

City of Mississauga

Corporate Report



Date: October 5, 2020 To: Chair and Members of Planning and Development Committee	Originator's files: CD.03-UPT
From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Meeting date: October 19, 2020

Subject

**PUBLIC MEETING INFORMATION REPORT (WARD 4 AND WARD 5) – Mississauga
Official Plan Amendment for the Uptown Major Node Character Area**

Recommendation

1. That the report titled "*Mississauga Official Plan Amendment for the Uptown Major Node Character Area*" dated October 5, 2020 from the Commissioner of Planning and Building, be received for information.
2. That the submissions made at the Public Meeting held on October 19, 2020 to consider the report titled "*Mississauga Official Plan Amendment for the Uptown Major Node Character Area*" dated October 5, 2020, from the Commissioner of Planning and Building, be received.

Report Highlights

- A draft Official Plan Amendment (OPA) has been prepared that provides a policy framework for the future development of the Uptown Major Node Character Area (Uptown Node). Please see Appendix 1 for a map of the subject area.
- This report presents the draft OPA for Council's consideration, which includes a range of policies on items such as: housing, road connections, park locations, retaining non-residential space, urban block sizes and development master plans.
- This report also provides Council with preliminary feedback from stakeholders that were engaged over September and October, 2020; along with feedback from a virtual public meeting held on October 5, 2020.
- Staff aim to bring a Recommendation Report with the final OPA to Council for consideration before the end of 2020.

Background

The Uptown Node is under significant development pressure. There are currently 14 towers under construction and/or application in the Node, which would provide over 5,000 new residential units. The City has also received some large scale preliminary applications on key redevelopment sites.

In response to this development pressure, staff undertook preliminary work to understand the cumulative impacts of this growth in the Uptown Node on the provision of infrastructure and services. As part of this assessment the following challenges were identified: parkland deficiencies, the need for a finer-grained road network and improved pedestrian connections, improved housing mix, an imbalance between population and jobs, and the need for protection of office and retail space.

In July 2020, staff received Council support to develop an OPA to address these issues and to help ensure the Uptown Node can continue to thrive as a complete, vibrant and well served community into the future.

See Appendix 2 for a copy of the July 27, 2020 report entitled *“Information Report (Ward 4 and 5) – Uptown Node Capacity Review”*.

Comments

OVERVIEW OF DRAFT OFFICIAL PLAN AMENDMENT

The draft OPA (Appendix 3) has been prepared to address the issues identified in the Information Report presented to Council on July 27, 2020. It incorporates comments made by staff in Planning and Building, Transportation and Works, and Community Services and feedback received during the public and stakeholder consultation period over September and October, 2020. The following summarizes key policies within the draft OPA.

Develop Finer Grained Road Network

The draft OPA includes a *“Block and Road Concept Plan”* with future roads and pedestrian connections. The draft policy directs that these roads/connections are public, but allows for the consideration of private roads under certain circumstances.

The draft OPA also has policies intended to create a finer grid network and a permeable system of streets to support a well-connected and walkable community. The draft OPA also includes policies to enhance the public realm and ensure new development considers its impact on the streetscape.

Need to Retain and Encourage Non-Residential Uses

The draft OPA reinforces the vision for the Uptown Node as a mixed use community that offers a range of employment opportunities. In order to achieve a better balance between residents and jobs, the proposed policies encourage non-residential uses.

Further, the draft OPA includes a policy that requires the replacement of any non-residential space proposed to be demolished as part of redevelopment plans. In the case of retail space, a limited loss of net floor area would be permitted if the planned function of the retail uses are maintained during and after redevelopment.

Identify Parkland Locations

The draft OPA includes a “*Block and Road Concept Plan*” that proposes potential locations for future parks in order to create an interconnected open space network. The size, configurations and quality of these parks will be determined through the development application process and in line with section 42 of the *Planning Act* and any other applicable provisions. Where a public park cannot be secured, the OPA identifies that POPS (Privately Owned Publicly Accessible Spaces) could be considered.

The draft OPA also includes the requirement to provide playgrounds within a 400m unimpeded walk within the Uptown Node. This policy reflects the city-wide standards and is intended to address the playground deficit in the Node.

Requirement for Development Master Plans

The draft OPA proposes that staff may require a development master plan for large scale developments within the Node, and that this will be determined through the pre-application meeting and in consultation with staff prior to development application submission. This policy is intended to bring a more comprehensive and coordinated approach to planning within the Node.

Housing Mix and Affordability

The draft OPA encourages the development of a range of housing choices in terms of unit type, unit size, tenure, and price, to accommodate changes in community needs over time. The draft OPA also promotes opportunities for partnerships in order to meet this objective.

Community Infrastructure Provisions through Partnerships

The draft OPA encourages community partnerships and the sharing of community infrastructure and facilities, where practical. This proposed policy is, in part, intended to provide support to the Peel District School Board, given the immediate need for an elementary school in the area.

Urban Design

The draft OPA amends the existing urban design policies and introduces detailed policies to support the creation of a vibrant community with a sense of place. Draft policies include urban design considerations in relation to street hierarchy, as well as the creation of urban scale blocks and streets.

Building Height - *Policies Not Amended*

The current planning framework in the Uptown Node allows for height permissions up to 25 storeys, with the opportunity to develop taller buildings if certain criteria can be met. Given the growth emphasis placed on Uptown Node, the policy framework guiding heights in the Uptown Node is considered sufficiently robust and is not be addressed as part of this OPA.

COMMUNITY ENGAGEMENT

Engagement Process

This OPA has been underpinned by stakeholder engagement with the following groups:

- **Public Engagement:** The public has been involved via a project website, social media, an online comments form, a virtual community meeting and this statutory public meeting. Public engagement was intended to provide information on the draft policies and gain preliminary feedback.
 - **Virtual Community Meeting:** A virtual community meeting was held on October 5, 2020.
 - **Statutory Public Meeting:** Notification for the October 19, 2020, Statutory Public Meeting was published in the Mississauga News. Information of this public meeting was also shared on the Uptown Node project website (www.yoursay.mississauga.ca/uptown), and promoted via a media release, Council's Corner newsletter and social media.

- **Posting Draft OPA:** The draft OPA policies will be posted on the project website on October 9, 2020 along with an online comment form in order to receive further detailed comments from the public.
- **Stakeholder and Land Owner Engagement:** Outreach with the Uptown Node's stakeholders and major land owners took place over September and October, 2020 in order to provide information on the amendment and gain preliminary feedback on more site specific matters.

