City of Mississauga
Corporate Report

MISSISSAUGA

Date: May 21, 2021

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building

Originator's files:
CD.06 MEA

Meeting date:
June 14, 2021

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 9)

Meadowvale Neighbourhood Directions Report and Proposed Official Plan Amendment
File: CD.06 MEA

Recommendation

1. That the report titled "Meadowvale Neighbourhood Character Study Directions Report", dated April 2021 from DTAH and Gladki Planning Associates, be received for information.

2. That the report titled "Meadowvale Neighbourhood Directions Report and Proposed Official Plan Amendment" dated May 21, 2021, from the Commissioner of Planning and Building, be received for information.

3. That the submissions made at the public meeting held on June 14, 2021 to consider the report titled "Meadowvale Neighbourhood Directions Report and Proposed Official Plan Amendment" dated May 21, 2021, from the Commissioner of Planning and Building, be received for information.

Executive Summary

- With recent development interest in Meadowvale, there is a need to refresh existing land use policies. Since 2018, the City of Mississauga has worked with a consultant team to deliver a new vision and set of land use policies for Meadowvale.
- This Report presents the final Directions Report from the Meadowvale Neighbourhood Character Study and proposed changes to Mississauga Official Plan (MOP). The

proposed policy changes will implement the major policy recommendations from the Directions Report.

- Staff propose six key moves for policy changes: an updated vision for Meadowvale; maximum heights (12 storeys) and densities (2.0 floor space index) for potential development sites; design requirements for taller buildings; enhancing housing choice and affordability; preserving the park, open space and trail network; and maintaining retail in the Neighbourhood.
- The Directions Report and proposed policy changes will help ensure that new development contributes to the qualities that continue to make Meadowvale an attractive place to live, work and play.

Background

Recent development applications are proposing taller buildings in the Meadowvale Neighbourhood near the Community Node. In response to this development interest, the City is introducing new MOP policies for Meadowvale. As an established Neighbourhood in Mississauga, Meadowvale is not identified as an area targeted for substantial growth and intensification in MOP. This report presents the policies that will help shape growth in a manner that is appropriate for the Meadowvale Neighbourhood.

Meadowvale was planned to contain a range of uses and building types – all connected by an extensive network of parks, open spaces and trails. The neighbourhood comprises mostly low-rise buildings, with the tallest buildings located where they are most appropriate, near Lake Aquitaine and the Meadowvale Community Node. In these locations, a mix of amenities and services, including parks, a community centre and library, retail stores and service establishments, support the neighbourhood. The resulting built form contributes to an overall green and open character with generous sky views and access to sunlight.

Initiating a Character Study of the Meadowvale Neighbourhood

In 2018, the City initiated a study to create new urban design guidelines and update MOP policies for Meadowvale. The study area was between Winston Churchill Boulevard and the Meadowvale Employment Area, stretching from Britannia Road West in the south, to Tradewind Drive in the north (see Appendix 1).[1] The intent of the study was to provide clear guidance on where and how change should occur in the Meadowvale Neighbourhood. DTAH was retained as the lead consultant, providing urban design expertise, with Gladki Planning Associates as a sub-consultant to provide planning analysis where needed.

[1] Meadowvale Town Centre and the surrounding properties, which are referred to as the Meadowvale Community Node, are not included in the study area, as these lands were considered through the City's Reimagining the Mall project.

The study focused on the following types of sites: existing rental apartment and townhouse properties, retail commercial properties, and places of worship. Other parts of the Meadowvale Neighbourhood where substantial change is not anticipated, including areas with low-rise housing forms under individual ownership, were not included as part of the study. In total, the study considered a refined list of 33 opportunity sites for more in-depth analysis.

Testing Infrastructure and Service Capacity in Meadowvale

In 2020, the City undertook a capacity review of municipal and community infrastructure in the study area. Potential impacts on the following infrastructure and services were examined: schools, water and wastewater, parkland, library, recreation, fire and transportation capacity. The review tested two scenarios considering moderate and high growth. Assuming full-build out of all the opportunity sites and the adjacent Meadowvale Community Node, the review concluded that capacity is available for the majority of infrastructure and services under both scenarios.

Implementing the Outcomes of the Study

This report is the culmination of extensive engagement with the community, analysis of existing conditions, review of best practices, creation of development concepts and testing of those concepts with the community. The result is the Meadowvale Neighbourhood Character Study Directions Report, herein called the Directions Report, and a proposed amendment to MOP to implement the key policy recommendations of the study. The Directions Report provides a full account of the study process and outcomes, with a detailed list of design and policy recommendations to implement the community's vision for future development (see Appendix 2).

Comments

City Staff propose 6 key policy moves in order to implement the major policy recommendations of the Directions Report. staff will work to implement other recommendations through additional planning tools such as the Zoning By-law and urban design guidelines. No changes to Schedule 10 Land Use Designations, which identifies permitted land uses, are proposed through this amendment.

A draft of the proposed policies are contained in Appendix 3. Policy changes implemented through this Amendment will apply to the Meadowvale Neighbourhood Character Area as shown in Appendix 4.

1. Define a Vision for Future Development in Meadowvale

Through the study's engagement process, the community helped define a vision for Meadowvale. The vision included in the Directions Report encapsulates the positive attributes of

the Meadowvale community. The vision is supported by 8 guiding principles, which are intended to provide overall direction for future development.

MOP Policy Changes: Based on this feedback, Staff propose adding the following vision for Meadowvale into MOP.

Meadowvale is a vibrant and complete community founded on the principles of generous and well-connected open spaces, a diversity of housing types, safe and convenient means of moving about, and access to sunlight and open skies. As Meadowvale grows from its roots as a self-contained, master-planned community, it will continue to provide a mix of uses and housing options – including a range of rental housing by type, unit size and affordability. New development shall respect, fit in with, and reinforce the qualities that make Meadowvale a unique place to live, work and play.

2. Establish Maximum Heights and Densities for New Development

The Directions Report recommends allowing a maximum height of 12 storeys and a floor space index (FSI)[2] of 2.0 on lands designated Mixed Use (MU) and Residential High Density (RHD) – subject to transition and separation distance requirements. Opportunities for buildings with heights of up to 8 storeys should also be explored for sites designated Residential Medium Density (RMD). In the Meadowvale context, the Directions Report defines mid rise buildings as between 5 and 8 storeys. Expanding permissions for mid rise buildings to the most appropriate RMD sites near amenities and services would enhance Meadowvale's existing diverse housing options. The results of the capacity study, built form modelling, existing precedents and the context of the Neighbourhood in relation to the Community Node, informed the final recommended maximum heights and FSI.

MOP Policy Changes: Staff propose policy changes on sites designated MU, RHD and RMD to implement the height and FSI recommendations. For RHD and MU sites, the proposed policy changes permit a maximum height of 12 storeys and a maximum FSI of 2.0 for new development, subject to key design controls that maintain the open and green character of Meadowvale. For RMD sites in proximity to the Community Node and the MU site at the northwest corner of Britannia Road West and Glen Erin Drive, a maximum height of 8 storeys is proposed. Redevelopment of RMD sites is contingent on maintaining at least one type of low rise dwelling to preserve existing family-friendly housing options.

3. Implement Design Requirements for Taller Buildings

To preserve the open and green character of Meadowvale and ensure access to sunlight, sky views and privacy, the Directions Report proposes several development controls for taller buildings between 9 and 12 storeys:

[2] FSI is a measure of density and refers to the amount of floor area of a building, or group of buildings, over the total area of a development site.

- a minimum separation distance of no less than 40 metres from an adjacent taller building measured on the portion of the building located above the podium[3];
- a podium that is no less than 3 storeys and no greater than 6 storeys; and,
- transition requirements that ensure ultimate heights are within a 45-degree angular plane taken from the rear and side property lines with adjacent low-density residential, parks and open spaces.

MOP Policy Changes: The proposed policy changes include the requirement for a podium condition and a minimum separation distance requirement of 40 metres for taller buildings. In addition to the general transition policies proposed through this amendment, strong transition policies also exist in MOP Chapter 9: Build a Desirable Urban Form.

4. Enhance Housing Choice and Affordability

Through the engagement process, members of the community emphasized the continued importance of a mix of housing options. Meadowvale has a good mix of housing by type, unit size and affordability that should be preserved and strengthened through new development. The Directions Report recommends new policies that expand on the range of housing availability to meet community needs.

MOP Policy Changes: Staff propose new policies for Meadowvale that will ensure development contributes to the Neighbourhood's existing diverse housing stock. In particular, new developments will be required to:

- incorporate a mix of housing forms on site;
- consider unit sizes which address the needs of young families and provide opportunities to age in place; and,
- encourage the provision of affordable housing.

5. Preserve Meadowvale's Park, Open Space and Trail Network

The park and trail system in Meadowvale provides a safe and convenient means for travelling by foot or bike to nearby services and amenities. The Directions Report recommends development integrate new connections to this existing network of parks and trails where feasible. To preserve views to parks and maintain a sense of openness, sites immediately adjacent parks and open spaces should provide generous setbacks.

MOP Policy Changes: The policy changes will ensure generous setbacks and transition requirements for taller buildings immediately adjacent to parks and open spaces, including on

[3] The podium of a taller building functions similar to a mid rise building with fewer setback and transition requirements than the portions of a building above the podium.

the RHD sites adjacent to Lake Aquitaine. Development will also be required to consider opportunities for new connections to the existing park, open space and trail network.

6. Maintain the Retail Function of Commercial Sites

The original planning for Meadowvale identified key locations where non-residential uses would best serve the community. The Community Node, which lies outside the study area and is centred around the mall, is the focal point. Within the Neighbourhood, there are three key locations where a mix of retail uses are concentrated adjacent to major roads. In the low rise areas of Meadowvale, several convenience commercial sites offer another scale of retail within walking distance of many residents. To preserve their important function to the community, the Directions Report recommends retention of retail uses through any redevelopment.

MOP Policy Changes: The proposed vision and policies reference the continued importance of a mix of uses to the walkability and liveability of the Meadowvale Neighbourhood. Should development occur on a site designated MU, existing retail retention policies in Chapter 5: Direct Growth of MOP will help ensure the retention of commercial uses. No development or policy changes are contemplated for smaller convenience commercial sites in Meadowvale.

Engagement and Consultation

The recommended policy changes reflect the feedback received through the multiple engagement activities undertaken with the community since 2018. The following is an overview of some of those engagement activities:

- **Community Meetings:** A total of four community meetings were held, including a community design charrette with a neighbourhood bus and walking tour, and a 3D modelling exercise with the community of four demonstration sites

- **Stakeholder and Landowner Meetings:** The consulting team and staff met with key stakeholders to receive their insights regarding possible development of their properties

- **On-line Surveys and Community Intercept Interviews:** To supplement what we heard from participants during the four community meetings

- **"Have Your Say" webpage:** A dedicated web page was launched containing project information, background documents, and a frequently asked questions section (please visit https://yoursay.mississauga.ca/meadowvale)

Feedback Received to Date

During engagement events with the community, participants repeatedly emphasized the need for context-sensitive development in Meadowvale. At the same time, there was recognition of

possible benefits for the community from new development, such as the building of age-friendly housing units and improved connections to the trail network. In general, participants in the various engagement events valued the following:

- open and green character of Meadowvale;
- affordability and ability to age in place;
- network of parks, open spaces and trails; and,
- ability to walk or bike safely to many community destinations.

Financial Impact

There are no financial impacts resulting from the recommendations in this report.

Conclusion

The Meadowvale Neighbourhood, similar to other Neighbourhoods in the City, will experience a modest degree of change over time. Recent development interest suggests that infill and redevelopment is possible on certain sites in Meadowvale. Since 2018, the City has worked with the community, DTAH and Gladki Planning Associates to affirm the vision and enhance the land use policies for Meadowvale. This has now culminated in a final Directions Report and proposed policy changes to MOP. These two documents will help ensure that development contributes to the qualities that continue to make Meadowvale an attractive place to live, work and play.

Attachments

Appendix 1: Map of Meadowvale Character Study Area
Appendix 2: Meadowvale Neighbourhood Character Study Directions Report
Appendix 3: Proposed Changes to Meadowvale Policies of Mississauga Official Plan
Appendix 4: Map of Meadowvale Neighbourhood Character Area and Land Use Designations

A Whittemore

Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Christian Binette, Planner


STUDY AREA
MEADOWVALE COMMUNITY NODE
HIGHWAY 401
DERRY RD.
AQUITAINE AVE.
TENTH LINE
GLEN ERIN DR.
BATTLEFORD RD.
MILLCREEK DR.
WINSTON CHURCHILL BLVD.
ERIN MILLS PKWY.
BRITANNIA RD.
N

DRAFT

MEADOWVALE NEIGHBOURHOOD CHARACTER STUDY

Directions Report

City of Mississauga
DTAH + Gladki Planning Associates
April 2021

MISSISSAUGA

CONTENTS

CHAPTER 1.0
Introduction

Meadowvale Neighbourhood
Character Study
April 2021

1.0 INTRODUCTION

The Meadowvale Neighbourhood is the result of a community master plan developed in the 1960s and 70s with a distinct character. As it evolves, change should happen in a manner that is sensitive to this context.

Figure 1.1 Apartment buildings.

Figure 1.2 Townhouses and Apartment buildings with Lake Aquitaine Park in foreground.

1.1 Study Purpose

Largely unchanged since its initial construction, the Meadowvale Neighbourhood has recently seen several development proposals that have sought to intensify sites by adding new buildings or replacing existing ones.

This recent development interest raises questions such as: How can redevelopment be done with sensitivity? How has it been done elsewhere? And what are the elements of Meadowvale's character that should be protected or enhanced?

The study will assess the Meadowvale Neighbourhood's physical character to develop a policy framework consisting of land use and urban design policies/guidelines to guide future change and compatible infill development in the community.

To provide input to the Character Study, an examination of locations where redevelopment is most likely to occur, called opportunity sites, will be undertaken. Opportunity sites include tower sites, townhouse complexes under single ownership, commercial properties, and a few institutional sites, such as places of worship, with ample green space.

Although these sites represent locations where development could most reasonably occur, many of these locations may not redevelop due to other considerations such as economic viability.

1.2 Study Area

The study covers the area between Winston Churchill Boulevard to the west and the Meadowvale Employment Area to the east, stretching from Britannia Road West in the south to Tradewind Drive and Windrush Woods Park in the north. Meadowvale Town Centre and the surrounding properties, referred to as the Meadowvale Community Node, are not included in the study area. These lands are part of the ongoing Reimagining the Mall project.

The study area did not include parts of the Meadowvale Neighbourhood west of Winston Churchill Boulevard where there are few opportunity sites for development.

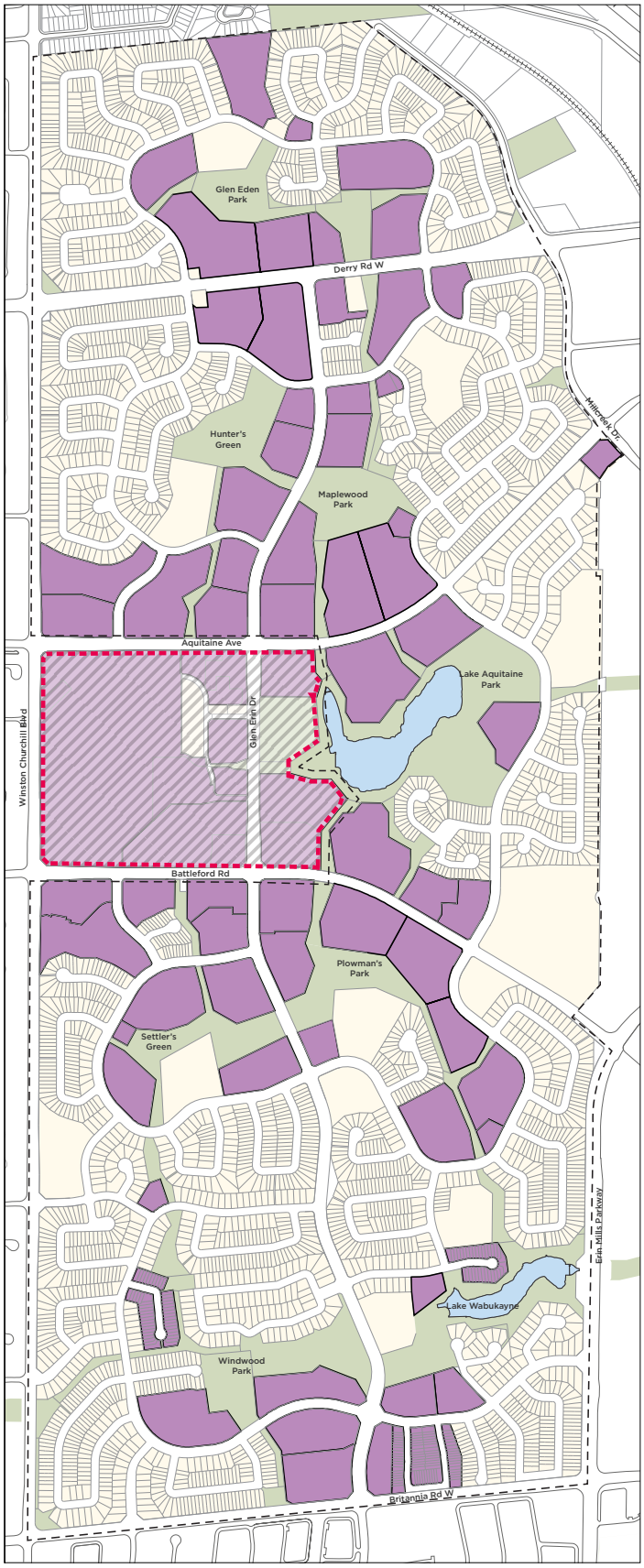

Figure 1.3 Study area.

1.3 Other Area Studies and Parallel Initiatives

Reimagining the Mall

The goal of the Reimagining the Mall (RTM) project is to guide the long-term evolution of five areas anchored by indoor shopping malls, one of which is the Meadowvale Community Node. The Meadowvale Community Node includes the Meadowvale Town Centre and surrounding lands. The study aims to ensure that future intensification in these areas occurs in a way that fosters healthy, mixed-use communities. A final community meeting was held for the project in June 2019, with the study's recommendations presented to Council in the same month. The implementing Official Plan Amendment By-law was enacted in 2020 and is currently under appeal.

Back to Back and Stacked Townhouses Study

The City of Mississauga recently completed a study on Back to Back and Stacked Townhouses. Amendments to the Official Plan, Zoning By-law and Urban Design Guidelines (which apply citywide) have been approved by City Council and are in effect. The study is further described in Chapter 03, under City Guidelines and Standards.

Tower Renewal

The Tower Renewal Partnership is a non-profit initiative which works through research, advocacy and demonstration. Their goal is to transform postwar towers and their surrounding neighbourhoods into more sustainable, resilient and healthy places, fully integrated into their growing cities.

Mississauga, along with Toronto, Ottawa and Hamilton, is participating in the Inter-municipal Tower Platform to enable information sharing and collective action surrounding their tower neighbourhoods. The City has identified towers which would benefit from innovative strategies for transitioning aging apartment towers.

Most of the apartments within the Meadowvale Neighbourhood Character Study are identified.

Making Room for the Middle: A Housing Strategy for Mississauga

In October of 2017 the City approved a Housing Strategy for Mississauga titled Making Room for the Middle. This initiative aims to foster a supportive environment for housing that is affordable for all. It includes 4 goals and 40 actions that were developed with the assistance of a group of experts from all levels of government and the private and non-profit sectors. It is bold, innovative and practical and sets a new course for Mississauga. Since the approval of the Strategy the City has enacted a Rental Housing Protection By-law and Demolition Control By-law. Both By-laws work to maintain the existing rental housing stock in Mississauga. Additionally, the Strategy supports the development of new purpose built rental housing and upgrades to existing rental stock.

Future development should contribute to this initiative to strengthen the Meadowvale Neighbourhood as a complete community.

Urban Structure and Capacity Study

As part of the background work for the Official Plan review, a Urban Structure and Capacity Study (USCS) has been initiated. Still in its preliminary stages, the study will inform an update to the City's urban structure and the framework for heights and densities in the city. The Meadowvale Character Area Study will provide input to the USCS.

1.4 Recent Development Activity

There are three recently approved development applications within the study area.

6719 Glen Erin Drive:
Approved by Council (2015). Approved addition of 83 townhouses and retention of existing 13-storey apartment building.

2700 Aquitaine Avenue:
Approved by the Ontario Municipal Board (2017). Approved redevelopment of combined townhouse and tower site. The plan includes adding new buildings of 7, 9, and 12-storeys to replace several low-rise townhouse blocks, and retaining the existing 15-storey apartment building and townhouse blocks along Aquitaine Avenue.

6550 Glen Erin Drive:
Approved by Council (2020). Approved addition of a 12-storey building within a surface parking area next to an existing 15-storey apartment building.

Figure 1.4 6719 Glen Erin Drive: Architectural rendering of new development.

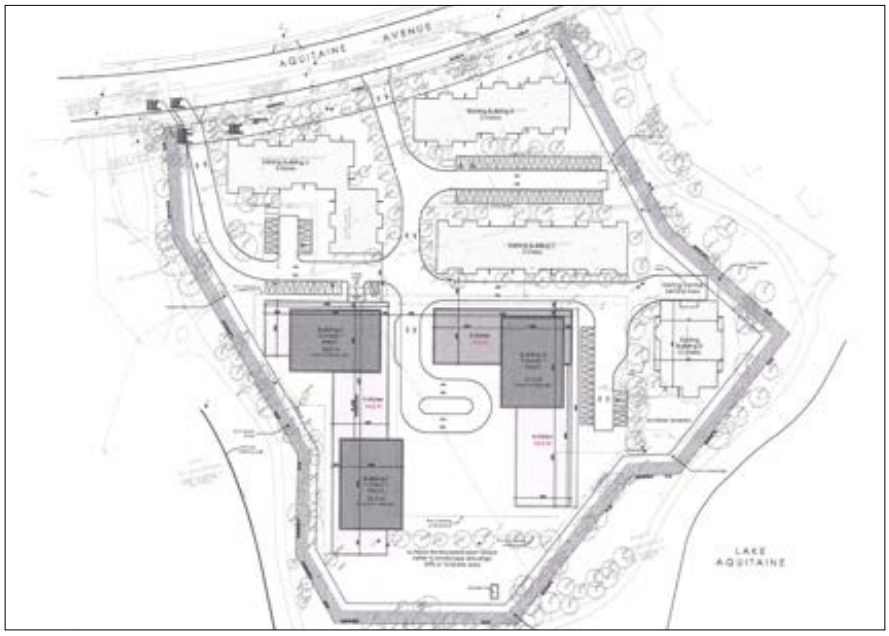

Figure 1.5 2700 Aquitaine Ave: Site plan showing proposed development.

Figure 1.6 6550 Glen Erin Drive: Applicant's rendering of the proposed apartment building from Battleford Road.

1.5 Infill Opportunities and Pressures

The development applications described above indicate that there is both pressure and opportunity for infill development in the study area.

The proposed infill developments are all on sites with rental apartment buildings and propose both condominium units (6719 Glen Erin Drive) and rental units (2700 Aquitaine Avenue and 6550 Glen Erin Drive).

All three proposals requested additional densities and heights than permitted in the Official Plan. Through the approvals process of 6719 Glen Erin Drive, 6500 Glen Erin Drive and 2700 Aquitaine Avenue, the Floor Space Index (FSI) and heights were scaled back from the original proposals but still incorporated additional densities and heights.

The proposed heights and densities are increasing with each development application. The first approved development (6719 Glen Erin Drive[1]) permits density of 1.4 times the lot area (FSI) and 3-storey townhouse dwellings. The second approved development (2700 Aquitaine Avenue) permits an FSI of 1.6 times the lot area and apartment buildings ranging from 7 to 12 storeys in height. The third approved development at 6550 Glen Erin Drive permits FSI of 2.12 times the lot area.

Through preliminary discussions, several other property owners within the Meadowvale Neighbourhood study area have expressed an interest in redevelopment.

Respect for the Mississauga Official Plan Policies and Meadowvale Character Area is a Key Concern.

One of the key planning and urban design issues highlighted throughout the approvals process focused on the need to respect the character of the area. Specifically, transitions, shadow impacts and setbacks to parks and green spaces were raised as concerns in both the 6719 Glen Erin Drive and 2700 Aquitaine Avenue applications.

[1]The City has recently received a development application for 6719 Glen Erin Drive which would replace the proposal approved in 2015. The preliminary plans for the development proposes the addition of a 12-storey apartment building and 33 townhouses with a total FSI of 1.98.

CHAPTER 2.0
Study Process

Meadowvale Neighbourhood
Character Study
April 2021

2.0 STUDY PROCESS

This study began in August of 2018. Background work with extensive and well attended public consultation activities were key aspects of this study. Stakeholders and the community at-large contributed to the overall vision and helped to inform the outcome.

2.1 Study Phases

The overall project was conducted in three phases.

The first phase included background research, introducing the project to the community, understanding the local context and issues, and developing a vision and guiding principles for the study area.

In the second phase, a community bus/walking tour and design charrette were held. This phase focused on informing and learning about urban design concepts. The activities provided hands on opportunities to discuss a range of options regarding how infill and redevelopment could occur in Meadowvale and to explore, test and confirm these options.

In the third and final phase a capacity study was undertaken to provide direction for appropriate Floor Space Index (FSI) and maximum height, the draft recommendations were presented, and input received through the entire process was synthesized and documented in the final report.

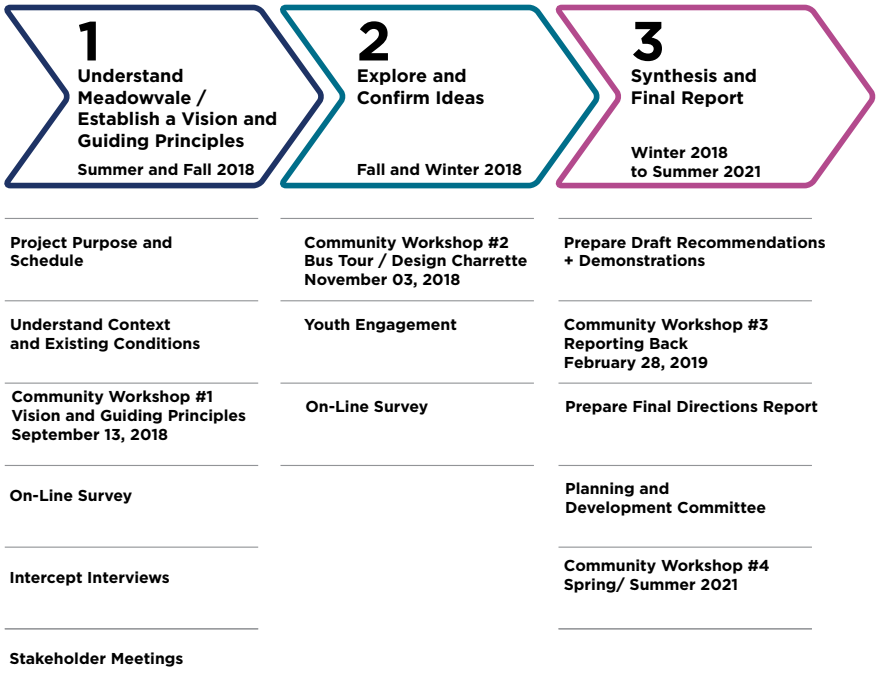

Figure 2.1 Project Schedule.

A fourth community meeting will present the final recommendations of the study followed by a City Council meeting to endorse the Directions Report.

2.2 Community and Stakeholder Consultation

Stakeholders and the community were involved in all phases of the Study process, which included:

- Four community meetings, including a community design charrette with neighbourhood bus/walking tour
- Stakeholder and landowner meetings
- On-line surveys and community intercept interviews to supplement what we heard from meeting participants.

The consultation program was designed to ensure a meaningful process where all participants saw a strong rationale to be involved, understood their role, and contributed throughout. During each phase, the Study team met with the public to present the purpose and scope of the Study, discuss and confirm the key findings, and solicit feedback from participants to inform the next stage of work.

To further support the consultation program, a project website was established to share information, materials and communications, the ward councillor shared updates through her newsletter, and updates were provided through the City of Mississauga's social media. All materials posted to the City's website were AODA compliant.

A full account of all public engagement events and the messages received are contained within the Appendices of this Report.

Figure 2.2 Community Workshop #1.

Figure 2.3 Bus/Walking Tour.

Figure 2.4 Design Charrette.

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CHAPTER 3.0
Planning and Policy Context

Meadowvale Neighbourhood
Character Study
April 2021

3.0 PLANNING AND POLICY CONTEXT

The study area is affected by various layers of policy and guidelines. This includes the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel's Official Plan, the City of Mississauga's Official Plan, Zoning By-law 0225-2007 and several guidelines including the recently approved Back to Back and Stacked Townhouses Urban Design Guidelines.

The section below summarizes the policies, plans and guidelines pertaining to the Meadowvale Neighbourhood Character Area.

3.1 Provincial Policy

Provincial Policy Statement 2020

The Provincial Policy Statement (PPS) provides the policy foundation for regulating the development and use of land in Ontario. It acknowledges that Ontario's long-term prosperity, environmental sustainability and social well-being is dependent on the ability to manage land use change and promote efficient development patterns. The PPS indicates that Settlement Areas shall be the focus of growth and development (1.1.3.1) and that planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment (1.1.3.3).

Further key policy direction includes:

- Growth will feature densities and a mix of land uses that efficiently use land, resources, infrastructure, and public service facilities and support public transit and active transportation (1.1.3.2, 1.6.7.4).
- Communities should accommodate an appropriate mix of residential types, employment such as commercial, institutional such as places of worship, recreation, park and open space, and other uses to meet long-term needs (1.1.1)
- Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety (1.1.3.4)
- An appropriate range and mix of housing types and densities, including affordable and market-based housing, must be provided to meet the needs of current and future residents (1.1.1, 1.4.1, 1.4.3).
- Safe, connected public spaces will provide opportunities for social interaction, recreation, and active transportation (1.5.1).
- Reducing the number and length of vehicle trips and supporting the use of active transportation and public transit are important goals. (1.6.7.4,).
- Planning should encourage a sense of place through well-designed built form and cultural planning, and conserving features that help define character (1.7.1).
- Effective land use planning requires coordination and integration between municipalities, other levels of government, Indigenous communities, boards, and agencies (1.2).

Growth Plan 2019

The Growth Plan informs growth management and environmental protection in the Greater Golden Horseshoe (GGH) through to 2041. The Growth Plan works with other Provincial Plans (Greenbelt Plan, Oak Ridges Moraine Conservation Plan and the Niagara Escarpment Plan) to manage growth, achieve complete communities, curb unmanaged growth, protect the natural environment, support economic development, and ensure that there is enough land available to accommodate forecasted population and employment growth, today and in the future.

As an alternative to unmanaged growth, the Growth Plan's growth management regime emphasizes intensification within Delineated Built-Up Areas, with a key focus on Strategic Growth Areas, as well as areas with existing or planned transit, particularly higher order transit (2.2.1.2.c, 2.2.2). Strategic Growth Areas are areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a compact built form. These include Urban Growth Centres (2.2.3) and Major Transit Station Areas (MTSAs) (2.2.4).

The Meadowvale Neighbourhood is not identified as an area in which intensification is to be focused. However, a Potential Mobility Hub and an Existing GO Station (Meadowvale GO Station) are identified near the study area in Schedule G, Rapid Transit Corridors in Peel Region (Long Term Concept). Mobility Hubs are MTSAs that are significant areas for intensification given the level of transit service that is planned for them (5.3.3, 5.9.5.2.10). Draft Regional MTSA policies indicate Meadowvale GO Station is a future planned MTSA and no portion of the Meadowvale Neighbourhood will be included within an MTSA as part of the Region's current municipal comprehensive review. Although Strategic Growth Areas will be the focus of intensification, the Growth Plan indicates that municipalities will encourage intensification generally throughout the Delineated Built-up Area (2.2.2.3).

Other Growth Plan policy objectives, as related to the study area, include goals to create active and healthy complete communities for all ages, achieve efficient development and land use by promoting compact built form, co-locate community facilities and assets, provide a diverse mix of uses and housing options, and foster a vibrant public realm that supports active transportation, transit and high quality of life (2.2.1, 2.2.2, 2.2.5, 2.2.6, 3.2.3, 4.2.10).

Intensification is identified as an important opportunity to diversify the range and mix of housing options and densities and to establish targets for affordable ownership housing and rental housing. Municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes (2.2.6). Intensification also includes retail and service uses within compact built form, encouraging the integration of those uses with other land uses to support the achievement of complete communities (2.2.5.15).

3.2 Municipal Policy

Region of Peel Official Plan (Office Consolidation, December 2018)

The Region of Peel is an upper-tier municipality that consists of three lower-tier municipalities: the City of Brampton, City of Mississauga, and Town of Caledon. The Region of Peel Official Plan (ROP) is a long-term planning framework to guide growth and development, while having regard for protecting the environment, managing renewable and non-renewable resources, and outlining a regional structure that manages change within Peel in the most efficient manner. Sustainability is a central theme of the ROP.

The policies in the ROP direct the region to work collaboratively with, encourage, and support the lower-tier municipalities in implementing the Growth Plan policies and

achieving regional goals. The study area (and all lands within the 2031 Urban Regional Boundary) is located within the Urban System, where, according to the ROP, development and redevelopment should be directed to meet population and employment targets (5.3.2).

In line with the Growth Plan, the ROP promotes complete communities that are compact, well-designed, transit oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs (5.5.1.6, 5.5.2.1).

The ROP identifies Urban Growth Centres and the Regional Intensification Corridor as major locations for intensification (5.3.3). The ROP also requires area municipalities to identify, where appropriate, Intensification Corridors, Major Transit Station Areas, and other major intensification opportunities such as infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings and greyfields in their official plans and support increased residential and employment densities within these areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development (5.3.3.2.5). In addition to reference to Urban Growth Centres, Intensification Corridors, Nodes and Major Transit Station Areas, policy 5.5.3.2.3 indicates that intensification will be accommodated in any other appropriate areas within the built-up area. The ROP provides direction for municipalities to develop strategies for these Intensification Areas to support a mix of uses where appropriate, to ensure development of a viable transit system and to identify the type and scale of development within their official plans (5.5.3.2.7, 5.5.3.2.9).

A Potential Mobility Hub and an Existing GO Station (Meadowvale GO Station) are identified near the study area in Schedule G, Rapid Transit Corridors in Peel Region (Long Term Concept). Mobility Hubs are MTSAs that are particularly significant areas for intensification given the level of transit service that is planned for them (5.3.3, 5.9.5.2.10). The Region of Peel, in conjunction with the City has started a comprehensive study to review the delineation of MTSAs. Draft proposed MTSA boundaries released in April 2020 indicate that only a small portion of the study area falls within the Meadowvale GO Station MTSA (the south-east corner of Millcreek Drive and Aquitaine Avenue). The study area is also adjacent to a Community Node. However, except for the small portion that falls within the MTSA, the study area has not been identified as an area in which intensification is to be focused.

In addition to policies on growth management, ROP policies on the importance of long-term planning of housing in Peel are pertinent to this study. They include:

- An important goal is the provision of an appropriate range, density, affordability and tenure of housing to meet the diverse needs of Peel Region residents (5.8.1.1, 5.8.1.2, 5.8.2.3).
- The region will work to address socioeconomic and other barriers to housing such as discrimination, language, transportation and poverty (5.8.7.1, 5.8.7.2) and explore incentives to promote the development of affordable housing (5.8.3).

City of Mississauga Official Plan

The Mississauga Official Plan (MOP) was adopted by City Council in 2010, partially approved by the Region of Peel in 2011, and partially came into effect in November 2012 when the Ontario Municipal Board approved the MOP with some modifications and except for those areas still under appeal. The MOP implements the Planning Act at the local level through comprehensive, integrated, and long-term planning that reflects the principles and requirements of the Planning Act, PPS, Provincial Plans, and the ROP. The MOP contains policies to protect and enhance the natural environment, direct growth to benefit the urban form, support a strong public transportation system and address long-term sustainability.

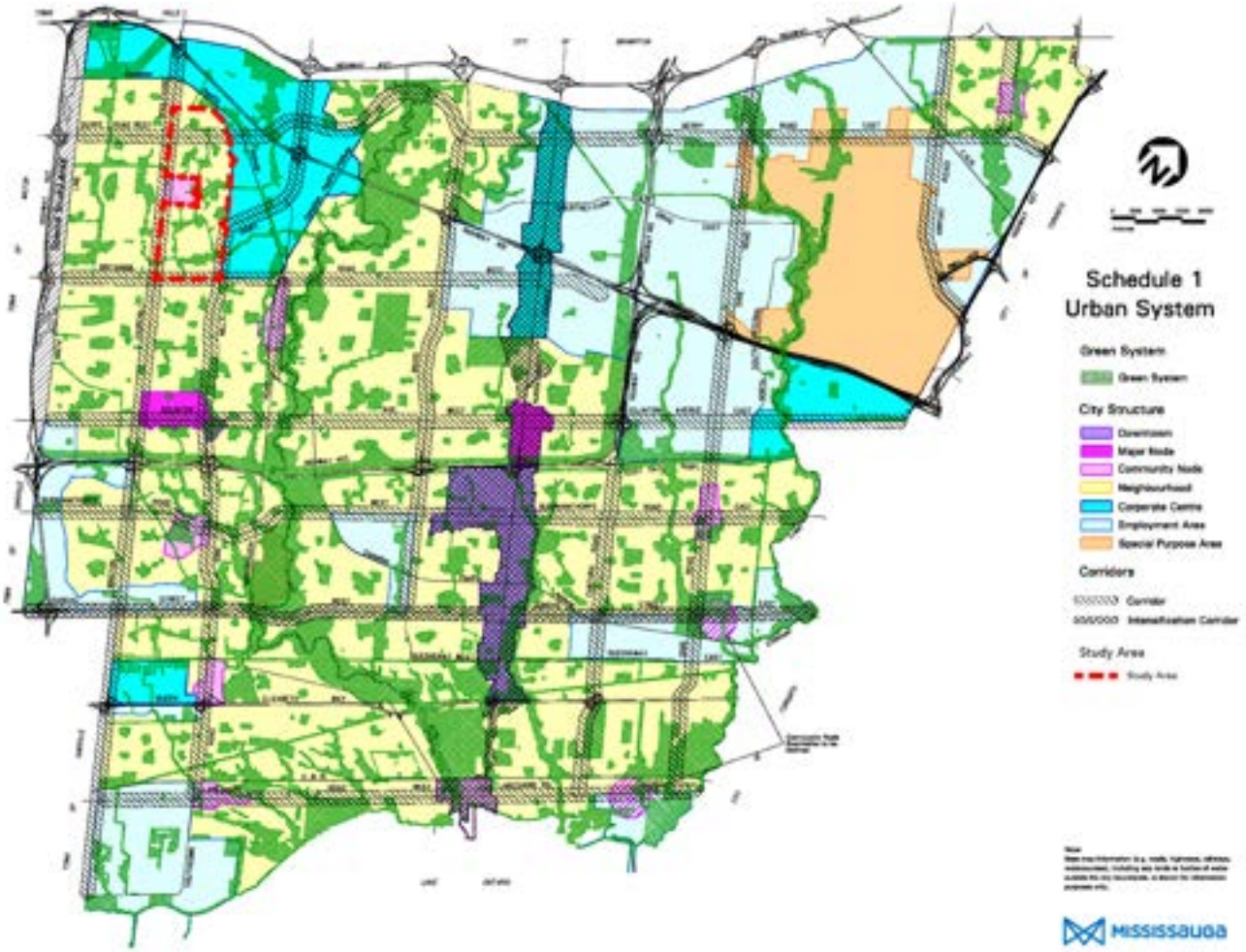

Figure 3.1 Schedule 1- Urban Structure

Urban System
Chapter 5 – Direct Growth establishes the City's Urban System, comprised of the following components:
- Green System;
- City Structure; and
- Corridors.

As shown on Schedules 1 and 1A, the Green System runs throughout the study area, its elements including the Natural Heritage System, Urban Forest, Natural Hazard Lands and Parks and Open Spaces.

The City Structure has seven elements: Downtown; Major Nodes; Community Nodes; Corporate Centres; Neighbourhoods; Employment Areas; and Special Purpose Areas. In Schedule 1, the study area is identified as a Neighbourhood, and is identified as the Meadowvale Neighbourhood on Schedule 9. Schedules 1 and 1C show Corridors and Intensification Corridors. The study area is bounded by four Corridors: Derry Road West to the north, Britannia Road to the south, Winston Churchill Boulevard to the west and Erin Mills Parkway to the east.

Intensification Areas
The MOP states that Mississauga is at the end of its greenfield growth phase. As such, new growth will be accommodated through redevelopment and intensification within developed areas. The chapter further indicates that most future growth will be directed to Intensification Areas (5.1.4). Schedule 2 shows Intensification Areas, which include elements of the City Structure and Corridors – Downtown, Major Nodes; Community Nodes; Corporate Centres, Intensification Corridors – plus

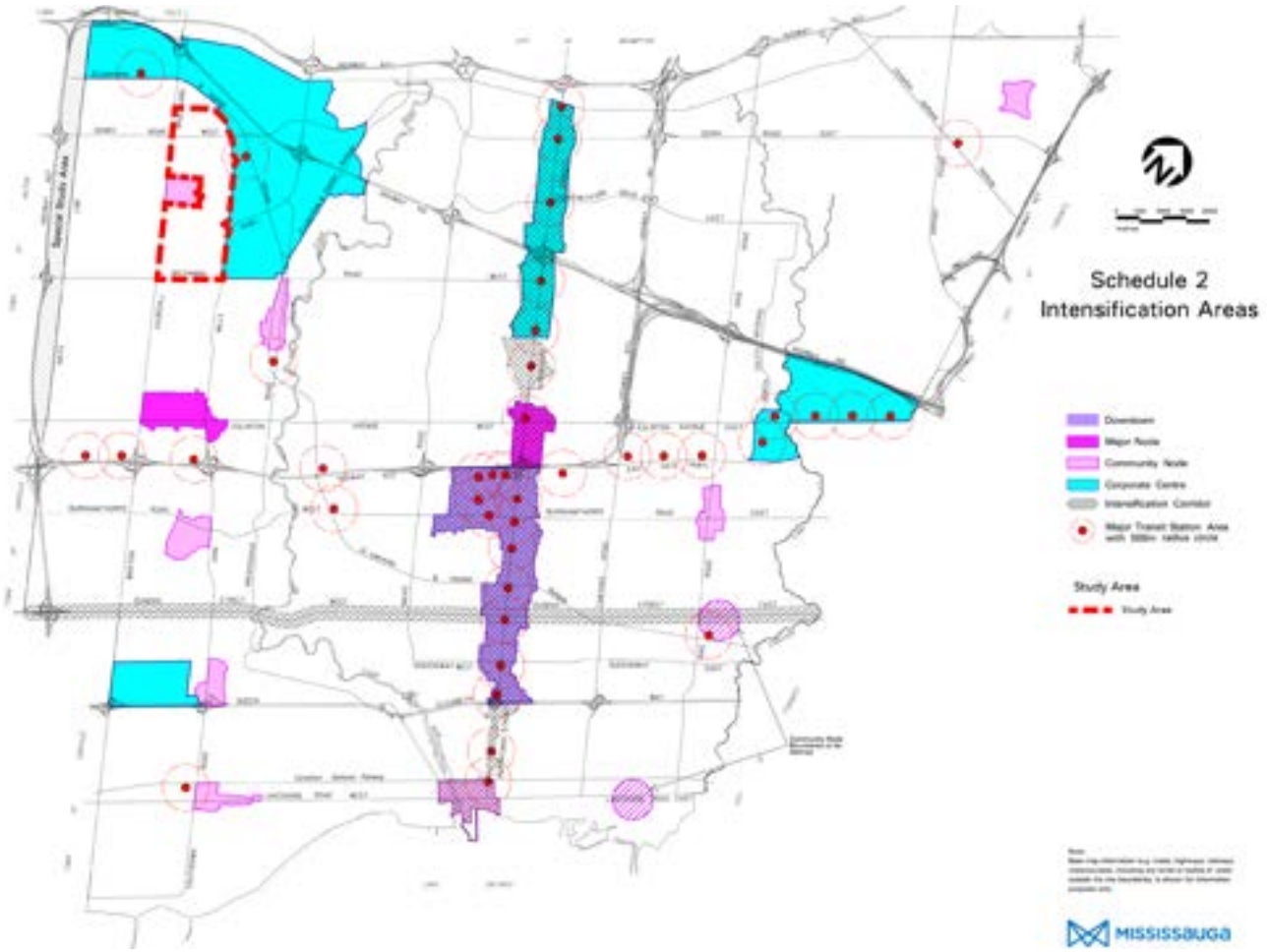

Figure 3.2 Schedule 2- Intensification Areas

Major Transit Station Areas with a 500m radius circle.
With the exception of a small portion of the study area included within a 500m radius of the Major Transit Station Area centred on the Meadowvale GO Station, the study area is not shown as an Intensification Area. The study area abuts two Intensification Areas: the Meadowvale Community Node and Meadowvale Business Park Corporate Centre.

Neighbourhoods
The study area is a Neighbourhood. The MOP establishes that Neighbourhoods will accommodate the lowest densities and building heights. Neighbourhoods will focus on residential uses and associated services and facilities (5.3).

For the most part, Neighbourhoods are regarded as stable and are not the focus of intensification (5.3.5.1). However, Section 5.3 also provides policies and direction for residential intensification that does occur within Neighbourhoods, with specific regard for heights, densities, transition and scale to surrounding areas. The policies include the following:

- Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of the Plan (5.3.5.5);
- Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale (5.3.5.6);

- Residential intensification will occur through infilling and the development of existing commercial sites as mixed-use areas (5.3.5.2);
- Higher densities within Neighbourhoods should be located along Corridors, or in conjunction with existing apartment sites or commercial centres (5.3.5.3); and
- Intensification of commercial sites that result in significant loss of commercial floor space will be discouraged (5.3.5.4).

