
PLANNING JUSTIFICATION REPORT

IN SUPPORT OF

OFFICIAL PLAN AMENDMENT & ZONING BY-LAW AMENDMENT APPLICATIONS

PREPARED FOR

EMTC Holdings Inc.

October 31, 2024

5100 Erin Mills Parkway
City of Mississauga
Regional Municipality of Peel
City File No. DARC 23-173 W9
GSAI File #102-006D

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**Planning Justification Report
Official Plan and Zoning By-law Amendments
EMTC Holdings Inc.**

1.0 Introduction

Glen Schnarr & Associates Inc. (“GSAI”) are the land use planning consultants assisting EMTC Holdings Inc. to obtain the necessary planning approvals for the redevelopment of the lands generally located on the northwest corner (herein referred to as the “Subject Lands”) of the overall Erin Mills Town Centre mall property (the “EMTC mall”).

The Subject Lands and EMTC mall are municipally addressed as 5100 Erin Mills Parkway, in the City of Mississauga, Regional Municipality of Peel. The Subject Lands are located adjacent to and on the south side of Erin Centre Drive, adjacent to and east of Glen Erin Drive and generally north of and adjacent to the existing private ring road (the “Ring Road”) that serves the EMTC mall property. Two existing commercial buildings, open spaces and surface parking areas occupy the Subject Lands. The Subject Lands comprise what is expected to be the first of many stages of redevelopment on the overall EMTC mall property.

The proposed development of the Subject Lands consists of a phased and master-planned residential community of nine (9) tower on podium buildings sited around a linked plaza, parkland and open space network (the “proposed development”). The proposed development is designed to be complementary to the existing EMTC mall and to rely on the surrounding area’s plentiful supply of existing employment, community facilities, medical and public services, schools and commercial and retail services. Central to the design, the proposed development includes a significant open space component intended to generate places to meet and gather, provide flexibility in programming and to provide linkages to surrounding areas and a direct connection to the EMTC mall centre.

The proposed development offers the opportunity to redevelop the auto-dominated and underutilized EMTC mall through compact and transit-supportive development. Through the proposed development and associated Amendments, new market housing options will be generated over five Phases of development and through this introduction of new housing on the Subject Lands, the proposed development will contribute to the creation of a complete community supported by and complementary to the existing EMTC mall and its good supply of existing surrounding employment, community facilities, medical and public services, schools and commercial and retail services. The proposed development will result in a compact, high-quality community on an underdeveloped portion of the EMTC mall property while the mall, outparcel commercial buildings, private roads and areas serving the overall mall property will remain.

This Planning Justification Report (the “Report”) has been prepared in support of the Official Plan Amendment (“OPA”) and Zoning By-law Amendment (“ZBA”) applications required to implement the proposed development (referred to collectively as the “proposed Amendments”). This Report presents and analysis of relevant provincial, regional, and local/municipal policy in the context of the proposed development.

Further, this Report outlines the nature of the existing site conditions and surrounding area, provides for a summary the proposed development and presents a comprehensive assessment and justification under the current policy and regulatory framework. The Report will demonstrate how the proposed Amendments are consistent with and required to implement current Provincial policy and to create a complete community through the introduction of a compact, vibrant, and desirable residential development effectively integrated into the existing and evolving context of the surrounding community and overall EMTC mall property within the Central Erin Mills Major Node.

This Report should be read in conjunction with the associated plans, reports and studies included in the overall submission. Section 6 of this Report provides a summary of the key planning considerations.

1.1 Proposed Official Plan Amendment

The Subject Lands are currently designated 'Mixed Use' by the in-effect City of Mississauga Official Plan (the "MOP"). This designation permits a broad range of residential and non-residential uses combined and within the same property. The Subject Lands are located within the City's Central Erin Mills Major Node Character Area.

The proposed OPA is required to redesignate the Subject Lands from Mixed Use to Residential High Density and Public Open Space and to introduce a new Special Site Policy to the Central Erin Mills Major Node Character Area in order to allow for modified development standards to be enacted reflective of the proposed built form and density proposed. Adjustments are required to the maximum overall net density (FSI), maximum building height and minimum tower separation. A draft Official Plan Amendment has been prepared, and a copy is provided in **Appendix I** of this Report.

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, which currently zones the Subject Lands 'General Commercial (C3)'. The current zoning reflects the current auto-centric commercial plaza condition. A site-specific ZBA is required to implement the proposed building siting, parking, open spaces and garage, access and building configurations.

As the proposed development contains only residential uses, the proposed ZBA seeks to rezone the Subject Lands to the 'Residential Apartment (RA-5)' category and implement modified site-specific permissions, including a Holding (H) symbol to allow for the phased development of the Subject Lands. More specifically, the ZBA aims to introduce the following site-specific permissions:

- To rezone the Subject Lands from 'C3' to 'RA-5' and 'RA-5(H)';
- To permit high-rise residential apartments with a total of 3,162 units;
- To permit slightly reduced resident and visitor parking regulations;

- To permit site-specific building envelope and separation regulations;
- To permit site-specific parking regulations;
- To permit a site-specific landscaping regulations; and
- Other standards and regulations as required.

A draft Zoning By-law Amendment list of site-specific regulations is provided in **Appendix II** of this Report.

1.2.1 Development Phasing and Proposed Holding (H) Symbol

Phases 3, 4 and 5 and the urban plaza and parkland proposed are impeded by the existing commercial buildings and parking areas on the Subject Lands. The EMTC mall and outparcel commercial buildings to remain have lease obligations with term lease periods and requirements for access and parking. The Ring Road and access “stub roads” from Glen Erin Drive and Erin Centre Boulevard are required to remain in operation to serve the EMTC mall and outparcel commercial buildings. As such, an appropriate transition that allows for the Phased development of the Subject Lands to occur is required. Phased development will allow for construction of Phases 1 and 2 while the existing commercial buildings continue operating and for the establishment of agreement terms that will secure parkland and the road network, as required, at the conclusion of the project or once certain lease obligations have ended. The below image illustrates the Phasing Plan contemplated:

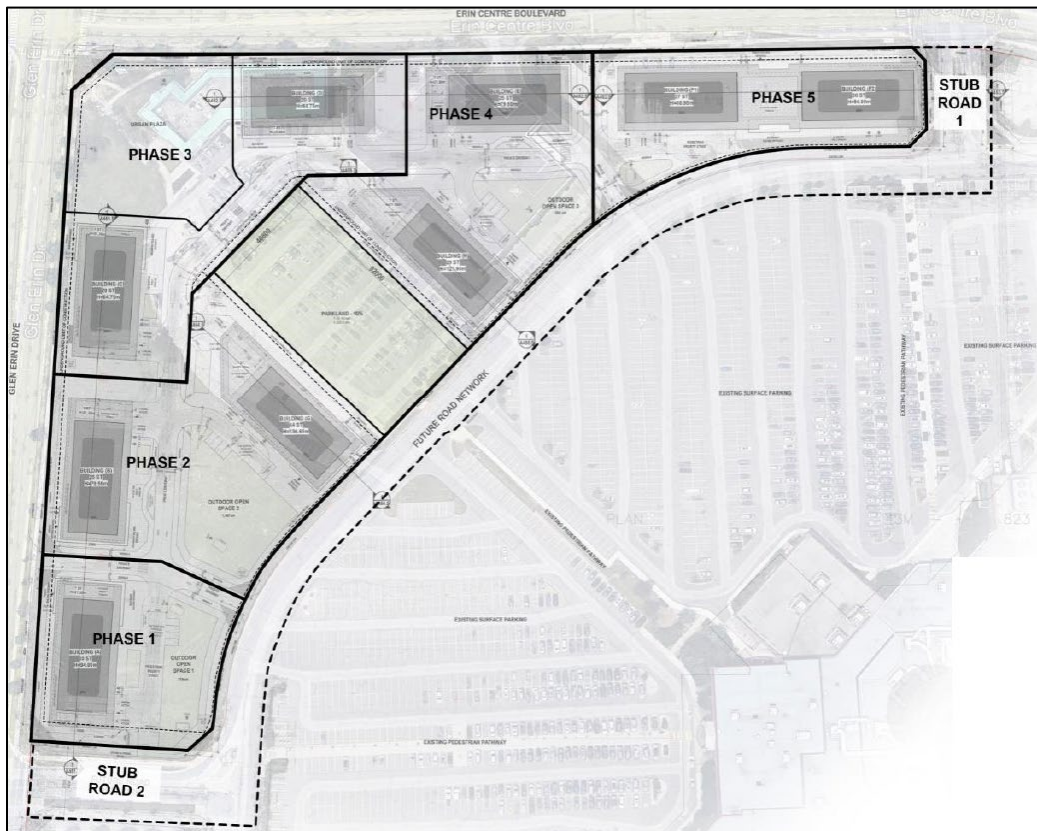


Image 1: Proposed Phasing Plan (prepared by BDP Quadrangle)

In anticipation of this, the proposed development considers the existing and future function of the Ring Road and has consideration for the planned right-of-way width under a public road scenario. Parking supply has been assessed in the Traffic Impact Study and servicing options for the parkland have also been considered. Through later stages of design and at the Site Plan Approval stage, exact Phasing boundaries will be determined

To accommodate the phased development, a Holding (H) symbol is proposed to be applied to Phases 3, 4 and 5 of the Subject Lands. The Holding (H) symbol will require that a Development Agreement be entered into between the City and EMTC Holdings Inc. The Development Agreement will stipulate and secure the terms, timing and mechanisms to ensure that the public park and ring/stub roads are conveyed at the conclusion of the project. We anticipate that the following Holding (H) terms will secure the land area and conveyance of the public park and Ring Road, as required:

- Prior to the issuance of the first above-grade building permit for any building on the Subject Lands, a Section 118 Restriction will be registered on title for each of the public park and Ring Road areas, in a form and with priority to the satisfaction of the City Solicitor, agreeing not to transfer or charge all or any part of the public parkland or stub road areas without the consent of the General Manager;
- Written acknowledgement from the Owner that the obligations under Section 42 of the Planning for parkland dedication will be satisfied through a combination of onsite parkland dedication and the payment of cash-in-lieu of parkland for any deficiency; and
- At the time of project completion and at the end of Phase 5, the Owner will convey all required lands for public parkland purposes, which will satisfy the Owner's statutory parkland dedication requirements.

This approach will allow the City to continue to meet development objectives in the Central Erin Mills Major Node and to contribute to the provision of housing supply in an area well-served by existing transit, commercial, recreational and employment uses.

A table 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.

2.0 Public Involvement and Community Consultation

Effective public consultation is a critical component to ensuring all stakeholders are provided with an opportunity to be actively engaged in any consultation process involving the proposed development.

The proposed strategy for consulting with the public 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 application process. It is anticipated that the owners and applicants, in collaboration with the City, will host a Community Meeting and following this the statutory Public Meeting will be held. Once the City file number is confirmed by Staff, a Public Notice Sign will be erected on the Subject Lands and will include information pertaining to the proposed development and will serve to notify nearby residents and passersby of pertinent project updates and Public Meeting dates. The Public Notice sign will be erected on the public road frontages and on private ring adjacent to the Subject Lands. This communication program will assist to inform local residents and stakeholders and to manage the implementation of the planning and redevelopment of the Subject Lands.

A Development Application Review Committee ("DARC") meeting (23-173 W9) was held on October 11, 2023, to present a preliminary concept for the Subject Lands and to determine the submission requirements. Following the DARC meeting, a Submission Checklist (October 26, 2023) was provided which identified the supporting materials required for a complete submission. These supporting materials have been prepared and are provided under separate cover and are described at a high-level in Section 4.2 of this Report. The owners and project team are committed to engaging with the community through the appropriate avenues and communicating progress and updates. We look forward to receiving further commentary provided through the development application process as well as working with the City and local stakeholders to achieve a desirable planning outcome.

3.0 Subject Lands and Surrounding Area

This Section of the Report provides for an overview of the Subject Lands, legal description and details, site context and a summary of the surrounding area including transit, services and community facilities.

3.1 Site Context and Subject Lands

The Subject Lands comprise the development area for the proposed development. Development is not proposed on the EMTC mall, private Ring Road or existing private Ring Road stub access roads. Both are required to be maintained. The EMTC mall and outparcel commercial buildings south and southeast of the Subject Lands will be retained and are required to continue functioning through redevelopment of the Subject Lands.

As illustrated on **Figure 1**, the Subject Lands are located on the south side of Erin Centre Boulevard and east of Glen Erin Drive. The Subject Lands have a Gross/Overall Site Area of 4.29 hectares (10.60 acres) and have adjacency of approximately 317 metres on Erin Centre Boulevard and 255 metres on Glen Erin Drive. The Subject Lands are located in Ward 9 and are municipally addressed as 5100 Erin Mills Parkway.

The Subject Lands are generally flat and are currently occupied by two one-story multi-tenant commercial structures, open spaces and surface parking areas. Vehicle access is provided via a driveway off Erin Centre Boulevard, a driveway off Glen Erin Drive, and drive aisles internal to the Erin Mills Town Centre. There are existing public sidewalks along Erin Centre Boulevard and Glen Erin Drive. There are trees along both Glen Erin Drive and Erin Centre Boulevard, between the road curb and the sidewalks. For public transit users, there is a bus stop for MiWay bus route 13 (Glen Erin) located at the northwest corner of the Subject Lands along Glen Erin Drive.



Image 2: Aerial view of Erin Mills Town Centre

3.1.1 Existing Commercial Buildings

The Subject Lands currently contain two existing one-storey commercial buildings served by 532 surface parking spaces (see **Image 3**). Combined, the existing commercial buildings constitute approximately 5,691.71 square metres (61,265.05 square feet) of commercial gross floor area. Existing tenants include Pizza Pizza, HomeSense, HERO Burgers, Bouclair Home, a medical and dental office, pharmacy and Dollarama. The remainder of the Subject Lands is occupied by grassed open spaces.



Image 3: Aerial view of existing commercial buildings.

3.2 Easements

The Subject Lands are legally described as PT BLK 1, 4, 5, 6, 17, 18 AND 20, PLAN 43M-823, PIN 13512-0035 (abbreviated). A full legal description is included in the PIN document included with this submission.

LEGEND TO REFERENCE PLAN 43R-40364

Item #	Definition in Title Summary	Current Legal Description
No. 5	Watermain Easement Lands	Parts 2, 3, 4, 5, 6, 61 and 62
No. 6	Hydro/Bell Easement Lands	Parts 2, 7 to 25, 42, 48, 49, 52, 53, 55, 58, 65, 66, 67, 68, 72, 73, 74, 75, 84, 86 and 87
No. 7	Traffic Signal Easement Lands	Parts 8, 19, 25, 39, 40, 41, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 67, 68, 69 and 70
No. 8	Sewer Easement Lands	Parts 9, 13, 42 and 43
No. 9	Utility Easement Lands	Parts 6, 11, 15, 27, 28, 29, 30, 44, 59, 60 and 88
No. 10	Hydro Easement Lands	Part 38
No. 11	Underground Hydro Easement Lands	Parts 32, 33, 34 and 36
No. 12	Watermain and Hydrant Easement Lands	Part 32
No. 13	Temporary Easement Lands	arts 4, 28, 45, 59 to 64 and 88
No. 14	RC Lands	Approx. location shown on Part of Part 7

Table 1 / Legend to Reference Plan 43R-40364

The Legend to Reference Plan 43R-40364 above summarizes the easements applicable to the overall EMTC mall property. Of particular importance to the proposed development, easements number 6 and 7 relate specifically to the Subject Lands. Both are located adjacent to and along the Glen Erin Drive and Erin Centre Boulevard frontages with the Subject Lands. The easements are approximately +/- 3 metres in width and are within the property line. Both easements are accommodated and inform the setbacks proposed along both frontages and along the private Ring Road.

The survey, PIN, and instrument documentation included with this application provide for further details. The easements are depicted and dimensioned on the Site Plan and related drawings.

3.3 Area Context

The Subject Lands is in the Central Erin Mills Major Node Character Area. The surrounding land uses are illustrated on **Figure 2** and are described as follows:

North: Erin Centre Boulevard is adjacent and immediately to the north of the Subject Lands. Further north is John Fraser Secondary School, a 2-storey townhouse development, and a 20-storey condominium complex that front onto Erin Centre Boulevard. Quenippenon Meadows Community Park and multiple schools, including Middlebury Public School and Thomas Street Middle School, are further north.

The Central Erin Mills neighbourhood continues north, and this area is mainly composed of two-storey detached, semi-detached residential dwellings and townhouses. Towards the northwest is the Glen Erin Drive and Erin Centre Boulevard intersection with dedicated left turn lanes. A Catholic church fronts onto the intersection. Also, several parks and green spaces are situated towards the northwest, including Duncairn Downs Park and Sugar Maples Woods Park, which continues further north.

South: On the overall property and southeast of the Subject Lands, the EMTC mall exists. Several local retail plazas, featuring banks like CIBC alongside popular retail outlets such as Indigo, are situated immediately south, at the corner where Eglinton Avenue West intersects Glen Erin Drive. Across Eglinton Avenue West is a high-rise residential area comprising various condominiums of 20-29 storeys in height. Credit Valley Public School is located further south and fronts onto both Glen Erin Drive and Credit Valley Road. Residential low-density neighbourhoods comprising 2-storey detached dwellings continue south of Eglinton Avenue West.

West: Glen Erin Drive is adjacent and to the west of the Subject Lands. Further west is Erin Meadows Community Centre, St. Aloysius Gonzaga Secondary School, and a local retail plaza fronting Glen Erin Drive. The local retail plaza is comprised of various 1-2 storey low-rise retail structures with internal private driveways and frontage on Glen Erin Drive and Eglinton Ave West. Low-rise residential development continues further west of Winston Churchill Boulevard and largely comprises townhouses and retirement residences.

East: As above, the EMTC mall and its parking lots are immediately to the southeast of the Subject Lands. Between the parking lot separating the Subject Lands and EMTC, there is a pedestrian walkway that connects the Subject Land to Erin Mills Town Centre. EMTC is a two-storey shopping centre that significantly contributes to the local community's social and economic fabric. Specifically, this shopping area offers diverse shops, boutiques, major brand outlets, and entertainment destinations, including the Cineplex, catering to the needs of residents. The EMTC shopping centre also frequently hosts events and cultural activities, enhancing the overall vibrancy of the Central Erin Mills neighborhood. Further east is the Erin Mills Town Centre Bus Terminal, a hub for multiple bus routes, allowing commuters to connect to different parts of Mississauga and other locations. Erin

Mills Parkway is further east, and there are residential condominiums and a Storm Water Pond across the street.

The existing Erin Mills Major Node area contains largely commercial, community, retail and public services uses. The Subject Lands represent an excellent opportunity to add complementary residential uses to the largely commercial area.

3.4 Surrounding Destinations

As demonstrated on **Figure 2**, the Subject Land is well-served by a multitude of service, retail, employment, recreational and commercial amenities. To the north of the mall is the Central Erin Mills neighbourhood, with a mix of single-family homes, townhouses, and apartment complexes. These areas are characterized by tree-lined streets and parks, including Quenippenon Meadows Community Park and Sugar Maple Woods Park. These greenspaces are located within comfortable walking distance of the Subject Lands.

Further, the nearby Credit Valley Hospital, located to the west of the EMTC, is a crucial healthcare facility for the region, that contributes to the overall well-being of the community. Additionally, there are businesses, restaurants, and services within the Erin Mill Town Centre and in local plazas along Erin Mills Parkway, Eglinton Avenue West, and Glen Erin Drive. These areas offer residents and visitors various options for shopping, dining, and other day-to-day services.

There are numerous schools near the Subject Lands, including Credit Valley Public School, St. Aloysius Gonzaga Secondary School, and John Fraser Secondary School. Erin Mills Transitway, nearby Highway 403, is approximately 1,000 metres south of the Subject Lands and is identified as a Major Transit Station Area. The Erin Mills Town Centre Bus Terminal is located immediately east of the Subject Lands. The station is a crucial transportation hub for people commuting to and from Mississauga and nearby regions.

3.5 Transit Context

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

3.5.1 Local Public Transit

Erin Mills Town Centre Bus Terminal is immediately east of the Subject Lands, at the intersection of Erin Mills Parkway and Erin Centre Boulevard. This bus station is serviced by numerous existing bus routes (Route 13, 34, 46, 48, and 49) operated by Mississauga Transit ('MiWay'). Route 13 has a service frequency of approximately 35 minutes and operates between Clarkson GO Station and Meadowvale Town Centre Bus Terminal. Serving the Glen Erin area, this route connects passengers from Erin Mills Station to destinations in the northern part of Mississauga. Route 34 departs from Erin Mills Town Centre Bus Terminal, and the last stop is the City Centre Transit Terminal. Operating north-south, this route is vital for commuters travelling to areas like Credit Valley Hospital and the surrounding neighbourhoods.

Further, Route 46 operates between Erin Mills Station and Meadowvale Town Centre Bus Terminal. Additional existing bus routes, such as route 49, operate in the surrounding area. Route

34, 46, and 48 buses have additional stops in front of the Credit Valley Hospital. Also, Route 35 has a bus stop at the intersection of Glen Erin Drive and Eglinton Avenue to the south of the subject land. Route 35 operates between Churchill Meadows Community Centre and Kipling Terminal and has a service frequency of 15 minutes.

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. As such, residents are able to easily transfer to a variety of routes, providing them with easy, convenient access to various destinations and areas of Mississauga and beyond. In addition to the above-noted existing transit services, Erin Mills Transitway Station is approximately 1500 meters south of the Subject Land and directly fronts Highway 403. It provides excellent connectivity across Mississauga and beyond.

3.5.2 Regional Public Transit

The Erin Mills Transitway Station / Erin Mills 403 BRT, approximately 1,000 metres south of the Subject Lands, is part of the 18-kilometre Mississauga Transitway, with service to Downtown Toronto. Go Bus Route 21, operated by Metrolinx, has a service frequency of approximately 30 minutes during the a.m. and p.m. peak periods, Monday to Friday. Also, Express Route 109 offers faster and more direct connectivity to the Meadowvale area and other locations. Route 110 operates between Clarkson Go Station and ends at City Centre Transit Terminal, Mississauga.

3.5.3 Road Network

The Subject Lands are adjacent to Erin Centre Boulevard to the north and Glen Erin Drive to the west, both of which are recognized as 'Major Collector' roads in the in-effect Mississauga Official Plan (MOP). Both roads have an ultimate Right of Way (ROW) width of 30 meters according to the in-effect MOP. As currently measured, both ROWs are approximately 32 metres. In the south, access to the Subject Lands is provided via an internal driveway that intersects Glen Erin Drive in the west and Erin Centre Boulevard in the east. Multiple drive aisles internal to the site provide access to various commercial uses within the Subject Lands. These internal driveways and aisles have wide lanes and clear directional signage that guide vehicles to the parking area, designated pickup zones, and other critical access points.

Further east is the Erin Mills Town Centre, which has internal driveways that intersect Erin Mills Parkway. The in-effect MOP classifies Erin Mills Parkway as a 'Regional Arterial Road' with an ultimate Right-of-Way (ROW) width of 45 meters. Additionally, immediately to the south, the internal driveway of Erin Mills Town Centre intersects Eglinton Avenue West, classified as an 'Arterial Road' with a ROW width of 45 meters in the MOP.

Also, Erin Mills Parkway and Eglinton Avenue West are categorized as Transit Priority Corridors in the in-effect MOP. Collectively, these designations emphasize these corridors' critical roles in the local transportation network. Overall, these corridors are essential in ensuring efficient and accessible transit options for the community.

4.0 The Proposal

This Section of the Report provides a detailed summary of the proposed development, and the reports and studies prepared in support of the proposed development.

4.1 Proposed Development

The proposed development is the result of careful planning and design undertaken by the Project Team, including through the consideration of Provincial, Regional, and local policy frameworks for managing and directing growth, the evolving physical landscape of Mississauga, and the Central Erin Mills Major Node Character Area. The proposed development represents the residential intensification of an underutilized shopping plaza, open spaces and surface parking areas with both residential and open spaces and public open spaces. This section of the Report provides an overview of the proposed development.

The proposed development contemplates a phased development consisting of nine residential condominium tower-on-podium buildings (Buildings 'A', 'B', 'C', 'D', 'E', 'F1', 'F2', 'G', and 'H') of varying heights organized around a proposed central public park and an urban plaza and through five (5) phases of development (see **Figure 4 and 5**). Overall, the proposed development is to have a total gross floor area ('GFA') of 213,777 square meters (2,301,076 square feet), resulting in a gross density of 4.7 and net density of 5.3 FSI.

Connectivity and gathering spaces are the principal considerations undertaken through site development. The public park and the urban plaza are strategically positioned central to the Subject Lands to provide places to gather and sightlines that enhance the existing pedestrian walkway that leads to the EMTC mall. The existing Ring Road is proposed to be maintained between the Subject Lands and Erin Mills Town Centre, intersecting Glen Erin Drive in the south and Erin Centre Boulevard in the north.

Internal private roads and pedestrian gateways are proposed to provide access to various building blocks, parks, and other amenity areas (see **Figure 6**). Pedestrian drop-off areas, access to the dwellings and amenities, and access to the below-grade parking structure are to extend from the private road network. Direct pedestrian connections are to be provided to the residential lobby, indoor amenity areas, and shared servicing areas to ensure that occupants, visitors, and service vehicles can navigate the Subject Lands conveniently and safely.

Building 'A' is proposed nearest the southwestern corner of the Subject Lands, where the existing private road network intersects Glen Erin Drive. Proposed is 30-storey tower with a 6-storey podium that frames the adjacent street and enhances the public and private realms. This proposed tower also features setbacks along Glen Erin Drive and the future road network. The separation distance between the podium of buildings A and B is 15.5 metres while the separation distance between towers is 25 metres. Buildings 'B' and 'C' are proposed on the western quadrant of the Subject Lands and are 25-storey and 20-storey tower buildings. Both structures are atop 5-storey podium bases that will have residential uses at grade. These buildings also feature setbacks along Glen Erin Drive and proposed internal private roads. A pedestrian gateway is to be planned between buildings B and C that connects Glen Erin Drive and the proposed open spaces and parks central to the proposed development. Building B has a podium separation distance of 15.5 metres and tower separation of 28.5 metres between Building C and is 34.0 metres from building G. To

accommodate the urban plaza and pedestrian throughway, Building C has a separation distance of 53.5 metres between building D and 32 metres between Building G.

Buildings 'D' and 'E' are proposed generally in alignment with nearest Erin Centre Boulevard, and mimic buildings 'C' and 'B' regarding height and massing. Building 'D' is a 20-storey block with a 6-storey podium at the base, and Building E is a 25-storey one atop a 4-storey podium. These towers feature setbacks along Erin Centre Boulevard. A pedestrian gateway is proposed between buildings D and E that promotes easy access to Erin Centre Boulevard and the central park spaces. Building D has a podium separation distance of 19.5 metres between building E and 21.5 metres between building H. Meanwhile, building E has a separation distance of 17.5 metres between building F1 and 21.5 metres between building H.

Towers F1 and F2 are on the Subject Lands' northwest corner and are nearest Erin Centre Boulevard. These towers feature a common 6-storey podium building at the base, with towers on either end. These towers will be bounded by a future road network intersecting Erin Centre Boulevard in the northeast. Overall, for buildings 'A', B, C, D, E, F1, and F2, provide podiums that define the streetscape and provide access to the residential lobby, whereas short ends of the podium give access to service areas. In such a way, service-related uses will be shielded from public view. Including the common 6-storey building at the base, Tower F1 is 27 storeys and Tower F2 is 30 storeys.

The tallest component of the proposed development, Buildings 'G' and 'H', are proposed in the central portion of the Subject Lands and overlook the parkland to ensure a scaled transition to the surrounding development. Like the towers mentioned above, these towers feature between 4 to 6-storey podiums with residential uses at grade. Tower G is 44 storeys, and Tower H is a 39-storey structure. Approximately 63.5 metre separation distance is to be provided between towers G and H to achieve generous spatial separation between tall building towers. Also, these tower structures proposed on either side of the parkland will act as a gateway that will frame the views to the existing Erin Mills Town Centre. Furthermore, each building is to have a 6-meter setback along the major streets and internal private roads to accommodate a pedestrian-friendly inner site circulation with a landscape buffer and pedestrian sidewalk. The proposed 6-storey podiums establish a unified and cohesive architectural façade along the streetscape that will enhance the overall aesthetic value of the Subject Lands and surroundings.

The proposed building facades will incorporate high-quality design, architectural articulation, and aesthetically appealing materials to promote the area's distinct character. The proposed underground parking access points and loading and service areas are to be consolidated and contained within the podium building to minimize pedestrian-vehicular conflict and negative visual impact.

A variety of landscaped open spaces and amenity areas are to be provided (see **Figures 5-10**). This includes a central, landscaped urban plaza, parkland, three additional parks, and rooftop outdoor amenity areas. Overall, the proposed development includes a combined 12,723 square meters (136,949 square feet) of indoor and outdoor amenity areas. Of this, 8,390 square meters (90,309 square feet) are dedicated to indoor amenity areas, and approximately 4,333 square meters (46,640 square feet) are to be dedicated to an outdoor amenity area. A resulting amenity ratio of 8.7 square metres per unit is achieved and does not include the grade-level urban plaza and open spaces.

Landscaping and streetscape enhancements are to be provided along the major roads and pedestrian walkways. The Pedestrian Circulation Master Plan prepared by Studio TLA outlines the main and secondary pedestrian pathways throughout the proposed development (see **Figure 6**). This includes streetscape improvements along the Subject Lands’ frontages to ensure that high-quality, inviting, pedestrian-oriented environments and active street frontages are provided (see **Figure 7**).

In addition to the indoor and outdoor amenities, the proposed development also includes a centralized parkland and an urban plaza. The parkland and urban plaza will provide combined open space for residents to spend time, gather, and socialize for civic, religious, or commercial reasons. The urban plaza is located at the corner of the Erin Centre Boulevard and Glen Erin Drive, facing both streets. The urban plaza can include benches, children’s playground, chairs and tables, landscaped areas, and trees to enhance the sense of community and connection with nature.

A total of 3,162 residential dwelling units of varying sizes and configurations are proposed. A mixture of one-bedroom and two-bedroom configurations is proposed, providing greater housing choices for households of varying sizes, income levels, life stages, and lifestyle preferences.

Table 3 / Residential Unit Breakdown

Tower	# of Storeys	1B	1B + DEN	1B + DEN (2 BATH)	1B TOTAL	2B	2B + DEN	2B TOTAL	TOTAL UNITS
Building A	30	23	84	94	201	135	28	163	364
Building B	25	23	69	73	165	110	23	133	298
Building C	20	25	56	50	131	84	16	100	231
Building D	20	24	57	51	132	84	15	99	231
Building E	25	23	69	73	165	110	23	133	298
Building F1 + F2	F1: 27 F2: 30	64	172	173	409	239	61	300	709
Building G	44	50	123	134	307	197	42	239	546
Building H	39	46	107	116	269	176	40	216	485
Total		278	737	764	1779	1135	248	1383	3162

3,653 total parking spaces are to be provided via a combination of a surface parking area and a five levels of below-grade parking structure. Secure bicycle parking spaces are also to be provided at-grade and within the below-grade parking structure. Integrated, shared loading spaces are to be provided within each building. These loading spaces are accessible from the proposed private road. Access is to be provided via a new private road network.

The proposed development has been designed to integrate with the Central Erin Mills Community (see **Figure 8**). This includes consideration being given to the existing and proposed built form in the surrounding area and ensures that it complements the architectural style, scale, and amenities of the neighborhood. The proposed development has, through building siting, articulation and integration of open spaces, provided an appropriate interface with and transition to the surrounding area. Additionally, the development aims to enhance community connectivity and accessibility with features such as pedestrian-friendly pathways, green spaces, and amenities that cater to the diverse needs of residents. The components of the proposed development are identified in **Tables 3 and 4**.

Table 4 / Summary of Proposed Development Statistics

DEVELOPMENT CHARACTERISTIC	DESCRIPTION
Total Site Area (Gross)	4.29 hectares (10.6 acres)
Developable Site Area (Net)	3.86 hectares (9.54 acres)
New Private Roads (including sidewalks)	0.81 hectares (1.99 acres)
Existing Public Roads	0 square metres
Parkland Dedication	0.43 hectares (1.06 acres)
Urban Plaza	0.35 hectares (0.86 acres)
Pedestrian Pathways and Open Spaces	1.29 hectares (3.18 acres)
Overall Residential GFA	213,777 square metres
Proposed Density (Net)	5.3 FSI
Proposed Parking Spaces	4,362 (5 u/g levels)
Proposed Bicycle Parking Spaces	1,943 (Long-Term) 163 (Short-Term)
Proposed Loading Spaces	8

Proposed Amenity Area	12,723 square metres (136,949 square feet)
Proposed Indoor Amenity Area	8,390 square metres (90,309.21 square feet)
Proposed Outdoor Amenity Area	4,333 square metres (46,640.02 square feet)

4.2 Supporting Studies, Reports and Plans

This Section describes the Reports and Studies submitted in support of the proposed development.

4.2.1 Streetscape Feasibility Study

SCS Consulting Group Ltd. and Studio TLA combined to prepare a Streetscape Feasibility Study for the proposed development. The purpose of this study is to demonstrate that the proposed development can accommodate the appropriate amended boulevard treatment within the public rights-of-way on Glen Erin Drive and Erin Centre Boulevard. The existing right-of-way widths on Glen Erin Drive and Erin Centre Boulevard are approximately 32 metres. The Official Plan provides that both roads are Major Collectors having a minimum right-of-way width of 30 metres.

Both Glen Erin Drive and Erin Centre Boulevard are identified in the Official Plan as roads to have an Amended Boulevard Treatment. The existing right-of-way allows for existing trees to be retained and planting corridors to remain with splash zones and widened sidewalks accommodated.

On Glen Erin Drive, the streetscape design prioritizes preserving natural elements while enhancing pedestrian infrastructure. An existing consistent 2.7-meter easement beyond the City boulevard within the property will remain clear of built structures, ensuring an open and unobstructed passage. The existing planting corridors and splash zones are largely maintained to avoid the removal of existing trees and to protect their root systems. These planting buffers exceed 2.0 metres in width. A key improvement on Glen Erin is the widening of the sidewalk from 1.5 meters to 2.8 meters, enhancing pedestrian capacity and accessibility. This approach allows for a more urbanized environment. Between this easement and the building façade, a frontage zone features planters, shrubs, bike racks, and benches, contributing to an attractive and functional streetscape. Overall, the total boulevard width—from the inner curb to the building façade—exceeds 13.5 meters, ensuring a spacious and well-designed streetscape along Glen Erin Drive.

On Erin Centre Boulevard, the sidewalk will also be widened from 1.5 meters to 2.8 meters, significantly improving walkability and pedestrian access. Beyond the City boulevard, a consistent existing 2.7-meter-wide easement within the property line will remain clear of any built structures, ensuring open and unobstructed space. The proposed changes include adding a 0.75-meter splash zone adjacent to the curb by reducing the existing planting buffer. This addition enhances water drainage and road safety. The existing tree planting corridors will be reduced by 0.75 meters to accommodate the splash zone, while still maintaining widths greater than 2 meters to support tree health. Further enhancing the streetscape, a frontage zone between the easement and the building façade will include planters, shrubs, bike racks, and benches. This addition contributes to a more inviting and functional urban environment. Overall, the total boulevard width—from the inner curb

to the building façade—will exceed 13.7 meters, creating a spacious and well-designed streetscape along Erin Centre Boulevard.

In addition to the above and as illustrated in the Streetscape Feasibility Study, an appropriate boulevard treatment can be accommodated within the existing public right-of-way adjacent to the proposed development. The right-of-way will be complemented by landscaping and streetscaping and the buildings and underground will be setback appropriately from the property line allowing for the creation of an inviting combined streetscape through the public and private elements.

4.2.2 Arborist Report

Kuntz Forestry Consulting Inc. was retained to complete an Arborist Report and Tree Inventory and Preservation Plan for the proposed development. A tree inventory was conducted and reviewed in the context of the proposed site plan.

The study identified a total of 69 trees on and within six metres of the Subject Lands, with 46 proposed for removal. This includes 37 trees located on the Subject Lands and 9 City-owned trees, of which 3 are recommended for removal by Urban Forestry and 2 are dead trees recommended for removal by the arborist. The remaining 23 trees can be preserved with appropriate tree protection measures. The proposal includes a plan for 68 replacement trees to meet development requirements.

4.2.3 Functional Servicing & Stormwater Management Report

SCS Consulting Group Ltd. was retained to prepare a Functional Servicing & Stormwater Management Report ('FSSR') for the proposed development. The purpose of this report is to demonstrate that the proposed development can be accommodated by the external storm, sanitary and water infrastructure and to establish servicing and grading expectations for the future site plan application in accordance with the City of Mississauga, Region of Peel, Credit Valley Conservation Authority, the Ontario Building Code, and the Ministry of Environment, Conservation and Parks (MECP) design criteria.

Findings of the FSSR showed that the Subject Lands can be graded and serviced in accordance with the City of Mississauga, CVC, and MECP design criteria and policies. Therefore, the stormwater management criteria can be achieved.

The proposed development will connect to existing or create new individual stormwater connections for each phase of the development. The public park proposed will have a separate connection in anticipation of any planned public uses. Quality and low-impact controls are proposed to be implemented.

Sanitary flows will be conveyed to the existing regional sanitary system via a connection from each building proposed. Water supply for the proposed development will be from the existing watermain on Glen Erin Drive. A hydrant flow test has been conducted and appended in the FSSR. Capacity for water and sanitary systems is to be confirmed by the Region of Peel, given the demands and Water Wastewater Modelling Demand Table appended in the FSSR.

The proposed development can be graded and serviced in a manner which is in accordance with the City of Mississauga grading criteria and the stormwater management requirements for this form of development.

4.2.4 Housing Report

The Housing Report was prepared to address the Housing Report Terms of Reference and housing-related comments provided by the City and Region. Based on the analysis and opinion outlined in the Housing Report, the proposed development represents an appropriate development for the Subject Lands that is in keeping with Provincial, Regional and local housing objectives and policies. Furthermore, the proposed development will provide for the provision of new market housing options in a contextually appropriate redevelopment of lands that are well served by transit and existing infrastructure and makes better use of land, resources and infrastructure on an underutilized mall-based property. The proposed development, as contemplated, will provide for a variety of residential apartment dwellings that will provide market-based housing options that are well- served by existing community services, commercial facilities, transit, schools, parks, a hospital and trails.

4.2.5 Hydrogeological Investigation

EXP Services Inc. (EXP) was retained to prepare a Hydrogeological Investigation Report for the proposed development. The results of the investigation show that there are no parameter exceedances to be reported, and Reporting detection limits (RDLs) were below the Sewer Use By-law parameter criteria. Based on the long term dewatering estimates shown in Table 4-1, a Category 3 Permit to Take Water (PTTW) will not be required to facilitate the post-development phase for Phases 4, and 5, but will be required for Phases 1, 2 and 3. It is recommended that once the sub-drain system is in place, a flow meter be installed at the sump(s) to record daily discharge volumes during the commissioning stage of the system. Regular maintenance/cleaning of the sub-drain system is recommended to ensure its proper operation.

4.2.6 Noise Feasibility Study

HGC Engineering was retained to conduct a noise feasibility study for the proposed development. The results indicate that the sound emissions from the activities associated with the existing commercial facilities nearby had the potential to exceed the maximum background sound levels for Buildings A, B, E, F, G, and H during a worst-case operational scenario and during the nighttime hours. To meet Class 1 noise levels, much of the commercial building mechanical equipment would need to be reconfigured or relocated.

In accordance with Official Plan policy 6.10.1.6 and given the unfeasibility and impracticality of relocating or redesigning mechanical equipment, a Class 4 designation will be requested for the buildings and the development site where excess noise may occur given the existing commercial surrounding land uses to be retained.

A Class 4 area is defined in NPC-300 as:

- an area intended for development with new noise sensitive land use(s) that are not yet built;
- is in proximity to existing, lawfully established stationary source(s); and
- has formal confirmation from the land use planning authority with the Class 4 area classification which is determined during the land use planning process.

The guidelines for Class 4 provide that the residential land use cannot yet exist and that the proposed development is proximate to existing stationary noise sources. The Class 4 designation provides relaxed daytime and nighttime sound level limits from that otherwise permitted in an

urban area, for both indoor and outdoor areas. With the Class 4 designation, mitigation can be incorporated that will meet Class 4 criteria and sound levels.

The Noise Study concludes that a further review of acoustical conditions and recommendations should take place as details become available on final building design and future site plan approval applications.

4.2.7 Pedestrian-Level Wind Study

Theakston Environmental was retained to conduct a pedestrian wind comfort and safety study for the proposed development. Existing winds currently flow over the parking lots, open spaces and undeveloped areas of the Subject Lands. A model was created to test velocity measurements at 123 points throughout the proposed development. Based upon this analysis, the Subject Lands and surrounding areas are predicted to be generally suitable for walking, standing, or sitting throughout the year, with uncomfortable conditions predicted in the winter within the gaps between Buildings B and C and E and F1.

