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# PLANNING JUSTIFICATION REPORT

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IN SUPPORT OF AN  
OFFICIAL PLAN AMENDMENT AND  
ZONING BY-LAW AMENDMENT

Queenscorp (Erin Mills) Inc.  
4099 Erin Mills Parkway  
City of Mississauga  
Region of Peel

October 2022  
GSAI File #1009-003B



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## 1.0 INTRODUCTION

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Glen Schnarr & Associates Inc. (GSAI) has been retained by Queenscorp (Erin Mills) Inc. to provide land use planning services to allow for the redevelopment of the site municipally addressed as 4099 Erin Mills Parkway in the City of Mississauga (herein referred to as the “subject property”). The subject property is located east of Erin Mills Parkway, south of Folkway Drive, west of Sawmill Valley Drive, north of Farrier Court. (See *Figure 1 – Aerial Context Map*).

The development contemplates the addition of five residential condominium mid-rise buildings atop of podiums with grade related non-residential uses along certain frontages and seven blocks of townhouse units. The proposal also includes a central amenity space, soft landscaped areas and buffers, contiguous walkways, and other site programming features to support the proposal. This redevelopment will replace the existing multi-tenant retail centre.

The proposal aims to revitalize the subject property and further capitalize on otherwise underutilized lands within this City neighbourhood. The project can be generally described as a medium density mixed-use development. The development design exercise will incorporate design features that provide an appropriate interface or condition with the existing fabric of the surrounding neighbourhood.

The purpose of this Planning Justification Report (the “Report”) is to outline the details of the proposed development and to evaluate the associated Official Plan Amendment (OPA) and Zoning Bylaw Amendment (ZBLA), the “proposed Amendments”, in terms of their consistency with the Provincial Policy Statement (2020), and conformity with the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan and the City of Mississauga Official Plan. This Report will also discuss the City of Mississauga Zoning By-law 0225-2007.

## 1.1 EXECUTIVE SUMMARY

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From a land use planning perspective, the proposed development, as described above, is consistent with and supportive of policy directions promoting intensification of underutilized sites within built-up areas. The proposed development supports the objective of complete communities through providing residential intensification and commercial opportunities in an area where it can be supported by existing services.

The property is located within the Erin Mills Neighborhood, south of the Central Erin Mills – Major Node Character Area and north of the South Commons Community Node Area as delineated in the City of Mississauga Official Plan. The subject property has frontage along a Regional Arterial Road, and two City minor collector roads.

From an urban design perspective, the proposed residential mid-rise buildings and podiums will fit with the existing character area and surrounding residential development. This is illustrated in the Urban Design Brief as prepared by Turner Fleischer Architects which has been submitted in support of this application. The provision of open space will contribute to the existing neighbourhood’s inventory of visual and functional green space, while thoughtful urban design strategies will provide an animated pedestrian realm.



In order to permit the proposed development, an amendment to the City of Mississauga Official Plan and City of Mississauga Zoning By-law 0225-2007 is required.

It is our opinion that the proposed development represents good planning and is further evidenced as desirable development as per the technical studies undertaken and plans prepared in support of the development application.

## **2.0 SITE DESCRIPTION AND SURROUNDING LAND USES**

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### **2.1 Site Information**

The subject property is located east of Erin Mills Parkway (Regional road), south of Folkway Drive, west of Sawmill Valley Drive and north of Farrier Court. The subject property is legally described as:

PCL BLOCK II-1, SEC M247 ; BLK II, PL M247 , T/W PT LT 19, REGISTRAR'S COMPILED PLAN 1003, PTS 26 & 32, 43R5606 AS IN 153219VS; T/W PT LTS 29 & 32, REGISTRAR'S COMPILED PLAN 1003, PTS 27, 28, 29, 30, 31, 33, 34, 35, 36, 37 & 38, 43R5606 AS IN 371576VS ; MISSISSAUGA

The subject property is approximately 6.5 acres (2.6 hectares) in size with a frontage of approximately 201 metres on Erin Mills Parkway. The subject property is currently occupied by a one-storey commercial plaza consisting of uses such as a specialty grocery store, take-out and full-service restaurants, personal grooming and other small neighborhood retail and convenience establishments (See Figure 1 and Figure 1B).

### **2.2 Immediate Surrounding Area**

The adjacent land uses include:

North: The lands to the north are comprised of primarily detached residential units with a Petro Canada gas station in the northwest corner, accompanied by an oil change facility.

East, South, West: The lands to the easterly, southerly, and westerly parts of the subject property are comprised of detached and townhouse residential dwellings.

### **2.3 Greater Surrounding Area**

Surrounding land uses consists of a range of commercial uses and residential developments (See Figure 2 – Neighbourhood Services Context Map). Figure 2 demonstrates the range of retail, parks, schools, entertainment uses and services with 1.5 km of the subject property. While the Figure does not identify all of the uses, it does illustrate the lack of diversity, particularly in relation to mixed use and higher density residential land uses within the neighbourhood. The subject property has frontage along a major road, Erin Mills Parkway, and is in proximity to a major highway network, Provincial Highway 403.



Further information on the immediate area and surrounding context is provided in the Urban Design Brief prepared by Turner Fleischer Architects.

## 2.4 Transportation Network & Connectivity

The subject site is well served by public transit. The subject property is serviced by bus transit routes within walking distance of the subject property, that connect to rapid transit networks (*See Figure 3 – Transportation Context Map*). The bus transit connections currently in place offer connections to the Erin Mills and Winston Churchill GO Station among other existing GO stations. The existing transit options are seen as well established to accommodate future and current resident needs as evidenced in the Transportation Study as prepared by BA Group.

The subject property is located along Erin Mills Parkway which is a Regional arterial road services by several transit (bus) routes, specifically Routes #48 (Erin Mills), #29 (Park Royal Homelands) and #110 (University Express). The existing, collective service frequency for MiWay Routes #48 (Erin Mills), #29 (Park Royal Homelands) and #110 (University Express) include approximately 15 minute or less (as low as 1 minute) service frequency during weekdays. It has been noted that off-peak service frequency generally decreases, as related to the peak hour weekday service frequency. MiWay Route #110 currently has weekday service with better than 15 minutes in both directions during peak hours, however does not run on weekends. Routes #48 and #29 run Saturdays and Sundays with the same weekday and weekend service frequency. For context, the Growth Plan defines “frequent transit” as a public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week.

Based on the above, the weekday service frequency, provided collectively amongst the Routes identified above, provides frequent transit service along Erin Mills Parkway. Further, based on route information available to date, these collective routes offer opportunities to the City's main transit terminal (City Centre through Route 110) as well as through connections north in to the BRT, south to the Metrolinx Clarkson GO station. Route 48 provides connectivity to Meadowvale Town Centre to the north as well as to South Common Centre to the south, both of which have transit terminals with other bus connection opportunities. Route 29 in contrast, while mimicking a northern terminus at the BRT and with southerly connections also through the Metrolinx Clarkson GO station, this route provides opportunities to access various community facilities as this route tends to go through the area neighbourhoods providing a more fine-grained access opportunity. Collectively, these routes provide both community access, including the UTM campus, as well as linkages to various City and Provincial transit hubs and terminals which give a broader reach for extending trips further as needed.

The Transportation Study as prepared by BA group included with this application provides further detail on the level(s) of service provided in this area and how that will appropriately cater to the resident, visitor and employment generation yielded from this development proposal.

## 3.0 PROPOSED DEVELOPMENT

The following section provides an overview of the key elements and statistics with respect to the proposed development (*See 4 – Development Concept Plan*).



<b>Proposed Development – Site Statistics</b>	
<i>Site Statistics</i>	
Gross Site Area (total)	6.5 acres (2.6 hectares)
<i>Proposed Development</i>	
Gross Floor Area	59,024 m <sup>2</sup> (635,335 sq. ft.)
Number of Residential Units	703
Average Unit Size	66.1 m <sup>2</sup> (711 sq. ft.)
Floor Space Index (F.S.I)	2.24
<i>Saleable Unit Mix – Provided</i>	
Building A	1B – 130; 2B – 39; 2B + D – 16; 3B – 12
Building A Total	197
Building B	1B – 86; 2B – 37; 2B + D – 16 3B – 3
Building B Total	142
Building C	1B – 56; 2B – 16; 2B + D – 5; 3B – 3
Building C Total	80
Building D	1B – 57; 2B – 17; 2B + D – 15; 3B – 6
Building D Total	95
Building E	1B – 55; 2B – 10; 2B + D – 5 3B – 7
Building E Total	77
Back-to-Back Townhouses Total	112
Total Units	703
<i>Parking – Provided</i>	
Surface	26
Underground – Level 1	673



Underground – Level 2	215
Total	914
<i>Bicycle Parking – Provided</i>	
Short Term Residential – Floor 1 (indoor)	38
Long Term Residential – Floor 1 (indoor)	158
Long Term Residential – Underground Level 1	264
Total	460
<i>Amenity – Provided</i>	
Indoor	1621.03 m <sup>2</sup>
Outdoor	2330.41 m <sup>2</sup>

### 3.1 Development Proposal and Design

Queenscorp (Erin Mills) Inc. is proposing to redevelop the subject property with five (5) residential mid-rise buildings situated on top of podiums and seven (7) blocks of four storey townhouses (see *Figure 4 – Development Concept Plan and Figure 4B – Development Concept Plan 3D View*). There are a total of 703 residential units with a range of unit types. The cumulative non-residential (commercial, retail) GFA of 776 m<sup>2</sup> (9, 580 sq. ft.) is proposed on the ground floor of two select mid-rise buildings. The development of the residential and non-residential components will represent a total floor space index (FSI) of 2.26, with a total GFA of 59,024 m<sup>2</sup> (635,335 sq. ft.)

There is a centrally located amenity area and other outdoor amenity areas proposed throughout the site. The outdoor amenity areas, located at grade, provide a total of 2,330.41 m<sup>2</sup> of amenity area. The location of the outdoor amenity areas, as well as the landscaped buffer areas are shown on page 22 of the Urban Design Brief as prepared by Turner Fleischer Architects. It has been the intention of the team to provide a more animated pedestrian realm and interface with a major road.

The proposed buildings have been strategically located across the site to maximize available space, have regard for crime prevention through environmental design principles (CPTED) and achieve appropriate building separation distances, amongst other best practices. The site has been programmed to provide contiguous pedestrian connections throughout the site and through internal sidewalks with access to each right-of-way. Vehicular access has also been provided from each right-of-way and access to underground parking has been located purposefully to minimize pedestrian and vehicular interaction or conflict. Furthermore, the buildings have been situated as shown on the development concept plan in order to strategically allocate height and distribute density. The massing and distribution of buildings also considers both internal and external streetscape conditions and how buildings relate to both the public and private street realm. In order to assist the reader in visualizing the proposed scale and mass of the development proposal, we have provided *Figure 4B – Development Concept Plan (3D View)*.



Building 'A' proposes the greatest height at 10-storeys and is intentionally situated at the corner of Erin Mills Parkway and Folkway Drive. The building is stepped down in its design to 8-storeys, and 6-storeys.

Building 'D', situated along the Erin Mills Parkway frontage, has a total of 8-storeys, with a step down to 6-storeys, toward the south end of the site to provide a transition both in consideration of the corner building maintaining the greatest height as well as to the existing and proposed residential uses to the south/east.

Buildings 'A,' and 'D' are mixed-use buildings, with commercial/retail uses on the ground level, which provide direct pedestrian and vehicular access from Erin Mills Parkway and interior to the site respectively. The specific uses permitted in the non-residential units will be outlined in the site specific Zoning By-law amendment (discussed further in section 5.2 of this report).

Buildings 'B,' 'C,' and 'E' have a total height of 6-storeys, stepping down to 4-storeys.

Building 'B' is situated on the north easterly corner of the site and has been designed to act as a transitional building downward to the lower intensity residential uses to the east of the subject site.

Building 'C' is situated on the north side of the central amenity area. Building 'E' is situated on the south side of the central amenity area. These have been strategically located to serve as natural surveillance for the amenity area, creating a sense of safety. Both buildings have ground floor areas heavily characterized by containing common amenity spaces (i.e., no private units facing toward shared amenity space).

The blocks of 4-storey townhouses on the south and southeast portion of the site have been sited to facilitate a more sensitive transition to lower density residential uses.

It is our opinion that this presents a logical development with building and site programming appropriately designed in consideration of how the proposal responds to both the existing area context as well as future internal block development context.

### **3.2 Cycling Access and Storage**

All proposed resident bicycle parking is situated below grade and is provided consistent with the Zoning By-law requirements outlined by the City of Mississauga as part of the recently adopted By-law. There are also short-term bicycle spaces provided at grade for visitors to the site.

The site can be easily accessed by pedestrians (foot traffic) and bicyclists along each street frontage. Contiguous sidewalks and safe, easy access for alternative modes of transportation (not including private vehicles) will be a priority through evolving site design.

### **3.3 Pedestrian Access**

Pedestrian access to the site is provided from all vehicular access points as specified above in Section 3.2. Contiguous sidewalks are provided throughout the site connecting the public rights-of-way to the interior of the site. Sidewalk width requirements have been met through the provision of sidewalks at



1.5 m. Direct access from the Erin Mills Parkway frontage, Sawmill Valley Drive and Folkway Drive are provided to the commercial/retail portions of the building providing ease of access for pedestrians. The uses permitted in the commercial/retail portion of the development are subject to further review and evaluation as part of the site specific by-law.

Pavement marking plans and other measures contributing to a comfortable pedestrian realm will be explored through the detailed design process. At this time, the team has provided, where feasible, sidewalks on either side of the interior driveway, access to the central amenity space and access to the common residential portions of the site.

### **3.3 Site Access and Parking**

#### **3.3.1 Vehicular Access**

Vehicular access to the site is proposed via a right-in/right out (RIRO) access on Erin Mills Parkway (relocated existing condition), the existing full access on Folkway Drive approximately 80 metres east of Erin Mills Parkway and a proposed new full access on Sawmill Valley Drive, approximately 82 metres south of Folkway Drive.

Drop off areas have been strategically located at the base of each mid-rise, interior to the site, creating a safe pedestrian realm and efficient pick up/drop off scenario.

Layby parking is also proposed interior to the site on the east and west limits of the centralized open space area. This will serve as additional short term parking. That said, at grade vehicular parking is limited, consistent with urban design visions and disincentivizing private vehicular travel, put forth by the City. It is acknowledged however that, when feasible, it is appropriate for users to have some access to surface parking.

### **3.4 Landscape and Amenity Space**

The site concept plan shows the provision of various private and common amenity areas. A total amenity area of 3, 951.44 square meters will be provided, inclusive of indoor and outdoor amenity area. The proposed open space is located centrally to the development so to create a focal point and a sense of safety for those using the space. This also visually breaks up the development proposal (buildings) creating an aesthetically pleasing situation at a pedestrian scale. The centrally located open space as shown on the proposed development is intended to serve future residents of the development. This large open space also provides visual relief to the project building elements as seen from the public realm.

The centralized open space is physically linked to pedestrian walkways. The surrounding buildings and treatment of the green space will exhibit urban design excellence.

Further information on the design of the site and appropriateness of the scale and massing can be found on Page 31 of the Urban Design Brief as prepared by Turner Fleischer Architects.



## 4.0 POLICY AND REGULATORY CONTEXT

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The following discussion pertains to the most relevant policies and will evaluate the proposed development concept along with the required OPA and ZBLA in respect to the intent and objectives of the above noted policy frameworks. This report also discusses the City of Mississauga Zoning By law 0225-2007. These provincial and municipal plans are meant to guide land use decisions in Ontario and provide the policy direction for local municipal land use planning.

Specifically, this section of the report will discuss the current City of Mississauga Official Plan (MOP) designations of the subject lands and the ways in which these designations relate to the intentions of the Provincial Policy Statement (PPS), Growth Plan for the Greater Golden Horseshoe (GPGGH) and/or the Region of Peel Official Plan (ROP).

While we recognize that at this time, there is an ongoing review of the ROP by the Minister and the MOP is currently under review, we have reviewed the application in the context of the in-effect policies on the date of authoring this report. That said, we have reviewed the draft policies presented in both Draft Official Plan Amendment document(s) and are of the opinion that the new draft policies will have no significant impact on the justification or rationale provided herein, in support of this development application. We are of the opinion that the general intent and vision of the ROP and MOP, as related to this site, largely remains the same and does not warrant separate discussion or consideration.

### 4.1 Provincial Policy Statement (2020)

The current Provincial Policy Statement (PPS) came into effect as of May 1, 2020. The PPS provides policy direction on matters of provincial interest related to land use planning and development. Section 3(5) of the *Planning Act* requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. Section 1 of the PPS contains policies that provide direction to build strong communities through efficient development and land use patterns.

As required by Sections 2 and 3 of the *Planning Act*, the following sections will demonstrate how the proposed Official Plan Amendment and Zoning By-law Amendments are consistent with the PPS.

Sections 1.1.1 and 1.1.2 state:

*“1.1.1 Healthy, liveable and safe communities are sustained by:*

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



- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
  - e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
  - f) *improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;*
  - g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
  - h) *promoting development and land use patterns that conserve biodiversity and*
  - i) *preparing for the regional and local impacts of a changing climate.*
- 1.1.2 *Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. ...*

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

The proposed Official Plan Amendment and Zoning By-law Amendment applications are consistent with Sections 1.1.1 and 1.1.2 of the PPS. The Subject property is located within a Settlement Area and will contribute to the range and mix of units in the area, representing efficient expansion of housing located within the settlement area. The unit breakdowns are provided in the chart above. Further information on the unit breakdowns can be found on page 25 of the Urban Design Brief as prepared by Turner Fleischer Architects. The residential component of the proposal will contribute to a mix of housing types in an area which is largely dominated by detached housing thereby achieving the policies set forth in the PPS. As noted in the Housing Report as prepared by Urban Metrics dated September 2, 2022; “....maintaining and supplying a range of housing; including differing forms, tenures and pricing is a key component of housing and community development in Mississauga. The [] units proposed on the subject site will assist the City in maintaining a diversified stock of housing including apartment and townhouse units....By accommodating new condominium apartment units on the subject site, it will indirectly support housing affordability ensuring there is a sufficient supply of new apartment units to meet forecast demand.”. Figure 4-1 of the Housing Report shows the supply of condominium apartment units available in Mississauga is currently well below that available to date, in 2022.

The development proposal minimizes land consumption while yielding a higher residential unit count than that which could be achieved if the property were developed for lower density housing types similar to what exists in the surrounding area.



The proposal can be serviced through an extension of existing municipal infrastructure as exhibited in the Functional Servicing Report as prepared by IBI Group. The proposal supports minimizing land consumption by capitalizing on underutilized lands and minimizing servicing costs by connecting to existing infrastructure that has the capacity to support the development. The details of the servicing connections are outlined in the Functional Servicing Report as prepared by IBI Group, and further described in Section 6.7 of this report.

The proposed development reinforces principles of environmental stewardship and cost-effective development patterns. The proposed development practices environmental stewardship through the conservation of environmentally significant lands through intensification of already built-up areas. The proposal supports sustainable practices such as low impact development techniques as provided in the list of LID features, provided in support of this application. We note that the proposed LID features will continue to be refined through the detailed design process when feasibility can be more accurately determined. Policy directives noted above reference the importance of the interconnectedness of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning. The development proposal is in keeping with these policy directives since it can be serviced efficiently from an infrastructure perspective (sanitary, water), utilizes transit opportunities, thereby enhancing transit utilization by providing for a density that is supportive of public transit, and it minimizes land consumption through land development intensification. Further, consideration of environmental stewardship and cost-effective development patterns have been considered by co-locating uses that are complimentary and providing more residents the opportunity to engage with transit opportunities which may reduce reliance on private vehicle trips. The subject property is located within an area that has access to a variety of day-to-day services and amenities for future residents. The non-residential portion and uses therein will continue to service the existing and future residents which also provides opportunities to reduce length of or eliminate private vehicular trips.

The proposal provides for open space to facilitate opportunities for formal and informal recreational activities which will assist in meeting the long-term needs of a healthy, liveable and safe community.

The removal of physical barriers and designing for accessibility have been facilitated through this proposal and will further be refined through the detailed design process.

The proposal is consistent with Sections 1.1.1 and 1.1.2 of the PPS with respect to settlement areas, and further conforms to those policies outlined in Section 1.1.3 of the PPS as discussed below.

*1.1.3.1 Settlement areas shall be the focus of growth and development.*

*1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*



- e) support active transportation;
- f) are transit-supportive, where transit is planned, exists or may be developed;

*Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.*

*1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

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

*1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

In addition to the justification provided in the section above, related to Section(s) 1.1.1 and 1.1.2 of the PPS, which we believe also generally provides justification for Section 1.1.3, we provide the following commentary.

Pursuant to the above noted policies in the PPS, the proposed development is consistent with Section 1.1.3 as it is located within the settlement area and further satisfies the criteria outlined in Section 1.1.3 regarding location, capitalization on existing infrastructure, access to transit, increases in densities where it can be accommodated and providing options for active transportation.

The proposed development intensifies the existing site and will be supported by existing infrastructure and public service facilities. *Figure 2 – Neighbourhood Services Context Map* shows the surrounding area and location of certain select services and facilities.

The proposed development has been designed to be compact in form while also considering risks to public health and safety through landscape design and architectural design which have regard for the findings and recommendations found in the sun shadow studies, Wind Study and Noise Study. The Noise and Wind study conclude that the development is supportable with certain mitigation measures. These mitigation measures will be further refined at the detailed design stage when more detailed reports are provided.

