RE-IMAGINING MEADOWVALE TOWN CENTRE AS A PLACE FOR YOUNG ADULTS AND FAMILIES

SUBMISSION TO: CITY OF MISSISSAUGA
PREPARED BY: HYBRID CONSULTING
APRIL 3, 2017

Photo courtesy of HASSELL
Dear Jordan Lee and Paulina Mikicich,

HYBRID Consulting is pleased to submit a final report for the City of Mississauga complete with deliverables identified in our Expression of Interest, ‘Re-Imagining Meadowvale Town Centre as a Place for Young Adults and Families,’ dated February 3, 2017.

The final report herein includes the following five deliverables:
- SWOT Analysis;
- Healthy Development Assessment;
- Best Practices Case Study Research;
- Design Vision; and a
- Policy Implementation Framework

We believe that our extensive research and analysis, as well as our well informed design vision will inspire the City of Mississauga to facilitate redevelopment of Meadowvale Town Centre. Ultimately, our report results in a policy implementation framework complete with quick wins, short, medium and long term recommendations.

Sincerely,

Stephanie Mirtitsch
Project Manager
RFP AND REVISED PROPOSAL SUBMISSIONS

HYBRID Consulting delivered the first draft of the RFP submission on January 27, 2017 via email. The client provided feedback on our initial submission. The format of the assignment was 8.5” x 11.

The client expressed that they were satisfied with our modifications to the RFP sent on February 3, 2017. We submitted an electronic copy to the client via email. The format of the assignment was 8.5” x 11.

This submission is the final report for the City of Mississauga, titled ‘Re-Imagining Meadowvale Town Centre as a Place for Young Adults and Families.’ This report contains 107 pages, including the cover page, and relevant appendices.

ACKNOWLEDGEMENTS

HYBRID Consulting would like to thank the City of Mississauga, specifically the Policy Planning division for engaging and collaborating with our team in this University of Waterloo PLAN 405 Project. HYBRID Consulting would also like to acknowledge Mr. Kevin Curtis for organizing and providing guidance for PLAN 405.

HYBRID Consulting would also like to thank Dr. Leia Minaker, Assistant Planner at the University of Waterloo’s School of Planning for mentoring our team throughout this process and specifically for her insightful contributions in the area of health policy and built form.

HYBRID Consulting would also like to thank other key stakeholders who were involved in the process including Ward 9 Councillor Pat Saito, Meadowvale Neighbourhood Association and First Capital Property Management.

J. CHEUNG | D. CHOUDHRY | M. HAZARI | T. HO | S. MIRTITSCH | S. WONG

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1.1 PROJECT INTRODUCTION

Meadowvale Town Centre is an existing shopping centre, located in Mississauga, Ontario. It is home to a diverse range of businesses including Metro, Canadian Tire, GoodLife Fitness, Tim Hortons, TD Canada Trust and various other retailers. The current site includes a bus terminal which serves as the main, interregional transit hub for the community of Meadowvale.

The City of Mississauga has concluded that the existing state of the shopping centre lacks a sense of community, mix of uses that attract young adults and families, and is too vehicle oriented. For these reasons, the City is planning to redevelop Meadowvale Town Centre into a healthy, mixed-use community node for young adults and families.

1.2 PROJECT UNDERSTANDING

HYBRID Consulting is submitting a proposal as a follow up to their RFP submitted on January 23, 2017 titled “Re-Imagining Meadowvale Town Centre as a Place for Young Adults and Families.” Our team has experience in land use planning, policy planning, urban design, transportation and land development resulting in a multidisciplinary project that is both visionary in design and feasible in its implementation.

Our completed project achieves all components outlined in our RFP submission. This includes the development of a mixed use community node with a focus on creating a healthy and complete community to attract young adults and families to the area. Overall, our proposal focuses on five design principles: sustainability, connectivity, community, built form, economy, which are discussed in more detail in Part 3 ‘Vision Framework’ of this report.

1.3 STUDY PURPOSE

The City of Mississauga’s RFP scope required four deliverables that are included in this report. The SWOT Analysis, Healthy Development Assessment and the Best Practices Case Studies are included in Part 2 of this report, ‘Setting the Stage (Research and Analysis)’. These two deliverables, along with the Health Impact Assessment that we included to add an additional layer of analysis to focus on healthy living.

Our findings in Part 2, influence Part 3 ‘Vision Framework’ of our report. This section details our visioning process and ultimately our proposed design. The last section of our report Part 4 ‘Implementation and Next Steps’ details the policy implementation framework and makes recommendations for making our design vision a reality.
1.4 STAKEHOLDER AND PUBLIC ENGAGEMENT

A number of stakeholder engagement measures were used to obtain guidance from those most familiar with the Meadowvale Town Centre in order to direct the next steps in the evolution of the design and policy framework. These engagement sessions provided many opportunities for the study team to engage in meaningful dialogue which assisted in establishing the overall vision for the study. The key stakeholders identified are:

**WARD 9 COUNCILLOR: PAT SAITO**

The study team met with Councillor Pat Saito on February 27th, 2017 to understand her position on her vision for the Meadowvale Town Centre. The Councilor expressed strong interest towards development and intensification within the Meadowvale node, including mixed-use development with uses that would support the surrounding neighbourhood’s daily living needs. It was her opinion that revitalization should maximize the site’s potential and become an anchor destination for the greater community. Consultation with the Ward Councilor involved discussions around existing conditions, and future visions in the short and long term for the site.

**CITY STAFF: POLICY PLANNING TEAM**

The study team has been engaged with City of Mississauga’s Policy Planning Staff since the beginning of the RFP stage. This process involved in-person meetings, phone calls and weekly email correspondence. City staff provided guidance on the process and feedback on the proposed project throughout the entirety of the study process.

**MEADOWVALE NEIGHBOURHOOD ASSOCIATION**

The study team met with four representatives from the Meadowvale Neighbourhood Association on February 27th, 2017 to engage in discussions to understand their needs regarding future visions for their community. The meeting was held in conjunction with the Ward Councillor to maximize discussion and develop a greater understanding of what they felt was currently lacking in the Meadowvale Town Centre from the perspective of residents of the neighbourhood.

**PROPERTY OWNER: FIRST CAPITAL**

First Capital is the property owner of the Meadowvale Town Centre. In order to ensure that the result of the proposed study aligned with the property owner’s vision, the study team engaged in a meaningful discussion with First Capital about the future vision for the property on March 9th, 2017 via teleconference.
2.1 RESEARCH BACKGROUND

There has been a steady decline in the number of drivers licenses issued for millennials in recent years. A study conducted in 2013 of 618 respondents between the ages of 18 and 39 in the United States, found that 22% of respondents prefer to bike or walk and 17% prefer to take public transportation (Nicks, 2016). As gas prices continue to rise, along with hefty vehicle expenses and the development of telecommuting and public transportation, the study indicates a decrease in vehicle culture (Nicks, 2016). Jane Jacobs, a planning visionary, mentioned the value of pedestrian spaces and “eyes on the street” to encourage community culture and safety (Jacobs, 1961). This report is motivated by these findings and theories and proposes to redevelop the Meadowvale Town Centre into a mixed-use community node that provides appropriate resources and amenities for young adults and families.

In 2004, the most dominant age group in the Meadowvale Community was between 35 and 44 years of age with Canadian, East Indian and English to be the primary ethnic groups (Mississauga Data, 2004). The majority of the community is single family households, living in single-detached houses with a car (Mississauga Data, 2004). The proposed redevelopment plans to attract young adults and families into this area by increasing modes of active transportation, providing a range of land uses and developing a diverse and healthy community.

Analysis and research was conducted to influence and validate the design vision and subsequently, the policy implementation for the redevelopment of Meadowvale Town Centre. In order to better understand the site and provide recommendations, a SWOT analysis was conducted to identify the existing strengths and weaknesses for Meadowvale Town Centre. Furthermore, opportunities and threats were identified to determine future obstacles and possible solutions for the subject site. A Healthy Development Assessment (HDA) was conducted to ensure the goals of a healthy, complete and mixed-use community was met. Best Practice Case Studies were used as precedents that represented the following vision principles. These vision principles will be discussed in greater detail in Section 3.2 of this report. Together, the SWOT analysis, the Healthy Development Assessment tool and the case studies were used to influence decisions and the overall vision for the redevelopment of Meadowvale Town Centre.

2.2 SWOT ANALYSIS

STRENGTHS

1. Abundance of new developable space as a result of large parking lot (>1000 spaces)
2. Existing express transit in the immediate vicinity that connects to regional rail
3. Existing community services available for future tenants (Meadowvale Library and Community Centre, Two Churches, Professional School of Music and Arts, Meadowvale Secondary School, Edenwood Middle School, Shelter Bay Public School, Meadowvale Theatre, Lake Aquitaine Park)
4. A good mix of tertiary sectors including: restaurants, retail and government services
5. Complimentary density transition to the north, east and south from single-detached, town homes and mid-rise apartment dwellings
6. Existing street structure through parking lots
7. Established and separated truck routes for unloading goods
8. An abundance of park space east of the site
9. Complimentary density transition to the north, east and south from single-detached, town homes and mid-rise apartment dwellings
10. Public opposition to any change
11. Lack of a land-use mix and efficient streetscape characteristics
12. Lack of a land-use mix and efficient streetscape characteristics

OPPORTUNITIES

1. Reconfiguration of parking where appropriate – opportunity to revisit minimum parking requirements and benchmark successful policies in North America
2. Reconfiguration of parking presents an opportunity to introduce open space and a network of active connections to promote healthy lifestyles
3. Vehicle ownership is related to income and if affordable housing is imposed this may warrant lower parking requirements
4. Aging shopping mall may warrant revitalization and introduction of a mixed use node with a focus on integrating transit within the greater context of the site
5. Major investment opportunities if site is subdivided and lands become open to the housing market
6. Recreational facilities may have additional capacity for community programming

THREATS

1. Public opposition to any change
2. Lack of a land-use mix and efficient streetscape characteristics
3. Insufficient parking for intensification
4. Insufficient capacity of public services for intensification
5. Insufficient capacity of public services for intensification
6. Insufficient parking for intensification

WEAKNESSES

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WEAKNESSES

1. High demand for parking at big box retail
2. Lack of building character around the periphery of site boundary facing arterial roadways (retail is accessed inwardly)
3. Abundance of dead space that induces lack of safe pedestrian and cycling routes
4. Large impervious surfaces (parking lots) result in a heat island effect and hot, dirty and fast storm water runoff
5. Lack of trees and other vegetation to mitigate storm water runoff, hide parking and filter sunlight onto the pavement
6. Indoor shopping mall is outdated; vacant spaces for lease.
7. Interior streets are wider than necessary and lack traffic calming measures to protect pedestrians and cyclists
8. Auto services located on the northwest corner of the site
9. Major hydro corridor running east of site along Winston Churchill Blvd. is a blight to the community.
10. Ambiguous spaces that are poorly lit; does not adhere to Crime Prevention Through Environmental Design (CPTED) best practices
11. Lack of sufficient short term bicycle parking and safe bicycle connections to the site
12. Lack of a land-use mix and efficient streetscape characteristics to promote healthy and inclusive communities

THREATS

1. Public opposition to any change
2. Safety of pedestrians and cyclists along interior and exterior streets due to road geometry and lack of traffic calming measures
3. Insufficient capacity of public services for intensification
4. Insufficient parking for intensification

SWOT SUMMARY

The redevelopment for this property will respond to the Strengths, Weaknesses, Opportunities and Threats at the existing Meadowvale Town Centre.

The strengths of the site will be maintained or enhanced. For example, transit lines in the vicinity of the site will soon connect to a dedicated right-of-way south of the site. In 2017, the terminal is to be upgraded to enhance the overall pedestrian experience. Moreover, the site is situated in a suitable location for intensification through the provisions in the City of Mississauga’s Official Plan.

The weaknesses identified are the overarching reasons practitioners and politicians should respond with a progressive plan for the redevelopment of this site. Many of these weaknesses also present major opportunities for improvement and revitalization. For example, the abundance of parking has negative impacts on stormwater, wildlife, climate, social interaction and pedestrian safety. However, reducing the amount of parking overall, adding underground and structured parking, and minimizing surface parking are all feasible opportunities that can respond to these weaknesses. In addition, pedestrian safety is identified as a weakness of the site. The street network introduced will ensure that its geometry is compatible and safe for active modes of transportation by following the local policy in the Transportation Policy Plans of upper and lower tier governments. Moreover, cross sections outlined by the National Association of City Transportation Officials will be benchmarked for ideal street renewal candidacy.

The threats identified will be avoided and mitigated wherever possible. For example, the threat of public opposition will be managed through the development of a public consultation strategy. This will ensure that the proposed redevelopment is well aligned with the values of the general public.
2.3 HEALTHY DEVELOPMENT ASSESSMENT

WHY IS HEALTH PLANNING IMPORTANT?

Health, as defined in the 1948 constitution of the World Health Organization, is a state of complete physical, mental and social well being and not merely an absence of disease or infirmity (WHO, 2003). Human health is largely influenced by the natural and built environment. The built environment, such as neighborhoods, buildings and cities, influence our health and how we feel about our surroundings. For example, community design can play an important role in promoting or discouraging physical activity (Dannenberg et al., 2011). With concerns of global warming, over-dependence of automobiles, and the consumption of natural resources at an alarming rate, it has become imperative to look for sustainable ways of living to ensure that future generations will have access to all necessary resources for livelihoods.

The integrated application of public health and planning is essential to realize the goal of healthy and sustainable communities. There has been a growing focus on creating healthy, complete communities through built form and community design. Having a mix of land uses in close proximity to each other, can promote active transportation, decrease the use of automobiles and move towards the establishment of healthy communities. The redevelopment of Meadowvale Town Centre should encompass these qualities in its design in order to create a healthy, complete community for its users.

Healthy and complete communities meet residents needs for daily living by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, opportunities for aging in place and accessible community infrastructure including schools, recreation and open space for their residents (Dannenberg et al., 2011). In addition to these uses and amenities, easy access to public transit and the use of other modes of active transportation also make up key parts of healthy and complete communities (Dannenberg et al., 2011)

The proposed redevelopment attempts to reimagine Meadowvale Town Centre as a complete community with a variety of amenities and services located close to each other. A variety of land uses, such as residential, commercial, recreational and open spaces provide users and residents with the opportunity to live a more healthy and sustainable life. The proposal aims to foster a sense of sustainable, healthy living through design. The target demographic is young adults and families, but the site design will not be exclusive of the rest of the population. Older users of the site can benefit from the services in a compact built form.

HEALTHY DEVELOPMENT ASSESSMENT TOOL

The Region of Peel is committed to creating healthy, supportive environments that enhance the health-promoting potential of the community (Region of Peel, 2016). A complete community can be achieved through compact, pedestrian-friendly and transit-friendly development.

To assess the healthiness of proposed developments, the Region of Peel uses a tool known as the Healthy Development Assessment (HDA). The tool aims to create healthy and complete communities by setting specific standards for development proposes. The HDA contains a scoring matrix to assess and measure the health-promoting potential of the development.

In order to optimize the healthiness and sustainable design of the project, it was necessary to determine the shortcomings of the existing development and why it is not currently sustainable or healthy. A HDA was completed for both the existing site as well as the proposed development to determine how the proposed design is going to convert the existing redevelopment into a healthier community.

The HDA contains six core elements of the built environment on which the proposed development is scored. These elements are interconnected and work together to promote healthy communities (Region of Peel, 2016). These six elements are density, service proximity, street connectivity, land use mix, streetscape characteristics and efficient parking. Each of these is evaluated below.

DENSITY

Development density refers to the number of people, dwelling units, and/or jobs that will be accommodated in a specific area (Region of Peel, 2016). High density developments promote the need for a variety of services, amenities and employment opportunities in close proximity. In summary, a higher density development encourages more efficient use of resources, which supports healthy and sustainable development.

According to the Healthy Development Assessment User Guide (Regional of Peel, 2006), a higher density development can be achieved through many methods, including but not limited to reduced lot sizes, frontages and setbacks, efficient lot configuration, increased site coverage of buildings, a mix of high-density structure types.

SERVICE PROXIMITY

Service proximity is the distance between where people live and where they can access public transit, neighbourhood, community and retail services and employment areas. Neighbourhood and community services may include childcare facilities, library room, recreation centres.

Service proximity is important because it determines how people travel to and from these facilities. Facilities located closer to where people live motivates people to use active forms of transportation such as walking or biking. Facilities located further away and difficult to access, encourage vehicle trips, which is neither healthy nor environmentally sustainable. For any development, it is necessary that services be located within walking distances to each other. That can be determined through the establishment of a “service buffer”; for large-scale developments, the ‘service buffer’, typically 400 m from the transit station, is based on euclidian distance, or a simple straight line network buffer. (Region of Peel, 2016).

STREET CONNECTIVITY

Street connectivity refers to the established street network of the community, the directness of travel, and available route options between two destinations in the community.

Street connectivity can be the deciding factor for residents to choose between active modes of transportation or relying on cars. A lack of street connectivity can significantly increase walking and cycling distance, which decreases the likelihood of residents choosing these modes of travel over the car. (Region of Peel, 2016)
Land use mix refers to the variety of land uses that exist within a proposed development. These include a mix of residential, (including condominiums, townhouses, semi-detached, detached, etc.), institutional, commercial, open spaces land uses. It may also include mixed-use buildings.

Land use mix provides residents the opportunity to have services available to them within walking distance, which can create a sustainable and vibrant community. Providing a range of housing encourages a mix of residents with different income-levels and provides equitable opportunities within communities. In addition, it is important to incorporate commercial, employment and institutional uses to encourage residents to use active modes of transportation to access daily services, or their place of employment or study. This provides opportunities for both improved public health and sustainability.

**STREETSCAPE CHARACTERISTICS**

Streetscape characteristics are the facilities available to pedestrians, transit users and cyclists and make their experience as comfortable and safe as possible. These include secure bikeways, street furniture, sufficient lighting, wayfinding and traffic calming elements.

