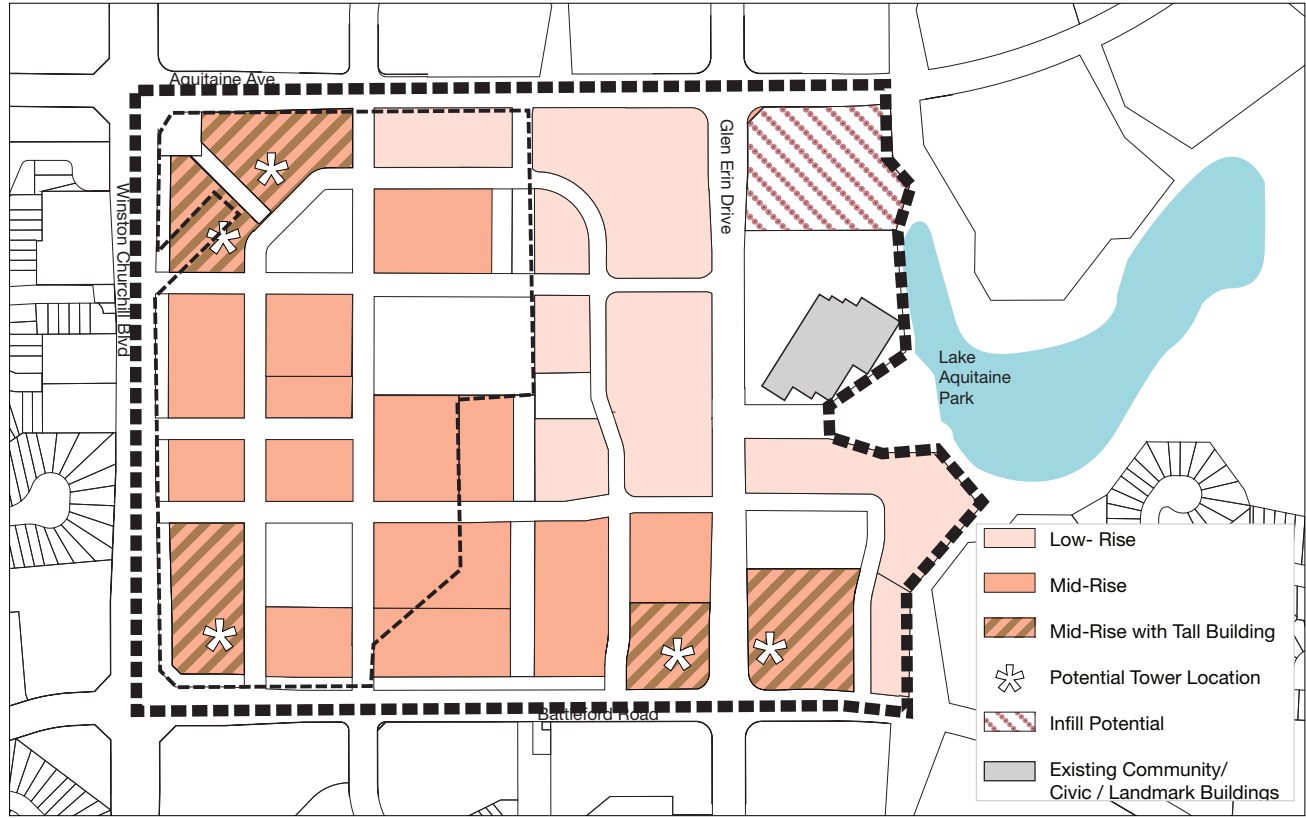
This page intentionally left blank



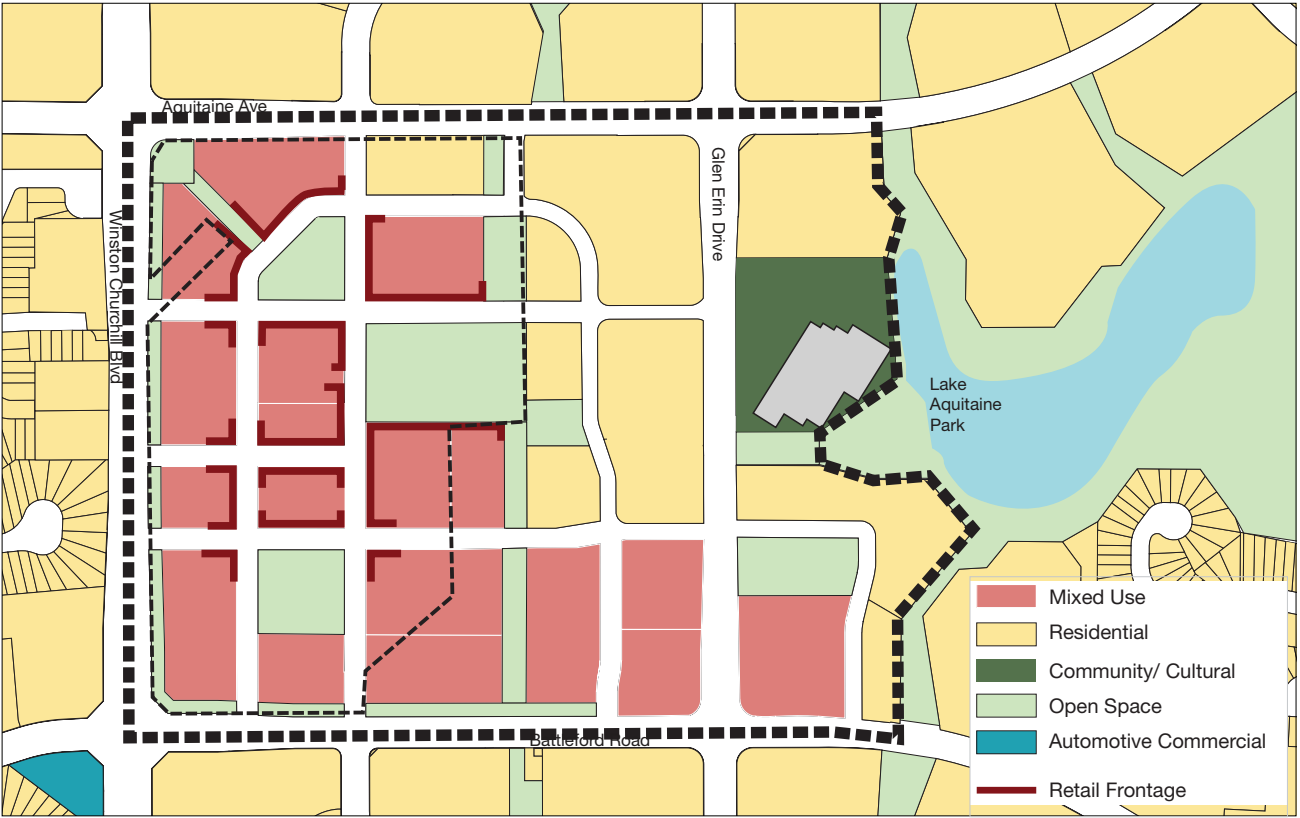
Streets and Blocks



Public and Community Places



Built Form



Mix of Uses and Retail Concept

This page intentionally left blank

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.