Further, of the 123 velocity points measured, only three exceedances of safety criteria were seen. Building buildings E and F1 and over the private road proposed, two velocity points exceeded the safety criteria. Between Building B and C and at the private road access point to Glen Ern Drive, one velocity reading exceeded the criteria. All points through the proposed parkland and urban plaza demonstrate a passing safety criterion.

The Wind Study also determined that wind conditions should be improved at the Main Residential Entrance to Building H along the north façade and that additional mitigation is also recommended for the Outdoor Amenity Spaces, including the Urban Plaza, Parkland, Open Public Spaces 1, 2, & 3 and the above-grade Outdoor Amenity Spaces in order to achieve conditions that are considered seasonally appropriate.

The Wind Study concludes that: *The proposed development will realize wind conditions acceptable to a typical suburban context with development of appropriate mitigation plans.*

The proposed development will feature wind-friendly design elements such as podiums, overhangs and others, which, when considered in concert, moderate wind at the pedestrian level that can be further explored at the Site Plan Approval stage.

4.2.8 Phase One and Two Environmental Site Assessment

EXP Services Inc. (EXP) was retained to conduct a Phase One and Two ESA to assess the areas of potential environmental concern (APECs) identified in the Phase One ESA completed by EXP, dated March 26, 2024. Based on the findings of the Phase Two ESA, it is the opinion of the QP that no additional environmental investigations are required at this time and that an RSC can be filed for proposed land use change.

4.2.9 Shadow Study

BDP Quadrangle was retained to conduct a Shadow Study for the proposed development. As per the City's TOR, the areas analyzed include Residential Private Outdoor Amenity Spaces, Communal Outdoor Amenity Area and the Public Realm.

The shadow impact criterion was met for all areas save for two locations - the sidewalk north of Erin Centre Boulevard and Open Space 1, which are both classified as Public Realm. The sidewalk north of Erin Centre Boulevard experienced incremental shadow during the 12:12pm to 2:12pm

test time. Open Space 1 (nearest Erin Centre Boulevard) within the Subject Lands should have a sun access factor of at least 50% during the test times in September 21. During September 21, the sun access factor is 36%.

Sun access criteria was met for the townhouses north of Erin Centre Boulevard, John Fraser School Yard and Quenippenon Meadows Community Park. The proposed parkland and urban plaza exceed the minimum sun access factor requirements.

4.2.10 Transportation Impact Study

WSP was retained to prepare a Transportation Impact Study (TIS) to assess trip generation, traffic operations, parking, loading, and site layout aspects of the proposed development. Based on the study findings, the surrounding road network can adequately accommodate the proposed development during both the interim and ultimate buildout conditions.

A minor reduction is sought for the resident parking rate of 1.0 spaces per unit to 0.95 spaces/unit and the visitor parking to a rate of 0.15 spaces/unit is supported by proxy information and with consideration of the Subject Lands' context and the popularity of private transport modes. In addition, the resulting parking supply for the Erin Mills Town Centre retail centre will continue to be adequate relative to the current City-wide parking requirements.

The proposed vehicular parking, loading and site layout arrangements can adequately serve the needs of the proposed development. Eight large loading bays with a minimum dimension of 6-metre wide and 18-metre length are proposed to serve the development, which can accommodate for front loading garbage trucks and standard moving trucks per Region of Peel. A Waste Management Plan is included in the architectural package.

4.2.11 Geotechnical Investigation Report

EXP Services Inc. (EXP) was retained to carry out a preliminary geotechnical investigation on the Subject Lands. The purpose of this investigation was to determine the subsurface conditions at the Subject Lands by drilling a limited number of new and deeper boreholes and based on this information, supplemented by information obtained in the preliminary investigation, to provide geotechnical engineering guidelines for the design and construction of the proposed development.

Based on the findings in the 14 boreholes, shale bedrock was encountered between El. ~174.1 m in Borehole 201 and El. ~165.2 m in Borehole 205 – a bedrock level differential of about 9 m. In general, the average bedrock level was found to be around El. 173.5 m in the central part of the Subject Lands, dipping down to El. ~170.2 m in Borehole 214 (towards the southwest) and to El. ~165.2 m in Borehole 205 (towards the northeast). Recommendations and comments were provided regarding foundation type, allowable bearing pressures, groundwater conditions, excavation and backfill, slab-on-grade construction, permanent drainage requirements and earthquake considerations.

4.2.12 Urban Design Study

Studio TLA was retained to prepare an Urban Design Study for the proposed development and in support of the proposed Amendments. The purpose of the Urban Design Study is to illustrate the urban design principles that have informed the proposed development. The Urban Design Study provides an overview of the existing context, vision and objectives, and analysis to support the proposed design and its rationale. The Urban Design Study demonstrates how a concerted effort

was made to adhere to policies in the City of Mississauga Official Plan and applicable guidelines and standards.

The guiding principles that inform the proposed development include:

- Pedestrian-oriented Community
- Placemaking
- Diversity of Public Spaces
- Inclusivity
- Sustainability and Green Living
- Strengthening Community
- Built Environment and Public Spaces
- Mobility
- Process/Phasing

Several key urban design considerations directly relate to the siting and built form proposed:

1. Provision of an open and vibrant Urban Plaza at the intersection of Glen Erin Drive and Erin Centre Blvd, envisioned to be a welcoming and inviting introduction to the development, accessible via signalized crossings for pedestrian safety (see **Figure 10**).
2. A strong visual and spatial axial relationship from the Urban Plaza towards Erin Mills Town Centre, aligning with its iconic glass dome, through the public Parkland.
3. Centrally located public Parkland, safely accessed via prioritized raised crosswalks, away from busy roads and integrated into the future road network for ample frontage and minimal exposure to traffic (see **Figure 9**).
4. Generous tower setbacks from the property line, combined with proposed 2.8m sidewalks, easements allowing for wide, activated pedestrian frontage zones capable of supporting heavy footfall as the area densifies.
5. An angulating promenade pathway that connects all the outdoor spaces and the public Parkland across the development, encouraging fluid walkability, safety, and ease of access.
6. Four woonerfs serving towers A, G, H, F1, and F2, prioritizing pedestrian safety and access to neighboring open outdoor spaces and the Parkland.
7. Well marked gateways between towers B & C and D & E, leading to crosswalks that open into the heart of the development.
8. Lobbies for towers A, B, C, D, E, F1, and F2 open towards both major roads (Glen Erin Drive and Erin Centre Blvd) and internal private road network, facilitating seamless pedestrian access to sidewalks and public spaces (see **Figure 12**).
9. Lobbies for towers G and H open towards the public park and open spaces, creating visual and physical connections.
10. Dedicated drop-off areas in front of each tower lobby provide safe and accessible arrival points for residents and visitors.
11. Series of crosswalks within the private road network facilitating safe pedestrian access.

The Urban Design Study provides a detailed analysis of the proposed development and should be reviewed in conjunction with this Report.

5.0 Policy Context

The following section of the Planning Justification Report provides a policy overview and planning opinion of the relevant Provincial, Regional and local policies that apply to the Subject Lands. Our planning opinion is provided to indicate how the proposed development and its proposed Amendments are in alignment with this policy framework and implement the policies identified herein.

5.1 The Planning Act

The *Planning Act* ('Act'), as amended, establishes how land use planning across Ontario is to occur. Any development application is to be made in accordance with the Act. Section 2 of the Act requires that the Council of a municipality, in carrying out its responsibilities, have regard to matters of Provincial interest. The matters of Provincial interest that are to be considered are outlined in Section 2. (a) through (s). In our professional land use planning opinion, the proposed development and proposed Amendments have sufficient regard for matters of Provincial interest.

Section 3 of Planning Act requires that any decision made by a Council or municipality shall be consistent with policy statements issued under the Planning Act and that all decisions shall conform and shall conflict with the provincial plans that are in effect on that date. The proposed Amendments are consistent with the Provincial Policy Statement, 2024 and conform to and do not conflict with the Growth Plan for the Greater Golden Horseshoe, as applicable.

Importantly, the proposed development implements the policy statements of the Provincial Policy Statement, 2024. The 2024 Provincial Policy Statement focuses on increasing intensification in areas proximate to transit, in strategic growth areas and the encourages the redevelopment of underused plazas and shopping malls. The redevelopment of underutilized surface parking lots for residential purposes is also encouraged. The proposed development is consistent with these policy statements and contributes to the creation of a complete community by proposing redevelopment of the EMTC mall through the addition of housing in an existing urban area and underutilized commercial property that does not currently contain any housing units.

Section 22 of the Act outlines the aspects that are to be considered when a person or public body requests a council to amend its Official Plan. Accordingly, any Official Plan Amendment is to be made in accordance with the provisions of Section 22 of the Planning Act. Section 34 of the Planning Act outlines the aspects that are to be considered when a person or public body requests a Council to amend its Zoning By-law. Accordingly, the Official Plan and Zoning By-law Amendments are made in accordance with the provisions of Section 22 and 34 of the Planning Act.

Based on the above and as detailed in later sections of this Report, it is our opinion that the proposed development has appropriate regard for the applicable Sections of the *Planning Act*, as amended.

5.2 Provincial Planning Statement, 2024

The Provincial Planning Statement ('PPS 2024'), 2024 has been released under Section 3 of the Planning Act and has come into effect as of October 20th, 2024. The PPS 2024 is a streamlined province-wide land use planning policy framework that replaces both the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019. The PPS 2024 creates a single, province-wide land use planning instrument intended to provide planning authorities with overarching direction to deliver more housing. The PPS 2024 provides policy direction on matters of provincial interest related to land use planning and development. The PPS 2024 sets the provincial policy foundation for regulating the development and use of land province-wide, helping achieve the provincial goal of meeting the needs of a fast-growing province while enhancing quality of life.

The PPS 2024 provides municipalities with the tools and flexibility they need to build more housing. It enables municipalities to:

- plan for and support development, and increase the housing supply across the province;
- align development with infrastructure to build a strong and competitive economy that is investment-ready;
- foster the long-term viability of rural areas; and,
- protect agricultural lands, the environment, public health and safety.

The PPS 2024 provides Provincial policy direction related to Building Homes, Sustaining Strong and Competitive Communities (Chapter 2), Infrastructure and Facilities (Chapter 3), Wise Use and Management of Resources (Chapter 4) and Protecting Public Health and Safety (Chapter 5). The PPS 2024 prioritizes compact and transit-supportive design, the redevelopment and intensification of underutilized commercial plazas and shopping malls while optimizing investments in infrastructure and public service facilities that can support convenient access to housing, quality employment, services and recreation.

An analysis of the applicable PPS 2024 policies that apply to the Subject Lands and how the proposed development, together with the corresponding Amendments, are consistent with the PPS 2024 is provided below.

Chapter 2 / Building Homes, Sustaining Strong and Competitive Communities

Chapter 2 of the PPS 2024 establishes the Provincial policy framework on how growth and development is to be managed. Accordingly, the policies outline the need to accommodate for an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 20 years, but not more than 30 years, informed by provincial guidance. Furthermore, planning authorities are to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents. The following policies apply to the redevelopment of the Subject Lands.

2.1 Planning for People and Homes

1. *As informed by provincial guidance, planning authorities shall base population and employment growth forecasts on Ontario Population Projections published by the Ministry of Finance and may modify, as appropriate.*

2. *Notwithstanding policy 2.1.1, municipalities may continue to forecast growth using population and employment forecasts previously issued by the Province for the purposes of land use planning.*
3. *At the time of creating a new official plan and each official plan update, sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 20 years, but not more than 30 years, informed by provincial guidance. Planning for infrastructure, public service facilities, strategic growth areas and employment areas may extend beyond this time horizon. Where the Minister of Municipal Affairs and Housing has made a zoning order, the resulting development potential shall be in addition to projected needs over the planning horizon established in the official plan. At the time of the municipality's next official plan update, this additional growth shall be incorporated into the official plan and related infrastructure plans.*
4. *To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*
 - a) *maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and*
 - b) *maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.*
5. *Where planning is conducted by an upper-tier municipality, the land and unit supply maintained by the lower-tier municipality identified in policy 2.1.4 shall be based on and reflect the allocation of population and units by the upper-tier municipality.*
6. *Planning authorities should support the achievement of complete communities by:*
 - a) *accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
 - b) *improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
 - c) *improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*

The proposed development will create a complete community by introducing residential uses to the Subject Lands, currently lacking any residential use, in an area already containing a mix of land uses proximate to transportation options. The proposed development will make efficient use of land and existing infrastructure services through the redevelopment of the underutilized EMTC mall shopping plaza and will contribute to the projected housing supply required by the PPS 2024 and in an identified growth area.

As shown on **Figure 2**, the Subject Lands are situated in an area that is well-suited to receive an added range housing units and residential intensification given its proximity to a mix of land uses, the EMTC mall, transportation options, employment opportunities, and public service facilities.

Further, the Subject Lands are ideally in the vicinity of numerous institutional and recreational uses that are essential to the daily and long-term needs of current and future residents.

The proposed development will provide for open spaces, connectivity and an interconnected open space and public park system that will support active transportation such as walking and cycling in support of existing and planned transit services. Walkways, pedestrian thoroughfares and residential units will be designed per AODA and OBC accessibility requirements and minimum accessible unit requirements. Through the introduction of residential housing units on the Subject Lands, the proposed development will contribute to the creation of a complete community and is therefore consistent with Section 2.1 of the PPS 2024.

2.2 Housing

1. *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:*
 - a) *establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*
 - b) *permitting and facilitating:*
 - i. *all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
 - ii. *all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*
 - c) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation.*
 - d) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

The proposed development will support Provincial housing objectives by introducing residential housing on a currently underutilized and underdeveloped commercial shopping plaza. The proposed development is transit-supportive and relies on existing investments in public transit and provides for active transportation opportunities in the form of accessible walkways, pathways, linkages, bicycle storage and TDM measures, all connected through the existing sidewalk and bike lane network proximate and connecting to transit.

Therefore, the proposed development is consistent with Section 2.2 of the PPS 2024 as it provides for new types of transit-supportive, active transportation focused residential housing uses on a previously developed and underutilized commercial property.

2.4.1 General Policies for Strategic Growth Areas

1. *Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.*
2. *To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:*
 - a) *to accommodate significant population and employment growth;*
 - b) *as focal areas for education, commercial, recreational, and cultural uses;*
 - c) *to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and*
 - d) *to support affordable, accessible, and equitable housing.*
3. *Planning authorities should:*
 - a) *prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;*
 - b) *identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;*
 - c) *permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;*
 - d) *consider a student housing strategy when planning for strategic growth areas; and*
 - e) *support redevelopment of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.*

Planning authorities are encouraged to identify and focus growth and development in strategic growth areas to support the achievement of complete communities and to provide for a range and mix of housing options. Designated growth areas are defined in the PPS 2024 as settlement areas, nodes, corridors, and other areas that have been identified by municipalities to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. The Subject Lands are located in the Erin Mills Major Node, one of three Major Nodes in the City of Mississauga. Planning authorities are also required to prioritize the redevelopment of commercially designated and underutilized shopping malls and plazas. The proposed development will unlock underutilized land surrounding the existing EMTC mall and provide 3,162 new housing units in a compact built form to the commercially dominated EMTC mall. The proposed development provides for the residential intensification of an underutilized shopping mall and will integrate with the existing commercial, recreational, retail and public service uses existing on the Subject Lands and nearby.

Therefore, the proposed development will provide for significant population growth in support of the creation of a complete community and is therefore consistent with Section 2.4.1 of the PPS 2024.

Chapter 3 / Infrastructure and Facilities

Chapter 3 of the PPS 2024 establishes the Provincial policy framework on how infrastructure and facilities are to be built, established, managed and maintained. Accordingly, the policies outline the need for efficient transportation systems, infrastructure corridors, land use compatibility, utilities, and public spaces. The following policies apply to the redevelopment of the Subject Lands.

3.2 Transportation Systems

- 1. Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero-and low-emission vehicles.*
- 2. Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*
- 3. As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.*

As shown on **Figure 3**, the Subject Lands are well-served by existing transit services, planned transit networks and active transportation networks, including bus terminals and the Erin Mills 403 BRT station. MiWay operates a number of existing bus routes (routes 13, 34, 46, 48 and 49) from Erin Mills Town Centre that provides connectivity to other parts of the City. Furthermore, there is an existing network of sidewalks along the Subject Land's frontages and within the surrounding area, providing safe, easy, convenient access for residents and visitors. The Subject Lands and proposed development offer connectivity through various modes of transportation such as private vehicles, public transit, cycling, and pedestrian sidewalks and linkages. TDM strategies are considered and will be considered in later stages. Therefore, the proposed development is consistent with Section 3.2 of the PPS 2024.

3.5 Land Use Compatibility

- 1. Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.*
- 2. Where avoidance is not possible in accordance with policy 3.5.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other major facilities that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses is only permitted if potential adverse affects to the proposed sensitive land use are minimized and mitigated, and potential impacts to industrial, manufacturing or other major facilities are minimized and mitigated in accordance with provincial guidelines, standards and procedures.*

The proposed development will introduce a sensitive land use to an area largely dominated by existing commercial plazas, stores and shopping centres. Issues of odour have not been identified. Noise emitted from surrounding commercial buildings rooftop mechanical units and surrounding road traffic noise can be addressed through appropriate mitigation in accordance with provincial guidelines and through the recognition of a Class 4 area by the City. There are no major facilities nearby. As noise impacts to proposed residential units can be mitigated in the future, the proposed development is consistent with Section 3.5 of the PPS 2024.

3.6 Sewage, Water and Stormwater

- 1. Planning for sewage and water services shall:*

- a) *accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;*
 - b) *ensure that these services are provided in a manner that:*
 1. *can be sustained by the water resources upon which such services rely;*
 2. *is feasible and financially viable over their life cycle;*
 3. *protects human health and safety, and the natural environment, including the quality and quantity of water; and*
 4. *aligns with comprehensive municipal planning for these services, where applicable.*
 - c) *promote water and energy conservation and efficiency;*
 - d) *integrate servicing and land use considerations at all stages of the planning process;*
 - e) *consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply; and*
 - f) *be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.*
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. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.*

As demonstrated in the accompanying Functional Servicing and Stormwater Management Report, the proposed development will make better use of existing municipal infrastructure services by providing servicing solutions that connect to the existing municipal and Peel Region servicing infrastructure currently in place. Connections to existing watermains, stormwater and sanitary sewers below Glen Erin Drive and Erin Centre Boulevard will be made. Furthermore, as indicated in the FSR -SWM Report the proposed development can be serviced by the existing municipal sewage and water systems, subject to necessary upgrades and confirmation of servicing capacity. Therefore, the proposed development is consistent with Section 3.6 of the PPS 2024.

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

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

The proposed development has been carefully planned and designed to provide for a series of landscape and public realm enhancements. Central to the proposed development, the provision of an urban square, outdoor open spaces, public parkland is accommodated. Accessible and interconnected walkway linages from sidewalks are provide through proposed development from the Glen Erin Drive and Erin Centre Boulevard and through to the existing Erin Mills Town Centre Mall, associated retail uses, surrounding institutional and public recreational facilities and public spaces. AODA standards will be applied to ensure private and public realm enhancements can be utilized by all persons of all ages and abilities. Therefore, the proposed development is consistent with Section 3.9 of the PPS 2024.

Chapter 6 / Implementation and Interpretation

Chapter 6 of the PPS 2024 establishes the Provincial policy framework 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 2024 is to be applied in order to ensure that decisions affecting a planning matter are consistent with the PPS 2024. For consistency with the PPS 2024, Official plans are to be updated to establish permitted uses, minimum densities, heights and other development standards to specifically accommodate for increased residential growth and development.

The Mississauga Official Plan (‘MOP’) outlines the land use designations and policies applicable to the Subject Lands. The residential redevelopment and density proposed accommodates current Provincial policy by providing for the redevelopment of an underutilized commercial plaza currently lacking a residential component. The proposed Amendments seek to implement the new Provincial guidance found in the PPS 2024 and aims to facilitate a high-quality, high-density, compact, transit-supportive residential redevelopment that will contribute to the creation of a complete community. Therefore, the proposed development is consistent with Section 6.1 of the PPS 2024.

SUMMARY / CONSISTENCY STATEMENT

As indicated above, the proposed development is consistent with the Provincial Planning Statement (‘PPS 2024’), as it results in the efficient use of land and resources while providing for intensification through compact redevelopment in an appropriate, underutilized commercial plaza within an urban growth area. The proposed development contributes to the provision of providing for a range of housing to meet the needs of current and future residents. In addition, the proposed development is planned to be fully serviced by existing municipal infrastructure. The proposed net density of 5.3 FSI provides a compact development that promotes active transportation and encourages transit usage given the Subject Lands proximity to cycling routes and existing and planned transit facilities. It will also support energy conservation and addressing impacts from a changing climate through implementation of transit-supportive development and green practices. As such, it is our opinion that the proposed Amendments are consistent with the policies of the PPS 2024.

5.3 Region of Peel Official Plan, November 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). Regional Council adopted a new Official Plan in April 2022, which was approved with modifications by the Ministry of Municipal Affairs on November 4, 2022.

Overall, the ROP outlines policies and strategies for managing growth and development across Peel up to the year 2051 in accordance with a Regional Structure. The purpose of the ROP is to provide a holistic approach to planning through sustainable development which integrates environmental, social, economic and cultural direction, while creating a long-term policy framework to guide growth and development, having regard for environmental protection, managing resources, both renewable and non-renewable, and outlining a Regional Structure that manages growth in effective and efficient manner. The ROP is to also integrate the mitigation of climate change in planning and growth management in reducing greenhouse gas emissions and improving the resiliency of the Region to adapt to climate change, recognising the importance of planning for equity and inclusion when considering population diversity within the Region and providing for the health and safety of those living and working in the Region.

Schedule E-1 designates the Subject Lands as ‘Urban System’ (see **Figure 13**) within the Regional Structure. The ‘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 it’s location within a Strategic Growth Area – Nodes/Centres (Schedule E-2) (see **Figure 14**), within a Built-up Area (Schedule E-3) (see **Figure 15**) and proximate to a Major Transit Station Area (Schedule E-5) (see **Figure 16 and 18**) and Rapid Transit Corridor (Schedule F-1, Rapid Transit Corridor) (see **Figure 17**).

For the purpose of this Report, the recently adopted November 2022 Region of Peel Official Plan was reviewed and assessed. The following analysis also demonstrates how the proposed Official Plan Amendment and Zoning By-law Amendment conform with the ROP.

4.3 Population and Employment Growth Forecasts

The ROP provides objectives and policy direction as to how the Region is to grow to 2051 with respect to population and employment forecasts. This growth should be planned and anticipated so that finances and services are provided in an efficient and effective manner. Therefore, the following apply to the proposed development:

It is the Region’s objectives to:

- 4.3.3 *To achieve balanced growth that supports a healthy activity rate and the fiscal objectives as outlined in Chapter 7 of this Plan.*
- 4.3.8 *Use the population, household and employment forecasts shown in Table 3 as the basis for this Plan.*

The proposed development assists in achieving balanced growth within the City of Mississauga and Region of Peel by providing additional residential apartment units that will contribute to the achievement of the population and household forecasts shown in Table 3 to 2051.

5.4. Growth Management

The ROP directs that development and redevelopment is to occur in strategic locations through intensification. As the Subject Lands are within the Region's Built-Up Area and a Strategic Growth Area – Nodes/Centres, the following policies apply to redevelopment of the Subject Lands and the proposed development.

It is Regional objectives to:

- 5.4.1 *To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the Delineated Built-up Areas through intensification, particularly Strategic Growth Areas such as the Urban Growth Centres, intensification corridors and Major Transit Station Areas.*
- 5.4.2 *To establish minimum intensification, employment density, and greenfield density targets.*
- 5.4.3 *To manage growth based on the growth forecasts, intensification targets, employment density targets, and greenfield density targets of this Plan.*
- 5.4.5 *To coordinate infrastructure planning and land use planning to achieve the objectives of this Plan.*
- 5.4.6 *To optimize the use of the existing and planned infrastructure and services.*
- 5.4.7 *Promote 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.*
- 5.4.8 *To support planning for complete communities in Peel that are compact, well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.*
- 5.4.9 *To protect and promote human health.*

Further, it is Regional policy 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 public open space and easy access to retail and public service facilities.*

- 5.4.11. *Direct a significant portion of new growth to the Delineated Built-Up Areas of the community through intensification.'*

With respect to matters of intensification, the ROP provides the following objectives, as they pertain to the Subject Lands:

- 5.4.18.1. *To achieve efficient and compact built forms.'*
5.4.18.2. *To optimize the use of existing infrastructure and services.'*
5.4.18.3 *To revitalize and/or enhance developed areas.*
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.'*

With respect to matters of intensification, the ROP also provides the following policies that are applicable to the Subject Lands:

- 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.*
5.4.18.12 *Require that between 2021 and 2051, a minimum of 55 per cent of the Region's residential development occurring annually to be located within the Delineated Built Boundary.*
5.4.18.13 *To 2051, the minimum amount of residential development within the Delineated Built Boundary of the local municipalities shall be as follows:*
 - *City of Mississauga: a minimum of 96 percent.*
- 5.4.18.14 *Monitor, in cooperation with the local municipalities, growth within the Delineated Built Boundary on an annual basis to ensure that the intensification targets established in this Plan are achieved.*

The proposed development will provide for intensification of underutilized lands, at an appropriate location within the Region's Urban System and Delineated Built-Up Area, within a Strategic Growth Area and within a municipal Node (Central Erin Mills Major Node).

Furthermore, the proposed development has been planned and designed to facilitate a high-quality, compact, pedestrian-oriented residential development at a transit-supportive density of 5.3 FSI. The proposed development will revitalize and enhance the existing Central Erin Mills Major Node area, including the EMTC mall and surrounding residential neighbourhood by providing for residential uses that contribute to the area's housing needs, Regional growth targets to 2051 and optimizing intensification opportunities while maximizing growth in a strategic growth area in an area well served by existing services, employment and community facilities. The residential intensification of the Subject Lands is appropriate and will, through multiple transit and pedestrian connections, provide access to jobs, retail opportunities and access to new and existing public spaces, contributing to a sense of place. This will contribute to the creation of Central Erin Mills Major Node as a complete community and vibrant neighbourhood in a Node identified for growth

and intensification within the Built-Up Area. Overall, the proposed development supports the above-noted Growth Management objectives and policies by contemplating compact, transit-supportive residential intensification in close proximity to transit services.

5.6 The Urban System

As demonstrated in **Figure 13**, the Subject Lands are located within the ‘Urban System’ of the Regional Structure 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.

Regional objectives include:

- 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.’*

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.’*
- 5.6.13 *Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this Plan, and the planned provision of necessary services.*

The proposed development will contribute to the ROP’s Urban System by creating a high-density, pedestrian-friendly, compact, transit-supportive development on lands that are currently underutilized with its existing, open spaces, surface parking and 1-storey commercial plazas, while creating an improved public and open space realm. As demonstrated in the FSSR, the proposed development will efficiently use existing infrastructure such as Regional water and wastewater infrastructure. The proposed development provides for the better utilization of land, resources and infrastructure to facilitate a development that is at an appropriate density within the Urban System and Strategic Growth Area and within a municipal Node (Central Erin Mills Major Node).

As further discussed in the accompanying Housing Report, the proposed mixture of 1-, and 2-bedroom dwelling units will contribute to housing diversification while providing housing choices to residents of varying ages, and abilities to live within the CEM Major Node community.

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 planned for supporting growth in a compact urban form and with a range and mix of housing options and densities. As shown on **Figure 14**, the Subject Lands are located within the Nodes/Centre designation, identified as the Central Erin Mills Major Node in the Mississauga Official Plan, and as such, are located within a Strategic Growth Area. Therefore, the following ROP objectives and policies apply to the subject lands:

It is Regional objectives to:

- 5.6.17.1. *To achieve an urban, integrated and connected system of Strategic Growth Areas that supports complete communities and multi-modal transportation options.'*
- 5.6.17.2. *To direct intensification to strategic locations in the Delineated Built-Up Area to maximize efficiencies in infrastructure delivery, services and transit ridership.'*
- 5.6.17.3 *To recognize that Strategic Growth Areas have varying capacities to accommodate future residential and employment growth.*
- 5.6.17.4 *To support increased residential and employment densities within these areas to ensure the viability of transit and mix of residential, office, institutional and commercial development.*
- 5.6.17.5. *To provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods.'*

It is the policy of Regional Council to:

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

The proposed development, being within a Strategic Growth Area and with existing excellent transit facilities and connections, will provide additional transit ridership within the Strategic Growth Area and Node, contribute to residential growth within the Node, while providing increased residential housing and a compact built form on underutilized lands. The proposed development will provide multi-modal access to nearby jobs and amenities while also providing connections to major trip generators and other Strategic Growth Areas in Mississauga, including access to City Centre via the 403 Transitway and other destinations on the planned Hurontario LRT.

5.9 Housing

The ROP provides direction for the consideration and development of housing location, form, tenure, and affordability to ensure that new housing development aligns with growth trends and contributes to the creation of healthy, mixed-use, transit-supportive, and complete communities. Additional, in-depth review of the ROP Housing policies are contained in the Housing Report. However for comprehensiveness, the following ROP objectives and policies have been included that apply to the proposed development:

- 5.9.1 *To promote the development of compact, complete communities by supporting intensification and higher density forms of housing.*
- 5.9.2 *To achieve Peel-wide new housing unit targets shown in Table 4, which provide an appropriate range and mix of housing options and densities, including affordable housing, that meet local housing need so that people can live in the community of their choice.*
- 5.9.4 *To mitigate and adapt to climate change by promoting energy conservation and technologies and energy efficient housing that leads to sustainable development.*
- 5.9.11 *Require a housing assessment for planning applications of approximately 50 units or more. Local municipalities or the Region can require a housing assessment for applications less than 50 units, as appropriate. The housing assessment will be consistent with local and Regional housing objectives and policies and demonstrate contributions towards Peel-wide new housing unit targets shown in Table 4. The housing assessment, while required by local municipal official plan policies, shall be undertaken by a development applicant as directed.*
- 5.9.12 *Monitor and evaluate activities undertaken in support of the Regional Housing Strategy and Peel Housing and Homelessness Plan, in conjunction with future Region of Peel Official Plan reviews, to revise and set new priorities and implementation plans on an ongoing basis as housing needs change.*
- 5.9.13 *Collaborate with the local municipalities to provide a range of unit sizes in new multiunit residential developments, including the provision of two or more-bedroom family-sized units. The proportion of unit types may vary over time and shall align with housing need as identified through Regional and local municipal strategies, planning approval processes, needs assessments, and market studies.*

The proposed development will provide for compact, high density residential development. Over 40% of units are two or more bedrooms in various internal configurations including those with second washrooms and dens. As outlined in the Housing Report, an appropriate range and mix of housing sizes are provided. The Green Initiatives List and Low Impact Development objectives provided for will assist to promote energy efficiency, while the transit-supportive development proximate and adjacent to existing transit opportunities will reduce auto-emissions through encouraging the use of nearby transit.

Complete Communities and Residential Intensification

The ROP provides policy direction with respect to collaboration on residential intensification to promote compact built form and development that contributes to the creation of complete communities. The following policies apply to the proposed development:

- 5.9.26 *Work jointly with the local municipalities, in accordance with projected requirements and available land resources, to maintain at all times:
 - a) *the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and lands which are designated and available for residential development; and*
 - b) *where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment and land in draft approved and registered plans.**
- 5.9.27 *Collaborate with the local municipalities and other stakeholders such as the conservation authorities, the building and development industry, and landowners to encourage new residential development, redevelopment, and intensification in support of Regional and local municipal official plan policies promoting compact built forms of development and residential intensification.*
- 5.9.28 *Seek opportunities to educate the public about the need for and benefits of compact built forms of housing development and residential intensification.*

The proposed development contributes to the Region’s goal of accommodating residential growth for a minimum of 15 years through the residential intensification of the Subject Lands. The Subject Lands can contribute to a complete community through the addition of residential uses to the largely commercially dominant EMTC mall. The proposed density of 5.3 net FSI on the Subject Lands contributes to the development of a compact residential built form. The development application review process for the Subject Lands includes a Councillor-led informal community consultation, as well as a Public Meeting, where opportunities will be made to educate the public about the proposed development and its benefits to the surrounding community in an area that is appropriate for high-rise residential development.

5.10 Transportation System in Peel

The ROP directs that development and redevelopment is to be focused on strategic locations to support the Regional Transportation System. In accordance with the ROP, the Subject Lands are located along existing surface transit routes. As such, the following apply.

- 5.10.13. *Promote intensification and mixed land uses in strategic growth areas to support sustainable transportation modes, complete communities, and complete streets.’*
- 5.10.16. *Optimize the use of existing and planned regional transportation infrastructure, to support growth in a safe and efficient manner, and through compact built form ...’*

As stated above, the Subject Lands are located along Erin Centre Boulevard and Glen Erin Drive, and in walking distance to numerous transit connections vis a vis the Erin Mills Town Centre Bus Terminal located on the east side of the mall site. There are numerous existing sidewalks and cycling routes within immediate vicinity of the Subject Lands. Furthermore, while the Subject Lands are not within the Erin Mills 403 Major Transit Station Area (MTSA), they are approximately 1,000 metres to the limits of the MTSA and within an approximate 15-minute walk. As such, the Subject Lands is well-served by existing and planned transit services as well as by active transportation networks. The proposed development and corresponding Amendments will serve to realize the development potential of the Subject Lands by facilitating a high-density, compact, residential development that is transit-supportive, pedestrian-oriented and appropriately situated within the Central Erin Mills Major Node.

Additionally, the proposed mixture of residential units on the Subject Lands combined with the existing non-residential uses at the remaining Erin Mills Town Centre lands to the south will compliment and enhance the existing range of services and destinations, including the Erin Meadows Community Centre, schools, parks, Credit Valley Hospital and other community uses and services present in the surrounding community, enabling residents to live, work, play and shop within close proximity to the Subject Lands.

SUMMARY / CONFORMITY STATEMENT

The Peel Regional Official Plan ('ROP') provides high-level guidance on land use planning and development across Peel. The above analysis demonstrates that the proposed development conforms to the policies and objectives of the ROP, as amended, by providing for a compact, transit-supportive, high-density residential development complementary to existing commercial uses that achieves the policy intent of the ROP with respect to intensification, complete communities, housing, growth management, the use of infrastructure and transportation. The proposed development will result in a complete housing development that contributes to the Region's housing stock and growth forecasts to 2051, while also providing a high-quality development within a Strategic Growth Area. In our opinion, the proposed development and corresponding Amendments are in conformity with above noted policies and objectives of the Peel Region Official Plan.

5.4 In Effect – Mississauga Official Plan, Office Consolidation, March 2024

The Mississauga Official Plan (‘MOP’), as amended, was adopted by City Council in September 2010 and approved by the Region of Peel, with modifications, in September of 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’). MOPA 115 has been implemented into the March 2024 version of the Official Plan, save for certain policies still under appeal. This Report considers MOPA 115 and the CEM Node policies applicable to the Subject Lands in the following section.

The in-effect consolidated MOP identifies where and how the City of Mississauga is to grow up to the year 2031 based on a City Structure comprised of seven (7) components. The Subject Lands are located within one of the City’s three Major Nodes of the City Structure, within an Intensification Area and within the Central Erin Mills Major Node Character Area.

The City of Mississauga is currently undertaking an Official Plan Review process for the 2051 planning horizon. The 2051 Official Plan is considered later in this Report as Section 5.7.

The following is an analysis of the applicable in-effect MOP policies and an evaluation of how the proposed development and corresponding proposed Amendments will assist to implement Provincial policy at the municipal level.

Chapter 4 / Vision

Chapter 4 of the MOP establishes the framework for how to achieve Mississauga’s vision to be a beautiful and sustainable city that will revitalize its infrastructure, conserve the environment and promote community participation and collaboration in the planning process. The City will plan for a strong, diversified economy supported by a range of mobility options and a variety of housing and community infrastructure to create distinct, complete communities.

4.4 Guiding Principles

- 1. Mississauga will promote development decisions that support the sustainability of our Natural Heritage System and enhance the quality of life for our present and future generations;*
- 2. Mississauga will protect, enhance and where possible restore distinct natural features, areas and linkages, including their ecological functions, particularly those associated with the Lake Ontario waterfront and the city’s river and valley corridor system;*
- 3. Mississauga will preserve the character, cultural heritage and livability of our communities;*
- 4. Mississauga will maintain and promote a strong and sustainable, diversified economy that provides a range of employment opportunities for residents and attracts lasting investment to secure financial stability;*
- 5. Mississauga will provide a range of mobility options (e.g., walking, cycling, transit, vehicular) for people of all ages and abilities by connecting people with places through coordinated land use, urban design and transportation planning efforts;*

6. *Mississauga will plan for a wide range of housing, jobs and community infrastructure resources so that they are available to meet the daily needs of the community through all stages of life;*
7. *Mississauga will support the creation of distinct, vibrant and complete communities by building beautifully designed and inspiring environments that contribute to a sense of community identity, cultural expression and inclusiveness; and*
8. *Mississauga will be a city that promotes the participation and collaboration of all sectors including residents, employees, entrepreneurs, government, business, education and non-profit, to achieve this vision.*

The proposed development introduces a range of housing supported by mobility options to the CEM Node, while preserving and embracing the existing commercial uses and services already in the community. Mobility options are carefully integrated into the proposed development through provision of vehicular and bicycle parking, streets, pathways and walkways. Thoughtful architectural siting, landscaping designs including pedestrian walkways, sitting and active areas and open spaces will implement elements of a complete community that promotes a sense of community, cultural expression and inclusiveness allowing people gather in-place.

Through the introduction of public parkland, an urban plaza and outdoor open spaces, the proposed development introduces an urban form that includes public spaces that will accommodate the different needs of all residents. These public spaces are places for people to engage in different activities, socialize, relax, and exercise within the comfort of their community. These public spaces address the City's placemaking initiatives that support active living, improved public health, and social interactions. The proposed development aligns with the achievement of guiding principles outlined in Section 4.4 of the MOP.

Chapter 5 / Direct Growth

Chapter 5 of the MOP establishes the policy framework for how growth is to be managed in the City. Specifically, growth is to be directed to key strategic locations of the City Structure, including the Downtown, Major Nodes, Community Nodes and Corporate Centres as well as along key Corridors. These areas are to receive growth based on existing and proposed service and infrastructure capacity, primarily transit and community infrastructure. The MOP encourages compact, mixed-use development in Major Nodes to provide ample opportunities for residents to live and work within the city and reduce the need for extensive commuting to work and travelling to meet their daily needs. Collectively, these areas which are to receive the majority of Mississauga's future growth are referred to as Intensification Areas. As such, the following policies apply.

- 5.1.3 *Forecast growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner to:*
- b. *utilize existing and proposed services and infrastructure such as transit and community infrastructure;*
 - c. *minimizes environmental and social impacts;*
 - d. *meet long term needs;*

- e. build strong, livable, universally accessible communities; and*
 - f. promote economic prosperity.*
- 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.'*

The Subject Lands are located within a Major Node, recognized as an appropriate location for additional and intensive growth to occur. The proposed development will rely on existing infrastructure and transit and will contribute to new community infrastructure through the introduction of an urban plaza and public park. The proposed development will contribute new housing opportunities and choices within the Central Erin Mills Node to live and have immediate access to shops, employment services, parks, and schools, all within walking distance. Accessible units will be provided for, at minimum in accordance with the Ontario Building Code, of 15% of all units and all walkways and open spaces are design with accessibility in mind. As such, the proposed development has been planned and designed to facilitate a compact, high-density, transit-supportive development that provides for a range and mixture of residential uses to meet the needs of residents. The proposed Amendments conform to the Direct Growth policies of the MOP.

5.3 *The City's Urban Structure identifies various elements that establish the framework for planning policies to guide future development. The seven elements of the urban structure include the following:*

- *Downtown;*
- *Major Nodes;*
- *Community Nodes;*
- *Corporate Centers;*
- *Neighbourhoods;*
- *Employment Areas; and*
- *Special Purpose Areas*

As shown on **Figure 19**, the Subject Lands are located within a Major Node (Central Erin Mills), an area planned to provide for an increased mix of population and densities at heights less than the Downtown, but greater than elsewhere in the City. There are three Major Nodes in the City expected to accommodate this higher growth. It is anticipated that existing regional shopping centres will draw residents to the Major Nodes and redevelopment will provide for housing to leverage these existing underutilized and well-served areas. The CEM Major Node is in proximity to the 403 Bus Rapid Transit Corridor (approximately 1,000 metres – see **Figure 18**) that will provide existing and future residents access to higher-order transit.

As the Subject Lands are located with the Major Node component of the City Structure, the following policies apply.

