
PLANNING JUSTIFICATION REPORT

IN SUPPORT OF

OFFICIAL PLAN AMENDMENT & ZONING
BY-LAW AMENDMENT APPLICATIONS

PREPARED FOR

Sheridan Retail Inc.

2225 Erin Mills Parkway
City of Mississauga
Regional Municipality of Peel

December 2023
GSAI File # 1033 – 007

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Planning Justification Report
Sheridan Retail Inc.
Official Plan Amendment & Zoning By-law Amendment
2225 Erin Mills Parkway
City of Mississauga

1 / INTRODUCTION

Glen Schnarr & Associates Inc. ('GSAI') has been retained by Sheridan Retail Inc. (the 'Owner') to assist with planning approvals to implement partial redevelopment of the lands municipally known as 2225 Erin Mills Parkway, in the City of Mississauga (the 'Subject Lands' or 'Site'). The Subject Lands are located on the east side of Erin Mills Parkway, north of Fowler Drive and is legally described as:

PT LT 14, RANGE 3 CIR TORONTO, CITY OF
MISSISSAUGA

The Site is currently improved with a local retail plaza comprised of a 2-storey, multi-tenant structure and surface parking areas referred to as 'Sheridan Centre'.

This Planning Justification Report ('PJR' or 'Report') has been prepared on behalf of the Owner in support of an Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA', or the 'Amendments') application to facilitate partial redevelopment of the Subject Lands. More specifically, the proposed development is to facilitate a high-quality, compact, residential development that will further implement the Site-wide development vision for the Subject Lands and that integrates with the surrounding area. The proposed Amendments have been prepared to implement more contextually appropriate development for an appropriate location, than the current local policy permissions allow.

This Report demonstrates that the proposal and corresponding Amendment serve to implement the Provincial policy directions which support compact development and economic development activities in proximity to transit services, amenities and services. This Report also demonstrates that the in-effect permissions provided by the Mississauga Official Plan and the City of Mississauga Zoning By-law 0225 – 2007 are outdated with respect to the Subject Lands.

Various Reports and Studies have been undertaken to identify policy changes for the City over the past ten years. This includes but is not limited to Reimagining the Mall and the City-Wide Major Transit Station Area Study. When considered collectively, the above-mentioned initiatives emphasize the importance of compact, transit-supportive and higher density development occurring within in key strategic locations across the City. As such, the Subject Lands are identified as an appropriate and desirable location for higher density, compact development to occur.

This Report outlines the nature of the proposed development and presents a comprehensive assessment and justification for the proposed changes to the Mississauga Official Plan (2022) ('MOP') and the City of Mississauga Zoning By-law 0225 – 2007 ('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 located within the Sheridan Community Node Character Area and are designated 'Mixed Use' by the in-effect MOP. The in-effect Sheridan Community Node Character Area policies remain under appeal and are not in full force and effect. A site-specific Official Plan Amendment ('OPA') is required to implement the proposal.

The proposed OPA seeks to re-designate a segment of the Subject Lands to 'Residential High Density' and to introduce a new Special Site policy in the Sheridan Community Node Character Area in order to allow for modified development standards to be enacted. 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 Policy Statement (2020), A Place to Grow (2020), Region of Peel Official Plan (2022) and the Mississauga Official Plan (2022).

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 'General Commercial (C3)'. The current zoning largely 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 a segment of the Subject Lands to the 'Residential Apartment (RA4)' Zone category and implement modified site-specific permissions. More specifically, the ZBA seeks to introduce the following site-specific permissions:

- To rezone a segment of the Site from 'C3' to 'RA4 – XX';
- 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 space standard; and,
- To permit a site-specific landscaping standard.

A summary of the in-effect and requested 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 **Appendix II** of this Report.

This Report presents an analysis of the proposed ZBA and demonstrates its consistency and conformity with the Provincial Policy Statement (2020), A Place to Grow (2020), the Region of Peel Official Plan (2022) and the Mississauga Official Plan (2022).

2 / PROCESS & ENGAGEMENT

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 process. It is anticipated that the Owner, in collaboration with the City, will host Community Meetings and the statutory Public Meeting with nearby residents and provide Notices concerning advancements related to the proposed development. This communication program will assist in better informing local stakeholders and manage the implementation of the planning and redevelopment of the Subject Lands.

We note that a Development Application Review Committee ('DARC') meeting was held on February 15, 2023 to present a preliminary concept for the Subject Lands and to determine submission requirements. These submission requirements have been prepared and are provided under separate cover.

3 / SITE & CONTEXT

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

3.1 / SITE CONTEXT

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

The Subject Lands have an area of approximately 12.12 hectares (29.95 acres), with a frontage of 283.47 metres along Erin Mills Parkway and a frontage of 688.26 metres along Fowler Drive.

The Site is generally flat. It is currently improved with a local retail plaza comprised of a 2-storey, multi-tenant structure, three (3), 1-storey detached commercial structures with accessory drive-throughs and surface parking areas. We highlight that the multi-tenant structure contains a mixture and range of tenants and uses. Access is provided via three (3) full moves driveways off of Fowler Drive, a full moves driveway off of Lincoln Green Way, two (2) full moves driveways off of Erin Mills Parkway, a signalized entrance off of Erin Mills Parkway and drive aisles internal to the Site. There are existing sidewalks along Erin Mills Parkway, Fowler Drive and Lincoln Green Way.


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**FIGURE 1
AERIAL CONTEXT MAP**

2225 ERIN MILLS PARKWAY
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

LEGEND

 Subject Lands



SCALE: N.T.S.
MARCH 15, 2023

3.2 / AREA CONTEXT

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

NORTH A utility corridor and Lincoln Green Way are immediately north. Further north is a segment of the established Sheridan Neighbourhood comprised of low-rise residential dwellings, parks and forested areas.

SOUTH Fowler Drive is immediately south. Further south is a smaller scale local plaza (referred to as 'Van Mills Centre') comprised of various low-rise multi-tenant structures and surface parking areas, a selection of tall (14-storey) and mid-rise (6-, 7- and 12-storey) apartment structures, a low-rise townhouse development and the Queen Elizabeth Way ('QEW').

WEST Erin Mills Parkway is immediately west. Further west is a continuation of the established Sheridan Neighbourhood comprised of various low-rise residential dwellings and a park. A local retail plaza comprised of a multi-tenant structure and surface parking areas, a low-rise long-term care facility, three (3), low-rise hotel structures and a carpool surface parking lot are located to the southwest.

EAST Fowler Drive is immediately east. Further east are forested areas, a park and a segment of the Sheridan Neighbourhood comprised of low-rise residential dwellings.

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 greenspaces located within a comfortable walking distance of the Subject Lands, including Dean Henderson Memorial Park, Loyalist Creek Hollow Park, Springbank Meadows Park, Bruce Reynolds Park and Sheridan Park. The Site is also located within a 500 metre radius of retail areas along the Erin Mills Parkway and Dundas Street West corridor. These retail areas include a diversity of uses which support the day-to-day needs of residents.

3.4 / TRANSIT CONTEXT

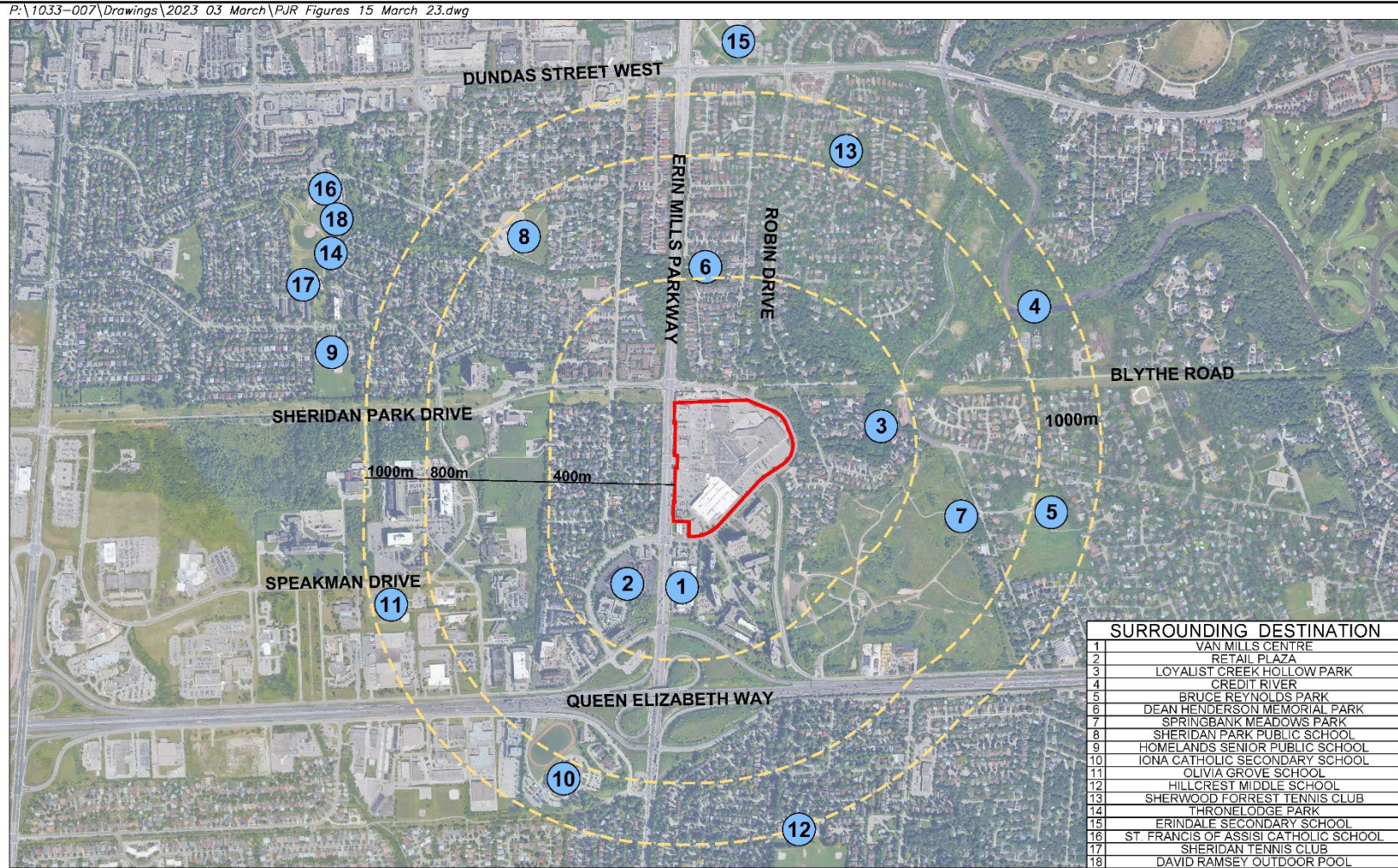
As demonstrated in **Figure 3** on page 7, the Subject Lands are well-served by transit services. A summary of these transit services is provided below.

LOCAL PUBLIC TRANSIT

The Subject Lands are serviced by an existing bus route (Route 13) operated by Mississauga Transit ('MiWay'). Route 13 (Glen Erin) has an existing bus stop in front of the Subject Lands, near the intersection of Erin Mills Parkway and Fowler Drive. Route 13 has a service frequency of approximately 20 minutes and operates between Meadowvale Town Centre terminal and the Clarkson GO Station.

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.