Land Use Designations and Policies for Neighbourhood Character Areas

Schedule 10 shows land use designations for the study area. The majority of the Meadowvale Neighbourhood Character Area is comprised of residential designations: Residential Low Density I, Residential Low Density II, Residential Medium Density and Residential High Density. There are several other land uses permitted within the Meadowvale Neighbourhood including Schools and Community Facilities, Open Space, Greenlands, Mixed Use and Convenience Commercial.

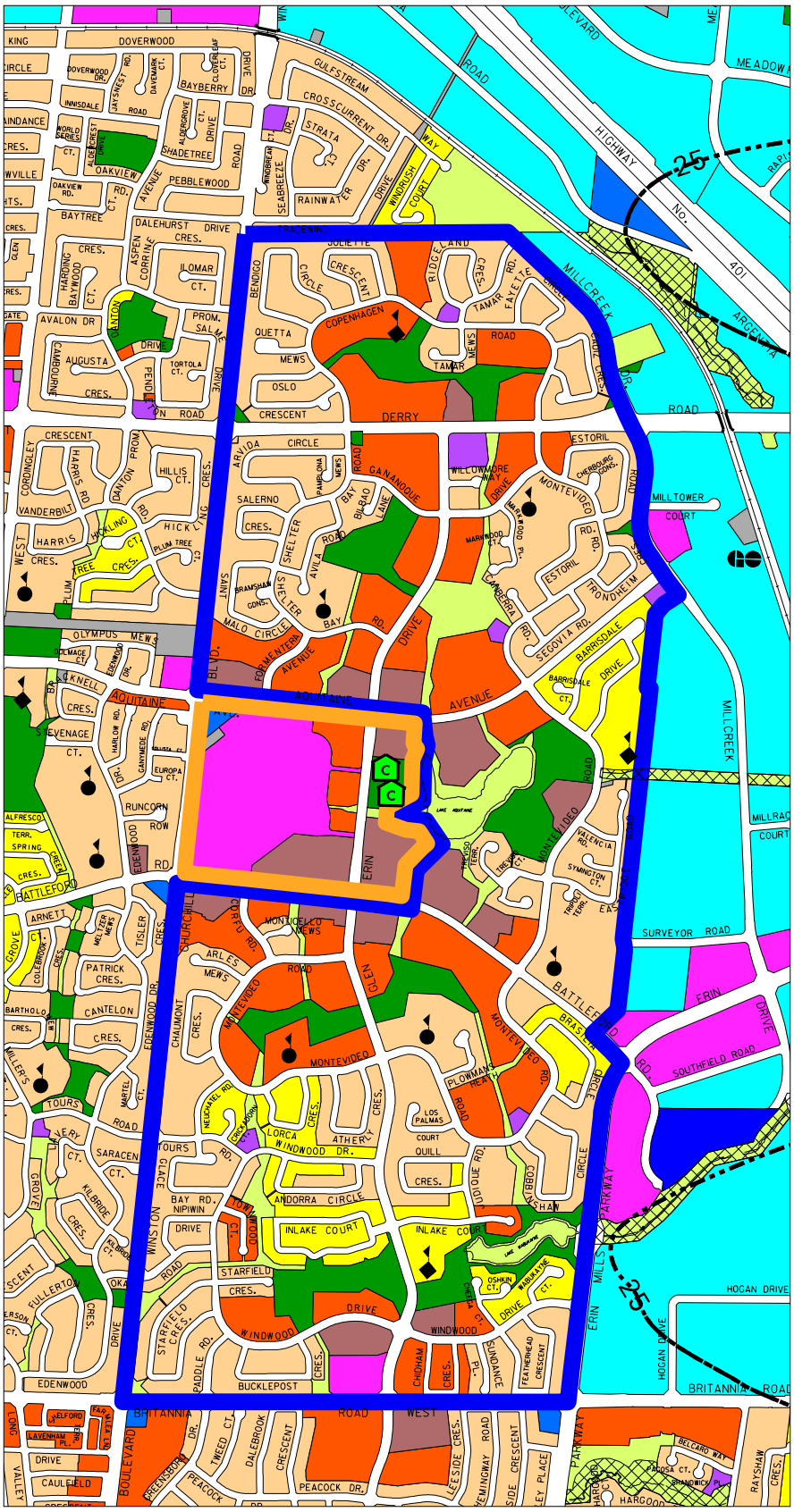

Figure 3.3 Schedule 10- Land Use Designations

General policies for land use designations applicable city-wide are included in Chapter 11 – General Land Use Designations. General policies pertaining to all Neighbourhood Character Areas are found in the introduction of Chapter 16 – Neighbourhoods. In addition to general policies found in Chapter 16, there are policies specific to each Neighbourhood Character Area, including Meadowvale (16.16). The applicable general Neighbourhood Character Areas policies include the following:

- A maximum building height of four storeys will apply within Neighbourhoods unless Character Area policies specify otherwise (16.1.1.1);
- Proposals for additional height must ensure appropriate transition in heights to the surrounding context, enhance the existing or planned development, maintain the City Structure hierarchy and be consistent with the MOP policies (16.1.1.2);
- Low-rise apartment dwellings within the Residential Medium Density designations will be encouraged to locate on Corridors (16.1.2.3); and
  - » Proposals for additional development on lands with existing apartment buildings will recognize and provide appropriate transitions to adjacent low density residential uses (16.1.2.4).

The applicable area specific policies for the Meadowvale Neighbourhood located within Section 16.16 provide additional guidance regarding density, height and land use. These take precedence over City-wide policies and include the following:

- In addition to the general Residential Medium and High Density development policies, the following apply:
  - » The Meadowvale Neighbourhood Character Area policies establish Floor Space Index (FSI) ranges for specific locations, as shown on Map 16-16. The FSI ranges reflect existing development.
  - » In order to create acceptable built form transitions, buildings should be limited in height when adjacent to low density residential neighbourhoods. Buildings immediately adjacent to low density housing should be limited to three storeys. Where low density housing is separated from high density development by a public road or other open space feature, four to five storeys may be compatible (16.16.1.1);
- Triplexes, street townhouses and other forms of low-rise dwellings with individual frontages are not permitted in Residential Low Density areas (16.16.1.2);
- Lands designated Residential Medium Density will also permit low-rise apartment dwellings (16.16.1.3);
- There are also Special Site Policies (SSPs) within the study area that permit townhouse dwellings, multiple horizontal dwellings and higher FSIs than the rest of the area at 1.4 and 1.6. These SSPs are a result of OPAs from development applications (16.16.3).

Corridors

The Corridors bordering the study area, as identified above, are not identified as Intensification Corridors. Policies relevant to development on Corridors include: Development on Corridors should be appropriate to the context of the surrounding Neighbourhood, providing appropriate transitions in height, built form and density to the surrounding lands (5.4.4; 5.4.5). There is a minimum building height of two storeys along Corridors (5.4.8).

Complete Communities

The MOP states that "complete communities meet the day-to-day needs of people throughout all stages of their life." The MOP further establishes that residents living in one of the city's many Neighbourhoods may need to travel some distance to work. However, other services such as schools, shopping facilities, recreation centres or libraries should be available either within the Neighbourhood or in a nearby Major Node or Community Node.

Complete Communities policies encourage land use planning practices conducive to good public health (7.1.2 to 7.1.5) and are intended to ensure housing mix to accommodate diverse housing preferences and socioeconomic characteristics and needs (7.1.6). Specifically, the policies set out to ensure housing choice in terms of tenure, type, quality and quantity (7.2.2; 7.2.4; 7.2.7).

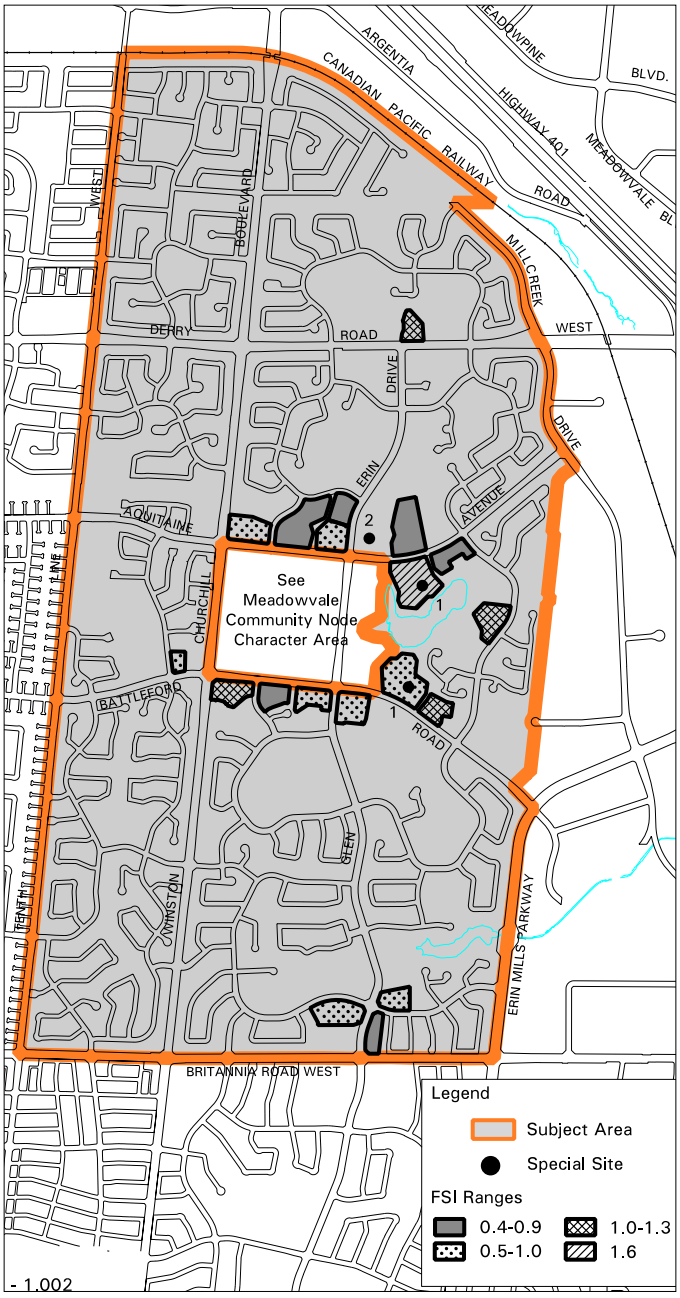

Figure 3.4 Map 16-16: Meadowvale Neighbourhood Character Area

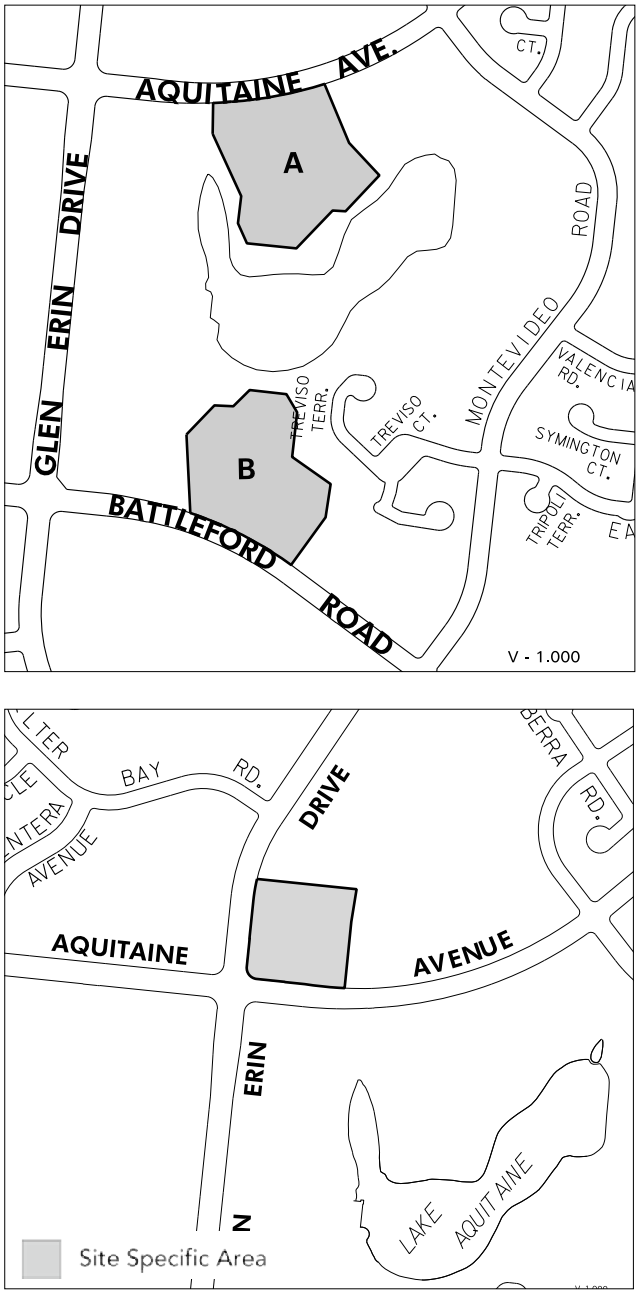

Figure 3.5 Special Site Policies

Urban Form

Chapter 9 – Build a Desirable Urban Form sets out built form policies that aim to ensure sustainable urban form, high quality design and a strong sense of place. Policies applicable to the study area include the following:

- Infill and redevelopment within Neighbourhoods will respect the existing and planned character (9.1.3);
- Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses (9.1.5);
- MOP will ensure that tall buildings will provide built form transitions to surrounding sites, be appropriately spaces to provide privacy and permit light and sky views, minimize adverse microclimatic impacts on the public realm and private amenity areas and incorporate podiums to mitigate pedestrian wind conditions (9.2.1.9 to 9.2.1.17)
- Section 9.2.2 sets out specific policies for Non-Intensification Areas, which include similar direction as per the Neighbourhood-specific policies:
  - » Heights in excess of four storeys will be required to demonstrate appropriate transition in height and built form to surrounding sites (9.2.2.1);
  - » Tall buildings will generally not be permitted (9.2.2.2);
  - » Development in Neighbourhoods must respect the character of the existing lot patterns, setbacks and scale; provide privacy and minimize shadow; incorporate stormwater best management practices and preserve existing tree canopy and design buildings to respect the scale, massing, character and grades of the area (9.2.2.3);
  - » Development on Corridors will be encouraged to assemble small land parcels; face the street; support transit and active transportation modes (9.2.2.6).
- Section 9.3 provides built form policies with respect to the public realm and Section 9.5 includes policies regarding site development and buildings. Both sections provide direction on ensuring compatibility with existing built form, natural heritage features and creating an attractive and functional public realm.

The Environment, Green System and Natural Heritage Features

According to the MOP, "the Green System is the first layer of the Urban System. It is essential to building a strong community and a competitive economy and must be considered in all land use and planning decisions." Specifically, the MOP includes policies aimed to establish strategies that protect, enhance and expand the Green System, restore natural form, functions and linkages and enhance opportunities for enjoyment of the system (5.2.1to 5.2.3). In addition, Chapter 6 provides further direction on the protection and enhancement of natural heritage features and the environment more broadly.

Within the study area, Lake Aquitaine Park, Maplewood Park, Windwood Park and Lake Wabukayne Park are designated Significant Natural Areas and Green Spaces as per Schedule 3. In addition, Schedule 4 outlines several private and public open spaces. Any intensification within the study area located adjacent to these sites, must consider policies outlined in Section 5.2 and Chapter 6.

Implementation

City Council will consider applications for site specific OPAs within the context of the policies and criteria set out throughout the MOP. Section 19.5.1 states that proponents of OPAs must provide a rationale for the amendment which addresses the following questions:

- Will the proposal adversely impact the intent, goals and objectives of the OP?
- Will the proposal adversely impact the development or functioning of the remaining lands that have the same designation, or neighbouring lands?
- Is a municipal comprehensive review of land use designations or a five year review required?
- Are the lands suitable for the proposed uses and are the uses compatible with existing and future uses in surrounding lands?
- Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the application?

- Have a planning rationale and other necessary studies been provided?

In order to consistently apply planning and urban design principles to applications, Section 19.4.3 requires all development applications to address, among other matters, the impact of the height and form of development on adjacent land uses and the relationship of the proposed development to the street environment and its contribution to an effective and attractive public realm.

Zoning By-law

Mississauga City Council adopted City of Mississauga By-law 0225-2007 to regulate the use of land, buildings and structures and to implement the policies of the Mississauga Official Plan.

To provide input to the Character Study, examination of locations where redevelopment and intensification is most likely to occur, called opportunity sites, was undertaken. Opportunity sites include tower sites, townhouse complexes under a single ownership, commercial properties, and some institutional sites, such as places of worship, which have ample green space. An important part of the study methodology was to identify opportunity sites and complete a detailed review of their current policy status including existing zoning, Accompanying tables identified in Appendix 1 describe the existing zoning for each site.

City Standards and Guidelines

Back to Back and Stacked Townhouses

The Urban Design Guidelines for Back to Back Townhouses (BBT) and Stacked Townhouses (ST) were approved by the Planning and Development Committee on June 18, 2018, were considered by Mississauga City Council on July 4, 2018 and are in effect. According to the Urban Design Guidelines, BBTs and STs are typically three to four storeys tall, include units that are stacked vertically and/or horizontally, front onto streets, pedestrian mews or open space and include surface and/or underground parking.

The Guidelines provide direction on site design, building massing, orientation, height and grading relative to the street to ensure new developments are compatible with and sensitive to the context. A checklist of principles is provided for developers, the City, and the public to consider when designing a development that includes BBTs and STs. The following key issues are to be considered and are outlined in detailed in Section 2 of the Design Guidelines:

- Zoning by-law regulations/ compliance;
- Building height and appropriate transition;
- Building setbacks;
- Separation between buildings;
- Block length;
- Natural features;
- Grading and retaining walls;
- Below grade units;
- Building elevations;
- Exposed parking structures;
- Landscaped soft areas;
- Common outdoor amenity area;
- Private outdoor space;
- Pedestrian connectivity;
- Waste collection and storage;
- Surface parking;
- Utilities and services; and
- Property management and maintenance.

Additional Guidelines to be Considered

- Making Room for the Middle: A Housing Strategy for Mississauga (Oct 2017)
- Low-Rise Multiple Dwellings Urban Design Handbook (2015)
- New Dwellings, Replacement Housing and Additions Urban Design Guidelines (Sept 2014)
- Crime Prevention Through Environmental Design (Jan 2013, updated Nov 2014)
- Green Development Standards (Oct 2012)
- Standards for Shadow Studies Urban Design Terms of Reference (June 2014)
- Pedestrian Wind Comfort and Safety Studies Urban Design Terms of Reference (June 2014)
- Screening for Roof Top Mechanical Units Reference Notes
- Mississauga Cycling Master Plan (2018)
- Low Impact Development Stormwater Management Planning and Design Guide
- Healthy by Design

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CHAPTER 4.0
Existing Conditions Summary

Meadowvale Neighbourhood
Character Study
April 2021

4.0 EXISTING CONDITIONS SUMMARY

The Meadowvale Neighbourhood is the result of a community master plan developed in the 1960s and 70s with a distinct character. As it evolves, change should happen in a manner that is sensitive to this context.

Figure 4.1 1877 County Map showing future location of Meadowvale lakes in the context of the historic Streetsville community.

Figure 4.2 Historical image of the area as farmland from the 1950s.

4.1 Historical Analysis

Early Historic Context

Mississauga is the traditional territory of the Mississaugas of the New Credit, an Ojibwa First Nation, and thus, Meadowvale's human history dates back millennia. Starting in the early nineteenth century, Meadowvale became largely agricultural land, with strong pastoral and farming roots established through European settlement. The area remained farmland until the late 1960s, when Mississauga undertook substantial plans for development and population growth.

Meadowvale New Town

Meadowvale, as it exists today, was a pre-planned "New Town" community developed in conjunction with Erin Mills.

The Meadowvale community should not be confused with the nearby historic Meadowvale Village, which was established in the 1830s and is Ontario's first Heritage Conservation District. Meadowvale was planned in three parts: Meadowvale South, West and North. Meadowvale West roughly aligns with the current study area (in addition to the Meadowvale Community Node). Meadowvale South was completed in 1970, while Meadowvale West followed a few years later in the mid-1970s to 1980s, followed by Meadowvale North in the 90s.

Brian Magee, president of Meadowvale Development Limited as well as Lepage Realty, had begun assembling land in 1954. The intention was to create three residential areas around a central business park, while retaining natural elements. The assembled lands were over 1,200 hectares in area, with development costs at approximately $1.7 billion.

The project leader was Peter Langer (1916-2009), the Executive Vice President of Operations for Markborough Properties Limited, and Vice President at Lepage Realty. Langer is often referred to as "the man who built Meadowvale." In 2003, a street in the Meadowvale business park was named Langer Drive in his honour. Along with Marco Muzzo, of Erin Mills Developments, and Bruce McLaughlin, who built Mississauga Valley and Mississauga Meadow communities, Langer was known as one of the "Big Three" developers in Mississauga.

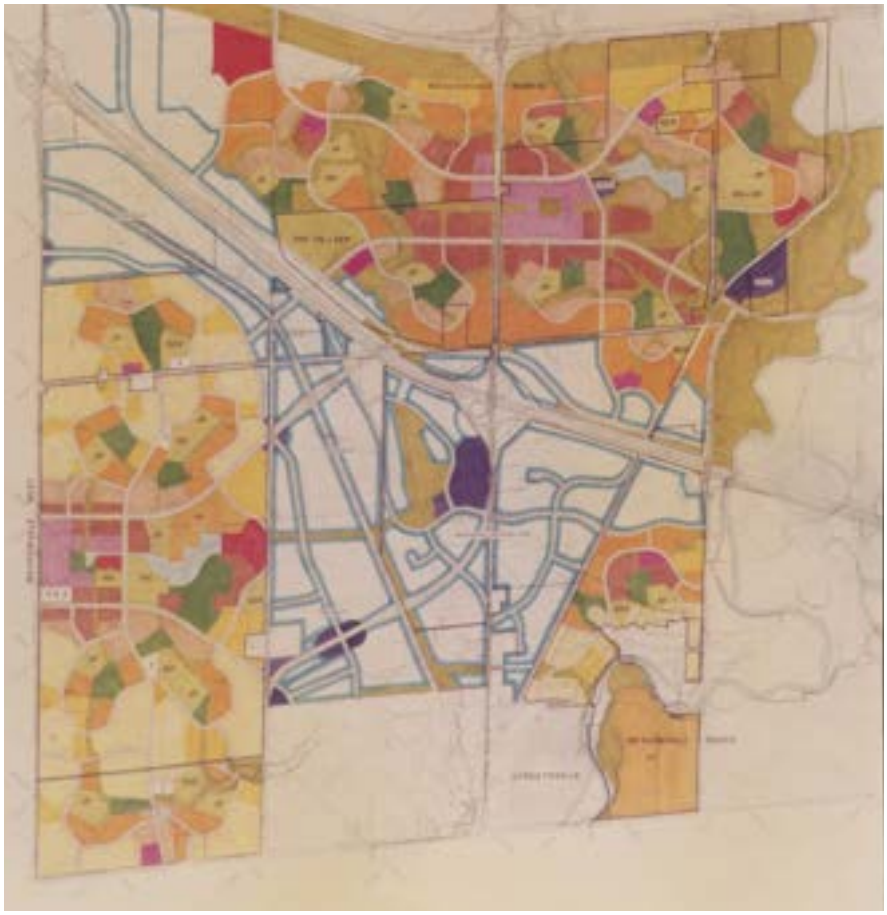


Figure 4.4 Meadowvale land use plan (with Meadowvale West at left).

Figure 4.3 Meadowvale marketing logo.

Figure 4.5 Original developer Peter Langer (second from right), poses with Peel Regional Chairman Frank Bean, local Councillor Ken Dear and Mayor Hazel McCallion, 1974.

Initial concepts and planning for the Meadowvale communities were overseen by Project Planning Associates, led by Order of Ontario recipient Macklin Hancock, who had previously designed Don Mills. Markborough Properties Limited revealed its development plans for Meadowvale on April 25, 1969, in a joint effort with the Don Mills Development Corporation. Construction started on December 14, 1970.

The development emphasized social, recreational, natural, educational, commercial and employment aspects of the planned community. With a mix of land uses including schools, a community centre, a major retail centre, and parks with lakes, Meadowvale is a product of the 1960s and 70s urban planning philosophy. It was conceived of as a self-contained community where people would live, work, shop and play.
Of its three parts, Meadowvale West contains the largest array of housing, from single and semi-detached housing, to townhouses and high-rise apartments, in a variety of tenures. Meadowvale North was initially planned as a residential area but was largely redesigned to employment lands in the late 1980s.

In some instances, restrictive covenants were put in place, preventing “visual pollution,” such as front yard parking of pick-up trucks or painting houses in colours other than earth tones. This occasionally created controversy, such as not allowing satellite television antennae to be placed on roof tops.

In 1978, Meadowvale Town Centre shopping complex, was opened by Markborough Properties Limited to serve the new community. The original Meadowvale Community Centre officially opened its doors on January 23, 1982. Overlooking Lake Aquitaine, the community centre featured a swimming pool, squash courts, weight room, cardio machines, a group exercise studio, a racquetball court, a sauna and a child care room. In 2014, the Meadowvale

Figure 4.6 Recreation around the Lake Aquitaine, early 1980s.

Community Centre underwent a total reconstruction to modernize the facilities and add a library.
The Meadowvale Theatre was opened in 1989, under the management of Paul Eck. It was Mississauga's first performing arts facility and home to community-based music, dance, drama, comedy performances. Designed by Rod Robbie, architect of the Rogers Centre (formerly the SkyDome), it had a seating capacity of 395. The theatre has been an important City facility and cultural asset for over 25 years.

When the master plan for Meadowvale was developed, it was decided to include two large parks with artificial ponds for environmental and flood control purposes. The locations of the ponds were strategically chosen, based on existing natural features. Lake Aquitaine and Lake Wabukayne Parks form anchors of an open space system, with multi-use trail connections and recreational facilities for residents to enjoy. Trails link the ponds to Windwood Park, Settler's Green, Plowman's Park, Maplewood Park, Hunter's Green and Glen Eden Park.

The Lakes

The name Wabukayne is believed to have originated from Chief Wabukayne (also spelled "Wabukayn" and "Wabukanyne") which means "white snow." He was a Mississauga Ojibwa Chief of the Eagle Clan at the Credit River and responsible for co-signing Treaties 13 and 13-A in 1805 (the Toronto and Head of Lake Purchases).
At the time of development, Lake Wabukayne was located on what was the Peter Cooke farm, which had been owned and maintained by various Cooke family members for generations. It was originally a cattle pond created by the Cooke family in 1946 but was also used for swimming and boating. The pond was enlarged by damming Wabukayne Creek, which flowed through the property at that time. Constructed in the mid-1970s, the 1.8 hectare stormwater management pond continues to play an important environmental role.

Figure 4.7 Recreation around the Lake Aquitaine, early 1980s.

Remnants from the farm, including tree lines, fence lines, old wells and apple orchards, can still be found around the park today.

Lake Wabukayne is home to different species of birds and wildlife, with mature trees, scenic views of the pond and naturalized areas. In 2010, residents formed the Friends of Lake Wabukayne Stewardship Committee to protect the natural environment, educate people about the natural spaces and to foster community spirit. Much like Lake Wabukayne, Lake Aquitaine was developed to provide parkland and focal point for the newly planned Meadowvale community. The park is located on the former Isaac Wylie farm site, which was selected because there was a small creek that flowed just south the apple orchards on the property. By 1975, Isaac Wylie's house was removed, and the property was subsequently prepared for the park's development.

Excavation of Lake Aquitaine began in September 1976 and continued until November 1977 when the new landscape was substantially completed. Water could flow into the pond in the spring of 1977 and normal water levels were reached on August 16, 1977. The artificial pond, surrounded by the park, contains millions of gallons of water that serve environmental benefits and the settling pool helps remove pollutants before local run-off water is released into the lake.

Lake Aquitaine is home to aquatic and wildlife species, as well as hatching grounds for bird species. When the park was nearing completion there was a massive landscaping effort to plan over 1,000 trees and about 15,000 shrubs.
The official grand opening of Lake Aquitaine Park took place on June 24, 1978. The park offered a range of active and passive recreational opportunities (children's amenities, sports fields and courts, seating/resting areas, pond lookout, amphitheatre, etc.) and was connected to the Meadowvale Community Centre to create a central community space.

Over time, park amenities have been enhanced. Currently Lake Aquitaine offers basketball courts, soccer fields, multi-pad, splash pad and playground for children, lookouts and outdoor fitness equipment along the parkway loop (known as Lake Aquitaine Exercise Circuit). The park also hosts annual community events, such as live music in the park, which bring residents together.

Lake Aquitaine Park is listed in Mississauga's Heritage Directory to recognize it as an important cultural landscape. It was one of the first examples of utilizing a storm water pond as the central feature of an urban park in Canada. Similar facilities in other cities have been modeled after this example.

Historic Planning and Policy Context

Earlier official and secondary plans described Meadowvale as being primarily residential, but with a strong mix of dwelling types (detached, semi-detached, townhouses and a range of low-rise and high-rise apartments) and with a mix of supporting land uses in proximity, such as community facilities, schools, parks and open spaces, local shops, and larger commercial uses. Residential areas were connected to centrally located educational and recreational facilities. Higher density uses were located between Aquitaine Avenue and Battleford Road, due to their proximity to the Meadowvale Community Centre and the Meadowvale Town Centre. The residential uses were developed with a range of densities and the planning policy stated that "density decreased with distance from the Town Centre."

In February of 1981, City Council adopted the Official (Primary) Plan. That document was composed of the Primary Plan and 28 Secondary Plans prepared for individual Planning Districts. Two Secondary Plans, Meadowvale West (East Area) and Meadowvale West (West Area) covered the present day Meadowvale community. However, by that point the area's framework was already well established and construction largely complete. In March 1997, City Plan was adopted, coming into effect on July 8 1997. It joined the Meadowvale West (East Area) and the Meadowvale West (West Area) Secondary Plans and renamed the planning area to Meadowvale District Plan. City Plan described the area as predominantly residential and identified a Multi-Use Centre in the Meadowvale District. City Plan highlighted that the residential areas were oriented to major north/south open space and pedestrian systems which link the neighbourhoods to each other and to nearby uses.

Pursuant to the Planning Act requirement to review Official Plans every five years, City Council adopted Mississauga Plan, which replaced the 1997 City Plan.

Meadowvale has experienced considerable growth since the initial plans for the area were approved. The area underwent rapid urban development resulting in a stable residential community. At the time when Mississauga Plan was in effect, Meadowvale was described as a residential community with limited potential for development. The focus of the Policies was to recognize existing pattern of development and reinforce the approved 1970s concept. Any infill development that occurred was to recognize and enhance the scale and character of existing residential areas and be compatible and consistent with the surrounding area.

Today's planning context has evolved and recognizes that there is a range of opportunities for future intensification and redevelopment and continues to require compatibility with the surrounding neighbourhood. The current Mississauga Official Plan provides policy direction for Meadowvale in line with Mississauga's City Structure and urban hierarchy. It requires development to be sensitive to the existing and planned context and to include appropriate transitions in use, built form, density and scale.

Figure 4.8 Part of a 1973 series of advertisements for Meadowvale. Selling features for the community included its planned nature and contemporary design, the system of trails and lakes, and its contrast to the perceived dangers of urban living.

4.2 Demographics

Understanding the demographic profile of the Meadowvale Neighbourhood study area enables a more in-depth assessment of the context and valuable snapshot of the key characteristics of the area. The analysis of demographic information, including data on population, households, employment, education and immigration can highlight several characteristics that are relevant to the process of planning for change in the area.

Demographic Analysis Study Boundary

City staff compiled census data for two geographies: the study area and city of Mississauga as a whole. The demographic analysis relies on Dissemination Area data from the 2016 Census and the 2018 City of Mississauga Multiple Unit Inventory. As discussed earlier in the report, the Meadowvale study area does not include the Community Node, as itwas reviewed through the Reimagining the Mall project.

The Census Dissemination Areas do not exactly align with the study area. For the purposes of the Census information, three properties on the east side of Glen Erin Drive, which are within the Community Node, are included in the census data for the study area. These properties are 2770 Aquitaine Ave (180 units), 6599 Glen Erin Dr (232 units) and 2757 Battleford Rd (184 units).

2016 Census Data	Study Area		City of Mississauga	
Population, 2016	24,804		721,599	
0 to 14 years	4,070	16.4%	120,925	16.8%
15 to 64 years	17,065	68.7%	498,890	69.1%
65 years and over	3,690	14.9%	101,780	14.1%

Figure 4.10 Population by Age, Source: 2016 Census.

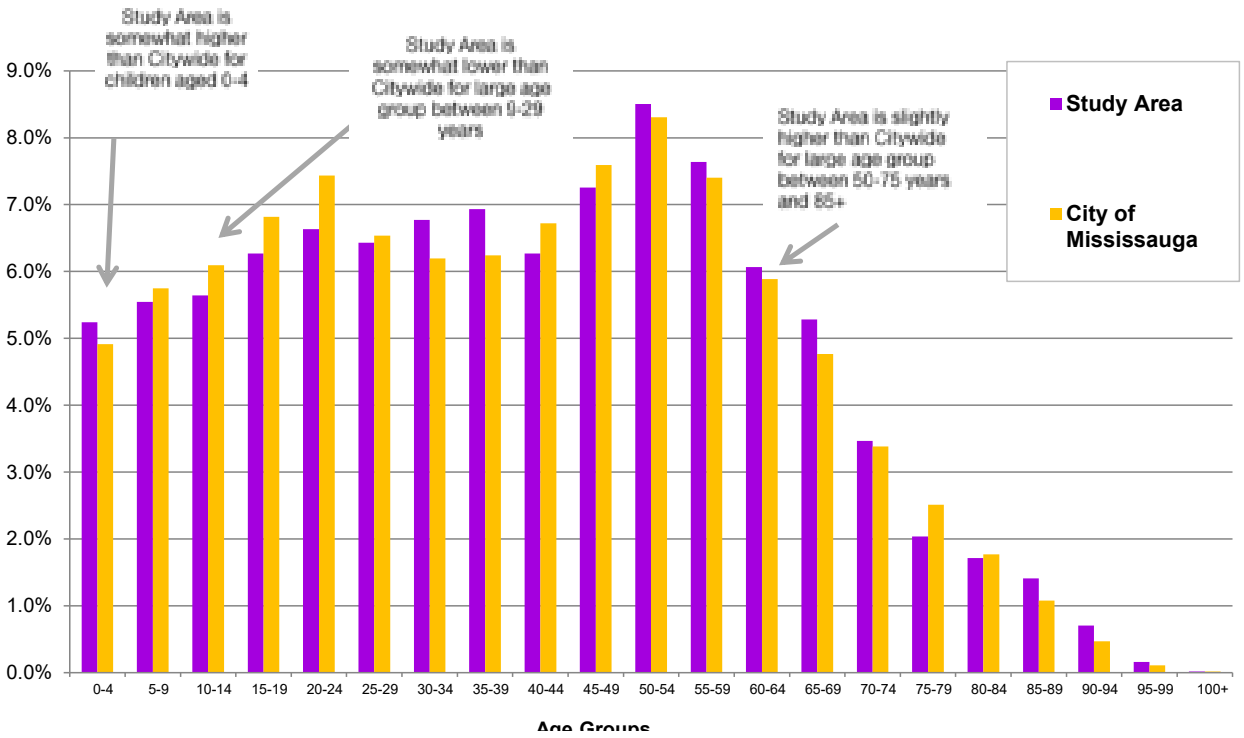


Figure 4.9 Population by Age. Source: Stats Canada, Census Data 2016

Population

According to 2016 Census data, approximately 25,000 people live in the study area. For the most part, the proportion of children, working-age adults and seniors within the study area is like the city of Mississauga as a whole. When separated by smaller cohorts, there is some differentiation. Compared to the city average, the study area has a somewhat higher number of children aged 0-4, a lower number of people aged 9-25, a slightly higher number of 30 to 39 year olds, and a slightly higher number of adults 50-75 and 85+ years.

Household Tenure and Size

The proportion of renters in the study area is higher (32%) than the city average (28%). The size of the households is, on average, slightly smaller than the city of Mississauga with higher numbers of single person and two person households.

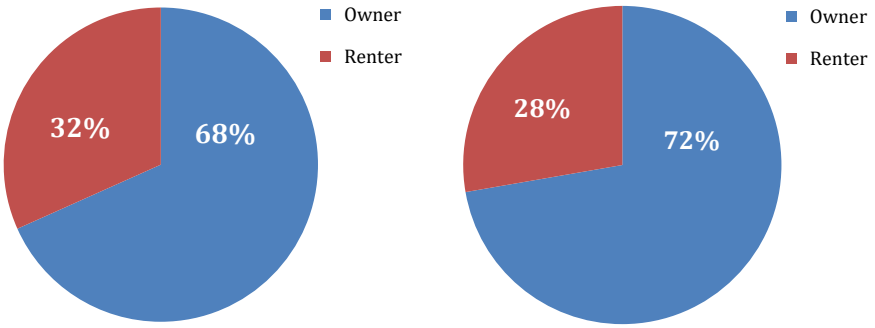


Figure 4.12 Housing Tenure-Study Area (Left) and City (Right) , 2016 Census

Census Data	Study Areas		City of Mississauga	
Owner	6,230	68%	174,130	72%
Renter	2,890	32%	66,785	28%

Figure 4.13 Housing Tenure

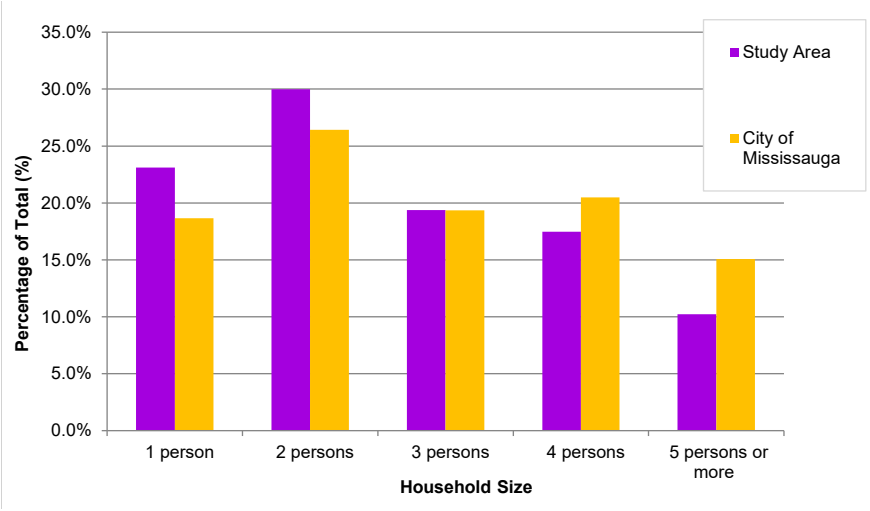


Figure 4.11 Household size. Source: Stats Canada, Census Data 2016

Household Size	Study Area		City of Mississauga	
	9190		240910	
1 person	2125	23.1%	44960	18.7%
2 person	2755	30.0%	63670	26.4%
3 person	1780	19.4%	46625	19.4%
4 person	1605	17.5%	49335	20.5%
5 persons or more	940	10.2%	36320	15.1%

Figure 4.14 Household Size, Source: 2016 Census

Dwelling Units by Structure

The study area has a greater mix of types of dwelling units then the overall city as a whole. There are far fewer single-detached units and considerably more townhouse and semi-detached type units. The proportion of units within apartment buildings is similar for the city and the study area.

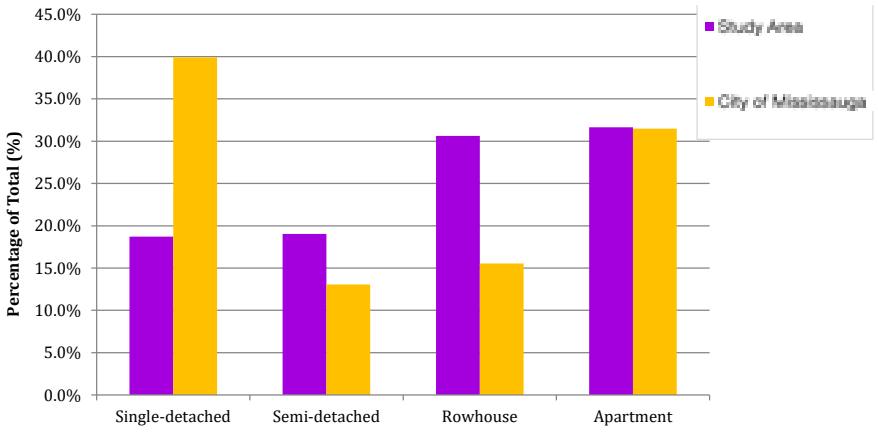


Figure 4.17 Dwelling Units by Structure Types.
Source: City of Mississauga, Multiple- Unit Inventory 2018

Level of Education

The study area has slightly more residents with secondary (high) school diplomas, apprenticeships and college or other non-university diplomas than the city as a whole and fewer residents with university certificates or diplomas.

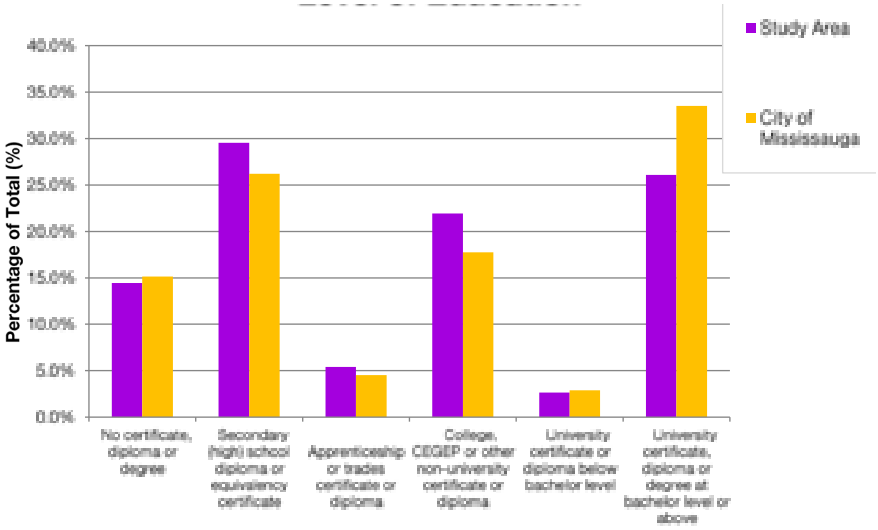


Figure 4.16 Level of Education.
Source: Stats Canada, Census Data 2016

Household Income (after-tax)

The incomes in the study area tend to fall in the middle-income brackets, making this a middle-income neighbourhood. The study area has fewer households earning less than $20,000 and earning more than $100,000 as compared to the entire city.

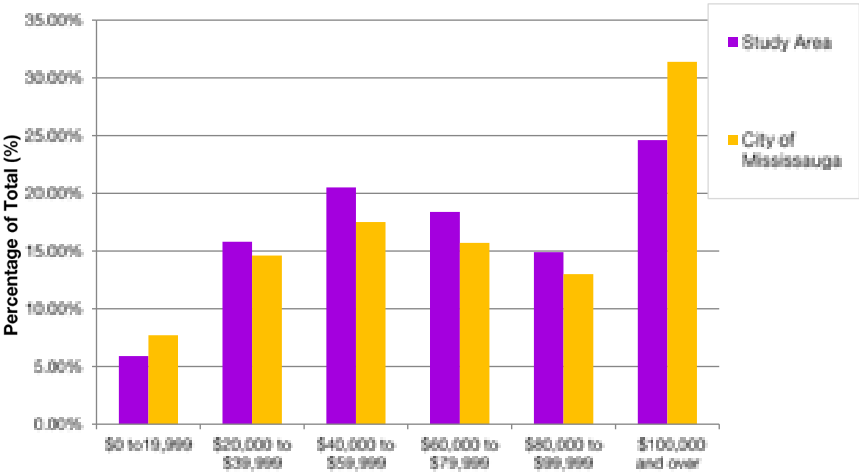


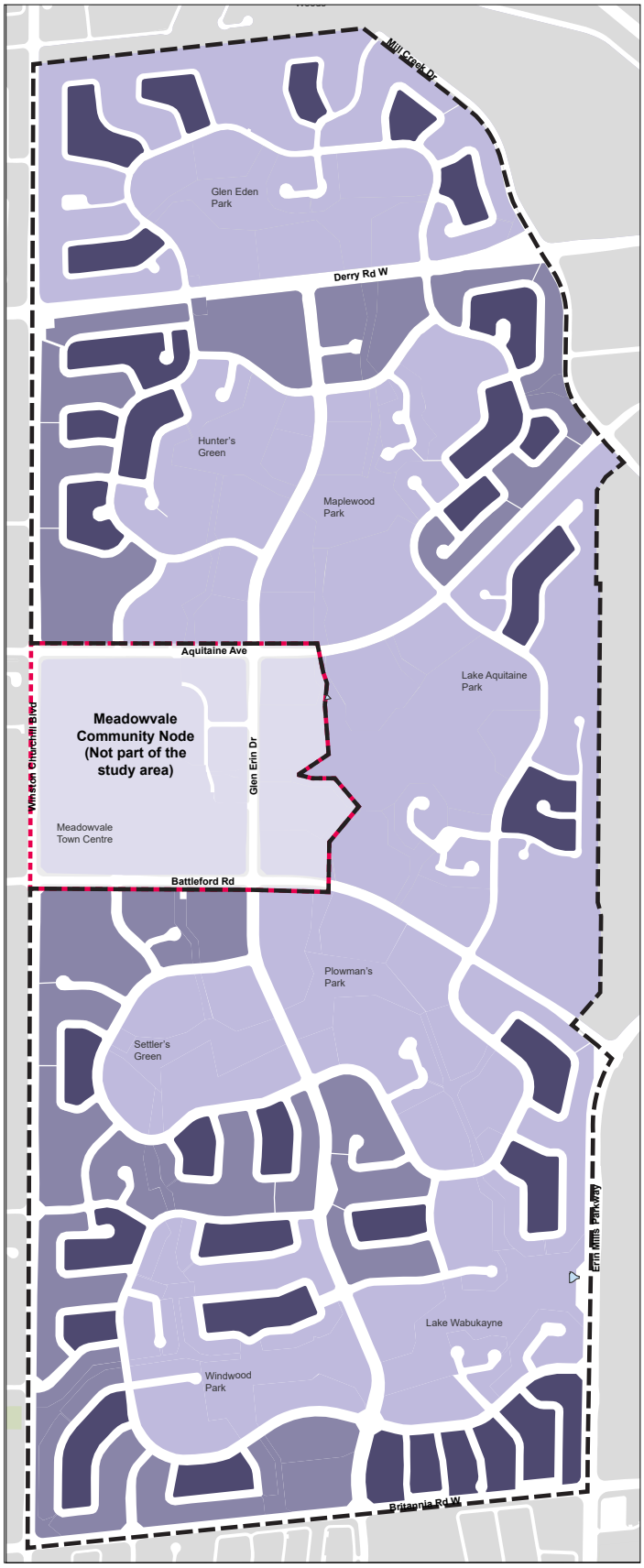
Figure 4.15 Household Income (after tax)
Source: Stats Canada, Census Data 2016

4.3 Physical Character

Future development should understand, respond to and respect the existing and planned context. This section summarizes the conditions which are important in defining the study area's physical character, with greater attention paid to the medium and high density areas in the neighbourhood. This along with the historical context, demographic profile, and planning and policy context, will help inform the planning framework for new and infill development in the neighbourhood study area.

