
PLANNING JUSTIFICATION REPORT

IN SUPPORT OF

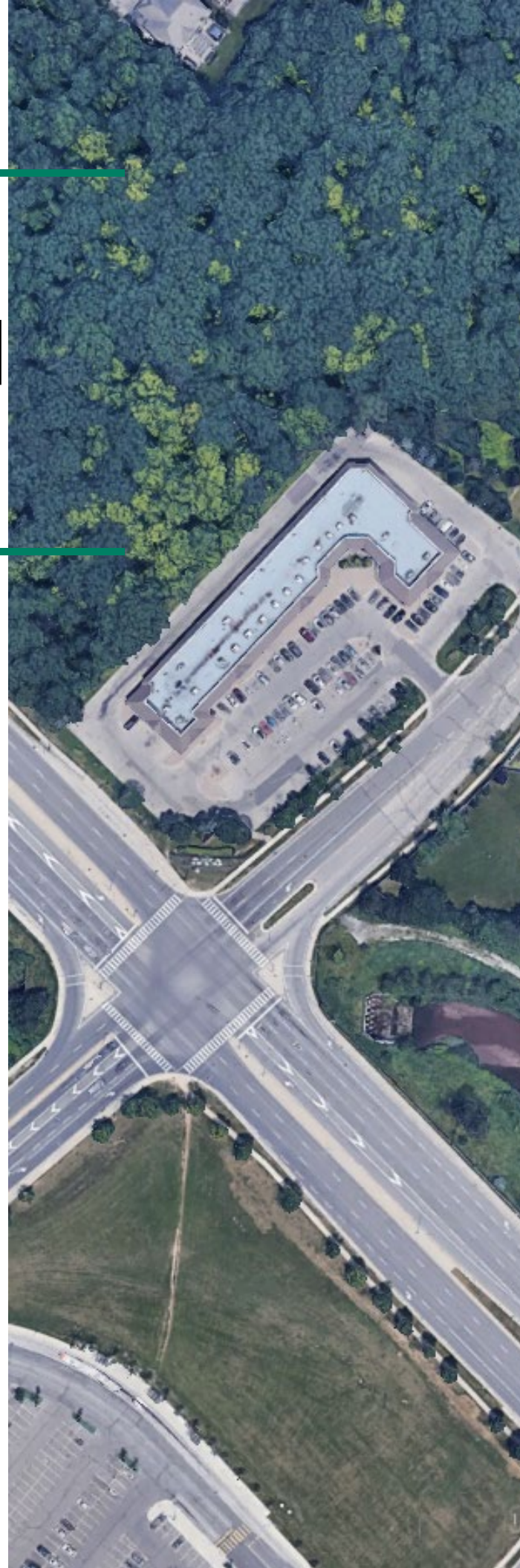
OFFICIAL PLAN
AMENDMENT & ZONING
BY-LAW AMENDMENT
APPLICATIONS

PREPARED FOR

Starmont Estates Inc.

2555 Erin Centre Boulevard
City of Mississauga
Regional Municipality of Peel

December 2024
GSAI File # 1484 – 004



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Planning Justification Report
Starmont Estates Inc.
Official Plan Amendment & Zoning By-law Amendment
2555 Erin Centre Boulevard
City of Mississauga

1 / INTRODUCTION

Glen Schnarr & Associates Inc. ('GSAI') has been retained by Starmont Estates Inc. (the 'Owner') to assist with planning approvals to implement redevelopment of the lands municipally known as 2555 Erin Centre Boulevard, in the City of Mississauga (the 'Subject Lands' or 'Site'). The Subject Lands are located on the north side of Erin Centre Boulevard, east of Erin Mills Parkway and is legally described as:

BL 116, PL 43M856; City of Mississauga

The Site is currently improved with a local retail plaza comprised of a low-rise multi-tenant structure and surface parking areas. This Planning Justification Report ('PJIR' or 'Report') has been prepared on behalf of the Owner in support of a Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA', or collectively, the 'Amendments') application to facilitate redevelopment of the Subject Lands. More specifically, the proposed development is to facilitate a high-quality, compact, mixed-use development that sensitively integrates with the surrounding context. The proposed Amendments have been prepared to implement more contextually appropriate development, in an appropriate location, than current local policy allows.

This Report demonstrates that the proposal and corresponding Amendments serve to implement the Provincial, Regional and local policy directions which support compact development in proximity to transit services, amenities and services. This Report also demonstrates that the in-effect permissions provided by the Mississauga Official Plan ('MOP') and the City of Mississauga Zoning By-law 0225 – 2007 ('By-law 0225-2007') are outdated. Finally, this Report outlines the nature of the proposed development and presents a comprehensive assessment and justification for the proposed changes to the MOP and By-law 0225 – 2007 in relation to the current policy and regulatory framework and existing physical conditions.

1.1 / PROPOSED OFFICIAL PLAN AMENDMENT

The Subject Lands are subject to the Mississauga Official Plan, as amended, are currently identified as being within the Central Erin Mills Neighbourhood Character Area and are currently designated 'Convenience Commercial'. The current Character Area identification and designation reflect existing conditions, but not the proposed development. A site-specific Official Plan Amendment ('OPA') is required.

The proposed OPA seeks to remove the Subject Lands from the Central Erin Mills Neighbourhood Character Area, add the Subject Lands to the Central Erin Mills Major Node Character Area, introduce a new Special Site policy to the Central Erin Mills Major Node Character Area and to redesignate the Site to 'Residential High Density'.

A draft OPA has been prepared and a copy is provided in **Appendix I** of this Report.

This Report presents an analysis of the proposed OPA and demonstrates its consistency and conformity with the Provincial Planning Statement (2024), the Region of Peel Official Plan (2022) and the Mississauga Official Plan (2024).

2 / PROCESS & ENGAGEMENT

1.2 / PROPOSED ZONING BY-LAW AMENDMENT

The Subject Lands are subject to the City of Mississauga Zoning By-law 0225 – 2007 ('By-law 0225 – 2007'), as amended, and are currently zoned as 'Neighbourhood Commercial (C2)'. The current zoning reflects existing conditions, but not the proposed development. A site-specific Zoning By-law Amendment ('ZBA') is required.

The proposed ZBA seeks to re-zone the Subject Lands to the 'Residential Apartment (RA5)' Zone category and implement modified site-specific permissions. More specifically, the ZBA seeks to introduce the following site-specific permissions:

- To permit a range of accessory, complimentary non-residential uses;
- To permit site-specific building envelope standards;
- To permit a site-specific parking standard;
- To permit a site-specific bicycle parking standard;
- To permit a site-specific amenity area standard; and,
- To permit a site-specific landscaping standard.

A summary of the in-effect and requested RA5 zone provisions has been prepared. A copy of this summary, referred to as the 'Zoning By-law Table', has been prepared and a copy is provided in **Section 5.5** of this Report and in **Appendix II** of this Report.

This Report presents an analysis of the proposed ZBA and demonstrates its consistency and conformity with the Provincial Planning Statement (2024), the Region of Peel Official Plan (2022) and the Mississauga Official Plan (2024).

The proposed strategy for consulting with the public with respect to the Application will follow the requirements of the *Planning Act*, as amended, for statutory meetings as well as the City of Mississauga's Official Plan Amendment and Zoning By-law Amendment processes. It is anticipated that the City will host a statutory Public Meeting at the appropriate time. Additionally, Public Notices will be distributed to specified property owners in advance of the statutory Public Meeting and will provide further detail regarding advancements related to the proposed development. This communication program will assist in keeping residents and local stakeholders informed of the planning and redevelopment of the Subject Lands.

We note that to commence the planning process for the Subject Lands, a Development Application Review Committee ('DARC') meeting was held on April 2, 2024 to present a preliminary concept for the Subject Lands and to determine submission requirements. Following this, a Submission Checklist was provided which identified a series of supporting materials necessary for a 'complete' submission. These supporting materials have been prepared and are provided under separate cover. See **Section 4.2** of this Report for further detail.

We further note that an informal Community Meeting was held in November 2024, in collaboration with Councillor Butt. This Community Meeting enabled the Project Team to share a preliminary concept for the Subject Lands with community members and receive preliminary feedback, including areas of concern, with the benefit of supporting technical studies being underway. The feedback received from this Community Meeting, along with feedback from City, Regional and Agency Staff received from the technical review, will be considered by the Project Team and may inform future revisions to the proposed development.

3 / SITE & CONTEXT

This Section of the Report provides an analysis of the Subject Lands in relation to the surrounding Central Erin Mills community.

3.1 / SITE CONTEXT

As demonstrated in **Figure 1** on the next page, the Subject Lands are located on the north side of Erin Centre Boulevard, east of Erin Mills Parkway.

The Subject Lands have an area of approximately 1.01 hectares (2.5 acres), with a frontage of approximately 59 metres along Erin Mills Parkway and a frontage of approximately 129.5 metres along Erin Centre Boulevard.

The Site is generally flat. It is also currently improved with a local retail plaza comprised of a low-rise, multi-tenant commercial structure and surface parking areas. Access is provided via two (2) driveways off Erin Centre Boulevard and drive aisles internal to the Site. There are also existing sidewalks along Erin Centre Boulevard and Erin Mills Parkway.

3.2 / AREA CONTEXT

The Subject Lands are located within the Central Erin Mills community of the City. Surrounding land uses are as follows:

NORTH

An established forested area and City Park, referred to as Erin Woods, is immediately north. Further north is FB McFarren Memorial Park and a segment of the established Streetsville Neighbourhood predominantly comprised of low-rise residential built forms.

SOUTH

Erin Centre Boulevard is immediately south. Further south are Stormwater Management ('SWM') ponds, an evolving mixed-use development comprised of tall structures and Eglinton Avenue West. A segment of the established Central Erin Mills Neighbourhood comprised of low-rise residential built forms is to the southeast.

WEST

Erin Mills Parkway is immediately west. Further west is a forested area, a public park (Quenippenon Meadows Community Park), John Fraser Secondary School and a cluster of three (3) tall apartment structures. Erin Mills Town Centre and a series of tall apartment structures along the southern edge of Eglinton Avenue West are to the southwest,

EAST

A segment of Erin Woods is immediately east. Further east is a segment of the Central Erin Mills Neighbourhood comprised of low-rise residential dwellings.

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FIGURE

1

AERIAL CONTEXT PLAN

CITY OF MISSISSAUGA

LEGEND

Subject Lands

2555 ERIN CENTRE BOULEVARD,
BLOCK 116, PLAN 43M856
CITY OF MISSISSAUGA,
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
DECEMBER 11, 2024

3.3 / SURROUNDING DESTINATIONS

As demonstrated on **Figure 2** on the next page, the Subject Lands are well-served by a multitude of recreational and commercial amenities. There are several parks and greenspaces located within a comfortable walking distance of the Subject Lands, including Erin Woods Park, Quenippenon Meadows Park and Forest Hill Park. The Site is also located within proximity of retail areas along the Eglinton Avenue West corridor. This retail area includes a diversity of uses which support the day-to-day needs of residents.

As such, residents are able to easily transfer to a variety of routes, providing residents with easy, convenient access to various destinations and areas of Mississauga and beyond.

In addition to the above-noted existing transit services, the Subject Lands are approximately 200 metres northeast of the Erin Mills Town Centre Bus Terminal and approximately 1,000 metres north of the Erin Mills Station along the Mississauga Transitway network. The Mississauga Transitway, which is present adjacent to Highway 403, provides dedicated bus transit services in an easterly/westerly direction between Highway 407 in the west and Renforth Drive in the east. The Transitway enables connectivity across Mississauga and beyond.

3.4 / TRANSIT CONTEXT

As demonstrated in **Figure 3** on page 7, the Subject Lands are well-served by transit services. A summary of these transit services is provided below.

LOCAL PUBLIC TRANSIT

The Subject Lands are serviced by an existing bus route (Route 9) operated by Mississauga Transit ('MiWay'). Route 9 (Rathburn) has an existing bus stop adjacent to the Subject Lands, at the northwest quadrant of Erin Mills Parkway and Erin Centre Boulevard. Route 9 has a service frequency of approximately 20 minutes and operates between the Churchill Meadows Community Centre bus terminal and the City Centre Transit Terminal.

Additional existing bus routes operate in the surrounding area. Collectively, the Subject Lands are located within a comfortable walking distance of various existing bus routes. Residents are able to easily access street-level transit services.

REGIONAL PUBLIC TRANSIT

The Streetsville GO Station, located approximately 1.4 kilometres northeast of the Subject Lands, is on the Milton GO Transit Line (Route 21) with service to Downtown Toronto. Route 21, operated by Metrolinx, has a service frequency of approximately 40 minutes during the a.m. and p.m. peak periods, Monday to Friday. We note that there is no train service on Route 21 during the off-peak periods, on weekends nor on holidays.

Based on the above, the Subject Lands are connected by existing regional transit networks. This will be further enhanced by the planned all-day service extension of GO Transit service along the Milton GO Transit Line corridor. Transit connectivity will be further enhanced by the planned Highway 407 Transitway. When complete, the Highway 407 Transitway network will further enhance the ability for residents to easily transfer to a variety of inter-regional areas and destinations.

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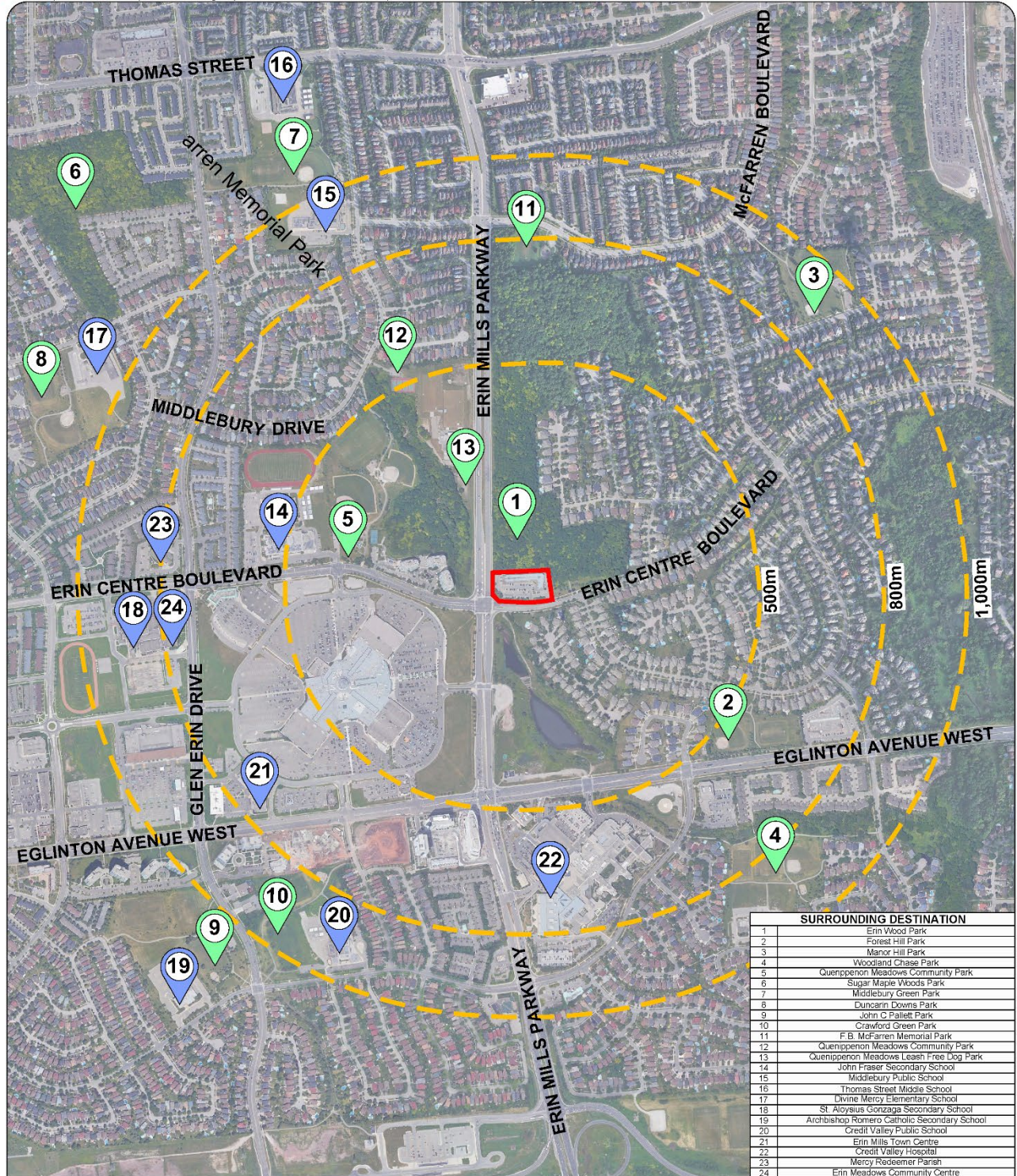


FIGURE 2
SURROUNDING CONTEXT PLAN
CITY OF MISSISSAUGA

LEGEND

- Subject Lands
- Parks & Open Spaces
- Institutional Uses
- Buffer Limits (500m, 800m, 1,000m)

2555 ERIN CENTRE BOULEVARD,
BLOCK 116, PLAN 43M856
CITY OF MISSISSAUGA,
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
DECEMBER 11, 2024

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FIGURE

3

TRANSIT CONTEXT PLAN

CITY OF MISSISSAUGA

LEGEND

- Subject Lands
- Miway Route 35
- Miway Route 48
- Miway Route 13
- Miway Route 9
- - - GO Transit Route 21
- D Bus Terminal

2555 ERIN CENTRE BOULEVARD,
BLOCK 116, PLAN 43M856
CITY OF MISSISSAUGA,
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
DECEMBER 11, 2024

ROAD NETWORK

Erin Centre Boulevard is classified as a 'Major Collector' with an ultimate Right-of-Way ('ROW') width of 26 metres specified by the in-effect Mississauga Official Plan ('MOP'). Erin Mills Parkway is classified as a 'Regional Arterial' with an ultimate ROW width of 45 metres. The Subject Lands are surrounded by and have frontage on Erin Centre Boulevard and Erin Mills Parkway. The current approximate widths of these are 31.0 metres and 46.6 metres, respectively.

Additionally, Erin Mills Parkway is identified as a 'Corridor' and 'Transit Priority Corridor' by the in-effect MOP. These classifications recognize that Erin Mills Parkway is to incorporate transit connections and an urbanized streetscape character.

3.5 / SURROUNDING DEVELOPMENTS

Ward 10 has several active and recent development applications that are supporting reinvestment and revitalization of Central Erin Mills community and its surrounding areas, **Figure 4** on page 10 illustrates where development approvals and active applications in the surrounding area. **Table 2** below summarizes those applications illustrated on Figure 4.

Table 2 \ Surrounding Developments

ADDRESS	NO. OF UNITS	DENSITY	HEIGHT	NOTES
2475 Eglinton Avenue West	911	3.4 FSI	11, 15, 25 storeys	<p>Referred to The Kith and Kindred Condominiums, this evolving development is to be comprised of three (3) structures of varying heights (11, 15 and 25 storeys). Overall, the development will introduce a range and mixture of ownership residential units and a retirement residence. The development is organized around a central landscaped plaza and open spaces</p> 
2520 - 2560 Eglinton Avenue West	963		19, 25, 25 storeys	<p>The lands were developed with a compact, mixed-use development comprised of three (3) structures of varying height (19, 25 and 25 storeys). The structures are referred to as The Arc (19 storeys, 2520 Eglinton Avenue West), The West Tower (25 storeys, 2560 Eglinton Avenue West) and Skyrise Rentals (25 storeys, 2550 Eglinton Avenue West). A collection of 3-storey townhouses, referred to as 'Parc Towns' are also provided along the southern property line. The development is organized around a central landscaped plaza and a fine-grain private road network</p> 

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FIGURE 4 SURROUNDING DEVELOPMENTS

CITY OF MISSISSAUGA

LEGEND



Subject Lands

2555 ERIN CENTRE BOULEVARD,
BLOCK 116, PLAN 43M856
CITY OF MISSISSAUGA,
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
DECEMBER 11, 2024

Table 2 \ Surrounding Developments

ADDRESS	NO. OF UNITS	DENSITY	HEIGHT	NOTES
4655, 4675 Metcalf Avenue	409		21, 22 storeys	<p>Referred to as Erin Square, the development is comprised of two (2) tall (21, 22 storey) apartment structures connected by a 2-storey podium containing amenity areas and a principal lobby</p> 
4879 – 4889 Kimbermount Avenue & 4850 Glen Erin Drive	610		18, 19, 19 storeys	<p>Referred to as Papillon Place, the development is comprised of three (3) tall apartment structures of varying heights (18, 19 and 19 storeys). A range of ownership residential units of varying size and configurations are provided across the structures. The structures are also organized around landscaped open spaces</p> 
5100 Erin Mills Parkway				<p>A forthcoming development application is being prepared for a segment of the existing Erin Mills Town Centre property. More specifically, the development will introduce compact, tall apartment structures on a portion of the perimeter mall area, located in the southeast quadrant of Glen Erin Drive and Erin Centre Boulevard. This development would be one phase of a broader development vision for the entire Erin Mills Town Centre property</p>

4 / PROPOSAL

This Section of the Report provides a summary of the proposed development and the supporting studies.

4.1 / THE PROPOSAL

The proposed development is the result of careful planning and design undertaken by the Project Team, including consideration of the Provincial, Regional and local policy frameworks for managing and directing growth, and the evolving physical landscape of Mississauga and the Central Erin Mills community context.

The proposed development contemplates two (2) structures (Block 'A' and Block 'B') of varying height (see rendering on the right), organized around a central landscaped courtyard, a fine-grain private road and public realm enhancements (see **Figure 5**). Overall, the proposed development is to have a total gross floor area ('GFA') of approximately 69,297 square metres (745,630 square feet), resulting in a density of approximately 6.83 Floor Space Index ('FSI'). Of this, approximately 1,080 square metres (11,629 square metres) is non-residential GFA, while the balance is residential GFA.

Block 'A' is positioned in the western quadrant of the Site, fronting onto and addressing the Erin Mills Parkway corridor. It is a terraced structure with two (2) point tower components of varying height, connected by a shared 7-storey podium. Overall, the proposed structure features a terraced built form with a 27-storey point tower component along the Site's Erin Mills Parkway frontage and a 24-storey point tower component, fronting onto the proposed private road. The terraced built form is achieved through the provision of stepbacks above the 4th and 7th levels of the shared podium.

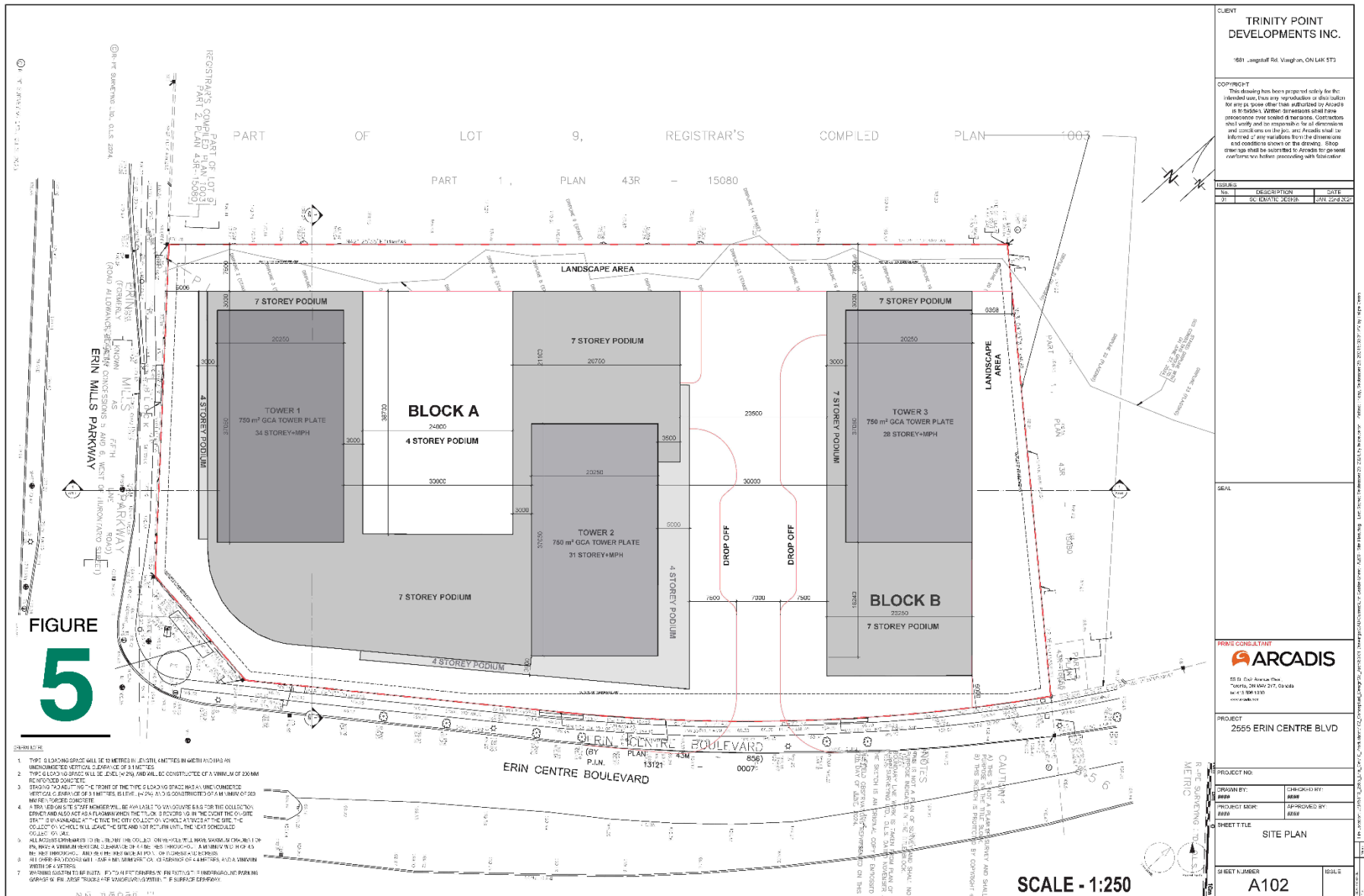


View of the proposed development (image provided by Arcadis)

A mixture and range of grade-related, non-residential uses are to be provided and positioned to frame the Erin Mills Parkway and Erin Centre Boulevard street edges (see rendering below). These units have been strategically positioned to enable the units to open onto and address the public realm, while also providing direct pedestrian connections. Furthermore, the shared podium structure that connects the two (2) point tower components is to feature an integrated 4-storey parkade structure along the northern property line.