It is important to provide these facilities because it is important for pedestrians and cyclists to feel safe and comfortable while using these facilities. If there are no secure bikeways or pedestrian paths, or there isn’t sufficient lighting at night, residents will not feel safe or motivated to walk or bike.

**EFFICIENT PARKING**

Providing parking for users has become a key component of development. However, an abundance of parking does not only promote the use of cars, it contributes negatively to the overall aesthetic of the site. Additionally, impermeable surface parking lots negatively impact water and air quality by contributing to stormwater runoff and the urban heat island effect. (Region of Peel, 2016)

**EXISTING MEADOWVALE TOWN CENTRE AND THE PROPOSED REDEVELOPMENT COMPARISON**

The existing development is predominantly a one-storey commercial development, with an insufficient pedestrian network and no bicycle network. The site is almost entirely commercial with an abundance of parking and a transit stop at the rear of the site. There is a lack of mixed-use, a lack of streetscape characteristics and an abundance of parking. Currently, this site does not promote a healthy and sustainable environment.

Keeping these constraints in mind, the proposed development attempts to address these issues and propose improvements to the site to make it healthier and more sustainable. The findings of this assessment tool have also addressed the design concept of this proposal, which has been discussed in detail in Section 3.5 of the report. The table below summarizes the key findings of the HDA of both the existing site and the proposed site. Detailed assessments can be found in Appendix B of the report.

**TABLE 1: KEY FINDINGS OF THE HEALTHY DEVELOPMENT ASSESSMENT OF THE CURRENT AND PROPOSED DESIGN**

<table>
<thead>
<tr>
<th>HEALTHY DEVELOPMENT ASSESSMENT CORE ELEMENTS</th>
<th>EXISTING DEVELOPMENT STANDARDS</th>
<th>PROPOSED DEVELOPMENT STANDARDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>DENSITY</td>
<td>• Currently, there is a low density on the site. The site is almost entirely commercial in nature.</td>
<td>• The proposed development will generate a total of 3,719 people and jobs. This will help the City of Mississauga achieve future density and employment targets.</td>
</tr>
<tr>
<td>SERVICE PROXIMITY</td>
<td>• The existing development has a transit stop at the rear that services many routes. Surrounding the project site is medium density residential development.</td>
<td>• The proposed development is trying to establish a compact urban form through the introduction of residential, commercial, retail development and open spaces within the site.</td>
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<td></td>
<td>• There are certain amenities available such as a medical office, a grocery store, a pharmacy, fast-food restaurants and a hardware store.</td>
<td>• Residential units include condominiums, apartment and townhouse units.</td>
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<td></td>
<td>• The Meadowvale Community Centre is located 170 m away from the project site.</td>
<td>• A recreational facility and a childcare facility are also being proposed in addition to the medical office, a grocery store and restaurants that currently exist. These facilities will be accessible within walking and cycling distance.</td>
</tr>
<tr>
<td>STREET CONNECTIVITY</td>
<td>• The street network is sufficient for automobiles to access any part of this site.</td>
<td>• The proposed development includes the establishment of a safe, secure and convenient pedestrian and bicycle network within the site.</td>
</tr>
<tr>
<td></td>
<td>• There is a large parking lot in the middle of the site. It prevents easy pedestrian accessibility throughout the site.</td>
<td>• It will allow pedestrians to travel through the site faster and more easily.</td>
</tr>
<tr>
<td></td>
<td>• Pedestrian paths exist on one side of the street and provide access to the stores.</td>
<td>• A main boulevard is proposed in the centre of site that will prioritize pedestrians and bike paths and connects it to the rest of the development.</td>
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<td>• There is a bicycle network outside of the site, but not within the site.</td>
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## 2.4 CASE STUDIES

The eight case studies discussed below highlights one or more of these focus areas that were used to inspire our design vision framework and policy implementation framework. Based upon the SWOT analysis and client discussions, the study team concluded that the following are vision principles are important for the redevelopment of Meadowvale Town Centre:

1. Safe & Healthy Communities
2. Connectivity
3. Young Adults & Families
4. High Quality Design
5. Sustainability
6. Minimize Surface Parking
7. Affordable Housing

### McAllen, Texas

In McAllen Texas, the site of a former Walmart abandoned by the company was selected as a site for a new public library to replace the old Main library branch. The intent was to create a community gathering space instead of just a public library (Lametti & Waldman, 2012). The City decided to purchase and redevelop the site as a library (Dietrichson, 2013). An architectural company was then selected by the City to design the interior with a focus on affordability and functionality (Pinter, 2012). The library includes several new amenities because of the size of the existing building which is 124,500 square feet (Dietrichson, 2013). These amenities included 16 public meeting spaces, 14 public study rooms, quiet spaces, a public computer lab, both a children’s and teen’s computer lab as well as interactive learning walking trail (McAllen Public Library, 2013). The new facility offers unique features including a used book store, an art gallery and a cafe (Dietrichson, 2013). It capitalizes on modern technology with electronic classrooms and automated self checkout systems (Pinter, 2012).

After the redevelopment, the library saw a 23% increase in the number of users within the first month of it’s opening (Dietrichson, 2013). Overall, the project was a successful adaptive reuse of an abandoned Big Box store. It maximized amenities for the community including families, children and teenagers.

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</tr>
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<tbody>
<tr>
<td>LAND USE MIX</td>
<td>• The project site is predominantly commercial land uses, and lacks land use mix.</td>
<td>• The development will have a mix of land uses including residential, commercial, recreational and open green spaces.</td>
</tr>
<tr>
<td>STREETSCAPE CHARACTERISTICS</td>
<td>• Currently, this site lacks sufficient lighting, traffic calming measures or cycling amenities. • There is minimal street furniture for pedestrians. • The development feels isolated and disconnected from its external surroundings.</td>
<td>• The proposed development will include improved lighting standards. It also proposes street furniture, more lighting, planting of native trees along main streets within the development. • The transit stop will be integrated with the main public square to provide better protection and security for transit users. • Cycling amenities will be provided in the proposed redevelopment.</td>
</tr>
<tr>
<td>EFFICIENT PARKING</td>
<td>• Currently, there is a large parking lot located in the middle of the site. This results a large amount of surface water runoff and negatively affects the sites functionality and aesthetic appeal.</td>
<td>• The development proposes to redevelop the parking lot to incorporate mixed-use residential buildings, an additional main street along the middle to increase connectivity. • Surface parking will be decreased to a minimum, by encouraging underground and structured parking.</td>
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</table>

Due to the preliminary nature of the proposed development and policy framework, a potential score has also been given based on the guidelines outlined in the Healthy Development Assessment User Guide by The Region of Peel, to demonstrate that the proposed development meets the health development standards. These scores may change as the redevelopment process unfolds.
The design of the building incorporates a themed wood ceiling throughout (McAllen Public Library, 2013). It also has large signage with genre titles to help make the warehouse ceilings feel less tall to help users locate items and services (Dietrichson, 2013). The design of the building won a 2012 Library Interior Design Award from the International Interior Design Association (Pinter, 2012).

**OAKRIDGE CENTRE, VANCOUVER**

- **What?** A redevelopment of an existing retail site.
- **Why?** As a precedent for the redevelopment of the Meadowvale Town Centre site.

Oakridge Centre is an existing retail site in the heart of Vancouver. The centre covers roughly eight city blocks, adjacent to the Canada Line Transit Station and includes a vast amount of surface parking. The proposed vision is to redevelop the existing centre into a healthy mixed-use community node of which provides a diverse range of retail uses, housing options and employment opportunities (City of Vancouver, 2017). The proposed redevelopment rezones the site to amend the existing CD-1 (Comprehensive Development) District By-law for Oakridge Centre. When constructed, Oakridge Centre is anticipated to generate up to 6,200 new residents and generate 3,200 full time jobs (Vancity Buzz Staff, 2013).

The design of Oakridge Centre includes various open spaces for active transportation, urban pedestrian-friendly shopping streets, transit hubs, housing and building forms (City of Vancouver, 2017). The proposed design includes buildings at a range of heights up to 45 storeys with commercial, office, residential and public amenity space. It features 2,818 units and 6,694 parking spaces (City of Vancouver, 2017).

**POLO PARK, WINNIPEG**

- **What?** A redevelopment of a stadium site.
- **Why?** As a design precedent for the redevelopment of the Meadowvale Town Centre site.

The Polo Park Stadium Site Redevelopment proposes a mixed-use development with various retail and commercial uses. It features a water park and wellness centre combined with 650 new residences. The design is unique and utilizes the existing green corridors for a linear pathway network. The residential area is developed on the green platform of plazas and walkways while the parking is located below. The Polo Park Stadium Site Redevelopment offers a creative approach to planning a healthy mixed-use development (Cibinel Architecture, 2011).

**SHERWAY GARDENS, TORONTO**

- **What?** A proposed mixed use redevelopment with a focus on affordable housing policies.
- **Why?** To learn from the mistakes of this project to incorporate affordable housing into the Meadowvale Town Centre redevelopment.

A mixed-use community was proposed to replace an Etobicoke strip mall, office and big box retail complex at Sherway Gardens. However, City staff have concluded that the proposal has failed to properly address affordable housing policies. According to the City of Toronto’s Official Plan, sites exceeding 5 hectares must provide 20 per cent of additional residential units as affordable housing. The affordable housing can be constructed on the site or the land can be conveyed to the City for the purposes of developing affordable housing (Novakovic, 2017).

** EGLINTON SQUARE, TORONTO**

- **What?** A precedent for a mixed use development, with improved connectivity and redeveloped surface parking lots.
- **Why?** The mall was retrofitted and not a tear down, which may be an opportunity to Meadowvale Town Centre.

This large mixed-use development is a good example of retrofitting a shopping centre without a complete teardown. The current site currently consists of the Eglinton Square Shopping Centre, surface parking lots and 3-storey residential apartments to the south of the shopping centre. The goal is to achieve a walkable, mixed-used complete community with a high quality public realm. This development plans to include a variety of housing types that favours affordable housing, rental and ownership. The redevelopment is a
cooperative effort between the mall owners, a local developer and the City. It is part of the City's vision to improve this area of the city. In addition, the site is integrated with future transit amenities and features a mix of underground parking and retail-at grade parking (Lipinski, 2016).

The existing square mall will remain untouched while the surface parking would be used for the construction of five mixed-use towers ranging from 25 to 40 storeys, with stacked townhouse rows, at a height of 3 storeys each. The development proposes underground parking, retail at grade. The site is in proximity to transit as it will be located near the Eglinton Connects Corridor, Crosstown LRT (Lipinski, 2016).

**METROCENTER, PHOENIX**

The existing Phoenix Metrocenter is a typical suburban enclosed mall. The redevelopment proposed is a joint venture between the mall owners, Carlyle Group and a local developer, Jeff Geyser for a live-work-play model (Phoenix Business Journal, 2015).

The existing enclosed mall would be opened to connect with the surrounding area’s shops, restaurants and offices (Phoenix Business Journal, 2015). The proposal is to focus on attracting local and regional shops and restaurants while adding residential and office uses (Phoenix Business Journal, 2015). The proposal is to focus on attracting local and regional shops and restaurants while adding residential and office uses (Phoenix Business Journal, 2015). The centre is frequented by families for entertainment so the goal is to maintain the focus on that demographic (Phoenix Business Journal, 2015). The site is significant because the next phase of the Metro Light Rail will extend to the Metrocenter Ring Road adjacent to the site, making this a terminus for the route (Phoenix Business Journal, 2015). The overall goal was to transform the site into an urban regional hub.

The City Council unanimously approved the proposed new zoning plan in the June 2016 and the redevelopment is now able to proceed (Reagor, 2016). The redevelopment is part of the City’s larger goals of revitalizing the west portion of the City (Reagor, 2016). The new zoning allows for doubling the existing GFA of the site and height up to 15 stories (Reagor, 2016). The site will also encompass senior and family style housing as well as healthcare and entertainment facilities (Reagor, 2016). The focus of the design is to open up the existing enclosed mall and add new uses to the vast site (Phoenix Business Journal, 2015). The existing mall is not planned to be demolished. The redevelopment is a cooperative effort between the mall owners, a local developer and the City. It is part of the City’s vision to improve the area of the city.

**MALL OF GEORGIA, GEORGIA**

The proposed development is located on a vacant property but is located immediately adjacent to the Mall of Georgia and intended to act as a vibrant regional mixed-use anchor for the mall. The proposed development was approved by the Gwinnett County Planning Commission in September 2016 (Yeomans, 2016).

The proposal includes a hotel, condominium mid rise residences, apartments, office space, retail space, a grocery store and a large 50 000 square foot family entertainment centre as well as parking decks containing 956 spaces, limiting the amount of surface parking (Yeomans, 2016). The approved project ultimately provides more residential space than the original proposal and less retail and office space, likely because of the amount of existing residential. The uses are not being constructed in isolation but instead with multiple uses stacked on top of one another in the same building (Yeomans, 2016). There is also an emphasis being placed on creating a walkability in the overall area (Yeomans, 2016). The site is proposed to contain 352 multifamily residential units (bizjournals, 2016).

**DOWNTOWN MARKHAM, MARKHAM**

Downtown Markham is a vibrant mixed-use community that encompasses the planning values of live, work and play. The community includes sustainable and high tech residential, office and entertainment spaces for young adults and families (Downtown Markham, 2017).
Downtown Markham is developed with intensification and mixed-use in mind. It has approximately 2 million square feet of retail and restaurant space. It includes 10,000 luxury town manors and condos with a mix of surface and underground parking, 3.4 square feet of premium commercial office space, 100,000 plus square feet of fitness facilities, trails and bike routes and offers a $20 million art program featuring several street art walls and museum. The site is integrated with the current transit system in Markham. Downtown Markham does not provide affordable housing and is catered mainly to the middle and high income class. However, this site is a great example of a mixed-use community node that demonstrates green initiatives, a diverse range of land uses, adequate connectivity and caters to the needs of young adults and families (Downtown Markham, 2017).

**SUMMARY OF FOCUS AREAS AND KEY TAKEAWAYS**

The table below visualizes the key takeaways from each case study as they relate to the vision principles:

<table>
<thead>
<tr>
<th>Safe &amp; Healthy Communities</th>
<th>Connectivity</th>
<th>Young Adults &amp; Families</th>
<th>High Quality Design</th>
<th>Sustainability</th>
<th>Minimized Surface Parking</th>
<th>Affordable Housing</th>
</tr>
</thead>
<tbody>
<tr>
<td>McAllen, Texas</td>
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<td></td>
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<tr>
<td>Metrocenter, Phoenix</td>
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<td></td>
<td></td>
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<tr>
<td>Mall of Georgia, Georgia</td>
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<tr>
<td>Oakridge Centre, Vancouver</td>
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<td></td>
<td></td>
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<tr>
<td>Polo Park, Winnipeg</td>
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<td></td>
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</tr>
<tr>
<td>Sherway Gardens, Toronto</td>
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<td></td>
<td></td>
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<tr>
<td>Eglinton Square, Toronto</td>
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<td></td>
<td></td>
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<tr>
<td>Downtown Markham</td>
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</tbody>
</table>

Based on the best practices and case studies mentioned above, the design vision capitalizes on the successful redevelopment of the Walmart in McAllen, Texas to inspire a long-term redevelopment plan for the Canadian Tire into a community space with high quality design for young adults and families. The transformation of the existing indoor shopping mall in Phoenix proposes a mix of uses that range from residential, office and medical spaces to serve the surrounding communities. Which is relevant to what the City of Mississauga is aiming to achieve at Meadowvale Town Centre. The Metrocenter also has been traditionally visited by families as a community hub. Multi-family units are included in the Mall of Georgia site which are essential to attract young adults and families.

The provision of housing for families is an element that the City of Mississauga is focusing on for Meadowvale Town Centre. The support of City Council for an increase in density and heights of up to 15 stories is a positive precedent for Meadowvale Town Centre. The existing mall is not planned for demolition, which provides a possibility for the existing enclosed mall at Meadowvale. The Mall of Georgia site realizes the reality of the site’s suburban context and includes parking decks on site. The City of Mississauga should consider this as an option for the Meadowvale Town Centre to minimize surface parking but still provide sufficient, affordable parking options.

Furthermore, Sherway Gardens is an example of a failure in the provision of affordable housing and is a lessons learned example of the Meadowvale Town Centre redevelopment. Safe and healthy communities was a focus of the Oakridge Centre which plans to develop a high public realm, underground parking and vegetation buffers to increase pedestrian safety and promote healthy communities.

Walkability is a large focus of the design of this site, and the City of Mississauga is working towards this goal alongside cycling connectivity through the Meadowvale Town Centre site. Adequate connectivity for active transportation options and transit is found to be most dominant in Downtown, Markham. The site offers bike paths, parks, public space and easy access to transit. In addition, Downtown Markham and Polo Park feature green corridors and smart infrastructures on their site which promote a shared practice of sustainability.

The redevelopment of the Meadowvale Town Centre will be supported by the case studies and best practices mentioned above.
SECTION 3. VISION FRAMEWORK

3.1 VISION BACKGROUND

This section of the report describes a Vision Framework to grow and develop the Meadowvale Town Centre over the short, medium and long term. Developed in consultation with a wide range of stakeholders, the Vision Framework includes a number of components that work together to shape how the Meadowvale Town Centre will evolve and its connection to the greater community context. The vision is catered towards young families and adults demographic.

The Core Vision Principles and Vision Framework is informed by the conclusions drawn from sections 2.2 ‘SWOT Analysis’, 2.3 ‘Healthy development Assessment’, 2.4 Case Studies and the discussions with key stakeholders. This section will include a thorough existing and proposed context analysis of the built form, circulation network, open space and policy framework. Building on these collaborative initiatives, this vision framework section will conclude with a proposed site plan and massing diagram for the proposed site that is sensitive to the existing conditions and progressive in its solutions.

3.2 VISION PRINCIPLES

The following Vision Principles are derived from the analysis of the Meadowvale Town Centre and provide the foundation for future implementation and recommendations, outlined in the following section. They serve as a touchstone against which future initiatives and proposals for Meadowvale Town Centre will be compared; where future development and improvements will be considered. The principles translate the vision into planning objectives of the proposed plan, articulating what is important and providing guidance to discussions that will shape the future of the Meadowvale Town Centre.