Streets and Blocks

Blocks are contiguous land areas defined by public street network. The study area predominately consists of large suburban blocks defined by arterial and collector roads. The layout of the large urban blocks consists mostly of townhouse and/or apartment sites along the arterial and/or collector roads with the parkland concentrated in the centre of the block. The smaller block sizes are mainly shaped by the low density residential development.



Study Area

Block Sizes

- Small
- Medium
- Large

Figure 4.18 Block Structure

Land Use

Within the study area, there is a mix of uses including residential, community services such as schools, commercial and a network of open space and green lands.

Most of the apartments are surrounding the key focus areas of the community; the Meadowvale Town Centre, Community Centre and Lake Aquitaine. The townhouses are concentrated north and south of the apartments in the interior of the community, often adjacent to parkland. The well connected network of open and green spaces also provides an alternate network of movement within the study area.

There are a few pockets of retail distributed through the study area. While there are no office or industrial uses within the study area, there is some office space within the Meadowvale Community Node and industrial uses exist directly east of the study area within the Meadowvale Business Park.

- Residential Detached
- Residential Semi- Detached
- Residential Row Dwellings
- Residential Apartments
- General Retail Commercial
- Automative Service Commercial
- Office
- Industrial General
- Industrial and Commercial Multiples
- Open Space/ Greenlands
- Public/ Institutional
- Community/ Cultural
- School
- Places of Religious Assembly
- Public or Municipal Parking
- Utilities/ Public Works
- Vacant

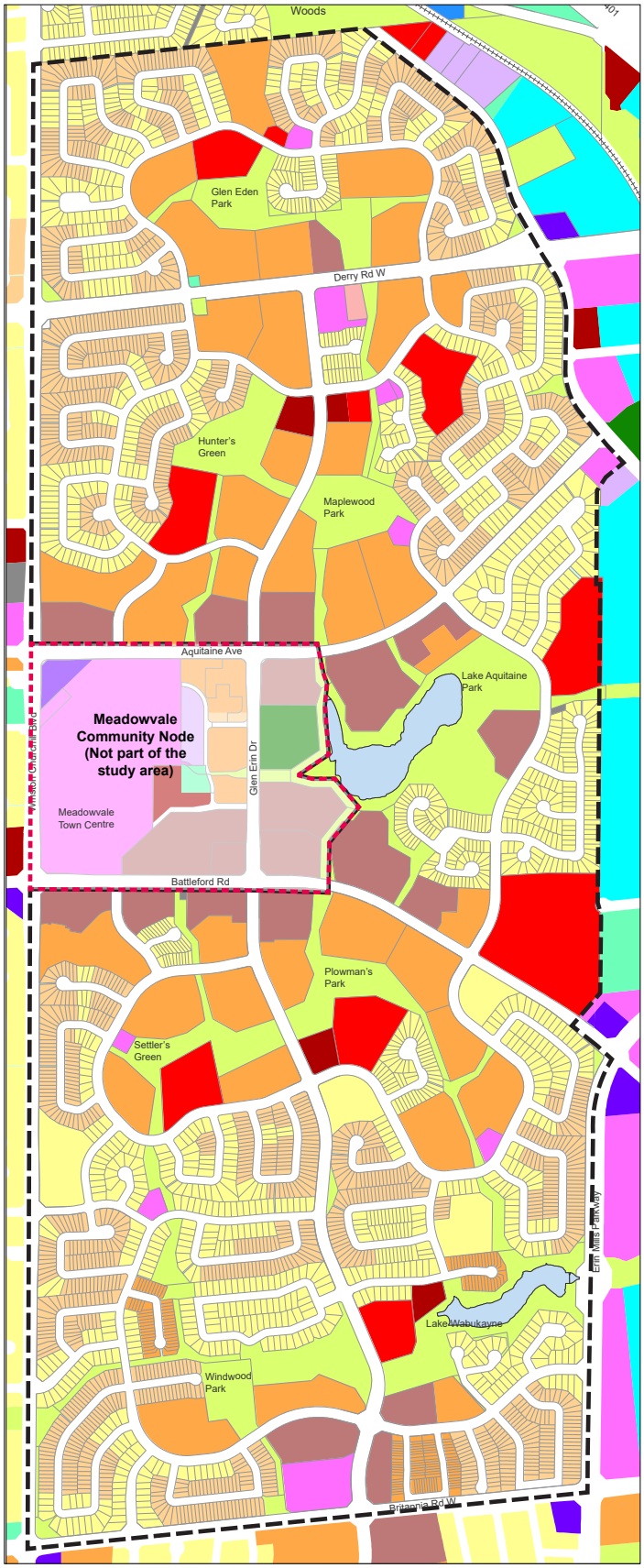


Figure 4.19 Land Use

Building Height

The study area is predominately low-rise buildings (4 storeys and less) in the form of detached, semi-detached and townhouse development. There are no mid-rise buildings (5-8 storeys) located within the study area, however there are a few located within the Community Node which are concentrated at the intersection of Glen Erin Drive and Battleford Road.

Existing tall buildings range from ten to eighteen storeys.

Institutional buildings, such as schools and places of worship, and small to mid-size retail buildings are also present.

Tall Buildings: Separation Distance

The original Master Plan specifically situated tall buildings in key locations, with a significant separation distance between tall buildings. The minimum current observed separation distance between two existing tall buildings within the study area is approximately 50m.

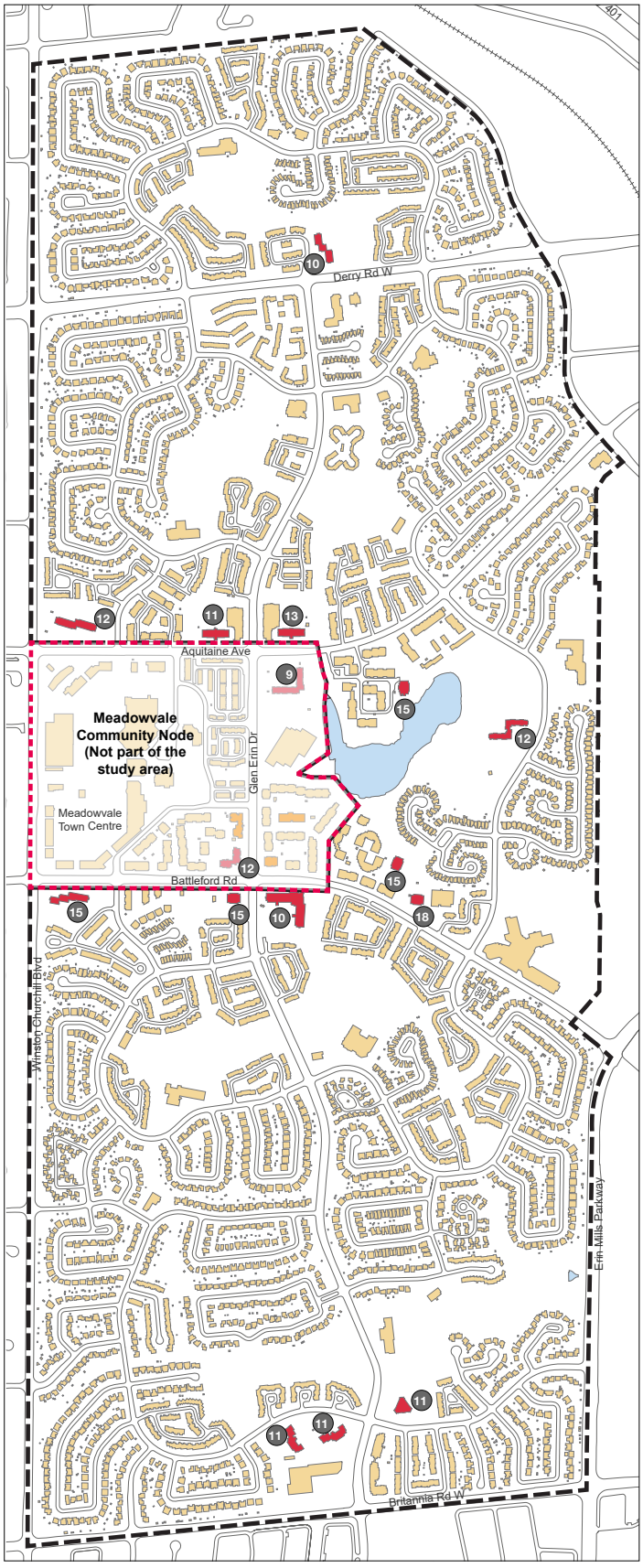


Figure 4.20 Building Height

Figure 4.21 Existing Tall Buildings around Lake Aquitaine

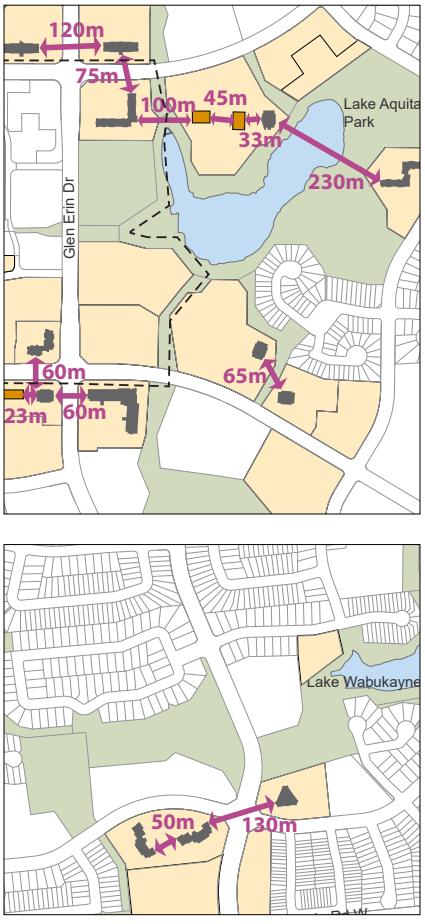


Figure 4.22 Observed tower separation distance between existing towers and between approved/proposed towers

Building Height in Mississauga and Meadowvale

The City of Mississauga promotes a rich and varied built form that includes a range of building types of different heights throughout the City.

The City of Mississauga Official Plan generally describes building heights. Tall buildings are defined as having a height greater than the width of the street on which they front (OP Glossary 20-9). Low-rise buildings are defined as having no more than four storeys (OP 9.2.2.1). Although not formally defined in the OP, it is generally assumed that mid-rise buildings in Mississauga have a lower height than the width of the street on which they front and are greater than four storeys. Of note is that Neighbourhoods and Non-Intensification Areas will primarily include low-rise buildings and that tall buildings are generally not permitted (OP 9.2.2.2)

In Meadowvale, there are a wider range of buildings beyond what is typically found within a Neighbourhood or Non-Intensification Area. As a result of the original community master plan, the current zoning provides for building height that have been part of the Meadowvale Neighbourhood from the beginning and one of the contributing factors to its character. The height regime was established to reinforce a distinct urban structure with a range of tall building heights located in specific parts of the Neighbourhood, with heights of 12, 15 and 18 storeys. The range of tall building heights are not defined by the size of the street on which they front. Low-rise buildings, as in the rest of Mississauga, are considered to be no greater than four storeys in height. Mid-rise buildings do not have a significant presence in the original Meadowvale Master Plan.

Building Types

The study area predominately has smaller residential building footprints around the perimeter. Larger footprints are generally concentrated around the intersection of Glen Erin Drive with Aquitaine Avenue and Battleford Road and around Lake Aquitaine Park. Meadowvale is characterized by a variety of building typologies, primarily residential, spread across the study area. Residential typologies include:

- Detached and semi-detached
- Townhouse (Traditional, Back to Back, Stacked)
- Low-rise (walk-up) apartments
- Tall Buildings (Tower apartments)

Figure 4.23 Detached and semi-detached typologies.

Figure 4.24 Low-rise walk up apartments.

Figure 4.25 Typical, Back-to-back and stacked townhouses.

Figure 4.26 Tower typology.

Figure 4.27 Institutional buildings.

Figure 4.28 Retail Commercial buildings.

Tall Buildings

The Tall Buildings in the neighbourhood generally follow a 'tower-in-the-park' style of development or a tower surrounded by lower rise buildings. Tower-in-the-park buildings which are built further from the sidewalk, leave room on the property around the edifice for parking, lawns, trees, and other landscaping.

The Tall Buildings in the study area also have varied floor plate sizes, which can be generally categorized into three types: Slabs, Stepped Slabs ad Point Towers.

Figure 4.29 Tall Buildings typology within the study area

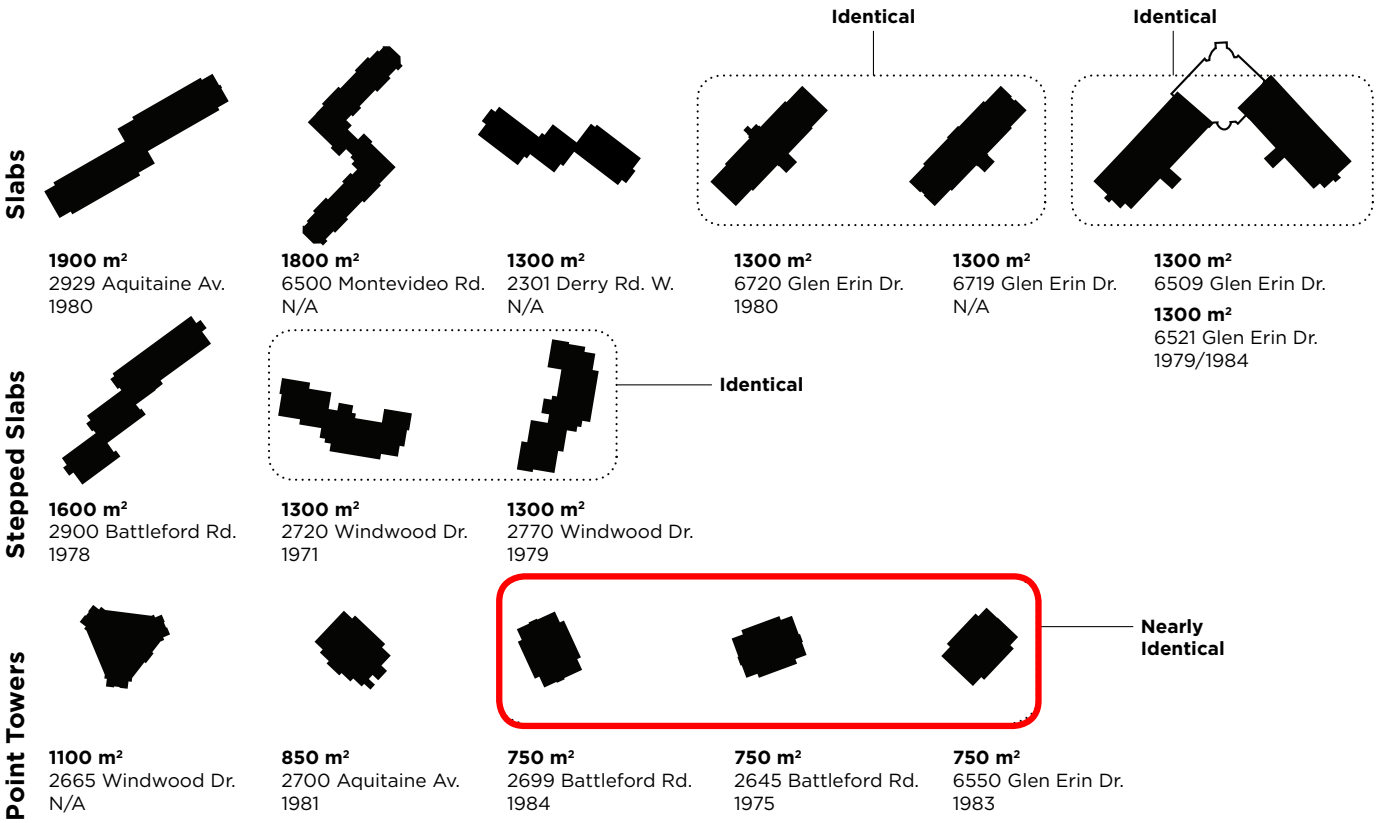


Figure 4.30 Typical floor plate sizes of various Tall Buildings within the study area

Density

The study area has an intentional distribution of density throughout, with the highest, associated with the streets surrounding the Community Node and Lake Aquitaine, and to the north and south as Glen Erin Drive intersects with two regional arterials, Derry Road and Britannia Road.

Density is measured as floor space index (FSI). The following page provides a definition of FSI.

Most of the townhouse development in the study area has an FSI of less than 0.5, with several exceptions ranging between 0.5 and 0.8.

Most of the apartment development in the study area has an FSI of between 0.8-1.0, with several exceptions ranging between 1.0-1.3.

Recent approvals for infill and redevelopment on three sites have FSI's ranging between 1.4 to 2.12.

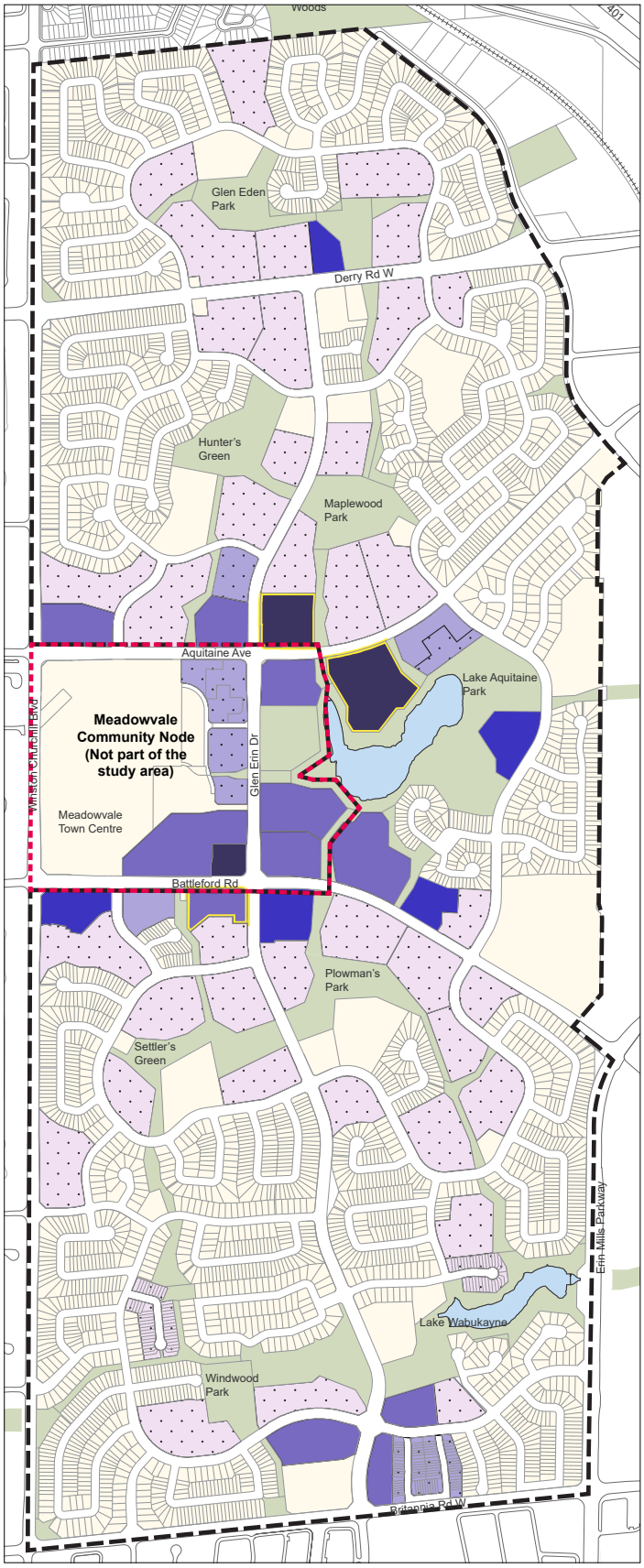
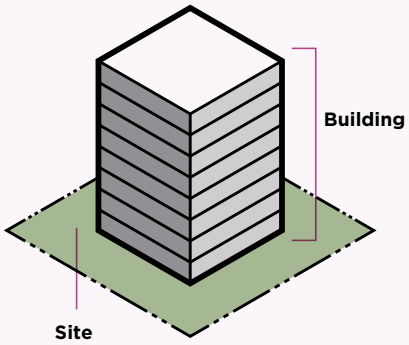


Figure 4.31 Density

Density and Floor Space Index (FSI)

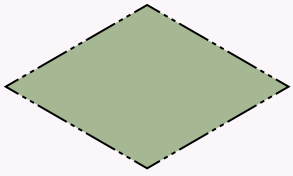
Density refers to the amount or floor area of a building (or set of buildings) over the area of its site. This measure of density is sometimes called Floor Space Index (FSI). The same density can produce very different types of buildings, depending on the arrangement on site. Basements, garages, balconies and patios generally do not count toward floor area.



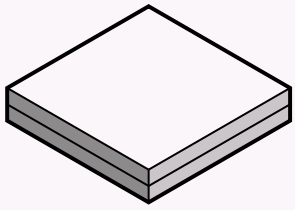
$$\text{Density} = \frac{\text{Floor Area}}{\text{Site Area}}$$

It is important to note that density does not determine built form. A building or buildings with the same density value can occupy all a site with little open space or portion of a site with a greater degree of openness.

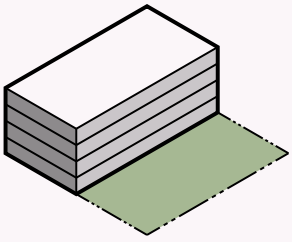
Density Does Not Equal Built Form



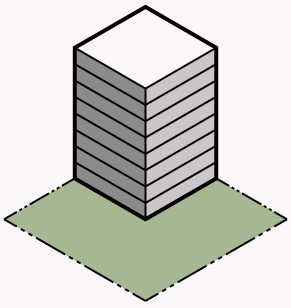
Site



2 Storeys
100% Coverage
2.0x FSI



4 Storeys
50% Coverage
2.0x FSI



8 Storeys
25% Coverage
2.0x FSI

Parks, Open Spaces, Community Facilities and Trails

The study area has approximately 56.8 ha (140.5 acres) of parkland including trails, contributing to an overall parkland provision of 1.7 ha/1000 people for the entire Meadowvale NHD Character Area. Considering the Mississauga Official Plan notes that "the minimum city-wide parkland provision is 1.2 ha/1000 population", the neighbourhood is fairly well served from a parkland provision perspective. As parkland provision standards are only one measure for determining parkland needs, a site-by-site analysis may identify opportunities for additional parkland to improve connectivity and adequate access to parkland and park facilities.

Macklin Hancock's approach was to separate vehicles and pedestrians. The parkland system consists of eight large community parks with linear greenbelts connecting all the open space from the north to the south end of the Meadowvale neighbourhood. A trail system offers an off-road circulation network which is continuous and facilitated by a series of tunnels and overpasses under and over roads. School children also use the trail systems as parks are almost always co-located with elementary schools.

Lake Aquitaine Park, Meadowvale Community Centre and Library are collectively one of the principal gathering areas for both the local neighbourhood and larger community of Mississauga.

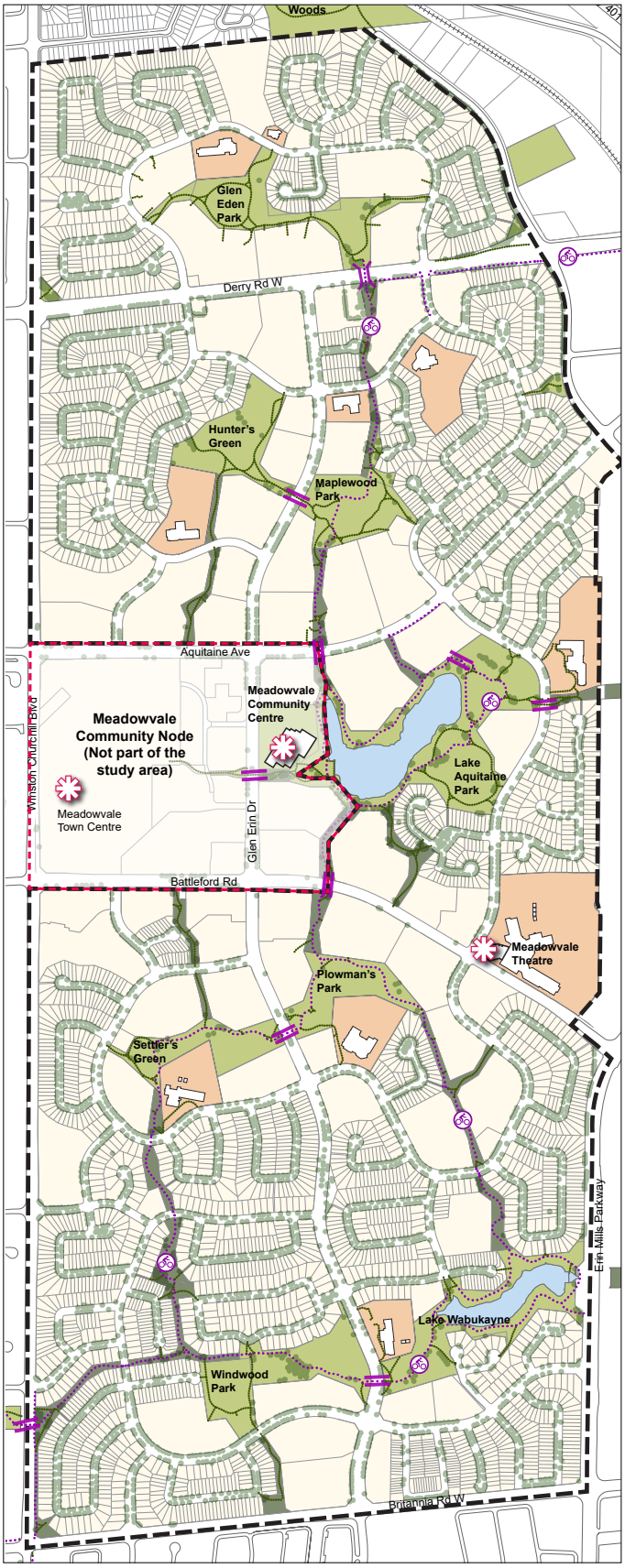
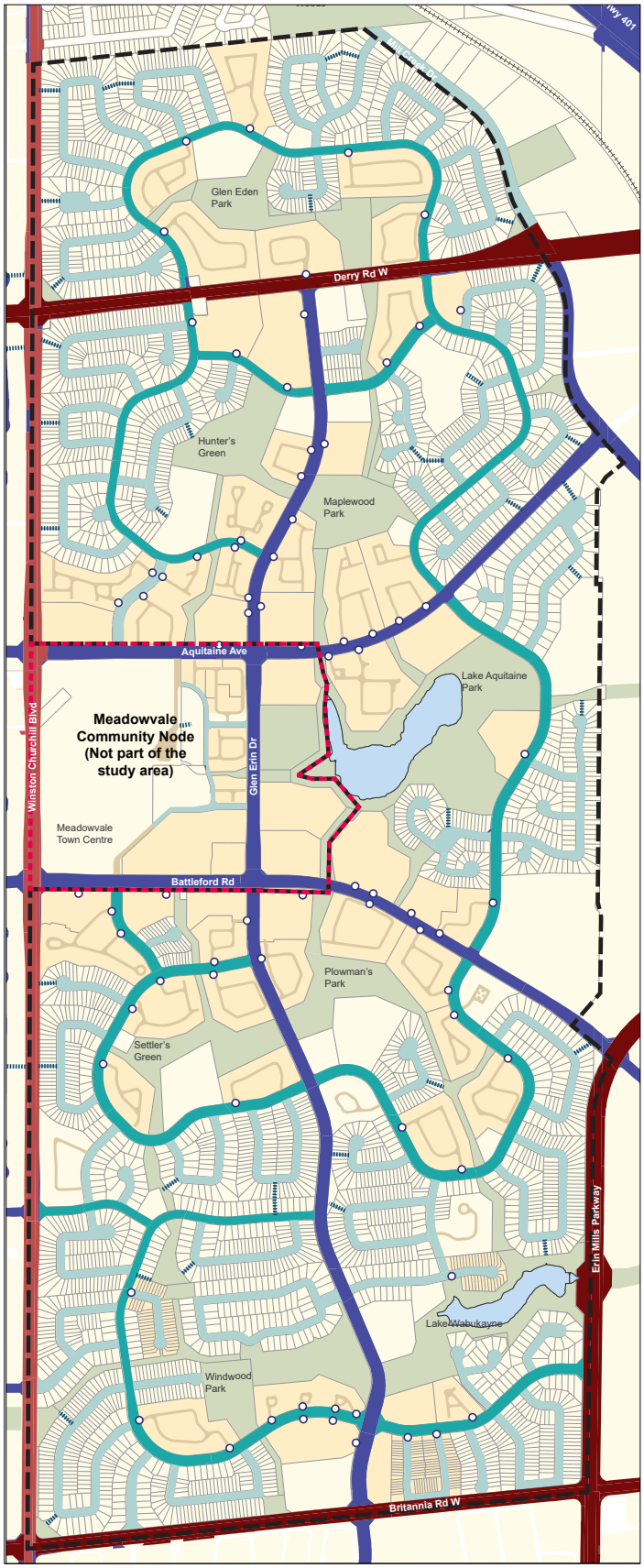


Figure 4.32 Parks, Open Spaces, Community Facilities and Trails

Vehicle, Access and Connectivity

Access to most of the townhouses and apartment sites is either from major and minor collector streets, whereas the lower density areas are generally accessed from network of local looped streets or cul-de-sacs.

Entry to properties directly from arterials is limited, with no vehicular access from Winston Churchill Boulevard and Erin Mills Parkway.



Parkland and Trails
Apartments and Townhouses
Regional Arterial
Arterial
Major Collector
MInor Collector
Local Street
Private Street
Pedestrian Walkways
Vehicular Access to Apartment and Townhouses

Figure 4.33 Access and

Streetscape

Street edge condition contributes significantly to the more suburban and soft landscaped character of the study area.

Setbacks, building frontage and the street edge condition vary across the area but mostly respond to the street hierarchy.

The public realm with major and minor collector streets often has either generous landscaped setbacks or in most stretches are abutted by 'back-lotted' or 'side-lotted' residential properties, with occasional mid-block connection or entry points to the green ways.

The substantial number of parks and open spaces and along the streets adds to the landscape frontage and reinforces the soft landscape character of the study area.

At the retail locations across the study area, the setbacks are larger, with a predominance of parking.

With the varying setbacks and building typologies, there is no significant street wall being formed along the arterials or collector streets.

Figure 4.34 Large setbacks.

Figure 4.35 Retail with larger setbacks with parking.

Figure 4.37 Landscaped setbacks.

Figure 4.38 Parks and Open Spaces reinforces the landscape frontage.

Figure 4.36 Side-lotted residential properties.

Figure 4.39 No significant street wall.

Synthesis/Summary

With a diverse mix of land uses including schools, a community centre, a major retail centre, mix of residential dwelling types and community parks with lakes, Meadowvale is a product of the 60's and 70's urban planning philosophy. Buildings generally either turned their backs to the street or were set well away from it. It prioritized parkland, recreation and networks of trails over the historic notion of main streets and active frontage. Although daily travel by foot, bicycle and transit are possible, the spatial distances between uses were designed to favour the automobile. At the time when Mississauga Plan was in effect, the focus of the policies was to recognize existing pattern of development and reinforce the approved 1970s concept.

Today's city building context has evolved to recognize that there are a range of opportunities for future intensification and redevelopment that require compatibility and fit with the surrounding neighbourhood. Many of the best practices reviewed in the next chapter have taken the approach that infill and redevelopment can happen in a sensitive manner that reinforces the greatest qualities of a neighbourhood, and repair those aspects that detract from it.

For a place like Meadowvale, its green open character and generous park space are qualities to build upon. Likewise, noteworthy is the intentional structure that was established with the original master plan where the greatest density and height were situated to punctuate specific areas in the neighbourhood. Aspects that would benefit from a revised and contemporary approach include street design and the way buildings address the streets.

This analysis and synthesis of existing conditions will contribute to the overall understanding of neighbourhood character that will serve as the basis for the study recommendations.

4.4 Opportunity Sites

Criteria for Preliminary Opportunity Site Selection

Substantial change is not anticipated for most of the study area as much of Meadowvale is made up of low-rise housing forms under individual ownership. Parks and the community centre are also unlikely to change in future. Schools are evaluated by the Boards of Education through accommodation review exercises. At this time no reviews are planned for school properties in Meadowvale. Thus, the remaining sites are the focus for this study. The potential sites for infill and redevelopment include the existing apartment and townhouse properties, retail commercial properties, and places of worship, all of which are distributed in a logical and intentional manner within the neighbourhood.

However, not all sites present the same characteristics that make them attractive for change, such as ownership and the form of tenure. For example, rental properties, usually with a single owner, provide greater opportunity to redevelop than those sites under condominium ownership, with multiple ownership.

Further, there are different types of redevelopment that are possible: infill, replacement, and comprehensive redevelopment. Each of these have their own requirements that make them attractive or more likely to occur. If a site has a large amount of open space or surface parking around an existing building, infill is quite attractive, but if a parking structure or existing building needs demolition before adding new buildings, it may not present the same opportunity. Comprehensive redevelopment becomes more attractive when the return on investment can support the business case.

The total area for all apartment and townhouse properties, retail commercial properties, and places of worship is 171 hectares. Applying the criteria noted above (property type, ownership, and potential redevelopment type) refines the understanding for how many sites may change over time.

There are in total 33 potential opportunity sites whose total area is far less at 38 hectares or 22% of the total study sites. It is important to note even through opportunity sites have been identified as more likely to experience growth, many are not expected to develop for various other consideration such as economic viability, however, for the purposes of this study all opportunity sites are being considered.
The process for refining the characteristics of an opportunity site was informed by the testing of options and a more fulsome understanding of the potential impacts to neighbourhood character.

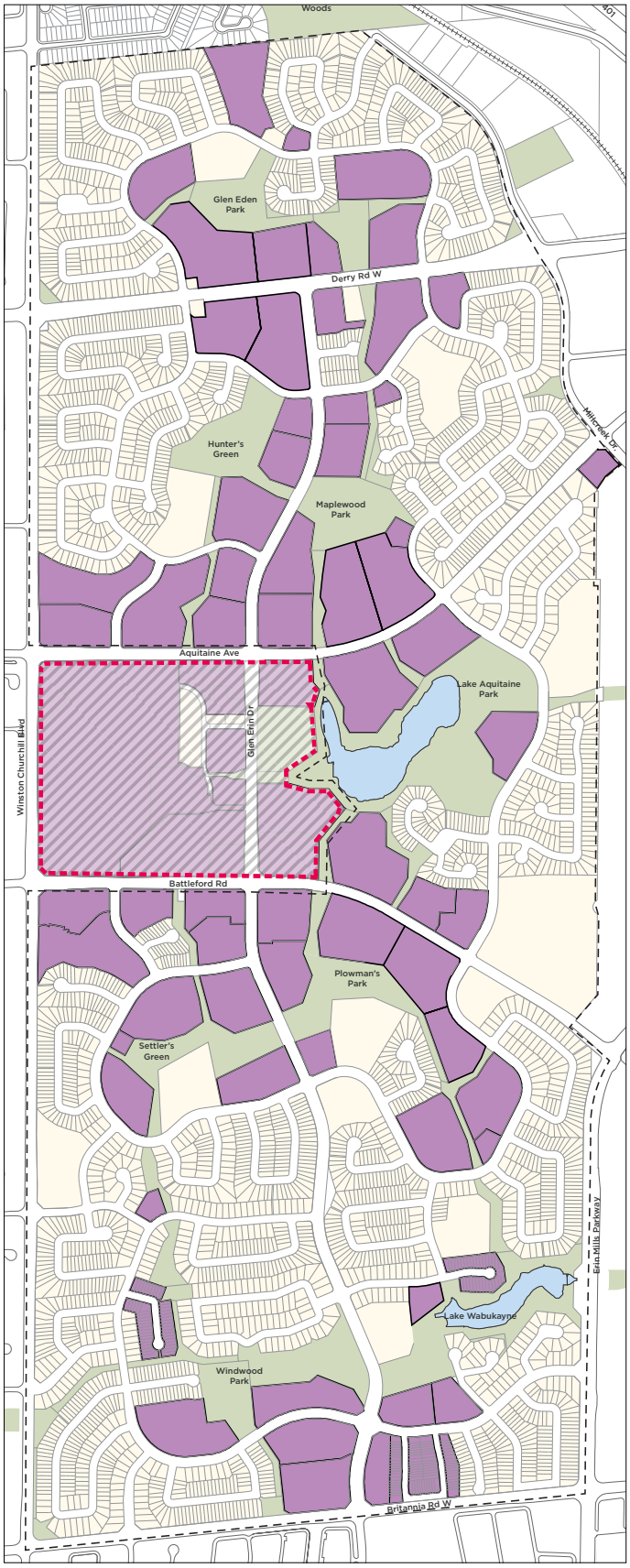


Figure 4.41 Study Sites (171 Ha)

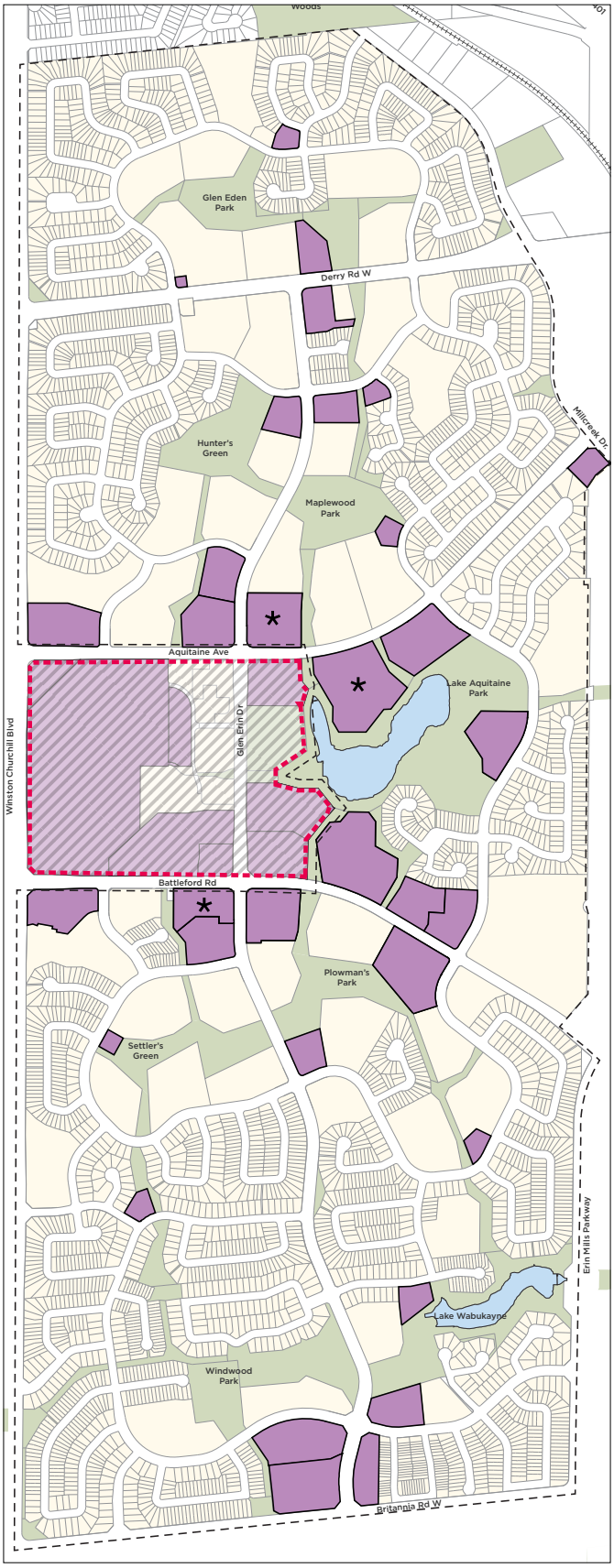


Figure 4.40 Opportunity Sites (38Ha, 22%)

* Sites with Approved Development

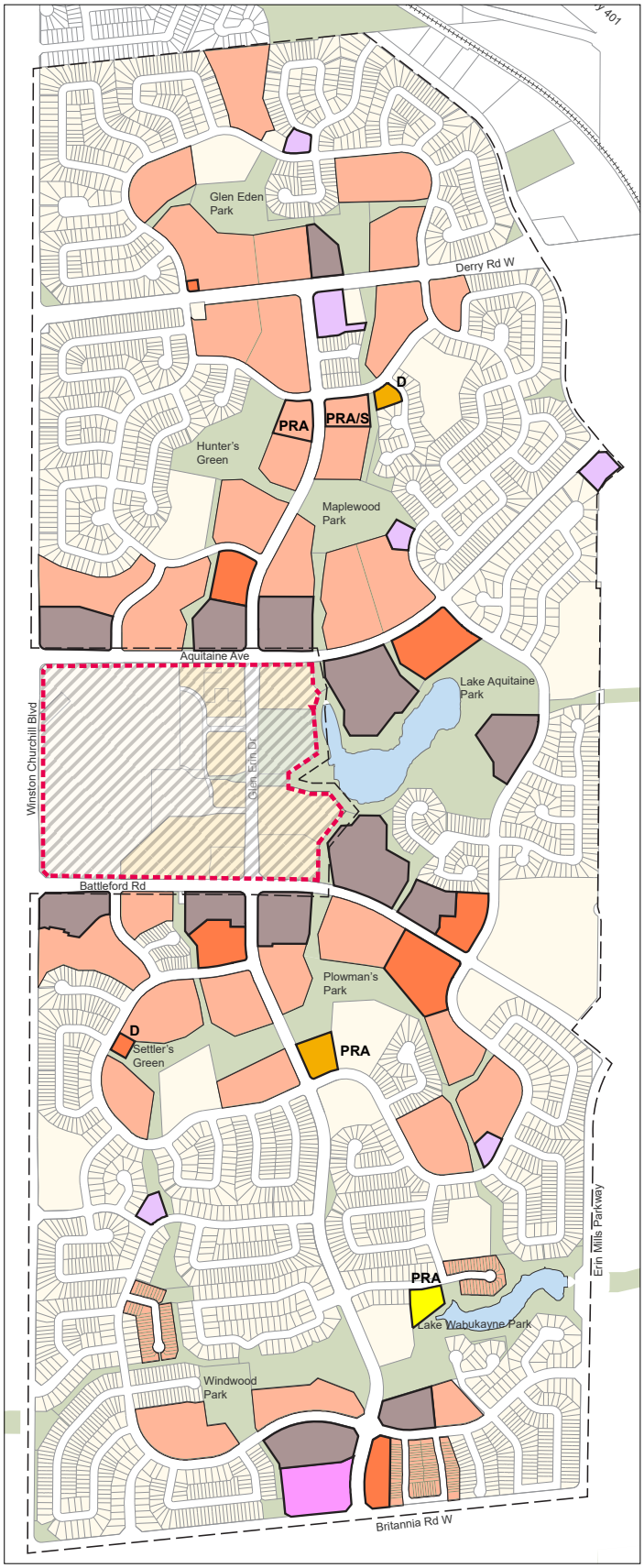
Official Plan Designations and Permissions

There are seven (7) Official Plan designations that apply to the Meadowvale Neighbourhood Study Area. The preliminary opportunity sites identified above represent six-of-the-eight. The requirements for these OP designations are generally described in the previous chapter:

- Residential Low Density I and II (Detached, Semi-detached and Duplex Dwellings, Places of Worship)
- Residential Medium Density (All forms of Townhouses and Low-rise apartments, Places of Worship)
- Residential High Density (Low and High-rise Apartments)
- Mixed Use (A variety of Commercial uses, Office and Residential (except detached and semi-detached)
- Convenience Commercial (A variety of Commercial Uses, Office and Residential.

In the study area Places of Worship are located on lands designated Residential Low and Medium Density.
In summary, the preliminary opportunity sites with Residential Medium and High Density designations have a maximum height ranging from 3 to 5 storeys, Mixed Use, Convenience Commercial and Residential Low Density sites have a maximum height of 4 storeys.

Some of the sites have defined maximum densities in the OP but not all. Where stated, Residential High Density sites have a maximum density ranging from 0.5x to 1.6x FSI. Residential Medium Density sites have a maximum density of 0.9x FSI. The densities noted in the OP generally coincide with the existing development on the site. There is no stated density maximum in the OP for Mixed Use, Convenience Commercial, or Residential Low Density.