View of the proposed Erin Mills Parkway and Erin Centre Boulevard intersection (image provided by Arcadis)



The parkade structure is visually screened by lobby areas and residential units within the podium. A visible residential lobby, indoor amenity areas, shared servicing areas and residential dwelling units are also to be provided within the podium. A rooftop outdoor amenity area is to be provided above the 4th level and above the 7th level. A series of generous balconies are also to be provided, enabling residential units to have additional private amenity areas.

Block 'B' is positioned in the eastern quadrant of the Site, east of Block 'A'. It features a terraced built form, with a 21-storey point tower component rising above a 7-storey podium. The podium includes a visible residential lobby, indoor amenity area, shared servicing area and residential uses. A rooftop outdoor amenity area is to be provided above the 7th level.

A variety of landscaped open spaces and amenity areas are to be provided. This includes a central, landscaped outdoor courtyard, an at-grade outdoor amenity area that is visually connected to the adjacent indoor amenity area along the eastern property line, landscaped open spaces, outdoor private terraces and rooftop outdoor amenity areas. We highlight that where rooftop outdoor amenity areas are contemplated, these areas have been strategically located to be directly accessible and visible from the adjacent indoor amenity areas.

Landscaping and streetscaping enhancements are to be provided. This includes streetscape treatments along the Site's frontages so that high-quality, inviting, pedestrian-oriented environments and active street frontages are provided. A network of pedestrian pathways and public sidewalks is also to be provided in order to facilitate safe, comfortable and convenient access across the Site and beyond.

A total of 1,022 residential dwelling units of varying size and configurations are to be provided. A mixture of one-bedroom and two-bedroom configurations are proposed, providing greater housing choice and options for households of varying size, income levels, life stages and lifestyle preferences.

1,146 shared parking spaces are to be provided via a combination of the 4-storey parkade and a 4-level below-grade parking structure. Secure bicycle parking spaces are also to be provided within the podium and within the parking structure. Integrated, shared loading spaces are to be provided within Block 'A' and Block 'B'. Collectively, the loading spaces are to be integrated within the proposed podiums and are accessible from the private road network to be provided. The private road network is to be extended from Erin Centre Boulevard.

A pedestrian drop-off area, access to the shared loading spaces, access to the parkade structure and access to the below-grade parking structure are to extend from the private road network.

Overall, the proposed development has been designed to integrate with the surrounding community and serves as a natural, logical extension of the Central Erin Mills community context. This includes consideration being given to the existing and proposed built form in the surrounding area as well as the evolving policy framework and the development vision established by the Mississauga Official Plan and the Reimagining the Mall initiative. The proposed development has, to the greatest extent possible, been designed and planned to provide an appropriate interface with and transition to the surrounding area.

The components of the proposed development are identified in **Table 2** below.

Table 2 / Summary of Proposed Development Statistics

DEVELOPMENT CHARACTERISTIC	DESCRIPTION
Net Development Area	1.01 hectares (2.5 acres)
Proposed Gross Floor Area ('GFA')	69,297 square metres (745,630 square feet)
<i>Residential GFA</i>	68,217 square metres (734,001 square feet)
<i>Non-Residential GFA</i>	1,080 square metres (11,629 square feet)
Proposed Density	6.83 FSI
Existing Non-Residential GFA	1,858 square metres (20,000 square feet)
Proposed Building Heights	
<i>Building 'A'</i>	34 storeys, 115 metres
<i>Building 'B'</i>	31 storeys, 105 metres
<i>Building 'C'</i>	28 storeys, 95 metres
Proposed Dwelling Units	1,022
Proposed Parking Spaces	1,146 shared spaces
Proposed Loading Spaces	3 spaces
Proposed Amenity Areas	4,695.1 square metres (50,537.64 square feet)
<i>Indoor Amenity Areas</i>	2,060.2 square metres (22,175.8 square feet)
<i>Outdoor Amenity Areas</i>	2,634.9 square metres (28,458.7 square feet)

4.2 / SUPPORTING STUDIES

In order to ensure the proposed development fully addresses all policy and technical requirements, a number of required supporting studies have been completed and are provided under separate cover. These include the following:

- An Arborist Report, prepared by Strybos Barren King;
- An Environmental Impact Study ('EIS'), prepared by SCS Consulting;
- A Functional Servicing and Stormwater Management Report, prepared by SCS Consulting;
- A Geotechnical Report, prepared by Grounded Engineering;
- A Housing Report, prepared by GSAI;
- A Hydrogeological Assessment, prepared by Grounded Engineering;
- A Noise Feasibility Study, prepared by Valcoustics Canada Ltd.;
- A Parking Justification Study, prepared by LEA Consulting;
- A Pedestrian-Level Wind Study, prepared by Theakston Environmental;
- A Phase One Environmental Site Assessment, prepared by Grounded Engineering;
- A Phase Two Environmental Site Assessment, prepared by Grounded Engineering;
- A Streetscape Feasibility Study, prepared by SCS Consulting and Strybos Barren King;
- A Sun Shadow Study, prepared by Arcadis
- A Transportation Impact Assessment, prepared by LEA Consulting;
- An Urban Design Study, prepared by Arcadis, Strybos Barren King and GSAI; and,
- A Waste Management Plan, prepared by GHD.

A summary of the above-noted supporting studies is provided below.

Arborist Report

An Arborist Report ('Report') has been prepared by Strybos Barren King ('SBK') and is provided under separate cover. The Report was undertaken to inventory each tree on the Subject Lands and within 6 metres as well as assess the potential impact to trees as a result of the proposed development.

Overall, the Report inventoried the location, condition and species of each tree located on and within six (6) metres of the Site. It was determined that there are seventy-six (76) trees situated on the Subject Lands or within 6 metres and within the City of Mississauga Right-of-Ways. Based on an assessment of the proposed development, a total of 43 trees are recommended for removal. Finally, the Report recommends that seventy-two (72) replacement tree plantings be provided.

Environmental Impact Study

An Environmental Impact Study ('EIS') has been prepared by SCS Consulting and is provided under separate cover. The EIS was undertaken to assess the potential impact to the adjacent natural area as a result of the proposed development and to evaluate the appropriateness of the development buffer to the natural area.

Overall, the EIS found that the natural area is adjacent to the Subject Lands and as such, development is not contemplated within the limits of the natural area. The Report also concluded that the proposed above- and below-grade setbacks contemplated are of sufficient width to preserve and protect the natural feature. Finally, the EIS concludes that the proposed development is appropriate.

Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report ('FS-SWM') Report has been prepared by SCS Consulting and is provided under separate cover. The FS – SWM Report was undertaken to analyze existing servicing infrastructure and capacities in order to identify a servicing scheme for the proposed development. It also

identifies a contextually appropriate stormwater management scheme for the proposed development.

Overall, the FS – SWM Report found that municipal services (water and wastewater) are available and capable of accommodating the proposed development, subject to upgrades.

With regards to stormwater management, an underground stormwater tank was found to be required to accommodate on-site storage. A range of other contextually appropriate low impact design features are also highlighted. The Report concludes that the proposed development is appropriate from a functional servicing and stormwater management perspective.

Geotechnical Report

A Geotechnical Report ('Report') has been prepared by Grounded Engineering and is provided under separate cover. The Report was undertaken to assess the subsurface conditions of the Site and provide recommendations for implementation of the development. Overall, the Report found that the existing subsurface conditions are suitable and through implementation of the recommended construction techniques, the proposal is appropriate.

Housing Report

A Housing Report ('Report') has been prepared by GSAI and is provided under separate cover. The Report was undertaken to assess the proposed development and its ability to be consistent with and conform to in-effect Provincial, Regional and local housing-related policy frameworks. Overall, the Report found that the provision of one- and two-bedroom units is appropriate, supports the Provincial and local policy objectives of encouraging housing choice and complete communities and is consistent with and conforms to the in-effect housing-related policy frameworks.

Hydrogeological Assessment

A Hydrogeological Assessment ('Assessment') has been prepared by Grounded Engineering and is provided under separate cover. The Assessment was undertaken to assess subsurface conditions and provide recommendations for accommodating the proposed development. Overall, the Assessment determined that the Site has favourable subsurface conditions and a series of site-specific construction considerations are recommended. Opportunities to further explore the feasibility and implementation of the recommendations will be undertaken during future planning processes.

Noise Feasibility Study

An Environmental Noise Feasibility Study ('Study') has been prepared by Valcoustics Canada Ltd. and is provided under separate cover. The Study was undertaken to assess the potential noise sources that may impact the proposed development and recommend mitigation measures. Overall, the Study found that the proposed development is feasible with the integration of noise control measures, as outlined in Sections 4.3 and 5 of the Study.

Pedestrian-Level Wind Study

A Pedestrian-Level Wind Study ('Study') has been prepared by Theakston Environmental and is provided under separate cover. The Study was undertaken to assess whether uncomfortable wind conditions would exist as a result of the proposed development and recommend appropriate mitigation measures. Overall, the Study found that the proposed development will achieve comfortable conditions year-round, with localized uncomfortable conditions in the winter season. To address these potential uncomfortable wind conditions, a series of mitigation strategies are outlined in Section 5.4 of the Study and these mitigation strategies have been incorporated into the proposed design.

Phase 1 and 2 Environmental Site Assessments

A Phase One Environmental Site Assessment and a Phase Two Environmental Site Assessment ('ESA') have been prepared by Grounded Engineering and are provided under separate cover. The ESAs were undertaken to assess the environmental condition of the Subject Lands, including whether any Potentially Contaminating Activities ('PCAs') may be present on the Subject Lands as well as whether there were any Areas of Potential Environmental Concern ('APECs') due to the presence of PCAs on the Site or within 250 metres.

Overall, the ESAs found the Site was previously used for agricultural purposes prior to 1989. Then in 1989 the current commercial retail plaza was developed. Given the past uses of the Site, five (5) PCAs and five (5) APECs were identified. Based on a further analysis of the Site, the Phase Two ESA concludes that no exceedances were found in the soil or groundwater on the Site. Given this, a risk assessment is not warranted. Given the proposed development contemplates a change in use from a commercial land use category to a residential land use category, a future Record of Site Condition will be required. A future Record of Site Condition will be filed with the Ministry.

Sun Shadow Study

A Sun Shadow Study ('Study') has been prepared by Arcadis and is provided under separate cover. The Study was undertaken to assess the shadow impacts and sun access factor of the proposed development on the nearby context and if required, provided recommendations for mitigation. Overall, the Study found that the proposed development is appropriate and that an appropriate sun access factor is achieved.

Transportation Impact Study

A Transportation Impact Study ('TIS') has been prepared by LEA Consulting Ltd. and is provided under separate cover. The TIS was undertaken to assess the traffic impacts of the proposed development on the nearby road network and if required, provided recommendations for

enhancement. The TIS also analyzed the proposed parking, bicycle parking and loading spaces as well as reviewed the site circulation pattern. Finally, the TIS analyzed and includes recommendations for potential Transportation Demand Management ('TDM') measures.

Overall, the TIS found that there is sufficient capacity in the surrounding road network to accommodate the traffic generated by the proposed development. It also found that the proposed site circulation patterns are appropriate and desirable. It is also found that the proposed parking, bicycle parking and loading standards are appropriate to accommodate anticipated user demands. Finally, the TIS provides a series of recommendations in Section 8 on TDM measures.

4.3 / SOCIO-ECONOMIC CONTEXT

As stated throughout this Report, the Subject Lands are located within the Central Erin Mills Neighbourhood Character Area of the City. In order to better understand the anticipated community facility considerations of the proposed development, a review of the recent demographic trends and student pupil generation trends was undertaken. The findings of this review is provided below.

DEMOGRAPHIC CONSIDERATIONS

In accordance with the Census of Population data, as presented by the City of Mississauga, the Central Erin Mills Neighbourhood had the following characteristics between 2016 and 2021:

STATISTIC	DESCRIPTION
2016 Census Population	30,450
2021 Census Population	29,995
2016 Average Household Size	3.0 persons
2021 Average Household Size	3.26 persons

Source: City of Mississauga (2024). *Neighbourhood Comparison Dashboard*.
<https://mississauga.maps.arcgis.com/apps/MapSeries/index.html?appid=bff08f8c66d54463a3679aba79927579> and
 City of Mississauga (2024). *2021 Census Hub*.
<https://storymaps.arcgis.com/collections/7007cee6d1d747f6b5061b53b7c1d7f2?item=1>.

Based on the above, it is apparent that the Central Erin Mills Neighbourhood, similarly to the City of Mississauga as a whole, experienced population decline between the 2016 and 2021 Census of Population periods. Additionally, the average size of households across the Central Erin Mills Neighbourhood remained relatively consistent between 2016 and 2021, at approximately 3 persons per household. Given this average household size, the provision of apartment-style dwelling units will support housing choice for households of varying size, incomes, lifestyles and life stages.

PUPIL GENERATION

While the anticipated pupil generation and school capacity will be determined by the applicable School Boards during the formal Application review process, the Education Development Charges Background Study presents anticipated pupil generation rates for public and catholic schools, based on dwelling unit typologies.

5 / POLICY CONTEXT

In accordance with the pupil generation rates, by dwelling unit type and by Peel Region member community, presented in Tables 4.10.1 and 4-140, the anticipated pupils generated by the proposal would be as follows:

Dufferin-Peel Catholic District School Board

Elementary pupil generation rate for each high-density housing unit – 0.054

Anticipated Elementary students – 55 (rounded to nearest whole number from 55.188)

Secondary pupil generation rate for each high-density housing unit – 0.023

Anticipated Secondary students – 24 (rounded to nearest whole number from 23.506)

TOTAL Anticipated Students – 79

Peel District School Board

Elementary pupil generation rate for each high-density housing unit – 0.103

Anticipated Elementary students – 105 (rounded to nearest whole number from 105.266)

Secondary pupil generation rate for each high-density housing unit – 0.019

Anticipated Secondary students – 19 (rounded to nearest whole number from 19.418)

TOTAL Anticipated Students – 124

Based on the above, the proposed development is anticipated to generate a selection of elementary (JK – 8) and secondary (9 – 12) students. Furthermore, the anticipated school facilities which are to accommodate these students will be determined by the applicable School Board at the appropriate time in the future.

This Section of the Report provides an overview and analysis of the relevant Provincial, Regional and local policies and regulations that apply to the Subject Lands. This Section also provides a rationale for how the proposed development and proposed Amendments align with and serve to better implement the in-effect policy and regulatory framework.

5.1 / PROVINCIAL PLANNING STATEMENT, 2024

The Provincial Policy Statement ("PPS"), 2020 was issued under Section 3 of the *Planning Act*, as amended, and came into effect on October 20, 2024. The PPS provides policy direction on matters of provincial interest related to land use planning and development with the goal of enhancing the quality of life for all Ontarians. The *Planning Act*, as amended, requires that decisions affecting a planning matter be 'consistent with' the policies of the PPS.

Overall, the PPS provides Provincial policy direction related to Building Homes, Sustaining Strong and Competitive Communities (Chapter 2), Infrastructure and Facilities (Chapter 3), the Wise Use and Management of Resources (Chapter 4) and Protecting Public Health and Safety (Chapter 5). When considered together, the PPS strongly encourages developments that provide for long-term prosperity, environmental health and social well-being, while also making the best use of available land, infrastructure and resources as well as facilitating economic growth.

An analysis of the applicable PPS policies that apply to the Subject Lands and how the proposed development, together with the corresponding Amendments, are consistent with these policies is provided below.

2 / Building Homes, Sustaining Strong and Competitive Communities

Chapter 2 of the PPS contains policy directions meant to guide how growth and development is to be managed. This is achieved by directing growth to appropriate locations. The following policies apply.

2.1. Planning for People and Homes

'2.1.6. Planning authorities should support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
- c) improving social equity and overall quality of life for people of all ages, abilities and incomes, including equity-deserving groups.'*

The proposal supports the Provincial objectives for complete communities in the following ways:

- by proposing higher density development on lands that are currently underutilized given the current use as a low-rise commercial retail plaza and surface parking areas;
- by locating a mixture of residential and employment-related uses, including but not limited to a broad range of retail and service-oriented non-residential units, within the City of Mississauga, on a site designated for

redevelopment and intensification by both the Region of Peel Official Plan and the Mississauga Official Plan;

- by introducing more than 1,000 residential dwelling units of varying size and configurations in an area well-served by surrounding uses and transit networks; and,
- by introducing development forms that will support multimodal transportation options.

2.2. Housing

'2.2.1. Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- b) permitting and facilitating:*
 - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic and employment opportunities; and*
 - 2. all types of residential intensification, including development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*
- c) promoting densities for new housing which effectively use land, resources, infrastructure and public service facilities, and support the use of active transportation; and,*

- d) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.'*

As stated above, the Subject Lands are currently improved with a local retail plaza. As such, the Subject Lands have recognized development potential. Overall, the proposal supports the above-noted Provincial housing policy objectives through implementing intensification on the Subject Lands, through the provision of more than 1,000 apartment-style dwelling units of varying size and configurations to support housing options and by facilitating the introduction of high-quality, compact built forms that make efficient use of land, infrastructure and public service facilities. It will also provide for development that includes a mixture and range of uses, at an appropriate location, at an appropriate density, to support transit services and active transportation networks.

2.3. Settlement Areas & Settlement Area Boundary Expansions

In accordance with the PPS, the Subject Lands are located within a Settlement Area. As such, the following policies apply.

- '2.3.1.1. *Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas'*
- '2.3.1.2. *Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*
 - a) *efficiently use land and resources;*
 - b) *optimize existing and planned infrastructure and public service facilities;*
 - c) *support active transportation;*

- d) *are transit-supportive, as appropriate; and,*
- e) *are freight supportive.'*

'2.3.1.3 *Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.'*

'2.3.1.4 *Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.'*

In accordance with Chapter 8, Definitions of the PPS, we highlight that the PPS defines 'Strategic growth areas' as follows:

'means within settlement areas, nodes, corridors, and other areas that have been identified by municipalities to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form.

Strategic growth areas include major transit station areas, existing and emerging downtowns, lands in close proximity to publicly-assisted post-secondary institutions and other areas where growth or development will be focused, that may include infill, redevelopment (e.g., underutilized shopping malls and plazas), brownfield sites, the expansion or conversion of existing buildings, or greyfields, Lands along major roads, arterials or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas.'

Based on the above definition and the Mississauga Official Plan, the Subject Lands can be understood to be within a Strategic Growth Area given it is situated along a Regional Arterial and is to be located within the Central Erin Mills Major Node, a Regionally and locally recognized Strategic Growth Area.

As such, the Subject Lands are an appropriate location to accommodate intensification within a Settlement Area and within a strategic growth area. Additionally, the proposal supports the above-noted Provincial Settlement Area policy objectives through the introduction of compact development at an appropriate location that will make better use of existing infrastructure networks. The proposed massing and scale of development is appropriate and sensitively integrates with the surrounding context and local conditions. The proposal will also further support housing options for current and future residents of the Central Erin Mills community. Finally, the proposal will support achievement of the City of Mississauga intensification targets.

2.4. Strategic Growth Areas

In accordance with the PPS, the Subject Lands are to be located within a Strategic Growth Area. As such, the following policies apply.

'2.4.1.1. Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.'

'2.4.1.2. To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:

- a) to accommodate significant population and employment growth;*
- c) to accommodate and support the transit network and provide connection points for inter-and intra-regional transit;; and*

- d) to support affordable, accessible and equitable housing.'*

'2.4.1.3. Planning authorities should:

- a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;*
- b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form in adjacent areas;*
- c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;*
- e) support redevelopment of commercially-designated retail lands (e.g., underutilized shopping malls and plazas) to support mixed-use residential.'*

As stated above, the Subject Lands are located within a Strategic Growth Area. As such, the proposed development supports achievement of the above-noted Strategic Growth Area policy objectives given the proposal has been planned and designed to facilitate high-quality, compact, mixed-use development that makes efficient use of land, infrastructure and public service facilities. It will also provide for development that includes a mixture and range of uses, at an appropriate location, at an appropriate density, to support transit services and active transportation networks. Finally, the proposed development form and scale has been informed by the surrounding context and will provide for an appropriate transition.

2.9. Energy Conservation, Air Quality & Climate Change

'2.9.1. Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

- a) support the achievement of compact, transit-supportive and complete communities;*
- b) incorporate climate change considerations in planning for and the development of infrastructure...*
- c) support energy conservation and efficiency;*
- d) promote green infrastructure, low impact development and active transportation, protection the environment and improve air quality; and*
- e) take into consideration any additional approaches that help reduce greenhouse gas emissions and building community resilience to the impacts of a changing climate.'*

The proposal and corresponding Amendments have been carefully planned and designed to provide for a compact, transit-supportive, mixed-use development that supports the above-noted energy conservation, air quality and climate change objectives. More specifically and as further discussed in the accompanying Functional Servicing and Stormwater Management ('FS – SWM') Report and Low Impact Design Features Letter, the proposed development has incorporated a range of site-specific sustainable and low impact development strategies, including the provision of additional plantings, retention of the nearby natural area and providing for landscape enhancements in order to respond to a changing climate. Opportunities for the provision of additional low impact design features and strategies will be explored during the future detailed design stage.

3 / Infrastructure & Facilities

Chapter 3 of the PPS contains policy directions meant to guide how infrastructure and facilities are to be managed. This is to be achieved by directing growth to appropriate locations. The following policies apply.

3.2. Transportation Systems.1. Planning for People and Homes

'3.2.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.'

The Subject Lands are well-served by existing transit services, planned transit networks and active transportation networks as further described in Section 3.4 of this Report. More specifically, MiWay operates a number of existing bus routes in the surrounding area and the Site is within a comfortable walking distance of the Erin Mills Town Centre bus terminal. Furthermore, the proposal has been planned and designed to position a compact, transit-supportive, mixed use development in proximity to existing transit infrastructure.

Based on the above, the proposal supports the above-noted transportation policy objectives by facilitating a high-density, mixed-use development that will support current and future transit ridership, the provision of development at a transit-supportive density, the provision of various local employment opportunities, the use of active transportation networks and enable residents and visitors alike to walk to destinations.

3.6. Sewage, Water & Stormwater

'3.6.1. *Planning for sewage and water services shall:*

- a) *accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;*
- b) *ensure that these services are provided in a manner that:*
 - 1. *can be sustained by the water resources upon which such services rely;*
 - 2. *is feasible and financially viable over their life cycle;*
 - 3. *protects human health and safety, and the natural environment, including the quality and quantity of water; and*
 - 4. *aligns with comprehensive municipal planning for these services, where applicable;*
- c) *promote water and energy conservation and efficiency;*
- d) *integrate servicing and land use considerations at all stages of the planning process;'*

'3.6.2 *Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety.'*

As further demonstrated in the accompanying FS – SWM Report, the proposed development will make better use of existing municipal infrastructure services.

Furthermore, the proposal can be serviced by the existing municipal sewage and water systems.

'3.6.8 *Planning for stormwater management shall:*

- a) *be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;*
- b) *minimize, or where possible, prevent or reduce increases in stormwater volumes and contaminant loads;*
- c) *minimize erosion and changes in water balance including through the use of green infrastructure;*
- d) *mitigate risks to human health, safety, property and the environment;*
- e) *maximize the extent and function of vegetative and pervious surfaces; and*
- f) *promote best practices, including stormwater attenuation and re-use, water conservation and efficiency and low impact development; and*
- g) *align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.'*

As demonstrated in the accompanying FS – SWM Report, the proposed development has incorporated a range of sustainable development strategies, including the provision of additional plantings and providing for landscape enhancements. Further opportunities for enhanced stormwater management will be explored during the future, detailed design stage.

3.9 Public Spaces, Recreation, Parks, Trails & Open Space

'3.9.1. Healthy, active and inclusive communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and where practical, water-based resources;*
- d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.'*

The proposed development has been carefully planned and designed to provide for retention and protection of the nearby natural area, as well as the introduction of a series of landscape and public realm enhancements. This includes the provision of rooftop outdoor amenity areas, an at-grade outdoor amenity area, a central landscaped courtyard, landscaped open spaces along the property lines and a vibrant, highly visible and well-planned sidewalk zone along the Site's Erin Mills Parkway and Erin Centre Boulevard frontages.

Overall, the landscaped areas have been planned and designed to provide safe, comfortable and convenient access for residents, visitors and the public to enjoy. As demonstrated in the accompanying Conceptual Site Plan, the landscaped areas have been strategically located to facilitate space for the use and enjoyment of residents and visitors and

to foster social interaction. Furthermore, the proposed development is to provide for a network of public sidewalks and pedestrian pathways that offer safe, comfortable and convenient access across the Site and beyond. Rooftop outdoor amenity areas will also provide opportunities for outdoor enjoyment and social interaction. Finally, active streetscapes are to be provided along the Site's Erin Centre Boulevard, Erin Mills Parkway and private road frontages. Collectively, these will enable the provision of vibrant and inviting, pedestrian-oriented streetscapes, capable of accommodating high pedestrian activity and the daily needs of residents, visitors and community members.