Feedback Received to Date

Staff engaged stakeholders and the public through the abovementioned engagement tactics. Staff have incorporated this preliminary feedback into the draft OPA and provided a summary of the key messages received below.

Creating a Complete Community

- We heard about the need for Uptown Node to evolve as a complete, vibrant and mixed use community that provides opportunities for people of all ages and abilities to live, work, shop and play.
- Feedback also included the need for school sites in the Node, playgrounds, parks and improved pedestrian connections.

Improving Multi-Modal Movement around the Node

- We heard about the need for a more connected Node that supports multi-modal transit, including improved pedestrian connections, active transportation, automobiles and future connections to the Hurontario Light Rail Transit.
- Feedback was received that people often felt unsafe crossing some of the larger roads in the Node, and there was support for implementing pedestrian connections and a finer grained street network for people to move around.

Consideration of Local Development Aspirations and Condition

- During our discussions with major land owners in the area, we heard support for strengthening Uptown Node into the future.

- We also heard that it will be important that the OPA incorporates their development aspirations and that it carefully considers individual site constraints to ensure the new policy framework is achievable on the ground.
- One land owner also expressed that it will be important any requirements for new office and retail are economically viable.

In response to posting the draft OPA policies, staff anticipate detailed comments from the public and stakeholders. Staff will consider all feedback received in finalizing the draft OPA and will present this feedback to Council for consideration as part of the final Recommendations Report.

Financial Impact

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

Conclusion

The Uptown Node Official Plan Amendment has been a consultative process that has produced a draft policy framework to aid in the development of a vibrant, mixed-use and connected community. The next step is to incorporate any further feedback received through community engagement and at the October 19, 2020 Public Meeting into the final OPA that will be presented to Council for consideration by the end of the year.

Attachments

Appendix 1: Context Map of Uptown Node

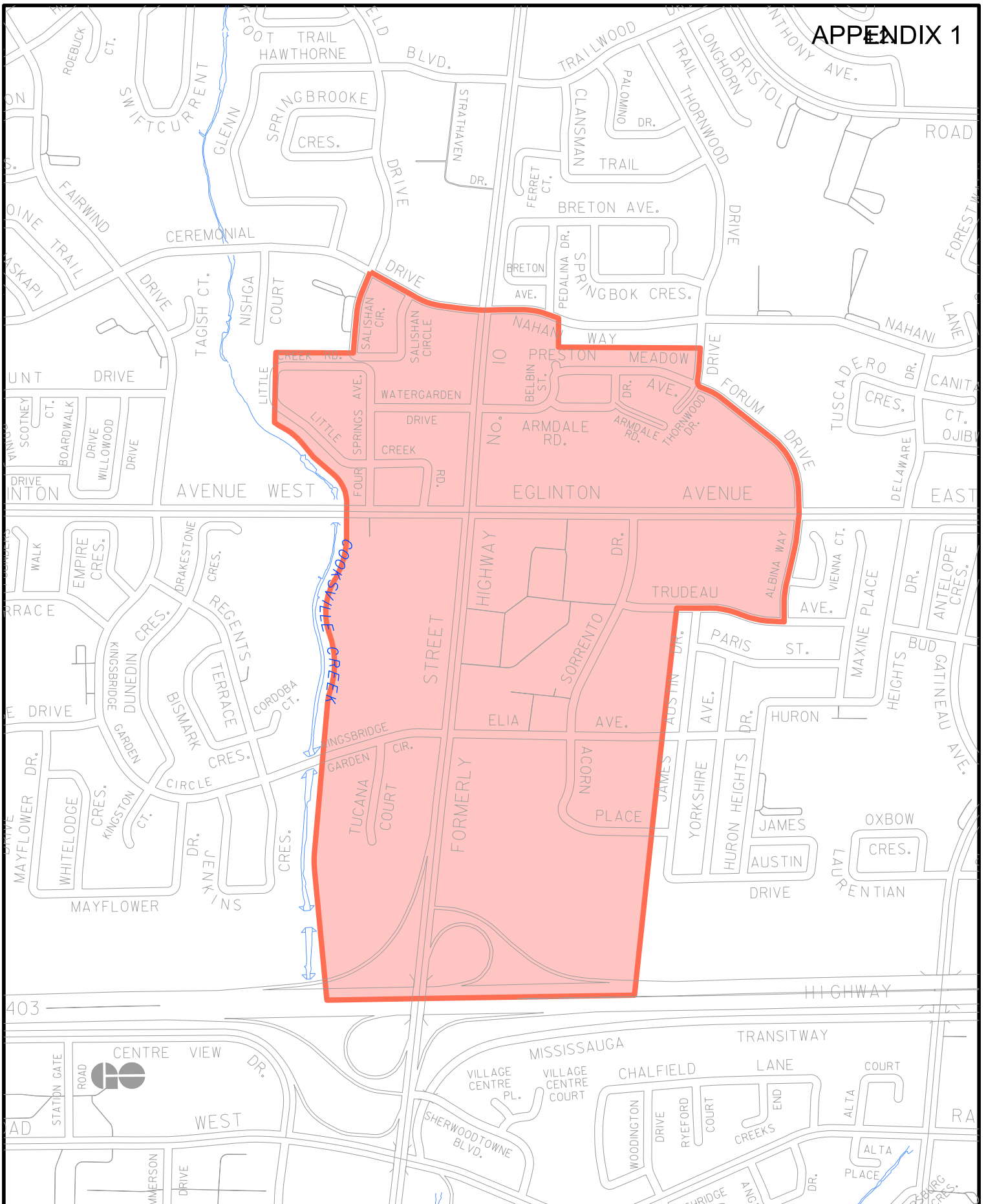
Appendix 2: Information Report (Wards 4 and 5) – Uptown Node Capacity Review, July 27, 2020

Appendix 3: Uptown Major Node Character Area – Draft Official Plan Amendment



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

Prepared by: Katherine Morton, Manager, Planning Strategies and Data
Mojan Jianfar, Planner, Planning Strategies and Data



APPENDIX 1 - CONTEXT MAP OF UPTOWN NODE

0 40 80 120 160
metres



City of Mississauga

Corporate Report



Date: June 19, 2020 To: Chair and Members of Planning and Development Committee	Originator's files:
From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Meeting date: July 27, 2020

Subject

INFORMATION REPORT (WARDS 4 AND 5) – Uptown Node Capacity Review

Recommendation

1. That the following report titled “Uptown Node Capacity Review” dated June 19, 2020, from the Commissioner of Planning and Building, be received for information.
2. That staff prepare an Official Plan Amendment (OPA) for the Uptown Node to address the key challenges identified in this report and ensure the Uptown Node can support proposed development.
3. That staff are authorized to undertake community engagement to support this work, including holding a public meeting at an upcoming Planning and Development Committee meeting in the fall.

