



Sheridan Centre
Urban Design Study

May 2023

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1.0 Introduction & Overview

1.1 Purpose of the Urban Design Study

This Urban Design Study (the “Urban Design Study”) has been prepared by Brook McIlroy Inc on behalf of Dunpar Homes (“the Client”) to describe the urban design vision, strategy and rationale of the Master Plan Concept (“the Plan”) that will guide the form and pattern of development on the Subject Site and inform future intensification of the Sheridan Centre, located at 2225 Erin Mills Parkway (the “Subject Site”) in the City of Mississauga (the “City”). The Urban Design Study will describe how the Master Plan fits within the existing and emerging architectural and urban design context of the surrounding neighbourhood; meets the general intent of relevant urban design policy and guideline documents; and how the Master Plan Concept incorporates best urban design principles and practices.

This Urban Design Study reviews the architectural plans of two development sites (Zones A & G) prepared by Dunpar, both at 15-storeys in height, and provides an analysis on how the Proposed Development fits within the existing and surrounding context as well as within the design vision for the Master Plan Concept, prepared by Brook McIlroy Inc.

The Urban Design Study addresses the urban design and planning policies of the City of Mississauga’s Official Plan (Office Consolidation, 2022), the Downtown Core Built Form Standards (2020), and the Green Development Standards (2012).

1.2 Supporting Documents

This Urban Design Study has been prepared in accordance with the City of Mississauga’s development application guidelines, to be used by City staff to assess the Proposal’s overall design in relation to its local setting. This Urban Design Study has been prepared concurrently with the following supporting reports, plans, policies, and documents:

- Zone A and Zone G Architectural Packages, prepared by Dunpar (November, 2019 and September 2021, respectively);
- Sheridan Centre Master Plan, prepared by Brook McIlroy (March 2023)
- Shadow Study prepared by WSP (April 2023)
- City of Mississauga Official Plan (Office Consolidation, 2022);
- Green Development Standards (2012); and
- Reimagining the Mall Directions Report (2019).

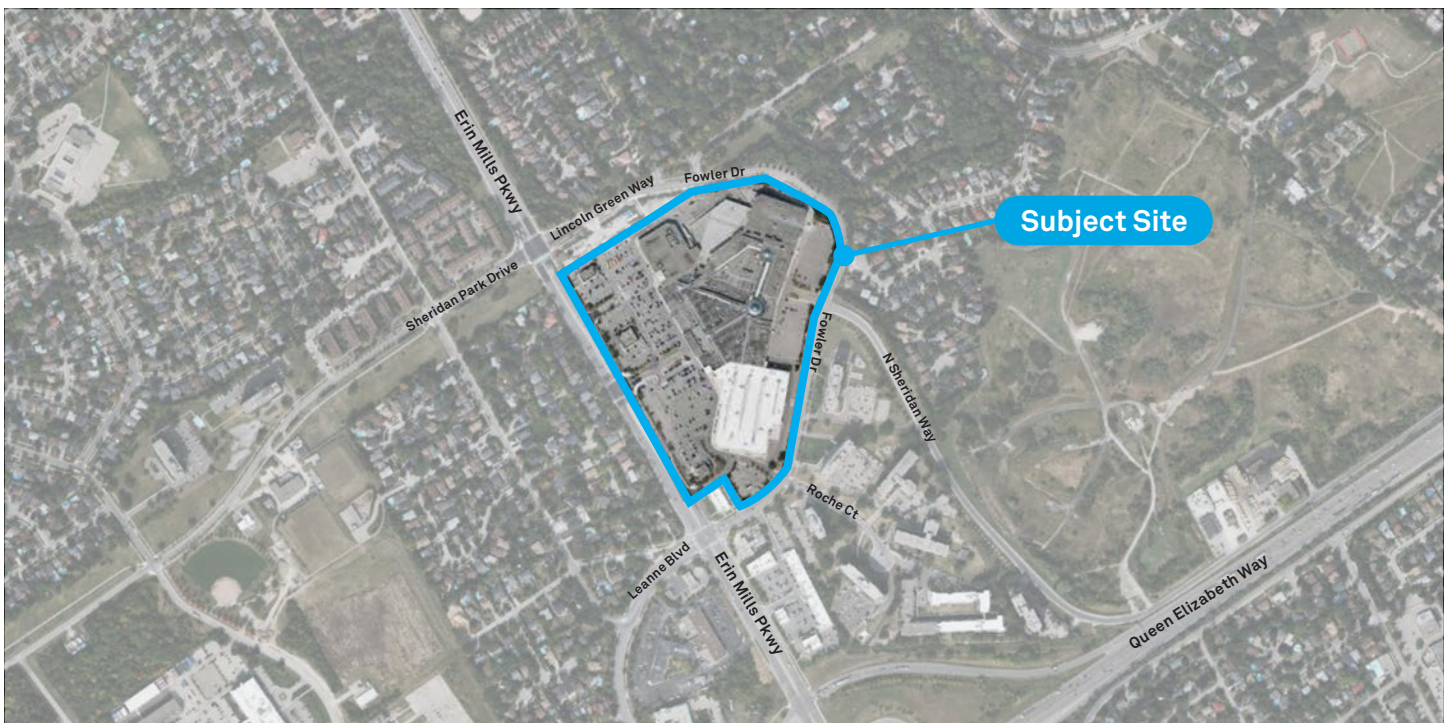
2.0 The Physical Context

2.1 The Subject Site

The Sheridan Centre lands are bounded by Erin Mills Parkway to the south, Lincoln Green Way and Sheridan Park Drive to the west, and Fowler Drive to the north and east, and includes a total site area of approximately 30 acres. The land is municipally known as 2225 Erin Mills Parkway and the site is presently occupied by a shopping mall and surface level parking. The retail offered is primarily interior-located and contains several vacancies. The shopping centre also contains a library branch and several community services including Service Ontario, immigration services and the Sheridan library.

The Subject Site is comprised of four separate buildings and accessed from seven entry points, three along Erin Mills Parkway to the south, one from Lincoln Green Way and Sheridan Park Drive to the west and three from Fowler Drive to the north and east.

The site is comprised of the existing Sheridan Centre, generally located at the centre of the site (Zone M), Taco Bell at the west corner (Zone A), a McDonalds located west of the primary entrance (Zone B) into the mall, and a Tim Hortons located on the eastern edge of the Subject Site (Zone D). With the exception of the irregular shaped mall, the existing buildings are generally square in shape.



The Subject Site - Sheridan Centre, Mississauga, ON (Bing Maps, 2023; annotated by Brook McIlroy)

Together these buildings have a combined footprint of approximately 47,141 square metres and present an opportunity to enhance the Subject Site with infill development, introducing new buildings and public spaces that will enhance the public realm and pedestrian experience, and help create a more pedestrian-oriented streetscape. Sheridan Centre has been identified as a Community Node in Schedule 1 - Urban System in the Mississauga Official Plan (2022). In addition, Community Nodes are identified as Intensification Areas in the Official Plan. These Nodes are expected to evolve and change as they intensify and form healthy sustainable complete communities. The proposed Master Plan Concept is in alignment with the Official Plan's vision for Community Nodes as it introduces a new form of development into the

area and retains and enhances the existing mall that provides vital community services and amenities to resident in the area. No plans presently exist to demolish the existing mall, however, the Master Plan has been developed strategically to enhance the existing mall structure and protect the future development potential of the mall, should it be considered for redevelopment in the future.

The design strategies for the Master Plan Concept create a strong pedestrian and community oriented plan that allows for additional intensification to occur on the existing mall site and provides an approach to a full build-out scenario that could be realized in multiple phases over a number of years.



View of the main entrance to the mall along Erin Mills Parkway. (Brook McIlroy)



View of the interior of the existing mall. (Brook McIlroy)

2.2 Immediate Context

The Subject Site is situated in Ward 8, located in central-west Mississauga and includes Erin Mills, Western Business Park and part of Central Erin Mills, Churchill Meadows and Sheridan. Its immediate proximity primarily contains residential land uses, green and open space, and mall plazas, establishing a mix of retail, office, institutional, residential, and mixed uses in the area. The Subject Site is designated as a Community Node in the City of Mississauga Official Plan - Schedule 1B Urban System - City Structure. The surrounding context is identified as Neighbourhood in Schedule 1B Urban System - City Structure.

The Subject Site fronts onto Erin Mills Parkway, a designated six-lane Regional Arterial Road beginning at Queen Elizabeth Way as a continuation of Southdown Road as shown on Schedule 5 – Long Term Road Network of the Official Plan. The segment of Erin Mills Parkway that the Subject Site fronts contains a generous right-of-way width of 45 metres (Official Plan Schedule 8 - Designated Right-of-Way Widths). Wide right-of-way widths allow for space to support multi-modal transportation and an activated public realm and pedestrian streetscape.

The Subject Site is within a well-established transportation corridor, as shown on Schedule 6 – Long Term Transit Network in the Official Plan, making the location well suited for infill mixed-used and residential development.

The Subject Site is positioned within a neighbourhood with community resources, institutions, services, and schools.

There are several public parks and open spaces near to the Subject Site, including:

- Lincoln Hollow: Approximately 30 metres, equivalent to a 1-minute walk, west of the Subject Site.
- Don Gould Park: Approximately 220 metres, equivalent to a 3-minute walk, southwest of the Subject Site.
- Dean Henderson Memorial Park: Approximately 340 metres, equivalent to a 4-minute walk, west of the Subject Site.
- Loyalist Creek Hollow: Approximately 400 metres, equivalent to a 5-minute walk, north of the Subject Site.
- Sheridan Park: Approximately 700 metres, equivalent to a 10-minute walk, southwest of the Subject Site.
- Spring Meadows Park: Approximately 730 metres, equivalent to a 11-minute walk, northeast of the Subject Site.



Aerial view of the Subject Site and surrounding area with parks emphasized. (Google Maps 2023; annotated by Brook McIlroy)



A view to the north of the Subject Site along Fowler Drive. (Brook McIlroy)

North

Directly north of the Subject Site are natural Greenlands, forming a connection to Loyalist Creek Hollow that extends north of Robin Drive to Mississauga Road. The Greenlands north of the Subject Site provide separation from the residential neighbourhood to the north. Along Robin Drive and corresponding side streets are 2-storey, single-detached residential homes. Residential neighborhoods continue north along Mississauga Road – west and east, spanning to the Credit Valley Golf and Country Club and the Mississauga Golf and Country Club. Lands along, in

proximity to, and farther north of Mississauga Road are identified as Significant Natural Areas and Natural Green Spaces, areas with Natural Hazards, and Areas of Natural and Scientific Interest – Provincial and Regional Significance in Schedule 3 – Natural System in the City of Mississauga Official Plan.

Directly northeast of the Subject Site is a large open area, categorized in the Mississauga Zoning By-law as Open Space. This space is presently occupied by the Springbank Meadows Park and Bruce Reynolds Park.



Apartment buildings east of the Subject Site along Fowler Drive. (Brook McIlroy)

East

Directly east of the Subject Site is Fowler Drive, this area contains a cluster of mid-rise residential buildings. The City of Mississauga Official Plan designates these lands as Residential High Density. Two 14-storey residential buildings are located at 1980 and 1970 Fowler Drive with frontages onto Fowler Drive. These buildings face the rear of the existing Sheridan Mall Centre. The 2111 Roche Court Apartments are located slightly east of the Fowler Drive buildings, bounded by North Sheridan Way to the north and Roche Court to the south. These T-shaped apartment buildings are 7-storeys in height with surface level parking located centrally between the two buildings. East of the 2111 Roche Court apartments are 4-storey townhouses located at 2095 Roche Court. North of these townhouses is 1900 North Sheridan Way, also

known as Erin Court Cooperative Homes, a 13-storey residential building located at the eastern corner of the block.

South of Roche Court are two 12-storey mid-rise residential buildings, located at 2150 Roche Court and at 2200 Roche Court. These buildings abut surface level parking to the south. Slightly south of these residential buildings is Van Mills Centre, a low-rise plaza, fronting onto Erin Mills Parkway, which contains surface level parking and houses several services and amenities. A Shell gas station is located on the southeast corner of Erin Mills Parkway and Fowler Drive.

Farther east of North Sheridan Way is open green space and Queen Elizabeth Way (QEW). Farther east, past South Sheridan Way are predominantly residential neighbourhoods.



A commercial plaza located directly south of the Subject Site along Erin Mills Parkway. (Brook McIlroy)

South

Directly south and south-west of the Subject Site is Erin Mills-Parkway, beyond which is a residential neighbourhood containing predominantly 1- to 2-storey single-detached homes. Farther south of the Subject Site is Sheridan Park Heritage Reservoir and Sheridan Park.

South of the Subject Site and fronting onto Erin Mills Parkway is an Esso gas station, located at the southwest corner of Leanne Boulevard and Erin Mills Parkway. To the southeast of the gas station is a 2-storey shopping plaza that contains retail and commercial establishments. Southeast of this plaza is 1065 Leanne Boulevard, a 3-storey building, known as Chartwell Wenleigh Long Term Care Residence.

Farther east on the north and south side of Leanne Boulevard are a cluster of hotels. A 5-storey hotel, known as the Hampton Inn, is located at the northwest

intersection of North Sheridan Way and Leanne Boulevard. Directly south of the Hampton Inn is a 6-storey Holiday Inn Express & Suites located at the southwest intersection of North Sheridan Way and Leanne Boulevard. Farther south of the Holiday Inn Express & Suites is a 5-storey hotel, the Residence Inn by Marriott. East of this hotel is a 4-storey hotel known as the Admiral Inn & Suites.

Directly west of the Holiday Inn Express & Suites is a gated housing community with 2-storey semi-detached homes.

Farther south, along Hadwen Road and Speakman Drive between North Sheridan Way to the east and Sheridan Park Drive to the west are a series of commercial and office buildings. This concentration of office and commercial buildings continues in the southern direction.



Two-storey residential homes northwest of the Subject Site. (Brook McIlroy)

West

Directly west of the Subject Site is a hydro utility corridor, a portion of which is Dunpar Licensed Lands. The corridor abuts Lincoln Green Way and continues south abutting Sheridan Park Drive. The area northwest of the Subject Site is known as the Sherwood Forrest neighbourhood, a residential neighbourhood defined by primarily brick-clad homes from the 1980s. The area is predominantly characterized by 2-storey single-detached residential homes. Loyalist Creek Hollow cuts through this residential neighbourhood, contributing a green character to the area. Dean Henderson Memorial Park is located within the Sherwood Forrest neighbourhood, south and east of Hammond Road. Farther northwest, nearing Dundas Street West is Sherwood Forrest Tennis Club and Green Park. At the northeast intersection of Dundas Street West and King Forrest Drive is a low-scale mall plaza with commercial, food and retail services.



Loyalist Creek Hollow (BrookMcIlroy)

2.3 Transportation Network

The Subject Site is situated within an area well served by Mississauga’s existing public transit services, including MiWay Mississauga Transit, the municipal public transport agency serving the City. In addition, there is an expanding active transportation network including bicycle lanes, pedestrian walkways and nature and park surrounding the Subject Site.

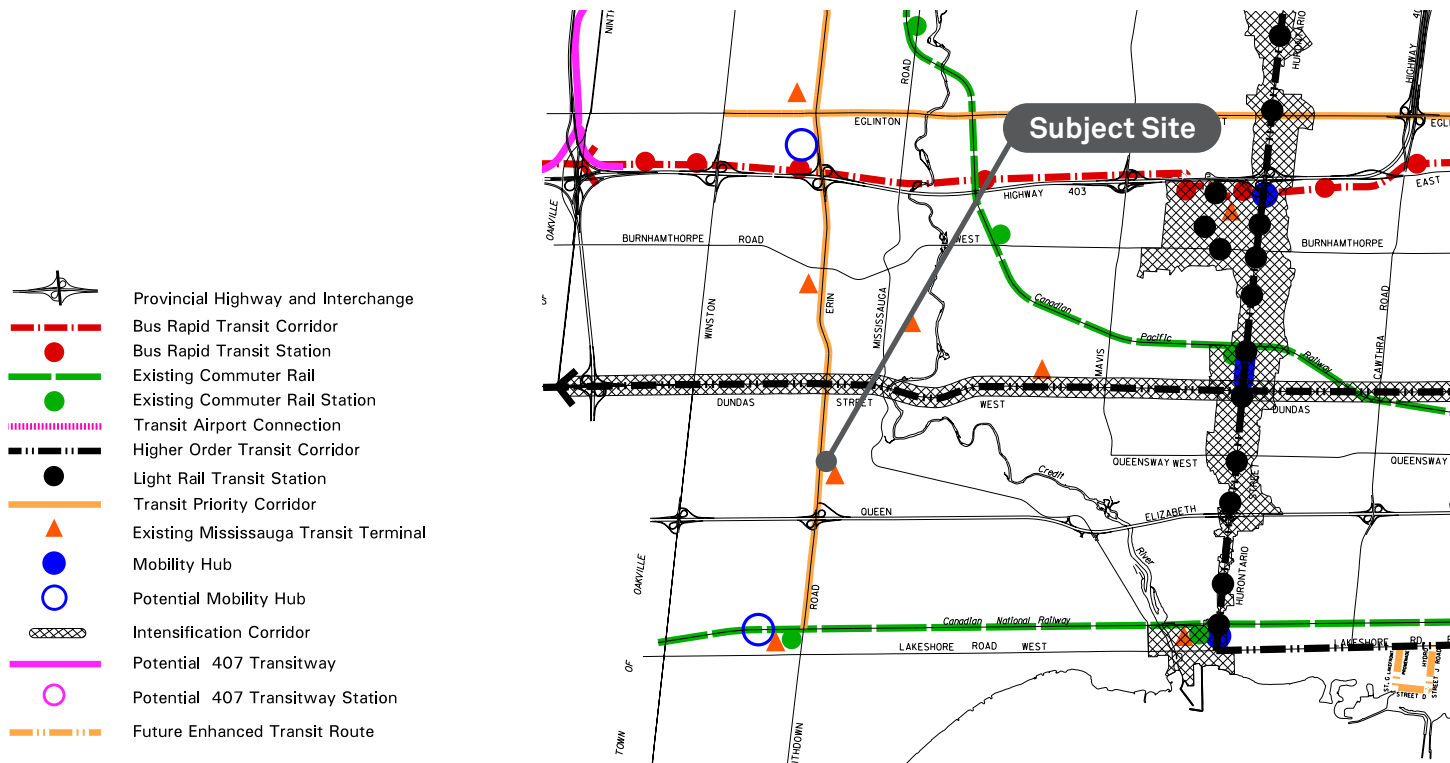
Sheridan Centre is an identified MiWay bus terminal and contains bus routes 13 S, 29 S and 71.

Erin Mills Parkway is identified as a Transit Priority Corridor in Schedule 6 - Long Term Transit Network of the City of Mississauga Official Plan. These corridors will contain priority measures, such as queue jump lanes and transit signal priority, along with express

services, new intelligent transportation systems (ITS), fare integration, and service coordination with GO Transit and neighbouring Transit Systems.

The Queen Elizabeth Way (QEW) is located east of the Subject Site and is identified as a Provincial Highway and Interchange in Schedule 6 - Long Term Transit Network of the City of Mississauga Official Plan.

Farther west of the Subject Site is Dundas Street West, identified as a Higher Order Transit Corridor and Intensification Corridor in Schedule 6 - Long Term Transit Network of the City of Mississauga Official Plan.



Schedule 6: Long Term Transit Network from the Official Plan. The Subject Site is located on a Transit Priority Corridor. (City of Mississauga)

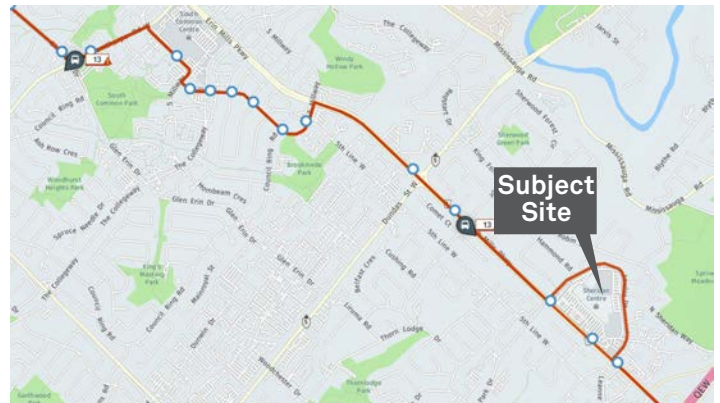
Bus Routes

Route 13 can be accessed at platform A from the Sheridan Centre bus terminal located along Fowler Drive, east of the Subject Site. This route has 53 stops departing from Clarkson Go Station Platform 5 and ending in Meadowvale Town Centre Drop Off.

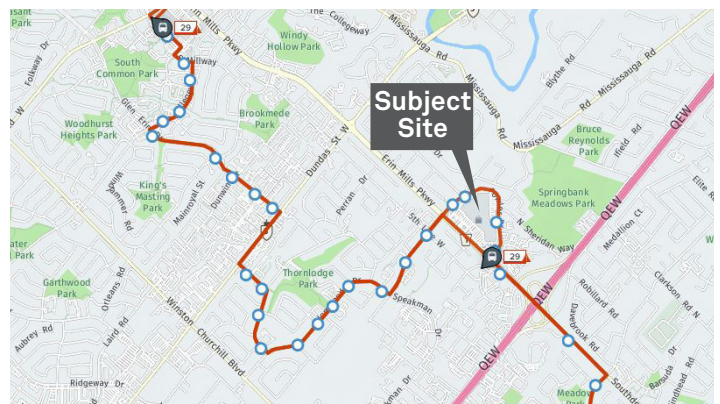
Route 29 can be accessed can be accessed at platform B from the Sheridan Centre bus terminal located along Fowler Drive, east of the Subject Site. The route has 45 stops, departing from Clarkson Go Station Platform 8 and ending at Erin Mills Station West Platform 3.

Route 71 can be accessed at platform C from the Sheridan Centre Bus Terminal located along Fowler Drive, east of the Subject Site. This route has 27 stops departing from Plymouth Drive at Winston Churchill Boulevard and ending at Kipling Terminal Platform 6.

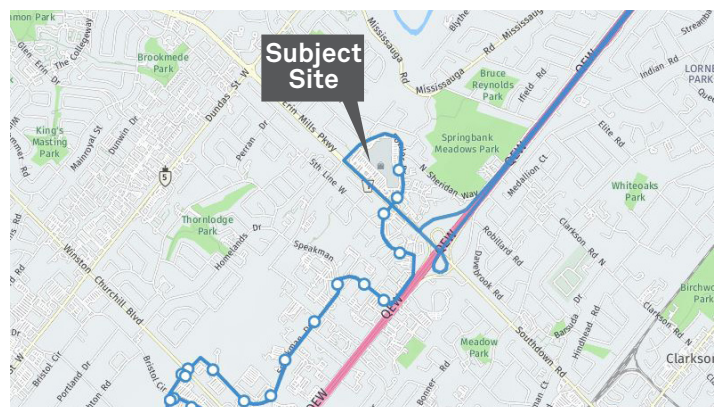
Additional bus stops corresponding to routes 13, 29 and 71 are accessible from multiple locations surrounding the Subject Site in the east, south and west directions.



MiWay Route 13



MiWay Route 29



MiWay Route 71

Bicycling & Pedestrian Networks

The Subject Site is well connected to the City's cycling and trail network.

Schedule 7- Long Term Cycling Routes in the Official Plan identifies a portion of Southdown Road, Dundas Street West and Mississauga Road (east of the QEW) as Primary On-Road / Boulevard Routes.

Blythe Road, north of the Subject Site, and Sheridan Park Drive, south of the Subject Site, are identified as Primary Off-Road Routes and Crossings in Schedule 7 - Long Term Cycling Routes in the Official Plan.