As exhibited in the UDB Shadow Study and accompanying summary, the proposal largely achieves the City's sun access factor criterion internal and external to the site. We acknowledge that there is a deficiency in meeting the criterion for sun access factor along Folkway Drive, however the requirements are mostly met, and impacts can be considered non-material, as evidenced in the justification provided in the Urban Design Brief as prepared by Turner Fleischer Architects. The development proposal aims to provide maximum sunlight penetration on the streetscape, outdoor amenity areas, adjacent open spaces, and buildings.



The proposal will offer an appropriate means of regeneration within the area by not only revitalizing a dated site, but by animating the interface with the public rights-of-way, notably the intersection at Erin Mills Parkway and Folkway Drive, through thoughtful urban design strategies based in best practices and innovative strategies. The proposal will contribute to a desirable pedestrian realm and provide access to neighbourhood uses. This will be supported through the provision of high-quality built form, contiguous pedestrian connections and the provision of open space.

The proposal will promote the efficient use of land through a more compact built form, which is encouraged by the PPS where it can be accommodated. Based on the supporting technical studies, this site can reasonably accommodate the development proposal, in terms of density and built form, consistent with the PPS policies. The development also proposes retaining non-residential uses which will provide a mostly convenience retail opportunity for existing and future residents. Incorporating this land use further promotes the efficient use of the subject site.

Efficient use of existing transportation options and the provision of opportunities for active transportation generate the possibility of reductions in greenhouse gas emissions and improved air quality.

The proposed development includes connections to existing sidewalks and proximity to public transportation systems thereby encouraging walking and engagement with public transit as options for alternative modes of transportation. In particular, northbound transit services along Erin Mills Parkway have a bus stop immediately adjacent Building A and southbound services are situated on the opposite corner of the adjacent intersection. Existing transit routes along the main street frontage (Erin Mills Parkway) in turn have strong connectivity with two transit terminal hubs (see *Figure 5 - City of Mississauga Official Plan Schedule 3 – Long Term Road Network*) providing other bus route options as well as other linear intra-City infrastructure (i.e., BRT). The proposal is transit supportive as future residents will be within walking distance of numerous bus routes.

Erin Mills Parkway is a road network suitable for this scale of intensification in terms of functionality and capacity as exhibited in the TIS as prepared by BA Group. Residents and visitors are served by existing transit options including the Mi-way routes and access to inter and intra Regional transit opportunities. This site provides access to public transportation system and walkability features.

The proposal will be accessible by both public roads and private driveways and provide uninterrupted pedestrian connections. Throughout the site design process TDM measures have been integral to decision making to promote conformity with the overarching policies of the PPS and to support the proposed parking reduction (see Traffic Impact Statement prepared by BA Group). The proposal promotes the use of existing transit infrastructure and provides for pedestrian connections that allow future and current residents, as well as visitors, to access services in the area by foot, bicycle and/or public transit.

The provision of the uninterrupted pedestrian connections and ease of access to public transit routes will accommodate or serve future residents by providing options to access day-to-day services that are available on site and in the greater area. This will ultimately decrease reliance on private vehicle travel, reducing greenhouse gas emissions, consistent with the policies of the PPS.



Policy 1.1.3.4 is satisfied through the proposed ZBLA by selecting a zone category which facilitates gentle intensification with limited zone exceptions to the base RA3 zone. The Zoning By-law amendment does incorporate appropriate development standards through the project gentle intensification that is proposed. Through this amendment, the development proposal provides alternative and appropriate development standards that facilitate intensification.

Based on the above analysis, it is our opinion that the proposed development is consistent with the locational criteria for intensification and the proposed Official Plan and Zoning By-law Amendment is therefore consistent with the PPS policies for creating efficient land use patterns within Settlement Areas.

Section 1.4 Housing of the PPS provides the following:

*1.4.1 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

*1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:*

- a) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- b) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- c) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations*

The proposed development consisting of residential mid-rise buildings and townhouse blocks represents an appropriate form of intensification within this area. The proposal provides more diversity in housing types through the provision of townhouse and a mix of apartment unit types/suites for the project lands. This generally supports the goals of the City as it has been an ongoing priority for the City of Mississauga to provide more housing in terms of inventory and a greater range of housing



options. As noted in the Housing Report prepared by Urban Metrics, it is their opinion that “*the range and supply of housing will support housing growth in this portion of Mississauga. It will make better use of a site that is already supported and surrounded by a significant concentration of retail uses including local and Regional serving entities. It will diversify the types of housing units in this portion of the City, where low density, single detached housing continues to be the dominant housing type. It will also provide housing opportunity for people looking to downsize...*”. The increased housing diversity with this project both allows new residents the opportunity to live in this neighbourhood as well as provide existing residents the opportunity to stay in this neighbourhood but sell their existing detached dwelling. This opportunity itself also allows for new residents to the area to buy these homes in the existing community to fulfill locational or space needs of individual residents. Consistent with the above noted policies, the development of new housing is appropriately directed to a location where there is an appropriate level of infrastructure available to support the projected needs. The appropriateness is evidenced in the supporting technical studies provided as part of this application. Additionally, the site is situated along a “Corridor” and therefore warrants a certain degree of intensification (as feasible). The proposed density efficiently uses land, resources and infrastructure and supports the use of active transportation and transit, beyond that in which it is presently utilized.

As illustrated on the Landscape Plan as prepared by Alexander Budrevics dated September 7, 2022, accessibility is accommodated through the design of continuous pathways and the establishment of pedestrian and cycling connections at major points of access and service. The internal programming of the site prioritizes pedestrian circulation and safety. Through the use of an apartment built form, and site design elements which incorporate accessibility features, this project further provides housing opportunities whether for new residents, or existing residents needing to fulfill personal accessibility requirements. Pavement marking plans as well as other detailed design strategies will be refined through the Site Plan stage in order to assist in the functionality and the safety of the site.

For the reasons provided above in response to Section 1.4 of the PPS, and where applicable, for those provided in previous sections of this Report in response to Sections 1.1-1.3 of the PPS, that we are of the opinion that the proposed development demonstrates consistency with Section 1.4 of the PPS.

Section 1.5 Public Spaces, Recreation, Parks, Trails and Open Space provides the following:

*1.5.1 Healthy, active communities should be promoted by:*

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*

The proposed development creates opportunities for social interaction and active living. The current retail plaza does not generally foster social interaction with buildings removed from the street, or sides/rears of buildings some of which contain servicing functions facing existing residential uses. In contrast, new residential uses provide opportunities for social interactions both resulting from residential uses as well as due to proximate buildings to the rights-of-way. The proposed development



provides an improved sidewalk network by providing new pedestrian access points via contiguous sidewalks from the public realm. The proposal contemplates a more well connected, safe space for pedestrian foot traffic and cyclists. The proposed development will generate opportunities for recreation through the provision of the centrally located amenity area, proposed as part of this application. Also, by gently intensifying the subject lands, new residents can take advantage of existing public open space parks and trail networks located in close proximity to the project which increases the equitable distribution of available parkland for new area residents.

The following policies in Section 1.6 relate to land use and transportation and infrastructure facilities, and waste management:

*1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.*

The proposal conforms to Section 1.6 as it will be serviced through the extension of existing infrastructure, makes use of existing public roads, thereby providing consistency with the policies of the PPS.

It is for these reasons that we are of the opinion that the proposal demonstrates consistency with the PPS policies and further will continue to contribute to the function of the area.

#### **4.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Office Consolidation, August 2020)**

The Growth Plan for the Greater Golden Horseshoe, 2020 (the “Growth Plan”) builds from the PPS (2020) and is intended to be a framework for implementing strong prosperous communities through managing growth in the region through the planning horizon.

The Growth Plan policies relevant to the proposed development include Policies 2.2.1 ‘Managing Growth,’ 2.2.2 ‘Delineated Built-up Area,’ and 2.2.6 ‘Housing’ which state:

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

*a) the vast majority of growth will be directed to settlement areas that:*

- i. have a delineated built boundary;*
- ii. have existing or planned municipal water and wastewater systems; and*
- iii. can support the achievement of complete communities;*

*c) within settlement areas, growth will be focused in:*

- i. delineated built-up areas;*
- iv. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*



- v. *areas with existing or planned public service facilities;*

*2.2.1.4 Applying the policies of this Plan will support the achievement of complete communities that:*

- a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) *provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) *expand convenient access to:*
  - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
  - ii. *public service facilities, co-located and integrated in community hubs;*
  - iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
- e) *provide for a more compact built form and a vibrant public realm, including public open spaces;*
- f) *mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- g) *integrate green infrastructure and appropriate low impact development.*

The proposed development demonstrates conformity with the relevant policies of the Growth Plan as it proposes an increase in residential density in a location which is situated within the existing settlement area and delineated boundary. Specifically, the subject property is located within an area where this amount of density is supportable from a technical perspective by existing infrastructure and services as exhibited in the documents prepared in support of this application.

The development will support the creation of a complete community. The proposal thoughtfully creates a public space and includes the provision of walkways and streetscape elements that help to create a vibrant public realm – internal and external to the site. The Urban Design Brief prepared by TFAI illustrates how the proposed buildings interact with the public streets and internally to the site. Strategic use of urban design strategies and landscaping strategies will be a priority through the detailed design process in order to take advantage of the site's unique internal configuration and interaction with the public realm. The development also incorporates space for



shopping opportunities which allow new residents to be able to walk to these services directly adjacent their homes, and for existing residents to continue to use some of the commercial uses that they are familiar with currently having access to.

The development demonstrates conformity with the Growth Plan as it proposes transit supportive densities consistent with the level of service in this area (see Traffic Impact Statement prepared by BA Group). Given the subject property's location, it's accessibility to existing transit options provides an opportunity for a reduced dependence on the automobile/vehicle which in turn can result in a potential reduction in greenhouse gas emissions. Further, by locating new residential areas within the urban area, these new residents have access to work close to existing employment opportunities whether in dedicated employment character areas, nodes, or in other office and commercial settings in adjacent, or other City areas.

The proposed development in its current configuration offers the provision of a large privately owned open space. This would act as a valuable resource to not only the residents of the proposed development but those in the surrounding neighbourhood by contributing to the area's existing inventory of greenspace, even if providing visual relief. It is the intention of this design team to work with guidelines put forth by the City of Mississauga to understand and implement particular urban design strategies that will create a visually appealing internal streetscape catering to pedestrian comfort. The proposal is planned to fit in with the character of the area whilst introducing a new, underrepresented built form. This will be supported through the provision of high quality buildings in terms of design and material, as well as building orientation and general site programming.

An attractive and continuous pedestrian realm supported by hard and soft landscaping features are guided by a combination of consulting professionals, examination of precedent setting cases around the City and previous consultation with Staff. Urban Design considerations have been an integral part and guiding principle throughout the site programming process and will continue to be a priority through the site design, and site development plan approval stages of this proposal.

The proposal will provide additional residential density to the area and provide for elements that support a more compact, complete community as per the intentions of relevant policies.

The proposed apartment built form provides an opportunity to increase equity for the broader public as an apartment typically would cost less than surrounding homes in the area, fulfills accessibility needs and allows for residents choosing to age-in-place. The proposed townhouses also fulfill some of these policy objectives as well. As noted in the Housing Report, prepared by Urban Metrics, dated September 2, 2022 “*..the development concept for the subject site exemplifies many of the socioeconomic characteristics outlined as key components for developing complete communities. A mix and range of housing types, including condominium apartments and townhouses of various sizes and formats...will support and increase supply of housing in Mississauga and – inconformity with this plan – provide a greater mix of housing catering to a more diverse range of household sizes, ages and incomes.*”

The proposed development further conforms to this objective by intensifying lands within the delineated built-up area. Overall, the proposed development adheres to above noted objectives by contributing to growth targets while considering the achievement of complete



communities, built form, through compact and inclusive and overarching urban design practices.

Section 2.2.6 of the Growth Plan provides policy guidance related to housing, including Policy 2.2.6.1 d) which builds on the objective of previous sections and highlights the importance of utilizing land use planning tools (Official Plan designations, Zoning By-laws) in order to accurately achieve the intentions of the relevant policy frameworks.

4. *Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:*
  - a) *support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:*
    - i. *identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents; and*
    - ii. *establishing targets for affordable ownership housing and rental housing;*
  - 4) *identify mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a);*
2. *Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:*
  - a) *planning to accommodate forecasted growth to the horizon of this Plan;*
  - b) *planning to achieve the minimum intensification and density targets in this Plan;*
  - c) *considering the range and mix of housing options and densities of the existing housing stock; and*
  - 4) *planning to diversify their overall housing stock across the municipality.*
3. *To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*
4. *Municipalities will maintain at all times where development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units.*



*This supply will include, and may exclusively consist of, lands suitably zoned for intensification and redevelopment.*

The proposed development contemplates additional housing inventory in a location suitable for this scale of growth. The proposed unit mix and unit sizes diversifies the housing stock and will generate new housing opportunities. Per the City's database, available to date, within the Erin Mills Neighbourhood (spanning 1,127 hectares), while residential makes up approximately 52% of the total land uses within the Neighbourhood, representing approximately 589 hectares of land, out of the 589 hectares of residential uses, 424 hectares or approximately 72% of the residential lands are detached dwellings. Townhouses represent approximately 83 hectares or approximately 14% while apartment buildings only account for 72 hectare or 12% of the total residential land uses. The underrepresentation of alternative housing forms such as apartment buildings and townhouses in the neighbourhood is also referenced throughout the Housing Report as prepared by Urban Metrics dated September 2, 2022. The Housing Report notes that the provision of these differing dwelling types and unit mixes is advantageous in achieving forecasted growth and promoting housing affordability and aging in place. As per the City of Mississauga's 2005 Housing Matters: Density: *"Future development in Mississauga will have a more limited supply of ground-related housing as the supply of land for greenfield development will be exhausted in the near future. In contrast, the apartment market is anticipated to strengthen and edge closer to the average of apartment units in the GTA which is 37%."* While this is a City-wide, dated metric, it illustrates a future scenario where there is an increased presence of apartment units throughout the City, prioritizing the wise consumption of land.

To analyze beyond empirical observations of the neighbourhood, GSAI has also confirmed the built-form make-up of the broader City and Erin Mills neighbourhood. The built-form information was extracted from the City's 2016 Census Data by Neighbourhoods (published August 2022) available on-line. This information in turn seeds the City's Residential Built Form inventory.

The Erin Mills Neighbourhood data reveals that the dominant built form is detached dwellings (just under 53%), with row housing second most dominant (just under 21%), and semi-detached dwellings representing just over 12%. In contrast, apartments (both greater than and less than 5 storeys) represent just under 10% of the Erin Mills area. To give context to these statistics, it is interesting to note the overall City perspective. City-wide, detached dwellings represent under 38% with apartments (both greater than and less than 5 storeys) averaging just under 30%. However, if the analysis removes both the Downtown and node character areas, the overall City perspective looks quite different. Detached dwellings represent just under 47% while apartments (both greater than and less than 5 storeys) average approximately 15.5%. Interestingly, semi-detached dwellings for City-wide neighbourhoods represents just under 14% of built form while row townhouses represent just under 16%.

The Erin Mills area clearly demonstrates both a dominance of detached and semi-detached built forms, but on average, a lower proportion of apartments compared to other neighbourhoods. Interestingly, row townhouses are higher in Erin Mills as evidenced by various clusters of these projects both, throughout the broader community, but mostly clustered along Erin Mills Parkway south of Burnhamthorpe Road West. It should be noted that from observation, it appears most of these townhouses are traditional in that they have driveways and garages at grade with the private road streetscape made up of mostly hard surfaces and vehicle parking. Considering a smaller portion of Erin Mills, the area north of Burnhamthorpe Road West has very few apartment developments and



thus opportunities for diversified living in this community. This is also exemplified when considering a further analysis of the area east of Erin Mills Parkway where there are very few locations with row or other forms of townhouse developments in the area. Introducing both mid-rise apartment built form, and townhouse built form with underground parking through the development proposal represents an opportunity for existing or future residents to live in this community, but to expand the possibilities of taking part in this community while enjoying a built form underrepresented in the area.

The subject property's adjacency to transit opportunities, links to major areas in the City, rationalizes the proposed residential density and dwelling unit typologies.

Existing employment opportunities and businesses, services, active transportation, and recreation opportunities are located in close proximity to the subject lands and will provide support for the proposed residential development, and the proposed residential development conversely will provide support for these uses. This will contribute towards the development of a complete, healthy, active, and vibrant community.

The proposal demonstrates conformity with the Growth Plan's objective to promote the integration of transportation and land use planning and supports intensification objectives. The subject property possesses locational advantages related to ease of access to existing commercial uses and links to employment uses. The proposal is appropriate in its function as it utilizes lands in proximity to, or with access to, transit corridors for residential development. A reduction in parking ratios has been proposed in response to area characteristics. The technical rationale for the proposed parking reduction is provided in the Traffic Impact Statement as prepared by BA Group.

The proposed development supports the goals of this policy through the provision of a housing option that will add to the existing housing stock in a neighbourhood where medium density mid-rise buildings are seemingly underrepresented, however still a logical land use in terms of the goals, visions, and objectives of the overarching land use policy frameworks.

The commercial portion of the proposal will continue to contribute to the existing inventory of products and services in the area as the intention is to maintain the permissions for recreation commercial as originally intended by the existing municipal land use designations and zoning.

The proposed Official Plan Amendment and Zoning By-law Amendment conform to the policies of the Growth Plan by providing for land use permissions that provide a residential density that is supportable from a technical perspective which is evidenced in the supporting studies provided in support of this submission. Therefore, these land use planning tools (Official Plan Amendment and Zoning By-law Amendment) are considered to be in conformity with the Growth Plan policies identified in Section 2.2.6.2. The proposal conforms to the intent of the Growth Plan 2019 as it provides an opportunity to contribute to the concept of complete communities and the wise consumption of land through the provision of a mix of uses in an intensified nature. It provides for diversity of uses in the delineated built-up area, and further will assist in both achieving density targets and help to accommodate for growth forecasts. The location of the development is ideal in terms of providing for



multi-modal transportation options, including active transportation and transit which will assist in furthering Provincially defined goals

It is for these reasons that we are of the opinion that the proposal demonstrates conformity with the policies of the Growth Plan for the Greater Golden Horseshoe and further will continue to uphold the function of the area.

#### **4.3 Region of Peel Official Plan (Office Consolidation, September 2021)**

The Regional Official Plan (the “ROP”) is the primary long-range strategic land use policy document for the Region of Peel. It is a broad land use policy document, which provides Regional Council with a long-term policy framework for guiding growth and development in Peel Region while having specific regard for protection of the natural environment, managing renewable and non-renewable resources, and outlining a regional structure that manages such growth. It also provides guidance to the area municipalities in the preparation and implementation of their local Official Plans.

It is the goal of the Region of Peel to:

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

The subject property is within the Region of Peel’s “Urban System” and situated proximally to the “Conceptual Urban Growth Centre” shown on Schedule D: Regional Structure of the Region of Peel Official Plan (*Figure 6 - Regional Structure Schedule D*). Section 5.3 of the Official Plan notes that the “Urban System” is comprised of a variety of communities that contain diverse living, working and cultural opportunities. The Region has general objectives for lands in the “Urban System”, which include the following:

- “5.3.1.3 *To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.*
- 5.3.1.4 *To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.*
- 5.3.1.5 *To achieve an urban structure, form and densities which are pedestrian friendly and transit-supportive.*
- 5.3.1.6 *To promote crime prevention and improvement in the quality of life.*



- 5.3.1.7 *To recognize the integrity and physical characteristics of existing communities in Peel.*
- 5.3.1.8 *To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.”*

The goal of the defined Regional Plan’s land use structure, in conjunction with the allocated growth forecasts, is to facilitate the development of healthy complete communities by offering a wide range and mix of housing, employment, recreational and cultural activities. These communities will be served and connected by a transportation system that will enable the efficient use of land, public services, finances and infrastructure, while protecting and preserving the natural environment, respecting hazards and resources and the characteristics of existing communities in the Region (Policy 5.1.2). The proposed Official Plan and Zoning By-law Amendment conforms with the Regional Plan by creating a transit-supportive, serviced, and pedestrian friendly development containing a mix of land uses.

The proposed development conforms to the policies in the Region of Peel Official Plan as it contributes to the establishment of healthy complete urban communities through the provision of living spaces that provide an access to existing services including but not limited to, public transit, recreation, and employment opportunities across the City. The proposed centralized amenity area will be accessible by new residents of the proposed development and provides visual relief for area residents.

The proposal offers a compact urban form which efficiently utilizes the site and capitalizes on established services and infrastructure, promoting the efficient use of land. The proposal considers the characteristics of existing services in the area by providing for an increase in residential density in an area that provides access to a variety of day-to-day goods and services.

The proposal provides for modest transit-supportive densities and will be aesthetically designed in a way that is sensitive to the pedestrian realm, both internally to the subject property and along the street frontages. Design techniques, such as stepped designs will be strategically implemented within the subject property to create a space that is both intensified in terms of density, however sympathetic to the pedestrian realm and surrounding, existing residential context.

The proposed open spaces have been strategically located and will reinforce CPTED guidelines to create open spaces where people are able to safely interact with their surroundings with a sense of security. As noted in the Urban Design Brief: *“The residential units on the upper floors have balconies that directly overlook the public realm, enhancing the perception of safety through community vigilance.”*. Informal surveillance of the existing interior street frontages to the site increases CPTED considerations for the existing neighbourhood in comparison to existing conditions on the subject lands.