Study Area

Meadowvale Community Node (Not included in the Study Area)

Opportunity Sites

OP Designations

Residential High Density (Apartment- Rental and Condominium)

Residential Medium Density (Townhouse and Low-Rise Apartment-Rental and Cooperative)

Residential Medium Density (Townhouse and Low-Rise Apartment-Condominium)

Residential Low Density II (Detached, Semi-Detached and Duplex)

Residential Low Density I (Detached, Semi-Detached and Duplex)

Mixed Use

Convenience Commercial

Overlays

PRA Places of Religious Assembly

D Day Care

S School

V Vacant

Figure 4.42 Official Plan Designations

Zoning By-law and Permissions

It is common for a municipal Official Plan and Zoning By-law to fall out of alignment over time. The Meadowvale Neighbourhood is no different. In many cases, the Zoning By-law is more specific and restrictive than the Official Plan, and in others more permissive. For example, some sites have an OP maximum height of 5 storeys, where the Zoning allows for 12 storeys. On other sites, the OP states a maximum height of 5 storeys, where the zoning limits the same site to 10.7m (2 to 3 storeys). For many of the Residential Medium Density and Residential Low Density sites there is no stated maximum density, but the amount of building is controlled by lot coverage requirements.

For the preliminary opportunity sites, the current zoning permits a range of heights and densities:

- Residential Medium Density (Zoning Categories: RM4, RA1): 3-4 storeys, only two sites have stated density maximums of 0.9x FSI
- Residential High Density (Zoning Categories: RA3, RA4): 10-18 storeys, 1.0x -2.12x FSI
- Convenience Commercial (Zoning Category: C1): 1-2 storeys, 0.11x -0.62x FSI
- Mixed Use (Zoning Category: C2): 4 storeys, 0.58x FSI
- Places of Worship (Zoning Categories: R3, RM4): 10.7m, no maximum density stated.

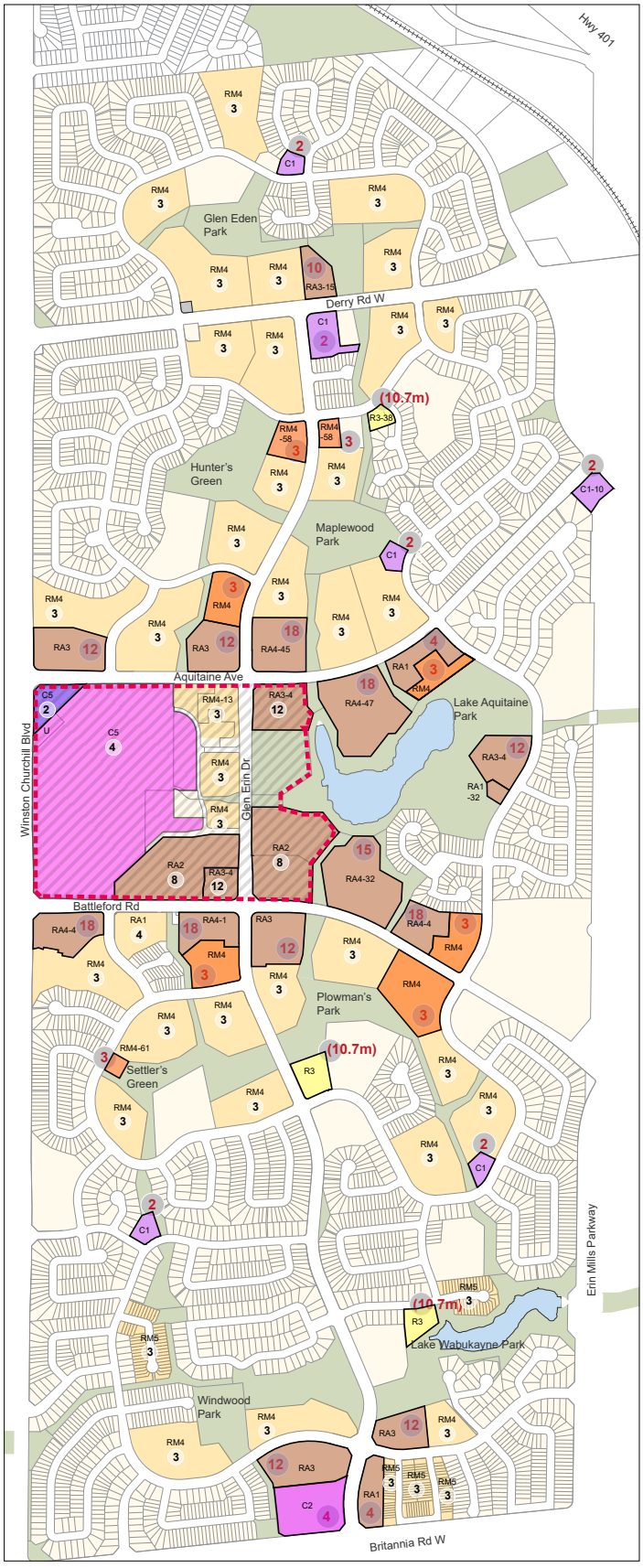


Figure 4.43 Zoning By-law

RA Zone (Apartments)
RM4 Zone (Townhouses)
C1 Zone (Retail Commercial)
C2 Zone (Retail Commercial)
R3 Zone
(2) Maximum Permitted Height (No. of storeys)
2 Maximum Height for Opportunity Sites (No. of storeys)

CHAPTER 5.0
Best Practices Review

Meadowvale Neighbourhood
Character Study
April 2021

5.0 BEST PRACTICES REVIEW

A review of best practices helped to understand how other places direct and guide neighbourhood infill and redevelopment.

The review included policies, guidelines, and studies from municipalities in Ontario (Toronto, Kitchener), Canada (Edmonton, Regina, Saskatoon, Winnipeg), and internationally (Portland OR, London UK).

For the most part, best practices focus on small scale infill in established neighbourhoods (i.e., replacing a house or developing a vacant residential lot). While modest intensification is possible through this process, the scale is far less than what is likely possible on larger sites such as those in the Meadowvale Neighbourhood.
Given that the intent of this Character Area Study is to focus on larger sites likely to redevelop, we also reviewed a selection of individual projects that represent alternate takes on large urban sites, either intensifying through comprehensive redevelopment, or selective infilling.
A more detailed review can be found in Phase 1 Background Report at the following website https://yoursay.mississauga.ca/meadowvale/documents.

5.1 Best Practices Review Summary

Toronto

Faced with similar planning and development pressures as Mississauga, Toronto has developed design guidelines for several building types, including Tall Buildings, Mid-rise Buildings, Townhouses and Low-rise Apartments. These documents provide overall guidance for how these building types should perform no matter where in the city the infill and redevelopment is contemplated.

To supplement and provide a more context-sensitive response, the City also prepares site specific guidelines for different neighbourhoods, including those with tall buildings like the Meadowvale Neighbourhood. These site-specific guidelines define local character and customize the higher-level guidance to the local study area.

Two examples are helpful precedents for this study: High Park Apartment Neighbourhood and Parkway Forest. Both neighbourhoods have existing tall buildings but are evolving with the addition of both towers and mid-rise buildings. Each example has a different mandate: the High Park guidelines set out to define the neighbourhood character so that new development fits within that context, while the Parkway Forest plan seeks to repair many of the site issues from the original scheme. Both efforts include site-specific guidelines that address performance standards such as site organization, angular planes and transition, height, parks and open space, and streetscape. Quite different from Meadowvale is that both Toronto neighbourhoods are on higher order transit routes (Bloor and Sheppard subway lines respectively) which influences the level of intensification that may be appropriate and the level of development interest.

Another example is Valley Woods, a comprehensive redevelopment of a townhouse community with low-rise, mid-rise and tall buildings. Like many of the townhouse blocks in the Meadowvale Neighbourhood, Valley Woods was a rental property which is easier to redevelop than one in a multiple ownership or condominium form

Figure 5.1 Parkway Forest infill underway, with new townhouses and mid-rises

Figure 5.2 The use of new buildings to frame and activate streets

Figure 5.4 Valley Woods, Toronto: Promotional rendering showing proposed tall buildings

Figure 5.3 Valley Woods, Toronto: Newly-constructed stacked townhouses, the first phase of development

Figure 5.6 Approved high rise infill at 70 High Park Avenue

Figure 5.5 Proposed infill, consisting of new point towers and low-rise townhouses

of tenure. The approved plan organizes buildings to provide large landscape frontages to retain the overall green and open character, with taller buildings set back from the streets and pathways like what currently exists in the study area.

Further, a non-statutory but widely-read "Tower Renewal Guidelines" document was completed in 2009 by a team at the University of Toronto. Efforts to promote tower renewal throughout the region, including infill on large tower-in-the-park sites, continue to be promoted by the private Tower Renewal Partnership. The City of Mississauga has already undertaken work to update its Mixed Use and Convenience Commercial Official Plan designations and associated zoning categories to accommodate tower renewal which could influence what happens in neighbourhoods like Meadowvale.

Kitchener

Kitchener completed a Residential Intensification in Established Neighbourhoods Study (RIENS). The policies in this document apply to small low-rise residential sites. While it does not focus on medium or high-density types of development, this document provided helpful direction for a possible framework for the Meadowvale Neighbourhood. Kitchener also has city-wide Urban Design Guidelines with infill considerations to supplement the Neighbourhood Study.

Edmonton

Edmonton has Design Guidelines for residential infill in mature neighbourhoods that also addresses mid-rise apartments (5-8 storeys) and high-rise apartments (9 storeys or greater). The City also has guidelines for different scales of infill and redevelopment (small, medium, large).

As Part of the Evolving Infill project, Edmonton completed a municipal tools review and in 2014 completed Edmonton's Infill Roadmap. Edmonton's Infill Roadmap is the City's work plan with 23 actions to advance residential infill as they work towards making changes to practices and policies and carry out new initiatives. The City has a dedicated web page for all things "infill" providing information to residents, builders and the broader community.

As an overall approach to infill and redevelopment as a city evolves and changes, the Edmonton example is a good one for Mississauga.

Regina

The City of Regina completed infill housing guidelines in September 2017. These guidelines apply to small-scale, low-density residential sites. This well organized report represents findings based on public and stakeholder feedback and Canadian best practice, provides an overview with planning rationale and key considerations, and includes general design guidelines for sites and buildings. The redevelopment pressures in Regina are not the same intensity as those in Mississauga but these guidelines are helpful to understand the key issues related to context sensitive design.

Saskatoon

The City of Saskatoon completed a Neighbourhood Level Infill Development Strategy in November 2013. The strategy focused on small low-rise residential sites. This document provides a background on Saskatoon development patterns, neighbourhood character preservation and recent development examples. The Strategy goes on to provide detailed design guidelines for sites and buildings, and recommendations for corner lots. The Strategy also provides site and building recommendations for garden and garage suites, and recommendations for implementation. Like the Regina guide, the Saskatoon strategy suggests a helpful document structure, key issues to consider, and a useful description of neighbourhood character.

Winnipeg

Winnipeg is currently undertaking a residential infill strategy. This strategy, like those in Saskatoon and Regina, will focus on small scale low-rise residential sites. Several recent infill proposals in Winnipeg have demonstrated a lack of consensus on how and where different forms of infill should occur, and the City does not currently have a comprehensive city-wide infill strategy to serve as a blueprint for development.

To date, the Winnipeg strategy has completed a best practises review from other jurisdictions, an evaluation of local trends and needs, and additional public consultation. Next steps include establishing Council adopted policy to support decision making that will provide consistency when evaluating development proposals and incorporating infill standards into the Zoning By-law. The Winnipeg initiative will ensure that new development in established neighbourhoods is compatible in form, scale and design, and will include density and intensification criteria.
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Portland, Oregon USA

Portland has Infill Design projects that aim to improve design of multi-dwelling and row houses development and focuses on low to medium density developments. Portland also has an Infill Design Toolkit offering insight on how to integrate infill development onto surrounding neighbourhoods. These guidelines offer similar recommendations to the Canadian efforts, with a focus on elements such as character, site organization, height, and landscape.

London UK

The Greater Toronto area is unique in having amongst the largest number of tower blocks in North America. London is also known for its mid-century towers, although most were constructed as part of 1960s-era public housing schemes.

Public housing is typically under single ownership, and many are now coming up for redevelopment. One example of this is the Barlby and Treverton housing estate, originally constructed as a mix of tri-form towers of modest height (11 storeys) and three-storey townhouses. Currently approved plans for infill include the demolition of many of the townhouses (but not all) to provide room for mid-rise infill, below the height of the existing taller buildings. This infill will firmly frame internal and external streets, somewhat like Parkway Forest in Toronto noted previously.

Barlby and Treverton is a useful precedent for it represents another example of urban repair through redevelopment, in which a largely internally focused community is turned outward to more fully engage with its surroundings. Some internal open spaces remain, but they become much smaller and more formal in nature.

Like Barlby and Treverton, Meadowvale has some larger blocks that are under single ownership with either exclusively townhouses or mix of low-rise and tall buildings. An already approved development (2700 Aquitaine) proposes to replace townhouses with more intense forms with others likely to follow a similar path in time. With these types of larger redevelopment schemes comes the opportunity to not only increase density and make better use of local infrastructure, but to also improve the quality of the public realm.

5.2 Key Lessons Learned

A Best Practices Review is a useful exercise to understand how other places have responded to similar issues, but it does not provide all the answers. Meadowvale is a distinct place with characteristics that people understand and appreciate.

Following this review, a few key lessons come through that can inform the Study process and recommendations:

- Cities and neighbourhoods change over time. This is unavoidable and healthy. Other municipalities are faced with the same questions about how they should evolve and change, and how to reinforce the best qualities of their neighbourhoods as they mature.
- Master planned communities often have qualities and characteristics that residents' value, while some aspects are well suited for rethinking. A statement of neighbourhood character is necessary to define these components.
- Public engagement is essential to define character, inform the guidelines, and to confirm that the guidelines are clearly understood and respond to a shared vision.
- Local guidance should build upon city wide policies but customize and refine them for a smaller more specific geography.
- Guidelines should provide enough direction to ensure sympathetic built form but not restrict creativity or limit potential outcomes.
- Implementation recommendations could include changes to primary policy documents such as the Official Plan or an update to Zoning By-laws, and or simply use design guidelines in the review of development proposals. The degree and intensity of development pressure in a neighbourhood may influence the direction a municipality ultimately takes.

CHAPTER 6.0
What We Heard, Vision, Guiding Principles

Meadowvale Neighbourhood
Character Study
April 2021

6.0 WHAT WE HEARD, VISION, GUIDING PRINCIPLES

Informed by the Phase 1 Background Report and what we heard through the engagement activities, a vision statement and guiding principles was presented to the public for input and confirmation. Together, these study components provide clarity regarding what is important about Meadowvale today and what is anticipated of future projects.

6.1 What We Heard

Following is a high-level summary of the key messages from our conversations with residents and other stakeholders throughout the study. A full account of all public engagement events and the messages received are contained within the Appendices of this Report.

Maintain appropriate transitions to adjacent land uses.
Participants greatly value the primarily low-rise residential scale and sense of openness of Meadowvale. These qualities should be retained and reinforced with redevelopment.

Controls such as setbacks and landscape buffers were suggested to promote positive transitions between commercial and residential properties, as well as between various types of residential development (ie. townhouses, towers, and detached houses).

Additional controls such as building stepbacks and podiums within mid-rise and tall building designs were recommended to ensure appropriate transitions to lower density development, to parkland and green areas and, in some cases, to the street.

Further, there was a clear preference for new buildings to transition up away from the street to the middle of the site and back down to any adjacent existing lower density residential uses, and that heights should always transition away from adjacent parkland and green areas.

Maintain consistency with existing setbacks and separation distances between buildings.
Following from an appreciation for the open and green character that is partially informed by the broad landscape setbacks between buildings and the streets, participants desired consistency with existing setbacks and separation distances between buildings to maintain access to sky views and to limit shadow impacts.

Minimize shadow impact of all new development on existing development and open spaces.
Participants appreciate the amount of sunlight that they current enjoy and would like to minimize the amount of new shadow on streets, parks and open spaces, and adjacent properties to the highest degree possible with the understanding that some additional shading is likely at some point of the day and year.

Maximize access to sky views.
Today Meadowvale enjoys great access to sky between buildings. Most of the tall buildings in the neighbourhood are a substantial distance from one another. For future development, participants expressed preference in maintaining this quality and not to have tall buildings as close together as City Centre or other tall building neighbourhoods.

Figure 6.1 What We Heard- Summary

Maintain, protect, enhance and expand existing network of open spaces and trail network.
Participants highly value the amount of green open space they have and the trail network throughout the Neighbourhood. When new development is being considered, additional open space and an expanded trail network are desirable. Participants recognize that with redevelopment some of the on-site open, green areas will be lost. As a result, the remaining open space should be high quality, useable space, that adds value to the site and the neighbourhood.

Improve pedestrian and cycling connections throughout Meadowvale.
Participants want to ensure safe pedestrian and cycling access to and through the parks and trail system. They noted that the priority should be to enhance pedestrian and cycling access to residential and commercial properties and public amenities, and to incorporate pedestrian friendly designs that are accessible. Cycling infrastructure should be improved and expanded (e.g. new connections, bicycle parking)

Encourage mixed use development of commercial properties.
In the redevelopment of commercial properties, participants suggested that developments be designed with retail/office at grade and residential above. Maintain some of the retail function of the site in order to continue to provide goods and services to the local community.

Reduce the size and impact of parking.
Participants noted the visual and physical impact that parking has on the character of the Neighbourhood. Suggestions to improve this condition include adding underground parking for residents whenever possible. Although, surface parking is unattractive, it was acknowledged that some spaces should be maintained to provide access for visitors and for those with accessibility issues/mobility needs. It was also noted that if above grade parking structures are necessary, they should be screened from view. Further, it was stated that all developments should have enough parking but that surface parking lots could be potential sites for infill development.

Incorporate sustainable, green site and building features in all new developments such as green roofs, permeable paving, bio-swales and terraces.
Participants were keen to see more responsible development in Meadowvale, where the environmental impact of projects is reduced and can become more sustainable.

Improve access to affordable housing.
One of the primary issues raised by residents during the engagement activities for this study was related to housing affordability, the ability to age-in-place and housing opportunities for young families. People enjoy living in Meadowvale but are challenged as their households and lifestyles evolve and needs change. Participants noted that affordability requires a range of unit types and sizes, and different forms of tenure.

6.2 Vision

Informed by the Phase 1 Background Report and what we heard through the engagement activities, a vision statement and guiding principles was written presented to the public for input and confirmation. Together, these study components provide clarity regarding what is important about Meadowvale today and what is anticipated of future projects.

Meadowvale is a vibrant and complete community founded on the principles of generous and well-connected open spaces, a diversity of housing types, safe and convenient means of moving about, and access to sunlight and open skies.

New development shall respect, fit within, and reinforce the qualities that make Meadowvale a unique and special place to live, work and play.

6.3 Guiding Principles

1. Strengthen Meadowvale's Identity

With every project seek to improve and reinforce the unique qualities and characteristics of the Meadowvale Neighbourhood as a special community in Mississauga.

As part of a master planned community, the Meadowvale Neighbourhood has a special identity that residents understand and appreciate.

Largely constructed as originally envisioned, the study area enjoys a well-established neighbourhood structure supported by an extensive parks and open space network.

Buildings are generously set back from streets, with an open green landscape character to properties. Taller buildings are situated in limited and well-defined locations to reinforce neighbourhood structure, and with a logical distribution of height.

Future redevelopment should carefully consider how to best fit within and reinforce what makes the Meadowvale Neighbourhood distinct.

It is understood that with infill and redevelopment the addition and arrangement of new buildings and other site elements will reduce the amount of available open space. It is in this condition that it becomes increasingly important that the remaining open space is of high quality, usable, and provides a positive contribution to the character of the site and the neighbourhood.

2. Foster a Walkable Complete Community

Every project should contribute to and reinforce the Meadowvale Neighbourhood as a complete community with walkable destinations along routes that are safe, accessible, comfortable and connected.

Walkable and complete communities provide choice, have safe and convenient pedestrian networks, and include a mix of uses, services and destinations such as retail commercial areas, schools, and community facilities that people can access and enjoy without the use of a vehicle. They have places where people can meet and celebrate, and that support and enhance social connections.

An important aspect of reinforcing Meadowvale as a complete community is to retain and strengthen the mix of uses in both the Community Node and Neighbourhood. The Meadowvale Community Node is the central location for retail and community

services—such as libraries, community centres and social services—and will continue to serve this function as future redevelopment takes place.

New public streets and spaces in the Community Node are anticipated to accompany new built form and a broader set of land uses.

Within the Meadowvale Neighbourhood, uses such as schools, parks, convenience retail and places of worship contribute to the walkability and completeness of the community.

As redevelopment takes place on non-residential properties, retaining a varied land use mix that includes retail and community supportive activities will ensure that the study area will continue to support and improve walkability and completeness.

3. Create Green, Safe and Attractive Streets and Public Places

Buildings and other works in the Meadowvale Neighbourhood must contribute to an active, animated, attractive, green and climatically comfortable public realm that includes streets, parks, and other public places.

The public realm, simply defined as the space between buildings, is the primary setting for public life in cities. A well-proportioned, connected, comfortable, safe and attractive public realm contributes to the quality of life for all. The relationship of buildings to streets, parks and other public spaces help to shape and provide containment to the activities within. The design of the public realm should focus on creating places to support a range of uses, provide physical and visual relief in an urban setting, and elevate environmental quality.

The Meadowvale Neighbourhood has an overall green character with an enviable parks and open space network. New development provides the opportunity to introduce new green spaces and an improved streetscape to encourage comfortable and pleasurable walking and enhance the aesthetic quality of the neighbourhood.

New development should respect the broad landscape frontages between buildings and streets, with a soft planted character to provide privacy for grade related residential uses and as an important character defining element for non-residential uses. New buildings should also be arranged and designed to maintain sunlight access at grade and skyviews, and provide comfortable wind conditions for streets, sidewalks, parks and open spaces. Further, the Meadowvale Neighbourhood has an intentional structure that thoughtfully situated parks and open spaces with buildings to create specific views and vistas.

New development should maintain, enhance and if possible introduce new views from the public realm to parks, open spaces, and other local landmarks.

The public realm of cities should also help to address the realities of climate change, making places like the Meadowvale Neighbourhood more sustainable and resilient. All projects, no matter the scale or location, should seek to minimize the effect of more frequent and intense storm events by managing stormwater in creative ways. Introducing green street techniques such as Stormwater Best Management Practices to surface parking areas and open spaces will encourage infiltration and groundwater recharge, improve water quality and reduce the load on municipal servicing infrastructure.

4. Improve Community Connections

Improve connectivity by expanding pedestrian and cycling networks within the Meadowvale Neighbourhood and ensure that circulation for new development is permeable and complete.

Like many communities that were planned and developed during the 70's and 80's, the Meadowvale Neighbourhood anticipated that most trips would take place by private automobile. The pedestrian and cycling networks are extensive but currently highly reliant on the paths and trails within the parks and open space system. These active forms of transportation are well connected throughout most of the study area but there are gaps and cycling network expansions that future development and public capital projects can help to resolve.

Current approaches to street design emphasize safety, equity and access for the most vulnerable users. Streets are now thought of as places as well as functional routes. This approach should inform future thinking about streets and networks in the Meadowvale Neighbourhood as well as the entire City of Mississauga.

With redevelopment and street reconstruction, there is an opportunity to provide an expanded and safer pedestrian network, improve intersection design, introduce safe cycling facilities, improve transit access and operations, and introduce measures to manage congestion. An integrated approach to transportation that works together with public health and climate change initiatives will lead to more livable and resilient cities and create better connected and self-contained communities.

With the redevelopment of the Meadowvale Community Node and the nearby Meadowvale GO Major Transit Station Area (MTSA), it is anticipated that transit service will improve. The design of Meadowvale streets and public realm should ensure that active transportation connections to transit are convenient, comfortable and equitable.

5. Develop a Context Sensitive Built Form

New development should respect, complement and be compatible with adjacent buildings and spaces and contribute to a strong sense of place within the Meadowvale Neighbourhood.

The Meadowvale Neighbourhood contains distinct patterns and forms that contribute to a clear local area character. This neighbourhood structure is the result of a comprehensive master plan that considered the framework of streets and blocks, composition of buildings and open spaces, and distribution of land uses and building height.

New development should consider and respect its setting within the Meadowvale Neighbourhood and respond to the prevailing built form character and building design. Not all parts of the study area are the same, and neither should all future buildings be of identical type, form, or style.

New development should avoid disrupting coherent sections of the study area and respond respectfully to the existing built resources around it. Every project should improve and enhance the Neighbourhood, no matter the scale or intensity.

Furthermore, taller buildings have a greater responsibility to achieve design excellence given the attention that they attract and the locations where they exist now and in the future.

6. Transition Between Adjacent Neighbourhoods, Parks and Open Spaces

All new development in the Meadowvale Neighbourhood should be sensitive to surrounding established parts of the community and minimize impacts to Neighbourhoods, Parks and Open Spaces.

Most of the potential opportunity sites are adjacent to well-established low-density residential neighbourhoods or closely related to parks and open space features such as Lake Aquitaine.

For many of the opportunity sites, development will come in forms more intense than what currently exists. These

larger buildings should relate to their surrounding context, with a sensitive and graceful transition in scale to adjacent uses, especially to existing low-rise and mid-rise residential buildings, and public spaces.

New development should mindfully transition down in scale and intensity by applying angular planes from adjacent property lines and providing ample setbacks from existing low-density residential neighbourhoods and existing parks and open spaces. The tallest buildings should locate the furthest away from the adjacent uses, with all mid-rise and tall buildings subject to height limits and angular plane controls.

7. Provide Diverse Housing Choice

New development should improve the offer of housing to support independent living, a range of income and household types, and aging in place within the Meadowvale Neighbourhood.

The Meadowvale Neighbourhood was originally planned and developed to include a range of housing types, including single detached, semi-detached, townhouse and low and high-rise apartments. Meadowvale also offers a broad range of tenure options from freehold, condominium, rental, cooperative and other forms of assisted and non-profit housing. As the Neighbourhood evolves, the types and offer of housing should respond and adapt, to further improve access to affordable housing.

One of the primary issues raised by residents during the engagement activities for this study was related to housing affordability, in particular the ability to age-in-place and housing opportunities for young families. This is a message heard throughout the city and across Canada. To address the issue of housing that impacts everyone, “Making Room for the Middle: A Housing Strategy for Mississauga” is an effort that aims to foster a supportive housing environment that is affordable for all. It is a bold, innovative, and practical undertaking prepared with the assistance of experts from all levels of government and the private and non-profit sectors. Future development should contribute to this initiative to strengthen the Meadowvale Neighbourhood as a complete community.

8. Enhance Parking Environments

Diminish the impact of parking on the quality of the built environment in the Meadowvale Neighbourhood by encouraging its location behind buildings and in structures above or below ground, including more planting, and providing pedestrian amenities in surface lots.

Overall, the Meadowvale Neighbourhood was planned and developed with the private automobile as the primary means of getting around. As a result, it was also planned to accommodate their storage. Some of the current parking supply is provided in at-grade surface lots that occupy, in some instances, a substantial amount of the site.

Future development in the Meadowvale Neighbourhood should always seek to minimize the impact of vehicle movements and parking to create a more pedestrian-supportive environment, improve microclimate, mitigate environmental impacts, and more efficiently use available land. When surface parking is provided it should be located behind or to the side of developments, include safe and equitable pedestrian routes, and incorporate trees and other vegetation along with Stormwater Best Management Practices.

As Meadowvale evolves, a lesser amount of parking supply is anticipated as transit service improves and transportation trends continue towards reduced individual car ownership. Other uses such as enhanced planting and improved outdoor amenity spaces can benefit from these changes and contribute to the entire community.

CHAPTER 7.0
Testing of Options

Meadowvale Neighbourhood
Character Study
April 2021

7.0 TESTING OF OPTIONS

The study team tested a range of potential development options. These explorations were informed by the identification of opportunity sites, analysis of existing conditions, public engagement activities, and the development of the vision and guiding principles.

7.1 Recommendations Process

Following the identification of opportunity sites, an analysis of existing conditions, public engagement activities, and the preparation of the vision and guiding principles, the study team tested a range of potential development options. This exercise helped to visualize how the draft recommendations could impact various sites. It involved comparing existing conditions to as-of-right zoning permissions, as well as to context-sensitive approaches specific to the Meadowvale Neighbourhood, informed by the City of Mississauga's design guidance and by best practices.

For discussion purposes, focus was put onto four opportunity sites, representing different Official Plan land use designations. Different types of redevelopment were tested on each opportunity site including comprehensive and infill. These included options to convert commercial sites to mixed use and to infill areas around existing towers. Two development options for each of the four selected opportunity sites were prepared and demonstrated using 3-D modelling.

Key factors in defining the development options included where the sites were located in the study area, the relationship of existing and potential built form to streets, parks and open spaces, and the different rear and side transition conditions.

The development options, presented to the public at the February 2019 Community Meeting, was an exercise to visualize how the first draft of the recommendations could impact various sites and provide an opportunity for staff and community feedback.

Based on feedback received, the study team considered and refined the design parameters to better reflect the vision and guiding principles. These investigations were useful to confirm that opportunities for modest intensification and change is possible within the Meadowvale Neighbourhood. They demonstrate ways in which new development can be successfully inserted through context-sensitive built form and good site design.

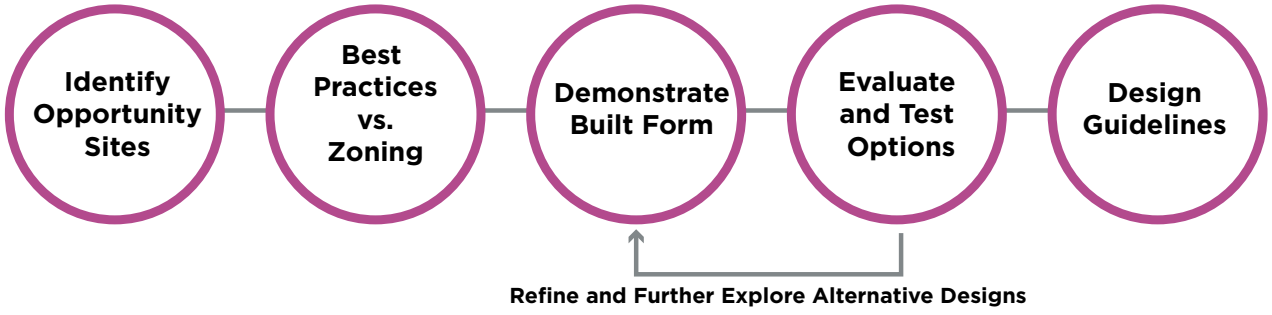

Figure 7.1 Recommendations process

Three examples of varied development options are illustrated to the right. The more detailed demonstrations are part of the appendix.

It is important to note that this process was not meant to be exhaustive. The development options are only examples of how the planning framework might be applied to individual sites. It could also be applied in a number of different ways, while still achieving the overall vision. As such, the options are meant for illustrative purposed only. Through the site development and review process, greater detail around building and public realm design will be determined.

The study team gained considerable insight through this iterative process. The need for a capacity study to provide guidance on overall height and density limits was identified, in addition to refining the urban design considerations. As a result of the process, the recommended Design Guidelines and changes to Official Plan policies are more detailed and advanced in nature, more context sensitive, and better reflect contemporary best practices.

Demonstration 1:
Infill around existing tower in a High Density Residential site.

Demonstration 2:
Commercial to Mixed-Use Redevelopment

Demonstration 3:
Comprehensive Redevelopment of a Medium Density site with a mix of Low-rise and Mid-rise buildings

Figure 7.2 The Demonstrations to the right shows new development within some of the selected opportunity sites as an example. It is presented for illustrative purposes only and are not the only potential outcome of the recommendations, which give flexibility for a number of different approaches.

7.2 Capacity Study

Following the initial testing of the design considerations on selected opportunity sites, a capacity study was undertaken to test servicing impacts on municipal and community infrastructure by the potential redevelopment of properties within the Meadowvale Neighbourhood. Potential impacts on the following infrastructure and services were examined: schools, water and wastewater, parkland, library, recreation, fire and transportation capacity.

Two scenarios considering moderate and high growth scenarios were tested. In order to consider a full built-out scenario, the redevelopment of the Meadowvale Community Node and all locations within the Neighbourhood that have potential for intensification (Opportunity Sites) was explored.

The study concluded that capacity is available for the majority of infrastructure and services under the moderate and high growth scenarios. In some cases, minor adjustments may be required such as school boundary changes and additions, upsizing or realigning existing local water mains and upgrading local sanitary sewers.

Both testing of the development options and the Capacity Study led to the final recommendations which resulted in additional height and FSI recommendations and the massaging of various urban design considerations.

Infrastructure Type		Moderate Growth Scenario	High Growth Scenario
Peel District School Board	Elementary	✓ Boundary changes and additions may be necessary.	✓ Boundary changes and additions may be necessary. In worst case situation, one new elementary school site may be needed within Community Node.
	Secondary	✓	✓
Region of Peel	Water	✓ Upsizing or realigning some existing local water mains may be necessary to address localized pressure issues.	✓ Upsizing or realigning some existing local water mains may be necessary to address localized pressure issues.
	Waste Water	✓ Sewer capacity sufficient within the Neighbourhood. For the Community Node, local sanitary sewer upgrades to may be required.	✓ Sewer capacity sufficient within the Neighbourhood. For the Community Node, local sanitary sewer upgrades to may be required.

Infrastructure Type		Moderate Growth Scenario	High Growth Scenario
Community Services	Parks	✓ The Neighborhood exceeds the standard parkland provision with a surplus of 11.78 hectares under the moderate growth scenario. The need for additional parkland will be assessed on a site-by-site basis to improve connectivity and ensure adequate access to parkland and park facilities.	✓ The Neighborhood exceeds the standard parkland provision with a surplus of 8.16 hectares for the high growth scenario. The need for additional parkland will be assessed on a site-by-site basis to improve connectivity and ensure adequate access to parkland and park facilities.
	Libraries	✓	An investigation into the need and community demand for additional library services would be triggered.
	Recreation	✓	✓
	Fire	✓	✓
Roads		Majority of intersections will operate at an acceptable level of service. 37 intersections analyzed – 1 in the morning peak and 4 in the afternoon peak are projected to experience high delays. In the afternoon peak, three out of the four intersections which are projected to experience high delays are as a result of traffic growth occurring in areas outside the study area, development of the three sites (2700 Aquitaine Ave, 6719 Glen Erin Drive and 6550 Glen Erin Dive) and the re-development of the Community node.	Majority of intersections will operate at an acceptable level of service. 37 intersections analyzed – 1 in the morning peak and 6 in the afternoon peak are projected to experience high delays. In the afternoon peak, three out of the 6 intersections which are projected to experience high delays are as a result of traffic growth occurring in areas outside the study area, development of the three sites (2700 Aquitaine Ave, 6719 Glen Erin Drive and 6550 Glen Erin Dive) and the re-development of the Community node.

Figure 7.3 Assessment Summary from Infrastructure Providers (August 2020)

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CHAPTER 8.0
Recommendations

Meadowvale Neighbourhood
Character Study
April 2021

8.0 RECOMMENDATIONS

The policies resulting from this study will apply to the entire Neighbourhood, although change is not anticipated to take place on all sites.

What Change Means for the Meadowvale Neighbourhood

The Meadowvale Neighbourhood, similar to other neighbourhoods throughout Mississauga, will experience a modest degree of change over time, such as infill, modifications to existing buildings, and comprehensive redevelopment at some locations. As defined in the City of Mississauga Official Plan, Neighborhoods differ from Intensification Areas (such as the Meadowvale Community Node), which speaks to where intensification and growth should occur. The policies resulting from this study will apply to the entire Neighbourhood, although change is not anticipated to take place on all sites. A few selected sites, called Opportunity Sites, were identified to evaluate the magnitude of change and the impact of proposed policies on development, where change was more likely to occur.

The Opportunity Sites were identified based on current land use and form of tenure These sites include apartments (rental and condominium), townhouses and low-rise apartments (rental and co-operative), places of religious assembly, and large and small commercial sites. Although these sites represent locations where development could most reasonably occur, it is important to note that many of these locations are not expected to redevelop due to other considerations such as economic viability, multiple ownership or other conditions.

Most of the change is anticipated on rental apartment and townhouse properties and larger commercial sites.

Where is Change Needed?

All neighbourhoods change and mature over time, which is healthy and anticipated to some degree. Today, the Meadowvale Neighbourhood is the result of a community master plan developed and built out over several years with clear design principles and a range of building types. The resulting built form contributes to an overall green and open character with generous sky views. It is currently made up of mostly low-rise buildings with tall buildings in specific locations in the study area and no mid-rise buildings. Recent development activity suggests infill and replacement of existing buildings with more compact forms in certain areas are possible.

Figure 8.1 The intent of this Study is to ensure that all development contributes to the Meadowvale Neighbourhood Character.

Mississauga's Zoning By-law and existing design guidelines provide adequate guidance for low and, for the most part, mid-rise buildings. Further, advice regarding creating a more sustainable, comfortable, safe and complete community is also available through existing design guidelines.

As Meadowvale continues to grow from its beginnings as a master-planned community, there is a need to define the next step in Meadowvale's evolution as a Neighbourhood with clear guidance on where and how change should occur. Updated and contemporary guidance for mid-rise and tall building design is important to ensure that taller and more compact building types positively contribute to the character of Meadowvale with minimal impact. Further, additional guidance is also required for subjects such as site design, pedestrian and cycling connections, and green design.

8.1 Character Sub-Areas

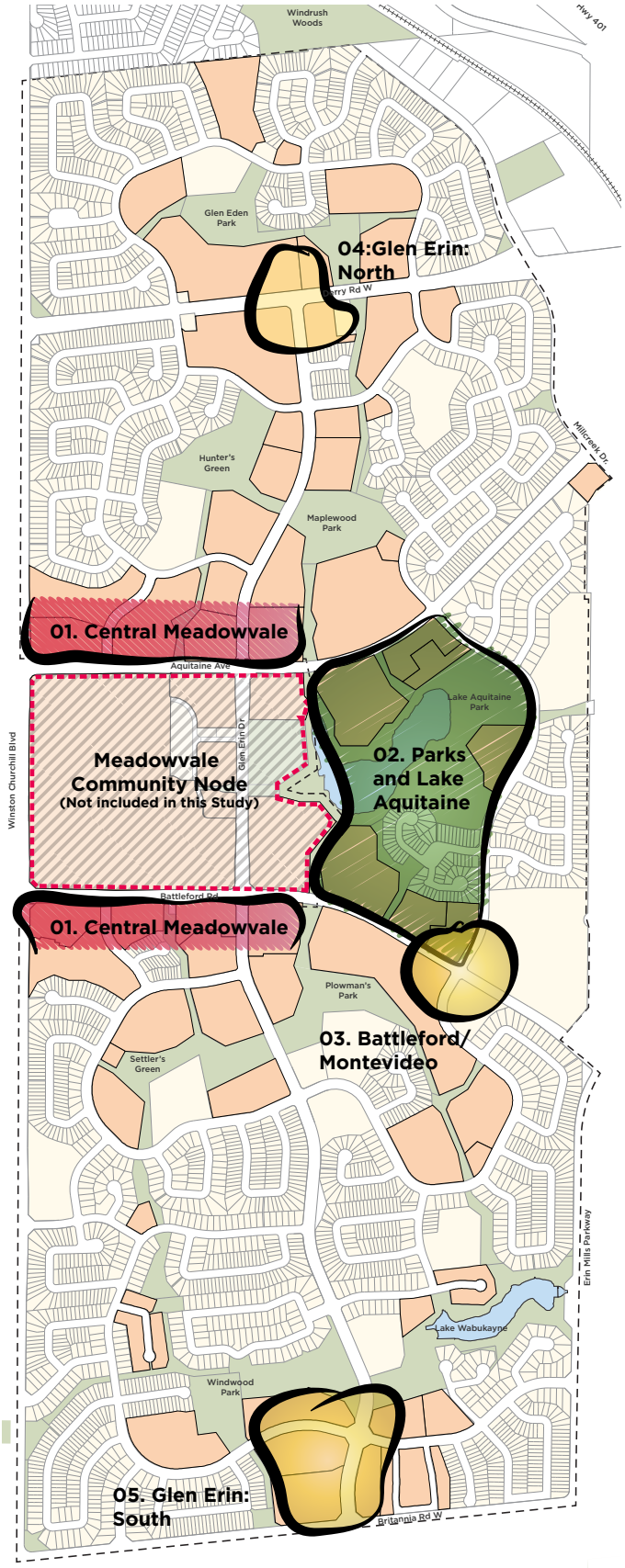
Meadowvale is identified as a Neighbourhood Character Area in the City's Official Plan, but it is not a singular, uniform place. It has a distinct neighbourhood structure with areas of differing densities and attributes. A deeper understanding of these areas' existing context and character will inform the recommendations. This study has identified sub-areas that establish a more fine-grained understanding of Meadowvale. In all, five sub-areas were identified through this study, as described to the right.

Central Meadowvale:
Properties located along Aquitaine and Battleford adjacent to the Meadowvale Node. Many of the existing buildings in this character sub-area are tall buildings with considerable setbacks from the street to create green, landscaped frontages. This sub-area is one of the most intensely developed parts of the Meadowvale Neighbourhood.

Parks and Lake Aquitaine:
Includes properties located on the park and lakeside of Aquitaine, Battleford, and Montevideo. This character sub-area includes mainly low-rise apartments and townhouses with four existing tall buildings on their own or mixed within low-rise developments. The low-rise buildings help to define street edges and frontages along with parks and green spaces. Taller buildings in this area are generously set back from both the lake and streets and substantially separated from one another.

Battleford/Montevideo:
Includes properties associated with the Performing Arts Centre and School as a civic focal point. Buildings are low-rise townhouses or institutional with no tall buildings at present.

Glen Erin North and South:
Includes properties associated with the intersections of Glen Erin Drive and Derry Road to the north and Glen Erin Drive and Britannia Road to the south. The built form includes low-rise residential, as well as tall buildings. Like the other sub-areas, low-rise buildings are closer to the street than the tall buildings. In both the north and south sub-areas, single-storey commercial plazas with a large amount of surface parking can be found.



Study Area

Meadowvale Community Node (Not included in the study area)

Study Sites

Opportunity Sites

Figure 8.2 Five Character Sub-

8.2 Site Organization

Organize the parts of each development—no matter the scale or complexity—to function well, respect the character and values of the Meadowvale community, and conform to the Official Plan and other plans and policies approved by the City.

Background

The site organization is the foundation for much of a project's design quality. This is evident in the existing arrangement of buildings and site elements in Meadowvale. Thoughtful relationships of built form to parks and open spaces, the placement of site access, surface parking, pathways, and the transition of built form towards green spaces all contribute to the character of Meadowvale that the community values highly. In addition, it is important to remember that Meadowvale is not a homogenous place, and the prevailing site organization conditions differ between sub-areas of the Neighbourhood.

The City should expect all proponents to conduct a thorough analysis of any development proposal, leading to a set of site-specific intentions or objectives upon which the scheme is based. These will cover such aspects as the project's fit within the Meadowvale context, environmental sustainability, microclimate (improving wind, rain, snow, and sun-shade comfort), parking standards, minimizing paved surfaces, best green practices, storm water management, and vehicular, cycling, and pedestrian circulation linkages of all types to, and through, the site.

Guidelines and Standards

- Position buildings to define and enhance the public realm.
- Organize buildings and other elements on a site to respect adjacent land uses and public open spaces and encourage, provide, and improve pedestrian and cycling linkages.
- Reduce the visual impact of surface parking and servicing entrances so that they do not dominate the street frontage of any development.
- Locate primary pedestrian entrances, so they are visible and easily accessible from the public sidewalk.
- New development should incorporate buildings with a front-facing orientation to public spaces.
- Encourage the location of entrances to grade-related units and lobbies along public streets.
- Discourage backyards and private areas facing streets and parks.
- Encourage well-planted landscape buffers between buildings and other buildings, streets, parks and open spaces.
- Introduce publicly accessible pedestrian and cycling connections from and through sites to adjacent parks and open spaces.
- Provide frequent mid-block pedestrian and cycling connections through infill and redevelopment sites where possible.

8.3 Built Form

Redevelopment within the Meadowvale Neighbourhood should reinforce the best qualities of the community.

Background

The original plan for Meadowvale envisioned a mix of building types and sizes. Where permitted, any new low-rise, mid-rise and tall building will help to shape the public realm, respect existing land uses and scale, and incorporate the most recent advances in sustainable building.

The design guidelines are intentionally not specific regarding architectural style to allow for the widest range of architectural flexibility and creativity. All new buildings should adhere to the City of Mississauga urban design and building design guidelines.

Guidelines and Standards

- Careful consideration of a building's massing; articulation of the façade, scale and proportion of elements; and selecting appropriate building materials are essential contributions to a successful public realm.
- The design and scale of building façades and sidewalks should be visually attractive, active, and comfortable to enhance the pedestrian experience at the ground level.
- Ensure design excellence in building design, including through the choice of materials, proportion and massing, colour and lighting.
- Use materials with a scale and finish appropriate to their use and location, especially for at-grade elements. Achieve a cohesive, finished appearance throughout building elevations.
- The scale, articulation, rhythm, proportion, pattern, colour, texture, and building's materials should complement adjoining buildings, existing and new.
- New buildings should represent their time, avoid nostalgia, and respond to their context in a sensitive manner.

8.4 Setbacks

New development should locate to frame and give shape to the public realm and reinforce the green and open landscape character of the Meadowvale Neighbourhood.

Background

Setbacks from property lines help to position buildings and other elements within their site and to improve the pedestrian experience. They can enhance the quality of the public realm or buffer ground level uses from the street. The use of setbacks increases the perceived public realm, provides the opportunity to improve landscape character and augments the sense of place when well designed.

As such, setbacks reinforce the vision for the study area, strengthen the green and open landscape character of Meadowvale, enhance retail uses (where permitted) and encourage pedestrian and cycling activities. Currently, properties within the study area enjoy generous and relatively consistent setbacks, which contribute to the charm of the Neighbourhood. Future development should respect and reflect this broad setback regime to reinforce a comfortable fit within the Meadowvale Neighbourhood.