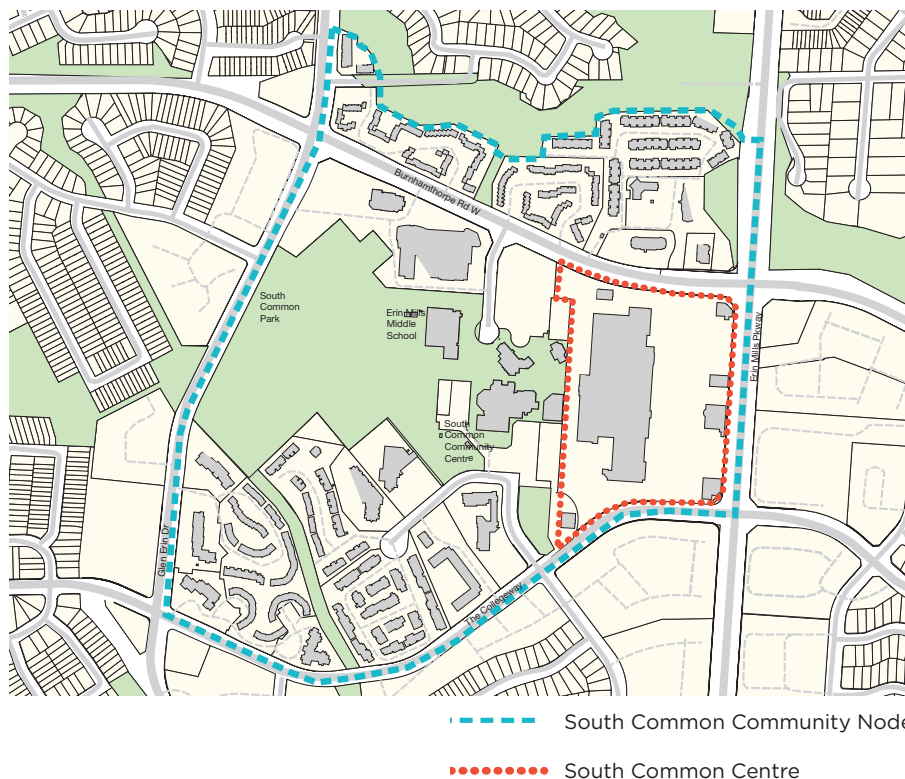


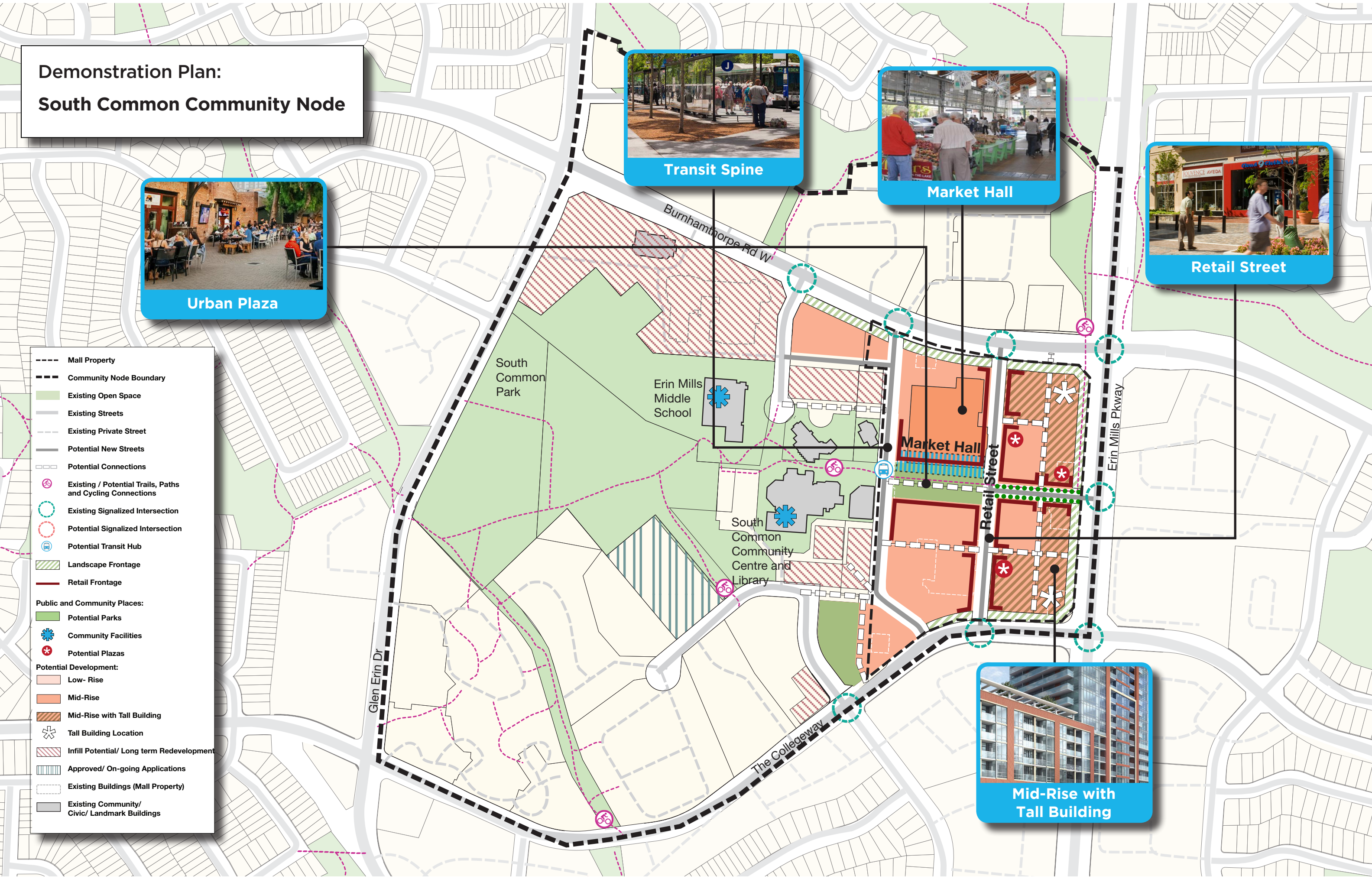
Figure 50. Existing South Common Community Node.

This page intentionally left blank

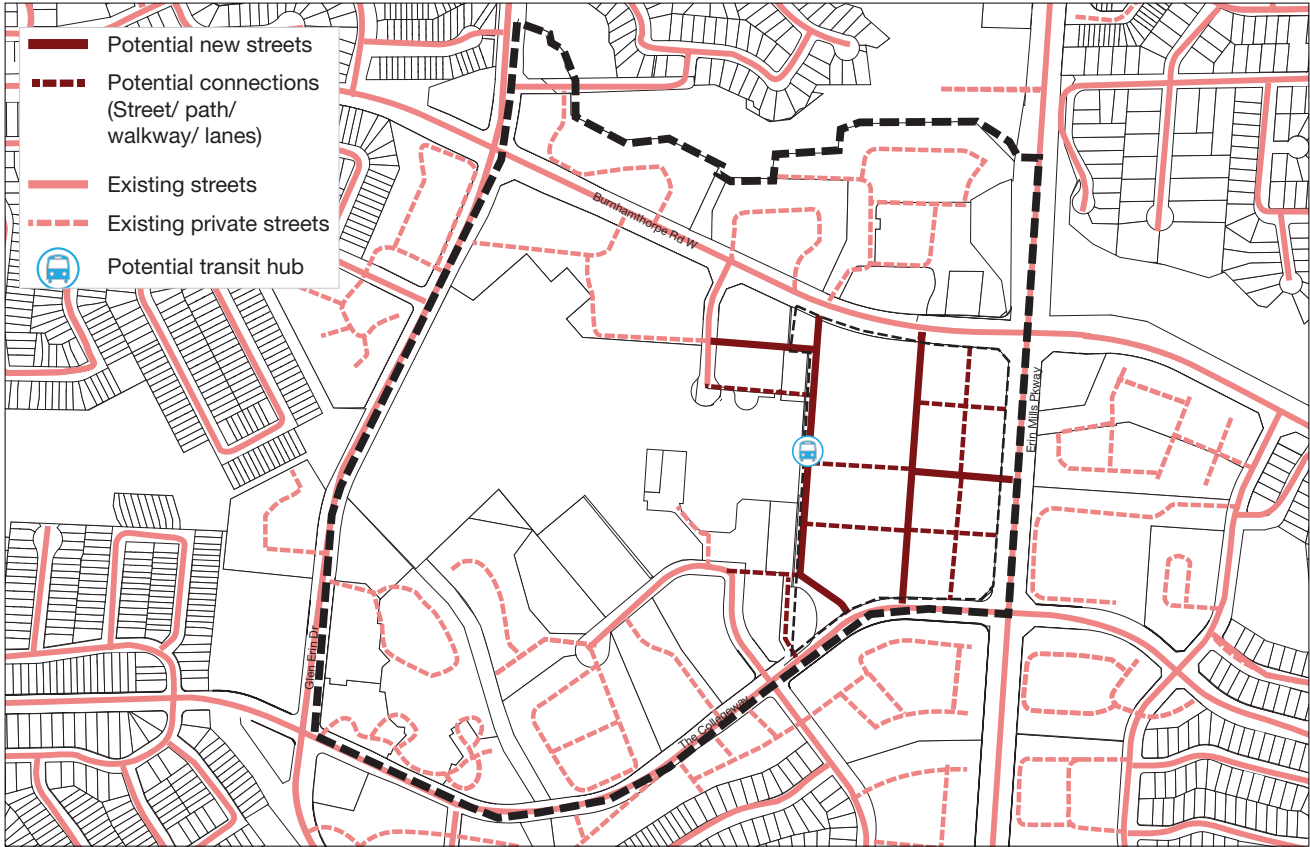
Demonstration Plan: South Common Community Node



- 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



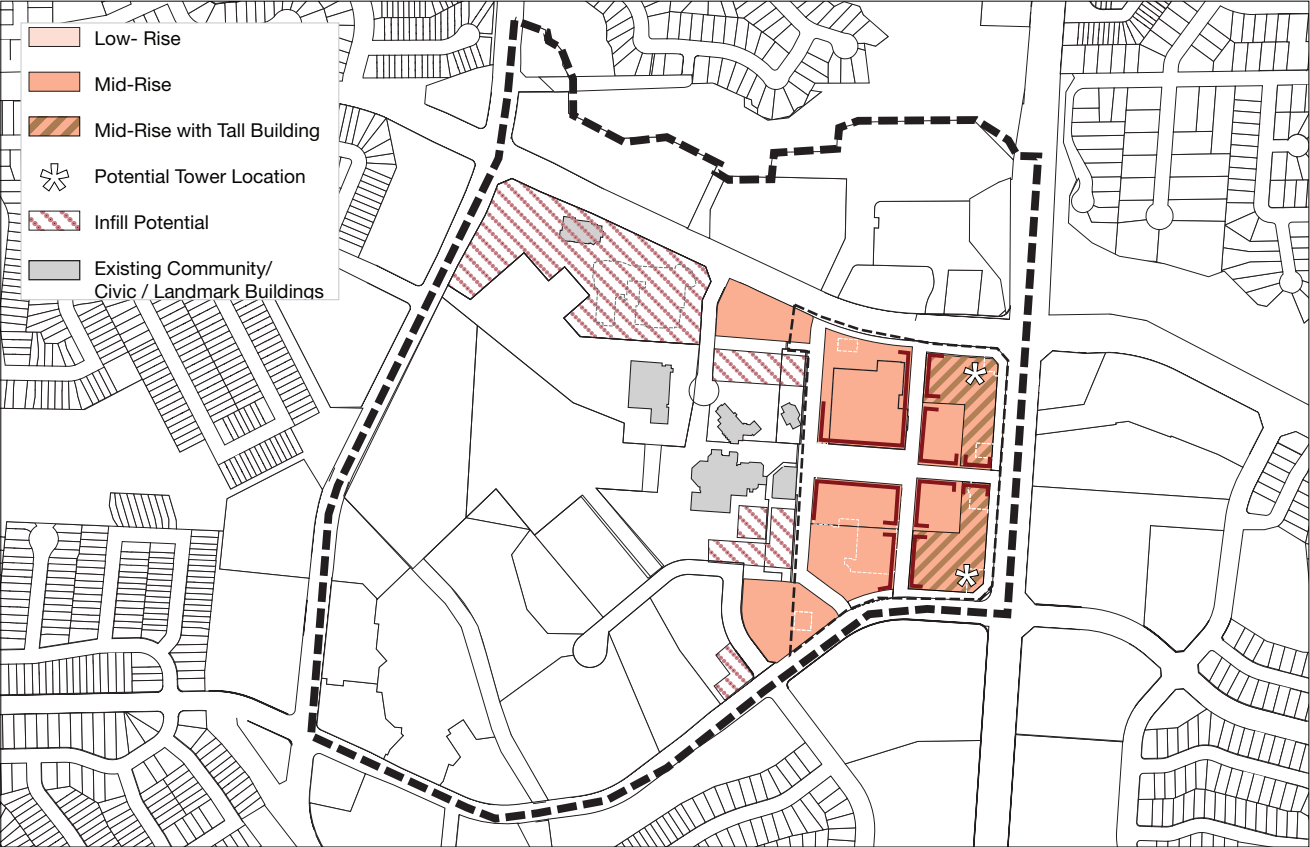
This page intentionally left blank



Streets and Blocks



Public and Community Places



Built Form



Mix of Uses and Retail Concept

This page intentionally left blank

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.