6 / Implementation & Interpretation

Chapter 6 of the PPS contains policy directions meant to guide how land use planning and development decisions are made. More specifically, this Chapter of the PPS contains policy directions which state how the PPS is to be applied in order to ensure that decisions affecting a planning matter are 'consistent with' the PPS.

'6.5. Official plans shall identify provincial interest and set out appropriate land use designations and policies. Official plans shall provide clear, reasonable and attainable policies to protect provincial interests and facilitate development in suitable areas.

In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Planning Statement. The policies of this Provincial Planning Statement continue to apply after adoption and approval of an official plan.'

As further described in Section 5.3 of this Report, the Mississauga Official Plan ('MOP') outlines the land use designations and policies applicable to the Subject Lands. The MOP, as amended, does not provide policy permissions that enable redevelopment and intensification

of the Subject Lands to make better use of available land, resources and infrastructure. The corresponding Official Plan Amendment and Zoning By-law Amendment ('Amendments') seek to introduce site-specific permissions which will facilitate a high-quality, high-density, compact, mixed-use, transit-supportive development that is permitted by Provincial policy, the Region of Peel Official Plan and evolving local policy.

SUMMARY / CONFORMITY STATEMENT

The Provincial Planning Statement ('PPS'), 2024 outlines a series of guiding policies meant to direct land use planning and development across Ontario. As such, the PPS focuses on ensuring growth and development is directed to appropriate locations, with an emphasis on development occurring in areas well-served by transit and infrastructure while not adversely affecting protection of the natural environment.

The above analysis demonstrates that the proposed development and corresponding Amendments conform to the PPS by facilitating development, at an appropriate location within a Strategic Growth Area, that will make better use of existing land, resources and infrastructure. It will also support greater housing options and retention and protection of a natural feature. Based on the above, it is our opinion that the proposal and corresponding Amendments are consistent with the policies of the PPS.

5.2 / REGION OF PEEL OFFICIAL PLAN, 2022

The Region of Peel Official Plan ('ROP') serves as Peel's long-term guiding document for how land use planning and growth is to be managed across the three (3) member municipalities (City of Mississauga, City of Brampton and Town of Caledon).

Overall, the ROP outlines strategies for managing growth and development across Peel up to the year 2051 in accordance with a Regional Structure (Schedule E-1). Schedule E-1 designates the Subject Lands as 'Urban System' (see **Figure 6**).

'Urban System' is a high-level designation intended to accommodate the majority of growth in a manner that supports the ROP's Urban System goals. The Subject Lands' appropriate and desirable location for redevelopment is reaffirmed by its proposed location within the Central Erin Mills Major Node Character Area, a Strategic Growth Area (Schedule E-2) and along Erin Mills Parkway which is a 'Other Rapid Transit Corridor' (Schedule F-1, Rapid Transit Corridor).

For the purpose of this Report, the Regional Council approved Region of Peel Official Plan, as amended by Bills 150 and 162, was reviewed and assessed. We note that in accordance with Bill 185, an analysis of the Region of Peel Official Plan is required to demonstrate the ways in which the proposal and corresponding Amendments conform to the relevant policies of the ROP.

The following is a summary of the Regional policies applicable to the proposed development. An analysis to demonstrate how the proposed Official Plan Amendment and Zoning By-law Amendment work to implement the ROP.

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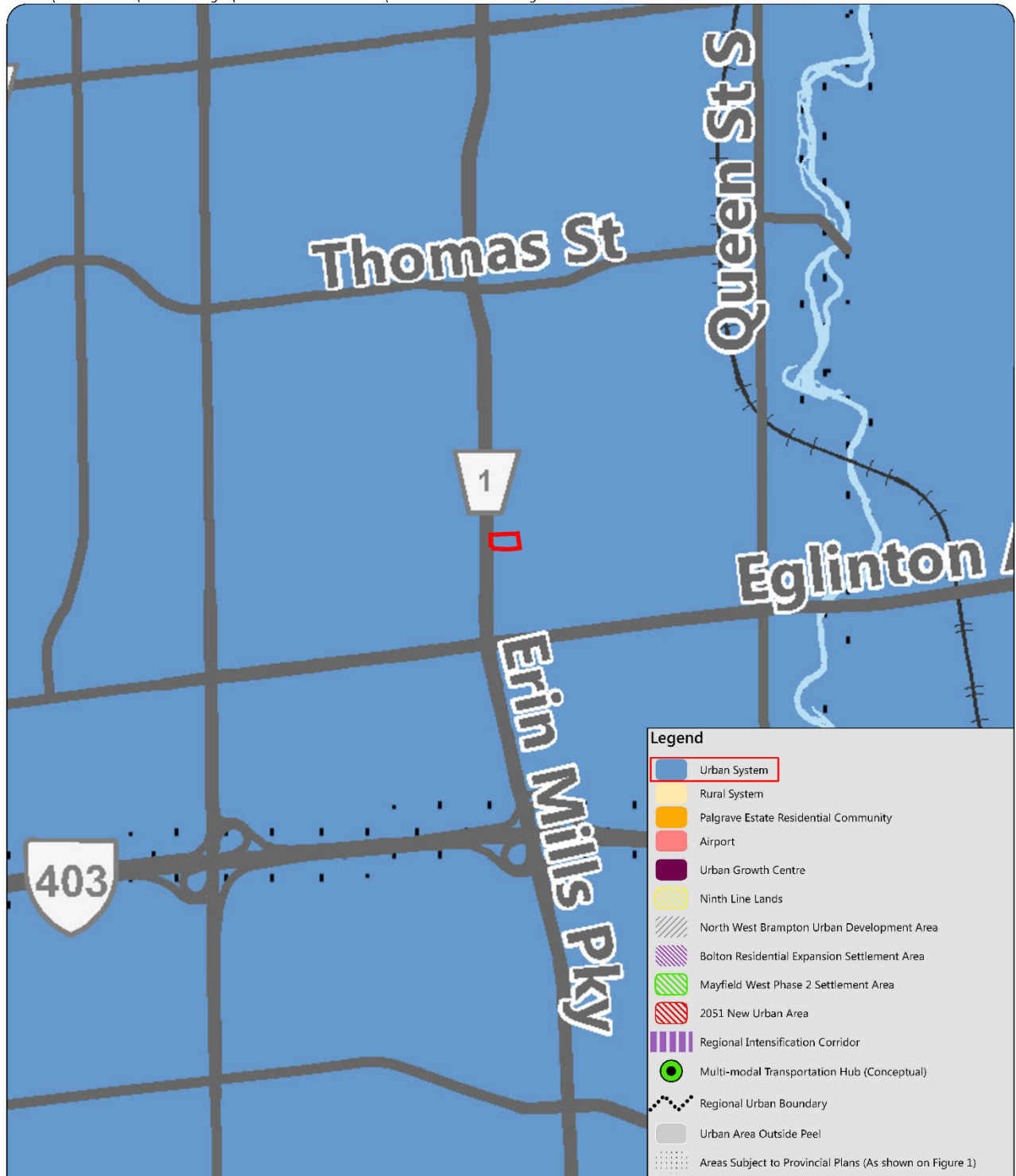


FIGURE 6 REGION OF PEEL OFFICIAL PLAN

SCHEDULE E-1 - REGIONAL STRUCTURE

LEGEND

Subject Lands

2555 ERIN CENTRE BOULEVARD,
BLOCK 116, PLAN 43M856
CITY OF MISSISSAUGA,
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
DECEMBER 11, 2024

5.4 Growth Management

The ROP directs that development and redevelopment is to occur in strategic locations through intensification. As a Site within the Region's Built-Up Area and to be located within a Strategic Growth Area, the following apply.

It is Regional objectives to:

- '5.4.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the Delineated Built-Up Areas through intensification, particularly Strategic Growth Areas such as the Urban Growth Centres, intensification corridors and Major Transit Station Areas.'*
- '5.4.6 To optimize the use of the existing and planned infrastructure and services.'*
- '5.4.18.1 To achieve efficient and compact built forms.'*
- '5.4.18.2 To optimize the use of existing infrastructure and services.'*
- '5.4.18.4 To intensify development on underutilized lands.'*
- '5.4.18.6 To optimize all intensification opportunities across the Region and maximize development within Strategic Growth Areas.'*
- '5.4.18.8 To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.'*

It is the policy of Regional Council to:

- '5.4.10. Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services.'*
- '5.4.11. Direct a significant portion of new growth to the Delineated Built-Up Areas of the community through intensification.'*
- '5.4.18.10 Facilitate and promote intensification.'*
- '5.4.18.11 Accommodate intensification within Urban Growth Centres, intensification corridors, nodes and Major Transit Station Areas and any other appropriate areas within the Delineated Built-Up Area.'*

The proposal contemplates intensification of underutilized lands, at an appropriate location within the Region's Delineated Built-Up Area and within the Central Erin Mills Major Node, which is a Strategic Growth Area in accordance with the Region of Peel Official Plan.

Furthermore, the proposed development has been planned and designed to facilitate a high-quality, compact, mixed-use development at a transit-supportive density. Overall, the proposal supports the above-noted Growth Management objectives and policies by contemplating a compact, mixed-use, transit-supportive development in proximity to transit services. This will contribute to the creation of Central Erin Mills as a complete community where residents and visitors are provided safe, comfortable, convenient access to a range of travel modes and services.

5.6 The Urban System

As demonstrated in **Figure 6**, the Subject Lands are located within the 'Urban System' component of the ROP. As such, the ROP directs that growth and development is permitted, and is to be directed to appropriate locations such as the Subject Lands. The following apply to redevelopment of the Subject Lands.

It is Regional objectives to:

- '5.6.2 To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.'*
- '5.6.3 To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.'*
- '5.6.4 To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.'*
- '5.6.7 To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.'*

It is the policy of Regional Council to:

- '5.6.10. Define the Urban System, as shown on Schedule E-1, to include: all lands within the Regional Urban Boundary including lands identified and protected as ...Strategic Growth Areas ...'*

'5.6.11. Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.'

'5.6.12. Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact forms of urban development and redevelopment.'

The proposed development will contribute to achieving the above-noted Urban System objectives and policies by facilitating high-density, compact, mixed-use, transit supportive and pedestrian-oriented development on underutilized lands in close proximity to existing and planned transit networks, active transportation infrastructure and nearby amenities that support daily living. Furthermore, the proposal will provide for a mixture of residential and non-residential uses in a compact form efficiently utilizing existing services. As further discussed in the accompanying Housing Report, the proposed mixture of dwelling units, including a selection of larger, family-sized units, will contribute to housing diversification while also providing housing choice and housing options for current and future households of varying size, income levels, life stages and lifestyle preferences.

5.6.17. Strategic Growth Areas

The ROP directs that Strategic Growth Areas are priority areas for intensification and higher density development to occur. Furthermore, the ROP identifies Strategic Growth Areas as being those lands within Urban Growth Centres, Major Transit Station Areas, Nodes / Corridors and along Intensification Corridors. As stated throughout this Report, the Subject Lands are to be located within the modified Central Erin Mills Major Node and as such, are located within a Strategic Growth Area. The following apply.

It is Regional objectives to:

- '5.6.17.1 To achieve an urban, integrated and connected system of Strategic Growth Areas that supports complete communities and multi-modal transportation options.'*
- '5.6.17.2 To direct intensification to strategic locations in the Delineated Built-Up Area to maximize efficiencies in infrastructure delivery, services and transit ridership.'*
- '5.6.17.5 To provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods.'*

It is the policy of Regional Council to:

- '5.6.17.7 Direct the local municipalities to establish boundaries in their official plans for Strategic Growth Areas identified on Schedule E-2 of this Plan.'*
- '5.6.17.11 Encourage the local municipalities to evaluate the future potential of intensification opportunities where rapid transit is planned to support compact built forms, multimodal access to jobs, housing and amenities, and connections to major trip generators.'*

The proposed development will contribute to achieving the above-noted Strategic Growth Areas objectives and policies by facilitating high-density, compact, mixed-use, transit supportive and pedestrian-oriented development on underutilized lands in proximity to existing and planned transit networks, active transportation infrastructure and nearby amenities that support daily living.

5.10 Transportation System in Peel

The ROP directs that development and redevelopment is to be focused in strategic locations to support the Regional Transportation System. In accordance with the ROP, the Subject Lands are located along Erin Mills Parkway, which is identified as an 'Other Rapid Transit Corridor'. As such, the following apply.

- '5.10.13 Promote intensification and mixed land uses in strategic growth areas to support sustainable transportation modes, complete communities and complete streets.'*
- '5.10.16 Optimize the use of existing and planned Regional transportation infrastructure, to support growth in a safe and efficient manner, and through compact built form ...'*
- '5.10.34.5 To support and encourage transit-supportive development densities and patterns, particularly along rapid transit corridors and at designated nodes such as transit terminals, Urban Growth Centres, strategic growth areas, GO rail stations, Major Transit Station Areas and transportation hubs, consistent with local official plans and the direction in the latest provincial plans.'*
- '5.10.34.40 Encourage the intensification of residential and non-residential development at nodes, Major Transit Station Areas, transportation hubs and along rapid transit corridors, as shown on Schedule F-1, to support a higher level of transit service and other sustainable transportation modes, consistent with direction in the latest provincial plans.'*

As stated above, the Subject Lands are located along Erin Mills Parkway – a recognized 'Other Rapid Transit Corridor' and in proximity to numerous transit services. As such, the Site is well-served by existing and planned transit services

as well as by active transportation networks. The proposed development and corresponding Amendments will serve to realize the development potential of the Subject Lands by facilitating a high-density, compact, mixed-use development that is transit-supportive, pedestrian-oriented and appropriately situated. Additionally, the proposed mixture of residential and non-residential uses on the same lot will compliment and enhance the existing range of services and destinations present in the Central Erin Mills community, enabling residents to live, work, play and shop within the community or even the same building. The proposal and corresponding Amendments affirm the Subject Lands are an appropriate and desirable location for intensification to occur and redevelopment as envisioned should be supported.

SUMMARY / CONFORMITY STATEMENT

The Peel Regional Official Plan ('ROP') guides land use planning and development across Peel. The above analysis demonstrates that the proposed development conforms to the policies and objectives of the ROP, as amended, by providing for a high-quality, compact, mixed-use, transit-supportive and pedestrian-oriented development that facilitates intensification at an appropriate location, at an appropriate density. Furthermore, the proposed development will result in a built form that is consistent and compatible with the envisioned evolution of the Central Erin Mills community as outlined by the Growth Management, Urban System, Strategic Growth Area and Transportation System policies. In our opinion, the proposed development and corresponding Amendments are in conformity with the applicable policies and objectives of the Peel Regional Official Plan.

5.3 / MISSISSAUGA OFFICIAL PLAN, 2024

The Mississauga Official Plan ('MOP'), as amended, was adopted by City Council in September 2010 and approved by the Region of Peel, with modifications, in September 2011. The MOP was appealed to the Ontario Municipal Board ('OMB', now Ontario Land Tribunal, 'OLT'), and was partially approved, save and except for those parts deferred or under appeal, in November 2012. Since this time, the MOP has been updated via a series of Tribunal Orders, approvals and Official Plan Amendments ('OPAs').

The in-effect MOP (August 2024) identifies where and how the City of Mississauga is to grow up to the year 2031 based on a City Structure (Schedule 1) comprised of seven (7) components, including Neighbourhoods and Major Nodes. The Subject Lands are currently located within the Neighbourhood component of the City Structure and within the Central Erin Mills Neighbourhood Character Area (Schedule 9, Character Areas). The Subject Lands are also located along Erin Mills Parkway – an identified Corridor, within an evolving area of the City and in proximity to various transit services, greenspaces and destinations. As further described in this Section of the Report, it is our opinion that the Subject Lands should be removed from the Neighbourhoods component of the City Structure and instead added into the Central Erin Mills Major Node component.

We note that the City of Mississauga is presently completing an Official Plan Review exercise that will culminate in a new Mississauga Official Plan, referred to the 2051 MOP. The 2051 MOP will ensure the MOP conforms to the 2051 planning horizon of the Provincial Plan, incorporates the outcomes of the Regional Municipal Comprehensive Review that culminated in Regional Council adoption of the 2022 Region of Peel Official Plan and implements key policy recommendations arising from the completion of recent City initiatives and ongoing City initiatives and more.

The following is an analysis of the applicable in-effect MOP policies and an evaluation of how the proposed development and corresponding Amendments serve to better implement Provincial, Regional and evolving local policy.

5/ Direct Growth

Chapter 5 of the MOP establishes the policy framework for how growth is to be managed. Specifically, growth is to be directed to key components of the City Structure, including the Downtown, Major Nodes, Community Nodes and Corporate Centres as well as along key Corridors. Collectively, these areas which are to receive the majority of Mississauga's future growth are referred to as Intensification Areas. In accordance with Schedule 2, Intensification Areas, inclusion of the Subject Lands within the Central Erin Mills Major Node would reinforce its location within an Intensification Area. As such, the following policies apply.

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

'5.1.5. Mississauga will ensure that the City's natural, environmental and cultural resources are maintained for present and future generations.'

'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.'

As a Site located along an identified Corridor, and to be located within the Central Erin Mills Major Node, the Subject Lands are recognized as an appropriate location for growth to occur. The proposed development has been planned and designed to facilitate a compact, mixed-use, transit-supportive development that provides for a range and mixture of residential and non-residential uses to meet the needs of residents. This will contribute to the creation of Central Erin Mills as a complete community where

residents are able to live, work, play and shop within the community or even the same building.

Furthermore, the incorporation of a landscaped area along the northern property line which will serve as a natural buffer to the adjacent, off-site wooded area serves to implement the above-noted policy and will ensure that the natural area is preserved and protected for the long-term.

5.3.2. Major Nodes

As demonstrated on Schedule 1, the City is comprised of various Major Nodes, each with its own identity. Although the Subject Lands are not currently located within the Central Erin Mills Major Node limits, it is our opinion that the Subject Lands ought to be. Inclusion of the Subject Lands within the Central Erin Mills Major Node is appropriate for the following reasons:

- it would enable a natural and logical extension of growth to occur;
- development is effectively and efficiently screened due to the immediate context, including the presence of an established wooded area and City Park to the north and the presence of Stormwater Management ('SWM') Ponds immediately to the south;
- it would recognize the Site's advantageous locational attributes including in proximity to existing street-level transit services and in proximity to the Mississauga Transitway BRT network;
- to further implement the Regional policy objective of recognizing the Site as being located within a Strategic Growth Area;
- it will formally implement the Site's recognized development potential in contrast to the balance of the Central Erin Mills Major Node lands; and,
- it will formally implement the Site's recognized ability to support greater housing options and

contribute to the creation of Central Erin Mills as a vibrant, complete community; and,

- it would enable recognition of the Site's appropriate location to enable compact, mixed-use, transit-supportive development to occur while respecting the surrounding context.

As a Site to be included within the Central Erin Mills Major Node via the requested OPA, the following policies apply.

'5.3.2.3. Major Nodes are Intensification Areas.'

'5.3.2.4. The Major Nodes will achieve a gross density of between 200 and 300 residents and jobs combined per hectare.'

"5.3.2.8. Major Nodes will develop as city and regional centres and be a primary location for mixed use development.'

'5.3.2.11. Development in Major Nodes will be in a form and density that achieves a high quality urban environment.'

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

As stated throughout this Report, the Subject Lands have recognized development potential and are an appropriate location for growth to occur. Given this, the proposal has been planned and designed to facilitate a compact, refined, mixed-use development that provides for a range and mixture of residential and non-residential uses to meet the needs of residents and community members, while also supporting achievement of the Major Node-wide minimum density target.

Furthermore, the built forms contemplated will provide for a high-quality, refined architectural design that facilitates development that is complimentary to and compatible with the established and evolving character of the surrounding community. In particular, the provision of

terraced built forms and pedestrian-scaled podiums will enable an appropriate and harmonious transition to the surrounding community in terms of land use, built form, density and scale.

Finally, the Subject Lands are located along the Erin Mills Parkway corridor which is a Regional rapid transit corridor. Development of the Site as contemplated and as stated throughout this Report will support transit-supportive development to occur on a Site that is appropriately situated along a corridor and within proximity to existing and planned transit services and active transportation networks.

5.4 Corridors

A key organizing principle of the City is a network of Corridors. In accordance with Schedule 1c, Urban System – Corridors and Schedule 2, Intensification Areas, Erin Mills Parkway is identified as a Corridor. The following policies apply.

'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...'

'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'

The proposed development supports the above-noted Corridor policy objectives by facilitating a high density, compact, mixed-use development at an appropriate location along the Erin Mills Parkway Corridor and at an appropriate, transit-supportive density. Furthermore, the proposed development has been planned and designed to frame the street such that Block A structures and the shared podium are situated along Erin Mills. Furthermore, the at-grade non-residential areas open onto and addresses the public realm and the Corridor. The proposal also contemplates a pedestrian-oriented built form through the provision of a terraced built form and pedestrian-scaled podiums along the Erin Mills Parkway and Erin Centre Boulevard frontage. Overall, the proposed structures conform to the 2-storey minimum building height requirement.

The Site's appropriate location for higher density, compact, mixed-use, transit-supportive development is reinforced by the development objectives contained in the City's completed planning studies of the area including the Reimagining the Mall initiative and the Official Plan Review initiative. When considered collectively, the Subject Lands have recognized development potential and are an appropriate, desirable and logical location for the form of mixed-use development contemplated to occur.

For the reasons outlined above, it is our opinion that the proposed development conforms to the policy objectives for development along Corridors.

5.5 Intensification Areas

As stated above, the MOP directs growth to be focused in Intensification Areas. The following apply.

'5.5.1 The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas, as shown on Schedule 2: Intensification Areas.'

'5.5.4 Intensification Areas will be planned to reflect their role in the City Structure hierarchy.'

'5.5.5 Development will promote the qualities of complete communities.'

'5.5.7 A mix of medium and high density housing, community infrastructure, employment and commercial uses, including mixed use residential / commercial buildings and offices will be encouraged.'

'5.5.8 Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged.'

'5.5.9 Intensification Areas will be planned to maximize the use of existing and planned infrastructure.'

The proposal supports the above-noted Intensification Area policy objectives by introducing a range and mixture of residential and non-residential uses in order to meet the daily needs of residents and community members. Furthermore, the proposed development is appropriately situated in proximity to transit services, facilities and amenities, is at an appropriate transit-supportive density, is pedestrian-oriented and will make better use of land, resources and infrastructure.

Overall, the proposed development supports achievement of the above-noted policy objectives and will support the creation of the surrounding context as a complete, walkable community. As described throughout this Report, there is

inconsistent policy direction in relation to the Site. More specifically, the Site is recognized as having development potential given its locational attributes, yet the form of development is limited by the in-effect policy framework. We note that in accordance with Provincial objectives as outlined in Section 5.1 of this Report, the proposal and corresponding Amendments will modify these policy inconsistencies and enable appropriate development, such as that proposed, to occur.

The proposed development and corresponding Amendments are appropriate and, in our opinion, serve to further implement the envisioned policy directions of the MOP. The proposed development and corresponding Amendments will facilitate development with heights (up to 34 storeys) that are appropriate for the location, while still respecting the City Structure hierarchy given Major Nodes are intended to accommodate increased densities and heights when compared to Neighbourhood lands. Furthermore, there are various instances where building heights greater than those proposed have been approved for lands within other Major Nodes across the City as demonstrated in Figures 7 and 8 below.