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SURROUNDING DESTINATION	
1	VAN MILLS CENTRE
2	RETAIL PLAZA
3	LOYALIST CREEK HOLLOW PARK
4	CREDIT RIVER
5	BRUCE REYNOLDS PARK
6	DEAN HENDERSON MEMORIAL PARK
7	SPRINGBANK MEADOWS PARK
8	SHERIDAN PARK PUBLIC SCHOOL
9	HOMELANDS SENIOR PUBLIC SCHOOL
10	IONA CATHOLIC SECONDARY SCHOOL
11	OLIVIA GROVE SCHOOL
12	HILLCREST MIDDLE SCHOOL
13	SHERWOOD FORREST TENNIS CLUB
14	THRONELODGE PARK
15	ERINDALE SECONDARY SCHOOL
16	ST. FRANCIS OF ASSISI CATHOLIC SCHOOL
17	SHERIDAN TENNIS CLUB
18	DAVID RAMSEY OUTDOOR POOL

FIGURE 2 SURROUNDING DESTINATIONS

2225 ERIN MILLS PARKWAY
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

LEGEND
 Subject Lands
 Buffer



SCALE: N.T.S.
MARCH 15, 2023

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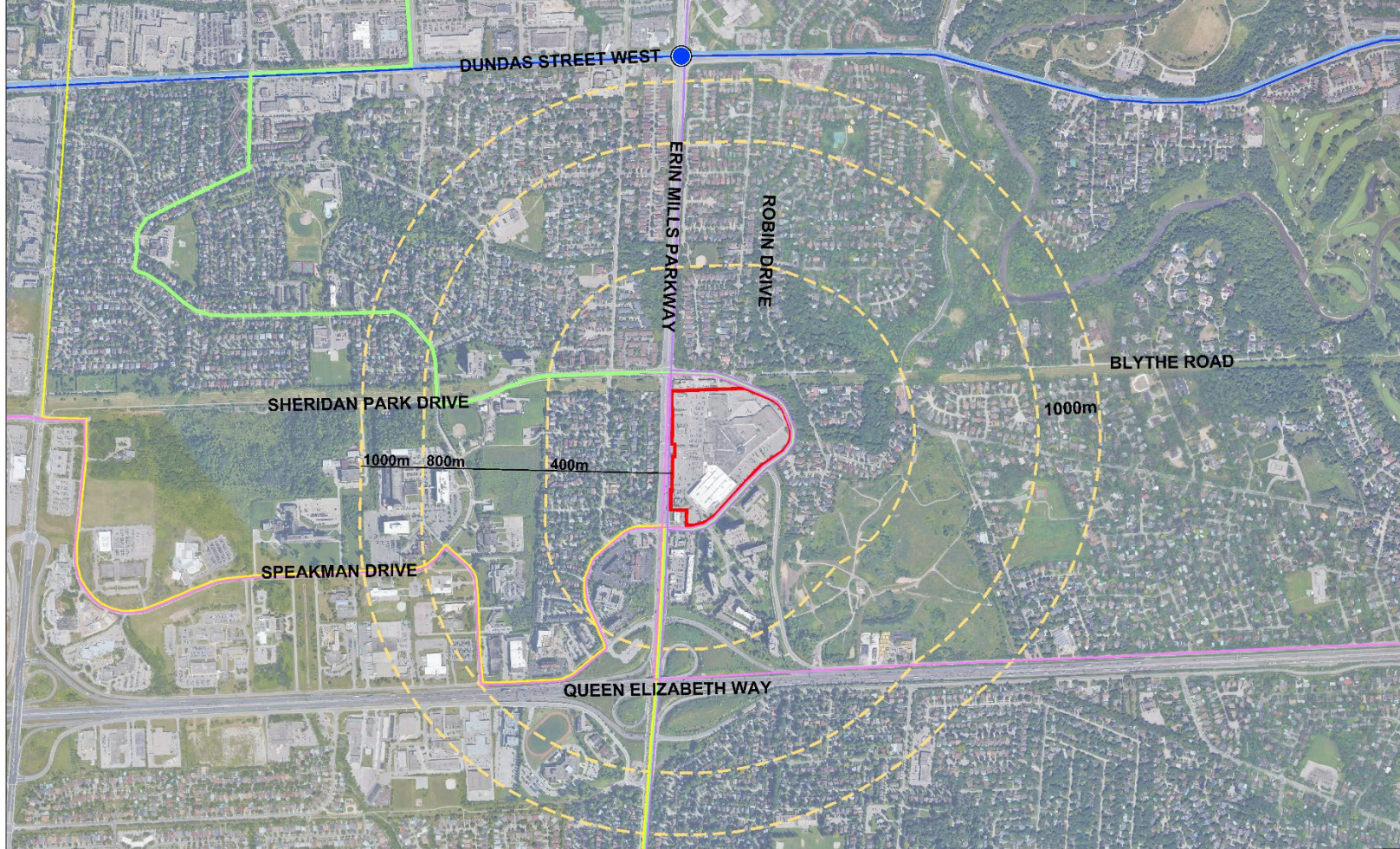


FIGURE 3
TRANSIT CONTEXT

2225 ERIN MILLS PARKWAY
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

LEGEND

- Subject Lands
- Mi Way Route 45A
- Mi Way Route 1
- Mi Way Route 13
- Mi Way Route 29
- Mi Way Route 71
- Dundas BRT Route
- Dundas BRT Route Stop



SCALE: N.T.S.
MARCH 15, 2023

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 1,000 metres south of the planned Dundas Bus Rapid Transit ('BRT') network. Once complete, the Dundas BRT network will provide connectivity across Mississauga and beyond.

REGIONAL PUBLIC TRANSIT

The Clarkson GO Station, located approximately 2 kilometres south of the Subject Lands, is on the Lakeshore West GO Transit Line (Route 18) with service to Downtown Toronto. Route 18, operated by Metrolinx, has a service frequency of approximately 20 minutes during the a.m. and p.m. peak periods, and a service frequency of approximately 60 minutes during the off-peak periods, daily.

Based on the above, the Subject Lands are connected by existing regional transit networks. This will be further enhanced by the planned transit networks that will further enhance the ability for residents to easily transfer to a variety of inter-regional areas and destinations.

ROAD NETWORK

Erin Mills Parkway is classified as a 'Regional Arterial' with an ultimate Right-of-Way ('ROW') width of 45 metres by the in-effect Mississauga Official Plan, while Fowler Drive is classified as a 'Major Collector' with an ultimate ROW width of 20 – 26 metres. The Subject Lands are surrounded by and have frontage on both Erin Mills Parkway and Fowler Drive. The current approximate widths of both are 39.5 metres and 25.8 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 upcoming transit connections, including the planned Dundas BRT network.

3.5 / SURROUNDING DEVELOPMENTS

Ward 8 has several active development applications that are supporting reinvestment and revitalization of Sheridan community and its surrounding areas, **Table 1** below summarizes active development applications in the surrounding area.

Table 1 \ Surrounding Developments

<i>ADDRESS</i>	<i>APPLICANT OR OWNER</i>	<i>CITY FILE NO.</i>	<i>NO. OF UNITS</i>	<i>DENSITY</i>	<i>HEIGHT</i>	<i>NOTES</i>
2935, 2955 Mississauga Road	A. Frank Merulla and 590816 Ontario Inc.	OZ/ OPA 22-6 W8	216	1.75 FSI	3, 12 storeys	Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA') application is under review. The proposed development is comprised of a 12-storey apartment structure and one (1) development block comprised of 20, 3-storey stacked townhouse dwellings

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 Sheridan community context.

The proposed development contemplates partial redevelopment of the Subject Lands for a high-quality residential development comprised of two (2), 15-storey structures, organized around the public realm and with streetscape enhancements. More specifically, two (2), 15-storey structures are to be provided on Blocks 'A' and 'G' of the Subject Lands. Overall, the proposed development will have a total gross floor area ('GFA') of 52,962 square metres (570,078.22 square feet).

The structure on Block 'A' is to be positioned in the northern quadrant of the Site (see **Figure 4**), while the structure on Block 'G' is to be positioned in the eastern quadrant of the Site (see **Figure 5**). Overall, the proposed development will facilitate a development that will support the long-term evolution of the Subject Lands and the creation of a complete community. Furthermore, the proposal has been planned and designed to ensure that the lands subject to development are appropriately sized, without compromising the ability of the surrounding lands to be developed for a range of complimentary uses in the future. Specifically, the long-term vision for the Subject Lands has been determined by a master planning exercise undertaken by the Project Team.

As further demonstrated on **Figure 6** and in the section below, the long-term vision for the Subject Lands is for the Site to evolve into a compact, mixed-use, pedestrian-oriented and transit-supportive development. This is to be achieved through the introduction of a fine-grain road network, complete with new landscaped and public parkland areas as well as various development blocks of varying size. The existing Sheridan Centre multi-tenant retail structure is to be refined, however, the retail component as an organizing element is to remain. Additionally, each ultimate development block is to have one or more built forms of varying heights and configurations. Further detail is provided in **Section 4.2** of this Report and in the accompanying Master Plan.

A variety of landscaped areas and amenity areas are to be provided. This includes landscaped areas along the Site's Erin Mills Parkway and Fowler Drive frontages, a future Privately Owned, Publicly Accessible Space ('POPS') which is to be provided on lands licensed to the Owner located within the bordering utility corridor and rooftop outdoor amenity areas. Overall, the proposed development includes indoor and outdoor amenity areas to serve the needs of residents in the proposed structures. Landscaping and streetscape enhancements are to be provided. This includes streetscape treatments along the Site's frontages so that a high-quality, inviting, pedestrian environment and active street frontages are provided.

A network of pedestrian pathways are to be provided to facilitate safe, comfortable and convenient access across the Site and beyond.

740 shared parking spaces are to be provided via below-grade parking structures and surface parking areas. Loading spaces are to be provided and integrated within the proposed structures. Access is to be provided via a new full moves driveway off of Erin