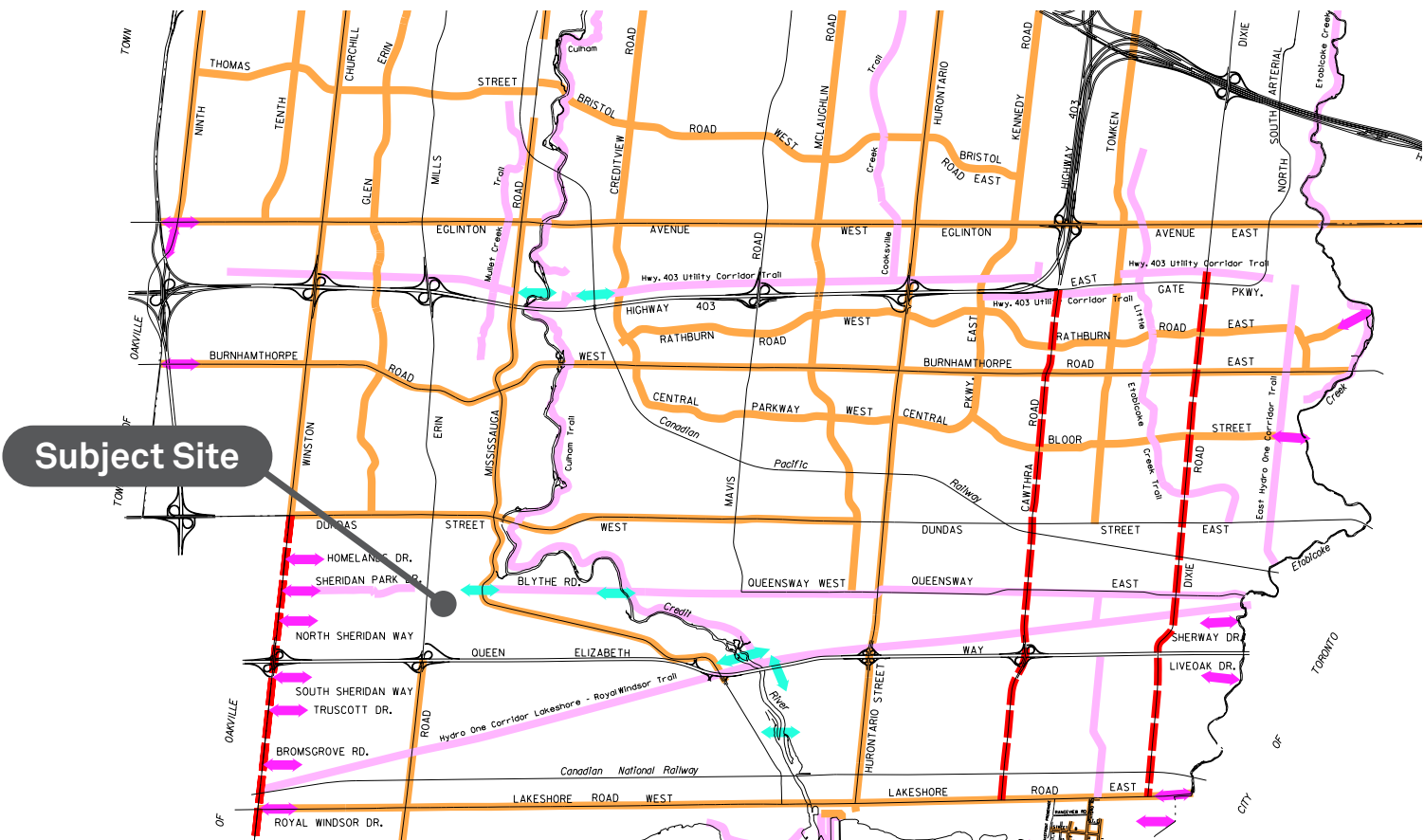
Erin Mills Parkway has been identified as a Multi-Use Trail whereby paved trails separated from the road are shared by cyclists, pedestrians, and e-scooters users in Mississauga Cycling Map (2021). Mississauga Road has been identified as a street with Bicycle Lanes in which signs and pavement marking identify lanes reserved for bicycle and e-scooter use only in Mississauga Cycling Map (2021)

Mississauga Cycling Map (2021) identifies Blythe Road, north of the Subject Site and Sheridan Park Drive south of the Subject Site as Multi-Use Trails – paved trails separated from the road and shared by cyclists, pedestrians, and e-scooters users.

A bicycle repair station can be found on Sheridan Park Drive, south-west of the Subject Site at the Erin Mills Parkway and Sheridan Park Drive intersection.

In addition to the multi-use trails, the Subject Site is surrounded by park trails on Sheridan Park Drive south of the Subject Site, extending from Erin Mills Parkway to Winston Churchill Boulevard. Thornlodge Park, west of the Subject Site, contains an interconnected park trail system. Park trails exist at Springbank Meadows and Bruce Reynolds Park, north of the Subject Site.

The Sheridan neighbourhood is walkable and pedestrian friendly and contains trails in close proximity to the Proposed Development. Quiet residential streets allow for calm pedestrian experiences and link to main streets, including Dundas Street West and Erin Mills Parkway.



Schedule 7: Long Term Cycling Routes. (City of Mississauga)

Road Network

Erin Mills Parkway, which bounds the Subject Site to the south, is designated as a Regional Arterial Road in the Official Plan Schedule 5 - Long Term Road Network. The segment of Erin Mills Parkway that the Subject Site fronts contains a generous right-of-way width of 45 metres (Official Plan Schedule 8 - Designated Right-of-Way widths). The Official Plan identifies Erin Mills Parkway as a Corridor in Schedule 1C Urban System - Corridors. The Official Plan notes that “arterials will be designed as principal transportation corridors for high volumes of people and goods.”

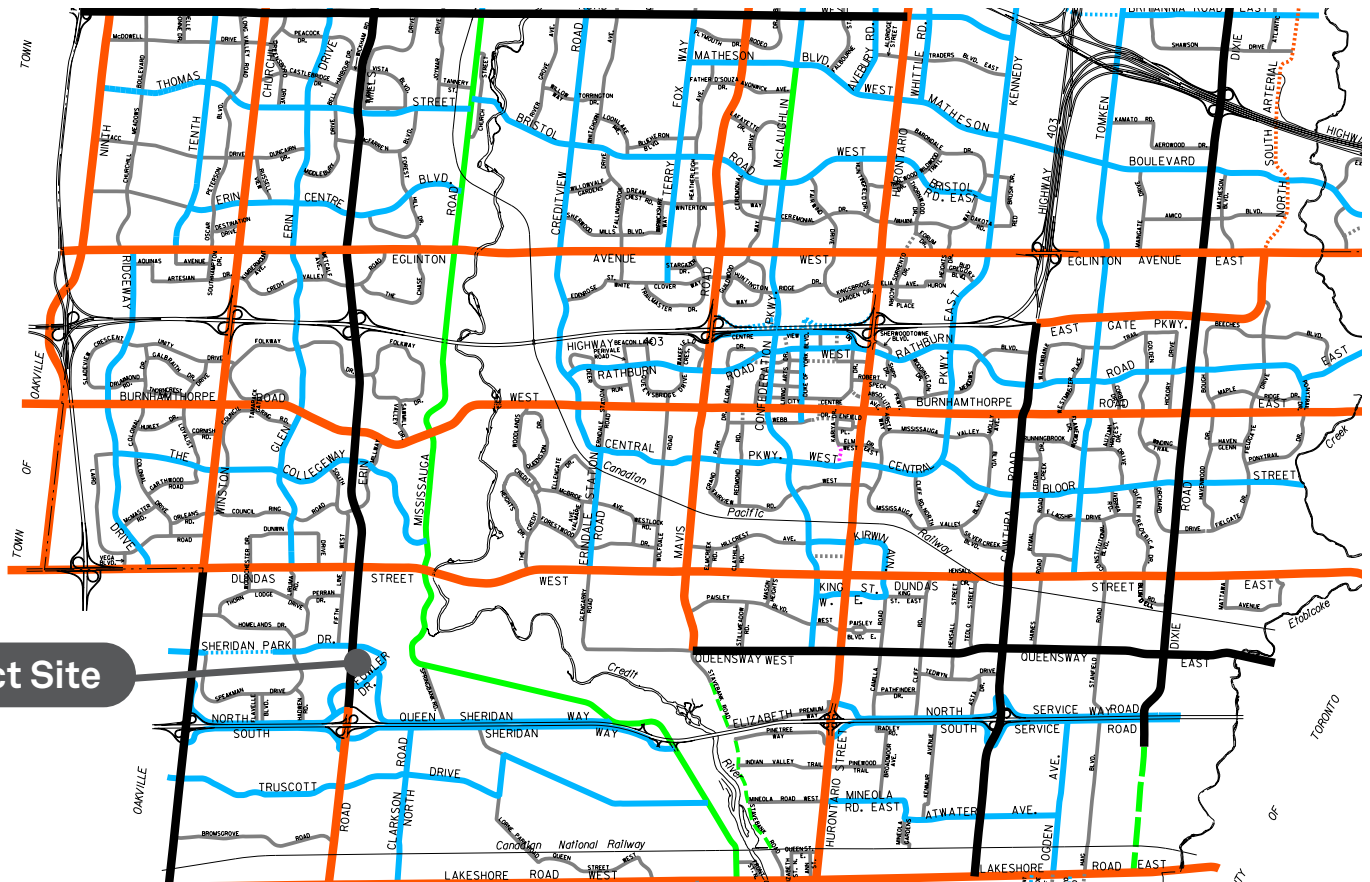
Mississauga Road is north of the Subject Site and is identified as a Major Collector (Scenic Route) in Schedule 6 - Long Term Road Network in the City's Official Plan and contains a right-of-way of 26 metres on Schedule 8 - Designated Right-of-Way Widths. The City of Mississauga Official Plan notes that “major collectors in Neighbourhoods will be designed to accommodate moderate volumes of traffic and will be the focus of active transportation facilities. Vehicular access will be designed to minimize conflicts with active transportation modes” and that “scenic routes reinforce or enhance the “scenic route qualities” of roadways classified as scenic routes.”

The Queen Elizabeth Way (QEW) is located east of the Subject Site, a 400-series highway linking Toronto with the Niagara Peninsula and Buffalo, New York, and is identified as a Provincial Highway and Interchange in Schedule 5 - Long Term Road Network in the City of Mississauga Official Plan. Schedule 8, Right-of-Way Widths in the Official Plan identifies a 20 metre ROW along the QEW.

Farther west is Dundas Street West, identified as an Arterial Road in Schedule 5 - Long Term Road Network in the Official Plan and as an Intensification Corridor in Schedule 1C Urban System - Corridors. Dundas Street West primarily contains a right-of-way width of 40 to 42 metres in the Official Plan Schedule 8 - Designated Right-of-Way Widths.



- Provincial Highway and Interchange
- Regional Arterial
- Arterial
- Future Arterial (conceptual)
- Major Collector
- Future Major Collector (conceptual)
- Major Collector (Scenic Route)
- Regional Major Collector (Scenic Route)
- Minor Collector
- Future Minor Collector
- Minor Collector (Scenic Route)
- Future Road Link to be added.



Schedule 5: Long Term Road Network. (City of Mississauga)

3.0 Design Vision & Direction

3.1 Vision Statement

The Vision for the Subject Site is to intensify an underutilized lot within an evolving corridor in Mississauga. The Plan enhances the existing condition of the mall site (*majority of mall to be retained*), by establishing a pedestrian oriented plan that leverages and adds to the natural green context of the area. It proposes appropriately scaled mixed-use and residential mid-rise and tall buildings that provide an appropriate transition in height within the site and to the surrounding community.

The Proposed Master Plan aims to add vibrancy and activation into the area while respecting the existing and surrounding context. The Master Plan will guide the Subject Site toward development as a complete and mixed-use community, while enhancing both the private and public realms.



Project Precedent - Oakridge Mall Redevelopment in Vancouver (City of Vancouver)

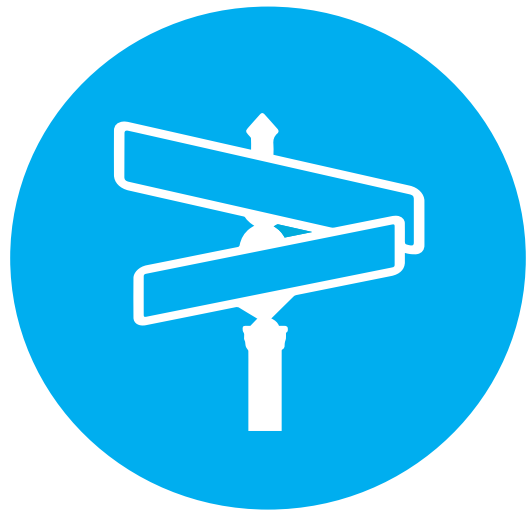
3.2 Guiding Principles

The New Sheridan Street

A new interior pedestrian-oriented main street is a key design consideration and strategy for the Master Plan Concept. This interior main street with retail at grade, increases porosity and connection to and throughout the Subject Site, working to create a mixed-use and complete community with a green and sustainable focus. The street fronts the existing mall on its main frontage to the south and provides a generous landscaped area, integrating green buildings with green open spaces.

Key principles for the “New Sheridan Street ”:

- Establishing a continuous street wall through building podiums that define the street edge.
- Supporting and enhancing the existing mall by establishing a comfortable and engaging pedestrian condition.
- Activating the edges of the mall through the development of landscaped zones that can also function as spill out spaces for future mall tenants.
- Activating the street edges through the use of retail spaces along the ground floor of Zones B and C.





Sheridan Centre Street Network (Brook McIlroy)

- Primary vehicle road
- Secondary vehicle road
- Potential vehicle road
- Gateway

Connected Green Network

The Master Plan Concept introduces a green network that will weave throughout the Subject Site and along the perimeters, enhancing the connection between the Subject Site and the existing natural heritage system. A system of green buffers, landscaped courtyards and linear parks will establish a “Green Loop” around the site. The Green Loop will be a prime location for active transportation, wrapping the site and knitting it into the rooftop green space and surrounding context.

Key principles for the “Connected Green Network”:

- Creating a green boulevard that buffers the street and offers active uses through an increased building setback for Zones that face Erin Mills Parkway and Fowler Drive (i.e., Zones A, B, C, and D).
- Enhancing connections with the existing green network surrounding the Subject Site, through landscaping treatments and additional pedestrian access points to the existing Dunpar Licensed Lands within the Subject Site.
- Increasing open space access, while establishing a strong green character for the mall through the addition of a new green open space on its rooftop.
- Expanding open space options and contributing to the comfort of the pedestrian environment by creating landscaped courtyards and landscape entry points through building configuration.





Sheridan Centre Existing and Proposed Green Network (Brook McIlroy)

Accessible and Human Scale Environment

The Master Plan Concept breaks down the site to allow for porosity at its edges and a system of fine-grained streets, open spaces and pathways. The Plan creates a pedestrian-friendly and human scaled site through podium built forms that address the street while maintaining a proportionate height.

Key principles for “Accessible and Human Scale Environment” :

- Addressing the street through a base building height of 6- to 8-storeys to provide a consistent street wall condition and a contextually appropriate scale and pedestrian-oriented environment.
- Providing permeability for the overall site, through continuous sidewalks and pedestrian mews that knit together the different open spaces and the active transportation nodes.
- Increasing accessibility through topography-based solutions that enhance connections from the Subject Site to the public realm on the existing streets.
- Reducing car presence through the provision of underground parking and limited surface parking at specific locations.





Sheridan Centre Pedestrian Network (Brook McIlroy)

Built Form Transition

The proposal prioritizes a well-designed built form that is appropriately massed, articulated, located and oriented, with particular consideration made for the existing and surrounding context. The built-form transition on the Subject Site minimizes shadow and adverse impacts on the neighborhoods. The tallest building height is located the southeast corner along Erin Mills Parkway, transitioning down towards Lincoln Green, respecting the neighbourhood context

Key principles for “Built form Transition” :

- Locating the highest density and tallest building forms at the intersection of Fowler Drive and Erin Mills Parkway, in proximity to the existing, taller residential buildings and commercial areas to the southeast of the Subject Site.
- Providing a transition in height from the southeast corner of the Subject Site down to the northeast corner, in proximity to the open space and residential neighborhoods.
- Creating a varied built form condition, with tower podium buildings facing Erin Mills Parkway and midrise buildings on the north portion of the Subject Site, facing Fowler Drive.
- Configuring setback and stepback approaches on the midrise buildings to reduce shadows impact on existing and proposed open space.

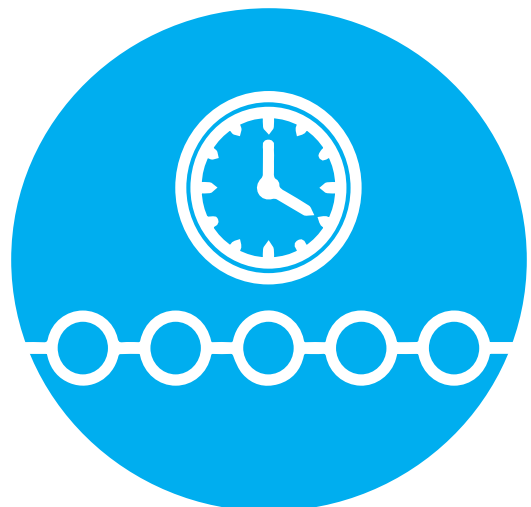


Phased Development

The Master Plan Concept retains the majority of the mall (*exception of north wing and portion of southeast wing*), creating infill development on the Subject Site with flexibility for future intensification. The phasing strategy ensures for an appropriate and timely development of the Subject Site.

Key principles for Phasing :

- Planning for success, through a phased approach that will see incremental infill for the area.
- Designing for an ultimate condition through the configuration of development zones and buildings that will form a consistent and complete future redeveloped site.
- Prioritizing pedestrian connections and open space.
- Allowing for flexible infill development through the evolution of the area.



4.0 The Proposal

4.1 Proposal Overview

The Proposal will establish a new fabric of residential and mixed-use buildings, wrapping the existing mall (Zone M) site. The development introduces a transit and active mobility-oriented mixed-use complete community within an underutilized site, enhancing the public realm through new pedestrian connections and green nodes that augment the existing green and natural area network surrounding the site.

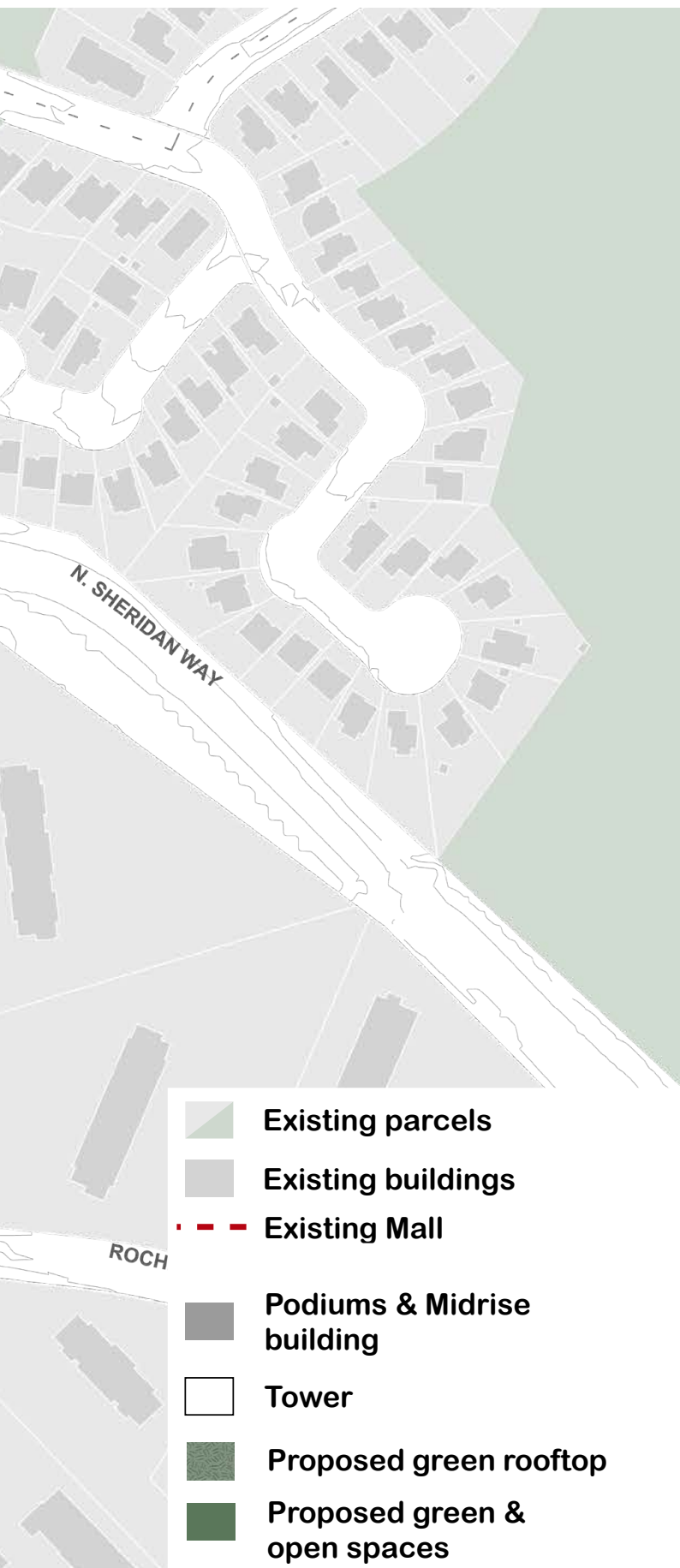
The Master Plan proposes a concept that fosters vibrancy and character in the Community Node, while

preserving the existing mall structure and leveraging the site's proximity to natural areas and corridors. The Master Plan establishes an appropriately scaled plan that respects and reinforces the existing context and prioritizes design excellence through site, building, and open space orientation and placement, as well as podium and tower articulation.

The master plan proposes a connected system of pedestrian and cycling networks, with landscaped entry points along a "Green Loop." The Green Loop will







provide a landscaped edge and will include forecourts for future entrances to the site, enhancing overall visual and physical porosity.

The development concept includes a mix of residential and mixed uses as well as new open spaces, pedestrian connections and a connected green network. The Proposal provides a diversity of urban forms and opportunities for different housing types and tenures, providing housing choice and contributing towards the vision of a Complete Community.

The Proposal introduces:

- A walkable, pedestrian-oriented and well-scaled mixed-use community;
- Appropriately sized development blocks with opportunities for at-grade retail uses facing the proposed new street and existing mall;
- A green network that weaves throughout the site and wraps the perimeters;
- A publicly accessible green open space (POPS) at the southwest edge of the Subject Site, on Dunpar Licensed Lands;
- Enhanced site interconnectivity through the green network, pedestrian connections, green nodes/entry points, and enhancements to the existing roads and sidewalks; and
- A phasing strategy that enables a successful development build-out over time, achieving incremental growth

4.2 Zone A & G Proposed Development

Architectural plans have been prepared for buildings located in Zone A and Zone G. The remainder of the public realm and built form components as well as the Dunpar licensed lands are identified in the Master Plan Concept map and corresponding maps.

The following section will provide an analysis on the proposed buildings in Zones A and G.

4.2.1 Zone A

Site and Building Design

Zone A is located at the southwest corner of the Subject Site, east of Lincoln Greenway. The site is identified for development of Building A1. Vehicular access to Zone A is provided from Erin Mills Parkway through a proposed internal street, via a curb cut that leads to the loading services area and a vehicular parking ramp that accesses 2 levels of underground parking. The Proposed Development provides a total of 268 parking spaces of which 37 are visitor parking spots on underground level 1. Additional surface parking is provided along the east elevation, in proximity to the primary entrance. Two of these spaces are barrier-free accessible parking spaces.

The primary residential entrance is located along the eastern frontage and the secondary entrance is accessed from the Dunpar Licensed Lands, west of the Subject Site (Hydro Corridor) which is proposed to become new Privately Owned Publicly Accessible

park. A seamless connection is proposed between the sidewalk along Lincoln Greenway and Erin Mills Parkway. A 2.1 metre sidewalk is proposed along the western property line, connecting to the proposed publicly-accessible park, running north-south.

This sidewalk provides additional connections and pathways for residents and visitors and facilitates active mobility and recreation. Additionally, the park acts as a buffer between the proposed building and the residential area to the west.

Building A1 has frontages on both Erin Mills Parkway and the proposed internal street east of the building. It is a 15-storey mid-rise building with a total height of approximately 52.10 metres. Its integrated 6-storey podium has a total height of approximately 18 metres. The height of Building A1 as a mid-rise form is appropriate in proportion to the 45 metre right-of-way along Erin Mills Parkway. Although mid-rise buildings are defined in OPA 115 as up to 12-storeys in height, Building A1's 6.34 metre setback to the south property line, combined with the 45-metre right-of-way creates an approximately 1:1 ratio of building height to street width. This qualifies the proposed 15-storey building along the Erin Mills Parkway corridor as a mid-rise. It introduces a form of intensification with a building height and type that is consistent with the planned context while maintaining compatibility with the development patterns of the surrounding area.

The development provides a range of unit sizes, including smaller studios and one-bedroom units, and more family oriented unit sizes of two bedroom units and three-bedroom units, expanding housing options within this Community Node. The Proposed Development is setback by 10.8 metres from the north property line, 20.1 metres from the east property line, 16.3 metres from the west property line and 6.3 metres from the south property line.