5.3.2.3 *Major Nodes are Intensification Areas.*

- 5.3.2.4 *The Major Nodes will achieve a gross density of between 200 and 300 residents and jobs combined per hectare.*
- 5.3.2.6 *Major Nodes will achieve an average population to employment ratio of between 2:1 to 1:2, measured as an average across the entire area of each node.*
- 5.3.2.7 *Character Area policies will establish how the density and population to employment targets will be achieved within Major Nodes.*
- 5.3.2.8 *Major Nodes will develop as city and regional centres and be a primary location for mixed use development.*

Located within the Central Erin Mills Major Node (CEM Major Node), the Subject Lands are recognized as an appropriate location for growth and intensification. There are currently no residents on the Subject Lands or on the EMTC mall property. Introducing the proposed development's 3,162 residential units will contribute to the Major Node objective of implementing 200 to 300 residents and jobs combined per hectare. While two commercial buildings are proposed for removal, they represent 6% of the overall EMTC mall commercial Gross Floor Area. The Erin Mills Town Centre Mall and surrounding commercial buildings, which provide for approximately 87, 487 square metres of GFA, will be retained and continue to provide for the majority employment, jobs and services on the Subject Lands. Through the introduction of residential uses, the proposed development will assist to achieve the planned gross density of 200 to 300 residents and jobs combined per hectare and improve the population to employment ratio that is largely skewed towards employment uses.

The proposed development, with its high-quality design, scale and pedestrian-oriented focus will provide for population within the CEM Major Node that will rely on existing retained commercial services. The residential uses will further Provincial policies and objectives for the development of an underutilized commercial plazas and parking lots. This allows for the primary planned function of the CEM Major Node to maintain a mixed-use community structure. The proposed development ensures that the currently existing non-residential uses, contributing to the amount of employment within the CEM Node, can be balanced by an appropriate amount of new population within the CEM Node, allowing for efficient utilization of existing commercial and retail services. The proposed development therefore conforms with the Urban Structure and hierarchy policies of the MOP.

5.5 Intensification Areas

As stated above, the MOP directs growth to be focused in Intensification Areas. The following policies 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.*
- 5.5.2 *Local area reviews for the Downtown, Major Nodes, Community Nodes and Corporate Centres will determine appropriate locations for intensification within these 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.*
- 5.5.15 *Intensification Areas will be served by transportation Corridors containing transit and active transportation and may contain higher order transit facilities.*

The proposed development will support the policy objectives of Intensification Areas by introducing residential intensification in an appropriate location containing existing elements of a complete community, including a mix of commercial uses and community facilities. The Subject Lands is ideally situated adjacent to and in proximity to existing transit and bus routes and the Erin Mills Transit Terminal and Erin Mills 403 BRT. Through the proposed development, transit-supportive development will be accommodated by providing high-density housing at transit-supportive densities and by encouraging transit usage through walkability, mobility and with an interconnected pedestrian realm within the CEM Major Node. The proposed development, with a total of 3,162 apartment residential units, and a proposed net density of 5.3 FSI, will be sufficiently high to support transit usage within the CEM Major Node and in close proximity to the Erin Mills MTSA with connections to the 403 BRT and City-wide.

In addition, the proposed development will support the above-noted policy objectives and will support the creation of the redevelopment of the CEM Major Node as a complete, walkable community. The proposed development, with its enhancements to the public realm, including sidewalks, street furniture, pedestrian walkways, landscaped open spaces, proposed public parks, including the proposed urban plaza, provide enhanced walkable areas within the CEM Major Node to allow for comfortable, safe, and convenient pedestrian access to areas within the CEM Major Node, the EMTC mall and surrounding community.

The proposed development and corresponding Amendments are appropriate and, in our opinion, serve to further implement the Intensification Areas and Major Nodes policy direction of the MOP by directing growth to appropriate locations and to facilitate compact, high-rise residential development in close proximity to existing and planned higher order transit services where development can and should be concentrated. The proposed development and corresponding Amendments will facilitate development with heights that are appropriate for the location, while still respecting the City Structure hierarchy for height that is less than those permitted in the City's Downtown, but greater than elsewhere in the City. The proposed development therefore conforms with the Intensification Areas policies of the MOP.

Chapter 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. It is noted that Major Nodes, along with the Downtown and Community Nodes, shall be areas for complete

communities where a wide range of residential and employment options are provided for residents. The following policies apply in this regard to the proposed development.

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

The proposed development will contribute to the creation of a complete community within the CEM Major Node through the addition of residential housing, open spaces and public parkland to the Subject Lands which currently contains only commercial uses and underutilized surface parking and open areas. The proposed development will be compact and is within walking distance of the EMTC mall and non-residential land uses, including commercial, community and recreational uses that will in turn reduce travel times and provide for services proximate to places of living. Public and private streets are designed for walkability and multi-modal transportation considerations, including pathways, walkways and linkages internally and to the surrounding area. The Streetscape Feasibility Study demonstrates how a suitable interaction between public and private elements along public street frontages is achieved and designed with generous boulevards allowing for walking and the use of existing bus shelters. Further, the proposed development supports the above-noted policy objectives through the provision of new housing units of varying sizes and configurations which will facilitate housing choice integrated to a largely existing commercial context with proximate community and recreational services and facilities. Certain units will be accessibility designed, in accordance with OBC requirements, a minimum of 15% of units. Parkland, open space and plazas, pathways, linkages and walkways are designed for persons of all abilities and as further described in the Urban Design Study. Plentiful, large open spaces will encourage recreational and outdoor activity. A complete community will be created through introduction of residential and open spaces uses to the Subject Lands and EMTC mall property only containing commercial and retail uses and that will be supported by the surrounding community and recreational land uses. The proposed development therefore conforms to the complete communities policies of the MOP.

7.7.1. Diverse Character

The MOP identifies that for new areas of planned development, such as Major Nodes, a distinct identity should be created based on the needs and characteristics of residents. As such, the proposed development contributes to the future identity of the CEM Major Node with a mix of

uses in an intensification area that is transit-supportive and provides for a range of uses and densities. The following policies apply to the within the CEM Major Node:

- 7.7.1.2. *Built form within Intensification Areas should provide for the creation of a sense of place through, among other matters, distinctive architecture, high quality public art, streetscaping (including street trees), and cultural heritage recognition.*
- 7.7.1.3 *A distinct identity will be maintained for each Character Area by encouraging common design themes and compatibility in scale and character of the built environment.*
- 7.7.1.5. *New development will be compatible with the physical, social and environmental attributes of the existing community.*

The proposed development will create a sense of place through high-quality architectural design and accommodation of public and private open spaces. A public park 0.43ha in size is proposed, along with an urban plaza 0.35ha in size and 0.32ha of additional outdoor open spaces (see **Image 4**).

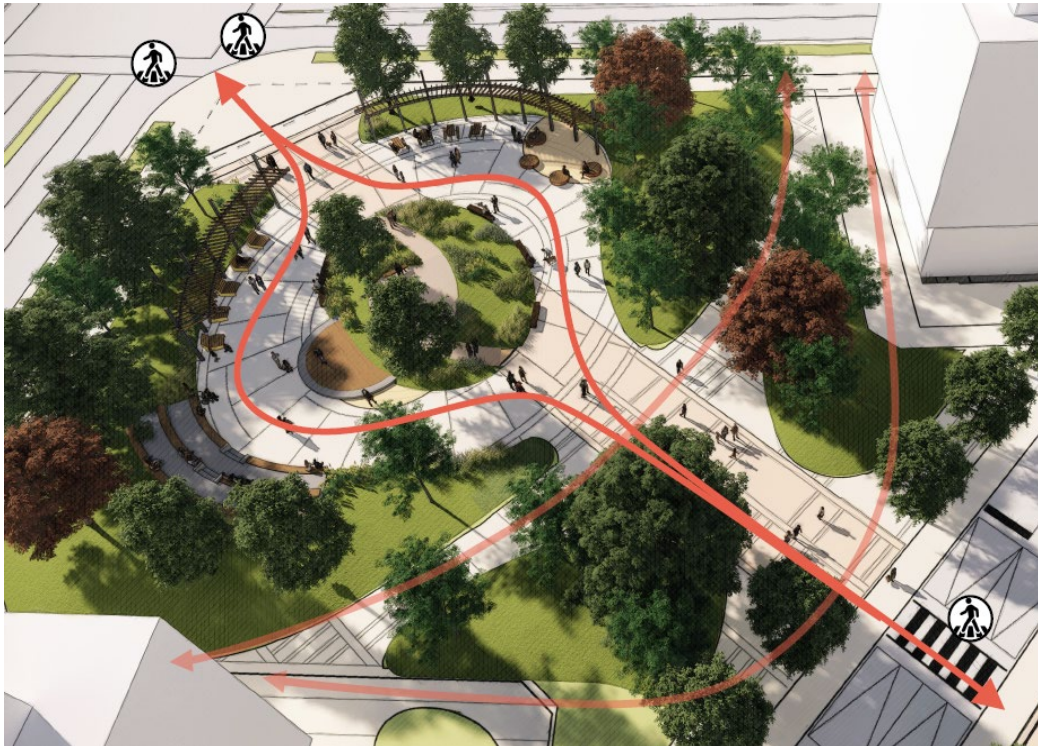


Image 4: Aerial view of Urban Plaza and pedestrian pathways.

The nine (9) residential buildings proposed are designed to complement the surrounding urban environment while providing a range of public and private open spaces and residential amenity spaces. The buildings vary in height, enhancing the skyline and fostering a dynamic architectural presence. The proposed development with its distinct architectural design features will complement the Erin Mills Town Centre providing a strong sense of place within the community through the use of landscaping, street furniture and pedestrian walkways emanating from the

public park and urban plaza. The parkland, urban plaza and open spaces will create a focal point for gathering within the CEM Node, for residents, including families, seniors, young professionals and those of all abilities to gather throughout the seasons while acting as an entry point into the Erin Mills Town Centre and the proposed development. The proposed development will contribute to the diverse character of the City and conforms to the above noted policies.

Chapter 9 / Build a Desirable Urban Form

Chapter 9 of the MOP establishes the City's built form policy framework. The City's built form policies look to shape interaction between the people and places through the arrangement and function of the city. This section of the MOP sets out the framework for sustainable urban form that provides high quality urban design and sense of place that is vibrant, attractive, liveable and functional on the basis of directing growth to intensification areas and areas of non-intensification with limited growth. Given the Subject Lands are within an intensification area, the following urban form policies apply.

- 9.1.1 *Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System.*
- 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.'*
- 9.1.8 *Mississauga will transform the public realm to create a strong sense of place and civic pride.*
- 9.1.9 *Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes.*
- 9.1.10 *The city vision will be supported by site development that:
 - a. respects the urban hierarchy.
 - b. utilizes best sustainable practices.
 - c. demonstrates context sensitivity, including the public realm.
 - d. promotes universal accessibility and public safety; and
 - e. employs design excellence.*
- 9.1.11 *A distinct character for each community will be created or enhanced through the road pattern, building massing and height, streetscape elements, preservation and incorporation of heritage resources and prominent placement of institutions and open spaces.'*
- 9.1.13 *Development will have positive, restorative, ecological benefits on a site through the practice of sustainable building and site design.'*
- 9.1.15 *New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities.*

The proposed development is planned based on its locational attributes within a Major Node, part an Intensification Area and within the height limits identified in the hierarchy identified on Schedule 1: Urban System, with heights less than the downtown, but greater than the rest of the

City. The proposed development will create a sense of place and civic pride through the introduction of the urban plaza and public park, providing new gateway elements into the Major Node, as well as a built form that frames the street frontages along Erin Centre Boulevard and Glen Erin Drive through appropriate setbacks and streetscaping improvements and that provides pedestrian-friendly, walkable spaces. The proposed development also demonstrates context sensitivity by providing a range of building heights and densities, with the taller buildings framing the interior portion of the Subject Lands and open spaces, and a range of lower heights framing the street, so as to reduce shadow impacts and provide appropriate amounts of sunlight exposure on the surrounding neighbourhood, including the nearby schools. The proposed development conforms to the above noted policies and will contribute to a desirable urban form.

9.2.1. Intensification Areas

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

- 9.2.1.1. *Development will create distinctive places and locales.*
- 9.2.1.3 *Built form should provide for the creation of a sense of place through, among other matters, distinctive architecture, streetscaping, public art and cultural heritage recognition.*
- 9.2.1.4. *Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas.'*
- 9.2.1.6. *Mississauga will encourage the consolidation of access points and shared parking, service areas and driveway entrances.*

The proposed development will facilitate high-quality, refined, compact built forms that are pedestrian-oriented and provide for appropriate transition to the surrounding Erin Mills community. The proposed development reduces the impact of parking areas by replacing surface parking and providing parking in the proposed five (5) levels of underground parking (see **Figure 11**) while also providing efficient parking by offering reduced parking minimums in accordance with the City's 2022 Off-Street Parking Regulations. A distinct sightline and pedestrian mews will be created via the central urban plaza, parkland which creates a throughway to the EMTC mall. Pedestrian circulation is enhanced through the implementation of gateways, sidewalks, pedestrian connections and pathways within the proposed development that connect with the surrounding area and each of the proposed nine (9) towers on podiums that varies in heights from 4 to 6 storeys, public open spaces and privately owned publicly accessible spaces and to adjacent areas. The proposed development provides a new compact, high-quality built form that distinguishes the significance of the northwest corner of the Central Erin Mills Major Node to that of the surrounding neighbourhood to the north and west, which are predominantly single-detached, semi-detached, and townhouse residential uses, surrounded by community uses like the St. Aloysius Gonzaga Catholic Secondary School and Erin Meadows Community Centre. Furthermore, the proposed development contemplates consolidated access points and servicing and loading areas in efforts to provide an optimal design for the Subject Lands.

Further, the following development and urban design policies apply to Intensification Areas:

- 9.2.1.8 *The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas.*

The Subject Lands are in proximity to the Erin Mills 403 BRT station and are within walking distance to the Erin Mills Transit Terminal (see **Figure 18**).

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

Current right-of-way widths for Glen Erin Drive and Erin Centre Boulevard are approximately 32 metres. Buildings are oriented to address the street frontages and provide for a height suitable to create a sense of enclosure in an urbanizing environment.

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

The immediate surrounding area consists predominantly of commercial, institutional and public uses. Low rise uses do not immediately abut the Subject Lands. Residential uses to the immediate north and opposite Erin Centre Boulevard exist. The buildings proposed are appropriate staggered with larger buildings central to the proposed development and lower heights around the perimeter and nearest existing residential uses. Consistent four-six storey podiums are provided on all buildings.

- 9.2.1.11 *Tall buildings will be sited and designed to enhance an area's skyline.*
9.2.1.12 *Tall buildings will be sited to preserve, reinforce and define view corridors.*

Tall buildings of varying and staggered heights are proposed that will improve and define the Erin Mills skyline. Through building siting, a view corridor from the intersection to the EMTC mall and the iconic globe is maintained. Buildings are organized to have a consistent setback along street frontages to maintain view corridors along streets. Defining architectural elements will be explored further in the planning process.

- 9.2.1.13 *Tall buildings will be appropriately spaced to provide privacy and permit light and sky views.*
9.2.1.14 *In appropriate locations, tall buildings will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm.*
9.2.1.15 *Tall buildings will address pedestrian scale through building articulation, massing and materials.*

The proposed development provides for appropriately separated buildings sited on podiums. Where pedestrian gateways are planned between buildings, podiums are appropriately spaced. The resulting building footprints occupy only 29% of the net site area. Buildings are planned to be of

a high-quality design and will have defined facades through the use of interesting architectural elements.

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

As demonstrated in the Wind Study, the proposed development is anticipated to realize wind conditions acceptable to a typical suburban context with development of appropriate mitigation plans.

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.'*

Along Glen Erin Drive and Erin Centre Boulevard, continuous building frontages are accommodated save for where separate between podiums is required for vehicle and pedestrian access.

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

The proposed development will provide for and develop only a quadrant of the overall EMTC mall property. Private driveways and pedestrian gateways break up the development lands and residential and amenity uses provide for ground level activation.

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

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

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

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

9.2.1.24. *Development will face the street.'*

The proposed development is sited to face the existing public road frontages and to internally address the urban plaza and parkland. Amenity areas and lobbies are on ground level, providing for active uses. The Streetscape Feasibility Study demonstrates the suitability of the public realm and efforts made to design for pedestrian oriented streetscapes.

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.'*

The urban plaza and parkland are central to the proposed development and provide sightlines and a pedestrian gateway to the EMTC mall. Lobbies and building entrances are on ground level.

- 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.'*

Building siting and podiums are generally parallel to the streetline and directly address the urban plaza and parkland internally and provide for setbacks that allow for a suitable pedestrian environment.. Existing easements determine the location of the buildings nearest the property lines. Buildings are integrated with the streetscape and provide transition to public use areas.

- 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.'*

Buildings are located along street edges and oriented to address the street and to create a continuous relationship to the sidewalk. Internal buildings face the proposed urban plaza and parkland. Outdoor open spaces, including the urban plaza, parkland, landscaped areas and pedestrian pathways comprise approximately 2.9ha of the Subject lands or over 60% of the gross developable area

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

Pedestrian pathways comprise 33% of the gross site area, the urban plaza 9% and landscaped areas 15%. Outdoor open spaces provide an additional 3,192 square metres or 8% of the site area. The public parkland is proposed to be 10% of the site area. Open spaces, parkland and pedestrian gateways are contiguous and interrelated, allowing for social interaction to be fostered.

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

Enhanced walkway and streetscape design will complement the proposed urban plaza, open spaces and parkland and will be designed further at the Site Plan Approval stage. The Streetscape Feasibility Study illustrates the condition proposed.

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

Building lobbies and entrances are located at grade. Pedestrian walkways and connections provide access to the site internally and externally.

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

Pedestrian-scale streetscape improvements are contemplated at this stage and include street furniture such as benches and sitting areas and will be coordinated through a future master landscape design exercise.

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

Above-ground structured parking is not proposed.

The proposed development supports the above noted built form policies by providing a compact, pedestrian-oriented development which contemplates nine (9) proposed tall buildings, with Buildings A-C along Glen Erin Drive, Buildings D-F2 along Erin Centre Boulevard and Buildings G and H framing the proposed public park internal to the Subject Lands along the ring road. The aforementioned buildings along Glen Erin Drive and Erin Centre Boulevard have appropriate heights and scale in relation to the street rights-of-way, while each of the buildings appropriately frames the street with its pedestrian scaled podiums of between 4 to 6-storeys and active street frontages. The proposed development will create a gateway to the EMTC mall and Central Erin Mills Major Node at the north end of the Node with development that provides framed streets and sightlines to the EMTC mall, encouraging walkability.

The orientation and placement of the proposed tall buildings, framing the street, enhance the skyline within the Node, while also defining view corridors and are appropriately spaced with a minimum separation distance of approximately 24 metres to ensure privacy, while permitting light and sky views. The podiums have been carefully designed to ensure a pedestrian-scaled development, with active facades that have lobby entrances for buildings facing the street, along with display windows. Each building will have at-grade windows. A series of landscape and public realm enhancements are to be provided. This includes a large, centralized public park and urban plaza as well as additional privately-owned landscaped open spaces, outdoor amenity areas and a network of pedestrian pathways. For these reasons, it is our opinion that the proposed development's massing, scale, and built form have regard for and conform to the urban design policies outlined in the MOP and also as further detailed in the provided Urban Design Study.

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.*
- 9.3.1.7 *Streetscapes will be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting and signage.*
- 9.3.1.8 *The design of developments at intersections and along major streets should be of a highly attractive urban quality, recognizing that streets are important civic spaces and linkages.*
- 9.3.1.9 *Development and elements within the public realm will be designed to provide continuity of the streetscape and minimize visual clutter.*
- 9.3.4.5 *Development proponents are encouraged to incorporate public art into their developments. Intensification Areas will be priority locations for the installation of public art.*
- 9.3.5.1 *Mississauga will promote public open space design that is fully integrated with the urban design and built form of the community.*
- 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.'*
- 9.3.5.7 *Residential developments will provide at grade amenity areas that are located and designed for physical comfort and safety. In Intensification Areas, alternatives to at grade amenities may be considered.*
- 9.3.5.9 *The public realm will be planned to promote healthy, active communities that foster social connections at all stages of life and encourage built and natural settings for recreation, culture and active transportation.*
- 9.4.1.1 *The design of all development will foster the improvement of connections and accessibility for transit users and promote active transportation modes.*
- 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 through the provision of built forms that frame the street edge, provide direct pedestrian connections to the public realm, provide public open spaces where residents can congregate in the middle of the Subject Lands, while providing social connections that provide active, healthy lifestyles within the community that promote recreation and active transportation.

Pedestrian pathways comprise 33% of the gross site area, the urban plaza 9% and landscaped areas 15%. Outdoor open spaces provide an additional 3,192 square metres or 8% of the site area. The public parkland is proposed to be 10% of the site area. The proposed residential buildings offer both indoor and outdoor amenity spaces for residents of all ages to use and access and exceed the minimum requirements for Residential Apartment zoning.

The proposed development also provides convenient, accessible connections to existing transit routes along Glen Erin Drive and into the Erin Mills Town Centre to access the Transit Terminal. On this basis, the proposed development provides transit and active transportation supportive urban form that enhances an otherwise underutilized parcel of land that is primarily auto oriented.

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. Combined with the Intensification Area policies of Section 9.2 above, policies 9.5.1.1 through 9.5.1.15 require developments to be compatible with and integrate with the surrounding area.

With respect to compatibility, Building policies 9.5.1.9 and 9.5.3.9 provide that:

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

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

- a. microclimatic conditions, including sun, shadow and wind;*
- b. noise;*
- c. views;*
- d. skyview; and*
- e. adjacent cultural heritage resources, open spaces, the public realm, community infrastructure and residences*

A Shadow Study was prepared in support of the proposed development demonstrates and visualizes the resulting shadowing on nearby lands and internal areas of the proposed development. The shadow impact criterion was met for all areas save for two locations - the sidewalk north of Erin Centre Boulevard and Open Space 1, which are both classified as Public Realm. The sidewalk north of Erin Centre Boulevard experienced incremental shadow during the 12:12pm to 2:12pm test time. Open Space 1 (nearest Erin Centre Boulevard) within the Subject Lands should have a sun access factor of at least 50% during the test times in September 21. During September 21, the sun access factor is 36%. Sun access criteria was met for the townhouses north of Erin Centre Boulevard, John Fraser School Yard and Quenippenon Meadows Community Park. The proposed parkland and urban plaza exceed the minimum sun access factor requirements.

A Wind Study was prepared in support of the proposed development. The Wind Study determines that at some locations winds will improve, relative to the existing setting and that certain localized areas will experience higher pedestrian level winds. The Subject Lands and surrounds are predicted to be generally suitable for walking, standing, or sitting throughout the year. In two locations, uncomfortable conditions are predicted in the winter within the gaps between buildings and proximate to Building F2's northmost corner and Buildings A and D's southmost corners. Where uncomfortable conditions are expected in the winter, these areas are primarily to be used as vehicle access points. The Wind Study concludes that mitigation will be required in these areas to achieve satisfactory safety criteria. The Wind Study also determined that wind conditions should be improved at the Main Residential Entrance to Building H along the north façade and that additional mitigation is also recommended for the Outdoor Amenity Spaces, including the Urban Plaza, Parkland, Open Public Spaces 1, 2, & 3 and the above-grade Outdoor Amenity Spaces in order to achieve conditions that are considered seasonally appropriate. The proposed development will feature wind-friendly design elements such as podiums, overhangs, landscaping, and others, which, when considered in concert, moderate wind at the pedestrian level. The Wind Study concludes that the proposed development will realize wind conditions acceptable to a typical suburban context with development of appropriate mitigation plans.

The proposal and corresponding Amendments will facilitate a high-quality, refined development that is anticipated to be compatible with and integrate to the surrounding area conforming to the MOP.

Chapter 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 several different land use designations, including residential, mixed use, office, institutional, convenience commercial, business employment, industrial, among others, based on the City's Urban Structure as contained in Schedule 1A. As demonstrated on **Figure 30**, the Subject Lands are designated 'Mixed Use'. Notwithstanding the current Mixed-Use designation on the Subject Lands, the proposed development is contemplated as a high-quality compact high-rise residential development to complement the multitude of surrounding non-residential development on the Erin Mills Town Centre lands, including the shopping centre and the existing retail stores and restaurants at its outer edges. The following policies apply.

- 11.2.4.1 The Open Space network consists of two designations:*
- a. Public Open Space; and*

b. Private Open Space.

11.2.4.2 In addition to the Uses Permitted in all Designations, lands designated Public Open Space will also permit the following uses:

- a. agriculture demonstration site;*
- b. cemetery;*
- c. conservation;*
- d. golf course;*
- e. nursery gardening;*
- f. recreational facility;*
- g. stormwater retention and stormwater quality pond; and*
- h. accessory uses.*

11.2.5 Residential

11.2.5.6 Lands designated Residential High Density will permit the following use:

- a. apartment dwelling.*

Through the proposed Amendments, the proposed development will provide for both residential apartment dwellings and a 0.43ha public park that will meet the needs of current and future residents in the Central Erin Mills Major Node. This will support the achievement of providing high-density residential dwelling units that will contribute to Mississauga's apartment housing stock in an intensification area that is appropriate for compact, transit-supportive development. The proposed land uses provide for a range housing options and public parkland in area primarily occupied by non-residential uses and surface parking. The mixed use and planned function of the mixed use areas can be maintained given the existing retention of 94% of commercial GFA. Overall, the proposed development represents an appropriate and desirable compact, transit-supportive and pedestrian-oriented high-density residential development that advances the City's mixed use development and public open space policy objectives.

5.4.1 MOP Chapter 13 – Major Nodes

Chapter 13 of the MOP establishes the policy framework for how growth and development is to be managed in the City’s Major Nodes of the City Structure. There are three Major Node Character Areas in Mississauga: Central Erin Mills, Lakeview Waterfront, and Uptown. As shown on **Figure 31**, The Subject Lands are located within the Central Erin Mills Major Node.

The Central Erin Mills Major Node has an existing concentration of retail and service commercial uses, community facilities and transit facilities that serve the existing and planned uses within the Node and the broader community. Erin Mills Town Centre is a two-storey indoor mall surrounded by large surface parking lots and vacant parcels of land. Outparcel retail and service commercial buildings exist around the perimeter of the EMTC mall property and include single storey and large format stores and retail plazas. It is anticipated that the Erin Mills Town Centre will remain as the retail anchor of the Node. However, the surface parking areas serving the mall, vacant lands and the single storey retail uses have development and intensification potential.

Chapter 13 provides that Nodes are to evolve into a healthy, sustainable complete communities with:

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

The following policies apply to the Subject Lands within the Central Erin Mills Major Node:

13.2.2 General

- 13.2.2.1 *Community infrastructure within the Node should be retained and, where appropriate, enhanced to meet the needs of the existing and planned residential population of the Node and surrounding neighbourhoods.*
- 13.2.2.2 *Public and private elements, including cultural uses, public art and the design of buildings and spaces should be unified and create a sense of place that is accessible, age friendly, comfortable and welcoming at all times of the year and contributes to the identity of the Node.*

- 13.2.2.3 *Parkland should be designed and located to create a central focus for the Node. Parkland may also provide gathering spaces and linear connections throughout the Node, to existing open spaces, commercial developments, community facilities and to surrounding neighbourhoods.*
- 13.2.2.4 *Playgrounds should be provided within an unobstructed 400m walking distance from residential areas within the Node.*
- 13.2.2.5 *Privately owned publicly accessible space that enhances and connects the public open space system is encouraged.*
- 13.2.2.6 *Tactical urbanism is encouraged to enliven the Node on a temporary basis or to test ideas for long term changes.*
- 13.2.2.7 *Transit infrastructure and service within the Node should be retained and, where appropriate, enhanced to meet the needs of the ridership demand of the Node in alignment with MiWay standards.*

The proposed development is centred around and incorporates designs and elements to meet the needs of existing and future residents in the Central Erin Mills Major Node. Public and private spaces in the form of the parkland, an urban plaza, and open spaces are incorporated into the proposed development to foster a sense of place that is accessible, age-friendly, comfortable, available and welcoming at all times and for people of all abilities. Community infrastructure is not proposed to be removed. The parkland is designed to provide a central and connected gathering space that provides access and visibility to the EMTC mall and existing commercial and community services in the surrounding neighbourhood. The parkland will comprise 0.43ha or 10% of the gross site area. The Urban Plaza and outdoor open spaces will further complement the parkland by providing adjacent outdoor uses. Parkland and open space design for playgrounds can be accommodated and will be further reviewed at the Site Plan Approval stage. Transit infrastructure and existing bus stops are retained, as shown on the Streetscape Feasibility Study.

13.2.3 Height and Density

- 13.2.3.1 *A minimum building height of three storeys and a maximum building height of 25 storeys will apply. Buildings without a residential component may have a minimum height of one storeys.*
- 13.2.3.2 *In order to guide the form, massing and density of proposed buildings, individual properties will be limited to a **floor space index (FSI)** maximum of 4.0.*
- 13.2.3.3 *A gross density of between 200 and 300 residents and jobs combined per hectare measured across the Node will be achieved.*
- 13.2.3.4 *A combination of residential and employment uses are encouraged.*

The proposed development provides for a net FSI of 5.3 and includes nine (9) residential buildings on podiums ranging from 4 to 6-storeys with building heights of between 20 to 44 storeys (see **Image 5**). The City Structure element of the Official Plan directs most residential growth towards the Urban Growth Centre, Uptown Node and Major Nodes. In keeping with the urban hierarchy, the proposed building heights are less than that of the downtown, but greater than that of other areas in the City. The CEM Node is the only mall-based Major Node and is an area specifically identified for intensification and is expected to receive higher densities than other areas of the City.



Image 5: Proposed building heights

Combined with Provincial direction to intensify and redevelop underused commercial shopping malls, the density proposed will contribute significant residential housing required to contribute to a complete and urbanizing community with ample existing services, amenities and commercial facilities and to make best use of existing and planned infrastructure. Per the Reimagining the Mall exercise, an estimate of an existing 80 people and jobs combined per hectare was provided for the EMTC mall. The proposed development will contribute to the residential density in CEM Node and on the Subject Lands, an underutilized commercial plaza. Since approximately 94% of the EMTC mall's commercial uses will be maintained, the combination of residential and employment uses will be upheld and the planned function of the CEM Major Node will be maintained. An Official Plan Amendment and site-specific policy will be required to permit the proposed height and density.

13.2.4 Urban Design

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

The towers proposed are placed on 4 to 6-storey podiums and range from 20 to 44 storeys, with a variety of different sized one and two-bedroom units.

13.2.4.2 *Buildings will be designed and located to:*
a. *frame and animate streets and public spaces;*
b. *create a coherent built environment;*

- c. provide setbacks along internal roads that provide a generally consistent building edge and relate to the scale of other buildings and width of roads;*
- d. provide reduced building setbacks on internal roads with grade-related retail and service commercial uses where appropriate;*
- e. provide significant and generally consistent setbacks along collector and arterial streets to promote landscape boulevards that enhance the pedestrian experience; and*
- f. create a street-wall along collector and arterial streets with appropriate openings for street-facing courtyards, where applicable, that provide usable landscape areas for residents and pedestrians.*

Buildings are sited parallel to existing roads and oriented to address the planned central urban plaza and public parkland. A visual corridor through the Parkland and Urban Plaza towards Erin Mills Town Centre aligns with the iconic glass dome. Generous tower setbacks from the property line, combined with proposed 2.8m sidewalks allow for wide, activated pedestrian frontage zones. Building podiums are designed to house indoor and outdoor amenity spaces, creating functional and inviting areas for residents. The podiums heights of 4-6 storeys step down towards street frontages and the open spaces that ensures a human-scale transition between the buildings and the public realm.

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

All buildings proposed are situated on podiums between 4 to 6-storeys and are sited to address Glen Erin Drive and Erin Centre Boulevard, both Major Collector Roads, and internally to the open spaces. The Subject Lands are adjacent to and proximate to a number of existing bus routes and transit facilities.

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

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

The proposed development features nine (9) residential towers ranging in height from 20 to 44 storeys with podiums ranging between 4 to 6-storeys. Seven of these towers are situated along Erin Centre Boulevard and Glen Erin Drive, with their heights stepping down towards the intersection to provide for an entry and human-scale transition within the public realm. Separation distances between podiums and tower portions of the buildings varies, with a minimum of approximately 25 metres provided between Building A and B and between Buildings E and F1. Tower separation distances exceeding 30 metres are provided between Building D and E and to accommodate a pedestrian gateway linkage. Internally, Buildings F1, F2, G, and H are setback from the perimeter buildings and are sited to address the parkland. Clustering is avoided through incorporation of open spaces and linkages that bisect and break-up the building mass. Provision of a continuous street wall on public road frontages is also a consideration. The resulting building footprints

occupy only 29% of the net site area, with the remainder allocated to open spaces, walkways, landscaping and private driveways.

At the time of writing of this Report, The Residential Uses policies of the CEM Major Node remain under appeal and are highlighted in gray below. They are included for consideration.

13.2.5 Residential Uses (under appeal)

13.2.5.1 Residential development permitted by any land use designation will include:

- a. a minimum 10 percent of housing units that are below-market for each development application proposing more than 50 residential units. This will be comprised of units targeted for a range of middle-income households. Approximately half of these units will be larger, family-sized dwellings containing more than one bedroom.*

For the purposes of this section:

- middle income is defined as Mississauga households with annual earnings between the lowest 40 to 60 percent of income distribution*
- below-market ownership housing means housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income*
- below-market rental housing means a unit for which the rent does not exceed 30 percent of gross annual household income*

13.2.5.2 Affordable housing for low-income households will be encouraged. It is recognized that affordable housing provision is subject to landowners being able to secure access to adequate funding and collaboration with the Region of Peel as Service Manager for subsidized housing.

13.2.5.3 Reduced parking requirements will be considered for the below-market and affordable housing units described in policies 13.2.5.1 and 13.2.5.2 as an incentive to encourage their development.

13.2.5.4 The below-market housing units described in Policy 13.2.5.1 are to be comprised of a mix of both below-market rental and below-market ownership housing when considered across the Node. Individual development applications are encouraged wherever possible to include a mix of both below-market rental and below-market ownership housing.

13.2.5.5 Land conveyance to a non-profit housing provider such as the Region of Peel will be considered in lieu of the direct provision of some or all of the below-market housing units described in Policy 13.2.5.1. Land parcel size, configuration, location, estimated unit yield and adherence to all other policies of this Plan will be included in this consideration.

13.2.5.6 Any existing below-market rental housing units that are retained under the provisions of the City's Rental Housing Protection By-law will count towards the below-market housing unit requirements described in Policy 13.2.5.1.

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

The proposed residential built forms, unit types, and sizes will accommodate for different population groups and contribute to support diverse population growth in the Central Erin Mills Major Node and area. Universally accessible units will be provided at the minimum requirement of 15% of all units and all public and open spaces are designed per legislated accessibility standards. The public parkland, outdoor open spaces and amenities proposed, along with its proximity to commercial and community facilities, creates an ideal built environment for people at all stages of life and ability to live in-place in a variety of one and two-bedroom units.

13.2.6 Mixed Use Designation

- 13.2.6.1 *Lands designated Mixed Use will provide a variety of retail and service commercial uses that meet the needs of everyday living for people residing and working within the Node and in the surrounding neighbourhoods.*
- 13.2.6.2 *Retail and service commercial uses should be located to animate streets and public spaces.*
- 13.2.6.3 *Official plan amendments for the redesignation of lands designated Mixed Use may be considered provided the planned function of the nonresidential uses is maintained.*
- 13.2.6.4 *Redevelopment that results in a loss of retail and service commercial floor space may be permitted if it can be demonstrated that the planned function of the existing non-residential component will be maintained.*
- 13.2.6.5 *For the purposes of the policies in this section, maintenance of the non-residential planned function of the Mixed Use designation means:
 - a. *the role of the Major Node in the City Structure hierarchy is maintained;*
 - b. *community facilities and gathering space functions of the floor space that would be lost, if any, are maintained or replaced with similar facilities and functions;*
 - c. *a significant concentration of convenient, easily accessible retail and service commercial uses that meet the needs of the local population is maintained;*
 - d. *commercial opportunities, such as office and institutional jobs, are encouraged; and*
 - e. *a grocery store use is maintained within the Node**
- 13.2.6.6 *Expansion of retail and service commercial uses are supported. Interim development that involves additions to or new stand-alone nonresidential buildings is permitted as an interim condition. Policies 13.2.8.1, 13.2.9.12, and 13.2.9.13 do not apply to such interim development.*

The Subject Lands are currently designated Mixed Use. The proposed Official Plan Amendment intends to redesignate the Subject Lands to Residential High Density and Public Open Space. The EMTC mall and commercial buildings contain approximately 98, 755 square metres of commercial gross floor area. The existing commercial buildings on the Subject Lands to be removed represent approximately 6% (5, 691 square metres) of the total EMTC mall and outparcel GFA. The existing ETMC mall and surrounding outparcel commercial buildings will continue to serve and act as the focal point for existing and future residents and allow access to a variety of commercial, retail, and services all within walking distance.

Further, convenient access to these retained and existing commercial and retail facilities is maintained and improved upon through improved pedestrian linkages and connections through the Subject Lands, and as demonstrated in the Urban Design Study and Pedestrian Circulation Master Plan. Through the proposed development, community facilities in the form of a public park and the associated outdoor spaces and amenities will be added, and none will be lost. To accommodate the proposed development, underutilized surface parking lots will be removed, an open, undeveloped areas will be developed, representing a more efficient use of land. Community facilities will not be lost through the proposed development.

The proposed development adheres to the City Structure hierarchy by providing for residential densities greater than most areas of the City but less than the Downtown. Major Nodes and particularly the CEM Node are intensification areas expected to accommodate the highest densities outside of the downtown. The proposed Amendments will maintain this hierarchy.

The introduction of the proposed development will make better use of a currently underutilized shopping mall through introduction of residential uses and community uses, will remove only 6% of commercial GFA on the EMTC mall property and will therefore maintain the planned function of the Subject Lands currently designated Mixed Use.

13.2.7 Office Uses

- 13.2.7.1 *Redevelopment that results in the loss of office space will be discouraged.*
- 13.2.7.2 *Office development may be excluded from the calculation of maximum Floor Space Index (FSI) requirements without an amendment to this Plan.*

The proposed development does not result in the loss of office space as the existing building containing commercial uses only including Home Sense, Pizza Pizza and Dollarama.

13.2.8 Environment

- 13.2.8.1 *To achieve a sustainable community and reduce reliance on fossil fuels, development will be designed to include sustainable measures such as:*
 - a. *designing and orienting buildings to be “solar ready” and to take advantage of passive heating and cooling;*
 - b. *connecting to district energy systems, where available;*
 - c. *using renewable energy sources such as solar or geothermal energy;*
 - d. *managing stormwater run-off through innovative methods including stormwater best management practices and green infrastructure; and*
 - e. *installing green roofs or white roofs.*

Included in this submission is a list of green initiatives and low impact development principles for this proposed development. Some of the initiatives and principles incorporated are stormwater retention, soft landscape materials and tree planting, bird-friendly building design, and energy-efficient lighting. Green initiatives will be further revised at the Site Plan Approval stage.

13.2.9 Transportation

- 13.2.9.1 *A well-connected road system will be required in order to provide connectivity and encourage walking and cycling as the predominant modes of transportation within the Node.*
- 13.2.9.2 *Blocks will have a maximum perimeter of 520 metres. Roads surrounding blocks will be public and meet City right-of-way and design standards. Permeability will be provided within blocks through means such as pedestrian walkways, cycling paths, parks and other publicly accessible spaces and vehicular access and servicing routes.*
- 13.2.9.3 *Private roads may be permitted instead of a public road to facilitate underground services such as deliveries and parking, subject to the following:*
- a. public easements will be required;*
 - b. required right-of-way widths will be provided; and*
 - c. appropriate terminus may be required for maintenance and operations where a public road connects with a private road.*
- 13.2.9.4 *New roads will connect and align with existing roads in surrounding neighbourhoods.*
- 13.2.9.5 *Roads will be designed as complete streets. New roads will be designed to incorporate active transportation and transit infrastructure. Existing arterial and collector roads within and surrounding the Node will be redesigned to incorporate active transportation and transit infrastructure, as appropriate.*
- 13.2.9.6 *Landscaping, street furniture and building setbacks will be used to animate roads and create a positive pedestrian, cycling and transit oriented experience.*
- 13.2.9.7 *Vehicular access from roads will be coordinated and consolidated in order to minimize driveways and disruption to pedestrians, cyclists and transit.*
- 13.2.9.8 *Pedestrian and cycling connections to transit facilities will be prioritized.*
- 13.2.9.9 *Transit services will be enhanced as ridership demands increase. Transit stations and facilities will be incorporated into redevelopment plans adhering to MiWay standards.*
- 13.2.9.10 *Bicycle parking will be required and will be located throughout the Node and at transit facilities.*
- 13.2.9.11 *On-street parking will be provided as appropriate and integrated into the streetscape design, balancing the needs of all modes of transportation and the public realm elements that share the right-of way.*
- 13.2.9.12 *Surface parking areas will be replaced by structured parking on a phased basis as redevelopment proceeds. Limited surface parking will be permitted to accommodate matters such as accessibility parking spaces, car-share spaces and pick-up/drop-off point delivery services.*
- 13.2.9.13 *Where surface parking is permitted its impact should be minimized by being located at the rear or side of buildings, by using screening and employing low impact development techniques, and by providing pedestrian amenities, where appropriate.*

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

Externally, existing public roads Glen Erin Drive and Erin Centre Boulevard will be maintained and upgraded to create a vibrant boulevard edge along both Erin Centre Boulevard and Glen Erin Drive, created through wide sidewalks, planting buffers, and deep setbacks to enhance the pedestrian experience. The Streetscape Feasibility Study demonstrates how the roads can be designed as complete streets. Existing right-of-way widths of approximately 32 metres allow for additional improvements should they be designed and developed by the City. Generous tower setbacks from the property line, combined with proposed 2.8m sidewalks and existing easements allow for wide, activated pedestrian frontage zones capable of supporting pedestrian activity.