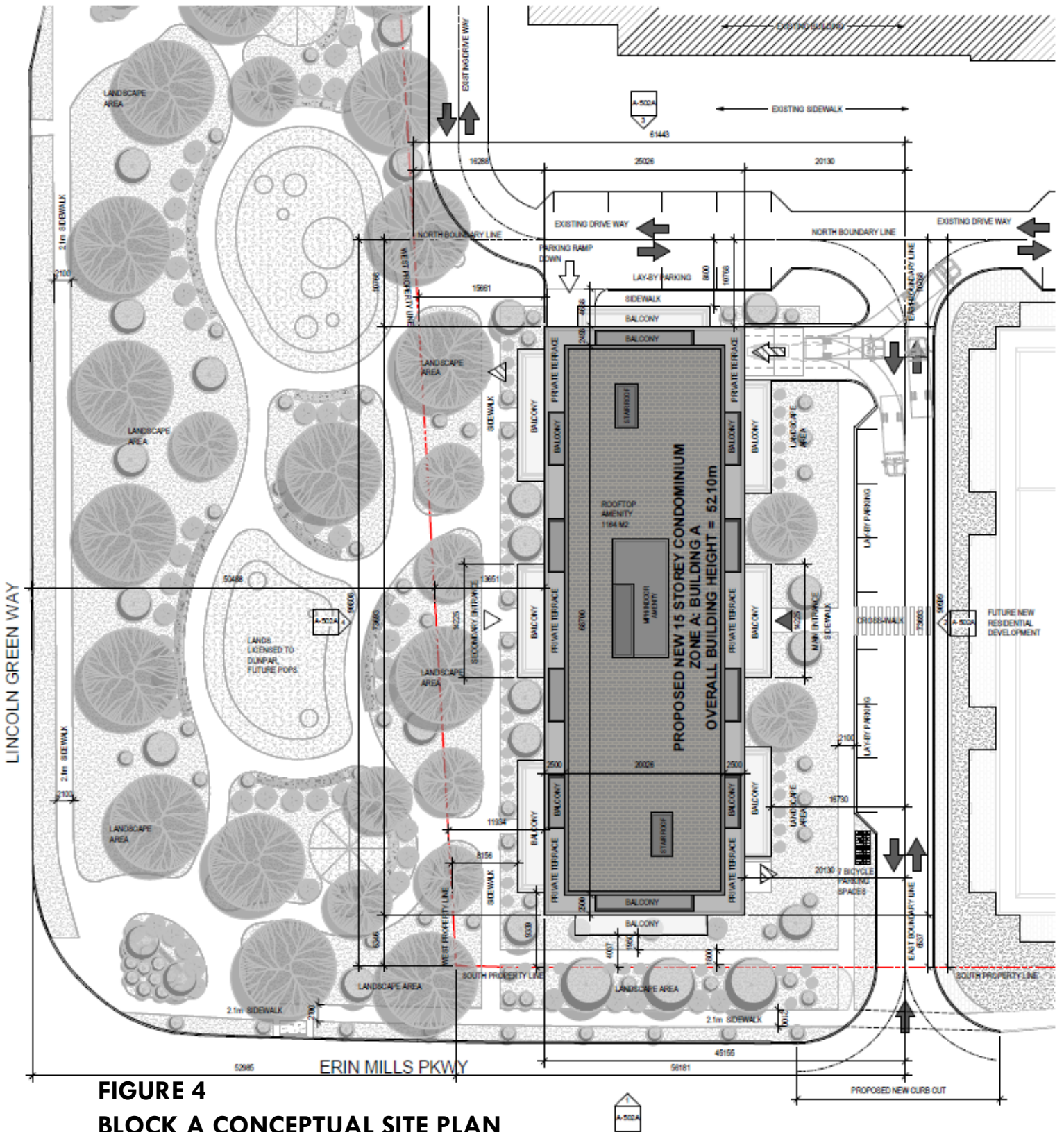


FIGURE 4
BLOCK A CONCEPTUAL SITE PLAN

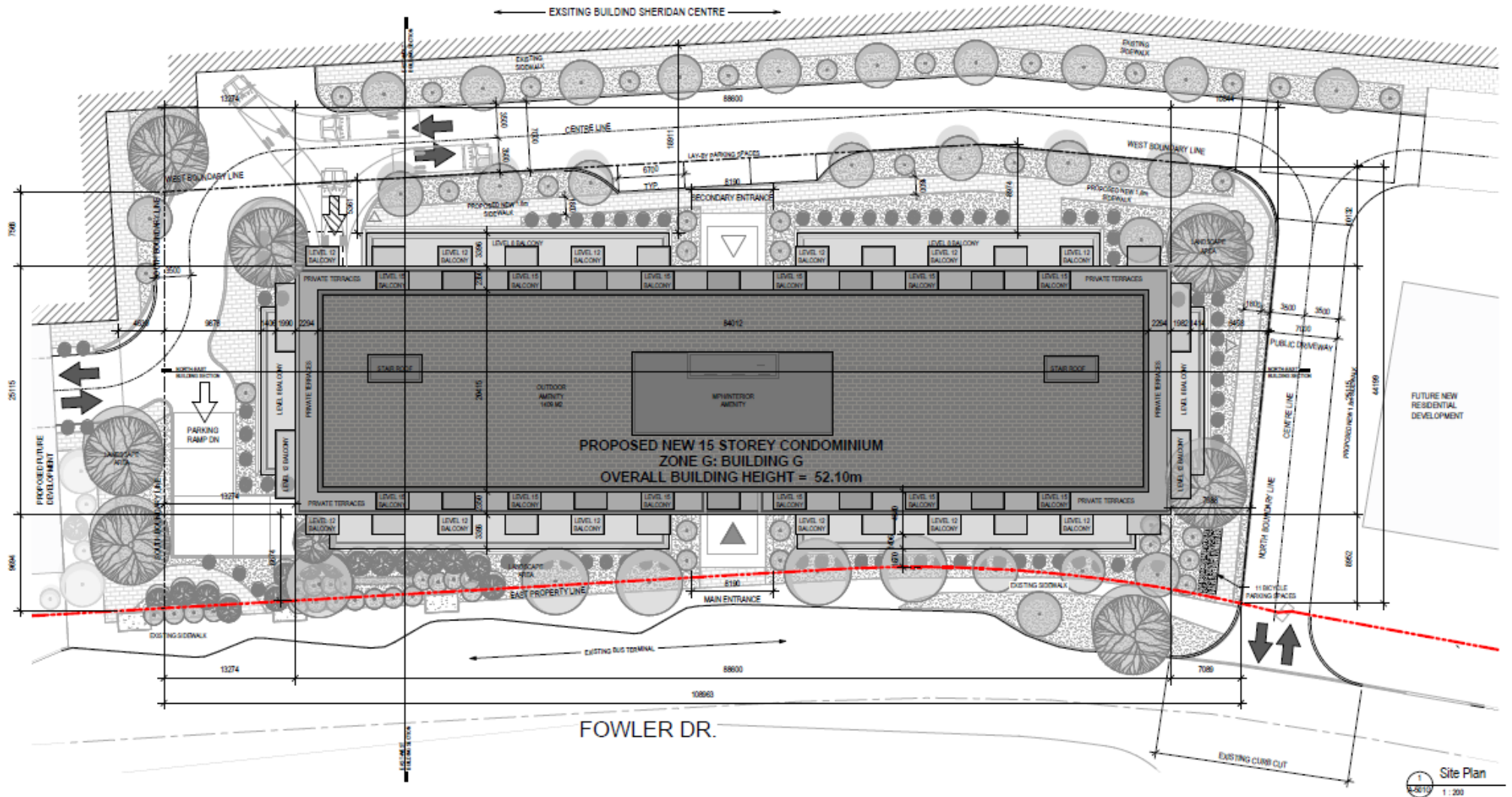


FIGURE 5
BLOCK G CONCEPTUAL SITE PLAN

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FIGURE 6 CONCEPTUAL MASTER PLAN

2225 ERIN MILLS PARKWAY
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL



SCALE: N.T.S.
MARCH 15, 2023

Mills Parkway for Block 'A', and via an existing driveway off Fowler Drive for Block 'G'. Additionally, these accesses are to be seamlessly integrated with the existing drive aisles servicing the balance of the Subject Lands.

The proposed development has been designed to integrate with the planned evolution of the Subject Lands and with the surrounding community. This includes consideration being given to the existing and future uses both on the Subject Lands and in the surrounding area as well as the creation of Sheridan as a complete community. The proposed development has, to the greatest extent possible, provided 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

<i>DEVELOPMENT CHARACTERISTIC</i>	<i>DESCRIPTION</i>
Total Site Area	12.12 hectares (29.95 acres)
<i>Block 'A' Site Area</i>	0.54 hectares (1.32 acres)
<i>Block 'G' Site Area</i>	0.47 hectares (1.16 acres)
Proposed Gross Floor Area ('GFA')	52,962 square metres (570,078.22 square feet)
<i>Block 'A'</i>	22,422 square metres (241,348.4 square feet)
<i>Block 'G'</i>	30,540 square metres (328,729.8 square feet)
Proposed Block 'A' Density	4.19 Floor Space Index ('FSI')
Proposed Block 'G' Density	6.49 FSI

<i>DEVELOPMENT CHARACTERISTIC</i>	<i>DESCRIPTION</i>
Proposed Dwelling Units	636 units
<i>Block 'A' Units</i>	265
<i>Block 'G' Units</i>	371
<i>No. of 1-Bedroom Units</i>	222 units
<i>No. of 2-Bedroom Units</i>	384 units
<i>No. of 3-Bedroom Units</i>	30 units
Proposed Building Height	15 storeys
<i>Block 'A'</i>	15 storeys, 52.1 metres
<i>Block 'G'</i>	15 storeys, 52.1 metres
Proposed Parking Spaces	740 spaces
<i>Block 'A' Resident Spaces</i>	260 spaces
<i>Block 'G' Resident Spaces</i>	371 spaces
<i>Block 'A' Visitor Spaces</i>	53 spaces
<i>Block 'G' Visitor Spaces</i>	56 spaces
Proposed Loading Spaces	2 spaces
<i>Block 'A' Loading Spaces</i>	1 space
<i>Block 'G' Loading Spaces</i>	1 space
Proposed Amenity Areas	3,591 square metres (43,217.1 square feet)
<i>Proposed Block 'A' Indoor Amenity Area</i>	276 square metres (2,174.31 square feet)
<i>Proposed Block 'A' Outdoor Amenity Area</i>	1,164 square metres (12,529.19 square feet)
<i>Proposed Block 'G' Indoor Amenity Area</i>	742 square metres (7,986.82 square feet)
<i>Proposed Block 'G' Outdoor Amenity Area</i>	1,409 square metres (15,166.35 square feet)

4.2 / MALL REDEVELOPMENTS

Mall-based sites have played a significant role as community gathering spaces. Given recent economic and consumer behaviour changes, including a rise in e-commerce and the global COVID-19 pandemic, the role and nature of retail is changing and evolving. Retail-based landowners are re-evaluating lands and identifying potential redevelopment opportunities. Partial and full redevelopment of mall-based sites is a current trend being experienced in various jurisdictions, including and beyond the City of Mississauga.

In recent years, development plans have been advanced for the partial redevelopment of mall-based sites such as Yorkdale Mall, Cloverdale Mall, Sherway Gardens and Lime Ridge Mall. Collectively, the above-mentioned sites are in differing stages of development approvals to advance partial redevelopment of the mall-based lands. Specifically, each site has identified a desire to retain the existing mall-based, multi-tenant structure while the extensive surface parking area lands surrounding this structure are re-imagined. These former surface parking areas are to be ultimately redeveloped for mixed-use or residential structures of varying heights, mass, scale and built form features. These proposed structures are organized around new fine-grain development blocks that introduce new public roads, public parkland and landscaped open spaces. As such, the former mall-based sites are to be re-imagined in order to support new housing opportunities, compact, pedestrian-oriented and transit-supportive development and the creation of complete communities.

The Conceptual Master Plan for the Subject Lands, as demonstrated in **Figure 6**, continues the above-noted evolution of mall-based lands. The Conceptual Master Plan also supports implementation of the policy directions to direct higher and better use of mall-based lands as identified in the City of Mississauga's Reimagining the Mall initiative ('Reimagining the Mall'). Reimagining the Mall identifies the Subject Lands as an appropriate and desirable location for compact, higher density, pedestrian-oriented and transit-supportive development to occur. The development vision for the Subject Lands, as further identified in the accompanying Sheridan Master Plan, is to enable best utilization of the Subject Lands in an appropriate and desirable manner that supports Provincial, Regional and local objectives. Further details on Reimagining the Mall is provided in **Section 5.5** of this Report.

4.3 / 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. Each are summarized in this Section of the Report.

4.2.1 / Noise Impact Assessment

A Noise Impact Assessment ('Assessment') has been prepared by WSP and is provided under separate cover in support of this proposal. The Assessment was undertaken to analyze and assess potential noise sources that may impact the proposed development and recommend mitigation measures.

Overall, the Assessment found that the proposed development is feasible with the integration of noise control measures. The unattenuated sound levels at the worse-case Points of Reception within the future residential structures were found to exceed the recommended objective sound level, therefore noise controls are required. In accordance with the Ministry of the Environment, Conservation and Parks ('MECP') procedures, noise control measures are recommended. These measures are outlined in Section 2.2.5 of the Assessment.

In addition to the recommended noise controls, noise warning clauses are required. These requested warning clauses are identified in Sections 2.2.5.1 and 5.1 of the Assessment.

4.2.2 / Housing Report

A Housing Report ('Report') has been prepared by GSAI and is provided under separate cover in support of this proposal. The Report was undertaken to analyze and assess how the proposed development complies with Provincial, Regional and local housing policy frameworks. Overall, the Report found that the proposed development is consistent with and conforms to the in-effect Provincial, Regional and local housing-related policy framework.

4.2.3 / Functional Servicing & Stormwater Management Report

A Functional Servicing and Stormwater Management ('FS – SWM') Report has been prepared by Fabian Papa & Partners and is provided under separate cover in support of this proposal. The FS – SWM Report was undertaken to analyze and assess the existing servicing infrastructure and capacities in order to identify a proposed servicing 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.

Section 4.4.1 of the Report identifies that underground storage tanks are recommended to accommodate on-site storage. The FS – SWM Report concludes that the proposed development is appropriate from a functional servicing and stormwater management perspective.

4.2.4 / Preliminary Hydrogeological Assessment

A Preliminary Hydrogeological Assessment ('Assessment') has been prepared by S2S Environmental Inc. and is provided under separate cover in support of this proposal. The Assessment was undertaken to analyze and assess the subsurface groundwater conditions on the Subject Lands in order to determine the need for dewatering, assess groundwater quality and provide recommendations with respect to the design and construction of the proposed development.