Guidelines and Standards

- New development should build to the established setback/build-to line defined by the City of Mississauga Zoning By-law while also relating to its context and neighbouring buildings.
- Build-to lines should generally be 7.5m from the public right-of-way to allow for residential landscaping and retail commercial uses to make use of the street frontage for seating and displays.
- Buildings taller than 4 storeys (approximately 13.0m) in height, as referenced in the guidelines for mid-rise and tall buildings later in this chapter, may require deeper setbacks
- The setback for properties with residential uses at-grade should have a predominantly green landscape character.
- The setback for properties with retail commercial uses at grade should have a combination of hard surfaces and landscape plantings with direct pedestrian access to the building from the public sidewalk.
- All setbacks should be unencumbered with no below grade structures so that trees and other plantings can grow to a mature size.
- No parking or drive aisles are permitted within the front yard setbacks.

8.5 Vehicular Access, Parking and Servicing

Minimize the impact on the public realm of surface parking, vehicular circulation and access routes to parking and servicing.

Background

Future modest intensification of the Meadowvale Neighbourhood is an opportunity to reconsider the role of the private vehicle and the space it consumes. New development must balance the need for vehicle parking with the requirements of an active and healthy community.

Moving forward, new development should minimize surface parking and consider the design of parking and service areas as secondary to the public realm and primary site and building features. Projects should not include parking between buildings and the sidewalk. They should screen parking and service areas visible from adjacent streets or back onto residential properties with walls, fences and landscaping. Sites should provide adequate lighting to ensure safety and security. Larger parking lots should include planting islands to break up expanses of asphalt, while providing additional opportunities to introduce Low Impact Development techniques for storm water management.

Guidelines and Standards

- To minimize conflicts between vehicles and pedestrians:
  - » Provide vehicle access from a collector or local streets to the rear or side of buildings or, on large parcels, new internal streets; and,
  - » On larger sites, consolidate vehicular access to serve multiple buildings. Encourage shared access lanes and interior service courts.
- Minimize and generally limit the surface parking area where possible. Where surface parking (including visitor and accessible parking) is provided, locate the main parking area within the interior of the site and to the rear or side of buildings.
- All resident parking should be provided below ground, under buildings or landscaped courtyards.
- Structured above-grade parking can be considered where it is surrounded by active ground frontages and incorporates a landscaped green roof.
- For residential properties, surface parking is not permitted within the setbacks from primary street frontages.
- For properties with retail commercial uses at grade, surface parking is not permitted within the setbacks from primary street frontages and is encouraged to be located at the rear or side of the site.
- On-street parking should be provided wherever possible on local streets and serves several purposes: to help calm traffic and to supplement the overall neighbourhood parking supply.
- To facilitate an improvement in the modal split, the City should study how to reduce parking requirement standards for redevelopment as Meadowvale becomes better served by transit.
- Adequate public bicycle parking should be provided at or near building entrances for all buildings.
- Major redevelopment applications should be required to provide a Travel Demand Management (TDM) analysis. A TDM analysis should explore opportunities for reductions in parking, indicate before-and-after trip generation, and assess TDM initiatives such as bicycle parking, shuttle bus service to higher order transit stations, bus shelters, and priority parking for carpooling.
- Parking structures should be located to improve connections between buildings. If parking structures are connected to buildings, provide sheltered walkways either above or below grade. At-grade pedestrian walkways are discouraged.
- Pick-ups and drop-offs, loading and parking activity should be encouraged within properties wherever reasonable and practical to free up curbside space.
- Screen servicing and loading access from pedestrian walkways with fencing or landscape to provide a visual buffer and reduce noise impacts on adjacent properties. Locate waste and loading areas so that they are not visible from the public street. Screen or enclose them with materials similar to those used in the main building.

8.6 Transitions, Angular Planes and Buffer Edges

The interface between redevelopment sites and adjacent land uses should respect the character of the Meadowvale Neighbourhood and minimize adverse impact by creating a comfortable built form transition.

Background

As Mississauga evolves, much of the infill and redevelopment will come in different forms than in the past few decades. Mid-rise and tall buildings will integrate with lower scale buildings throughout the city. These larger buildings should relate to their surrounding context, with a sensitive and graceful transition in scale to adjacent uses, especially to existing low-rise residential neighbourhoods and public spaces such as parks and natural areas. Transitions in the form of setbacks, buffers or the application of angular planes will ensure context-sensitive design.

As a master planned community, Meadowvale initially defined where height and more intense development would occur. This original urban structure is still largely intact and will inform what happens next.

This study applies angular planes as a tool to manage built form transition. All properties should include transitions to public rights-of-way, and sensitive adjacent uses such as low-density residential, parks and open spaces. The tallest buildings should be located the furthest away from such adjacent uses, with all mid-rise and tall buildings subject to height limits and angular plane controls that may differ with context and geography.

Guidelines and Standards

- Development should provide built form transition to create a more liveable environment both in the public realm and in the buildings themselves while defining and distinguishing areas of a different character, intensity and planning context.
- Transition in scale should occur through geometric relationships and design methods in various combinations, including angular planes, stepping height limits, location and orientation of the building, the use of setbacks and step-backs of building mass, and minimum separation distances.
- Development should be required to demonstrate transition in scale when it is:
  - » of greater intensity and scale than the adjacent and surrounding planned context, with consideration for front, rear and side adjacencies;
  - » adjacent and nearby to lands that have a planned context that does not anticipate tall buildings; and
  - » adjacent to existing or planned parks and open spaces.
- The larger the difference in scale of development, the greater the need for transition.

- Development should accommodate transition within the site.
- All new buildings within the study area should be subject to angular plane performance standards. These planes apply to the transition of built form to adjacent uses, not for establishing the overall height of buildings.
- To ensure that light, views and privacy are maintained for adjacent low-density or medium-density residential neighbourhoods, as well as for parks and open spaces, design new buildings to incorporate transitional zones consisting of:

» A minimum 45-degree angular plane measured from the lot line of the nearest low density or medium density residential property, park or open space. The angular plane should begin at-grade along the lot line.

» Landscape or open space buffers, including parkland, where appropriate and possible. These buffers should extend no less than 7.5m from the lot line.

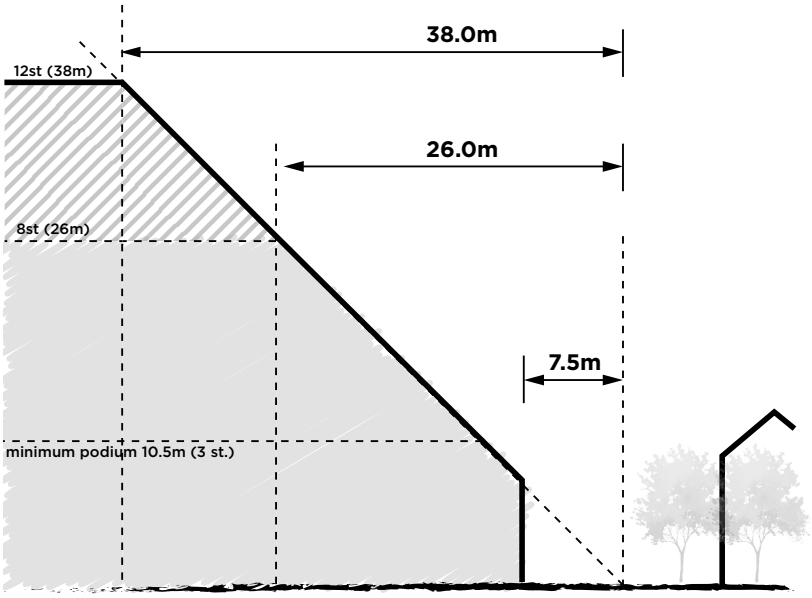


Figure 8.3 Proposed Rear Transition next to Low-Density Residential and Parks ad Open Space. Informed by Latest CoM UDG.

Note: When adjacent to Parks and Open Space, the 7.5m setback is a landscape buffer with no parking permitted above or below grade.

Figure 8.4 Existing property abutting low density residential (left) and abutting an open space (right)

8.7 Light, View, and Skyline

The massing of buildings should contribute to an interesting and varied skyline and maintain an adequate view of the sky from ground level that respects Meadowvale's traditions.

Background

The redevelopment and intensification of Meadowvale will include low-rise buildings along with mid-rise and tall buildings. Taller building forms should be designed with elegant proportions, fully integrated with their bases or podiums.

The height of mid-rise and tall buildings is only one of the dimensions influencing the ground level perception of their mass and bulk. Basic design standards are required to control buildings' spacing and proportion (width relative to height) to maintain sky views. Mid-rise buildings and podiums will step back above a street wall height informed by the prevailing low-rise built form in the Neighbourhood. Portions of tall buildings above the podium height should be designed as towers and articulated to reduce their perceived bulk and improve their contribution to the skyline. The separation between the tower elements should relate to the Meadowvale context, where existing tall buildings are spaced a greater distance apart than in other parts of Mississauga. This larger spacing contributes to the open character of the community, where views of the sky are one of the defining features.

Guidelines and Standards

- Locate the tallest buildings the furthest distance from low-rise neighbourhoods, parks, and open spaces.
- Orient tall buildings with elongated floor plates in a north-south alignment to reduce shadow impact.
- Locate tall buildings towards the south side of a block, so more of the shadow falls within the block than on the adjacent street.
- Where possible, stagger the location of tall buildings to minimize adverse environmental effects on adjacent development and the public realm, respect sunlight and sky view access, and mitigate pedestrian level wind speed.
- Design tall buildings with a clear and proportional articulation of podium, middle and top.
- Promote point tower—not slab tower—forms.
- Articulate the upper floors of mid-rise and tall buildings to reduce bulk and achieve a distinct skyline profile.
- Integrate the massing, articulation and materiality of rooftop penthouse elements into the overall building design to achieve a coherent architectural expression. Residential units may wrap the mechanical penthouse but must adhere to all built form guidelines.
- Maximum tall building height excludes the rooftop mechanical penthouse.
- The rooftop mechanical penthouse on a mid-rise or tall building should be screened from public view.
- Design visually interesting roofs and use non-reflective, low-intensity colours..

8.8 Low-Rise Buildings

As the prevailing typology in the Meadowvale Neighbourhood, the needs of low-rise residential buildings should inform site organization and built form, as well as the functional, spatial and aesthetic quality of the public realm.

Background

The Meadowvale Neighbourhood is currently composed of mostly low-rise residential buildings of up to 4 storeys (approximately 13.0m) in height. This scale of built form influences the neighbourhood's prevailing green and open character and pedestrian-supportive public realm. Low-rise residential buildings generally range from 2 to 4 storeys and are typically of wood frame construction.

Intensification and redevelopment in many of the potential opportunity sites will include low-rise residential building types that are compatible with more compact mid-rise and tall buildings. The City of Mississauga encourages a wide range of building types to provide diverse unit types and sizes to support a complete community. Low-rise residential uses may include singles, semis, duplexes, house-form apartments, walk-up apartments or stacked townhouses. Access to units is either directly from the public sidewalk or a central lobby, a common corridor or a shared courtyard.

Given the prevailing low-rise character of the existing neighbourhood, the current zoning related to low-rise buildings has informed what is present today. The City provides design guidance for low-rise building types, including townhouses (stacked and back-to-back), walk-up apartments, and multi-family dwellings to supplement zoning regulations.

All future buildings in the Meadowvale Neighbourhood, no matter the type or overall height, are informed by how low-rise buildings meet the ground and are organized on their site. The lower floors of mid-rise and tall buildings are subject to the same setback and transition controls as low-rise buildings. Angular planes for low-rise buildings from adjacent low-density residential areas, parks and open spaces, along with setbacks from streets, side and backyards, will apply to the lower floors of mid-rise buildings and tall building podiums. .

Guidelines and Standards

- All low-rise buildings in the Meadowvale Neighbourhood study area should adhere to the current zoning and the City of Mississauga's design guidance.
- The controls that define the placement, site organization, and massing for low-rise buildings should also inform the lower floors of mid-rise buildings and tall building podiums.

8.9 Mid-rise Buildings

The design, massing and arrangement of mid-rise buildings should mediate between the prevailing low-rise character of the Meadowvale Neighbourhood and taller building types, and help to shape a comfortable, generous and green pedestrian environment.

Background

Mid-rise buildings are a building typology with an urban sensibility that will play a considerable role in the evolution and intensification of Mississauga. Today, only three mid-rise buildings exist in Meadowvale, which are located within the Community Node. However, the introduction of this comfortable scale and form of the building affords the opportunity to support and strengthen the character of the Neighbourhood, broaden the type and mix of units, and provide higher densities without the need for taller buildings.

Mid-rise buildings in the Meadowvale Neighbourhood will primarily provide residential uses but can include a mix of uses at grade where permitted, such as in the Glen Erin North and South character sub-areas. Mid-rise buildings are typically constructed from concrete or steel frame with elevators, although timber frame construction is now possible up to six storeys in height.

The Official Plan indicates a maximum building height of 4 storeys (approximately 13.0m) on all lands within the Meadowvale Neighbourhood unless otherwise permitted by Meadowvale Character Area policies. This informs the base height for streetwall portions of mid-rise buildings and tower podiums before the addition of stepbacks.

Guidelines and Standards

- In the Meadowvale Neighbourhood study area, mid-rise buildings are not appropriate for all sites. The siting, massing, height and design of a building on one site is not necessarily a precedent for development on an adjacent or nearby site.
- The site organization and placement of mid-rise buildings should follow the same guidelines and requirements as low-rise buildings to ensure a consistent pedestrian scale and open green character within the Meadowvale Neighbourhood.
- In the Meadowvale Neighbourhood, buildings above 4 storeys (approximately 13.0m) and up to 8 storeys (approximately 26.0m) are considered mid-rise buildings.
- At the height of 4 storeys (approximately 13.0m), mid-rise buildings should have a minimum step back of 1.5 metres to achieve a discernible top to the streetwall and minimize shadow impact on the public realm. An additional 1.5 metre stepback is required at 6 storeys (approximately 20 metres).
- The minimum ground floor height for all mid-rise buildings should be 4.5 metres. The maximum length for all mid-rise buildings is 60.0 metres. Buildings approaching and exceeding 60.0 metres, should either be broken up physically or visually using building articulations that sufficiently differentiate the building mass so that it appears as separate building forms. This can include stepbacks, colour and material variations, and unique building elements.
- At the ground floor level, any setback zone should be treated as an extension of the public realm to provide additional outdoor space and landscaping opportunities, allow for at-grade uses to expand outdoors, and encourage street animation. Where permitted, ground floors for retail commercial uses should be universally accessible, articulated to respond to the human scale and to provide a good visual connection between interior spaces and the public realm.
- Where permitted, residential buildings should have grade-related units directly accessible from the public sidewalk to animate the street and provide a higher sense of security and ownership.

- Ground floor residential units are encouraged to have their principal entrance from local streets where feasible. Frequent residential entries are encouraged to create fine-grained, pedestrian-oriented streets.
- Where private courtyards and outdoor spaces are visible, these spaces should enhance and not detract from the pedestrian experience of the public realm.
- Larger buildings with shared entries, lobbies and central courtyards should face the street and be visually prominent. When viewed from the street, they should provide visual interest, orientation, and a sense of invitation.
- Provide multiple entries at street level where appropriate, if consistent with security and other concerns.
- Mid-rise buildings should be designed with a clear and proportional articulation of base, middle and top.
- Integrate the massing, articulation and materiality of rooftop penthouse elements into the overall building design to achieve a distinctive architectural expression of the upper portion of mid-rise buildings.

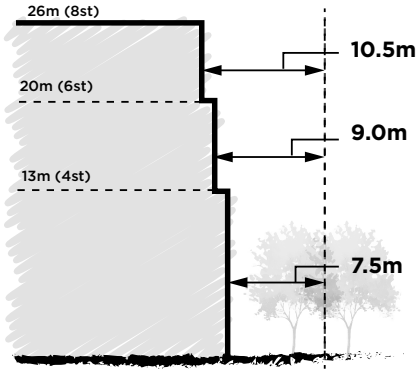


Figure 8.5 Proposed Setbacks

Note: When adjacent to Parks and Open Space, the 7.5m setback is a landscape buffer with no parking permitted above or below grade.

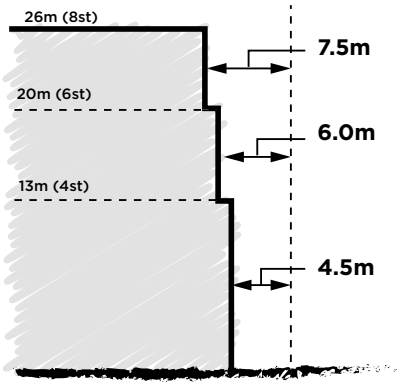


Figure 8.6 Proposed Minimum Distance to Internal Streets, Walkways an Mews

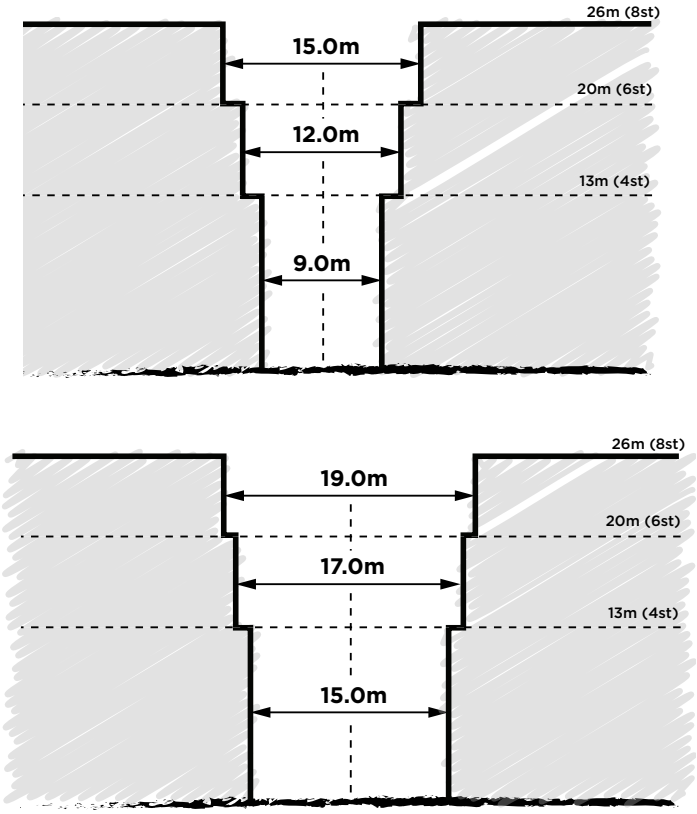


Figure 8.7 Proposed separation between Mid-rise buildings on same or adjacent sites.

(Left) Side Wall to Side Wall, with or without fenestration
(Right) Front Wall to Front Wall, Front Wall to Side Wall, with or without fenestration

8.10 Tall Buildings

Tall buildings have a greater responsibility to contribute positively to the community, given their scale, height and visibility. They were intended as focal points or landmarks in the original Master Plan for the Meadowvale Neighbourhood. For these reasons, it is critical that redevelopment that includes tall buildings not compromise the integrity of the City of Mississauga's Official Plan Urban Structure, have a negative impact on the surrounding public realm, or overwhelm adjacent uses.

Background

Tall buildings have always been part of the vision for Meadowvale. Their placement within the overall neighbourhood has related to the primary streets adjacent to and within the Community Node (Battleford Road, Aquitaine Avenue, and Glen Erin Drive), adjacent to Lake Aquitaine, and near the intersection of Glen Erin Drive with two major regional roads (Derry Road and Britannia Road). However, tall buildings are not appropriate for all parts of Meadowvale. The original Master Plan specifically situated tall buildings in key locations, and the City of Mississauga's Official Plan identifies the Meadowvale Node as an area of intensification, where additional tall buildings are anticipated and encouraged, more so than in the Neighbourhood.

Today in the Meadowvale Neighbourhood study area there are 14 tall buildings with an additional two tall buildings in the Meadowvale Community Node. Their height ranges from 10 to 18 storeys with an average height of 12 to 13 storeys. Over half of the current tall buildings are either 11 or 15 storeys in height. Recent development applications (approved and proposed) include new tall buildings ranging in height from 7 to 15 storeys, but only on sites where tall buildings currently exist. Beyond this recent activity, it is expected that modest proposals for additional tall buildings will come forward over time.

To ensure that new development reinforces the intent of the original Master Plan and supports Official Plan direction, all tall buildings are subject to controls for height, massing and bulk, transition and separation. The guidelines and standards that follow are informed by an understanding of the local context and neighbourhood character, City of Mississauga policy and design guidance, and best practices.

The podiums of tall buildings should serve a similar urban design purpose as a mid-rise building and include all of the qualities of mid-rise buildings by forming well-proportioned street walls that enrich the pedestrian experience and support public activities. Tall building podiums can include residential units, a mix of uses at grade (where permitted), or common amenity space. Podiums are often at the minimum mid-rise building height, but in Meadowvale may be taller to relate to the surrounding context. Tall building podiums are typically constructed from concrete or steel frame, the same as the tower portion of the tall building.

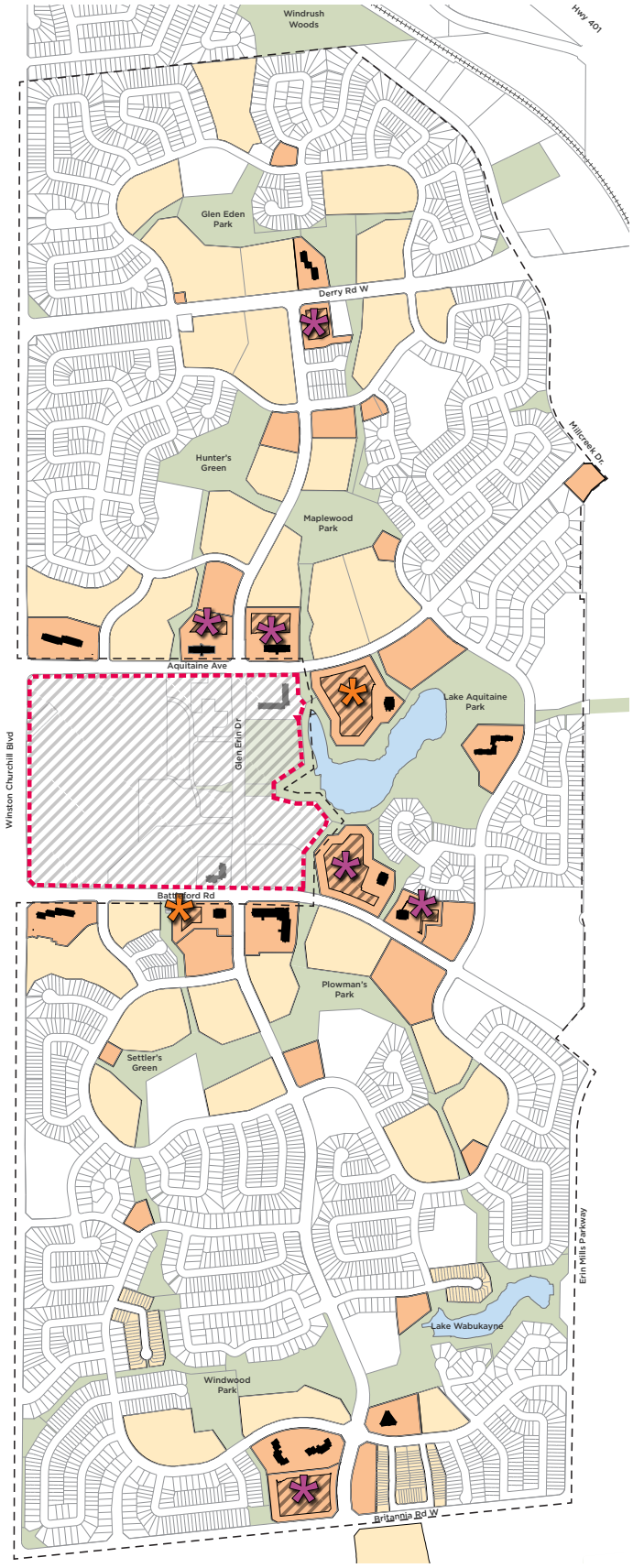


Figure 8.8 Where Tall Buildings Are Possible

Guidelines and Standards

- In the Meadowvale Neighbourhood study area, tall buildings are not appropriate for all sites. The siting, massing, height and design of a building on one site is not necessarily a precedent for development on an adjacent or nearby site.
- Buildings above 8 storeys (approximately 26.0 metres) in height are considered tall buildings. Where permitted, the maximum height for new tall buildings in the Meadowvale Neighbourhood study area is 12 storeys (approximately 38.0 metres). The maximum height doesn't include the mechanical equipment.
- Tall buildings should include a podium of no less than 3 storeys (approximately 10.5 metres) and up to a maximum of 6 storeys (approximately 20.0 metres) . The podium base is subject to a minimum 1.0-metre step back above 4 storeys (approximately 13.0 metres).
- Tall building podiums should follow the same guidelines and requirements as mid-rise buildings to ensure a consistent pedestrian scale and open green character within the Meadowvale Neighbourhood.
- The tower portion of tall buildings should be set back a minimum of 3.0 metres from the podium edge in all instances except the front setbacks for the Parks and Lake Aquitaine Sub-Area, Central Meadowvale Sub-Area and Glen Erin North and South Sub-Area.
- The tower portion of tall buildings should adhere to the following minimum front setbacks from the primary streets onto which they face:
  - » Central Meadowvale: 13.0m from the property line/public right-of-way.
  - » Parks and Lake Aquitaine: 13.0m from the property line/ public right of way.
  - » Glen Erin North and South: 13.0m from the property line/ public right of way.
- The maximum floorplate for tall buildings above the base building/podium should be 750 square metres Gross Floor Area (GFA). The City may consider potential exceptions for tower floorplates slightly larger than 750 square metres if the following conditions apply:
- The height of the building is 12 storeys (approximately 38.0 metres) or less.
- The proponent demonstrates that impacts on the public and private realm in terms of wind and shadow for the building are the same as if it were to have a tower floor plate size of 750 square metres.
- The development is for senior and/or affordable housing and follows the applicable City and Regional requirements.
- All parts of a tall building should be subject to angular plane transition controls, defined as a 45-degree angular plane taken from the rear and side property lines between low-density residential, parks and open spaces.
- The tower portion of a tall building must be no less than 40 metres from an adjacent tall building, measured above the podium base. Measurements should be taken from exterior walls or exterior edge of balconies, whichever is closer.

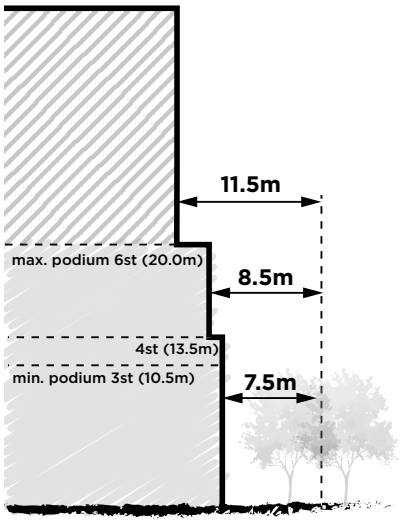


Figure 8.10 Proposed Tower Setbacks

Note: When adjacent to Parks and Open Space, the 7.5m setback is a landscape buffer with no parking permitted above or below grade.

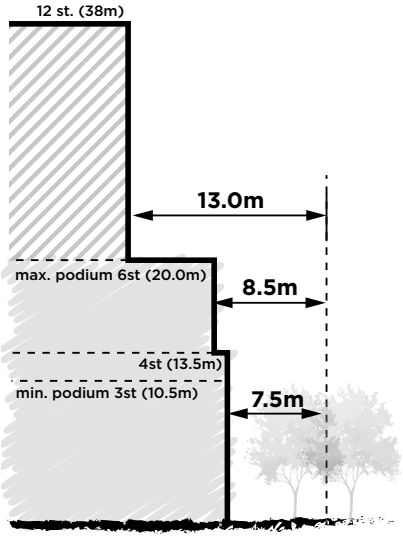


Figure 8.11 Proposed Tower Setbacks for Parks and Lake Aquitaine, Glen Erin North+South and Central Meadowvale Sub-Areas

Note: When adjacent to Parks and Open Space, the 7.5m setback is a landscape buffer with no parking permitted above or below grade.

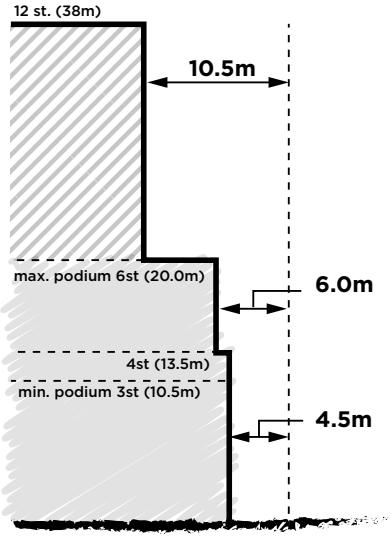


Figure 8.12 Proposed Tower Setbacks: Minimum Distance to Internal Streets, Walkways an Mews

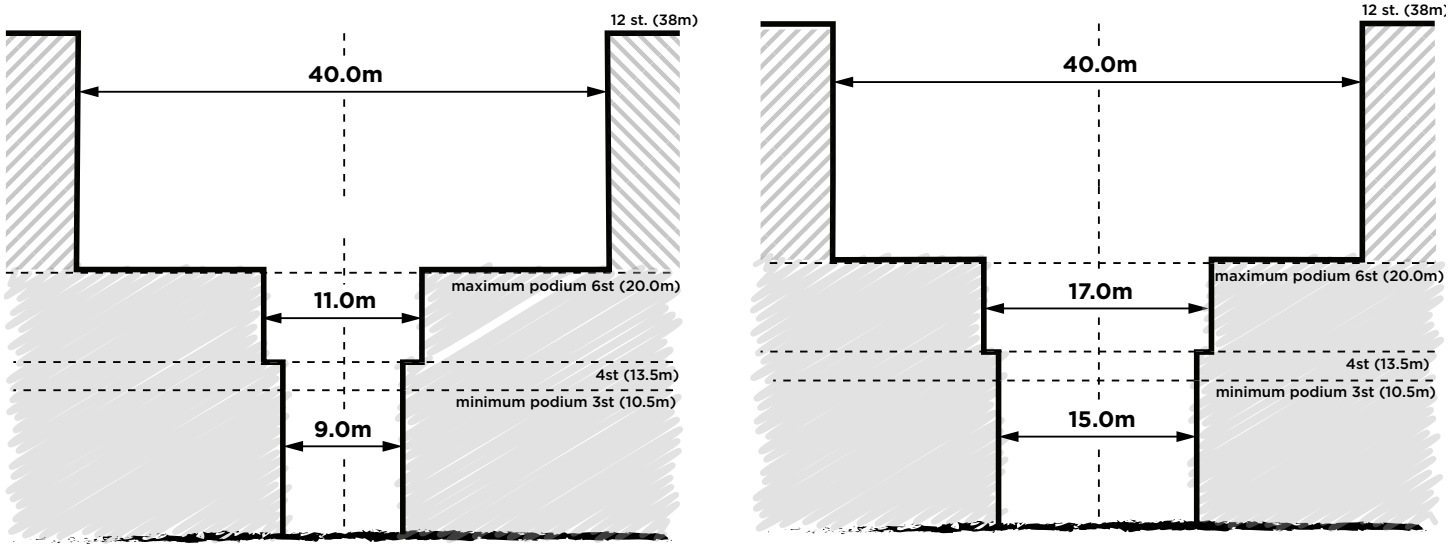


Figure 8.9 Proposed separation between Tall buildings on same or adjacent sites.
(Left) Side Wall to Side Wall, with or without fenestration
(Right) Front Wall to Front Wall, Front Wall to Side Wall, with or without fenestration

8.11 Density

Redevelopment densities should meet expectations for change in the Meadowvale Neighbourhood with the understanding that the City of Mississauga Official Plan identifies the Community Node as the area for intensification, not the Neighbourhood.

Background

The Meadowvale Community Node, identified as an Intensification Area by the City's Official Plan, will have a maximum density of 2.25x FSI; which is an increase over existing densities to stimulate reinvestment and redevelopment of a primarily low-rise retail commercial area. The Neighbourhood, which is not an Intensification Area, should have lower densities than the Node to ensure that the focus for redevelopment and intensification is appropriately distributed and the intent of the City's Structure is maintained.

The density recommendations are based on the results of the capacity study, built form modelling, existing precedents and context of the Meadowvale Neighbourhood in relation to the Community Node. The capacity study concluded that capacity is available for the majority of infrastructure and services (e.g. water and wastewater, roads, community facilities and parks, etc.) under the moderate (0.75x to 1.6x FSI) and high growth (1.0x to 2.0x FSI) scenarios. In comparison, recent development has generally led to a modest increase in existing densities, with approved FSI ranges between 1.4x to 2.1x FSI.

Guidelines and Standards

- A maximum overall density of 2.0x FSI is recommended for all the Residential High Density and Mixed Use within the study area.

8.12 Heights

Building heights in the Meadowvale Neighbourhood shall respond sensitively to its context and minimize the impact on adjacent properties by adhering to the recommended angular planes and transitions.

Background

The study area has a mix of building heights in the form of low-rises and tall buildings. As a master-planned community, the location of tall buildings is concentrated around arterial and collector streets, and are designated as Residential High Density in the Official Plan.

The varying building heights in the Neighbourhood provide a unique relationship between the built form, streets and open spaces. As Meadowvale continues to grow and change over time, building heights that are proposed through development should respect the character and scale of the Neighbourhood.

The new built form and height should ensure sunlight and sky views, and minimize shadows on the pedestrian realm.

The building heights are not intended as a standalone guideline, and are subject to the other design standards of this document.

Guidelines and Standards

- The maximum height of all buildings in the study area should adhere to the recommended angular plane and transitions.
- In the Meadowvale Neighbourhood, the maximum height for new tall buildings shall be 12 storeys (approximately 38.0 metres). The maximum height will only apply to Residential High Density and Mixed Use sites. For all other land use designations within the Neighbourhood, the existing maximum height of 4 storeys in the Official Plan will generally remain unchanged.
- Where infill is appropriate and desirable on sites designated Residential Medium Density in the Official Plan, explore opportunities to permit mid-rise buildings with heights of up to 8 storeys.

8.13 Building Design

New buildings in the Meadowvale Neighbourhood should respect and reinforce the character of the study area, incorporate durable materials and appropriately represent their moment in time.

Background

Building design guidelines provide direction for the expression and articulation of built form beyond the issues of mass and bulk. They cover ways in which a building should contribute to the public realm, and how it may appropriately respond to its immediate context and the planning policy for the Meadowvale Neighbourhood without prescribing a particular architectural style.

Future development should respect and fit within the prevailing low-density, residential character of the study area. Appropriate fit is determined by several key elements: the overall scale and design of the building, pedestrian experience at street level, frequency of entrances, transparency at street level and above, vertical rhythm of building elements, horizontal expression of floors and how they relate to adjacent properties, blank walls and when they transition, and the scale of uses at grade.

Below are key guidelines to consider. However, this list is not exhaustive. The City of Mississauga has existing guidance for several typologies that will inform the design of buildings. For more information, please refer to the primary guideline documents.

Guidelines and Standards

- New buildings should adhere to existing City of Mississauga Design Guidelines, as well as those additional guidelines proposed through this study.
- A transition is encouraged through the stepping back of the upper floors from the side property line, or through a change in materials and expression above the maximum streetwall.
- Buildings should include vertical articulation at a spacing and rhythm that reflects the prevailing character of the Neighbourhood. This dimension is informed by the scale of low-rise residential buildings, and generally ranges from 5 to 8m in width.
- The architectural composition of mid-rise and tall building elevations should express distinct base, middle, and top elements on all street facades.
- Side elevations that face onto a public street should be compatible with the primary street facade. New developments on corner sites should orient to both street frontages.
- For mid-rise and tall buildings, the expression of the lower floors is encouraged to relate to the prevailing low-scale residential character of the Neighbourhood.
- Buildings at view termini and corner sites should provide additional architectural emphasis. To emphasize the importance of these sites, modest exceptions to massing restrictions should be permitted to encourage designs that highlight their visual prominence.
- Materials used for additions should consider the principal materials of the existing building and present a unified design composition. Consider differentiating facade articulation between lower and upper floors.

8.14 Mobility Strategies

With redevelopment comes the opportunity to improve mobility in the Meadowvale Neighbourhood by creating a transportation system that shifts dependence away from the automobile, encourages active and healthy living, and supports a more accessible and equitable community.

Background

Like many master planned communities of its time, the Meadowvale Neighbourhood was designed for the automobile as the primary means of transportation. Streets were largely intended for cars, while an extensive network of paths through parks and green spaces was developed to encourage walking and cycling away from the arterial and collector roads.

As Meadowvale changes, it is important to support active transportation, especially for local neighbourhood trips that can easily be done by bike or on foot. This, in turn, will help to alleviate vehiclular congestion and support transit operations at the same time. To encourage walking and biking, the public realm must include safe and inviting facilities on streets, not only in the parks and open spaces.

Transit is another essential component in the creation of a walkable, sustainable community. As the Node becomes the focus for redevelopment, the Neighbourhood will benefit from improvements to transit frequency and number of routes. Further, future planning for the Meadowvale GO Major Transit Station Area may lead to better regional transit service; and upgraded connections for walking and cycling to the GO station should be considered.

The focus of the study was on land use and built form issues, and as such as comprehensive transportation review was out of scope. However, the City of Mississauga has several current and planned initiatives related to street planning and design which address the issue. The City's Vision Zero Plan, Changing Lanes and Transit and Road Infrastructure Plan will collectively provide direction for how to create a safe, accessible, equitable and beautiful road network in Meadowvale and throughout Mississauga.

Guidelines and Standards

- Introduce new pedestrian paths and walkways into development sites that connect to adjacent parks and open spaces.
- Introduce additional and enhanced signalized pedestrian crossings at intersections where warranted to improve pedestrian movement and safety.
- Provide clear signage for pedestrians and cyclists as part of the overall movement network.
- Introduce bike parking facilities on all public streets at key destinations to promote cycling as a mode of transportation.
- Encourage at-grade sheltered bike parking as part of every new development.
- Improve access and, where possible, service, to local and regional transit stops and stations.
- Introduce new street furniture and amenities at all transit stops in the Meadowvale Neighbourhood to support current and future ridership.

8.15 Housing Choice and Affordability

New infill and redevelopment should improve the quality and quantity of housing in the Meadowvale Neighbourhood with a range of unit sizes and levels of affordability to better serve a growing and evolving population.

Background

One of the primary issues raised by residents during the engagement activities for this study was related to housing affordability, in particular the ability to age-in-place and housing opportunities for young families. Meadowvale is primarily a low-density community with some taller buildings, the range of unit types, sizes, and forms of ownership have not kept up with the requirements of an aging population or the challenges of affordability.

As housing costs continue to increase and the Neighbourhood evolves through upgrades to aging buildings and new infill developments, it important to maintain and create new affordable housing.

Currently more than one third of households in Meadowvale rent and almost one third of households spend more than 30% of their income on shelter costs, which is considered unaffordable. The City introduced Rental Protection By-law 0121-18 and Demolition Control By-law 45-19 preserve and/or replace the existing stock of purpose-built rental with units of comparable size and level of affordability throughout the city. Any new infill developments on rental sites within the Meadowvale Neighbourhood should strive to preserve or replace a portion affordable housing.

While substantial change is not anticipated in the broader low-rise housing community, additional housing may be provided through the development of additional second units and, as recently directed by the provincial government, the introduction of accessory dwelling units. This type of infill will utilise existing infrastructure without largely impacting the existing visual character of the neighbourhood. These units can allow residents to age in place and provide opportunities for families. The Region of Peel's second unit program may also allow homeowners to qualify for grants towards the creation of legal second units in their existing homes.

Guidelines and Standards

- Apply the strategies and actions identified in Making Room for the Middle Housing Strategy and Action Plan.
- Expand the range of housing options present in the community in terms of housing type, tenure and affordability.
- Preserve and/or replace affordable rental units with units of comparable size and level of affordability.
- Provide a portion of affordable housing in new infill developments.
- Gently increase density through second units and accessory dwelling units as directed by the Province.

8.16 Retail Retention

Redevelopment of the Meadowvale Neighbourhood will require a balance of residential and non-residential uses to remain a complete and healthy community.

Background

Neighborhood retail has a significant influence on community health. The convenient availability of goods and services is a key factor when choosing a place to live and places that lack suitable retail are at a disadvantage. Without strong retail, communities are at risk: existing residents may choose to leave, and potential new residents may choose to live somewhere else.

The original Master Plan for Meadowvale identified key locations where non-residential uses would best serve the community. The Node, centred around the mall, is the focal point. Three other locations where retail uses are concentrated are around the periphery of the Neighbourhood, adjacent to higher order roads. Within the low-density residential area are several convenience commercial sites that offer another scale of retail within walking distance for many.

As Meadowvale changes over time, it is important to retain these areas as destinations within the community. Doing so will encourage a broader mix of retail offerings, support different types of businesses, and encourage walking and biking for shorter trips as an alternative to driving.

Guidelines and Standards

- Policies should require that existing non-residential floor area be replaced within each site as they redevelop.
- Preserve and strengthen the role of the Meadowvale Community Node as a focus of retail activity.
- Preserve and strengthen non-residential floor area in the redevelopment of all mixed-use and Convenience Commercial sites.
- Locate and orient new or replacement retail to contribute to the animation of streets and public spaces. For example, locate retail on the ground floor of mixed-use buildings along existing arterial roads or internal main streets.

8.17 Community and Cultural Benefits

Community services and facilities are an important part of building a complete Meadowvale. The City of Mississauga Official Plan establishes and recognizes that the provision of, and investment in, community services and facilities supports neighbourhoods that are healthy, liveable, safe and accessible.

Background

In Meadowvale, community services and facilities are located throughout the Neighbourhood and within the Community Node. Schools, daycares, libraries, human services, community theatre and other public gathering spaces are important parts of the Meadowvale community. As the Node and Neighbourhood evolve, the functionality of the existing facilities will also change. The offering of services and facilities should keep in step with the needs of a growing and diverse population.

Guidelines and Standards

- Strengthen policies to reinforce the importance of the Community Node as the centre of Meadowvale, where intensification is accompanied with community and cultural benefits and spaces are accessible to persons of all abilities, incomes and ages. Some of these services may take place in other parts of the Neighbourhood but the focus should be on the Node.
- Ensure that redevelopment is accompanied by local benefits, such as community facilities, affordable housing, public realm improvements, civic spaces and parks, and increased connectivity.
- Schools should be planned to keep pace with changing needs by maximizing existing infrastructure and co-locating services in community hubs where possible.
- Work with the school board to identify opportunities to include child care facilities in schools.
- Pursue opportunities to co-locate child care with other community facilities (such as recreation centres, places of Worship and libraries) or to secure new child care facilities that are integrated into new development as part of the planning approval process.
- As growth occurs, maintain/preserve/replace space for community-based organizations to ensure that communities continue to have access to programs, services and places to worship
- Monitor the needs of residents as the area develops to determine the timing and delivery of new and enhanced community infrastructure.

8.18 Sustainability and Resilience

New development should improve the overall environmental quality of the Meadowvale Neighbourhood and minimize ecological impacts.

Background

Of great interest in the Meadowdale Neighbourhood is the potential cumulative impacts of urban development on the integrity of Mississauga's environment.

Meadowvale's green character and its emphasis on parkland, especially around the two lakes, reflects the original master plan's intent to introduce sustainable landscape approaches into community development. Today, far more is possible to advance green design principles.

There are several opportunities to promote environmentally sustainable built form through the redevelopment process. Whether through more efficient site planning, pedestrian-focused and transit-oriented urban form, improved building materials, reduction of water usage and storm water runoff, or microclimatic amelioration, these techniques and more can influence the quality of life for everyone.

New developments are encouraged to incorporate the actions and directions outlined in the City of Mississauga Climate Change Plan, Living Green Master Plan, and the Green Development Strategy. These documents define environmental sustainability principles that projects should follow from the early design phase through to implementation.

All new buildings should incorporate leading environmental standards for design and construction processes. These may cover energy efficiency, environmentally-friendly materials, systems and processes such as locally produced or recycled building materials, solar energy systems, heat recovery, geothermal energy, roof top gardens, zero ozone depletion refrigerants, thermally-efficient glazing, high efficiency heating systems, passive cooling systems, zone-controlled lighting, heating and cooling, light reflective surfaces, waste control and life cycle cost consideration, to the extent that such systems and processes are required and being implemented within the City of Mississauga.

Building design should minimize the impact of wind and shadow on adjacent neighbourhoods and parks and buildings should be articulated to intercept or diffuse wind at the pedestrian level. Setbacks for high-rise buildings above the base should sufficiently mitigate negative wind down draft.

Increasing the extent of permeable surfaces in urban areas can reduce the demand on constrained infrastructure and minimize impacts on natural hydrological systems. Street trees and other landscape elements should be included in all redevelopment efforts to help regulate air temperature, intercept rainfall and minimize storm water runoff. Stormwater should be retained on site where possible, with the inclusion of stormwater retention ponds, cisterns and detention basins. Grey water should be used for irrigation and other non-potable uses where required and permitted.

In the long term, issues such as water quality, natural heritage, energy conservation and use of sustainable materials should become integral to overall project design. Improving the street network and revisiting extensive paved surfaces served by conventional stormwater drainage systems will lead to a more sustainable and resilient Meadowvale.

Guidelines and Standards

- Require wind and shadow technical reports for all buildings higher than the mid-rise building height limit.
- Consider:
  - » Advancing the City's Green Development Strategy Climate Change Plan and its Living Green Plan to ensure green building and site development standards are achieved.
  - » The adoption of minimum standards for on-site energy generation from renewable sources.
  - » The adoption of standards for on-site stormwater retention and release.
  - » The creation of a green roof strategy for new development.
  - » The development of innovative techniques for stormwater management within public rights-of-way.

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CHAPTER 9.0
Implementation

Meadowvale Neighbourhood
Character Study
April 2021

9.0 IMPLEMENTATION

This section outlines the mechanisms and approaches to support the implementation of the recommended planning and design framework.