Internally, the proposed development has a well-connected road, walkway, sidewalk and pathway system that accommodates for pedestrians, cyclists, and car drivers. A central promenade pathway connects all the outdoor spaces and the public Parkland across the proposed development, encouraging fluid walkability, safety, and ease of access which will in turn encourage transit usage. There are MiWay bus routes on Erin Mills Parkway, Glen Erin Drive, and Eglinton Avenue West that provide public transportation for access to the rest of Mississauga. There are five levels of underground parking for future residents and visitors to park their private vehicles (see **Figure 11**). Bicycle racks have been incorporated into the proposed design at surface and underground levels in support of cyclists and bicycle parking for residents. Surface parking areas are removed and accommodated underground. The Urban Design Study prepared illustrates and provides additional context (see **Image 6**).

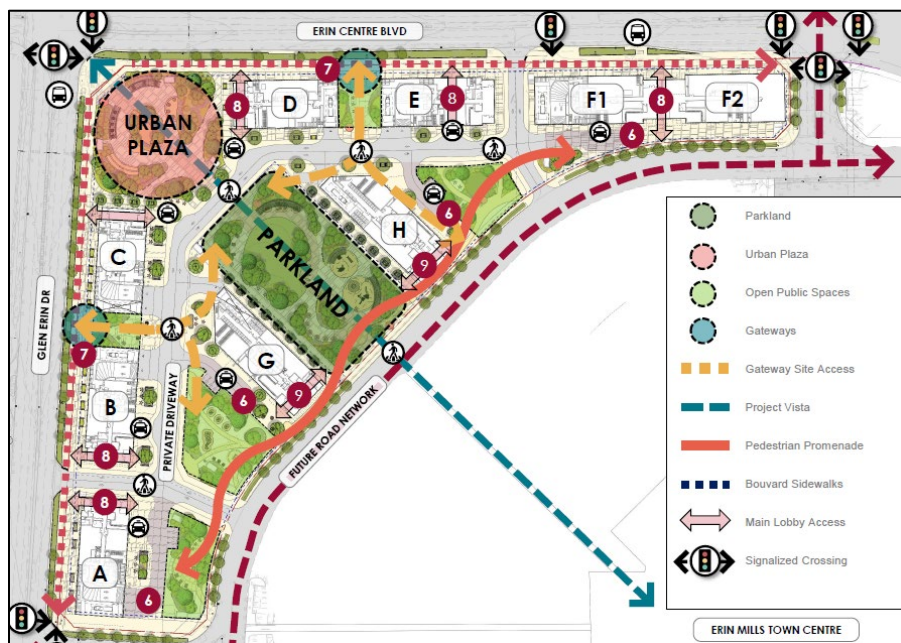


Image 6: Linkages

13.2.10 Implementation

- 13.2.10.1 *The need for a development master plan will be determined through a pre-application meeting and in consultation with staff prior to application submission. Redevelopment of the existing Erin Mills Town Centre mall property will require a development master plan. Matters to be addressed by the development master plan may, among other matters, include the following:*
- a. delineation of development blocks;*
 - b. road alignment and characteristics;*
 - c. distribution of density;*
 - d. building heights and massing;*
 - e. land uses and estimated number of people and jobs;*
 - f. phasing plans;*
 - g. relationship to surrounding areas;*
 - h. servicing requirements;*
 - i. a public realm plan, including parkland;*
 - j. vehicular and active transportation circulation plan;*
 - k. vehicular and bicycle parking;*
 - l. animation at grade, particularly for retail focus areas and in proximity to transit services and along major roads;*
 - m. environmentally sustainable measures;*
 - n. existing and proposed transit infrastructure; and*
 - o. pedestrian Network Plan*
- 13.2.10.2 *The City will work with development proponents to integrate public and private investments to achieve the objectives of this Plan including the provision of a focal point for the residents and employees within the Node and surrounding neighbourhoods, housing choices for people of various income levels and household types and improvements to multi-modal transportation assets and facilities.*
- 13.2.10.3 *The City may require a retail and service needs assessment study when development applications propose a reduction of existing commercial space. The study will address how the planned function of the Node as the focal point for retail and service commercial uses and community facilities for existing and planned residents of the Node and surrounding neighbourhoods is retained.*
- 13.2.10.4 *Where the redevelopment of retail and service commercial uses is proposed, phasing of development may be required to ensure that the planned function of the Node is maintained during redevelopment.*
- 13.2.10.5 *When a public road is required or a private road is permitted instead of a required public road, development will occur by way of plan of subdivision to secure the location and size of development blocks and the alignment of roads.*
- 13.2.10.6 *Applicants are encouraged to prepare development master plans jointly with other landowners in the Node. Where joint plans are not prepared, City staff may consult with other landowners in the Node.*

As above, the planned function of the Subject Lands and CEM Node is maintained and a centralized focal point and pedestrian areas will be created through the proposed development. Development is only proposed on a portion of the overall EMTC mall property. The proposed

development will not disrupt the function of the EMTC mall and outparcel commercial buildings as the existing private ring road will be maintained and continue to function. New public roads are not proposed as an internal private driveway network will serve the proposed development. Given the proposed development will replace only 6% of the overall EMTC mall GFA, a retail and service needs assessment study should not be required and was not requested at the time of the DARC meeting. A Development Master Plan was determined not to be a requirement for the overall EMTC mall property and as confirmed by staff. A Conceptual Site Plan, Landscape Plan, Subject Lands Master Plan and Urban Design Study have been prepared and included in this submission to illustrate and address the above-mentioned policy matters in this proposed development. A Conceptual Master Plan has also been included illustrating development potential on the EMTC mall without the needs for any new public roads.

Since no new public roads are being created, a Plan of Subdivision is not necessary for the proposed development. As shown on the included Draft Reference Plan – Subject Lands – only two blocks are required, one for the public parkland and one for the daylight triangle road widening conveyance. These areas can be transferred to the City without the need for a Plan of Subdivision of Consent application.

Section 13.1.1.3 of the MOP provides policy direction as to when taller buildings than those contemplated in the relevant policy are appropriate:

13.1.1.3 Proposals for heights less than two storeys, more than 25 storeys or different than established in the Character Area policies will only be considered where it can be demonstrated to the City's satisfaction, that:

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

The proposed development will improve and enhance the existing Subject Lands containing only open spaces, surface parking and one-storey commercial buildings. The EMTC mall property will shift more towards a complete community through introduction of residential and usable open spaces uses where none currently exists. The City Structure hierarchy is maintained given the Subject Lands Major Node and CEM Node designations which identify that the Subject Lands is suitable for taller buildings. Building heights are staggered with the lowest 20-storey buildings located nearest the intersection and immediate surrounding institutional and residential uses. Building heights gradually increase east and south along Erin Centre Boulevard and Glen Erin Drive, providing for a transition in heights. The tallest buildings are central to the Subject Lands and relate to the parkland and urban plaza, providing for a framed view corridor to the EMTC mall. As demonstrated in the Shadow Study, all sun access factor criteria are met, save for a two

test times. As such, and in consideration for the entirety of the MOP, the proposed development is consistent with the policies of the MOP.

SUMMARY / CONFORMITY STATEMENT

The 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, open space and pedestrian-oriented and transit-supportive development that facilitates a range and mixture of residential, public open spaces and private open space uses at an appropriate location and density in an Intensification Area. The proposed development provides for the better and efficient utilization of land, resources and infrastructure to facilitate a development that will contribute to the Central Erin Mills Major Node as a complete community and that is in proximity to transit networks, community services, including schools, a hospital and community centre, and facilities. The planned function of the CEM Node and EMTC mall is maintained as the Subject Lands comprise primarily undeveloped surface parking and open spaces. Commercial uses will be maintained on the overall EMTC mall property, providing for balance and an improved ratio of commercial/employment uses through the proposed residential use. Furthermore, the proposed development will result in a density and built form that is consistent with PPS 2024 and in-line with the growth envisioned for the Central Erin Mills Major Node within the City's Urban Structure hierarchy. Therefore, the proposed development and corresponding Amendments serve to better implement and conform to the applicable policies and objectives of the Mississauga Official Plan and Central Erin Mills Major Node Character Area.

5.5 Ongoing – Mississauga Official Plan Review 2051

The City is required to review the Official Plan on a regular basis, as directed by the Planning Act. The Official Plan Review process establishes policies that will guide Mississauga through its next stage of growth and align with the legislative and policy initiatives set out by the Province of Ontario. Mississauga Official Plan 2051 (The ‘MOP 2051’) will provide a policy framework to direct growth to where it will result in the greatest and most equitable benefits for all residents. Mississauga Official Plan 2051 policies will implement the Provincial legislative requirements in managing the physical change of the city and setting the context for the review and approval of development applications. The Official Plan Review timelines have been adjusted to ensure the New Mississauga Official Plan 2051 is consistent with the Provincial Planning Statement. An updated draft Official Plan will be brought to Planning and Development Committee early 2025.

Chapter 2 / Vision

Chapter 2 of the MOP 2051 establishes the policy framework for how the goals, objectives and policies of Mississauga Official Plan 2051 align with the Provincial Policy Statement (PPS 2024). It focuses on planning for inclusive, vibrant, resilient communities, a healthy environment and a versatile, competitive economy. Furthermore, the Plan aligns with the City’s Strategic Plan and emphasizes appropriate long term land use, growth and development policies. Mississauga Official Plan 2051 will guide the physical evolution of the city through the management of growth and land development to 2051. It reflects the aspirations, changing needs and opportunities of the city. This latest Plan seeks to provide greater certainty in policy direction, removes redundant and obsolete policies and integrates best practices and policy innovation in an effort to optimize planning outcomes.

The proposed development introduces a range of housing options to the Subject Lands and Central Erin Mills community, largely containing mainly commercial, service and institutional uses, while preserving and embracing the character and cultural heritage of the community through introduction of public and open spaces. Thoughtful architectural and landscaping designs will contribute to the creation a complete community that promotes social inclusion, diversity, well-being, and active lifestyle. As such, the following guiding principles apply:

2.4 Guiding Principles

- *Mississauga will promote social inclusion and value diversity. We will make land use and development decisions that are free from racial bias and that do not negatively impact Indigenous Peoples and equity deserving groups. Mississauga will ensure decisions accommodate the needs of communities by recognizing their socio-economic diversity;*
- *Mississauga will support the creation of distinct, vibrant and complete communities by building healthy, walkable, beautifully designed and inspiring environments that contribute to a sense of community identity, cultural expression, well-being and inclusiveness;*
- *Mississauga will plan for a wide range of housing options, jobs and community infrastructure resources that address systemic inequities, unaffordability and meet the daily needs of the community through all stages of life;*
- *Mississauga will prioritize pedestrians. We will provide a range of mobility options (e.g., walking, cycling, transit, vehicular) for people of all ages and abilities by connecting*

people with places through coordinated land use, urban design and transportation planning efforts;

- *Mississauga will take climate change seriously. We will support sustainable and climate resilient actions, including green building and design practices to help adapt to climate risks and reduce greenhouse emissions, especially within vulnerable communities;*
- *Mississauga will promote development decisions that support the preservation, enhancement and restoration of our Natural Heritage System and Water Resource System and enhance the quality of life for our present and future generations;*
- *Mississauga will identify, protect, enhance and where possible restore distinct natural features, areas and linkages, including their ecological functions, particularly those associated with the Lake Ontario waterfront and the city's river and valley corridor system;*
- *Mississauga will enhance the cultural heritage and livability of our communities; and*
- *Mississauga will be a place where people want to invest. We will promote a strong diversified economy that provides a range of connections to global markets and equitable employment opportunities for residents and attracts lasting investment to secure financial stability.*

Chapter 3 / Directing New Development

Chapter 3 of the MOP 2051 describes the City Structure that will be used as the framework for determining where population and employment growth will be directed towards and, conversely, those areas of the city where change will be more gradual and limited. As such, this chapter also indicates at a high level where major infrastructure investments will be located. The City Structure hierarchy directs most planned growth towards the City's Strategic Growth Areas.

3.3.1 Strategic Growth Areas

The Strategic Growth Areas are the City's priority areas targeted to accommodate most of its future growth and development to make efficient use of land and infrastructure. More than three-quarters of the city's growth in population and employment to 2051 will be accommodated in Strategic Growth Areas where considerable development capacity exists.

Strategic Growth Areas will be attractive mixed-use areas and will be developed at densities that are high enough to support frequent transit service as well as physical and social infrastructure. Development in Strategic Growth Areas will support the achievement of complete communities and the provision of a range of housing options, including affordable housing, to serve all sizes, incomes, and ages of households. It is expected that more efficient use of land within Strategic Growth Areas will occur as single storey buildings and surface parking lots are replaced with multi-storey developments and structured parking facilities.

3.3.1.1 Strategic Growth Areas in Mississauga comprise the following areas as shown in Map 3-1 and Schedule 1: City Structure:

- *The Urban Growth Centre, as defined in the Places to Grow, Growth Plan 2020 (Growth Plan), includes the Downtown Core, Fairview, Cooksville and Hospital Character Areas. The Downtown Core Character Area will contain the highest densities, tallest buildings and greatest mix of uses. The Fairview, Cooksville and Hospital Character Areas will*

provide for a diverse mix of uses, but with lesser densities and heights than the Downtown Core.

- *Major Transit Station Areas will accommodate future growth with transit supportive development reflective of their local context. Major Transit Station Areas are an overlay and their boundaries may include one or more City Structure elements and Character Areas. They incorporate sites in proximity to existing or planned higher order transit stations or stops within the City of Mississauga. These areas are identified on Schedule 8 and defined in Chapter 11. Additional policies for the Dundas Street Corridor, which is entirely bounded by Major Transit Station Areas, are also included in Chapter 11.*
- *Major Nodes will generally provide for a mix of population and employment uses at densities and heights less than the Urban Growth Centre, but greater than elsewhere in the city. Major Nodes include the Central Erin Mills, Lakeview Waterfront and Uptown Character Areas.*

The Subject Lands continue to be situated in the Central Erin Mills Major Node. The proposed development will accommodate for greater densities and heights than that of the Urban Growth Centre but more than elsewhere in the City.

Chapter 5 / Housing Choices and Affordable Homes

Chapter 5 of the MOP 2051 establishes policies that aim to protect existing affordable rental housing while ensuring new development yields diverse housing forms, tenures and affordability that align with the City's growth trends and contribute to the creation of healthy, mixed-use, transit-supportive and complete communities.

5.3.1 Support Complete Communities

- 5.3.1.1 *Mississauga will direct the development of new housing in a manner that maximizes the use of community infrastructure and public services, while meeting the housing needs of Mississauga's current and future residents.*
- 5.3.1.2 *Mississauga will provide opportunities for:*
 - a. *the development of a range of housing choices in terms of type, arrangements, tenure and price;*
 - b. *the production of a variety of affordable dwelling types for both the ownership and rental markets; and*
 - c. *the production of housing for those with specific needs, people with disabilities, and older adults, such housing may include universally accessible and supportive housing and shelters.*
- 5.3.1.3 *When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial housing policies and plans.*
- 5.3.1.4 *Mississauga will ensure that the quality and quantity of the existing housing stock is maintained.*
- 5.3.1.5 *The applicant/developer will address Provincial housing requirements.*

- 5.3.1.6 *Mississauga will consider the contribution that can be made to current housing needs by housing programs of other levels of government and will seek to maximize the use of those programs that meet the City's housing objectives.*
- 5.3.1.7 *The provision of housing that meets the needs of young adults, older adults and families will be encouraged in the Urban Growth Centre, Major Nodes, Community Nodes and within Major Transit Station Areas.*
- 5.3.1.8 *The City will explore opportunities to provide additional affordable housing, with a focus on rental housing units.*
- 5.3.1.9 *Mississauga will ensure housing created within complete communities is designed in a manner that supports a healthy living style, which includes access to active modes of transportation, increased opportunities for walkability, access to parks and open spaces and proximity to community supportive services.*

The proposed development introduces residential built forms, unit types, and sizes that will accommodate for different population groups and contribute to support population growth in the Central Erin Mills Major Node area. The amenities proposed, along with its proximity to existing commercial and community facilities, creates an ideal built environment for people at all stages of life and ability. Access to private transportation and a comprehensive walkway and pathway network provides access to parks and open spaces, nearby community services and transportation.

Chapter 7 / Getting Around Our Communities

Chapter 7 of the MOP 2051 establishes policies that address how to support transportation goals as outlined in the City's Transportation Master Plan, which include: safety, connectivity, inclusion, health, integration, and resilience. The City has a vision for everything to travel safely, easily, and efficiently to anywhere at anytime. The following policies apply:

7.2 Inclusive Multi-Modal Transportation System

- 7.2.1 *Mississauga will provide an inclusive, well-connected, efficient, safe, and accessible multi-modal transportation system.*
- 7.2.2 *The multi-modal transportation system will reduce dependence on non-renewable resources by prioritizing infrastructure investments that support sustainable transportation modes, particularly to provide connections to and within Strategic Growth Areas.*
- 7.2.3 *Mississauga will explore and promote opportunities to improve multi-modal connections between the city's transportation network and the Airport to facilitate movement of people to jobs or travel, and of goods to key markets.*
- 7.2.4 *Mississauga will coordinate and partner with other transportation jurisdictions to provide an interconnected multi-modal transportation system, including the Federal Government, the Province, Metrolinx, the Region, adjacent municipalities, the Greater Toronto Airports Authority (GTAA), and private agencies, such as the Canadian National Railway and the Canadian Pacific Railway.*
- 7.2.5 *Mississauga will work in partnership with other levels of government and other agencies to support the reduction of transportation related greenhouse gas emissions.*
- 7.2.6 *The policies of this Plan apply to all transportation infrastructure under the jurisdiction of the City. Other levels of government and agencies should support*

the policies of this Plan through their transportation infrastructure policy and investment decisions.

The proposed development will rely on the existing robust existing transportation system that accommodates for pedestrians, transit users, cyclists, and car drivers. There are public transit bus routes operating along Erin Mills Parkway, Glen Erin Drive, and Eglinton Avenue West that provide reliable and efficient public transportation for resident to travel within Mississauga and beyond. Five levels of underground parking are proposed for future residents and visitors to park their private vehicles and bicycles (see **Figure 11**). Based on the above, the proposed development is consistent with Section 7.2 of the draft MOP 2051.

7.3.1 Complete Streets Approach

7.3.1.1 *Mississauga will use a complete streets approach in the planning, design, rehabilitation and maintenance of new and existing streets based on the city's street classification system. This approach will consider and appropriately accommodate the needs and safety of all street users.*

7.3.1.2 *Mississauga will create a complete street network that:*

- a. is efficient, safe, and barrier-free for all users;*
- b. prioritizes the safety of vulnerable street users*
- c. when designing and operating streets, in*
- d. accordance with the Vision Zero Action Plan;*
- e. prioritizes transit, pedestrian and cycling access and routes;*
- f. provides connectivity among transportation modes for moving people and for moving goods; and*
- g. provides for the safe and efficient movement of goods along primary truck routes.*

Part of this application submission is a Streetscape Feasibility Study prepared by SCS Consulting Inc. The Study demonstrates that the proposed development can accommodate the appropriate boulevard treatment within the public right-of-way and amended boulevards of Glen Erin Drive and Erin Centre Boulevard.

Chapter 8 / Well Designed Healthy Communities

Chapter 8 of the MOP 2051 establishes an urban form and design framework that complements City Structure policies and supports a resilient, healthy and accessible city for people of all ages, cultures and social statuses. The urban design framework will also help with the coordination of growth distribution, access to transportation and the production of a high-quality public realm through the development of sustainable spatial pattern within the city. This framework will play an important role in ensuring new development is designed in a manner that promotes healthy, active and connected communities. The following policies apply:

8.2 Urban Form

8.2.1 *Mississauga will develop an urban form based on and informed by the City Structure as identified in Chapter 3 of this Plan.*

- 8.2.2 *Within Strategic Growth Areas, an urban form that promotes a diverse mix of uses and supports pedestrian movement, transit and active transportation modes will be required.*
- 8.2.3 *Infill and redevelopment within Neighbourhoods will respect the local planning context.*
- 8.2.4 *Development within Employment Areas will promote good urban design that respects the function of the area.*
- 8.2.5 *The urban form of the city will ensure that the Green System, including the Natural Heritage System and the Water Resource System, is protected, enhanced, restored, and contributes to a high quality urban environment and quality of life.*
- 8.2.6. *Mississauga will encourage green building design and practices to help achieve its greenhouse gas emission targets and adapt to the changing climate.*
- 8.2.7 *Mississauga will promote a built environment that protects and conserves heritage resources.*
- 8.2.8 *Mississauga will transform the public realm to create a strong sense of place and civic pride.*
- 8.2.9 *Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes.*
- 8.2.10 *The city vision will be supported by site development that:*
 - a. *respects the hierarchy established by the City Structure;*
 - b. *utilizes sustainability best practices;*
 - c. *demonstrates context sensitivity and transition, including to the public realm;*
 - d. *promotes universal accessibility and public safety; and*
 - e. *employs design excellence in accordance with the policies of this Plan.*
- 8.2.11 *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.*
- 8.2.12 *An urban form will be developed to take advantage of the Lake Ontario waterfront through connections, views and access.*
- 8.2.13 *Development will have restorative net ecological benefits on a site through the practice of sustainable building and site design.*

The proposed development reflects the Central Erin Mills Major Node’s urban design policies to provide for a range of building types and heights. The towers proposed range from 20 to 44 storeys, with a variety of one and two-bedroom units for residents to choose from. By referring to the Conceptual Site Plan prepared by BDP Quadrangle, the design of the building is consistent with Section 8.2 of the draft MOP 2051.

8.4.5 Open Spaces and Amenity Areas

- 8.4.5.1 *Mississauga will promote public open space design that is fully integrated with the urban design and built form of the community.*
- 8.4.5.2 *Privately owned publicly accessible spaces will be designed in accordance with the city’s standards for public open spaces.*
- 8.4.5.3 *Open space will contribute to community aesthetics and enhance the Green System.*

- 8.4.5.4 *Natural features, parks and open spaces will contribute to a desirable urban form by:*
- a. assisting with the protection, enhancement, restoration and expansion of the Natural Heritage System, identified in Schedule 2: Natural System;*
 - b. connecting to the city's system of trails and pathways;*
 - c. connecting to other natural areas, woodlands, wetlands, parks, and open spaces, including streets, schools, cemeteries and civic spaces;*
 - d. ensuring that all new parks and open spaces address the street, providing clear visibility, access and safety;*
 - e. ensuring that adjacent uses, buildings and structures front onto them, with direct access, and encouraging natural surveillance; and*
 - f. appropriately sizing parks and open spaces to meet the needs of a community and ensuring they are able to accommodate social and cultural events and individual needs, inclusive of recreation, playgrounds, sports and community gardens, where possible.*
- 8.4.5.5 *Open spaces will be designed as places where people can socialize, recreate and appreciate the environment. Design considerations will include the needs of equity deserving groups.*
- 8.4.5.6 *Private open space and/or amenity areas will be required for all development.*
- 8.4.5.7 *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.*
- 8.4.5.8 *Residential developments will provide at grade amenity areas that are located and designed for physical comfort and safety. In Strategic Growth Areas, alternatives to at grade amenities may be considered.*
- 8.4.5.9 *Landscaped, outdoor on-site amenity areas will be encouraged for employment uses.*
- 8.4.5.10 *The public realm will be planned to promote healthy, active communities that foster social connections at all stages of life and encourage built and natural settings for recreation, culture and active transportation.*
- 8.4.5.11 *Mississauga encourages the use of innovative green infrastructure, technologies and Low Impact Development measures and approaches such as bioswales in open spaces where possible to support the city's efforts in preparing for the changing climate.*

A comprehensive public and plaza open space system is proposed. Well marked gateways between towers B & C and D & E, leading to passageways that connect to crosswalks and open into the heart of the development are accommodated. A centrally located urban plaza and public parkland are safely accessed via prioritized raised crosswalks, away from busy roads are integrated into the future road network with ample frontage and minimal exposure to traffic. A promenade pathway connects all the outdoor spaces and the public Parkland across the proposed development encouraging fluid walkability, safety, and ease of access. Pedestrian pathways comprise 33% of the gross site area, the urban plaza 9% and landscaped areas 15%. Outdoor open spaces provide an additional 3,192 square metres or 8% of the site area. The public parkland is proposed to be 10% of the site area. The proposed residential buildings offer both indoor and outdoor amenity spaces for residents of all ages to use and access and exceed the minimum requirements for

Residential Apartment zoning. Ultimately, the proposed development revitalizes the Subject Lands and provides public parkland, urban plazas and open spaces in an area primarily occupied by open spaces and surface parking that will promote a healthy and active lifestyle.

Chapter 10 / Land Use Designations

Chapter 10 of the MOP 2051 contains policies for all land use designations. Land use designations are a high-level planning tool that describe the use and form of development permitted on a parcel of land. Land use designations can be permissive in allowing development of the land in accordance with policies and requirements that govern the intensity and compatibility of uses.

The Subject Lands are proposed to be designated ‘Mixed Use’ by MOP 2051. Notwithstanding the current Mixed-Use designation on the Subject Lands, the proposed development is contemplated as a high-quality compact high-rise residential development to complement the multitude of surrounding non-residential development on the Erin Mills Town Centre lands, including the shopping centre and the existing retail stores and restaurants at its outer edges. On this basis, in our opinion, the proposed Official Plan Amendment to redesignate the Subject Lands to the ‘Residential High Density’ and ‘Public Open Space’ designations are appropriate and will facilitate the intent of the Mixed Use designation.

10.2.4 Open Spaces

10.2.4.1 The Open Spaces network includes lands designated:

- a. Public Open Space; and*
- b. Private Open Space.*

10.2.4.2 In addition to the Uses Permitted in all Designations, lands designated Public Open Space will also permit the following uses:

- a. cemetery;*
- b. conservation;*
- c. golf course;*
- d. nursery gardening;*
- e. recreational facility;*
- f. stormwater retention and stormwater quality pond; and*
- g. accessory uses.*

10.2.5 Residential

10.2.5.1 Residential consists of four designations:

- a. Residential Low-Rise I;*
- b. Residential Low-Rise II;*
- c. Residential Mid-Rise; and*
- d. Residential High-Rise.*

10.2.5.10 Lands designated Residential High-Rise will permit dwelling units in buildings that are above eight storeys, with a maximum height as specified in the Character Area or Special Site provisions. If the Character Area does not specify a maximum height, then the maximum height will not be greater than the tallest existing building on the property.

10.2.5.11 Lands designated Residential Mid-Rise and Residential High-Rise will also permit:

- a. uses permitted in the Residential Low-Rise II designation, accessory to apartment dwellings on the same property; and*

- b. uses permitted in the Convenience Commercial designation are permitted at grade in apartment*

The proposed development will provide for both residential apartment dwellings and a 0.43-hectare public park that will contribute to open space and recreational opportunities for current and future residents in the Central Erin Mills Major Node (see **Image 7**). This will in turn support the proposed residential component that will contribute to Mississauga’s apartment housing stock in an intensification area that is appropriate for compact, transit-supportive development. The proposed land uses provide for a range housing options and public parkland in area primarily occupied by non-residential uses and surface parking. Overall, the proposed development represents an appropriate and desirable compact, transit-supportive and pedestrian-oriented high-density residential development that advances the City’s residential, mixed-use, development and public open space policy objectives.



Image 7: Rendering of proposed open space.

Chapter 13 / Nodes

Chapter 13 of the MOP 2051 contains policies for nodes. Nodes are a key component of Mississauga’s Strategic Growth Areas. They are intended to accommodate future growth and development while making efficient use of land and infrastructure. Mississauga’s Nodes will be attractive mixed-use areas, developed at densities that are sufficiently high to support frequent transit and a variety of services and amenities. Development in the Nodes will support the achievement of complete communities with the provision of diverse employment opportunities, ample community infrastructure, amenities, and a range of housing options are permitted by the policies of this Plan. The Subject Lands continue to be located within the Central Erin Mills Major Node. The following policies apply:

13.2.3.2 General

- 13.2.3.2.1 *Public and private elements, including cultural uses, public art and the design of buildings and spaces should be unified and create a sense of place that is accessible, age friendly, comfortable and welcoming at all times of the year and contributes to the identity of the Node.*
- 13.2.3.2.2 *Transit infrastructure and service within the Node should be retained and, where appropriate, enhanced to meet the needs of the ridership demand of the Node in alignment with MiWay standards.*

The proposed development incorporates design elements to meet the needs of existing and future residents in the Central Erin Mills Major Node. Public and private spaces in the form of the parkland, urban plaza, and playground serve to create a sense of place that is accessible, age-friendly, comfortable, and welcoming at all times. The urban plaza, open spaces and parkland are designed to provide gathering spaces and provides access to commercial and community spaces in the surrounding neighbourhood. Transit infrastructure and service operated by MiWay will be retained and continues to serve both existing and future residents.

13.2.3.3 Height and Density

- 13.2.3.3.1 *A minimum building height of three storeys and a maximum building height of 25 storeys will apply. Buildings without a residential component will have a minimum height of one storey.*
- 13.2.3.3.2 *In order to guide the form, massing and density of proposed buildings, individual properties will be limited to a maximum floor space index (FSI) of 4.0.*
- 13.2.3.3.3 *A gross density of between 200 and 300 residents and jobs combined per hectare measured across the Node will be achieved unless otherwise specified by the Major Transit Station Area policies.*
- 13.2.3.3.4 *A combination of residential and commercial uses are encouraged.*

The proposed development includes nine residential buildings with building heights of between 20 to 44 storeys on 4 to 6-storey podiums. The net site floor space index is 5.3. The proposed height and density are substantiated through the comprehensive design and studies prepared in support of the proposed development.

13.2.3.4 Urban Design

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

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

13.2.3.4.3 *Tall buildings should have podiums and be located along arterial or collector streets or near transit facilities.*

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

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

The proposed development considers the Central Erin Mills Major Node's urban design policies to provide for a range of building types and heights. The towers proposed range from 20 to 44 storeys, with a variety of one and two-bedroom units for residents to choose from. Through the Conceptual Site Plan, and Urban Design Study included in this submission, the design of the building is reflective of the above noted Urban Design policies from the draft MOP 2051.

13.2.3.5 Residential Uses

13.2.3.5.1 *Residential development permitted by any land use designation will include:*

- a. *a minimum 10 percent of housing units that are below-market for each development application proposing more than 50 residential units. This will be comprised of units targeted for a range of middle income households. Approximately half of these units will be larger, family-sized dwellings containing more than one bedroom.*

For the purposes of this section:

- i. *middle income is defined as Mississauga households with annual earnings between the lowest 40 to 60 percent of income distribution*
- ii. *below-market ownership housing means housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income*
- iii. *below-market rental housing means a unit for which the rent does not exceed 30 percent of gross annual household income*

13.2.3.5.2 *Affordable housing for low income households will be encouraged. It is recognized that affordable housing provision is subject to landowners being able to secure access to adequate funding and collaboration with the appropriate agencies.*

13.2.3.5.3 *Reduced parking requirements will be considered for the below-market and affordable housing units described in policies 13.2.3.5.1 and 13.2.5.3.2 as an incentive to encourage their development.*

13.2.3.5.4 *The below-market housing units described in Policy 13.2.3.5.1 are to be comprised of a mix of both below-market rental and below-market ownership housing when considered across the Node. Individual development applications are encouraged wherever possible to include a mix of both below-market rental and below-market ownership housing.*

13.2.3.5.5 *Land conveyance to a non-profit housing provider will be considered in lieu of the direct provision of some or all of the below-market housing units described in*

Policy 13.2.5.1. Land parcel size, configuration, location, estimated unit yield and adherence to all other policies of this Plan will be included in this consideration.

13.2.3.5.6 Any existing below-market rental housing units that are retained under the provisions of the City's Rental Housing Protection By-law will count towards the below market housing unit requirements described in Policy 13.2.3.5.1.

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

13.2.3.5.8 Notwithstanding the Residential Low-Rise II policies of this Plan, mid-rise buildings are also permitted.

The proposed residential unit types and sizes will accommodate for persons and families and support population growth in the Central Erin Mills community. Below-market ownership or rental housing is not proposed. The amenities proposed, along with its proximity to commercial and community facilities, creates an ideal built environment for people at all stages of life and ability while enhancing their quality of life.

13.2.3.6 Mixed Use Designation

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

13.2.3.6.2 Retail and service commercial uses should be located on the ground level to animate streets and public spaces.

13.2.3.6.3 Official plan amendments for the redesignation of lands designated Mixed Use may be considered provided the planned function of the non-residential uses is maintained.

13.2.3.6.4 Redevelopment that results in a loss of retail and service commercial floor space may be permitted if it can be demonstrated that the planned function of the existing non-residential component will be maintained.

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

- a. the role of the Major Node in the City Structure hierarchy is maintained;*
- b. community facilities and gathering space functions of the floor space that would be lost, if any, are maintained or replaced with similar facilities and functions;*
- c. a significant concentration of convenient, easily accessible retail and service commercial uses that meet the needs of the local population is maintained;*
- d. commercial opportunities, such as office and institutional jobs, are encouraged; and*
- e. a grocery store use is maintained within the Node.*

13.2.3.6.6 Expansion of retail and service commercial uses are supported. Interim development that involves additions to or new stand-alone non-residential buildings is permitted as an interim condition.

With the proximity of the proposed development to Erin Mills Town Centre, the mall acts as the focal point for future residents to access a variety of commercial, retail, and services within walking distance. The introduction of the proposed development will make better use of a currently underutilized shopping mall and enhance the shopping experience in the future. As the principle

non-residential component on the overall EMTC mall property will be retained and there is no loss of community facilities, the planned function of the CEM Node will be maintained.

SUMMARY

Once enacted, MOP 2051 will guide land use planning and development across the City for the foreseeable future. The above analysis demonstrates that the proposed development will implement the applicable policies and objectives of the MOP 2051, by providing for a high-quality, compact, pedestrian-oriented and transit-supportive development that facilitates a range and mixture of residential, public open spaces and private open space uses in an identified intensification area. The proposed development will provide for the better utilization of land, resources and infrastructure and contribute to the creation of a complete community in the Central Erin Mills Major Node that is in proximity to transit networks, employment, commercial and retail uses, community services, including schools, a hospital and community centre, and various other services and facilities. Therefore, the proposed development and corresponding Amendments are anticipated to adhere with the future policies and objectives of the draft MOP 2051 and as they relate to the Subject Lands.

6.0 Summary of Key Considerations

Current Provincial policy focuses on increasing intensification in areas close to transit and in strategic growth areas, including specifically through the redevelopment of underutilized plazas and shopping malls. Combined with the MOP's City Structure development hierarchy, the Subject Lands, located in a Major Node, represent a location ideally suited to achieve increased residential intensification. The Subject Lands are primarily composed of undeveloped areas, surface parking and one-storey commercial buildings. Through redevelopment of the Subject Lands only, the planned function of the CEM Node can be maintained as the overall EMTC mall as the outparcel buildings will be retained, save for the two one-storey commercial buildings proposed to be demolished through the proposed development and as part of Phases 3-5. Introduction of residential uses to the Subject Lands and EMTC mall property will contribute to the creation of a complete community that is already well served by a multitude of complementary land uses.

6.1 Commercial Space and the Planned Function of the EMTC Mall

The proposed development will contribute to creating a mix of uses with the CEM Node as the introduction of residential uses will balance and complement the existing concentration of commercial and retail services. Erin Mills Town Centre will remain as the retail centre of the community as commercial, retail and gathering space. A pedestrian thoroughway and lines of vision are provided to the Erin Mills Town Centre to maintain sightlines, provide for permeability through the Subject Lands and to encourage the continued use of the Erin Mills Town Centre as the retail hub in the CEM Node. While two commercial buildings are proposed for removal, they represent only 6% of the overall EMTC mall commercial Gross Floor Area. The Erin Mills Town Centre Mall and surrounding commercial buildings, which provide for approximately 87, 487 square metres of GFA, will be retained and continue to provide for the majority employment, commercial and retail uses, jobs and services with the CEM Node and on the EMTC mall property. The proposed development will readjust the existing approximate people and jobs ratio of 1:1.2 through the introduction of residential uses on the Subject Lands containing largely open spaces, surface parking and the existing one-storey commercial buildings. The planned function of the CEM Node can therefore be maintained and the proposed development will contribute to the creation of a complete community in the CEM Node.

6.2 Urban Structure and Distribution of Density

Introducing the proposed development's 3,162 residential units to the Subject Lands will contribute to the Major Node objective of implementing 200 to 300 residents and jobs combined per hectare. The Floor Space Index of 5.3 proposed responds directly to new Provincial policy that specifically directs residential intensification to underutilized plazas and shopping malls. Excluding the proposed parkland, the proposed development provides for a gross density of approximately 4.7 FSI. The proposed density has consideration for and appropriately combines new Provincial policy and the CEM Nodes anticipated density of 4.0 FSI. Combined with the City Structure Hierarchy, Strategic Growth Areas and Major Nodes are intended to accommodate the highest densities outside of the Urban Growth Centre and downtown. Further, the Subject Lands are in close proximity to transit and a Major Transit Station Area and numerous bus routes. The density proposed will contribute to ensuring that investments in transit infrastructure are viable

and will provide for a transit-supportive design that encourages walkability and provides for connections to the surrounding area through transit. The Subject Lands have the benefit of not only transit services, but also the numerous community, public and commercial services nearby. The proposed development will provide compact and transit-supportive development considerate to and integrated with the local context and will optimize and support the use of these existing services through the introduction of proximate and quality housing.

Mississauga's Major Nodes are expected provide a mix of population and employment uses at densities and heights lower than the Downtown, but greater than elsewhere in the city. The CEM Node has a good existing mix of existing commercial, retail, medical office, institutional and community uses. New residential development proximate to these existing services will create added residential demand by mixing uses and reducing proximity to access things required for daily life. Through introduction of a large population within a short distance to an area with a strong base of existing commercial and services uses, the proposed development will contribute to the creation of a complete community in the CEM Node. As above, the planned function of EMTC mall and CEM Node are maintained allowing for the proposed increased density.

6.3 Block Sizes, Height and Building Separation

Bound by two existing stub roads on the east and south sides, the Subject Lands have an existing frontage of approximately 328 metres on Erin Centre Boulevard and 265 metres of frontage on Glen Erin Drive. To address and breakup the existing block size, pedestrian gateways and private driveways on both Glen Erin Drive and Erin Centre Boulevard are provided, creating permeability and connections to the existing public and private road network.

Architecturally, the proposed development provides for thoughtful site design with the urban plaza serves as a defining gateway, seamlessly connecting the development to the parkland and offering a direct visual link to Erin Mills Town Centre mall. The proposed building heights of 20-44 storeys will create vertical articulation in building mass considerate to the surrounding context. Adjacent and nearby uses primarily consist of commercial lands associated with the EMTC mall, institutional and recreational uses to the west and north and townhouses opposite Erin Centre Boulevard and at the northeast intersection of Glen Erin Drive. Lower 20-storey buildings are sited nearest the intersection and townhouses with a gradual increase to 25 and 30 storeys south and east on Glen Erin Drive and Erin Centre Boulevard. The highest buildings of 39 and 44 storeys are central to the Subject Lands and oriented inwards to address the proposed parkland and open spaces.

Separation distances between podiums and the tower portions of the proposed buildings varies, with a minimum podium separation of 15.5 metres proposed between Buildings A and B and E and F1 where the private driveways exist and where buildings directly address the street. Tower separation is larger, ranging from 24.5 metres to 32.5 metres on perimeter buildings. Internally, taller buildings G and H provide for increased tower separation. The podium siting and spacing will provide for a consistent street frontage on Glen Erin Drive and Erin Centre Boulevard with appropriate breaks between podiums to provide and encourage permeability through the Subject Lands and to surrounding areas. Building siting and articulation through podiums on towers and step backs allows for the inviting and generous public realm contemplated at street level.

With respect to shadowing, the Shadow Study demonstrates that shadow impact criterion was met for all areas save for two locations - the sidewalk north of Erin Centre Boulevard and Open Space

1, which are both classified as Public Realm. The sidewalk north of Erin Centre Boulevard experienced incremental shadow during the 12:12pm to 2:12pm test time. Open Space 1 (nearest Erin Centre Boulevard) within the Subject Lands should have a sun access factor of at least 50% during the test times in September 21. During September 21, the sun access factor is 36%.

The Wind Study determined that the Subject Lands and surrounding areas are predicted to be generally suitable for walking, standing, or sitting throughout the year, with uncomfortable conditions predicted in the winter within the gaps between Buildings B and C and E and F1. The Wind Study concludes that the *proposed development will realize wind conditions acceptable to a typical suburban context with development of appropriate mitigation plans*. The proposed development will feature wind-friendly design elements such as podiums, overhangs, landscaping, and others, which, when considered in concert, moderate wind at the pedestrian level that can be further explored at the Site Plan Approval stage.