Report Highlights

- The Uptown Node is under significant development pressure. There are currently 14 towers under construction and/or application in the Node, which would provide over 5,000 new units (see Appendix 2 & 3). The City has also received some large scale preliminary applications on key redevelopment sites.
- This report seeks to understand the cumulative impact of proposed developments on the provision of infrastructure and services in the Node by bringing together advice from all of the City's infrastructure providers.
- The report identifies the following key challenges for the Node: road connectivity, creating an urban block pattern, securing land for parks, affordable housing and retaining retail and office functions.
- Staff are seeking Council authorization to prepare an OPA that would include a Block and

Road Concept Plan to help address these challenges and support proposed development.

Background

Uptown Node is centered on the intersection of Hurontario Street and Eglinton Avenue. The Node is a focal point for retail, office and medium to high density residential development and will soon be served by the Hurontario Light Rail Transit (LRT). See Appendix 1 for a context map.

The Uptown Node has 12,300 residents and 2,200 jobs. The City's approved growth forecast project a population of approximately 20,000 by 2041. Existing zoning permissions in the area allow for approximately 25,000 people.

The Node is currently seeing development proposals beyond these planned levels. There are currently 14 towers under construction and/or application in the Node. The City has also received some large scale preliminary applications on key redevelopment sites south of Eglinton that contemplate the development of another dozen or so towers.

Taking all of that potential growth in the pipeline into account, the Node could have a population of 30,000 people, in other words support a town the size of Orillia. If growth continues along the current trajectory the population could increase further to 40,000 or 50,000. Appendix 2 and 3 provides detailed information on all the active development applications and buildings currently under construction in the Node.

In response to this development pressure, staff undertook preliminary work to understand the cumulative impacts of this higher amount of growth in the Uptown Node on the provision of infrastructure and services. Planning and Building staff reached out to each of the City's infrastructure providers to identify any capacity concerns and develop strategies to manage these pressures moving forward.

Staff are now seeking authorization from Council to move ahead with developing further policies and plans that could help to manage some of this growth and ensure that the Uptown Node can thrive as a complete, vibrant and well served community into the future.

Comments

UPTOWN NODE'S POLICY FRAMEWORK

The Uptown Node has an existing policy framework in the City's Official Plan that has helped to guide and manage growth. Highlights include:

- Identified as a *Major Node*, and intended to accommodate significant levels of development.

- Allows heights up to 25 storeys, with larger buildings permitted if certain policy requirements can be met.
- Striving to achieve a density target of 200-300 people plus jobs per hectare.
 - The Province has also set a minimum density target for Uptown Node of 160 people plus jobs per hectare in order to support the LRT.
- Aiming to provide a range and mix of housing.
- A balance between population and employment (or a 2:1 ratio).
- Aiming to provide a high quality urban environment and quality transitions in the built form to surrounding neighbourhoods.

Staff's recommendation to undertake a municipally initiated OPA is intended to build on these existing policies, recognizing the transitional nature of this character area in the city's urban structure hierarchy.

KEY POLICY AND CAPACITY CONSIDERATIONS

To understand capacity in the Node and the key policy considerations for the area, staff from Planning & Building received feedback from the City's Community Services and Transportation and Works Departments, along with Mississauga's services and infrastructure providers - the Peel District School Board, the Dufferin Peel Catholic School Board, Region of Peel and Alectra.

Based on this feedback, the following city building and capacity issues were identified:

Fine Grained Road Network

A high level transportation assessment was undertaken to review potential growth thresholds in the Node. The assessment reviewed six key intersections and found that they have capacity to support existing populations, but as the area continues to develop these intersections will be under increasing pressure. The assessment identified that the area would benefit from greater connectivity and a finer grained road network for pedestrians, cyclists and drivers. Staff are exploring options for the OPA to implement a finer grained network of local streets (see attached Appendix 4).

The Uptown Node is comprised of many large "super" blocks, and it will be important to break up these blocks to create an urban scaled grid network to support mobility and pedestrian movement in the area, along with dispersing congestion. While density and built form on these blocks will be determined through the development process, staff are exploring options for a future OPA to establish a maximum block size of approximately 90 metres x 100 metres to create a permeable network of streets.

Additional work will be undertaken over the long term to examine the role of Eglinton Avenue in supporting multi-modal travel. This includes potential for a MiWay Express route and/or higher order transit along the corridor. In addition, a different mix of land uses to change internal trips and improvement to pedestrian safety is under consideration. In the shorter term, operational improvements, such as transit priority measures and an increase in amenities (i.e. bus shelters) is under review.

Parkland Provision

The minimum target parkland provision for the area is 12%, or approximately 12 hectares of parkland. The Uptown Node currently contains approximately 4 hectares of parkland, resulting in a deficit of approximately 8 hectares (19.5 acres) of parkland, with approximately 3.5 hectares expected through the development application process. The City also aims to provide playgrounds spread out within the area (within 400 m walking distance). Two additional playgrounds are required in the Node's southern quadrants.

Staff are exploring ways an OPA can work within provincial framework to secure future parkland and playgrounds, as well as ensure this parkland is provided as part of an interconnected system of greenspace. Where a park cannot be secured, pocket parks and POPS (Privately Owned Publicly Accessible Spaces) could be considered.

Retail Function and Commercial Function

The Uptown Node is intended to foster a mix of uses and a range of employment opportunities. However, active development applications in the Node have included limited, if any, proposals for office and/ or commercial space. Staff are exploring ways that an OPA could allow the Node to, at minimum, retain its existing office and key commercial space to ensure it can function as a complete community.

Building Height

The current planning framework in the Uptown Node allows for height permissions up to 25 storeys, with the opportunity to develop taller buildings if criteria can be met. Given the growth emphasis placed on Uptown Node, the policy framework guiding heights in the Uptown Node is considered sufficiently robust and would not be addressed as part of this OPA.

Housing Mix and Affordability

As the Node develops and the LRT is constructed, it will be an ideal location for affordable housing. Staff are exploring ways the OPA could support affordable housing contributions, prior to the introduction on Inclusionary Zoning. At the request of the City, some landowners have already proposed forms of affordable housing as part of their plans.

Master Planning Requirements

Development master plans are a tool identified in the Mississauga Official Plan that allows the City to review development proposals on a holistic basis. Examples include the Lakeview Waterfront and Port Credit West Village master plans. For large sites in the Uptown Node development master plans should be required so that matters such as height and density, the location of new streets and site phasing can be assessed prior to the approval of a development application. The OPA could enforce this type of requirement.