The previous section establishes a comprehensive set of recommendations with supporting rationale to guide change, through infill and redevelopment, in Meadowvale's built environment. This section outlines the mechanisms and approaches to support the implementation of the recommended planning and design framework, which include:

- Mississauga Official Plan
- Meadowvale Neighbourhood Character Area Urban Design Guidelines
- Zoning By-law 0225-2007

9.1 Mississauga Official Plan

The Official Plan includes general policies that address many of the issues raised by the recommendations. Section 16.16, Meadowvale Neighbourhood Character Area, is a part of the Plan that allows a further level of detail to be provided regarding Meadowvale's character and provides the opportunity to create a layer of Meadowvale-specific policies refined to reflect it.

The recommendations made by this study have potential to be implemented through revisions both to general Official Plan policies and policies pertaining specifically to the Meadowvale Neighbourhood Character Area.

General Considerations for the Official Plan

This study was one of the first conducted by the City of Mississauga to examine the intensification potential of a Non-Intensification Area. Although its recommendations were made with the Meadowvale Neighbourhood Character Area in mind, many have broader applicability to other Neighbourhoods or the city as a whole. The City of Mississauga should use the opportunity of its Official Plan Review to consider the right place for the implementation of the study's recommendations: general Official Plan policies, Meadowvale-specific Official Plan polices, or Urban Design Guidelines.

An example of how the study might lead to a broader reconsideration of the Official Plan's policies follows. Many of the Official Plan's more detailed policies on tall buildings are included in Section 9.2.1 Intensification Areas. Section 9.2.2 Non-Intensification Areas has a policy that tall buildings will generally not be permitted, while establishing requirements for new development and development along Corridors. Mid-rise buildings are not specifically addressed in the Official Plan. A particular focus of this study has been

the conditions under which tall or mid-rise buildings can be developed in a Non-Intensification Area in a way that respects neighbourhood character. In considering how the recommendations of this study should be implemented, it is likely that some of the existing policies that pertain to tall buildings in Intensification Areas should pertain to tall buildings in Non-Intensification Areas. Some of the policies that pertain to tall buildings also pertain to mid-rise buildings. Restructuring some of policies and their organization within the Official Plan might mean that some of the study's recommendations can be addressed in the Plan's general policies, rather than those policies applying only to the Meadowvale Neighbourhood Character Area.

Considerations for Meadowvale-specific Official Plan Polices

The Official Plan includes broad-stroke policies of general applicability. The Meadowvale Neighbourhood Character Area policies of Section 16.16 allow for policies that respond specifically to local context.

There are a number of instances, where the study's recommendations have been tailored to the Meadowvale context and should apply only to that area. It is recommended that Section 16.16 of the Mississauga Official Plan be amended to reflect the findings and recommendations of this report, taking the following into consideration:

- A "Context" section should be added, which describes the elements essential to the character of Meadowvale and outlines how infill and redevelopment can happen in a manner that reinforces the positive qualities of the neighbourhood, while ameliorating those aspects that need improvement.

- While the recommendations address all forms of infill and redevelopment in the Meadowvale Neighbourhood Character Area, a particularly important contribution is clarifying the development potential of lands designated Residential High Density and Mixed Use. The height and density limits included in the recommendations for these designations should be included as policy.

- The recommendations also include other standards that are important in ensuring that built form in the Residential High Density and Mixed Use designations respect the character of the area and transition to surrounding lower density uses and the public realm. These policies address setbacks, angular planes, step backs, minimum ground floor height, maximum building length and minimum building and tower separations. In determining the level of detail to be included the Official Plan's Meadowvale Neighbourhood Character Area policies, the planning framework must be considered as a whole: general Official Plan policies, Meadowvale-specific policies, and Urban Design Guidelines.

- The Guidelines will be the most detailed and specific, but allow some interpretation due to their place outside of the Official Plan. The Official Plan policies may be more general, but, in their totality, support the Urban Design Guidelines as an implementation tool. The level of detail included within the Official Plan policies, and particularly the inclusion of specific numeric standards, must be evaluated based on the benefit of having some flexibility in the standard.

- There are certain instances in which the study's recommendations represent a higher standard or requirement than that included in the general Official Plan policies. These standards should be included in Section 16.16. An example of such a policy, is the requirement that existing non-residential floor area be replaced 1:1 within each site as they redevelop.

- Some existing policies in Section 16.16 will be superseded by new policies. These policies include: 16.16.1.1, related to built form transitions. Site specific policies and site specific densities included in Map 16-16 should be reviewed in light of the study's recommendations.

9.2 Meadowvale Neighbourhood Character Area Urban Design Guidelines

This study establishes:

- A description of character of the Meadowvale neighbourhood;
- A vision and guiding principles which establish how the neighbourhood should change over time; and
- Guidelines and standards, with a supporting rationale, for the implementation of the vision and guiding principles.

It is recommended that the content of this study be incorporated into Urban Design Guidelines for the Meadowvale Neighbourhood Character Area that provide detailed direction on how infill and redevelopment can be appropriately accommodated.

The Urban Design Guidelines should be endorsed by Council as guidance on the interpretation and implementation of Official Plan policies in the Meadowvale Neighbourhood Character Area context. Official Plan policies would in turn provide the basis in policy for the implementation of the Urban Design Guidelines.

9.3 Zoning By-law 0225-2007

The City of Mississauga may elect to update its Zoning By-law to incorporate the study recommendations through infill exception regulations. Alternatively, the in-force zoning could remain. Any development application that requires a Zoning By-law amendment, especially those that represent an increase in height or density, would have to demonstrate that it fulfills the intent of the Official Plan policies as further detailed in the Urban Design Guidelines.

APPENDICES

Meadowvale Neighbourhood
Character Study
April 2021

A. ZONING-BY-LAW

This Appendix includes:

- A chart summarizing the zoning categories within the study area and the general permissions within these zones
- Zoning maps 46W and 54W, which cover the study area
- A map of the soft sites within the study area, plus an accompanying table describing the zoning for these sites
- A map of the development sites within the study area, plus an accompanying table describing the zoning for these sites.
- Natural areas (2018) within the study area.

Table A1: General Permissions by Zoning Category

Zoning Category	General Permissions
R	R zoning permits detached dwellings.
RM	RM permits detached dwellings, semi-detached dwellings, townhouse dwellings, street townhouse dwellings, triplexes, and horizontal multiple dwellings.
RA	RA zoning permits apartments, long-term care buildings, and retirement buildings.
OS	OS zoning permits open space for passive recreational, active recreational, stormwater management, and cemetery uses.
G	G zoning permits a limited range of uses specific to the protection of people and property from flooding and erosion hazards, and the protection of natural features. In some areas, additional permitted uses include bird sanctuaries, golf courses, garden parks, art displays, and conservation areas.
C	C zoning permits a variety of retail, service, office, hospitality, motor vehicle service, entertainment/recreation, residential (apartment or dwelling unit above the first storey of a commercial building) uses.
D	D zoning recognizes vacant lands not yet developed and/or permits the use that legally existed on the date of passing of this By-law, until such time as the lands are rezoned in conformity with the MOP.

A1. Zoning By-law Maps 46W and 54W.

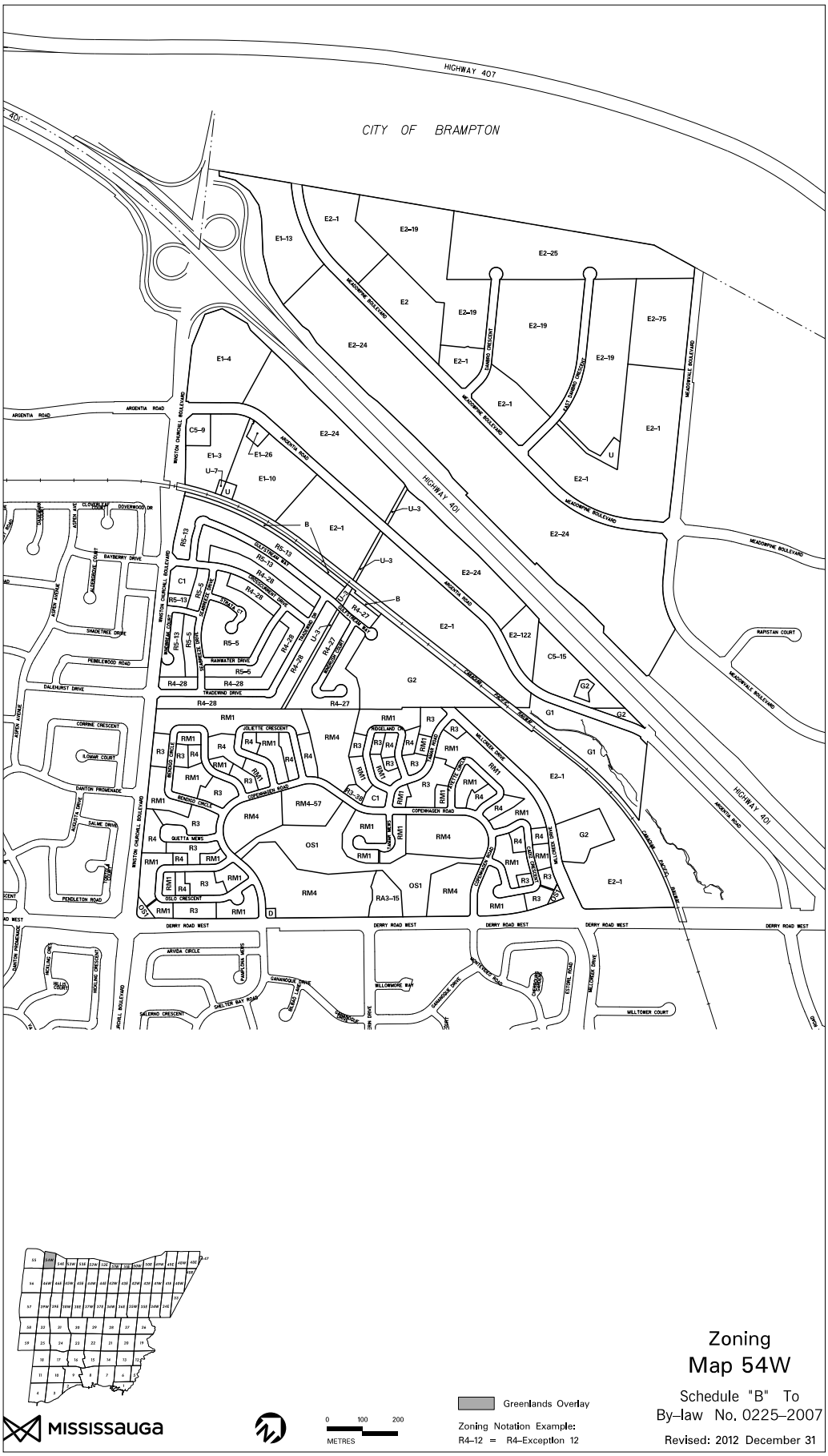
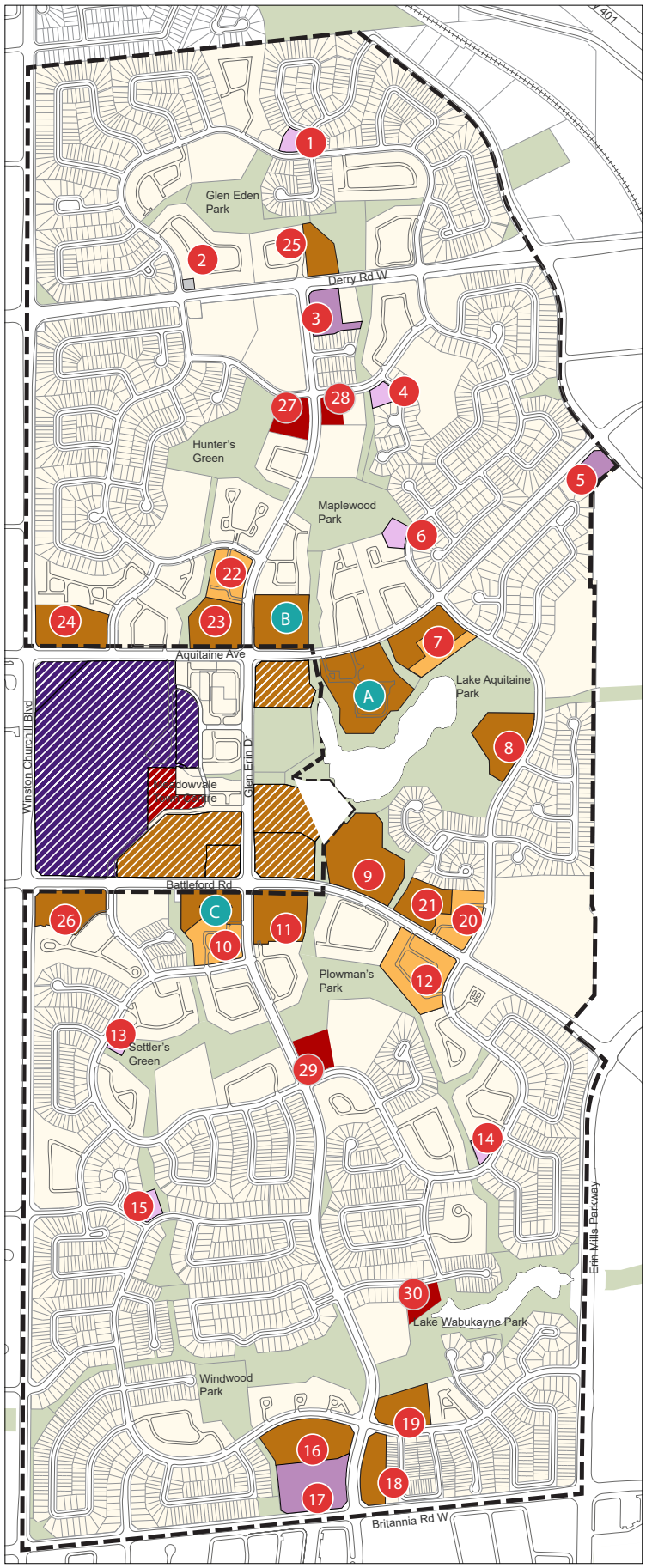

HIGHWAY 407
CITY OF BRAMPTON
HIGHWAY 401
MEADOWPINE BOULEVARD
MEADOWVALE BOULEVARD
ARGENTIA ROAD
WINSTON CHURCHILL BOULEVARD
JOHN MILTON WAY
DERRY ROAD WEST
COPENHAGEN ROAD
WILLOWBANK TRAIL
RAPSTAN COURT
MILLTOWER COURT
Zoning
Map 54W
Schedule "B" To
By-law No. 0225-2007
Revised: 2012 December 31
Greenlands Overlay
Zoning Notation Example:
R4-12 = R4-Exception 12
METRES
MISSISSAUGA

Table A2: Soft Site Zoning

#	Zone	Height	Density	Setbacks	Notes
1	C1	Sloped roof: 10.7m and 2 storeys Flat roof: 9.0m and 2 storeys	Maximum GFA 2,000 m2	Front: 4.5m Side (exterior): 4.5m Side (interior abutting residential): 6.0m Side (interior abutting any other zone): 4.5m Rear (abutting residential): 6.0m Rear (abutting any other zone): 4.5m	
2	D	Not applicable	Not applicable	Not applicable	
3	C1	Sloped roof: 10.7m and 2 storeys Flat roof: 9.0m and 2 storeys	Maximum GFA 2,000 m2	Front: 4.5m Side (exterior): 4.5m Side (interior abutting residential): 6.0m Side (interior abutting any other zone): 4.5m Rear (abutting residential): 6.0m Rear (abutting any other zone): 4.5m	
4	R3-38	10.7m	Maximum lot coverage: 35%	Front (interior lot): 7.5m Front (corner lot): 6.0m Side (exterior): 6.0m Side (interior): 1.2m + 0.61m for each additional storey or portion thereof above 1 storey Rear (interior lot): 7.5m Rear (corner lot): 3.0m	The only permitted use is day care.
5	C1-10	Sloped roof: 10.7m and 1 storey Flat roof: 9.0m and 1 storey	Maximum GFA 585m2	Front: 8.0m Side (interior - easterly): 3.5m Side (interior - westerly): 3.0m Rear: 3.0m	
6	C1	Sloped roof: 10.7m and 2 storeys	Maximum GFA 2,000m2	Front: 4.5m Side (exterior): 4.5m Side (interior abutting residential): 6.0m Side (interior abutting any other zone): 4.5m Rear (abutting residential): 6.0m Rear (abutting any other zone): 4.5m	



Study Area

X Sites with the potential for change and intensification

Apartments (Rental and Condo)

Townhouse Sites (Rental and Co-operatives only)

Large Retail Commercial Site

Medium Retail Commercial Sites

Small Retail Commercial Sites

Other Small Site

Places of Worship

X Sites with Approved Development

Potential sites in the Community Node, outside of Study Area

A2. Soft Sites in the Study Area.

#	Zone	Height	Density	Setbacks	Notes
7	RA1	13.0m and 4 storeys	0.9 FSI	Front: 7.5m Side (exterior): 7.5m Side (interior): 4.5m Rear: 7.5m Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m	
	RM4	10.7 m and 3 storeys		From a front and/or side wall of townhouse dwelling to an internal road, sidewalk or visitor parking space: 4.5m From a front garage face to an internal road or sidewalk: 6.0m From a side wall of townhouse dwelling to a side wall of another dwelling: 3.0m From a side wall of townhouse dwelling to an internal walkway: 1.5m From a rear wall of townhouse dwelling to a side wall of another dwelling: 10.0m From a rear wall of townhouse dwelling to a rear wall of another dwelling: 15.0m From a rear wall of townhouse dwelling to an internal road or walkway: 7.5m	
8	RA3-4	38.0 m and 12 storeys	1.3 FSI	Side (exterior): ranges between 7.5m and 10.5m depending on height of that portion of the building Side (interior): ranges from 4.5m to 9.0m depending on height of that portion of the building Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m Rear: ranges from 7.5m to 15.0m depending on height of that portion of the building Rear (abutting Apartment, Institutional, Office, Commercial, Employment, or Utility Zone): 4.5m Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m	

#	Zone	Height	Density	Setbacks	Notes
8	RA1-32	13.0m and 4 storeys	0.9 FSI	Front: 7.5m Side (exterior): 7.5m Side (interior): 4.5m Rear: 7.5m Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m	Only permitted use is day care.
9	RA4-32	56.0 m and 15 storeys	1.0 FSI	Front and side (exterior): ranges from 7.5m to 10.5m depending on height of that portion of the building Side (interior): ranges from 4.5m to 9.0m depending on height of that portion of the building Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m Rear: ranges from 7.5m to 15.0m depending on height of that portion of the building	Additional permitted use: Townhouse dwelling
10	RM4	10.7 m and 3 storeys		From a front and/or side wall of townhouse dwelling to an internal road, sidewalk or visitor parking space: 4.5m From a front garage face to an internal road or sidewalk: 6.0m From a side wall of townhouse dwelling to a side wall of another dwelling: 3.0m From a side wall of townhouse dwelling to an internal walkway: 1.5m From a rear wall of townhouse dwelling to a side wall of another dwelling: 10.0m From a rear wall of townhouse dwelling to a rear wall of another dwelling: 15.0m From a rear wall of townhouse dwelling to an internal road or walkway: 7.5m	

#	Zone	Height	Density	Setbacks	Notes
11	RA3	38.0 m and 12 storeys	1.0 FSI	Side (exterior): ranges between 7.5m and 10.5m depending on height of that portion of the building Side (interior): ranges from 4.5m to 9.0m depending on height of that portion of the building Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m Rear: ranges from 7.5m to 15.0m depending on height of that portion of the building Rear (abutting Apartment, Institutional, Office, Commercial, Employment, or Utility Zone): 4.5m Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m	
12	RM4	10.7 m and 3 storeys		From a front and/or side wall of townhouse dwelling to an internal road, sidewalk or visitor parking space: 4.5m From a front garage face to an internal road or sidewalk: 6.0m From a side wall of townhouse dwelling to a side wall of another dwelling: 3.0m From a side wall of townhouse dwelling to an internal walkway: 1.5m From a rear wall of townhouse dwelling to a side wall of another dwelling: 10.0m From a rear wall of townhouse dwelling to a rear wall of another dwelling: 15.0m From a rear wall of townhouse dwelling to an internal road or walkway: 7.5m	

#	Zone	Height	Density	Setbacks	Notes
13	RM4-61	10.7 m and 3 storeys		From a front and/or side wall of townhouse dwelling to an internal road, sidewalk or visitor parking space: 4.5m From a front garage face to an internal road or sidewalk: 6.0m From a side wall of townhouse dwelling to a side wall of another dwelling: 3.0m From a side wall of townhouse dwelling to an internal walkway: 1.5m From a rear wall of townhouse dwelling to a side wall of another dwelling: 10.0m From a rear wall of townhouse dwelling to a rear wall of another dwelling: 15.0m From a rear wall of townhouse dwelling to an internal road or walkway: 7.5m	Only permitted use is day care.
14	C1	Sloped roof: 10.7m and 2 storeys Flat roof: 9.0m and 2 storeys	Maximum 2,000 m2	Front: 4.5m Side (exterior): 4.5m Side (interior abutting residential): 6.0m Side (interior abutting any other zone): 4.5m Rear (abutting residential): 6.0m Rear (abutting any other zone): 4.5m	
15	C1	Sloped roof: 10.7m and 2 storeys Flat roof: 9.0m and 2 storeys	Maximum 2,000 m2	Front: 4.5m Side (exterior): 4.5m Side (interior abutting residential): 6.0m Side (interior abutting any other zone): 4.5m Rear (abutting residential): 6.0m Rear (abutting any other zone): 4.5m	

#	Zone	Height	Density	Setbacks	Notes
16	RA3	38.0 m and 12 storeys	1.0 FSI	Side (exterior): ranges between 7.5m and 10.5m depending on height of that portion of the building Side (interior): ranges from 4.5m to 9.0m depending on height of that portion of the building Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m Rear: ranges from 7.5m to 15.0m depending on height of that portion of the building Rear (abutting Apartment, Institutional, Office, Commercial, Employment, or Utility Zone): 4.5m Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m	
17	C2	Sloped roof: 20.0m and 4 storeys Flat roof: 16.5m and 4 storeys	Maximum 12,000m2	Front: 4.5m Side (exterior): 4.5m Side (interior abutting residential): 6.0m Side (interior abutting any other zone): 4.5m Rear (abutting residential): 6.0m Rear (abutting any other zone): 4.5m	
18	RA1	13.0m and 4 storeys	0.9 FSI	Front: 7.5m Side (exterior): 7.5m Side (interior): 4.5m Rear: 7.5m Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m	

#	Zone	Height	Density	Setbacks	Notes
19	RA3	38.0 m and 12 storeys	1.0 FSI	Side (exterior): ranges between 7.5m and 10.5m depending on height of that portion of the building Side (interior): ranges from 4.5m to 9.0m depending on height of that portion of the building Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m Rear: ranges from 7.5m to 15.0m depending on height of that portion of the building Rear (abutting Apartment, Institutional, Office, Commercial, Employment, or Utility Zone): 4.5m Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m	
20	RM4	10.7 m and 3 storeys		From a front and/or side wall of townhouse dwelling to an internal road, sidewalk or visitor parking space: 4.5m From a front garage face to an internal road or sidewalk: 6.0m From a side wall of townhouse dwelling to a side wall of another dwelling: 3.0m From a side wall of townhouse dwelling to an internal walkway: 1.5m From a rear wall of townhouse dwelling to a side wall of another dwelling: 10.0m From a rear wall of townhouse dwelling to a rear wall of another dwelling: 15.0m From a rear wall of townhouse dwelling to an internal road or walkway: 7.5m	

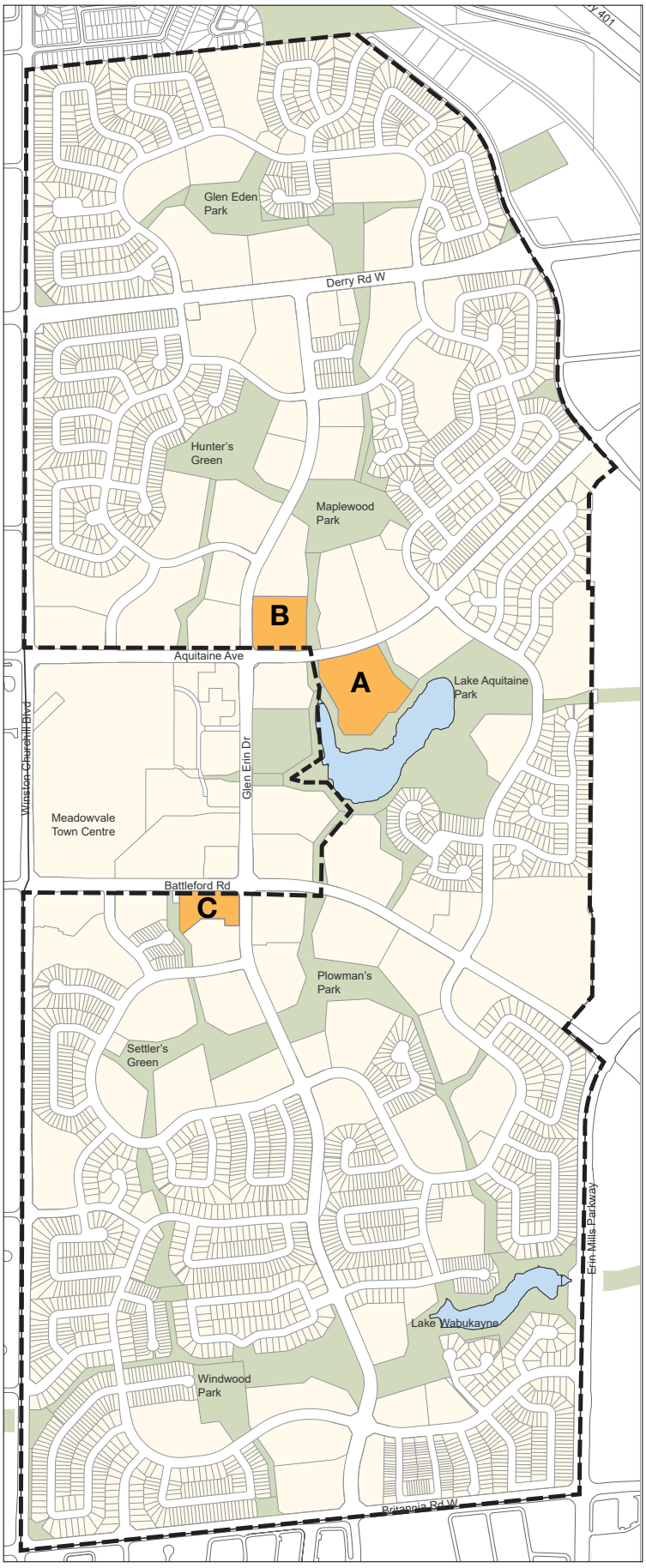
#	Zone	Height	Density	Setbacks	Notes
21	RA4-4	56.0 m and 18 storeys	Minimum FSI 1.0 Maximum FSI 1.3	Front and Side (exterior): ranges from 7.5m to 10.5m depending on height of that portion of the building Side (interior): ranges from 4.5m to 9.0m depending on height of that portion of the building Rear: ranges from 4.5m to 15.0m depending on height of that portion of the building Rear abutting Apartment, Institutional, Office, Commercial, Employment or Utility: 4.5m Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m	
22	RM4	10.7 m and 3 storeys		From a front and/or side wall of townhouse dwelling to an internal road, sidewalk or visitor parking space: 4.5m From a front garage face to an internal road or sidewalk: 6.0m From a side wall of townhouse dwelling to a side wall of another dwelling: 3.0m From a side wall of townhouse dwelling to an internal walkway: 1.5m From a rear wall of townhouse dwelling to a side wall of another dwelling: 10.0m From a rear wall of townhouse dwelling to a rear wall of another dwelling: 15.0m From a rear wall of townhouse dwelling to an internal road or walkway: 7.5m	

#	Zone	Height	Density	Setbacks	Notes
23	RA3	38.0 m and 12 storeys	1.0 FSI	Side (exterior): ranges between 7.5m and 10.5m depending on height of that portion of the building Side (interior): ranges from 4.5m to 9.0m depending on height of that portion of the building Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m Rear: ranges from 7.5m to 15.0m depending on height of that portion of the building Rear (abutting Apartment, Institutional, Office, Commercial, Employment, or Utility Zone): 4.5m Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m	
24	RA3	38.0 m and 12 storeys	1.0 FSI	Side (exterior): ranges between 7.5m and 10.5m depending on height of that portion of the building Side (interior): ranges from 4.5m to 9.0m depending on height of that portion of the building Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m Rear: ranges from 7.5m to 15.0m depending on height of that portion of the building Rear (abutting Apartment, Institutional, Office, Commercial, Employment, or Utility Zone): 4.5m Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m	

#	Zone	Height	Density	Setbacks	Notes
25	RA3-15	10 storeys	Minimum FSI 0.5 Maximum FSI 1.0	Side (exterior): ranges between 7.5m and 10.5m depending on height of that portion of the building Side (interior): ranges from 4.5m to 9.0m depending on height of that portion of the building Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m Rear: ranges from 7.5m to 15.0m depending on height of that portion of the building Rear or interior side lot line (abutting Apartment, Institutional, Office, Commercial, Employment, or Utility Zone): 4.5m Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m	
26	RA4-4	56.0 m and 18 storeys	Minimum FSI 1.0 Maximum FSI 1.3	Front and Side (exterior): ranges from 7.5m to 10.5m depending on height of that portion of the building Side (interior): ranges from 4.5m to 9.0m depending on height of that portion of the building Rear: ranges from 4.5m to 15.0m depending on height of that portion of the building Rear abutting Apartment, Institutional, Office, Commercial, Employment or Utility: 4.5m Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m	
27	RM4-58 (PRA)	10.7m		Minimum setback of a parking area to Residential Zone/to an abutting lot in a Residential Zone is 4.5 m Rear: 7.5m Front: 18m Side: The lesser of the height of the building or 15% of the width of the lot.	Lands zoned RM4-58 shall only be used for the following: 1. Places of Religious Assembly 2.Day Care
28	RM4-58 (PRA)	10.7m			
29	R3 (PRA)	10.7m			
30	R3 (PRA)	10.7m			

Table A3: Development Sites Zoning

#	Address	Zone	Height	Density	Setbacks	Notes
A	2700 Aquitaine Avenue	RA4-47	56.0m and 18 storeys	1.6 FSI	Front and side (exterior): ranges from 7.5m to 10.5m depending on height of that portion of the building Side (interior): ranges from 4.5m to 9.0m depending on height of that portion of the building Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m Rear: ranges from 7.5m to 15.0m depending on height of that portion of the building	Additional permitted use: Horizontal multiple dwelling
B	6719 Glen Erin Drive	RA4-45	56.0m and 18 storeys	Maximum GFA 25,300 m^2	Front and Side (exterior): ranges from 7.5m to 10.5m depending on height of that portion of the building Side (interior): ranges from 4.5m to 9.0m depending on height of that portion of the building Rear: ranges from 4.5m to 15.0m depending on height of that portion of the building Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m	Additional permitted uses: Townhouse dwelling, Horizontal multiple dwelling All lands zoned RA4-45 considered one lot.
C	6550 Glen Erin Drive	RA4-1	56.0m and 18 storeys	1.0 FSI	Front and side (exterior): ranges from 7.5m to 10.5m depending on height of that portion of the building Side (interior): ranges from 4.5m to 9.0m depending on height of that portion of the building Any interior lot line abutting detached or semi-detached: 7.5m + 1.0m for each additional 1.0m of building height exceeding 10.0m to a maximum setback of 25.5m Rear: ranges from 7.5m to 15.0m depending on height of that portion of the building	



A3. Development Sites in the Study Area.

B. DEMONSTRATION PLAN

To visualize the intention of the Meadowvale Neighbourhood Character Area recommendations, the Study Team developed Demonstration Plan massing model. The Demonstration shows new development within some of the selected opportunity sites as an example, but not necessarily for all individual sites. The demonstrations were developed as a way to understand the implications of the urban design on the context.

The Demonstration Plan is not a Master Plan. It is presented for illustrative purposes only and not the only potential outcome of the recommendations, which give flexibility for a number of different approaches.

Further, we want to stress that a demonstration on a particular property does not provide any greater permissions that those not tested.

The built form tests takes an aggressive approach to not underestimate potential change; not every site tested will necessarily redevelop.

Demonstration Model: Site 1
Infill Around Existing Tower

This site is a rental 18-storey apartment building with a 2-storey parking structure and surface parking. It is next to parkland, low density residential and townhouses. Vehicle access is from Battleford Road. The site includes a landscape buffer from streets and adjacent uses.

The demonstration explores possible infill opportunities for the site with combination of a tall building and townhouses fronting the street, with the assumption that parking would relocate below grade. Built form is shaped to respect the adjacent uses and strengthen the relationship with the streets and open spaces.

Demonstration Model: Site 2
Commercial to Mixed-Use Redevelopment

This neighbourhood retail centre is one of the two medium sized commercial properties within the Study Area. It includes a grocery store and other services with surface parking. It is adjacent to parkland and high-density residential properties and address two major streets.

A tall building is across Britannia Road to the southeast. The demonstration explores possible comprehensive mixed-use redevelopment with a range of building types and heights. Given its location at the Glen Erin South Sub-Area, tall buildings are considered appropriate. Retail uses would be retained.

Demonstration Model: Site 3
Comprehensive Redevelopment

This townhouse development is currently a rental property with surface parking. Its location across from the Meadowvale Theatre and West Credit Secondary School make it an attractive site for potential redevelopment and intensification. Given its location on the southside of Battleford east of the Community Node, it is not an appropriate site for tall buildings.

C. PUBLIC ENGAGEMENT

This Appendix includes three reports that summarize the engagement summary with the community in each study phase.

It also includes the four demonstrations, which illustrated how the recommendations could be applied to various site typologies.

Meadowvale Neighbourhood Character Study
Phase 1 What We Heard Summary

DRAFT

Introduction

Overview
From September to October 2017, the City of Mississauga conducted the first phase of a community engagement process that involved hundreds of Meadowvale residents, visitors and stakeholders about the future of the Meadowvale neighbourhood.

The goal of the Meadowvale Neighbourhood Character Study (the study) is to develop a policy framework that will guide future growth and compatible development in the area. Stakeholders were asked about their experiences within the area and about what physical features were important to them to maintain or enhance as their community evolves.

How we engaged?
Over a period of two months, people were able to learn about the study and provide feedback through a community workshop, an online survey, an online idea forum and interviews within the community.

The Meadowvale Neighbourhood Character Study team used various techniques to build awareness of and promote input into the project. Some techniques used included door-to-door mail drop, on-street mobile signs, posters in prominent locations within the community, and a digital engagement platform featuring a suite of digital tools, including social media, digital signage, e-blasts and media advisory.

Community Workshop, September 13th 2018

We received feedback from over 200 people. Participants were asked about two topics:

1. **Experience:** How do you experience the Meadowvale study area (what do you do in the area; how do you get around; what are the key physical features in the area)?
2. **The Future:** What features in the area are important and should be maintained? Which physical features could be enhanced?

Participants were provided with aspects of the neighbourhood to consider when answering the questions:

- **Public Places:** Streetscapes, parks, open spaces, lakes, gathering spaces, vegetation (trees and shrubs)
- **Land Uses:** Residential, commercial (Meadowvale Town Centre and small plazas), community services and facilities (community centre, library, school, theatre)
- **Access and Connectivity:** Trails, pathways, local streets, arterial roads, mid-block connections, connections to other areas outside of the neighbourhood)
- **Built form:** Building typologies: houses, townhouses, apartments, heights, densities

Interviews in the Community, September 13th and October 24th, 2018

Snapshot of What We Heard:

What participants love about Meadowvale:

- The 'village' feel
- The natural beauty of the parks and open spaces
- The openness between buildings
- The interconnected trail system
- The people and community

What participants think could be improved:

- More affordable housing types for young families and for residents to 'age in place'
- Increased gathering spaces for social activities
- Enhanced community services and facilities as intensification occurs
- Improved transit connectivity and separated bike lanes

What We Heard

Themes

Feedback centered around four key themes:

Built Form

- The openness and sky-views between buildings should be preserved and considered for new development;
- Excellent architectural design of new housing should be ensured;
- Heights and densities around parks and open spaces should be limited to maintain beauty and openness;
- New developments should incorporate greening opportunities, such as rooftop gardens and community gardens;
- Adequate parking for all uses should be provided.

Public Places

- The natural beauty of the parks and trail system is greatly valued and should be maintained and enhanced;
- The mature trees are identified as important and an aspect that should be maintained in the neighbourhood;
- The community centre and library are well used and valued and should be maintained and/or enhanced.
- There should be opportunities to incorporate more places to gather and host activities/events.

Land Use

- There is desire for mixed housing types and affordability that can accommodate mixed communities, with options for young families and seniors to 'age in place.'
- The City must ensure the appropriate supports for schools and community services with intensification.
- Small-scale retail should be enhanced within the retail plazas.

Access/Connectivity

- Improved lighting and winter maintenance is needed for the trail system;
- Separated cycling lanes (separate from pedestrian paths) are needed within the trail system;
- Parking is greatly valued and should be maintained;
- Improved walkability by widening sidewalks and providing midblock connections should be a priority;
- Increased connectivity to the GO station is needed.

Next Steps

On November 3, 2018, the City of Mississauga in partnership with consultants DTAH and Gladki Planning Associates are leading a bus tour and design charrette to workshop how the draft vision and guiding principles can be applied to the areas within the Meadowvale neighbourhood which could be intensified: townhouse, apartment and retail area sites.

Meadowvale Neighbourhood Character Study

Phase 2 What We Heard Summary

January 2019

Contents

Introduction

Overview

The goal of the Meadowvale Neighbourhood Character Study (the study) is to develop a policy framework that will guide future growth and compatible development in the area. The study is being conducted in three phases:

Phase 1 – Understand Meadowvale/Establish Guiding Principles
Phase 2 – Explore and Confirm Ideas
Phase 3 – Synthesis and Final Report

In Phase 1, the study team conducted background research regarding the Meadowvale area which included extensive public engagement. Through Community Workshop #1, an online survey and interviews with the community, we spoke with over 200 people about their experiences within Meadowvale and what they value about the area.

In November and December 2018, the City of Mississauga completed Phase 2 of the study. Using information gathered in Phase 1, the study team developed draft guiding principles and identified four site typologies representative of the Meadowvale neighbourhood that could be considered for redevelopment. In Phase 2, participants were asked to comment on the draft guiding principles and to explore various redevelopment possibilities for the four site typologies.

Community Workshop #2 participants on the walking tour, November 3, 2018

How We Engaged in Phase 2

On November 3rd, 2018, approximately 30 residents participated in Community Workshop #2 which included a guided bus and walking tour of the Meadowvale area, a presentation, and a design charrette. Subsequent to the Community Workshop, seven residents contributed feedback via an online survey.

Draft Guiding Principles:

1. Strengthen Meadowvale's Identity
2. Build a Compatible Built Environment
3. Encourage a Context Sensitive Built Form
4. Create Green, Safe and Attractive Streets and Public Spaces
5. Transition to Adjacent Neighbourhoods, Parks and Open Spaces
6. Provide Diverse Housing Choice
7. Improve Connectivity
8. Improve Parking Environments

Typologies under consideration:

- Townhouse
- Retail
- Mixed Townhouse and Tower
- Tower in the Park

Summary of What We Heard

1. Maintain appropriate transitions to adjacent land uses

- Setbacks and landscape buffers should be used to promote positive transitions between commercial and residential properties, as well as between various types of residential development (ie. townhouses, towers, and detached houses)
- Incorporate building stepbacks and podiums within mid-rise and tall building designs to ensure appropriate transitions to lower density development, to parkland and green areas and, in some cases, to the street
- Preference for new buildings to transition up away from the street to the middle of the site and back down to any adjacent existing lower density residential uses
- Heights should always transition away from adjacent parkland and green areas

2. Maintain consistency with existing setbacks and separation distances between buildings

- Consistency with existing setbacks and separation distances between buildings were seen as important to maintain access to sky views and to limit shadow impacts

3. Minimize shadow impact of all new development on existing development and open spaces

4. Maximize access to sky views

5. Maintain, protect, enhance and expand existing network of open spaces and trail network

- When new development is being considered, additional open space and an expanded trail network are desirable

6. Improve pedestrian and cycling connections throughout Meadowvale

- Provide safe pedestrian and cycling access to and through the parks and trail system
- Prioritize pedestrian and cycling access to residential and commercial properties and public amenities
- Incorporate pedestrian friendly designs that are accessible
- Cycling infrastructure should be improved and expanded (e.g. new connections, bicycle parking)

7. Encourage mixed use development of commercial properties

- In the redevelopment of commercial properties, developments should be designed with retail/office at grade and residential above
- Maintain some of the retail function of the site in order to continue to provide goods and services to the local community

8. Reduce the size and impact of parking

- Provide underground parking for residents whenever possible
- Surface parking is unattractive, however some spaces may be maintained to provide access for visitors and for those with accessibility issues/ mobility needs
- If above grade parking structures are necessary, they should be screened from view
- Ensure developments have sufficient parking
- Surface parking lots could be potential sites for infill development

9. Incorporate sustainable, green site and building features in all new developments such as green roofs, permeable paving, bio-swales and terraces

Community Workshop #2 Overview

On Saturday, November 3, 2018, the City of Mississauga, DTAH, and Gladki Planning Associates (the consultant team) hosted the second community workshop for the Meadowvale Neighbourhood Character Study. The day consisted of a guided bus and walking tour, a presentation, and a design charrette. Approximately 30 residents participated in the day. Councillor Saito also attended, provided welcoming remarks and contributed to table discussions.

The purpose of the workshop was to:

- Present findings from Phase 1 (including What We Heard)
- Re-introduce elements defining the existing character (through the presentation and the bus and walking tour)
- Present and collect feedback on a draft set of guiding principles
- Introduce principles of good design and a menu of built form precedents
- Explore how these ideas apply to particular typologies: townhouse, retail, mixed townhouse and tower, and tower in the park
- Explore a variety of redevelopment options

Community Workshop #2 participants on the bus tour, November 3, 2018

Bus and Walking Tour Summary

In the morning, the project team led a bus and walking tour of different locations in Meadowvale that are representative of the focus of this study: apartment, townhouse and retail sites. Brent Raymond from DTAH provided an overview of the locations, highlighting key characteristics and conditions to be considered in assessing redevelopment potential.

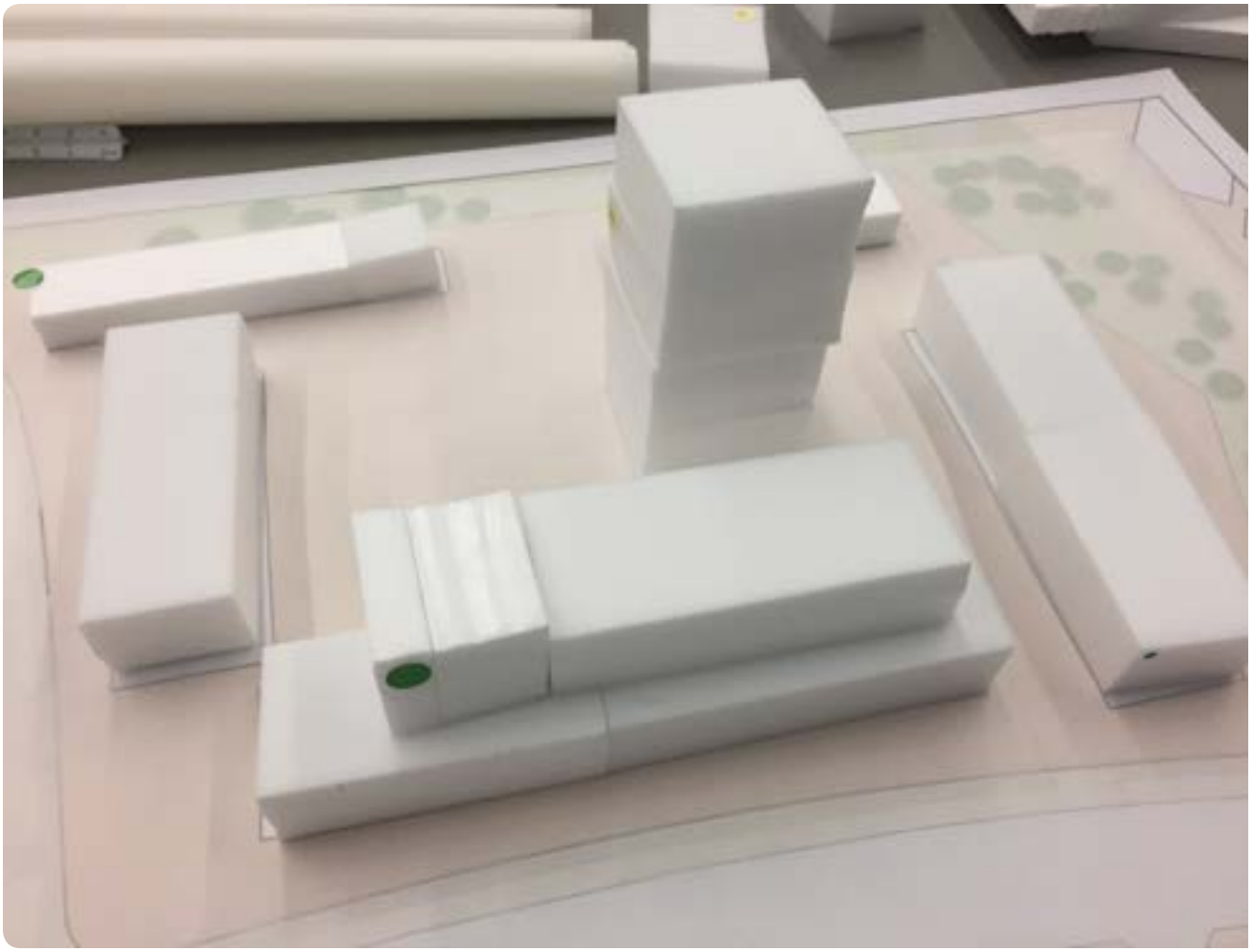
Community Workshop #2 participants walking around and discussing key locations, November 3, 2018

Design Charrette Summary

In the afternoon, participants contributed their ideas in a design charrette. The design charrette consisted of five stations that the participants rotated through. Station 1 included boards outlining the draft guiding principles and opportunities for participants to provide feedback. Stations 2 to 5 included typologies which are representative of existing development in Meadowvale that could possibly be considered for redevelopment:

- Station 2: Townhouse Typology
- Station 3: Retail Typology
- Station 4: Mixed Townhouse and Tower Typology
- Station 5: Tower in the Park Typology

Each typology station included a physical model to allow testing of various intensification options.