This page intentionally left blank

Demonstration Plan: Sheridan Community Node



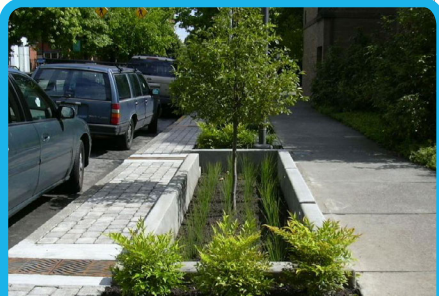
Connecting Link



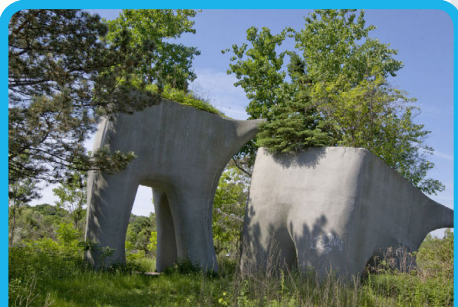
Community Facilities



Retail Streets



Green Streets



Landscape Gateway



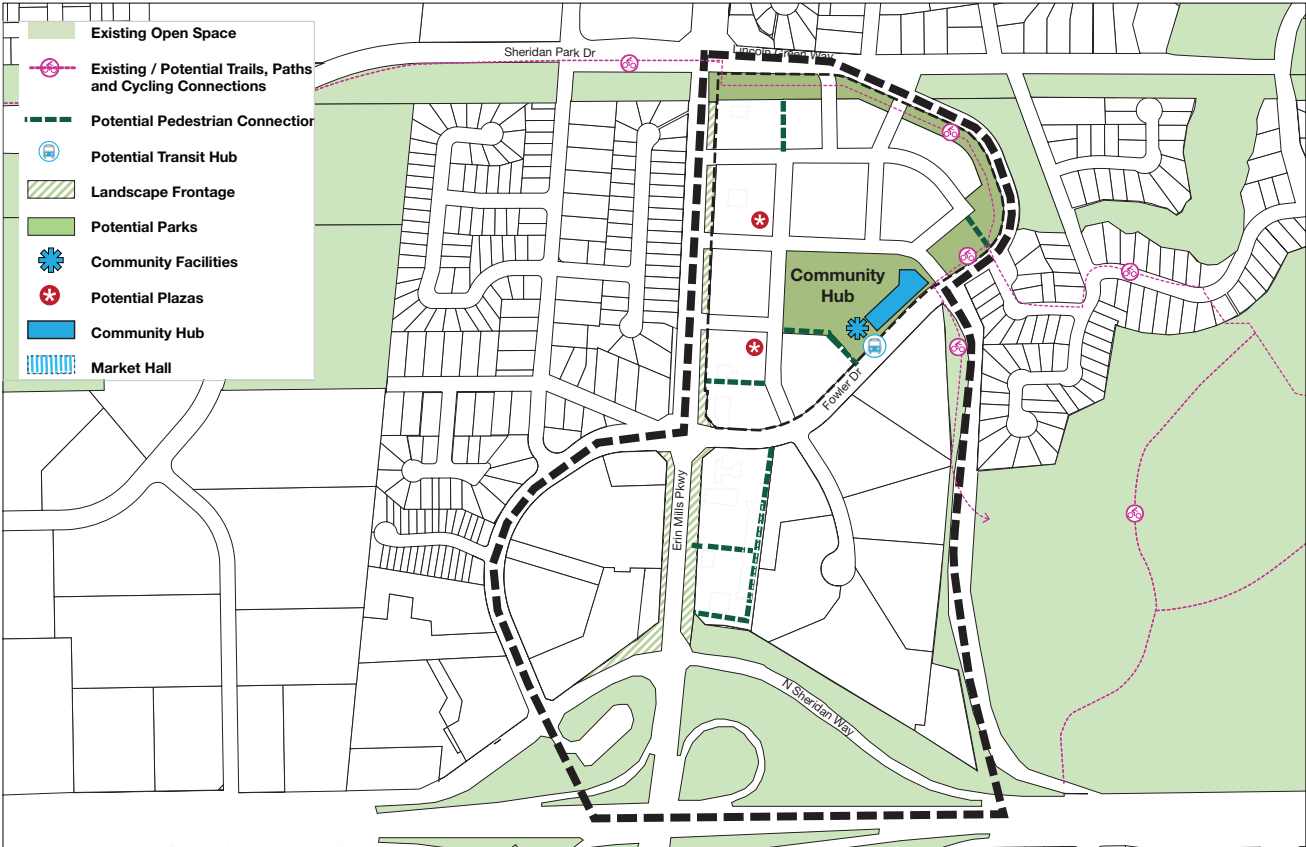
This page intentionally left blank



Streets and Blocks



Built Form



Public and Community Places



Mix of Uses and Retail Concept

This page intentionally left blank

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.

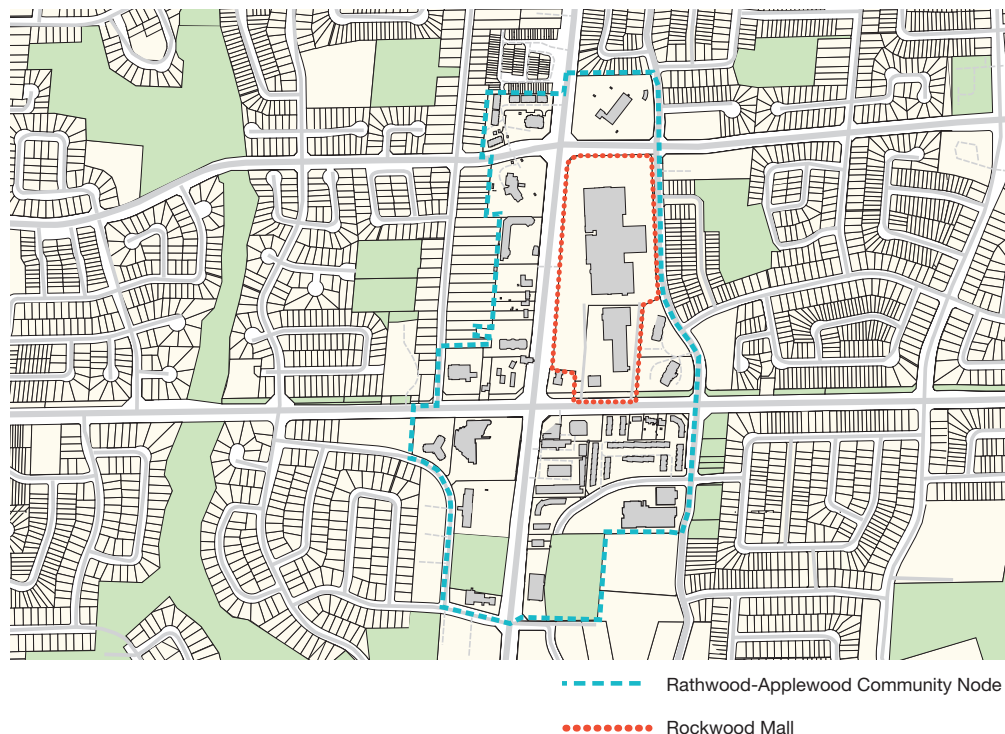


Figure 52. Existing Rathwood-Applewood Community Node.