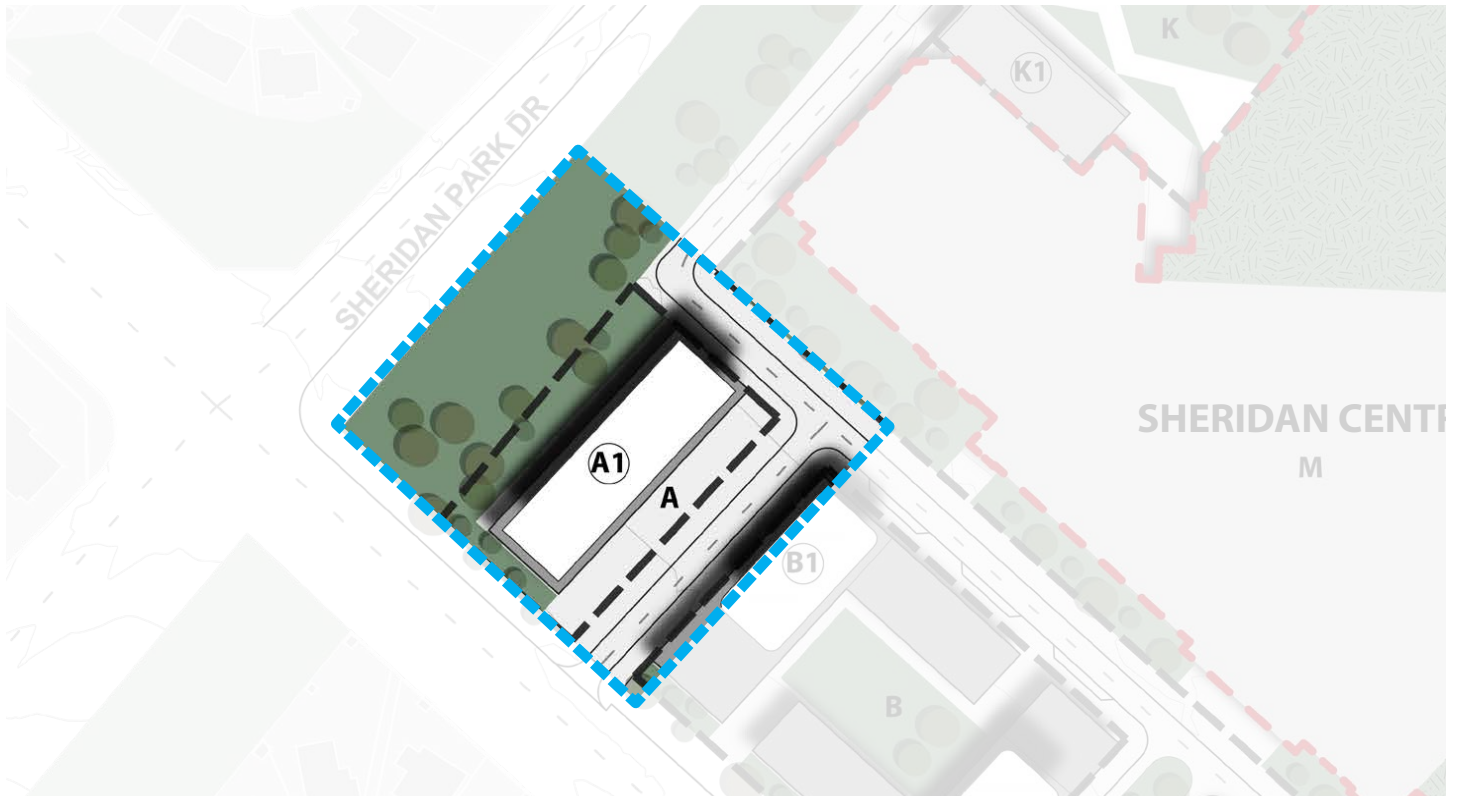
The building setback from Erin Mills Parkway is generously landscaped with low vegetation and trees. This allows for a buffer area between the residential units on the ground floor and the vehicular condition along Erin Mills Parkway.

The building has a depth of 25.3 metres and a length of 74 metres. The building steps back by 2.5 metres at all elevations above the 6th storey, providing separation between the podium and the upper storeys. This establishes an appropriate streetwall height condition, in keeping with all base building heights within the Master Plan. There is a 35 metre separation distance from the upper portion of Building A1 and the 15-storey portion of Building B1.

The Proposed Development provides private terraces and projecting balconies for each unit and contains a generously landscaped at-grade condition along each elevation. Residential ground-oriented units with their terraces appropriately frame and animate the adjacent public realm along all frontages of building A1, and wide landscaped setbacks provide useable greenspace for residents and visitors. Building setbacks create a wide boulevard for pedestrians.

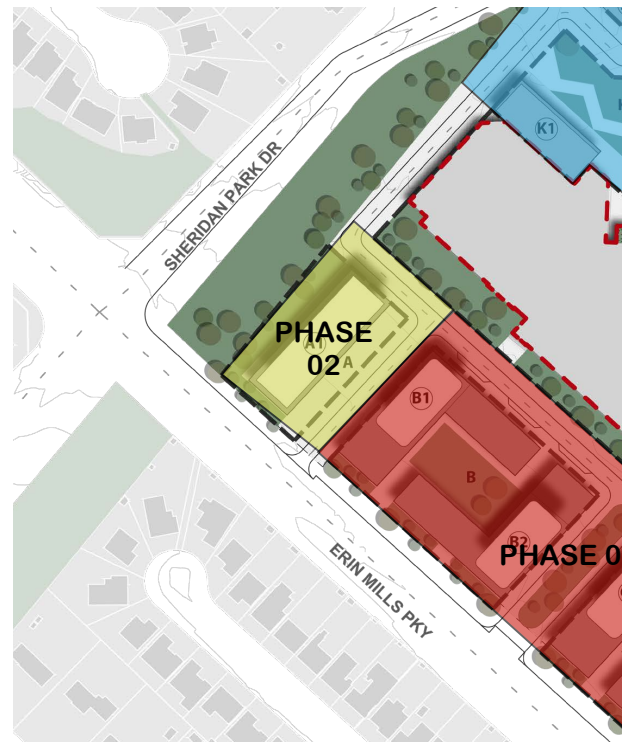
Publicly-accessible spaces within Zone A will connect to a porous pedestrian network through landscaped areas as demonstrated in the Master Plan, providing permeability into the inner site, activating uses within the Block and creating a welcoming entrance to the site and the existing Sheridan Centre for residents and visitors.

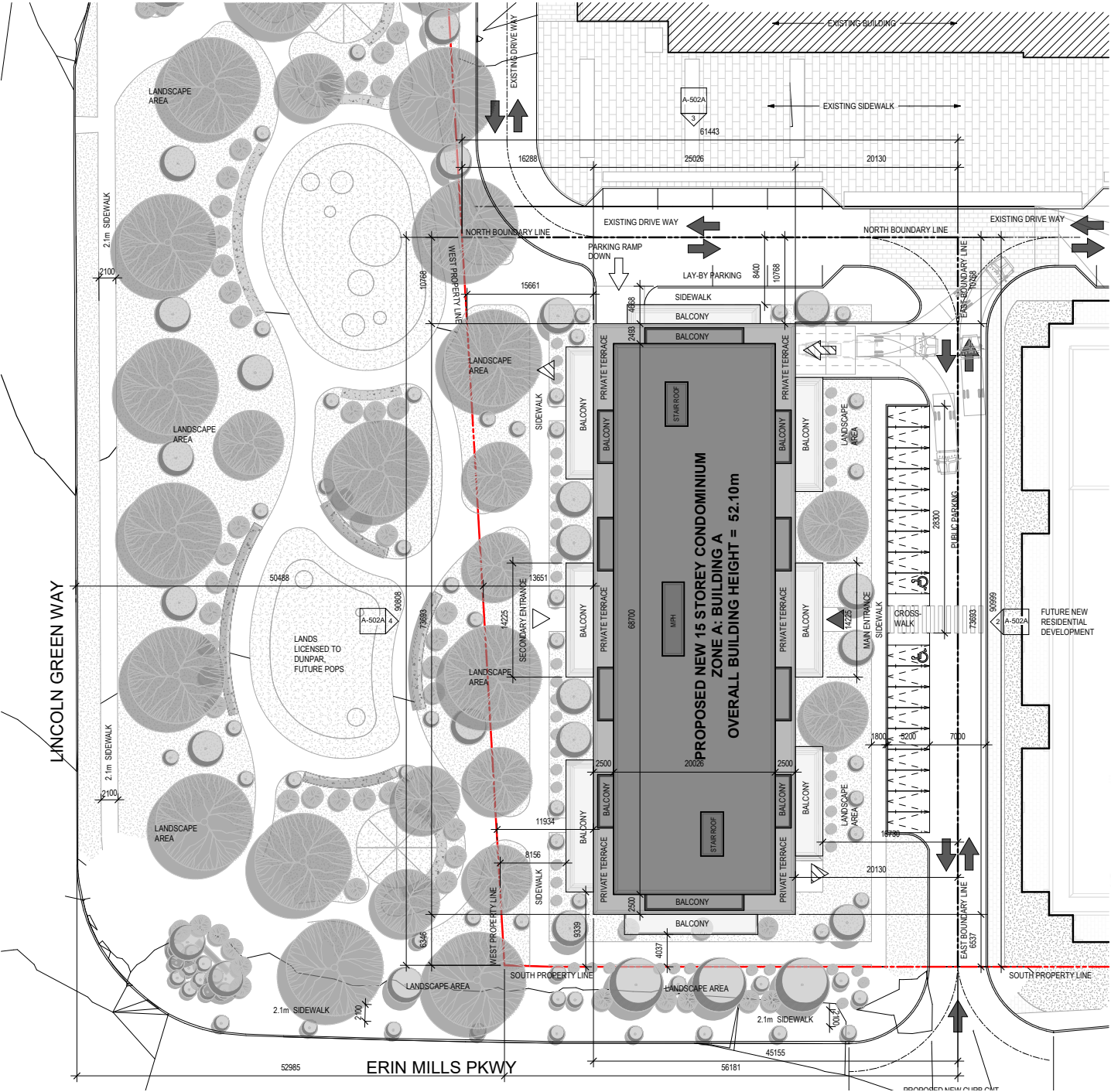
Appropriate soil volume is provided above underground parking level 1 to support vegetation growth and a healthy landscape.



Zone A- Building A1

GFA	
- Non-Residential	0.00
- Residential	22,422 square metres
Total	22,422 square metres
FSI	4.19
Building Height	15-storeys (6-storey podium) Overall height: 52.10 metres
Residential Units Breakdown	1-bedroom : 77 units (31%) 1-bedroom + den: 28 units (28%) 2-bedroom: 60 units (24%) 2-bedroom + den: 66 units (27%) 3-bedroom: 18 units (7%)
Total Number of Residential Units	249
Vehicular Parking	P1 Resident : 106 + Visitor : 37
Total	P2 Resident: 143 286





Building A1 - Site Plan (Dunpar, 2021)

Proposed Building Facades

The proposal incorporates architectural treatment and façade articulations along each elevation, creating a visually interesting building. The building length and continuous streetwall is broken up through projecting balconies and terraces, and vertical and horizontal articulations. The building steps back above the 6th storey, separating the podium from the upper storeys, establishing a sense of scale and appropriate streetwall condition. The use of a contemporary and well-considered building material palette adds an attractive and complementary design aesthetic to the existing and surrounding context.

The use of landscaping elements and establishment of a publicly-accessible park space at the west elevation activates all facades and frontages of the proposed building, enhancing pedestrian safety and comfort through casual surveillance and increasing permeability throughout the overall Master Plan site.



Building A1 View from west (Dunpar,2018)

4.2.1 Zone G

Site and Building Design

Zone G is located along the northeast perimeter of the Subject Site, fronting Fowler Drive. It is the future location of proposed Building G1.

Vehicular access to Zone G is provided from Fowler Drive, leading to a vehicular parking ramp at the southern elevation of the building which provides access to 4 levels of underground parking. Loading services can be accessed at the southwest corner of the Proposed Development. The primary residential entrance is located along the eastern frontage and the secondary entrance is accessed from the western elevation. Lay-by parking space is proposed along the western elevation, abutting the existing Sheridan bus terminal.

Building G1, with frontage on Fowler Drive and the existing mall, is a 15-storey building approximately 52 metres in height with an integrated approximately 21.7-metre tall 7-storey podium. The heights of proposed buildings along Fowler Drive including building G1 echo the transition in heights of the proposed buildings from east to west along Erin Mills Parkway, providing a gradual transition from tall to lower mid-rise form. Building G1, with a 15 storey taller mid-rise form, bridges the transition from 26 to 11 storeys and interfaces with the large open space north of the 14-storey existing building east of Fowler Drive. The proposed building achieves a consistency in height transition and is appropriate within its existing and planned context for the intensification of this Community Node. It introduces a form of intensification with a building height and type that is consistent with the planned context while maintaining

compatibility with the development patterns of the surrounding area.

The development provides a range of unit sizes, including smaller studios and one-bedroom units, and more family oriented unit sizes of two bedroom units and three-bedroom units, expanding housing options within this Community Node.

The Proposed Development is set back by 10.9 metres from the north property line, 9.7 metres from the east property line, 7.6 metres from the west property line and 13.3 metres from the south property line. The building has a depth of 25.1 metres and a length of 88.6 metres.

The building steps back by 2.4 metres at the east and west elevations and by 2.3 metres at the north and south elevation above the 7th storey, providing separation between the podium and the upper storeys. This establishes an appropriate streetwall height condition, in keeping with all base building heights within the Master Plan. At the 13th storey, the building steps back by an additional 2.3 metres to the north and south and by 2.4 metres to the east and west.

There is a 43-metre separation distance from the 15-storey component of Building G1 and the tower of Building F2. There is a 24-metre separation distance between the 15-storey component of Building G1 and Zone M (the existing mall), and an 18-metre separation distance between the 15-storey component of Building G1 and the 11-storey H1 building.

The Proposed Development provides private projecting terraces for each unit and contains a generously landscaped at-grade condition along each elevation, with low vegetation and trees. This allows for a buffer area between the residential units on the ground floor and the public realm surrounding the site.

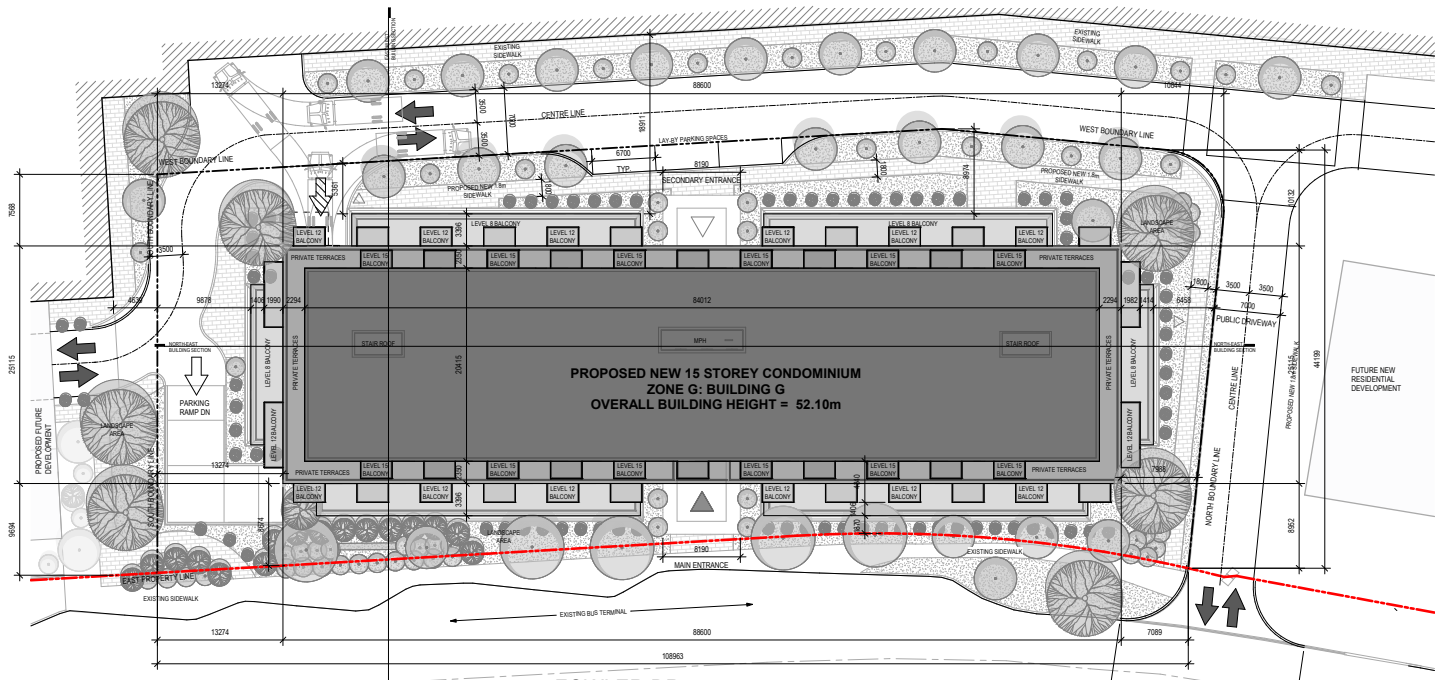
Residential ground-oriented units with their terraces appropriately frame and animate the adjacent public realm along all frontages of building G1, and wide landscaped setbacks provide useable greenspace for residents and visitors. Building setbacks create a wide boulevard for pedestrians.

Publicly-accessible spaces within Zone G will be connected to a porous pedestrian network through landscaped areas as demonstrated in the Master Plan, providing permeability into the inner site, activating

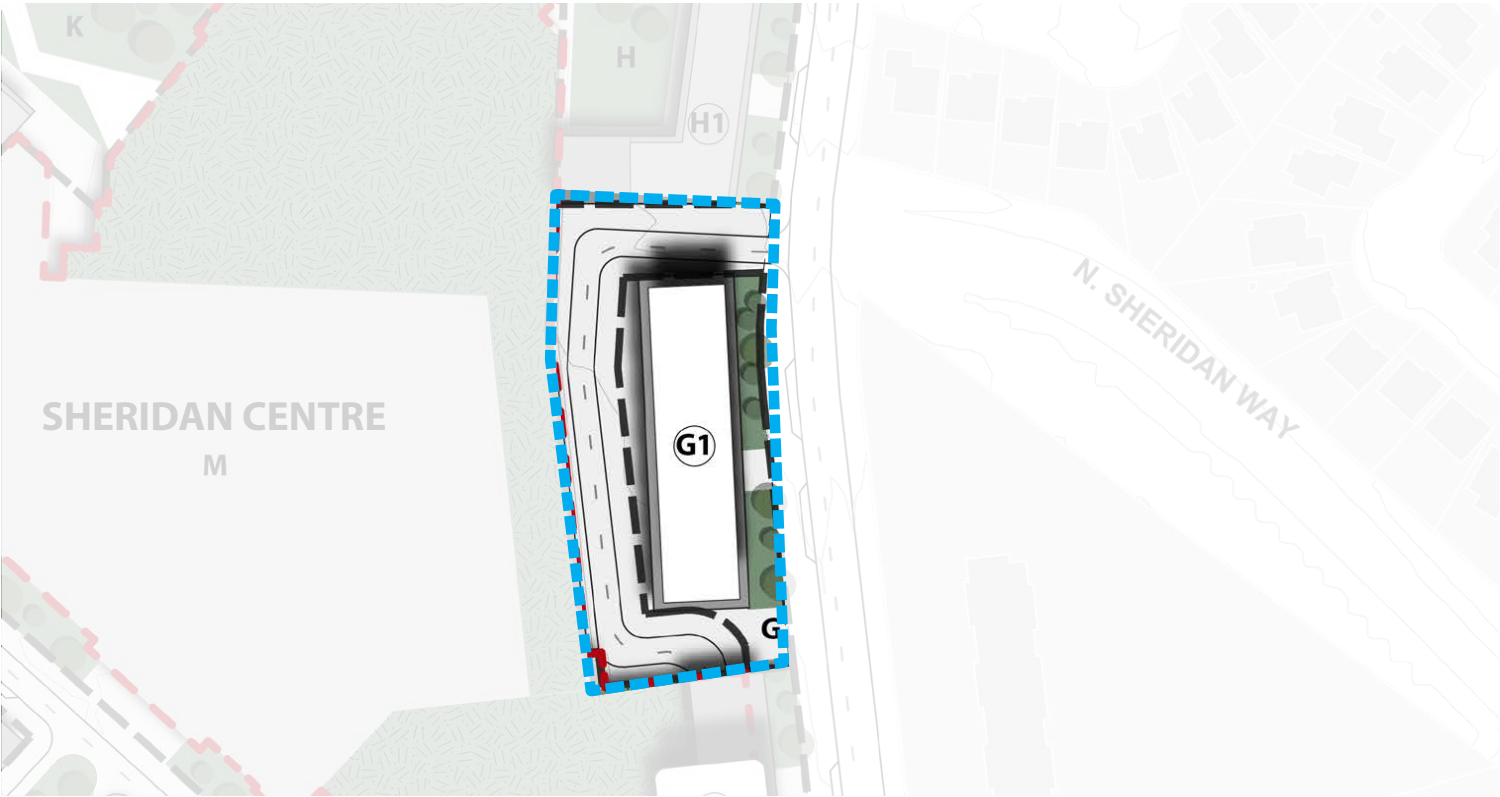
uses within the Block and creating a welcoming entrance to the site and the existing Sheridan Centre for residents and visitors.

Appropriate soil volume is provided above underground parking level 1 to support vegetation growth and a healthy landscape.

A 1.8 metre sidewalk is proposed along the west and north edges of the site. This sidewalk provides an additional connection and pathway for residents and visitors and encourages walking and transit as a way to access the building and site. The sidewalks connect to the existing bus terminal, and together with the proposed landscaping, provide a more comfortable and permeable pedestrian experience.

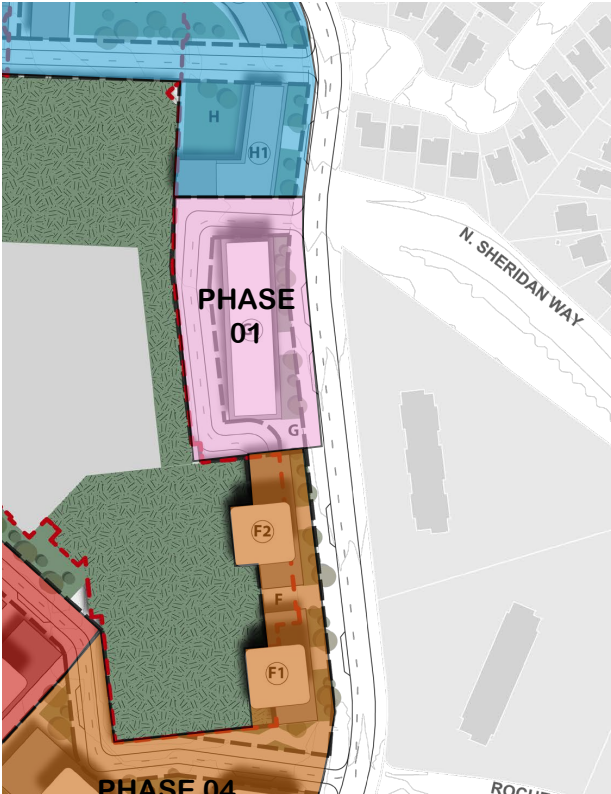


Building G1 Site Plan (Dunpar,2023)



Zone G- Building G1

GFA - None-Residential - Residential Total	0 30,540 square metres 30,542 square metres
FSI	6.49
Building Height	15-storeys (6-storey podium) Overall height: 52.10 metres
Number of Residential Units	371
Residential Units Breakdown	<i>1-bedroom:</i> 32 units (9%) <i>1-bedroom + den:</i> 84 units (23%) <i>2-bedroom :</i> 197 units (53%) <i>2-bedroom + den:</i> 46 units (12%) <i>3-beroom:</i> 18 units (3%)
Vehicular Parking	P1 Resident: 44 + Visitor:56 P2 Resident:119 P3 Resident: 119
Total	: 427



Proposed Building Facades

The proposal incorporates architectural treatment and façade articulation along each elevation, creating a visually interesting building. The building length and continuous streetwall is broken up through projecting balconies and terraces, and vertical and horizontal articulations. The building steps back above the 7th storey, separating the podium from the upper storeys, and again at the 13th storey, establishing a sense of scale and an appropriate streetwall condition. The use of a contemporary and well-considered

building material palette adds an attractive and complementary design aesthetic to the existing and surrounding context. The use of landscaping elements and treatment at each elevation, along with integration with transit infrastructure further activates all facades and frontages of the proposed building, enhancing pedestrian safety through casual surveillance.



Building G1 View from south (Dunpar,2021)

4.3 Master Plan Site and Zone Design

The Subject Site is bounded by Erin Mills Parkway to the south, Lincoln Green Way / Sheridan Park Drive to the west, and Fowler Drive to the north and east. The Master Plan Concept consists of 12 development Zones organized around the perimeter of Zone M, the existing Sheridan Centre Mall (*predominantly being retained*).

Zone M is 2-storeys in height and contains 52,868 square metres of retail use. The north wing and a portion of the southeast wing of Zone M are to be demolished to enable implementation of the Master Plan (Zone I and F).