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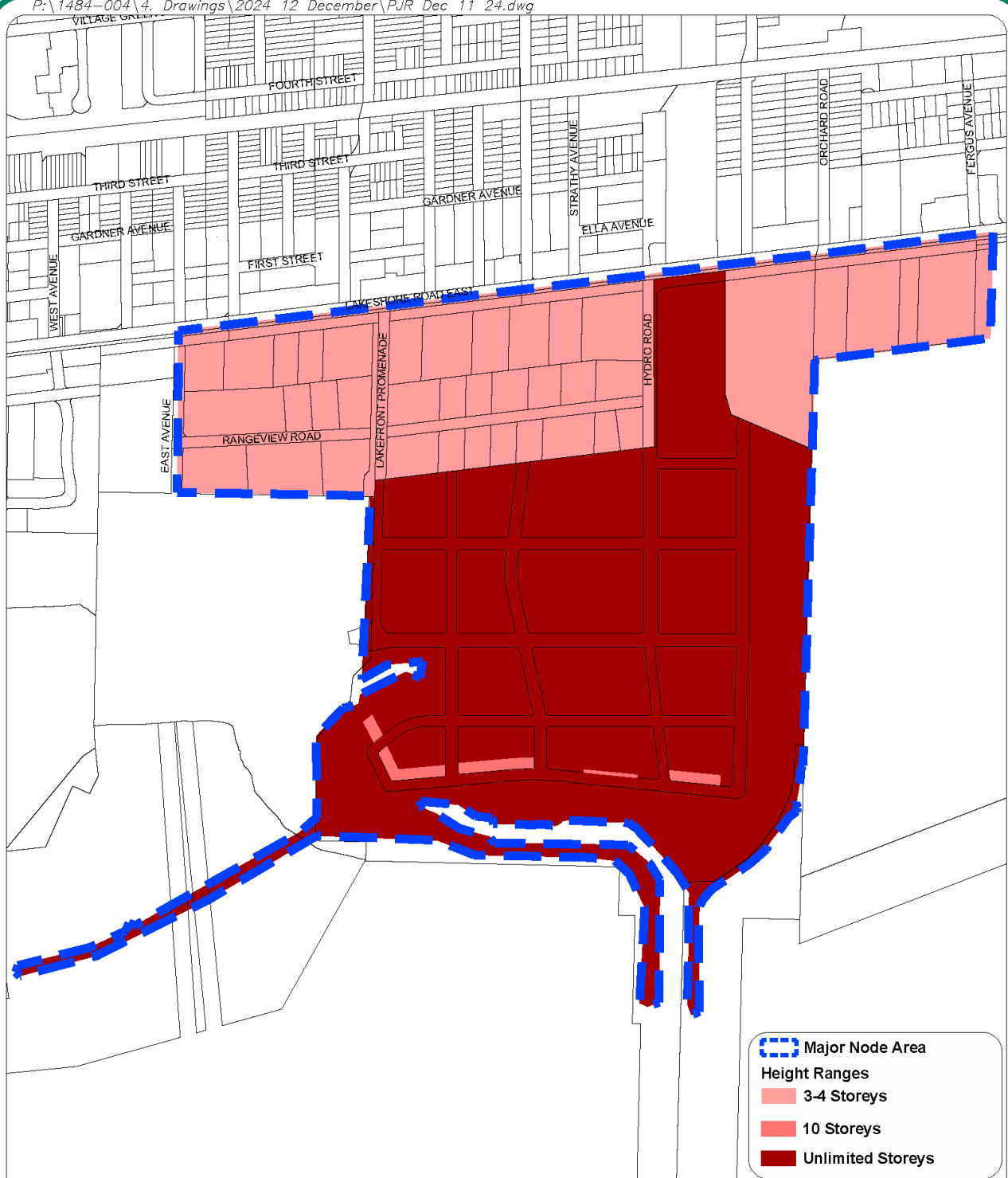


FIGURE 7
CITY OF MISSISSAUGA: LAKEVIEW
SURVEY OF MAJOR NODE HEIGHT PERMISSIONS

2555 ERIN CENTRE BOULEVARD,
BLOCK 116, PLAN 43M856
CITY OF MISSISSAUGA,
REGIONAL MUNICIPALITY OF PEEL



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DECEMBER 11, 2024

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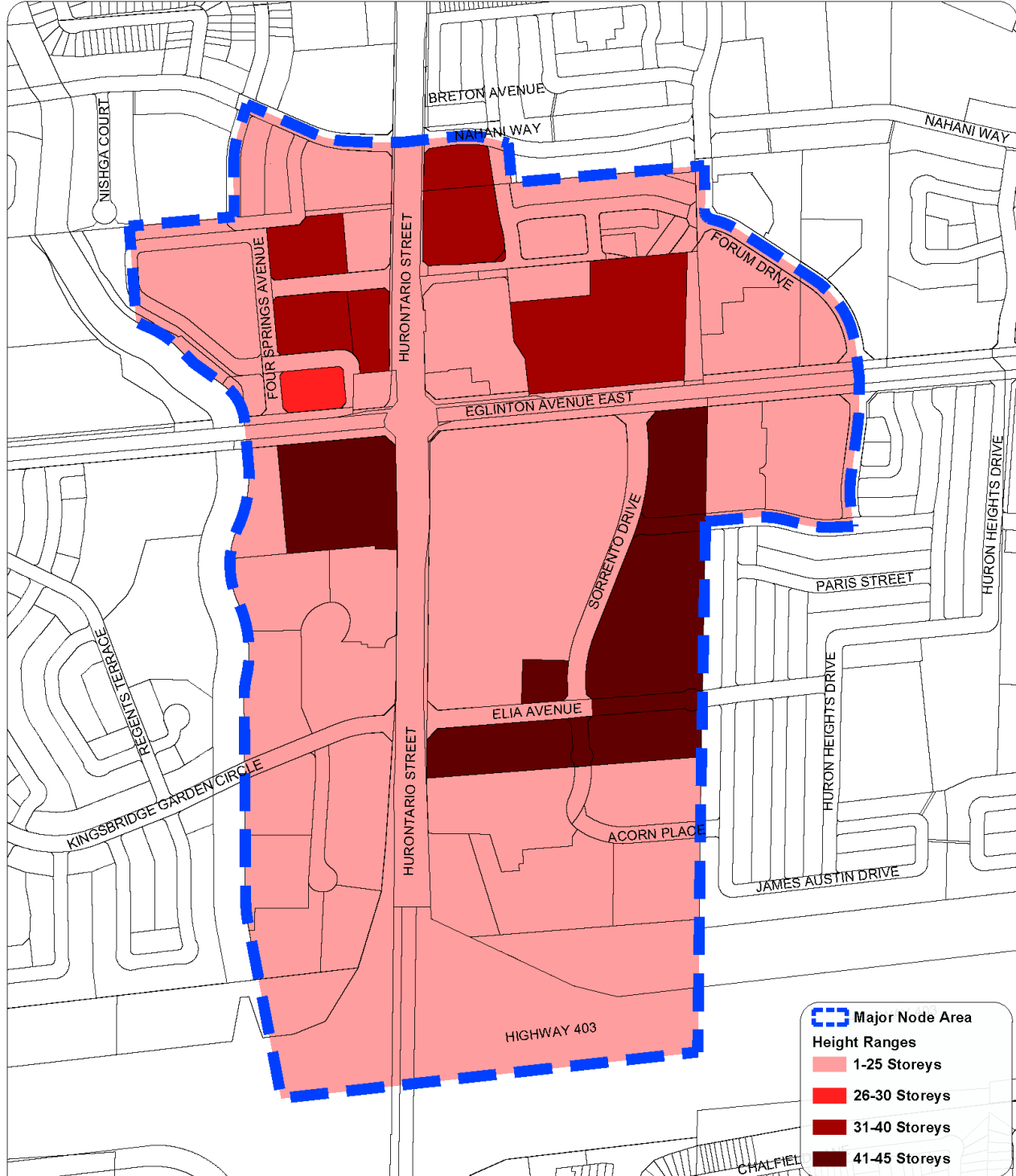


FIGURE
8

CITY OF MISSISSAUGA: UPTOWN
SURVEY OF MAJOR NODE HEIGHT PERMISSIONS

2555 ERIN CENTRE BOULEVARD,
BLOCK 116, PLAN 43M856
CITY OF MISSISSAUGA,
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7/ Complete Communities

Chapter 7 of the MOP establishes the policy framework with regards to complete communities, housing, community infrastructure, cultural heritage and community character. The following apply.

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

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

The proposal supports the above-noted policy objectives through the provision of new dwelling units of varying sizes and configurations which will facilitate housing choice.

As further described below, MOP policy objectives make reference to compatible development. We note that in accordance with Section 1.1.4.r of the MOP, 'compatible' is defined as follows:

'means development, which may not necessarily be the same as, or similar to, the existing or desired development, but nonetheless enhances an established community and coexists with existing development without unacceptable adverse impact on the surrounding area.'

As discussed below, it is our opinion that the proposed development and corresponding Amendments will facilitate compatible development and can in fact seamlessly coexist with the surrounding community, without causing unacceptable adverse impact.

7.7. Distinct Identities

In terms of community character, the following apply.

'7.7.1.2. Built form within Intensification Areas should provide for the creation of a sense of place through, among other matters, distinctive architecture, high quality public art, streetscaping (including street trees), and cultural heritage recognition.'

'7.7.1.3. A distinct identity will be maintained for each Character Area by encouraging common design themes and compatibility in scale and character of the built environment.'

'7.7.1.5. New development will be compatible with the physical, social and environmental attributes of the existing community.'

The Subject Lands are surrounded by an established Neighbourhood area. The proposed development has been planned and designed to provide for high-quality, refined built forms that integrates with and is complimentary to the established and evolving character of this surrounding community. Specifically, the proposal provides for a development pattern, development form, massing and scale that is appropriate, desirable and maintains compatibility with the surrounding community.

9/ Build a Desirable Urban Form

Chapter 9 of the MOP establishes the City's built form policy framework. It is understood that the City's built form policies pertain to the physical layout and design of lands across the City. The following policies apply to redevelopment of the Subject Lands.

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

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

'9.1.11 A distinct character for each community will be created or enhanced through the road pattern, building massing and height, streetscape elements, preservation and incorporation of heritage resources and prominent placement of institutions and open spaces.'

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

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

The proposed development has been planned and designed to further implement the above-noted City urban form policy objectives. More specifically, the proposal implements the above-noted policy objectives through the introduction of a higher density, compact, mixed-use, transit-supportive, pedestrian-oriented development. Furthermore, the proposal has been positioned to encourage transit usage and active transportation, while also facilitating high-quality, refined built forms that are complimentary to and compatible with the character of the surrounding community. Additionally, a range of sustainable building strategies are to be implemented as further described in the accompanying Low Impact Development ('LID') Features Letter.

9.2.1. Intensification Areas

In terms of urban form considerations within Intensification Areas, the following policies apply.

'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.'

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

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

The proposed development will facilitate high-quality, refined, compact built forms that are pedestrian-oriented and provide for appropriate transition to the surrounding community. Furthermore, the proposed development contemplates consolidated access points and shared parking and servicing areas in efforts to provide an optimal site design.

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

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

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

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

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

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

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

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

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

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

'9.2.1.24. Development will face the street.'

'9.2.1.25. Buildings should have active facades characterized by features such as lobbies, entrances and display windows....'

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

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

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

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

'9.2.1.30. Development will provide open space... appropriate to the size, location and type of the development.'

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

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

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

The proposal supports the above-noted policy objectives by providing a high-quality, compact, mixed-use development that has been planned and designed to provide for an appropriate transition to and integration with the surrounding community. As demonstrated on the accompanying Conceptual Site Plan, the proposal contemplates the introduction of three (3) structures, including terraced built forms that are of an appropriate scale. Overall, each structure is appropriately situated on the Subject Lands to enable development forms that appropriately and desirably frame the street and are pedestrian-scaled. As demonstrated on the accompanying Conceptual Site Plan, the structures nearest

Erin Mills Parkway and Erin Centre Boulevard is to feature a range and mixture of grade-related non-residential uses with direct connections to the public realm.

A series of landscape and public realm enhancements are also to be provided. This includes a large, central landscaped courtyard, landscaped open spaces, rooftop outdoor amenity areas, private outdoor terraces and a network of pedestrian pathways. Collectively, these components will facilitate an optimal site design and will facilitate opportunities for social interaction and enjoyment of the outdoors. Based on the above, it is our opinion that the proposal complies with the City's urban form policy objectives.

9.3. Public Realm

Section 9.3 of the MOP contains the City's public realm policy directions. The following policies apply.

'9.3.1.4. Development will be designed to:

- c) accentuate the significant identity of each Character Area, its open spaces, landmarks and cultural heritage resources;*
- d) achieve a street network that connects to adjacent streets and neighbourhoods at regular intervals, wherever possible;*
- e) meet universal design principles;*
- f) address new development and open spaces;*
- g) be pedestrian oriented and scaled and support transit use;*
- h) be attractive, safe and walkable.'*

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

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

'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.'

'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.'

'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 facades 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.'*

The proposed development supports the above-noted City's public realm policy objectives by providing for a range and mixture of high-quality, compact, refined, transit-supportive and pedestrian-oriented built forms. Furthermore, the proposal complies with the City's public realm policy objectives through the provision of built forms that frame the street edge, provide direct pedestrian connections to the public realm, provide cyclist amenities including secure bicycle parking spaces and facilitates pedestrian-scaled development. Furthermore, the development has been

planned and organized around landscaped open spaces and amenity areas.

We note that the City's Public Realm policy directions are further implemented by site development and building-related policy directions outlined in Section 9.5 of the MOP. Collectively, Policies 9.5.1.1 through 9.5.1.15 require developments to be compatible and integrate with the surrounding area. The proposal and corresponding Amendments will facilitate a high-quality, refined development that is compatible and integrates with the surrounding area.

11 / Land Use Designations

Chapter 11 of the MOP establishes the policy framework for how lands are to be used. More specifically, the MOP establishes policies based on sixteen (16) land use designations. As demonstrated on **Figure 9**, the Subject Lands are designated 'Mixed Use'. In our opinion, the 'Residential High Density' designation is the most appropriate and will facilitate the proposal with site-specific permissions. The following policies apply.

11.2.5. Residential

11.2.5.6. Lands designated Residential High Density will permit the following uses:

- a) apartment dwelling*
- b) uses permitted in the Residential Medium Density designation, accessory to apartment dwellings on the same property; and*
- c) uses permitted in the Convenience Commercial designation are permitted at grade in apartment dwellings, except for commercial parking facilities, gas bars and drive-through facilities.'*

As described throughout this Report, the proposal will facilitate the introduction of grade-related non-residential uses and the introduction of new apartment-style dwellings, in a location where development ought to be directed. Based on the above-noted policy, apartment built forms with accessory non-residential uses are permitted. Therefore, the range of uses proposed are permitted. The proposal also represents an appropriate form and advances the City's development objectives. For the reasons outlined above, it is our opinion that the proposed development conforms to the in-effect Residential High Density policy objectives.

13 / Major Nodes

Chapter 13 of the MOP establishes the policy framework for how growth and development within Major Nodes is to occur. More specifically, the MOP establishes policies based on three (3) Major Nodes, each with their own character. As demonstrated in **Figure 10** on page 44 and as further discussed throughout this Report, the Subject Lands are currently located adjacent to and outside of the Central Erin Mills Major Node.

As stated throughout this Report, it is our opinion that modification of the Central Erin Mills Major Node boundary to include the Subject Lands is appropriate, is desirable and will facilitate development in an appropriate location that will further implement Provincial, Regional and local policy objectives, while also enabling compact, transit-supportive, mixed-use development where this form of development ought to occur.

Furthermore, we highlight that the policy framework for the Central Erin Mills Major Node (Section 13.2), as modified by the Ontario Land Tribunal ('OLT') Decision regarding outstanding appeals to Mississauga Official Plan Amendment 115, remains inconsistent with evolving Provincial, Regional and local policy objectives. Therefore, a new Special Site policy is requested to be added to the Central Erin Mills Major Node Character Area to enable site-specific development standards for the Subject Lands to be enacted. A copy of the implementing Official Plan Amendment which includes the requested modification to Schedule 1 to include the Subject Lands within the Central Erin Mills Major Node limit and to introduce a new Special Site policy, amongst other matters, has been prepared and is provided in **Appendix I** of this Report.

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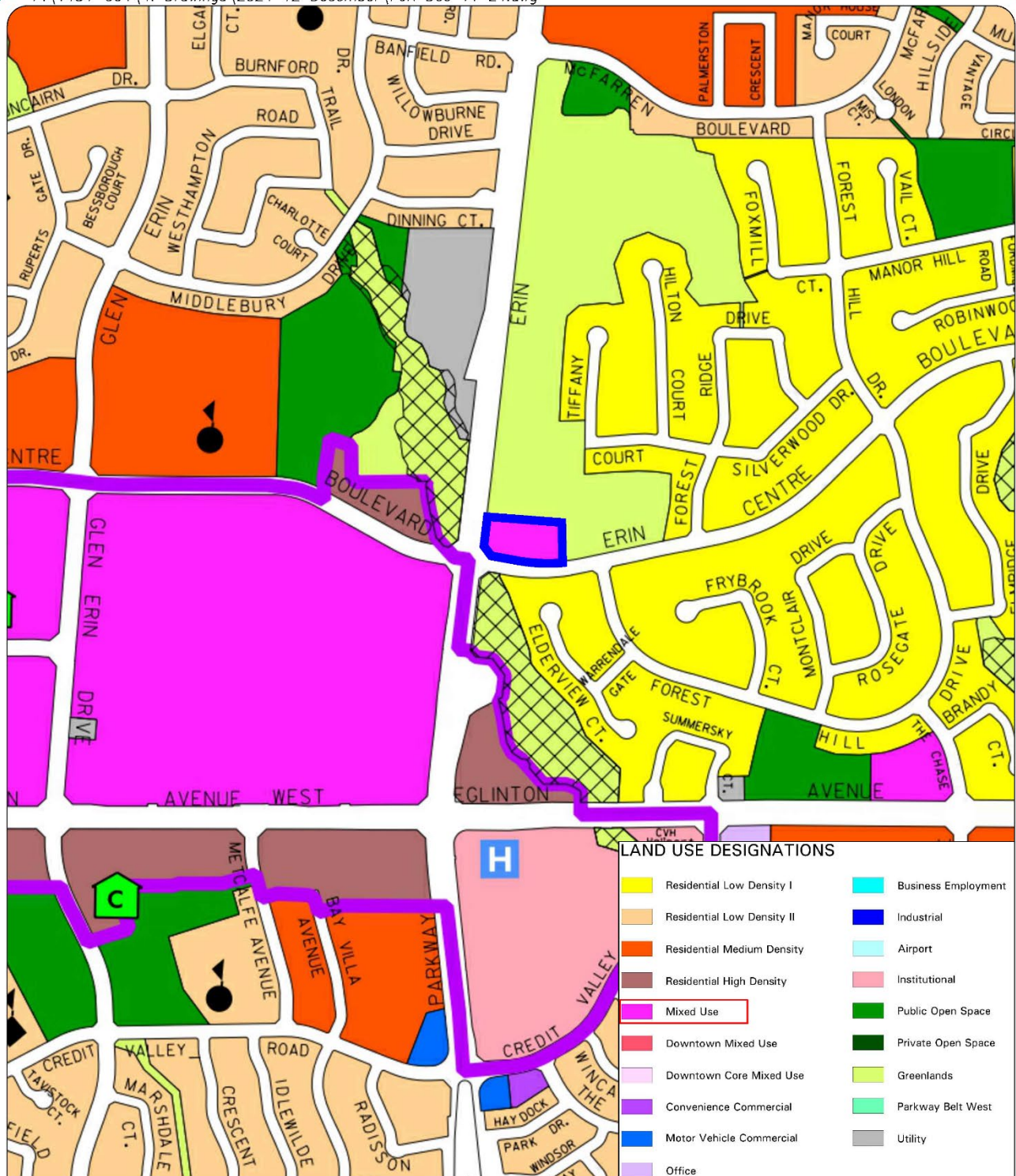


FIGURE 9
MISSISSAUGA OFFICIAL PLAN
SCHEDULE 10 - LAND USE DESIGNATIONS

LEGEND

Subject Lands

2555 ERIN CENTRE BOULEVARD,
BLOCK 116, PLAN 43M856
CITY OF MISSISSAUGA,
REGIONAL MUNICIPALITY OF PEEL



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DECEMBER 11, 2024

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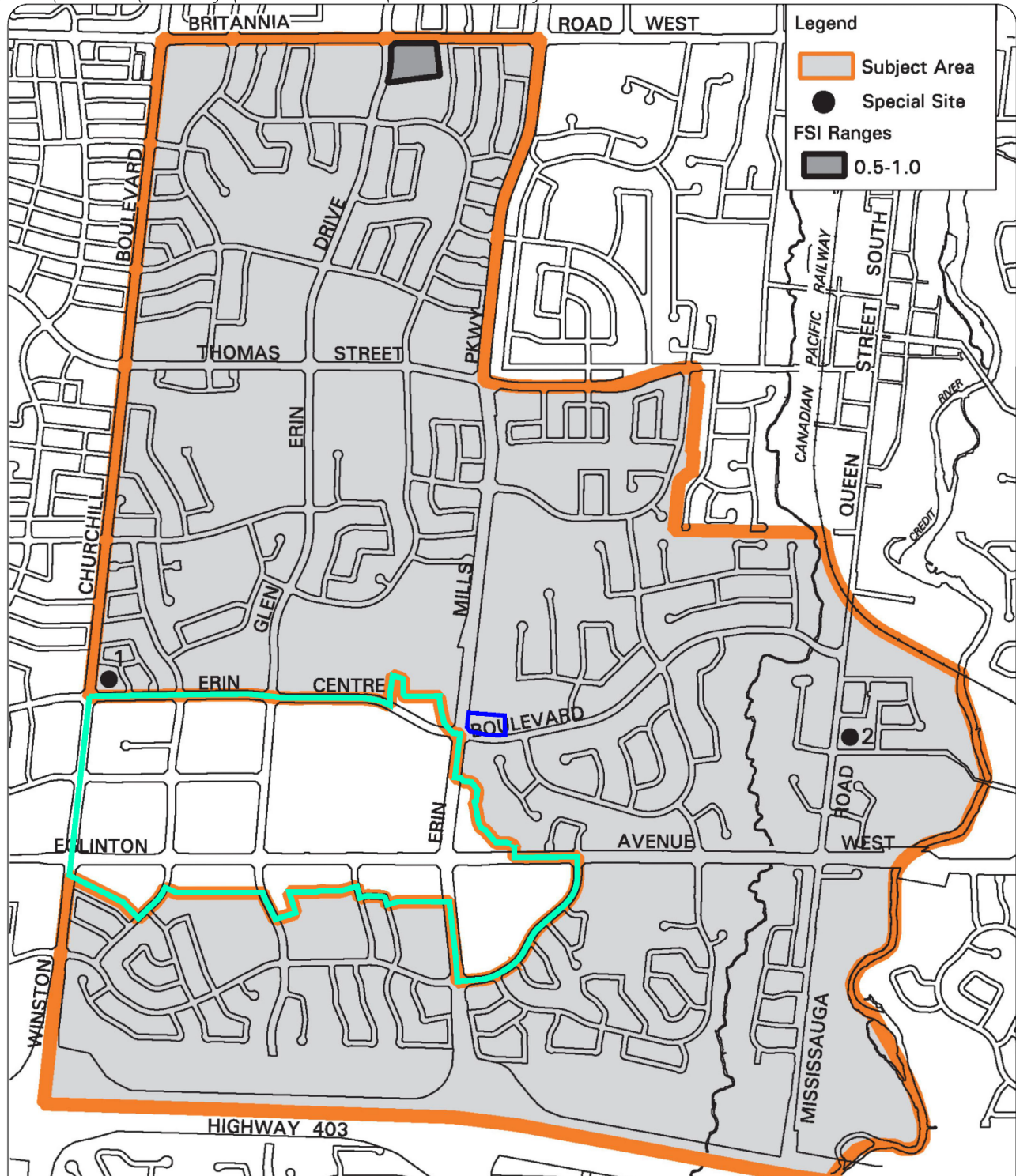


FIGURE 10 **MISSISSAUGA OFFICIAL PLAN**
MAP 16-3 - CENTRAL ERIN MILLS NEIGHBOURHOOD CHARACTER AREA

LEGEND

- Subject Lands
- Central Erin Mills Major Node

2555 ERIN CENTRE BOULEVARD,
BLOCK 116, PLAN 43M856
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13.2. Central Erin Mills Major Node

Notwithstanding the above, the proposal has been planned and designed to conform to the overall development vision for the Central Erin Mills Major Node. As such, the following policies apply.

13.2.2. General

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

The proposal supports the above-noted policy objective through the provision of private landscaped open spaces and a network of pedestrian pathways. Collectively, these features will facilitate an optimal site design, will enable opportunities for social interaction and enjoyment of the outdoors and will provide an ability for residents and visitors to navigate within and beyond the Site, providing connections with the surrounding active transportation network.

13.2.3. Height & Density

'13.2.3.1. A minimum building height of three storeys and a maximum building height of 25 storeys will apply. Buildings without a residential component may have a minimum height of one storeys.'

'13.2.3.4. A combination of residential and employment uses are encouraged.'

As described throughout this Report, the proposal will facilitate the introduction of a mixture and range of residential and non-residential uses. More specifically, the proposal will facilitate grade-related non-residential uses and apartment-style ownership residential dwelling units, in a location where this form of mixed-use development ought to be directed. Based on the above-noted policy, the proposed range of uses are encouraged.

Furthermore, the proposal contemplates an appropriate and desirable development form. The above-noted policy restricting building heights to not exceed 25 storeys across

the Major Node is unnecessarily restrictive. The proposed variable building heights are appropriate and desirable given they enable a compact, transit-supportive, mixed use development with an optimal site design to be introduced on an underutilized parcel.

In our opinion, the proposed building heights of up to 34 storeys is appropriate for the following reasons:

- the Site has favourable locational attributes, including being in proximity to existing transit services and destinations, which support the creation of Central Erin Mills as a vibrant, complete community;
- the proposed built form and built form features enable an optimal site design to be introduced that includes architectural and urban design elements to ensure an appropriate transition is provided;
- the variation of building heights across the Site will positively contribute to the City's skyline;
- the proposed built forms are sufficient to support a transit-supportive density and encourage the use of alternative modes of transportation;
- the variable heights are consistent with building heights found in other Major Nodes, including Lakeview and Uptown, across the City; and,
- the proposal as contemplated will not challenge the City Structure nor guiding development objectives of the Mississauga Official Plan.

13.2.4. Urban Design

'13.2.4.1. Development will provide for a range of building types and heights....'

'13.2.4.2. Buildings will be designed and located to:

- a) frame and animate streets and public spaces;*
- b) create a coherent built environment;*

- c) *provide setbacks along internal roads that provide a generally consistent building edge and relate to the scale of other buildings...*

'13.2.4.3. *Tall buildings should have podiums and be located along arterial or collector roads or near transit facilities.'*

'13.2.4.4. *In order to promote adequate natural light, sky views and privacy, the following will be required:*

- a) *appropriate transitions between buildings, to open spaces and to adjacent neighbourhoods; and;*
- b) *a minimum separation distance of 30 metres will be provided between the tower portion of tall buildings to prevent clustering.'*

The proposed development has been planned and designed to achieve the above-noted urban design policy objectives. More specifically, the proposal has positioned the proposed structures to frame the street as well as to open onto and appropriately address the Site's frontages. Furthermore, the placement of the proposed structures on the lot has been informed by an effort to provide a consistent and appropriate pattern of setbacks, while also enabling a vibrant, inviting and comfortable pedestrian-oriented environment. A pedestrian-oriented environment is achieved through the provision of a podium and tower configuration as well as through direct pedestrian connections. Finally, in order to provide sufficient sky views, access to direct sunlight and maintain appropriate microclimatic conditions, the proposal features appropriate terraced built forms and built form features that ensure an appropriate and desirable transition to the surrounding context is provided. The proposal also provides residents and visitors access to various amenity and open spaces. Finally, as demonstrated on the Conceptual Site Plan, a sufficient tower separation distance of 30 metres is contemplated.