Policy 5.3.1.8 speaks to aging in place. Through the provision of a range of housing types with access to existing services and infrastructure, residents will have the ability to live safely with independence, within the City of Mississauga. The site will be designed to prioritize accessibility to ensure that residents are able to freely move and interact with the amenities that the site has to offer. Uninterrupted connections, posing no physical barriers, will allow residents to also access off-site amenities such as public transit. These housing types can be generally seen as more affordable than detached dwellings, as well, making them more financially accessible. As noted in the Housing Report prepared by Urban Metrics dated September 2, 2022; *“The proposed residential units include a variety of unit sizes to*



*meet the different needs of different unit sizes and incomes”. The Housing Report also provides: “[It] will also provide housing opportunity for people looking to downsize in the neighbourhood, in addition to a wider mix and range of socioeconomic and demographic backgrounds”.*

Section 5.5, Growth Management, makes specific reference to complete communities by providing a guiding principle to the Plan, in that the decision-making process of land development, resource management and investment, is to build compact, vibrant and complete communities. Growth management policies of this Plan contribute to the achievement of complete communities within the Region of Peel.

Specifically, Policy 5.5.1 includes the following:

- “5.5.1.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly the urban growth centres, intensification corridors and major transit service areas.*
- 5.5.1.3 To manage growth based on the growth forecasts and intensification targets and greenfield density targets of this Plan.*
- 5.5.1.4 To achieve the intensification targets while providing for sufficient greenfield growth to satisfy the land need to accommodate the population and employment forecasts in this Plan.*
- 5.5.1.5 To optimize the use of the existing and planned infrastructure and services.*
- 5.5.1.6 To support planning for complete communities in Peel that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.*
- 5.5.1.7 To protect and promote human health.”*

The above noted policies from Section 5.5 of the Region of Peel Official Plan effectively rationalize the proposed development. The lands as they exist today can be considered underutilized and as exhibited by the supporting studies, can support this scale of intensification. The proposal supports the creation of complete communities as it proposes a compact, well designed development catering to people at all stages of life whilst providing ease of access to services and amenities in the area. The various characteristics of the proposal, such as amenity spaces and access to goods and services serves to protect and promote human health. With the proposed gentle density increase at this location, it contributes towards less pressure on growth outside of the built-up areas of the Region.

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

- “5.5.2.1 Direct the area municipalities to incorporate official plan policies to develop complete communities that are compact, well-designed, transit-oriented, offer*



*transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and services.*

5.5.2.2 *Direct a significant portion of new growth to the built-up areas of the community through intensification.*

5.5.2.3 *Develop compact, transit-supportive communities in designated greenfield areas.*

5.5.2.4 *Prohibit the establishment of new settlement areas”.*

The proposal conforms to Section 5.5.2 of the Region of Peel Official Plan by providing for new growth within an already built-up area through intensification. The proposal does not require the establishment of a new settlement area. The proposed development takes advantage of the services and amenities available in the area and will continue to serve the existing community similar to the function of the plaza existing on site, today.

The location of the subject property offers opportunities for access to employment opportunities and access to commercial and retail services such as those located within the Central Erin Mills Major Node, Churchill Meadows Employment Area, Western Business Park Employment Area, Mavis-Erindale Employment Area, and Meadowvale Business Park. As mentioned above, the proposal also includes common open space areas that will be designed to act as a key feature of the proposal providing for both indoor and outdoor amenity space. As outlined above, new growth is to be directed to the Region’s Urban System in pedestrian friendly, transit-supportive urban development as the planned project will fulfill.

Intensification is encouraged where complete communities and transit supportive development can be achieved. The proposed Official Plan Amendment and Zoning By-law Amendment will facilitate a well-designed, transit-oriented area that offers new housing options in an existing community and will therefore reinforce the complete communities objectives of the Regional Plan.

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

“5.5.3.1.1 *To achieve compact and efficient urban forms.*

5.5.3.1.2 *To optimize the use of existing infrastructure and services.*

5.5.3.1.3 *To revitalize and/or enhance developed areas.*

5.5.3.1.4 *To intensify development on underutilized lands.*

5.5.3.1.5 *To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian friendly urban environments.*



- 5.5.3.1.6 *To optimize all intensification opportunities across the Region.*
- 5.5.3.1.8 *To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.”*

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

- “5.5.3.2.2 *Facilitate and promote intensification*
- 5.5.3.2.3 *Accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area.”*

The proposed development conforms to the policies contained within Section 5.5 of the Region of Peel Official Plan. The subject property is within the Urban System and direct growth to the built-up area through intensification of an underutilized parcel of land which through the proposed development, will utilize existing infrastructure and services and therefore, capitalize on infrastructure investment. The proposed development provides intensification in an area suitable for this type and scale of development.

The proposal includes the intensification of the subject property to be developed with uses and density beyond that which was originally envisioned under the local policy planning framework, however, does remain compatible through strategic and well thought out design, with the surrounding land uses and will respect the existing and planned conditions of the surrounding neighbourhood. This is evidenced on page 31 of the Urban Design Brief, *“As shown on the 3D massing diagrams, stepbacks are incorporated to ensure adequate transitions, viewing distances and massing articulation between the proposed development and the neighbouring area (which consists primarily of single family houses).”*.

The proposal supports the further establishment of a vibrant neighbourhood by providing for regeneration of the subject site through creative urban design solutions, an enhanced streetscape and will contribute to the overall improvement of the area by providing for CPTED solutions such as the concept of eyes on the street.

The proposed Official Plan and Zoning By-law Amendment(s) conform to the Policies of the ROP as it proposes an increase in density in an area that is generally well connected and proximate to what is currently proposed as Major Transit Station Areas. *See Figure 7 – Region of Peel MTSA Mapping (Not in-effect)*. The subject site is situated just beyond the defined radius of the Erin Mills Priority Major Transit Station Area. Based on the sites proximity to the PMTSA, a more progressive approach allowing for greater flexibility in areas that are proximal to PMTSA’s, allowing them to be designated and zoned for mixed use development could be seen as appropriate in the context of the City and Region’s visions, goals and objectives towards complete communities where residents can live, work and play while having access to higher order transit opportunities and a mix of uses on an area wide scale.

Section 5.9 of the Region of Peel Official Plan outlines the transportation system in Peel as it is comprised of the network of freeways, major roads, local roads, high occupancy vehicle lanes, public



transit systems, airports, rail lines, intermodal terminals, sidewalks, bikeways and trails, and transportation services that serves the communities in Peel Region. The transportation system in Peel is part of the larger network of transportation systems in the Greater Toronto and Hamilton Area (GTHA). The subject site is situated along Erin Mills Parkway, which is designated as a Major Road per the Region of Peel Official Plan (*See Figure 8 – Region of Peel Official Plan, Regional Road Network*).

The proposed development is transit supportive as it provides direct access to Erin Mills Parkway which is serviced by bus routes that provide connectivity to the immediate and surrounding area thus contributing to supporting a decrease in dependence on travel via private vehicles. This ultimately allows the opportunity for residents to connect to regional transit facilities and provides connections to the surrounding Greater Toronto Area. Transit supportive intensification is therefore provided for as noted by the Regional OP in this context.

The proposed right-in/right-out (RIRO) access from Erin Mills Parkway represents an existing, albeit slightly relocated, access point. Only slight modification to the Regional road network is being proposed. An additional access is also proposed through Folkway Drive (existing access) and Sawmill Valley Drive. By providing access from three points to the subject property, traffic ingress/egress flow are better balanced and most efficient which in turn improves pedestrian and vehicle safety. Based on the analysis undertaken by BA Group on the surrounding road network, there is sufficient opportunity for the traffic generated by the proposal to be accommodated through the existing and planned road network. Focusing on supplying TDM measures remains a priority and will be used to both reduce travel demand and redistribute preferred methods of travel.

A range of TDM measures will continue to be explored in an effort to more effectively satisfy the priorities of the Region to promote walkability and foster a desirable pedestrian realm wherein residents and users would engage in alternate modes of transportation and deprioritize travel via private automobile/vehicle. The proposal is supportable from a transportation perspective as evidenced in the report as prepared by BA Group.

Policies and objectives of the Region, as it relates to Inter- and Intra-Regional Transit include the Following as found in Section 5.9:

#### 5.9.9 Transportation Demand Management

- 5.9.9.1.1 *To reduce auto dependency by promoting sustainable modes of transportation.*
- 5.9.9.1.3 *To maximize the capacity of the transportation system to move both people and goods.*

It is the policy of Regional Council to:

#### 5.9.9.2.1 *Encourage area municipalities to:*

- a) *Promote land uses and site design which foster the use of sustainable modes of transportation;*

#### 5.9.10 Active Transportation



5.9.10.1.1 *To increase the share of trips made using active transportation.*

5.9.10.1.2 *To encourage and support the development of a safe, attractive, accessible and integrated network of bicycle and pedestrian facilities that enhances the quality of life, and promotes the improved health, of Peel residents.*

Policies

5.9.10.2.1 *Work with the Province, Metrolinx, the area municipalities and adjacent municipalities to integrate pedestrian and bicycle networks into transportation planning to:*

a) *Provide safe, attractive and accessible travel for pedestrians and bicyclists within unities and new development; and*

b) *Provide linkages between intensification areas, adjacent neighbourhoods and transit stations*

5.9.10.2.4 *Encourage the area municipalities to promote land uses which foster and support the use of active transportation.*

The proposed development conforms to the policies of Section 5.9 of the Region of Peel Official Plan. Erin Mills Parkway, which provides access to the subject development facilitates the movement of people and goods and offers opportunities for inter and intra-regional connections. The proposal incorporates priority elements such as short- and long-term bicycle parking opportunities to meet the requisite rate, whilst the location provides for activity and design that support and encourage transit usage and ridership, as desired by both the Region and MOP.

The policies above pay specific regard to moving people in and around the Region of Peel efficiently while avoiding prioritization of single-occupant automobiles/vehicles and further, capitalizing on transportation infrastructure and recognizing the integration of transportation planning and land use planning. Therefore, intensification of the existing site, paired with permissions for a broader range of land uses is consistent the policies of the Regional Official Plan. Per the City of Mississauga Cycling Master Plan (2018), Appendix I (dated March 9, 2022) Erin Mills Parkway is planned to have a multi-use trail extending north/south and Sawmill Valley Drive and Folkway Drive is proposed to have a Shared Route.

The density proposed supports the public investments in the existing transit network. It is for these reasons that we are of the opinion that the proposed Official Plan and Zoning By-law Amendment demonstrate conformity with the policies of the Region of Peel Official Plan (Sections 5.3.1, 5.3.2, 5.3.3, 5.5.1, 5.5.2, 5.5.3 and 5.9 as outlined above), as it will facilitate the creation and maintenance of healthy and complete communities located along within the Urban System of the Region of Peel.

Based on the above, the proposed Official Plan Amendment and Zoning By-law Amendment conforms to the policies of the Regional Plan as it will facilitate the creation and maintenance of healthy and complete communities located along both an intensification corridor and transit corridor within the Urban System of the Region of Peel. The Region of Peel Official Plan further provides insight on the utility of the proposed local road extension and its impact on the transportation system as discussed below.



#### 4.4 City of Mississauga Official Plan (Office Consolidation October 21, 2021)

The City of Mississauga Official Plan (the “MOP”) provides direction for the next stage of the city’s growth and articulates a vision for a future Mississauga through specific guidance for both the public and private sectors in the ongoing evolution of the city. The City of Mississauga Official Plan is currently undergoing a Municipal Comprehensive Review to update the current policies to guide the city’s development to the year 2051, as required by Provincial legislation.

At this time, the Draft Official Plan has not been approved. After our review of the draft MOP policies available to date, we submit that it is appropriate that we review the in-effect MOP policies as the development proposal is not materially impacted by the MOP policies proposed for amendment. We are of the opinion that the general intent of the applicable policies in the draft MOP are generally consistent with those in the existing, in-effect MOP policy framework and would not require additional justification in order to satisfy those policies and further, to give staff the confidence that the amendments proposed through this private application are supportive of those policies. Therefore, the in-effect MOP at the time of authoring this report (Office Consolidation October 21, 2021), has been evaluated for the purposes of this Planning Justification Report.

MOP provides policies to manage and direct the physical change of the city and the effects of such change on the social, economic, cultural, and natural environment as well as to set out the goals, objectives and policies to guide future development, redevelopment, and intensification within the City. It also forms the basis for detailed land use designations and urban design policies.

As required by Sections 2 and 3 of the Planning Act, the following sections demonstrate how the proposed Official Plan and Zoning By-law Amendment applications aligns with the overall objectives and policies of the City of Mississauga Official Plan and demonstrates how the specific height and density policies applicable to the subject property can be amended in a manner which is consistent with the PPS and in conformity with the Growth Plan and Region of Peel Official Plan.

Section 4.4 the *Guiding Principles* of the MOP outline the following policies relevant to the proposed development:

- “4.4.3 *Mississauga will preserve the character, cultural heritage and livability of our communities;*
- 4.4.4 *Mississauga will maintain and promote a strong and sustainable, diversified economy that provides a range of employment opportunities for residents and attracts lasting investment to secure financial stability;*
- 4.4.6 *Mississauga will plan for a wide range of housing, jobs and community infrastructure resources so that they are available to meet the daily needs of the community through all stages of life;*
- 4.4.7. *Mississauga will support the creation of distinct, vibrant and complete communities by building beautifully designed and inspiring environments that contribute to a sense of community identity, cultural expression and inclusiveness;”*

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



*“Mississauga will direct growth by:*

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

*Mississauga will complete communities by:*

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

*Mississauga will create a multi-modal city by:*

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

*Mississauga will build a desirable urban form by:*

- *ensuring that the urban form of the city (e.g., buildings, streets, streetscapes, landscapes, public spaces such as parks and squares, infrastructure) contributes positively to everyday living in Mississauga;*
- *promoting an urban form that will address the live, learn, work and play needs of present and future generations;*
- *creating vibrant mixed-use communities; and*



- *using placemaking initiatives to support active living and improved public health, comfort and social interaction in the city.”*

Similarly, Section 5.0 focuses on where to direct growth, and provides the following policies and objectives applicable to the proposed development:

- 5.1.3 *Forecast growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner to:*
  - a. *protect ecological functions, public health and safety;*
  - b. *utilize existing and proposed services and infrastructure such as transit and community infrastructure;*
  - c. *minimize environmental and social impacts;*
  - d. *meet long term needs;*
  - e. *build strong, livable, universally accessible communities; and*
  - f. *promote economic prosperity.*
- 5.1.6 *Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.*
- 5.1.9 *New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.*

The proposed development promotes a desirable urban form and proposes an appropriate mix of land uses based on its serviceability. The subject property is in close proximity to existing transit options providing inter and intra regional transit connections. Intensification is a major goal of the Official Plan to ensure that growth is managed to minimize land consumption and to minimize the infrastructure requirements of new development, including hard and soft infrastructure such as transit, schools and water and wastewater systems.

According to the Peel District School Board 2019-2020 Planning Report, the Board is operating below the Ministry Rated Capacity for student enrollment through 2029 for both Elementary and Secondary schools in this area. As for the Dufferin Peel Catholic District School board, we understand that there is no notice of capacity concerns on the DPCSB website.

Policy 4.4.3 discusses preservation of the character of the area. The Official Plan and Zoning By-law Amendment documents would permit for gentle intensification through infill. Understanding the



unique requirements or characteristics for infill applications, the building designs thoughtfully propose step backs and transitions in order to remain sympathetic to the existing, surrounding residential character. Since the site can be considered isolated as its surrounded by streets on three sides and a subdivision on the south side, the development characteristics will not spur precedence or development in the immediate neighbourhood. As this site is presently used for commercial purposes, and the proposal herein contemplates replacement (to some extent) of the commercial purposes, we believe that livability is still supported and the general character of the area remains as the main purpose of the site presently, has been retained through this proposal. This development represents a careful balance of City priorities for infill development, intensification, housing choice and efficient use of lands and infrastructure while balancing the important objective of retaining the character of the area.

Further, we believe that the proposal continues to contribute positively to everyday living in Mississauga through continuing to provide services and amenities to area residents. The rejuvenation of the subject site creates a more desirable visual impact by improving streetscape presence and fostering a more desirable pedestrian realm through strategic building façade improvements and landscaping strategies. For the new residents, they will have access to a living opportunity in an area serviced by public spaces including various parks, several amenities and access to transit infrastructure. The proposal will add to beautification of the area and improve the street presence of the site through gentle infill.

The proposed urban form provides for increased opportunities for living by providing for an increased range and inventory of housing. The development proposal will provide more opportunities for more residents to access school facilities, employment opportunities and parks and recreation opportunities. The present residents will also continue to benefit from the proposed uses.

The development proposal ultimately contributes to the creation of a vibrant mixed use community by providing for a range and mix of housing types, non-residential (commercial, retail) uses and open space recreation opportunities. The amenity areas and landscaping amenities such as benches, etc. promote social interaction in the City.

The subject property is located proximally to existing services and facilities that contribute to the development of a complete and healthy community. The proximity of existing services and amenities and the mix thereof provides the future residents with access to these services without the requirement to engage in lengthy private vehicle travel. Through intensification of this site, the link between the two adjacent major nodes is strengthened and the route servicing these nodes is put to better use. Meaning, by placing new development along a corridor that provides connection(s) between existing nodes, unnecessary or diverted, extensive trips or routes to access service in those nodes is lessened. The available transit opportunities may experience increased usage as well, ultimately reducing reliance on private vehicles or where not possible, reducing the total distance travelled to these nodes, by concentrating people in convenient locations providing an ease of access to available services and amenities.

The proposed development promotes transportation demand management (TDM) practices through the provision of long and short term bicycle spaces, uninterrupted pedestrian pathways, proximate to existing transit options. The proposed development will be designed with specific regard to urban design guidelines that support pedestrian oriented development. The proposed development includes connections to existing sidewalks and nearby public transportation systems thereby encouraging walking and engagement with public transit as priority options for alternative modes of transportation.



The proposed development supports the City's objectives for complete communities inclusive of appropriately scaled residential density with access to a mix of uses in the greater area. The proposal is appropriately located along suitable corridors which provide access to services and amenities. The proposed development allows future residents and visitors to be able to utilize the multi-modal network and serve to bolster modal split and to foster long term transit use. It is also an example of an area appropriate for intensification based on the technical feasibility.

This area represents an appropriate location for infill within the City of Mississauga to assist in accommodating the forecasted growth. It does not require any encroachments into ecological functions. The development proposal does not pose a risk to public health and safety as exhibited through the technical studies. There are no impacts from the development which cannot be mitigated or managed through onsite improvements. The development proposal puts to better use transit services and infrastructure and surrounding community amenities such as public parks, libraries and schools. The proposal will provide accessibility both physically through site design and socioeconomically by providing a more affordable type of built form in an area that is well serviced, thus meeting the long term needs of residents.

Section 5.3 The City Structure organizes the city into functional areas to establish the framework for planning policies that will guide development. The subject site is situated within the Urban System (See *Figure 9 - City of Mississauga Official Plan Schedule 1 – Urban System*). Further, Schedule 1B: Urban System – City Structure identifies the following elements of the City Structure:

- Downtown;
- Major Nodes;
- Community Nodes;
- Corporate Centres;
- Neighbourhoods;
- Employment Areas; and
- Special Purpose Areas.

This neighbourhood is generally located south of the Central Erin Mills Major Node area and north of the South Common Community Node area. As such, section 5.3.5 Neighbourhoods of the OP is relevant as it applies to the subject lands which form part of the Erin Mills Neighbourhood character area.

Section 5.3.5 provides:

*“5.3.5.1 Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.*

*5.3.5.2 Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed-use areas.*



- 5.3.5.3 *Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres.*
- 5.3.5.5 *Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.*
- 5.3.5.6 *Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.*
- 5.3.5.7 *Transportation planning within Neighbourhoods will give priority to active transportation modes.”*

The development proposal protects the character of the residential neighbourhood through careful site and building design considerations (including but not limited to setbacks, transitioning of height, strategic landscaping and retention of access point where feasible). The Official Plan and Zoning By-law Amendment will permit for a built form on a site situated in an ideal location for sensitive intensification, whilst respecting the character of the area and further act as a transitional area to the existing low density residential built form whilst animating the intersection and providing a vibrant public realm.

The development proposal, consistent with policy 5.3.5.2, contemplates residential intensification (infill) through the redevelopment of a retail/commercial site and ultimately, creates a mixed-use site within a neighbourhood through thoughtful and strategic infill.

This proposal represents a higher density use (situated along a Corridor) and will incorporate commercial uses. Consistent with MOP policy 5.3.5.3, the proposal represents an appropriate use of land in this location.

The development proposal is also suitable in providing a transition from the existing land use as exhibited in the Urban Design Brief (5.3.5.6). Specifically, the strategic location of the townhouse products as related to the existing neighbourhood presents a contextually appropriate development scenario, along with the placement and heights of the podium and tower built forms around the edges of the property which are in a more urban context. The development proposal is consistent with the policies of the MOP as it presents a modest intensification opportunity which is supportable / feasible as exhibited in the supporting studies. The residential intensification proposed on the subject site is an appropriate form of infill for an otherwise underutilized parcel of land.

The provision of bicycle spaces, contiguous sidewalk connections, access to public transit options and the co location of uses (i.e. a mixed use development) presents a scenario where it is fathomable that active transportation modes may be the preferred form of access.

The development proposal achieves a balance between the existing character area and the initiatives put forward in both local area official plans and upper tier policy directives.



Section 6.0 Value the Environment provides the following policies:

- 6.2.5 *Mississauga encourages the retrofitting of existing buildings and developed sites to be more environmentally sustainable.*
- 6.2.7 *Mississauga will require development proposals to address the management of stormwater using stormwater best management practices.*
- 6.2.8 *Mississauga will encourage the use of green technologies and design to assist in minimizing the impacts of development on the health of the environment.*
- 6.2.12 *Mississauga will encourage tree planting on public and private lands and will strive to increase the Urban Forest canopy*

The proposed development will generally support and implement the guiding principles outlined in Section 6.2 Value the Environment, where feasible. In order to address LID and sustainability features, certain strategies will be incorporated into the development proposal. At this time, the development is proposing (as detailed in the “List of Low Impact Design Features” as prepared by Turner Fleshier Architects, dated September 15, 2022), LID features such as, however not limited to: EV charging (provided a 10% of the proposed parking), a minimum of 50% of all proposed plantings will be native species, shade trees will be planted along all street frontages where feasible with sufficient soil volume and rainwater harvesting systems, which intercept, convey and store rainfall will be proposed to reduce potable water use for irrigation. These proposed features will continue to be established through the detailed design, or Site Plan Approval stage and incorporated into the plan(s) where feasible.