This page intentionally left blank

Demonstration Plan:
Rathwood-Applewood
Community Node



Urban Boulevard



Mid-Rise with Tall Buildings



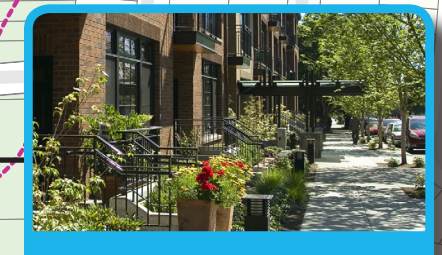
Main Street Focus



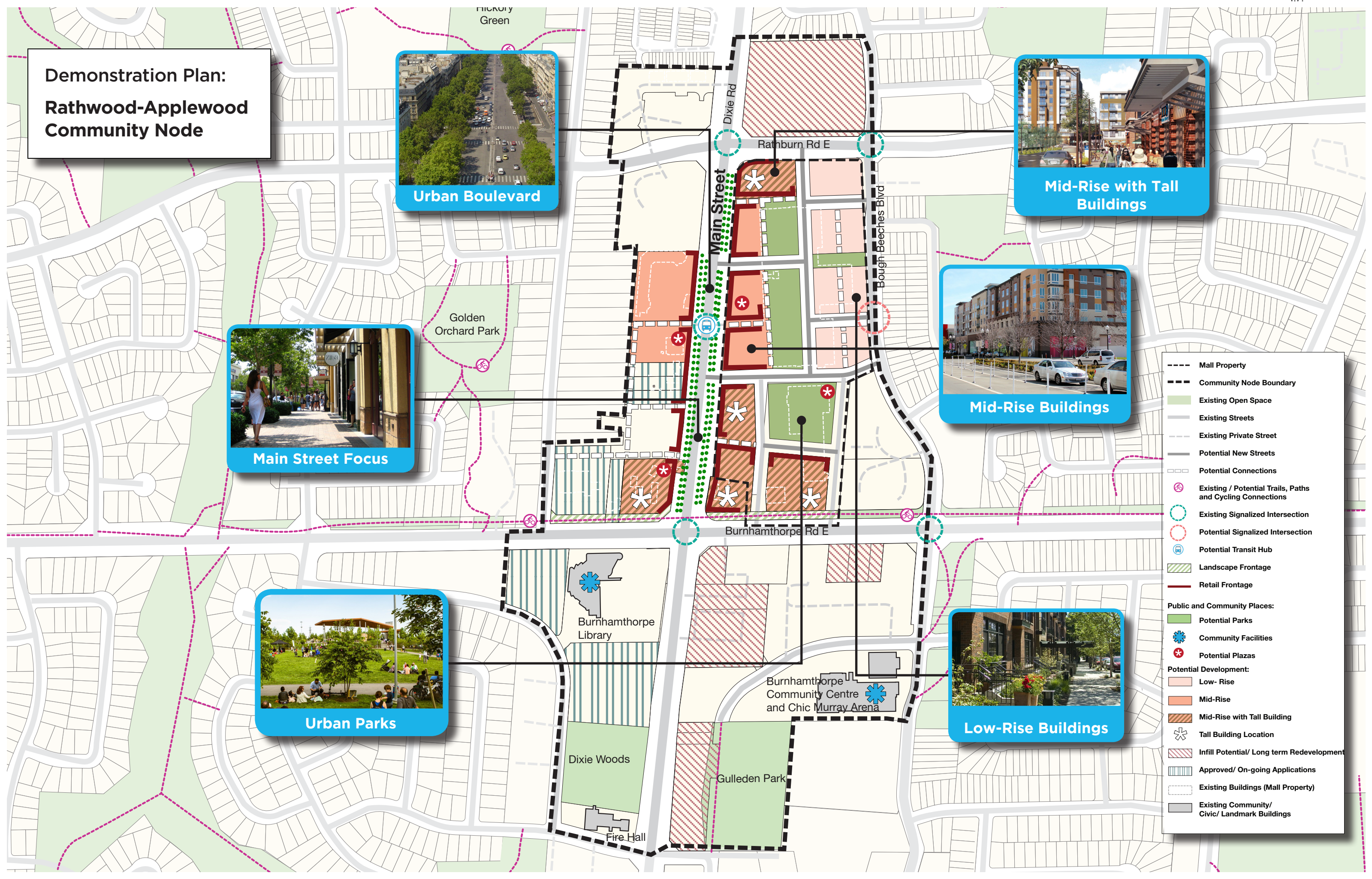
Mid-Rise Buildings



Urban Parks

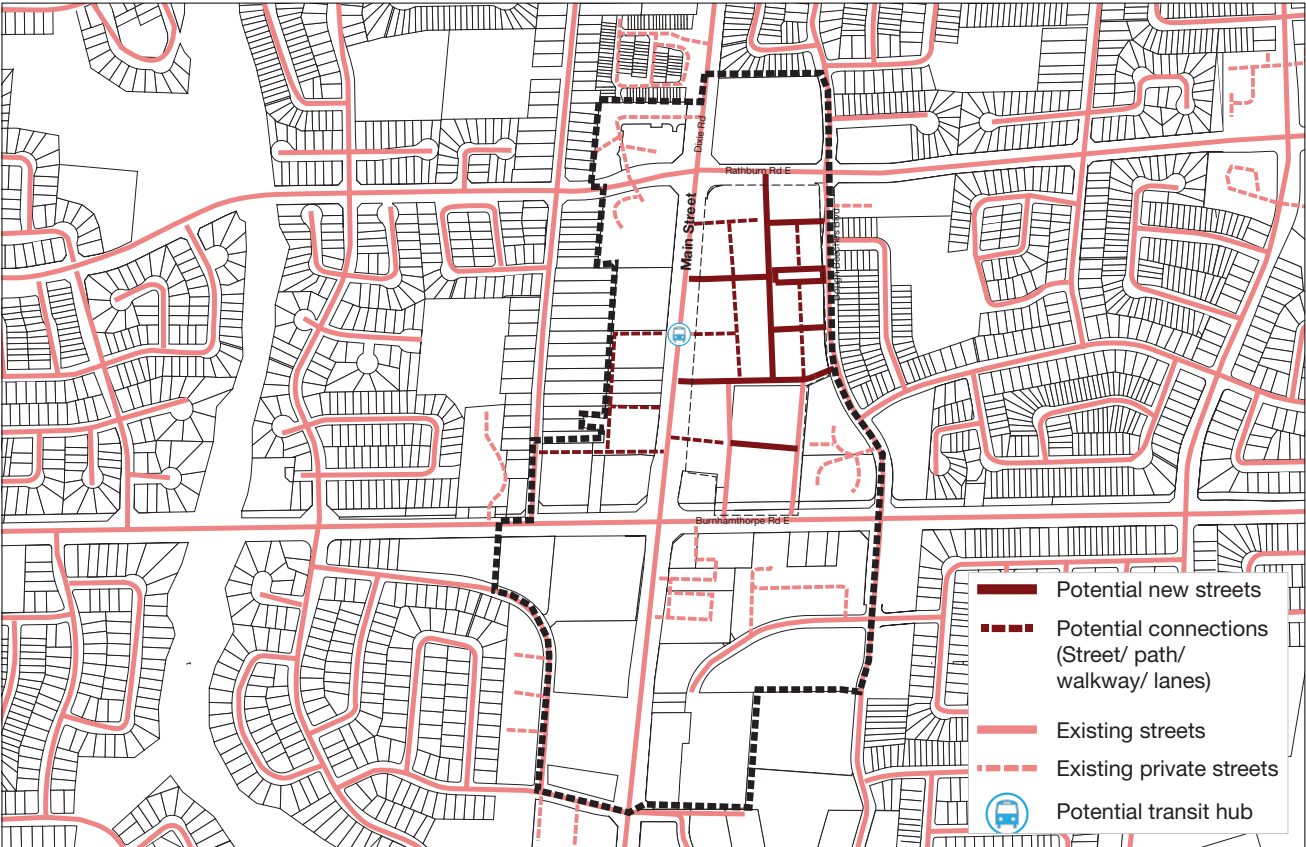


Low-Rise Buildings



- 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

This page intentionally left blank



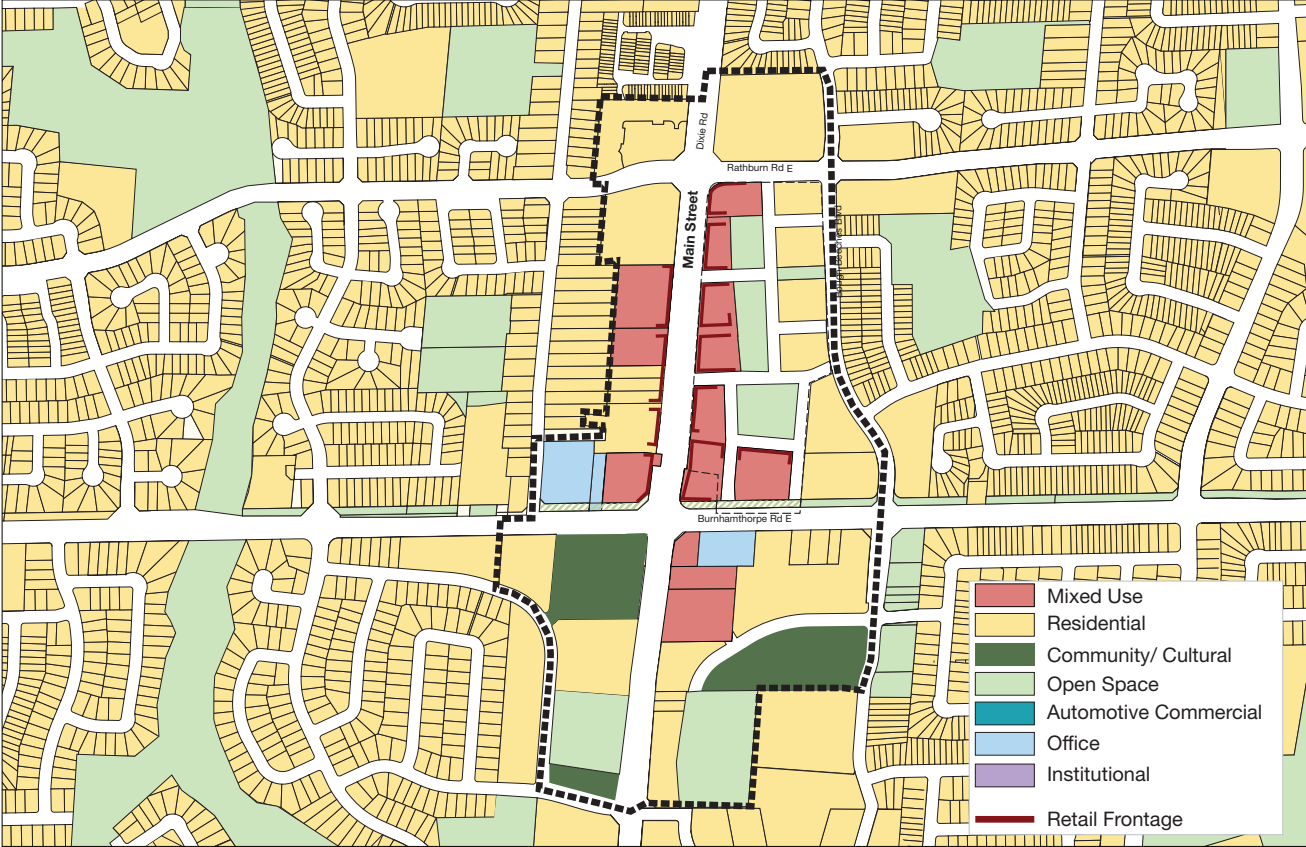
Streets and Blocks



Public and Community Places



Built Form



Mix of Uses and Retail Concept

This page intentionally left blank

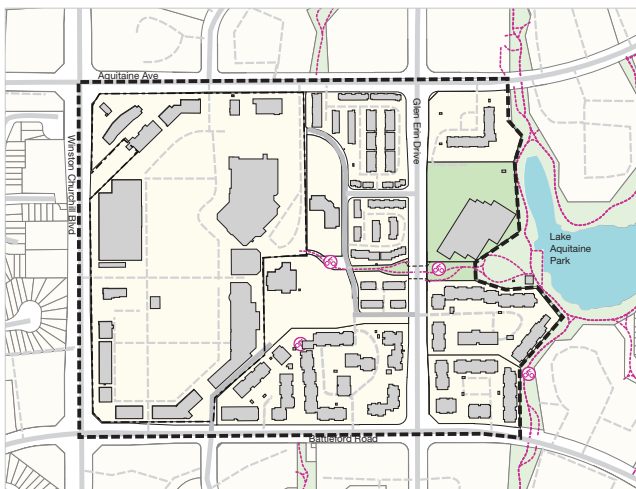
5.6 Flexibility and Adaptability

Potential Phasing

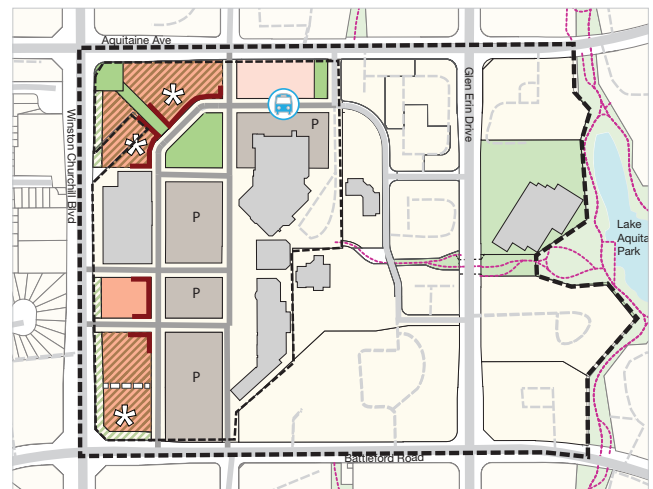
The overall build out of the nodes may take many years to complete. Phasing of each precinct should occur in such a way to mindfully consider the impact of each phase on the overall character and vision of the place.

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

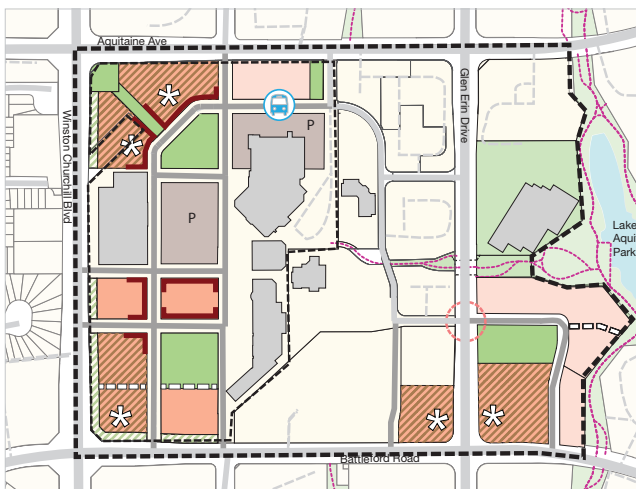
An example of the phasing of a large mall site, such as Meadowvale Town Centre, can be seen below. The first phase could include mall renovations, improved pedestrian pathways, greening and programming, which may become catalysts for revitalization. In the second phase, infill buildings are constructed 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.



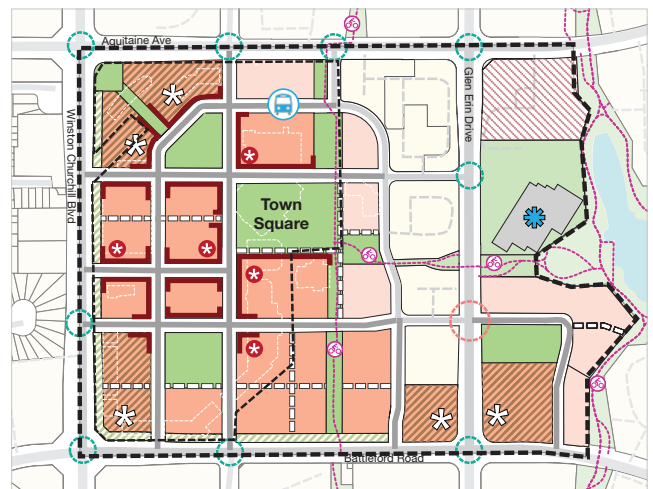
Phase 1



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
Region of Peel	<p>The Region conducted a Water and Wastewater Servicing Analysis with the following results:</p> <ul style="list-style-type: none"> • Planning <ul style="list-style-type: none"> ○ 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. ○ Program Planning will be informed of any changes to the forecasts. • Water Servicing <ul style="list-style-type: none"> ○ 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. ○ Storage and treatment capacity is sufficient to service the proposed developments based on future planned infrastructure. ○ Final connection points and fire flow requirements will be discussed. • Wastewater Servicing <ul style="list-style-type: none"> ○ Treatment capacity is sufficient to serve the proposed development based on future planned infrastructure. ○ The sewershed drainage areas for each site were identified and convey all flow via existing trunk sewers with no need for pumping. ○ Depending on final growth allocation and site configuration, some mall sites could require upgrades to the existing wastewater collection system. ○ Final connections and sanitary sewer upgrades will be discussed.