Peel District School Board (PDSB) School Site

There is an immediate need for a new PDSB elementary school and the Board is examining options both inside the Node and in the surrounding area to support the substantial growth occurring in the Hurontario corridor. Staff will continue to support the PDSB in working to secure elementary school/s in the City's fastest growing areas through development applications.

OFFICIAL PLAN AMENDMENT TO GUIDE FUTURE GROWTH

Staff are seeking authorization to develop an OPA to address policy and capacity issues identified throughout this report (e.g. road connectivity, creating an urban block pattern, securing land for parks, affordable housing and retaining commercial and office functions).

A key component of the proposed OPA would be a preliminary Block and Road Concept Plan, which would help to map out and illustrate these key policy concepts within the Node. Specifically, this Plan would aim to address the need for a more connected road network and securing of physical parkland. A draft Block and Road Plan has been included in Appendix 4.

Staff propose to work closely with stakeholders, land owners and the public in developing this OPA and the Block and Road Concept Plan.

It is anticipated staff will report back to Planning and Development Committee with a Public Meeting and draft OPA in the fall of 2020.

Financial Impact

Not applicable at this time.

Conclusion

Staff from across various departments, as well as agency groups, have identified challenges for the Uptown Node, including parkland and playground deficiencies, the need for a finer-grained road network and improved pedestrian connections, improved housing mix, and the need for protection of office and commercial space.

To address these challenges and ensure future growth in the Uptown Node supports a complete and connected community, staff recommend the development of an OPA that includes a Block and Road Plan. Staff seek Council's authorization to commence the process to develop this OPA, along with permission to consult the community and hold a public meeting.


Attachments

Appendix 1: Context Map of Uptown Node

Appendix 2: Active Application Summary

Appendix 3: 3D Development – Active Applications

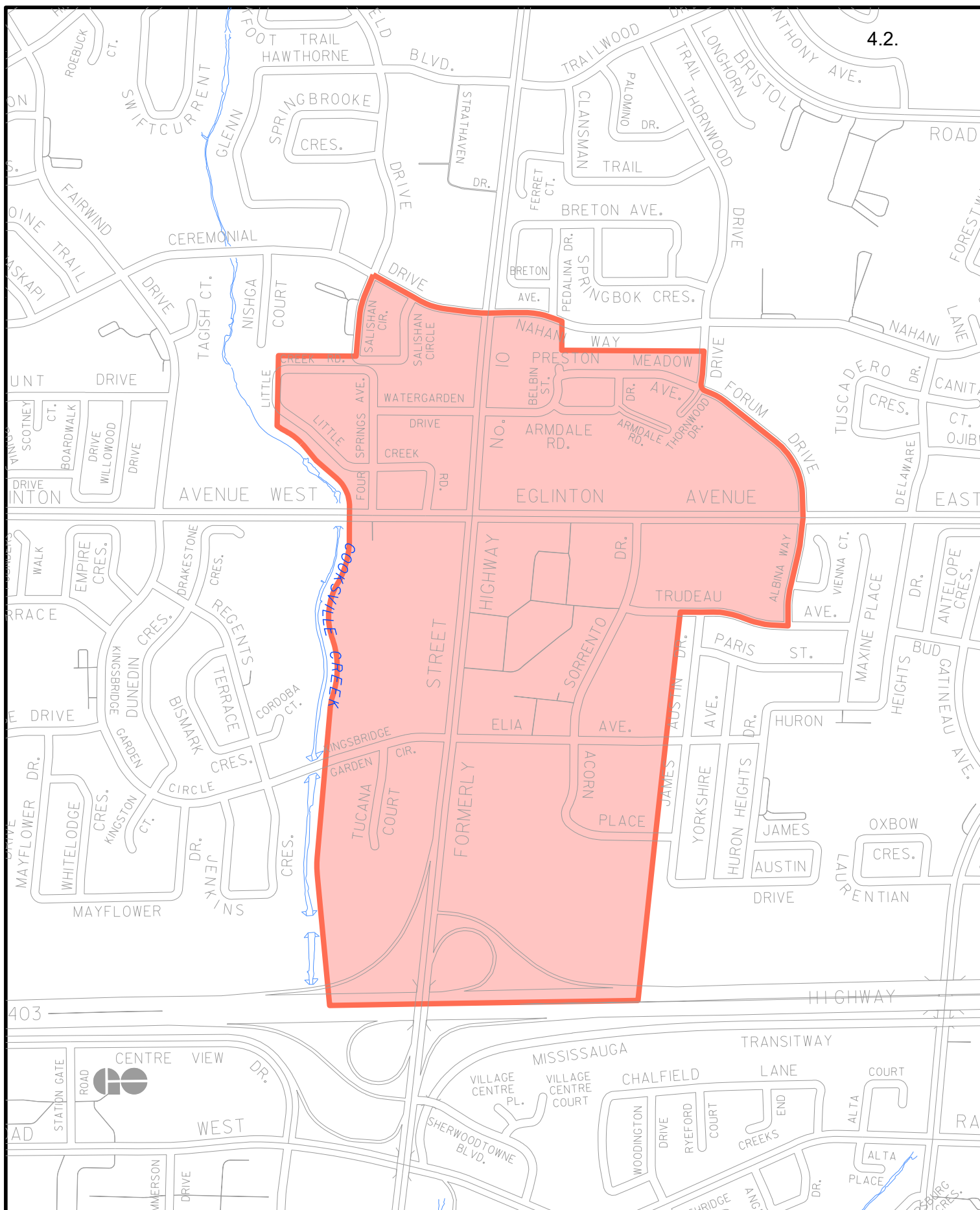
Appendix 4: Draft Uptown Node Block and Road Concept Plan



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

Prepared by: Katherine Morton, Manager, Planning Strategies, City Planning Strategies

4.2.