Section 6.10.3 outlines Road Noise – as intensification occurs along corridors and community nodes, road noise will increasingly be a cause of concern for the surrounding residents. It is important to pay attention to site planning and building design to mitigate noise levels where feasible.

- “6.10.3.3 *Development with a residential component such as dwellings, 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.*
- 6.10.3.4 *Where residential and other land uses sensitive to noise are proposed within 500 m of a freeway, 250 m of a provincial highway or 100 m from other roads, development proponents will be required to submit detailed noise studies delineating mitigative noise measures required to meet Provincial Government and Region of Peel noise guidelines. The recommendations of the approved reports are to be implemented as conditions of development.*
- 6.10.3.6 *A feasibility and/or detailed noise impact study prepared to analyze the impacts of road noise on a development are to incorporate the ultimate Annual Average Daily Traffic (AADT) for the road.*



- 6.10.3.7 *As a condition of approval of development applications, notice will be given by the developer to the purchasers and tenants of existing and potential impacts of the right-of-way and the maintenance of the required abatement measures.”*

As indicated in the Noise Feasibility Study, as prepared by Gradient Wind the site will operate at acceptable levels with the appropriate noise mitigation factors in place. Through the detailed design process, we expect that a more detailed noise feasibility study will be prepared in order to respond to the development characteristics, as they continue to evolve through design exercises.

Section 7.0 Complete Communities discusses policies regarding meeting the housing needs of people of all ages, abilities, and income groups, along with providing opportunities for residents, protecting and enjoying the city’s cultural heritage, providing the inclusion of art and culture and creating areas that foster community identity. The goal of these policies is to create inclusive communities where people are connected, supported and allowed to flourish.

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

The proposed development incorporates the characteristics of a complete community by providing residential development that can be served by existing services and amenities and is accessible by foot, bicycle or transit options already existing in the road network. This compact urban form, providing a mix of land uses will contribute to the walkability of the area for existing and future residents and ensure that the needs of residents can and will continue to be met, within the neighbourhood. The future



residents will also have the advantage of being in close proximity to various recreational opportunities and existing services and amenities in the area.

The designs submitted in support of the proposed development incorporate an urban fabric (i.e. framed streetscape) with high quality urban design considerations which include; no exposed parking areas to public street frontages; consolidated service and access areas for blocks; and minimal setbacks to public streets. The frontage along Erin Mills Parkway will be treated as a main façade, incorporating special design considerations, as described in the Urban Design Brief: *“A high percentage of glazing is featured along Erin Mills Parkway creating a vibrant commercial frontage.”*

With respect to the above noted policy 7.1.6, we submit that with introduction of these new unit types and sizes, housing affordability is promoted providing more opportunity for future residents and first time buyers to enter the market. Again, we refer back to this section of the Housing Report prepared by Urban Metrics dated September 2, 2022, which provides that; *“The proposed residential units include a variety of unit sizes to meet the different needs of different unit sizes and incomes”*. The Housing Report also provides: *“[It] will also provide housing opportunity for people looking to downsize in the neighbourhood, in addition to a wider mix and range of socioeconomic and demographic backgrounds”*. For these reasons, we are of the opinion that the proposal meets with the policy framework outlined in section 7.1.6.

Policies regarding housing relevant to our proposed development are as follows:

- “7.2.1 *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*
- 7.2.2 *Mississauga will provide opportunities for:*
  - a. *the development of a range of housing choices in terms of type, tenure and price;*
- 7.2.3 *When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies.*
- 7.2.4 *Mississauga will ensure that the quality and quantity of the existing housing stock is maintained.*
- 7.2.5 *The onus will be placed on the applicant/developer to address Provincial and Regional housing requirements.*
- 7.2.8 *Design solutions that support housing affordability while maintaining appropriate functional and aesthetic quality will be encouraged.*

The above noted policies related to housing are supported by the proposed development. Various unit sizes and an increase in housing stock is supportive of the vision for the City of Mississauga and Region of Peel. The Housing Report prepared by Urban Metrics dated Sept 2, 2022, provides: *“Relative to the existing housing stock currently on the market, these units are likely to be more affordable to low and*



*middle income earners.”... “...the composition, diversity and range of units being contemplated, represent a potential opportunity to increase the stock of new affordable housing units.”.* As noted throughout the Housing Report, the proposal will not only increase the inventory and variety of housing options throughout the City of Mississauga and Region of Peel but also provides opportunity for more affordable units, effectively supporting the general intent of Provincial, Regional and Municipal Policies related to the provision of a range of housing options in appropriate locations. The Housing Report continues to provide that this type of housing is *“particularly important recognizing the site’s location in proximity to major roadways, community amenities and retail/service commercial uses.”.* For these reasons, paired with the fact that the proposal is technically supportable (from an Engineering perspective particularly) we feel that the proposal is supportive of the above noted policies from section 7.2. The proposal maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of existing and future residents.

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

- “9.1.3 *Infill and redevelopment within Neighbourhoods will respect the existing and planned character*
- 9.1.8 *Mississauga will transform the public realm to create a strong sense of place and civic pride.*
- 9.1.9 *Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes.*
- 9.1.10 *The city vision will be supported by site development that:*
  - a. respects the urban hierarchy;*
  - b. utilizes best sustainable practices;*
  - c. demonstrates context sensitivity, including the public realm;*
  - d. promotes universal accessibility and public safety; and*
  - e. employs design excellence*
- 9.1.11 *A distinct character for each community will be created or enhanced through the road pattern, building massing and height, streetscape elements, preservation and incorporation of heritage resources and prominent placement of institutions and open spaces.*
- 9.1.13 *Development will have positive, restorative, ecological benefits on a site through the practice of sustainable building and site design.*
- 9.1.14 *Mississauga may undertake or require studies that develop additional policies, guidelines and design control tools that may contain more specific urban form requirements.*
- 9.1.15 *New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and*



*supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities.”*

Bearing in mind that the proposed development includes an Official Plan Amendment, the proposed development is consistent with the above noted policies related to the creation of a desirable urban form as it proposes residential blocks and buildings that are strategically oriented, stepped and aesthetically designed to foster non-invasive sightlines, create a sense of place and use of the buildings and landscaping to frame streets. Along most of Sawmill Valley Drive, the built form positioning and mass is meant to mirror existing development with a setback to the street, and an architectural façade that can be animated for the existing streetscape. For the rear yards of Farrier Court, the built form continues in this relationship to existing homes but is setback deeper to mimic the building spacing for a rear yard albeit the areas will not be programmed as such. From the intersections of Sawmill Valley Drive and Folkway Drive, and Erin Mills Parkway and Folkway Drive, the switch to apartment built form is meant to address the need for a crescendo of height and gentle density aimed at Erin Mills Parkway with appropriate stepping to Folkway Drive.

The infill site development details consider urban hierarchy. The project proposes built forms and building heights which transition from existing conditions to future conditions appropriate for infilling in this neighbourhood. Further, the proposed heights, while higher than the MOP policy of four stories, is appropriate for this corridor location which also provides place making opportunities between a major node and community node north and south of the subject lands. Design excellence is expressed in both the building and site programming but also in the proposed streetscapes, open space placement, the building massing and conceptual elevations as currently depicted.

The proposed centralized amenity area/square is centrally located and designed to function as a focal point for the development. The square will be supported by CPTED considerations and the concept of eyes on the street, allowing users and residents to feel safe. The interior of the site in terms of landscaping, as well as the building materials used for construction will harmonize beautification and intensification in an area supportive of this scale and type of density.

As mentioned throughout this report, pedestrian connectivity and engagement with open space has been a priority throughout site design. The location and continuous sidewalks encourage active transportation and allow users to engage with public transit without having to rely on a private vehicle for ease of access. It has also been noted that the gentle intensification proposed can take advantage of immediately proximate transit connections which supports the corridor and transportation functions of Erin Mills Parkway. As briefly discussed above, as part of the City’s 2018 Cycling Master Plan, the City is looking to improve on multi-modal transportation options such as multi-use trails and shared routes on adjacent streets.

The development applications are supported by the UDS by TFA to demonstrate the positive relationships of the proposed urban design and streetscape attributes of this project contributing to design excellence within the City.

As per Section 9.2.2 Non-Intensification Areas, all Neighbourhoods are considered “Non-Intensification Areas”. The relevant policies found in 9.2.2 state the following:



Non-Intensification areas will have lower densities, lower building heights and more homogeneous land uses than Intensification Areas. Neighbourhoods are stable areas where limited growth is anticipated. Development in Neighbourhoods will be required to be context sensitive and respect the existing or planned character and scale of development.

- “9.2.2.1 *Heights in excess of four storeys will be required to demonstrate that an appropriate transition in height and built form that respects the surrounding context will be achieved*
- 9.2.2.2 *Tall buildings will generally not be permitted.*
- 9.2.2.3 *While new development need not mirror existing development, new development in Neighbourhoods will:*
- 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.*

Per the City of Mississauga Official Plan, Tall Building means a building having a height greater than the width of the street on which they front. The building with the greatest height on site is Building A (10 storeys plus a mechanical penthouse) which is approximately 39.6 meters in height including the height of the mechanical penthouse. Without the MPH, the height of the building is 33.6 m. Along the Erin Mills Parkway frontage, Building A steps down to 8 storeys and achieves a building height of 29.8 m. When Building A steps down to 6 storeys along Erin Mills Parkway, a building height of 20.43 m is achieved. Building A primarily fronts onto Erin Mills Parkway which has an ultimate ROW of width of 45m (See *Figure 10 – City of Mississauga Schedule 8 – Designated ROW Widths*) plus the requirements for the ROW width as stipulated by the Region. This would not be considered a tall building as related to the ultimate ROW width of Erin Mills Parkway. That said, we acknowledge that Building A partially fronts onto Folkway Drive – to a lesser degree however - which is a Minor Collector and has a ROW width of 20-26 m. Along Folkway Drive, Building A steps down to 6 storeys and achieves a building height of 20.43 m. While we understand that the proposed height range of 20.43 m – 33.6 m along Folkway Drive may not appear to be consistent with policy 9.2.2, as exhibited in the Urban Design Brief, this height presents a contextually acceptable and appropriate height situation considering broader City goals including utilization of corridors and commercial sites for infill and intensification. It is only on floors 6-10, which introduce stepbacks from the podium, where the exceedance is present, not the height of the podium which is the larger or longer portion of the building, creating the street wall. We do note from a design perspective, that Building A is situated along the intersection of Erin Mills Parkway and Folkway Drive and presents an ideal location for a building with greater height in terms of site programming and layout.

The development proposal considers a housing type that is seemingly underrepresented in this area (more prominent north, in the Erin Mills Major Node) and therefore, provides a greater variety of



residential unit types. That said, we are of the opinion through our review of the Urban Design Brief and technical supporting documents and plans, that this lotting patterning, scale and sensitive increase in density does respect the generally character of the surrounding area and minimize shadowing and overlook. There is an existing Noise Wall along a portion of the south edge of the site which will be replaced by a high-quality retaining wall. The interface of the proposal to the southerly residences will present a residential-to-residential condition rather than the existing commercial (loading area, specifically) condition.

The buildings are strategically placed around the site in order to address either interface with a right of way (roadway) or existing residential. Where there is potential for overlook (such as the south end), a lower intensity form of residential and greater yard/landscape area setback, and separation to apartment built form has been proposed. Where possible, it has been the goal of the team to match existing grades so to foster a desirable and comfortable pedestrian realm. Lotting patterns along the streetscape of Sawmill Valley Drive and Farrier Court are mimicked with block placement reflecting units divided vertically. This is not the case along Folkway Drive for reasons mentioned above but building lotting for residential on the north side of Folkway Drive is not clearly evident to the public.

Per Schedule 1C of the Mississauga Official Plan, Erin Mills Parkway is considered a “Corridor” (See *Figure 11 – City of Mississauga Official Plan Schedule 1C – Urban System, Corridors*). Section 9.2.2.6 of the Official Plan provides policies related to development on Corridors. Relevant policies in Section 9.2.2.6 read:

*9.2.2.6 Development on Corridors will be encouraged to:*

- 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 and where non-residential uses are proposed to create a continuous street wall;*
- e. provide entrances and transparent windows facing the street for non-residential uses;*
- f. support transit and active transportation modes;*
- g. consolidate access points and encourage shared parking, service areas and driveway entrances;”*

As exhibited in the Urban Design Brief prepared by Turner Fleshier Architects, the proposed building heights and the transitions presented through this development proposal are appropriate in the area context.

The proposed building orientation, along the right of ways, create a desirable street frontage by having walls that are designed to be perceived as “front walls” facing the street.

All parking for residents is proposed underground. There is limited at grade parking proposed which faces the street. There is one parking area proposed that has exposure to the Erin Mills Parkway frontage however, we do feel this is an appropriate spot for the surface parking area, with the caveat that it provides contiguous pedestrian connection(s) to the Erin Mills Parkway right of way and interior to the site. This also assists in promoting pedestrian foot traffic or access via multi modal transportation options. The design of the site supports urban design objectives for the provision street walls and



general beautification strategies as detailed in the Urban Design Brief. As noted in the Urban Design Brief prepared by Turner Fleshier Architects “*The principal entrances to the residential lobbies and retail units are proposed along Erin Mills Parkway, Folkway Drive and Sawmill Valley Drive to provide an active street wall condition.*”. This was purposefully proposed in order to create an active street front with an animated interface along the prominent frontages. Specifically, all of the retail portion of the development is located along the Erin Mills Parkway frontage, welcoming pedestrian foot traffic in from the right-of-way and easily accessible to those engaging with public transit, as stops are located at the site along Erin Mills Parkway. Consistent with 9.2.2.6 e), as noted in the Urban Design Brief; “*A high percentage of glazing is featured along Erin Mills Parkway creating a vibrant commercial frontage.*”.

As illustrated on the Site Plan and Landscape Plan, site access points have been consolidated to a total of 3 points, off of 3 separate roads which should assist in filtering vehicular traffic to and from the site. All access points are connected through the entirety of the site which assists in way-finding and an efficient use of space. Throughout the detailed design of the site, the team will continue to employ policies from the Mississauga Official Plan and draw from best practices from other design guidelines, as feasible.

Section 9.4.1 Transit and Active Transportation describes the way that the City will work to prioritize or encourage multi-modal transportation options. Policies in 9.4.1.3 read:

“9.4.1.3        *Development will support transit and active transportation by:*

- a. locating buildings at the street edge, where appropriate;*
- b. requiring front doors that open to the public street;*
- c. ensuring active/animated building façades and high-quality architecture;*
- d. ensuring buildings respect the scale of the street;*
- e. ensuring appropriate massing for the context;*
- f. providing pedestrian safety and comfort; and*
- g. providing bicycle destination amenities such as bicycle parking, shower facilities and clothing lockers, where appropriate.*

9.4.1.4        *Development will provide for pedestrian safety through visibility, lighting, natural surveillance and minimizing vehicular conflicts.”*

The development proposal has intentionally located the appropriate form or building type along each street edge. For example, taller buildings are situated along the Erin Mills Parkway frontage, scaling down along Folkway Drive, with the least density interfacing with the homes along Sawmill Valley Drive and Farrier Court.

The parking spaces and proposed underground garage entrance are proposed away from the street frontages to minimize pedestrian interaction. Internal to the site however, there are at grade parking spaces. The automobile/vehicle traffic internal to the site will be subject to traffic calming measures, creating a pedestrian friendly space with cross walks and soft and hard landscaping features which will be strategically chosen and placed, creating a fulsome internal design which compliments the building façade. The majority of parking, both for vehicles and bicycles remains underground and ample visitor bicycle parking is available in easily found and identifiable locations throughout the site thus promoting multi-modal connectivity.



In terms of design, the proposal will provide for an attractive streetscape through soft landscaping features and proposing minimal setbacks to right of ways, where appropriate, creating attractive street walls. The proposed building will provide pedestrian access to the commercial units from Erin Mills Parkway.

The architectural design includes a distinctive articulation of residential amenity spaces and an attractive mix of materials to add visual interest and appropriate human scale to the design adjacent to the public areas along the dual road frontages. Opportunities for CPTED and sustainable management practices have been considered at this time but will be further explored during detailed site design.

Where possible, front doors have been situated to face public streets. This has been prioritized for publicly accessible spaces/units within the development such as the foyers (common area for residents) and the retail/commercial spaces as well as some of the townhouse units. In the case of the townhouses located on the south/east side of the site, while we do acknowledge that the front doors are facing inward (toward the private condo road), in this configuration, actually provides a more beneficial situation facing inward as they provide more direct, contiguous and convenient access to the Erin Mills Parkway frontage (travelling east through the site) where public transit opportunities are present. In order to further address policies regarding active street edges, there are certain design treatments that can be employed to the “rear” of the units that allow them to be perceived more as an active frontage condition rather than private spaces. In order to address this, the team has, to date, provided planting or landscaping along the Sawmill Valley Drive which provides an aesthetically pleasing situation from the public right of way and a sense of privacy for the residents. Further, the continuation of this interface condition from the townhouses situated along the south side of the subject site, creates a more cohesive and integrated site programming situation. We therefore are of the opinion that the location of the doors to the townhouses (facing inward) do not impede or conflict with the general intent of the above noted policies.

The proposed will conform to the Official Plan (subject to the proposed Official Plan Amendment) by providing for the appropriate utilization of valuable lands, which in turn will contribute to a more high-quality public realm through revitalization of the existing streetscape. These lands serve as a strong candidate for higher density mixed use in view of the locational advantages – i.e., proximity to transit, services and major roads. The residential intensification will support the intentions of the Official Plan by efficiently and responsibly utilizing lands fit for this type of development. The development of the subject property will adhere to the applicable design guidelines, including those speaking to the configuration of the building on site, to ensure conformity with the already existing built up area and manage any impacts on adjacent lands

Section 9.5 discusses site development and buildings. The following policies relate to the proposed development and its relation to the existing and proposed public realm.

- “9.5.1.1        *Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area.*
  
- 9.5.1.2        *Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:*



- d. street and block patterns;*
- e. the size and configuration of properties along a street, including lot frontages and areas;*
- f. continuity and enhancement of streetscapes;*
- g. the size and distribution of building mass and height;*
- h. front, side and rear yards;*
- i. the orientation of buildings, structures and landscapes on a property;*
- j. views, sunlight and wind conditions;*
- k. the local vernacular and architectural character as represented by the rhythm, textures and building materials;*
- l. privacy and overlook; and*
- m. the function and use of buildings, structures and landscapes.*

- 9.5.1.3 *Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.*
- 9.5.1.4 *Buildings, in conjunction with site design and landscaping, will create appropriate visual and functional relationships between individual buildings, groups of buildings and open spaces.*
- 9.5.1.5 *Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights*
- 9.5.1.11 *New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures the attractiveness of the thoroughfare”*

Similarly, Section 9.5.2 Site Development provides:

- “9.5.2.2 *Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by:*
  - a. providing walkways that are connected to the public sidewalk, are well lit, attractive and safe;*
  - b. fronting walkways and sidewalks with doors and windows and having visible active uses inside;*
  - c. avoiding blank walls facing pedestrian areas; and*
  - d. providing opportunities for weather protection, including awnings and trees.*
- 9.5.2.3 *Development proponents will be required to ensure that pedestrian circulation and connections are accessible, comfortable, safe and integrated into the overall system of trails and walkways.*

Rationale related to Section 9.5 (cited above) has been provided throughout this report.

The proposed development achieves integration with the surrounding area by recognizing the location of existing residential areas and using this consideration to inform the architectural design and massing



of the proposed buildings. We recognize that a key consideration when accommodating intensification is achieving compatibility in the context of the site and surrounding neighbourhood. Consistent with policy 9.5.1.5, as the site is situated north and south of Intensification Areas (see *Figure 12 – City of Mississauga Official Plan Schedule 2 – Intensification Areas*) consideration must be given to the massing, scale and height of development to ensure compatibility of neighbouring residential areas. That said, intensification of this site, as proposed, represents an appropriate transition between the two intensification areas and surrounding development.

In light of this, the development proposal and accompanying OPA and ZBLA appropriately propose to permit a maximum height of 10 storeys, with the tallest elements of the development concept in only a small portion of the site. Based on the evidence provided in the UDB, the proposed development provides an appropriate transition in built form based on the existing and planned area characteristics.

The proposed configuration of the building as it relates to the existing Building A, presents the most appropriate situation. The proposed building is in an “L” shape and creates a continuous street wall along Erin Mills Parkway where there is existing public transit and expected pedestrian foot traffic. Further design details will be addressed at the site development plan approval stage.

The commercial portion of the mixed-use buildings (A and D) is located on the ground floor and is intended to provide access internal to the site and direct access from the Erin Mills Parkway public right-of-way where there is an existing bus stop. Continuous sidewalks will provide for ease of pedestrian access, whilst urban design strategies will be used to create a desirable pedestrian realm and frame both street edges and prioritize placemaking internal to the site. As presented in the Urban Design Brief (TFAI), the Shadow Study (TFAI) and conceptual Landscape Plan (Alexander Budrevics), the development proposal prioritizes optimization of available land while considering the existing area, prioritizing safety and connectivity of the pedestrian realm and the effective use of hard and soft landscaping features (including building materials) to create a desirable pedestrian experience. Throughout the detailed design process, architectural features such as canopies and building materials will be further refined.