City Community Services Department – Parks and Forestry Division/Park Planning Section	<ul style="list-style-type: none"> • The provision of parkland will be reviewed through the City's planning approvals process, including the dedication of additional parkland. • 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. • Playgrounds should be provided within a 400 meter walking distance of residential areas, unimpeded by major pedestrian barriers.

Appendix 3

Department/Agency	Comments
City Community Services Department – Libraries	<ul style="list-style-type: none"> 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.
City Community Services Department – Recreation	<ul style="list-style-type: none"> 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.
City Community Services Department – Fire	<ul style="list-style-type: none"> Fire does not have enough information at this point to determine the full impact to Fire and Emergency services operations.
City Transportation and Works Department	<ul style="list-style-type: none"> Traffic impacts will be reviewed through the City's planning approvals process, including the submission of a Traffic Impact Study. 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.

Existing Services and Infrastructure

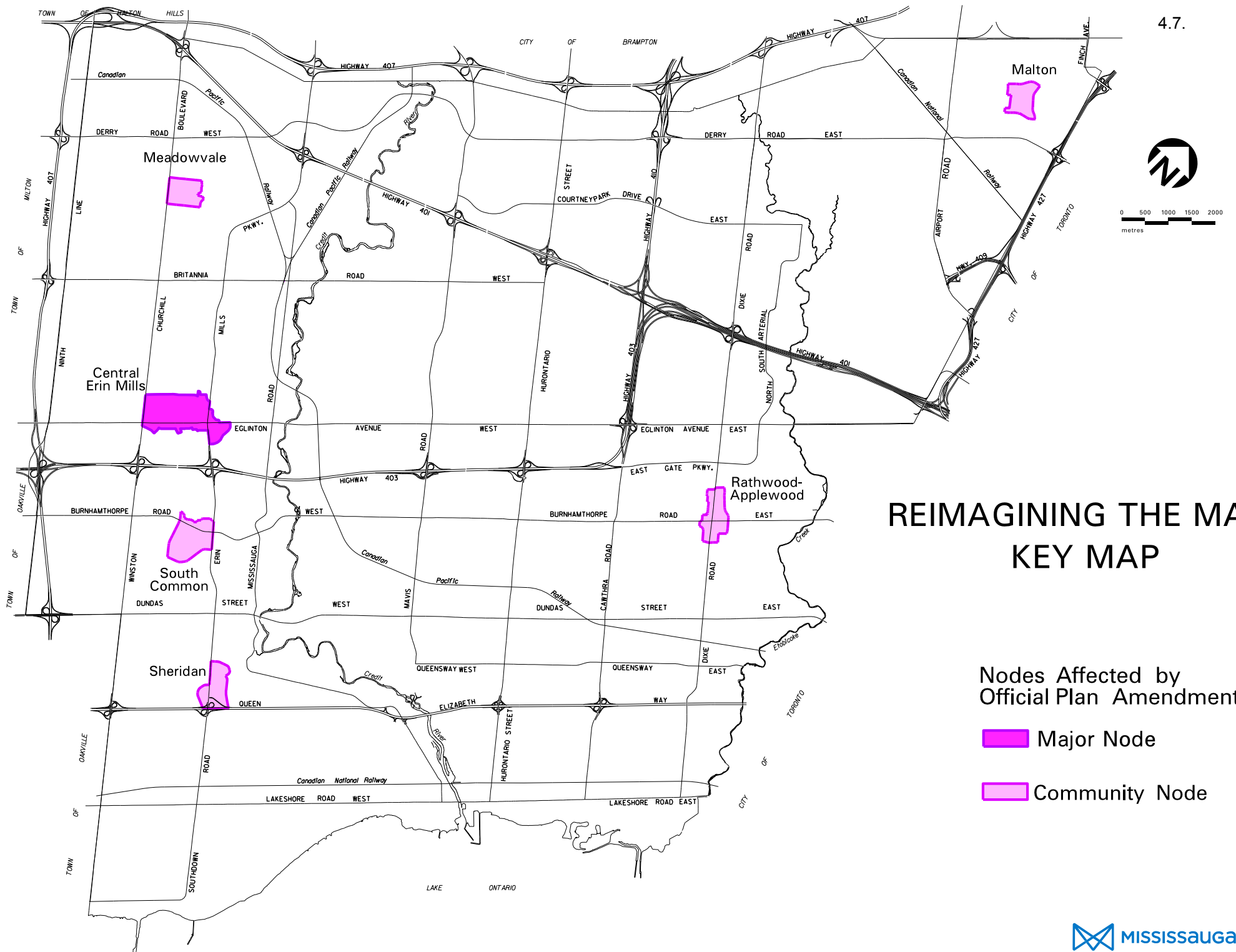
Service / Infrastructure	Central Erin Mills Major Node	Meadowvale Community Node	Rathwood-Applewood Community Node	Sheridan Community Node	South Common Community Node
Community facilities:	<ul style="list-style-type: none"> Erin Meadows CC and Library 	<ul style="list-style-type: none"> Meadowvale CC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

Appendix 3

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

Appendix 3

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



Amendment No. #
to
Mississauga Official Plan

DRAFT

By-law No. _____

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

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

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

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

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

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding policy changes/mapping modifications within the Character Area/Local Area Plan/City of Mississauga (General Amendment); pull from Purpose of Amendment, but don't repeat.;

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

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

ENACTED and PASSED this _____ day of _____, 2020.