APPENDIX 1 - CONTEXT MAP OF UPTOWN NODE

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metres

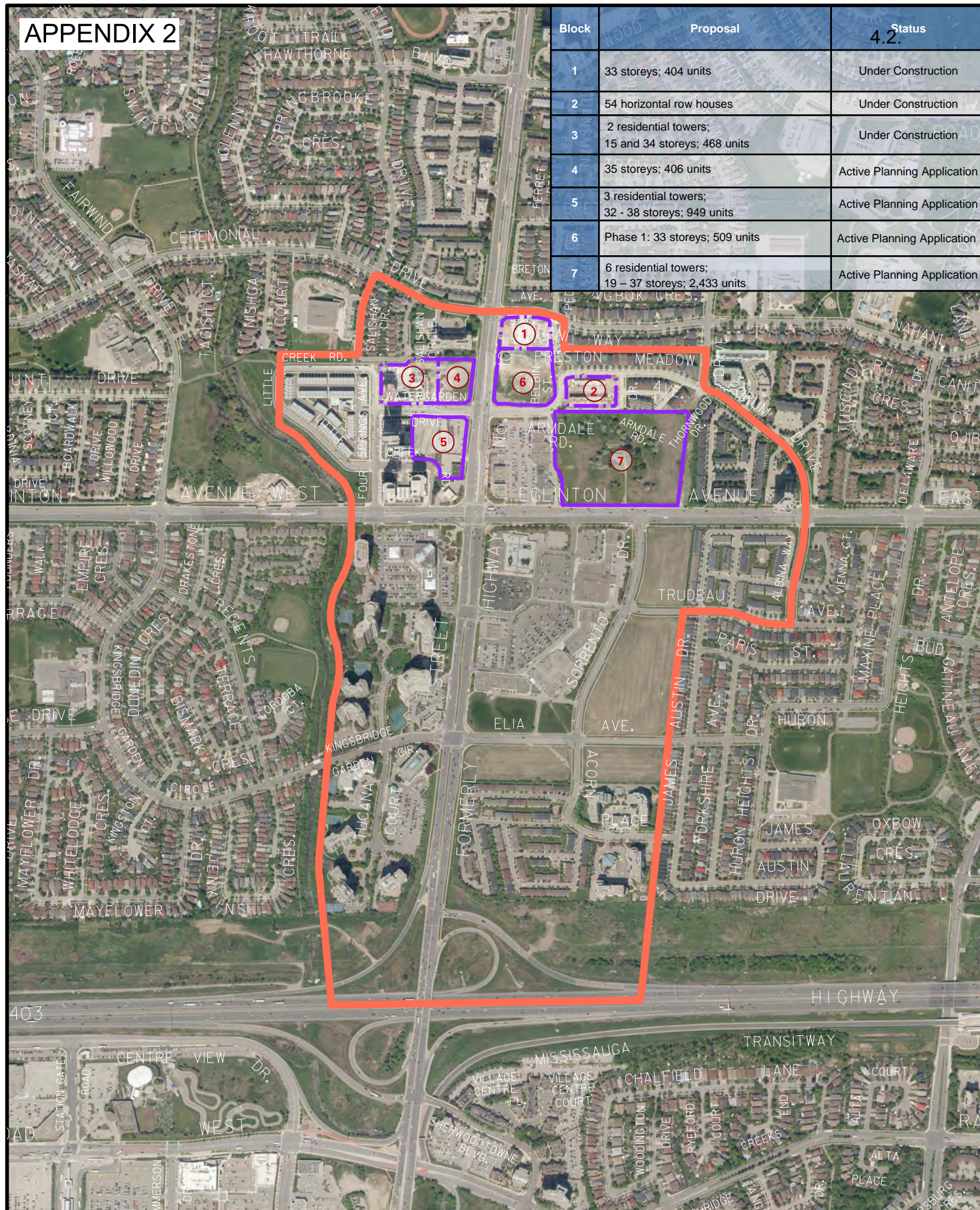


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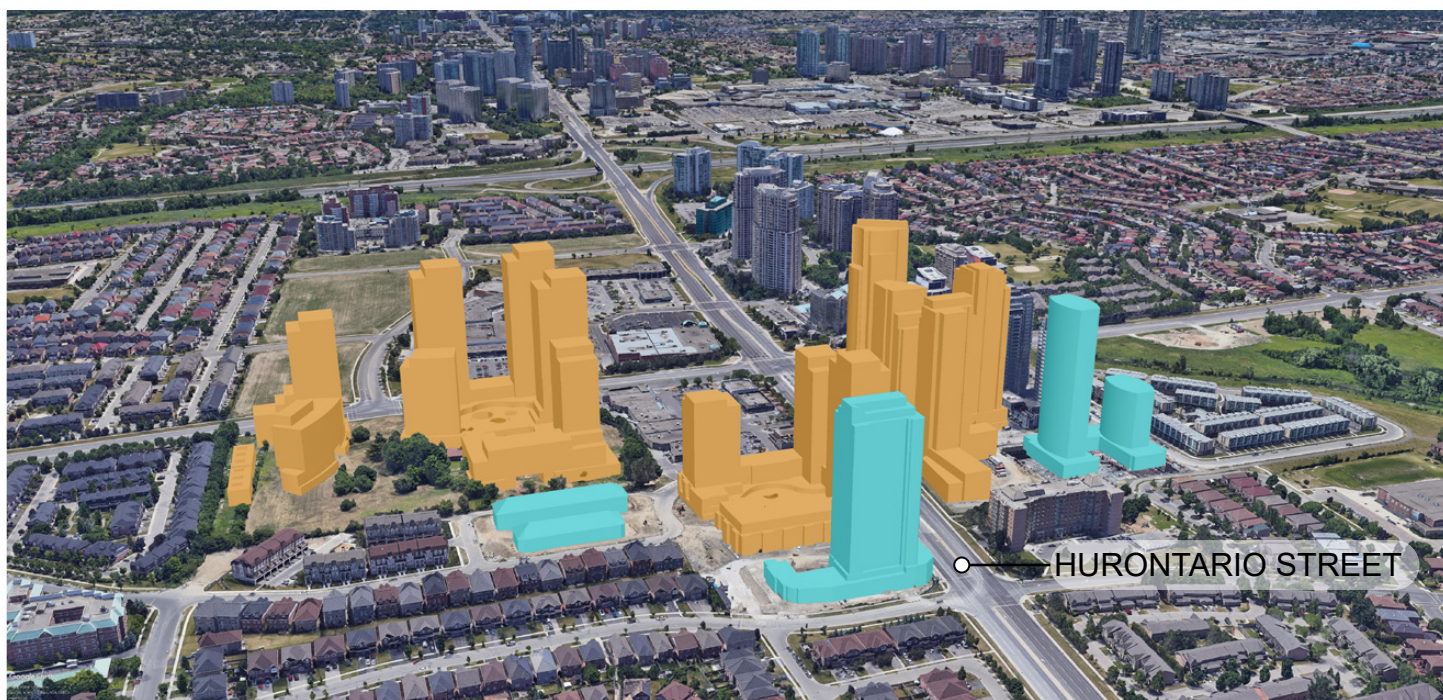
APPENDIX 2