A total of two (2) boreholes and two (2) monitoring wells were sampled at various locations. Based on an analysis of the Site's subsurface conditions, the following conclusions were made:

- Subsurface conditions on the Site were found to be varied, generally consisting of asphalt, sand, silt and shale;
- Groundwater levels fluctuated; and,
- Dewatering during construction will be required.

4.2.5 / Pedestrian-Level Wind Assessment

A Pedestrian-Level Wind Study ('Assessment') has been prepared by WSP and is provided under separate cover in support of this proposal. The Assessment was undertaken to assess whether uncomfortable wind conditions would exist and if necessary, recommend mitigation measures.

Overall, the Study found that wind conditions in most pedestrian-sensitive areas within and surrounding the proposal will be acceptable for the intended pedestrian uses seasonally and annually. Furthermore, it was found that no areas of the proposed development would experience uncomfortable wind conditions. Therefore, wind mitigation measures are not required.

4.2.6 / Sun / Shadow Study

A Sun / Shadow Study ('Study') has been prepared by WSP and is provided under separate cover in support of this proposal. The Study was undertaken to assess shadow impacts of the proposed development on the surrounding area. Overall, the Study found that the

proposal meets the shadow criteria for all public spaces. Effort has been made to improve the shadow impact by proposing a high-quality built form that is oriented to frame the street edge and maximize direct sun exposure. The incorporation of landscaped areas has also been a guiding factor to maximize direct sun exposure.

4.2.7 / Transportation Impact Study

A Transportation Impact Study ('TIS' or 'Study') has been prepared by WSP and is provided under separate cover in support of this proposal. The TIS was undertaken to assess the traffic impacts of the proposed development on the nearby road network, assess the proposed parking standard, assess the proposed on-site circulation and, if required, provide recommendations for enhancement to the road network in order to accommodate the proposed development.

Overall, the Study found that under existing conditions, all intersections within the study area would have suitable capacity and would operate at an acceptable level of service. As a result of both the proposed development and future growth in background traffic, the Study found that no improvements are required.

The Study also provided a site circulation review. Overall, this review found that the proposed site circulation patterns were appropriate and desirable.

Section 7 of the Study provided a parking supply analysis in support of the proposed shared parking standard. As outlined in Section 7 of the Study, it was determined that the proposed parking supply of 286 shared resident and visitor spaces proposed for Zone A and the proposed parking supply of 427 shared

resident and visitor parking spaces for Zone G is appropriate and sufficient to accommodate anticipated parking demands.

Finally, Section 7.4 of the Study provided a bicycle parking supply analysis in support of the proposed shared bicycle parking standard. As outlined in the Study, it was determined that the proposed secure bicycle parking supply of 100 Class A bicycle parking spaces and 7 Class B bicycle parking spaces for Zone A, and a supply of 100 Class A bicycle parking spaces and 11 Class B bicycle parking spaces for Zone G is appropriate and sufficient to accommodate anticipated parking demands.

With regards to Transportation Demand Management ('TDM') measures, Section 8 of the Study provides a series of recommendations.

4.2.9 / Tree Inventory & Preservation Plan

A Tree Inventory and Preservation Plan ('TIPP' or 'Report') has been prepared by Kuntz Forestry Consultants Limited and is provided under separate cover in support of this proposal. The Report was undertaken to inventory each tree on the Subject Lands and assess the potential impact to trees as a result of the proposed development.

Overall, the Report inventoried the location, condition and specie of each tree located both on and within six (6) metres of the Subject Lands. It was determined that there seventy-one (71) trees situated on the Subject Lands or within six (6) metres and within the City of Mississauga Right-of-Way. Based on an assessment of the proposed development, a total of 48 trees are recommended for removal while the balance of the trees are to be preserved. Finally, the Report

recommends that 34 replacement plantings be provided.

4.2.10 / Urban Design Brief

An Urban Design Brief ('UDB' or 'Brief') has been prepared by Brook McIlroy and is provided under separate cover in support of this proposal. The UDB was undertaken to assess how the proposed development and Conceptual Master Plan comply with the Mississauga Official Plan urban design principles and policies. More specifically, the Brief examines the proposed development in relation to the design directions contained in the Mississauga Official Plan.

Overall, the Brief found that the proposed development represents a high-quality built form and is consistent with the City's urban design goals and objectives for residential developments.

5 / POLICY CONTEXT

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 POLICY STATEMENT, 2020

The Provincial Policy Statement ('PPS'), 2020 was issued under Section 3 of the *Planning Act*, as amended, and came into effect on May 1, 2020. 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 Strong Healthy Communities (Section 1.0), the Wise Use and Management of Resources (Section 2.0) and Protecting Public Health and Safety (Section 3.0). 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.

1.0 / Building Strong Healthy Communities

Section 1 of the PPS establishes the Provincial policy framework on how growth and development is to be managed. Accordingly, the policies outline the need for efficient land use and development patterns so that strong, livable, healthy and resilient communities that protect the environment and public health are attained. This is to be achieved by directing growth and development to appropriate locations. The following policies apply to redevelopment of the Subject Lands.

1.1.1. Healthy, liveable and safe communities are sustained by:

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long-term;*
- b) *accommodating an appropriate and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional ... recreation, park and open space and other uses to meet long-term needs;*
- c) *avoiding development and land use patterns which may cause environmental or public health or safety concerns;*
- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*

- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) *promoting development and land use patterns that conserve biodiversity; and*
- i) *preparing for the regional and local impacts of a changing climate.'*

- by introducing a development form that will integrate with the surrounding environment, and will serve to implement the development vision established by local policies for Sheridan as a vibrant, compact, complete community and mall-based site redevelopments occurring across the Greater Toronto Area ('GTA');
- by introducing a development form that supports public health and safety through active public frontages and public landscaped open spaces;
- by making better, higher use of land and existing infrastructure networks; and,
- by incorporating contextually appropriate sustainable design strategies, including additional plantings and landscaped open spaces in order to respond to a changing climate and to promote biodiversity.

The Subject Lands are located within a Settlement Area, as defined by the PPS, and are on full municipal services. The proposal supports the Provincial objectives for healthy, liveable and safe communities in the following ways:

- by proposing higher density development on lands that are currently underutilized;
- by locating residential uses 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 636 residential dwelling units of varying size and configurations in an area well-served by surrounding uses and transit networks (in Phase 1);

1.1.3 Settlement Areas

As stated above and in accordance with the PPS, the Subject Lands are located within a Settlement Area. As such, the following policies apply.

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

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

- a) *efficiently use land and resources;*
- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and / or uneconomical expansion;*

- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) *prepare for the impacts of a changing climate;*
- e) *support active transportation;*
[...]

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

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

The Subject Lands are located within a Settlement Area. As such, the proposed development has been planned and designed to facilitate a high-quality, compact built form that makes efficient use of land, infrastructure and public service facilities. It will provide for development that provides for residential intensification at an appropriate location, at an appropriate density, to support the achievement of Sheridan as a complete community and surrounding active transportation networks.

Additionally, the provision of various landscaped areas will advance climate change goals. Finally, as further described in the accompanying Functional Servicing & Stormwater Management ('FS – SWM') Report, the proposal can be accommodated by municipal infrastructure networks.

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

'1.5.1. Healthy, active communities should be promoted by:

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

The proposed development has been carefully planned and designed to provide for a series of landscape and public realm enhancements. This includes the provision of landscaped open spaces and prominent sidewalk zones along the Site's Erin Mills Parkway and Fowler Drive frontages. These enhancements will also be supported by the proposed rooftop outdoor amenity areas and the proposed POPS, immediately adjacent to the Block 'A' development.

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 on the accompanying Conceptual Block 'A' Site Plan, Conceptual Block 'G' Site Plan and the Conceptual Master Plan, 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 pedestrian pathways that offer safe, comfortable and convenient access across the Site and beyond. Finally, active streetscapes are to be provided. This will enable direct pedestrian

connections to the principal residential lobbies and other public realm enhancements to be provided. It will also facilitate connections with the surrounding components of the Subject Lands and active transportation network in the surrounding area.

Overall, the Site has been planned and designed to implement vibrant and inviting, pedestrian-oriented streetscapes, capable of accommodating pedestrian activity and the daily needs of residents, visitors and community members.

1.6.6. Sewage, Water & Stormwater

'1.6.6.1. Planning for sewage and water services shall:

a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:

1. municipal sewage services and municipal water services [...].'

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

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.

1.6.7. Transportation Systems

'1.6.7.2. Efficient use should be made of existing and planned infrastructure...'

'1.6.7.4. A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.'

The Subject Lands are well-served by transit services and active transportation networks. More specifically, there are existing street-level transit services in the surrounding area. This includes various bus routes operating within walking distance of the Site. Furthermore, there is an existing network of sidewalks along the Site's frontages and within the surrounding area, providing safe, easy, convenient access for residents and visitors. Finally, the Site is situated within a comfortable walking distance of the Erin Mills Parkway and Dundas Street West corridors which feature a broad range of uses, services and facilities to meet the daily needs of residents.

Based on the above, the proposal for a high-density development will support current and future transit ridership, the provision of local housing opportunities and the use of active transportation and enable residents and visitors alike to walk to destinations.

1.8. Energy Conservation, Air Quality & Climate Change

'1.8.1. Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

- a) promote compact form ...;*
- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas [...];*
- e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*
- f) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure. [...]'*

As stated above, the Subject Lands are well-served by transit services and active transportation networks. Furthermore, the proposal will facilitate a compact development, at an appropriate location and at an appropriate density. Based on the Site's locational characteristics, the proposed development will support compact development in proximity to transit, active transportation and energy conservation objectives. Opportunities to provide a variety of sustainable design features in efforts to maximize conservation efforts will be further explored during the detailed design stage.

4.0 / Implementation & Interpretation

Section 4 of the PPS contains policy directions meant to guide how land use planning and development decisions are made. More specifically, this Section 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.

'4.6. The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans.

Official plans shall identify provincial interest and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required.

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

As further described in Section 5.4 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 of the Subject Lands to make better use of available land, resources and infrastructure. In this regard, the MOP has not been updated to maintain consistency with the PPS. The corresponding Official Plan Amendment and Zoning By-law Amendment ('Amendments') seek to update the MOP by introducing site-specific permissions which will facilitate a high-quality,

compact, pedestrian-oriented and transit-supportive development that is permitted by Provincial policy and the Region of Peel Official Plan.

SUMMARY / CONFORMITY STATEMENT

The Provincial Policy Statement ('PPS'), 2020 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 conforms to the PPS by facilitating development, at an appropriate location, that will make better use of existing land, resources and infrastructure. It is our opinion that the proposal and corresponding Amendments are consistent with the policies of the PPS.

5.2 / A PLACE TO GROW, 2020

A Place to Grow: Growth Plan for the Greater Golden Horseshoe ('A Place to Grow') was prepared and approved under the *Places to Grow Act, 2005* and updated on August 28, 2020. A Place to Grow builds on the policy foundations of the PPS, 2020 in order to respond to key challenges faced in the Greater Golden Horseshoe ('GGH') region. As such, it establishes a long-term framework for managing growth and development across the GGH up to the year 2051.

Overall, A Place to Grow encourages the efficient use of land through the development of complete communities that are compact, transit supportive and provide a range of housing opportunities. An analysis of the policies applicable to the proposed development and how they have been addressed is provided below.

Section 2 / Where and How to Grow

Section 2 of A Place to Grow establishes the policy framework for how forecasted growth is to be managed. Overall, growth is to be directed to settlement areas which can support the achievement of complete communities. Limited growth is also expected to occur within rural areas. The following policies apply to redevelopment of the Subject Lands.