ZONE A	Proposed GFA Building A1 (Residential)				Proposed GFA Building A1 (Retail)			
	Levels	Stories	sq.m	sq.ft.	Levels	Stories	sq.m	sq.ft.
	1		1,672	17,997	1	0	0	0
	From 2-6		8,915	95,960	Total		0	0
ZONE B	From 7-15		11,835	127,391				
	Total		22,422	241,349				
	Proposed GFA Building B1 (Residential)				Proposed GFA Building B1 (Retail)			
	Levels	Stories	sq.m	sq.ft.	Levels	Stories	sq.m	sq.ft.
ZONE C	From 1-6	5.5	13,662	147,057	1	0.5	1,242	13,369
	From 7-8	2	3,334	35,867	Total		1,242	13,369
	From 9-15	7	5,950	64,045				
	Total		22,946	246,969				
ZONE D	Proposed GFA Building B2 (Residential)				Proposed GFA Building B2 (Retail)			
	Levels	Stories	sq.m	sq.ft.	Levels	Stories	sq.m	sq.ft.
	From 1-6	5.5	13,607	146,465	1	0.5	1,237	13,315
	From 7-8	2	4,010	43,163	Total		1,237	13,315
ZONE E	From 9-18	10	8,500	91,493				
	Total		26,117	281,121				
	Proposed GFA Building C1 (Residential)				Proposed GFA Building C1 (Retail)			
	Levels	Stories	sq.m	sq.ft.	Levels	Stories	sq.m	sq.ft.
ZONE F	From 1-6	5.5	11,473	123,494	1	0.5	1,043	11,227
	From 7-8	2	3,332	35,865	Total		1,043	11,227
	From 9-20	12	10,200	109,792				
	Total		25,005	269,152				
ZONE G	Proposed GFA Building C2 (Residential)				Proposed GFA Building C2 (Retail)			
	Levels	Stories	sq.m	sq.ft.	Levels	Stories	sq.m	sq.ft.
	From 1-8	7.5	15,690	168,886	1	0.5	1,046	11,259
	From 9-23	15	12,750	137,240	Total		1,046	11,259
ZONE H	Total		28,440	306,126				
	Proposed GFA Building D1 (Residential)				Proposed GFA Building D1 (Retail)			
	Levels	Stories	sq.m	sq.ft.	Levels	Stories	sq.m	sq.ft.
	From 1-8	8	19,560	210,542	1	0	0	0
ZONE I	From 9-26	18	15,300	164,688	Total		0	0
	Total		34,860	375,230				
	Proposed GFA Building E1 (Residential)				Proposed GFA Building E1 (Retail)			
	Levels	Stories	sq.m	sq.ft.	Levels	Stories	sq.m	sq.ft.
ZONE J	From 1-8	8	10,232	110,136	1	0	0	0
	From 9-29	21	17,850	192,136	Total		0	0
	Total		28,082	302,272				
	Proposed GFA Building F1 (Residential)				Proposed GFA Building F1 (Retail)			
ZONE K	Levels	Stories	sq.m	sq.ft.	Levels	Stories	sq.m	sq.ft.
	From 1-8	8	8,680	93,431	1	0	0	0
	From 9-29	21	17,850	192,136	Total		0	0
	Total		26,530	285,567				
ZONE L	Proposed GFA Building F2 (Residential)				Proposed GFA Building F2 (Retail)			
	Levels	Stories	sq.m	sq.ft.	Levels	Stories	sq.m	sq.ft.
	From 1-8	8	10,272	110,567	1	0	0	0
	From 9-26	18	15,300	164,688	Total		0	0
ZONE M	Total		25,572	275,255				
	Proposed GFA Building G1 (Residential)				Proposed GFA Building G1 (Retail)			
	Levels	Stories	sq.m	sq.ft.	Levels	Stories	sq.m	sq.ft.
	1		1,534	19,741	1	0	0	0
ZONE N	From 2-7	6	12,984	139,759	Total		0	0
	From 8-12	5	10,760	115,820				
	From 13-15	3	4,962	53,411				
	Total		30,540	328,730				
ZONE O	Proposed GFA Building H1 (Residential)				Proposed GFA Building H1 (Retail)			
	Levels	Stories	sq.m	sq.ft.	Levels	Stories	sq.m	sq.ft.
	From 1-6	6	9,210	99,136	1	0	0	0
	From 7-8	2	2,372	25,532	Total		0	0
ZONE P	From 9-11	3	3,045	32,776				
	Total		14,627	157,444				

	Residential				Retail			
ZONE I	Proposed GFA Building I1 (Residential)				Proposed GFA Building I1 (Retail)			
	Levels	Stories	sq.m	sq.ft.	Levels	Stories	sq.m	sq.ft.
	From 1-8	8	9,488	102,128	1	0	0	0
	From 9-11	3	2,454	26,415				
	Total		11,942	128,543	Total		0	0
ZONE I	Proposed GFA Building I2 (Residential)				Proposed GFA Building I2 (Retail)			
	Levels	Stories	sq.m	sq.ft.	Levels	Stories	sq.m	sq.ft.
	From 1-8	8	11,088	119,360	1	0	0	0
	From 7-8	2	2,798	30,117				
	From 9-11	3	3,893	39,751	Total		0	0
	Total		17,579	189,219				
ZONE J	Proposed GFA Building J1 (Residential)				Proposed GFA Building J1 (Retail)			
	Levels	Stories	sq.m	sq.ft.	Levels	Stories	sq.m	sq.ft.
	From 1-8	8	5,694	61,290	1	0	0	0
	From 7-8	2	1,362	14,660				
	From 9-11	3	1,560	16,792	Total		0	0
	Total		8,616	92,742				
ZONE J	Proposed GFA Building J2 (Residential)				Proposed GFA Building J2 (Retail)			
	Levels	Stories	sq.m	sq.ft.	Levels	Stories	sq.m	sq.ft.
	From 1-8	8	5,104	54,939	1	0	0	0
	From 9-11	3	1,650	17,760	Total		0	0
	Total		6,754	72,699				
ZONE K	Proposed GFA Building K1 (Residential)				Proposed GFA Building K1 (Retail)			
	Levels	Stories	sq.m	sq.ft.	Levels	Stories	sq.m	sq.ft.
	From 1-8	8	13,394	144,064	1	0	0	0
	From 9-11	3	2,778	29,902	Total		0	0
	Total		16,162	173,966				
ZONE M	Proposed GFA Building M1 (Residential)				Proposed GFA Mall - Partially demolished (Retail)			
	Levels	Stories	sq.m	sq.ft.	Levels	Stories	sq.m	sq.ft.
	From 1-2	0	0	0	1	1	42,605	458,597
	Total		0	0	2	1	10,283	110,470
					Total		52,888	569,067

Site area (Overall plan)

	acres	sq.m	sq.ft.
Total	30	121,607	1308967

Proposed Road Network

	sq.m	sq.ft.
Total	22,746	244836

Proposed Floor Space Index (FSI)

	sq.m	sq.ft.	FSI
Total construction	403,630	4344639	4.08

Proposed GFA

	sq.m	sq.ft.	%
Residential	346,194	3726403	86%
Retail	57,436	618236	14%

Floor Plate

ZONE A	Proposed GFA Building A1 (Residential)		
	Levels	sq.m	sq.ft.
	1	1,672	17,997
	From 2-6	1,783	19,192
	From 7-15	1,315	14,155

ZONE B	Proposed GFA Building B1		
	Levels	sq.m	sq.ft.
	From 1-6	2,484	26,738
	From 7 -8	1,667	17,943
	from 9-15	850	9,149
	Proposed GFA Building B2		
	Levels	sq.m	sq.ft.
	From 1-6	2,474	26,630
	From 7 -8	2,005	21,582
	From 9-18	850	9,149

ZONE C	Proposed GFA Building C1		
	Levels	sq.m	sq.ft.
	From 1-6	2,086	22,454
	From 7 -8	1,666	17,933
	From 9-20	850	9,149
	Proposed GFA Building C2		
	Levels	sq.m	sq.ft.
	From 1-8	2,092	22,518
	From 9-23	850	9,149

ZONE D	Proposed GFA Building D1		
	Levels	sq.m	sq.ft.
	From 1-8	2,445	26,318
	From 9-26	850	9,149

ZONE E	Proposed GFA Building E1		
	Levels	sq.m	sq.ft.
	From 1-8	1,279	13,767
	From 9-29	850	9,149

ZONE F	Proposed GFA Building F1		
	Levels	sq.m	sq.ft.
	From 1-8	1,085	11,679
	From 9-29	850	9,149
	Proposed GFA Building F2		
	Levels	sq.m	sq.ft.
	From 1-8	1,284	13,821
	From 9-26	850	9,149

ZONE G	Proposed GFA Building G1		
	Levels	sq.m	sq.ft.
	1	1,834	19,741
	From 2-7	2,164	23,293
	From 8-12	2,152	23,164
	From 13-15	1,654	17,804

ZONE H	Proposed GFA Building H1		
	Levels	sq.m	sq.ft.
	From 1-6	1,535	16,523
	From 7-8	1,186	12,766
	From 9-11	1,015	10,925

ZONE I	Proposed GFA Building I1		
	Levels	sq.m	sq.ft.
	From 1-8	1,186	12,766
	From 9-11	818	8,805
	Proposed GFA Building I2		
	Levels	sq.m	sq.ft.
	From 1-6	1,848	19,892
	From 7-8	1,399	15,059
	From 9-11	1,231	13,250

ZONE J	Proposed GFA Building J1		
	Levels	sq.m	sq.ft.
	From 1-6	949	10,215
	From 7-8	681	7,330
	From 9-11	520	5,597
	Proposed GFA Building J2		
	Levels	sq.m	sq.ft.
	From 1-8	638	6,867
	From 9-11	550	5,920

ZONE K	Proposed GFA Building K1		
	Levels	sq.m	sq.ft.
	From 1-8	1,673	18,008
	From 9-11	926	9,967

The Master Plan includes a mix of residential and mixed-use mid-rise and tall buildings ranging in heights from 11- to 29-storeys with integrated 6- to 8-storey podiums, adding a diversity of urban forms and housing choices into this Community Node and establishing a coherent built form. Taller buildings are primarily sited along Erin Mills Parkway, with the

tallest buildings located at the southeast corner of the Subject Site. Built form height transitions down to 11- storeys as you move north towards Fowler Drive and 15-storeys as you move west to Sheridan Park Drive, respecting the residential neighbourhood condition and limiting shadow impacts. The Master Plan proposes buildings designed to appropriately



Sheridan Centre Master Plan - Podium and Building Heights (Brook McIlroy)

frame and animate the public realm, and incorporates significant setbacks and landscaping along Erin Mills Parkway, with reduced setbacks and a finer-grain Green Loop network along Fowler Drive. Proposed street walls are designed to be appropriate in height and proportion to each unique frontage, and provide usable greenspace for residents and pedestrians with the continuous Green Loop landscaped pedestrian buffer.

The Master Plan introduces a form of intensification through a range of building types and heights containing diverse housing options. The proposed development is consistent with the planned context while maintaining compatibility with the development patterns of the surrounding area.

The Master Plan Concept proposes a green network that weaves through the site and along the perimeters, enhancing the public realm and establishing a pedestrian-oriented green network on and surrounding the Subject Site. Within the green network, porosity of the site's edge is maintained with entry points that extend the landscaping and tree planting into the site, providing a welcoming entry to the site and the existing Sheridan Centre. Entry points

connect to the existing green landscape surrounding the Subject Site and existing natural heritage areas in the wider area. In addition, the plan proposes a green roof atop the existing mall structure (Zone M) and a green open space to the west of the Subject Site, parallel to Zone A, Building A1. Courtyards and open spaces are incorporated within Zones to increase the overall green landscaped area on-site.



Sheridan Centre Master Plan - Green Network (Brook McIlroy)

At full buildout, including the Sheridan Centre retail area, the Proposal will provide a total residential GFA of 346,194 square metres and a total retail GFA of 57,436 square metres, resulting in an overall density of 4.08 FSI.

All retail spaces will be located at-grade, both within the existing mall, and in the podiums of Buildings B and C fronting the existing mall and new internal street.



Sheridan Centre Master Plan - Land Use (Brook McIlroy)

The Master Plan concept proposes new multi-modal connections throughout the Subject Site providing future buildings with vehicular access to parking, loading and servicing areas, as well as pick-up/drop off areas. Parking in development blocks is to be located primarily below grade and loading and servicing areas internally screened from the public realm. Limited surface parking will be provided on the new street network for accessibility and short-term convenience.

The New internal Sheridan Main Street to the south and new internal street to the north establish vehicular and pedestrian connections throughout the Subject Site and into the surrounding community, providing connections to pedestrian and vehicular gateways, transit infrastructure, open spaces, courtyards and landscaped areas within the site. The full building out of the street and pedestrian network will aid in establishing a complete and connected community that is walkable and includes pedestrian-oriented landscaping and street furniture.



Sheridan Centre Master Plan - Street Network (Brook McIlroy)

Pedestrian access and circulation are enhanced in the Master Plan Concept with new pedestrian connections proposed throughout the Subject Site, providing enhanced connections through and to the surrounding context. The Plan also includes a proposed green network that weaves through the Subject Site and along the perimeters, augmenting the existing natural green context of the area, increasing site permeability and enhancing the public realm surrounding the Subject Site.

The Master Plan proposes a sloped landscaped pedestrian ramp that leads to the green rooftop, which contains a park and generous landscaping. This further contributes to the greening of the site, establishing a Community Node that acts as a destination and attraction point for residents and visitors.



Sheridan Centre Master Plan - Pedestrian Network (Brook McIlroy)

The proposed buildings provide an appropriate built form transition, with taller buildings primarily located along Erin Mills Parkway, and the tallest sited at the southeast corner, transitioning down west towards Lincoln Green/Sheridan Park Drive and north towards Fowler Drive. This height transition minimizes shadow and adverse impacts on the surrounding neighborhood. The Proposal consists of four “Landmark Towers” located at the tallest built form peak on the southeast corner of Erin Mills Parkway and Fowler Drive.

These towers help establish a gateway at Fowler Drive and Roche Crescent, and will incorporate appropriate architectural treatment, building articulation and massing, displaying urban design excellence. These towers are located within Zone D (26- and 29-storeys) and Zone F (26- and 29-storeys), anchoring the development. The remaining tall and mid-rise buildings vary in height, ranging from 6- to 23 storeys, massed in volumes that respond to their functional organization and public realm frontages.



Sheridan Centre Master Plan - Built Form Transition (Brook McIlroy)

The podiums are designed to frame the streets and the existing mall with contextually appropriate streetwall heights and street-facing uses that respond to each unique frontage. The building podiums facing the mall incorporate grade-related uses in the form of retail spaces to animate the public realm while helping to create a transition in height and a pedestrian scale. Where there is a retaining wall separating the sidewalks and the Subject Site, the proposed podium form will help resolve the topography change and establish a connection between the public realm and the active ground floors.

The proposed buildings establish well-scaled open spaces in the form of courtyards, generously landscaped setbacks, adjacent open green spaces, and large POPS, providing residents and visitors with open space amenities and views to natural areas. The design of the open spaces will help to create comfortable microclimate conditions and along with active building frontages, will frame and animate streets both within the site and around its perimeter.



Sheridan Centre Master Plan Building - Separation Distances (Brook McLroy)

4.4 Zone and Building Design

Zone B

Zone B fronts onto Erin Mills Parkway and consists of two L-shaped mixed-use buildings, with a centralized courtyard. The buildings frame the courtyard, providing a noise buffer from traffic along Erin Mills Parkway, while also offering convenient, quiet pedestrian connections from the street into internal streets and the existing Sheridan Centre. The south elevation contains a generously landscaped area that forms part of the proposed Green Loop.

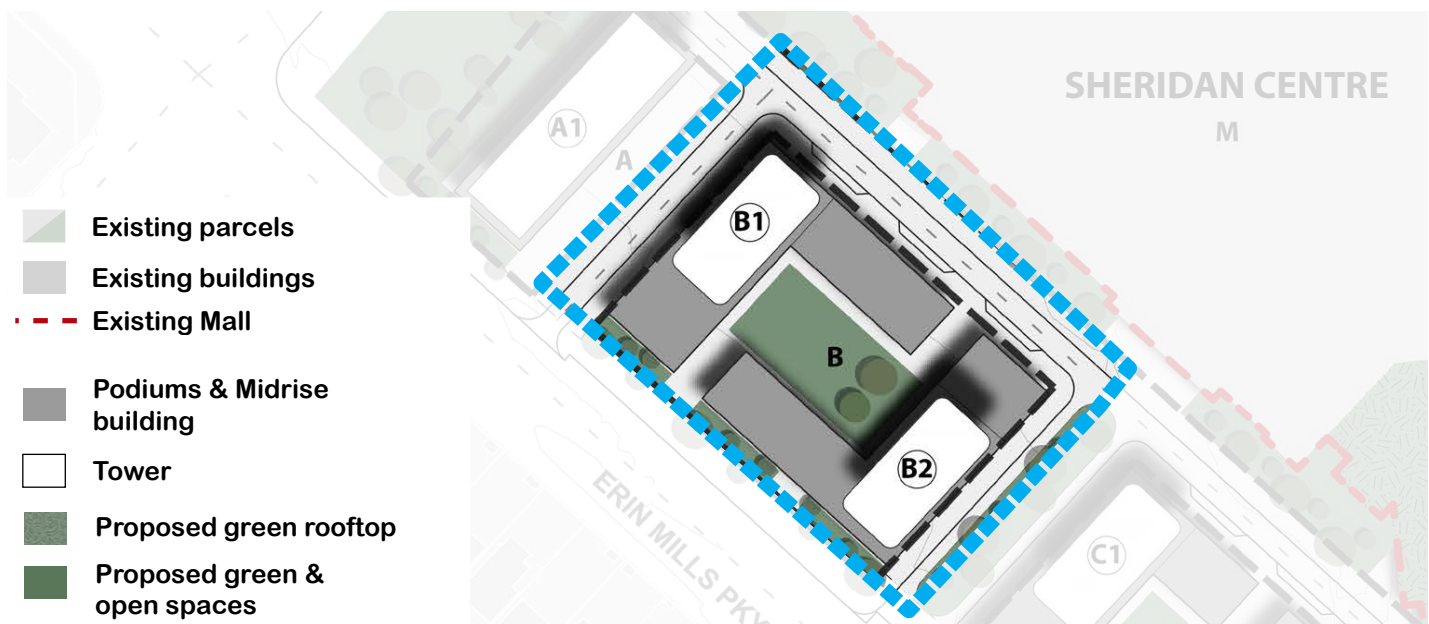
Building B1 is 15-storeys, with a 6-to-8-storey podium. The 8-storey podium volume fronts onto Erin Mills Parkway and the 6-storey podium volume fronts onto the new internal street facing the existing mall. The podium features a green roof and establishes an appropriate streetwall height, complementing the existing mall façade to the north. The ground floor contains retail uses to create a main street atmosphere, augmenting retail offerings in the existing mall. Building B1 contains a total residential

GFA of 22,946 square metres, a total retail GFA of 1,242 square metres and a taller element floor plate of 850 square metres.

There is a 35 metre separation distance between the 15-storey component of Building B1 and Building A1, and a 56 metre separation distance between the taller 15- and 18-storey elements of Building B1 and Building B2.

Building B2 is 18 storeys in height, with a 6 to-8 storey podium. The 8-storey podium volume fronts onto Erin Mills Parkway and contains a green roof. The 6-storey podium volume fronts onto the new internal street facing the existing mall, establishing an appropriate streetwall height and complementing the existing mall facade to the north. The ground floor of the podium contains retail uses facing the new street. Building B2 contains a total residential GFA of 26,117 square metres, a total retail GFA of 1,237 square metres and a taller element floor plate of 850 square metres.

There is a 38 metre tower separation between the 18-storey tower of Building B2 and 20-storey tower of Building C1.



Sheridan Centre Zone B (Brook McIlroy)

Zone C

Zone C fronts onto Erin Mills Parkway and consists of two L-shaped mixed-use buildings, with a centralized courtyard. As in Zone B, the buildings frame the courtyard, providing a noise buffer from traffic along Erin Mills Parkway, while also offering convenient, quiet pedestrian connections from the street into internal streets and the existing Sheridan Centre. The south elevation contains a generously landscaped area, that forms part of the proposed Green Loop.

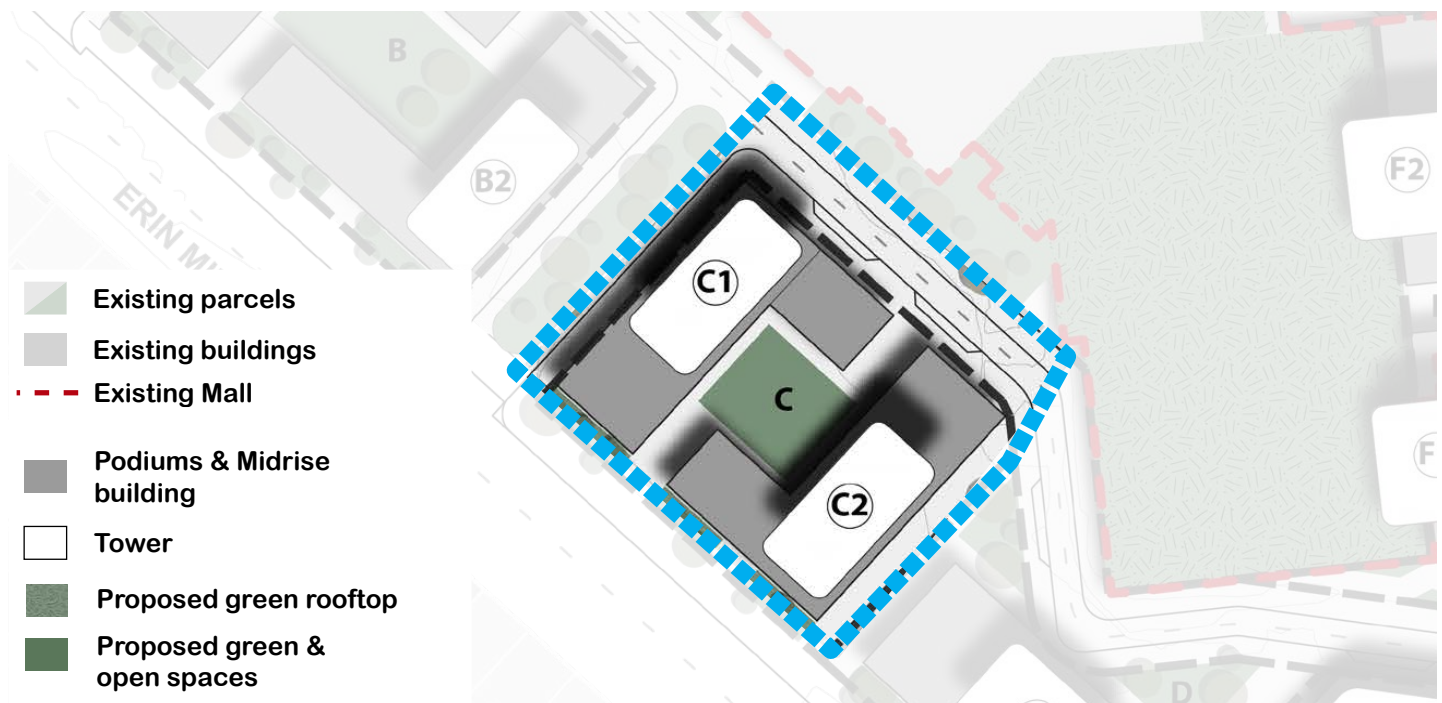
Building C1 is 20-storeys with a 6 to-8-storey podium. The 8-storey podium volume fronts onto Erin Mills Parkway and the 6-storey podium volume contains a green roof and fronts onto the new internal street facing the existing mall, establishing an appropriate streetwall height and complementing the existing mall

façade to the north. The ground floor of the 6-storey podium contains retail uses. Building C1 contains a total residential GFA of 25,005 square, a total retail GFA of 1,043 square metres and a taller element floor plate of 850 square metres.

There is a 40 metre tower separation between the taller elements of Buildings C1 and C2.

Building C2 is 23-storeys with an 8-storey podium and a green roof, fronting onto Erin Mills Parkway and the new internal street facing the existing mall. The ground floor of the 8-storey podium contains retail uses. Building B2 contains a total residential GFA of 28,440, a total retail GFA of 1,046 square metres and a taller element floor plate of 850 square metres.

There is a 40 metre tower separation between the taller elements of Buildings C2 and D1.



Sheridan Centre Zone C(Brook McIlroy)

Zone D

Zone D fronts onto Erin Mills Parkway and the new internal street facing the existing mall and consists of 1 rectangular shaped residential building. The north, east and south elevation contains a generously landscaped area.

Building D1 is 26-storeys with an 8-storey podium and a green roof. It contains a total residential GFA of 34,860 square metres and a taller element floor plate of 850 square metres.

There is a 46 metre tower separation from corner to corner between the taller elements of Buildings D1 and E1.

Zone E

Zone E fronts onto Fowler Drive and the new internal street facing the existing mall and consists of 1 irregular shaped landmark residential building. The south and east elevations contain a generously landscaped area. A key gateway exists at this corner of the Subject Site, providing pedestrian and vehicular access into the site and to the surrounding community.

Building E1 is 29-storeys with an 8-storey podium and contains a total residential GFA of 28,530 square metres and a taller element floor plate of 850 square metres.

There is a 46 metre tower separation between the taller elements of Building D1 and Building E1, and a 43 metre tower separation between the taller elements of Building E1 and Building F1.