Given the above, the proposed development provides for an appropriate transition in heights that respects the surrounding context and provides adequate microclimatic conditions including shadowing, wind, views and privacy.

6.4 Streetscape, Pedestrian Network, Public and Private Open Spaces

A total of six (6) open space areas are accommodated in the proposed development including gateway linkages on Glen Erin Drive and Erin Centre Boulevard that will create permeability along street frontages. Pedestrian pathways comprise 33% of the gross site area, the urban plaza 9% and landscaped areas 15%. Outdoor open spaces provide an additional 3,192 square metres or 8% of the site area. The public parkland is proposed to be 10% of the site area. The proposed residential buildings offer both indoor and outdoor amenity spaces for residents of all ages to use and access and exceed the minimum requirements for Residential Apartment zoning. At the detailed design stage, opportunities for introduction of children's play areas can be explored in the open space and parkland areas.

Amenity spaces are strategically placed to activate the street frontages, either along municipal roads or adjacent to parkland, encouraging interaction. Residential lobbies are accessible from both sides of each building, providing convenience and connectivity. Support services, including access to underground parking, are located on the inner side of the development to minimize both visual and acoustical impacts on residents.

The proposed street frontages along Glen Erin Drive and Erin Centre Boulevard and the internal street and pedestrian network provide for pedestrian-oriented streetscapes and integration with the built form and siting of the buildings proposed. The existing public right-of-way widths on Glen Erin Drive and Erin Centre Boulevard allow for existing trees to be retained and planting corridors to remain with splash zones and widened sidewalks accommodated. As demonstrated in the Streetscape Feasibility Study, an improved boulevard condition will be created on Glen Erin Drive and Erin Centre Boulevard through the accommodation of a widened sidewalk from 1.5 meters to 2.8 meters, enhancing pedestrian capacity and accessibility. Further enhancing the streetscape, a frontage zone between the sidewalk and building façade will include planters, shrubs, bike racks, and benches (see **Image 8**).

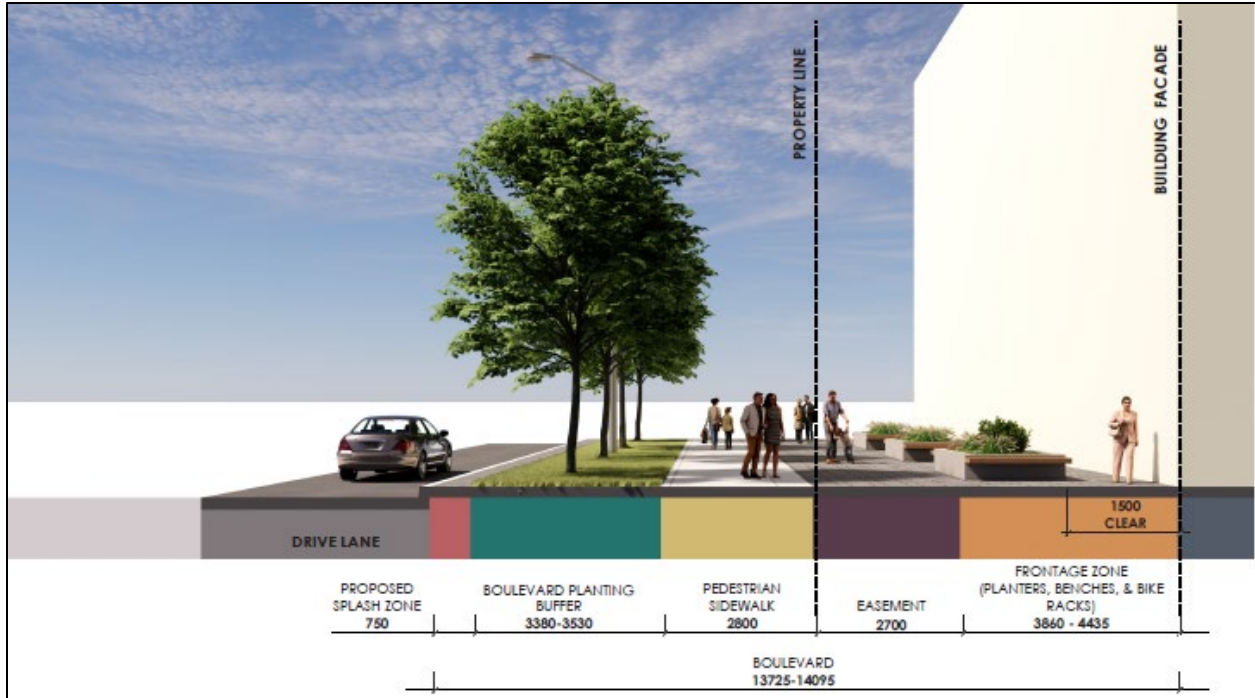


Image 8: Streetscape Plans and Row Sections.

The proposed development provides for the full integration of green spaces, streets, public and private elements and will create an attractive public realm connecting with the ETMC mall and surrounding areas.

6.5 Reimagining The Mall

The City of Mississauga’s *Reimagining the Mall* project was conducted in 2017 and consisted of an official plan policy review of five existing shopping mall sites in Mississauga. One of the five shopping mall sites reviewed was Erin Mills Town Centre, the only shopping mall site within a Major Node. The purpose of the project was to inform future policies to proactively guide the redevelopment and intensification of these areas into mixed-use communities with a range of housing options, retail and service commercial uses and community facilities required to create a complete community. The Reimagining the Mall study culminated in an Official Plan Amendment 115, which applies to Central Erin Mills Major Node, Malton, Meadowvale, Rathwood-Applewood, Sheridan, and South Common Community Node Character Areas.

As the Erin Mills Town Centre is located in a Major Node, it was anticipated to receive a more significant scale of intensification than other nodes in the City. Reimagining the Mall imagery (**Figure 32**) for the Erin Mills Town Centre envisioned a throughway leading to the mall surrounded by open space areas and pedestrian connections with buildings surrounding the throughway and open space areas.

The proposed development addresses the guiding principles of the Reimagining the Mall exercise including strengthening the community, built environment and public spaces by creating public and open spaces central to the development and connected with the surrounding properties and EMTC mall property, contributing to a diversity of uses through the introduction of residential uses on the commercially-dominated EMTC mall property and Subject Lands, increased mobility

through a permeable and interconnected open space and pedestrian network, is environmentally friendly through compact residential development that will provide for a variety of green and low-impact development initiatives and the maintenance of the planned function of the CEM Node through retention of 94% of the commercial uses currently on the EMTC mall property.

Since the Reimagining the Mall exercise and adoption of the MOPA 115, Provincial policies and legislation have changed and the Provincial government is now committed to building 1.5 million homes by 2031. The proposed development corresponds with the vision established in the Reimagining the Mall exercise and is consistent with current policy directives to unlock new residential intensification through the redevelopment of underutilized properties and surface parking areas associated with auto-centric mall-based commercial plazas and shopping centres.

6.6 Summary

This Report outlines and provides planning rationale in support of the proposed development and associated Amendments. Good planning principles are exercised through the comprehensive design and consideration for surrounding areas and the existing land use context. Redesignating the Subject Lands to Residential High Density and Public Open Space implements the intent of the MOP and will maintain the planned function of the EMTC mall and CEM Node. Existing and adequate commercial and retail, community infrastructure and public service uses are available nearby to support the proposed development. We are therefore of the opinion that the proposed development and corresponding Amendments conform to the MOP.

7.0 Conclusion

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

1. The redevelopment of underutilized commercial properties and surface parking lots through residential intensification is a primary objective in current Provincial policy;
2. Through the introduction of residential uses to the existing commercial property, the proposed development will contribute to the creation of a complete community proximate to existing transit, commercial and retail uses, employment and public services and on full municipal infrastructure. The proposed Amendments are therefore consistent with the Provincial Planning Statement, 2024;
3. The proposed development conforms to the policy guidance and growth objectives provided for in the Region of Peel Official Plan, 2022;
4. The proposed development maintains the MOP City Structure hierarchy by providing for heights less than that of the Downtown, but greater than other areas of the City;
5. The proposed development represents appropriate development for lands located with one of the three Major Nodes in the City;
6. The proposed development provides for contextually appropriate residential intensification within a Major Node, where intensification is to be directed in accordance with current Provincial policy;
7. The planned function of the Major Node is maintained;
8. The proposed developments will provide for appropriately designed and compatible redevelopment for the Subject Lands and Erin Mills community that will contribute to the provision of new housing options and the achievement of a complete community;
9. The proposed development provides for varying building heights oriented to face public roads and inwards to address the proposed urban plaza and public parkland;
10. Generous separation distances are accommodated between tall buildings to prevent clustering and to promote natural light, sky views and privacy;
11. The proposed development provides for the full integration of green spaces, streets, public and private elements and will create an attractive public realm connecting with the ETMC mall and surrounding areas;
12. The proposed development can be adequately serviced by existing municipal services;
13. The proposed development will not create any adverse impacts to the existing uses or the surrounding area; and,
14. The proposed Amendments represent good planning and will contribute towards the creation of complete communities.

Accordingly, we conclude that the proposed Amendments are appropriate and represent good planning as they are consistent with and conform to the relevant Provincial and municipal land use planning policies.

Yours very truly,

GLENN SCHNARR & ASSOCIATES INC.



Bruce McCall-Richmond, MCIP, RPP
Senior Associate



Nick Huynh
Planner

Appendix I / Draft Official Plan Amendment

Amendment No. #
to the
Mississauga Official Plan

By-law No. _____

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

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

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

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

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

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding policy and mapping modifications within the Official Plan and the Central Erin Mills Major Node;

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

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

ENACTED and PASSED this _____ day of _____, 2024.

Signed _____
MAYOR

Signed _____
CLERK

Amendment No. #
to
Mississauga Official Plan

The following text and Maps ("A", "B" and "C") attached constitute Amendment No. XX.

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

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

Appendix II is a copy of the Planning and Building Department report dated XXXX 2024 pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to replace the Mixed Use policies of the Official Plan currently applicable to the Subject Lands to Residential High Density and Public Open Space and to amend the Central Erin Mills Major Node to include the Subject Lands as a Special Site.

LOCATION

The lands affected by this Amendment are located at the northwest quadrant of the Erin Mills Town Centre Mall property and specifically adjacent to and at the southeast corner of Glen Erin Drive and Erin Centre Boulevard. The Subject Lands are located in the Central Erin Mills Major Node Character Area as identified in Mississauga Official Plan.

BASIS

The consolidated Mississauga Official Plan came into effect on March 4, 2024, save and except for the outstanding site-specific appeals to the Local Planning Appeal Tribunal. LPAT appeals specific to the Subject Lands are not applicable to this application pending outcome of the LPAT (the MOPA 115 appeals).

The Subject Lands are currently designated “Mixed Use” by the Official Plan which permits various retail and service commercial uses, overnight accommodation, secondary office and residential uses in combination with other uses permitted in all designations, among others. An Official Plan Amendment is required to change the land use designation of the Subject Lands from Mixed Use to Residential High Density since the proposal is primarily for residential uses. As a public park is proposed, the Official Plan Amendment also proposes to redesignate a portion of the Subject Lands from Mixed Use to Public Open Space. The public park will contribute to the City’s parks and open space network and to the parkland available in the Central Erin Mills Major Node and surrounding area. The proposal also requires an amendment to the Central Erin Mills Major Node to apply site-specific uses and policies reflective of the design envisioned.

The proposed Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposal is consistent with the Provincial Policy Statement (2020) (2024), as applicable, and conforms with and does not conflict with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020), as applicable. In addition, the Proposed Development will bring the Region of Peel Official Plan (2022), City of Mississauga Official Plan (2022) and Central Erin Mills Major Node into consistency with the Provincial Policy Statement and into conformity with the Growth Plan, as applicable. The proposal is aligned with and contributes towards the implementation of Provincial housing objectives.
2. The proposal meets the intent, goals and objectives of Mississauga Official Plan.

3. The proposal implements the vision found in the Reimagining the Mall exercise by providing for residential uses complementary to non-residential uses, a diverse built form, animated streetscapes and an attractive, connected public realm including public parkland.
4. Consistent with the Provincial Policy Statement, the proposal represents the reinvestment and intensification of an underutilized plaza and shopping mall site and contributes to population and housing targets.
5. Pedestrian circulation and connectivity and the streetscape experience will be improved through this proposal.
6. An Urban Plaza and new Public Park contribute to the City's objectives for providing interconnected green spaces and pedestrian gathering points.
7. The lands are effectively served and connected to a variety of public transportation options, community services and schools, as well as institutional and existing retail commercial uses including the Erin Mills Town Centre Mall. The proposal optimizes current and future infrastructure investments as well as planned and potential transit upgrades. The proposal can utilize existing servicing and future servicing can be provided in an efficient manner.
8. The lands are suitable for the proposed uses and are compatible with existing and potential future uses.
9. The proposal seeks to diversify the Erin Mills housing stock by introducing apartment units of various sizes and configurations. These unit types and configurations will range in size to appeal to different family sizes and income levels. Introducing housing diversity to the Erin Mills community will allow many families to enjoy and make use of the amenities the Erin Mills community has to offer.
10. The proposal has regard for the surrounding neighbourhoods and context by siting the proposed buildings efficiently and with appropriate separation, providing for an appropriate streetscape, landscape buffers, setbacks, podiums and building articulations
11. Shadow impacts to surrounding areas and to Glen Erin Drive and Erin Centre Boulevard are minimal. An appropriate transition in heights that respects the surrounding community and residential context will be achieved, through the construction of buildings ranging from 20 to 44 storeys.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

Mapping Amendments

The Official Plan and Central Erin Mills Major Node, of Mississauga Official Plan, are hereby amended as follows:

1. Mississauga Official Plan Schedule 10 is hereby amended by Subject Lands from Mixed Use to Residential High Density and from Mixed Use to Public Open Space.
2. Mississauga Official Plan Schedule 4 is hereby amended by redesignating a portion of the Subject Lands from Mixed Use to Public and Private Open Space.
3. Map 13-2, Central Erin Mills Major Node Character Area is hereby amended by adding a new Special Site within the Subject Area.

Text Amendments to the Central Erin Mills Major Node of the Mississauga Official Plan

Special Site X

Notwithstanding the policies of the Official Plan, the following policies will apply to Special Site X:

1. Section 13.2.3 Height and Density

- a. A minimum building height of two storeys and a maximum building height of 44 storeys will be permitted and will apply only to the Special Site. (13.2.3.1)
- b. A maximum net floor space index (FSI) of 5.3 will apply. (13.2.3.2)

2. Section 13.2.4 Urban Design

- a. A minimum separation distance of 24 metres will apply and be provided between the tower portions of tall buildings. (13.2.4.4 b.)

3. Section 13.2.10 Implementation

- a. Policies of Section 13.10.2.1 to 13.10.2.6 will not apply to the Special Site.

IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, Mississauga Official Plan will be amended in accordance with this Amendment. The lands will be rezoned to implement this Amendment. This Amendment has been prepared based on the Office Consolidation of the Mississauga Official Plan March 4, 2024.

INTERPRETATION

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

Map "A"

MAP 'A' - PART OF Schedule 10 Land Use Designations of Mississauga Official Plan



LAND USE DESIGNATIONS

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

BASE MAP INFORMATION

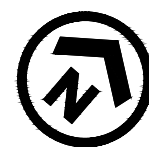
- | | |
|---|------------------------------|
| Heritage Conservation District | Civic Centre (City Hall) |
| 1996 NEP/2000 NEF Composite Noise Contours | City Centre Transit Terminal |
| LBPIA Operating Area Boundary See Aircraft Noise Policies | GO Rail Transit Station |
| Area Exception from LBPIA Operating Area | Transitway Station |
| Natural Hazards | Public School |
| | Catholic School |
| | Hospital |
| | Community Facilities |

City Structure

- | | |
|----------------|----------------------|
| Downtown | Corporate Centre |
| Major Node | Employment Area |
| Community Node | Special Purpose Area |
| Neighbourhood | |

EXISTING LAND USE DESIGNATIONS

PROPOSED LAND USE DESIGNATIONS



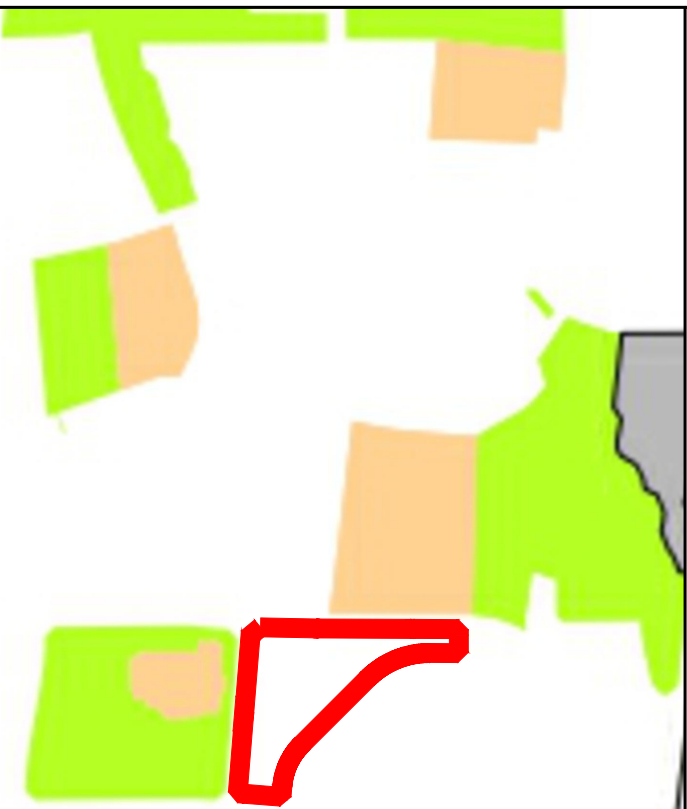
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September 16, 2024



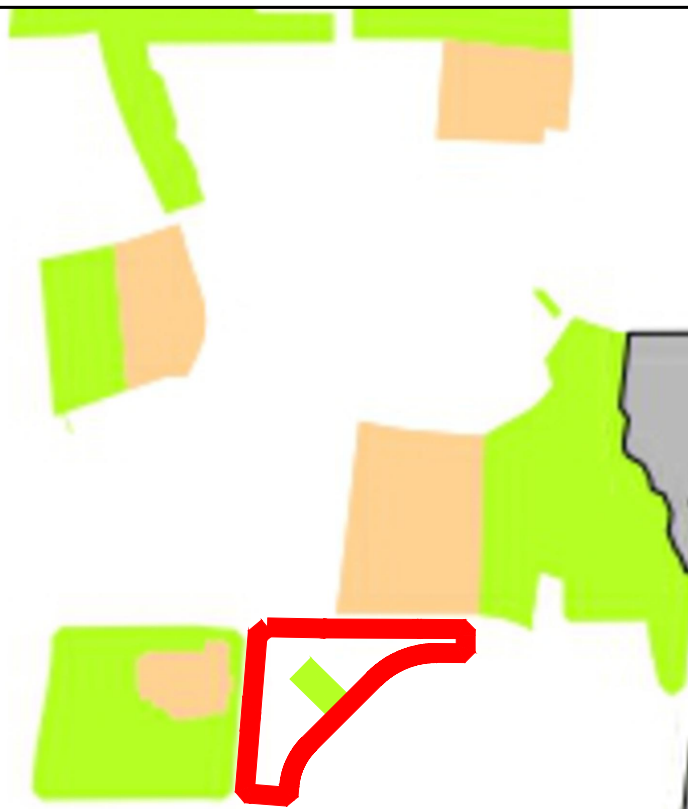
Map "B"

MAP 'B' - PART OF
Schedule 4
Parks and Open Spaces
of
Mississauga Official Plan

-  Public and Private Open Spaces
-  Parkway Belt West
-  Educational Facilities
-  Utilities



EGLINTON AVENUE



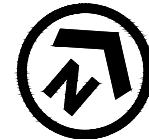
EGLINTON AVENUE



**EXISTING PARKS AND
OPEN SPACES**



**PROPOSED PARKS AND
OPEN SPACES**





SCALE 1:12000
September 16, 2024

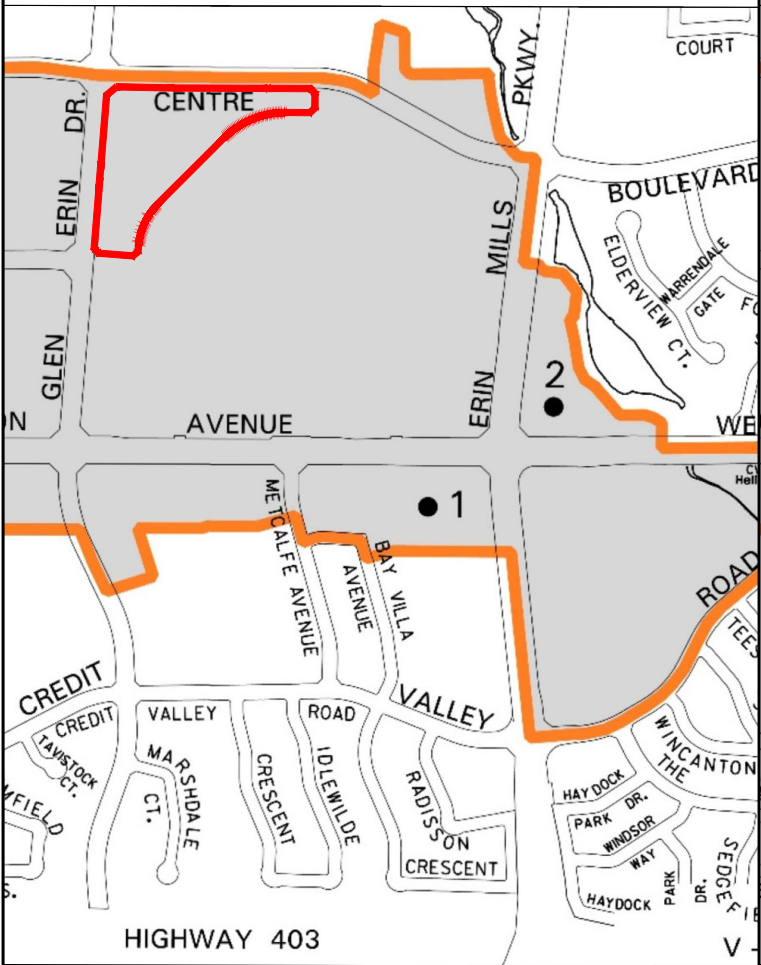


Map "C"

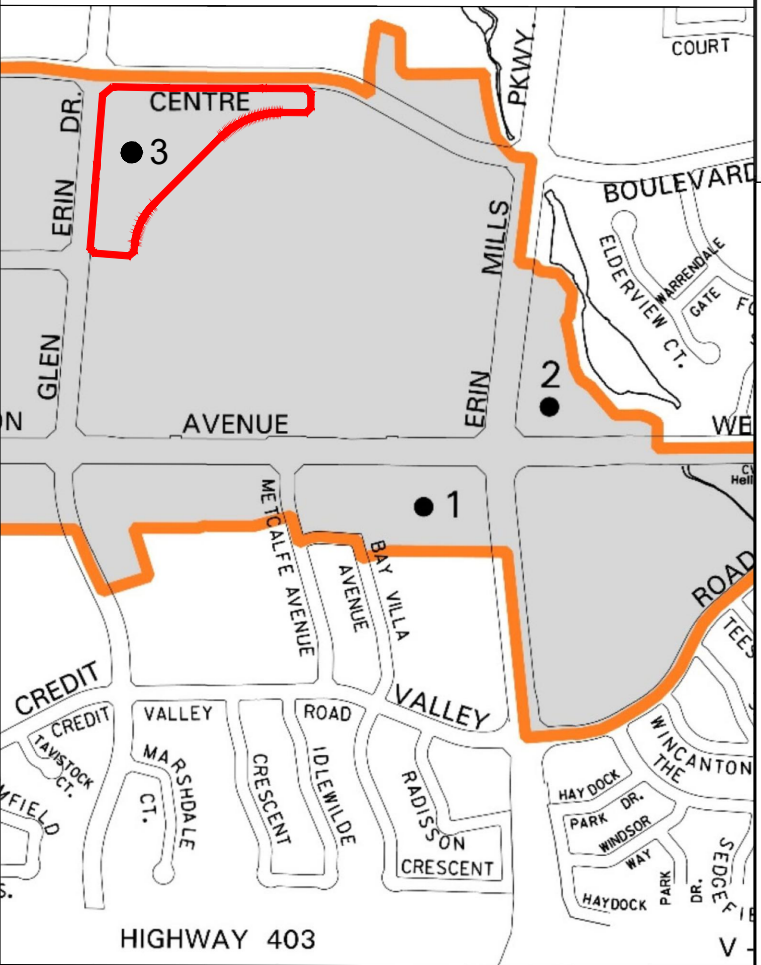
MAP 'C' - PART OF
 Map 13-2
 Central Erin Mills
 Node Character Area

Legend

-  Subject Area
-  Special Site



EXISTING SPECIAL SITES



PROPOSED SPECIAL SITE



SCALE 1:12000
 September 16, 2024



APPENDIX I

PUBLIC MEETING

All property owners within a radius of 120 m of the Subject Lands were invited to attend a Public Meeting of the Planning and Development Committee held on _____ 2024 in connection with this proposed Amendment.

APPENDIX II

**City Planning and Development Committee Report – Dated
_____, 2024**

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

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

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

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

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

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding policy changes/mapping modifications within the Lakeview Local Area Plan;

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

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

ENACTED and PASSED this _____ day of _____, 2024.

MAYOR

CLERK

Appendix II / Draft Zoning By-Law Amendment

**5100 Erin Mills Parkway Northwest Quadrant – Development Lands
 Zoning By-law – Table/List of requested Site-
 Specific Exemptions and Draft Zoning By-law Schedule A and B**

City File: DARC 23-173 W9

Type of Application: Zoning By-law Amendment

The purpose of this proposed Zoning By-law Amendment is to
 rezone the lands from C3-Commercial to RA5 - Residential
 Apartments and RA5 (H) – Residential Apartments (H)

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

BY – LAW SECTION	REGULATION	REQUIRED (RA5 Zone) STANDARD	REQUESTED (RA5-XX) STANDARD
Part 1	Administration, Interpretation and Enforcement		
Part 2	General Provisions		
2.1.33.8	Table 2.1.33.8 - Required Number of Parking Spaces for Residential Uses	Apartment including back to back and stacked townhouses constructed as part of an apartment building 1.0 resident space per unit 0.15 visitor spaces per unit	Delete Regulation Resident – permit a reduced resident parking standard as follows: 0.95 resident space per unit
Part 3	Parking, Loading, Stacking Lane and Bicycle Parking Regulations		
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	Regulation met
3.1.1.4.5	Accessible Parking Space Dimensions	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: Type A shall have an unobstructed rectangular area with a minimum width of 3.4 m and a minimum length of 5.2 m Type B shall have an unobstructed rectangular area with a minimum width of 2.4 m and a minimum length of 5.2 m	Regulation met

		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	
3.1.1.5.1	Aisles	The minimum aisle width shall be 7.0 m	Regulation met
3.1.1.12.1	Minimum Number of Required Electric Vehicle Ready Parking Spaces	<p>Condominium Apartment, resident parking – 20% of the total required parking space or 1.0 space, whichever is greater</p> <p>Condominium Apartment, visitor parking - 10% of the total required parking space or 1.0 space, whichever is greater</p>	Regulation met
3.1.2.1	Required Number of Parking Spaces for Residential Uses	<p>Precinct 3</p> <p>Condominium Apartment:</p> <p>1.0 resident spaces per dwelling unit;</p> <p>0.20 visitor spaces per unit</p>	<p>Delete Regulation Resident – permit a reduced resident parking standard as follows:</p> <p>0.95 resident spaces per dwelling unit</p> <p>Delete Regulation Visitor – permit a reduced visitor parking standard as follows:</p> <p>0.15 visitor spaces per dwelling unit</p>
3.1.3.1.B.	Required Number of Accessible Parking Spaces	11.0 spaces plus 1% of the total	<p>49 spaces</p> <p>Regulation met</p>
3.1.4.5	Required Number of Loading Spaces for Apartment	One loading space per apartment and/or retirement building containing a minimum of 30 dwelling units shall be required	Regulation met
3.1.6.5.1	Required Number of Bicycle Parking Spaces for Residential Uses	<p>Apartment and stacked townhouse without exclusive garages – 0.6 [Class A] spaces per unit;</p> <p>Apartment and stacked townhouse without exclusive garages – the greater of 0.05 [Class B] spaces per unit; or 6.0 spaces</p>	Regulation met

Part 14.5.1 Permitted Uses and Zone Regulations (RA5)			
4.15.1 (2.1)	RA5 – Permitted Uses	Apartment; Long-Term Care Building; Retirement Building	Regulation met
4.15.1 (3.0)	RA5 – Zone Regulations	Minimum lot frontage – 30.0 metres	Regulation met
4.15.1 (4.0)	RA5 – Zone Regulations	Minimum Floor Space Index – Apartment Zone – 1.9	Regulation met
4.15.1 (5.0)	RA5 – Zone Regulations	Maximum Floor Space Index – Apartment Zone – 2.9	Delete Regulation Permit a maximum FSI of 5.3
4.15.1 (6.0)	RA5 – Zone Regulations	Maximum Gross Floor Area – Apartment Zone Per Storey for Storey Above 12 Storeys	Regulation met
4.15.1 (7.0)	RA5 – Zone Regulations	Maximum Height – 77.0 m and 25 storeys	Delete Regulation Permit a maximum height of 138.0 metres and 44 storeys
Table 4.15.1	RA5 – Zone Regulations	Minimum Front and Exterior Side Yards <i>For the purposes of this Zoning By-law, Glen Erin Drive shall be the front lot line and Erin Centre Boulevard shall be the exterior lot line.</i>	
4.15.1 (8.1)	RA5 – Zone Regulations	For that portion of the dwelling with a height less than or equal to 13.0 m – 7.5 m	Delete regulation – permit front yard and exterior yard setbacks in accordance with Schedule B to this By-law. All setbacks shall be in accordance with Schedule B to this By-law.
4.15.1 (8.2)	RA5 – Zone Regulations	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 8.5 m	Delete regulation – permit front yard and exterior yard setbacks in accordance with Schedule B to this By-law. All setbacks shall be in accordance with Schedule B to this By-law.

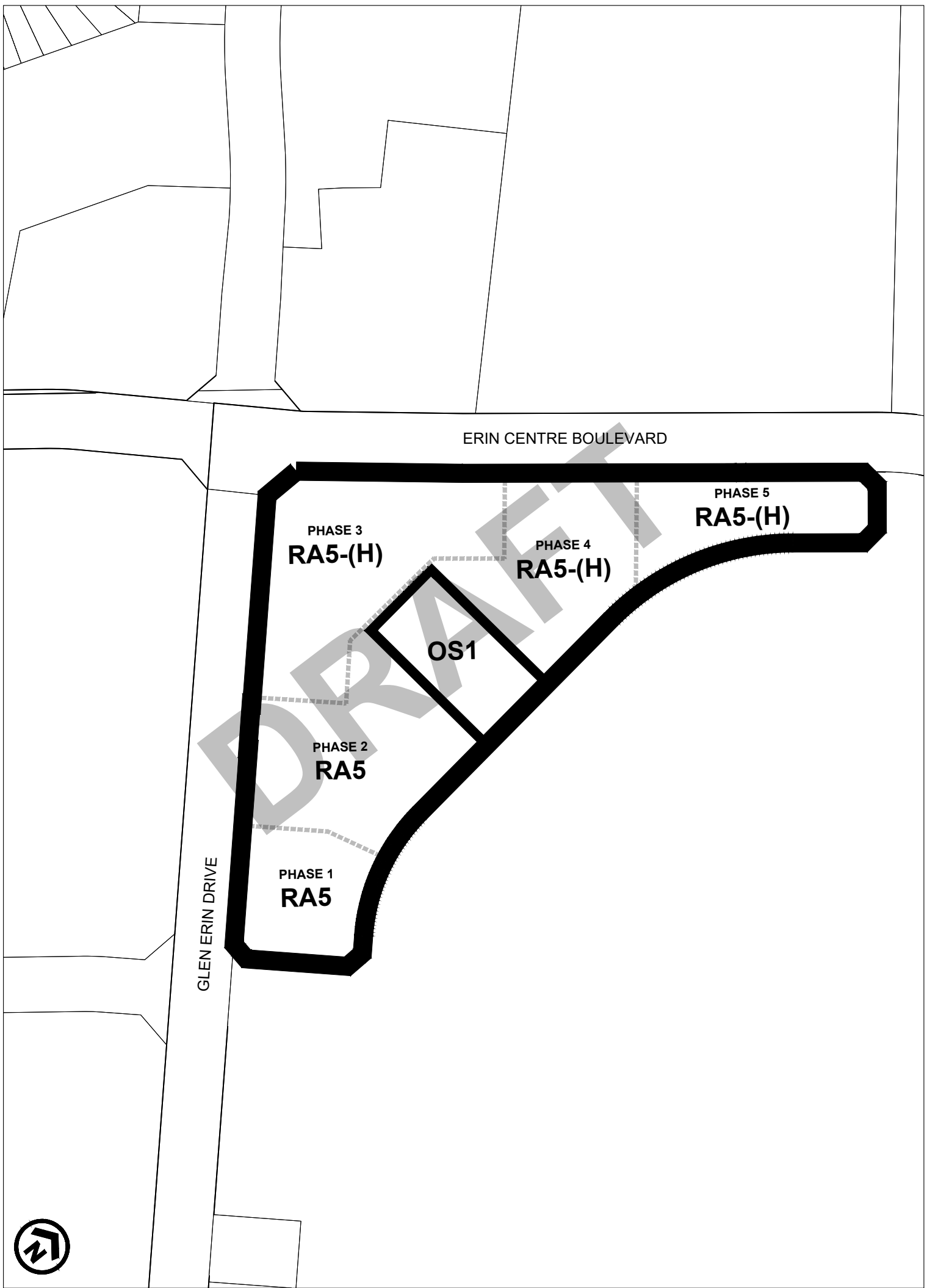
4.15.1 (8.3)	RA5 – Zone Regulations	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 9.5 m	Delete regulation – permit front yard and exterior yard setbacks in accordance with Schedule B to this By-law. All setbacks shall be in accordance with Schedule B to this By-law.
4.15.1 (8.4)	RA5 – Zone Regulations	For that portion of the dwelling with a height greater than 26.0 m – 10.5 m	Delete regulation – permit front yard and exterior yard setbacks in accordance with Schedule B to this By-law. All setbacks shall be in accordance with Schedule B to this By-law.
4.15.1	RA5 – Zone Regulations	Minimum Interior Side Yard	
4.15.1 (9.1)	RA5 – Zone Regulations	For that portion of the dwelling with a height less than or equal to 13.0 m – 4.5 m	Delete regulation – permit an interior yard setback in accordance with Schedule B to this By-law. All setbacks shall be in accordance with Schedule B to this By-law.
4.15.1 (9.2)	RA5 – Zone Regulations	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 6.0 m	Delete regulation – permit an interior yard setback in accordance with Schedule B to this By-law. All setbacks shall be in accordance with Schedule B to this By-law.
4.15.1 (9.3)	RA5 – Zone Regulations	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 7.5 m	Delete regulation – permit an interior yard setback in accordance with Schedule B to this By-law. All setbacks shall be in accordance with Schedule B to this By-law.
4.15.1 (9.4)	RA5 – Zone Regulations	For that portion of the dwelling with a height greater than 26.0 m – 9.0 m	Delete regulation – permit an interior yard setback in accordance with Schedule B to this By-law. All setbacks shall be in accordance with Schedule B to this By-law.
4.15.1 (9.5)	RA5 – Zone Regulations	Where an interior side lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment or Utility Zone, or any combination of zones thereof – 4.5 m	Delete regulation – permit an interior yard setback in accordance with Schedule B to this By-law. All setbacks shall be in accordance with Schedule B to this By-law.
4.15.1 (9.6)	RA5 – Zone Regulations	Where an interior lot line, or any portion thereof, abuts a zone permitting detached dwelling and/or semi-detached – 7.5 m plus 1.0 m for each additional 1.0 m of dwelling height, or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m	Delete Regulation - Not Applicable

4.15.1	RA5 – Zone Regulations	Minimum Rear Yard	
4.15.1 (10.1)	RA5 – Zone Regulations	For that portion of the dwelling with a height less than or equal to 13.0 m – 7.5 m	Delete regulation – permit a rear yard setback in accordance with Schedule B to this By-law. All setbacks shall be in accordance with Schedule B to this By-law.
4.15.1 (10.2)	RA5 – Zone Regulations	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 10.0 m	
4.15.1 (10.3)	RA5 – Zone Regulations	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 12.5 m	
4.15.1 (10.4)	RA5 – Zone Regulations	For that portion of the dwelling with a height greater than 26.0 m – 15.0 m	
4.15.1 (10.5)	RA5 – 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 (10.6)	RA5 – Zone Regulations	Where a rear lot line, or any portion thereof, abuts a zone permitting detached dwelling and/or semi-detached – 7.5 m plus 1.0 m for each additional 1.0 m of dwelling height, or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m	Delete Regulation - Not Applicable
4.15.1	RA5 – Zone Regulations	Encroachments and Projections	




4.15.1 (11.1)	RA5 – Zone Regulations	Maximum encroachment of a balcony located above the first storey, sunroom, window, chimney, pilaster, cornice, balustrade or roof eaves into a required yard – 1.0 m	Regulation met
4.15.1 (11.2)	RA5 – Zone Regulations	Maximum encroachment into a required yard of a porch, balcony located on the first storey, staircase, landing or awning provided that each shall have a maximum width of 6.0 m – 1.8 m	Regulation met
4.15.1 (11.3)	RA5 – Zone Regulations	Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects – 1.0 m	Delete regulation 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 – 1.5 m
4.15.1	RA5 – Zone Regulations	Minimum Above Grade Separation Between Buildings	
4.15.1 (12.1)	RA5 – Zone Regulations	For that portion of dwelling with a height less than or equal to 13.0 m – 3.0 m	Delete regulations – permit all building separation in accordance with Schedule B to this By-law. All building separation and setbacks shall be in accordance with Schedule B to this By-law.
4.15.1 (12.2)	RA5 – Zone Regulations	For that portion of dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 9.0 m	
4.15.1 (12.3)	RA5 – Zone Regulations	For that portion of dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 12.0 m	
4.15.1 (12.4)	RA5 – Zone Regulations	For that portion of dwelling with a height greater than 26.0 m – 15.0 m	
4.15.1	RA5 – Zone Regulations	Parking, Loading, Servicing Area and Parking Structures	
4.15.1 (13.2)	RA5 – Zone Regulations	Minimum setback from surface parking spaces or aisles to a street line – 4.5 m	Regulation met
4.15.1 (13.3)	RA5 – Zone Regulations	Minimum setback from surface parking spaces or aisles to any other lot line – 3.0 m	Regulation met

4.15.1 (13.4)	RA5 – 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 (13.5)	RA5 – Zone Regulations	Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line – 3.0 m	Delete regulation Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line – 0.5 m
4.15.1 (13.6)	RA5 – Zone Regulations	Minimum setback from a waste enclosure / loading area to a street line – 10.0 m	Delete regulation
4.15.1 (13.7)	RA5 – Zone Regulations	Minimum setback from a waste enclosure / loading area to a zone permitting detached and / or semi-detached – 10.0 m	Not Applicable
4.15.1	RA5 – Zone Regulations	Minimum Landscaped Area, Landscaped Buffer and Amenity Area	
4.15.1 (15.1)	RA5 – Zone Regulations	Minimum landscape area – 40% of the lot area	Delete Regulation Minimum landscape area – 10% of the lot area
4.15.1 (15.2)	RA5 – Zone Regulations	Minimum depth of a landscape buffer abutting a lot line that is a street line and / or abutting lands with an Open Space, Greenlands and / or Residential Zone with the exception of an Apartment Zone – 4.5 m	Delete Regulation Minimum depth of a landscape buffer abutting a lot line that is a street line and / or abutting lands with an Open Space, Greenlands and / or Residential Zone with the exception of an Apartment Zone – 0.0 m
4.15.1 (15.3)	RA5 – Zone Regulations	Minimum depth of a landscape buffer along any other lot line – 3.0 metre	Delete Regulation Minimum depth of a landscape buffer along any other lot line – 0.0 metres
4.15.1 (15.4)	RA5 – Zone Regulations	Minimum amenity area – the greater of 5.6 m ² per dwelling unit or 10% of the site area	Regulation met
4.15.1 (15.5)	RA5 – Zone Regulations	Minimum percentage of total required amenity area to be provided in one contiguous area – 50%	Regulation met

4.15.1 (15.6)	RA5 – Zone Regulations	Minimum amenity area to be provided outside at grade – 55.0 m2	Delete Regulation Minimum amenity area to be provided outside at grade – 0.0 m2
Part 1	Administration – Holding Zones		
		Holding Regulation The holding symbol H is to be removed from the whole or any part of the lands zoned RA5(H)-XX by further amendment to Map 39W of Schedule A of this By-law, as amended, upon satisfaction of the following requirements:	
		(1) delivery of an executed Development Agreement with municipal infrastructure schedules in a form and on terms satisfactory to the City of Mississauga ("City");	
		(2) Prior to the issuance of the first Above-Grade Building Permit for any Building on any part of the Lands, the Owner shall register a Section 118 Restriction on title to each of the Parkland and Ring Road Areas, in a form and with priority to the satisfaction of the City Solicitor, agreeing not to transfer or charge all or any part of the Parkland or Ring Road without the consent of the General Manager in order to restrict any conveyance other than for the purposes of conveyance to the City at the completion of Phase 5 of the Development.	
		(3) The Owner acknowledges and agrees that its obligations pursuant to section 42 of the Planning Act in relation to the Development will be satisfied through a combination of an onsite parkland dedication and the payment of cash-in lieu of parkland dedication, if applicable;	
		Map Number 43W of Schedule "A" to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by changing thereon from "C3" to "RA5" and " RA5(H)", the zoning of PT BLK 1, 4, 5, 6, 17, 18 AND 20, PLAN 43M-823, PIN 13512-0035, east of Glen Erin Drive, PROVIDED HOWEVER THAT the "RA5" and " RA5(H)"" zoning shall only apply to the lands which are shown on the attached Schedule "A", which is deemed to be an integral part of this By-law, outlined in the dashed line with the "RA5" and " RA5(H)" zoning indicated thereon.	