SUMMARY / CONFORMITY STATEMENT

The Mississauga Official Plan ('MOP'), as amended, guides land use planning and development across the City. The above analysis demonstrates that the proposed development conforms to the policies and objectives of the MOP, as amended, by providing for a high-quality, compact, mixed-use, pedestrian-oriented and transit-supportive development that facilitates a range and mixture of residential and non-residential uses at an appropriate location and appropriate transit-supportive density. The proposal also directs better utilization of land, resources and infrastructure to facilitate a development that will contribute to the creation of a complete community and that is in proximity to transit networks, services and facilities. Furthermore, the proposed development will result in built forms that are consistent and compatible with the envisioned evolution of the Central Erin Mills community. Therefore, the proposed development and corresponding Amendments serve to better implement the applicable policies and objectives for 'Residential High Density' lands within the Central Erin Mills Major Node Character Area of the Mississauga Official Plan.

5.4 / REIMAGINING THE MALL, 2019

In September 2017, the City of Mississauga, in partnership with Peel Public Health, initiated the Reimagining the Mall initiative ('Reimagining the Mall'). Reimagining the Mall was undertaken as a planning study meant to guide how development and re-development occurs over the long-term across five (5) mall-based sites across the City. Specifically, Reimagining the Mall analyzed, evaluated and recommended policy guidance for lands located in the City's Central Erin Mills Major Node, Meadowvale Community Node, Rathwood-Applewood Community Node, Sheridan Community Node and the South Common Community Node. Each of the above-noted areas were identified based on the City of Mississauga's

City Structure elements and the presence of an existing, indoor mall as an anchor.

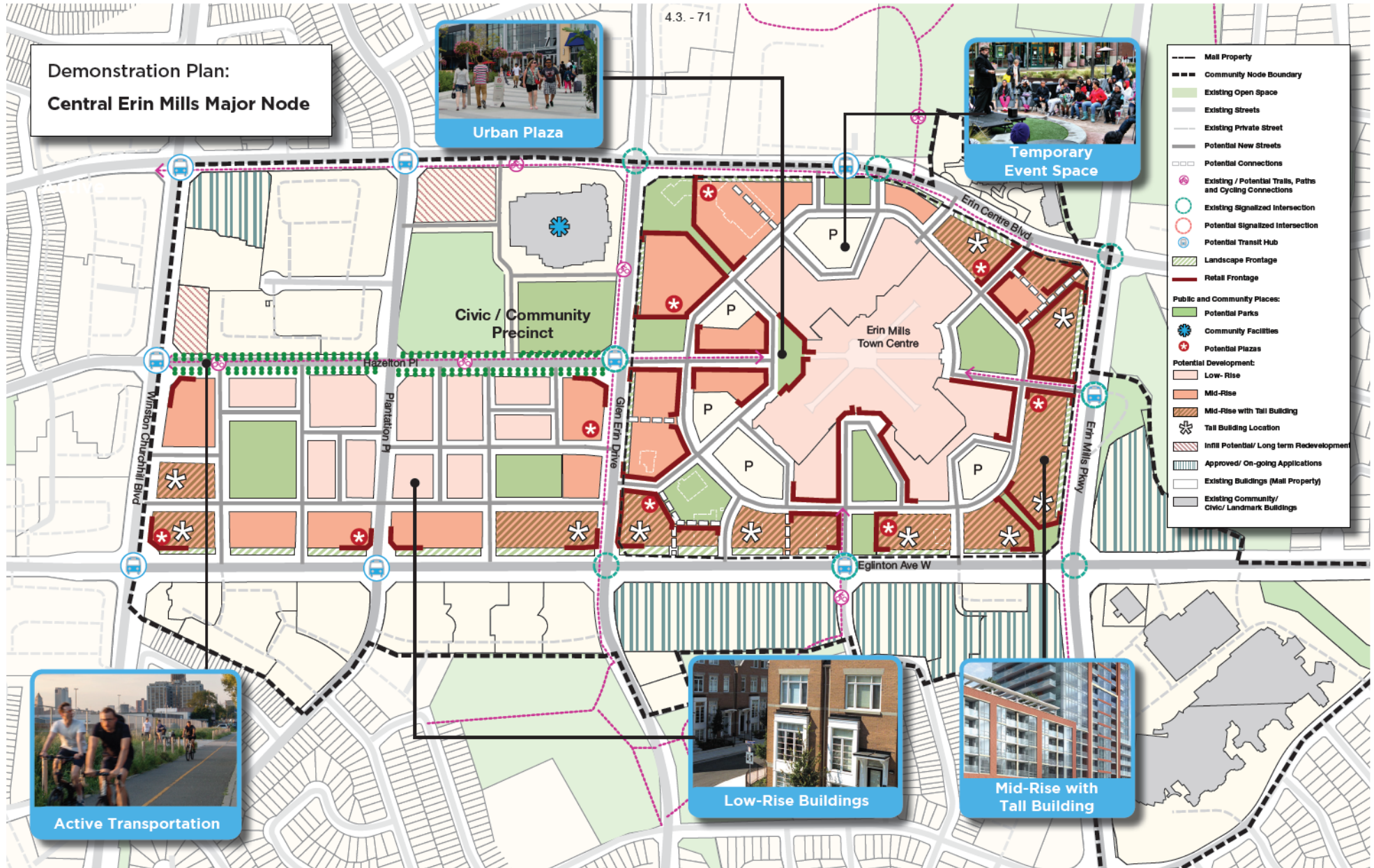
Between 2017 and 2019, extensive stakeholder and community engagement efforts were undertaken. Following the feedback received, the consultant-led Project Team produced a 'Reimagining the Mall Directions Report'. This Report, dated May 2019, provides design and policy directions to facilitate re-urbanization and intensification of lands through the implementation of compact, mixed-use, pedestrian-oriented and transit-supportive development. Development is also to be organized by a fine-grain urban fabric.

In order to direct development and re-development as envisioned by the Project Team, the Directions Report included a Demonstration Plan for each mall-based Node studied and provided an illustration of how the lands could be redeveloped in the future in conformity with the general purpose and intent of the Reimagining the Mall initiative.

As demonstrated on the next page, the Central Erin Mills Demonstration Plan identified lands within the in-effect Central Erin Mills Major Node limits as having development potential, with the ability for the Character Area to evolve into a vibrant, compact, mixed-use, complete community with a range and mixture of land uses, built forms and densities provided.

As demonstrated in the Central Erin Mills Demonstration Plan, there is recognized development potential for lands across the Major Node. Furthermore, the Central Erin Mills Demonstration Plan indicates the intersection of Erin Mills Parkway and Erin Centre Boulevard (lands immediately adjacent to the Subject Lands) as an appropriate location for 'tall' buildings to be situated. In fact, the entire length of Erin Mills Parkway is identified as an appropriate and desirable location for tall buildings to be situated. Given this, the Subject Lands are also an appropriate and desirable location for 'tall' buildings given the Site's locational attributes. The provision of 'tall' buildings on the Subject Lands would enable a natural and logical extension of the development vision established by Reimagining the Mall for the Central Erin Mills Major Node.

As stated throughout and as further shown in the Central Erin Mills Demonstration Plan, the Subject Lands are located adjacent to but outside of the in-effect Central Erin Mills Major Node boundary. We remain of the opinion that the Central Erin Mills Major Node should be modified and the Subject Lands should be included.



Overall, the proposed development has been informed by the policy directions and development objectives identified by the Reimagining the Mall initiative. As such, the following directions apply and have informed the proposed development:

- compact, mixed-use, pedestrian-oriented and transit-supportive development is to be encouraged;
- uses and built forms with active frontages are to be encouraged;
- a mixture of low-rise, mid-rise and tall buildings are to be encouraged;
- a network of new public parkland, landscaped open spaces and pedestrian pathways are to be provided;
- landscape and public realm enhancements are encouraged;
- contextually appropriate density is to be provided on lands;
- appropriate transitions in terms of building heights, massing and scale are to be provided to the surrounding context; and,
- the lands along Erin Mills Parkway are identified as appropriate and desirable locations for mixed-use development, including tall built forms, to be provided.

Based on the above, the proposed development serves to further implement the development vision and objectives presented in the Reimagining the Mall Directions Report and in particular, the Central Erin Mills Demonstration Plan. As such, the proposal and corresponding Amendments represent an opportunity for the policy and design directions highlighted above to be implemented.

In our opinion, redevelopment of the Subject Lands as contemplated is appropriate and desirable. It will facilitate development to be provided in an appropriate location to take advantage of the Site's locational attributes and support the creation of Central Erin Mills as a vibrant, complete community with a mixture of uses and transit-supportive development forms.

5.5 / ZONING

The City of Mississauga Zoning By-law 0225- 2007 ('By-law 0225 – 2007') currently zones the Subject Lands as 'Neighbourhood Commercial (C2)' (see **Figure 11**). The current zoning permits the current conditions, but not the proposal.

A site-specific Zoning By-law Amendment ('ZBA') is requested to re-zone the Subject Lands to 'Residential Apartment (RA5)' with site-specific provisions.

A draft Zoning By-law Table with the requested site-specific provisions has been prepared and a copy is provided in **Appendix II** of this Report. More specifically, the ZBA seeks to introduce the following site-specific permissions to the proposed RA5 Zone:

- To permit site-specific building envelope standards;
- To permit a site-specific parking standard;
- To permit a site-specific bicycle parking standard;
- To permit a site-specific amenity standard; and,
- To permit a site-specific landscaping standard.

Table 3 below provides a summary of the in-effect and requested RA5 provisions, while **Table 4** on page 53 presents a rationale for the requested exceptions to the RA5 Zone.

Table 3 / Summary of In-Effect & Requested RA5 Provisions

PROVISION	REQUIRED (RA5)	REQUESTED (RA5-XX)
<i>Minimum Residential Parking Spaces</i>	Precinct 3	0.85 resident spaces per unit; a combined, co-mingled shared visitor/non-residential standard of 0.2 spaces per unit
	Condominium	
	Apartment – 1.0	
	resident spaces per unit;	
	Condominium	standard of 0.2 spaces per unit
	Apartment – 0.2	
	visitor spaces per unit	

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FIGURE 11 MISSISSAUGA ZONING MAP

ZONING BY-LAW 0225-2007 - MAP 39e

LEGEND

 Subject Lands

2555 ERIN CENTRE BOULEVARD,
BLOCK 116, PLAN 43M856
CITY OF MISSISSAUGA,
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
DECEMBER 11, 2024

*Table 3 / Summary of In-Effect & Requested RA5 Provisions
(Continued)*

PROVISION	REQUIRED (RA5)	REQUESTED (RA5-XX)	PROVISION	REQUIRED (RA5)	REQUESTED (RA5-XX)
Minimum Non-Residential Parking Spaces	Precinct 3	A combined, co-mingled shared visitor/non-residential standard of 0.2 spaces per unit	Minimum Loading Spaces	1 space for a building or structure with uses having a GFA of greater than 250 m2 but less than or equal to 2,350 m2;	2 shared loading spaces for Block A; 1 loading for Block 'B'
	1 space per apartment building containing a minimum of 30 dwelling units				
	Financial Institution – 4.0 spaces per 100 m2 GFA-non-residential; Office – 2.8 spaces per 100 m2 GFA-non-residential; Recreational Establishment – 4.5 spaces per 100 m2 GFA-non-residential; Retail Store - 4.0 spaces per 100 m2 GFA-non-residential; Restaurant - 4.0 spaces per 100 m2 GFA-non-residential, where GFA is less than or equal to 220 m2; Take-Out Restaurant - 4.0 spaces per 100 m2 GFA-non-residential; Service Establishment - 4.0 spaces per 100 m2 GFA-non-residential		Minimum Residential Bicycle Parking Spaces	0.6 Class A spaces per apartment unit; The greater of 0.05 [Class B] spaces per unit or 6.0 spaces	0.6 Class A spaces per unit; 0.0 Class B spaces per unit
Minimum Accessible Parking Spaces	Where the total number of visitor or non-residential parking spaces required is 200 – 1,000 spaces, 2.0 accessible spaces plus 2% of the total are required [7 spaces are required]	7 accessible spaces	Minimum Non-Residential Bicycle Parking Spaces	Recreational Establishment – 0.1 [Class A] spaces per 100 m2 GFA-non-residential and 0.1 [Class B] spaces per 100 m2 GFA-non-residential; Financial Institution - 0.1 [Class A] spaces per 100 m2 GFA-non-residential and 2.0 [Class B] spaces; Restaurant - 0.15 [Class A] spaces per 100 m2 GFA-non-residential and 0.2 [Class B] spaces per 100 m2 GFA-non-residential;	A shared standard of 0.3 Class A spaces and 0.0 Class B spaces per 100 m2 GFA-non-residential

*Table 3 / Summary of In-Effect & Requested RA5 Provisions
(Continued)*

PROVISION	REQUIRED (RA5)	REQUESTED (RA5-XX)	PROVISION	REQUIRED (RA5)	REQUESTED (RA5-XX)
Minimum Non-Residential Bicycle Parking Spaces	Take-out Restaurant - 0.15 [Class A] spaces per 100 m2 GFA-non-residential and 0.2 [Class B] spaces per 100 m2 GFA-non-residential;		Apartment Zone – Accessory Uses	Additional uses are limited to a retail store, service establishment, financial institution, office and medical office-restricted	The following accessory uses to an apartment are requested:
	Retail Store - 0.15 [Class A] spaces per 100 m2 GFA-non-residential and 0.2 [Class B] spaces per 100 m2 GFA-non-residential;				<ul style="list-style-type: none"> • Financial Institution; • Medical Office-Restricted; • Office; • Recreational Establishment; • Retail Store; • Restaurant; • Take-out Restaurant; • Service Establishment
	Service Establishment - 0.15 [Class A] spaces per 100 m2 GFA-non-residential and 0.2 [Class B] spaces per 100 m2 GFA-non-residential;				
	Office - 0.1 [Class A] spaces per 100 m2 GFA-non-residential and 0.1 [Class B] spaces per 100 m2 GFA-non-residential;				
	and,				
	Medical Office - 0.15 [Class A] spaces per 100 m2 GFA-non-residential and 0.1 [Class B] spaces per 100 m2 GFA-non-residential.				
			Permitted Uses	Apartment; Long-Term Care Building; Retirement Building	Apartment and the above-noted accessory uses
			Minimum FSI	1.9	Not Applicable
			Maximum FSI	2.9	7.0
			Maximum GFA-Apartment Zone per storey for each storey above 12 storeys	1,000 m2	750 m2

*Table 3 / Summary of In-Effect & Requested RA5 Provisions
(Continued)*

PROVISION	REQUIRED (RA5)	REQUESTED (RA5-XX)
Maximum Height	77.0 m and 25 storeys	106 m and 34 storeys
Minimum Front and Exterior Side Yards	Refer to Zoning Table in Appendix II of this Report	Refer to Schedule B of the Zoning Table in Appendix II of this Report
Minimum Interior Side Yard	Refer to Zoning Table in Appendix II of this Report	Refer to Schedule B of the Zoning Table in Appendix II of this Report
Minimum Rear Yard	Refer to Zoning Table in Appendix II of this Report	Refer to Schedule B of the Zoning Table in Appendix II of this Report
Maximum Balcony Encroachment Above the First Storey	1.0 m	2.0 m
Maximum Above Grade Separation Between Buildings	For that portion of dwelling with a height greater than 26.0 m – 15.0 m	30 m
Minimum Below-Grade Parking Structure Setback to Lot Line	3.0 m	Refer to Schedule B of the Zoning Table in Appendix II of this Report

*Table 3 / Summary of In-Effect & Requested RA5 Provisions
(Continued)*

PROVISION	REQUIRED (RA5)	REQUESTED (RA5-XX)
Minimum Landscaped Area	40% of the lot area	10% of the lot area
Minimum Landscaped Buffer Width	Refer to Zoning Table in Appendix II of this Report	Refer to Schedule B of the Zoning Table in Appendix II of this Report
Minimum Amenity Area	The greater of 5.6 m ² per dwelling unit or 10% of the site area	4.5 m ² per dwelling unit

Table 4 / Summary of Requested RA5 Exceptions & Rationale

REQUESTED EXCEPTION	RATIONALE
Modified Use Permissions	To implement the desired range of complimentary, non-residential uses that are appropriate for a mixed-use development. This requested permission will also further implement the permitted uses established by the in-effect Mississauga Official Plan for 'Residential High Density' lands
Modified Building Envelope	To implement the desired built forms, while maintaining appropriate compatibility and transition to the surrounding community
Modified Parking Standard	In order to implement the desired built form and range of accessory, complimentary uses, a site-specific shared parking standard is requested. As further demonstrated in the accompanying Transportation Impact Study ('TIS'), the requested shared vehicular and bicycle parking standards (assuming the Site

6 / CONCLUSION & SUMMARY

Table 4 / Summary of Requested RA5 Exceptions & Rationale

REQUESTED EXCEPTION	RATIONALE
<i>Modified Parking Standard (continued)</i>	<p>is subject to Precinct 3 vehicular parking standards once the Site is added to the Central Erin Mills Major Node) are appropriate given the Site's proximity to transit services and active transportation networks. The requested standards are capable of accommodating the proposed demands, will serve to further implement Council's direction to encourage developments which support increased transit ridership and sustainable modes and will facilitate an optimized site design</p>
<i>Modified Amenity Space Standard</i>	<p>To implement the desired built form and optimized site design, an alternative amenity space standard is requested. The requested standard will also enable the provision of a high-quality, safe, comfortable and attractive outdoor landscaped areas that are directly visible and accessible from the proposed indoor amenity areas</p>
<i>Modified Landscaping Standard</i>	<p>In efforts to accommodate the desired built form and sustainable building strategies, a site-specific landscaping standard is requested. The requested standard seeks to implement reduced landscape buffer widths in specified locations on the lot in order to accommodate a safe, comfortable and attractive pedestrian environment that includes streetscaping and landscaped open spaces. The requested standard will compliment the proposed outdoor amenity spaces. As demonstrated on the accompanying Conceptual Site Plan, a variety of landscape enhancements are to be provided. These enhancements, coupled with the requested landscaping standard, will enable a development that is well-designed, appropriate and desirable</p>

As outlined above, together with the supporting studies, the proposed development and associated Official Plan Amendment and Zoning By-law Amendment ('ZBA' or the 'Amendments'), represent an appropriate development for the Subject Lands that is in keeping with the policies and intent of the Region of Peel Official Plan and the Mississauga Official Plan. Furthermore, based on the existing physical context and surrounding Central Erin Mills community, a technical assessment of the proposal as well as an analysis of the proposal within the current policy and regulatory context of the Province, Region and City, we conclude the following:

1. The proposed Official Plan Amendment and Zoning By-law Amendment represents appropriate development on the Subject Lands given the existing use of the Site, planned evolution of the Subject Lands and surrounding context;
2. The proposal provides an appropriately designed and compatible development for the Central Erin Mills community that will contribute to the provision of new housing options and the achievement of a complete community;
3. The proposed Amendments are consistent with the Provincial Planning Statement, 2024;
4. The proposal conforms to the policy directions of the Region of Peel Official Plan, 2022;
5. The proposal conforms to the policy directions of the in-effect Mississauga Official Plan;
6. The proposal can be adequately serviced by existing municipal services;
7. The proposed development will not create adverse impacts to existing uses or the surrounding area;

8. The proposal is in keeping with the character and planned context of the Central Erin Mills community, and it provides an opportunity for contextually appropriate intensification within the City's Built-Up Area where intensification is to be directed;
9. The proposal upholds the overall City Structure and further implements the development objectives as identified by the Mississauga Official Plan; and,
10. The proposal serves to implement the policy and design objectives established for the Central Erin Mills community by the Reimagining the Mall initiative.

Accordingly, we conclude that the proposed Amendments are appropriate, represent good planning and implement the City, Regional and Provincial vision for the Subject Lands.

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.



Jim Levac, MCIP, RPP
Partner

Stephanie Matveeva, MCIP, RPP
Associate

Appendix I / Draft Official Plan Amendment

Amendment No. XXX
to
Mississauga Official Plan

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

PURPOSE

The purpose of this Amendment is to amend Schedule 1 to modify the Central Erin Mills Major Node boundary, to amend Schedule 10 to redesignate the Subject Lands and to amend the Central Erin Mills Major Node Character Area to include the Subject Lands as a Special Site.

LOCATION

The lands affected by this Amendment are located on the north side of Erin Centre Boulevard, east of Erin Mills Parkway. The land is municipally addressed as 2555 Erin Centre Boulevard. The Subject Lands are located within the Central Erin Mills Neighbourhood Character Area, as identified in the Mississauga Official Plan.

BASIS

The Mississauga Official Plan came into effect on November 14, 2012, save and except for the outstanding site specific appeals at the Ontario Land Tribunal.

The Mississauga Official Plan ('MOP') contains a City Structure comprised of Intensification Areas, where growth is encouraged and Non-Intensification Areas, where growth is discouraged within the City. Intensification Areas include Downtowns, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas. Intensification Areas are the principal location for future growth within the City. The Subject Lands are located within the Neighbourhood component of the City Structure and along a Corridor where transit-oriented development is encouraged.

The Subject Lands are currently located within the Central Erin Mills Neighbourhood Character Area. The Official Plan Amendment is required to remove the Subject Lands from the Central Erin Mills Neighbourhood Character Area and add the Subject Lands to the Central Erin Mills Major Node.

The Subject Lands are currently designated 'Mixed Use'. Permitted uses on the Subject Lands include: commercial parking facility, financial institution, funeral establishment, markerspaces, motor vehicle rental, motor vehicle sales, overnight accommodation, personal service establishment, post-secondary educational facility, residential in conjunction with other permitted uses, restaurant, retail store and secondary office. The Official Plan Amendment is required to redesignate the Subject Lands to 'Residential High Density'.

In accordance with the in-effect Central Erin Mills Major Node policies, a maximum building height of twenty-five (25) storeys is permitted on the Subject Lands and a density shall not exceed 4.0 FSI. The City anticipates that a Special Site policy will be added to the MOP for increases in proposed building height and increases to maximum permitted density. This Amendment proposes to revise the Central Erin Mills Major Node Character Area to add the Subject Lands as a Special Site. This proposed Special Site policy will permit maximum building heights of up to 34 storeys and a maximum density of 7.0 FSI.