Sheridan Centre Zone D and Zone E (Brook McIlroy)

Zone F

Zone F fronts onto Fowler Drive and consists of two residential buildings, with direct podium access to the proposed green roof for Zone M (existing mall) and mall at the west elevation. In addition, the ground level of the east elevation contains a generously landscaped area and the primary ground-level entrance.

Building F1 is 29-storeys tall with an 8-storey podium. The 8-storey podium volume fronts onto Fowler Drive, establishing an appropriate streetwall height and respecting the existing and proposed public realm condition to the east. Building F1 contains a total residential GFA of 26,530 square metres and a taller element floor plate of 850 square metres.

There is a 40 metre tower separation between the taller elements of Buildings F1 and F2.

Building F2 is 26-storeys with an 8-storey podium and a green roof. The 8-storey podium volume fronts onto Fowler Drive, establishing an appropriate streetwall height and respecting the existing and proposed public realm condition to the east. Building F2 contains a total residential GFA of 25,572 square metres and a taller element floor plate of 850 square metres.

There is a 43 metre tower separation between the taller elements of Buildings F2 and G1.

A proposed sloped landscaped pedestrian ramp will connect Fowler Drive and the new Sheridan Main Street to the proposed park on the rooftop of the existing mall (Zone M).



Sheridan Centre Zone F (Brook McIlroy)

Zone H

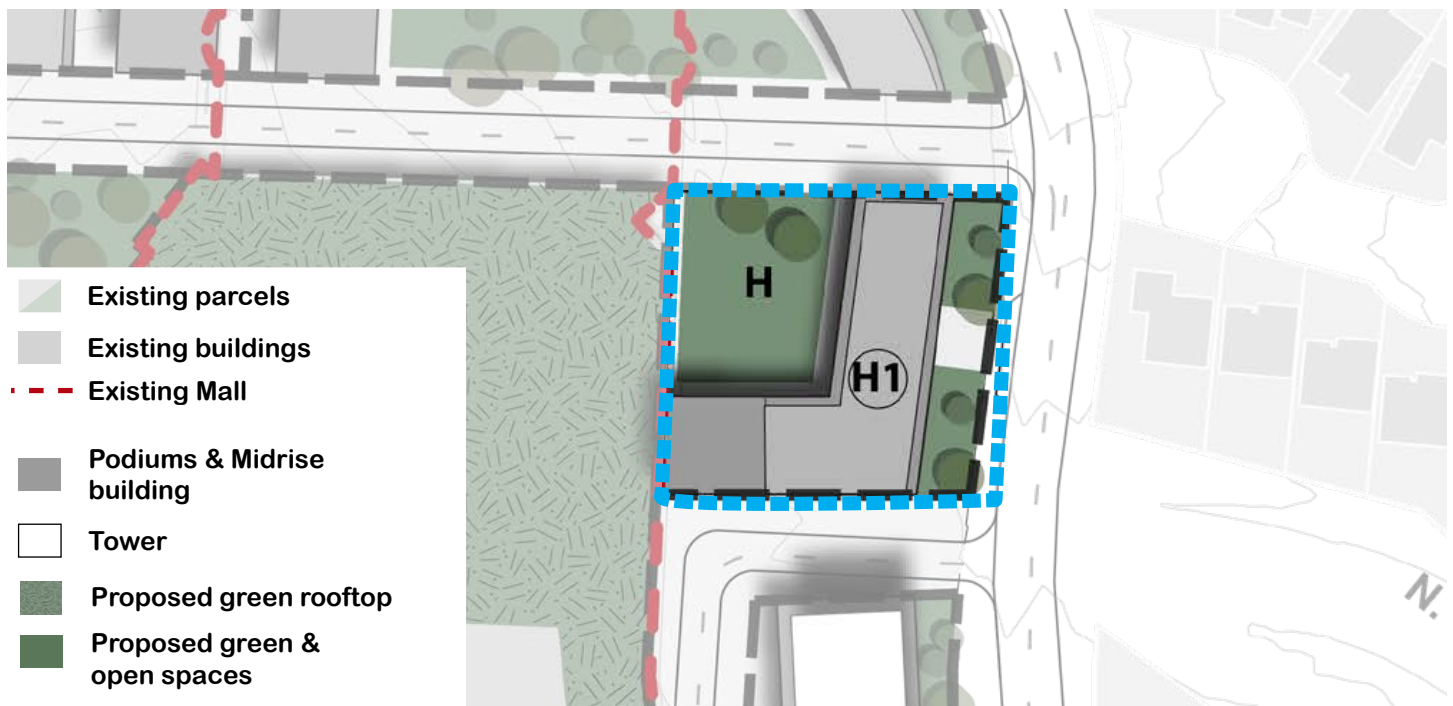
Zone H fronts onto Fowler Drive and consists of one L-shaped residential mid-rise building with direct podium access to the proposed green roof in Zone M (existing mall) at the west elevation and a courtyard/green space at grade on the north-west elevation between the proposed building and the existing mall. The east elevation contains a generously landscaped area and the main pedestrian entrance at grade. The courtyard could also be used as spill out space for future mall uses, further activating this frontage of the mall.

Building H1 is 11-storeys with a 6-storey podium. The 6-storey podium establishes an appropriate streetwall height, respecting the existing and proposed public realm condition and reducing shadow impact. It

provides a continuous frontage that together with the proposed boulevard/green loop, will help to improve pedestrian comfort and safety along Fowler Drive. Building H1 contains a total residential GFA of 14,627 square metres.

There is an 18-metre separation distance between the 15-storey portion of Building G1 and the 11-storey portion of Building H1. There is an 11 metre separation distance across the proposed north internal street between Buildings H1 and I1.

The mid-rise building incorporates appropriate setbacks and stepbacks, reducing the shadow impact on the existing and proposed open space as well as the residential neighbourhood to the north.



Sheridan Centre Zone H (Brook McIlroy)

Zone I

Zone I fronts onto Fowler Drive to the north and consists of 2 residential buildings with a centralized courtyard/green space at grade along the south elevation. In addition, the north and east elevations contain a generously landscaped area facing Fowler Drive.

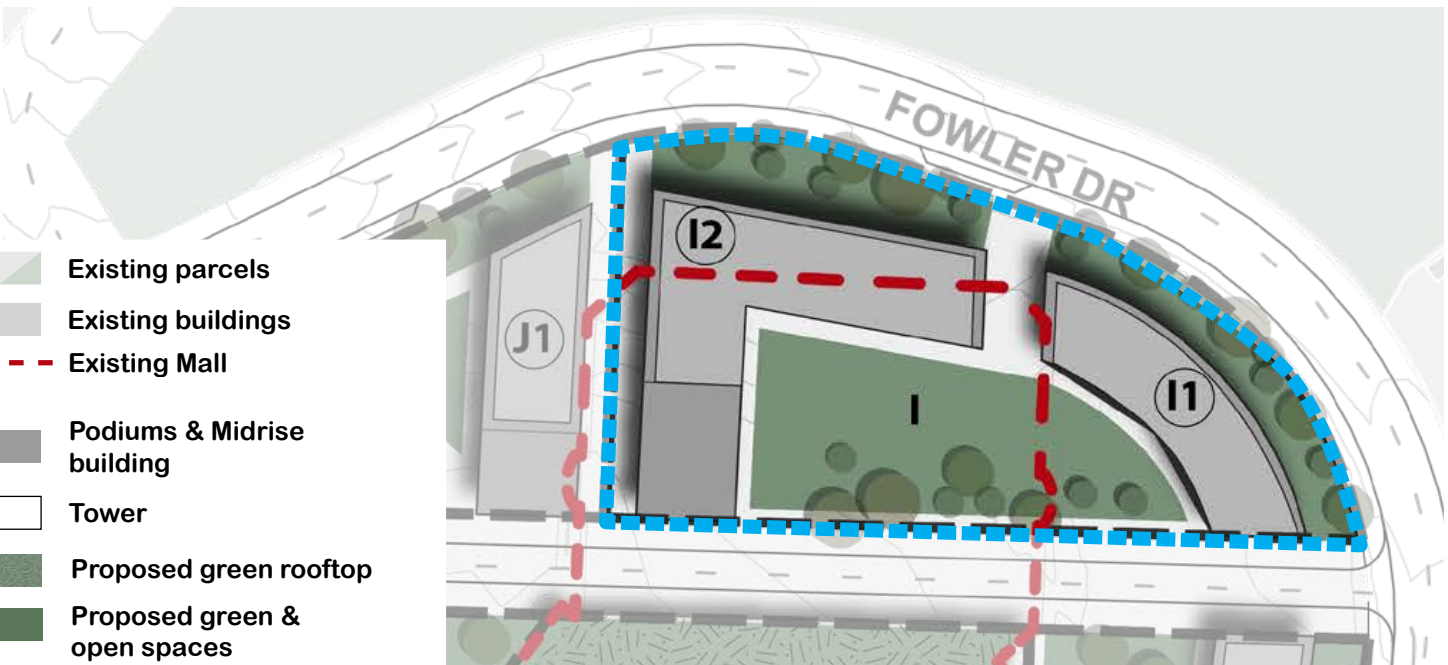
Building I1 is a curved shaped 11-storey building and is appropriately massed and sculpted to respect the residential neighborhood and existing green network north of the Subject Site. The curvilinear shape follows the edge of Fowler Drive, providing an appropriate streetwall, and creates a park-like courtyard setting along the new proposed street, south of the building. The podium of the proposed building will improve on the existing retaining wall condition on this portion of the street by using the building to bridge the elevation difference with accessible connections between and around it. Building I1 contains a total residential GFA of 11,942 square metres.

There is an 11 metre separation distance between Buildings I1 and I2.

Building I2 is an 11-story L-shaped building with a 6-storey podium. The podium establishes an appropriate streetwall height fronting the existing mall and the residential neighborhood and existing green network to the north. Building I2 contains a total residential GFA of 17,579 square metres.

The mid-rise buildings incorporate appropriate setbacks and stepbacks, reducing the shadow impact onto the existing and proposed open space as well as the residential neighbourhood to the north.

The proposed new street south of Zone I combined with a renewed mall façade at this elevation establishes a revitalized pedestrian streetscape condition that is attractive and activating.



Zone J

Zone J fronts onto Fowler Drive to the north and consists of 2 residential buildings, with a centralized triangular courtyard/green space open towards Fowler Drive. In addition, the north elevation contains a generously landscaped area, which forms part of the proposed green loop.

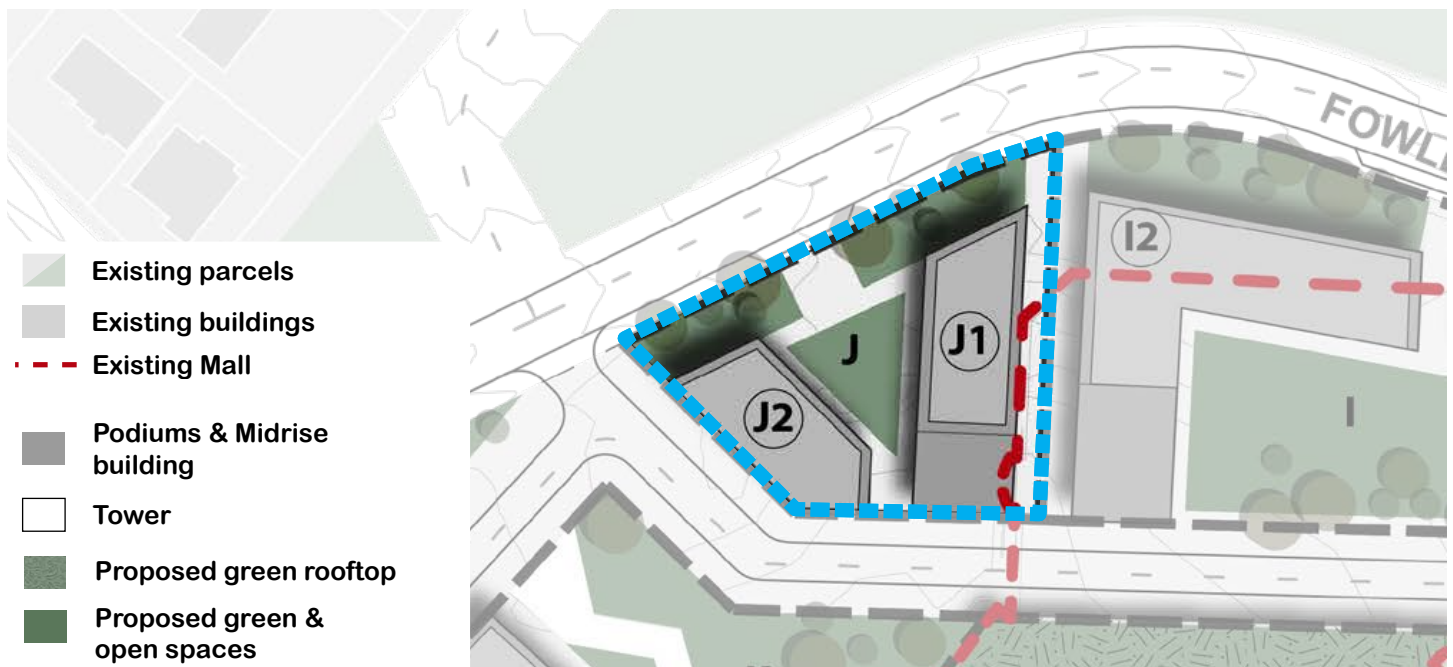
Building J1 is an 11-storey irregular shaped mid-rise building with a 6-storey podium. The podium establishes an appropriate streetwall height fronting the existing mall and the residential neighbourhood and existing green network to the north. Building J1 contains a total residential GFA of 8,616 square metres.

The separation distance between Building J1 and Building J2 varies between 11 metres and 34 metres.

Building J2 is 11-storey irregular shaped mid-rise building and is appropriately massed and sculpted to respect the residential neighborhood and existing green network north of the Subject Site. Building J2 contains a total residential GFA of 6,754 square metres.

There is a 53 metre separation distance between Buildings J2 and K1.

The mid-rise buildings incorporate appropriate setbacks and stepbacks, reducing the shadow impact onto the existing and proposed open space as well as the residential neighbourhood to the north.



Zone K

Zone K fronts onto Sheridan Park Drive to the west and consists of one residential building that sits between the existing mall and a sloped pedestrian ramp providing access to the green roof of the mall structure. A key site gateway exists to the west of Zone K, which contains generous landscaping and opportunity for public art, contributing to the greening of the site.

The proposed landscaped ramp will connect Sheridan Park Drive/Lincoln Greenway Road and the new proposed internal street, north of Zone K to the proposed park and landscaped space on the green roof of the existing mall (Zone M).

Building K1 is an 11-storey rectangular mid-rise building and is appropriately massed and sculpted to respect the residential neighborhood west of the

Subject Site. Building K1 contains a total residential GFA of 16,162 square metres.

The mid-rise building incorporates appropriate setbacks and stepbacks, reducing the shadow impact onto the existing and proposed open space as well as the residential neighbourhood to the north.



Sheridan Centre Zone K (Brook McIlroy)

Zone M

Zone M, the existing Sheridan Centre mall (predominantly being retained), is a 2-storey building with 52,868 square metres of retail use. The north wing and partially the southeast portion of Zone M are to be demolished for implementation of the proposal (Zones I and F). The roof of Zone M will be further enhanced with an incorporated green roof and landscaped park/open space. A proposed landscaped ramp will connect the surrounded context to the rooftop at the north-west and south edges.

4.5 Building Facades

The Sheridan Master Plan proposes 12 Zones with architecturally interesting buildings and animated outdoor green spaces. The façade treatment of each building will be visually appealing along each elevation by:

- Establishing a consistent building style and pattern through articulation and massing strategies;
- Utilizing complementary building materials and textures;
- Establishing appropriate separation between base buildings and upper storeys;
- Incorporating glazing treatments that encourage safety and provide visual interest;
- Including active at-grade uses such as retail, outdoor spaces, terraces and landscaping.



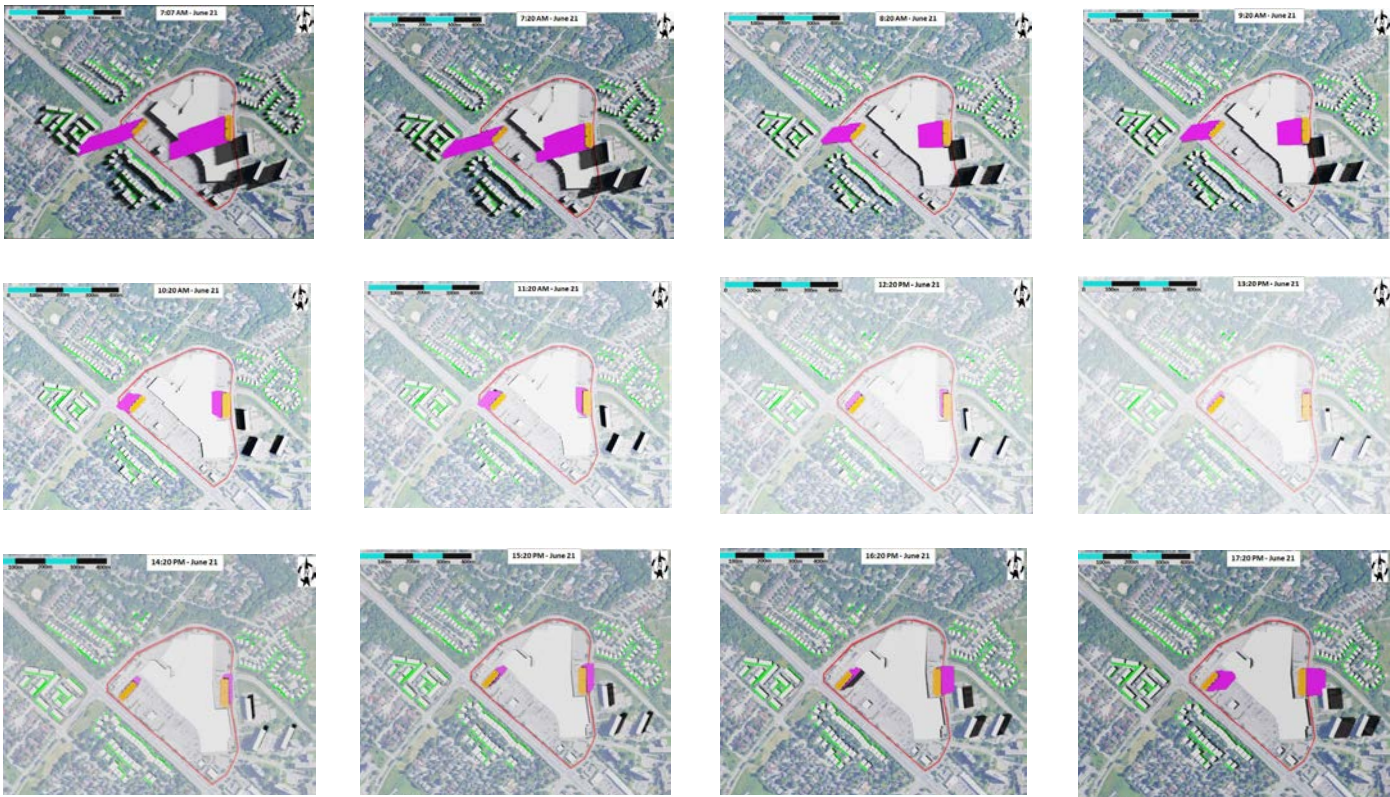
Sheridan Centre Zone M (Brook McIlroy)

4.6 Shadow Analysis

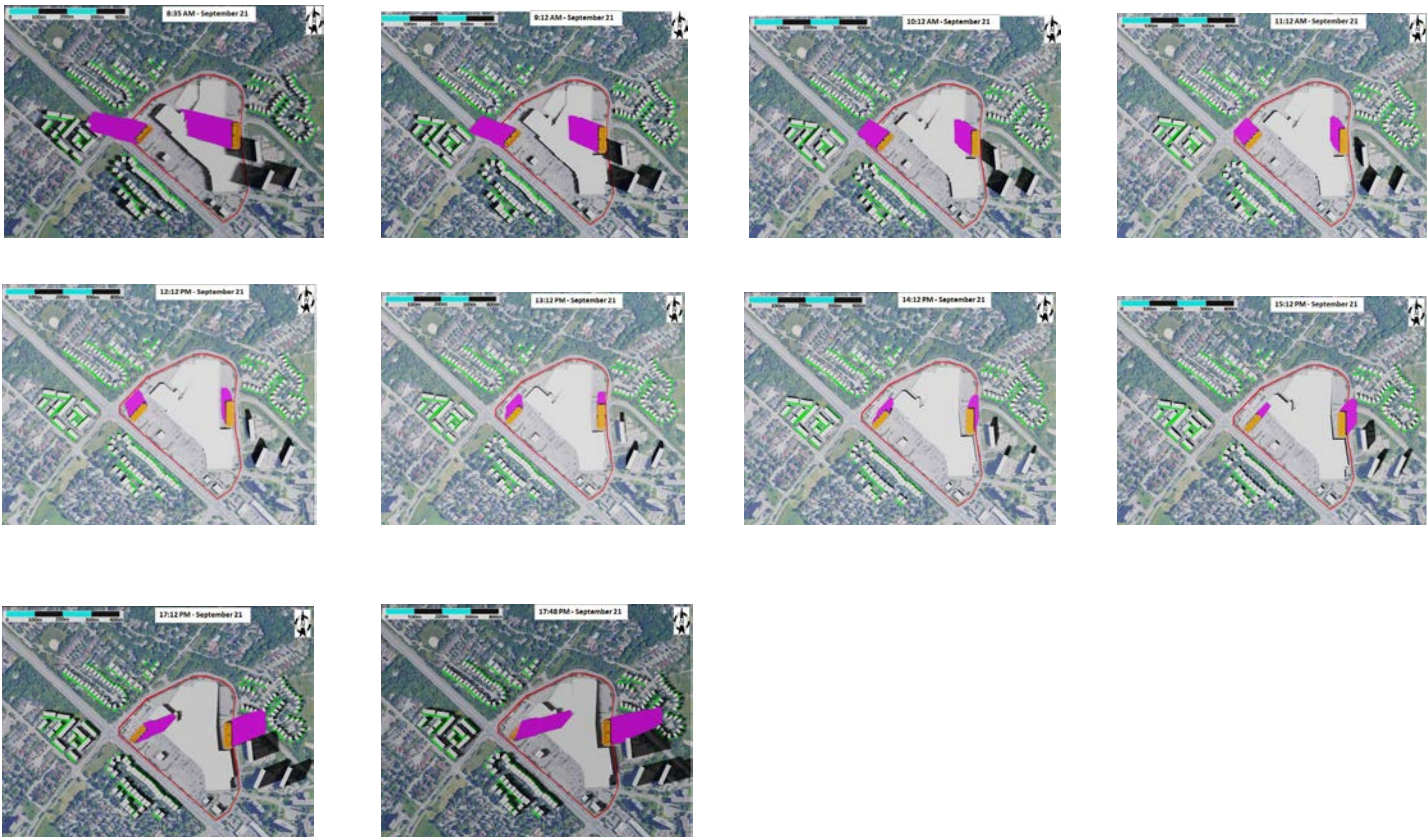
Zone A and Zone G

A Sun and Shadow Study has been prepared by WSP Canada Inc (April 2023) for Buildings A1 and G1 during the fall equinox on September 21st , the summer solstice on June 21st and the winter solstice on December 21st. The objective of this assessment is to provide an evaluation of expected sun and daylight access in the site and surrounding area, particularly on public sidewalks, Sheridan Plaza, and adjacent neighbouring properties' yards located north, east and west of the Development.

The massing, location, heights, and general orientation of the buildings located in Zones A and G serve to mitigate adverse shadow impacts resulting from the proposed development. Shadows are generally short in length and duration and move quickly across the site and adjacent properties. The Proposed Development effectively mitigates shadows on adjacent low-rise neighbourhoods, private amenity areas, and public realm in accordance with TOR of the city of Mississauga. Please reference the Shadow Impact Study prepared by WSP Canada Inc. (April 2023) for a fulsome shadow analysis for Zone A & G.



Zone A and Zone G Shadow Impact on June 21 (WSP, April 2023)



Zone A and Zone G Shadow Impact on September 21 (WSP, April 2023)

4.7 Phasing Strategy

A phasing strategy has been developed to ensure incremental build-out of the Subject Site. Phase 1 of development begins with Zone G, along Fowler Drive. Phase 2 of development is within Zone A. Phase 3 includes Zones H, I, J and K, mid-rise buildings facing the residential neighbourhoods and green lands at the north. Phase 4 includes Zones D, E and F, the tallest buildings of the proposal, identified as “Landmark Buildings” on the southeast corner of the Subject Site. Phase 5 includes Zones B and C, buildings with primary frontages along Erin Mills Parkway and with retail frontages facing the existing mall and the proposed New Sheridan Street.

Lastly, Phase 5 includes Zones B and C, buildings with primary frontages along Erin Mills Parkway and with retail frontages facing the existing mall and the proposed New Sheridan Street.