Signed _____
MAYOR

Signed _____
CLERK

Amendment No. #
to
Mississauga Official Plan

The following text and Map "A" attached constitute Amendment No. #.

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

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

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

PURPOSE

The purpose of this Amendment is to revise policies pertaining to the Central Erin Mills Major Node and Community Nodes that include an indoor shopping mall; to add definitions for 'complete street', 'green infrastructure', 'mid-rise building', 'podium' and 'tactical urbanism'; and to add a policy to recognize existing legal uses and structures as a permitted use in all land use designations.

LOCATION

The lands affected by this Amendment are located city-wide (for general policy changes regarding definitions and land use designations); the Central Erin Mills Community Node Character Area; and the Malton, Meadowvale, Rathwood-Applewood, Sheridan and South Common Community Node Character Areas, as identified in Mississauga Official Plan.

BASIS

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

The amendments to the general policies are required to define terms used in the proposed policies and to recognize existing legally established structures and uses that would not conform to the proposed policies.

The amendments to the Central Erin Mills Community Node Character Area and the Malton, Meadowvale, Rathwood-Applewood, Sheridan and South Common Community Node Character Areas are to provide policies to guide the redevelopment and intensification of these areas into mixed use communities that provide the retail and service commercial uses and community facilities required for a complete community and support multi-modal transportation.

The proposed Amendment is acceptable from a planning standpoint and should be approved to ensure that clear and concise policies are in the Plan to guide future development.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. **Section 1.1.4, How to Read Mississauga Official Plan, Introduction, of Mississauga Plan, is hereby amended by adding the following to Policy 1.1.4.00:**
 - Complete Streets
2. **Section 11.2.1.1, Uses Permitted in all Designations, General Land Uses, of Mississauga Plan, is hereby amended by adding the following:**
 - I. uses and structures legally existing prior to the approval of this Plan
3. **Section 13.2, Central Erin Mills, Major Nodes, of Mississauga Official Plan, is hereby amended by deleting Map 13-2: Central Erin Mills Major Node Character Area and replacing it with the following:**

Map with FSI Ranges removed
4. **Section 13.2, Central Erin Mills, Major Nodes, of Mississauga Official Plan, is hereby amended by adding the following before section 13.2.1, Special Site Policies and renumbering the policies thereafter:**

13.2.1 Introduction

The Central Erin Mills Major Node has a concentration of retail and service commercial uses and community facilities that serve the existing and planned uses within the node and the broader regional community. Prominent within the node is The Erin Mills Town Centre, Credit Valley Hospital, Erin Meadows Community Centre and Library and St. Aloysius Gonzaga Secondary School.

Erin Mills Town Centre is a two storey indoor mall surrounded by large surface parking lots and vacant parcels of land. Other types of retail and service commercial uses located in the Node include single storey and large format stores and strip plazas. It is anticipated that the Erin Mills Town Centre will remain as the retail anchor of the Node. However, the surface parking areas serving the mall, vacant lands and the single storey retail uses have development and intensification potential.

13.2.2 Vision

The vision for the Node is that it will evolve into a healthy sustainable complete community with:

- its role as the centre of community life for persons of all abilities, incomes and ages preserved and enhanced through the provision of amenities, facilities, social spaces and an attractive public realm
- its planned function as a focal point for retail and service commercial uses and community facilities retained
- the provision of a mixture of residential built forms and tenures suitable to a variety of income levels and household types including affordable housing
- active transportation modes that are prioritized within the Node and connect to the surrounding residential neighbourhoods and public transit that connects to the surrounding regional community
- densities and a mix of uses that 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
- environmentally resilient development that includes the use of *stormwater best management practices* and *green infrastructure*.

13.2.3 General

- 13.2.3.1 Community infrastructure within the Node should be retained and, where appropriate, enhanced to meet the needs of the existing and planned residential population of the Node and surrounding neighbourhoods.
- 13.2.3.2 Public and private elements, including cultural uses, public art and the design of buildings and spaces should be unified and create a sense of place that is accessible, age friendly, comfortable and welcoming at all times of the year and contributes to the identity of the Node.
- 13.2.3.3 Public and private spaces should form a connected system that is green, safe and attractive and supports a range of social and recreation activities.
- 13.2.3.4 Parkland should be designed and located to create a central focus for the Node. Parkland may also provide gathering spaces and linear connections throughout the Node, to existing open spaces, commercial developments, community

facilities and to surrounding neighbourhoods.

- 13.2.3.5 Playgrounds should be provided within an unobstructed 400 m walking distance from residential areas within the Node.
- 13.2.3.6 Privately owned publicly accessible space that enhances and connects the public open space system is encouraged.
- 13.2.3.7 ***Tactical urbanism*** is encouraged to enliven the Node on a temporary basis or to test ideas for long term changes.

13.2.4 Height and Density

- 13.2.4.1 A minimum building height of three storeys and a maximum building height of 25 storeys will apply.
- 13.2.4.2 A maximum FSI of 2.75 to be calculated across the entire area of each Node, excluding public and private roads , will apply.
- 13.2.4.3 Individual properties will not exceed an FSI of 2.75 unless it can be demonstrated to the satisfaction of the City that the FSI for the entire Node will not be exceeded and the development potential of other lands within the Node has been considered.
- 13.2.4.4 A gross density of between 200 and 300 residents and jobs combined per hectare measured across the Node will be achieved.
- 13.2.4.5 A combination of residential and employment uses are encouraged but no prescribed population to employment ratio will apply.

13.2.5 Urban Form

- 13.2.5.1 Development will provide for a range of building types and heights, including ***mid-rise buildings*** to create diversity of urban form and housing choice.
- 13.2.5.2 Buildings will be designed and located to
 - a. frame and animate streets and public spaces
 - b. create a coherent built environment
 - c. provide setbacks along internal roads that provide a consistent building edge and relate to the scale of buildings and width of roads
 - d. provide reduced building setbacks on internal roads with grade related retail and service commercial uses
 - e. provide significant and consistent setbacks along collector and arterial streets to promote landscape boulevards that enhance the pedestrian experience

- f. create a street-wall along collector and arterial streets with appropriate openings for street-facing courtyards that provide usable landscape areas for residents and pedestrians

13.2.5.3 **Tall buildings** should have **podiums** and be located along arterial or collector roads or near transit stations.

13.2.5.4 In order to maximize natural light, sky views and privacy, the following will be required:

- a. Appropriate transitions between buildings, to open spaces and to adjacent neighbourhoods; and
- b. Generous separation distances between **tall buildings** to prevent clustering.

13.2.6 Residential

13.2.6.1 Residential development permitted by any land use designation will include affordable housing and meet the needs of a diverse population. Development will include:

- a. a minimum 20 percent of housing units that are affordable. These units are to be comprised of a mix of affordable rental and ownership housing. Approximately half of these affordable housing units (i.e. about 10 percent of all units) will be targeted for a range of middle income households. The balance of affordable units (i.e. about 10 percent of all units) will be targeted for low income households, subject to securing access to funding. Collaboration with the Region of Peel as Service Manager for subsidized housing may also be required. For the purposes of this section:
 - middle income is defined as Mississauga households with annual earnings between the lowest 40 to 60 percent of income distribution
 - low income is defined as Mississauga households with annual earnings in the lowest 40 percent of income distribution
 - affordable ownership housing means housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income
 - affordable rental housing means a unit for which the rent does not exceed 30 percent of gross annual household income
- b. built forms, unit types and sizes that will accommodate people at all stages of life and ability, particularly older

adults, families and those with special needs.

- 13.2.6.2 Reduced parking requirements will be considered for the affordable housing units described in Section 13.2.6.1 as an incentive to encourage their development.

13.2.7 Mixed Use

- 13.2.7.1 Lands designated Mixed Use will provide a variety of retail and service commercial uses that meet the needs of everyday living for people residing and working within the Node and in the surrounding neighbourhoods.
- 13.2.7.2 Retail and service commercial uses will be located to animate streets and public spaces.
- 13.2.7.3 Retail and service commercial uses are required on the ground floor of buildings on lands designated Mixed Use.
- 13.2.7.4 Official plan amendments for the redesignation of lands designated Mixed Use may be considered provided the planned function of the non-residential uses is maintained.
- 13.2.7.5 Redevelopment that results in a loss of retail and service commercial floor space will not be permitted unless it can be demonstrated that the planned function of the existing non-residential component will be maintained during and after redevelopment.
- 13.2.7.6 For the purposes of the policies in this section, maintenance of the non-residential planned function of the Mixed Use designation means:
- a. the role of the Major Node in the City Structure hierarchy is maintained
 - b. community facilities and gathering space functions are maintained
 - c. a significant concentration of convenient, easily accessible retail and service commercial uses that meet the needs of the local population is maintained
 - d. a grocery store use is maintained

13.2.8 Office

- 13.2.8.1 Redevelopment that results in the loss of office space will be discouraged.
- 13.2.8.2 Office development may be considered for exclusion in the calculation of maximum FSI requirements without an amendment to this Plan.

13.2.9 Environment

13.2.9.1 To achieve a sustainable community and reduce reliance on fossil fuels, development will be designed to include sustainable measures such as:

- a. Designing and orienting buildings to be “solar ready” and to take advantage of passive heating and cooling
- b. Connecting to district energy systems, where available
- c. Using **renewable energy** sources such as solar or geothermal energy
- d. Managing stormwater run-off through innovative methods including **stormwater best management practices** and **green infrastructure**
- e. Installing green roofs or white roofs

13.2.10 Transportation

13.2.10.1 A road system with numerous intersections will be required to provide connectivity and encourage walking and cycling as the predominate modes of transportation within the Node.

13.2.10.2 Block sizes will be a maximum of 80 by 180 metres or an equivalent perimeter. Roads surrounding blocks will be public and meet City right-of-way and design standards.

13.2.10.3 A limited number of private roads may be permitted instead of a public road to facilitate underground services such as deliveries and parking, subject to the following:

- a. public easements will be required;
- b. required right-of-way widths will be provided; and
- c. appropriate terminus may be required for maintenance and operations where a public road connects with a private road.