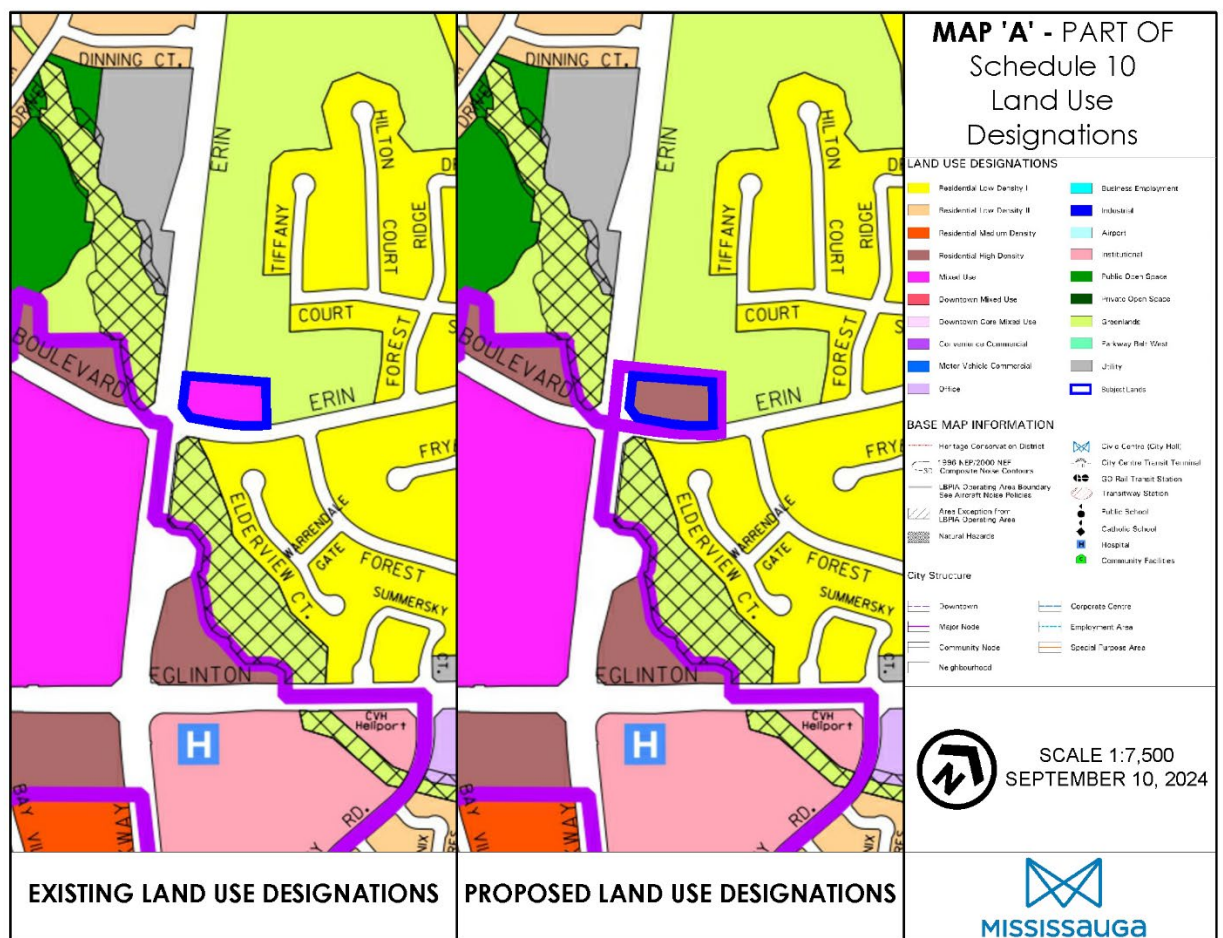
The proposed Official Plan Amendment is to add the Subject Lands to the Central Erin Mills Major Node, to create a new Central Erin Mills Major Node Character Area Special Site policy and to redesignate the Subject Lands to 'Residential High Density – Special Site'. The proposed Official Plan Amendment is acceptable from a planning perspective and should be approved for the following reasons:

1. The proposed development is consistent with the Provincial Planning Statement (2024) and conforms to and does not conflict with the Region of Peel Official Plan (2022). In addition, the proposed development will bring the Mississauga Official Plan (2024) into consistency with the Provincial Planning Statement and into conformity with the Region of Peel Official Plan as each applies to the Subject Lands. The proposed development represents reinvestment and intensification of an underutilized site and will better utilize transit infrastructure investments.
2. The Subject Lands are located: within 5-minute walking distance of transit networks and various destinations. Furthermore, the Subject Lands are located along a recognized Corridor. As noted in the Region of Peel Official Plan and the Mississauga Official Plan, Corridors are areas for intensification and compact, mixed-use, high density development where transit-supportive development should be directed.
3. The proposed development will utilize existing servicing and future servicing can be provided in an efficient manner.
4. With buildings heights of 4 to 34 storeys, the proposal is a transit-supportive development on lands that are well-served by existing and future transit networks, active transportation networks and infrastructure networks. The Subject Lands are also well-served by existing greenspace and service and retail establishments in the area. Bringing additional residents to this otherwise underutilized parcel will bring families and households within comfortable walking distance to an abundance of retail, services and greenspace, contributing toward the goals of a complete, walkable community.
5. The proposed development will improve and contribute towards the urbanized Erin Mills Parkway streetscape by providing an animated podium situated close to the streetline, with a

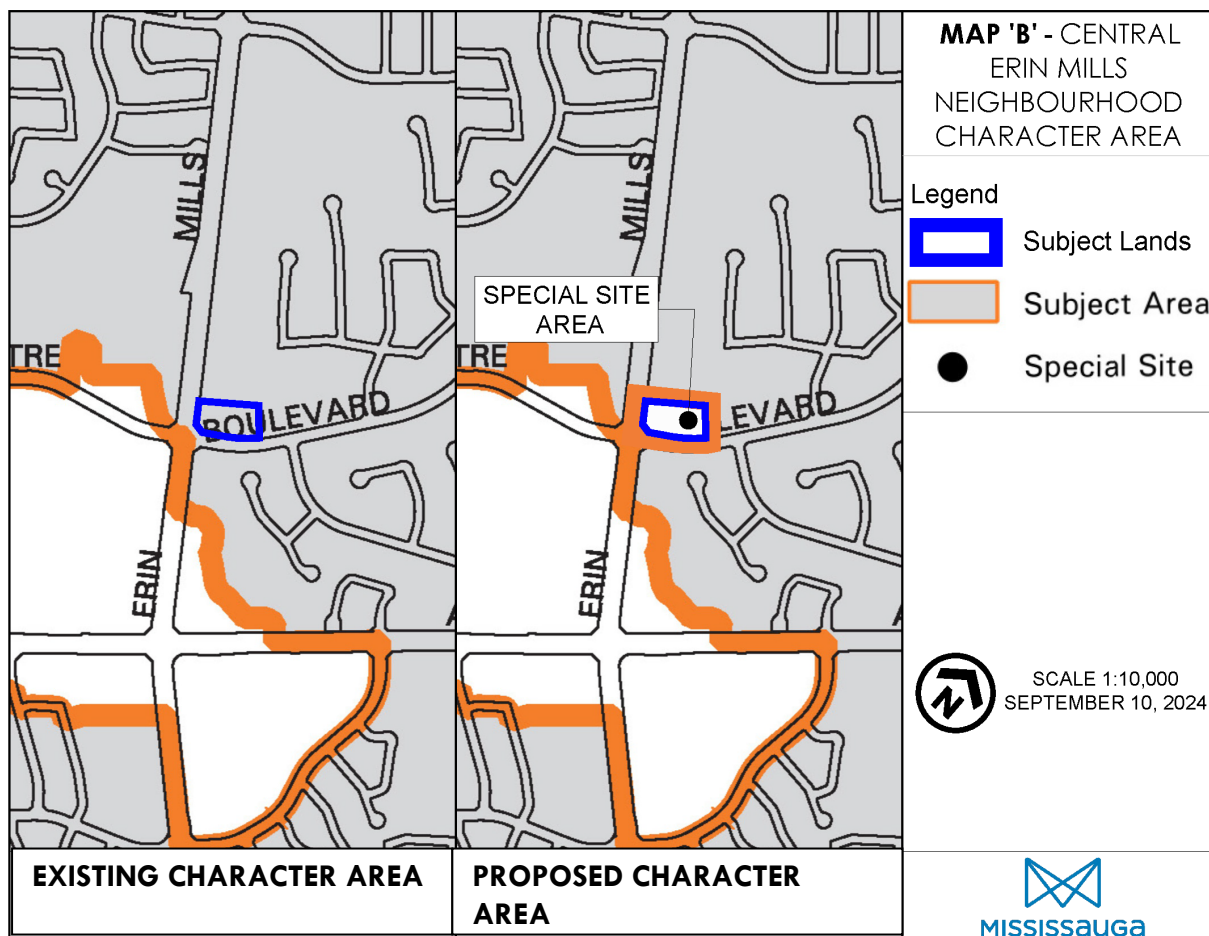
mixture of uses at-grade, directly accessible from the public sidewalk. This will enable an active, main street with high pedestrian activity.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Schedule 1, City Structure, of the Mississauga Official Plan, is hereby amended by adding the Subject Lands to the Central Erin Mills Major Node.
2. Schedule 10, Land Use Designations, of the Mississauga Official Plan, is hereby amended by re-designating the Subject Lands to 'Residential High Density'.



3. Section 13.2, Central Erin Mills Major Node Character Area, of the Mississauga Official Plan, is hereby amended by adding Special Site 1 on Map 13-2, Central Erin Mills Major Node Character Area, in accordance with the Special Site Policies.



4. Section 13.2.11, Special Site Policies Central Erin Mills Major Node Character Area, of the Mississauga Official Plan, is hereby amended and is to include the following:

- 13.2.11.X.1 The lands identified as Special Site X are located on the north side of Erin Centre Boulevard, east of Erin Mills Parkway.
- 13.2.11.X.2 Notwithstanding the policies of this Plan, apartment buildings with a maximum height of 115 metres will be permitted.
- 13.2.11.X.3 Notwithstanding the policies of this Plan, apartment buildings with a maximum density of 7.0 FSI will be permitted.

IMPLEMENTATION

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

The lands will be rezoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan dated August 7, 2024.

INTERPRETATION

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

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

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

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

AND WHEREAS, Council desired to adopt certain amendments to the Mississauga Official Plan regarding a City Structure change, a land use designation change and to add a Special Site Policy within the Central Erin Mills Major Node Character Area;

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

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

ENACTED and PASSED this _____ day of _____, 2024.

MAYOR

CLERK

Appendix II / Draft Zoning By-law Table

2555 Erin Centre Boulevard

City File: DARC 24-39

Type of Application: Official Plan Amendment & Zoning By-law Amendment

NOTE: Nothing in this document precludes our ability to add and / or change provisions throughout the planning process. We reserve the right to review any final By-law(s) prior to approval.

Notwithstanding the Section(s) outlined under the 'Required Zoning Standard / Regulation', the standard(s) shown under 'Proposed Zoning Standard / Regulation' shall apply.

BY – LAW SECTION	REGULATION	REQUIRED (RA5 Zone) STANDARD	REQUESTED (RA5-XX) STANDARD
2.1.13.1	Calculation of Height	Notwithstanding any other provisions of this By-law, the calculation of height for a building, structure or part thereof, except in a Residential Zone, shall be exclusive of mechanical or architectural components such as mechanical equipment, mechanical penthouses, elevator machine rooms, stairwell enclosures, telecommunication equipment, parapets, turrets, cupolas, stairs and stair enclosures located on the roof, provided that the maximum height of the top of such components is no higher than 6.0 m above the height limit otherwise applicable.	Delete provision – permit a mechanical penthouse height of 6.6 m, exclusive of permitted building height
2.1.14.1.	Centreline Setbacks	Where a lot abuts a right-of-way or a 0.3 reserve abutting a right-of-way identified on Schedules 2.1.14(1) and (2) of this Subsection, the minimum distance required between the nearest part of any building or structure to the centreline of the right-of-way shall be as contained in Table 2.1.14.1 – Centreline Setbacks [45 m – 22.5 m + required yard/setback] [26.0 m – 13.0 m + required yard/setback]	Delete provision - Table 2.1.14.1 shall not apply. Setbacks shall be in accordance with Schedule B of this By-law
2.1.30.1	Rooftop Balcony	A rooftop balcony shall be set back 1.2 m from all exterior edges of a building or structure	Delete provision – a 0.0 m setback from the exterior edge of a building or structure is requested
3.1.1.4.3	Parking Space Dimensions	The minimum width of a parking space, other than an accessible parking space or parallel parking space, shall be increased to 2.75 m where the length of one	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RA5 Zone) STANDARD	REQUESTED (RA5-XX) STANDARD
		side of the parking space abuts a building, structure or part thereof, except for a building, structure or part thereof, that extends 1.0 m or less into the front and / or rear of the parking space	
3.1.1.4.5	Accessible Parking Spaces Dimensions	<p>Accessible parking spaces are to be provided in two sizes and maintain a 1.5 m wide access aisle abutting the entire length of each parking space:</p> <p>(1) Type A shall have an unobstructed rectangular area with a minimum width of 3.4 m and a minimum length of 5.2 m</p> <p>(2) Type B shall have an unobstructed rectangular area with a minimum width of 2.4 m and a minimum length of 5.2 m</p> <p>(3) An access aisle is required to abut each accessible parking space. Where two or more accessible parking spaces are required in accordance with the regulations contained in Table 3.1.3.1 of this By-law, the access aisle may be shared between the accessible parking spaces</p>	Provision met
3.1.15.1	Drive Aisles	The minimum aisle width shall be 7.0 m	Provision met
3.1.1.12.1	Electric Vehicle Ready Parking Spaces	<p>Condominium Apartment, resident parking – 20% of the total required parking spaces or 1.0 space, whichever is greater</p> <p>Condominium Apartment, visitor parking – 10% of the total required parking spaces or 1.0 space, whichever is greater</p> <p>Non-residential uses identified in Table 3.1.2.2 of this By-law, with a parking structure with 10 or more parking spaces – 10% of the total required parking spaces or 1.0 space, whichever is greater</p>	Provision met
3.1.2.1	Required Number of Parking Spaces for Residential Uses	<p>Condominium Apartment – Precinct 3:</p> <p>1.0 resident spaces per unit</p> <p>0.2 visitor spaces per unit</p>	Delete provision – permit a residential parking standard of 0.85 spaces per condominium unit and a shared, co-mingling parking standard of 0.15 visitor/non-residential spaces per unit

BY – LAW SECTION	REGULATION	REQUIRED (RA5 Zone) STANDARD	REQUESTED (RA5-XX) STANDARD
3.1.2.2.	Required Number of Parking Spaces for Non-Residential Uses	Precinct 3: Financial Institution – 4.0 spaces per 100 sq m GFA – non-residential; Office – 2.8 spaces per 100 sq m GFA – non-residential; Medical Office – 4.5 spaces per 100 sq m GFA – non-residential; Retail Store – 4.0 spaces per 100 sq m GFA-non-residential; Recreational Establishment – 4.5 spaces per 100 sq m GFA – non-residential; Restaurant, less than or equal to 220 sq m GFA – 4.0 spaces per 100 sq m GFA-non-residential; Take-Out Restaurant – 4.0 spaces per 100 sq m GFA-non-residential Service Establishment – 5.4 spaces per 100 sq m GFA – non-residential; Veterinary Clinic – 3.6 spaces per 100 sq m GFA – non-residential	Delete provision – permit a shared, co-mingling parking standard of 0.15 visitor/non-residential spaces per unit
3.1.3.1.B	Required Number of Accessible Parking Spaces	2.0 spaces plus 2% of the total visitor parking spaces required	Provision met
3.1.3.1.2	Accessible Parking Space Dimensions	Where more than one accessible parking space is required: (1) If an even number of accessible parking spaces is required, an equal number of Type A and Type B accessible parking spaces must be provided	Provision met
3.1.4.2.	Required Number of Loading Spaces for Office and / or Medical Buildings	Where the GFA of office and/or medical office uses is less than or equal to 2,350 square metres – no loading spaces are required	Provision met
3.1.4.3.	Required Number of Loading Spaces	Where required, loading spaces for uses other than office and / or medical office uses, shall be provided in accordance with Table 3.1.4.3 – Required Number of Loading Spaces	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RA5 Zone) STANDARD	REQUESTED (RA5-XX) STANDARD
		Where the GFA non-residential is greater than 250 sq m but less than or equal to 2,350 sq m – 1 loading space is required	
3.1.4.4	Loading Space Dimensions	Required loading spaces shall have an unobstructed rectangular area with a minimum width of 3.5 m and a minimum length of 9.0 m	Provision met
3.1.4.5.	Required Number of Loading Spaces for Apartment	One (1) loading space per apartment building containing a minimum of 30 dwelling units, shall be required	Provision met
3.1.6.5.1	Required Number of Bicycle Parking Spaces for Residential Uses	Apartment without exclusive garages – 0.6 [Class A] spaces per unit Apartment without exclusive garages – the greater of 0.05 [Class B] spaces per unit or 6.0 spaces	Delete provision – permit a shared Class A bicycle parking space standard of 0.6 spaces per unit and a shared 0.0 Class B bicycle parking space standard
3.1.6.2.2	Location of Bicycle Parking	Required bicycle parking spaces shall not be located in a dwelling unit, storage locker or on a balcony	Delete provision – permit bicycle parking spaces within shared bicycle and storage lockers
3.1.6.6	Required Number of Bicycle Parking Spaces for Non-Residential Uses	Financial Institution – 0.1 [Class A] spaces per 100 sq m GFA non-residential Financial Institution – 2.0 [Class B] spaces Restaurant, Take-Out Restaurant, Retail Store, Service Establishment – 0.15 [Class A] spaces per 100 sq m GFA non-residential Restaurant, Take-Out Restaurant, Retail Store, Service Establishment – 0.2 [Class B] spaces per 100 sq m GFA non-residential Office - 0.1 [Class A] spaces per 100 sq m GFA non-residential Office - 0.1 [Class B] spaces per 100 sq m GFA non-residential All other non-residential uses - 0.05 [Class A] spaces per 100 sq m GFA non-residential	Delete provision – permit a shared Class A bicycle parking space standard of 0.15 spaces per 100 sq m GFA-non-residential and a shared 0.2 Class B bicycle parking space per 100 sq m GFA – non-residential standard

BY – LAW SECTION	REGULATION	REQUIRED (RA5 Zone) STANDARD	REQUESTED (RA5-XX) STANDARD
		All other non-residential uses - 0.1 [Class B] spaces per 100 sq m GFA non-residential	
4.1.15.1.1	Apartment Zones – Additional Uses	Additional uses [permitted within RA1 to RA5 zones] are limited to a retail store, service establishment, financial institution, office and medical office – restricted.	<p>Delete provision – the following are to be included as site-specific accessory uses:</p> <ul style="list-style-type: none"> • Financial Institution; • Office; • Medical Office; • Service Establishment; • Retail Store; • Recreational Establishment; • Restaurant; • Take-Out Restaurant; • Veterinary Clinic
4.1.15.1.2	Apartment Zones – Additional Uses	An additional use shall be contained within an apartment building	Provision met
4.1.15.1.3	Apartment Zones – Additional Uses	An additional use shall not be permitted above the first storey of an apartment building	Provision met
4.1.15.1.4	Apartment Zones – Additional Uses	Additional on-site parking is not required for additional uses permitted in Sentence 4.1.15.1.1 of this By-law	Delete provision – a shared, comingling parking standard of 0.15 visitor and non-residential spaces per unit is requested
4.1.21	Apartment Zones – Height	Notwithstanding any other provisions of this By-law, the calculation of height for apartment, long-term care and retirement buildings and stacked townhouses, shall be exclusive of mechanical or architectural appurtenances such as mechanical equipment, mechanical penthouse, elevator machine rooms, telecommunication equipment and enclosures, parapets, turrets, cupolas, and elevator and stair enclosures, located on the roof of a dwelling provided that the maximum height of the top of such elements is no higher than 6.0 m above the height limit otherwise applicable	Provision met
4.15.1	RA5 - Permitted Uses	Apartment; Long-Term Care Building; Retirement Building	Delete provision – the following are to be as permitted as

BY – LAW SECTION	REGULATION	REQUIRED (RA5 Zone) STANDARD	REQUESTED (RA5-XX) STANDARD
			additional, accessory uses to the apartment building: <ul style="list-style-type: none"> • Financial Institution; • Office; • Medical Office; • Service Establishment; • Retail Store; • Recreational Establishment; • Restaurant; • Take-Out Restaurant; • Veterinary Clinic
4.15.1	RA5 – Zone Regulations	Minimum Lot Frontage – 30.0 m	Provision met
4.15.1	RA5 – Zone Regulations	Minimum Floor Space Index – Apartment Zone – 0.5	Provision met
4.15.1	RA5 – Zone Regulations	Maximum Floor Space Index – Apartment Zone – 1.0	Delete provision – a site-specific density of 7.0 FSI is requested
4.15.1	RA5 – Zone Regulations	Maximum Gross Floor Area – Apartment Zone per Storey for each storey above 12 storeys – 1,000 m ²	Provision met
4.15.1	RA5 – Zone Regulations	Maximum Height – 56.0 m and 18 storeys	Delete provision – permit a building height of 115.0 m. Heights shall be in accordance with Schedule B of this By-law
4.15.1	RA5 – Zone Regulations	<i>Minimum Front and Exterior Side Yards</i>	
4.15.1	RA5 – Zone Regulations	For that portion of the dwelling with a height less than or equal to 13.0 m – 7.5 m	Delete provision – permit minimum setbacks in accordance with Schedule B of this By-law.
4.15.1	RA5 – Zone Regulations	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 8.5 m	
4.15.1	RA5 – Zone Regulations	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 9.5 m	For the purpose of zoning, Erin Mills Parkway is deemed to be the front lot line
4.15.1	RA5 – Zone Regulations	For that portion of the dwelling with a height greater than 26.0 m – 10.5 m	

BY – LAW SECTION	REGULATION	REQUIRED (RA5 Zone) STANDARD	REQUESTED (RA5-XX) STANDARD
4.15.1	RA5 – Zone Regulations	<i>Minimum Interior Side Yard</i>	
4.15.1	RA5 – Zone Regulations	For that portion of the dwelling with a height less than or equal to 13.0 m – 4.5 m	Not Applicable
4.15.1	RA5 – Zone Regulations	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 6.0 m	
4.15.1	RA5 – Zone Regulations	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 7.5 m	
4.15.1	RA5 – Zone Regulations	For that portion of the dwelling with a height greater than 26.0 m – 9.0 m	
4.15.1	RA5 – Zone Regulations	Where an interior side lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment or Utility Zone, or any combination of zones thereof – 4.5 m	Not Applicable
4.15.1	RA5 – Zone Regulations	Where an interior lot line, or any portion thereof, abuts a zone permitting detached dwelling and/or semi-detached – 7.5 m plus 1.0 m for each additional 1.0 m of dwelling height, or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m	Not Applicable
4.15.1	RA5 – Zone Regulations	<i>Minimum Rear Yard</i>	
4.15.1	RA5 – Zone Regulations	For that portion of the dwelling with a height less than or equal to 13.0 m – 7.5 m	Delete provision – a reduced rear yard setback is requested in accordance with Schedule B of this By-law.
4.15.1	RA5 – Zone Regulations	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 10.0 m	
4.15.1	RA5 – Zone Regulations	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 12.5 m	For the purpose of zoning, a minimum rear yard setback of 4.0 metres is requested
4.15.1	RA5 – Zone Regulations	For that portion of the dwelling with a height greater than 26.0 m – 15.0 m	

BY – LAW SECTION	REGULATION	REQUIRED (RA5 Zone) STANDARD	REQUESTED (RA5-XX) STANDARD
4.15.1	RA5 – Zone Regulations	Where a rear lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or combination of zones thereof – 4.5 m	Not Applicable
4.15.1	RA5 – Zone Regulations	Where a rear lot line, or any portion thereof, abuts a zone permitting detached dwelling and/or semi-detached – 7.5 m plus 1.0 m for each additional 1.0 m of dwelling height, or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m	Not Applicable
4.15.1	RA5 – Zone Regulations	<i>Encroachments and Projections</i>	
4.15.1	RA5 – Zone Regulations	Maximum encroachment of a balcony located above the first storey, sunroom, window, chimney, pilaster, cornice, balustrade or roof eaves into a required yard – 1.0 metres	Delete provision – permit a balcony to project 2.0 m from the main wall
4.15.1	RA5 – Zone Regulations	Maximum encroachment into a required yard of a porch, balcony located on the first storey, staircase, landing or awning, provided that each shall have a maximum width of 6.0 m – 1.8 metres	Delete provision – permit a balcony to project 2.0 m from the main wall
4.15.1	RA5 – Zone Regulations	Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects – 1.0 m	Delete provision – permit a balcony to project 2.0 m from the main wall
4.15.1	RA5 – Zone Regulations	<i>Minimum Above Grade Separation Between Buildings</i>	
4.15.1	RA5 – Zone Regulations	For that portion of a dwelling with a height less than or equal to 13.0 m – 3.0 m	Provision met
4.15.1	RA5 – Zone Regulations	For that portion of a dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 9.0 m	
4.15.1	RA5 – Zone Regulations	For that portion of a dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 12.0 m	
4.15.1	RA5 – Zone Regulations	For that portion of a dwelling with a height greater than 26.0 m – 15.0 m	
4.15.1	RA5 – Zone Regulations	<i>Parking, Loading, Servicing Area and Parking Structures</i>	

BY – LAW SECTION	REGULATION	REQUIRED (RA5 Zone) STANDARD	REQUESTED (RA5-XX) STANDARD
4.15.1	RA5 – Zone Regulations	Minimum setback from surface parking spaces or aisles to a street line – 4.5 m	Not Applicable
4.15.1	RA5 – Zone Regulations	Minimum setback from surface parking spaces or aisles to any other lot line – 3.0 m	Not Applicable
4.15.1	RA5 – Zone Regulations	Minimum setback from a parking structure above or partially above finished grade to any lot line – 7.5 m	Delete provision – permit an above-grade parking structure in accordance with Schedule B of this By-law
4.15.1	RA5 – Zone Regulations	Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line – 3.0 m	Delete provision – permit a reduced setback to a parking structure below finished grade in accordance with Schedule B of this By-law
4.15.1	RA5 – Zone Regulations	Minimum setback from a waste enclosure / loading space to a street line – 10.0 m	Provision met
4.15.1	RA5 – Zone Regulations	Minimum setback from a waste enclosure / loading area to a zone permitting detached dwelling and / or semi-detached – 10.0 m	Not Applicable
4.15.1	RA5 – Zone Regulations	<i>Minimum Landscaped Area, Landscaped Buffer and Amenity Area</i>	
4.15.1	RA5 – Zone Regulations	Minimum landscaped area – 40% of the lot area	Delete provision – permit a minimum landscaped area that is 10% of the lot area
4.15.1	RA5 – Zone Regulations	Minimum depth of a landscaped buffer abutting a lot line that is a street line and / or abutting lands with an Open Space, Greenlands and/or Residential Zone with the exception of an Apartment Zone – 4.5 m	Provision met Additionally, a transformer and exhaust vent shall be permitted within a landscape buffer
4.15.1	RA5 – Zone Regulations	Minimum depth of a landscaped buffer along any other lot line – 3.0 m	Delete provision – permit landscape buffers in accordance with Schedule B of this By-law. For the purpose of zoning, transformers shall also be permitted to be located within a landscape buffer
4.15.1	RA5 – Zone Regulations	Minimum amenity area – the greater of 5.6 sq m per dwelling unit or 10% of the site area	Delete provision – permit a minimum amenity area standard of 4.4 m ² per unit

BY – LAW SECTION	REGULATION	REQUIRED (RA5 Zone) STANDARD	REQUESTED (RA5-XX) STANDARD
4.15.1	RA5 – Zone Regulations	Minimum percentage of total required amenity area to be provided in one contiguous area – 50%	Provision met For the purpose of zoning, this provision is understood to be satisfied by the 8 th level rooftop outdoor amenity area and adjacent indoor amenity area
4.15.1	RA5 – Zone Regulations	Minimum amenity area to be provided outside at-grade – 55 sq m	Delete provision – permit a 0.0 sq m at-grade amenity area

DRAFT

ERIN MILLS PARKWAY

RA5-XX

ERIN CENTRE BOULEVARD



2555 ERIN CENTRE BOULEVARD.
BLOCK 116, PLAN 43M856
CITY OF MISSISSAUGA,
REGIONAL MUNICIPALITY OF PEEL

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

Appendix III / Community Meeting Report

COMMUNITY MEETING REPORT

IN SUPPORT OF

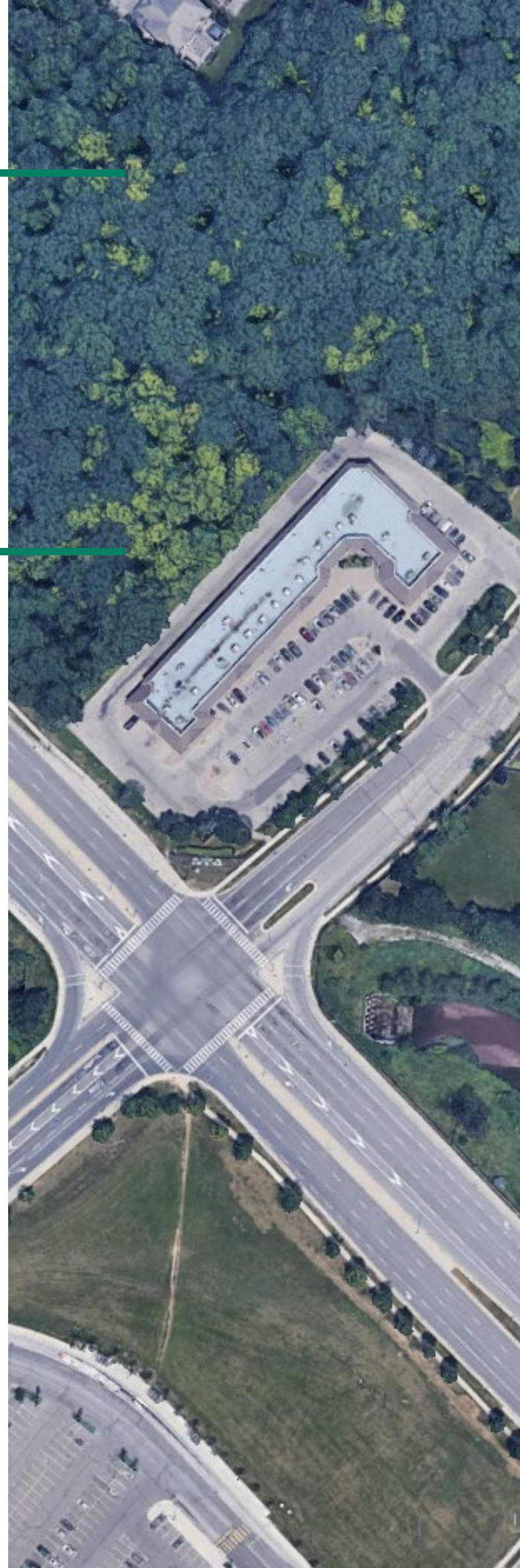
OFFICIAL PLAN
AMENDMENT & ZONING
BY-LAW AMENDMENT
APPLICATIONS

PREPARED FOR

Starmont Estates Inc.