The rooftop park will be realized together with the development of Zone F, following the development of Zone K. The transformation of the Dunpar Licensed Lands into a park will be realized in phase 1 along with the Zone A proposed development.



Sheridan Centre Master Plan - Phasing Brook McIlroy)

- Existing parcels
- Existing buildings
- Existing Mall

5.0 Planning Policy and Urban Design Guidelines Context

5.1 City of Mississauga Official Plan (2022 Office Consolidation)

The City of Mississauga Official Plan (the “Official Plan”) is shaped by a set of guiding principles that establish a comprehensive vision for the city to guide its physical evolution through the management of growth and land development to 2031 and beyond. These principles focus on the social, economic, cultural and natural environment to help manage and direct the physical change of the city. The document establishes the direction for City’s growth and planning through policies focusing on transit, land use development, urban design, and the environment.

On December 9, 2020, the Council of the Corporation of the City of Mississauga passed By-law 0270-2020, to amend the Official Plan, under Sections 17 or 21 of the Planning Act, R.S.O., 1990, c.P.13 as amended. The Official Plan Amendment is to revise policies pertaining to the Central Erin Mills Node and the Community Nodes that are mall-based and to add definitions for ‘podium’ and ‘tactical urbanism’.

The Sheridan Centre has been identified as a Mall Based Community Node in Section 14 of the Mississauga Official Plan. These Nodes are expected to evolve and change as they intensify and form healthy sustainable complete communities.

This Urban Design Study reviews the extent to which the Proposal conforms to the policies of OPA 115, which is currently under appeal. Despite these policies being inapplicable to Dunpar’s site specific application for Zones A and G, and the overall Master Plan, this study has taken into consideration the general purpose and intent of policies within OPA 115, including but not limited to the redevelopment of the underutilized mall site into a complete community inclusive of a range of housing options, retail uses, and improved public

realm elements. The Mall-Based Community Node policies currently under appeal are not in full force and effect. As a result it is assumed for the purposes of this study that policies of OPA 115 do not currently apply to the site, and to developments proposed in Zone A and G of the Proposal in particular which have been developed in more detail as the first and second phases of development. The following provides an analysis of how the proposal achieves the overall goals and objectives of OPA 115.

Chapter 5 Direct Growth

Section 5 organizes the city into functional areas to establish the framework for planning policies that will guide development and direction in the City of Mississauga.

The Subject Lands are also located along Erin Mills Parkway, which is a recognized Corridor. As such, the following policies apply.

5.1.4. Most of Mississauga’s future growth will be directed to Intensification Areas.’

5.1.6. Mississauga encourages compact, mixed-use development that is transit supportive, in appropriate locations, to provide a range of local live / work opportunities.’

Community Node - Section 5.3.3.1 (g).

The Subject Site is located in a Community Node. As stated in the Official Plan “Community Nodes provide access to a multitude of uses that are required for daily living – local shops and restaurants, community facilities, cultural, heritage and entertainment uses,

schools, parks, open space as well as a diverse housing stock that meets housing needs of the adjacent population as they move through various stages of life.”

Section 5.3.3.3 Community Nodes are Intensification Areas.

Section 5.3.3.4 Community Nodes will achieve a gross density of between 100 and 200 residents and jobs combined per hectare

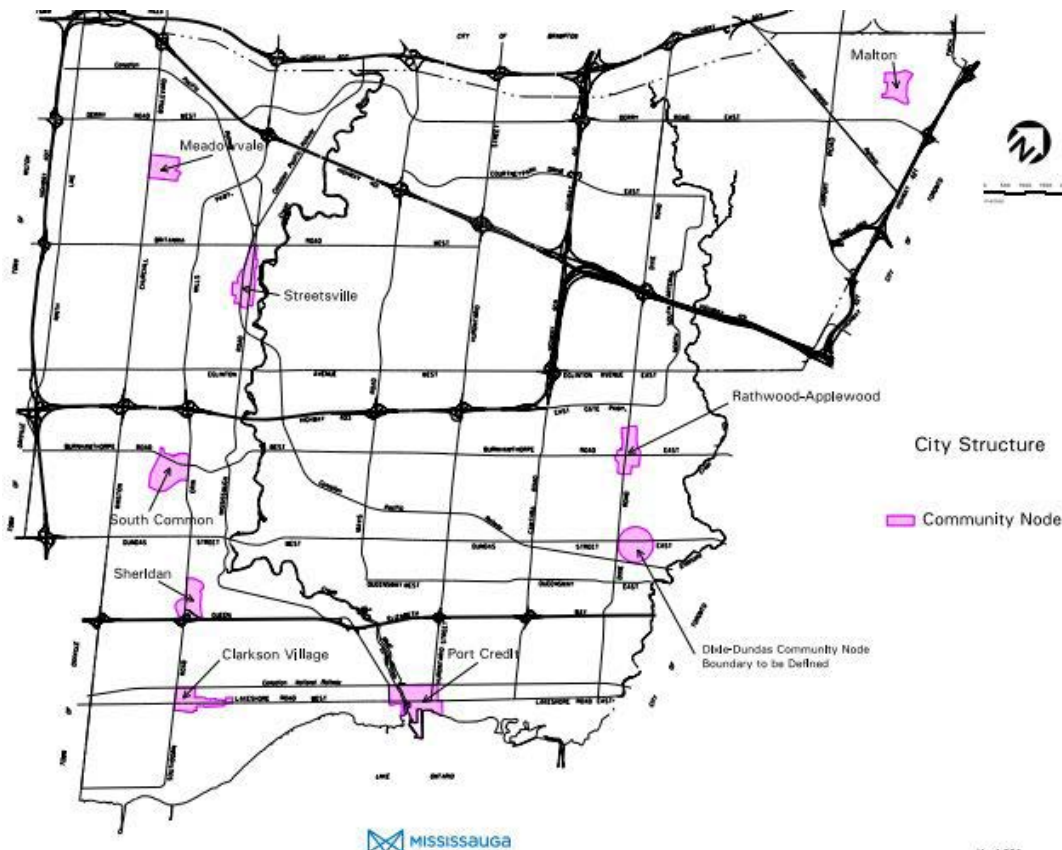
Section 5.3.3.6 Community Nodes will achieve an average population to employment ratio between 2:1

to 1:2, measured as an average across the entire area of each node

Section 5.3.3.8 Redevelopment of Mixed Use sites in Community Nodes that result in a loss of commercial floor space will not be permitted unless it can be demonstrated that the planned function of the commercial component will be maintained after redevelopment.

Section 5.3.3.9 Investments in community infrastructure, as well as commercial, recreational, educational, cultural and entertainment uses, will be encouraged in Community Nodes.

Section 5.3.3.10 Community Nodes are intended to serve as older adult clusters where community



Map 14-1: City Structures- Community Nodes (Mississauga, Official Plan)

V - 4.001

infrastructure, services, and programs to serve the needs of older adults will be directed.

Section 5.3.3.11 Development in Community Nodes will be in a form and density that complements the existing character of historical Nodes or that achieves a high quality urban environment within more recently developed Nodes.

Section 5.3.3.12 Community Nodes will be served by frequent transit services that provide city wide connections. Some Community Nodes will also be served by higher order transit facilities, which provide connections to neighbouring municipalities.

Section 5.3.3.13 Community Nodes will be developed to support and encourage active transportation as a mode of transportation.

Development Response

The Sheridan Master Plan retains the existing mall which contains retail and community uses (Zone M) and directs higher density residential development along the perimeter of the site, with the highest density located at the southeast corner of Erin Mills Parkway and Fowler Drive. The Plan proposes mid-rise buildings at the northern edge of the Subject Site, respecting the neighborhood and green space to the north.

The Plan proposes retail at-grade of Zones B and C, providing the community with additional services and amenities contributing to the “complete community” vision the Master Plan concept demonstrates.

The Master Plan encourages active transportation and enhanced connections through the proposed green network, green nodes, pedestrian pathways, gateways and green and open spaces. Pedestrian gateways are located at entry points along the perimeter of the Subject Site, in proximity to bus stops and the Sheridan bus terminal and along Erin Mills Parkway which is an identified Transit Priority Corridor.

In addition, the development of the Subject Site supports the achievement of the Community Node-wide minimum density target of 100 to 200 residents and jobs combined per hectare

Chapter 5.4 Corridors

Erin Mills Parkway is identified as a Corridor in Schedule 1C Urban System - Corridor of the City of Mississauga Official Plan, which states: "Corridors connect various elements of the city to each other. Over time, many of these Corridors will evolve and accommodate multi-modal transportation and become attractive public places in their own right with complementary land uses. Corridors are important elements of the public realm, as they link communities and are locations where people experience the city on a day-to-day basis."

5.4.2 Where Corridors run through or when one side abuts the Downtown, Major Nodes, Community Nodes and Corporate Centres, development in those segments will also be subject to the policies of the City Structure element in which they are located. Where there is a conflict, the policies of the Downtown, Major Nodes, Community Nodes and Corporate Centres will take precedence.

5.4.3 Corridors that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses oriented towards the Corridor.

5.4.4 Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.

5.4.5 Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.

5.4.7 Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.

5.4.8 Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies. Except along Intensification Corridors and within Major Transit Station Areas, the minimum building height requirement will not apply to Employment Areas.

5.4.9 Transit services infrastructure will utilize Corridors to connect Intensification Areas.

5.4.10 Local area reviews will consider the appropriateness of transit supportive uses at the intersection of two Corridors. Local area policies may permit additional heights and densities at these locations provided that the development reduces the dependency on cars and supports the policies of this Plan.

Development Response

The Sheridan Master Plan provides an appropriate framework for development along Erin Mills Parkway, identified as a Corridor in Schedule 1C of the Official Plan.

The Master Plan proposes vehicular and pedestrian paths within the site that provide connections to Erin Mills Parkway, as well as streets surrounding the Subject Site and connections to transit stops located on Sheridan Park Drive and Fowler Drive. The Master Plan maintains the existing mall site and its community and retail facilities, while also proposing retail uses at-grade in Zones B and C, facing the existing mall.

Zones A, B, C and D are oriented towards Erin Mills Parkway, activating and animating the conditions along this Corridor. The buildings along Erin Mills Parkway contain podiums of 6- to-8-storeys. The towers components step back from the podiums, reducing shadow impacts and sense of scale from the surrounding neighbourhoods to the southwest and northwest and into the public realm.

The Master Plan proposes a compact, mixed-use and transit- oriented development that respects the surrounding neighbourhood and green context.



Erin Mills Parkway and Lincoln Green Way (Brook McIlroy, 2023)



Neighbourhood to the west (Brook McIlroy, 2023)

Chapter 6 Value of the Environment

Mississauga is located on the shore of Lake Ontario, part of the largest system of freshwater lakes in the world. Mississauga contains watersheds of the Credit River, Etobicoke Creek and other watercourses that form part of the Great Lakes drainage basin. Mississauga is partially within the Carolinian Forest Ecoregion, Canada's most biologically diverse ecological region. This region contains Canada's most rare and endangered plants and animals, and is the most threatened ecological region in Ontario.

The City of Mississauga notes that "As the city continues to grow, it is imperative that growth does not compromise the natural environment, including the climate. The health of the natural environment is critical to human and economic vitality and the overall well-being of society."

Section 6.6.1 states that Mississauga will:

- a. protect, enhance, restore and expand the Natural Heritage System;
- b. encourage the stewardship and enhancement of other areas within the Green System, particularly where it contributes to the function and linkage of the Natural Heritage System;
- c. protect life and property from natural and human made hazards;
- d. promote pollution prevention, reduction of natural resource consumption and increased use of renewable energy;

e. ensure land use compatibility;

f. develop monitoring and information/education programs.

Chapter 6.2 Living Green

This section identifies policies regarding the Natural Heritage System and strategies to employ stormwater best management practices for new development.

Individual sites and portions of the public realm can contribute to the health of the environment by incorporating measures such as:

- Orienting buildings to be "solar ready" to take advantage of passive heating and cooling;
- Connecting to district energy systems;
- Using renewable energy sources such as solar or geothermal energy;
- Managing stormwater runoff using stormwater best management practices;
- Naturalizing landscapes with native, non-invasive species;
- Planting trees;
- Installing green roofs or white roofs;
- Supporting urban agriculture;
- Preventing and reducing pollution; and
- Considering the impact of development on sensitive land uses.

Development Response

The Sheridan Master Plan proposes elements that contribute to the greening of the Subject Site, adding to the existing green and natural context of the surrounding area. The Master Plan proposes green rooftops on the existing mall (Zone M), as well as a landscape ramp that leads to the green rooftop, containing a park and generous landscaping. The Master Plan also proposes green and open spaces within the site as well as along the perimeter, providing residents and visitors with space to play and engage with nature. Additionally, a green network and pedestrian paths are proposed to encourage active forms of transportation. The Master Plan enhances stormwater management best practices through its extensive landscaping, green network and nodes, and through the addition of green courtyards/ open spaces and parks.

The Master Plan, including more detailed designs for development within Zones A and G, incorporates appropriate sustainability measures, including reduced surface parking, retention of a majority of the existing mall structure and its embodied carbon, reduction of waste through reduced demolition and disposal, incorporation of green roof features, inclusion of softscape areas for water infiltration, and opportunities for active transportation through the development of a walkable, bicycle friendly and transit-oriented site. The development has the potential to contribute to the achievement of additional sustainability objectives, and further investigation will be undertaken and opportunities identified at the Site Plan Control and Building Permit application stages.



Context to the north of the Subject Site (Brook McIlroy, 2023)



Context surrounding the Subject Site (Brook McIlroy, 2023)

Chapter 7 – Complete Communities establishes the policy framework with regards to complete communities, housing, community infrastructure, cultural heritage and community character.

'7.1.1. Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga; and

'7.1.6. Mississauga will encourage that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.

Chapter 7.2 Housing

Section 7.2.1 notes that "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."

Section 7.2.2 Mississauga will provide opportunities for:

- a. the development of a range of housing choices in terms of type, tenure and price.
- b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and
- c. the production of housing for those with special needs, such as housing for the elderly and shelters.

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

Development Response

The Sheridan Master Plan utilizes the existing community infrastructure within the mall and adds residential density to the Subject Site in the form of mid-rise and tall buildings ranging from 11-29 storeys and podiums ranging from 6-8 storeys, providing a mix of building types, tenures and heights, including mid-rise buildings to create a diversity of urban forms and expand housing choices in the area. The proposed mixed-use buildings in Zones B and C add to the existing retail on the site while also providing a diverse range of housing. The proposed mid-rise and tall buildings will add residential and employment density to the site, maximizing the use of the existing community infrastructure within the mall.



Slab towers to the east (Brook McIlroy, 2023)



Multi-Modal City (Mississauga Official Plan Part 2)

The Proposed Developments in Zones A and G contain studio, 1-bedroom units, 1-bedroom plus den units, 2-bedroom units, 2-bedroom plus den units and 3-bedroom units, providing a range of housing options within the site and introducing a form of intensification that is consistent with the planned context while maintaining compatibility with the development patterns of the surrounding area.

Chapter 8.1 Create a Multi-Modal City

The City will create a multi-modal transportation network for the movement of people and goods that supports more sustainable communities.

The multimodal transportation system is composed of the following modes of travel:

- transit;
- vehicular (e.g., cars and trucks);
- active transportation (e.g., walking and cycling);

Chapter 8.2.4 Active Transportation

Section 8.2.4.3 Proponents of development applications will be required to demonstrate how pedestrian and cycling needs have been addressed.

Section 8.2.4.4 Mississauga will require that access, and parking facilities and other destination amenities, such as shower facilities and clothing lockers for cyclists, are incorporated into the design of all buildings and Major Transit Station Areas, as appropriate.

Section 8.2.4.5 Sidewalks or multi-use trails will be provided on all new roads.

Section 8.2.4.6 Sidewalks or multi-use trails in the vicinity of all transit stops will be provided.

Section 8.2.4.7 Sidewalks or multi-use trails and pedestrian amenities will be a priority in Intensification Areas.

Section 8.3.1.2 Within Intensification Areas and Neighbourhoods, the design of roads and streetscapes will create a safe, comfortable and attractive environment for pedestrians, cyclists and motorists by:

- a. reducing lane width, where appropriate;
- b. providing streetscaping to reduce the apparent width of the right-of-ways;
- c. locating sidewalks and cycling facilities where conflicts with motorized traffic are minimized; and
- d. creating safe road crossings for pedestrians and cyclists.

Development Response

The Sheridan Master Plan proposes a series of pedestrian paths and gateways within the site and along the perimeter. The paths and gateways create a porous pedestrian edge, provide access to public transit, and encourage active forms of transportation throughout and beyond the site. The proposed green networks also connect to existing green networks and parks in the surrounding area, linking and contributing to the larger network of parks and open space in Mississauga.

Publicly-accessible spaces located within Zones A and G form a porous edge to the site and provide landscaped tree-lined setbacks, POPs space, and adjacent green mid-block pedestrian connections. Together these amenities provide pedestrian permeability, activate street frontages within each Block, and invite visitors and residents into the site and the existing Sheridan Centre.

Chapter 8.4 Parking

8.4.7 Within Intensification Areas, Mississauga will give consideration to:

- a. reducing minimum parking requirements to reflect transit service levels;
- b. establishing maximum parking standards to support transit investments, particularly higher order transit investments;
- c. limiting surface parking by requiring a portion be provided within structured parking facilities;
- d. requiring structured parking facilities to be underground, where viable;
- e. proactively maximizing on-street public parking in appropriate locations;
- f. coordinating parking initiatives with transportation demand management (TDM) programs in order to effectively link transit planning, parking and other related issues in a comprehensive manner; and
- g. requiring parking phasing and implementation plans that, among other matters, will include a surface parking reduction strategy that will ensure the layout of the parking lot and buildings will allow for future development.

Development Response

The Sheridan Master Plan reduces surface level parking overtime by redirecting parking to underground facilities. Limited curbside parking will be provided on the internal streets for accessibility and short-term convenience. Through the proposed pedestrian paths

and gateways, the Master Plan encourages active transportation and directs connections to adjoining pedestrian and cycling pathways, and transit facilities on the perimeter of the site.

The Proposed Developments in Zones A and G locate loading areas internal to the sites, away from public view and provide underground parking. Building A1 in Zone A provides 18 surface parking spaces and 4 lay-by parking spaces and Building G1 in Zone G provides 3 lay-by parking spaces.

Chapter 9 Build a Desirable Urban Form

Section 9 of the Official Plan outlines the built form and urban design policies that assist in creating a strong sense of place that is attractive, livable, functional and enhances natural heritage features with high quality urban design.

Mississauga envisions that growth will be directed to Intensification Areas comprised of the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas. The Official Plan states that “Appropriate infill in both Intensification Areas and Non Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures.”

Site development policies are directed at the creation of buildings and spaces which not only satisfy the needs of its own users and those who will live and work in the area, but also the needs of future generations. Sites will be developed to:

- respect the experience, identity and character of the surrounding context;
- ensure the sustainability of natural systems and urban living;
- protect the quality of life of residents, employees and visitors;
- ensure the connectivity and integration of surrounding uses; and
- require properties to develop in a manner that contributes to the overall vision for the city.

The Official Plan states that development may be phased “provided that the proposed development contributes to and does not hinder the ultimate achievement of the policies of this Plan.”

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

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

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

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

Section 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.

Section 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.

Section 9.1.12 An urban form will be developed to take advantage of the Lake Ontario waterfront through connections, views and access.

Section 9.1.13 Development will have positive, restorative, ecological benefits on a site through the practice of sustainable building and site design.

Section 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.

City pattern provides the visual framework of the city. The city pattern that defines Mississauga includes:

- Intensification Areas;
- Non-Intensification Areas;
- Green System; and
- Cultural Heritage.

Development Response

The overall Sheridan Master Plan, including more detailed site-specific designs for Zones A and G, emphasizes high quality built form and urban design practices to create an attractive, livable and functional community that augments and enhances the surrounding natural heritage. By directing growth and added density to the Sheridan Community Node (Intensification Corridor), the existing Sheridan Centre facilities and site will be utilized and revitalized, creating a complete community where people can live in proximity to community resources. The Master Plan achieves the goal of “appropriate infill development” within the Sheridan Centre, by revitalizing the existing community through built form and public realm interventions, adding a new housing tenure and form onto the Subject Site.

The Master Plan provides a framework that accounts for green connections, pedestrian paths and gateways that encourage active forms of transportation and use of the surrounding transit network. The phasing strategy ensures for appropriate and timely development over a period of time, to ensure for incremental growth and development within the Community Node.

Chapter 9.2 City Pattern

City pattern provides the visual framework of the city. The city pattern that defines Mississauga includes:

- Intensification Areas;
- Non-Intensification Areas;
- Green System; and
- Cultural Heritage.

Section 9.2.1 Intensification Areas identifies community nodes as principle locations for future growth.

Section 9.2.1.1 Development will create distinctive places and locales.

9.2.1.3 Built form should provide for the creation of a sense of place through, among other matters, distinctive architecture, streetscaping, public art and cultural heritage recognition.

Section 9.2.1.4 Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas.

Section 9.2.1.6 Mississauga will encourage the consolidation of access points and shared parking, service areas and driveway entrances.

Section 9.2.1.7 Development proponents may be required to provide concept plans that show how a site will be developed with surrounding lands.

Section 9.2.1.9 Where the right-of-way width exceeds 20 m, a greater building height may be required to achieve appropriate street enclosure in relation to the right-of-way width.

Section 9.2.1.10 Appropriate height and built form transitions will be required between sites and their surrounding areas.

Section 9.2.1.11 Tall buildings will be sited and designed to enhance an area's skyline.

Section 9.2.1.12 Tall buildings will be sited to preserve, reinforce and define view corridors.

Section 9.2.1.13 Tall buildings will be appropriately spaced to provide privacy and permit light and sky views.

Section 9.2.1.14 In appropriate locations, tall buildings will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm.

Section 9.2.1.15 Tall buildings will address pedestrian scale through building articulation, massing and materials.

Section 9.2.1.16 Tall buildings will minimize adverse microclimatic impacts on the public realm and private amenity areas.

Section 9.2.1.17 Principal streets should have continuous building frontages that provide continuity of built form from one property to the next with minimal gaps between buildings.

Section 9.2.1.18 Existing large blocks will be reconfigured to incorporate a fine-grained block structure with public roads and on-street parking to support at grade uses.

Section 9.2.1.19 The public realm and the development interface with the public realm will be held to the highest design standards.

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

Section 9.2.1.22 Development will be designed to support and incorporate pedestrian and cycling connections.

Section 9.2.1.23 Active uses will be required on principal streets with direct access to the public sidewalk.

Section 9.2.1.24 Development will face the street.

9.2.1.25 Buildings should have active façades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections.

Section 9.2.1.26 For non-residential uses, at grade windows will be required facing major streets and must be transparent.

Section 9.2.1.27 Development will create a sense of gateway to the Intensification Area with prominent built form and landscaping.

Section 9.2.1.28 Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired.

Section 9.2.1.29 Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape.

Section 9.2.1.30 Development will provide open space, including squares and plazas appropriate to the size, location and type of the development.

Section 9.2.1.31 Buildings should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk.

Section 9.2.1.32 Buildings should be oriented to, and positioned along the street edge, with clearly defined primary entry points that directly access the public sidewalk, pedestrian connections and transit facilities.

Section 9.2.1.33 Open spaces will be designed to promote social interaction.

Section 9.2.1.34 Development will utilize streetscape design to provide visual connections to open space, providing enhanced sidewalk and trail connections near open spaces.

Section 9.2.1.35 Buildings and streetscapes will be situated and designed so as to encourage pedestrian circulation.

9.2.1.36 Streetscape improvements including trees, pedestrian scale lighting, special paving and street furniture in sidewalks, boulevards, open spaces and walkways, will be coordinated and well designed.

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

9.2.1.38 Parking lots and structures should not be located adjacent to major streets.



Existing mall entrance facade condition (Brook McIlroy, 2023)

Development Response

The overall Sheridan Master Plan, including more detailed site-specific designs for Zones A and G, direct growth to an underutilized site and conceptualizes a community hub with a mix of uses in close proximity, encouraging active forms of transportation and enhancing connections throughout the Subject Site and into the surrounding green areas and community. The Subject site fronts onto Erin Mills Parkway, a Corridor with a right-of-way width of 45 metres. The Sheridan Master Plan proposes mid-rise and tall residential and mixed-use buildings along Erin Mills Parkway, with building heights ranging from 15- to 29-storeys, and podium heights of 6 to-8-storeys. Building heights and transition respect the residential neighbourhoods and the green setting surrounding the site. Tower components of the buildings contain appropriate separation distances, ensuring privacy, sunlight access, and sky views for residents and from the public realm.

Taller portions of buildings step back from the lower podium, establishing an appropriate streetwall height along Erin Mills Parkway, and minimizing shadow impacts onto the surrounding neighbourhoods and the public realm. The Master Plan articulates pedestrian connections within the site that connect to the surrounding transit and active mobility network, encouraging pedestrian activity, engagement and circulation throughout the site. The site's frontage along Erin Mills Parkway is porous with pedestrian paths, midblock connections, and internal pedestrian-friendly vehicular streets.