13.2.10.4 New roads will connect and align with existing roads in surrounding neighbourhoods.

13.2.10.5 New roads will be designed as **complete streets**. Existing arterial and collector roads dissecting and surrounding the Node will be redesigned as **complete streets**, as appropriate.

13.2.10.6 Landscaping, street furniture and building setbacks will be used to animate roads and create a positive pedestrian, cycling and transit-oriented experience.

13.2.10.7 Vehicular access from roads will be coordinated and consolidated in order to minimize driveways and disruption

to pedestrians, cyclists and transit.

- 13.2.10.8 Pedestrian and cycling connections to transit facilities will be prioritized.
- 13.2.10.9 Transit services will be enhanced as ridership demands increases. Transit stations and facilities will be incorporated into redevelopment plans and designed to ensure safety, comfort and visibility.
- 13.2.10.10 Bicycle parking will be required and should be located throughout the Node and at transit facilities.
- 13.2.10.11 On-street parking will be provided as appropriate and integrated into the *streetscape* design, balancing the needs of all modes of transportation and the public realm that share the right-of-way.
- 13.2.10.12 Surface parking areas will be replaced by structured parking. Limited surface parking will be permitted to accommodate matters such as accessibility parking spaces, car-share spaces and pick-up/drop-off point delivery services.
- 13.2.10.13 Where surface parking is permitted its impact should be minimized by being located at the rear or side of buildings, by using screening and employing low impact development techniques, and by providing pedestrian amenities, where appropriate.
- 13.2.10.14 Underground parking structures are preferred, however, where above grade parking structures are permitted they will be screened in such a manner that vehicles are not visible from public view and have appropriate direction signage to the structure. Along prominent streets, parking structures should be screened by liner buildings that incorporate a mix of uses between the parking structure and the street.

13.2.11 Implementation

- 13.2.11.1 The need for a development master plan will be determined through a pre-application meeting and in consultation with staff prior to application submission. Matters to be addressed by the development master plan may, among other matters, include the following:
 - a. Delineation of development blocks
 - b. Road alignment and characteristics
 - c. Distribution of density
 - d. Building heights and massing

- e. Land uses and estimated number of people and jobs
 - f. Phasing plans
 - g. Relationship to surrounding areas
 - h. Servicing requirements
 - i. A public realm plan, including parkland
 - j. Vehicular and active transportation circulation plan
 - k. Vehicular and bicycle parking
 - l. Animation at grade, particularly for retail focus areas and in proximity to transit services and along major roads
 - m. Environmentally sustainable measures
 - n. Existing and proposed transit infrastructure
- 13.2.11.2** The City will work with development proponents to integrate public and private investments to achieve the objectives of this Plan including the provision of a focal point for the residents and employees within the Node and surrounding neighbourhoods and housing choices for people of various income levels and household types.
- 13.2.11.3** The City may require a retail and service needs assessment study when development applications propose a reduction of existing commercial space. The study will address how the planned function of the Node as the focal point for retail and service commercial uses and community facilities for existing and planned residents of the Node and surrounding neighbourhoods is retained.
- 13.2.11.4** Where the redevelopment of retail and service commercial uses is proposed, phasing of development may be required to ensure that the planned function of the Node is maintained during redevelopment.
- 13.2.11.5** When a public road is required or a private road is permitted instead of a required public road, development will occur by way of plan of subdivision to secure the location and size of development blocks and the alignment of roads.
- 13.2.11.6** Applicants are encouraged to prepare development master plans jointly with other landowners in the Node. Where joint plans are not prepared, City staff may consult with other landowners in the Node.
- 13.2.11.7** Applications proposing densities above a FSI of 2.75 will be required to demonstrate how the maximum density will not be exceeded across the Node and applicants may be required to enter into a development agreement and include lower density lands in the development proposal.

- 5. Section 14.1, Introduction, Community Nodes, of Mississauga Official Plan, is hereby amended by adding the following before section 14.1.2, Residential and renumbering the policies thereafter:**

14.1.1 Mall-based Community Nodes

The Malton, Meadowvale, Rathwood-Applewood, Sheridan and South Common Community Nodes were all created around an indoor shopping mall and have a concentration of retail and service commercial uses and community facilities. Community Nodes are expected to evolve and change as they intensify, however, their planned function as the focal point of commercial and community uses serving the existing and planned residential and employment community within the nodes and surrounding residential neighbourhoods, is to remain.

Many of the indoor shopping malls have undergone significant changes since they were initially built both in terms of the mix of tenants and uses and their physical size and layout. Common to all the shopping malls are large areas of surfacing parking and a variety of single storey small and large format retail stores that have developed surrounding the malls. It is anticipated that change will continue to occur, and although over time some indoor malls may be entirely removed, it is anticipated that elements of the indoor malls will be retained for the foreseeable future. However, the redevelopment and intensification potential of surface parking areas and single storey retail uses is expected to occur within the timeframe of this Plan.

14.1.2.1 Vision

The vision for the mall-based Community Nodes is that they will evolve into healthy sustainable complete communities with:

- their role as the centre of community life for persons of all abilities, incomes and ages preserved and enhanced through the provision of amenities, facilities, social spaces and an attractive public realm
- their planned function as a focal point for retail and service commercial uses and community facilities retained
- the provision of a mixture of residential built forms and tenures suitable to a variety of income levels and household types including affordable housing
- active transportation modes that are prioritized within the nodes and connect to the surrounding residential neighbourhoods and public transit that connects to the surrounding regional communities

- densities and a mix of uses that allow people to meet many of their needs locally and within walking distance
- attractive and well-connected built environments that promote physically active lifestyles
- environmentally resilient development that includes the use of *stormwater best management practices* and *green infrastructure*.

14.1.2.2 General

- 14.1.2.2.1 Community infrastructure within the nodes should be retained and, where appropriate, enhanced to meet the needs of the existing and planned residential population of the nodes and surrounding neighbourhoods.
- 14.1.2.2.2 Public and private elements, including cultural uses, public art and the design of buildings and spaces should be unified and create a sense of place that is accessible, age friendly, comfortable and welcoming at all times of the year and contributes to a unique identity for each node.
- 14.1.2.2.3 Public and private spaces should form a connected system that is green, safe and attractive and supports a range of social and recreation activities.
- 14.1.2.2.4 Parkland should be designed and located to create a central focus for the node. Parkland may also provide gathering spaces and linear connections throughout the node, to existing open spaces, commercial developments, community facilities and to surrounding neighbourhoods.
- 14.1.2.2.5 A minimum of one playground should be provided in a central location within the node.
- 14.1.2.2.6 Privately owned publicly accessible space that enhances and connects the public open space system is encouraged.
- 14.1.2.2.7 *Tactical urbanism* is encouraged to enliven nodes on a temporary basis or to test ideas for long term changes.
- #### 14.1.2.3 Height and Density
- 14.1.2.3.1 A minimum building height of three storeys and a maximum building height of 15 storeys will apply.
- 14.1.2.3.2 A maximum FSI of 2.25 to be calculated across the entire area of each node, excluding public and private roads, will apply.
- 14.1.2.3.3 Individual properties will not exceed an FSI of 2.25 unless it can be demonstrated to the satisfaction of the City that the FSI for the entire node will not be exceeded and the development potential of other lands within the node has

been considered.

14.1.2.3.4 A gross density of between 150 and 250 residents and jobs combined per hectare measured across the node will be achieved.

14.1.2.3.5 A combination of residential and employment uses are encouraged but no prescribed population to employment ratio will apply.

14.1.2.4 Urban Form

14.1.2.4.1 Development will provide for a range of building types and heights, including ***mid-rise buildings*** to create diversity of urban form and housing choice.

14.1.2.4.2 Buildings will be designed and located to

- a. frame and animate streets and public spaces
- b. create a coherent built environment
- c. provide setbacks along internal roads that provide a consistent building edge and relate to the scale of buildings and width of roads
- d. provide reduced building setbacks on internal roads with grade related retail and service commercial uses
- e. provide significant and consistent setbacks along collector and arterial streets to promote landscape boulevards that enhance the pedestrian experience
- f. create a street-wall along collector and arterial streets with appropriate openings for street-facing courtyards that provide usable landscape areas for residents and pedestrians

14.1.2.4.3 ***Tall buildings*** should have ***podiums*** and be located along arterial or collector roads or near transit stations.

14.1.2.4.4 In order to maximize natural light, sky views and privacy, the following will be required:

- a. Appropriate transitions between buildings, to open spaces and to adjacent neighbourhoods;
- b. Generous separation distances between ***tall buildings*** to prevent clustering.

14.1.2.5 Residential

14.1.2.5.1 Residential development permitted by any land use designation will include affordable housing and meet the needs of a diverse population. Development will include:

- a. a minimum 20 percent of housing units that are affordable. These units are to be comprised of a mix of affordable rental and ownership housing. Approximately half of these affordable housing units (i.e. about 10 percent of all units) will be targeted for a range of middle income households. The balance of affordable units (i.e. about 10 percent of all units) will be targeted for low income households, subject to securing access to funding. Collaboration with the Region of Peel as Service Manager for subsidized housing may also be required. For the purposes of this section:
 - middle income is defined as Mississauga households with annual earnings between the lowest 40 to 60 percent of income distribution
 - low income is defined as Mississauga households with annual earnings in the lowest 40 percent of income distribution
 - affordable ownership housing means housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income
 - affordable rental housing means a unit for which the rent does not exceed 30 percent of gross annual household income
 - b. built forms, unit types and sizes that will accommodate people at all stages of life and ability, particularly older adults, families and those with special needs.
- 14.1.2.5.2. Reduced parking requirements will be considered for the affordable housing units described in Section 14.1.2.5.1 as an incentive to encourage their development.
- 14.1.2.6 **Mixed Use**
- 14.1.2.6.1 Lands designated Mixed Use will provide a variety of retail and service commercial uses that meet the needs of everyday living for people residing and working within each node and those living in surrounding neighbourhoods.
- 14.1.2.6.2 Retail and service commercial uses will be located to animate streets and public spaces.
- 14.1.2.6.3 Retail and service commercial uses are required on the ground floor of buildings on lands designated Mixed Use.
- 14.1.2.6.4 Official plan amendments for the redesignation of lands designated Mixed Use may be considered provided the planned function of the non-residential uses is maintained.