SAFE & HEALTHY COMMUNITIES

• Create a healthy and safe community that addresses the significant health challenges in Mississauga (guided by Peel Region’s Healthy Development Assessment Tool)
• Design streetscape characteristics that reduce crime on the site through Crime Prevention through Environmental Design (CPTED) best practices
• Implementation framework will be an inclusive and participatory process, engaging in stakeholder feedback to guide final recommendations and vision
• Encourage and foster high levels of social health and capital through anchor uses and programming

CONNECTIVITY

• Increase connections for pedestrians, cyclists, and transit users by providing multimodal pathways and improved transit facilities
• Create a network of pedestrian and cycling paths to improve access within different areas of the site
• Reduce visible at-grade parking, but providing structured and underground parking to cater to the realistic demands of site users
• Provide secure and easily accessible bicycle parking/storage to promote active transportation modes
YOUNG ADULTS & FAMILIES

- Create a community hub and facilitate community-led programs that involve young adults and families
- Provide space for amenities and green spaces for young adults and families (community nodes)
- Land use mix - Mixed-use development that supports a community of young adults and families (guided by Mississauga’s Strategic Plan and Official Plan)

HIGH QUALITY DESIGN

- Provide a range of housing types, services and employment options within one area
- Create vibrant streetscapes through human-scale development to promote connectivity and community
- Provision of mixed-use developments, alternative apartment and townhouse sizes for a variety of income earners
- Policy provisions to encourage a percentage of developable land to be allocated towards green spaces/open spaces for public use

SUSTAINABILITY

- Promote green spaces throughout the site to create spaces and destinations between buildings
- Promote alternative and active transportation modes to reduce automobile dependency
- Focus on creating a site that incorporates the principles of live-work-play; providing on-site economic, residential, commercial and recreational opportunities to reduce dependence on personal automobiles
- Encourage active modes of transportation throughout the site to encourage healthy lifestyles for residents of the community

MINIMIZE SURFACE PARKING

- Promotes the use of active modes of transportation as well the use of transit.
- Encourages users to bike, walk to take the bus to their destination instead of relying on cars.
- Reducing parking provisions to a minimum to incentive users to use active modes of transportation and transit and not cars to access the site.
- A mix of underground, structured and on street parking

AFFORDABLE HOUSING

- Address the Ontario Long-Term Affordable Housing strategy - set a framework that incentivizes developers to provide housing for lower-income households
- Providing residential developments that will incorporate affordable units and housing and amenities for families
- Create local business opportunities that promotes local economic prosperity
- Grow the employment base within the Meadowvale Town Centre to encourage the overall economic development and activity of the surrounding Meadowvale community

HEALTHY DEVELOPMENT ASSESSMENT

The key findings of the Healthy Development Assessment have influence on the design concept and ensure that concerns related to health and sustainable living are addressed through design. The site concept design is influenced by the Healthy Development Assessment in the following ways:

Compact Urban Form

The Healthy Development Assessment has validated the need for a compact, urban form that consists of a variety of land uses and promotes healthy and sustainable lifestyles. The existing site is solely occupied by commercial tenants, and provides a diversity in retail needs of visitors but does not provide any other services. There is a need to introduce a mix of land uses to promote a compact built form and provide a variety of services within walking distance. The Healthy Development Assessment emphasizes the need for a mix of land uses and the proposal intends to fulfill that need through the introduction of residential, commercial, recreational use and open space within the Town Centre.

Minimize Surface Parking

One of the main goals of healthy living is the use of active modes of transportation including transit. It is important to the success of the project to provide infrastructure for active transportation and transit. To address parking, the inclusion of a mix of underground and structured parking will be optimal to remove surface parking. On street parking should also be incorporated where appropriate to provide convenient access to businesses.

Establish a Pedestrian and Bicycle Network

It is imperative to establish an efficient pedestrian and bicycle network to ensure safe and efficient internal circulation. Currently, there are insufficient linkages. The Healthy Development Assessment and SWOT analysis validate the need to establish an effective and efficient pedestrian and cycling network.

Improve the Streetscape Characteristics

Citizens should be able access different parts of the project site safely. Installations such as bike racks, benches, lighting, traffic calming measures, road buffers will ensure that users are comfortable using the site during all hours of the day. The site concept includes provisions for some of the aforementioned amenities.

3.3 PRECEDENT MATRIX

The following precedent matrix highlights key design features that will be proposed on the site. These examples were used as inspiration and guidelines in the design development phase of the report. Each precedent example presented is associated with the Vision Principles as identified in Section 3.2.
**SAFE & HEALTHY COMMUNITIES**

1. Polo Park Stadium Redevelopment, Winnipeg
2. Oakridge Centre, Vancouver
3. The Public Square, Cleveland, OH
4. Dandenong, Victoria, Australia
5. Garrison Point, Toronto
6. Grand Park Village, Toronto
7. Backyard Neighbourhood Condos, Toronto
8. McAllen Main Library, McAllen, TX
9. Regent Park, Toronto
10. Long Branch Village, Toronto
11. Southport Square, Toronto
12. Oakridge Centre, Vancouver
13. 15th & Pearl Parking Garage, Boulder, CO
14. City View Parking Garage, Miami, FL
15. Merseyrail Bike Storage, Liverpool, England
16. Garrison Point, Toronto
17. Sierra Bonita Apartments, Hollywood, CA
18. Southeast False Creek, Vancouver
19. Regent Park, Toronto
20. Cordovan, Vancouver
21. Cabrini Green, Chicago, IL

**CONNECTIVITY**

2. Oakridge Centre, Vancouver
5. Garrison Point, Toronto
2. Oakridge Centre, Vancouver
8. McAllen Main Library, McAllen, TX
11. Southport Square, Toronto
13. 15th & Pearl Parking Garage, Boulder, CO
14. City View Parking Garage, Miami, FL
17. Sierra Bonita Apartments, Hollywood, CA
20. Cordovan, Vancouver

**YOUNG ADULTS & FAMILIES**

1. Polo Park Stadium Redevelopment, Winnipeg
2. Oakridge Centre, Vancouver
3. The Public Square, Cleveland, OH
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15. Merseyrail Bike Storage, Liverpool, England
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18. Southeast False Creek, Vancouver

**HIGH QUALITY DESIGN**

1. Polo Park Stadium Redevelopment, Winnipeg
4. Dandenong, Victoria, Australia
7. Backyard Neighbourhood Condos, Toronto
10. Long Branch Village, Toronto
13. 15th & Pearl Parking Garage, Boulder, CO
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14. City View Parking Garage, Miami, FL
15. Merseyrail Bike Storage, Liverpool, England
18. Southeast False Creek, Vancouver
21. Cabrini Green, Chicago, IL

**MINIMIZE SURFACE PARKING**

1. Polo Park Stadium Redevelopment, Winnipeg
7. Backyard Neighbourhood Condos, Toronto
10. Long Branch Village, Toronto
13. 15th & Pearl Parking Garage, Boulder, CO
16. Garrison Point, Toronto
19. Regent Park, Toronto

**SUSTAINABILITY**

1. Well-connected multi-use pathways to encourage pedestrian and cyclist activity
2. Programmable green space at the heart of the community
3. Programmable gathering space
4. Pedestrian-oriented streets/wooners
5. Parkettes around pathways to improve pedestrian experience
6. Car-free connections
7. Integrated community space
8. Adaptive reuse of big box retail space
9. Amenities and services such as daycare attract young families
10. Human-scale retail corridors
11. Retail podiums with set-back midrise residential
12. Vibrant outdoor + indoor retail spaces
13. Mixed-use parking structures with at-grade retail
14. Creative architecture to hide vehicles
15. Secure bike storage in easily accessible locations
16. BMPs implemented through green roofs
17. Solar panels incorporated into design features
18. LEED neighbourhood development platinum certified
19. Mixed-income developments that provide a mix of housing types to cater to all tenants and market residents
20. Wood-frame constructions are a more affordable option vs concrete
21. Market rate and affordable units have no visible differentiation

**AFFORDABLE HOUSING**

10. Long Branch Village, Toronto
19. Regent Park, Toronto
21. Cabrini Green, Chicago, IL

**1. SAFE & HEALTHY COMMUNITIES**

- Polo Park Stadium Redevelopment, Winnipeg
- Oakridge Centre, Vancouver
- The Public Square, Cleveland, OH
- Dandenong, Victoria, Australia
- Backyard Neighbourhood Condos, Toronto
- Regent Park, Toronto
- Long Branch Village, Toronto
- Southport Square, Toronto
- Oakridge Centre, Vancouver
- 15th & Pearl Parking Garage, Boulder, CO
- City View Parking Garage, Miami, FL
- Sierra Bonita Apartments, Hollywood, CA
- Cordovan, Vancouver
- Merseyrail Bike Storage, Liverpool, England
- Southeast False Creek, Vancouver

**2. CONNECTIVITY**

- Oakridge Centre, Vancouver
- Garrison Point, Toronto
- McAllen Main Library, McAllen, TX
- Southport Square, Toronto
- 15th & Pearl Parking Garage, Boulder, CO
- City View Parking Garage, Miami, FL
- Sierra Bonita Apartments, Hollywood, CA
- Cordovan, Vancouver

**3. YOUNG ADULTS & FAMILIES**

- Polo Park Stadium Redevelopment, Winnipeg
- Oakridge Centre, Vancouver
- The Public Square, Cleveland, OH
- Dandenong, Victoria, Australia
- Backyard Neighbourhood Condos, Toronto
- Regent Park, Toronto
- Long Branch Village, Toronto
- Southport Square, Toronto
- Oakridge Centre, Vancouver
- 15th & Pearl Parking Garage, Boulder, CO
- Southeast False Creek, Vancouver

**4. HIGH QUALITY DESIGN**

- Polo Park Stadium Redevelopment, Winnipeg
- Dandenong, Victoria, Australia
- Backyard Neighbourhood Condos, Toronto
- Long Branch Village, Toronto
- 15th & Pearl Parking Garage, Boulder, CO
- Southeast False Creek, Vancouver

**5. MINIMIZE SURFACE PARKING**

- Polo Park Stadium Redevelopment, Winnipeg
- Backyard Neighbourhood Condos, Toronto
- Long Branch Village, Toronto
- 15th & Pearl Parking Garage, Boulder, CO
- Southeast False Creek, Vancouver

**6. SUSTAINABILITY**

- Well-connected multi-use pathways to encourage pedestrian and cyclist activity
- Programmable green space at the heart of the community
- Programmable gathering space
- Pedestrian-oriented streets/wooners
- Parkettes around pathways to improve pedestrian experience
- Car-free connections
- Integrated community space
- Adaptive reuse of big box retail space
- Amenities and services such as daycare attract young families
- Human-scale retail corridors
- Retail podiums with set-back midrise residential
- Vibrant outdoor + indoor retail spaces
- Mixed-use parking structures with at-grade retail
- Creative architecture to hide vehicles
- Secure bike storage in easily accessible locations
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- LEED neighbourhood development platinum certified
- Mixed-income developments that provide a mix of housing types to cater to all tenants and market residents
- Wood-frame constructions are a more affordable option vs concrete
- Market rate and affordable units have no visible differentiation

**7. AFFORDABLE HOUSING**

- Long Branch Village, Toronto
- Regent Park, Toronto
- Cabrini Green, Chicago, IL
3.4 EXISTING AND PROPOSED

3.4.1 BUILT FORM

On the existing site, a majority of the primarily one-storey structures surround the perimeter, with the GoodLife Fitness and TD Bank being the only two-storey structures on the site. The Canadian Tire is a big-box store in Meadowvale Town Centre and has a dominating presence from Winston Churchill Boulevard and within the site. Along with the indoor mall, these two structures have contrastingly large footprints to the rest of the site.

Through the redevelopment of the Town Centre, existing one-storey structures should be preserved, but surface parking lots should be opportunities for intensification to introduce mid-rise buildings that accommodate a diversity of uses, including residential, retail, and office uses. To accommodate for the removal of surface parking lots, parking structures should be strategically implemented on site near traffic-generating uses, and can share a structure with at-grade commercial or office uses. New mid-rise residential buildings are recommended to either have underground parking or use structured parking, while high-rise buildings should accommodate for underground parking.

The City should assess if an indoor mall would be an opportunity to implement a public square or recreational feature to create a focal gathering space on the site. Proposed structures should look to have smaller footprints to create a tighter grid pattern and promote permeability through the site and replicate built form patterns of a downtown block. Larger footprints should be maintained depending on the nature of their uses to allow and encourage space for a variety of uses. The built form should be sensitive of surrounding uses, such as established residential neighbourhoods, and strategically place higher densities away from these uses.

The proposed site plan includes heights of up to 16-storeys, with a majority of new structures in the centre of the site to replace surface parking. Higher densities have been proposed in the middle of the site, along Winston Churchill Boulevard and Aquitaine Avenue, as well as surrounding the bus terminal. These buildings have smaller footprints to replicate a downtown core, and will increase permeability through the Town Centre, with taller structures using podiums to maintain a human scale of development. Two parking structures will replace a majority of the surface parking on-site, with one along Aquitaine Avenue and the other adjacent to the main commercial area. As the indoor mall is underutilized and is relatively towards the end of its lifecycle, it is to be replaced by a public square, that will complement the mixed-use residential towers, the GoodLife Fitness facility, and the bus terminal.

3.4.2 CIRCULATION NETWORK

The City should assess if an indoor mall would be an opportunity to implement a public square or recreational feature to create a focal gathering space on the site. Proposed structures should look to have smaller footprints to create a tighter grid pattern and promote permeability through the site and replicate built form patterns of a downtown block. Larger footprints should be maintained depending on the nature of their uses to allow and encourage space for a variety of uses. The built form should be sensitive of surrounding uses, such as established residential neighbourhoods, and strategically place higher densities away from these uses.

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### 3.4.3 STREET TYPOLgy

The model includes the provision for increased pedestrian and cyclist permeability within the site. Bicycle and pedestrian street geometry and traffic calming measures should be introduced to the Town Centre to improve safety and the public realm. The grid network and stop conditions at intersecting roads will also ensure increased permeability and safety. Moreover, corner connections are to be maintained and enhanced, which serve as major gateway features to the Centre. Short or long-term bicycle parking facilities shall be located in close proximity to the centre of the site or transit terminal. On street parking to be included along collector roads in close proximity to shops - for accessibility purposes ISA pavement marking spaces will be provided as close to building entrances. Structured parking will be located in close proximity to major vehicle entrances to divert traffic from local streets. Moreover, carpool spaces should be provided to incentivize high occupancy vehicles and reduce greenhouse gas emissions. Heavy vehicle routes shall be maintained to ensure separated and efficient goods delivery to new and existing commercial units.

Street typologies such as wooners, residential alleys, boulevards and two-way downtown streets will encourage shared space between pedestrians and vehicular traffic and separated linkages where required. The National Association of Transportation Officials illustrates these street typologies in extensive detail in the following figures.

- **WOONERF STREET TYPOLGY**
- **DOWNTOWN 2-WAY STREET TYPOLGY**
- **BOULEVARD STREET TYPOLGY**
- **RESIDENTIAL ALLEY STREET TYPOLGY**

Diagrams sourced from The National Association of Transportation Officials
### 3.4.4 OPEN SPACE

On the existing site there are no formal park spaces or passive recreational spaces, with the exception of the grass lawns along the arterial roads surrounding the site. Immediately outside the Town Centre abutting the bus terminal, there is a park with a multi-use trail connecting the station to the residential communities.

It is recommended that the City implement a variety of open spaces to provide recreational areas and passive spaces for residents and visitors of the Town Centre. Well-connected open spaces that lead pedestrians and cyclists to a focal gathering space, such as a public square, are intended to create a destination within the site. A public square should be surrounded by pedestrian traffic-generating uses and should provide a mix complementary uses, including: passive recreational spaces, seating and waiting areas for the bus terminal, outdoor patios for abutting restaurants, bicycle parking and a focal feature, such as a fountain or public art.

<table>
<thead>
<tr>
<th>CURRENT OPEN SPACE</th>
<th>PROPOSED OPEN SPACE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Park Space</td>
<td>Park Space</td>
</tr>
<tr>
<td>Landscaped Space</td>
<td>Landscaped Space</td>
</tr>
<tr>
<td>Privately Owned Recreational Space</td>
<td>Privately Owned Recreational Space</td>
</tr>
<tr>
<td>Public Square</td>
<td>Public Square</td>
</tr>
</tbody>
</table>

The proposed site plan maintains the grass lawns on the exterior of the site, but provides well-connected parkettes, a formal park space, and a public square. The parkettes and corner connection at arterial roads are intended to be gateway features to welcome pedestrians and cyclists to the site and contribute to the place-making of Meadowvale Town Centre. The formal park space is intended to complement surrounding residential uses, and will include accessible children’s play structures, a splash pad, a green space intended for programming uses, and a bike storage facility. All parkettes and park spaces use organic multi-use pathways in the concept design to increase pedestrian and cyclist connectivity through the Meadowvale Town Centre.

The public square is proposed to include a large water fountain as a focal feature. Small low landscaped berms along the bus terminal will public square more welcoming for passive recreational uses and are intended to reduce noise from buses, while still providing adequate pedestrian connections and sightlines to increase visibility and safety of the station. Along with the public square, small courtyards have been proposed for buildings along the pedestrian street running through the middle of Meadowvale Town Centre. These paved courtyards will provide a diversity in open spaces for passive recreational use and as gathering spaces / meeting points. The laneway between the existing GoodLife Fitness and the Shoppers Drug Mart has been proposed to be converted to a privately-owned recreational space, which could be used for a children’s play area or outdoor fitness training.

### 3.5 PROPOSED PLAN

#### 3.5.1 PROPOSED CONCEPT PLAN

The proposed site plan for Meadowvale Town Centre incorporates policies and studies completed in this report, to create a mixed-use Town Centre that incorporates residential, commercial, recreational, and office uses. The site plan aims to address the seven design principles of community, connectivity, sustainability, built form, and economy, while using Health development Policies as a guiding tool.