Community Workshop #2 Design Charrette typology station with various shapes and sizes of styrofoam blocks, November 3, 2018

Online Survey Overview

Subsequent to Community Workshop #2, an online survey was posted and completed by seven (7) residents. The survey consisted of questions related to the draft guiding principles. Participants were asked to read the guiding principle and click on the following answer that best represented their response to the principle:

1. Love it – don't change a thing!
2. Like it – it's good, but can be improved.
3. Dislike it – it doesn't reflect what was heard from the community.

Participants were further invited to provide feedback on how to improve the principles.

Detailed Summary of Feedback

The detailed summary of feedback below is based on the ideas shared and explored during the design charrette. The feedback has been organized by station. The feedback provided on the guiding principles from the survey is also incorporated below.

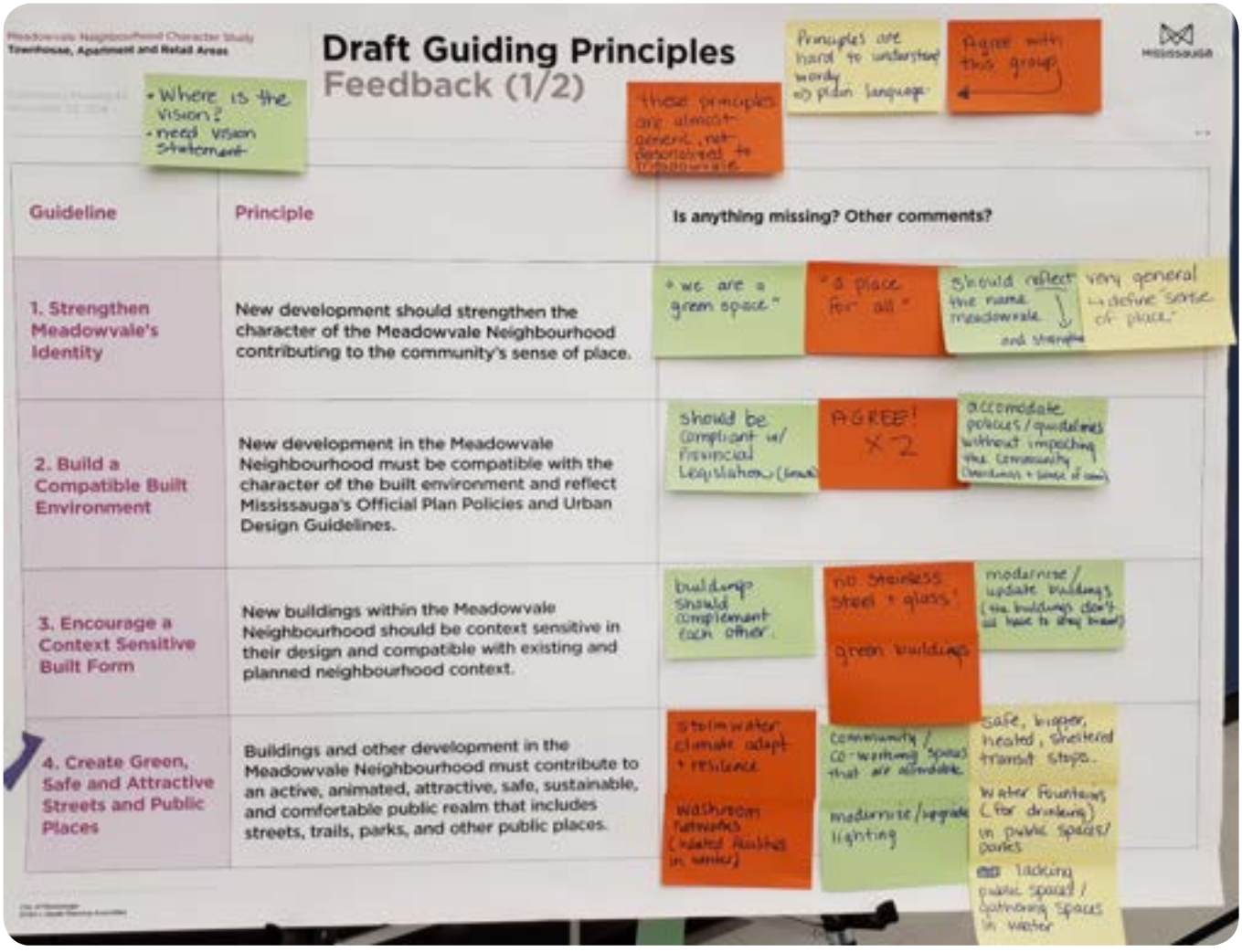
Station 1-Guiding Principles

The eight (8) draft guiding principles were illustrated on two boards at the charrette. Participants were asked to review the principles and identify if they had any comments or anything to add.

The following general comments were provided at the design charrette:

- A vision statement is needed
- Principles are hard to understand, wordy
- Some of the principles are too generic, not personalized to Meadowvale

The specific comments on each principle and verbatim responses are included below:



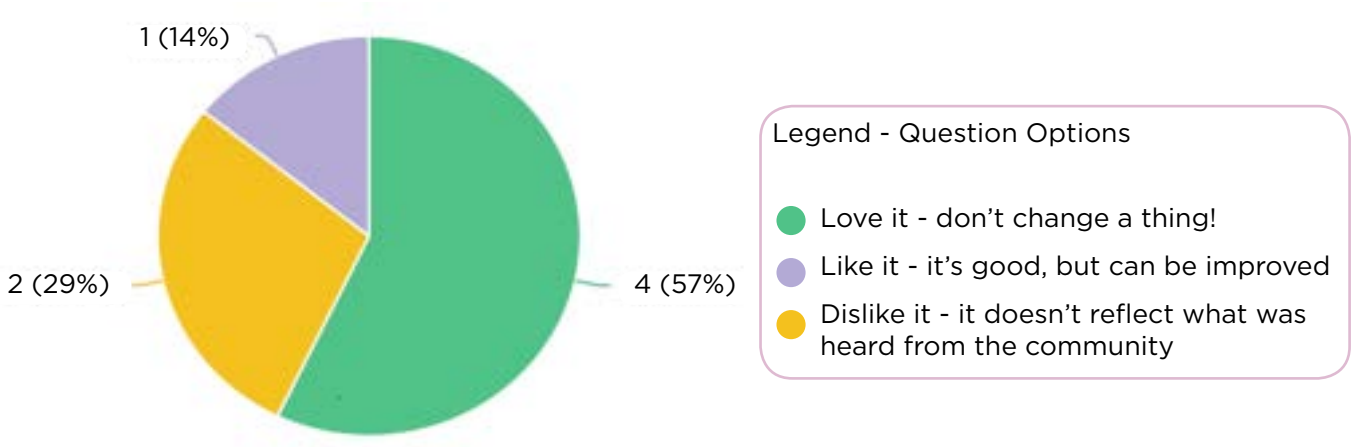
Guiding Principles #1 to #4 Feedback Board at the Design Charrette, November 3, 2018

Principle 1-Strengthen Meadowvale's Identity: New development should strengthen the character of the Meadowvale Neighbourhood contributing to the community's sense of place.

Design Charrette Comments:

- We are a green space
- A place for all
- Should reflect and strengthen the name "Meadowvale" (Specifically, the idea is that the 'Meadowvale' name consists of two parts: Meadow – a piece of grassland and Vale – a valley)

Online Survey Responses



How can we make the principle better?

Verbatim comments:

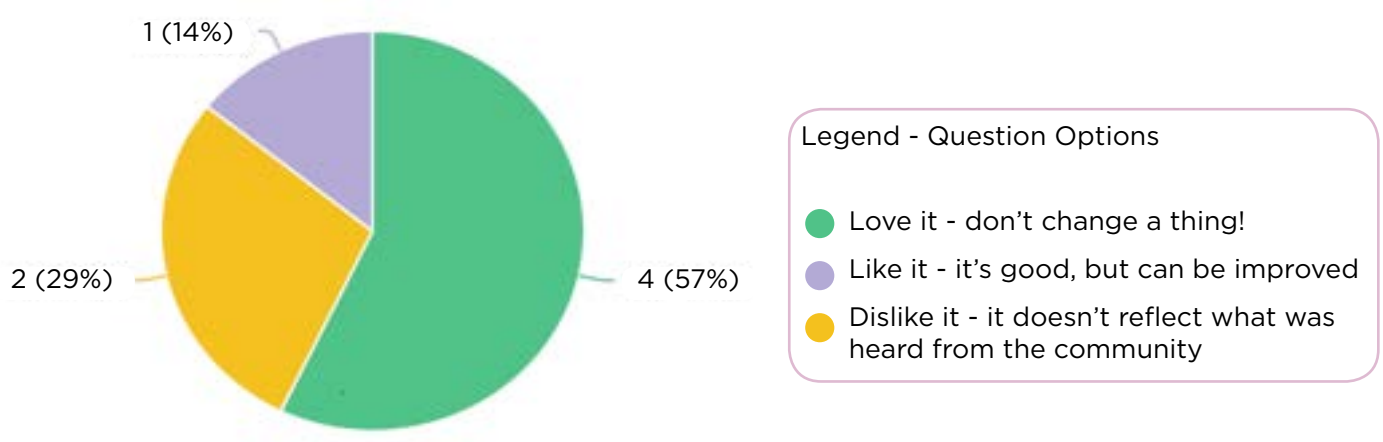
- Introduce Farmers Markets in the area
- Get rid of Principle 1
- Develop site lines from streets to parks
- Higher design and material standards for new and redeveloped buildings - a more traditional appearance is desirable (For example, the Chartwell building on Battleford is an example of unacceptable design/material standard - mostly plain concrete with crude balcony design)

Principle 2-Build a Compatible Built Environment: New development in the Meadowvale Neighbourhood must be compatible with the character of the built environment and reflect Mississauga's Official Plan Policies and Urban Design Guidelines.

Design Charrette Comments:

- Should be compliant with Provincial Legislation (Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe)
- Accommodate policies/guidelines (growth) without impacting the community (buildings + sense of community)
- Two groups stated they agree with this vision statement as is
- Public services need to be expanded with growth
- Consider all utilities and services (e.g. power capacity, sewers, storm drainage, water, when reviewing new development applications in the area)

Online Survey Responses



How can we make the principle better?
Verbatim comments:

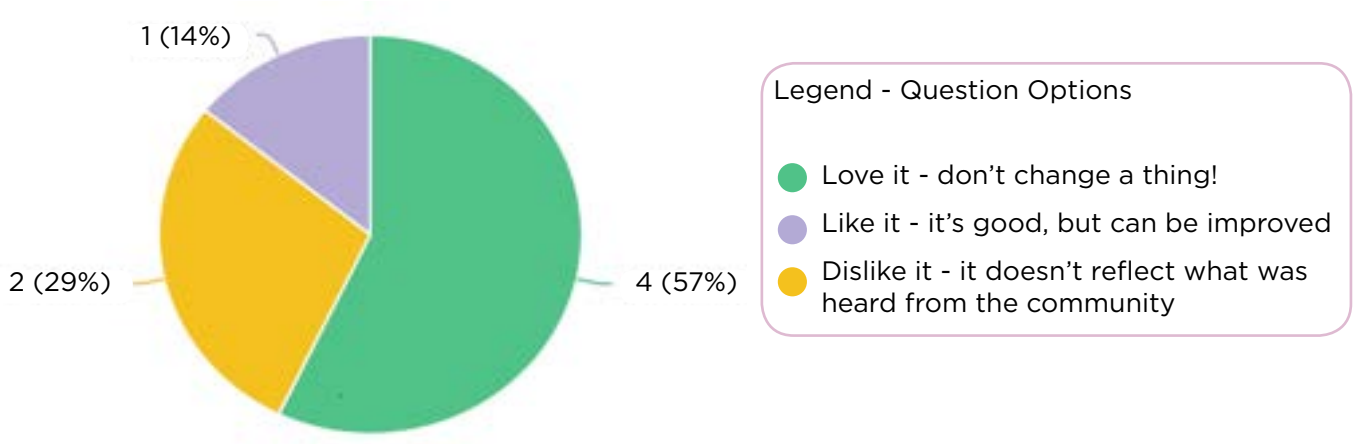
- Could elaborate on what exactly is meant by 'compatible with the built environment' - Sounds too political
- Fix the grammar (eg. Build a Compatible Environment or Offer Compatibly Built Environment)
- There is not much character to many of Meadowvale's buildings. There is room for improvement in design and materials. A bit more traditional appearance would be a big improvement. Develop a reasonably consistent design standard across the ward.

Principle 3-Encourage a Context Sensitive Built Form: New buildings within the Meadowvale Neighbourhood should be context sensitive in their design and compatible with existing and planned neighbourhood context

Design Charrette Comments:

- Buildings should complement each other
- No stainless steel and glass
- Green buildings
- Modernize and update buildings (the buildings don't all have to stay brown)

Online Survey Responses



How can we make the principle better?
Verbatim comments:

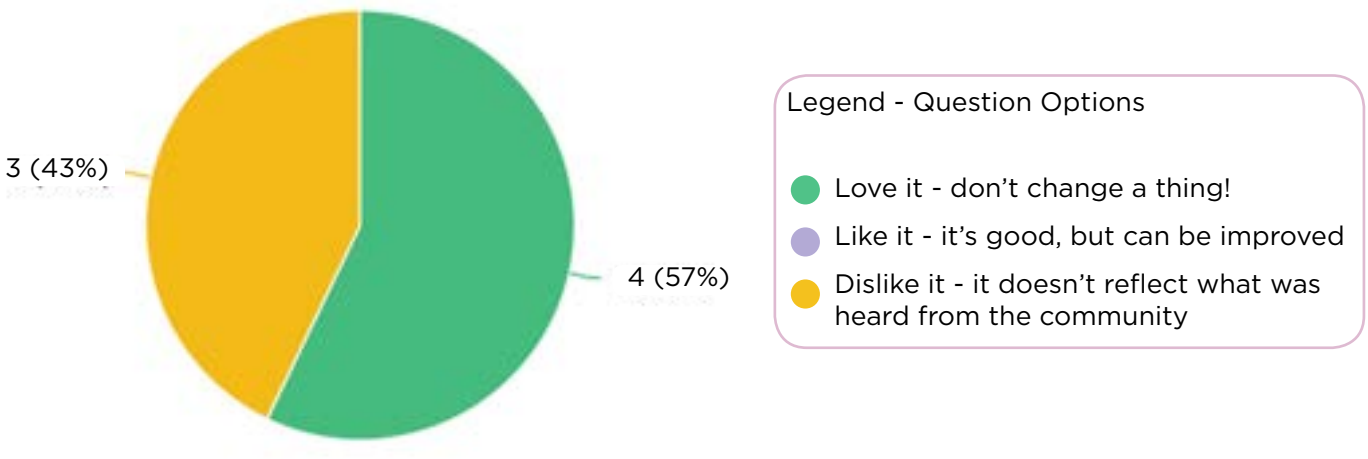
- Would like to see more of a commitment about how exactly buildings should be compatible with existing design. For example: make a commitment to preserve the space between buildings, commitment to low rise building design and no blockage of skyline views.
- This is quite suitable to Meadowvale – possibly described as a bit rustic – stone cladding, etc. Fits in great with parkland locations. So far, there is way too much brick in Meadowvale.

Principle 4-Create Green, Safe and Attractive Streets and Public Spaces: Buildings and other development in the Meadowvale Neighbourhood must contribute to an active, animated, attractive, safe, sustainable, and comfortable public realm that includes streets, trails, parks and other places.

Design Charrette Comments:

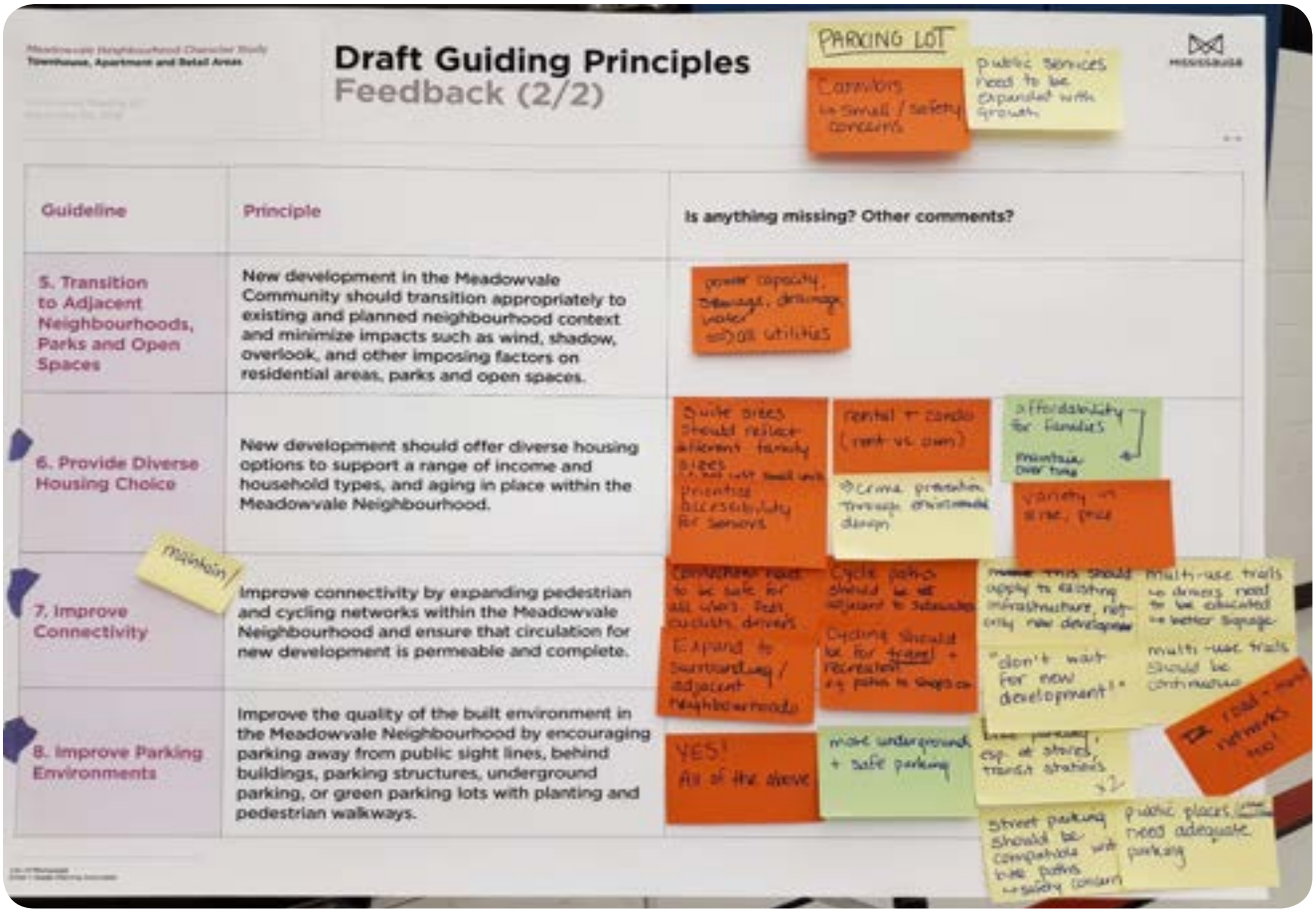
- Washroom networks (heated facilities in winter)
- Stormwater facilities should be climate adaptive and resilient
- Modernize and upgrade lighting
- Community and co-working spaces that are affordable
- Lack of public and gathering spaces in the winter
- Provide water fountains in parks
- Provide safe, bigger, heated transit stop shelters

Online Survey Responses



How can we make the principle better?
Verbatim comments:

- It's good. Meadowvale already has a lot of park space. When redeveloping the tower in the park buildings (or adding a podium in those buildings), I would not want such an action to be against this guiding principle.
- Create site lines from streets to parkland. Much has already been said about bike lane improvements. A few streets may benefit from becoming more developed – Winston Churchill Blvd as a 6 lane road does not work for me as a "tree-lined suburban street." It would be more consistent with the road to have more 3 to 4 storey townhouse development or similar. On the other hand, Glen Erin could benefit greatly from more greenery, maybe even pedestrianise it in front of the community centre. This would create an interesting contrast to the busy Winston Churchill Blvd.



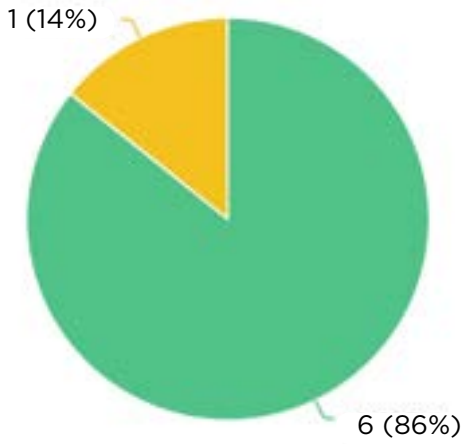
Guiding Principles #5 to #8 Feedback Board at the Design Charrette, November 3, 2018

Principle 5-Transition to Adjacent Neighbourhoods, Parks and Open Spaces: New development in the Meadowvale Community should transition appropriately to existing and planned neighbourhood context and minimize impacts such as wind, shadow, overlook, and other imposing factors on residential areas, parks and open spaces.

Design Charrette Comments:

- Consider all utilities and services (e.g. power capacity, sewers, storm drainage, water, when reviewing new development applications in the area) - Comment moved to Guiding Principle #2

Online Survey Responses



How can we make the principle better?
Verbatim comments:

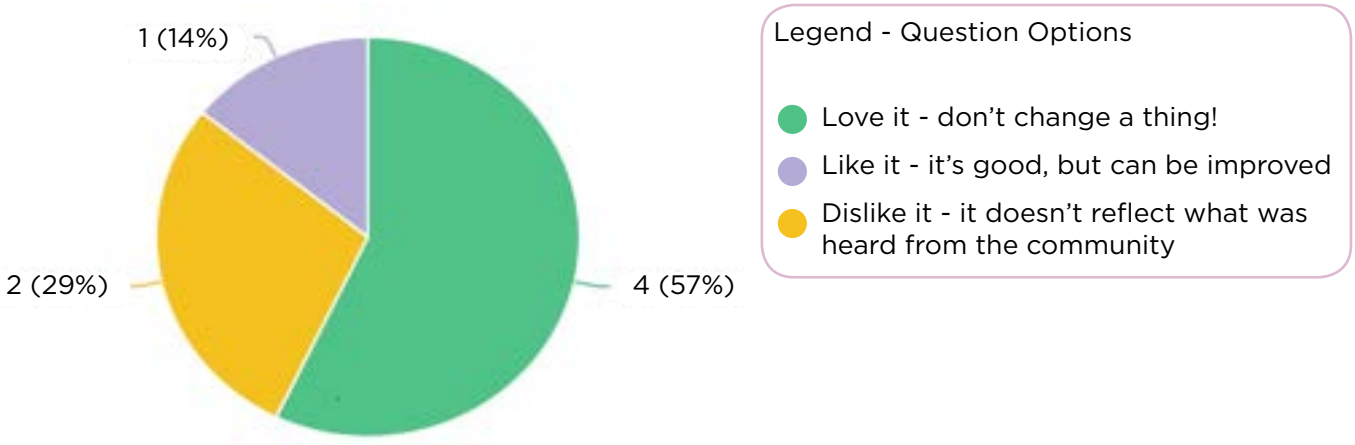
- With increased density of development, I would expect and accept more issues (related to density) but with careful planning, it is possible to improve the overall parkland ambience. The 'tower in a park' is my preferred arrangement (instead of townhouses next to a park). The towers offer more privacy for residents and park users.

Principle 6-Providing Diverse Housing Choice: New development should offer diverse housing options to support a range of income and household types, and ageing in place within the Meadowvale Neighbourhood.

Design Charrette Comments:

- Prioritize accessibility for seniors
- Suite sizes should reflect different family sizes (not just small units)
- Provide both Rent and Condo (rent vs. own)
- Use Crime Prevention Through Environmental Design concepts
- Provide variety in size/price
- Affordability for families should be maintain over time

Online Survey Responses



How can we make the principle better?
Verbatim comments:

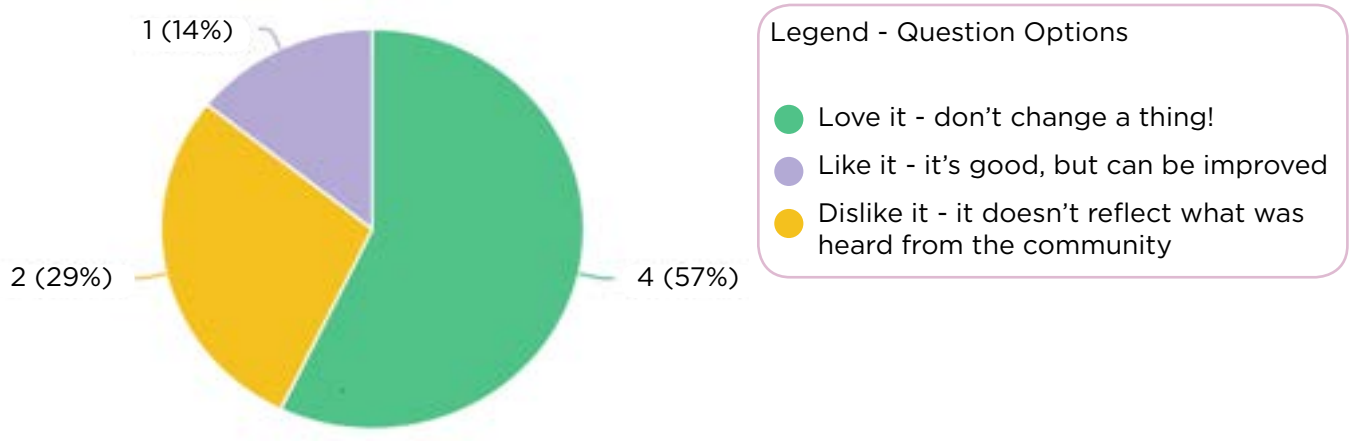
- I agree with this and the wording is found in the PPS (Provincial Policy Statement). I think however the Meadowvale area and overall Mississauga has a large supply of low density housing (single and semis). Perhaps this guiding principle can acknowledge that and promote more growth in middle density (townhouse, stacked townhouse, midrise) or promote residential development types that the area is currently lacking.
- Change wording: Provide Diverse Housing Choices or Provide Each Resident With a Diverse Housing Choice (grammatical change)
- This example shows a little more design quality which would add much to the built character of Meadowvale as well as providing for diverse needs. The design appearance of new developments should have high-quality professional oversight (all cities should) to help develop the character of individual regions. It is unprofessional not to. Your average resident expects their car, furniture, etc., to be designed to a professional standard and appropriate for use. We should all expect the same from our neighbourhoods and cities. Cars and household goods come and go, but cities are around for generations.

Principle 7-Improve Connectivity: Improve connectivity by expanding pedestrian and cycling networks within the Meadowvale Neighourhood and ensure that circulation for new development is permeable and complete.

Design Charrette Comments:

- Connections need to be safe for all users: pedestrians, cyclists, and drivers
- Cycle paths should be adjacent to sidewalks
- Cycling should be for travel and recreation, e.g. paths to shops etc.
- Multi-use trails. Drivers, both cyclists and car, need to be educated. Better signage required
- Multi use trails should be continuous both within the Meadowvale neighbourhood and connecting to the surrounding communities
- “Don’t wait for new development”
- This should apply to existing infrastructure, not only to new development
- Road and transit networks need improved connectivity too

Online Survey Responses



How can we make the principle better?
Verbatim comments:

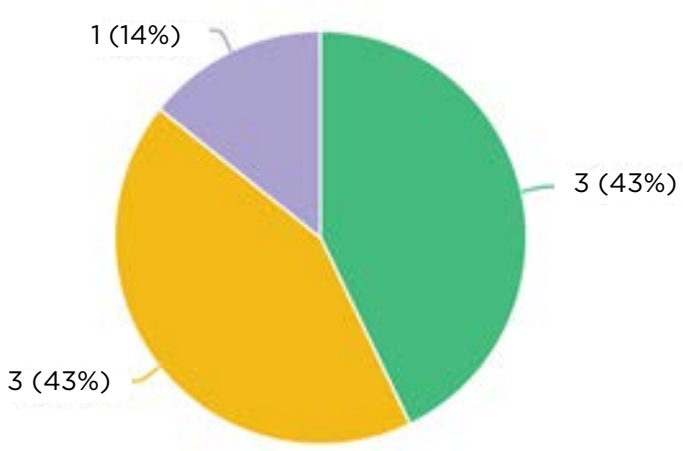
- Perhaps this is a good opportunity to also mention what exactly we want to connect to – whether that’s the GO station, Meadowvale Town Centre, Community Centre, etc.
- I think you mean access, not connectivity. (I am also questioning the appropriateness of the adjective “permeable” in this context)
- May need a little more parkland to facilitate the process.

Principle 8-Improve Parking Environments: Improve the quality of the built environment in the Meadowvale Neighbourhood by encouraging parking away from public sight lines, behind buildings, parking structures, underground parking, or green parking lots with planting and pedestrian walkways..

Design Charrette Comments:

- Yes!
- More underground and safe parking
- Secured (covered) bike parking, especially at stores, transit stations
- Street parking should be compatible with bike paths - safety concern
- Public places and other facilities need adequate parking

Online Survey Responses



How can we make the principle better?
Verbatim comments:

- This is a good improvement in the way we park. However, this conflicts with our earlier guiding principle on sustainability with our current parking by-laws being extremely high comparing to the rest of the GTA. We should not allow so much parking, specifically surface. Structured parking should be provided where feasible (e.g, high density developments). Public lands also have way too much parking (e.g, Meadowvale Town Centre and Meadowvale GO). If there are structures ever created e.g at Meadowvale Town Centre, the land could be a different use to make the neighbourhood more lively (such as a commercial use).
- Would prefer not to have underground parking structures
- Address safety concerns for 'hidden' parking – bock lots, underground garages, etc. This is a high density area with lots of vandalism and criminal activity in secluded spaces.
- The amount of asphalt surface parking in Meadowvale is a bit of an eyesore. Research the cost of automated underground parking. It is not that expensive when you subtract the value of the land liberated and the development that can be built on it.

Design Stations

Each typology station was facilitated by an urban designer who guided a discussion about what redevelopment could look like on the site. Key messages of these discussions are summarized below by station.

Station 2-Townhouse Typology

Option emerging from Station 2

Many participants would like to see new development maintain or enhance the relationship with open space. They felt new development should provide access to open space on the site, and connect to nearby open spaces such as parks and trail systems. To maintain the views from within parks and trails, density is preferred to be on major streets and not adjacent to the parks and trails.

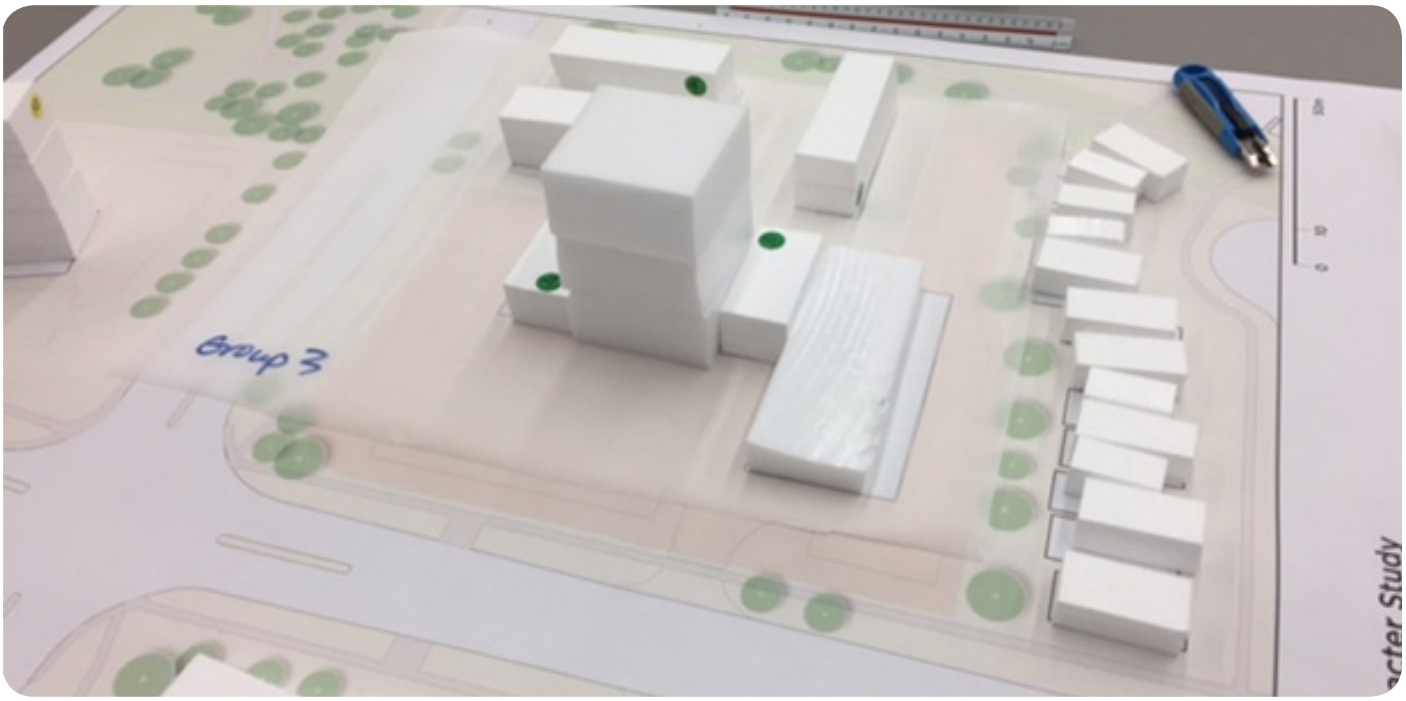
For the most part, participants were not opposed to midrise or taller developments if there is opportunity to maintain or enhance open space. There was general consensus that infill development of townhouse sites could be designed to provide adequate space from neighbouring houses while also providing a courtyard or another form of open space on site.

Participants indicated that new development should minimize shadows and promote sky views. To reduce shadows, a point tower was viewed as more desirable than a slab building form. Participants also suggested that minimizing shadows and encouraging sky views could be achieved with stepbacks at higher levels of midrise developments. The narrower the building is at higher levels, the more access there is to sky views. In addition, there will be less of a shadow impact at the ground level.

There was interest in placing taller buildings on major streets and/or adjacent to commercial sites, instead of on local streets.

Many participants discussed the need for accessible design within residential developments. Seniors, young parents, and those with disabilities were noted as potential residents who would benefit from elevators and other accessible design features. Development that supported the use of an elevator was therefore preferred over housing options that only allowed stairs (e.g. walkups).

Station 3 – Retail Typology



Options emerging from Station 3

Participants desired green space and green connections on retail sites. They felt that commercial sites should incorporate setbacks with green space and that landscaping be maintained on the commercial properties. They also commented that pedestrian access should be provided through greenways that connect through the site. In addition, to ensure privacy, green space should be used to separate retail sites from neighbouring residential properties.

Many participants suggested that mixed use development is preferred rather than standalone commercial development. They felt that retail on the first floor of mixed use buildings, visible from the street, would provide good access to shopping. The second floor could be used for office, while the remaining upper floors should be used for residential.

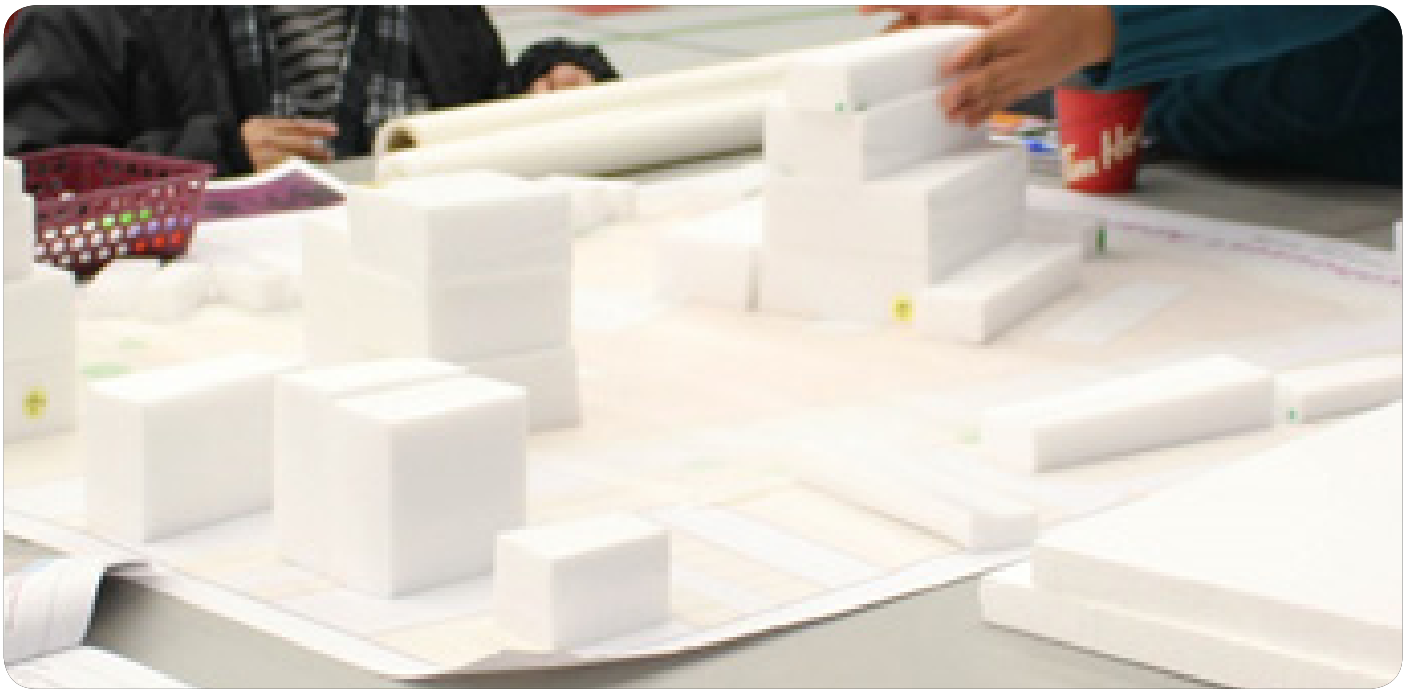
Participants felt that most parking should be underground. They felt underground parking would maintain good access to the site, and elevators would allow parking to be more accessible. They also felt some surface parking may be required for persons with disabilities.

Participants felt design was an important component to successful commercial development. They suggested the redevelopment of commercial sites could incorporate 3-14 storey buildings with retail at ground level and residential on top. Different suggestions and opinions about layout were explored:

- Some felt that the existing “L” shaped retail plazas are undesirable, and instead liked “C” shaped buildings with an internal courtyard.

- Some discussed that they would like to see a taller building in the centre of the site, with a low podium (rather than tall buildings on the edge).
- Many said they do not want to see blank walls facing the street. Instead, they favour glass or other ways to ensure “eyes on the street”.

Station 4 – Mixed Townhouse and Tower Typology



Options emerging from Station 4

Most participants supported density “if done right”, while few were opposed to tall buildings all together.

Most participants felt density should be concentrated in the middle of a site. New buildings should transition up away from the street and up away from any existing adjacent low rise development. Generally people enjoyed the setbacks and wanted buildings to transition up towards the middle of the site. They further suggested that the placement of and distance between towers should maintain existing sky views.

Other participants felt townhouses could be placed around tall buildings. They suggested that new townhouses maintain a setback from the street, and include a buffer of landscaped space between them and existing detached houses.

Landscaping/greening is promoted. Many suggested green roofs to contribute to greening and sustainability. To provide transition between towers and detached houses, many suggested additional landscaping as a buffer between the two housing types.

Many participants would like surface parking to be reduced or removed. They suggested that some surface level parking should be maintained for visitors and those with accessibility needs, however, most parking is preferred to be located underground.

Station 5 - Tower in the Park Typology

Options emerging from Station 5

Many participants suggested there is excess surface parking for the sites and most of the time, the spaces are empty. While many would like to maintain some surface parking spaces, they also indicated the excess space could be used for new development of townhouses and more open space.

Many participants also supported the accommodation of midrise developments on infill sites (between 5-12 storeys). They would like buildings to be stepped back to maintain access to light and sky views. They also felt the townhouses should maintain a setback from the street as well as from the existing tall buildings.

Many participants would like the placement of new development closer to the street edges, instead of near the parks or trail system.

Most participants felt that the setbacks of any new development from the streets and adjacent sites is important so that the new development is not imposing on the context.

Many identified the need to enhance or add connections to the existing trail systems through these sites.

Participants would like new development to include designs that maintain open spaces on the sites. They felt that setbacks, appropriate separation distances between buildings and buildings designed to step back should be used to accomplish this.

Next Steps

The team is reviewing the feedback from Phase 2 of the Meadowvale Neighbourhood Character Study to incorporate it into a draft recommendations and demonstrations report. A third community workshop will take place in early 2019 and provide an opportunity for the community to review and comment on revised guiding principles and the draft recommendations and demonstrations report.

City of Mississauga staff facilitating conversations about options for the typologies

Meadowvale Neighbourhood Character Study

Phase 3 What We Heard Summary (Draft Recommendations Review)

April 2019

Contents

Introduction

Overview

The goal of the Meadowvale Neighbourhood Character Study (the study) is to develop a policy framework that will guide future growth and compatible development in the area. The study is being conducted in three phases:
Phase 1 – Understand Meadowvale/Establish Guiding Principles
Phase 2 – Explore and Confirm Ideas
Phase 3 – Synthesis and Final Report

In Phase 1, the study team conducted background research regarding the Meadowvale area which included extensive public engagement. Through Community Workshop #1, an online survey and interviews with the community, we spoke with over 200 people about their experiences within Meadowvale and what they value about the area.

In Phase 2, the study team developed draft guiding principles and identified four site typologies representative of the Meadowvale neighbourhood that could be considered for redevelopment. Approximately 40 participants attended a bus and walking tour and design charrette or responded to an online survey to comment on the draft guiding principles and to explore various redevelopment possibilities for the four site typologies.

In Phase 3, the study team developed recommendations based on the vision and guiding principles resulting from the public engagement process, the team's professional expertise and an undertanding of all existing policy context of all levels of governement.

How We Engaged in Phase 3

Community Workshop

On February 28, 2019, the City of Mississauga, with DTAH and Gladki Planning Associates, hosted a community workshop as part of Phase 3 of the Meadowvale Neighbourhood Character Study.

The objectives of the workshop were to:
- present the final vision, guiding principles, and draft recommendations;
- communicate how the recommendations reflect community feedback, policy directions, urban design best practices;
- test the draft design recommendations by illustrating their impact on four different typical sites in Meadowvale; and
- collect feedback on the draft recommendations from participants.

Approximately 30 people were in attendance. To start the meeting, Councillor Pat Saito welcomed participants. Brent Raymond of DTAH gave a presentation outlining the process to date, the policy background, the draft vision and guiding principles, the recommendations and test sites. This was followed by a Question and Answer period facilitated by Sara Udow.

Participants were then invited to visit six (6) different stations to delve deeper into the recommendations. Four (4) of the stations included demonstrations which illustrated how the recommendations could be applied to various site typologies. Sites were chosen to ensure examples of a varied built form type and context. The fifth station included a projector with 3D sketch-up modelling software. This technology allowed the impact of the various design recommendations to be illustrated from various perspectives for all four test sites. The last station titled "Making Room for the Middle Housing Strategy" provided information to participants on the City's housing strategy as affordability was a key theme discussed throughout the process.

Stations at Community Workshop

1. **Demonstration site: Partial/Full Redevelopment**
2. **Demonstration site: Infill around Tower**
3. **Demonstration site: Commercial to Mixed-Use**
4. **Demonstration site: Apartment and Townhouse Redevelopment**
5. **3D Sketchup Model**
6. **Affordable Housing**

A comment feedback sheet was also provided to participants for any additional remarks. Thirteen (13) participants submitted feedback sheets.

Online Feedback

In addition to the community workshop, the City provided an opportunity for members of the public to comment on the recommendations online.

Community Workshop #3, Station 5, "Making Room for the Middle Housing Strategy", February 28th 2019

What We Heard

Overall, participants believe the recommendations reflect the guiding principles and what was heard throughout the process.

"I'm happy with the integration of residents' input for the guiding principles and the involvement opportunities for Meadowvale residents throughout the process."

Many participants appreciated the consideration of the Meadowvale context in the recommendations.

- This includes the rationale for the separation distances between buildings and the setbacks to enhance and preserve the green and open spaces and skyviews.
- Participants also indicated that the heights of the new tall buildings should be reasonable.
- Lastly, many participants also liked the placement of parking below grade, to maintain the green and open spaces as much as possible.

"I appreciate this design process – it feels like the uniqueness of our neighbourhood is being seen and incorporated into the plans. I understand there is a need for population intensification, but it's so important not to destroy what makes people want to live here in the first place."

Preservation of existing retail uses was reiterated as a priority.

- Participants reiterated the need for a mix of uses, including the preservation of existing retail.

Better cycling infrastructure was discussed.

- Many participants advocated for more and safer bike lanes in the area, both on and off-street.

A need for family size units was a key issue discussed.

- Some participants questioned whether the 750 sqm floorplate will result in small units within the buildings. They indicated there is a need for larger unit sizes within the study area.

There was concern that additional density could lead to constraints on Meadowvale's infrastructure (traffic, parking, community services, etc.)

- Participants expressed concern that additional density could affect the school system, community infrastructure as well as transportation.