Block	Proposal	Status
1	33 storeys; 404 units	Under Construction
2	54 horizontal row houses	Under Construction
3	2 residential towers; 15 and 34 storeys; 468 units	Under Construction
4	35 storeys; 406 units	Active Planning Application
5	3 residential towers; 32 - 38 storeys; 949 units	Active Planning Application
6	Phase 1: 33 storeys; 509 units	Active Planning Application
7	6 residential towers; 19 - 37 storeys; 2,433 units	Active Planning Application



APPENDIX 2 - ACTIVE APPLICATION SUMMARY

 UPTOWN NODE BOUNDARY
  ACTIVE APPLICATION SITES
  UNDER CONSTRUCTION



3D PERSPECTIVE VIEW LOOKING SOUTH



3D PERSPECTIVE VIEW LOOKING NORTH

APPENDIX 3: 3D DEVELOPMENT - ACTIVE APPLICATIONS



UNDER CONSTRUCTION

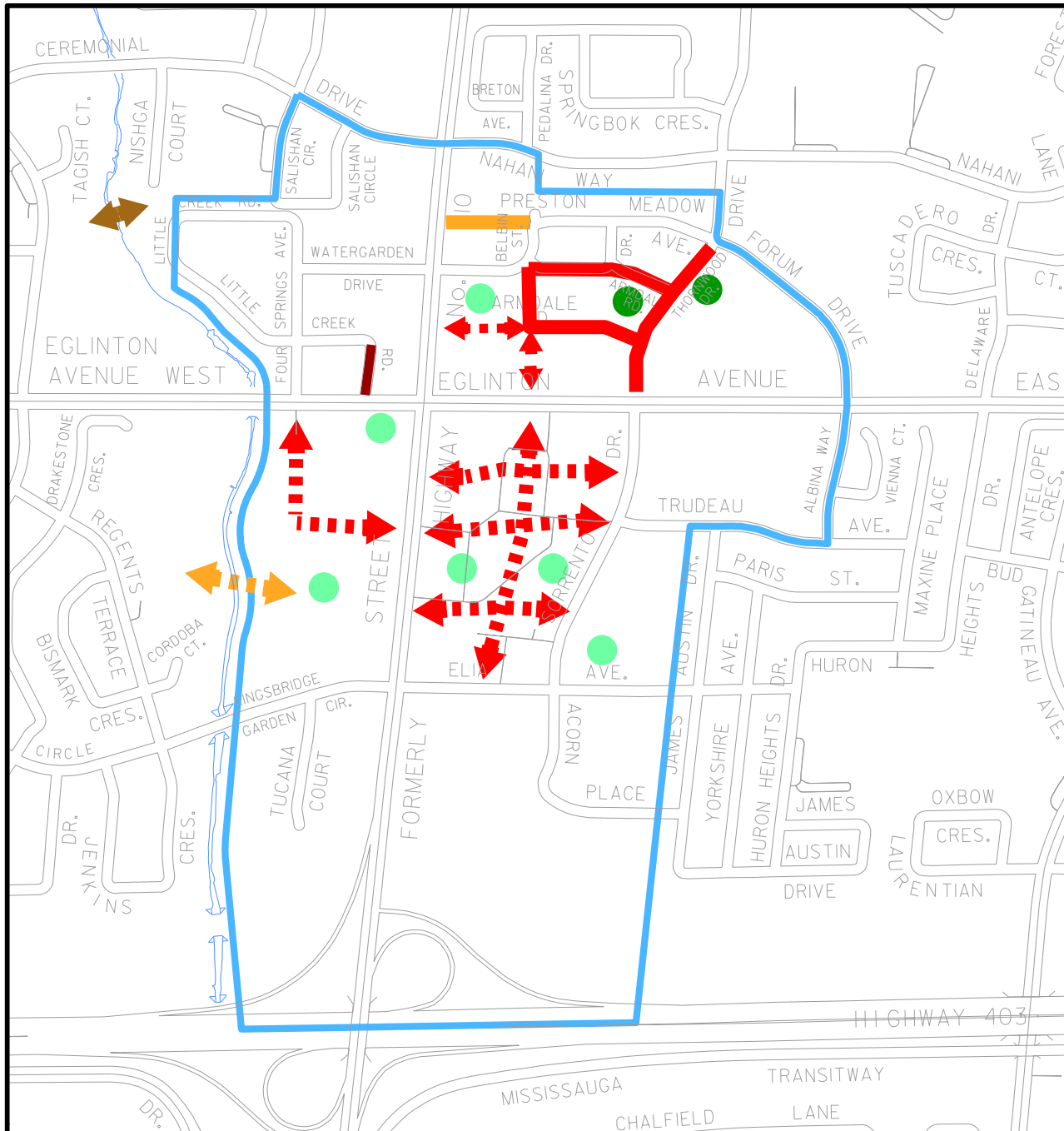


ACTIVE PLANNING APPLICATION



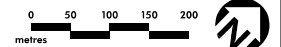
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**LEGEND**

- Proposed Roads - Under Application
- - - Proposed Roads - Conceptual
- Proposed Road Widening
- Proposed Pedestrian Connection - Under Application
- Existing Pedestrian Connection
- - - Proposed Pedestrian Connection - Conceptual
- Proposed Parks - Conceptual
- Proposed Parks - Under Application

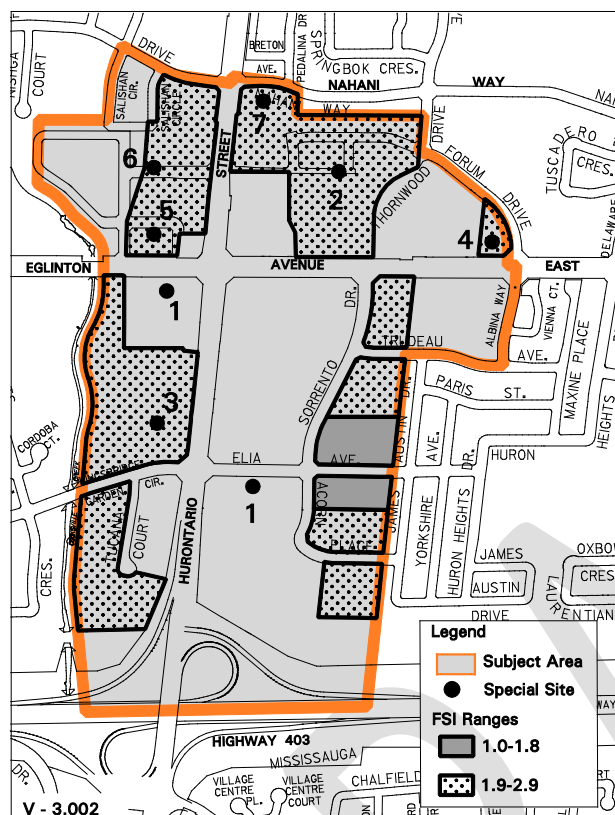
APPENDIX 4 - DRAFT UPTOWN NODE BLOCK & ROAD CONCEPT PLAN



Appendix 3: Uptown Major Node Character Area – Draft Official Plan Amendment

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

13.4 Uptown



Map 13-4.1: Uptown Major Node Character Area

13.4.1 Guiding Principles

Uptown will be planned as a mixed use community with a vibrant public and private realm, a high quality network of open space, housing choices and a range of employment opportunities. Uptown will be transit oriented in support of the Hurontario Light Rail Transit and provide a safe environment for walking and cycling.