The site plan preserves some of the existing structures within the Centre, while proposing new development that is mainly concentrated towards the middle of the site. This development is predominantly mid-rise development that will introduce commercial, residential, office, parking, and recreational uses, as well as areas with low-rise residential dwellings to appeal to the needs of young families. The proposed structures range from 3 to 16-storeys, but maintain relatively small footprints, with taller buildings incorporating podiums, to create a tighter street grid while maintaining human scale development.

The Canadian Tire is proposed to be transformed into a mixed-use recreational and entertainment space, with potential uses that could include movie theatres, party rooms, bowling alleys, etc. The relocation of the Canadian Tire outside of the site would be a long-term recommendation and would involve consultation with the company. Businesses located in buildings that are proposed to be replaced, will be consulted and relocated within the site. This includes one of the Town Centre’s anchor tenants, Metro, which would potentially be relocated to the podiums of the proposed 16-storey mixed-use residential towers adjacent to the public square. Existing structures preserved along the arterial road should go through facade upgrades to enhance the streetscape and pedestrian experience from the Winston Churchill Boulevard and Battelfield Road.
The tighter street grid, along with a decrease in vehicular access and an increase in pedestrian and cyclist connections, has led to greater permeability of the site. This has been implemented through segregated bike paths, multi-use pathways, and walkways running through the site. The woonerf is intended to be the core of the site, connecting the main commercial area of the site to the north-side of the site which has a large proportion of the residential units of the proposed site. Buildings along the woonerf would have larger setbacks to create courtyards for patios and informal gathering spaces. Most surface parking lots have been removed and are intended to be replaced with two mixed-use structured parking lots for commercial buildings, and underground parking for mid-rise residential buildings.

The addition of formal and passive open spaces, implemented through parks, parkettes, courtyards, and a public space address the lack of recreational space on the existing site. These open spaces will connect the exterior of the site and will lead pedestrians and cyclists to the main gathering space of the site, the public square. The public square will complement the surrounding commercial, residential, and transit uses, while creating a destination within the site, and be a key component to place-making features. Other place-making features include the gateway parkettes along the exterior of the site above the street at the main entrance of the site. The formal park will include a play structure, splash pad, and programmable green space to complement its surrounding residential uses.

3.5.2 BUILDING MASSING
3.5.3 URBAN DESIGN POLICY

Summary of Issue:
The current urban design policies address the overarching goals for the City of Mississauga and the implementation plan should have regard for the following policies listed.

Current Policy Discussion:
The current Official Plan designates Meadowvale Town Centre as a Community Node under Section 14.

1) OFFICIAL PLAN CHAPTER 14 ‘COMMUNITY NODE’

OP Chapter 14 ‘Community Nodes’ provides policies guiding the development within Community Nodes.

Official Plan Section 14

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

Policy 14.1.1.3 Proposals for heights less than two storeys, more than four storeys or different than established in the Character Area policies will only be considered where it can be demonstrated to the City’s satisfaction, that:
   a. an appropriate transition in heights that respects the surrounding context will be achieved;
   b. the development proposal enhances the existing or planned development;
   c. the City Structure hierarchy is maintained; and
   d. the development proposal is consistent with the policies of this Plan.

Pedestrian Linkages

Policy 14.6.2.1.3 Pedestrian connections to the Town Centre are vital to its role in the community. The following pedestrian links should be maintained and/or improved as part of any development application:
   a. open space walkway linkages to the following parks: Lake Aquitaine, Hunter’s Green and Settler’s Green;
   b. mid-block connections to the area west of Winston Churchill Boulevard between Battleford Road and Aquitaine Avenue;
   c. linkages to the Meadowvale Community Centre, medical offices and the transit terminal; and
   d. diagonal connections to the site from the northeast corner of Battleford Road and Winston Churchill Boulevard.

Policy 14.6.2.1.4 A strong connection between the bicycle route on Winston Churchill Boulevard and the Town Centre should be provided.

The figures above show the proposed concept plan building massing from four directional views (North, East, South, West). The figures also show specific key areas of the proposed concept plan which include the mobility hub, public square, downtown strip and a general view of the site.
Ring Road and Parking Areas

Policy 14.6.2.1.7 The internal ring road and parking areas around the Town Centre should be clearly defined to facilitate the safe movement of pedestrians and vehicles through the site; definition of the ring road streetscape should be improved by ensuring adequate sight lines, incorporating landscape islands that define parking areas, and providing sidewalks and lighting.

Building Massing

Policy 14.6.2.1.8 Development along the public road frontages should address the following:
   a. no parking or driveway areas should be provided between the buildings and the street line;
   b. blank walls should be avoided along the street in favour of fenestration, building entrances and architectural detailing;
   c. service, loading and garbage storage areas should be located on the internal side of the development away from public streets and screened from view by means of built form and landscaping; and
   d. all building entrances should be clearly articulated and linked to pedestrian walkway connections.

Streetscape

Policy 14.6.2.1.9 Landscape treatment of the Winston Churchill frontage of the Town Centre should reinforce the treatment within the municipal boulevard.

9.2.1 Intensification Areas

Intensification Areas are a major building block of the city pattern and, as such, will be expected to exhibit high standards of urban design that will result in vibrant and memorable urban places.

Policy 9.2.1.2 Design excellence will create a vibrant Downtown complemented by communities that retain their own identity and contribute to an overall strong city identity

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

Policy 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.

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

Policy 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.

9.3 Public Art

Public art and culture enhances the quality of life for residents and visitors by contributing to the identity and unique character of the city and its various destinations

Policy 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.

9.5.2 Site Development

The arrangement of elements on a site, as well as their massing and design, should contribute to achieving the City’s vision and the intended character for the area.

Policy 9.5.2.2 Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by:
   a. providing walkways that are connected to the public sidewalk, are well lit, attractive and safe;
   b. fronting walkways and sidewalks with doors and windows and having visible active uses inside;
   c. avoiding blank walls facing pedestrian areas; and
   d. providing opportunities for weather protection, including awnings and trees.

Policy 9.5.2.3 Development proponents will be required to ensure that pedestrian circulation and connections are accessible, comfortable, safe and integrated into the overall system of trails and walkways.

9.5.4 Relationship to Public Realm

The public realm is an integral part of any site development. The relationship between buildings, site layout and elements within the public realm has a great impact on the urban form and the experience of those who live, work and play in the city.

Policy 9.5.4.1 Development proposals should enhance public streets and the open space system by creating a desirable street edge condition.

Policy 9.5.4.6 Outdoor storage will not be located adjacent to, or be visible from city boundaries, the public realm or sensitive land uses by incorporating the use of appropriate setbacks, screening, landscaping and buffering.

Policy 9.5.4.7 Display areas are to be an integral part of the overall site design and evaluated based on their visual impact on the streetscape.
9.5.6 Safety Following Crime Prevention Through Environmental Design (CPTED)

The public and private environment will be maintained at a level that enhances the public perception of safety and buildings, landscaping and site layout and will be designed to enhance personal safety. The following policies influencing the existing site in regards to safety are:

Policy 9.5.6.1 Site layout, buildings and landscaping will be designed to promote natural surveillance and personal safety.

Policy 9.5.6.2 Active building frontages should be designed to face public spaces including entries and windows to ensure natural surveillance opportunities.

Policy 9.5.6.3 Development should clearly define areas of access and egress to avoid the creation of entrapment areas.

Policy 9.5.6.4 Development should incorporate lighting to ensure all designated areas of circulation, entrance, and connections are appropriately illuminated.

3) CITY OF TORONTO TALL BUILDING GUIDELINES

The policies stated in the Tall Building Guidelines should serve as a guideline and be considered for future tall building development, as such policies do not currently exist in Mississauga.

3.1.1 Base Building Scale and Height

Design the base building to fit harmoniously within the existing context of neighbouring building heights at the street and to respect the scale and proportion of adjacent streets, parks, and public or private open space

Policy 3.1.1d For site where the adjacent context is lower-scale and not anticipated to change, provide a transition in the base building height down to the lower-scale neighbours.

3.1.2 Street Animation

Line the base building with active, grade-related uses to promote a safe and animated public realm

Policy 3.1.2a On streets with a mixed-use or commercial character, line the base building with a series of active commercial and retail uses. Where possible, dedicate at least 60% of the street frontage to active retail uses

Policy 3.2.1f Animate upper floors of base buildings with active uses and windows overlooking the public realm

3.1.3 First Floor Height - Provide a minimum first floor height of 4.5 metres, measured floor-to-floor from average grade

3.1.4 Facade Articulation and Transparency

Articulate the base building with high-quality materials and design elements that fit with neighbouring buildings and contribute to a pedestrian scale

Policy 3.1.4a Provide architectural expression and design elements, such as cornice lines, window bays, entrances, canopies, building materials, and fenestration, in a pattern, scale, and proportion that relate to neighbouring buildings and engages pedestrians

Policy 3.1.4b Place building entrances and transparent windows on all facades facing streets, parks and open space. Design the first 10-12 m of the facade in accordance with Bird-Friendly best practices found in the Toronto Green Standard

3.2.1 Floor Plate Size and Shape

Limit the tower floor plate to 750 square metres or less per floor, including all built area within the building, but excluding balconies

3.2.2 Tower Placement

Place towers away from streets, parks, open space, and neighbouring properties to reduce visual and physical impacts of the tower and allow the base building to be the primary defining element for the site and adjacent public realm

3.2.3 Separation Distances

Setback tall building towers 12.5 metres or greater front, side and rear property lines or centre line of an abutting lane. Provide separation distance between towers on the same site of 25 metres or greater, measured from the exterior wall of the buildings, excluding balconies.
It is recommended that the City of Mississauga propose separate Urban Design Guidelines that speak specifically to the future development at Meadowvale Town Centre. In order to ensure some design control over Meadowvale Town Centre, the City of Mississauga should incorporate a specific Built Form section within the Urban Design Guidelines that are similar in nature and nature of prescription as the City of Toronto’s Tall Building Guidelines. The Built Form section within the Urban Design Guidelines should implement specific design policies that concern base building, tower placement, floor plate size and shape, separation distances and facade details. Specific design policies will also streamline the development application process in the future for both the City Staff, as well as the developers.

Synonymous to the City of Toronto’s Tall Building Guidelines Policy 3.1.1d, the City of Mississauga should consider implementing policies that address the existing lower-scale neighbours in the peripheries of the Meadowvale Town Centre by providing a transition in the base building height down to the lower-scale neighbours.

The City of Mississauga should consider not only the built form in the proposed design guidelines, but the public realm as well. The public realm is an integral part of any development, and the relationship between the public realm and site layout has a large impact on those living in those spaces. Proposed design policies should be cognizant of existing built form to create a desirable street edge condition facing internally and externally of the site.

Photo courtesy of Stantec
4.1 IMPLEMENTATION INTRODUCTION

This section of the report summarizes how the proposed design concept could be achieved through policy implementation. Specifically, Section 4.2 will detail the current policy permissions of the development site, and proposed policy changes. This section will also identify project limitations, in Section 4.3.

There are seven policy discussion areas that will be discussed in Section 4.4. Urban design policies are discussed in section 3.5.3. Each of these policy discussion areas will:

- Identify the issue in the context of Meadowvale Town Centre;
- Identify the current policies related to the topic;
- Identify how it is incorporated into the design vision; and
- Propose any new policies or policy amendments needed to achieve the design vision.

Lastly, Section 4.5 includes recommendations for quick wins and sorts other policy objectives into medium and long term goals.

4.2 EXISTING POLICY PERMISSIONS

Before developing the design vision, it is essential to understand the existing policy and zoning permissions of the subject site. The City should take full advantage of the existing Official Plan designation and Zoning By-law permissions. By having a comprehensive understanding of existing policy, it is possible to identify what changes are required to implement the design vision. It is also important to note that the proposed redevelopment capitalizes on an intensification opportunity for the City and is well aligned with the intent of provincial and regional planning policy such as the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe.

4.2.1 CITY OF MISSISSAUGA OFFICIAL PLAN

The City of Mississauga’s Official Plan is the primary tool to guide land use planning in the City. Mississauga Official Plan Designation: Community Node

The ‘Community Node’ designation intends to provide for a mix of land uses including:

- Employment;
- Commercial;
- Residential;
- Educational;
- Cultural;
- Entertainment; and
- Recreational uses.

Community nodes are also identified as Intensification Areas, which are planned to account for a large portion of the City of Mississauga’s new growth.

The ‘Community Node’ permission has a minimum height requirement of 2 storeys and a maximum height requirement of 4 storeys. The Density Range of residents and jobs is 100 to 200 and the population to employment ratio is 2:1 to 1:2. We understand from the client that the City is interested in possible amendments for maximum height and density permissions.

While the overall Mississauga policy direction is to develop community nodes in a way that is intended to serve the needs of older adults, the study team was requested to focus on the demographic of young adults and families for Meadowvale Town Centre. It is understood through existing policy that community nodes should be developed with high quality urban environments, higher order transit facilities and service all while encouraging active transportation.

Initial Thoughts:
The existing designation envisions mixed-use developments but the Meadowvale Town Centre is composed almost entirely of commercial uses and the maximum height permission is only four storeys. The site is identified as an intensification area; a four storey height limit restricts intensification opportunities.

4.2.2 CITY OF MISSISSAUGA ZONING BY-LAW 0225-2007

The City of Mississauga Zoning By-law 0225-2007 zones the site as Commercial 3 (C3) and Commercial 5 (C5).

Identified Site Zones: Commercial: C3, C3-55, C5
City of Mississauga Vision Statement:
Mississauga will inspire the world as a dynamic and beautiful global city for creativity and innovation, with vibrant, safe and connected communities; where we celebrate the rich diversity of our cultures, our historic villages, Lake Ontario and the Credit River valley. A place where people choose to be.

This vision statement is supported by five strategic pillars for change:
1. Move - develop a transit oriented city
2. Belong - ensure youth, older adults and new immigrants thrive
3. Connect - complete our neighbourhoods
4. Prosper - cultivating creative and innovative businesses
5. Green - living green

4.3 PROJECT LIMITATIONS
The scope of the project was well defined. However, there are some limitations that were discovered throughout the project process. This report was prepared in a limited twelve week period. As a result, public consultation was not included in this process. The City of Mississauga should undertake a public consultation strategy when beginning the redevelopment of the Meadowvale Town Centre, which will be discussed in detail in Section 4.5.
IMPLEMENTATION LIMITATIONS

There are also limitations to the implementation of the design vision that should be considered by the City of Mississauga when undertaking the redevelopment process:

1) Ownership and Land Assembly
   - The City of Mississauga has expressed interest in owning some right-of-ways (ROWs) within the development.
   - Meadowvale Town Centre is currently privately owned by First Capital. While they have expressed interest in redevelopment opportunities, they are only a commercial development company. Therefore, residential developers are going to become a part of this process.
   - A Plan of Subdivision or severances are possibilities to address the challenge of land assembly.

2) Financial Feasibility
   - There will be substantial costs to the overall redevelopment of the site as well as individual developments on the site.

3) Timing of Redevelopment
   - The timing of redevelopment will depend on, financial feasibility, market forces and the ownership of the site.

4) Political Buy In and Staff Support
   - How much control the City will want over the redevelopment process will play a role in the redevelopment. By deciding to create plans and initiate studies for the site, the timelines will also increase.
   - The heights and densities the staff and Council for Meadowvale Town Centre decide upon will influence how the site will develop.
   - Whether or not the City allows the site to develop over time on a proposal by proposal basis or will impose site wide policy changes will also influence the development.

LIMITATIONS OF IMPLEMENTING THIS ELSEWHERE

Meadowvale Town Centre is one of ten Community Nodes identified within the City of Mississauga. This project was intended to make the site a proxy for other similar sites. However, it is important to note that what is proposed for this site may not be appropriate for all the other sites and should be reviewed and studied accordingly by the City.

4.4 POLICY DISCUSSION AREAS

The following are seven policy discussion areas. Each section will summarize an issue, discuss current policy, identify how it is incorporated in the design, and will make policy recommendations.

4.4.1 HEIGHT, DENSITY AND INTENSIFICATION

Summary of Issue:
The current height and density of the site is not supportive of intensification.

Current Policy Discussion:
The current Official Plan designates Meadowvale Town Centre as ‘Community Node’.

1) OFFICIAL PLAN CHAPTERS 5, 9 & 14

Section 5.3 ‘City Structure’

Section 5 of the Official Plan summarizes the different function that each area of the city plays in accommodating development. It states that Community Nodes ‘will provide for a similar mix of uses as in Major Nodes, but with lower densities and heights’
   - In Major Nodes, a maximum height of 25 storeys is permitted (Figure 5-5)
   - In Community Nodes, a maximum height of 4 storeys is permitted (Figure 5-5)

Section 5.3.3 ‘Community Nodes’

Community Nodes are intended to ‘provide access to a multitude of uses that are required for daily living’ as well as ‘a diverse housing stock that meets housing needs of the adjacent population as they move through their lifecycle.’ Meadowvale Town Centre is 1 of 10 Community Node designations within the City of Mississauga.

Policy 5.3.3.3 states that Community Nodes are Intensification Areas.

Policy 5.3.3.8 states that Community Nodes will develop as centres for surrounding Neighbourhoods and be a location for mixed-use development.

Section 9.2.1 ‘Intensification Areas’

This section highlights that Community Nodes such as Meadowvale Town Centre are identified as Intensification Areas. It states that they are a major building block to the city.

Policy 9.2.1.4 states that Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas.
Section 14 ‘Community Nodes’

This section of the OP provides policies guiding the form of development within Community Nodes including height and density.

Policy 14.1.1.2 states that for lands within a Community Node, a minimum building height of two storeys to a maximum building height of four storeys will apply, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies. There are no Character Area policies for Meadowvale Town Centre.