2555 Erin Centre Boulevard
City of Mississauga
Regional Municipality of Peel

December 2024
GSAI File # 1484 – 004



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2 / Background.....2

3 / Summary of Community Concerns3

APPENDICES

- Appendix I* / Community Meeting Terms of Reference
- Appendix II* / Community Meeting Presentation

Community Meeting Report
Starmont Estates Inc.
Official Plan Amendment & Zoning By-law Amendment
2555 Erin Centre Boulevard
City of Mississauga

1 / INTRODUCTION

Glen Schnarr & Associates Inc. ('GSAI') has been retained by Starmont Estates Inc. (the 'Owner') to assist with planning approvals to implement redevelopment of the lands municipally known as 2555 Erin Centre Boulevard, in the City of Mississauga (the 'Subject Lands' or 'Site'). This Report was identified and requested as a submission requirement as part of the pre-submission Development Application Review Committee ('DARC') meeting process. Subsequent to this Meeting, the Community Meeting Terms of Reference were provided. A copy of the Community Meeting Terms of Reference are provided in **Appendix I** of this Report.

2 / BACKGROUND

The Owner is planning to redevelop the Subject Lands – a lot with an area of approximately 1.01 hectares (2.5 acres). As further described in accompanying Planning Justification Report, prepared by GSAI, dated December 2024, the Owner is seeking permission to redevelop the Subject Lands for a compact, pedestrian-oriented and transit-supportive, mixed-use development containing a terraced built forms of varying heights and approximately 1,022 dwelling units. To achieve this objective, the Owner is advancing an Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA') Application (the 'Application'). The City of Mississauga (the 'City') requires a Councillor-led Community Meeting be held and this Community Meeting Report be provided to summarize the comments heard from community members.

A Ward 10 Councillor-led virtual Community Meeting was held on November 18, 2024, at the Erin Mills Community Centre. This Community Meeting provided the Project Team an opportunity to present the proposed development to the community and provided an opportunity for community members in attendance to ask questions and raise areas of concern. A copy of the Project Team presentation shared at this Community Meeting is provided in **Appendix II** of this Report. Furthermore, a summary of the comments heard is provided in **Section 3** of this Report.

3 / SUMMARY OF COMMUNITY CONCERNS

As stated above, a Community Meeting was held on November 18, 2024, beginning at 6:00 pm. Overall, a number of community members were in attendance as well as a selection of City of Mississauga Staff.

The following were the meeting attendees:

- Councillor Brad Butt
- Aiden Stanley, Manager, City Planning, City of Mississauga
- Jennifer Renaud-Nicholson, Planner, City of Mississauga
- Dave Craig, Landscape Architect, City of Mississauga
- Mike Russo, Transportation Analysis, City of Mississauga
- Jim Greenfield, Parks Planner, City of Mississauga
- Gabe DiMartino, Owner Representative
- Carmina Tupe, Owner Representative
- Debang Chen, LEA
- Pasquale Suppa, Arcadis
- Jim Levac, GSAI
- Stephanie Matveeva, GSAI

The following were the comments and concerns expressed by community members in attendance:

COMMENT	RESPONSE
Concern expressed regarding traffic volumes, congestion and overflow parking on surrounding streets	As further described in the accompanying Transportation Impact Study, the traffic generated by the proposed development was evaluated and assessed. The TIS found that the existing road network can accommodate the predicted traffic patterns arising from the proposed development and that no adverse impacts will occur to the surrounding community
Concern expressed regarding density and shadowing	As further described in the accompanying Planning Justification Report, the proposed development has been evaluated against the in-effect policy permissions which identify the Central Erin Mills community, and in particular the Central Erin Mills Major Node, as an area of the City of Mississauga where development ought to occur. The ways in which an appropriate transition is provided from the development to the surrounding community is described in the accompanying Planning Justification Report and Urban Design Study.

COMMENT	RESPONSE
Concern expressed regarding density and shadowing (continued)	Furthermore, in terms of shadowing, a Sun / Shadow Study has been completed and will be evaluated by City Staff to ensure sufficient sunlight is provided and adverse shadowing impacts are mitigated appropriately. The proposal has, and is required, to conform to minimum sun access factor requirements which also serve to minimize shadowing impacts
Concern expressed regarding built form	In accordance with the in-effect planning and regulatory framework, higher density, transit-supportive developments are encouraged in key locations, such as the Central Erin Mills Major Node. The appropriateness of the proposed built forms and the building heights contemplated is further described in the accompanying Planning Justification Report and Urban Design Study
Concern expressed regarding traffic congestion and study of surrounding developments	As further described in the accompanying Transportation Impact Study, the traffic generated by the proposed development was evaluated and assessed. The TIS also evaluated ongoing and recent surrounding developments to inform the evaluation of traffic impacts and the need for road network improvements, if any.

COMMENT	RESPONSE
Concern expressed regarding traffic congestion and study of surrounding developments (continued)	Overall, the TIS found that the existing road network can accommodate the predicted traffic patterns arising from the proposed development, including consideration of surrounding developments
Concern expressed regarding frequency of transit service and current travel mode preferences	As further described in the accompanying Planning Justification Report, the proposed development has been evaluated against the in-effect policy permissions which identify the Central Erin Mills community as an area of the City of Mississauga where development ought to occur. It also evaluates the proposal against the Provincial policy objectives of encouraging intensification and higher density development to occur in proximity to existing and planned transit services and infrastructure. The accompanying TIS identifies Transportation Demand Management strategies that can encourage alternative modes of travel to be utilized
Concern expressed about long-term health of the adjacent woodlot and Park	An Environmental Impact Study was undertaken to evaluate and assess the potential impact of the development on the adjacent woodlot. Overall, the EIS found that the proposed setbacks along the northern property line are of a sufficient width to ensure the long-term preservation and health of the woodlot feature. The EIS also concluded that the proposed development is appropriate

COMMENT	RESPONSE
Preference was expressed for a low-rise proposal	The accompanying Planning Justification Report and Urban Design Study provide further detail on the ways in which an appropriate transition and compatibility with the surrounding established community character is provided. It is understood that there is local concern regarding the built form and scale of development proposed. As stated above, the Project Team has carefully considered the proposal to ensure an appropriate, desirable and compatible development is to be provided.
Concern expressed about school enrolments and school capacities	As discussed by City Staff, the anticipated student yield of the development and the ability for students to be accommodated at schools within the nearby catchment area is the responsibility of the applicable School Boards. Staff and the Councillor clarified that the School Boards are one of many review agencies when a formal application comes forward and is circulated for formal evaluation

COMMENT	RESPONSE
Concern expressed about affordability	In accordance with the in-effect planning and regulatory framework, developments are encouraged in key locations, to support the provision of housing options. The appropriateness of the proposed unit configurations is further described in the accompanying Planning Justification Report and Housing Report. The Planning Justification Report and Housing Report also evaluate the proposal against the in-effect housing-related policy requirements
Concern expressed about access and lack of secondary access point	As further described in the accompanying Transportation Impact Study, the site circulation and access patterns by the proposed development was evaluated and assessed. The TIS found that the proposed site circulation patterns are appropriate and that a secondary access off of Erin Mills Parkway is not warranted
Concern expressed about traffic and public safety	As further described in the accompanying TIS, the proposed development will facilitate an appropriate site configuration and potential pedestrian-vehicular conflicts are minimized. Furthermore, the provision of grade-related non-residential areas with direct pedestrian connections will serve to advance public health objectives as well

COMMENT	RESPONSE
Concern expressed regarding community character	As further described in the accompanying Planning Justification Report and the Urban Design Study, the proposed development has been evaluated against the in-effect policy permissions pertaining to community character and compatibility. The ways in which an appropriate and desirable transition to the surrounding community and the ways in which the proposal serves to maintain and compliment the established community character is described in the accompanying Planning Justification Report and Urban Design Study.
Concern expressed about privacy and overlook	The ways in which privacy and overlook concerns are effectively managed and mitigated is described in the accompanying Planning Justification Report and Urban Design Study.

*Appendix I / Community Meeting
Terms of Reference*

Purpose

Community Meetings and a subsequent Community Meeting Report are required to ensure that public feedback is received and considered as part of the evaluation of a development application.

The Community Meeting is to be hosted by the local ward councillor, in conjunction with the applicant. A Registered Professional Planner, Architect and/or a consultant specializing in public engagement must accompany the applicant.

Application Type

Community Meetings and Community Meeting Reports are required for the following development applications or as identified by staff.

- Official Plan Amendment
- Zoning By-law Amendment
- Plan of Subdivision
- Plan of Condominium (conversion of existing rental housing to condominium only)

Mandatory Guidelines for a Community Meeting

At a minimum, the Community Meeting must meet the following mandatory guidelines:

1. Venue
 - a. The venue must be located within the same Ward as the proposed development, with a preference for locations as close to the development site as possible. City facilities and local schools are acceptable venue locations, subject to availability (to be coordinated through the Councillor's office with the appropriate City department).
 - b. The venue must be AODA compliant.
 - c. Where facilities and equipment allow, hybrid meetings (in person and virtual) are permitted.
 - d. Virtual Community Meetings are permitted at the discretion of the local ward Councillor.
2. Notice
 - a. Notice should be issued via mobile signs and first class mail (to all property owners within 120m of the subject property). The local ward Councillor may waive the requirement for mobile signs.
3. Format
 - a. The format of the Community Meeting must include at minimum, a presentation outlining the proposed development and a Q&A period.
4. Scheduling
 - a. Community meetings shall be scheduled to ensure for maximum attendance. Community Meetings shall not take place during typical office hours (ie. Monday to Friday; 9AM-5PM), on Friday evenings, or on weekends.

-
5. Attendee's and the Role of Attendee's
 - a. The local ward Councillor and/or their designate shall attend and lead the meeting. The ward Councillor may wish to make opening or closing remarks, as well as contribute to any discussion that occurs.
 - b. The applicant and their consulting team shall attend the meeting, present their development concept to the community and be prepared to respond to questions and comments.
 - c. City staff from the Planning and Building Department (including the Development Planner and Area Manager), Transportation and Works Department, and Community Services Department shall attend for information purposes, and to answer questions related to City processes and next steps.

Contents of a Community Meeting Report

The Community Meeting Report should be prepared and signed by a Registered Professional Planner. At a minimum, the Community Meeting Report shall contain the following:

1. Description of the Meeting
 - a. Date/Time, Location
2. Attendee's
 - a. List of attendee's representing the applicant
 - b. List of attendee's representing the City of Mississauga
 - c. List the local Councillor or their designate
 - d. Number of residents/local landowners in attendance
3. A copy of all materials presented
4. Detailed meeting minutes of the Q&A period.
5. Detailed responses to feedback received and how the proposal has been modified to address the comments/feedback.

Other Information

While community meetings are a requirement of a complete application, in some instances, the local ward councillor may waive the requirement for a meeting at their discretion.

Community Meeting Reports may be included as part of a Planning Justification Report provided the minimum requirements noted above are contained within the appendix/chapter within the Planning Justification Report.

Appendix II / Community Meeting Presentation

Ward 11 Community Engagement

Proposed Mixed-Use Development

Starmont Estates Inc.
2555 Erin Centre Blvd, Mississauga

November 18, 2024

 **TRINITY POINT**



AGENDA ▲

1

Welcome & Introductions

2

Location & Planning Framework

3

Vision & Proposed Project

4

Community Feedback & Next Steps





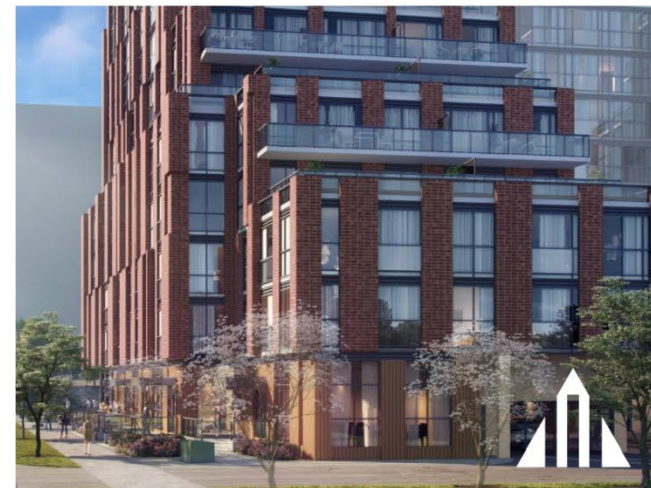
1 INTRODUCTION ▲



Trinity Point Developments

We build **complete communities.**

At Trinity Point, we take a holistic approach to building, beginning with a vision for the finished home, mid-rise, high-rise, commercial or office space. Our history of excellence has allowed our team to seamlessly integrate tried-and-true practices with contemporary ideas which are set to move the industry forward.



Our Core Values



1

CONNECTIVITY



2

PERMEABILITY



3

ACTIVE PUBLIC
REALM
+
TARGETED RETAIL



4

CURATED AMENITIES



5

PLACEMAKING



Project Team



Architect



Planning



Landscape



Civil Engineers



Transportation



2

LOCATION & PLANNING FRAMEWORK ▲





2555 Erin Centre Blvd

Site Area (ft²): 109,242
Retail Area (ft²): 22,171

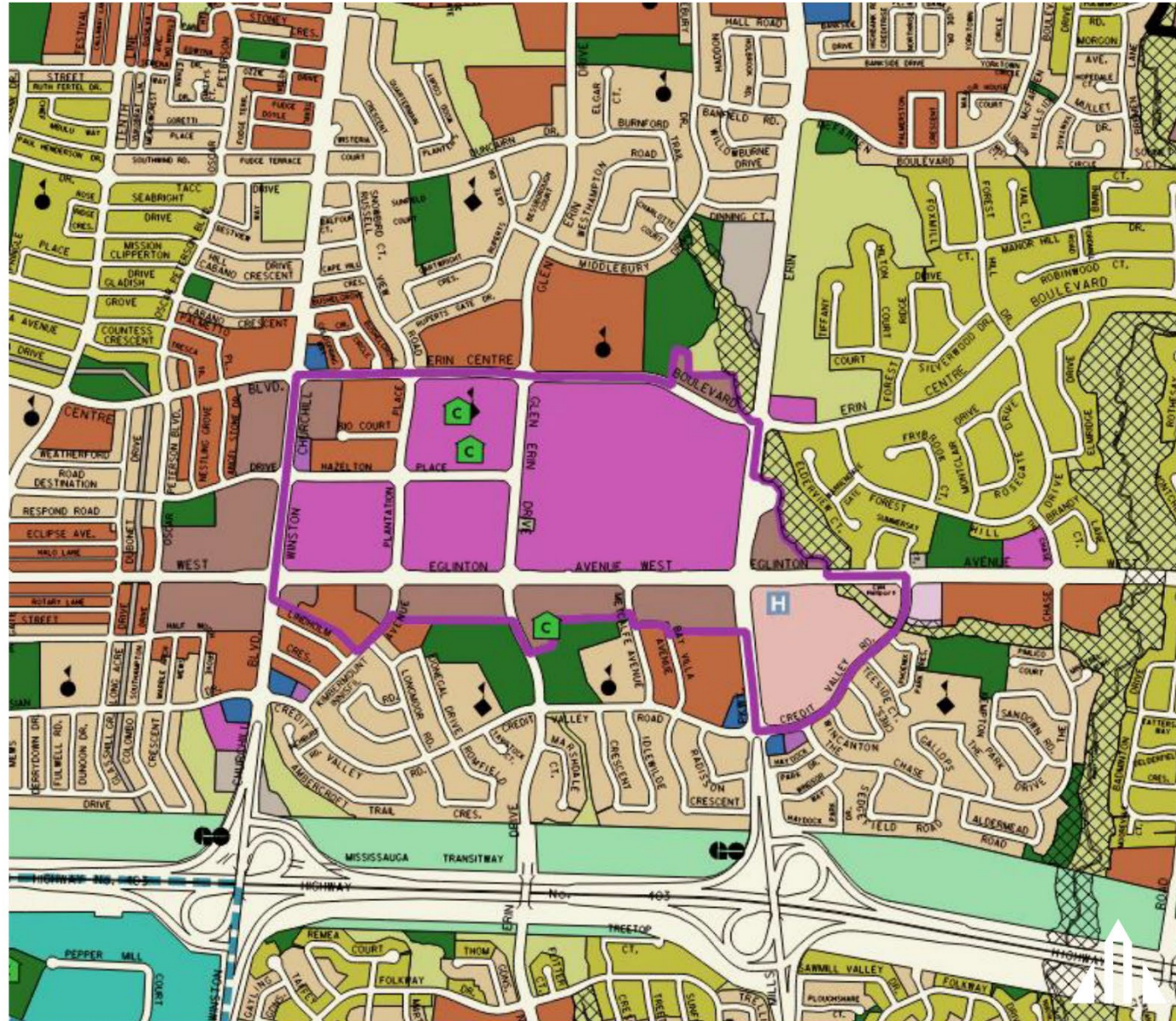
Adjacent to the Central Erin Mills Major Node Character Area, this site contains a retail plaza comprised of low-rise, multi-tenant structure and surface parking.

The mature, forested Erin Woods Park surrounds the site to the north and east.



Planning Framework



by Glen Schnarr & Associates Inc.



 **SUBJECT LANDS**

SURROUNDING CONTEXT



- Miway Route 13
- Miway Route 35
- Miway Route 48
- Miway Route 9
- GO Transit Route 21
-  Bus Terminal
-  **SUBJECT LANDS**

TRANSIT CONTEXT

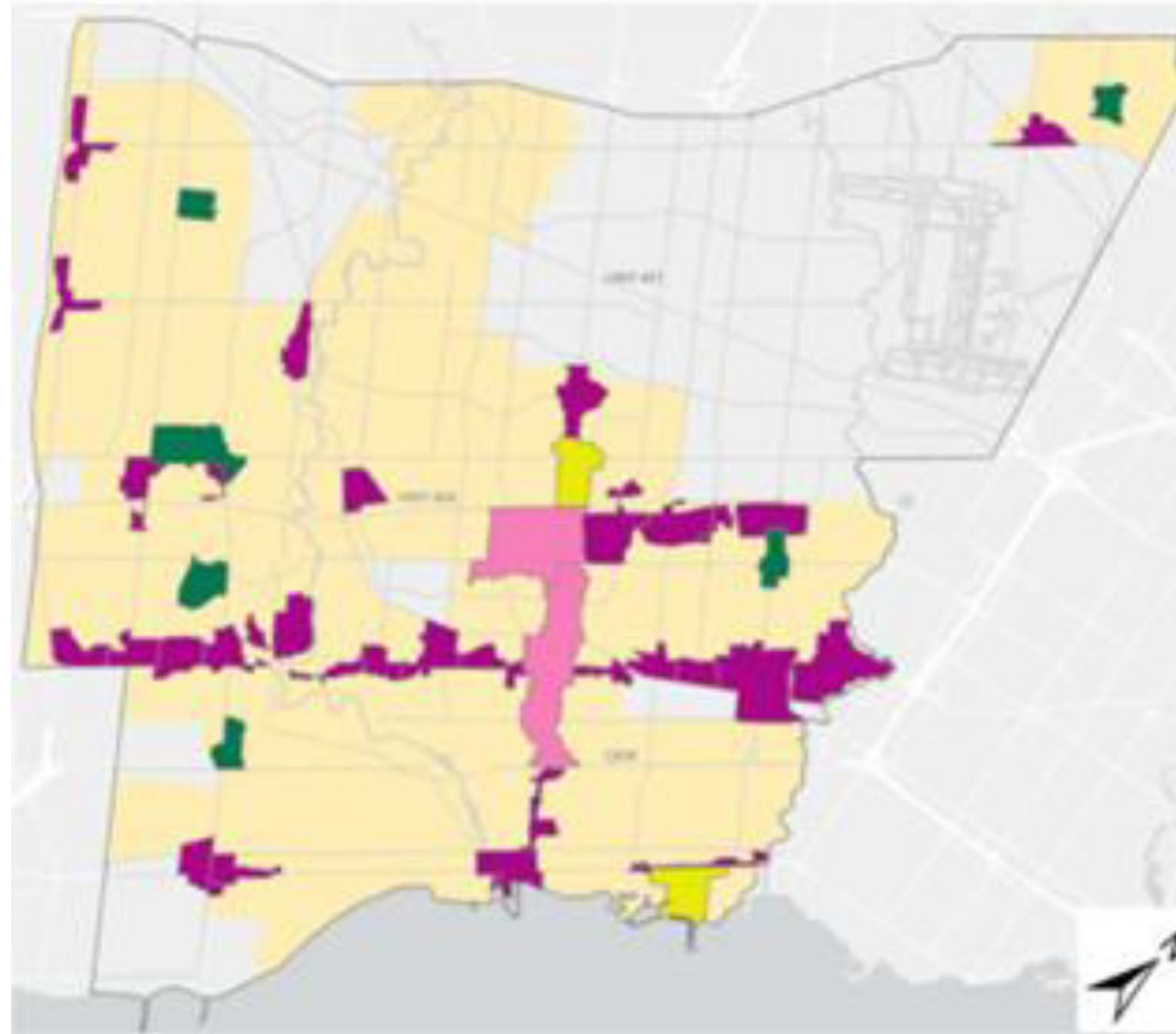




- A range and mixture of apartment-style ownership units are to be provided, including family-sized units
- Supports Provincial, Regional and local policy objectives
- Supports housing choice
- Enables community members to remain
- Supports achievement of the City of Mississauga's housing pledge to build 246,000 new units by 2031
- Is within an area identified by the City of Mississauga where new housing ought to be directed

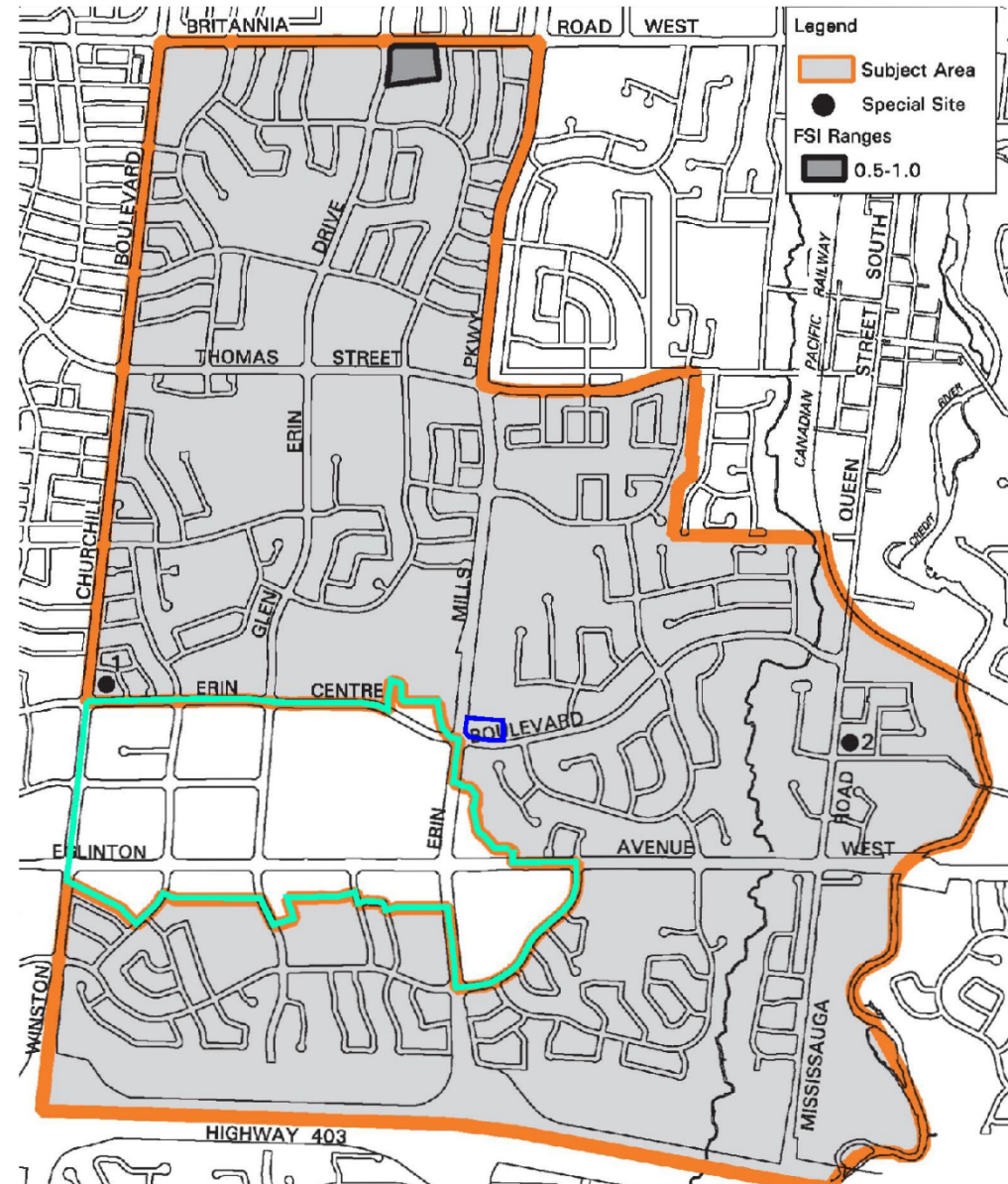
 **REIMAGINING THE MALL GROWTH AREAS**

HOUSING



- Central Erin Mills Neighbourhood Character Area
- Central Erin Mills Major Node Character Area
- SUBJECT LANDS