The existing character area has been considered throughout the proposed building and site design in terms of massing, scale, orientation and building materials. The scale of the building is not anticipated, visually, to have any undue impact on the existing neighbourhood. Rather, the proposal will provide for an appropriate mix of scale/height per its surroundings. Evidence of this can be seen in the Shadow Study (TFAI) and Urban Design Brief (TFAI). The shadow study exhibits minimal impacts to the existing area.

Policies specifically directed towards Neighbourhoods are outlined in Section 16 of the Mississauga Official Plan.

- “16.1.1.1 For lands within a Neighbourhood, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.*
- 16.1.1.2 Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City’s satisfaction, that:*



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

## 16.1.2 Residential

- 16.1.2.2 Where the Residential Medium Density policies of this Plan permit low-rise apartment dwellings, they will be encouraged to locate on Corridors.*
- 16.1.2.4 Proposals for additional development on lands with existing apartment buildings will recognize and provide appropriate transition to adjacent low density residential uses.”*

As part of the planning application, we are proposing to amend the maximum height permissions, as supported by the technical studies submitted in support of this application. As exhibited in the supporting plans and reports, and as iterated previously, the development proposal presents an appropriate form of intensification in an existing neighbourhood without undermining the intention of the policies prescribed in the MOP.

Should the Official Plan Amendment be adopted (as drafted by GSAI presently), the land use designation will be changed to “High Density Residential” and include site specific regulations such as a maximum height (10 storeys). We find this increase to be appropriate when evaluated against the intent of the policies found in Section 16.1.1.2 (a, b, c, d) of the City of Mississauga Official Plan.

As exhibited in the Urban Design Brief and accompanying Shadow Study, the development proposal represents an appropriate height and mass that produces immaterial or acceptable impacts to the immediate area. Although the shadow study does show some exceedances, as noted by TFAI, these exceedances can be seen as minor and generally favourable to the proposed development. The strategic location, podium style and stepping proposed throughout each of the apartment buildings presents a contextually appropriate situation where the tallest point of the building(s) is situated at the prominent intersection and the height decreases when headed east and south toward the existing residential subdivision.

In our opinion the proposal offers a means of rejuvenation and beautification to the existing site and by extension, the existing area, without sacrificing the opportunities provided by the current retail/commercial plaza, thereby enhancing the existing development in the area both functionally and visually.

Based on the site’s location along a Corridor and within the Erin Mills Neighbourhood, we are of the opinion that the proposal achieves the intent of the City’s hierarchy. While we understand that Neighbourhoods generally promote a maximum height of 4 storeys, we are of the opinion that sites along Corridors specifically should be evaluated on a site-by-site basis. In this instance, the sites locational advantages afford it a unique opportunity to support gentle intensification in an area that can be seen as largely dominated by low density residential development, which ultimately, is an underutilization of lands serviced by existing infrastructure. By limiting the development opportunity



on this site to 4 storeys, we believe it would be inconsistent or not in keeping with the Local, Regional and Provincial policies related to leveraging opportunities for infill. The development presents the opportunity to provide for a contextually appropriate development that still respects the City Structure hierarchy.

Notwithstanding the fact that the subject site is not designated presently for low or medium density, we are of the opinion that through the site specific regulations we are meeting the general intent of the policies found in 16.1.2 by providing gentle intensification and thoughtful transitions to the existing neighbourhood(s), whilst generally achieving the policy intentions for residential uses, particularly apartment uses, along corridors.

Presently, the subject site is designated as Mixed-Use under the City of Mississauga Official Plan. While the site as it exists today appears to be reasonably serviced by the existing commercial, retail and day-to-day services in the area. Per Section 11.2.6.2 of the Mississauga Official Plan,

*11.2.6.2 The planned function of lands designated Mixed Use is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. Development on Mixed Use sites that includes residential uses will be required to contain a mixture of permitted uses.*

While we acknowledge that the Official Plan Amendment will remove lands designated for mixed-use, pursuant to policy 11.2.6.2, the findings from the Retail Study as prepared by Urban Metrics confirms that there are no anticipated adverse impacts resulting from the removal of these lands for mixed-use. Per the Retail Report prepared by Urban Metrics, “...distinct commercial nodes located near to the subject site, which provide existing and future residents access to a variety of local and regional serving retail/service commercial space. This includes the Erin Mills Town Centre less than two-kilometre northwest of the subject site, which includes over 925,200 square feet of retail space, 779,100 square feet of which is currently occupied. It also includes the South Common Centre which is located less than one kilometre southeast of the subject site and contains a Walmart Supercentre, a Shoppers Drug Mart and a No Frills supermarket.”. The conclusions of the Urban Metrics report note that post development, the provision of Super Market and Grocery Store space (existing uses) would still be well above a normal ratio for a particular area and further, that elimination of the existing use(s) will not negatively impact the adequacy of neighbourhood serving uses and supermarket space available to residents.

For the reasons above, we feel the development proposal merits approval.

#### **4.5 City of Mississauga Zoning By-Law 0225-2017**

The subject property is currently subject to the provisions of the City of Mississauga Zoning By Law 0225-2007. The subject property is zoned *Neighborhood Commercial (C2)* under Zoning By-law No. 0225-2007, (see *Figure 13 – City of Mississauga Zoning By-law No. 0225-2007*).

The current *C2* zone does not permit the development of apartment dwellings, in such a Zoning By-Law Amendment will be required.

In support of this Application for Zoning By-law Amendment, we have provided a table outlining the relief required to the Zoning By-law.



## **5.0 Proposed Amendments to Mississauga Official Plan and City of Mississauga Zoning By-law 0225-2007**

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As discussed above, an amendment to the City of Mississauga Official Plan, as well as an amendment to the City of Mississauga Zoning By-law will be required to permit for the proposed development. These amendments with regard to the existing designation and zoning are discussed below.

### **5.1 Proposed Official Plan Amendment**

The subject site is currently designated Mixed-Use in the City of Mississauga Official Plan (see *Figure 14 – City of Mississauga Official Plan – Schedule 10*). The entirety of the lands are located within the Erin Mills Neighbourhood as discussed in previous sections.

The proposed OPA is not intended to change the general intent of the current, in effect land use designation in terms of land use permissions (residential, non-residential mix) however does intend to permit for higher density residential uses.

In response to the above, Queenscorp (Erin Mills) Inc. proposes to redesignate the lands High Density Residential. Additionally, the OPA will amend section 16.10 Neighbourhoods – Erin Mills by including the subject lands into a new “Special Site 5” which will encompass the entirety of the lands currently owned by Queenscorp (Erin Mills) Inc. and subject of this development application.

The OPA will permit building heights up to 10 storeys.

A Draft Official Plan Amendment is provided in Appendix I.

### **5.2 Proposed Zoning By-law Amendment**

The subject site is zoned Commercial Two (C2) per the City of Mississauga Zoning By-law. In order to permit for the proposed development a Zoning By-law amendment will be required. The proposed residential development is proposed to be zoned to Residential Apartment 3 – Special Section (RA3 – XX).

Site specific exceptions are proposed to accommodate the unique characteristics of the proposed development including permitting townhouse built form within the RA zone category specific to the project details.

The relief required to the Zoning By-law is detailed in the table submitted in support of this development application. Generally speaking, however, the proposed amendment requests that certain by-law regulations stipulated under General Provisions be removed entirely (i.e., centreline setbacks). In other instances, the by-law seeks amendments to the general provisions, such as parking requirements. Related to the proposed RA zone regulations, we will require relief to maximum permitted FSI, minimum yards and encroachments and projections amongst other regulations.



The proposed zoning contemplates a “Residential Apartment” (RA) zone with a special exception. The proposed amenity area is provided consistent with the RA zone for all types of residential dwelling units proposed (apartments and townhouses). The proposed amenity area ratio, again consistent with the RA zone, is greater than that which is required under the zone with would traditionally permit for the townhouse units, being a “Residential Multiple” (RM) zone. That said, the team is proposing a greater amenity area requirement than that which would be required under the RM zone.

We also note that although we have proposed smaller setbacks in certain instances, this is reflective of a worst case scenario, or most restrictive point and not the proposed site-wide setbacks.

The proposed parking rates (resident and visitor) for the condominium apartments and townhouses are the same. The resident spaces are proposed at 1.1 resident spaces per unit. The visitor spaces are proposed at 0.20 spaces per unit. We are of the opinion that this is appropriate for both of the residential uses. Per the new City of Mississauga By-law, this proposed rate is consistent with the newly adopted condominium apartment resident and visitor rates. We do acknowledge that the rate is less than the approved townhouse rates (by approximately 0.3 for resident spaces and 0.5 for visitor spaces). The proposed retail rate is 5.0 spaces/100 m<sup>2</sup>. As per Zoning By-law 0117-2022, a shared parking arrangement may be used for the calculation of required visitor/non-residential parking in accordance with the greater of 0.2 visitor spaces per unit or required retail parking rate of 5 spaces/100m<sup>2</sup> of GFA. The parking rate and proposed parking supply specific to retail will be further examined after City review and comments on the development applications considering the provisions of section 4.1.15 as modified by the unconsolidated zoning by-law amendment recently approved. A blended parking rate has been proposed for condominium apartments and stacked townhouses. As evidenced in the report prepared by BA Group, these proposed rates are anticipated to accommodate the development proposal.

We are of the opinion that the Zoning By-law Amendment presents an appropriate redevelopment scenario for the subject lands.

A Draft Official Plan Amendment is provided in Appendix II.

## **6.0 SUPPORTING STUDIES**

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The following section provides a summary of some of the reports, studies and supporting materials conducted in support of the proposed development.

### **6.1 Parking Assessment and Transportation Demand Management Plan**

The Transportation Impact Assessment and Parking Justification as prepared by BA Group concludes that; the proposed parking reduction is supportable based on area characteristics and opportunities to engage in alternative modes of transportation and further that proposed development can be accommodated on the future transportation network.

It was noted that the proposed parking ratio, although lower than those stipulated under the new City Parking By-law, is in line with goals associated with reducing dependency on private automobiles/vehicles and is supportable from a technical perspective. Hard and Soft TDM measures have been a priority throughout site design and further that TDM measures are part of most all current



development as these principles promotes the use of sustainable modes of transportation such as transit and active transportation, to assist in decreasing traffic congestion.

The site is located in an area with excellent transit service with major bus routes operating on Erin Mills Parkway, Burnhamthorpe Road West, and Highway 403. Bicycle facilities are located approximately along sections of Burnhamthorpe Road (approximately 500 metres south of the site) and multi-use trails are provided on the north side of the road for pedestrians and cyclists. There is an extensive network of sidewalks in the vicinity of the site.

In accordance with the recommendations of Zoning By-law 0117-2022, the site is located within Precinct 4. Application of Zoning By-law 0117-2022 results a total requirement of 964 parking spaces, inclusive of 818 resident spaces and 146 non-resident spaces to be shared between resident visitors and retail visitors. The proposed parking supply is only 50 spaces less than the requirements of Zoning By-law 0117-2022 and will meet the practical needs of the site.

The recommended bicycle parking supply rates required by Zoning By-law 0118-2022 have been applied to the proposed development and requires the provision of a total of 457 bicycle parking spaces inclusive of 422 long-term resident spaces and 35 short-term visitor spaces.

## **6.2 Noise Study**

The noise study as prepared by Gradient dated September 12, 2022, concludes that with the proper mitigation measures, the proposal for residential uses is feasible. The report details that the preparation of a detailed noise report (including stationary noise sources amongst other additional considerations) once the development proposal has advanced to a site plan level where architectural elements can be evaluated and assessed as noise mitigation tools will be required. We anticipate that for the purposes of the Official Plan and Zoning By-law Amendment process that the findings of this Noise Study are acceptable. Further study and analysis, along with mitigation will be proposed through the Site Plan approvals process.

## **6.3 Wind Study**

The wind study as prepared by Gradient Wind Engineers and Scientists dated September 2022, was conducted to address pedestrian level wind relative to on site comfort and safety. The report concludes that proposed development will have a mixed impact, where conditions over the most sensitive pedestrian areas within and within the surrounding area will be acceptable for the intended use. Further, the study notes that generally, there was a favourable improvement in wind comfort along the south and west portions of the site, and where there is not improvement, the wind conditions remain acceptable for the intended use.

The study looks at wind comfort when a pedestrian or user is sitting, standing, or walking. Based on the design of the current concept, the report states that where wind comfort is reduced, conditions remain acceptable for the intended uses. We note that this team will use the Official Plan and Zoning By-law Amendment process as well as the Site Plan process to review further analysis and propose wind mitigation features where they may be required.



## **6.5 Urban Design Study**

The urban design study prepared by Turner Fleshier Architects, submitted in support of this development application details the ways in which the proposal achieves City wide urban design guidelines and other measures such as LID and CPTED as set forth by the City of Mississauga.

The Urban Design Study includes the relevant conclusions from the sun shadow study, pedestrian wind study and an analysis of the most relevant City of Mississauga Official Plan policies.

The Study illustrates the possibilities for pedestrian and vehicular circulation around the perimeter and within the site. These graphics show that the site is well connected by contiguous walkways and private driveways providing an ease of access to all major access points within the site. The study also shows the access points to each of the buildings including the primary and secondary residential access points to the buildings. The study also provides sections showing floor to ceiling height and the location of the proposed residential and non-residential uses within each proposed building.

The study also provides a 3D massing exercise along with renderings and precedent images in order to illustrate the design treatments for the proposed buildings. We note that detailed design will continue to be refined through the Official Plan and Zoning By-law amendment stage, and through the Site Plan stage.

The urban design study concludes that the proposal has satisfied, where feasible, guidelines set forth by the City of Mississauga.

## **6.6 Sun/Shadow Study**

The sun/shadow study as prepared by Turner Fleshier Architects provides the impacts associated with building masses and heights on the subject property and the surrounding neighbourhood. Per the City of Mississauga Terms of Reference for Sun/shadow studies, the required analysis was undertaken for the dates of March 21, June 21, September 21, and December 21 at the times stipulated under the terms of reference document.

The sun shadow study concludes that there are some instances or times where the proposal does not meet the required criterion. However, as noted by Turner Fleshier Architects in the Urban Design Brief under Section 2.4, the deficiencies to the sun shadow criterion are negligible when evaluated against the preferred and strategic design of the development proposal. In some instances, the deficiencies are small and are not likely to cause adverse impacts on the pedestrian realm.

For further details on the analysis and a write up on the results thereof, please see the sun/shadow study provided in support of this application.

## **6.7 SWM/FSR**

The Functional Servicing and Stormwater Management Report concludes that the development proposal is supportable from a Sanitary Sewer and Water Supply perspective.



The water supply will come from establishing a connection to the existing 300 mm diameter watermain on Folkway Drive and the existing 300mm diameter watermain on Erin Mills Parkway.

The Sanitary connection will direct flow to an existing 250mm diameter sanitary sewer in the Farrier Court and will be conveyed by a proposed 250mm diameter sanitary service connection at 0.5% slope.

## 6.8 HOUSING STUDY

The Housing Study concluded that the proposal addresses and is consistent with the relevant Provincial, Regional and Municipal policies surrounding housing. The Study noted that the proposal diversifies the housing stock in an area that is dominated by low density housing and further, that the proposal represents a compact development that takes advantage of the site's location within a key area of Mississauga, particularly promoting residential intensification in an area where it is encouraged. The Report generally states that the proposal for the site makes better use of the lands than that which exists today, based on its level of service and general locational attributes. The Report also notes that the scale and built form ensure a gradual transition away from the low-density housing existing to the east and south, taking into consideration the existing character of the area.

The Report states that the range and supply of housing proposed through the development will support housing growth and assist in meeting forecasted demands within this area of Mississauga. The Report notes that *"...maintaining and supplying a range of housing; including differing forms, tenures and pricing is a key component of housing and community development within the City of Mississauga."* The Report affirms that the units proposed will assist the City in maintain a diversified stock of housing.

The Report speaks to the proposed unit types, sizes, and general mix thereof, having the potential to contribute or fall into the range of affordability. The proposal will also assist in providing options to people looking to downsize in the neighbourhood and people of differing socioeconomic backgrounds. The report concludes that the proposal is in fact good planning.

## 6.9 RETAIL STUDY

The Retail Study concludes that generally the study area (and residents) are well served with an ample variety of regional and local servicing retail and service commercial space and that the existing service level (prior to redevelopment of the subject site) is in line with the amount of retail/service commercial space typically required to serve residents day-to-day needs. The conclusions note that post development, the provision of Super Market and Grocery Store space (existing uses) would still be well above a normal ratio for a particular area and further, that elimination of the existing use(s) will not negatively impact the adequacy of neighbourhood serving uses and supermarket space available to residents. Post-demolition of the existing uses, the findings of the report concluded that there would only be demand for a limited among of neighbourhood serving commercial uses (i.e. convenience stores, personal care services, food services, etc.).

The development proposes approximately 8, 650 square feet of new retail/commercial space. The Report concludes that the provision of the immediate, local serving amenities as well as the local and regional serving retail amenities would effectively serve the future residents of the subject site and those within the study area.



## 7.0 CONCLUSION

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It is our opinion that the proposed Official Plan Amendment and Zoning By-law Amendment are justified and represent good planning for the following reasons:

1. The proposal conforms to and promotes the policies of the Provincial Policy Statement, the Growth Plan, as well as policies regarding residential intensification and City structure found in the Region of Peel Official Plan, and the City of Mississauga Official Plan;
2. The proposed development represents housing types that contribute towards the provision of affordable housing alternatives and aligns with the Provincial Policy Statement housing policy of providing a variety of dwelling types for different life cycles and income levels;
3. The proposed Official Plan and Zoning By-law Amendment will continue to support the general intent of the forthcoming Regional Official Plan and City of Mississauga Official Plan, as drafted today;
4. Consideration for the efficient use of land, provision of a range of residential housing types, accessibility for a range of life-stages, environmental stewardship and cost-effective development patterns are incorporated in the proposed development;
5. The proposed development contributes to the overarching policy objectives of creating complete communities and is supportive of general urban design principles as found in various policy planning frameworks;
6. The proposed Official Plan Amendment provisions and Zoning By-law Amendment standards are appropriate to accommodate the requested uses as well as proposed heights and general site design;
7. The proximity of the proposed development to community amenities such as parks, community centres, schools, shopping and entertainment, provides recreational opportunities as well as access to transit infrastructure thereby contributing to reliance on automobile/vehicle use, encouraging active transportation and utilization of public transit options, and contributing overall to the development of complete, healthy communities;
8. The broader neighbourhood retail and service commercial areas will continue to provide adequate services to existing area residents and future residents of the development, in conjunction with the proposed non-residential retail land uses;
9. The proposed ingress and egress points to the subject lands satisfy City and Regional requirements, changes in traffic volumes, and parking ratios areas supportable by the area's provision of existing and proposed transit, road, and other transportation infrastructure and closer-range services and facilities;
10. The proposed development is compact in built form, has both a large amount and concentration of open space which are all planned to consider public health and safety, amongst other



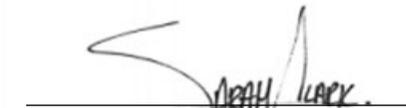
considerations as evidenced through the detailed technical reports and analysis on matters including landscape design, architecture, sun/shadowing, traffic, engineering and servicing;

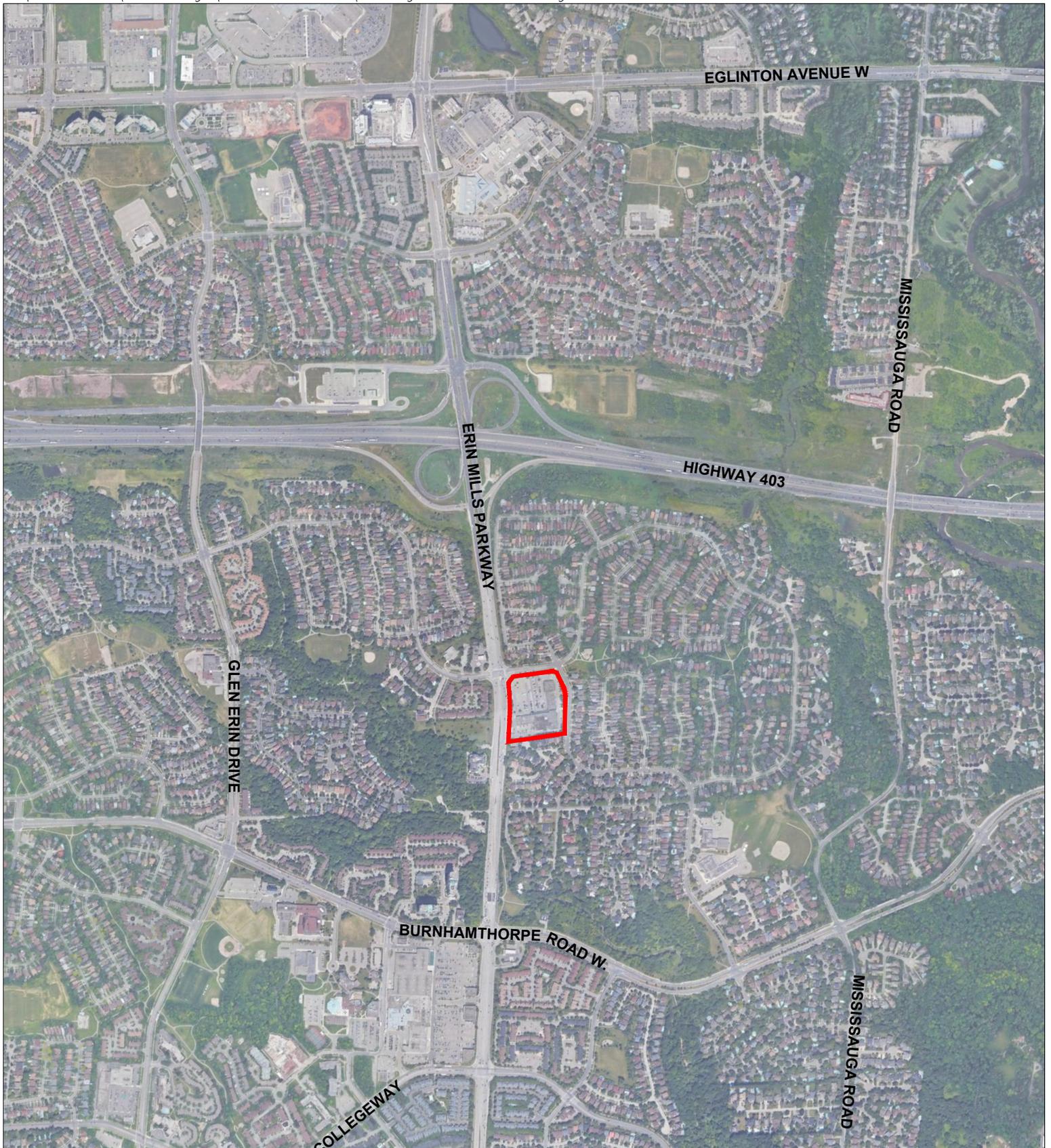
11. The proposed built form and accompanying landscape features as expressed in site and built form programming and design are considerate of good urban design, safety, usability, and streetscape design elements as shown in the Urban Design Study.