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

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

 - i. have a delineated built boundary;*
 - ii. have existing or planned municipal water and wastewater systems; and*
 - iii. can support the achievement of complete communities;*
 [...]*
- c) within settlement areas, growth will be focused in:

 - i. delineated built-up areas;*
 - ii. strategic growth areas;*
 - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned.*
 [...]'*

In accordance with Schedule 2 of A Place to Grow, the Subject Lands are located within the delineated Built-Up Area of the City of Mississauga. Built-Up Area lands are areas where growth and development are forecasted to occur. Redevelopment of the Subject Lands, as contemplated, is supported as the proposal will provide for reinvestment of the Site and will facilitate development that is in an appropriate location, is serviced by existing municipal water and wastewater infrastructure and transit services and will support the achievement of Sheridan as a complete community.

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

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities and incomes;*
- c) provide a diverse range and mix of housing options... to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) expand convenient access to:

 - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails and other recreational facilities;**
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;*
- f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- g) integrate green infrastructure and appropriate low impact development.'*

The proposed development supports the achievement of complete communities by providing for a compact development that includes a mix of residential units, located in proximity to transit, services and amenities. It will also further support the availability of local stores and services to meet the daily needs of residents, visitors and community members within a comfortable walking distance.

Additionally, the proposal will provide for 636 new residential dwelling units of varying size and configurations in Phase 1, and will support housing choice for households of varying size, incomes, life stages and lifestyle preferences. The provision of apartment-style dwelling units will further support the range and mix of housing options available in the community, while also supporting greater housing opportunities and facilitating the ability for residents to remain in their community.

Finally, the proposed development contemplates a high-quality, compact built form that will foster a vibrant public realm through architectural and urban design elements as well as active street frontages. A series of landscaped open spaces and a network of pedestrian pathways are to be provided, further enhancing the pedestrian experience and access to publicly-accessible open spaces. This will be further enhanced by the provision of rooftop amenity areas and a Privately Owned, Publicly Accessible Space ('POPS') along the northern property line of Block 'A'.

Section 5 / Implementation & Interpretation

Section 5 of A Place to Grow contains policy directions as to how the effective and timely implementation of the Plan relies on municipalities undertaking the necessary update to amend Official Plans and Zoning By-laws, as appropriate. These amendments enable municipalities to successfully achieve A Place to Grow's minimum intensification and density targets. The following policies apply.

'5.2.5. Targets

'5.2.5.5. For each applicable delineated area, the minimum density targets in this Plan are to be implemented through:

- a) upper-tier official plan policies that identify the minimum density targets and require lower-tier municipalities to undertake planning, such as secondary plans, to establish permitted uses and identify densities, heights, and other elements of site design;*
- b) single-tier official plan policies that identify the minimum density targets and, through secondary planning or other initiatives, establish permitted uses within the delineated area and identify densities, heights, and other elements of site design;*
- c) zoning all lands in a manner that would implement the official plan policies; and*
- d) the use of any applicable legislative and regulatory tools that may establish area or site-specific minimum densities, heights, and other elements of site design.'*

'5.2.5.6. In planning to achieve the minimum intensification and density targets in this Plan, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of a high-quality public realm and compact built form.'

As further described in Section 5.4 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 currently provide policy permissions that enable mixed-use development of the Subject Lands to occur that makes better use of available land, resources and infrastructure.

Based on the above, the MOP has not been amended as appropriate to remain consistent with the PPS. As such, the corresponding Amendments seek to update the MOP by introducing site-specific permissions which will facilitate a high-quality, compact, pedestrian-oriented and transit-supportive development that is permitted by Provincial policy and the Region of Peel Official Plan to occur.

SUMMARY / CONFORMITY STATEMENT

A Place to Grow, 2020 guides land use planning and development across Ontario. The above analysis demonstrates that the proposed development and corresponding Amendments conform to and serve to further implement the policies of A Place to Grow by facilitating contextually appropriate redevelopment on lands that are served by transit and active transportation networks. It will also provide for a range of residential uses which are well-served by existing community services, parks and local businesses. Furthermore, the proposal and corresponding Amendments will provide for better utilization of land, resources and infrastructure in a manner that advances complete community objectives and Provincial policy objectives. It is our opinion that the proposal and corresponding Amendments serve to implement the applicable policies of A Place to Grow.

5.3 / 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 7**).

'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 location within Sheridan, a Strategic Growth Area (Schedule E-2) and along Erin Mills Parkway, an 'Other Rapid Transit Corridor' (Schedule F-1, Rapid Transit Corridor).

For the purpose of this Report, the recently approved November 2022 Region of Peel Official Plan was reviewed and assessed. The following is a summary of the in-effect Regional policies applicable to the proposed development. The following analysis also demonstrates how the proposed Official Plan Amendment and Zoning By-law Amendment work to implement the ROP.

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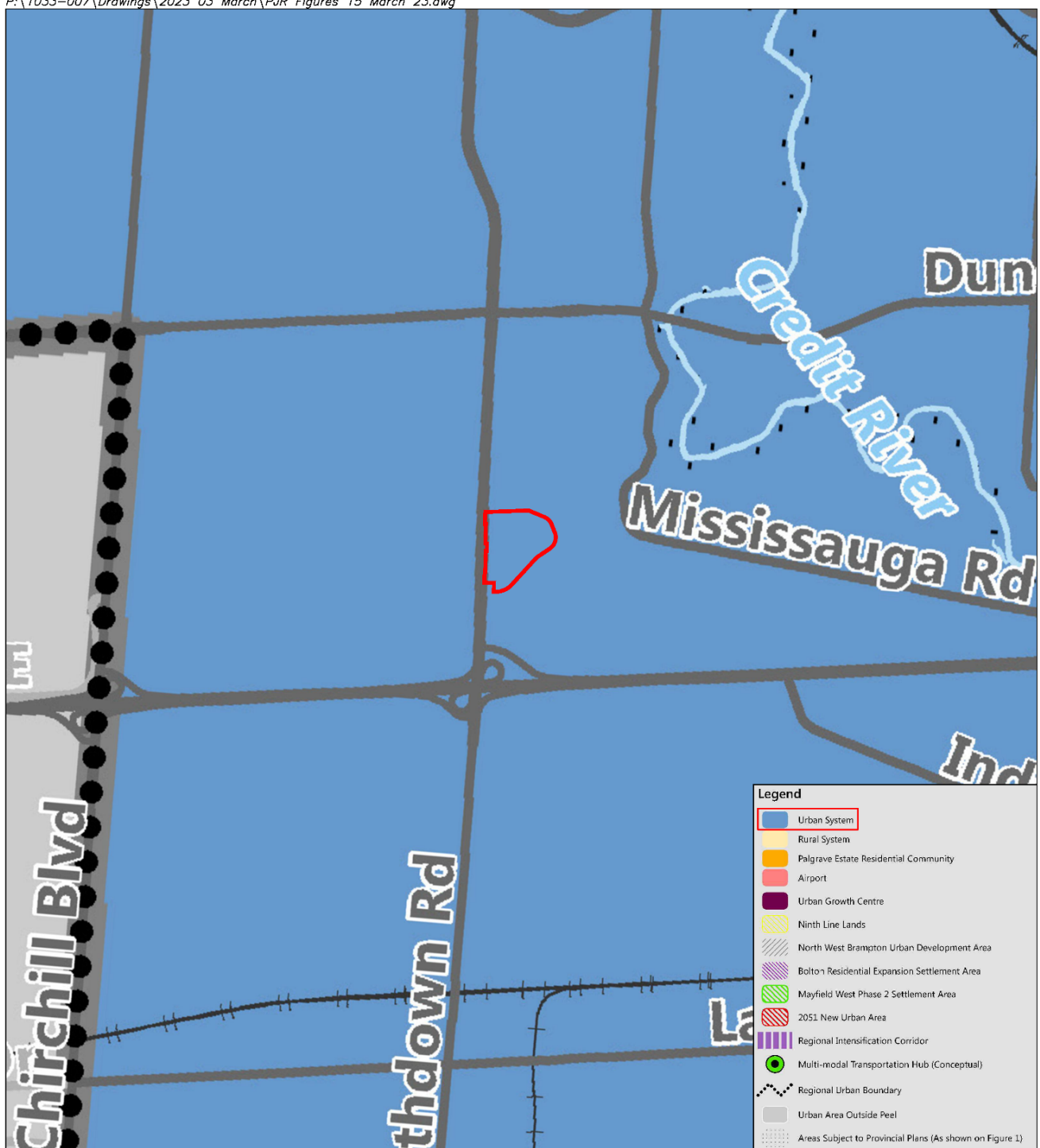


FIGURE 7
REGION OF PEEL OFFICIAL PLAN
SCHEDULE 'E1' - REGIONAL STRUCTURE

2225 ERIN MILLS PARKWAY
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

LEGEND

Subject Property



SCALE: N.T.S.
MARCH 15, 2023

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 a Strategic Growth Area, the following apply.

The Regional objectives are:

- '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....'
- '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 Sheridan Community Node, a Strategic Growth Area.

Furthermore, the proposed development has been planned and designed to facilitate a high-quality, compact development at an appropriate density. Overall, the proposal supports the above-noted Growth Management objectives and policies by contemplating a compact, transit-supportive development in proximity to transit services. This will contribute to the creation of Sheridan 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 7**, 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.

The Regional objectives are:

- '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 a high-density, compact, 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 new dwelling units in a compact form that supports the creation of Sheridan as a complete community. As further discussed in the accompanying Housing Report, the proposed mixture of dwelling units will contribute to housing diversification while also providing housing choice 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, the Subject Lands are located within the Sheridan Community Node and as such, are located within a Strategic Growth Area. The following apply.

The Regional objectives are:

'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:

'5.6.17.8 Direct the local municipalities to establish policies in their official plan and adopt zoning by-law regulations for Strategic Growth Areas identified on Schedule E-2 that support the appropriate type, scale, density, and transition for development..'

'5.6.17.10 Encourage the local municipalities to, where appropriate, identify other major intensification opportunities such as infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings and greyfields in their official plans and support increased residential and employment densities within these areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development.'

The proposed development will contribute to achieving the above-noted Strategic Growth Areas objectives and policies by facilitating a high-density, compact, 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.

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. 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 ...'

'5.10.34.40. 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.'

In accordance with Schedule F-1, Erin Mills Parkway is classified as an 'Other Rapid Transit Corridor'. As such, the proposal supports the above-noted policy objectives by directing residential intensification on lands along a rapid transit corridor and at an appropriate density to support transit services. As stated above, the Subject Lands are well-served by existing and planned transit services as well as by active transportation networks. The proposed development and corresponding Amendments serve to realize the development potential of the Site by facilitating a high-density, compact development that is transit-supportive, pedestrian-oriented and appropriately situated. Additionally, the proposed mixture of residential units will complement and enhance the ability for community residents to access a range of services and destinations within a comfortable walking distance. 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 Region of Peel Official Plan ('ROP') guides land use planning and development across Peel. The above analysis demonstrates that the proposed development and corresponding Amendments conform to the policies and objectives of the ROP by providing for a high-quality, compact, 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 Sheridan community as outlined by the Growth Management, Strategic Growth Areas and Transportation System policies. In our opinion, the proposed development and corresponding Amendments are in conformity with the applicable policies and objectives of the Region of Peel Official Plan.

5.4 / MISSISSAUGA OFFICIAL PLAN, 2022

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 2022) 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 Community Nodes. The Subject Lands are located within the Community Node component of the City Structure, within an Intensification Area (Schedule 2, Intensification Areas) and within the Streetsville Community Node Character Area (Schedule 9, Character Areas).

We note that the City of Mississauga is presently completing an Official Plan Review exercise, concurrently with the ongoing Peel 2051+ initiative, that will culminate in City-initiated Official Plan Amendments ('OPAs') to ensure the MOP conforms to the 2051 planning horizon of Provincial Plans, incorporates the outcomes of the recent Region of Peel Official Plan initiative, and implements key policy recommendations arising from the completion of recent City initiatives and ongoing City initiatives.

The following is an analysis of the applicable in-effect MOP policies and an evaluation of how the proposed development and corresponding Official Plan Amendment and Zoning By-law Amendment serve to better implement Provincial and Regional 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, the Subject Lands are identified as being located within an Intensification Area. The Subject Lands are also located along Erin Mills Parkway, which is a recognized Corridor. As such, the following policies apply.