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

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

Policy 14.6.1.1 states that in addition to the general Residential Medium and High Density development policies of this Plan, the following additional policies will apply:

a. in order to create acceptable built form transitions, buildings should be limited in height when adjacent to low density residential neighbourhoods.

2) CITY OF MISSISSAUGA ZONING BY-LAW

Zoning By-law 0225-2007: The zoning of the majority of the site, is Commercial 3 (C3) which permits a maximum height of 4 storeys or 20 metres.

3) DENSITY & PEOPLE & JOBS (PPJ CALCULATIONS)

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<th>UNIT TYPE</th>
<th>SPLIT</th>
<th>SIZES (sq ft)</th>
<th>SIZES (sq m)</th>
<th>AREA PER TYPE</th>
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<td>105</td>
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<td>431</td>
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<td>959</td>
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</table>

Residential:  
- 113,185 square metres (including a 10% reduction for ancillary space)  
- 959 units total

Office:  
- 2,925 square metres  
- 108 jobs

Retail:  
- 39,951 square metres  
- 999 jobs

Recreation:  
- 10,047  
- 73 jobs

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<th>GFA / USE</th>
<th>NUMBER OF JOBS / PEOPLE</th>
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GROWTH PLAN DENSITY TARGETS

Meadowvale Town Centre is designated ‘Built-Up Area’ as per Schedule 2 in the Growth Plan for the Greater Golden Horseshoe. The Growth Plan states in Policy 2.3.3 6) that municipal Official Plans are to identify intensification areas and a strategy and policy to achieve intensification targets (Ministry of Infrastructure, 2013).

CITY OF MISSISSAUGA OFFICIAL PLAN DENSITY TARGETS

The City of Mississauga’s Official Plan contains a city structure that allocates growth to certain areas including Community Nodes such as Meadowvale Town Centre.

Official Plan Policy 5.3.3.4 states that Community Nodes will achieve a gross density of between 100 and 200 residents and jobs combined per hectare.

Official Plan Policy 5.3.3.6 states that Community Nodes will achieve an average population to employment ratio between 2:1 to 1:2, measured as an average across the entire area of each node.
The density range for Community Nodes is 100 to 200 residents and jobs combined per gross hectare. The proposed design vision if built out entirely would achieve 226 residents and jobs per hectare. This is well aligned with and even improves upon municipal and provincial intensification goals and targets.

OTHER CONSIDERATIONS

- Through consultation with City staff, the Councillor Pat Saito and residents of the area, a maximum of 15 storeys was indicated as being appropriate because the site is located within a community node and is justified with the intentions of the community node policy permissions.
- The site is currently owned entirely by First Capital. The site will need to be divided through a plan of subdivision or a severance process to create development parcels for other developers, including residential developers.

DESIGN CONCEPT PROPOSES:

- An increase in permitted heights to 16 storeys / ~50 metres.
- A mixed-use development that includes the addition of residential units, employment uses, recreational uses and community amenities.

POLICY ANALYSIS AND RECOMMENDATIONS

The above policy discussion notes that the subject site is designated as a ‘Community Node’. This designation follows the ‘Downtown’ and ‘Major Node’ designations of the City’s Urban Structure.

The ‘Major Node’ designation permits a maximum height of 25 storeys. The ‘Community Node’ designation permits a maximum height of 4 storeys, as does the C3 zoning. The City of Mississauga should identify a taller height permission for the ‘Community Node’ designation of Meadowvale Town Centre that still maintains the urban structure. The City should also permit a taller height permission for the zoning of the site. There are several heights between 4 and 25 storeys that would be appropriate for this site that will still maintain the overall vision of Community Nodes and also accommodate a large portion of the growth anticipated for the city. It also may be appropriate to increase the height permission for all ‘Community Node’ designations within the City, but this should be further studied by the city on a site specific basis. Further, the zoning for these sites should be changed to reflect the Official Plan’s increased height permission.

As per Policy 14.1.1.3 discussed above, development proposals should be considered and even encouraged by the City of Mississauga who meet the 4 criteria outlined in the policy. The 4 storey height limit must be flexible. The focus should be on identifying appropriate locations for height and appropriate transitioning between adjacent developments, not capping heights at 4 storeys.

It is important to note that by targeting young adults and families, there is a need for higher density uses to provide units types that will accommodate this demographic and still be affordable. Housing affordability will be discussed in greater detail in Section 4.4.7.

It is recommended that the site be subdivided to permit different ownerships on the site. A plan of subdivision would allow residential (and other) developers to purchase portions of the site to develop for housing. This would also allow the City of Mississauga to own public spaces such as road right of ways, parkettes, gathering spaces and the public square.

4.4.2 TRANSPORTATION

The Peel Long Range Transportation Plan of 2012 (The Plan) is a guiding document for the communities within the Region of Peel for all modes of transportation. This document details some major trends in the region that the City of Mississauga shall have regard for in the future.

Within this list, the Plan outlines significant population and employment growth between 1971 and 2006. Between these periods the population of the Region grew by 340%. This equates to a greater demand on transportation infrastructure. Peel Region is also expected to grow to 1.68 million people by 2031. The Plan emphasizes transportation demand management (TDM) solutions such as carpooling and active modes and an increased investment toward inter and intra-regional transit to provide a strong alternative to single-occupant vehicles. Morning peak-period trips are increasing – from 1996 and 2006 peak morning trips increased from 23% - 26% of the total amount of average daily trips (higher than the Greater Toronto Area). Thus, the demand on existing infrastructure heights during morning peak hour resulting in more congestion and slower travel times. To alleviate congestion, Mississauga should incentivize a multi-pronged solution including: TDM, transit, active modes and selected road widenings. Automobiles are still the most dominant form of transportation – the modal split shows that 62% of Mississaugans use the automobile for trips on a daily basis, shown in Figure 1 below. A survey conducted between 2001 and 2006 showed a 2% decrease in this share.

Active modes of transportation are underutilized. From 1996 to 2006 the share of walking and cycling trips fell from 8.4 to 7.6 percent. The Plan found that as the cost of transportation and congestion increases there is an increased likelihood of active trips. The travel distance from home to work is longer and active modes and an increased investment toward inter and intra-regional transit to provide a strong alternative to single-occupant vehicles. Morning peak-period trips are increasing – from 1996 and 2006 peak morning trips increased from 23% - 26% of the total amount of average daily trips (higher than the Greater Toronto Area). Thus, the demand on existing infrastructure heights during morning peak hour resulting in more congestion and slower travel times. To alleviate congestion, Mississauga should incentivize a multi-pronged solution including: TDM, transit, active modes and selected road widenings. Automobiles are still the most dominant form of transportation – the modal split shows that 62% of Mississaugans use the automobile for trips on a daily basis, shown in Figure 1 below. A survey conducted between 2001 and 2006 showed a 2% decrease in this share.

Figure 1. Modal Split - 2016 (Regional Municipality of Peel, 2012).
Moreover, the majority morning peak hour trips are within Peel Region. More specifically 12% are to downtown Toronto, 3% to Hamilton, and 3% to York Region. The most surprising statistic is that 66% of trips are within Peel Region meaning investments toward intra-urban trips should be prioritized.

4.4.2.1 EXISTING CONDITIONS

ROADS

The Region of Peel operates 26 regional roads with 1,578 lane kilometres that provide high capacity inter-municipal service. Provincial highways provide for inter-regional travel comprising freeways such as the Queen Elizabeth Way and the 400 series including the 407 express toll route. Winston Churchill Blvd. listed as a Major Road in the Regional Official Plan and an arterial road in the Mississauga Official Plan. Battleford Road and Aquitaine Ave are listed as major collector roads in the Mississauga Official Plan.

REGIONAL TRANSIT

Meadowvale Town Centre includes a bus terminal for local transit with a stop that serves GO Bus routes: 21, 27, 45, 46, 47 and 48.

The Metrolinx Regional Transportation Plan Vision for the Greater Toronto and Hamilton Area includes these principles:
1. Reduce demand on the transportation system
2. Increase choice of travel
3. Meet needs of the traveller first
4. Building communities that make travelling easier
5. Committing to continuous improvement

As shown in Figure 6, there is lower than average demand at stations in close proximity to Meadowvale Town Centre. This is a major opportunity for Transit Oriented Development (TOD) to fill the gaps in demand at nearby facilities like Meadowvale and Lisgar Stations.
MUNICIPAL TRANSIT

There are two major transit authorities in the Region of Peel that serve the cities of Brampton and Mississauga. Brampton Transit provides many local routes along with their rapid bus transit called Züm. MiWay is the agency responsible for Mississauga's extensive network which includes: local, express and rapid bus service. MiWay service is within the jurisdiction of Meadowvale Town Centre as it is a major terminal for their northwestern network. MiWay served 29 million passenger trips in 2009 with a daily ridership of 155,000 passengers. Figure 7 shows the extent of the two transit agencies in the Region of Peel.

In summary existing municipal transit at Meadowvale Town Centre includes:
- Terminus station that serves as a breakpoint or interlining facility for bus operators;
- Currently serviced by a major express Route 109 which connects with Erindale GO Station;
- Terminal serves routes: 10, 13, 38, 39, 42, 43, 44, 45, 46, 48, 57, 87, 90, 109 (15 local routes, 1 express); and
- Züm connections at regional rail stations in close proximity.

In addition to local service, the Region offers a transportation option for those with mobility challenges with TransHelp. This service has steadily grown in the Region by 12.7 percent annually. Moreover, the Region includes Toronto Pearson International Airport, which is a major trip generator for all areas of southern Ontario. For the purposes and scope of this document Pearson will not be a major point of discussion in regard to transportation.
ACTIVE TRANSPORTATION

Active Transportation at the Region of Peel includes multi-purpose trails (MUTs), sidewalks, cycling routes, pedestrian paths and paved shoulders. These are all important components to a sustainable, healthy and active network in Mississauga. According to the Mississauga Cycling Master Plan, the highest demand for cycling occurs on Aquitaine Drive (approximately 125 trips during a weekday).

In summary, the existing site conditions include:

- No cycling routes on any abutting arterial or collector roadways;
- Southern MUT connecting Meadowvale Town Centre with Settler’s Green; and
- Eastern MUT connection from mobility hub to Meadowvale Community Centre and Lake Aquitaine Park by a pedestrian underpass.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

Current projects include the Smart Commute Initiative - a program operating in the Greater Toronto and Hamilton Area that responds to greenhouse gas emissions, traffic congestion and all related environmental, economic and community costs. This initiative includes three transportation management associations, which have formed to encourage employees to use sustainable modes such as carpooling, vanpooling, public transit and teleworking. Employer Individualized Marketing Program is a pilot project with the Region that breaks the demography into different segments in an attempt to market to segments with a higher propensity to live sustainably. Active transportation initiatives such as Walk + Roll Peel, Active Transportation Study, High School TDM Pilot Program and Stepping It Up are programs to incentivize active modes of transportation such as cycling and walking.

4.4.2.2 TRANSPORTATION PROJECTS UNDER CONSTRUCTION AND PLANNED

ROADS

Winston Churchill Boulevard from Dundas St. West to Highway 401 designated as an upper-tier arterial road. There are expectations that this designation will follow future improvements to accommodate the flow of goods and vehicles. No major long-term plans for expansions are noted. In the 2031 horizon (Mississauga Official Plan), Erin-Mills Parkway is planned for a six-lane expansion in each direction – perhaps signaling a disinvestment in road widening of arterial roads such as Winston Churchill Boulevard.

REGIONAL TRANSIT

The Dundas Street BRT is a 40-kilometre east-west project planned for the long-term horizon by Metrolinx to increase regional bus line velocities. This will connect with the future Hurontario LRT line and extend to Burlington. Frequency and capacity will improve incrementally over the span of decades.

MUNICIPAL TRANSIT

There are major construction projects in Mississauga and Peel Region currently and in the future. A dedicated Bus Rapid Transit (BRT) line is in service and will connect the southern parts of Mississauga this year. In addition, the Hurontario Light Rail Transit (LRT) line is scheduled to open by 2022. This 20-kilometre line will connect the eastern portion of Mississauga and Brampton. Moreover, connections will be made at Port Credit Station to unite the transit-way line.
The MiWay 2020 Service Plan includes express service from Meadowvale Town Centre with a dedicated connection to the new BRT line. Local service is planned to better connect with regional rail at Lisgar and Meadowvale GO Stations. In the long-term, Derry Road West is identified as a transit priority corridor in the Mississauga Official Plan.

ACTIVE

The Mississauga Cycling Master Plan includes provisions for projects in the long-term horizon. In the vicinity of Meadowvale Town Centre there are different classifications for future upgrades including Primary Road Routes, Primary Boulevard Routes and Secondary Routes. According to the Master Plan, Primary Routes are the backbone of the cycling network, which provide the most direct and safe access to key destinations such as transit terminals or shopping centres. These routes are to be in the form on-road cycling lanes, shared travel paths with sharrows or separated on an adjacent boulevard. Secondary Routes are more community based and provide connections to primary routes. Treatments include pavement markings or signage along major collector roads.

The following improvements are considered on Figure 15, including:

- Primary Cycling Route on Tenth Line
- Primary Boulevard Route on Winston Churchill Boulevard (south of Battleford)
- Secondary Cycling Route on Aquitaine and Battleford
4.2.2.3. EXISTING TRANSPORTATION POLICIES

**GENERAL POLICIES**

Regional Official Plan Section 5.9. ‘The Transportation System in Peel’

**Policy 5.9.1.2** To develop and promote a sustainable, safe, efficient, effective and integrated multi-modal transportation system.

**Policy 5.9.1.3** To support the provision of improved transportation mobility and choice to all residents, employees and visitors.

**Policy 5.9.1.4** To promote and encourage the increased use of public transit and other sustainable modes of transportation.

**Policy 5.9.1.7** To minimize adverse environmental and human health impacts caused by transportation and support transportation alternatives that foster improved health and well-being in the Region.

**Policy 5.9.1.8** To support a transportation system that enhances economic vitality and growth in the Region.

**Policy 5.9.1.10** To support the integration of transportation planning, transportation investment and land use planning.

**Policy 5.9.2.2** Work with the Province, area municipalities and adjacent municipalities to provide transportation systems that:
   a) Are safe, sustainable and energy efficient;
   b) Facilitate the movement of people and goods;
   c) Offer travellers a variety of mobility choices;

**Policy 5.9.2.5** Optimize the use of existing and new Regional transportation infrastructure to support growth in an efficient, compact form, and encourage the area municipalities to do the same for infrastructure under their jurisdiction.

**Policy 5.9.9.2.1** Encourage area municipalities to:
   a) Promote land uses and site design which foster the use of sustainable modes of transportation;
   c) Promote a balance of jobs and housing in communities to reduce the need for long distance commuting;

City of Mississauga Official Plan Section 9

**Policy 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.

**ROADS**

City of Mississauga Official Plan

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

**Policy 9.3.1.5** The improvement of existing streets and the design of new streets should enhance connectivity by:
   a. developing a fine-grained system of roads;
   b. using short streets and small blocks as much as possible, to encourage pedestrian movement;
   c. avoiding street closures; and
   d. minimizing cul-de-sac and dead end streets.

**TRANSIT**

Regional Official Plan Section 5.9. ‘The Transportation System in Peel’

**Policy 5.9.5.1.1** To support and encourage a higher use of public transit and an increase in transit modal share within the region.

**Policy 5.9.5.1.4** To support and encourage transit-supportive development densities and patterns, particularly along rapid transit corridors and at designated nodes such as transit terminals, urban growth centres, GO stations and mobility hubs.

**Policy 5.9.5.2.10** Encourage the intensification of residential and non-residential development at nodes and mobility hubs and along corridors to support a higher level of transit service and other sustainable modes.

City of Mississauga Official Plan Section 8

**Policy 8.3.2 Transit Design:** The design and management of transit facilities will employ a variety of techniques, which consider the convenience and comfort of transit users, to promote transit as a primary mover of people.
**Regional Official Plan Section 5.9. ‘The Transportation System in Peel’**

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

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

**Policy 5.9.10.2.1** Work with the Province, Metrolinx, the area municipalities and adjacent municipalities to integrate pedestrian and bicycle networks into transportation planning to:
   a) Provide safe, attractive and accessible travel for pedestrians and bicyclists within unities and new development; and
   b) Provide linkages between intensification areas, adjacent neighbourhoods and transit stations.

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

**Mississauga Official Plan**

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

**Policy 7.1.3.** In order to create a complete community and develop a built environment supportive of public health, the City will:
 b) design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking;

**Policy 7.3.5** Community infrastructure will generally be:
   a. in proximity to transit facilities;
   b. on corridors, major and minor collector roads, preferably at intersections;
   c. connected to trails, cycling facilities, where possible;
   d. in proximity to other community infrastructure

**Policy 9.4.1.3** Development will support transit and active transportation by:
   g. providing bicycle destination amenities such as bicycle parking, shower facilities and clothing lockers, where appropriate.

**Policy 9.5.5.5** Secure bicycle parking will be provided in developments.

**Policy 14.6.2.1.3** Pedestrian connections to the Town Centre are vital to its role in the community. The following pedestrian links should be maintained and/or improved as part of any development application:

   a. open space walkway linkages to the following parks: Lake Aquitaine, Hunter’s Green and Settler’s Green;
   c. linkages to the Meadowvale Community Centre, medical offices and the transit terminal; and
   d. diagonal connections to the site from the northeast corner of Battleford Road and Winston Churchill Boulevard.

**Policy 14.6.2.1.4** A strong connection between the bicycle route on Winston Churchill Boulevard and the Town Centre should be provided.

**TRANSPORTATION DEMAND MANAGEMENT**

**Regional Official Plan Section 5.9. ‘The Transportation System in Peel’**

**Policy 5.9.9.1.1** To reduce auto dependency by promoting sustainable modes of transportation.

**Policy 5.9.9.1.2** To provide a range of transportation services to meet the diverse needs of the population.

**Mississauga Official Plan Chapter 8 ‘Create a Multi-Model City’**

**Policy 8.1.8** To better utilize existing infrastructure, Mississauga will encourage the application of transportation demand management (TDM) techniques, such as car pooling, alternative work arrangements and shared parking.