**Respectfully submitted,**

**GLEN SCHNARR & ASSOCIATES INC.**

  
Maurice Luchich, MCIP, RPP  
Senior Associate

  
Sarah Clark, MCIP, RPP  
Associate



# FIGURE 1 AERIAL CONTEXT MAP

4099 ERIN MILLS PARKWAY  
TOWN OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

## LEGEND

 Subject Lands



SCALE NTS  
OCTOBER 20, 2022



# FIGURE 1B AERIAL CONTEXT MAP

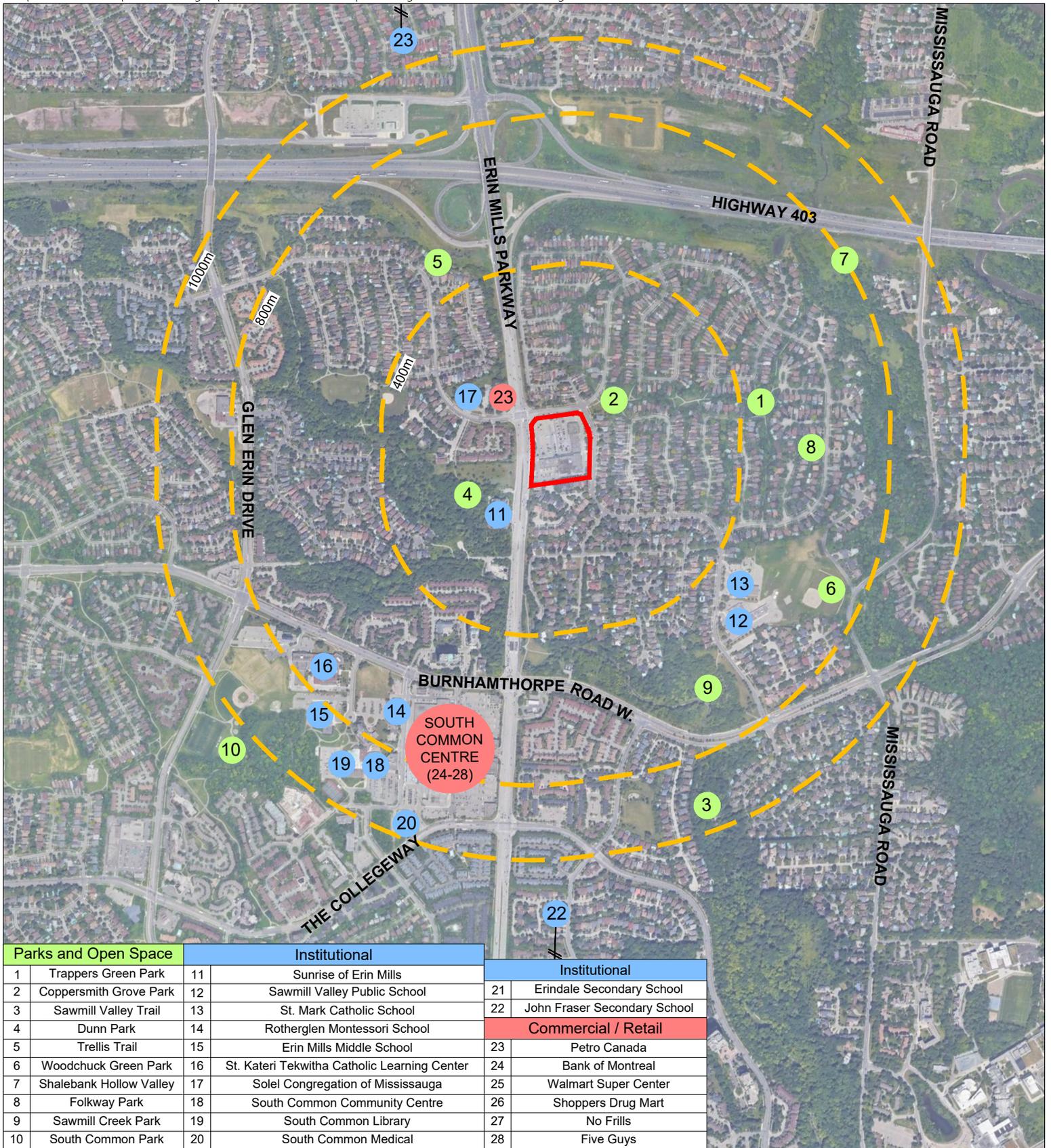
4099 ERIN MILLS PARKWAY  
TOWN OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

## LEGEND

 Subject Lands



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OCTOBER 20, 2022



Parks and Open Space		Institutional		Commercial / Retail	
1	Trappers Green Park	11	Sunrise of Erin Mills	21	Erindale Secondary School
2	Coppersmith Grove Park	12	Sawmill Valley Public School	22	John Fraser Secondary School
3	Sawmill Valley Trail	13	St. Mark Catholic School	23	Petro Canada
4	Dunn Park	14	Rotherglen Montessori School	24	Bank of Montreal
5	Trellis Trail	15	Erin Mills Middle School	25	Walmart Super Center
6	Woodchuck Green Park	16	St. Kateri Tekwitha Catholic Learning Center	26	Shoppers Drug Mart
7	Shalebank Hollow Valley	17	Solel Congregation of Mississauga	27	No Frills
8	Folkway Park	18	South Common Community Centre	28	Five Guys
9	Sawmill Creek Park	19	South Common Library		
10	South Common Park	20	South Common Medical		

**FIGURE 2**  
**NEIGHBOURHOOD SERVICES**  
**CONTEXT MAP**

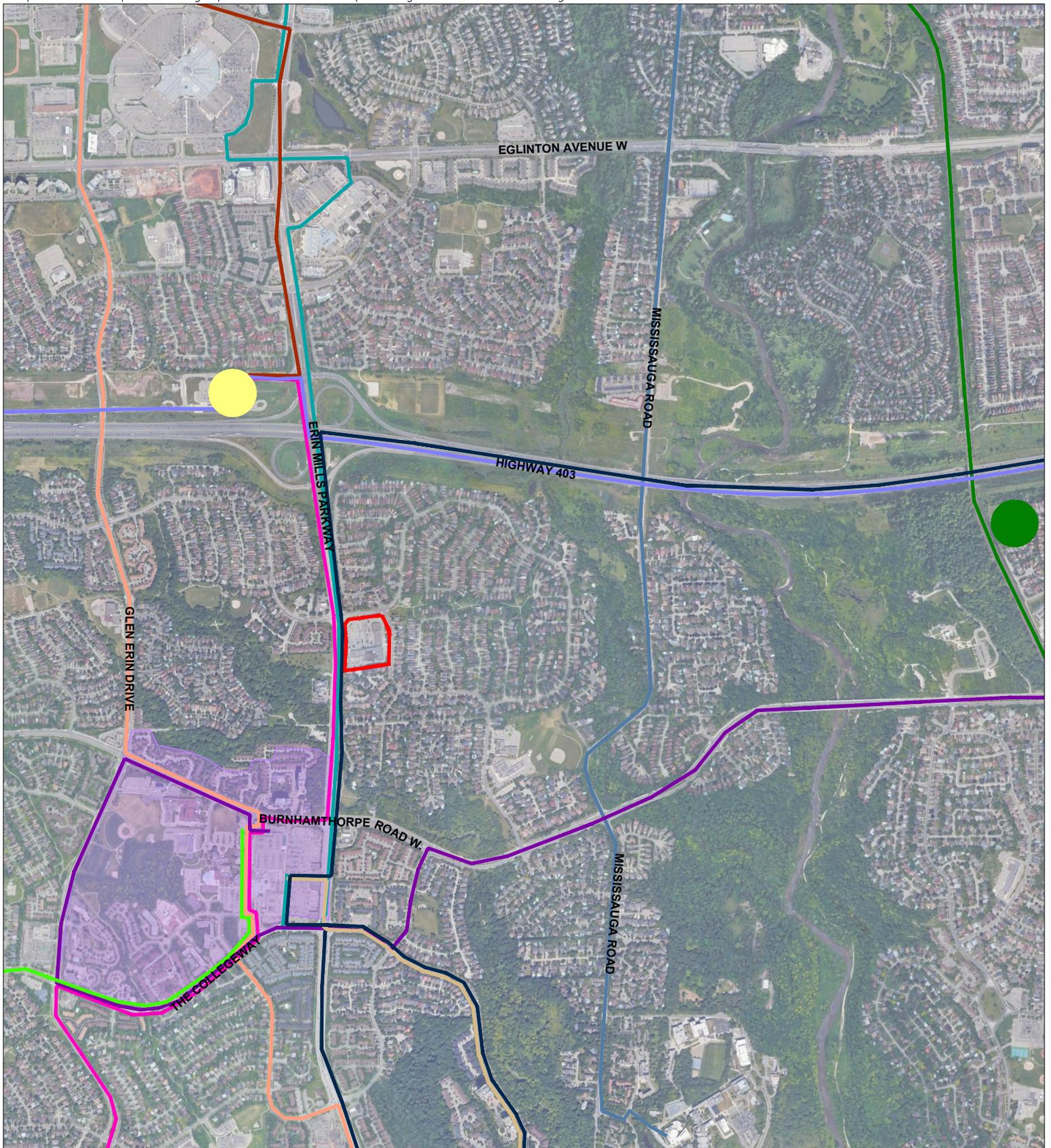
4099 ERIN MILLS PARKWAY  
 TOWN OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

**LEGEND**

 Subject Lands



SCALE NTS  
 OCTOBER 20, 2022



# FIGURE 3 TRANSPORTATION CONTEXT MAP

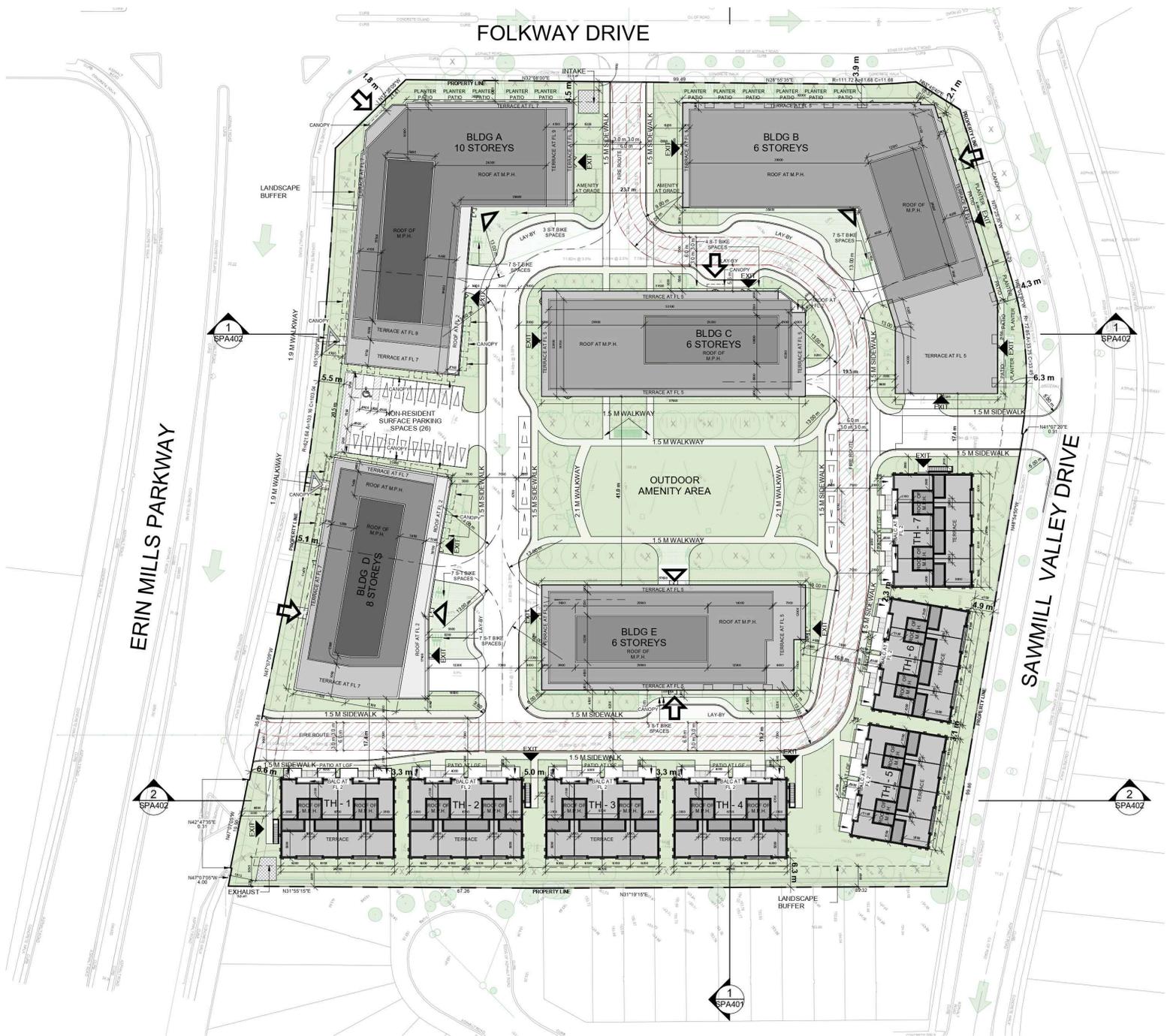
4099 ERIN MILLS PARKWAY  
TOWN OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

## LEGEND

- Subject Lands
- Miway Route 13
- Miway Route 26
- Miway Route 29
- Miway Route 110
- Miway Route 44
- Miway Route 46
- Miway Route 48
- Miway Route 1c
- Miway Route 36
- Future Bus Rapid Transit
- GO Train Milton Line
- South Common Community Node
- Future Mobility Hub/BRT Stop
- ERINDALE GO STATION



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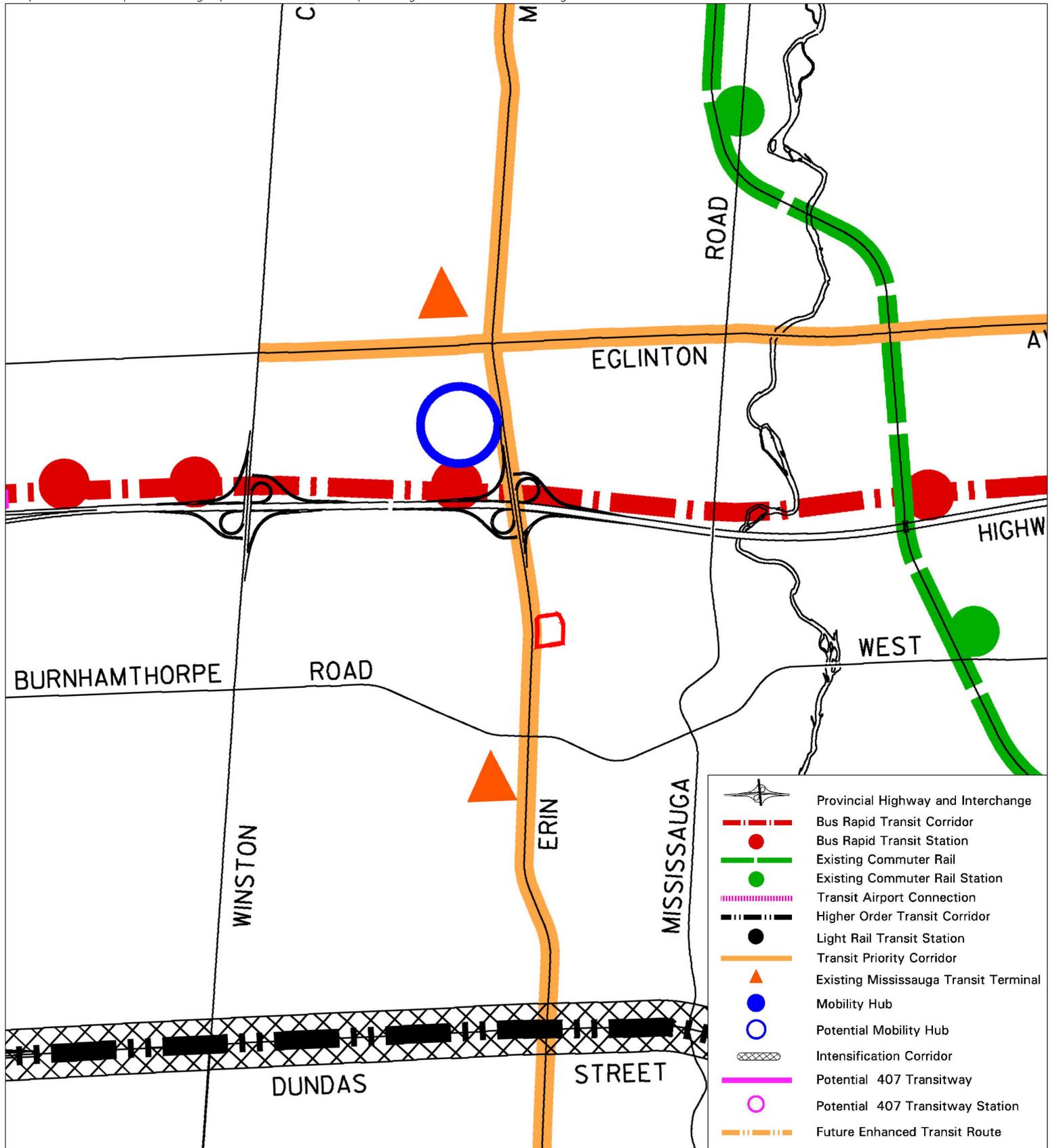
**FIGURE 4**  
**DEVELOPMENT CONCEPT MAP**

4099 ERIN MILLS PARKWAY  
 TOWN OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL



**FIGURE 4B**  
**DEVELOPMENT CONCEPT PLAN - 3D VIEW**

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TOWN OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL



**FIGURE 5**  
**CITY OF MISSISSAUGA SCHEDULE 3**  
**LONG TERM TRANSIT NETWORK**

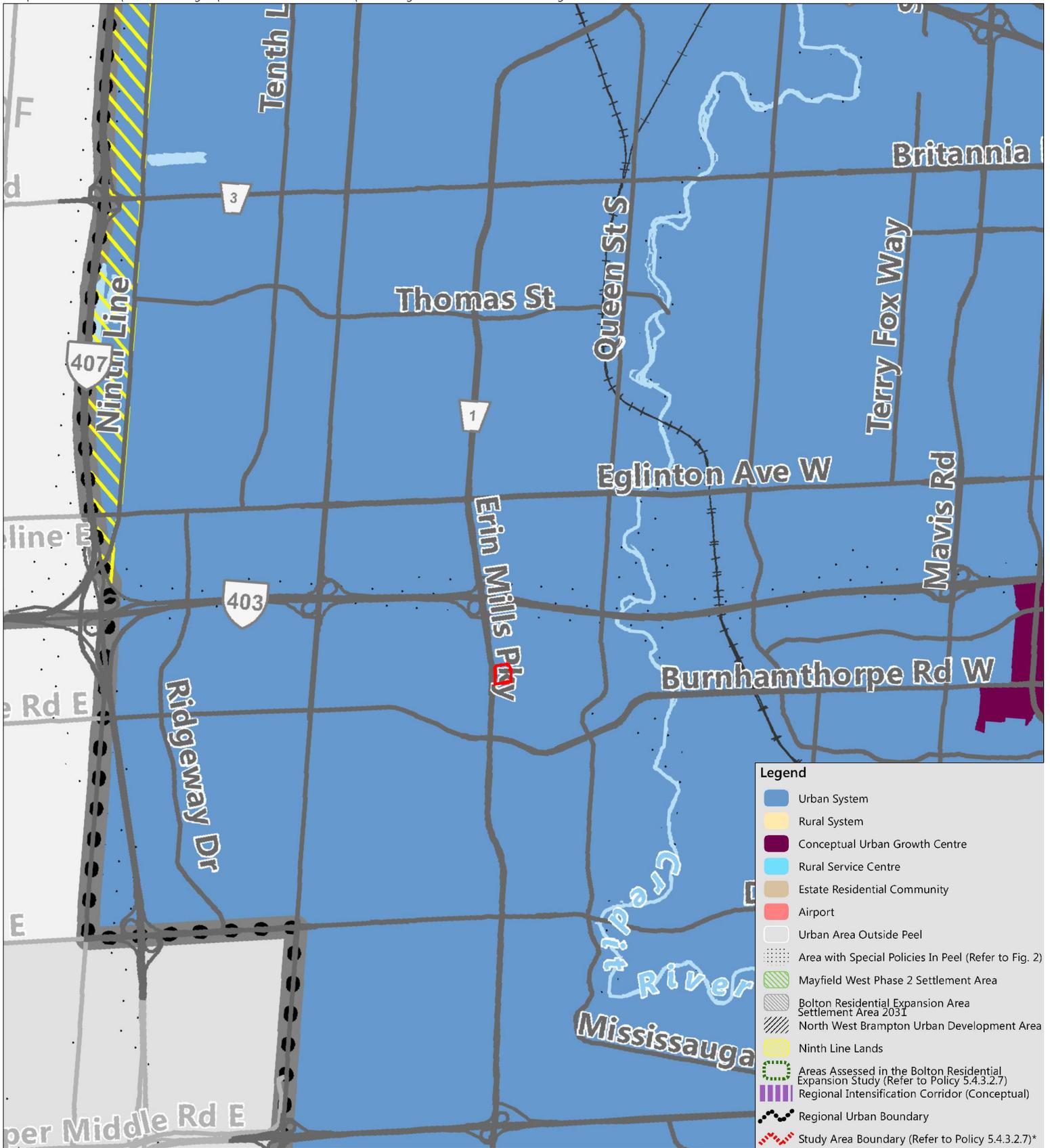
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 TOWN OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