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

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

As a Site located within an Intensification Area, 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, transit-supportive development that provides for a range and mixture of residential uses to meet the needs of residents. This will contribute to the creation of Sheridan as a complete community where residents are able to live, work, play and shop within the community.

5.3.3. Community Nodes

As demonstrated on Schedule 1, the City is comprised of various Community Nodes, each with its own identity. As a Site located with the Community Node component of the City Structure, the following policies apply.

'5.3.3.3. Community Nodes are Intensification Areas.'

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

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

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

As stated throughout this Report, 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, refined development that provides for a range and mixture of residential uses to meet the needs of residents, while also supporting the achievement of the Community Node-wide minimum density target of 100 to 200 residents and jobs combined per hectare.

Furthermore, the built forms contemplated will provide for a high-quality, refined architectural design that will facilitate development that is complimentary to the established character of the Sheridan community as further discussed in the accompanying Urban Design Brief.

5.4. Corridors

As stated above and as demonstrated on Schedule 1c, Erin Mills Parkway is identified as being a 'Corridor'. As such, redevelopment of the Subject Lands, as contemplated, situates development along a Corridor. The following policies apply.

'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 Neighbourhoods and Employment Area.'

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

'5.4.8. Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height restrictions or until such time as alternative building elements are determined through planning studies.'

The Subject Lands are located along a recognized Corridor. The proposed development supports the above-noted Corridor policy objectives by facilitating a higher density, compact development at an appropriate location along the Erin Mills Parkway Corridor and at an appropriate density. Furthermore, the proposed development has been planned and designed to frame the street such that the structures

address the public realm and appropriately address and interface with the balance of the Subject Lands. The proposal also contemplates pedestrian-oriented built forms. Overall, the proposed structures conform to the 2-storey minimum building height requirement for lands along Corridors. 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.

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 policy objectives by introducing a range and mixture of residential uses in order to support Sheridan as a complete community. 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.

The proposed development will support the above-noted policy objectives and will support the creation of Sheridan as a complete, walkable community. As described throughout this Report, the Site is recognized as having development potential given its locational attributes, yet the form of development is limited by the in-effect MOP policies. The proposed development and corresponding Amendments are appropriate and, in our opinion, serve to further implement the envisioned policy directions of the MOP to direct growth to appropriate locations. The corresponding Amendments will facilitate the long-term evolution of the Subject Lands in a manner that is appropriate, desirable and maintains compatibility with the surrounding context. The proposal will facilitate development (with heights up to 15 storeys) that is appropriate for the location, while still respecting the City Structure hierarchy.

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.'

As further described in the accompanying Housing Report, 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.

7.6. Distinct Identities

In terms of community character, the following apply.

- '7.6.1.2. 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.'
- '7.6.1.3. 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.'
- '7.6.1.5. New development will be compatible with the physical, social and environmental attributes of the existing community.'

The Subject Lands are located within the Sheridan community. The proposed development has been planned and designed to provide for a high-quality, refined built form that integrates with and is complimentary to the established and evolving character of the Sheridan community. As further described in the accompanying Urban Design Brief, the proposal provides for development 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.'*
- '9.1.11 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.'*

The proposed development has been planned and designed to further implement the City's urban form policy objectives. More specifically, the proposal implements the above-noted policy objectives through the introduction of high density, compact, transit-supportive, pedestrian-oriented development. Furthermore, the proposal has been planned to facilitate high-quality, refined built forms that are complimentary to and compatible with the character of the Sheridan community. It will also support the long-term evolution of the Subject Lands as host to a mixture and range of land uses and built forms. Additionally, a range of sustainable building strategies are to be implemented as further described in the accompanying Urban Design Brief and 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 a 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 as well as shared parking and servicing areas in efforts to provide an optimal site design.

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

'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.'

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

'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 development that has been planned and designed to provide for an appropriate transition to and integration with the surrounding community. As demonstrated in the accompanying Urban Design Brief, the proposal contemplates the introduction of two (2), mid-rise buildings that are both of an appropriate scale, mass and built form. The proposed structures are also situated to address the public realm and to be pedestrian-scaled.

A series of landscape and public realm enhancements are to be provided. This includes landscaped open spaces and a network of pedestrian pathways. Collectively, these components will facilitate an optimal site design and opportunities for social interaction and enjoyment of the outdoors. Based on the above, it is

our opinion that the proposal and corresponding Amendments comply 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 high-quality, compact, transit-supportive and pedestrian-oriented built form. Furthermore, the proposal complies with the City's public realm policy objectives through the provision of a built form that addresses the public realm, provides direct pedestrian connections and facilitates a pedestrian-scaled development. As further described in the accompanying Urban Design Brief, the development has also been planned and organized around landscaped open spaces.

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 Amendment will facilitate a high-quality, refined development that is compatible and integrates with the surrounding area. This is further described in the accompanying Urban Design Brief.

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 nineteen (19) land use designations. As demonstrated in **Figure 8** on the next page, the Subject Lands are currently 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.

'11.2.5.6. 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.'*

The proposal contemplates the introduction of new apartment dwellings, in a location where development ought to be directed. The proposal also represents an appropriate form and advances the City's development objectives. Re-designation of a segment of the Subject Lands, as contemplated, is appropriate and will not compromise the ability of the balance of the Site to remain viable for retail and service commercial uses and maintain the general intent of the MOP's 'Mixed Use' policies. For the reasons outlined above, the proposed development and corresponding Official Plan Amendment conform to the in-effect Residential High Density policy objectives.

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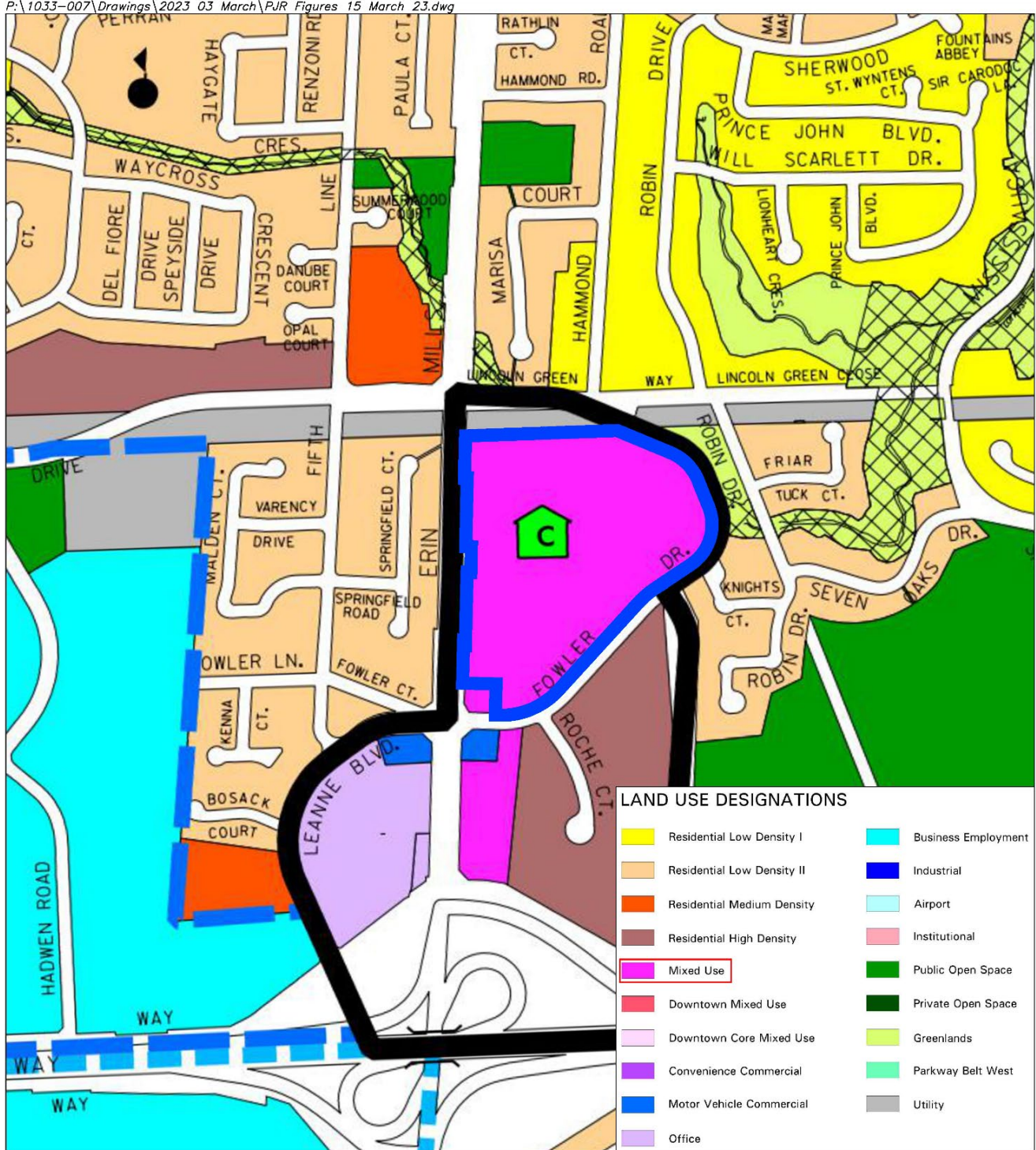


FIGURE 8
MISSISSAUGA OFFICIAL PLAN
SCHEDULE '10' - LAND USE

2225 ERIN MILLS PARKWAY
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

LEGEND

Subject Lands



SCALE: N.T.S.
MARCH 15, 2023

14 / Community Nodes

Chapter 14 of the MOP establishes the policy framework for how growth and development is to be managed in the City's Community Node components of the City Structure. As stated, the Subject Lands are located within the Community Node component of the City Structure and are located within the Sheridan Community Node Character Area.

As further described in **Section 5.5** of this Report, the Sheridan Community Node and other specified Character Area policies were modified as a result of the City's Reimagining the Mall initiative. Specifically, Official Plan Amendment 115 ('MOPA 115') established a revised policy framework for specified lands. MOPA 115 is currently under appeal and is not in full force and effect. As a result, the following in-effect high-level Community Node policies apply to redevelopment of the Subject Lands.

'14.1.1.2. For lands within a Community Node a minimum building height of two storeys to a maximum building height of four storeys will apply, unless Character Area policies specify alternative building height are determined through the review of Character Area policies.'

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

- a) an appropriate transition in heights that respects the surrounding context will be achieved;*
- b) the development proposal enhances the existing or planned development;*
- c) the City Structure hierarchy is maintained; and*

d) the development proposal is consistent with the policies of this Plan.'

As described throughout this Report, the proposal is limited by the in-effect MOP policies which state that maximum heights shall be in accordance with the City Structure element that lands are located within, unless otherwise specified by Character Area policies. In the case of the Subject Lands, the applicable Character Area policies, as modified by MOPA 115, are under appeal and thus are not in full-force and effect. Overall, MOPA 115 modified policy permissions for lands within the Sheridan Community Node to permit a range of built forms, including mid-rise and tall buildings at appropriate locations. The proposal and corresponding Official Plan Amendment are necessary to implement appropriate building heights for the Subject Lands, based on its locational characteristics and planning merits.

The proposal is consistent with the policy direction provided by MOPA 115 which recognizes that the Subject Lands possess development potential and that higher density, compact, transit-supportive can and should occur. Based on the above, it is our opinion that the proposal and corresponding Amendment are appropriate, respect the City Structure hierarchy, conform to the policy objectives of the MOP and will allow for development that is appropriately located, of appropriate density and of appropriate building height to occur. The corresponding Amendment requests that the maximum height permission of 15 storeys as outlined in MOPA 115 be formalized.