**Policy 8.4.1** Off-street parking facilities for vehicles and other modes of travel, such as bicycles, will be provided in conjunction with new development and will:
   c. support transportation demand management (TDM) initiatives.

**Policy 8.5.7** Prior to approval of development applications, particularly those that will generate significant employment opportunities, a TDM plan may be required that demonstrates, among other things, the following:
   c. development that is integrated into the surrounding pedestrian and cycling network;
   e. secure, conveniently located, weather protected, on-site bicycle storage facilities, and associated amenities such as showers, change rooms and clothing lockers;
   f. reserved, priority carpool parking spaces and, where applicable, car-share spaces and taxi stands;
   g. parking spaces for scooters, motorcycles and other similar motorized vehicles;
The long-term plan of Meadowvale Town Centre should have regard for all relevant city-wide policies discussed above. The vision for this site has regard for aforementioned policy, trends and existing, planned and future transportation infrastructure.

Within a broad policy objective, Meadowvale Town Centre is in a valuable position to develop and promote a multi-modal transportation system that is safe, efficient and integrated. The policy for this site shall ensure that future planned transportation infrastructure is considered within the long-term plan for Meadowvale Town Centre.

Streets within the Town Centre shall be safe and sufficient for all users. By restructuring the network to avoid dead ends and circuitous routes, the Centre will be easily accessible by all modes. The final streetscape geometry and traffic calming measures will ensure safe speeds and maintains within the site. The National Association of Transportation Officials recommends ideal streetscaping for these objectives shown in Section 3.4.3 of this report.

The introduction of increased job and employment densities will reinforce the Region and City’s vision of development that compliments transit infrastructure. The provisions for open space and mixed use within close proximity to transit will improve the comfort level of transit riders. Moreover, concurrent upgrades to the transit terminal shall be considered in alignment private investments in the medium and long-term.

Active connections should be separated from vehicular traffic where appropriate. Policy should ensure corner connections are maintained and enhanced. In addition to exclusive right-of-ways, pedestrian connections should follow desired pathways. Centrally located long and / or short-term bicycle parking should be provided at employment areas (private) and open space or public transit stations (public or private).

Carpool parking shall be required for all new and existing employment. Successful programs outlined in the existing Transportation Demand Management section shall be carried forward where suitable.

**4.4.3 PARKING**

**Summary of Issue:**
A large portion of the Meadowvale Town Centre site is currently used for surface parking. While it is a reality that the redeveloped site will still require parking, the primary goal is to minimize surface parking on the site.

**Current Policy Discussion:**
The current policies regarding parking at the Meadowvale Town Centre are discussed below.

**1) OFFICIAL PLAN SECTION 8.4 ‘PARKING’**

Section 8.4 provides policy direction on how to effectively manage parking needs and improve the design of parking.

**Policy 8.4.2** states that Mississauga will encourage the shared use of parking and allow off-site parking, where appropriate.

**Policy 8.4.3** states that consideration will be given to reducing off street parking requirements for development to reflect levels of vehicle ownership and usage, and as a means of encouraging the greater use of transit, cycling and walking, subject to, among other matters:

a. access to transit;

b. level of transit service;

c. traffic generation; and

d. impact on the surrounding area.

**Policy 8.4.6** states that street designs will consider opportunities to maximize on-street parking. The provision of on-street parking will be balanced with the needs of other modes of transportation sharing the right-of-way.

**Policy 8.4.7** states that within Intensification Areas, Mississauga will give consideration to:

a. reducing minimum parking requirements to reflect transit service levels;

b. establishing maximum parking standards to support transit investments, particularly higher order transit investments;

c. limiting surface parking by requiring a portion be provided within structured parking facilities;

d. requiring structured parking facilities to be underground, where viable;

e. proactively maximizing on-street public parking in appropriate locations;

f. coordinating parking initiatives with transportation demand management (TDM) programs in order to effectively link transit planning, parking and other related issues in a comprehensive manner; and

g. requiring parking phasing and implementation plans that, among other matters, will include a surface parking reduction strategy that will ensure the layout of the parking lot and buildings will allow for future development.
Policy 8.4.8 states that Mississauga may develop municipal parking facilities to support transit, provide shared parking and encourage development.

Policy 8.4.9 states that in appropriate locations, Mississauga will take an active role in providing off-street parking. The City may partner with private developers to deliver municipal parking facilities that will be used as a shared public resource, through the use of payment in-lieu of off-street parking and/or site specific joint ventures. Investment in public parking facilities should be directed to projects that achieve the following objectives:

- a. provide strategically located public parking structures that can serve a variety of uses;
- b. allow for the consolidation of pre-existing surface lots to encourage intensification;
- c. provide safe and legible raised walkways, with curb ramps, within parking areas to buildings and streets;
- d. allow for integration of community infrastructure;
- e. provide for convenient pedestrian linkages to, from and through the parking structure to connect with surrounding development;
- f. have appropriate landscape treatment including trees and lighting, throughout parking lots;
- g. provide appropriate landscape treatment to provide shading of parking areas; and
- h. provide landscape buffering at the street edge.

Policy 9.2.1.18 states that 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.

Policy 9.2.1.37 states that 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. Above ground structured parking should be lined with residential, commercial or office uses.

Section 9.2 provides the visual framework for the City, and explains how to design parking areas.

Policy 9.5.5.1 states that parking should be located underground, internal to the building or to the rear of buildings.

Policy 9.5.5.2 Above grade parking structures should be screened in such a manner that vehicles are not visible from public view and have appropriate directional signage to the structure.

Policy 9.5.5.3 Where surface parking is permitted, the following will apply. Parking should:

- c. provide safe and legible raised walkways, with curb ramps, within parking areas to buildings and streets;
- f. have appropriate landscape treatment including trees and lighting, throughout parking lots;
- g. provide appropriate landscape treatment to provide shading of parking areas; and
- h. provide landscape buffering at the street edge.

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

DEVELOPMENT CONCEPT PROPOSES

- A large reduction in surface parking;
- An increase in both underground and structured parking; and
- On street style parking in the newly designed “downtown” area.

PARKING POLICY ANALYSIS AND RECOMMENDATIONS

The policies discussed outline that the City of Mississauga would like to reduce the amount of parking provided, provide better parking design and incentivize other modes of transportation to minimize vehicle use overall.

The City of Mississauga should initiate a parking phasing and implementation plan for the entire development of Meadowvale Town Centre, also known as a parking strategy. The City has undertaken similar studies for Port Credit and Lakeview (City of Mississauga, n.d.). These studies aim to achieve a community vision, and consider traffic impacts, foster good urban development and design, support economic development and encourage other modes of transportation (City of Mississauga, n.d.). They can also help the City generate revenue (City of Mississauga, n.d.). These studies ensure that there is just the right amount of parking provided in an area based on the uses and demand (City of Mississauga, n.d.). This is exactly what should be achieved with the redevelopment of Meadowvale Town Centre.

As per Policy 8.4.3, a reduction in parking requirements at Meadowvale Town Centre should be considered for all development applications because of the site’s convenient access to high quality transit service. Further, by targeting residential units and other uses to young adults and families, it is possible that car ownership rates may be lower and transit ridership, cycling and walking rates may be higher. High quality design of pedestrian and cycling facilities on the site will also contribute to lower parking requirements.

In addition to reducing the amount of required parking, The City of Mississauga should consider a variety of parking policy mechanisms for Meadowvale Town Centre, including:

1. UNBUNDLED PARKING

Parking is often “bundled” in the cost of purchasing residential or commercial units (Municipal Area Planning Council, 2010). This results in the cost being passed onto the consumer automatically, instead of being paid for separately (Municipal Area Planning Council, 2010). The result is that owners or renters are not given a choice about purchasing parking whether it be less or more than they may require (Municipal Area Planning Council, 2010). By “unbundling” parking, and selling or renting out spaces separately, this offers equity and possible cost savings and ultimately may reduce the amount of parking required for a development (Municipal Area Planning Council, 2010). The Municipal Area Planning Council offers four methods which are available to encourage the use of unbundled parking:
Parking can be bought or rented separately when the apartment, condo, or office space is bought or leased.

Renters can be offered a discount on their rent for not using parking spaces.

Parking costs can be listed as a separate line item in lease agreements to show tenants the cost and enable them to negotiate reductions.

Unbundling can be encouraged informally by creating a market for available parking spaces - building managers can keep a list of tenants or owners with excess spaces available for rent.

The City should consider these four items to encourage equitable development and reduce the overall need for parking.

2. SHARED PARKING

Shared parking capitalizes on the idea that parking demand operates on a peak and off-peak schedule which is related to the land use (Institute for Transportation & Development Policy, 2014). The overall idea is to optimize existing parking capacity instead of creating more spaces for separate uses (Institute for Transportation & Development Policy, 2014).

Shared parking reduces the overall need for parking by 20-40% (Institute for Transportation & Development Policy, 2014). Other benefits include promoting higher density developments and a more compact urban form, disincentivize driving which is often caused by a surplus of parking spaces and decrease the overall cost of development (Institute for Transportation & Development Policy, 2014).

To be effective, shared parking must be a public government program (Institute for Transportation & Development Policy, 2014). The City of Mississauga should work with the developers to identify how and where spaces are able to be shared.

3. MAXIMUM PARKING STANDARDS

Maximum parking standards work the opposite way a minimum parking standard does, and establishes a "cap" on the amount of parking that is allowed (Municipal Area Planning Council, 2010). This prevents an excessive amount of parking from being built as part of developments (Municipal Area Planning Council, 2010).

It results in more compact, complete communities and can improve pedestrian safety and comfort, and improves sustainability by reducing the amount of impermeable surfaces and allowing more space for landscaping and green space (Municipal Area Planning Council, 2010). This is especially important when focusing on developing a place for young adults and families. Maximum parking standards can also help to incentive transit use in areas where good service exists, such as Meadowvale Town Centre.

While the City should require residential uses to provide underground parking, some surface parking may be required but it should be located at the rear of the property and screened from view. By permitting developers to provide less spaces overall, the City should require these spaces to be located underground. The City should further incentivize developers to engage in TDM programs, provide secure bicycle parking or provide car share spaces, and in turn reduce their rate of required parking.

In order to accommodate vehicle traffic for existing commercial uses and other proposed uses such as office space and community uses, the City of Mississauga should consider the construction of a municipal parking structure to support local businesses by providing either free parking or parking at a controlled, affordable rate. On streets where possible, on street parking should be provided to allow convenient access to local businesses.

The City of Mississauga should develop high quality design requirements for parking areas. Parking areas should prioritize pedestrian access, have high quality landscaping including trees, adequate stormwater management including permeable surfaces and light coloured materials as recommended in the Health Development Assessment in Section 2.3.

4.4.4 MIXED USE

Summary of Issue:
Meadowvale Town Centre as it exists today is predominantly composed of commercial uses including service commercial and retail commercial. The goal of redevelopment is for a mixed-use centre.

Current Policy Discussion:
The current policies regarding mixed use at the Meadowvale Town Centre are discussed below.

1) CITY OF MISSISSAUGA OFFICIAL PLAN

Official Plan Section 5.3.3 ‘Community Nodes’

The Community Nodes section of the OP introduces policies as to how Community Nodes will be developed as mixed-use centres to meet the needs of residents for daily living.
Policy 5.3.3.8 Community Nodes will develop as centres for surrounding Neighbourhoods and be a location for mixed-use development.

Section 5.5 ‘Intensification Areas’

Section 5.5 of the Official Plain outlines the types of uses that will ideally exist in Intensification Areas, including Community Nodes.

Policy 5.5.7 states that 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. However, not all of these uses will be permitted in all areas.

Official Plan Section 7.1 ‘Introduction’

This section of the OP outlines policies for creating complete communities.

Policy 7.1.3 states that 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

4) Official Plan Section 10.4. ‘Retail’

The ‘Retail’ section of the OP outlines an opportunity for redeveloping single use retail buildings.

Policy 10.4.4 states that within the Downtown, Major Nodes, Community Nodes and Corporate Centres, existing single storey retail development will be encouraged to redevelop into multi-storey mixed-use developments.

**2) CITY OF MISSISSAUGA ZONING BY-LAW**

Zoning By-law 0225-2007

This section of the Zoning By-Law distinguishes residential and commercial uses in different zones. There are no identified mixed-use zones which permit both residential and commercial uses or other uses. The current zoning of the site is Commercial and does not permit any residential units.

**DESIGN CONCEPT PROPOSES**

- A mix of uses including employment, retail commercial, service commercial including medical, dental and professional uses;
- Residential uses in the form of apartments and townhouse dwellings; and
- The addition of uses to specifically attract young adults and families including redeveloping the Canadian tire as community and entertainment facility.

**OTHER CONSIDERATIONS**

- Port Credit and Streetsville were identified by the City as having desirable characteristics of established Community Nodes including compact, mixed-use development.

**MIXED USE POLICY ANALYSIS AND RECOMMENDATIONS**

The City of Mississauga’s Official Plan policies discussed above express the intent of ‘Community Nodes’ developing as mixed-use communities to support the need for daily living. The policy direction goes as far as to outline the types of uses desired for the designation, which are reflected in the proposed design vision included in this report.

The City of Mississauga’s Zoning By-law does not provide for Mixed-Use zones, which would permit the types of uses discussed in Official Plan policy 5.5.7 to exist in harmony within Meadowvale Town Centre. The City of Mississauga should initiate a zoning by-law amendment to rezone the site to a mixed-use zone that will appropriately reflect the goals of the Official Plan. The proposed zone should include a mix of uses that the City identifies to be appropriate for the location and are reflective of the design vision included in this report. A variety of uses that attract young adults such as community spaces, entertainment venues, restaurants, bars should be included. Further, this zone should restrict any additional automobile related uses on the site.

Regarding the addition of employment and office space on the site, the City should encourage the addition of a second storey on existing one storey buildings, where feasible. This space could readily accommodate office spaces.

The City should incentivize developers to provide residential buildings that require other uses such as ground floor commercial space, office space, or indoor and outdoor public amenity spaces.

The site is currently predominantly retail uses, while the policy direction discussed above suggests that the desire to be more of a mixed-use node. The City should identify a desired maximum percentage of commercial uses for the site to limit the amount of commercial and encourage the development of other uses.

**4.4.5 HEALTHY LIVING**

**Summary of Issue:**
The site currently does not support elements necessary to support a healthy, complete community.

**Current Policy Discussion:**
The current policies regarding healthy living at the Meadowvale Town Centre are discussed below.
Official Plan Section 7.1

The current policies in Section 7.1 outlines policies that guide the establishment of healthy, complete communities.

Policy 7.1.2 The creation of complete communities and the implications for public health will be considered by Mississauga when making planning decisions.

Policy 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.

Policy 7.1.5 Mississauga may require a Health development Statement associated with development proposals.

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

Official Plan Section 14.6

Section 14.5 of the Official Plan outlines specific policies as they relate to Meadowvale as a ‘Community Node’.

Policy 14.6.2.1.3 Pedestrian connections to the Town Centre are vital to its role in the community. The following pedestrian links should be maintained and/or improved as part of any development application:
   c. Linkages to the Meadowvale Community Centre, medical offices and the transit terminal.

DESIGN CONCEPT PROPOSES

- A complete, healthy and overall sustainable community;
- Compact development and a variety of land uses such as commercial, residential, retail, recreational and open spaces; and
- Active transportation and public transit infrastructure alongside the establishment of a new street network, pedestrian and bike network and minimized surface parking.

HEALTHY LIVING POLICY ANALYSIS AND RECOMMENDATIONS

The above mentioned policies convey that Mississauga would like to create complete, healthy communities by providing mixed-use compact development for its residents.

The City of Mississauga should encourage compact urban development to incorporate sustainable and healthy living policies. Policies 7.1.2 and 7.1.3 will be addressed through urban compact development. The City can achieve this through zoning changes that allow the development of mixed-use buildings, as discussed in Section 4.4.4. As discussed previously, the built environment influences the overall health of people and can foster positive or negative habits. Compact development encourages healthy living because services are located within close proximity to each other. The City of Mississauga should encourage development that promotes healthy, sustainable development through compact built form.

The City of Mississauga should be required to develop an efficient pedestrian and bicycle network along with streetscape characteristics that support this network. This would decrease the dependence on automobiles and encourage users to walk, bike or use transit in while traveling within or through the site. The Mississauga Crime Prevention Association (MCPA) has rated the City of Mississauga as the safest city in Canada, six years in a row. However, the heightened concern of citizens for their personal safety may be due to the perception of an escalation in violent crimes, possibly exacerbated by media coverage. (Mississauga Healthy City Stewardship Centre, 2006). Providing users with sufficient and high quality street infrastructure will ensure that they will feel safe while walking or biking, especially at night, and thus will not rely on cars. The City can achieve this by installing benches, efficient lighting, planting native trees adjacent to trees, bike racks, secure bicycle parking, traffic calming measures along pedestrian and cycling routes.

The City of Mississauga should require a Health development Assessment for any future developments within the project site. It is necessary to ensure that any future developments on the project site represent planning principles that promote healthy and sustainable communities. The City should make a Health development Assessment a requirement for any future development application so that they can be certain that the proposed development is going to achieve the City’s vision for a healthy and sustainable community. This can be achieved through asking for a Health Development Assessment in the early stages of a development application.

In order to lead a healthy life and establish a healthy community, it is important that users have access to healthy food. The City of Mississauga should use incentivized zoning to promote healthy food choices. This will motivate healthier cafes and restaurants to locate their businesses here and encourage healthier eating amongst young adults and families. Policy 7.1.3.d encourages promoting good land use planning practices that result in overall good public health. This zoning program could include policies that include monetary compensation for business owners who offer healthier food choices in the area. These could be restaurants, cafes or grocery stores that designate a majority of their floor area to fresh produce and healthy eating options.
The City should restrict the establishment of fast food restaurants within the project area through zoning. The City should enforce stricter zoning regulation for fast-food restaurants to open their businesses within and near the project area. For young adults and families that have busy schedules, having access to healthier eating options will ensure that they are making healthy food choices. The City could also consider restricting the number of drive-thru uses on the site.