5100 ERIN MILLS PARKWAY
 BLOCK 1, PLAN 43M823
 CITY OF MISSISSAUGA,
 REGIONAL MUNICIPALITY OF PEEL

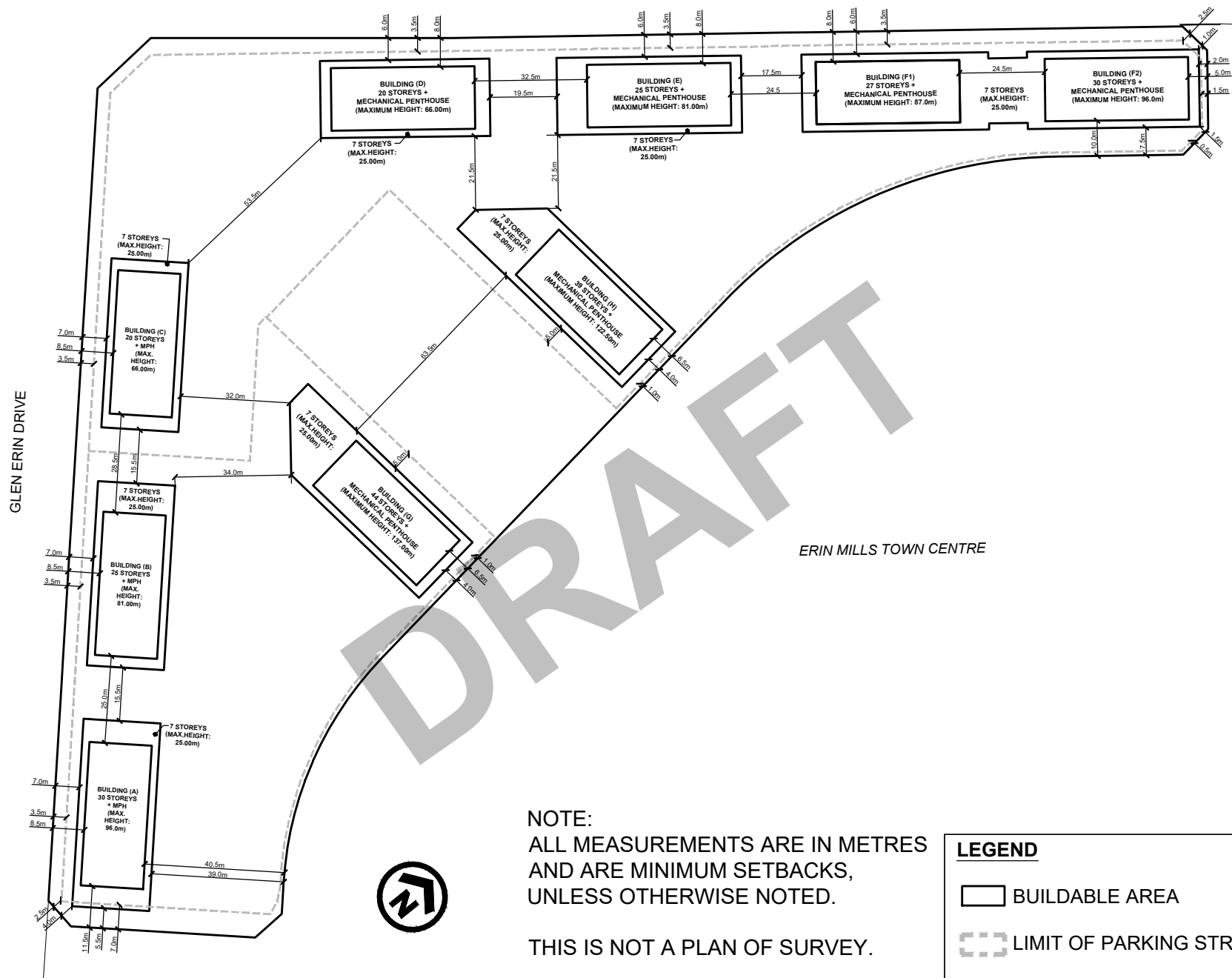
-  SUBJECT LANDS
-  ZONE BOUNDARY
-  PHASE LIMIT

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

ERIN CENTRE BOULEVARD

GLEN ERIN DRIVE

ERIN MILLS TOWN CENTRE



NOTE:
ALL MEASUREMENTS ARE IN METRES
AND ARE MINIMUM SETBACKS,
UNLESS OTHERWISE NOTED.

THIS IS NOT A PLAN OF SURVEY.

LEGEND

□ BUILDABLE AREA

▤ LIMIT OF PARKING STRUCTURE

SCHEDULE 'B'
MAP XX

Planning Justification Report Figures



FIGURE **1** **AERIAL CONTEXT MAP**
MISSISSAUGA, ONTARIO

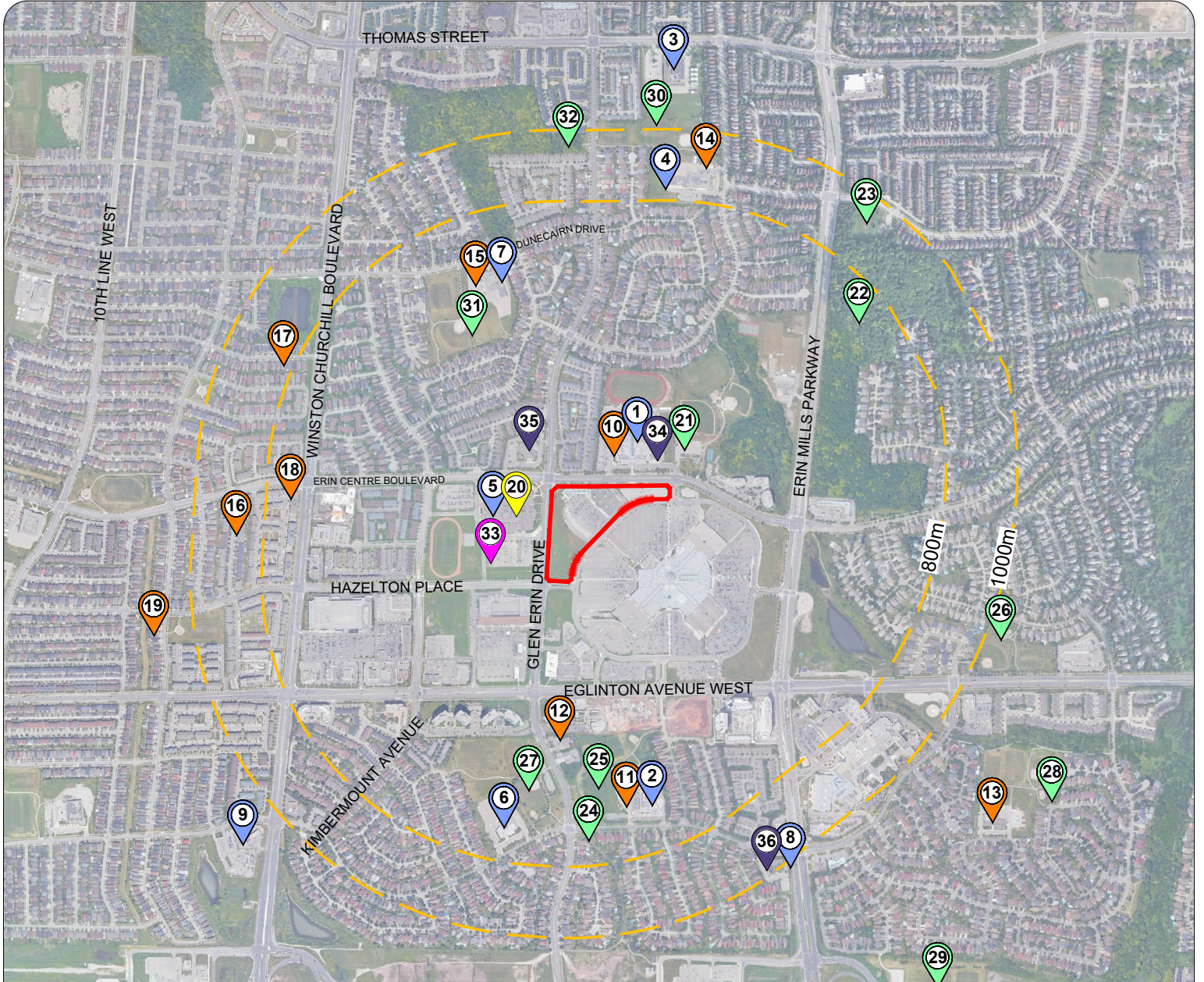
LEGEND

 Subject Lands

5100 ERIN MILLS PARKWAY
BLOCK 1, PLAN 43M823
CITY OF MISSISSAUGA,
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
SEPTEMBER 09, 2024



SURROUNDING DESTINATIONS			
1	John Fraser Secondary School	19	Abri's Home Daycare
2	Credit Valley Public School	20	Erin Meadows Library
3	Thomas Street Middle School	21	Quenippenon Meadows Community Park
4	Middlebury Public School	22	Erin Woods Park
5	St. Aloysius Gonzaga Secondary School	23	FB McFarren Memorial Park
6	Archbishop Romero Catholic Secondary School	24	Credit Valley Park
7	Divine Mercy Elementary School	25	Crawford Green Park
8	PT Montessori School	26	Forest Hill Park
9	Montessori Works	27	John C. Pallett Park
10	Early Learning and Child Care Centre - John Fraser	28	Woodland Chase Park
11	Mississauga Credit Valley YMCA Child Care Centre	29	Erin Mills Athletic Fields
12	Busy Hands 'n' Minds Childcare Centre	30	Middlebury Green Park
13	St. Rose of Lima YMCA Before and After School Program	31	Duncairn Downs Park
14	Mississauga Middlebury YMCA Child Care Centre	32	Sugar Maple Woods Park
15	PLASP Early Learning and Child Care Centre - Divine Mercy	33	Erin Meadows Community Centre
16	Angel Stone Daycare	34	Elevation Church
17	G's Little Blossom Daycare	35	Merciful Redeemer Parish
18	Nevalyashka	36	Grace Baptist Church

FIGURE 2 SURROUNDING AREAS
MISSISSAUGA, ONTARIO

5100 ERIN MILLS PARKWAY
BLOCK 1, PLAN 43M823
CITY OF MISSISSAUGA,
REGIONAL MUNICIPALITY OF PEEL

SCALE NTS
SEPTEMBER 09, 2024

LEGEND

- Subject Lands
- Schools
- Libraries
- Community Centres
- Child Care Centres
- Parks & Open Spaces
- Places of Worship
- Study Area



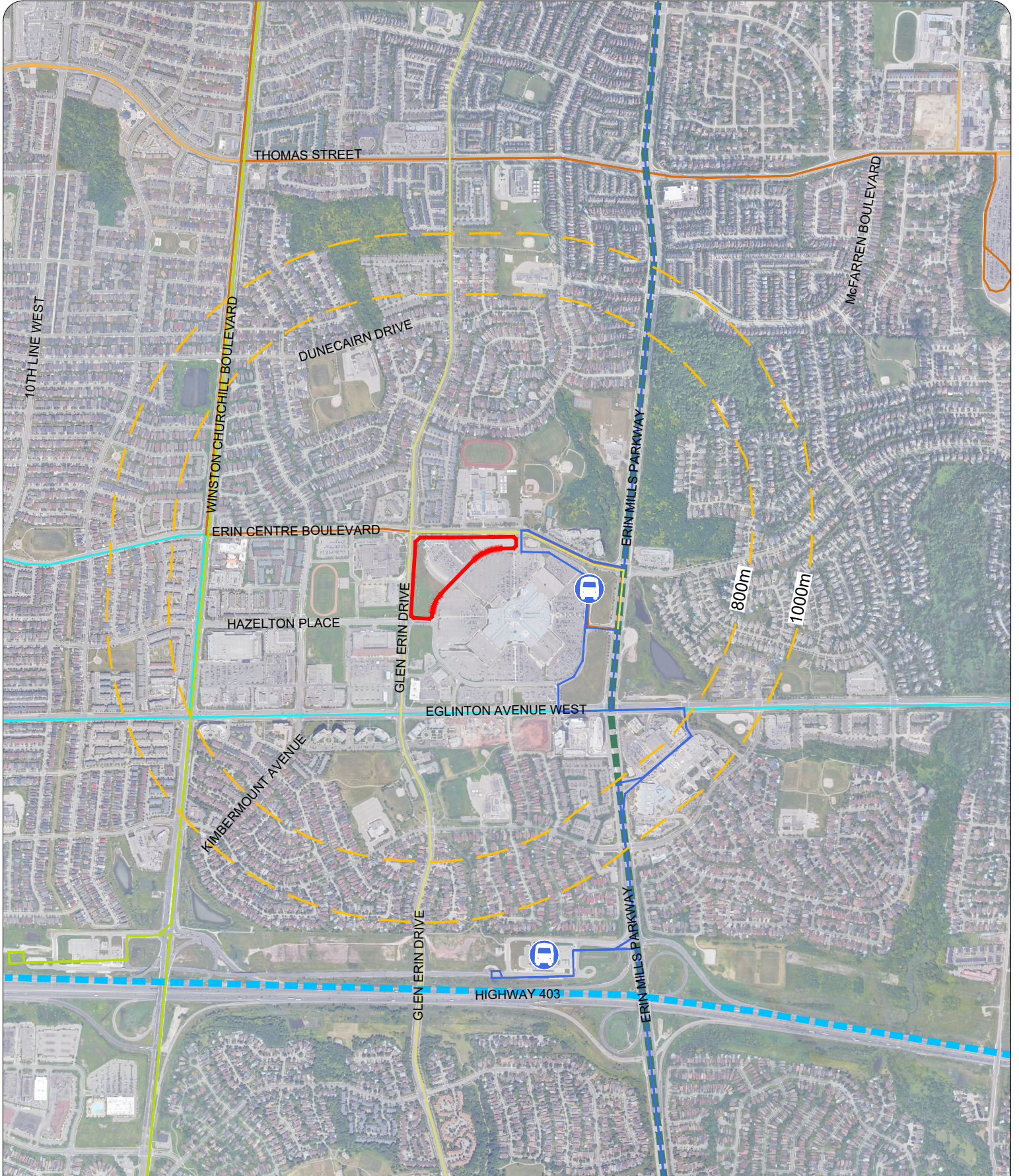


FIGURE 3 **TRANSIT CONTEXT**
MISSISSAUGA, ONTARIO

5100 ERIN MILLS PARKWAY
BLOCK 1, PLAN 43M823
CITY OF MISSISSAUGA,
REGIONAL MUNICIPALITY OF PEEL

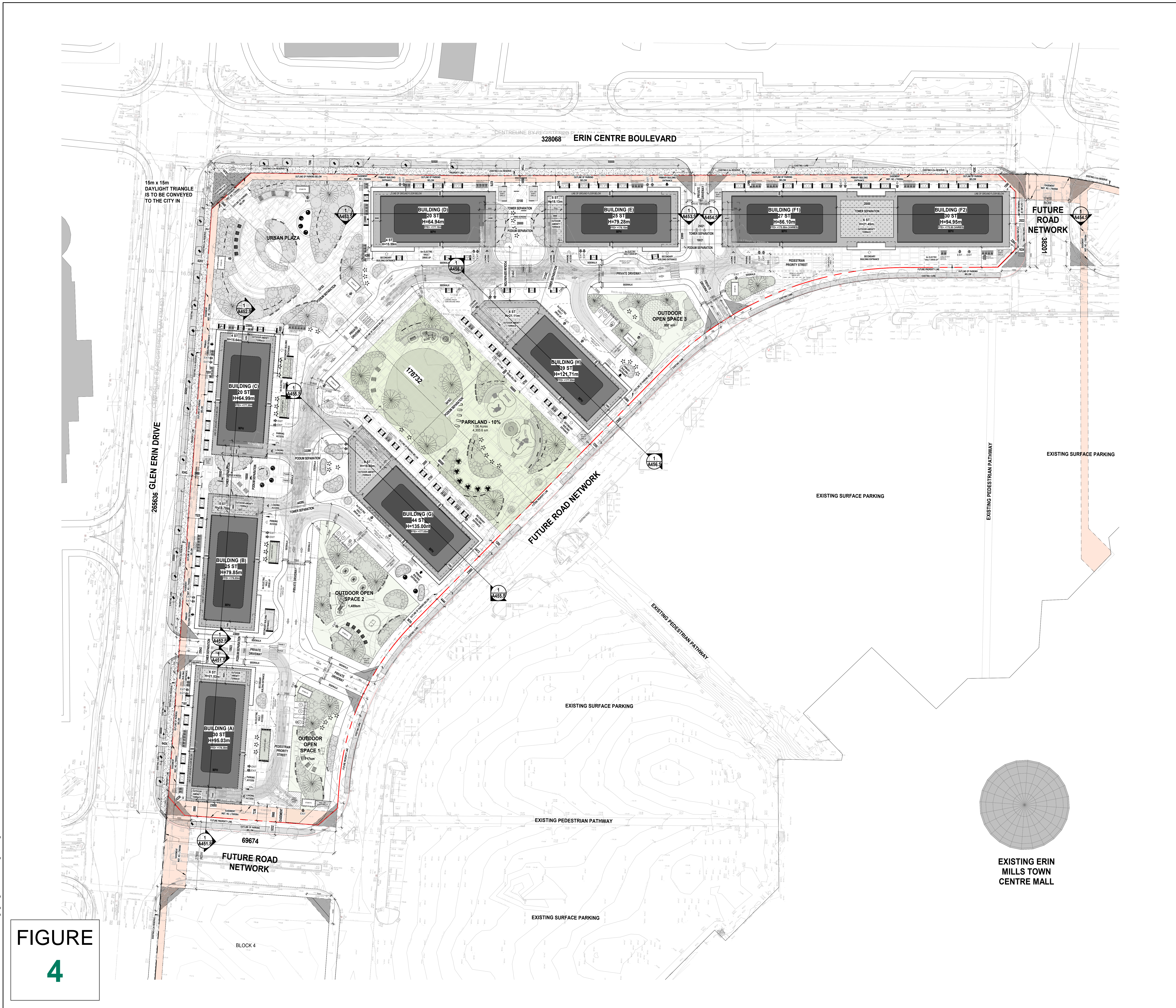


SCALE NTS
SEPTEMBER 09, 2024

LEGEND

- Subject Lands
- Study Area
- Miway Route 13
- Miway Route 9
- Miway Route 35
- Miway Route 45
- Miway Route 48
- Miway Route 49
- GO Transit Route 21
- BRT
- B Bus Terminals

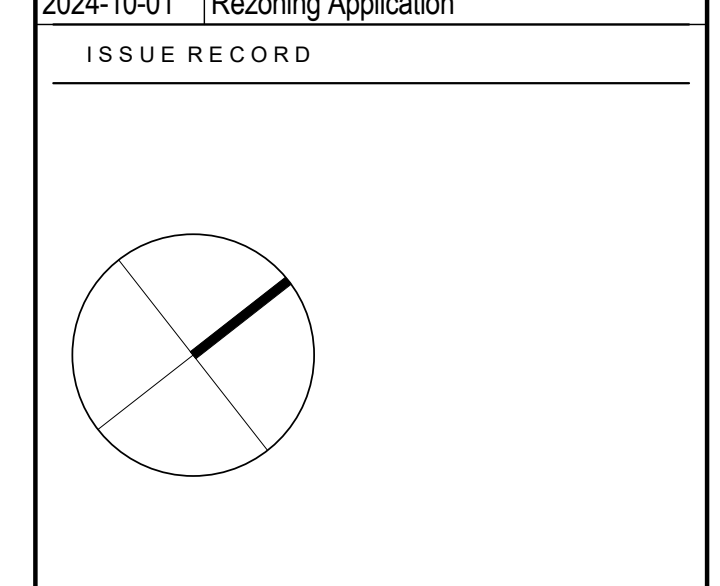




SITE PLAN LEGEND

- ERIN MILLS TOWN CENTRE PROPERTY LINE
- PROPERTY LINE DEVELOPMENT LANDS (BLOCK 1)
- LINE OF UNDER GROUND GARAGE BELOW
- MAIN BUILDING ENTRANCE
- RETAIL ENTRANCE
- EXIT
- VEHICLE / LOADING ENTRANCE / EXIT
- FIRE HYDRANT
- SEWER CONNECTION
- MANHOLE COVER
- AREA DRAIN
- CATCH BASIN
- FLOOR DRAIN (PARKING SLAB)
- FLOOR DRAIN (INTERIOR)
- EXISTING LIGHT
- TYPICAL PARKING SPACE
- BIKE PARKING (FLOOR MOUNTED)
- F.F.E. FINISH FLOOR ELEVATION
- EXISTING ELEVATION
- PROPOSED ELEVATION
- TOP OF ROOF
- BUILDING ENVELOPE
- DAYLIGHT TRIANGLE
- EASEMENT
- GREEN ROOF
- LANDSCAPED PAVING

Date	No.	Description
REVISION RECORD		
2024-10-01		Rezoning Application
ISSUE RECORD		



BDP. Quadrangle

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The Wall, 8 Spadina Avenue, Suite 2100, Toronto, ON M5V 0S8
+1 416 598 1240 www.bdpquadrangle.com

5100 - Erin Mills Town Centre
Mississauga, ON
for Pemberton Group

23032 1:500 AT MF
PROJECT SCALE DRAWN REVIEWED

Site Plan

A104.S

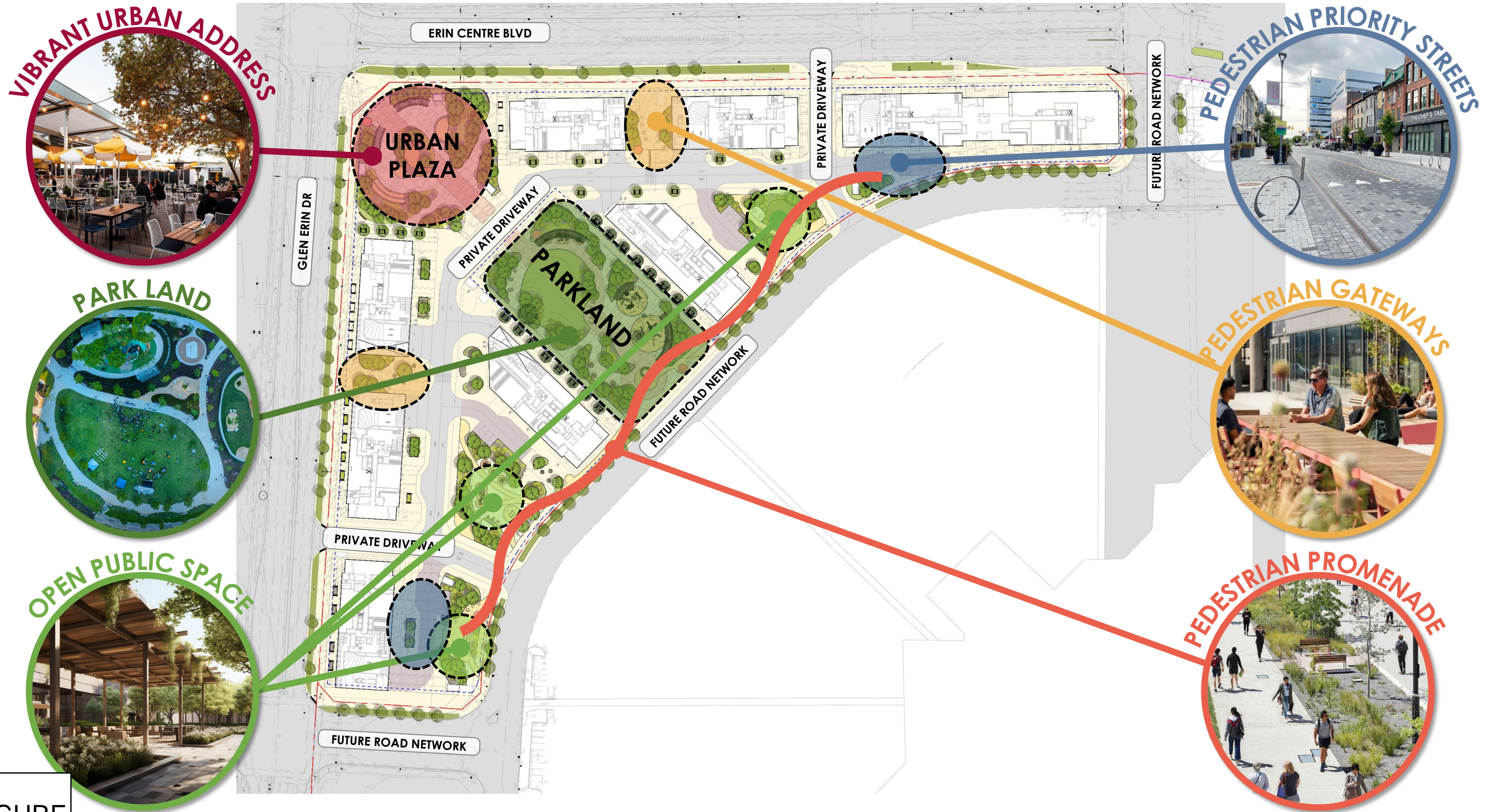
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FIGURE 4

Architect: BDP | Erin Mills Town Centre Mall | Project ID: A104_S | Date: 2024-10-01

CONCEPT PLAN

Site-Wide Urban Offerings



FIGURE

5

ERIN MILLS TOWN CENTRE

MISSISSAUGA, ON

Project Number
23-182

Client
PEMBERTON GROUP
50 CONFEDERATION PKWY
CONCOR, ON L4K 4T8

Consultant
ARCHITECT
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GLEN SCHNARR & ASSOCIATES INC.
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TEL: 905.568.8888
www.gsa.ca

CIVIL ENGINEER
SCS CONSULTING GROUP LTD.
30 CENTURIAN DR, SUITE 100
MARKHAM, ON L3R 8B8
TEL: 905.475.1900
www.scsconsultinggroup.com

TRANSPORTATION
WSP
25 YORK STREET, SUITE 700
TORONTO, ON M5J 2V5
www.wsp.com

Revisions

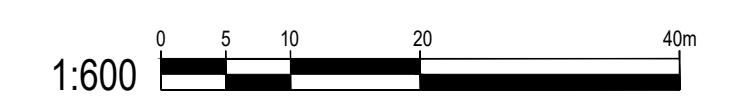
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#	ISSUED FOR XXX	YYYY-MM-DD	BY

Stamp



Keymap

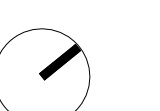
Scale



Phase

CONCEPT DESIGN

North



Drawing Name

PEDESTRIAN CIRCULATION
MASTER PLAN

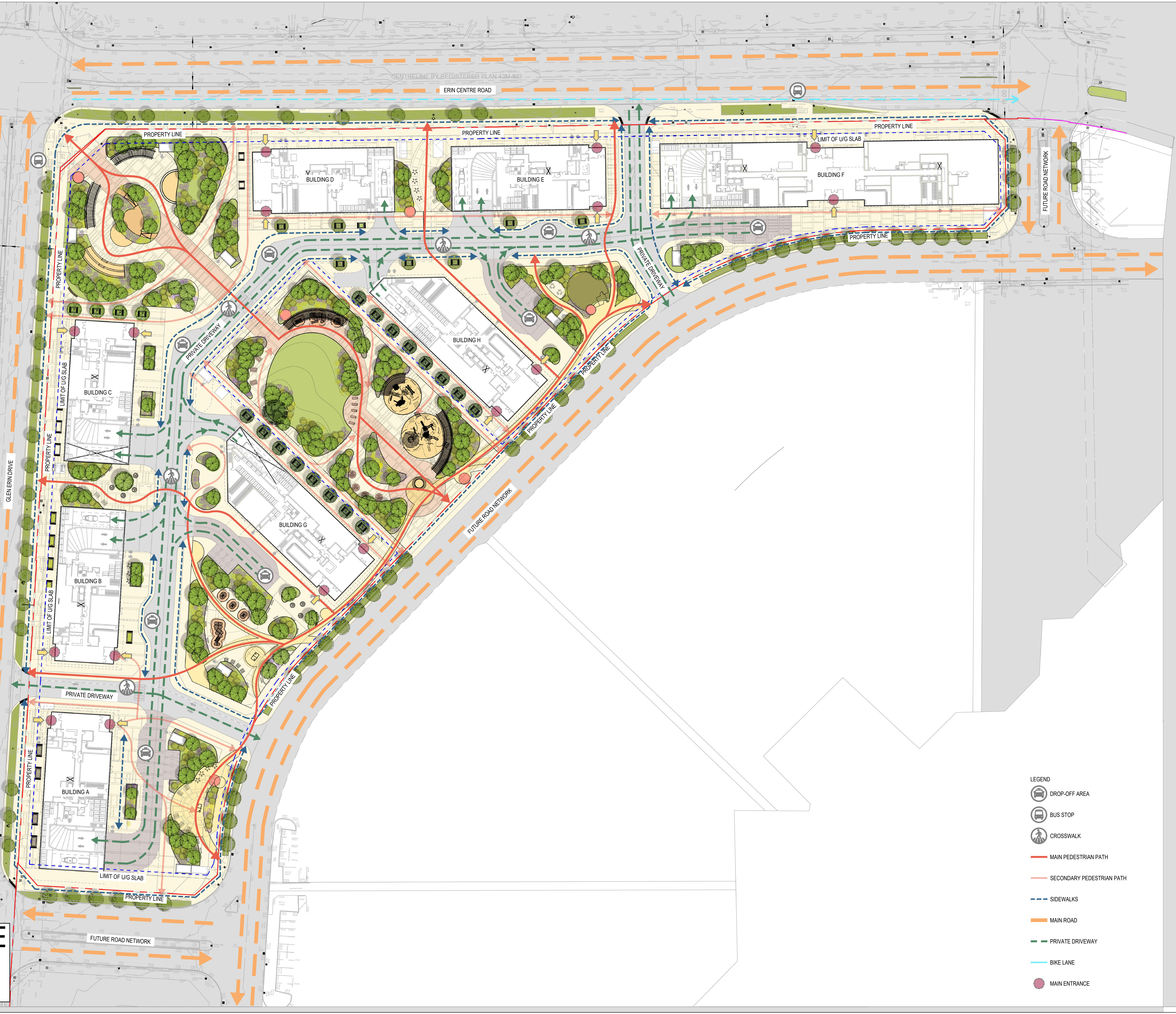
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August 22, 2024 8:10 PM I:\PROJECTS\2023\23-182 ERIN MILLS TOWN CENTRE\CAD\DWG\PLANS\01 PEDESTRIAN CIRCULATION MASTER PLAN.DWG

FIGURE 6



- LEGEND
- DROP-OFF AREA
 - BUS STOP
 - CROSSWALK
 - MAIN PEDESTRIAN PATH
 - SECONDARY PEDESTRIAN PATH
 - SIDEWALKS
 - MAIN ROAD
 - PRIVATE DRIVEWAY
 - BIKE LANE
 - MAIN ENTRANCE

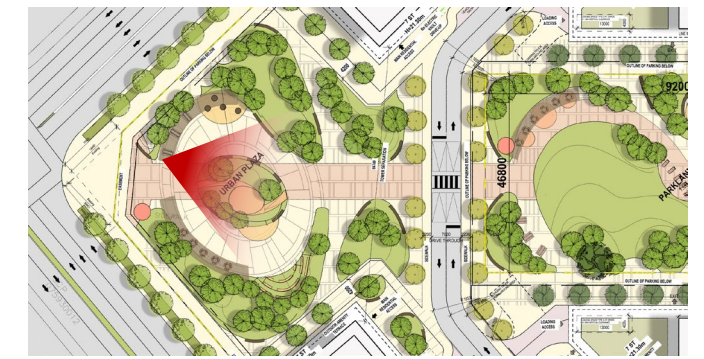


FIGURE
7

AERIAL VIEW



ERIN MILLS TOWN CENTRE, MISSISSAUGA, ON.

FIGURE

8

THE PARKLAND

PROPOSED PROGRAM

FIGURE

9

THE GREAT LAWN



COMMUNAL PICNIC TABLES



LOUNGING AREA



WELLNESS AND EXERCISE AREA



CHILDREN PLAY



CANOPY / TRELLIS



COMMUNITY GATHERING SPACE

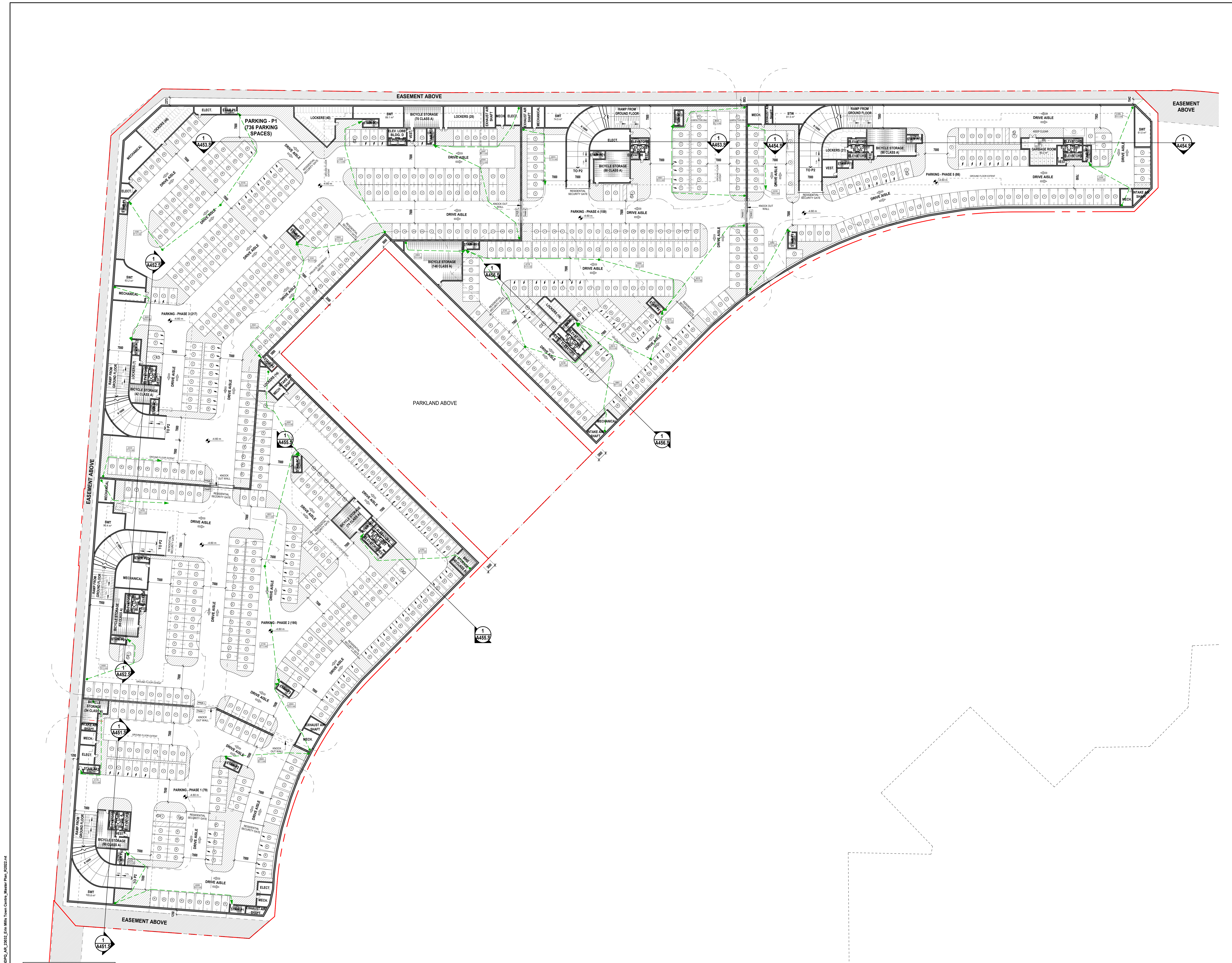


CONCEPT PLAN ENLARGEMENT – URBAN PLAZA

KEY URBAN SPACES

FIGURE 10





- PARKING NOTES:**
1. MINIMUM PARKING SPACE SIZES (UNLESS OTHERWISE NOTED):
 - 2800mm WIDE X 5200mm LONG (NO SIDES OBSTRUCTED)
 - 2800mm WIDE X 5000mm LONG (ONE SIDE OBSTRUCTED)
 - 3200mm WIDE X 5200mm LONG (TWO SIDES OBSTRUCTED)
 OTHERWISE NOTED
 2. MAINTAIN MINIMUM DRIVE AISLE WIDTH OF 7000mm UNLESS OTHERWISE NOTED
 3. MAINTAIN MINIMUM HEADROOM CLEARANCE OF 2100mm THROUGHOUT.
 4. LEVEL 2 ELECTRIC VEHICLE CHARGING CRITERIA AS DEFINED BY SAE INTERNATIONAL'S J1772 STANDARD
- PARKING LEGEND:**
- (C) COMMERCIAL PARKING SPACE
 - (R) RESIDENTIAL PARKING SPACE
 - (V) VISITOR PARKING SPACE
 - (E) EXISTING PARKING SPACE
 - (L) BIKE LOCKER
 - (M) BIKE PARKING (FLOOR MOUNTED)
 - (S) BIKE PARKING (STACKED)
 - (V) BIKE PARKING (VERTICAL)
 - (M) CONVEX MIRROR
 - (EV) ELECTRIC VEHICLE
 - (LS) LIGHT STANDARD
 - (P) PAINTED LINES
 - (F) FIRE-RATED BULKHEAD
- PARKING DIMENSIONS:**
- TYPICAL: 2800 x 5200
 - ONE SIDE OBSTRUCTED: 2800 x 5000
 - PARALLEL PARKING: 3400 x 5500
 - ACCESSIBLE: 3200 x 5200
 - ACCESSIBLE VISITOR - TYPE A: 3400 x 5000
 - ACCESSIBLE VISITOR - TYPE B: 3400 x 5500

Date	No.	Description
REVISION RECORD		
2024-09-27	Resizing Application	
ISSUE RECORD		

BDP. Quadrangle

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 T 416.598.1240 www.bdpquadrangle.com

5100 - Erin Mills Town Centre
 Mississauga, ON
 for Pemberton Group

23032 1:400 AT MF
 PROJECT SCALE DRAWN REVIEWED

Underground Parking - P1

A154.S

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FIGURE
11

Architect: BDP | 5100 - Erin Mills Town Centre Master Plan | 23032-04

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ERIN MILLS TOWN CENTRE, MISSISSAUGA, ON.
2024-AUG-23