5.5 / REIMAGINING THE MALL, 2019

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, pedestrian-oriented and transit-supportive development that facilitates a range and mixture of residential uses at an appropriate location and density. The proposal also directs better utilization of land, resources and infrastructure to facilitate a development that will contribute to Sheridan as a complete community and that is in proximity to transit networks, services and facilities. Furthermore, the proposed development will result in a built form that is consistent and compatible with the envisioned evolution of the Sheridan Community Node Character Area. Therefore, the proposed development and corresponding Amendments serve to better implement the applicable policies and objectives for lands within the Sheridan Community Node Character Area of the Mississauga Official Plan.

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 in **Figure 9** on the next page, the Sheridan Demonstration Plan identified lands within the Sheridan Community Node Character Area 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 stated throughout and as further shown in **Figure 9**, the Subject Lands are located within the Sheridan Community Node and are within the Sheridan Demonstration Plan. 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 across the entirety of the Sheridan Community Node;
- uses and built forms with active frontages are to be encouraged, particularly along the Erin Mills Parkway corridor;
- a mixture of low-rise, mid-rise and tall buildings (between 3 – 15 storeys) are to be encouraged;
- a fine-grain public road network is to be introduced;
- development blocks of sufficient size and configurations are to be provided;
- a network of new public parkland, landscaped open spaces and pedestrian pathways is to be provided;
- landscape and public realm enhancements are encouraged;
- contextually appropriate density is to be provided on the Site;
- appropriate transitions in terms of building heights, massing and scale are to be provided to the surrounding context; and,

- the Subject Lands are identified as an appropriate and desirable location for mixed-use development, including a range of built forms, to be provided.

Based on the above, the Subject Lands are identified as an appropriate and desirable location for compact, mixed-use, pedestrian-oriented and transit-supportive development to occur. Overall, the proposed development has been planned and designed to further implement the development vision presented in the Reimagining the Mall Directions Report and in particular, the Sheridan Demonstration Plan. As such, the proposal and corresponding Amendments represent an opportunity for the policy 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.

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**FIGURE 9
REIMAGINING THE MALL,
SHERIDAN DEMONSTRATION PLAN**

2225 ERIN MILLS PARKWAY
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

LEGEND
Subject Lands



SCALE: N.T.S.
MARCH 15, 2023

5.6 / ZONING

Official Plan Amendment 115

As stated above, the City of Mississauga completed the Reimagining the Mall initiative in 2019. The initiative culminated in a City-initiated Official Plan Amendment – MOPA 115. MOPA 115 was refined from the initial draft policy framework and was adopted by City Council in December 2020. As adopted, MOPA 115 modified the policy framework for how growth and development is to be managed for lands within the Central Erin Mills Major Node, Meadowvale Community Node, Rathwood-Applewood Community Node, Sheridan Community Node and the South Common Community Node Character Areas. In addition to land use, built form, public realm and transportation policies, MOPA 115 also contains housing policy guidance.

Subsequently to MOPA 115 being adopted, it was appealed in its entirety by numerous appellants. As such, MOPA 115 remains under appeal and is subject to Ontario Land Tribunal ('OLT') proceedings.

Given the above, Reimagining the Mall and MOPA 115 are informative but do not represent in-effect policy permissions.

In our opinion, the proposed development complies with the evolving Reimagining the Mall policy framework given building heights of between 3 and 15 storeys are contemplated on the Subject Lands and a high-quality, compact, pedestrian-oriented and transit-supportive development is to be provided. Furthermore, the proposal will facilitate an appropriate and desirable mixture of residential uses on the same lot, contributing to the creation of Sheridan as a vibrant, complete community.

The City of Mississauga Zoning By-law 0225- 2007 ('By-law 0225 – 2007') currently zones the Subject Lands as 'General Commercial (C3)' (see **Figure 10**). 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 (RA4)' 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 RA4 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 on page 49 summarizes the proposed site-specific exceptions to the RA4 Zone and the rationale for these exceptions.

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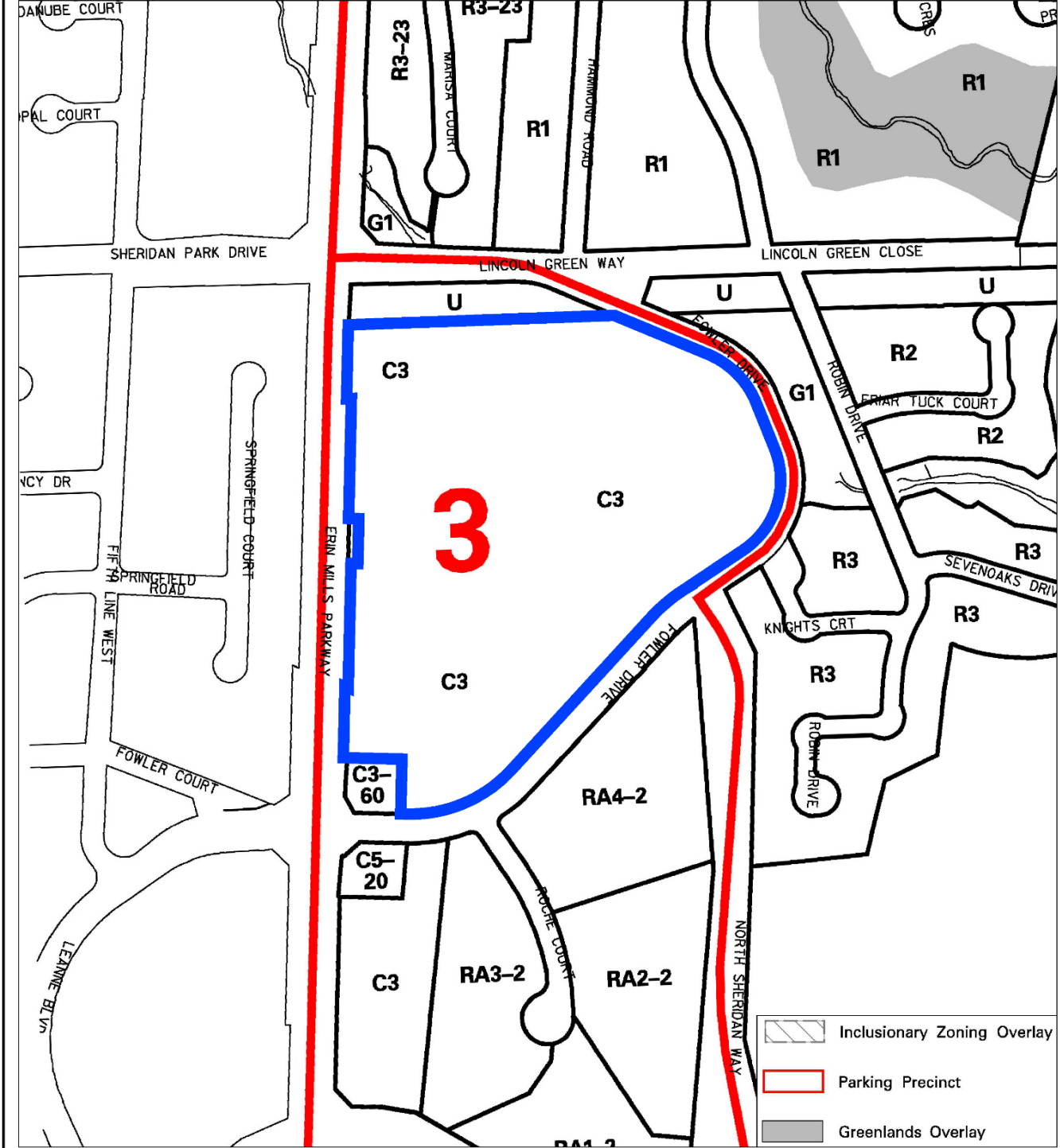



FIGURE 10
MISSISSAUGA ZONING BY-LAW

2225 ERIN MILLS PARKWAY
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

LEGEND
 Subject Lands


SCALE: N.T.S.
MARCH 15, 2023

Table 3 / Summary of Requested RA4 Exceptions & Rationale

<i>REQUESTED EXCEPTION</i>	<i>RATIONALE</i>	<i>REQUESTED EXCEPTION</i>	<i>RATIONALE</i>
<i>Modified Building Envelope</i>	To implement the desired built form, while maintaining appropriate compatibility and transition to the surrounding Sheridan community and balance of the Subject Lands	<i>Modified Amenity Space Standard</i>	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 as well as desirable rooftop outdoor amenity areas
<i>Modified Parking Standard</i>	In order to implement the desired built form, a site-specific shared parking standard is requested. As further demonstrated in the accompanying Transportation Impact Study ('TIS'), the requested shared parking standard is appropriate given the Site's proximity to transit services and active transportation networks. The requested parking standard is also capable of accommodating the proposed parking 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	<i>Modified Landscaping Standard</i>	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 order to accommodate a safe, comfortable and attractive pedestrian environment that includes streetscaping and landscaped open spaces. As demonstrated on the accompanying Conceptual Site Plans, 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
<i>Modified Bicycle Parking Standard</i>	In order to implement the desired built form, a site-specific bicycle standard is requested. As further demonstrated in the accompanying TIS, the requested bicycle parking standard is appropriate given the Site's proximity to transit services and active transportation networks. The requested standard is also capable of accommodating the proposed demands, will serve to further implement Council's direction to encourage developments which support alternative and sustainable modes and will facilitate an optimized site design		

6 / SUMMARY & CONCLUSION

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 Sheridan 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 redevelopment for the Sheridan 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 Policy Statement, 2020;
4. The proposal conforms to A Place to Grow: A Growth Plan for the Greater Golden Horseshoe, 2020;
5. The proposal conforms to the policy directions of the Region of Peel Official Plan, 2022;
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 Sheridan community, and it provides an opportunity for contextually appropriate intensification within the City's Built-Up Area where intensification is to be directed; and,
9. The proposal upholds the overall City Structure and further implements the development objectives as identified by the Mississauga Official Plan.

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 Maps attached hereto constitute Amendment No. XXX

DRAFT

PURPOSE

The purpose of this Amendment is to re-designate a segment of the Subject Lands and to amend the Sheridan Community Node Character Area to include the Subject Lands as a Special Site.

LOCATION

The lands affected by this Amendment are located on the east side of Erin Mills Parkway and west of Fowler Drive. The land is municipally addressed as 2225 Erin Mills Parkway. The Subject Lands are located within the Sheridan Community Node 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 which outlines where growth ought to be encouraged and discouraged within the City. The City Structure is comprised of Intensification Areas and Non-Intensification Areas. Intensification Areas include Downtown, 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 along a Corridor and within an Intensification Area where compact, pedestrian-oriented and transit-supportive development is encouraged.

As per the in-effect Community Node policies, a maximum building height of four storeys is permitted and a density is not specified. The City requires that a Special Site policy be added to the MOP for the proposed building height: this has been included in the enclosed implementing Official Plan Amendment.

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 re-designate a segment of the Subject Lands to 'Residential High Density' and to revise the Sheridan Community Node Character Area to add the Subject Lands as a Special Site. This proposed Special Site policy will permit a maximum building height of 15 storeys. Overall, the proposed Official Plan Amendment is to further implement City Council's direction as outlined in the Reimagining the Mall initiative and the adopted, but not in effect Official Plan Amendment 115. Collectively,

these above-noted items identify the Subject Lands as an appropriate and desirable location for compact, pedestrian-oriented and transit-supportive development to occur with building heights of 15 storeys. The proposed Official Plan Amendment is acceptable from a planning perspective and should be approved for the reasons as follows:

1. The proposed development is consistent with the Provincial Policy Statement (2020) and conforms to and does not conflict with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) and the Region of Peel Official Plan (2022). In addition, the proposed development will bring the Mississauga Official Plan (2021) into consistency with the Provincial Policy Statement and into conformity with A Place to Grow and the Region of Peel Official Plan. 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 a comfortable walking distance of higher order transit stops – including the planned Dundas Bus Rapid Transit Station at Dundas Street West and Erin Mills Parkway. Furthermore, there is existing street-level transit operating in the surrounding area, including directly in front of the Subject Lands. Furthermore, the Subject Lands is located along an ‘Other Rapid Transit Corridor’. As noted in A Place to Grow, the Peel Regional Official Plan and the Mississauga Official Plan, these are areas for intensification and compact, high density development to occur. Transit-supportive development should be directed to these locations.
3. The proposed development will utilize existing servicing and future servicing can be provided in an efficient, cost-effective manner.
4. The proposal with heights of 15 storeys is a transit-supportive development on lands that are well-served by existing and future transit networks. The Site is also well-served by existing greenspace, active transportation networks and service and retail establishments in the surrounding area. Bringing additional residents to this otherwise underutilized parcel will bring families and households within comfortable walking distance to an abundance of services, facilities and amenities which will support the creation of Sheridan as a complete, walkable community.
5. The proposed development will improve and contribute to the Erin Mills Parkway streetscape by providing built forms that address the public realm and principal entrances that are directly accessible from the public sidewalk. This will enable an active public realm which supports pedestrian activity.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Schedule 10, Land Use Designations, of the Mississauga Official Plan, is hereby amended by re-designating a segment of the Subject Lands to 'Residential High Density'.