The Master Plan highlights key gateways around the perimeters of the Subject Site, including the main entrance to the site, along Erin Mills Parkway. Buildings are oriented towards the street, defining the edge, and contain visible primary entrances with direct access to the public realm and pedestrian connections. Buildings contain courtyards, open spaces and landscaped areas, contributing to the green nature of the surrounding area and promoting activity amongst residents and visitors. Retail uses (Zones B and C) front onto the New Sheridan Street and face the existing mall and enhance the public realm along this frontage.

The overall Master Plan, including more detailed site-specific designs for Zones A and G, contribute a distinct architectural form, incorporating appropriately scaled and sculpted buildings that frame open and green spaces, adding well-distributed density to the existing site. Utilizing the existing services and amenities within the mall, the Plan enhances the public realm and streetscape with generous landscaping, green nodes, pedestrian connections, and the proposed green network, establishing a unique sense of place on the Subject Site. The overall Master Plan, including more detailed site-specific designs for Zones A and G, reduce surfacing level parking on the Subject Site over time by providing underground parking as part of phased development projects. Limited surface level parking is proposed on the Subject Site at full build-out and will be appropriately screened from public views.

Chapter 9.2.3 Green Systems

Section 9.2.3.1 Development will be sensitive to the site and ensure that Natural Heritage Systems are protected, enhanced and restored.

Section 9.2.3.2 All development will utilize sustainable design practices.

Section 9.2.3.3 Mississauga will coordinate the design, function and location of parks with adjacent land uses.

Section 9.2.3.4 Open space areas will be high quality, usable and physically and visually linked to streets, parks and pedestrian routes.

Development Response

The overall Sheridan Master Plan, including more detailed site-specific designs for Zones A and G, public realm and built form design that respects and enhances connections to the surrounding natural sites and natural heritage systems. The Master Plan proposes a green network, generously landscaped areas, courtyards, green nodes, pedestrian paths and gateways as well as green roofs and open space to encourage active forms of transportation and incorporate stormwater management best practices. Zones A and G propose green roofs and generously landscaped ground-level open space areas that support sustainable development and outdoor engagement. The overall greening of the Master Plan establishes a high quality and useable green public realm rich in pedestrian amenities.



Natural Heritage System:

- Significant Natural Areas and Natural Green Spaces
- Special Management Areas
- Linkages
- Residential Woodlands
- Provincially Significant Wetlands
- Other Wetlands
- Areas of Natural and Scientific Interest - Provincial Significance
- Areas of Natural and Scientific Interest - Regional Significance

Natural Hazards:

- Natural Hazards
- Two Zone Floodplain Regulations
- Special Policy Area Floodplain

Schedule 3 Natural Systems (Mississauga Official Plan)

Chapter 9.3 Public Realm

Chapter 9.3.1 Streets and Blocks

Section 9.3.1.1 Street patterns, development blocks and public open spaces together should create distinctive communities.

Section 9.3.1.2 Mississauga will ensure that urban form, street patterns and public open space systems are coherent, orderly and legible.

Section 9.3.1.3 Major roads and their streetscapes should be designed to create spaces that are integral parts of the adjacent communities, thus serving to link communities.

Section 9.3.1.4 Development will be designed to:

- a.respect the natural heritage features, such as forests, ridges, valleys, hills, lakes, rivers, streams and creeks;
- b.respect cultural heritage features such as designated buildings, landmarks and districts;
- c.achieve a street network that connects to adjacent streets and neighbourhoods at regular intervals, wherever possible;
- d.meet universal design principles;
- e.address new development and open spaces;
- f.be pedestrian oriented and scaled and support transit use;
- g.be attractive, safe and walkable;
- h.accommodate a multi-modal transportation system; and
- i.allow common rear laneways or parallel service streets to provide direct access for lots fronting arterial roads and major collector roads, when appropriate.

Section 9.3.1.5 The improvement of existing streets and the design of new streets should enhance connectivity by:

- a.developing a fine-grained system of roads;
- b.using short streets and small blocks as much as possible, to encourage pedestrian movement;
- c.avoiding street closures; and
- d.minimizing cul-de-sac and dead end streets.

Section 9.3.1.7 Streetscapes will be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting and signage.

Section 9.3.1.8 The design of developments at intersections and along major streets should be of a highly attractive urban quality, recognizing that streets are important civic spaces and linkages.

Section 9.3.1.9 Development and elements within the public realm will be designed to provide continuity of the streetscape and minimize visual clutter.

Section 9.3.1.10 Consideration will be given to the location of utilities on private property and the public right-of-way. Utilities will be grouped or located underground where possible to minimize visual impact. The City encourages utility providers to consider innovative methods of containing utility services.

9.3.1.11 Reverse frontage lots will not be permitted, except for infill development where a street pattern has already been established.

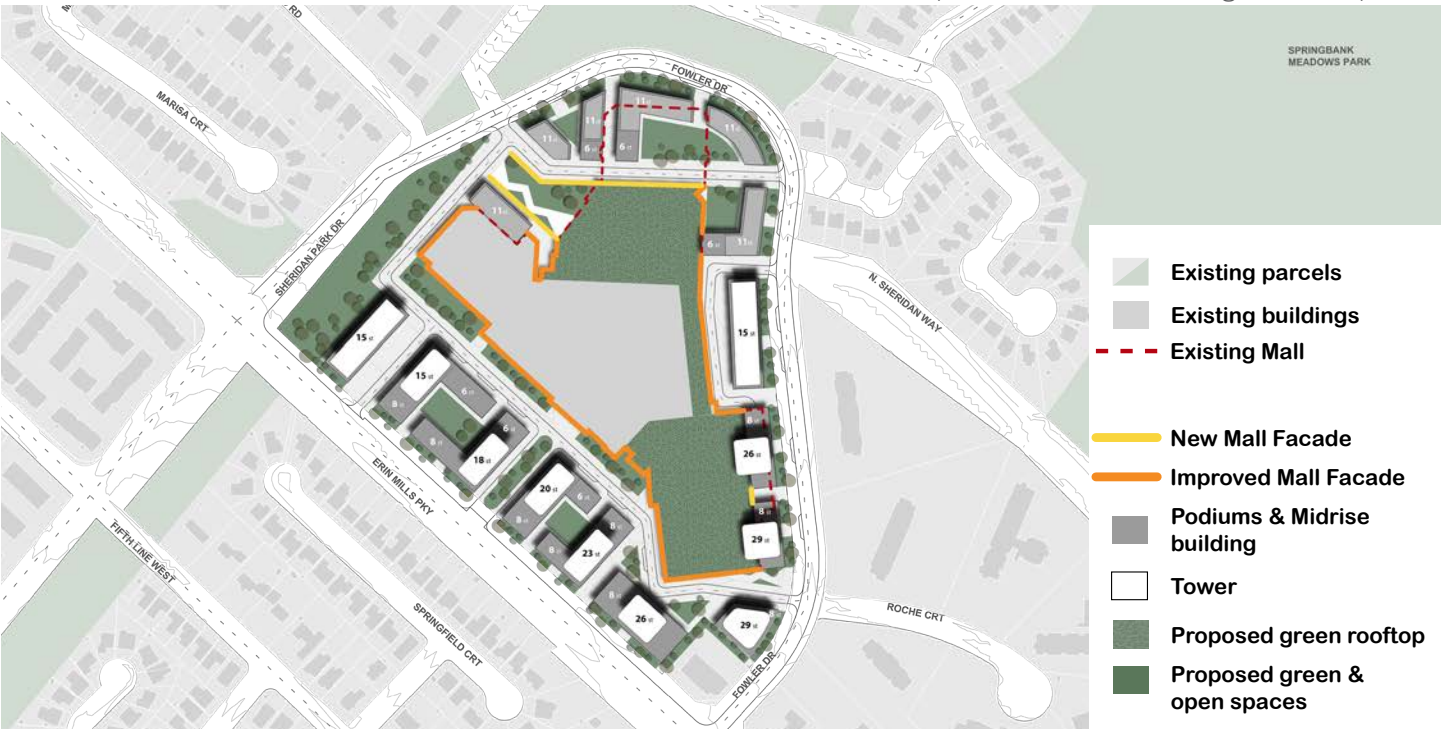
Development Response

The Sheridan Master Plan proposes new development blocks framed by open spaces and new pedestrian and vehicular connections, working together to establish a complete and connected community. The overall Master Plan, including more detailed site-specific designs for Zones A and G, establishes a pedestrian-oriented and scaled development that directs residents and visitors to active transportation connections in the surrounding community and natural open spaces, serving as a multi-modal hub and linkage to the larger community. The Master Plan also proposes internal pedestrian-friendly vehicular streets and pedestrian paths to enhance the public realm and streetscape, encouraging accessibility to the retail and community facilities offered on the site. The Master Plan also proposes a green roof and park space on the existing Sheridan Centre building (Zone M), further expanding

and activating the public realm and encouraging non-vehicular movement through the site through a unique above-grade park. The overall Master Plan, including more detailed site-specific designs for Zones A and G, respects the natural heritage features surrounding the site and further greens the existing site with park and open spaces, landscaping treatment, and green connections traversing the site and along the perimeters.

The Master Plan establishes a highly attractive urban environment through built form and public realm design, providing continuity of the streetscape and enhancing the existing public realm condition. The Plan creates a focal point and sense of identity in the Sheridan Community Node through the treatment of architectural features, forms, massing and scale.

Utilities and services will be located underground or screened from public view, minimizing visual impact.



SHeridan Centre Master Plan - Mall Facade (Brook McIlroy, 2023)

Chapter 9.3.3 Gateways, Routes, Landmarks and Views

Section 9.3.3.1 An appropriate gateway treatment will be created at city boundaries, major Provincial highway interchanges and at entry points to Intensification Areas through high quality development, massing of buildings, open spaces, landscaping and streetscape

Section 9.3.3.2 Tall buildings have a greater presence on the skyline and are required to have the highest quality architecture

Section 9.3.3.6 Developments on major corners, prominent sites or that terminate a view will be held to a higher design standard

Section 9.3.3.7 New streets may be introduced to create prominent view corridors.

Section 9.3.3.8 Views of significant natural and man-made features should be created, maintained and enhanced where appropriate.

9.3.5 Open Spaces and Amenity Areas

Section 9.3.5.1 Mississauga will promote public open space design that is fully integrated with the urban design and built form of the community.

Section 9.3.5.2 Open space will contribute to community aesthetics and enhance the Green System.

Section 9.3.5.3 Natural features, parks and open spaces will contribute to a desirable urban form by:

a. assisting with the protection, enhancement, restoration and expansion of the Natural Heritage System, identified in Schedule 3: Natural System;

b. connecting to the city's system of trails and pathways;

c. connecting to other natural areas, woodlands,

wetlands, parks, and open spaces, including streets, schools, cemeteries and civic spaces;

d. ensuring that all new parks and Open Spaces address the street, providing clear visibility, access and safety;

e. ensuring that adjacent uses, buildings and structures front onto them, with direct access, and encouraging natural surveillance; and

f. appropriately sizing parks and open spaces to meet the needs of a community and ensuring they are able to accommodate social events and individual needs, inclusive of recreation, playgrounds, sports and community gardens, where possible.

Section 9.3.5.4 Open spaces will be designed as places where people can socialize, recreate and appreciate the environment.

Section 9.3.5.5 Private open space and/or amenity areas will be required for all development.

Section 9.3.5.6 Residential developments of significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users.

Section 9.3.5.7 Residential developments will provide at grade amenity areas that are located and designed for physical comfort and safety. In Intensification Areas, alternatives to at grade amenities may be considered.

9.3.5.9 The public realm will be planned to promote healthy, active communities that foster social connections at all stages of life and encourage built and natural settings for recreation, culture and active transportation

Development Response

The Sheridan Master Plan outlines gateways around the site and locates the tallest building at the southeast edge of the Subject Site, creating a landmark for visitors entering this Intensification Area. The use of high quality architecture and urban design throughout the entire Subject Site and at key gateways, creates a sense of arrival on the site.

The Master Plan outlines green nodes and connections which provide views to and connections into the surrounding natural heritage system and sites. The Plan provides extensive open and green spaces as well as green roofs for community and resident use, encouraging recreation and play within the Community Node.

The overall Master Plan, including more detailed site-specific designs for Zones A and G, propose buildings that frame open spaces and courtyards allowing for “eyes on the street”, contributing to greater community safety. The Master Plan promotes a healthy and active community with connections to the surrounding natural settings, neighbourhoods and public transportation.

Chapter 9.4 Movement

Chapter 9.4.1 Transit and Active Transportation

Section 9.4.1.1 The design of all development will foster the improvement of connections and accessibility for transit users and promote active transportation modes.

Section 9.4.1.2 A transit and active transportation supportive urban form will be required in Intensification Areas and in appropriate locations along Corridors and encouraged throughout the rest of the city.

Section 9.4.1.3 Development will support transit and active transportation by:

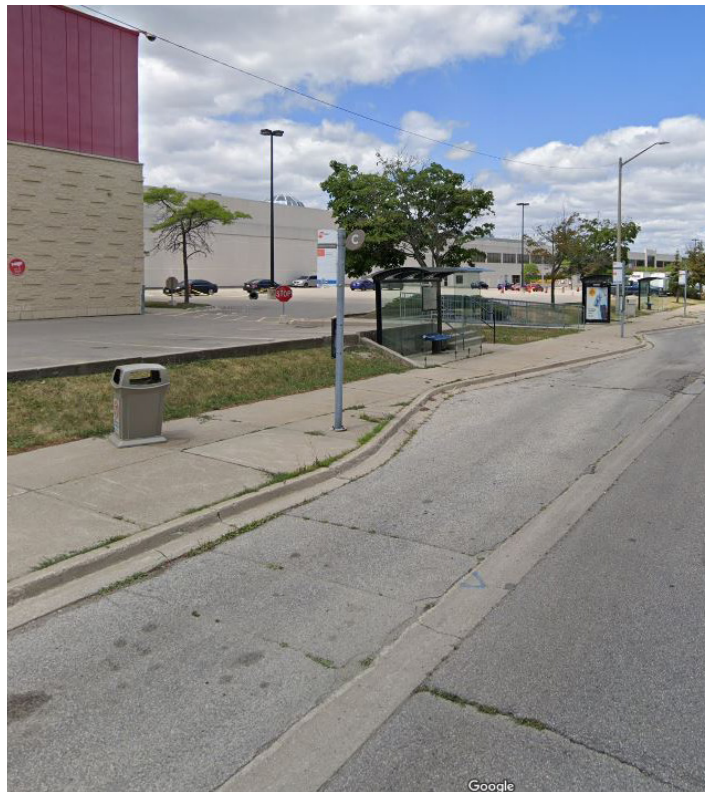
- a. locating buildings at the street edge, where appropriate;
- b. requiring front doors that open to the public street;
- c. ensuring active/animated building façades and high quality architecture;
- d. ensuring buildings respect the scale of the street;
- e. ensuring appropriate massing for the context;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

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

Development Response

The Sheridan Master Plan outlines pedestrian paths, green networks, and gateways, which direct residents and visitors to surrounding public transit and pedestrian connections. The buildings proposed in the Master Plan are oriented towards the street edge, located along the perimeter of the Subject Site, opening to the surrounding streetscape and public realm.

The proposed buildings' massing, use of high quality architecture, animated building facades, and appropriate scale establishes a comfortable pedestrian realm, respecting the scale of the street.



Sheridan bus terminal, east of the site (Google Street View, 2022)

Chapter 9.5 Site Development and Buildings

Chapter 9.5.1 Context

Section 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.

Section 9.5.1.2 Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:

- a. Natural Heritage System;
- b. natural hazards (flooding and erosion);
- c. natural and cultural heritage features;
- d. street and block patterns;
- e. the size and configuration of properties along a street, including lot frontages and areas;
- f. continuity and enhancement of streetscapes;
- g. the size and distribution of building mass and height;
- h. front, side and rear yards;
- i. the orientation of buildings, structures and landscapes on a property;
- j. views, sunlight and wind conditions;
- k. the local vernacular and architectural character as represented by the rhythm, textures and building materials;
- l. privacy and overlook; and

m.the function and use of buildings, structures and landscapes.

Section 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.

Section 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.

Section 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.

Section 9.5.1.7 Developments adjacent to public parkland will complement the open space and minimize negative impacts.

Section 9.5.1.8 Proposed development should encourage public open space connections that link public parks and community facilities through the use of walkways, bikeways and bridges.

Section 9.5.1.9 Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated.

Section 9.5.1.14 Sites that have exposure to parks or double exposure to both Provincial Highways and public streets will be required to be designed with upgraded building elevations and landscaping facing all parks, public highways and public streets.

Section 9.5.1.15 Development in proximity to landmark buildings or sites, to the Natural Areas System or cultural heritage resources, should be designed to:

- a. respect the prominence, character, setting and connectivity of these buildings, sites and resources; and
- b. ensure an effective transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking, amenity and open spaces.

Development Response

The overall Sheridan Master Plan, including more detailed site-specific designs for Zones A and G, ensures appropriate built form transition to the surrounding neighbourhoods and natural heritage areas through building massing, the incorporation of green spaces, animated streetscapes and use of setbacks and stepbacks. The proposed buildings are appropriate in height and provide stepbacks from the podium component to limit shadow impacts on the surrounding neighbourhoods. The Master Plan and Proposed Developments include green and open spaces, as well as pedestrian paths and green networks that link to the surrounding street and transit network as well as natural heritage areas. The Master Plan also incorporates green nodes for sightlines into surrounding natural heritage features.

The loading spaces of Buildings A1 and G1 are located internal to their sites, away from public view or views from surrounding public streets and buildings. The Master Plan overall frames the internal community

space and existing mall with active frontages and uses, creating a vibrant and safe public realm.

Chapter 9.5.2 Site Development

Section 9.5.2.1 High quality, diverse and innovative design will be promoted in a form that reinforces and enhances the local character, respects its immediate context and creates a quality living or working environment.

Section 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.

Section 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.

Section 9.5.2.4 Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways.

Section 9.5.2.5 Development proponents may be required to upgrade the public boulevard and contribute to the quality and character of streets and open spaces by providing:

- a. street trees and landscaping, and relocating utilities, if required;
- b. lighting;
- c. weather protection elements;
- d. screening of parking areas;
- e. bicycle parking;
- f. public art; and
- g. street furniture.

Section 9.5.2.7 Site development should respect and maintain the existing grades on-site.

Section 9.5.2.11 Site development will be required to:

- a. provide enhanced streetscape;
- b. provide landscaping that complements the public realm;
- c. protect and enhance habitat;
- d. preserve significant trees on public and private lands;
- e. incorporate techniques to minimize urban heat island effects such as providing planting and appropriate surface treatment; and
- f. provide landscaping that beautifies the site and complements the building form.

Chapter 9.5.4 Buildings

Section 9.5.3.1 Buildings will be designed to create a sense of identity through the site layout, massing, forms, orientation, scale, architectural features, landscaping and signage.

Section 9.5.3.2 Buildings must clearly address the street with principal doors and fenestrations facing the street in order to:

a.ensure main building entrances and at grade uses are located and designed to be prominent, face the public realm and be clearly visible and directly accessible from the public sidewalk;

b.provide strong pedestrian connections and landscape treatments that link the buildings to the street; and

c.ensure public safety.

Section 9.5.3.3 Building façades should be articulated to include changes in materials, or material treatments, as well as the indication of transition between floors and interior spaces to provide visual interest and relief.

Section 9.5.3.4 Principal building entrances should be covered with a canopy, awning, recess or similar device to provide visual prominence and pedestrian weather protection.

Section 9.5.3.5 Front building façades should be parallel to the street. Consideration may be given to allow for periodic indentation for visual relief and features such as urban plazas.

Section 9.5.3.6 Street facing façades should have the highest design quality. Materials used for the front

façade should be carried around the building where any façades are exposed to the public view at the side or rear.

Section 9.5.3.7 Buildings will be pedestrian oriented through the design and composition of their façades, including their scale, proportion, continuity, rhythms, texture, detailing and materials.

Section 9.5.3.8 Buildings should avoid blank street wall conditions. Blank walls resulting from phased development, will require upgraded architectural treatment.

Section 9.5.3.9 Tall buildings will minimize undue physical and visual negative impact relating to:

a.microclimatic conditions, including sun, shadow and wind;

b.noise;

c.views;

d.skyview; and

e.adjacent cultural heritage resources, open spaces, the public realm, community infrastructure and residences.

Section 9.5.3.10 The lower portion of tall building developments will include a built form that achieves street frontage and at grade relationships to support a pedestrian oriented environment.

Section 9.5.3.11 Building materials should be chosen for their functional and aesthetic quality, sustainability and ease of maintenance.

Section 9.5.3.12 The choice of building materials should minimize the risk for bird collisions.

provide strong connections to public transit as well as the green network of parks and trails surrounding the Subject Site. The tower components of taller buildings are appropriately massed and step back from their podiums to reduce the perception of scale at-grade, as well as to mitigate shadow impacts on surrounding neighbourhoods.

In addition, the massing, location and general orientation of the buildings located in Zones A and G adequately mitigate adverse shadowing resulting from the proposed development onto the public realm.

Servicing access points for the Proposed Developments in Zones A and G are internal to their sites and not visible from the public realm.

Zone G Site Plan (Dunpar 2022)

Section 9.5.4.2 An attractive and comfortable public realm will be created through the use of landscaping, the screening of unattractive views, protection from the elements, as well as the buffering of parking, loading and storage areas.

Section 9.5.4.3 The sharing and reduction of access points/driveways will be encouraged to promote pedestrian safety and provide the opportunity for a continuous streetscape.

Section 9.5.4.4 Along Corridors where an urban character is appropriate, buildings should be located close to and aligned with the street to enclose the street.

Section 9.5.4.5 Built form will relate to the width of the street right-of-way.

Development Response

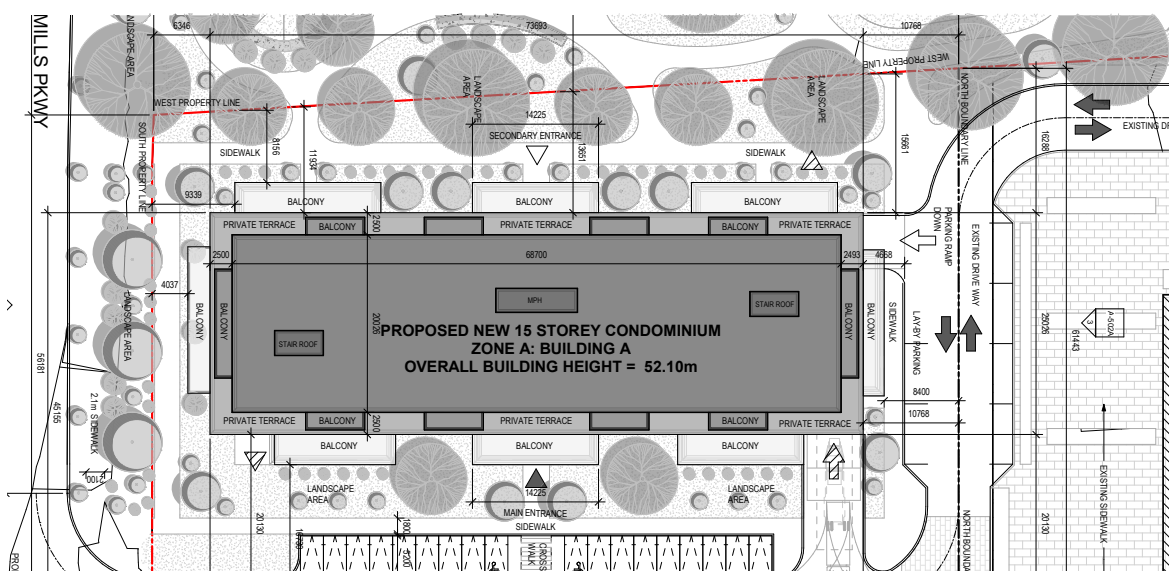
The Sheridan Master Plan creates a comfortable public realm condition through proposed open and green spaces, the green network, green roofs, sidewalks, pedestrian paths, green nodes and gateways. The internal street network is well integrated, creating a continuous public realm and providing pedestrian safety. The proposed buildings are located and aligned with the street edges and contain appropriate streetwall heights, through the use of step-backs and sculpting of building mass.

Chapter 9.5.5 Parking, Servicing and Loading

Section 9.5.5.1 Parkings should be located underground, internal to the building or to the rear of buildings.

Section 9.5.5.4 Shared parking between developments will be encouraged, where appropriate.

Section 9.5.5.6 Site plans will demonstrate the ability for shared servicing access between adjacent developments.



Zone A Site Plan (Dunpar 2022)

Section 9.5.5.7 Service, loading and garbage storage areas should be internal to the building or located at the rear of the building and screened from the public realm.