The City of Mississauga should establish a farmers market in Meadowvale Town Centre. All people, including young adults and families need access to healthy food. In addition to the grocery store already located on the site, establishing farmers’ markets can improve access to healthy foods. A study conducted in London found that in addition to offering lower prices, the farmers’ markets improved access to healthy food items (Larsen, Gilliland, 2009). This can be done by helping organizations obtain all of the permits required so that they can set up these farmers markets on a regular basis and provide young adults and families access to healthy, locally-grown fresh produce.

4.4.6 GREEN SPACE & SUSTAINABILITY

Summary of Issue:
The current site does not include open space or green space and lacks provisions for sustainable design practices.

Current Policy Discussion:
The current policies regarding green space and sustainability at the Meadowvale Town Centre are discussed below.

1) CITY OF MISSISSAUGA OFFICIAL PLAN

Official Plan Section 6.1

Section 6.1 of the OP outlines policies dedicated to the protection of the environment and promoting sustainable design practices

Policy 6.1.1 states that Mississauga will:
   d. promote pollution prevention, reduction of natural resource consumption and increased use of renewable energy;
   e. ensure land use compatibility;

Policy 6.1.5 Mississauga will promote education, awareness, community involvement and commitment to community stewardship for the protection and enhancement of the environment.

Policy 6.2.2. Mississauga will build communities that are environmentally sustainable and encourage sustainable ways of living.

Policy 6.2.7. Mississauga will require development proposals to address the management of stormwater using stormwater best management practices

Official Plan Section 9.2.3

Section 9.2.3 of the OP details policies regarding sustainable design.

Policy 9.2.3.2 All development will utilize sustainable design practices.

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

Official Plan Section 9.3.5

This section of the OP addresses open space and public amenity policies for the City of Mississauga.

Policy 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.

Official Plan Section 14.6

Section 14.6 of the OP contains a specific landscape treatment policy for Meadowvale.

Policy 14.6.2.1.9 Landscape treatment of the Winston Churchill frontage of the Town Centre should reinforce the treatment within the municipal boulevard.

DESIGN CONCEPT PROPOSES

• An abundance of green spaces throughout the development;
• Infrastructure for active modes of transportation;
• A reduction in parking availability and parking convenience to reduce the use of automobiles;
• Improved stormwater management practices on the site;
• Incorporation of recycling programs and composting programs; and
• The installation of public art for community building.
The City of Mississauga should implement programs that provide better access to recycling and composting programs for high density developments. The culture of recycling and composting has become increased in popularity in recent years. However, different levels of access are apparent depending on dwelling type. Canadians who live in single detached homes are likely to have access to recycling services than Canadians living in mobile homes or apartments (Statistics Canada, 2007). The City of Mississauga should implement programs that will provide residents who live on this site with better accessibility to recycling and composting programs. This can be achieved through community commitment and involvement and the establishment of an efficient infrastructure that will allow residents to recycle and compost their waste on a regular basis.

The City of Mississauga should create provisions for minimum surface parking to promote healthy living and best stormwater management practices. An abundance of parking encourages dependence on automobiles. Healthy and sustainable ways of living require the adaptation of active modes of transportation. Furthermore, as the climate changes, the asphalt surface can lead to a greater surface water runoff which can create flooding concerns in the future. Therefore, in order to create a healthy, sustainable community, the City should implement policies that limit surface parking space to a minimum. The City should implement a policy that restricts land dedicated to surface parking lot and only allow permeable surfaces for surface parking.

The City of Mississauga should implement an incentivized program for building practices that promote green infrastructure. Policy 6.2.2 and 9.2.3.2 address the need to implement sustainable design practices in the future and encourage healthy and sustainable ways of living. Constructing buildings that are LEED approved or designing green roofs can be some ways through which the City can achieve this. There is special focus today on incorporating infrastructure that promotes green and sustainability practices.

The City of Mississauga should implement a policy that requires a certain percentage of the total developable land to be designated as green space. Policies 9.2.3.4 and 9.3.5.1 address the need for open spaces that are efficient linked with the pedestrian networks and fit within the built environment. Currently, the site does not include any green space. Including an abundance of green space will not only have great environmental benefits, it will also contribute positively in influencing the overall health and social well being of the users of the site. Some environmental benefits include: water quality protection: reduce pollutants and surface water runoff, improves air quality, conserving natural resources, reducing heat build up in urban areas. (Evergreen, 2017). Green space promotes physical activity. One study found that people who use public open spaces are three times more likely to achieve recommended levels of physical activity than those who did not use the spaces. (HPHP Central, n.a.). Requiring a certain amount of the site to be designated as green space, would promote sustainable design practices as well as improve the overall environmental and health quality of the site and its users.

The City of Mississauga should develop a Facade Improvement Program for existing buildings within the site. Policy 14.6.2.1.9 discusses the treatment of the Winston Churchill frontage. Currently, the building facades facing Winston Churchill are plain and unwelcoming. This isolates the Meadowvale Town Centre site from its surroundings. The buildings located linearly along Winston Churchill and other main streets have no active facade, because the entrances to these stores are located in the interior of the site. Consequently, the plaza is isolated and not inviting to users from the outside. The Facade Improvement Program can make the site more welcoming and transparent through the redevelopment of these facades and improving the overall aesthetic of the site. The City could contribute financially to the facade redevelopment of existing buildings or provide property owners who engage in the program with a tax break.

4.4.7 HOUSING AFFORDABILITY

Summary of Issue:
In Mississauga, housing costs and rental rates are both high. When providing residential units within Meadowvale Town Centre, it is important that these units are affordable, specifically for the targeted demographic of young adults and families.

Current Policy Discussion:
The current policies regarding housing affordability at the Meadowvale Town Centre are discussed below.

1) CITY OF MISSISSAUGA OFFICIAL PLAN

Official Plan Section 7.1
Official Plan Section 7.1 ‘Introduction’ identifies policies for creating complete communities.

Policy 7.1.6 states that Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.

Official Plan Section 7.2 ‘Housing’
The ‘Housing’ section of the OP provides policy direction on providing a diverse housing stock.

Policy 7.2.2 states that Mississauga will provide opportunities for:
a. the development of a range of housing choices in terms of type, tenure and price;
b. the production of a variety of affordable dwelling types for both the ownership and rental markets;
Policy 7.2.7 states that Mississauga will directly assist all levels of government in the provision of rental housing by:

a. supporting the efforts of the Region and other local not for profit housing organizations in providing low and moderate income rental housing and accommodation for those with special needs;

b. assisting the development of new rental units through the promotion of, and participation in, programs aimed at producing rental housing

DESIGN CONCEPT PROPOSES

- A mix of condo and rental tenure units; and
- A mix of unit types including bachelor, 1, 2, and 3 bedroom units.

OTHER CONSIDERATIONS

- Input from City Staff was received regarding housing affordability. For example, $1100/month was suggested to be affordable, however $1500/month was suggested to be unaffordable

HOUSING AFFORDABILITY POLICY ANALYSIS AND RECOMMENDATIONS

The City of Mississauga’s policies relating to housing affordability recognize the importance of providing a mix of housing types in terms of type, tenure and price. Meadowvale Town Centre offers a great location for the City to capitalize on these policies, particularly when targeting the young adult and family demographic. Young adults and families require more space, such as 2 and 3 bedroom units.

The City should require a specific unit breakdown for residential development across the site. The study team recommends the following unit breakdown, also stated in Section 4.4.1:

- 40% of units are 1 bedroom units. 25% of these units will include a den;
- 40% of units are 2 bedroom units. 25% of these units will include a den; and
- 20% of units are 3 bedroom units.

This will allow for a wide variety of units and therefore price options. It will cater to young adults by offering smaller one bedroom and one bedroom plus den units. It will cater to families with 2 bedroom, 2 bedroom plus den and 3 bedroom units. These units should be provided in a mix of low, mid and high rise apartment and condominium units as well as a townhouse units. The City should propose a cap on the number of condominium tenure units to ensure that there is a large rental housing supply.

The City should capitalize on inclusionary zoning to provide affordable units, when the necessary legislation is made available. This would be ideal for Meadowvale Town Centre and the City of Mississauga as a whole, to help manage the current affordable housing challenge. On December 8, 2016, Bill 7, The Promoting Affordable Housing Act, 2016 was given Royal Assent (Government of Ontario, 2017). The Bill will change the Planning Act to allow municipalities to require

affordable housing units as a part of new residential developments (Government of Ontario, 2017). Mississauga City staff provided comments to the province regarding Inclusionary Zoning and were generally supportive of the initiative, so long as it had a flexible approach (City of Mississauga, 2016). This also aligns with the Region of Peel’s 2041 Official Plan Review which is considering requiring municipalities to include policies about the requirement of providing affordable housing in major developments and redevelopments (Sajecki, 2007).

The City of Mississauga should continue to work with Peel Region and their programs such as Peel Living to provide affordable housing units within Meadowvale Town Centre. Peel Living is a not for profit housing company that aims to provide affordable housing that is safe and secure (Region of Peel, 2007). Peel Living provides social housing (subsidized) units, and market (non-subsidized) units (Region of Peel, 2007). Peel Living purchases units and then places families in the units through rent subsidy.

The City of Mississauga is developing an affordable housing program ‘Making Room for the Middle: A Housing Strategy for Mississauga,’ (Sajecki, 2017). The report is currently in draft form. The report includes 40 actions to follow for the provision of affordable housing, specifically targeting the middle class (Sajecki, 2017). This includes the 35% target identified for market rental and affordable ownership (Sajecki, 2017). The 40 actions in this report should be considered when planning for the redevelopment of Meadowvale Town Centre. Any targets and goals identified within this draft plan should be required for the redevelopment of Meadowvale Town Centre.

4.5 RECOMMENDATIONS AND NEXT STEPS

PUBLIC CONSULTATION

As discussed in Section 4.3 of this report, the scope of this report did not include public consultation. Section 3 ‘Promote Collaboration’ of the City of Mississauga’s Official Plan outlines the importance of public engagement and how to inform and include residents in processes such as the redevelopment of Meadowvale Town Centre. These policies should be followed and where possible improved upon throughout the process.

All stakeholders should be involved early in the process including the property owner, neighbourhood associations, business owners, and local residents. The study team recommends that a public consultation strategy is developed for this process.

COMMUNITY PROGRAMMING

The purpose of community programming is to recognize that involvement in cultural activities contributes to the progression of social, economic and educational values within a community.

For example, community gardens have been successful in the City of Toronto as they encourage sustainability, provide affordable organic produce and build a community through communal planting.

For example, community gardens have been successful in the City of Toronto as they encourage sustainability, provide affordable organic produce and build a community through communal planting.
The Toronto Green Community have witnessed community gardens serve as an education centre as well as a common space for various cultural groups to interact and rest (National Post Staff, 2010). The City of Mississauga should place community gardens within the site, perhaps in the proposed redesign of the Canadian Tire or be allocated in a shared green space amongst residents. An approach similar to Toronto would help to successfully achieve a vibrant and active community for the redevelopment of Meadowvale Town Centre.

The City should encourage Goodlife Fitness and other services and amenities on the site to engage in programs using public spaces on the site, such as fitness classes, performances, workshops or cultural events. These could all ideally be accommodated in the site’s public square.

4.5.1 QUICK WINS

SAFE AND HEALTHY COMMUNITIES:
- Paint roads to identify safe pedestrian crossings;
- Develop mid block pedestrian crossings;
- Create curb cuts for accessibility;
- Identify a portion of the site for a Farmer’s Market; and
- Develop a community garden program.

CONNECTIVITY:
- Create more sidewalks and pathways.

YOUNG ADULTS AND FAMILIES:
- None.

HIGH QUALITY DESIGN:
- None.

MINIMIZE SURFACE PARKING:
- Install short and long term bicycle parking throughout the site.

SUSTAINABILITY:
- Landscape more of the site.

AFFORDABLE HOUSING:
- None.

4.5.2 SHORT, MEDIUM AND LONG TERM POLICY INITIATIVES

The following chart highlights the recommended policy initiatives for the City of Mississauga as it relates to the short, medium and long term. The policy initiatives have been organized based on the Vision Principles, as per Section 3.2 of this report.

- Short Term: 3-5 years
- Medium Term: 6-10 years
- Long Term: Beyond 10 years
### 3.0 Young Adults and Families

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>3.1</td>
<td>Create a Mixed Use Zone to Permit Uses Attracting Young Adults and Families</td>
<td>✓</td>
</tr>
<tr>
<td>3.2</td>
<td>Identify a Maximum Cap of Commercial Uses (%)</td>
<td>✓</td>
</tr>
<tr>
<td>3.3</td>
<td>Develop a Public Consultation Strategy to Engage Target Demographic and Local Residents</td>
<td>✓</td>
</tr>
<tr>
<td>3.4</td>
<td>Encourage Redevelopment of Canadian Tire as a Space for Young Adults and Families</td>
<td>✓</td>
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</table>

### 4.0 High Quality Design

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<tr>
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<tbody>
<tr>
<td>4.1</td>
<td>Increase Height Permission in OP and Zoning to Higher than 4 but Less than 25 Storeys</td>
<td>✓</td>
</tr>
<tr>
<td>4.2</td>
<td>Develop Urban Design Guidelines or a Secondary Plan for the Site</td>
<td>✓</td>
</tr>
<tr>
<td>4.3</td>
<td>Incentivize Developers to Provide Mixed Use Buildings</td>
<td>✓</td>
</tr>
<tr>
<td>4.4</td>
<td>Encourage the Addition of Second Storeys on Existing Buildings, Where Feasible</td>
<td>✓</td>
</tr>
<tr>
<td>4.5</td>
<td>Develop High Quality Design Requirements for Parking Areas</td>
<td>✓</td>
</tr>
<tr>
<td>4.6</td>
<td>Improve Lighting on the Site</td>
<td>✓</td>
</tr>
<tr>
<td>4.7</td>
<td>Develop a Façade Improvement Program</td>
<td>✓</td>
</tr>
</tbody>
</table>

### 5.0 Minimize Surface Parking

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<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>5.1</td>
<td>Reduce Parking Rates Overall to Reflect Transit and Compact Design</td>
<td>✓</td>
</tr>
<tr>
<td>5.2</td>
<td>Install and Require Short and Long-Term Bicycle Parking Facilities</td>
<td>✓</td>
</tr>
<tr>
<td>5.3</td>
<td>Initiate a Parking Phasing and Implementation Plan and Evaluate Parking Mechanisms</td>
<td>✓</td>
</tr>
<tr>
<td>5.4</td>
<td>Reduce Parking Requirements for Development Applications</td>
<td>✓</td>
</tr>
<tr>
<td>5.5</td>
<td>Require Residential Uses to Provide Underground Parking</td>
<td>✓</td>
</tr>
<tr>
<td>5.6</td>
<td>Incentivize Developers to Provide Bicycle Parking and Car Share Spaces</td>
<td>✓</td>
</tr>
<tr>
<td>5.7</td>
<td>Consider Constructing a Municipal Parking Structure</td>
<td>✓</td>
</tr>
<tr>
<td>5.8</td>
<td>Provide On Street Parking Where Possible</td>
<td>✓</td>
</tr>
</tbody>
</table>

### 6.0 Sustainability

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<table>
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<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>6.1</td>
<td>Follow Best Stormwater Management Practices</td>
<td>✓</td>
</tr>
<tr>
<td>6.2</td>
<td>Require a Certain Percentage of the Site to be Green Space</td>
<td>✓</td>
</tr>
<tr>
<td>6.3</td>
<td>Landscape More of the Site</td>
<td>✓</td>
</tr>
<tr>
<td>6.4</td>
<td>Incentivize the Development of Green Infrastructure</td>
<td>✓</td>
</tr>
<tr>
<td>6.5</td>
<td>Implement Improved Recycling and Composting Programs</td>
<td>✓</td>
</tr>
</tbody>
</table>

### 7.0 Affordable Housing

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>7.1</td>
<td>Require a Specific Unit Breakdown for Residential Developments</td>
<td>✓</td>
</tr>
<tr>
<td>7.2</td>
<td>Identify a Maximum Cap of Condominium Tenure Units</td>
<td>✓</td>
</tr>
<tr>
<td>7.3</td>
<td>Use Inclusionary Zoning to Provide Affordable Housing Units when Legislation is Available</td>
<td>✓</td>
</tr>
<tr>
<td>7.4</td>
<td>Work with Peel Region and Peel Living to Provide Affordable Housing Units</td>
<td>✓</td>
</tr>
<tr>
<td>7.5</td>
<td>Incorporate the 40 Actions in Mississauga’s Affordable Housing Strategy</td>
<td>✓</td>
</tr>
</tbody>
</table>
4.6 SUMMARY & WRAP-UP

RESEARCH AND ANALYSIS

The Ontario Provincial government is pushing towards the building cities that promote mixed-use, environmentally-friendly and healthy communities more than ever. The Meadowvale Town Centre is a shopping complex located in the Meadowvale community of Mississauga. Currently, it lacks mixed-use development and does not have much to offer in terms of health and community benefits. The City of Mississauga is looking to redevelop this shopping centre into a compact, healthy and sustainable development that will attract young adults and families.

Three analysis areas influenced the design vision of the site design concept. A SWOT analysis was conducted to analyze current site conditions, determine the strengths and weaknesses, opportunities and threats of the site. A Healthy Development Assessment was also conducted on the existing site conditions and the proposed development to determine how healthy and sustainable the current site is. The Healthy Development Assessment of the current site informed the design concept for the proposed site to make it healthier, sustainable and attractive to young families and adults. The case studies were analyzed to inform the design concept of the redevelopment of Meadowvale Town Centre into a healthy and sustainable community for young adults and families. Eight case studies were chosen as precedents that can be used to inform the redevelopment of this site. Some case studies included:

- McAllen, Texas as a precedent for the long term future redevelopment of the Canadian Tire as a recreational centre.
- Oakridge Centre located in Vancouver was looked at for its success in establishing an intensive mixed-use community.
- Polo Park in Winnipeg proposed a redevelopment with office and retail space, as well as residential uses. The design component of this case study was unique as it utilized the existing green corridors and designed the development to accommodate this parkway network.
- Sherway Gardens in Toronto is a good lesson learned example about how developments can fail due to lack of affordable housing policies.
- Eglinton Square demonstrates how a shopping centre can be retrofitted without complete teardown.