CHARACTER AREA CONTEXT

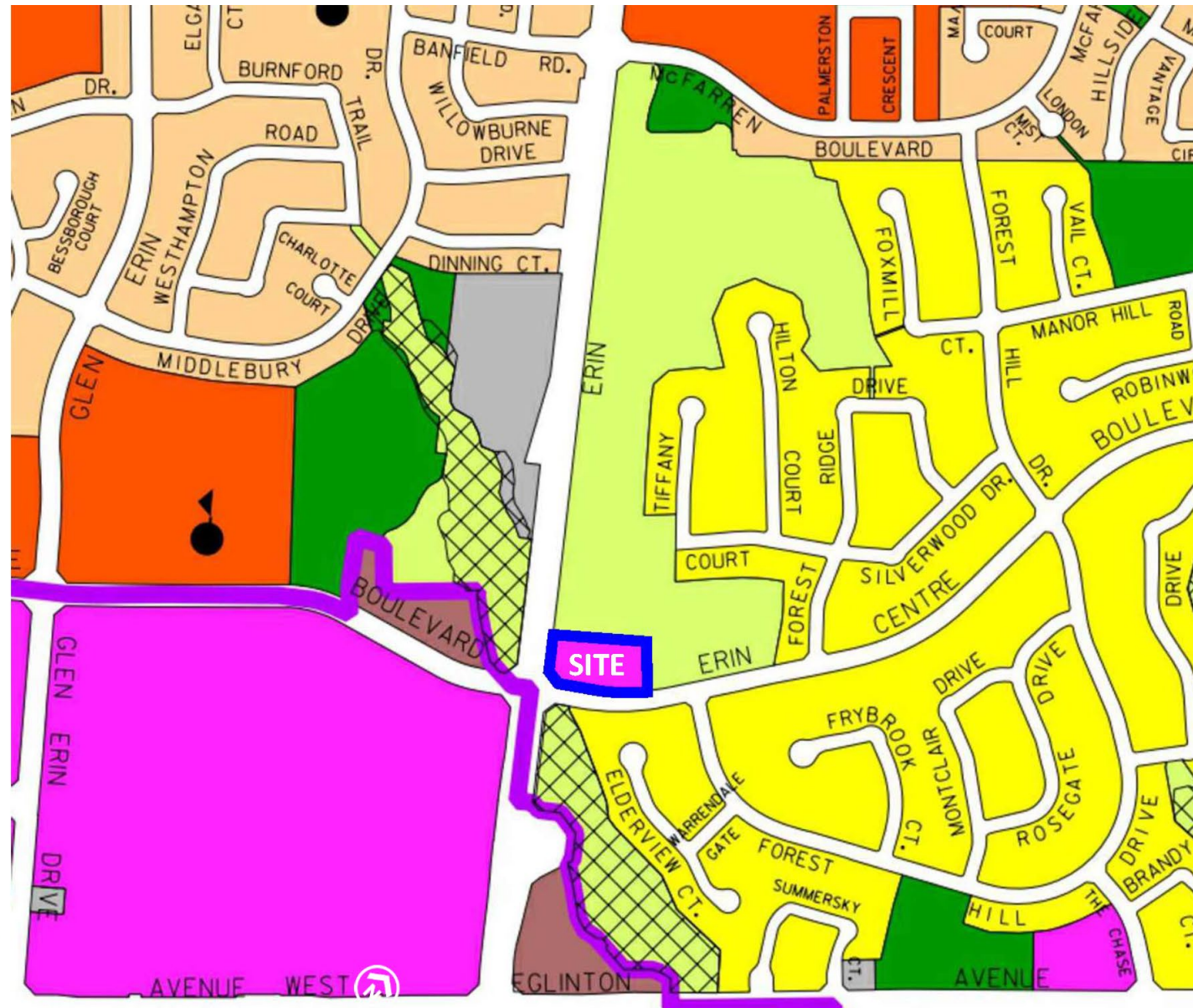


LAND USE DESIGNATIONS

 Residential Low Density I	 Business Employment
 Residential Low Density II	 Industrial
 Residential Medium Density	 Airport
 Residential High Density	 Institutional
 Mixed Use	 Public Open Space
 Downtown Mixed Use	 Private Open Space
 Downtown Core Mixed Use	 Greenlands
 Convenience Commercial	 Parkway Belt West
 Motor Vehicle Commercial	 Utility
 Office	

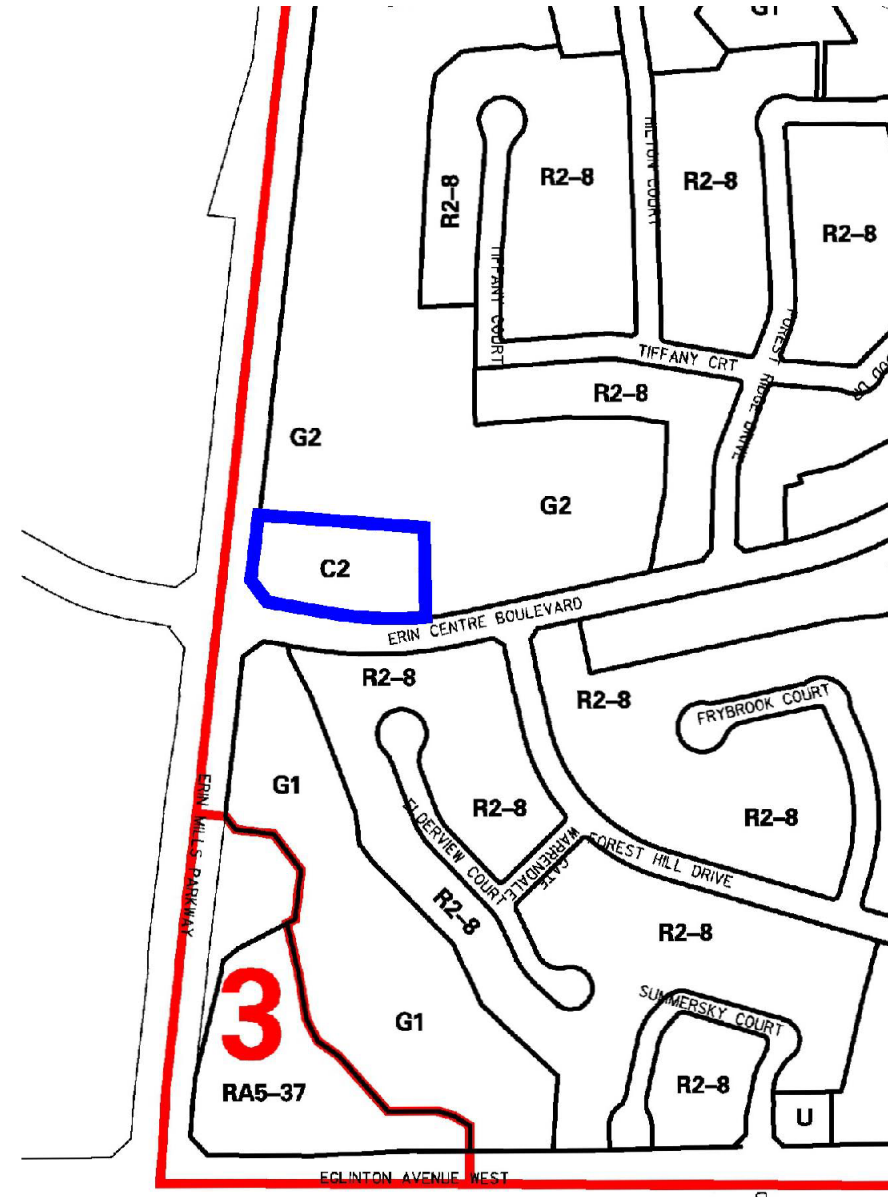
SUBJECT LANDS

LAND USE CONTEXT



-  Parking Precinct Number
-  SUBJECT LANDS

ZONING CONTEXT



3

Vision and Proposed Concept ▲





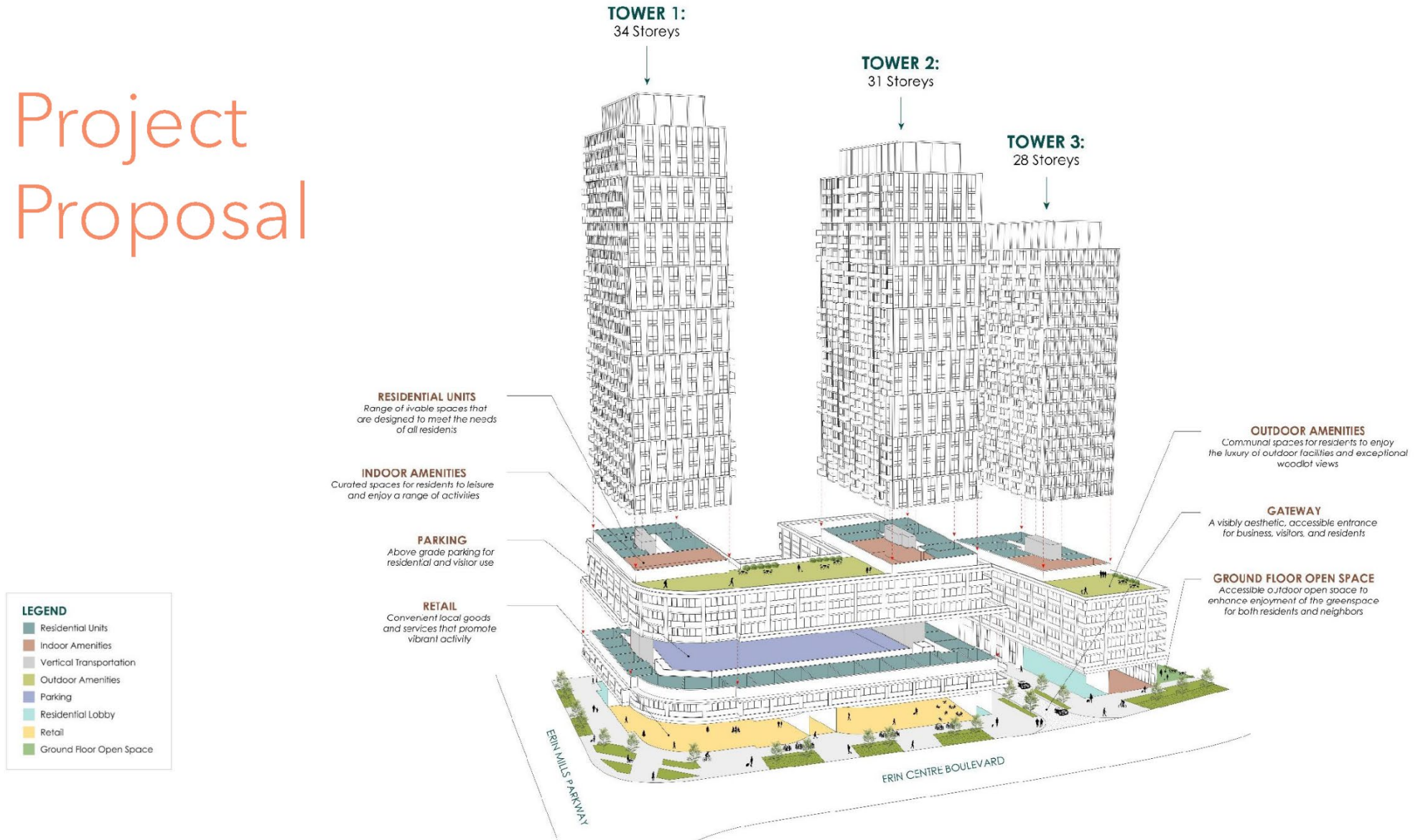
The Vision

The proposed development will achieve a refined, compact, mixed-use, pedestrian-oriented development comprising of three towers to provide context appropriate intensification in Central Erin Mills.

The development will provide a range of uses that will cater to the needs of its residents in a desirable location.



Project Proposal



Site Plan



Ground Floor Plan



2555 Erin Centre Boulevard
Axonometric View



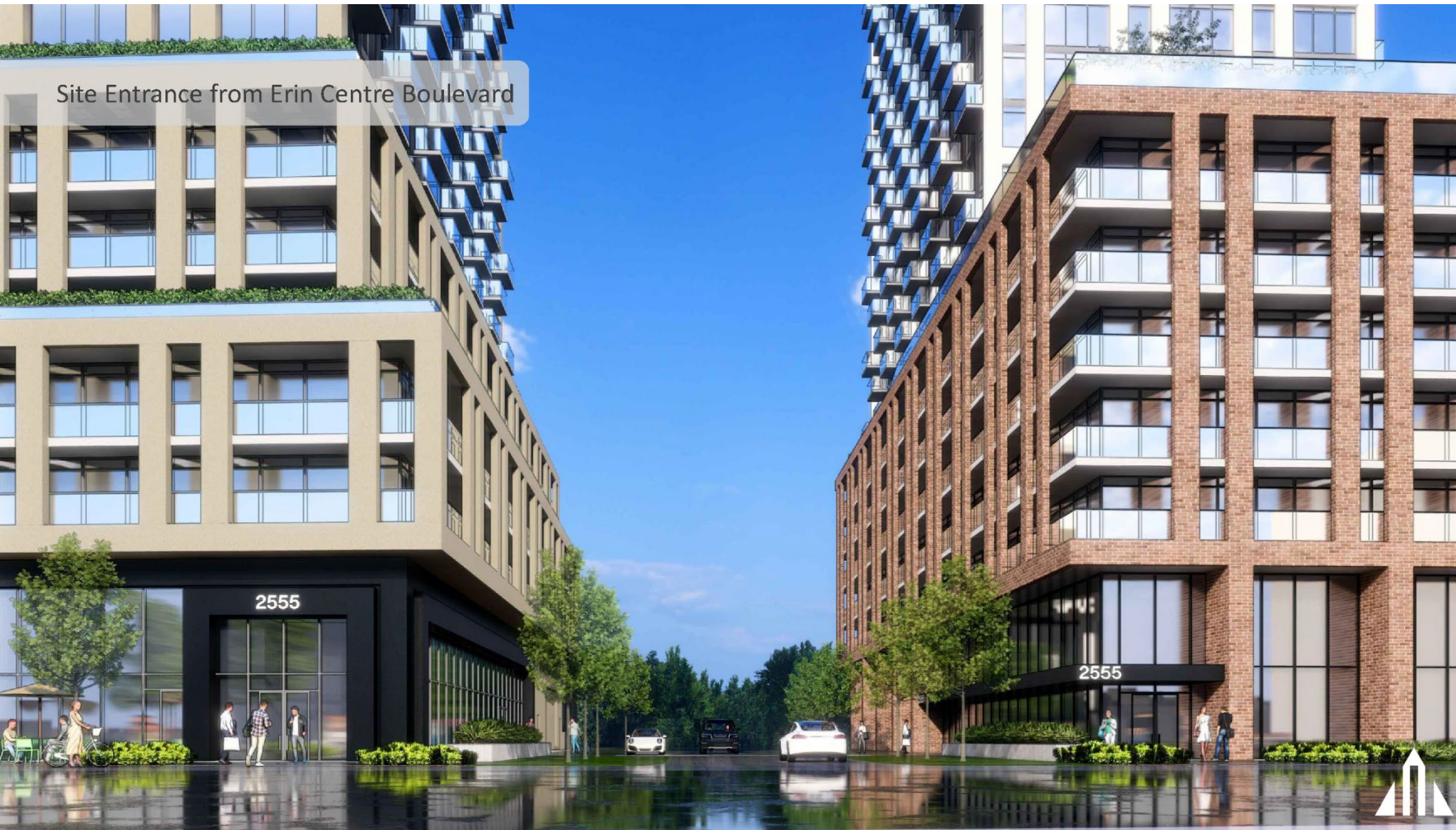
Building A – Erin Mills Parkway Frontage



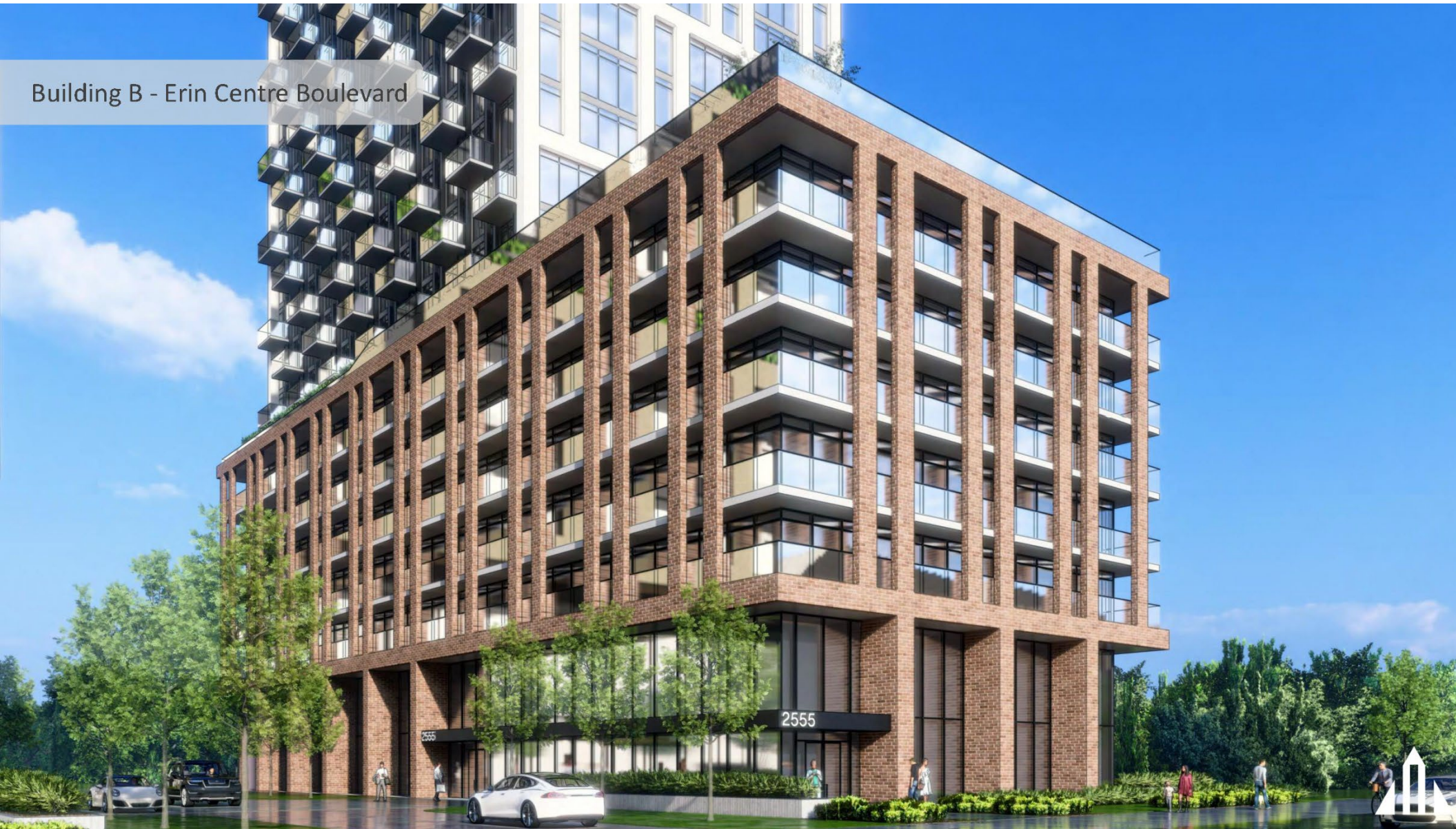
Building A – Retail Public Realm



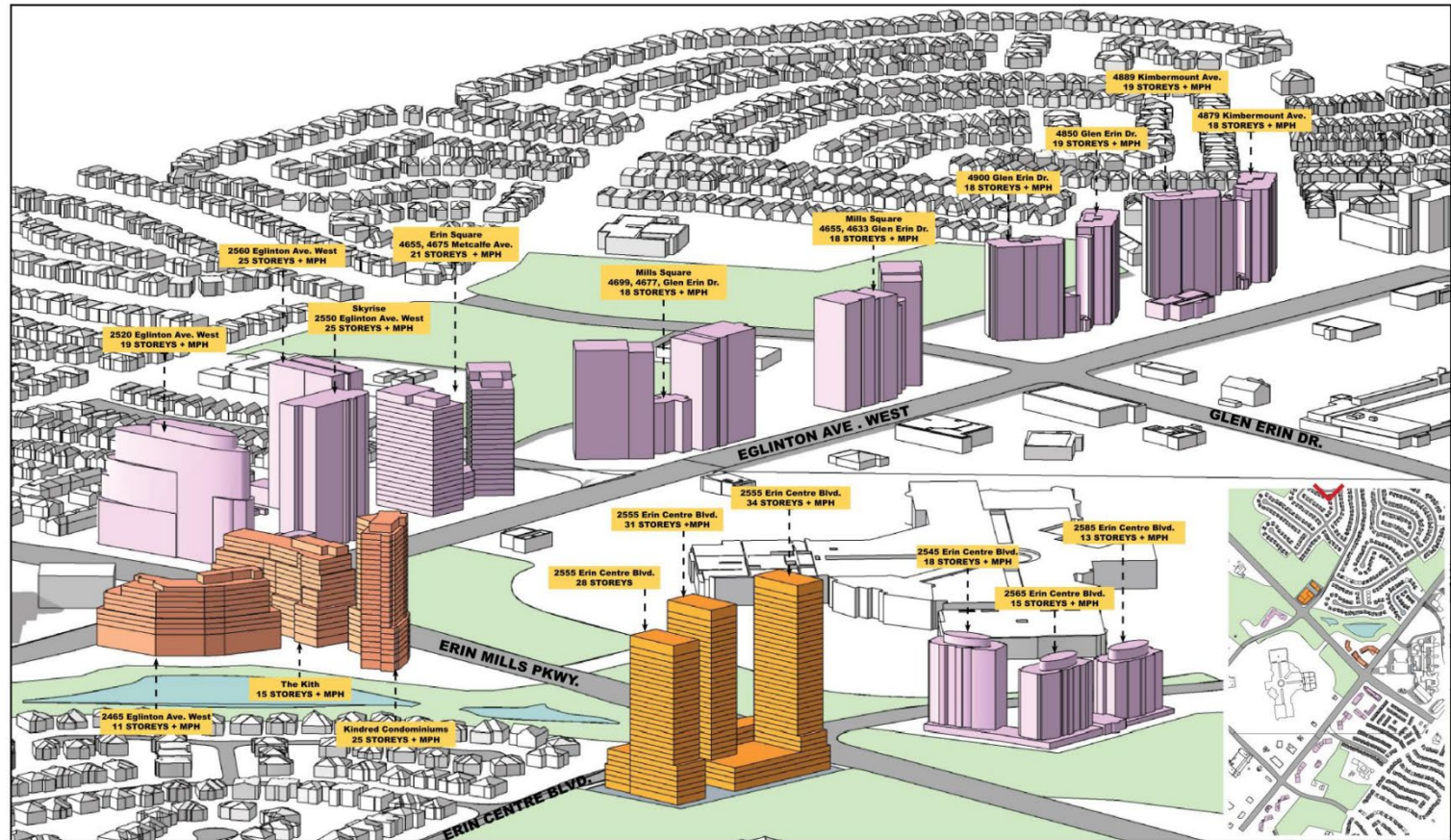
Site Entrance from Erin Centre Boulevard



Building B - Erin Centre Boulevard



Height Context



LEGEND

	2555 Erin Centre Blvd. (SITE)
	EXISTING BUILT DEVELOPMENTS
	UNDER CONSTRUCTION





4 FEEDBACK & NEXT STEPS ▲

Thank You ▲

Gabriel DiMartino, MCIP RPP
Senior Executive Vice President
Trinity Point Developments
gdimartino@trinitypoint.com

Carmina Tupe, MCIP RPP
Development Manager
Trinity Point Developments
ctupe@trinitypoint.com

<https://trinitypoint.com/>