FIGURE
12

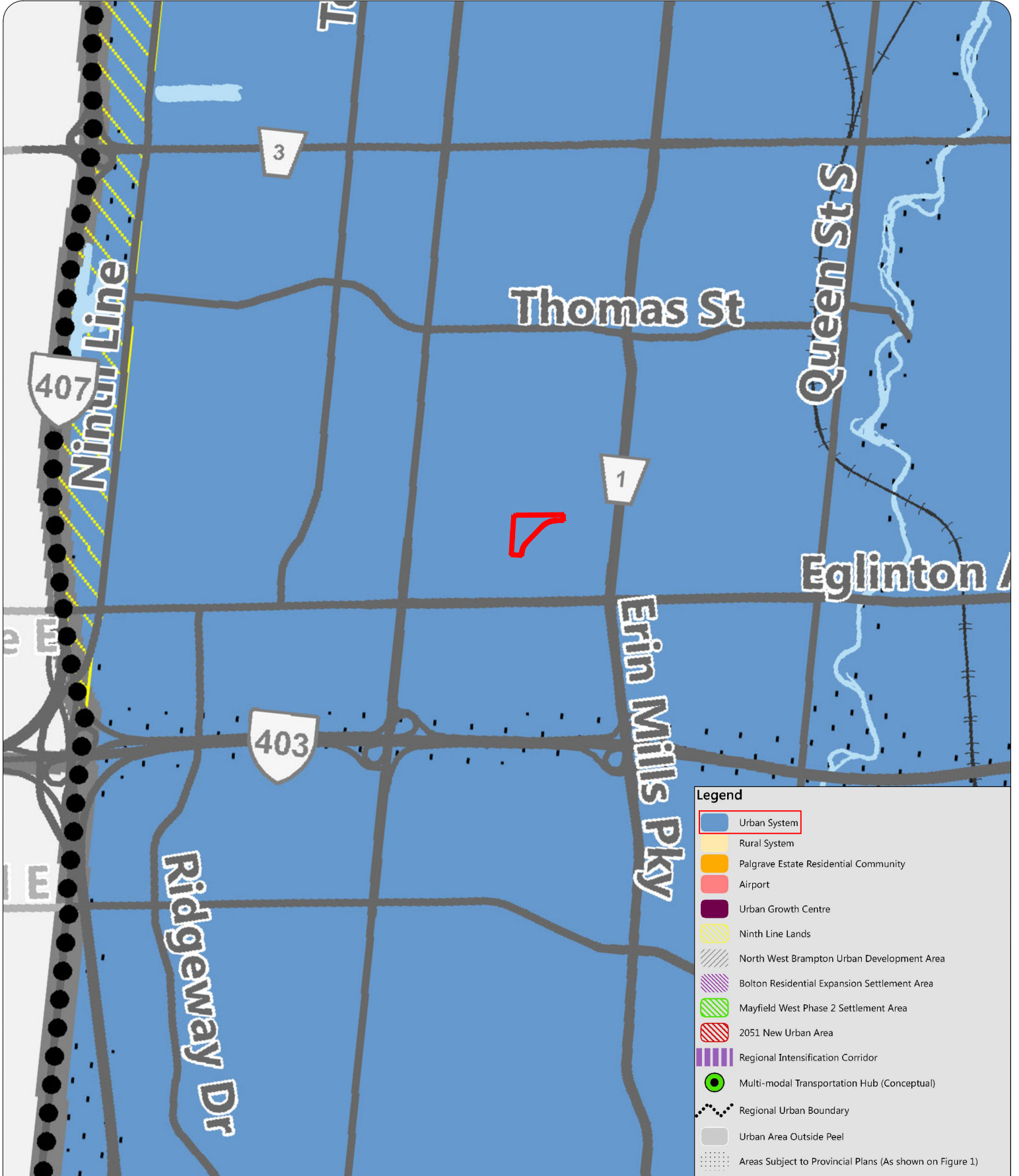


FIGURE 13 **REGION OF PEEL OFFICIAL PLAN (APRIL 2022)**
SCHEDULE E-1: REGIONAL STRUCTURE

5100 ERIN MILLS PARKWAY
 BLOCK 1, PLAN 43M823
 CITY OF MISSISSAUGA,
 REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
 SEPTEMBER 09, 2024

LEGEND

Subject Lands

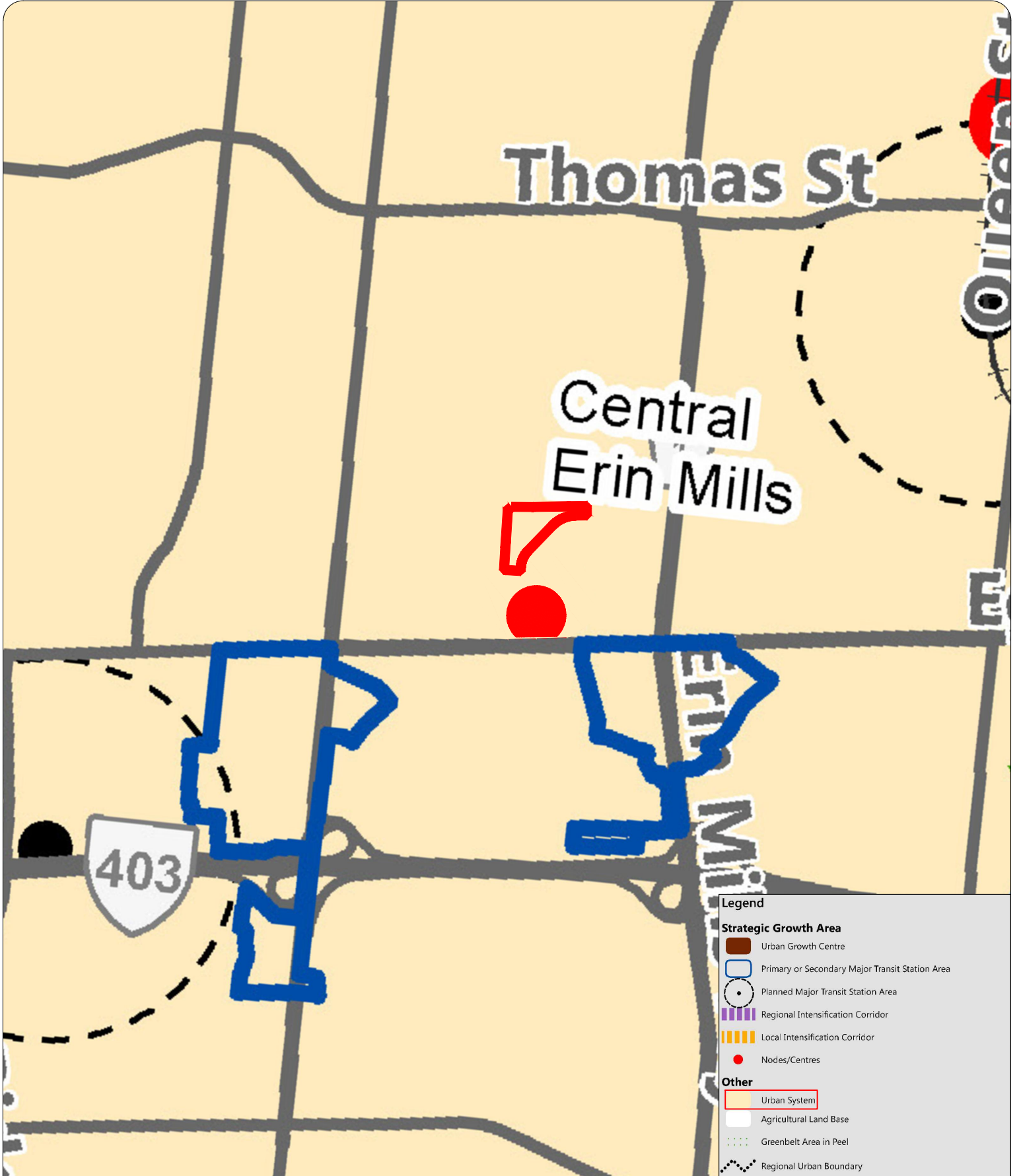


FIGURE 14 **REGION OF PEEL OFFICIAL PLAN (APRIL 2022)**
 SCHEDULE E-2: STRATEGIC GROWTH AREAS

5100 ERIN MILLS PARKWAY
 BLOCK 1, PLAN 43M823
 CITY OF MISSISSAUGA,
 REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
 SEPTEMBER 09, 2024

LEGEND

Subject Lands

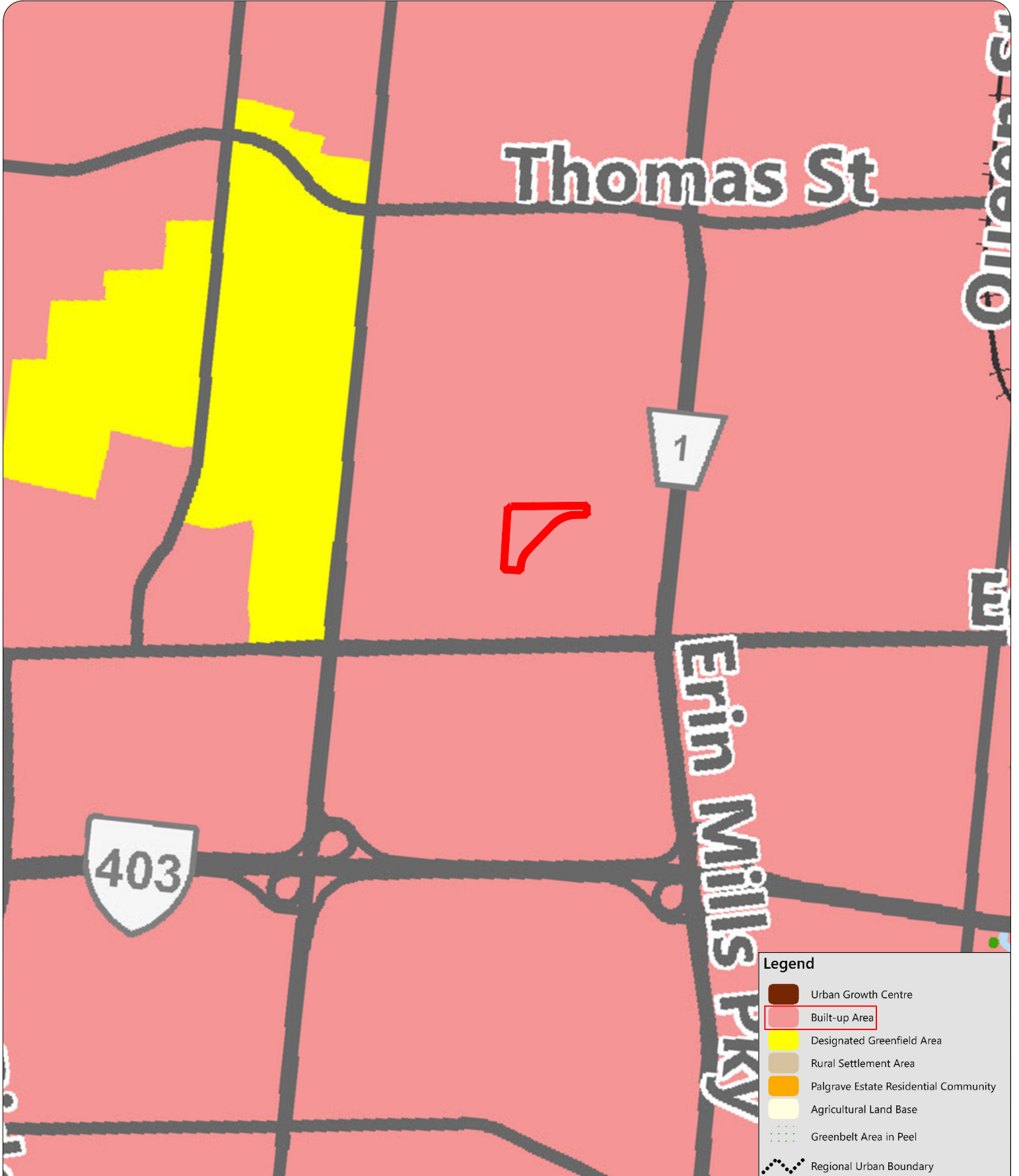


FIGURE 15 **REGION OF PEEL OFFICIAL PLAN (APRIL 2022)**
SCHEDULE E-3: GROWTH PLAN POLICY AREAS

5100 ERIN MILLS PARKWAY
 BLOCK 1, PLAN 43M823
 CITY OF MISSISSAUGA,
 REGIONAL MUNICIPALITY OF PEEL

SCALE NTS
 SEPTEMBER 09, 2024

LEGEND

 Subject Lands

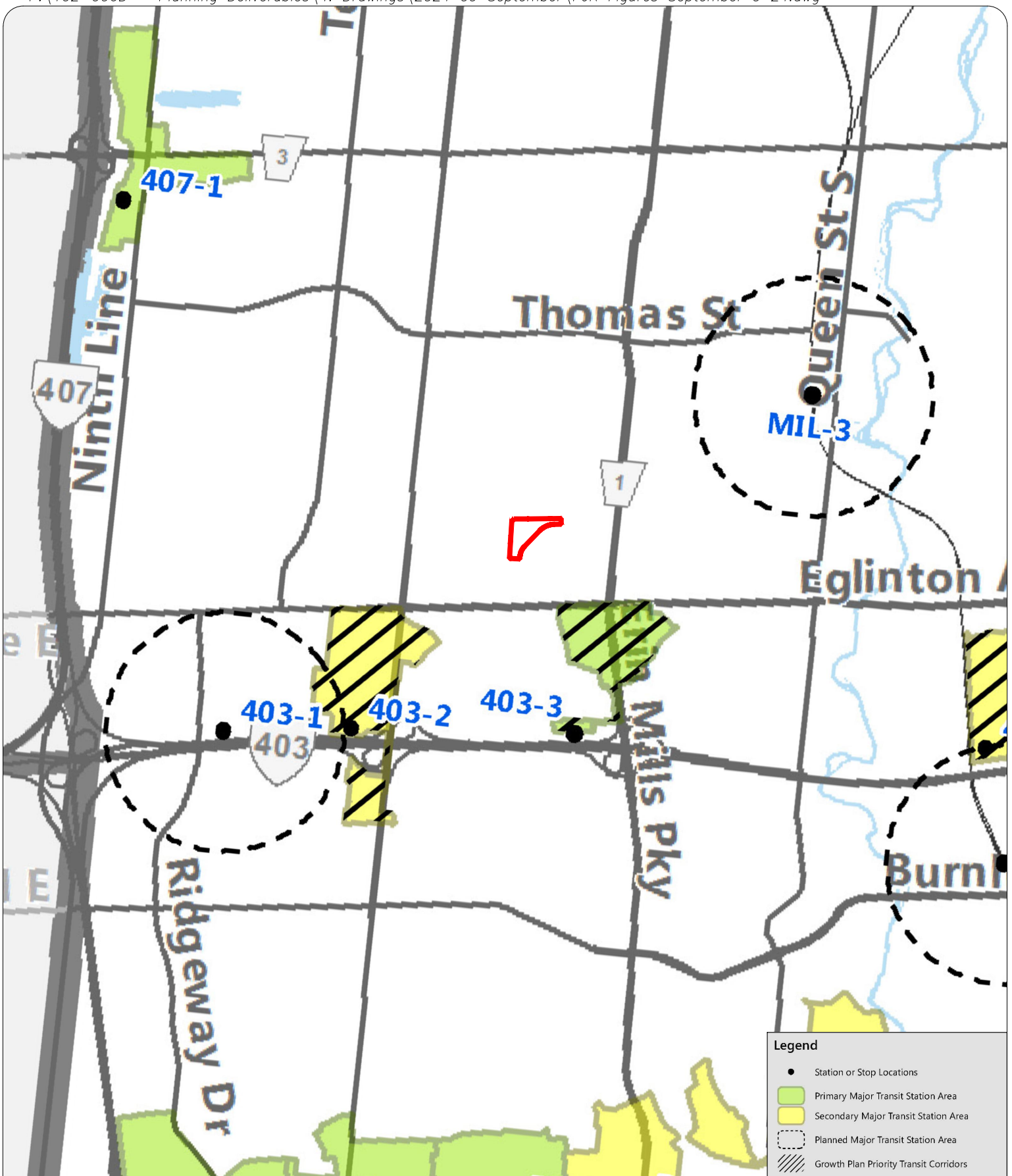


FIGURE 16 REGION OF PEEL OFFICIAL PLAN (APRIL 2022)
 SCHEDULE E-5: MAJOR TRANSIT STATION AREAS

5100 ERIN MILLS PARKWAY
 BLOCK 1, PLAN 43M823
 CITY OF MISSISSAUGA,
 REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
 SEPTEMBER 09, 2024

LEGEND

Subject Lands

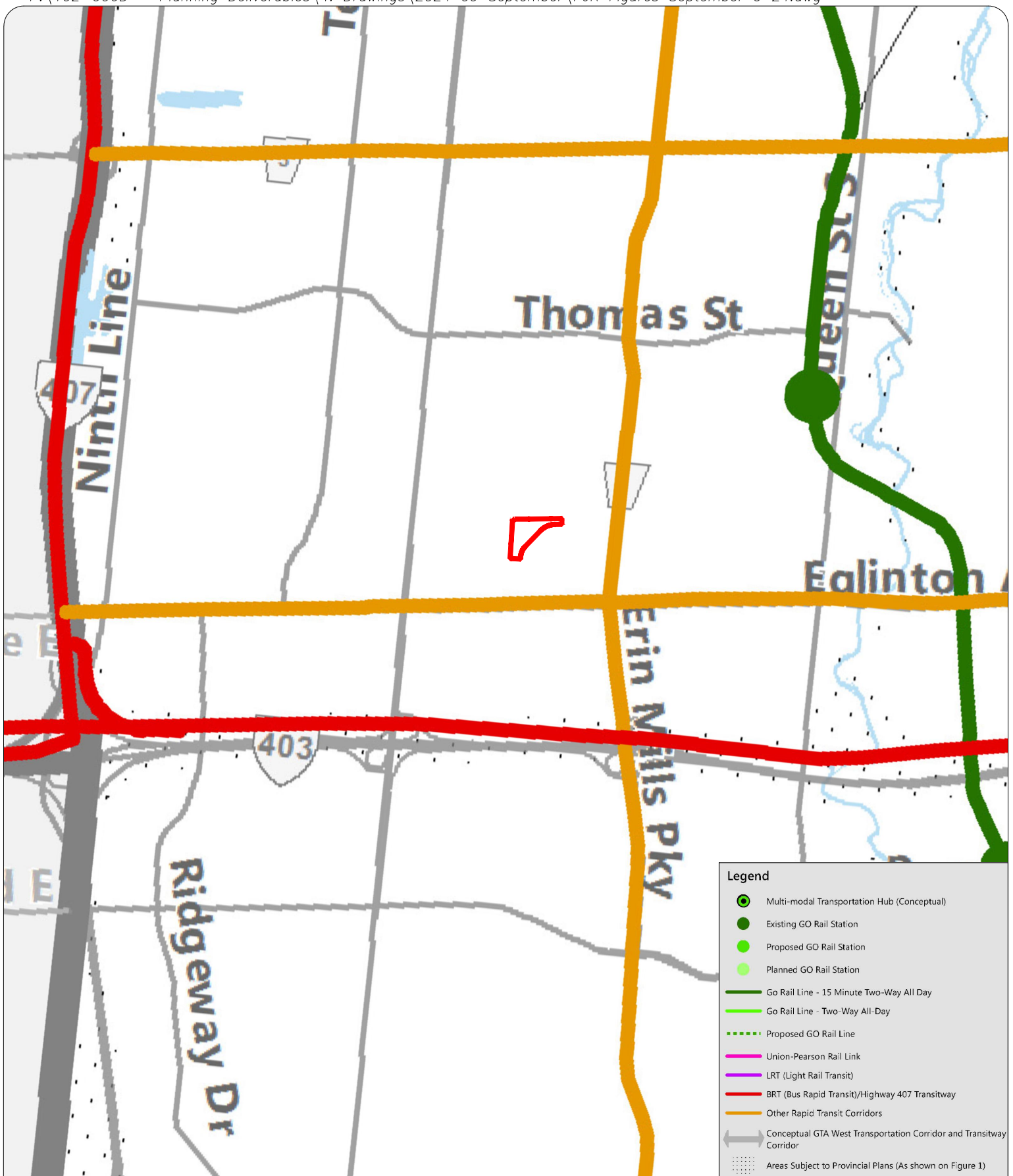


FIGURE 17 REGION OF PEEL OFFICIAL PLAN (APRIL 2022)
 SCHEDULE F-1: RAPID TRANSIT CORRIDORS

5100 ERIN MILLS PARKWAY
 BLOCK 1, PLAN 43M823
 CITY OF MISSISSAUGA,
 REGIONAL MUNICIPALITY OF PEEL

SCALE NTS
 SEPTEMBER 09, 2024

LEGEND

Subject Lands



FIGURE 18 **MAJOR TRANSIT STATION AREA**
ERIN MILLS MTSA

LEGEND

- Subject Lands
- Study Area From Go Station
- MTSA Boundary

5100 ERIN MILLS PARKWAY
 BLOCK 1, PLAN 43M823
 CITY OF MISSISSAUGA,
 REGIONAL MUNICIPALITY OF PEEL



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 SEPTEMBER 09, 2024

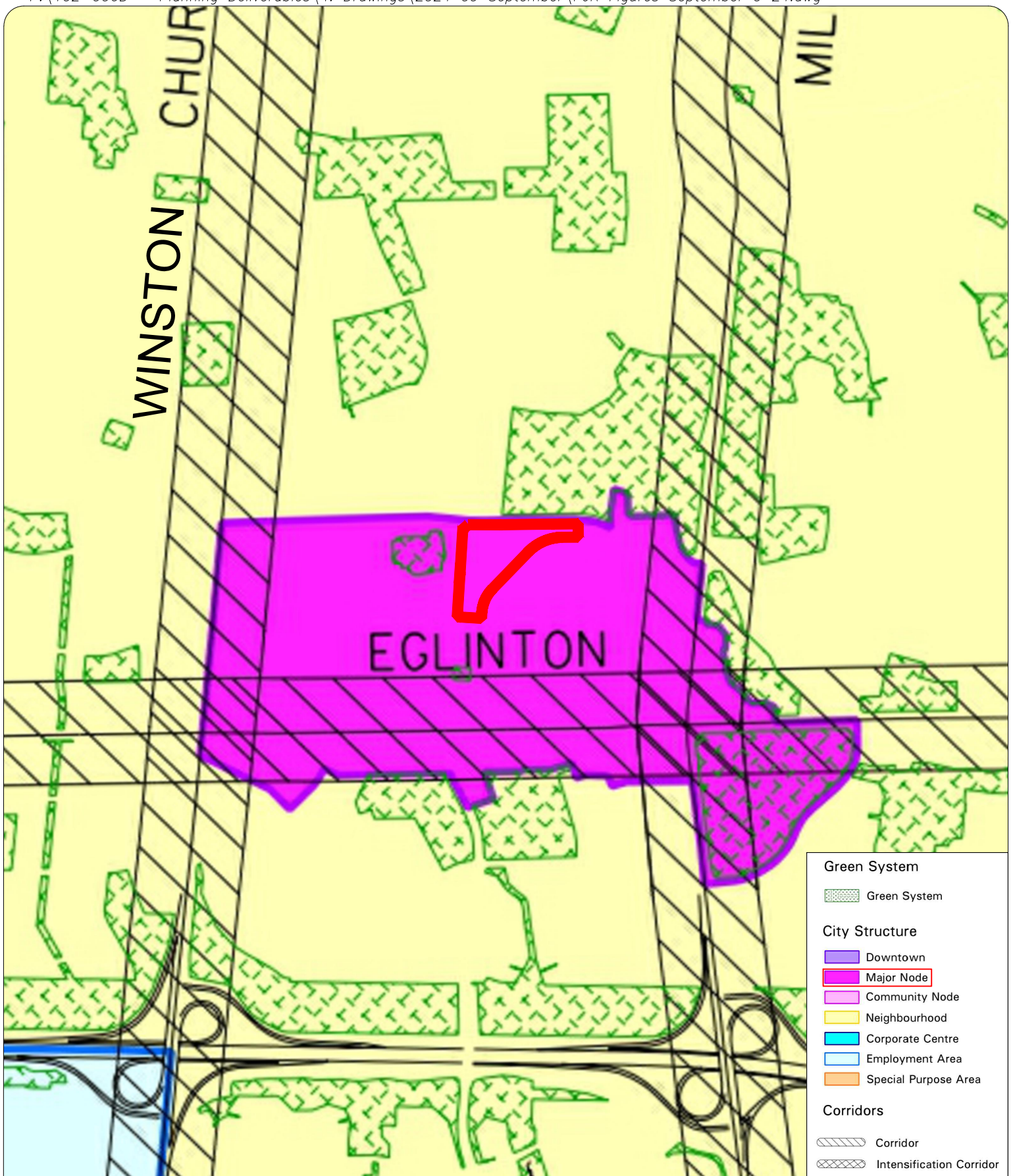


FIGURE 19 **MISSISSAUGA OFFICIAL PLAN**
SCHEDULE 1: URBAN SYSTEM

5100 ERIN MILLS PARKWAY
 BLOCK 1, PLAN 43M823
 CITY OF MISSISSAUGA,
 REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
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LEGEND

Subject Lands

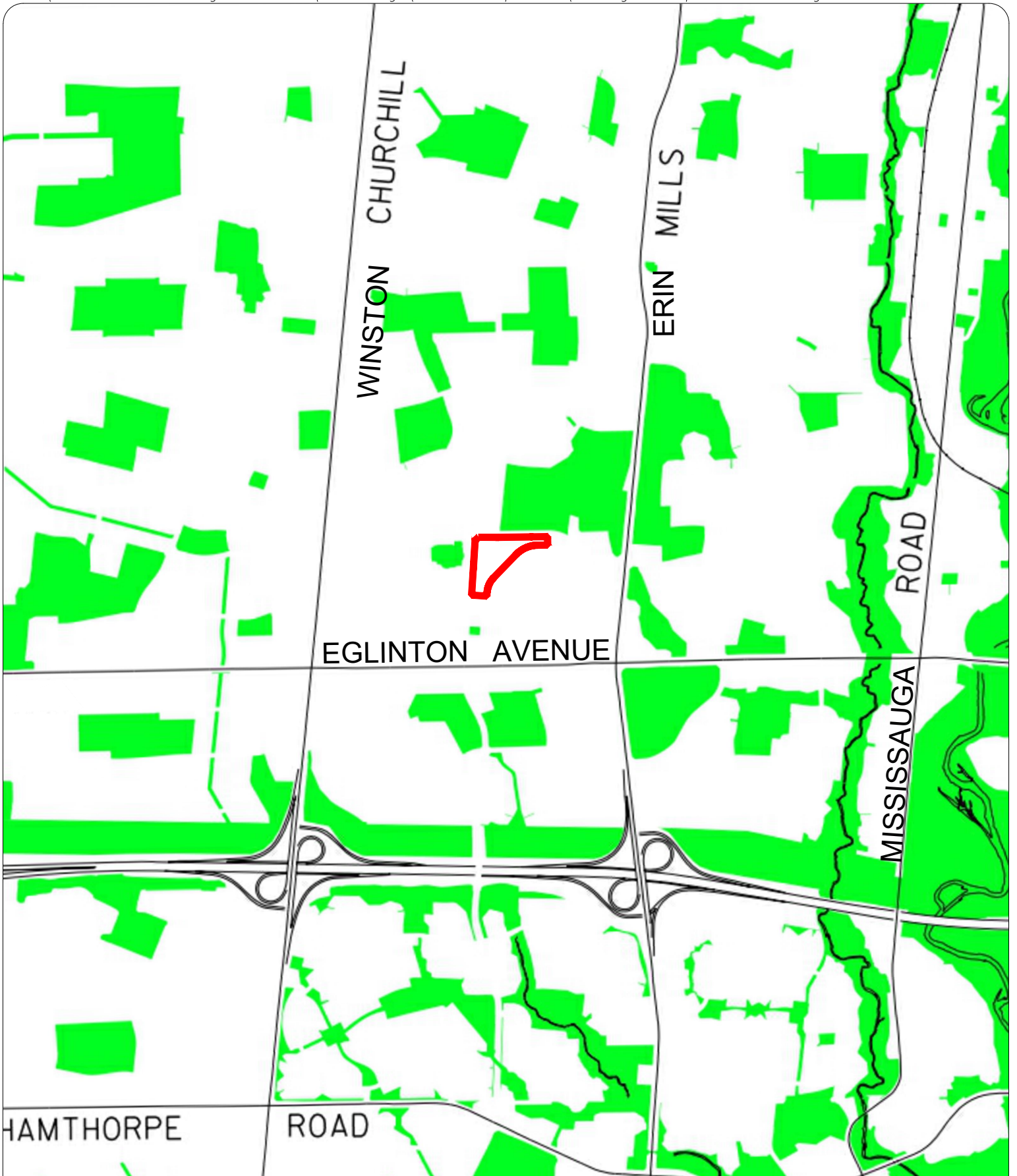


FIGURE 20 **MISSISSAUGA OFFICIAL PLAN**
SCHEDULE 1A: GREEN SYSTEM

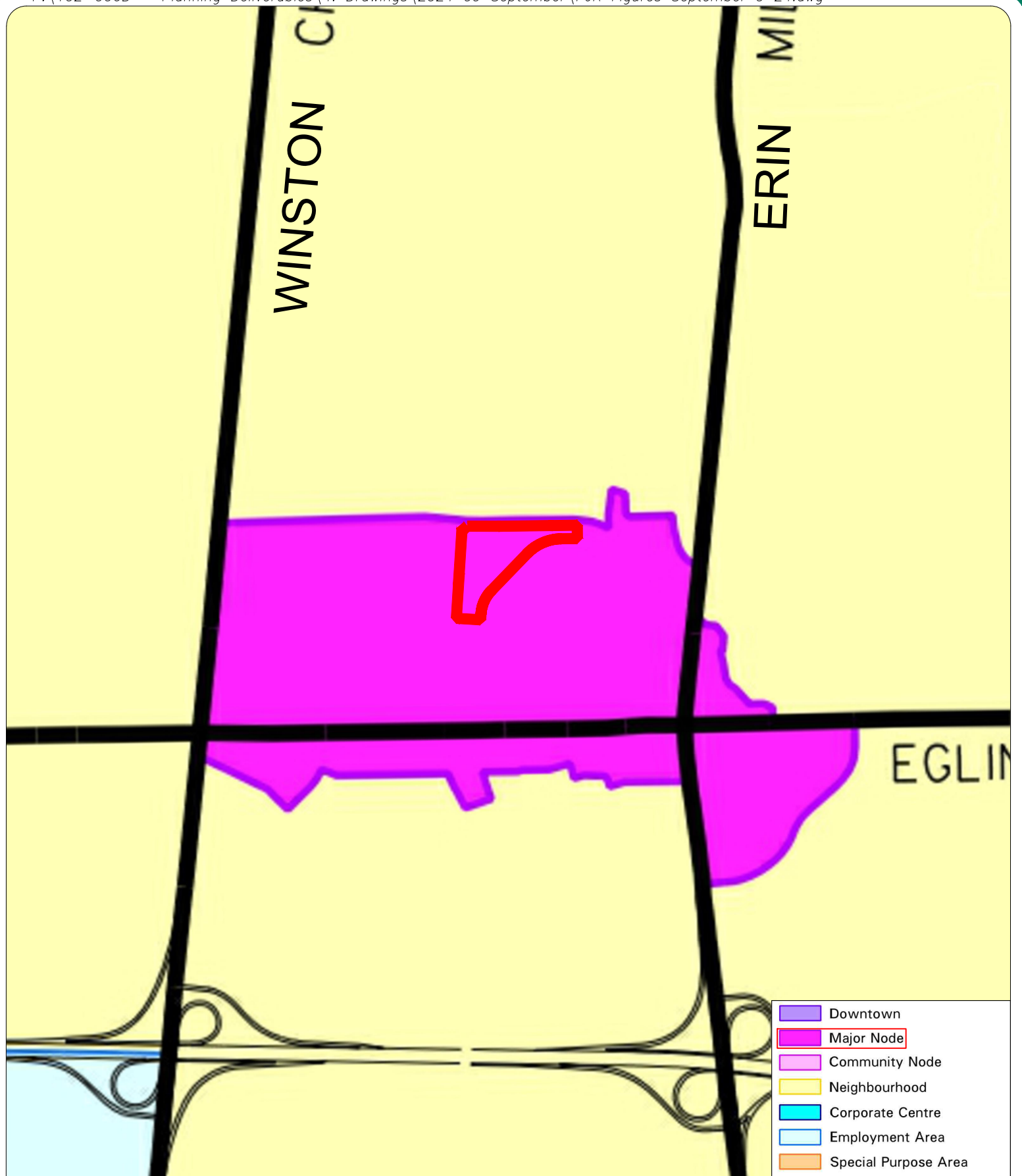
LEGEND

 Subject Lands

5100 ERIN MILLS PARKWAY
 BLOCK 1, PLAN 43M823
 CITY OF MISSISSAUGA,
 REGIONAL MUNICIPALITY OF PEEL



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- Downtown
- Major Node
- Community Node
- Neighbourhood
- Corporate Centre
- Employment Area
- Special Purpose Area

FIGURE 21 **MISSISSAUGA OFFICIAL PLAN**
SCHEDULE 1B: URBAN SYSTEM, CITY STRUCTURE

5100 ERIN MILLS PARKWAY
 BLOCK 1, PLAN 43M823
 CITY OF MISSISSAUGA,
 REGIONAL MUNICIPALITY OF PEEL



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LEGEND

Subject Lands

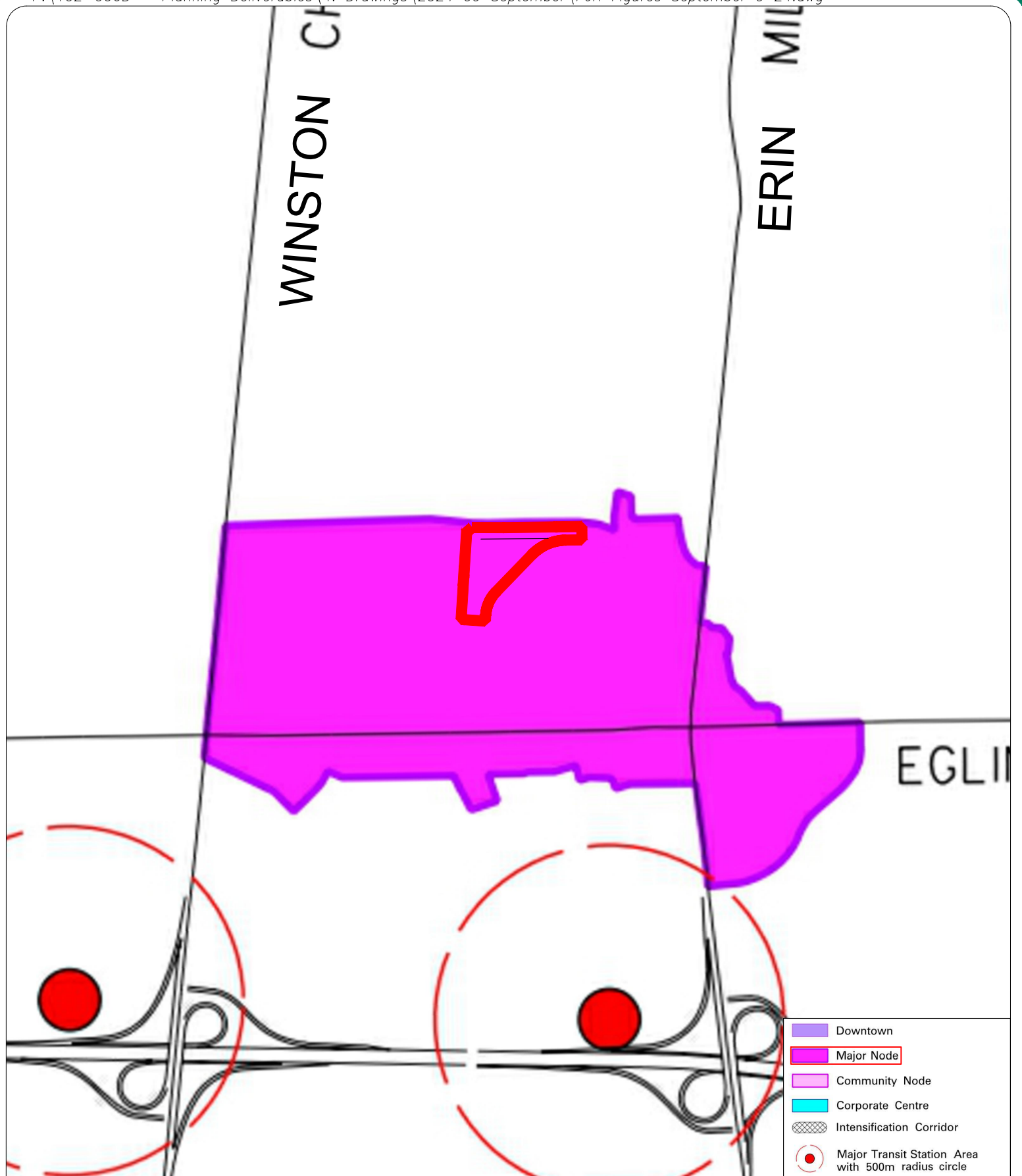


FIGURE **22** **MISSISSAUGA OFFICIAL PLAN**
SCHEDULE 2: INTENSIFICATION AREAS

LEGEND

Subject Lands

5100 ERIN MILLS PARKWAY
 BLOCK 1, PLAN 43M823
 CITY OF MISSISSAUGA,
 REGIONAL MUNICIPALITY OF PEEL



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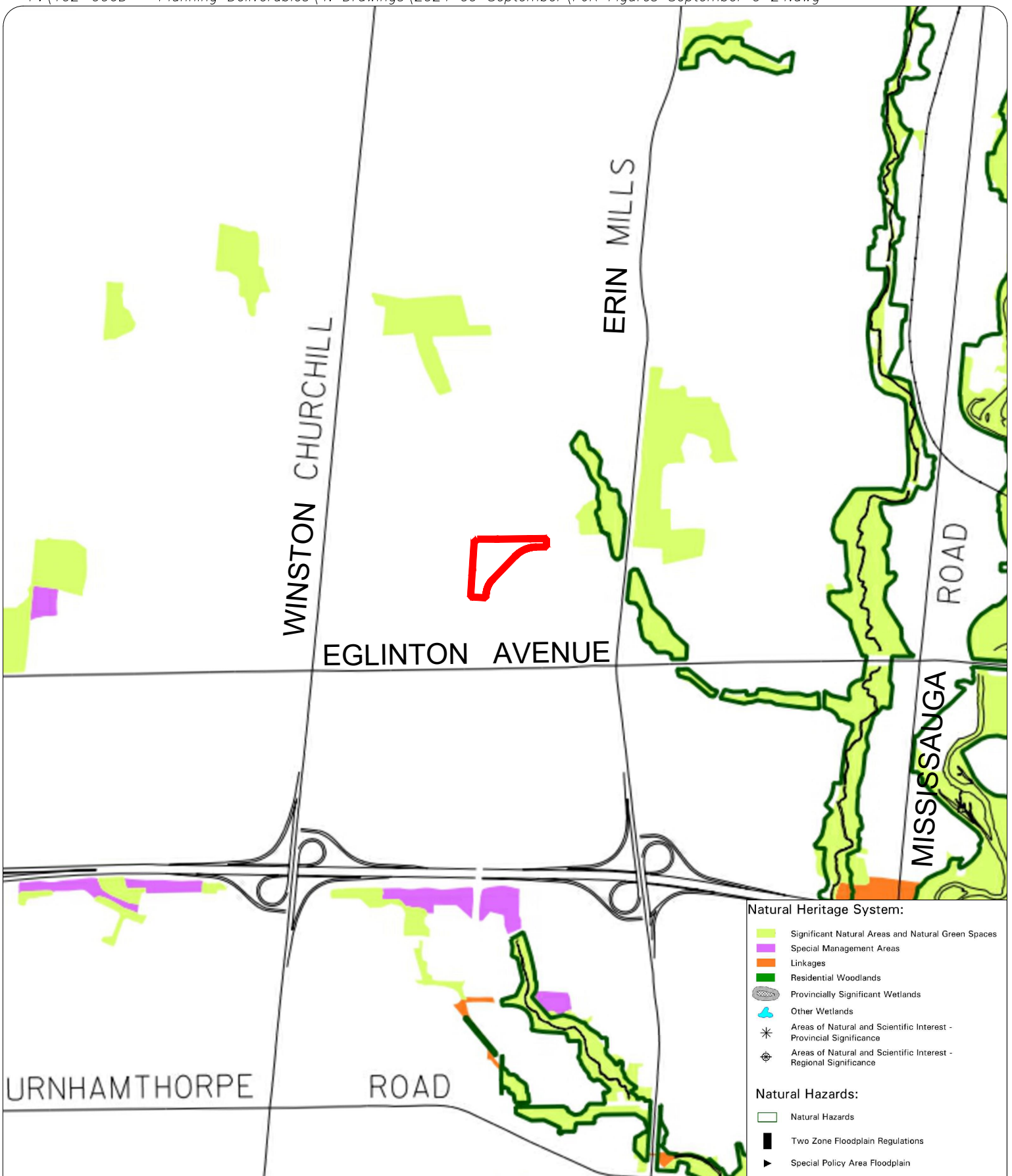