Community Workshop #3, February 28th 2019

Detailed Summary of Feedback

Community Workshop Stations

At each of the four demonstration stations, participants were invited to answer the questions:
- Does the demonstration reflect the guiding principles developed?
- If so, why? If not, why not?

The community was asked to write their responses on different coloured sticky notes as follows:
- Green - Yes, the recommendations reflect the Guiding Principles.
- Pink - No, the recommendations don't reflect the Guiding Principles.
- Yellow - Other comment.

No participants felt the recommendations did not reflect the guiding principles. They either used green or yellow stickies to respond. Responses verbatim are included below:

Station 1 - Infill around Tower

- Enjoy space between buildings for sunlight
- Like stepbacks at 4 storeys
- Maintain connections to park (easements)
- Angular plane is a great idea - once I saw the computer model with shadow modelling, I now understand the importance and believe it must be in the plan

Other Comments:
- Please ensure setback from Battleford Road accommodates future usages such as cycling lanes
- Small retail convenience and grocery stores should be maintained
- All parking structures should have electric charge outlets in all parking spaces

Community Workshop #3, February 28th 2019

Station 2 - Apartments/Townhouse Redevelopment

- At Aquitaine and Montevideo: Ensure townhomes are built on the park side
- Mixed-use reflects the nature of Meadowvale
- I like the mid-rise concept best
- This meets the guiding principles (prefer the 10+12 tower)
- Like the townhouses next to the lake and green space

Station 3 - Commercial to Mixed Use

- Happy with density: balance between suburban and urban

Other Comments:

- Importance: Easy, accessibility to retail, parking
- Concern for continuing presence of retail

Station 4 - Partial/Full Redevelopment

- Like underground parking. Makes the site greener, park-like
- Like back-to-back and stacked townhouses

Other Comments:

- Concern with common underground parking: Safety/Functionality
- Ensure accessibility to seniors
- In second option (FSI 1.24), how will new development integrate with older townhomes?
- Concern about impact of density on traffic, schools, capacity etc.
- Lack of public amenity space on site
- Bike lanes would be great

Comment Sheet Feedback:

The feedback sheets provided participants with the opportunity to comment on 1) what they are happy with; 2) what they are concerned about; 3) other comments. Thirteen (13) comment sheets were filled out. Verbatim comments are provided below

I am happy with....

- The suggestion of keeping the high rise building to lower levels.
- The computer modelling of the test cases. I couldn't understand the angular plane requirement until I saw the shadow casting and realized how important it is to existing buildings and residences. Please have that interactive station again if you need to explain.
- All the info shared and the staff clarification at each station.
- Everything.
- Integration of residents input for the guiding principles. The involvement opportunities for Meadowvale residents throughout the process.
- What was said.
- The envelope study to try and keep height reasonable as well as closeness to other buildings.

- The increased setbacks and space between buildings meets the sky and open space guiding principles.
- The thought and pre-planning that is going into the changes of our neighbourhood. The opportunity to provide input.
- Heights being proposed.
- The heights, focusing a lot of the height in the node area makes a lot of sense. Height around the lake could offer more vibrancy and encourage more pedestrian traffic in the open space/ trails.
- Sizes of buildings suggested seem to be modified.
- Keeping the "flavour and appeal" of Meadowvale.

I have concerns about...

- Realistically, I am hearing that the high-rises will likely be at least 15 – 20 stories as developers find it more valuable.
- Aesthetics – I want to make sure the intensification works with what is already here (colors, materials, etc.).
- Too high buildings and losing the view of the sky.
- Ensuring universal design, accessibility and "aging" in place is available.
- Density and associated issues not discussed.
- Increases in density impact the areas. Concerned about the size of units in a building that is only 750 sq meters (concern about small units and affordability.)
- What the province may do to us re: development.
- It is difficult to provide family size larger units in a rental building.
- Need for large unit sizes to accommodate renters. The suggestion of a 750 m2 floor plate does not work for rental.
- A larger floor plate size allows the developer to offer a range of unit sizes. The large tower separation proposed 50 m is nothing like what any other municipality is doing, 25 – 30 m is more reasonable.
- Traffic, parking etc., related to increased density.
- Increased density and resulting complications (e.g. schools, traffic).

Other comments

- I appreciate this design process – it feels like the uniqueness of our neighbourhood is being seen and incorporated into the plans. I understand there is a need for population intensification, but it's so important not to destroy what makes people want to live here in the first place.
- Thank you.
- Many thanks to all the staff for their hard work!
- See you at the next session.
- We need projects like this.
- Consider incentive of larger floor plates for purpose built rentals.
- A useful participation process.

Online Survey

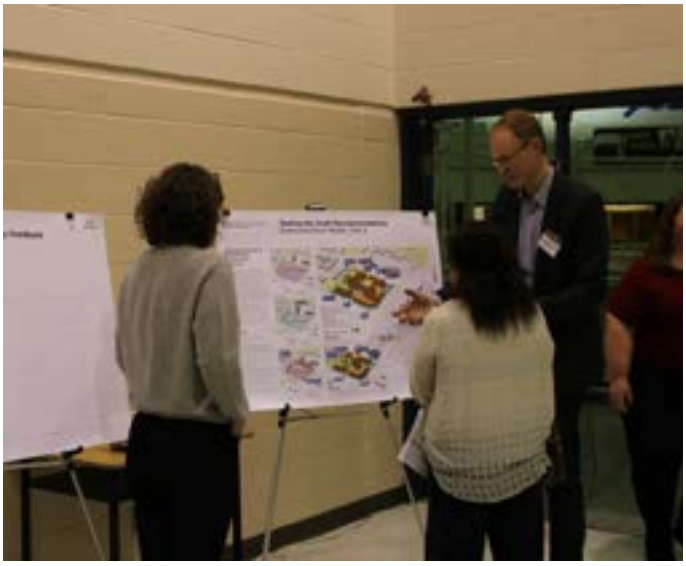
The online survey included two questions:

- Do the recommendations reflect the guiding principles and what we heard throughout the engagement process?
- Please explain further. How can we better reflect the guiding principles and what we heard in the recommendations?

Thirteen (13) people responded to the online survey. Nine (9) respondents felt the recommendations reflected the guiding principles and what was heard through the process. Three (3) respondents felt that the recommendations somewhat reflect the principles and process and one (1) felt that they did not reflect the principles and process at all.

Additional comments include:

- Concerns about congestion and development pressure; and
- Questions about certain developments outside the scope of this study.



Community members reviewing demonstation models for the Meadowvale neighbourhood at Community Workshop #3, February 28th 2019

Community Workshop #3 presentation, February 28th 2019

Testing the Draft Recommendations
Demonstration Model: Site 1

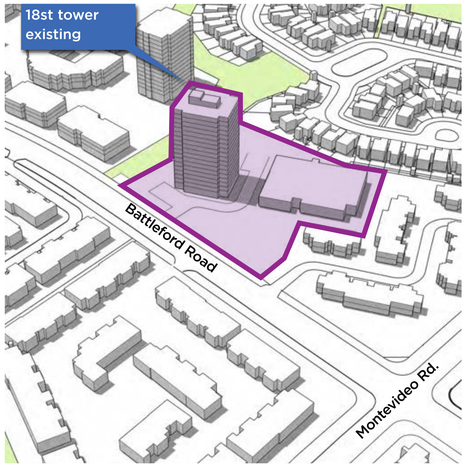
2645 Battleford Road
Infill Around Tower

This site is a rental 18-storey apartment building with a 2-storey parking structure and surface parking. It is next to parkland, low density residential and townhouses. Vehicle access is from Battleford Road. The site includes a landscape buffer from streets and adjacent uses.

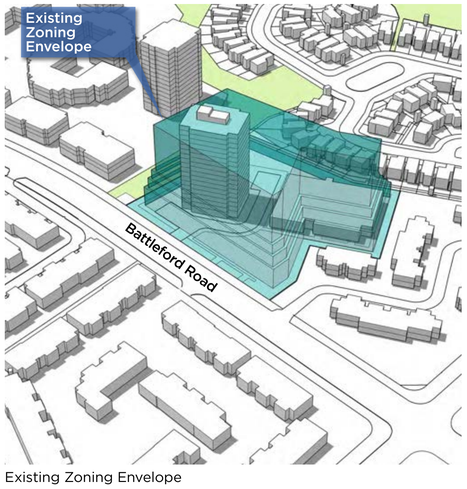
The demonstration explores possible infill opportunities for the site, with the assumption that parking would relocate below grade. Built form is shaped to respect the adjacent uses and strengthen the relationship with the streets and open spaces.

Key Features

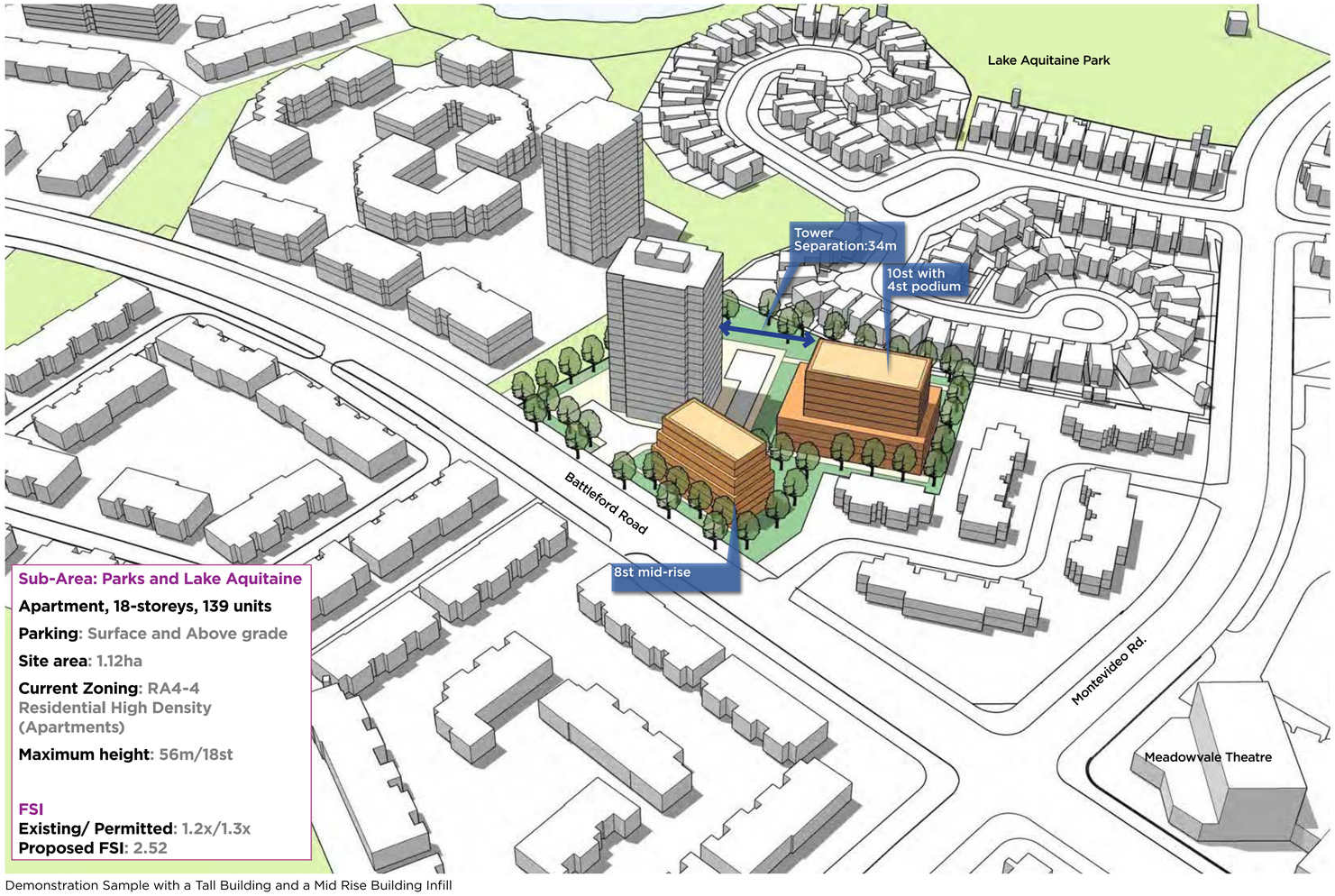
- Deep setbacks from street and adjacent uses.
- Transition of height from property lines to minimize shadow and protect for access to sunlight and skyview.
- Entrances to grade related units and lobbies facing streets and common spaces.
- Common amenity space at grade.
- Parking is below-grade with some surface parking retained.
- Maintain and enhance connections through the site to adjacent parks.
- Demonstration illustrates different possible built form that fits within the same controls.



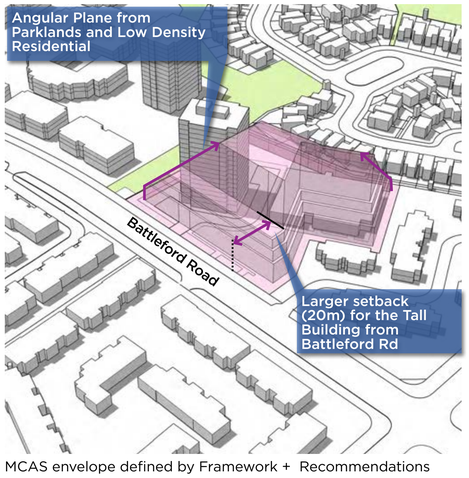
Study Site: Existing



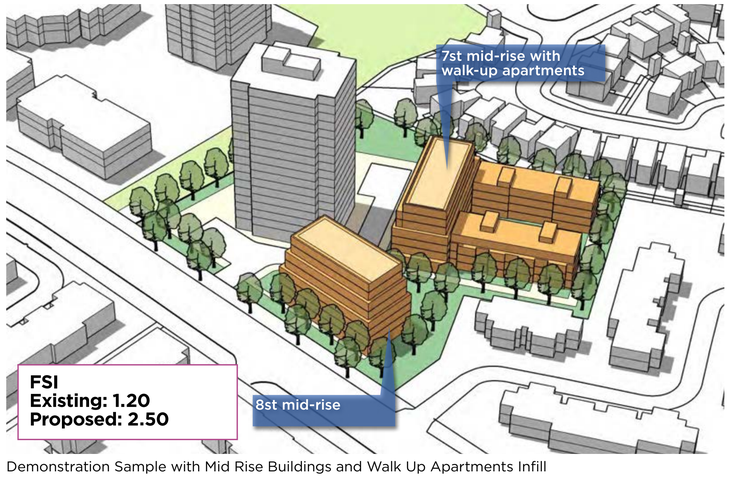
Existing Zoning Envelope



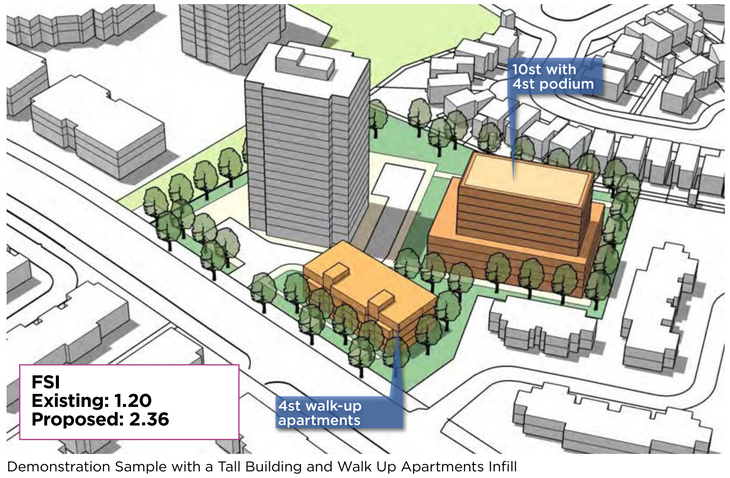
Demonstration Sample with a Tall Building and a Mid Rise Building Infill



MCAS envelope defined by Framework + Recommendations



Demonstration Sample with Mid Rise Buildings and Walk Up Apartments Infill



Demonstration Sample with a Tall Building and Walk Up Apartments Infill

Testing the Draft Recommendations
Demonstration Model: Site 2

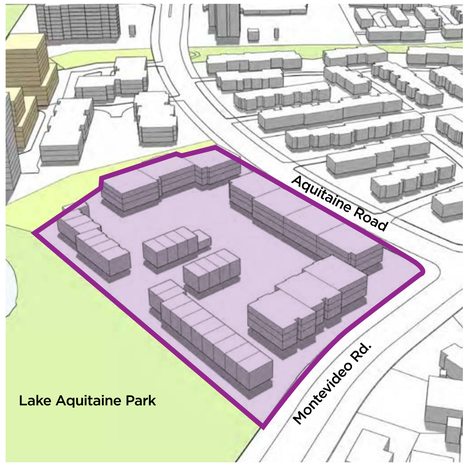
2660 Aquitaine Avenue at Montevideo Road
Apartments/Townhouse Redevelopment

The site includes walk-up apartments and townhouses, and is a Peel Region Housing rental property and within the Parks and Lake Aquitaine Sub-Area. It has parkland on two sides and addresses Aquitaine Road and Montevideo Road. The property has entrances to grade-related units and lobbies with a generous landscaped setback from the streets. Parking is at surface and below-grade.

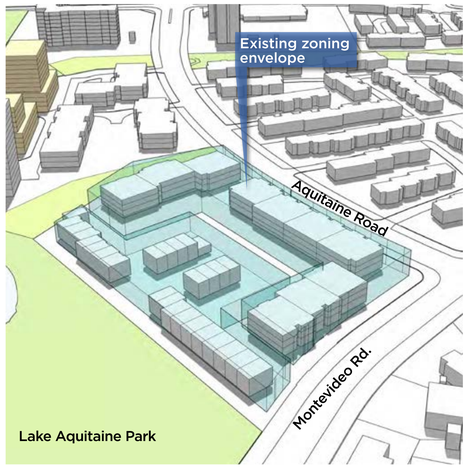
The demonstration explores possible comprehensive redevelopment for the site. Built form is shaped to respect the adjacent uses and strengthen the relationship with the streets and open spaces.

Key Features

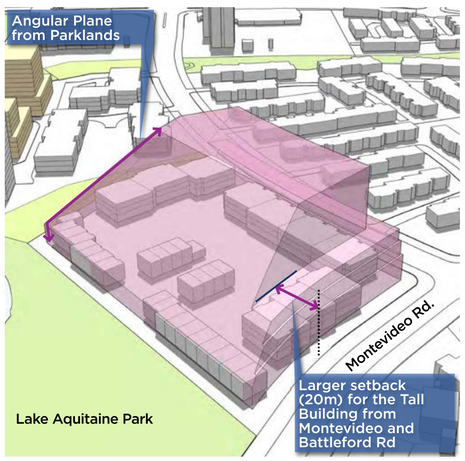
- Deep setbacks from street and adjacent uses.
- Transition of height from property lines to minimize shadow and protect for access to sunlight and skyview.
- Entrances to grade-related units and lobbies facing streets and common spaces.
- Maintain and enhance connections through the site to adjacent parks.
- Common amenity space at grade.
- Parking is below-grade with potential for some at surface.
- Demonstration illustrates different possible built form that fits within the same controls.



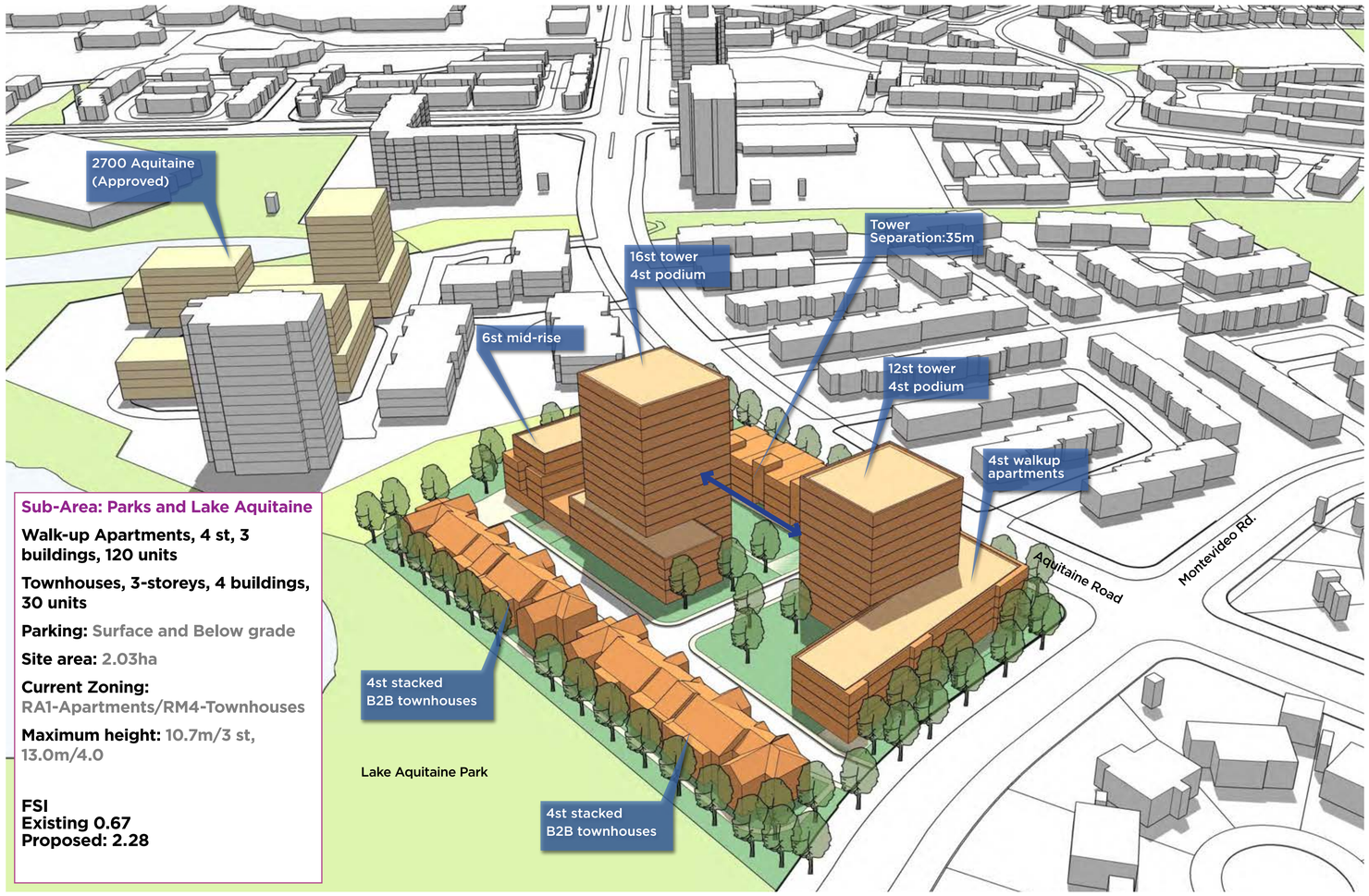
Study Site: Existing



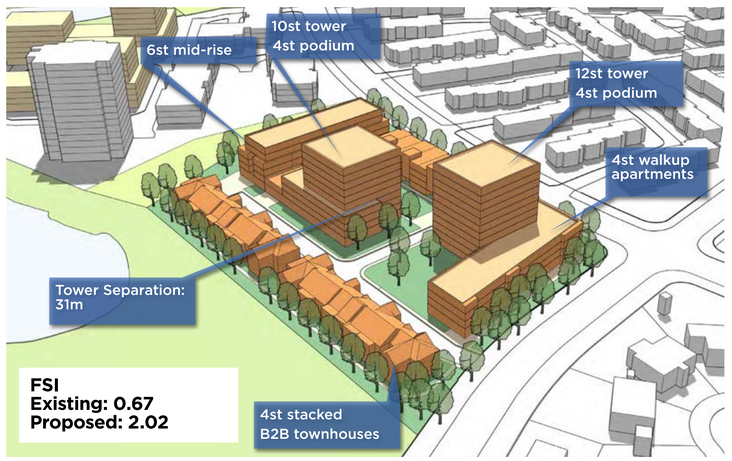
Existing Zoning Envelope

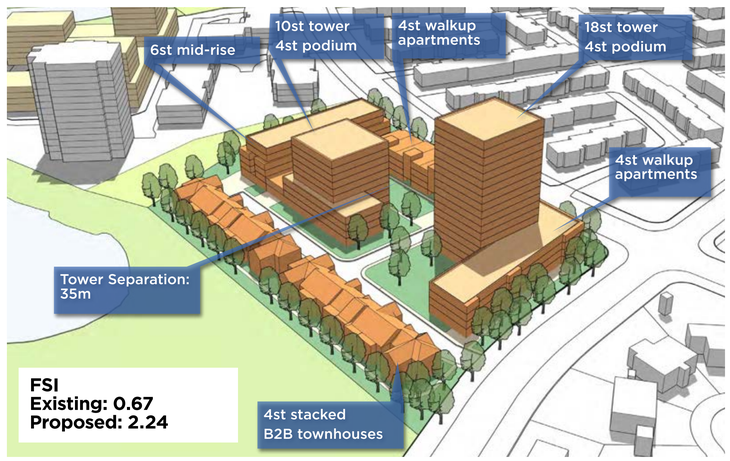


MCAS envelope defined by Framework + Recommendations



Demonstration Sample with a mix of building types where both the Tall buildings reflect the maximum number of storeys within the MCAS envelope. In this case, the 16 storey tower is in the centre of the site to minimize it's shadow impact on the streets and open spaces.





Demonstration Sample to illustrate the tower separation distance: In this case, the seperation between a 10 storeys tower and 12 storey is 31m. With the increase in the number of storeys(image on the right), the separation distance increases to 35m.

Testing the Draft Recommendations
Demonstration Model: Site 3

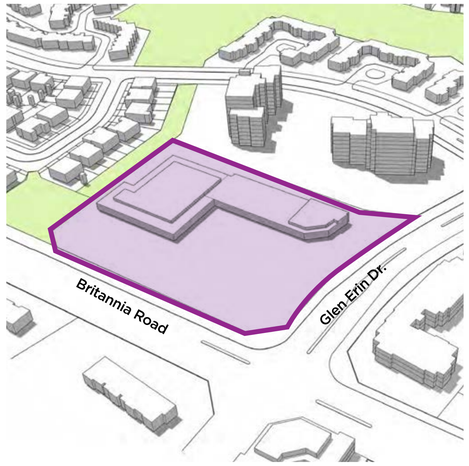
6040 Glen Erin Drive at Britannia Road
Commercial to Mixed-Use

This neighbourhood retail centre is one of the two medium sized commercial properties within the Study Area. It includes a grocery store and other services with surface parking. It is adjacent to parkland and high-density residential properties and address two major streets. A tall building is across Britannia Road to the southeast.

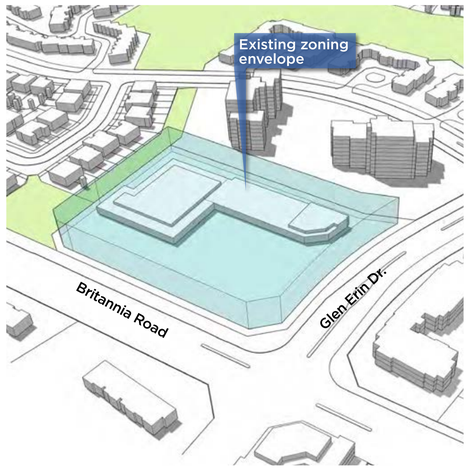
The demonstration explores possible comprehensive mixed-use redevelopment with a range of building types and heights. Given its location at the Glen Erin South Sub-Area, tall buildings are considered appropriate. Retail uses would be retained.

Key Features

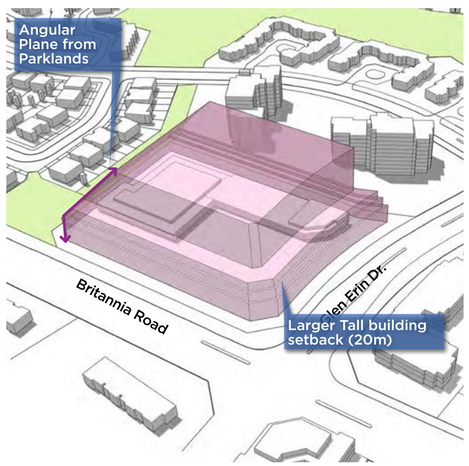
- Deep setbacks from street and adjacent uses.
- Transition of height from property lines to minimize shadow and protect for access to sunlight and skyview.
- Entrances to grade-related units and lobbies facing streets and common spaces.
- Maintain and enhance connections through the site to adjacent parks.
- Common amenity space at-grade.
- Parking is structured above or below grade with potential for some at surface.
- Demonstration illustrates different possible built form that fits within the same controls.



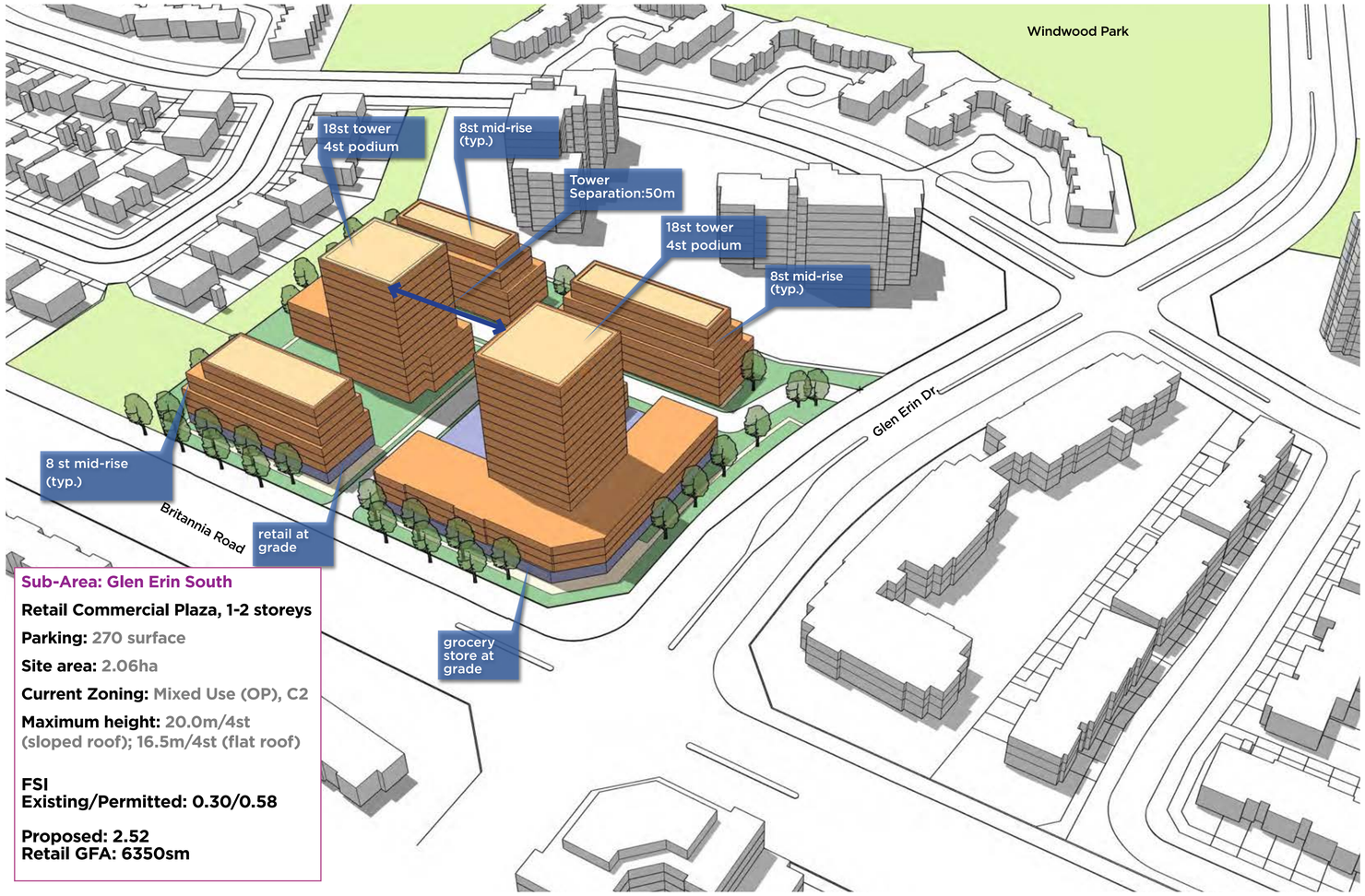
Study Site: Existing



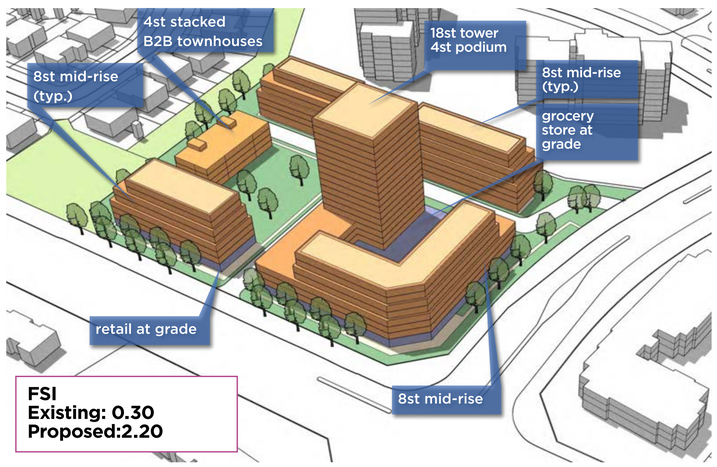
Existing Zoning Envelope



MCAS envelope defined by Framework + Recommendations



Demonstration Sample illustrating two Tall buildings with a combination of other building types with at grade retail and grocery store.



Demonstration Sample illustrating a single Tall building with a combination of other building types.

Testing the Draft Recommendations
Demonstration Model: Site 4

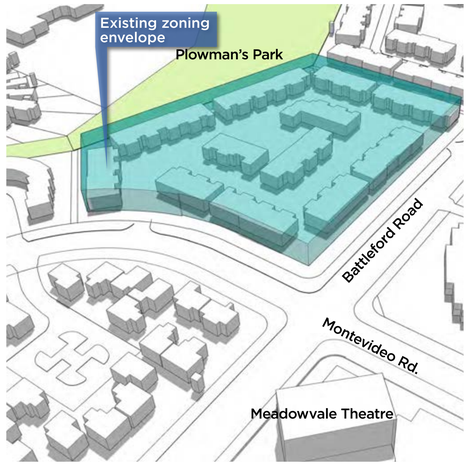
6260 Montevideo Road at Battleford Rd
Partial/Full Redevelopment

This townhouse development is currently a rental property with surface parking. Its location across from the Meadowvale Theatre and West Credit Secondary School make it an attractive site for potential redevelopment and intensification. Given its location on the southside of Battleford east of the Community Node, it is not an appropriate site for tall buildings.

Key Features

- Two options explored: partial and full (or comprehensive) redevelopment.
- Deep setbacks from street and adjacent uses, similar to the existing site.
- Transition of height from property lines to minimize shadow and protect for access to sunlight and skyview.
- Entrances to grade-related units and lobbies facing streets and common spaces.
- Maintain and enhance connections through the site to adjacent parks.
- Common amenity space at-grade.
- Parking is structured below grade with potential for some at surface.
- Demonstration illustrates different possible built form that fits within the same controls.

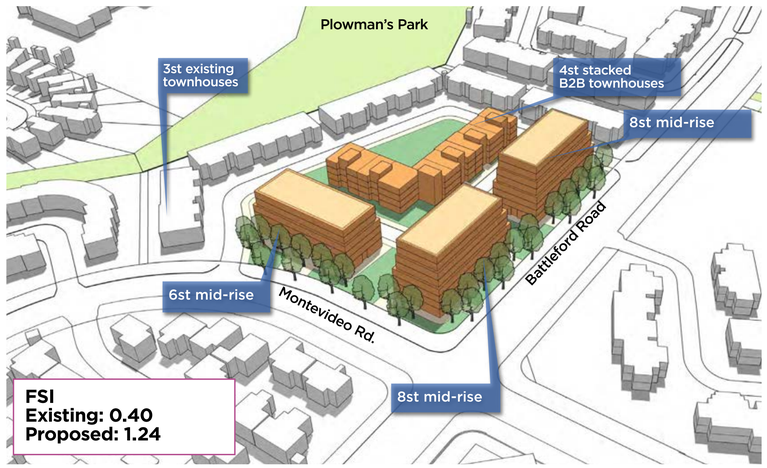
Study Site: Existing



Existing Zoning Envelope

MCAS envelope defined by Framework + Recommendations

Full redevelopment scenario: Mid-rises and stacked townhouses development closer to the streets, with stacked back-to-back townhouses adjacent to the park.



Partial redevelopment scenario: Mid-rises and stacked townhouses development closer to the streets while the existing townhouses adjacent to the park is retained.

Appendix 3

Draft policies are shown in red; deleted text is shown as ~~strikeouts~~; existing policies are in black

16.16 Meadowvale

Remove FSI ranges from the map.

16.16.1 Vision

Meadowvale is a vibrant and complete community founded on the principles of generous and well-connected open spaces, a diversity of housing types, safe and convenient means of moving about, and access to sunlight and open skies. As Meadowvale grows from its roots as a self-contained, master-planned community, it will continue to provide a mix of uses and housing options – including a range of rental housing by type, unit size and affordability. New development shall respect, fit in with, and reinforce the qualities that make Meadowvale a unique place to live, work and play.

~~16.16.1~~16.16.2 Land Use

16.16.2.1 Meadowvale will maintain its attributes as a master-planned community with a mix of uses connected by a network of streets, parks, open spaces and walkways.

16.16.2.2 Notwithstanding the policies of this Plan, proposals with heights of up to 12 storeys may be permitted on lands designated Mixed Use and Residential High Density subject to the following requirement:

a. the total gross floor area of new and existing buildings does not exceed a maximum floor space index (FSI) of 2.0.

16.16.2.3 Notwithstanding the policies of this Plan, proposals with heights of up to 8 storeys may be permitted on lands designated Residential Medium Density subject to the following requirements:

a. the development is located in proximity to the Meadowvale Community Node, or immediately adjacent to lands designated Mixed Use;

b. the development continues to integrate at least one type of permitted low-rise dwelling; and

c. the development meets the transition policies of this Plan.

~~16.16.1.1 In addition to the general Residential Medium and High Density development policies of this Plan, the following additional policy applies specifically to this Character Area:~~

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

~~b. immediately adjacent to low density housing forms should be limited to three storeys. In situations where the low density housing forms are separated from high density development by a public road or other permanent open space feature, a height of four to five storeys may be compatible.~~

~~16.16.1.2 Lands designated Residential Low Density II will not permit the following uses:~~

~~a. triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.~~

~~16.16.1.3~~16.16.2.4 Lands designated Residential Medium Density will also permit low-rise apartment dwellings.

16.16.3 Urban Design

16.16.3.1 The built form in Meadowvale will preserve an open and green character by:

a. limiting the number of taller buildings above 8 storeys to appropriate locations in the neighbourhood, with a focal point near the Meadowvale Community Node;

b. maintaining generous access to natural light, sky views and privacy with a minimum separation distance of generally 40 metres between portions of buildings that are greater than 6 storeys; and

c. ensuring appropriate transitions between areas of differing planned heights and densities.

16.16.3.2 In order to maximize access to sunlight, sky views and privacy, taller buildings between 9 and 12 storeys will be required to incorporate ***podiums*** that are no less than 3 storeys and no greater than 6 storeys.

16.16.3.3 New buildings will be located and oriented to preserve views of the green network, with generous setbacks and transitions to parks and open spaces.

~~16.16.2~~16.16.4 Transportation

16.16.4.1 Meadowvale will build on its existing network of walkways and trails. Development will be required to consider how improvements to the network can be made to:

a. improve access to the existing walkway and trail network; and

b. incorporate additional pedestrian connections to existing walkways, trails, transit routes, transit stops, roads, parks and open spaces.

~~16.16.2.1~~ 16.16.4.2 Prior to giving consideration to any proposal to widen Tenth Line, City Council will require a neighbourhood traffic study be undertaken. This study should examine alternatives to widening Tenth Line, including traffic management measures. In the event that a widening is required, its need and justification should be clearly documented in accordance with the requirements of the document entitled Class Environmental Assessment for Municipal Road Projects.

~~16.16.2.2~~ 16.16.4.3 Truck traffic will be discouraged from utilizing Tenth Line West south of the St. Lawrence and Hudson Railway in recognition of the residential character of Tenth Line West south of the railway line.

16.16.5 Housing

16.16.5.1 Meadowvale will expand on the range of housing options in new developments by:

a. requiring a mix of housing forms;

b. promoting unit sizes which address the needs of aging in place and young family households; and

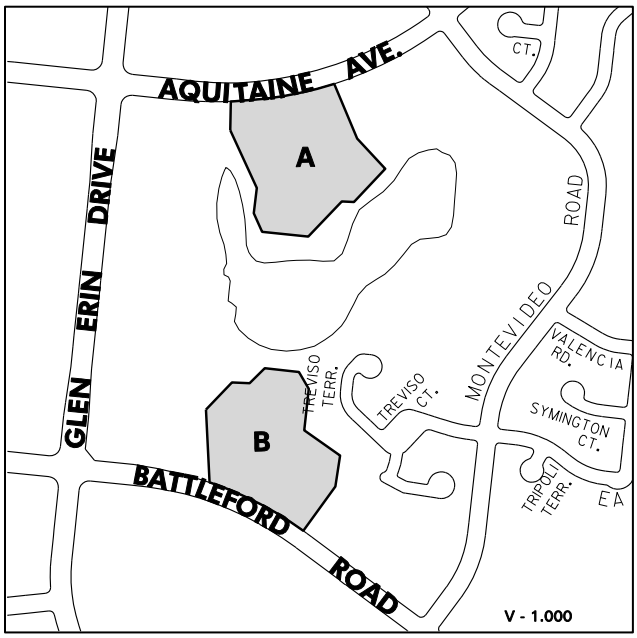
c. encouraging the provision of affordable housing.

Appendix 3

~~16.16.3~~16.16.6 Special Site Policies

There are sites within the Character Area that merit special attention and are subject to the following policies.

~~16.16.3.1~~ 16.16.6.1 Site 1



Remove Area B from the map.

~~16.16.3.1.1~~ 16.16.6.1.1 The lands identified as Special Site 1 are located on the south side of Aquitaine Avenue, east of Glen Erin Drive ~~and on the north side of Battleford Road east of Glen Erin Drive~~.

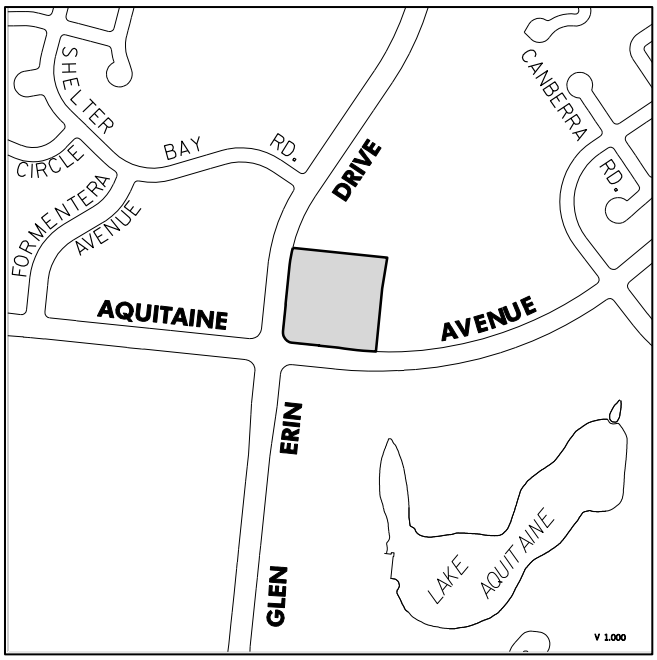
~~16.16.3.1.2~~ 16.16.6.1.2 Notwithstanding the provisions of the Residential High Density designation, townhouse dwellings will be permitted for lands identified as Area B.

~~16.16.3.1.3~~ 16.16.6.1.3 Notwithstanding the provisions of the Residential High Density designation, ~~the following additional policies will apply for the lands identified as Area A:~~

~~a. townhouse dwellings will be permitted; and~~

~~b.~~ a. the maximum ***floor space index*** (***FSI***) will be 1.6.

~~16.16.3.2~~ 16.16.6.2 Site 2



~~16.16.3.2.1~~ 16.16.6.2.1 The lands identified as Special Site 2 are located at the northeast corner of Glen Erin Drive and Aquitaine Avenue.

~~16.16.3.2.2~~ 16.16.6.2.2 Notwithstanding the policies of this Plan, a maximum ***floor space index*** (***FSI***) of 1.4 will be permitted.

Appendix 3

~~16.16.3.3~~ 16.16.6.3 Site 3

~~16.16.3.3.1~~ 16.16.6.3.1 The lands identified as Special Site 3 are located at the southwest corner of Battleford Road and Glen Erin Drive.

~~16.16.3.3.2~~ 16.16.6.3.2 Notwithstanding the policies of this Plan, two apartment dwellings with maximum heights of 12 and 15 storeys will be permitted.

Size: ANSI E 34" x 44"

APPENDIX 4

- Meadowvale Community Node
- Meadowvale Neighborhood Character Area Boundary

MOP Land Use Designations

- Business Employment (BE)
- Convenience Commercial (CC)
- Greenlands (G)
- Residential High Density (HD)
- Industrial (IND)
- Residential Low Density I (LDI)
- Residential Low Density II (LDII)
- Residential Medium Denstiy (MD)
- Mixed Use (MU)
- Motor Vehicle Commercial (MVC)
- Public Open Space (OS)
- Parkway Belt West (PBW)
- Utility (UT)

0 115 230 460 690 920 Meters

N

Meadowvale Neighborhood - Area of Amendment and Land Use Designations

MISSISSAUGA

Produced by CPS, Geospatial Solutions

Path: I:\cadd\Projects\ReportMaps\217074 Meadowvale Neighbourhood Character Study_RPT\Vector\Meadowvale Neighborhood Character Area\Meadowvale Neighborhood Character Area.aprx