Uptown will evolve based on the following Guiding Principles:

1. **Connect:** Supports walking, cycling, transit and vehicular options for all people of all ages to get around.

2. **Mix:** Supports offices, retail uses and a range of employment opportunities, along with medium to high density residential development.
3. **Green:** Incorporates a high quality and well-designed network of parkland.
4. **Partnerships:** Supports innovative partnerships, where they benefit the community.

13.4.2 Housing

13.4.2.1 Uptown is encouraged to develop with a range of housing choices in terms of unit type, unit size, tenure, and price, to accommodate changes in community needs over time.

13.4.2.2 Mississauga will encourage the provision of affordable housing, and in particular, affordable rental housing and apartments with two or more bedrooms.

13.4.2.3 Mississauga will encourage partnerships and collaborations to support the creation of affordable housing in Uptown.

13.4.2 13.4.3 Land Use

13.4.3.1 Uptown will be developed as a compact, mixed use community that supports offices, retail uses and a range of employment opportunities.

13.4.3.2 Redevelopments that result in a loss of office floor space will not be permitted, unless it can be demonstrated that office floor space will be replaced as part of the redevelopment.

13.4.3.3 Redevelopment that results in a loss of retail and service commercial floor space will not be permitted, unless it can be demonstrated that the planned function of the existing non-residential

component will be maintained during and after redevelopment.

~~13.4.2.1~~ 13.4.3.4 For lands designated Residential Medium Density, building heights will not exceed three storeys.

~~13.4.1~~ 13.4.4 Urban Design

~~13.4.4.1 To enhance a sense of community, it is proposed that a number of major streetscapes be developed in a manner that will impart a sense of character and identify major geographic areas of the Character Area.~~

~~13.4.4.2 Community Form and Structure Uses along Hurontario Street should be integrated with the overall community design by providing for:~~

- ~~a. a graduated transition in development intensity and building scale; and~~
- ~~b. orientation of buildings, related open spaces and service functions to minimize visual and functional conflicts on abutting lands.~~

13.4.4.1 Built form in Uptown will create a sense of place, community and contribute to an improved quality of life.

13.4.4.2 Uptown will be developed to:

- a. create a fine-grain grid network of urban scale land blocks and streets;
- b. provide high quality design for streets and intersections that achieve definition, enclosure and comfort for pedestrians and street life
- c. incorporate landscaping, street furniture, street trees, lighting systems and signage to animate roads and create a positive

pedestrian, cycling and transit-oriented experience; and

- d. incorporate and integrate on-street parking into streetscape design, as appropriate, to balance the needs of all modes of transportation and the public realm that share the right-of-way.

13.4.4.3 Buildings shall be designed to consider the street hierarchy and streetscape, as follows:

- a. High priority streets: Buildings on streets that front main roads, parks or public spaces shall be developed to incorporate:
 - i. commercial use at grade, where appropriate;
 - ii. building openings that maximize connections to retail uses, parks and public spaces; and
 - iii. a high percentage of transparent vision glass along the street edge.
- b. Residential streets: Buildings on streets that are predominantly residential should be developed with residential units at grade, which provide direct access to the street.
- c. Service streets: Buildings on service streets should accommodate all service vehicles, vehicular access and utilities.

13.4.4.4 Developments are encouraged to incorporate sustainable measures in their designs and consider opportunities to reduce Green House Gas (GHG) emissions and improve storm water management.

13.4.3 13.4.5 Transportation

~~13.4.3.1~~ 13.4.5.1 South of the Character Area between the utility corridor and Highway 403, a new east-west roadway is proposed to provide access to the Downtown area. The proposed Highway 403 North Collector would be connected to Highway 403 west of Hurontario Street and east of Mavis Road and would be developed within the Parkway Belt West corridor as a one-way westbound two lane roadway with grade separations at Hurontario Street, Duke of York Boulevard, Confederation Parkway, the Highway 403/Mavis Road westbound off-ramp, and Mavis Road. ~~In addition, ramp connections would be provided at Duke of York Boulevard and Confederation Parkway to provide access to and from the Downtown road network.~~

Road Network

13.4.5.2 The road network identified in Map 13-4.2 will provide connectivity and a fine grained multi-modal network to encourage walking and cycling within the Node.

- a. All roads shown should be public.
- b. The design, access requirements and public/private responsibilities for roads and pedestrian connections will be determined through the development application process.
- c. Adjustments to the road network may be made without amendment to Map 13-4.2 at the City's discretion to accommodate block development, while maintaining the goal of breaking up large blocks with roads and pedestrian easements.

13.4.5.3 A limited number of private roads may be considered subject to the following:

- a. public easements will be required;

- b. required right-of-way widths will be provided; and
- c. appropriate terminus may be required for maintenance and operations where a public road connects with a private road.

13.4.5.4 Future additions to the road network will be public roads, unless arrangements for private roads are made that are satisfactory to the City.

13.4.5.5 New roads will connect and align with existing roads in surrounding neighbourhoods.

Road Design

13.4.5.6 Roads will be designed as complete streets. New roads will be designed to incorporate active transportation and transit infrastructure. Existing arterial and collector roads dissecting and surrounding the Character Area will be redesigned to incorporate active transportation and transit infrastructure, as appropriate.

13.4.5.7 Vehicular access from roads will be coordinated and consolidated in order to minimize driveways and disruption to pedestrians, cyclists and transit.

13.4.5.8 Pedestrian and cycling connections to transit facilities will be prioritized.

13.4.5.9 Transit stations and facilities will be incorporated into redevelopment plans adhering to the standards of the applicable transit agency.

13.4.5.10 Bicycle parking will be required and should be located throughout the Character Area and at transit facilities.