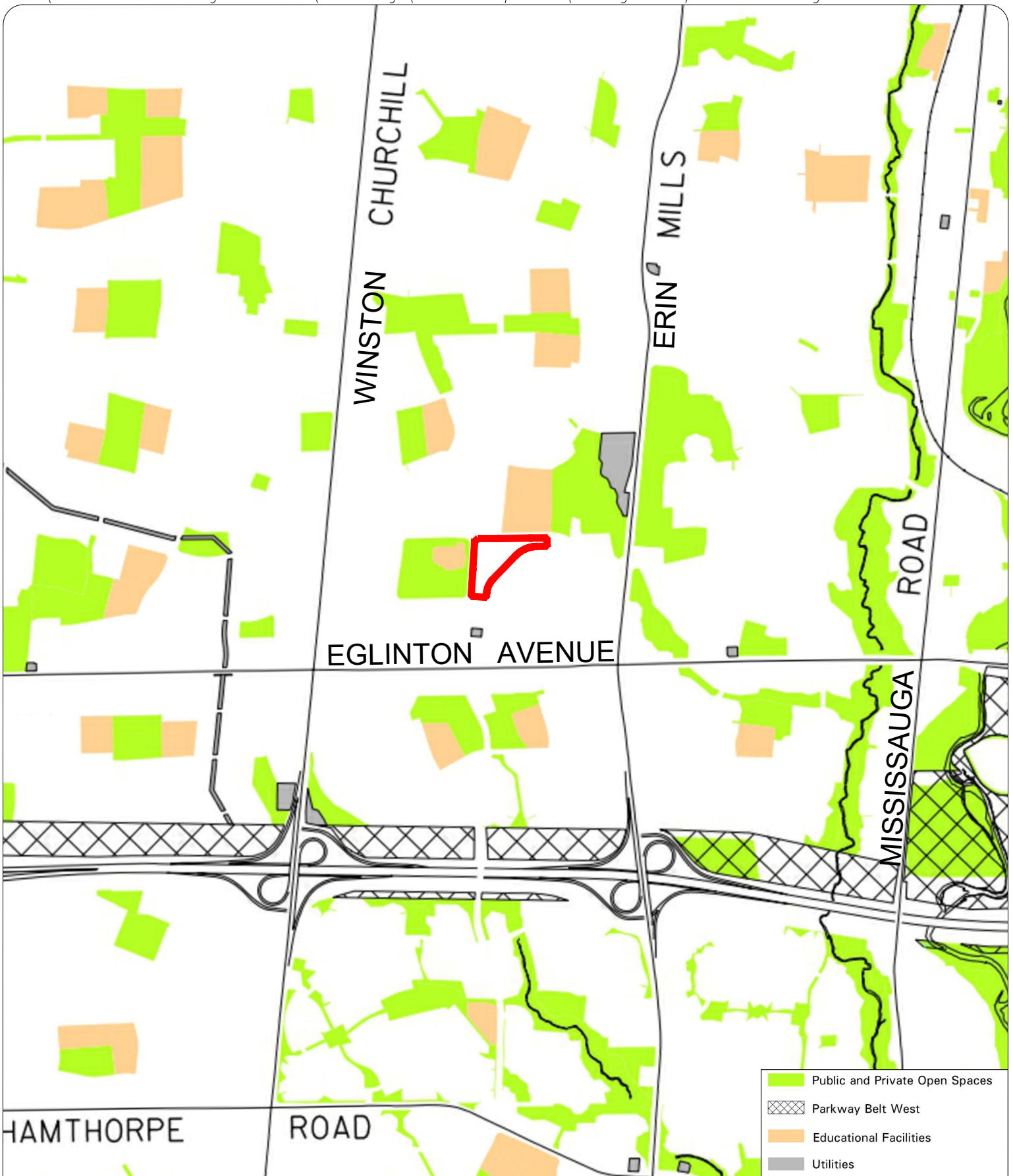
FIGURE **23** **MISSISSAUGA OFFICIAL PLAN**
 SCHEDULE 3: NATURAL SYSTEMS

5100 ERIN MILLS PARKWAY
 BLOCK 1, PLAN 43M823
 CITY OF MISSISSAUGA,
 REGIONAL MUNICIPALITY OF PEEL

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LEGEND

Subject Lands



- Public and Private Open Spaces
- Parkway Belt West
- Educational Facilities
- Utilities

FIGURE 24 MISSISSAUGA OFFICIAL PLAN
SCHEDULE 4: PARKS

5100 ERIN MILLS PARKWAY
 BLOCK 1, PLAN 43M823
 CITY OF MISSISSAUGA,
 REGIONAL MUNICIPALITY OF PEEL



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LEGEND

Subject Lands

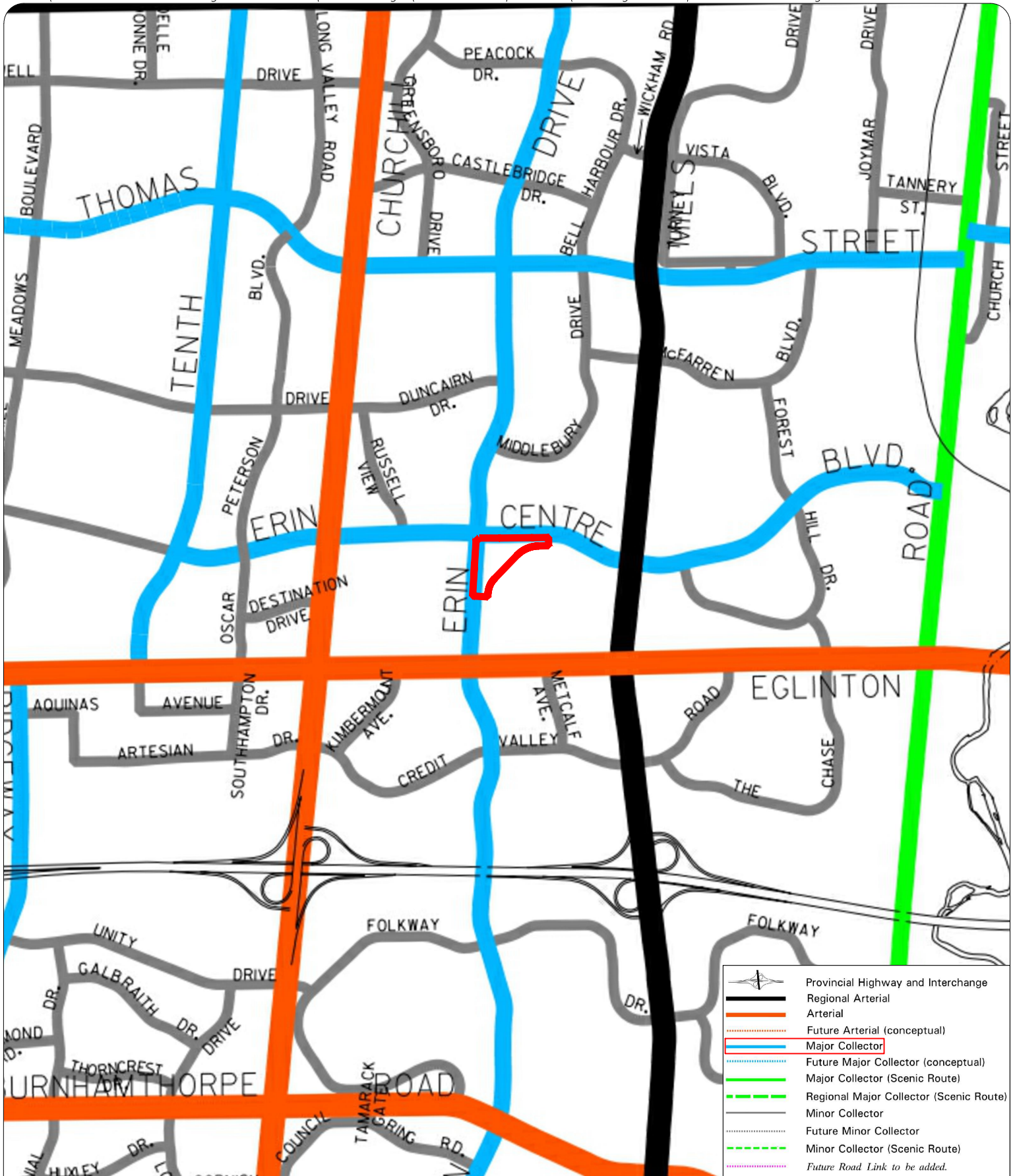


FIGURE **MISSISSAUGA OFFICIAL PLAN**
25 SCHEDULE 5: LONG TERM ROAD NETWORK

5100 ERIN MILLS PARKWAY
 BLOCK 1, PLAN 43M823
 CITY OF MISSISSAUGA,
 REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
 SEPTEMBER 09, 2024

LEGEND

Subject Lands

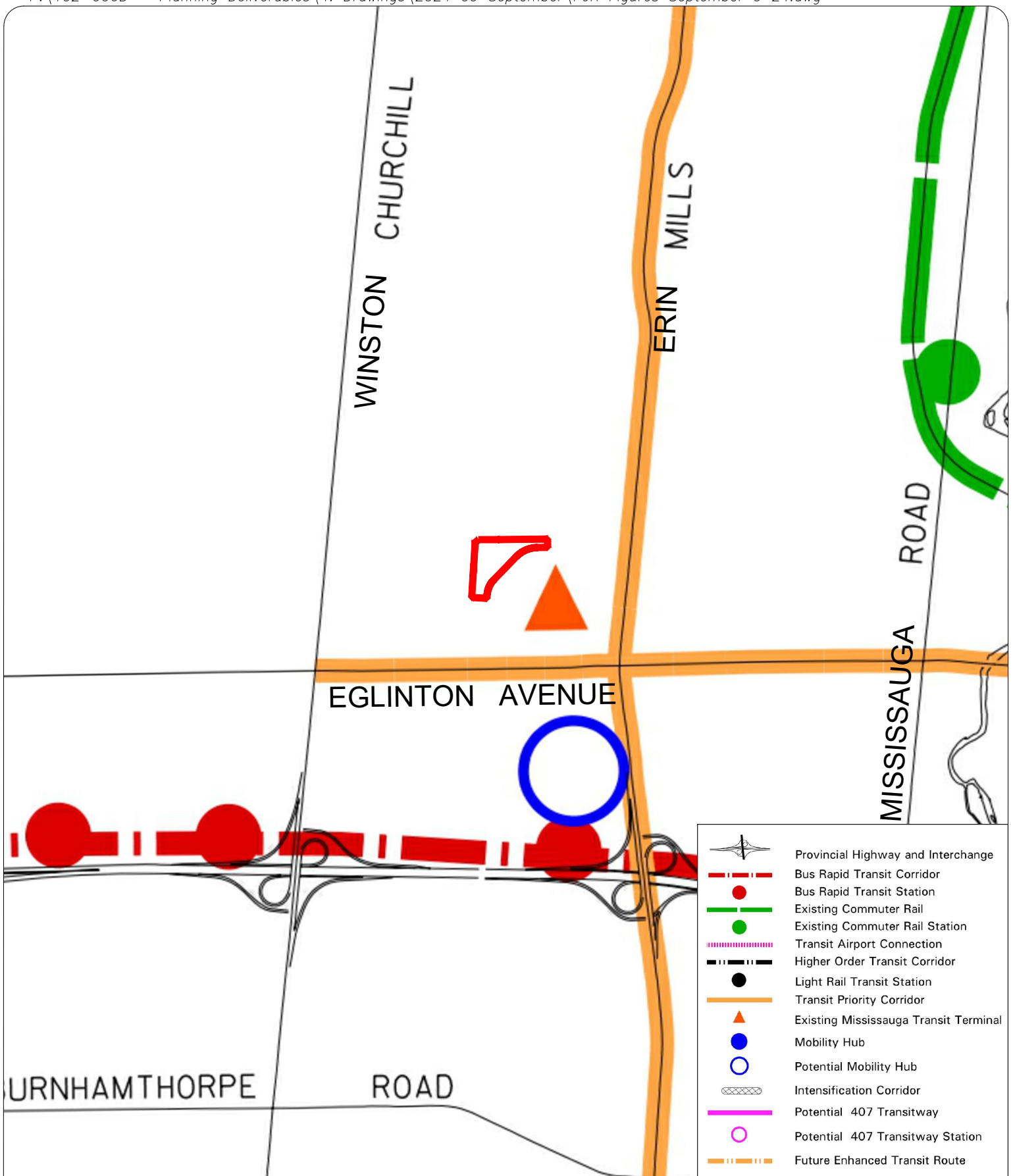



FIGURE 26 **MISSISSAUGA OFFICIAL PLAN**
SCHEDULE 6: LONG TERM TRANSIT NETWORK

5100 ERIN MILLS PARKWAY
BLOCK 1, PLAN 43M823
CITY OF MISSISSAUGA,
REGIONAL MUNICIPALITY OF PEEL

 SCALE NTS
SEPTEMBER 09, 2024

LEGEND
 Subject Lands

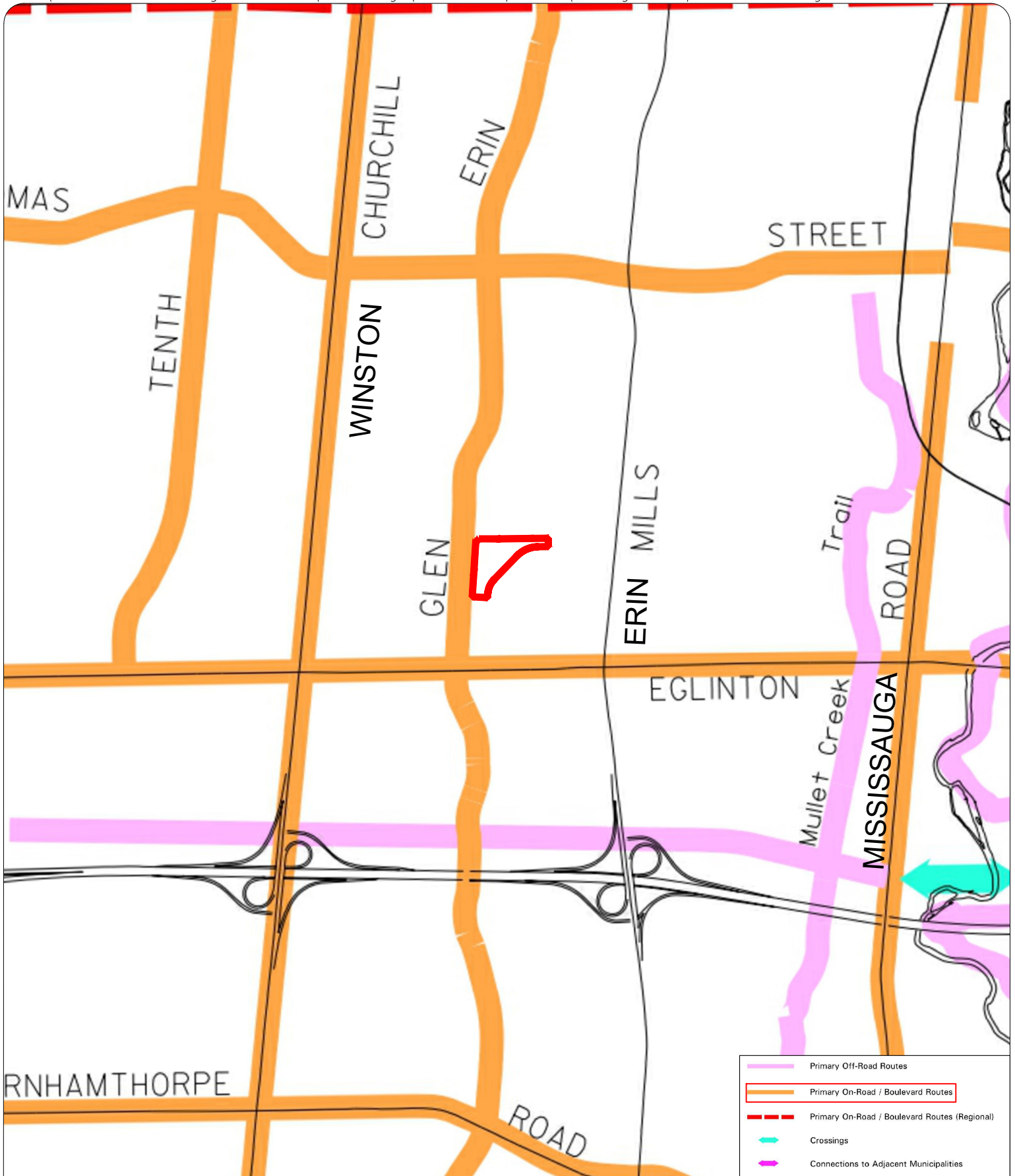


FIGURE **27** **MISSISSAUGA OFFICIAL PLAN**
 SCHEDULE 7: LONG TERM CYCLING NETWORK

5100 ERIN MILLS PARKWAY
 BLOCK 1, PLAN 43M823
 CITY OF MISSISSAUGA,
 REGIONAL MUNICIPALITY OF PEEL



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LEGEND

Subject Lands

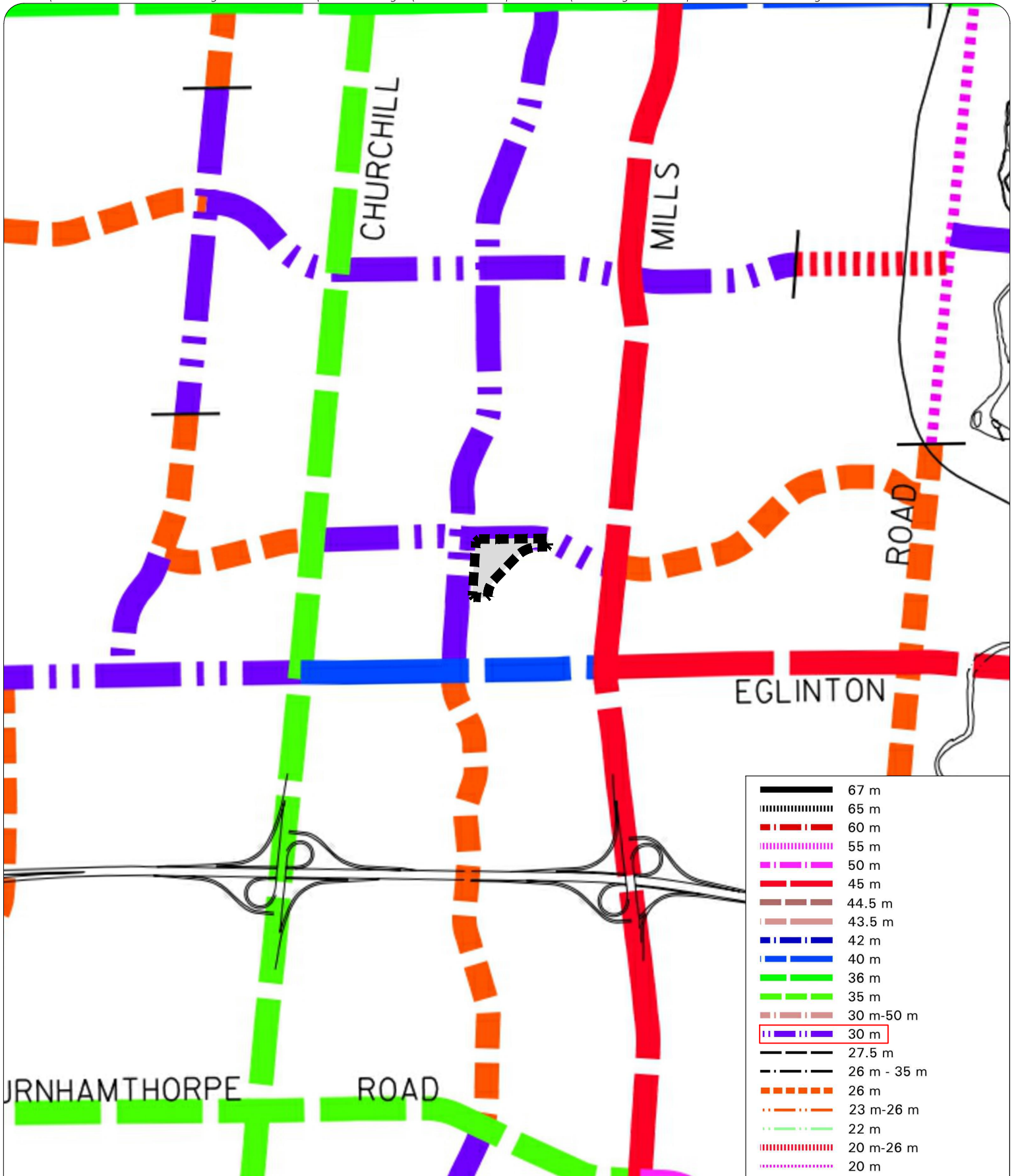


FIGURE 28 **MISSISSAUGA OFFICIAL PLAN**
SCHEDULE 8: DESIGNATED RIGHT OF WAY WIDTHS

5100 ERIN MILLS PARKWAY
 BLOCK 1, PLAN 43M823
 CITY OF MISSISSAUGA,
 REGIONAL MUNICIPALITY OF PEEL



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LEGEND

Subject Lands

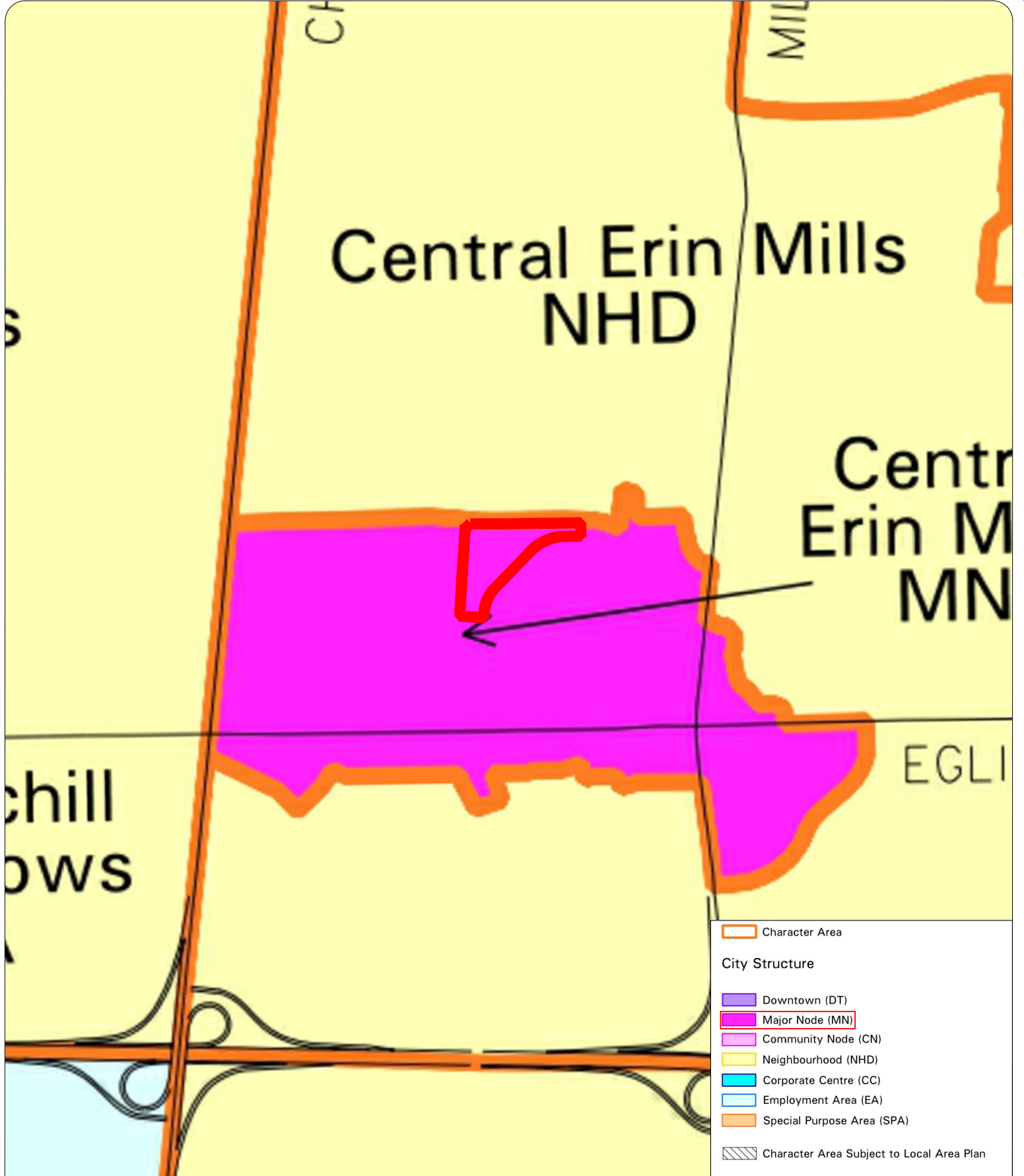


FIGURE 29 **MISSISSAUGA OFFICIAL PLAN**
CENTRAL ERIN MILLS MAJOR NODE

LEGEND

Subject Lands

5100 ERIN MILLS PARKWAY
BLOCK 1, PLAN 43M823
CITY OF MISSISSAUGA,
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
SEPTEMBER 09, 2024



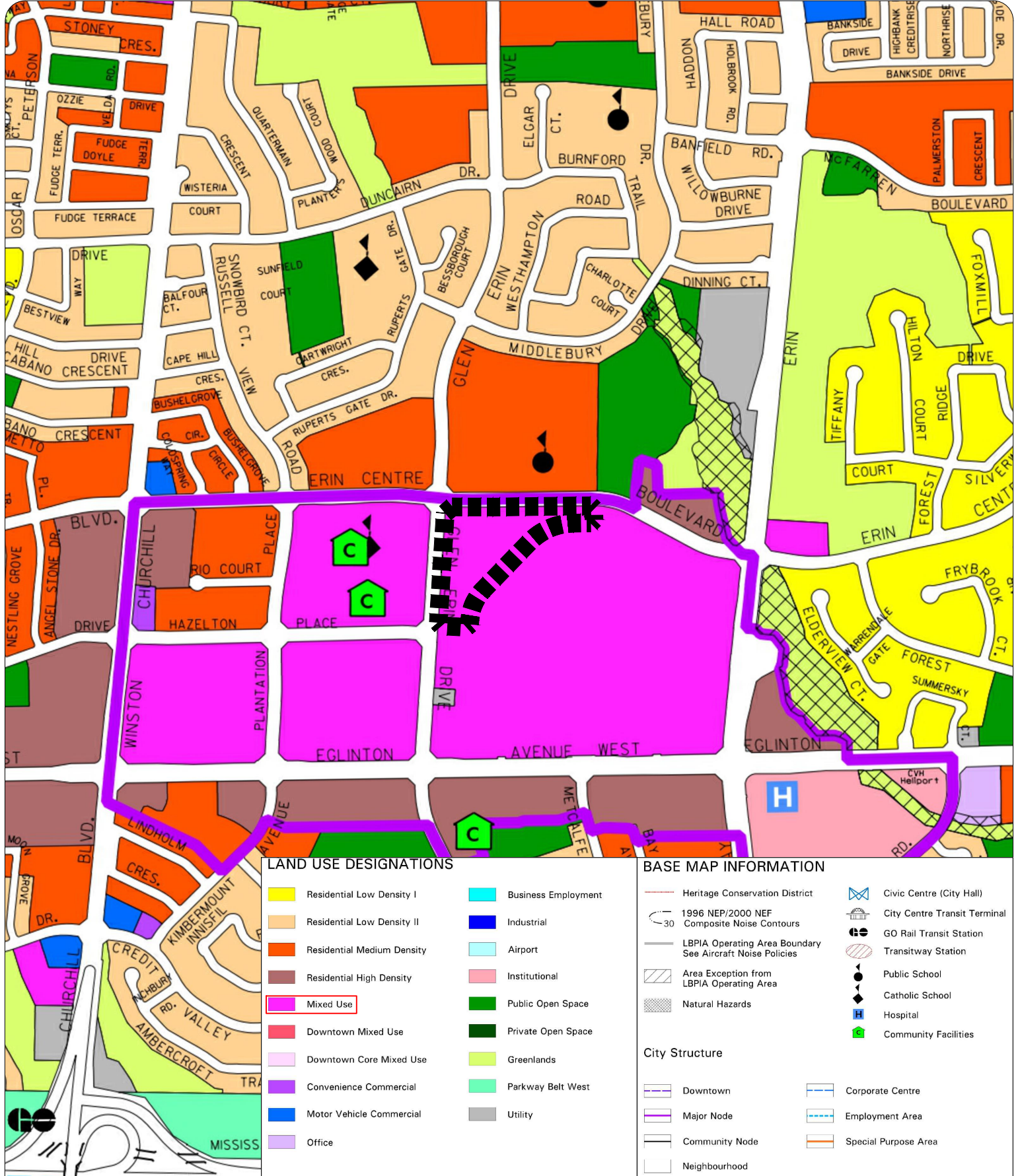


FIGURE 30 MISSISSAUGA OFFICIAL PLAN SCHEDULE 10: LAND USE DESIGNATION

LEGEND

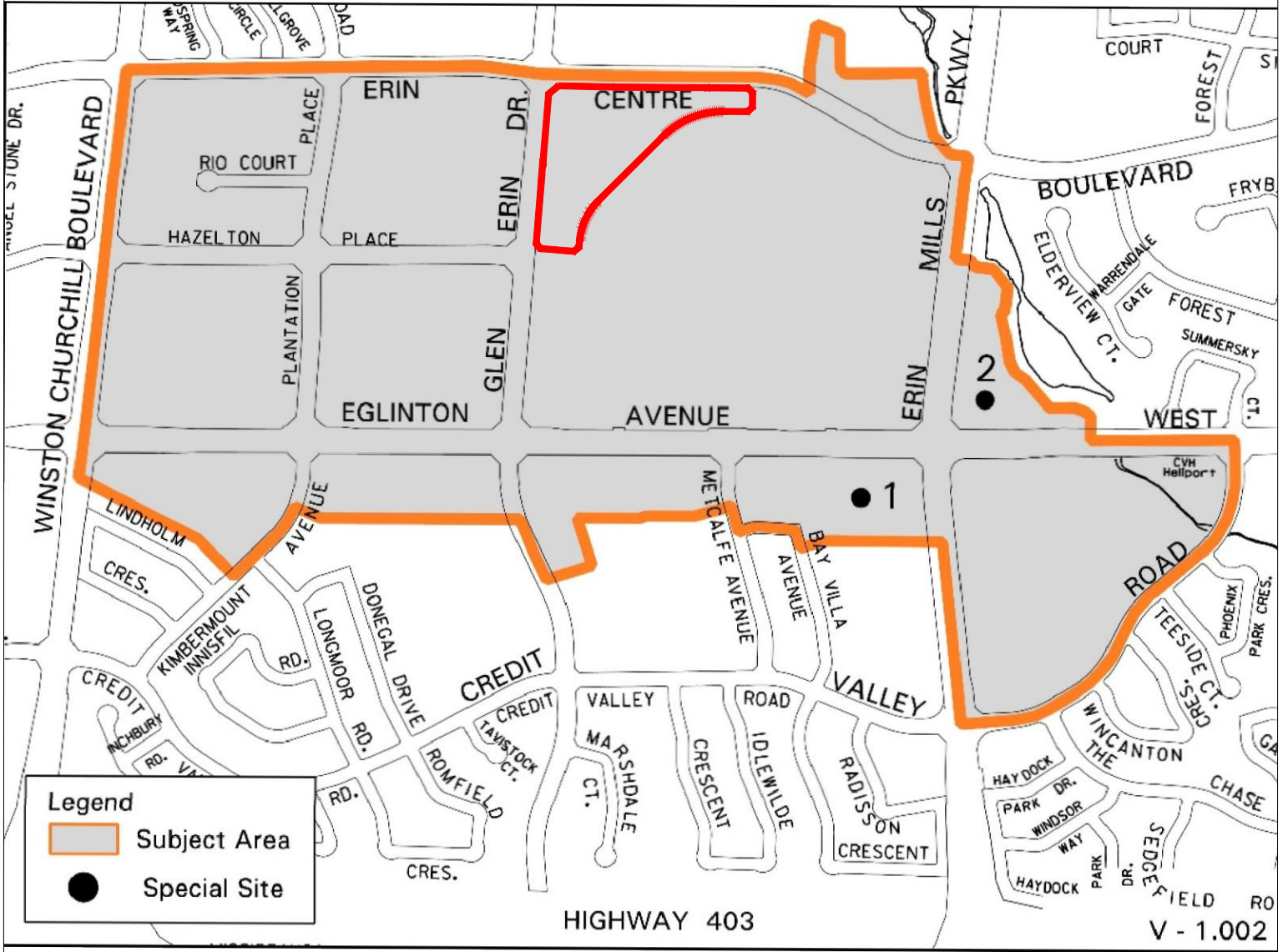
Subject Lands

5100 ERIN MILLS PARKWAY
BLOCK 1, PLAN 43M823
CITY OF MISSISSAUGA,
REGIONAL MUNICIPALITY OF PEEL



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Legend

- Subject Area
- Special Site

FIGURE
31

MISSISSAUGA OFFICIAL PLAN
MAP 13-2 - CENTRAL ERIN MILLS MAJOR NODE CHARACTER AREA

LEGEND
 Subject Lands

5100 ERIN MILLS PARKWAY
BLOCK 1, PLAN 43M823
CITY OF MISSISSAUGA,
REGIONAL MUNICIPALITY OF PEEL

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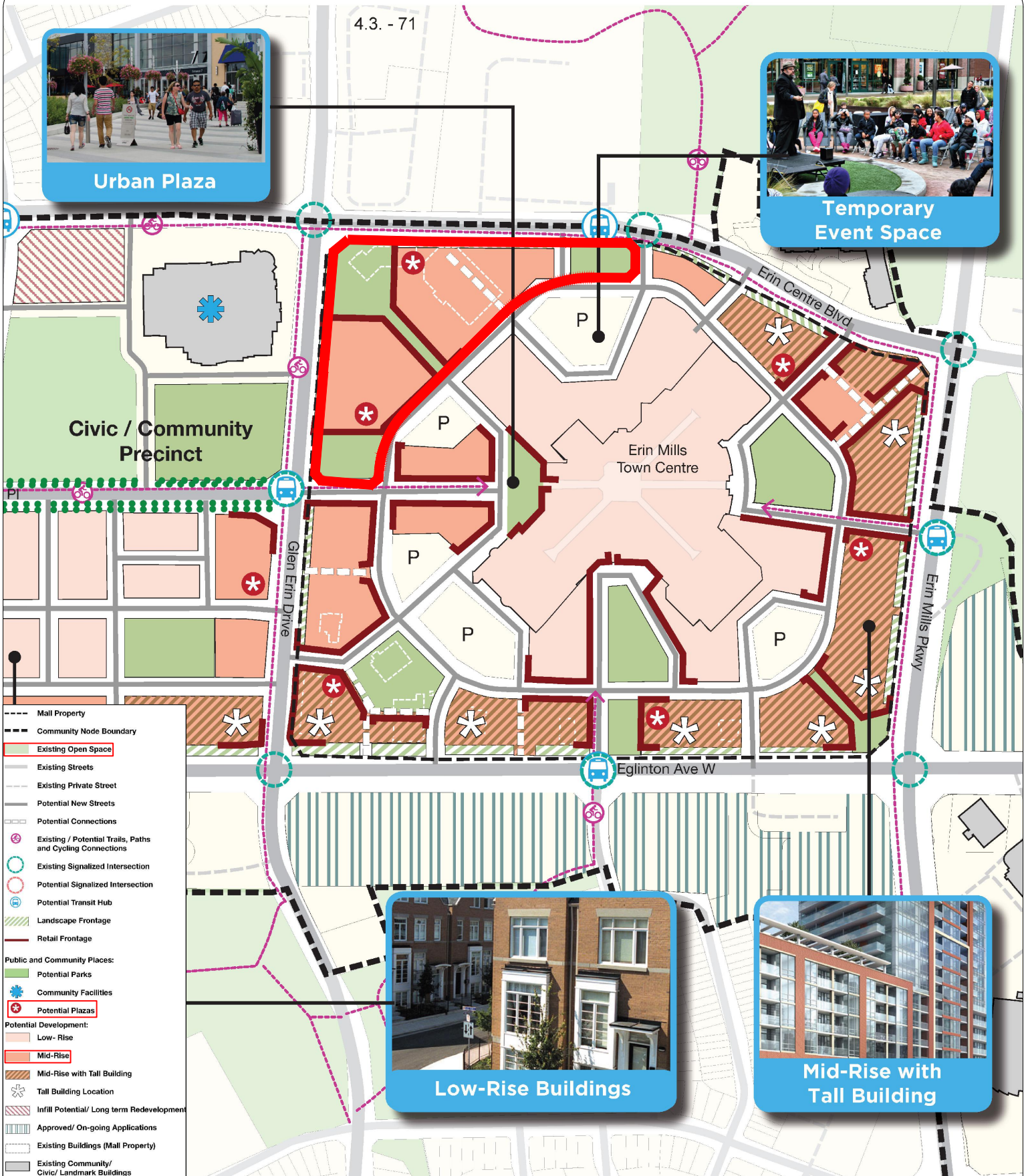
4.3. - 71



Urban Plaza



Temporary Event Space



- Mall Property
- Community Node Boundary
- Existing Open Space
- Existing Streets
- Existing Private Street
- Potential New Streets
- Potential Connections
- Existing / Potential Trails, Paths and Cycling Connections
- Existing Signalized Intersection
- Potential Signalized Intersection
- Potential Transit Hub
- Landscape Frontage
- Retail Frontage
- Public and Community Places:
- Potential Parks
- Community Facilities
- Potential Plazas
- Potential Development:
- Low- Rise
- Mid-Rise
- Mid-Rise with Tall Building
- Tall Building Location
- Infill Potential/ Long term Redevelopment
- Approved/ On-going Applications
- Existing Buildings (Mall Property)
- Existing Community/ Civic/ Landmark Buildings

FIGURE 32 REIMAGINING THE MALL ERIN MILLS MALL NODE

5100 ERIN MILLS PARKWAY
BLOCK 1, PLAN 43M823
CITY OF MISSISSAUGA,
REGIONAL MUNICIPALITY OF PEEL

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LEGEND
Subject Lands



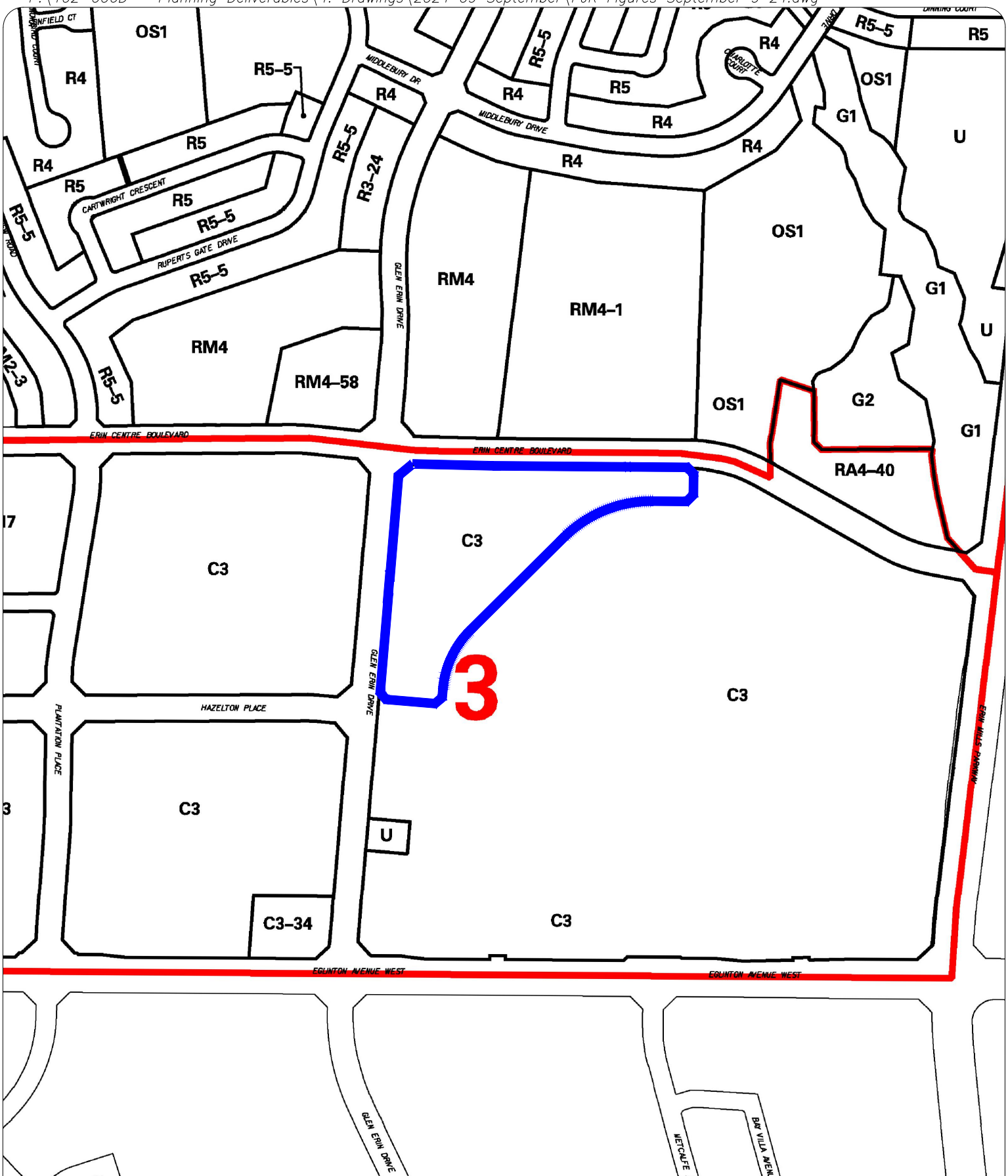


FIGURE **33** MISSISSAUGA ZONING BY-LAW
 ZONING BY-LAW 0225-2007

5100 ERIN MILLS PARKWAY
 BLOCK 1, PLAN 43M823
 CITY OF MISSISSAUGA,
 REGIONAL MUNICIPALITY OF PEEL



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LEGEND

- Subject Lands
- Parking Precinct