**LEGEND**

 Subject Lands



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**FIGURE 6**  
**REGION OF PEEL OFFICIAL PLAN**  
**REGIONAL STRUCTURE**

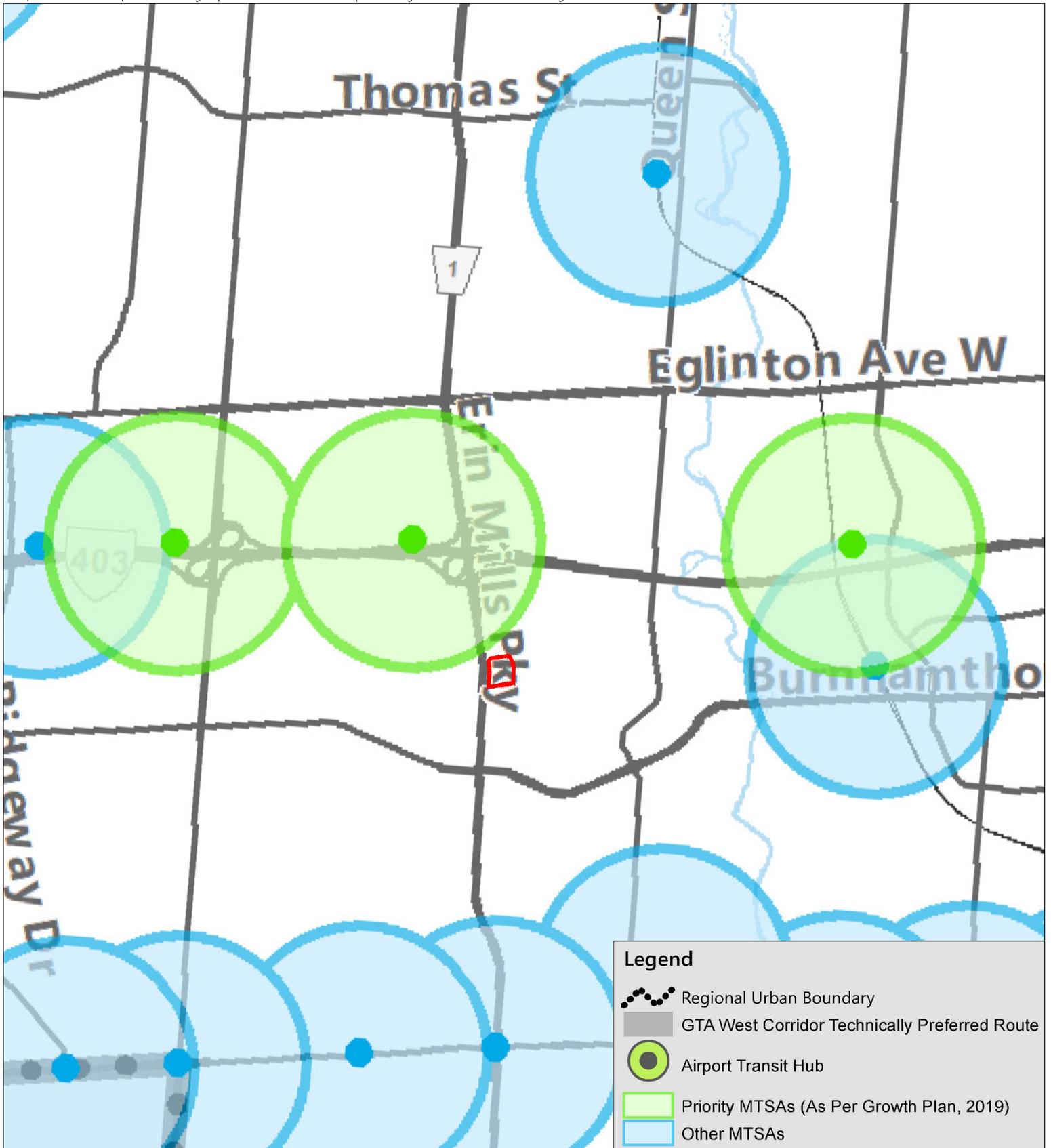
4099 ERIN MILLS PARKWAY  
 TOWN OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

**LEGEND**

 Subject Lands



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**Legend**

- Regional Urban Boundary
- GTA West Corridor Technically Preferred Route
- Airport Transit Hub
- Priority MTSAs (As Per Growth Plan, 2019)
- Other MTSAs

# FIGURE 7 REGION OF PEEL M TSA MAPPING

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TOWN OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

**LEGEND**

- Subject Lands

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**FIGURE 8  
REGION OF PEEL OFFICIAL PLAN  
REGIONAL ROAD MAP**

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TOWN OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

**LEGEND**

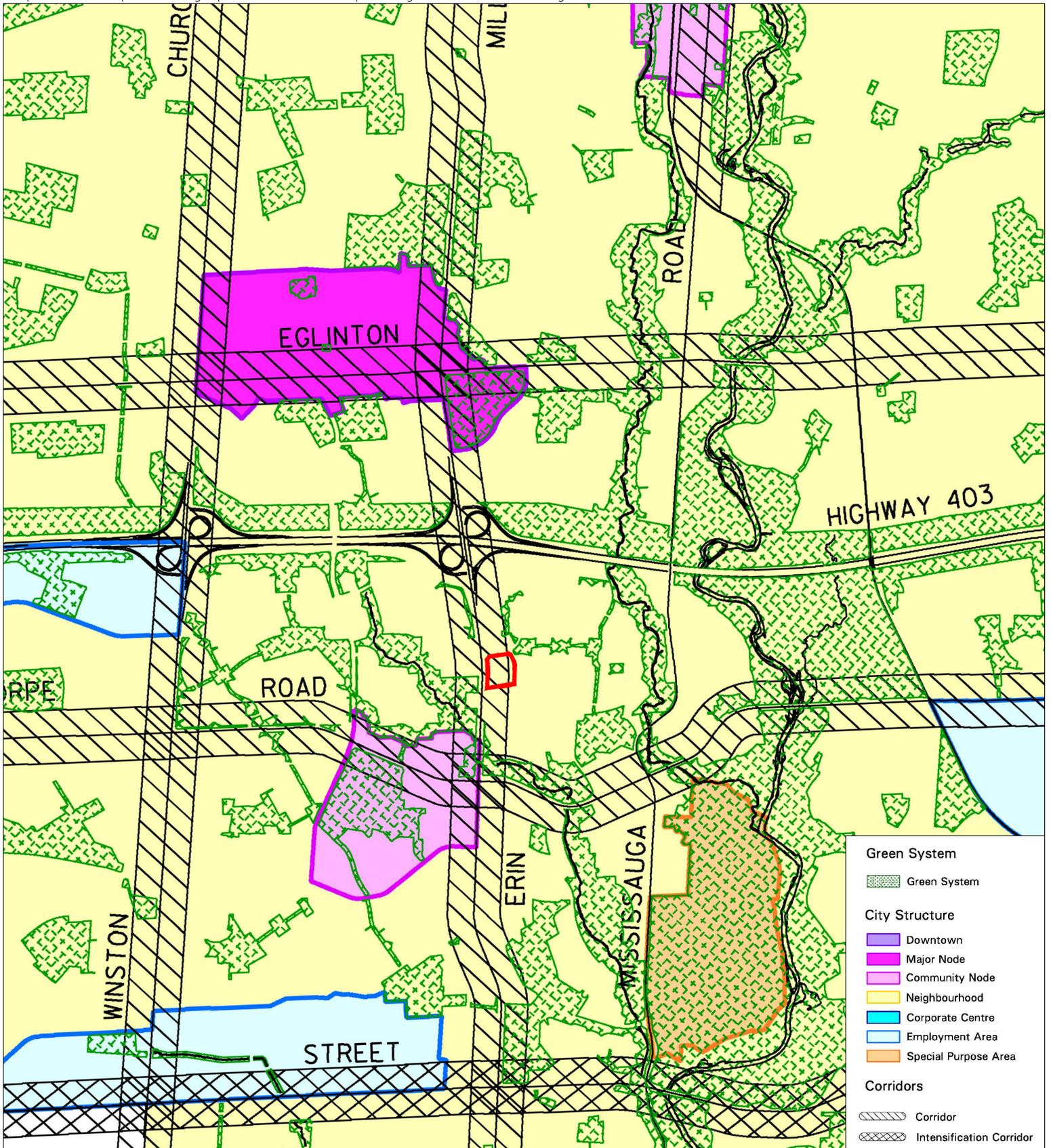
 Subject Lands

**Legend**

-  Freeway
-  Conceptual Freeway Extension
-  Major Road
-  Future Major Road
-  Conceptual North-South Corridor Study Area
-  Conceptual North-South Corridor Study Area in Halton Region (does not form part of this plan)
-  Areas subject to Provincial Plans (As shown on Figure 2)
-  2031 Regional Urban Boundary



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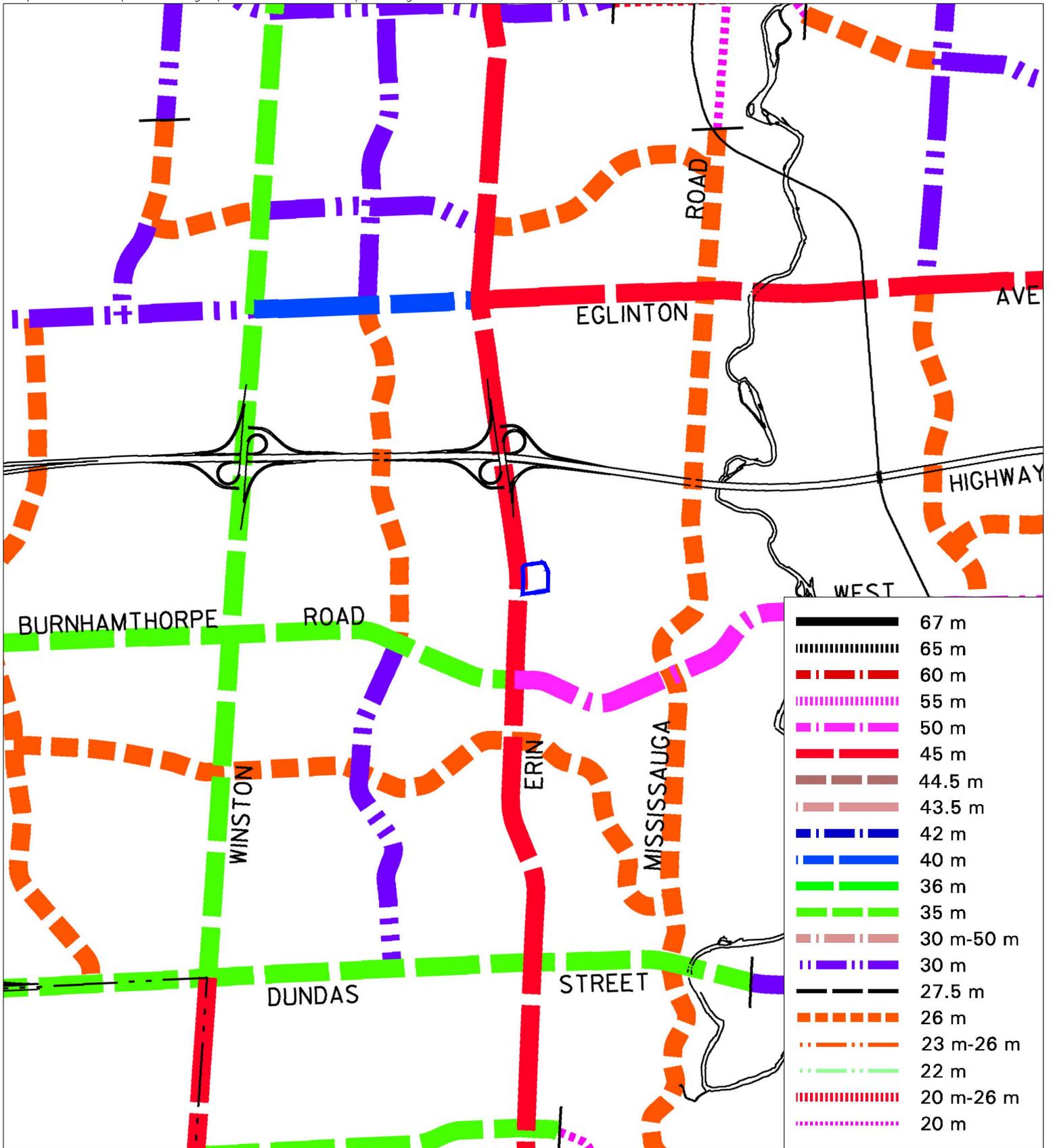


**FIGURE 9**  
**CITY OF MISSISSAUGA SCHEDULE 1**  
**URBAN SYSTEM**

4099 ERIN MILLS PARKWAY  
 TOWN OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

**LEGEND**  
 Subject Lands

  
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 OCTOBER 20, 2022

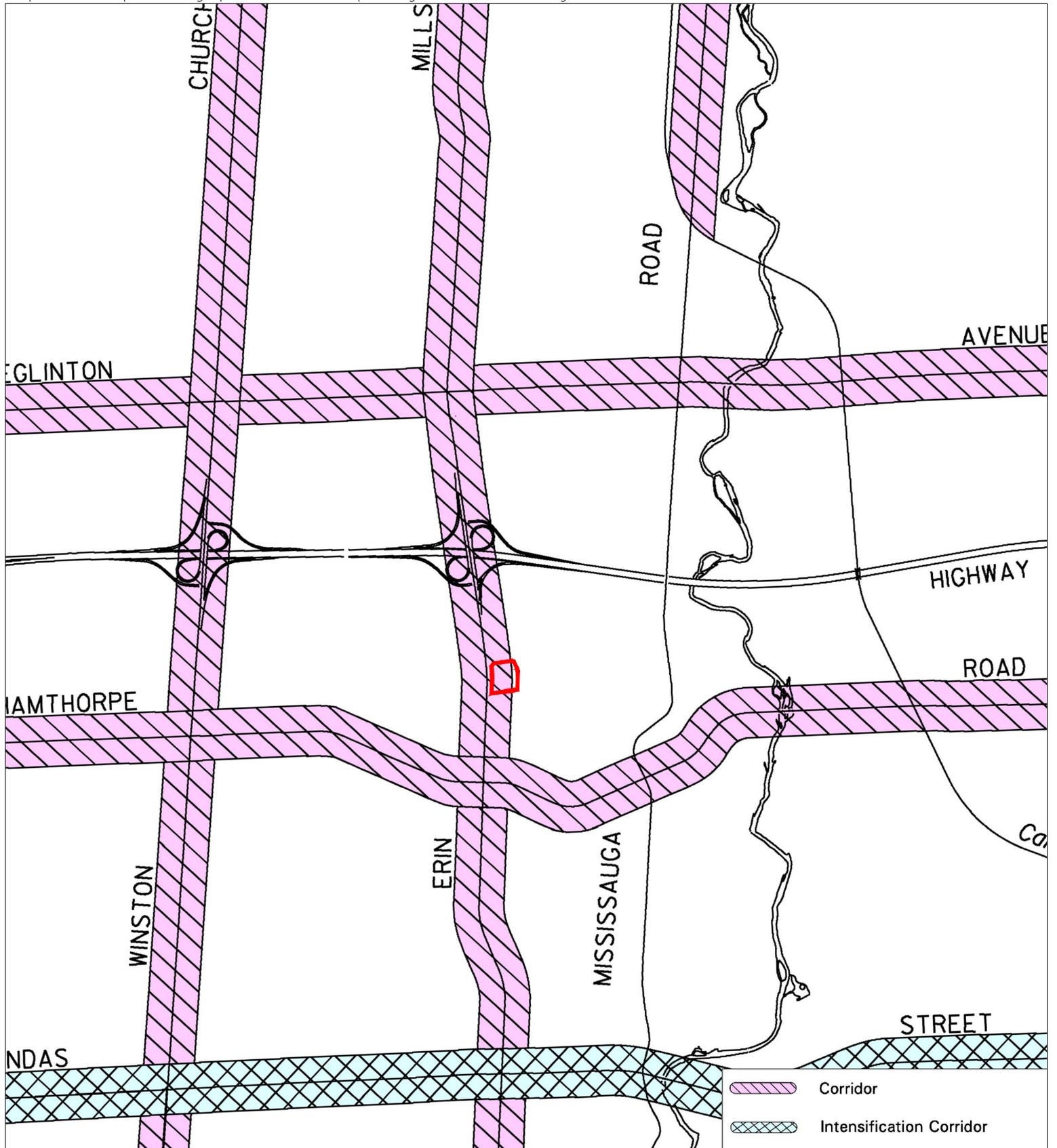


**FIGURE 10**  
**CITY OF MISSISSAUGA SCHEDULE 8**  
**DESIGNATED RIGHT OF WAY WIDTHS**

4099 ERIN MILLS PARKWAY  
 TOWN OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

LEGEND  
 Subject Lands

  
 SCALE NTS  
 OCTOBER 20, 2022



**FIGURE 11**  
**CITY OF MISSISSAUGA SCHEDULE 1C**  
**URBAN SYSTEM CORRIDORS**

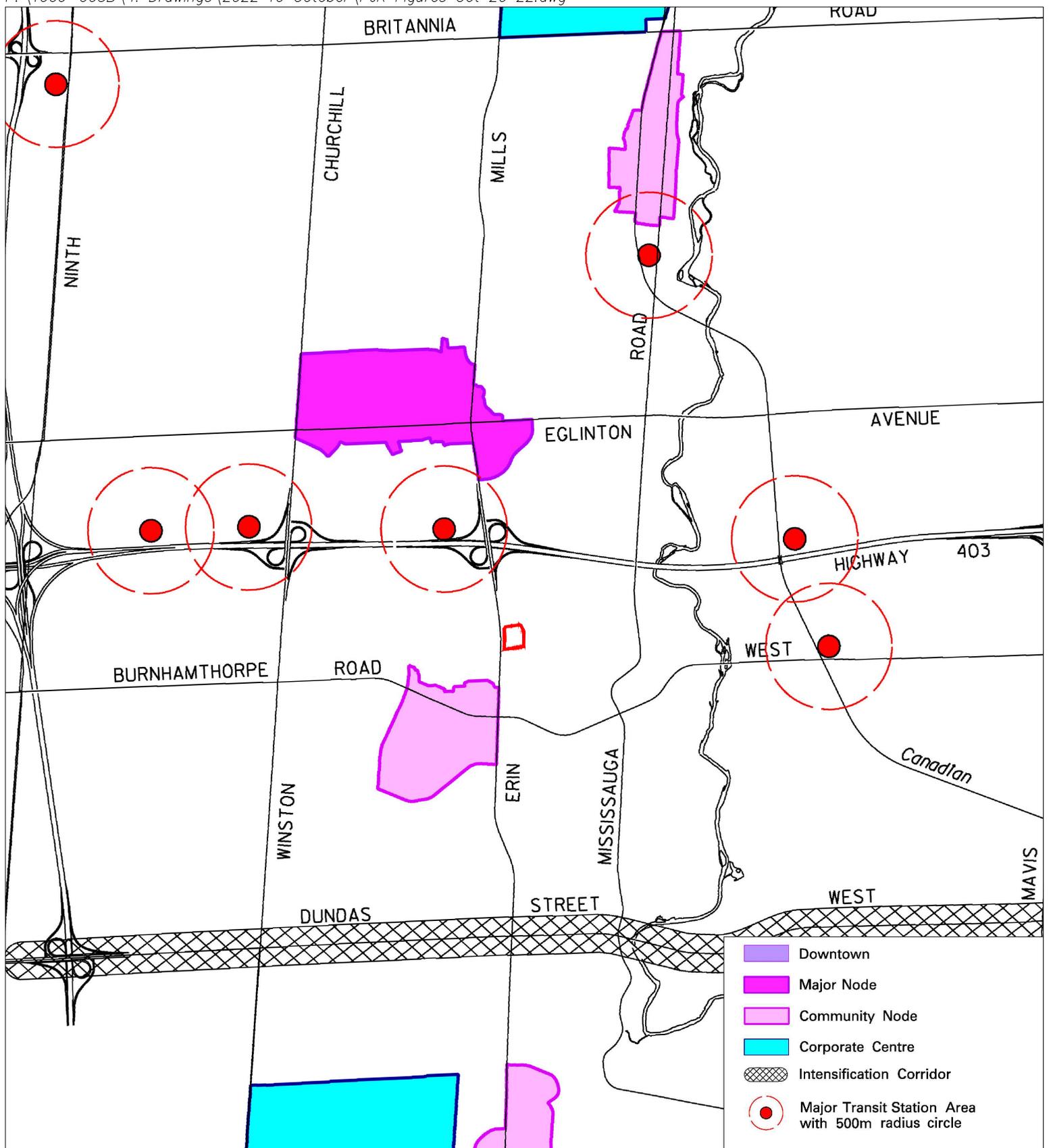
4099 ERIN MILLS PARKWAY  
TOWN OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