[insert graphic]

2. Section 14.8, Sheridan Community Node Character Area, of the Mississauga Official Plan, is hereby amended by adding Special Site X to Map 14-8, Sheridan Community Node Character Area, in accordance with the Special Site Policies.

[insert graphic]

3. Section 14.8, Sheridan Community Node Neighbourhood Character Area, of the Mississauga Official Plan is hereby amended by adding the following as Special Site X:

14.8..XX The lands identified as Special Site X are located on the east side of Erin Mills Parkway, west of Fowler Drive.

14.8.XX Notwithstanding the policies of this Plan, an apartment building with a maximum height of 15 storeys 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 the Mississauga Official Plan dated August 4, 2022.

INTREPRETATION

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. XXX

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

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

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

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

AND WHEREAS, Council desired to adopt certain amendments to the Mississauga Official Plan regarding a change to the land use designation of the Subject Lands, a change to the Sheridan Community Node Character Area and to add a Special Site Policy within the Sheridan Community 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 _____, 20XX.

Mayor

Clerk

DRAFT

APPENDIX II / Draft Zoning By-law Table

2225 Erin Mills Parkway

City File: DARC 23-18

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 (RA4 ZONE)	REQUESTED (RA4-XX)
2.1.14	Centreline Setbacks	Where a lot abuts a right-of-way or a 0.3 metre 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 ROW – 22.5 m + required yard / setback] [20.0 m ROW – 10.0 m + required yard/setback]	Delete provision – setbacks shall be in accordance with setbacks established by this By-law
2.1.30.1	Rooftop Balcony	A rooftop balcony shall be set back 1.2 metres from all exterior edges of a building or structure	Delete provision – a rooftop balcony shall be permitted to be setback 0.0 metres from all exterior edges of a building or structure
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 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	Provision met
3.1.1.4.5	Accessible Parking Space Size	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: (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;	Provision met

BY-LAW SECTION	REGULATION	REQUIRED (RA4 ZONE)	REQUESTED (RA4-XX)
		<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>	
3.1.1.5	Aisles	The minimum aisle width shall be 7.0 m	Provision met
3.1.1.12.1	Minimum Required Number of Electric Vehicle Ready Parking Spaces	<p>Condominium and Rental Apartment, resident parking – 20% of the total required parking spaces or 1.0 space, whichever is greater</p> <p>Condominium and Rental Apartment, visitor parking – 10% of the total required parking spaces or 1.0 space, whichever is greater</p>	Provision met
3.1.2.1, 3.1.2.2	Required Number of Parking Spaces	For Condominium Apartment – Precinct 3: 1.0 resident spaces per dwelling unit; 0.20 visitor spaces per unit	<p>Delete provision – a reduced parking standard is requested as follows:</p> <p>0.8 resident spaces per unit for 1-bedroom units; 0.9 resident spaces per unit for 2-bedroom units; 1.1 resident spaces per unit for 3-bedroom or larger units; 0.15 visitor spaces per unit in Area G; and, 0.2 visitor spaces per unit in Area A</p>
3.1.3	Required Accessible Parking Spaces	4% of the total parking spaces required	Provision met
3.1.4.5	Required Number of Loading Spaces for Apartment	1 loading space is required per apartment building containing a minimum of 30 dwelling units	Provision met

BY-LAW SECTION	REGULATION	REQUIRED (RA4 ZONE)	REQUESTED (RA4-XX)
3.1.6.5.1	Required Number of Bicycle Parking Spaces for Residential Uses	Apartment and stacked townhouses without exclusive garage – 0.6 [Class A] spaces per unit Apartment and stacked townhouses without exclusive garage – the greater of 0.05 [Class B] spaces per unit or 6.0 [Class B] spaces	Delete provision – a reduced bicycle parking standard shall be provided as follows: Area A – 100 Class A bicycle parking spaces and 7 Class B bicycle parking spaces Area G – 100 Class A bicycle parking space and 11 Class B bicycle parking spaces
4.15.1	RA4 – Permitted Uses	Apartment Long-Term Care Building Retirement Building	Provision met
4.15.1	RA4 – Zone Regulations	Minimum Lot Frontage – 30 m	Provision met
4.15.1	RA4 – Zone Regulations	Minimum Floor Space Index – Apartment Zone – 1.0	Provision met
4.15.1	RA4 – Zone Regulations	Maximum Floor Space Index – Apartment Zone – 1.8	Delete provision – an area-specific density is requested. Specifically, Area A is to have a density of 4.3 and Area B is to have a density of 6.6
4.15.1	RA4 – Zone Regulations	Maximum gross floor area – apartment zone per storey for each storey above 12 storeys – 1,000 sq m	Delete provision – a 1,672 sq m floor plate per storey is requested for Area A and a 1,834 sq m floor plate per storey is requested for Area G
4.15.1	RA4 – Zone Regulations	Maximum height – 56.0 m and 18 storeys	Provision met
4.15.1	RA4 – Zone Regulations	<i>Minimum Front and Exterior Side Yard</i>	
4.15.1	RA4 – Zone Regulations	For that portion of the dwelling with a height less than or equal to 13.0 m – 7.5 m	Delete provision – to permit building envelope standards in accordance with Schedules 'A' and 'B' of this By-law
4.15.1	RA4 – 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	

BY-LAW SECTION	REGULATION	REQUIRED (RA4 ZONE)	REQUESTED (RA4-XX)
4.15.1	RA4 – 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	
4.15.1	RA4 – Zone Regulations	For that portion of the dwelling with a height greater than 26.0 m – 10.5 m	
4.15.1	RA4 – Zone Regulations	<i>Minimum Interior Side Yard</i>	
4.15.1	RA4 – Zone Regulations	For that portion of the dwelling with a height less than or equal to 13.0 m – 4.5 m	
4.15.1	RA4 – 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	RA4 – 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	Delete provision – to permit building envelope standards in accordance with Schedules 'A' and 'B' of this By-law
4.15.1	RA4 – Zone Regulations	For that portion of the dwelling with a height greater than 26.0 m – 9.0 m	
4.15.1	RA4 – 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	
4.15.1	RA4 – 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 of dwelling height, or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m	Not Applicable
4.15.1	RA4 – Zone Regulations	<i>Minimum Rear Yard</i>	
4.15.1	RA4 – Zone Regulations	For that portion of the dwelling with a height less than or equal to 13.0 m – 4.5 m	Delete provision – to permit building envelope standards in accordance with Schedules 'A' and 'B' of this By-law
4.15.1	RA4 – 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	RA4 – 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	

BY-LAW SECTION	REGULATION	REQUIRED (RA4 ZONE)	REQUESTED (RA4-XX)
4.15.1	RA4 – Zone Regulations	For that portion of the dwelling with a height greater than 26.0 m – 9.0 m	
4.15.1	RA4 – Zone Regulations	Where a rear 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	
4.15.1	RA4 – 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 of dwelling height, or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m	Not Applicable
4.15.1	RA4 – Zone Regulations	<i>Encroachments and Projections</i>	
4.15.1	RA4 – 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 m	Delete provision – to permit a maximum encroachment of 2.5 m into a required yard
4.15.1	RA4 – Zone Regulations	Maximum encroachment into a required yard of a balcony located on the first storey, staircase, landing or awning, provided that each shall have a maximum width of 6.0 m – 1.8 m	Delete provision – to permit a maximum encroachment of 2.5 m into a required yard
4.15.1	RA4 – 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 – to permit a maximum projection of 2.5 m measured from the outermost face or faces of the building
4.15.1	RA4 – Zone Regulations	<i>Minimum Above Grade Separation Between Buildings</i>	
4.15.1	RA4 – Zone Regulations	For that portion of a dwelling with a height less than or equal to 13.0 m – 3.0 m	Not Applicable
4.15.1	RA4 – Zone Regulations	For that portion of a dwelling with a height greater than 13.0 and less than or equal to 20.0 m – 9.0 m	Not Applicable
4.15.1	RA4 – Zone Regulations	For that portion of a dwelling with a height greater than 20.0 and less than or equal to 26.0 m – 12.0 m	Not Applicable
4.15.1	RA4 – Zone Regulations	For that portion of a dwelling with a height greater than 26.0 – 15.0 m	Not Applicable

BY-LAW SECTION	REGULATION	REQUIRED (RA4 ZONE)	REQUESTED (RA4-XX)
4.15.1	RA4 – Zone Regulations	<i>Parking, Loading, Servicing Area and Parking Structures</i>	
4.15.1	RA4 – Zone Regulations	Minimum parking spaces	Delete provision – see above for modified parking standard
4.15.1	RA4 – Zone Regulations	Minimum setback from surface parking spaces or aisles to a street line – 4.5 m	Provision met for Area A; Not Applicable for Area B
4.15.1	RA4 – Zone Regulations	Minimum setback from surface parking spaces or aisles to any other lot line – 3.0 m	Provision met for Area A; Not Applicable for Area B
4.15.1	RA4 – Zone Regulations	Minimum setback from a parking structure above or partially above finished grade to any lot line – 7.5 m	Not Applicable
4.15.1	RA4 – 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 – to permit building envelope standards in accordance with Schedules 'A' and 'B' of this By-law
4.15.1	RA4 – Zone Regulations	Minimum setback from a waste enclosure / loading area to a street line – 10.0 m	Delete provision – to permit a setback to a waste enclosure of 6.4 metres in Area A; provision met in Area B
4.15.1	RA4 – 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	RA4 – Zone Regulations	Condominium roads and aisles are permitted to be shared with abutting lands zoned to permit back to back townhouses, townhouses or apartments, or any combination thereof	Delete provision – condominium roads and aisles are permitted to be shared with abutting lands zoned C3
4.15.1	RA4 – Zone Regulations	<i>Minimum Landscaped Buffer</i>	
4.15.1	RA4 – Zone Regulations	Minimum landscaped area – 40% of the lot area	Delete provision – to permit a landscaped area that is 25% of Area A and 20% of Area G
4.15.1	RA4 – 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 a Residential Zone with the exception of an Apartment Zone – 4.5 m	Delete provision – to permit landscaped buffers in accordance with Schedules 'A' and 'B' of this By-law

BY-LAW SECTION	REGULATION	REQUIRED (RA4 ZONE)	REQUESTED (RA4-XX)
4.15.1	RA4 – Zone Regulations	Minimum depth of landscaped buffer along any other lot line – 3.0 m	Delete provision – to permit landscaped buffers in accordance with Schedules ‘A’ and ‘B’ of this By-law
4.15.1	RA4 – Zone Regulations	Minimum amenity area – the greater of 5.6 sq m per dwelling unit or 10% of the site area	Delete provision – to permit a minimum amenity area standard of 5.3 square metres per dwelling unit in Area A; provision met in Area G
4.15.1	RA4 – Zone Regulations	Minimum percentage of total required amenity area to be provided in one contiguous area – 50%	Provision met
4.15.1	RA4 – Zone Regulations	Minimum amenity area to be provided outside at grade – 55.0 sq m	Delete provision – no outside at-grade amenity area requirement is requested

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