- 14.1.2.6.5 Redevelopment that results in a loss of retail and service commercial floor space will not be permitted unless it can be demonstrated that the planned function of the existing non-residential component will be maintained during and after redevelopment.
- 14.1.2.6.6 For the purposes of the policies in this section, maintenance of the non-residential planned function of the Mixed Use designation means:
- a. the role of the Community Node in the City Structure hierarchy is maintained
 - b. community facilities and gathering space functions are maintained
 - c. a significant concentration of convenient, easily accessible retail and service commercial uses that meet the needs of the local population is maintained
 - d. a grocery store use is maintained
- 14.1.2.7 Office
- 14.1.2.7.1 Redevelopment that results in the loss of office space will be discouraged.
- 14.1.2.7.2 Office development may be considered for exclusion in the calculation of maximum FSI requirements without an amendment to this Plan.
- 14.1.2.8 Environment
- 14.1.2.8.1 To achieve a sustainable community and reduce reliance on fossil fuels, development will be designed to include sustainable measures such as:
- a. Designing and orienting buildings to be “solar ready” and to take advantage of passive heating and cooling
 - b. Connecting to district energy systems, where available
 - c. Using **renewable energy** sources such as solar or geothermal energy
 - d. Managing stormwater run-off through innovative methods including **stormwater best management practices** and **green infrastructure**
 - e. Installing green roofs or white roofs
- 14.1.2.9 Transportation
- 14.1.2.9.1 A road system with numerous intersections will be required

to provide connectivity and encourage walking and cycling as the predominate modes of transportation within the nodes.

- 14.1.2.9.2 Block sizes will be a maximum of 80 by 180 metres or an equivalent perimeter. Roads surrounding blocks will be public and meet City right-of-way and design standards.
- 14.1.2.9.3 A limited number of private roads may be permitted instead of a public road to facilitate underground services such as deliveries and parking, subject to the following:
 - a. public easements will be required;
 - b. required right-of-way widths will be provided; and
 - c. appropriate terminus may be required for maintenance and operations where a public road connects with a private road.
- 14.1.2.9.4 New roads will connect and align with existing roads in surrounding neighbourhoods.
- 14.1.2.9.5 New roads will be designed as ***complete streets***. Existing arterial and collector roads dissecting and surrounding the node will be redesigned as ***complete streets***, as appropriate.
- 14.1.2.9.6 Landscaping, street furniture and building setbacks will be used to animate roads and create a positive pedestrian, cycling and transit-oriented experience.
- 14.1.2.9.7 Vehicular access from roads will be coordinated and consolidated in order to minimize driveways and disruption to pedestrians, cyclists and transit.
- 14.1.2.9.8 Pedestrian and cycling connections to transit facilities will be prioritized.
- 14.1.2.9.9 Transit services will be enhanced as ridership demand increases. Transit stations and facilities will be located and designed to ensure safety, comfort and visibility.
- 14.1.2.9.10 Bicycle parking will be required and should be located throughout the nodes and at transit facilities.
- 14.1.2.9.11 On-street parking will be provided as appropriate and integrated into the ***streetscape*** design, balancing the needs of all modes of transportation and the public realm that share the right-of-way.
- 14.1.2.9.12 Surface parking areas will be replaced by structured parking. Limited surface parking will be permitted to accommodate matters such as accessibility parking spaces, car-share spaces and pick-up/drop-off point delivery

services.

- 14.1.2.9.13 Where surface parking is permitted its impact should be minimized by being located at the rear or side of buildings, by using screening and employing low impact development techniques, and by providing pedestrian amenities, where appropriate.
- 14.1.2.9.14 Underground parking structures are preferred, however, where above grade parking structures are permitted they will be screened in such a manner that vehicles are not visible from public view and have appropriate direction signage to the structure. Along prominent streets, parking structures should be screened by liner buildings that incorporate a mix of uses between the parking structure and the street.
- 14.1.2.10 Implementation
 - 14.1.2.10.1 The need for a development master plan will be determined through a pre-application meeting and in consultation with staff prior to application submission. Matters to be addressed by the development master plan may, among other matters, include the following:
 - a. Delineation of development blocks
 - b. Road alignment and characteristics
 - c. Distribution of density
 - d. Building heights and massing
 - e. Land uses and estimated number of people and jobs
 - f. Phasing plans
 - g. Relationship to surrounding areas
 - h. Servicing requirements
 - i. A public realm plan, including parkland
 - j. Vehicular and active transportation circulation plan
 - k. Vehicular and bicycle parking
 - l. Animation at grade, particularly for retail focus areas and in proximity to transit services and along major roads
 - m. Environmentally sustainable measures
 - n. Existing and proposed transit infrastructure
 - 14.1.2.10.2 The City will work with development proponents to integrate public and private investments to achieve the objectives of this Plan including the provision of a focal point for the residents and employees within each node and

surrounding neighbourhoods and housing choices for people of various income levels and household types.

- 14.1.2.10.3 The City may require a retail and service needs assessment study when development applications propose a reduction of existing commercial space. The study will address how the planned function of the node as the focal point for retail and service commercial uses and community facilities for existing and planned residents of the node and surrounding neighbourhoods is retained.
 - 14.1.2.10.4 Where the redevelopment of retail and service commercial uses is proposed, phasing of development may be required to ensure that the planned function of the node is maintained during redevelopment.
 - 14.1.2.10.5 When a public road is required or a private road is permitted instead of a required public road, development will occur by way of plan of subdivision to secure the location and size of development blocks and the alignment of roads.
 - 14.1.2.10.6 Applicants are encouraged to prepare development master plans jointly with other landowners in the node. Where joint plans are not prepared, City staff may consult with other landowners in the node. .
 - 14.1.2.10.7 Applications proposing densities above a FSI of 2.25 will be required to demonstrate how the maximum density will not be exceeded across the node and applicants may be required to enter into a development agreement and include lower density lands in the development proposal.
6. **Section 14.4, Malton, Community Nodes, of Mississauga Official Plan, is hereby amended by deleting Map 14-4: Malton Community Node Character Area and replacing it with the following:**

Map with FSI Ranges and Special Site number removed
 7. **Section 14.4, Malton, Community Nodes, of Mississauga Official Plan, is hereby amended by deleting Policy 14.4.1, Urban Design Policies.**
 8. **Section 14.4, Malton, Community Nodes, of Mississauga Official Plan, is hereby amended by deleting Policies 14.4.2, Special Site Policies and 14.4.2.1, Site 1.**
 9. **Section 14.5, Meadowvale, Community Nodes, of Mississauga Official Plan, is hereby amended by deleting Map 14-5:**

Meadowvale Community Node Character Area and replacing it with the following:

Map with FSI Ranges and Special Site number removed

- 10. Section 14.5, Meadowvale, Community Nodes, of Mississauga Official Plan, is hereby amended by deleting Policy 14.5.1, Land Use.**
- 11. Section 14.5, Meadowvale, Community Nodes, of Mississauga Official Plan, is hereby amended by deleting Policies 14.5.2, Special Site Policies and 14.5.2.1. Site 1.**
- 12. Section 14.7, Rathwood-Applewood, Community Nodes, of Mississauga Official Plan, is hereby amended by deleting Map 14-7: Rathwood-Applewood Community Node Character Area and replacing it with the following:**
Map with FSI Ranges removed
- 13. Section 14.7, Rathwood-Applewood, Community Nodes of Mississauga Official Plan, is hereby amended by deleting Policy 14.7.1, Land Use.**
- 14. Section 14.7, Rathwood-Applewood, Community Nodes of Mississauga Official Plan, is hereby amended by deleting 14.7.2.1. Site 1 and 14.7.2.2 Site 2**
- 15. Section 14.7, Rathwood-Applewood, Community Nodes of Mississauga Official Plan, is hereby amended by renumbering Policy 14.7.2, Special Site Policies, 14.7.2.3 Site 3 to “14.7.2.1 Site 1”.**
- 16. Section 14.8, Sheridan, Community Nodes of Mississauga Official Plan, is hereby amended by deleting Map 14-8: Sheridan Community Node Character Area and replacing it with the following:**
Map with FSI Ranges and numbers removed
- 17. Section 14.8, Sheridan, Community Nodes of Mississauga Official Plan, is hereby amended by deleting Policy 14.8.1, Land Use.**
- 18. Section 14.8, Sheridan, Community Nodes of Mississauga Official Plan, is hereby amended by deleting Policies 14.8.2, Special Site Policies and 14.8.2.1. Site 1.**

19. Section 14.9, South Common, Community Nodes , of Mississauga Official Plan, is hereby amended by deleting Map 14-9: South Common Community Node Character Area and replacing it with the following:

Map with FSI Ranges removed

20. Section 20, Glossary, of Mississauga Official Plan, is hereby amended by adding the following:

Mid-rise Building means a building having a height that is greater than four storeys and less than the width of the street on which it fronts but not greater than 12 storeys. Character Area policies may specify alternative maximum building heights for *mid-rise buildings*. A *mid-rise building* cannot be structurally connected to a *tall building*.

Podium means the base of a building that is distinguished from the taller portion of the building by being set forward or articulated architecturally.

Tactical Urbanism is the use of low-cost and temporary changes to the built environment that add to the vitality and activity of the community or to test ideas that may result in long term change.

IMPLEMENTATION

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

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan dated. (Note: must reference latest online version date)

INTERPRETATION

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

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

K:\PLAN\POLICY\GROUP\Projects\18-003 Reimagining the Mall\OPA\Appendix 3 OPA Draft_Dec 2019.docx

Map "A"

APPENDIX I
PUBLIC MEETING

All property owners and residents within the City of Mississauga were invited to attend a Public Meeting of the Planning and Development Committee held on Date in connection with this proposed Amendment.

Note: A sentence or paragraph needs to be added regarding the result of the Public Meeting

Appendix II

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

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

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

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

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

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding policy changes/mapping modifications within the Character Area/Local Area Plan/City of Mississauga (General Amendment); pull from Purpose of Amendment, but don't repeat.;

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

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

ENACTED and PASSED this _____ day of _____, 2019.

MAYOR

CLERK