DESIGN VISION

The concept plan successfully addresses the seven design principles used throughout this report, and demonstrates a vision to create a mixed-use community that incorporates residential, commercial, and employment uses among others. The design respects the existing conditions and realistic redevelopment limitations of Meadowvale Town Centre.

The concept plan includes features to create a community that is appealing for young adults and families, and encourages the use of active transportation and public transit through improved circulation and open space networks. The plan proposes higher densities within the site to replicate a downtown core, while being mindful of surrounding uses.

POLICY IMPLEMENTATION

The inspiration of the design vision illustrates what is possible to achieve when redeveloping Meadowvale Town Centre. To take this from a vision to a reality, the City of Mississauga needs to develop and modify several policies, undertake studies and develop programs.

The seven policy areas for discussion clearly outline the benefits and challenges associated with the City’s existing policies. These sections identify many recommendations for changes and improvements that will ensure the City capitalizes on the site’s opportunities. These should be implemented in phases of quick wins, short, medium and long term objectives.

Why Undertake the Redevelopment?

The City of Mississauga is faced with an outstanding opportunity to redevelop an underutilized site, into a more compact, complete and healthy community with a focus on attracting young adults and families. While Meadowvale Town Centre has successfully served the needs of the area for years, the site has a potential to be much more. As informed by the research and analysis in this report and the design vision, the site has the capability to function as a mixed-use node for the City, accommodate growth that the City is anticipating, and be a welcoming place for all.

What’s Next?

The City of Mississauga should use this report as a guide to initiate the redevelopment process. There are several key pieces that the City must do including undertaking a public consultation strategy and undertaking a parking and implementation plan. The City should also engage with stakeholders and share this report with them and encourage their feedback and collaboration.

While some parts of the redevelopment should be initiated by the City, some will be initiated by the private sector. In these instances, the City must work with developers and others to encourage and incentivize the types of development and policies discussed in this report. The In preparation of implementation of the policy recommendations, the City should identify the team of staff who will lead this process. This team should begin by implementing quick wins.
### APPENDIX A. HEALTHY DEVELOPMENT MATRIX

<table>
<thead>
<tr>
<th>STANDARD</th>
<th>DEMONSTRATION OF STANDARD (Existing Development)</th>
<th>DEMONSTRATION OF STANDARD (Proposed Development)</th>
<th>DOCUMENT POLICY REFERENCE (for proposed development)</th>
<th>POTENTIAL SCORE</th>
<th>ACTUAL SCORE (for existing development)</th>
<th>ACTUAL SCORE (for proposed development)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Density</td>
<td>N/A (does not apply since this is not a designated greenfield area)</td>
<td>N/A (does not apply since this is not a designated greenfield area)</td>
<td>N/A</td>
<td>5</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>1. All development on Designated Greenfield Areas shall achieve a minimum overall density target as prescribed by the Regional Official Plan in policies 5.5.4.2.1 and 5.5.4.2.2.</td>
<td>N/A (does not apply since this is not an Urban Growth Centre)</td>
<td>Does not apply since this is not an Urban Growth Centre. However, the proposed development will have a density of 226 people and jobs per hectare</td>
<td>City of Mississauga Official Plan - Policy 8.3.2.3</td>
<td>5</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>2. All development in Designated Urban Growth Centres in the Region of Peel (i.e., Downtown Brampton and Mississauga City Centre) achieves a minimum overall density target of 200 people and jobs per hectare. Where the local municipality has established higher density targets, these higher targets will apply.</td>
<td>There are currently no dwelling units on the project site.</td>
<td>The transit terminal is located not to the public square, and is included in the 'focal point' of the area. More than 50% of the development’s proposed dwelling units are situated within 300m of a planned or existed transit stop</td>
<td>City of Mississauga Official Plan - Policy 8.3.3 (ib)</td>
<td>2</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Service Penonlyness</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
<td></td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Transit</td>
<td>Transit</td>
<td>A pedestrian network has been created to improve access to the transit station from anywhere within the project site. Traffic calming measures and adequate lighting have also been included</td>
<td></td>
<td></td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>3. At least 50% of the development’s proposed dwelling units are situated within 200m of a planned or existing transit stop.</td>
<td>There are currently no dwelling units on the project site.</td>
<td>There is inadequate pedestrian paths and inefficient lighting. It is not attractive and direct for pedestrians.</td>
<td></td>
<td></td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>4. Areas within 400m of a Higher Order Transit stop are developed to meet Major Transit Station Accessibility targets.</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
<td></td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>5. Access to transit from the proposed development is suitable, attractive and direct for pedestrians.</td>
<td>There is inadequate pedestrian paths and inefficient lighting. It is not attractive and direct because of an absence of an efficient pedestrian network.</td>
<td>A pedestrian network has been created to improve access to the transit station from anywhere within the project site. Traffic calming measures and adequate lighting have also been included</td>
<td></td>
<td></td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Neighborhood and Community and Retail Services</td>
<td>Regional</td>
<td>Regional</td>
<td></td>
<td></td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Transit</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
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</tr>
<tr>
<td>3. At least 50% of the development’s proposed dwelling units are situated within 200m of a planned or existing transit stop.</td>
<td>There are currently no dwelling units on the project site.</td>
<td>There is inadequate pedestrian paths and inefficient lighting. It is not attractive and direct for pedestrians.</td>
<td></td>
<td></td>
<td>1</td>
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<tr>
<td>4. Areas within 400m of a Higher Order Transit stop are developed to meet Major Transit Station Accessibility targets.</td>
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<td>N/A</td>
<td></td>
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<td>0</td>
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<tr>
<td>5. Access to transit from the proposed development is suitable, attractive and direct for pedestrians.</td>
<td>There is inadequate pedestrian paths and inefficient lighting. It is not attractive and direct because of an absence of an efficient pedestrian network.</td>
<td>A pedestrian network has been created to improve access to the transit station from anywhere within the project site. Traffic calming measures and adequate lighting have also been included</td>
<td></td>
<td></td>
<td>n/a</td>
<td>n/a</td>
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The density and service proximity standards are used in this context to evaluate the proposed development. The density standard aims to ensure a minimum of 200 people and jobs per hectare, while the service proximity standard focuses on the accessibility of transit and pedestrian networks.
There are currently no dwelling units on the project site.

The proposed development doesn't have residential blocks, but a series of mixed-use buildings. There are currently no live-work units in the proposed development.

9. At least 90% of the proposed dwelling units are located within 800 m of more than 5,000 sq. m. of personal and commercial retail space, comprising mix of uses such as a grocery store, pharmacy, bank, coffee shop, restaurant, dry cleaner and hair salon.

10. At least 80% of the proposed dwelling units are located within 800 m of a playing field, park, square or natural open space. There are currently no retail units on the ground floor of the building.

11. Convenience commercial uses are present in key locations, including greyfield areas, intensification areas and corridors and greenfield areas.

12. The development is within 1.6 km of an existing or planned employment centre or urban centre. There are currently no live-work units in the proposed development.

13. Employment lands include small scale amenity retail and services, are serviced by transit and have infrastructure which encourages pedestrian and cyclist movement.

14. In combination, the following housing type groups make up at least 50% of the total units: townhouses and multiplex, apartment buildings.

15. The proposed development includes special housing types, such as senior's housing, long term care facilities and supportive or affordable housing.

16. Live-work units and other employment-related uses compatible with residential uses are included in the proposed development.

17. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings.

18. Infill development increases opportunities for street and pedestrian linkages and connectivity.

19. In designated Greenfield Areas, street networks and off-road paths are multi-modal to provide choice to pedestrians and cyclists, and make clear connections to existing routes and facilities.

20. Cut-de-sacs, crescent streets and loop roads are not utilized unless they are located near significant infrastructure, including highways, railways, or near natural features.

21. Reverse frontage streets are not utilized.

22. Residential blocks in the proposed development do not exceed 80 x 180 m in size. The development does not include any special housing types.

23. The development consists only of apartment and townhomes. There are 431 1 bedroom, 367 2 bedroom, and 211 3 bedroom units available split amongst apartments and stacked townhomes.

The proposed development includes special housing types, such as senior's housing, long term care facilities and supportive or affordable housing.

Proposed dwelling units are located within 800 m of a playing field, park, square or natural open space. There are currently no retail units on the ground floor of the building.

The proposed development includes special housing types, such as senior's housing, long term care facilities and supportive or affordable housing.

Live-work units and other employment-related uses compatible with residential uses are included in the proposed development.

The main use of the project site is commercial use and there are currently no mixed-use buildings on the site.

The development consists only of apartment and townhomes. There are 431 1 bedroom, 367 2 bedroom, and 211 3 bedroom units available split amongst apartments and stacked townhomes.

The development includes special housing types, such as senior's housing, long term care facilities and supportive or affordable housing.

There are no housing type groups within the project site

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There are no housing type groups within the project site

The development consists only of apartment and townhomes. There are 431 1 bedroom, 367 2 bedroom, and 211 3 bedroom units available split amongst apartments and stacked townhomes.
There are 2 main intersections, one off Winston Churchill and one near the Goodlife Fitness.

There is an inadequate network of pedestrian and bike lanes within the project site.

There are 23 intersections frequent

24. Streetblock shape is maintained, but the overall density has increased through the infill of the large parking lot. An efficient network of sidewalks, bike lanes and multi-use paths have been developed to connect to the existing street network, and to various other amenities within the site.

There is an inadequate network of pedestrians and bike lanes within the project site.

There is an inadequate network of pedestrians and bike lanes within the project site.

Neighborhood public and retail services are located linearly along major roads to promote a main street environment, and are focused within community and mixed-use nodes.

Neighborhood public and retail services are located linearly along major roads to promote a main street environment, and are focused within community and mixed-use nodes.

All streets in low-density residential areas have sidewalks on each side that are at least 2 m wide.

All streets in medium- and high-density residential neighborhoods, mixed-use areas and commercial areas have sidewalks on each side that are at least 2 m wide.

A variety of street trees that are hardy, resilient, and low-maintenance are planted at regular intervals (as specified by the municipality) adjacent to all streets.

A variety of street trees that are hardy, resilient, and low-maintenance are planted at regular intervals (as specified by the municipality) adjacent to all streets.

The transit station is now connected to the main public square and will have weather protection, sufficient lighting and seating, route information and bicycle parking.

The transit station currently located within the project site had seating, minimal weather protection, minimal lighting and route information.

The transit station is now connected to the main public square and will have weather protection, sufficient lighting and seating, route information and bicycle parking.

All streets within mixed-use neighborhoods have sidewalks on each side, but due to land constraints, only the main street has pedestrian sidewalks larger than 2 m.

An Art Program will change the plain façade of these stores, promoting transparency and inviting people into the site.

A connected and destination-oriented bikeway network is provided throughout the community, including a variety of on- and off-street bikeway facilities. The on-street bikeway includes bicycle lanes and multi-use paths on the boulevard. It is recommended that this network connect with the trails established within the Mississauga Cycling Master Plan.

A connected and destination-oriented bikeway network is provided throughout the community, including a variety of on- and off-street bikeway facilities. The on-street bikeway includes bicycle lanes and multi-use paths on the boulevard. It is recommended that this network connect with the trails established within the Mississauga Cycling Master Plan.

90% of the residential dwelling units are within 400 m of a continuous and connected bike network.

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Traffic Calming

Lighting

Residential and commercial streets in medium- to high density neighbourhoods have pedestrian-scaled lighting and are limited to a height of 4.6 m.

Residential and commercial streets in medium- to high density places have pedestrian-scaled lighting and are limited to a height of 4.6 m.

Lighting will be installed at regular intervals within the site to improve the safety of the site.

Lighting will be installed at regular intervals within the site to improve the safety of the site.

There is insufficient lighting at the site. There are limited public outdoor areas and parks. The number of pedestrian sidewalks is not sufficient, and they are limited to a height of 4.6 m.

There is insufficient lighting at the site. There are limited public outdoor areas and parks. The number of pedestrian sidewalks is not sufficient, and they are limited to a height of 4.6 m.
<p>| | | | | | |</p>
<table>
<thead>
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</thead>
<tbody>
<tr>
<td>33.</td>
<td>In greenfield development, or where new streets are introduced through infill (re)development, traffic calming is achieved by using any of, but not limited to, the following: • minimum traffic lane widths • maximum number of traffic lanes in the roadway.</td>
<td>Pedestrian priority streets, roundabouts or home-zones</td>
<td>Traffic calming elements are designed to increase comfort and safety for means of active transportation, so as not to unduly create hazards or obstacles for pedestrians or cyclists.</td>
<td>Regular traffic calming measures such as stop signs and reduced speeds, buffer areas, but these are not sufficient for the complete safety of the pedestrians of the site.</td>
<td>There were some traffic calming measures such as stop signs and reduced speeds, buffer areas, but these are not sufficient for the complete safety of the pedestrians of the site.</td>
</tr>
<tr>
<td>34.</td>
<td>Traffic calming elements are designed to increase comfort and safety for means of active transportation, so as not to unduly create hazards or obstacles for pedestrians or cyclists.</td>
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<td>Regular traffic calming measures such as stop signs and reduced speeds, buffer areas, but these are not sufficient for the complete safety of the pedestrians of the site.</td>
<td>There were some traffic calming measures such as stop signs and reduced speeds, buffer areas, but these are not sufficient for the complete safety of the pedestrians of the site.</td>
</tr>
<tr>
<td>35.</td>
<td>Provide reduced automobile parking ratios for: • buildings and other facilities within 400m of a higher order transit stop; and, • apartments/condominiums offering car share parking spaces.</td>
<td>Reduced automobile parking ratios for the implementation of shared parking and unbundled parking programs.</td>
<td>There was an abundance of surface parking for users of this site.</td>
<td>Reduced automobile parking ratios for the implementation of shared parking and unbundled parking programs.</td>
<td>There was an abundance of surface parking for users of this site.</td>
</tr>
<tr>
<td>36.</td>
<td>Efficient use of parking is promoted by identifying systems for sharing parking spaces by two or more user groups at different times of the day or week (e.g., weekday use by office staff and evening/weekend use by restaurant clientele).</td>
<td>Shared parking could be provided for two or more user groups at different times of the day or week.</td>
<td>Due to a large surface parking lot, there was no demand for shared parking within the site.</td>
<td>Shared parking could be provided for two or more user groups at different times of the day or week.</td>
<td>Due to a large surface parking lot, there was no demand for shared parking within the site.</td>
</tr>
<tr>
<td>37.</td>
<td>Provide unbundled parking for 50% of multi-family dwelling units within 400m of a higher order transit stop.</td>
<td>There were no dwelling units within the project site.</td>
<td>There were no dwelling units within the project site.</td>
<td>There were no dwelling units within the project site.</td>
<td>There were no dwelling units within the project site.</td>
</tr>
<tr>
<td>38.</td>
<td>50% or more of residential dwelling units provide access to parking via rear alleys or laneways, with no parking in their front setbacks.</td>
<td>For all multi-storey residential dwelling units, underground parking has been provided for two or more residential dwelling units.</td>
<td>There were no residential units and there was only surface parking on the site.</td>
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<td>There were no residential units and there was only surface parking on the site.</td>
</tr>
<tr>
<td>39.</td>
<td>For multi-storey residential dwelling units, institutional and employment uses, parking is located away from the street to the rear or to the side, or is located underground.</td>
<td>Surface parking has been decreased to a minimum to just surface parking on the south side of the plot and within the stacked townhouse complex it has been designed to minimize negative aesthetic. An efficient pedestrian access, connectivity and circulation network has been established. There will be landscaping and tree planting along the street as well as stormwater management requirements are fulfilled.</td>
<td>For multi-storey residential dwelling units, institutional and employment uses, parking is located away from the street to the rear or to the side, or is located underground.</td>
<td>Surface parking has been decreased to a minimum to just surface parking on the south side of the plot and within the stacked townhouse complex it has been designed to minimize negative aesthetic. An efficient pedestrian access, connectivity and circulation network has been established. There will be landscaping and tree planting along the street as well as stormwater management requirements are fulfilled.</td>
<td>For multi-storey residential dwelling units, institutional and employment uses, parking is located away from the street to the rear or to the side, or is located underground.</td>
</tr>
</tbody>
</table>

**TOTAL**

If an HDA were to be performed on the existing site as it is, the score would be 9.25

The proposed development could yield a potential score of 35.75

PASS
## APPENDIX B. PROJECTED POPULATION & JOBS CALCULATIONS

<table>
<thead>
<tr>
<th>Building Number</th>
<th>Proposed or Existing</th>
<th>Podium GFA</th>
<th>Podium Floors</th>
<th>Tower GFA</th>
<th>Tower Floors</th>
<th>Sum Gross Floor Area</th>
<th>Use</th>
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<th>Commercial</th>
<th>Office</th>
<th>Recreation</th>
<th>Parking</th>
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### SUM GFA per Use
- Office: 113,185.8
- Retail & Recreational: 53,951

<table>
<thead>
<tr>
<th>USE</th>
<th>SQ. METRES / JOB</th>
<th>GFA / USE</th>
<th>NUMBER OF JOBS / PEOPLE</th>
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<tr>
<td>Office</td>
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<td>2,925</td>
<td>108</td>
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<tr>
<td>Retail &amp; Recreational</td>
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<td>49,998</td>
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### PEOPLE + JOBS
- 3,719

### HECTARES ON SITE (APPROXIMATELY)
- 16

### PEOPLE AND JOBS PER HECTARE
- 226
APPENDIX C. REFERENCES


Region of Peel (2016), Healthy Development Assessment User Guide, Healthy Design by Peel, retrieved from https://www.peelregion.ca/health/resources/healthbydesign/our-initiatives.htm