**LEGEND**

 Subject Lands



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OCTOBER 20, 2022



**FIGURE 12**  
**CITY OF MISSISSAUGA SCHEDULE 2**  
**INTENSIFICATION AREAS**

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 TOWN OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

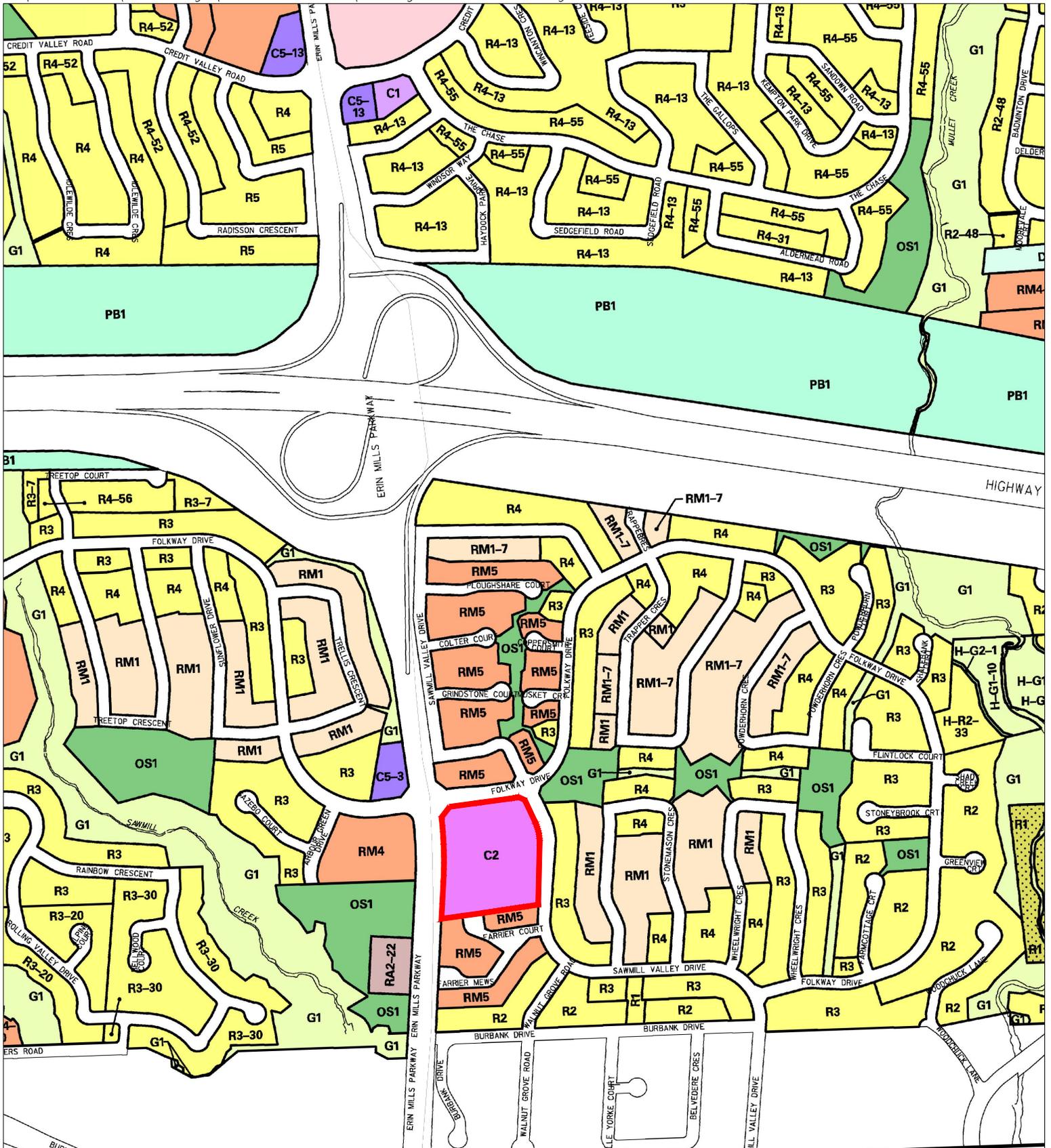
**LEGEND**

 Subject Lands

-  Downtown
-  Major Node
-  Community Node
-  Corporate Centre
-  Intensification Corridor
-  Major Transit Station Area with 500m radius circle



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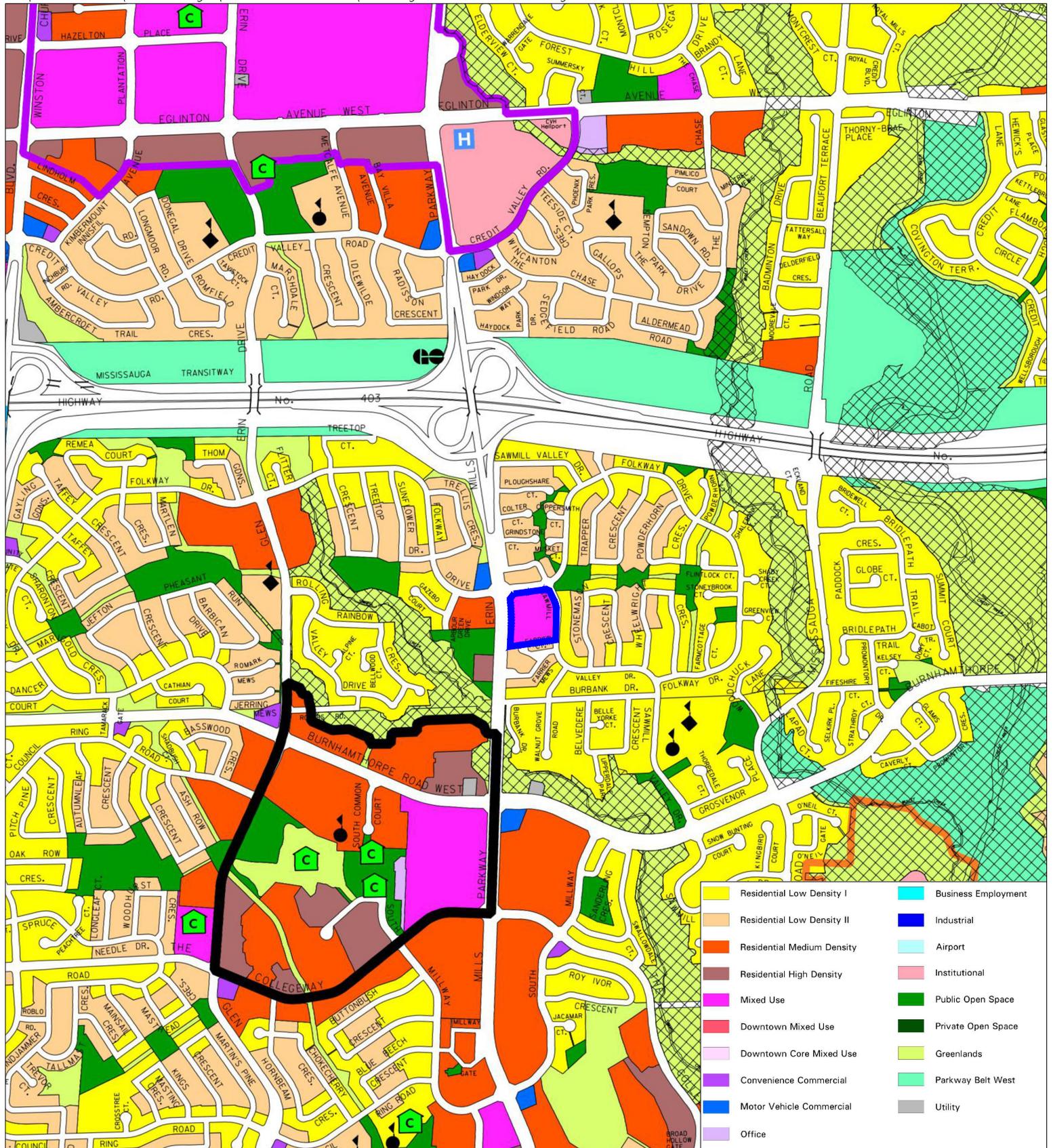


**FIGURE 13**  
**CITY OF MISSISSAUGA**  
**ZONING BY-LAW 0225-2007**

4099 ERIN MILLS PARKWAY  
 TOWN OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

**LEGEND**  
 Subject Lands

  
 SCALE NTS  
 OCTOBER 20, 2022



**FIGURE 14**  
**CITY OF MISSISSAUGA SCHEDULE 10**  
**LAND USE DESIGNATION**

4099 ERIN MILLS PARKWAY  
 TOWN OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

**LEGEND**

Subject Lands



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 OCTOBER 20, 2022

**OFFICIAL PLAN AMENDMENT – 4099 Erin Mills Parkway**

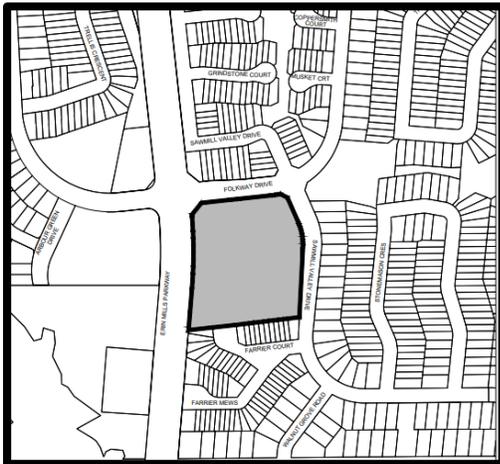
Schedule 10, Land Use Designations, of the City of Mississauga Official Plan, is hereby amended by amending the land use designation of these lands to High Density Residential, as shown on Map "A" of this Amendment.

**OFFICIAL PLAN AMENDMENT – 4099 Erin Mills Parkway**

16.10.2 Special Site Policies

There are sites within the Character Area that merit special attention and are subject to the following policies.

16.10.2.X Site X



13.3.4.X.1 The lands identified as Site X are located west of Mississauga Road, south of Highway 403 on the east side of Erin Mills Parkway.

13.3.4.X.2 Notwithstanding the provisions of this Plan the following additional policies will apply:

- a. maximum building height permitted shall be 10 storeys on lands identified as Site X;
- b. notwithstanding the provisions of the residential high density designation, the lands identified as special site X

**OFFICIAL PLAN AMENDMENT – 4099 Erin Mills Parkway**

will be permitted to develop to a maximum cumulative

**floor space index (FSI)** of 2.3;

- c. residential uses shall be permitted on all storeys of the proposed development;
- d. in order to create a desirable street frontage,  
buildings located along Erin Mills Parkway  
will be encouraged to minimize  
setbacks from street lines.

**Queenscorp (Erin Mills) Inc.  
4099 Erin Mills Parkway**

City File No.:  
XXXX

PROPOSED OFFICIAL PLAN AMENDMENT AND ZONING BY-LAW APPLICATION

	Zoning Standard/Regulation	General Provision - Section	Parent Zone - Section	Required Zoning Standard/Regulation	Proposed Zoning Standard/Regulation
<b>Zone Regulations</b>					
<i>Notwithstanding the Section(s) outlined in "Required Zoning Standard/Regulation" of the below, the following standards as shown in "Proposed Zoning Standard/Regulation" shall apply. All other RA3 provisions shall continue to apply unless indicated herein. This list of proposed zoning regulations may be subject to further refinement based on City feedback and/or revisions to the overall project design.</i>					
<b>General Provisions for All Zones (Part 2)</b>	Minimum Separation Distance	2.1.2		All buildings and structures containing a use in Table 2.1.2.1.1 – Minimum Separation Distance from any Residential Zones, shall comply with the applicable minimum separation distance required	Lines 1.0 through 3.0 of Table 2.1.2.1.1 shall not apply
	Day care - landscape	2.1.9.4		Minimum depth of a landscape buffer measured from a lot line that is a street line – 4.5 m	Line 3.5 of Table 2.1.9.4 shall not apply
	Centreline Setbacks	2.1.14	N/A	Where a lot abuts a right-of-way or a 0.3 reserve abutting a right-of-way identified on Schedules 2.1.14(1) and (2) of this Subsection, the minimum distance required between the nearest part of any building or structure to the centreline of the right-of-way shall be as contained in Table 2.1.14.1 – Centreline Setbacks	Line 7.0 of Table 2.1.14.1 shall not apply
	Rooftop Balcony	2.1.30.1	N/A	A rooftop balcony shall be setback 1.2 m from all exterior edges of a building or structure	Delete provision – a rooftop balcony may be setback 0.0 m from all exterior edges of a building or structure
<b>Parking, Loading and Stacking (Part 3)</b>	Parking Requirement(s)	3.1.2.1	N/A	<u>Condominium Apartment:</u> 1.25 resident spaces per one-bedroom unit; 1.4 resident spaces per two-bedroom unit; 1.75 resident spaces per three-bedroom unit	Delete resident/visitor provisions – 1.1 resident space per dwelling unit, regardless of unit size and tenure, and 0.2 visitor space per dwelling unit will be provided

4.15 RAI to RA 5 Apartment Zones				0.2 visitor spaces per unit  <u>Rental Apartment:</u> 1.18 resident spaces per one-bedroom unit; 1.36 resident spaces per two-bedroom unit; 1.5 resident spaces per three-bedroom unit; 0.2 resident spaces per unit	
	Parking Requirement(s)	3.1.2.1	N/A	<u>Condominium Back to Back and Stacked Townhouse</u> Without exclusive use garage and driveway: 1.10 resident spaces per studio/one-bedroom unit 1.5 resident spaces per two-bedroom unit 1.75 resident spaces per three-bedroom unit 2.0 resident spaces per four-bedroom unit 0.25 visitor spaces per unit	Delete resident/visitor provisions – 1.1 resident space per dwelling unit, regardless of unit size and tenure, and 0.2 visitor space per dwelling unit will be provided (see below re sharing with visitor)
	Parking Requirement(s)	3.1.2.2	N/A	<u>Required Number of Parking Spaces for Non-Residential Uses</u>	5.0 spaces per 100m2 is achieved (if relevant)
	Mixed Use Development Shared Parking	3.1.2.3		As per Zoning By-law 0117-2022, a shared parking arrangement may be used for the calculation of required visitor/non-residential parking in accordance with the greater of 0.2 visitor spaces per unit or required retail parking rate of 5 spaces/100m2 of GFA.	A shared parking arrangement is being pursued for the non-resident spaces.
	Loading Space Requirement(s)	3.1.4	N/A	<i>*insert Loading Requirement per 3.1.4.2, 3.1.4.3, *</i>	One Loading Space shall be required per building containing a mix of uses (residential and non-residential uses)  Residential and Non-Residential uses shall be permitted to share one loading space
<b>Permitted Uses</b>					
(...in addition to those uses permitted in “ZONE”, the uses in “Proposed Zoning Standard/Regulation” shall also be permitted on lands zoned “ZONE”)					
Apartment Zones –	4.1.15.1		Additional uses are limited to a retail store, service	Section 4.1.15.1 shall be revised to include the following	

Additional Uses			establishment, financial institution, office and medical office - restricted	additional uses: <ul style="list-style-type: none"> <li>- day care</li> <li>- restaurant</li> <li>- take-out restaurant</li> <li>- veterinary clinic</li> <li>- recreational establishment</li> <li>- Outdoor Patio <i>associated with a restaurant use</i></li> <li>- Veterinary Clinic/ Animal Care Establishment</li> <li>- Recreational establishment</li> <li>- Schools (Commercial and Private)</li> <li>- Custom Workshop (Custom made Arts and Crafts and display and sale of custom-made goods)</li> <li>- Garden Centre (Florist)</li> <li>- Private Club</li> <li>- Science and Technology Facility</li> <li>- Presentation Centre/Sales Office</li> </ul>
Apartment Zones – RA3 zone regulations	Table 4.15.1		Line 2.0 PERMITTED USES	The uses permitted shall also include: Back to Back Townhouse on a condominium road, Stacked Townhouse
<b>Zone Regulations</b> <i>(...notwithstanding the Section(s) outlined in “Required Zoning Standard/Regulation” of the below, the following standards as shown in “Proposed Zoning Standard/Regulation” shall apply)</i>				
<b>Lot Regulations</b>				
Apartment Zones – RA3 zone regulations	Table 4.15.1		Line 5.0 MAXIMUM FLOOR SPACE INDEX - APARTMENT ZONE	Line 5.0 of Table 4.15.1 to be replaced with max FSI permission of 2.3
Apartment Zones – RA3 zone regulations	Table 4.15.1		Line 8.0 MINIMUM FRONT AND EXTERIOR SIDE YARDS	Line 8.0 of Table 4.15.1 shall be deleted in its entirety. The following setbacks shall apply (above-ground): Front yard: 3.9 m Ex. Side yard (Erin Mills Parkway): 5.0 m Ex. Side Yard (Sawmill Valley Drive): 4.3 m
Apartment Zones – RA3 zone regulations	Table 4.15.1		Line 10.0 MINIMUM REAR YARD	Line 10.0 of Table 4.15.1 shall be deleted in its entirety. The following setbacks shall apply (above-ground):

				6.3 m
Apartment Zones – RA3 zone regulations	Table 4.15.1		Line 11.2 <b>ENCROACHMENTS AND PROJECTIONS</b> Maximum encroachment into a required yard of a porch, balcony located on the first storey, staircase, landing or awning, provided that each shall have a maximum width of 6.0 m	Line 11.2 of Table 4.15.1 shall be deleted in its entirety and replaced with the following: Maximum encroachment into a required yard of a porch, deck, pation, balcony located on the first storey, staircase, landing, provided that each shall have a maximum width of 6.0 m, and an awning shall have a maximum width of 15.0 m
Apartment Zones – RA3 zone regulations	Table 4.15.1		Line 13.4 <b>PARKING, LOADING, SERVICING AREA AND PARKING STRUCTURES</b> Minimum setback from a parking structure above or partially above finished grade to any lot line	Delete provision
Apartment Zones – RA3 zone regulations	Table 4.15.1		Line 13.5 <b>PARKING, LOADING, SERVICING AREA AND PARKING STRUCTURES</b> Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line (3.0 m)	Line 13.5 deleted and replaced with the following provision: Minimum setback from a parking structure partially above and/or completely below finished grade, inclusive of external access stairwells and ventilation shafts, to any lot line (0.5 m)
Apartment Zones – RA3 zone regulations	Table 4.15.1		Minimum landscaped area (40% of lot area)	Minimum required landscaped area (35% of lot area)
Apartment Zones – RA3 zone regulations	Table 4.15.1		Line 15.2 <b>MINIMUM LANDSCAPED AREA, LANDSCAPED BUFFER AND AMENITY AREA</b> Minimum depth of a landscaped buffer abutting a lot line that is a street line and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an Apartment Zone (4.5 m)	Delete requirement of 4.5 m and replace with the following: Front yard: 3.5 m Exterior sideyard (Erin Mills Parkway) and Rear yard: 4.5 m Exterior side yard (Sawmill Valley Drive): 4.2 m

<b>Zone Regulations applicable for Back to Back Townhouse on a condominium road and Stacked Townhouse            ...notwithstanding the Section(s) outlined in "Required Zoning Standard/Regulation" of the below, the following standards            as shown in "Proposed Zoning Standard/Regulation" shall apply)</b>				
				Back to Back Townhouse on a condominium road and Stacked Townhouse shall comply with the applicable RA3 – Special Section zoning as noted above
			Table 4.14.1 - RM9 and RM10 Permitted Uses and Zone Regulations	Table 4.14.1 in its entirety to be deleted.
				In addition to the RA3- Special Section regulations, Back to Back Townhouse on a condominium road and Stacked Townhouse shall comply with the following regulations
			MINIMUM DWELLING UNIT WIDTH	4.5 m
			MAXIMUM DWELLING HEIGHT	Sloped roof: 17.0 m and 4 storeys Flat roof: 14.0 m and 4 storeys
			PROJECTIONS	Maximum projection of a balcony, below grade patio, awning or deck, exclusive of stairs, from the outermost face or faces of the building (3.0 m)
			PROJECTIONS	Maximum projection of any part of a building, including architectural features but exclusive of stairs, above a below grade patio (50% of the depth of the patio)
			MINIMUM INTERNAL SETBACKS	From the front wall of a building to a condominium road, sidewalk, walkway or parking space not located on a driveway (3.4 m)
			MINIMUM INTERNAL SETBACKS	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 (0.8 m)
			MINIMUM INTERNAL SETBACKS	From a side wall of a building to a side wall of another building on the same lot (2.3 m)
			MINIMUM INTERNAL SETBACKS	From a side wall of any building to a walkway (1.5 m)

				MINIMUM INTERNAL SETBACKS	From a side wall of a building to a condominium road, sidewalk, or parking space (3.0 m)
				MINIMUM INTERNAL SETBACKS	From a front wall of a building to a side wall of another building on the same lot (9.0 m)
				MECHANICAL AREA	The calculation of height shall be exclusive of structures for rooftop access, provided that the structure has a maximum height of 6.0 m; a maximum floor area of 120.0 m <sup>2</sup> ; and it is set back a minimum of 1.5 m from the exterior edge of the building or unit except from a sidewall where 0.0 m from the exterior edge shall be permitted