Development Response

The Sheridan Master Plan reduces surface level parking by re-locating parking from the surface to the underground at various stages of development, contributing to a more sustainable site design that minimizes space dedicated to vehicles and prioritizes active transportation modes. The proposed internal streets will provide limited curbside parking for accessibility and short-term convenience. The Proposed Development in Zone A provides 18 surface level parking spaces and 4 lay-by parking spaces. The Proposed Development in Zone G provides 3 lay-by parking spaces.

Chapter 10.4 Retail

Section 10.4.1 Retail uses are encouraged to locate primarily within the Downtown, Major Nodes and Community Nodes

Section 10.4.4 Within the Downtown, Major Nodes, Community Nodes and Corporate Centres, existing single storey retail development will be encouraged to redevelop into multistorey mixed use developments.

Development Response

The Sheridan Master Plan retains the existing mall, which provides retail and community facilities and services. The Master Plan also proposes mixed-use buildings in Zones B and C, contributing more retail and service opportunities for the Community Node.

Chapter 14 Community Nodes

Sheridan is identified as a Community Node in Section 14.1 City of Mississauga Official Plan. As noted in earlier sections, Mall-Based Community Node policies are currently under appeal and not in full force and effect. Despite these policies being inapplicable to Dunpar's site specific application for Zones A and G, and the overall Master Plan, this study has taken into consideration the general purpose and intent of policies within OPA 115.

Section 14.1.1.1 Proponents of development applications within a Community Node may be required to demonstrate how the new development contributes to the achievement of the residents and jobs density target and the population to employment ratio.

Section 14.1.1.2 For lands within a Community Node a minimum building height of two storeys to a maximum building height of four storeys will apply, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.

Section 14.1.1.3 Proposals for heights less than two storeys, more than four storeys or different than established in the Character Area policies will only be considered where it can be demonstrated to the City's satisfaction, that:

- 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.

Section 14.1.7 Mall-Based Community notes that “mall-based Community Nodes will evolve into healthy sustainable complete communities with”:

- their role as the centre of community life for persons of all abilities, incomes and ages preserved and enhanced through the provision of amenities, facilities, social spaces and an attractive public realm
- their planned function as a focal point for retail and service commercial uses, community facilities and transit facilities retained
- the provision of a mixture of residential built forms and tenures suitable to a variety of income levels and household types including belowmarket priced housing
- active transportation modes that are prioritized within the Nodes and connect to the surrounding residential neighbourhoods
- public transit that is prioritized over vehicular traffic and connects to the surrounding regional communities
- densities and a mix of uses that allow people to meet many of their needs locally and within walking distance
- attractive and well-connected built environments that promote physically active lifestyles
- environmentally resilient development that includes the use of *stormwater best management*

practices and green infrastructure.

14.1.7.1 General

Section 14.1.7.1.1 Community infrastructure within the Nodes should be retained and, where appropriate, enhanced to meet the needs of the existing and planned residential population of the Nodes and surrounding neighbourhoods.

Section 14.1.7.1.2 Public and private elements, including cultural uses, public art and the design of buildings and spaces should be unified and create a sense of place that is accessible, age friendly, comfortable and welcoming at all times of the year and contributes to a unique identity for each Node.

Section 14.1.7.1.3 Parkland should be designed and located to create a central focus for the Node. Parkland may also provide gathering spaces and linear connections throughout the Node, to existing open spaces, commercial developments, community facilities and to surrounding neighbourhoods.

Section 14.1.7.1.4 A minimum of one playground should be provided in a central location within the Node.

Section 14.1.7.1.5 Privately owned publicly accessible space that enhances and connects the public open space system is encouraged.

Section 14.1.7.1.6 *Tactical urbanism* is encouraged to enliven Nodes on a temporary basis or to test ideas for long term changes.

Section 14.1.7.1.7 Transit infrastructure and service within the Node should be retained and, where appropriate, enhanced to meet the needs of the ridership demand of the Node in alignment with MiWay standards.

Development Response

Developments proposed within the Sheridan Master Plan range from 11 to 29 storeys with podium heights of 6 to 8 storeys. The tallest towers are located at the southeast edge of the site. Taller buildings step back from their podiums, mitigating shadow impacts on surrounding neighbourhoods, creating a comfortable pedestrian realm condition, and establishing an appropriate streetwall height. Mid-rise buildings of 11-storeys are located toward the north of the Subject Site, respecting the residential neighborhoods to the north.

The Master Plan provides a framework for a complete community whereby people can live, work and play and are in close proximity to community and retail services. It does so by maintaining the existing mall's retail and services, adding additional residential and mixed-use development to the site. The Master Plan proposes extensive green and open spaces and pedestrian paths that encourage active forms of transportation and public transit use. The incorporation of green space and a green network also contributes to stormwater management best practices and augments the natural context of the surrounding area.

The Sheridan Master Plan proposes landscaped mid-block entry points along the perimeter of the Subject Site, enhancing pedestrian permeability throughout the site, activating uses within the Blocks and welcoming visitors and residents into the site and the existing Sheridan Centre.

The development of the Sheridan Centre will establish a focal point for community members, enhance the existing mall site, and provide increased density and a

mix of uses, establishing a complete community.

The Master Plan, including more detailed site-specific designs for Zones A and G, achieves the objectives and overall intent of OPA 115 through its approach to site planning and building design, ensuring the vision for the future of this Community Node as a complete mixed-use community is achieved.

Chapter 14.1.7.2 Height and Density

Section 14.1.7.2.1 A minimum building height of three storeys and a maximum building height of 15 storeys will apply. Buildings without a residential component will have a minimum height of two storeys.

Section 14.1.7.2.2 A maximum Floor Space Index (FSI) of 2.25 to be calculated across the entire area of the Node, excluding public and private roads, will apply.

Section 14.1.7.2.3 Individual properties will not exceed an FSI of 2.25 unless it can be demonstrated to the satisfaction of the City that the FSI for the entire Node will not be exceeded and the development potential of other lands within the Node has been considered.

Section 14.1.7.2.4 A gross density of between 150 and 250 residents and jobs combined per hectare measured across the Node will be achieved.

Section 14.1.7.2.3 Individual properties will not exceed an FSI of 2.25 unless it can be demonstrated to the satisfaction of the City that the FSI for the entire Node will not be exceeded and the development potential of other lands within the Node has been considered.

Section 14.1.7.2.4 A gross density of between 150 and 250 residents and jobs combined per hectare measured across the Node will be achieved.

Section 14.1.7.2.5 A combination of residential and employment uses are encouraged.

Development Response

The Sheridan Master Plan takes a site specific and context specific approach to its redevelopment that considers and responds to each unique frontage, neighbouring use, and existing building form. The proposal adds density onto an underutilized lot and provides a mix of uses, including residential, retail and open spaces. The plan works to establish a complete mixed-use community in which residents and visitors are within walking distances to services and amenities and that is well connected to the surrounding context through street and pedestrian connections.

Both the site-specific application (Zones A and G) and the overall Master Plan meet the general purpose and intent of the height and density policies and are appropriate for the site context. The increased density, expressed in FSI, for the overall Master Plan and the site-specific application (Zones A and G) allows for contextually appropriate intensification on the site and supports the vision of a complete, mixed-use community.

The Master Plan proposes buildings that exceed the maximum height of 15-storeys, as indicated in Section 14.1.7.2.1. However, the Proposal achieves good urban design and high-quality architecture that appropriately intensifies the site while activating street frontages, mitigating the perception of height, maximizing sky views and sunlight access, and mitigating shadowing. This is achieved through

thoughtful building massing and articulation, incorporation of active ground-floor uses, optimal building orientation, generous separation distances, and appropriate siting and placement of buildings and open space. This ensures for minimal impacts to the surrounding neighbourhood and natural green space surrounding the site. In addition, the appropriately scaled streetwall, and the use of complimentary building materials work to establish a human-scaled public realm interface, minimizing the perception of mass and height from the surrounding area.

Chapter 14.1.7.3 Urban Design

Section 14.1.7.3.1 Development will provide for a range of building types and heights, including *mid-rise buildings* to create diversity of urban form and housing choice. For the purposes of these policies, *mid-rise building* means a building having a height that is greater than four storeys and less than the width of the street on which it fronts but not greater than 12 storeys. A *mid-rise* building cannot be structurally connected to a tall building.

Section 14.1.7.3.2 Buildings will be designed and located to:

- a. frame and animate streets and public spaces;
- b. create a coherent built environment;
- c. provide setbacks along internal roads that provide a consistent building edge and relate to the scale of buildings and width of roads;

d. provide reduced building setbacks on internal roads with grade; related retail and service commercial uses, where appropriate;

e. provide significant and consistent setbacks along collector and arterial streets to promote landscape boulevards that enhance the pedestrian experience; and

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

Section 14.1.7.3.3 Tall buildings should have podiums and be located along arterial or collector roads or near transit stations.

Section 14.1.7.3.4 In order to maximize natural light, sky views and privacy, the following will be required:

a. appropriate transitions between buildings, to open spaces and to adjacent neighbourhoods;

b. minimum separation distance of 40 metres between any portions of buildings that are greater than six storeys in height within the Meadowvale Community Node to prevent clustering; and

c. generous separation distances between tall buildings within the Malton, RathwoodApplewood, Sheridan and South Common Community Nodes to prevent clustering.

Development Response

The Sheridan Master Plan provides a range of building tenures and types and will introduce a form of intensification that is consistent with its planned

context, while also being compatible with the development patterns of the surrounding area.

The proposal contains buildings heights ranging from 11 to-29-storeys with 6 to-8-storey podiums. The proposed buildings frame the existing mall at the centre of the site (Zone M), whereby a green roof/ public space is located, accessed from a landscaped ramp.

The proposed buildings along Erin Mills Parkway are set back adequately and consistently with reduced finer-grained setbacks adjacent to the smaller and less travelled Fowler Dr, producing a comfortable pedestrian experience and enhanced public realm.

Buildings proposed in the overall Master Plan frame and animate the public realm while providing visual and sound buffering from vehicles on Erin Mills Pkwy (a fast-moving and busy road) to the interior of the site. Generous glazing and outdoor amenity spaces (illustrated in detail in Zones A and G) along street frontages and access to units at-grade facing the street work to animate the public realm and promote 'eyes on the street', contributing to community safety. Siting of active commercial frontages in key locations further animate the public realm with mixed uses within the site.

The podiums form a consistent street wall height along Erin Mills Parkway and streets to the north, east and south providing usable greenspace for residents and pedestrians. In addition to landscaped setbacks and entry points at the perimeter of the site, courtyards framed by proposed buildings, and a rooftop park amenity above the existing Sheridan Centre, the large POPS community amenity located to

the west of Zone A, and a more intimate landscaped open space adjacent to Zone G are proposed in place of “Street-facing courtyards” to create an urban form that embraces active street life while providing safe, protected green spaces throughout the area. The creation of courtyards facing Erin Mills Parkway would be inappropriate, and a pedestrian-friendly permeable street wall has been designed instead, providing buffering and protection of green spaces, increasing their utility. The proposed green spaces adjacent to Buildings A and G connect to a larger porous network that leads into the site and existing Sheridan Centre, connecting to surrounding Blocks. The integrated green network provides visitors and residents with the opportunity to linger and socialize, while simultaneously animating the public realm with active uses.

The Master Plan proposes pedestrian paths and gateways, located near existing transit networks in the surrounding area. The tower component of the tall building’s step back from their podiums and provide appropriate building transitions, mitigating shadow impacts to the surrounding neighbourhoods and maximizing natural light, sky views and privacy.

All towers and mid-rise buildings have been located with significant separation distances, contain appropriate transitions between buildings, open spaces and adjacent low-rise neighbourhoods and use high quality architecture to ensure buildings are appropriately massed and scaled to suit the existing and surrounding character of the area. Buildings

are appropriately located on the site, respecting the residential neighbourhoods and natural systems. The incorporation of greening on the site contributes to the natural character of the area and expands the network of parks and open spaces within the Community Node, while also supporting sustainable development.

The proposed heights of buildings in Zones A and G consider the planned context while maintaining compatibility with development patterns of the surrounding area. The height transition provides a gradient of heights from tall to lower mid-rise, responding to the form and patterns of each unique frontage. The built form proposed for Zones A and G are an appropriate form of intensification. Refer to Section 4.2.1 and 4.2.3 for additional detail pertaining to the height of Zone A and G

Both the site-specific application (Zones A and G) and the overall Master Plan meet the general purpose and intent of the urban design policies and represent good urban design that is appropriate for the site context.

In alignment with the goals and objectives of the OPA 115 policies, the Master Plan proposes a form of intensification and density that will achieve the goals of a sustainable and vibrant complete community, allowing for expansion of natural green spaces and pedestrian networks, contextually appropriate intensification on the site, and promotes good urban design through thoughtful building massing, orientation and siting of buildings and open space to ensure for minimal impacts to the surrounding neighbourhood.

Chapter 14.1.7.4 Residential Uses

Section 14.1.7.4.7 Residential built forms, unit types and sizes will accommodate the needs of a diverse population. This includes people at all stages of life and ability, particularly older adults, families and those with special needs.

Section 14.1.7.4.8 Notwithstanding the Residential Medium Density policies of this Plan, low-rise and mid-rise apartment buildings are also permitted.

Development Response

The overall Sheridan Master Plan, including more detailed site-specific designs for Zones A and G, proposes a range of housing types, tenures and heights to accommodate the needs of a diverse population, and provides residential units at grade, ensuring for site and building accessibility.

Chapter 14.1.7.5 Mixed Use Designation

Section 14.1.7.5.1 Lands designated Mixed Use will provide a variety of retail and service commercial uses that meet the needs of everyday living for people residing and working within each Node and those living in surrounding neighbourhoods.

Section 14.1.7.5.2 Retail and service commercial uses will be located to animate streets and public spaces.

Section 14.1.7.5.3 Retail and service commercial uses are required on at least a portion of the ground floor of buildings on lands designated Mixed Use.

Section 14.1.7.5.4 Official plan amendments for the redesignation of lands designated Mixed Use may be

considered provided the planned function of the non-residential uses is maintained.

Section 14.1.7.5.5 Redevelopment that results in a loss of retail and service commercial floor space will not be permitted unless it can be demonstrated that the planned function of the existing non-residential component will be maintained.

Section 14.1.7.5.6 For the purposes of the policies in this section, maintenance of the non-residential planned function of the Mixed Use designation means:

- a.the role of the Community Node in the City Structure hierarchy is maintained
- b.community facilities and gathering space functions are maintained;
- c.significant concentration of convenient, easily accessible retail and service commercial uses that meet the needs of the local population is maintained; and
- d.a grocery store use is maintained within the Node.

Development Response

The Sheridan Master Plan proposes mixed-use buildings within Zones B and C, with accessible retail use intended at-grade. The Master Plan retains the existing mall and its retail, commercial, and community uses, servicing the proposed residential buildings located within the Master Plan Zones.

Zone A provides significant POPS amenity space to the west of the building for residents and visitors

to socialize and linger. Zone G provides generous landscaping on site in a more intimate form, responding to nearby residential areas along Fowler Rd.

The overall Master Plan provides a range of green open spaces including the green loop that facilitates and promotes community gathering, maintaining Sheridan's role as an active Community Node.

Chapter 14.1.7.8 Transportation

Section 14.1.7.8.1 A road system with numerous intersections will be required to provide connectivity and encourage walking and cycling as the predominate modes of transportation within the Nodes.

Section 14.1.7.8.2 Block sizes will be a maximum of 80 by 180 metres or an equivalent perimeter. Roads surrounding blocks will be public and meet City right-of-way and design standards.

Section 14.1.7.8.3 A limited number of private roads may be permitted instead of a public road to facilitate underground services such as deliveries and parking, subject to the following:

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

Section 14.1.7.8.4 New roads will connect and align with existing roads in surrounding neighbourhoods.

Section 14.1.7.8.5 New roads will be designed as

complete streets. Existing arterial and collector roads within and surrounding the Node will be redesigned as *complete streets*, as appropriate.

Section 14.1.7.8.6 Landscaping, street furniture and building setbacks will be used to animate roads and create a positive pedestrian, cycling and transit oriented experience.

Section 14.1.7.8.7 Vehicular access from roads will be coordinated and consolidated in order to minimize driveways and disruption to pedestrians, cyclists and transit.

Section 14.1.7.8.8 Pedestrian and cycling connections to transit facilities will be prioritized.

Section 14.1.7.8.9 Transit services will be enhanced as ridership demands increase. Transit stations and facilities will be incorporated into redevelopment plans adhering to MiWay standards.

Section 14.1.7.8.12 Surface parking areas will be replaced by structured parking. Limited surface parking will be permitted to accommodate matters such as accessibility parking spaces, car-share spaces and pick-up/drop-off point delivery services.

Section 14.1.7.8.14 Underground parking structures are preferred, however, where above grade parking structures are permitted they will be screened in such a manner that vehicles are not visible from public view and have appropriate direction signage to the structure. Along prominent streets, parking structures should be screened by liner buildings that incorporate a mix of uses between the parking structure and the street.

Development Response

The Master Plan proposes an internal street system accommodating vehicles and pedestrians safely, providing connectivity within the site as well as to surrounding areas and transit networks. The proposed road network aligns with the existing road orientation in surrounding neighbourhoods and extends the fine-grained network of streets into the Subject Site. The new streets will be designed as complete streets, containing landscaping, sidewalks, and special paving to enhance the public realm. The proposed gateways aid in identifying the site to vehicular traffic, as well as in directing residents and visitors to public transit stops. The Master Plan reduces the amount of surface parking and directs parking underground over time. The Proposed Developments within Zones A and G, reduce surface parking and provide underground parking in its place. Surface parking for Buildings A1 and G1 are located on side streets, internal to the site, and screened from public view. The proposed parking spaces for Buildings A1 and G1 include lay-by parking and accessible parking. The reduced surface level parking for Zones A and G contributes towards sustainable site design and walkability by prioritizing pedestrians and active uses at grade.

5.2 Green Development Standards

In 2010, City of Mississauga adopted the Green Development Strategy. The strategy focuses on achieving sustainability and environmental responsibility for new development in the City of Mississauga and outlines the Stage One Green Development Standards that encourage applicants to incorporate green sustainable elements into proposed buildings, site works, construction methods and long term maintenance programs. In addition, the City also requests that applicants pursue required LEED-NC credits to achieve a Silver certification.

Section 2.0 General

Outlines requirements for site plan applications, where appropriate, to incorporate technologies that maximize the natural infiltration and retention of stormwater through site development.

Section 3.0 L.I.D. Stormwater Retention

Outlines policies for “Low Impact Development”, which requires utilizing technologies to retain stormwater on site. The City of Mississauga defines these technologies and techniques as “Stormwater Best Management Practices” that include implementation on public lands. Recommended techniques include bio-retention, rainwater harvesting, installation of green roofs and use of permeable pavements and grass and dry swales.

Section 4.0 Soft Landscape Material

Outlines policies related to promoting biodiversity, improving air quality, and reducing the urban heat island effect, and increasing the aesthetic value within the overall area. Recommending the use of soft landscape materials including new trees and native vegetations.

Section 5.0 Pedestrian and Cycling Comfort

Provides guidelines pertaining to Pedestrian Walkways, Pedestrian Comfort, and Bicycle Sharing. Recommending connections between building entries and pedestrian paths, transit stops and parking areas, as well as providing shade trees along pedestrian pathways and within amenity spaces, and providing secure weather-protected bicycle parking areas within development sites.

Section 6.0 Exterior Building Design

Focuses on exterior building design through policies around Bird Friendly Glazing and Site Building Lighting. For further details refer to page 10 Section 6.0 of the GDS Standards.

Section 7.0 LEED-NC Requirements

Describes the City of Mississauga's LEED-NC requirements in which development applicants are requested to achieve LEED Silver certification for New Construction.

Development Response

The Sheridan Master Plan achieves the sustainability and environmental goals as set out in the Green Development Standards through Stormwater Management Best Practices by increasing biodiversity through the greening of the site, promoting a pedestrian and bicycle-friendly environment and by incorporating urban design best practices into site and building design.

The Master Plan establishes a green network that weaves through the Subject Site and around the site's perimeter, forming connections to the existing urban and natural landscape surrounding the Subject Site. In addition, the green network augments the natural landscape and respects the existing conditions surrounding the Subject Site. The proposed parks, green and open spaces, green networks and connections, green roofs, and vegetation throughout the Subject Site work to retain stormwater on-site and allow controlled infiltration over longer periods of time, alleviating pressures on municipal storm infrastructure.

The Proposed Developments in Zones A and G also provide landscaped areas and tree plantings (refer to architectural plans prepared by Dunpar 2019 & 2021) to increase retention and infiltration areas on-site.

The Master Plan proposes new internal street connections, a green network and a series of green nodes throughout the Subject Site to improve pedestrian and cycling comfort, safety and connectivity. The green network provides pedestrian connections throughout the site and into the landscape surrounding the Subject Site, including natural areas.

The Master Plan outlines proposed pedestrian pathways and gateways to increase pedestrian comfort and encourage pedestrian-oriented active mobility. The buildings in Zones A and G provide wide sidewalks, tree plantings for shade, and a publicly-accessible park that together promote active forms of transportation and connections to the natural environment.

The Sheridan Master Plan maximizes pedestrian connections throughout the site and into surrounding areas and provides landscaping treatments and site greening that promotes biodiversity and natural methods of stormwater retention and infiltration.

5.3 Reimagining the Mall Directions Report (May 2019)

The Reimagining the Mall Directions Report provides a planning framework for the long term evolution of five nodes attached to indoor shopping centres. The vision of the report states that mall-based nodes will continue to be community focal points anchored by retail, community facilities, higher density housing forms and transit accessibility.

As development occurs in these areas, these nodes will evolve into healthy sustainable complete communities.

Section 5.4 Sheridan Community Node provides a demonstration plan for the Sheridan Community identifying a “transit-oriented retail reconfigured around a new central open space and community hub”.

The few key features of the Sheridan Community Node are:

- The Sheridan Community Hub is the “greenest” of the five nodes, incorporating principles of sustainable growth, urbanism and green building technologies.
- Greening elements include Sheridan Trail Greenway, green streets, an urban park, and a signature landscape gateway at the entry point from the highway.
- Predominantly mid-rise buildings with taller buildings marking the Queen Elizabeth Gateway.
- Infill development opportunities in the tower

neighbourhood on Roche Court and redevelopment of commercial properties along Erin Mills Parkway.

Development Response

The Sheridan Master Plan provides a framework that leverages and enhances the existing Sheridan Centre, maintaining the existing community services and retail spaces within the mall while providing higher density housing in the form of mid-rise and tall buildings set on appropriately-scaled podiums. The Master Plan maximizes transit accessibility to and from the site and introduces a green approach to built form and the public realm design on the Subject Site.

The Master Plan contributes to the vision of the Sheridan Community Node as the “greenest” of the five Community Nodes by providing green networks and connections, green open spaces, green nodes, a landscape ramp leading to the green roof and park, and pedestrian pathways and gateways with enhanced landscaping treatments.

The Master Plan meets the general intent and objectives of the Demonstration Plan as illustrated in the Reimagining the Mall Directions Report for the Sheridan Mall. The Demonstration Plan included in the OPA 115 municipal report represents one possible option for the redevelopment of the Sheridan Centre that could satisfy the policies of the OPA 115 and should not be considered the only option for achieving the objectives of the policies.

The Proposal represents an alternative option to achieve the goals and directions of OPA 115, while also including key principles from the Demonstration Plan, including but not limited to the following interventions:

- Incorporating green roofs;
- The establishment of a green loop;
- Landscaping treatments and additional pedestrian access points;
- The re-landscaping of the Dunpar Licensed Lands into a POPS; and
- Providing additional green space on site to prioritize sustainability and green development.



Streets and Blocks (Mississauga Reimagining the Mall Report, 2021)

Public and Community Places (Mississauga Reimagining the Mall Report, 2021)



Built Form (Mississauga Reimagining the Mall Report, 2021)

Mix of Uses and Retail Concept (Mississauga Reimagining the Mall Report, 2021)

6.0 Conclusion

The Sheridan Centre Master Plan provides an urban design vision that respects and responds to the existing site condition and the surrounding context, but also adds mixed-use density, extensive landscaped areas, an active mobility network of pathways, and new pedestrian-oriented streets to an underutilized lot.

Through the use of urban design best practices, the Master Plan incorporates a built form pattern that appropriately addresses and is supportive of the urban design-related policies of the Mississauga Official Plan. The Master Plan enhances the existing site by proposing a series of public realm design interventions including the addition of new pedestrian and vehicular connections, as well as a new green network that weaves through the site and along the perimeters, enhancing connections into the surrounding context and contributing to the green nature and character of the area. The Plan proposes mid-rise and tall buildings

sited in appropriate locations to preserve privacy and access to sunlight and views. Architectural treatments, building massing, and the use of appropriately scaled base building podiums introduces a new built form into the area, while respecting and enhancing the existing urban condition and public realm.

The Master Plan introduces additional housing, retail, and landscaped open green spaces to the Subject Site, transforming the site into a complete mixed-use community where residents can live, work, shop, and play.

From an urban design perspective, the Master Plan presents an appropriate and desirable direction for the Subject Site, represents good urban design practice, and can inform the future redevelopment and build out of the larger Community Node area in future years.