13.4.5.11 Cycling facilities will be incorporated per the Mississauga Cycling Master Plan. The City may in the future identify secondary cycling routes to be integrated with the design of the public realm.

13.4.5.12 Development applications will be accompanied by traffic impact studies and/or parking

utilization studies that will address, among other things, strategies for limiting impacts on the transportation network such as:

- a. transportation demand management;
- b. transit oriented development and design;
- c. pedestrian/cycling connections; and
- d. access management plan.

13.4.5.13 The City may consider alternative road design standards to achieve community design objectives.

13.4.5.14 A study of Eglinton Avenue may be undertaken in the future to examine increased transit service and/or higher order transit to support growth along the corridor.

Parking

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

13.4.5.16 Limited surface parking will be permitted to accommodate matters such as accessibility parking spaces, car-share spaces and pick-up/drop-off point delivery services.

13.4.5.17 Where surface parking is permitted its impact should be minimized by being located at the rear or side of buildings, by using screening and employing low impact development techniques, and by providing pedestrian amenities, where appropriate.

13.4.6 Open Space Network

13.4.6.1 The park network identified in Map 13-4.2 will form a connected parkland system that is green, safe, attractive, and supports a range of social and recreation activities.

- a. The location, configuration and size of the parkland block(s) will be determined in conjunction with the development application process.

13.4.6.2 Parkland should be designed and located to create a central focus for Uptown. Parkland may also provide gathering spaces and connections throughout Uptown, to existing and future open spaces, commercial developments, community facilities and to surrounding neighbourhoods.

13.4.6.3 Playgrounds should be provided within an unobstructed 400 m walking distance from residential areas within Uptown, unimpeded by major pedestrian barriers such as rivers or major roads.

13.4.6.4 Development that has frontage to a park shall protect for maximum sun exposure onto parkland.

13.4.6.5 Publicly accessible private open spaces (POPS) may be incorporated into developments provided that:

- a. the design of private open space will integrate seamlessly with Uptown's parkland system, adjoining street network, and pedestrian environment;
- b. the private open space interfaces with existing and/or proposed development in a legible and cohesive manner; and
- c. the private open space is maintained as universally accessible and open to the public.

13.4.6.6 Notwithstanding 13.4.6.1 opportunities to obtain additional parkland and space for recreational and library services will be explored through purchase by the City, establishment of easements, land dedication, or future agreements with land owners, where appropriate, to ensure the adequate provision of parkland and open spaces.

13.4.7 Community Infrastructure

13.4.7.1 The City will work in collaboration with the school board(s) to determine the need for educational facilities. The location of these facilities will be determined through the development application process.

13.4.7.2 Community infrastructure is encouraged to adopt a compact form.

13.4.8 Implementation

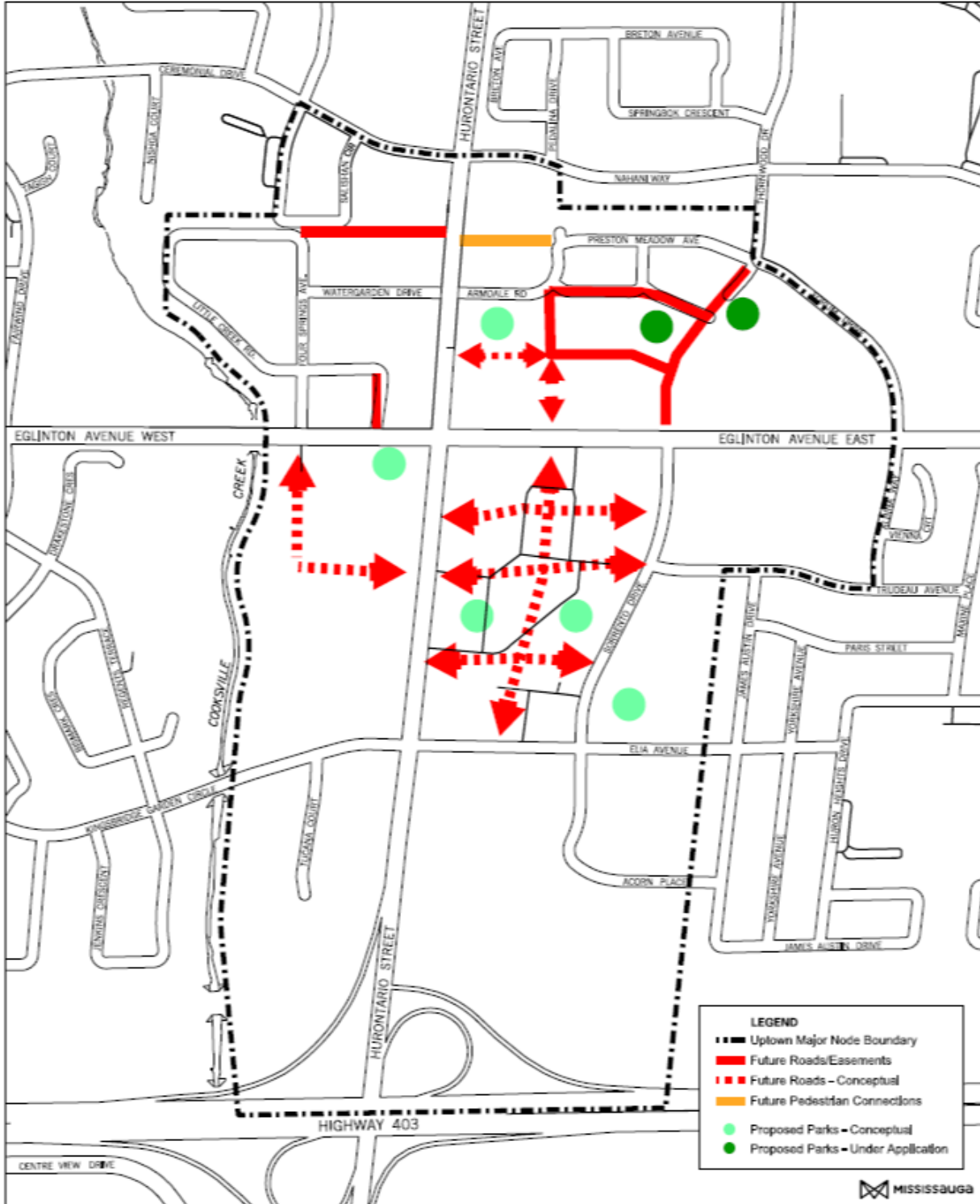
13.4.8.1 Development master plans may be required for large scale developments. The need for a development master plan will be determined through the pre-application meeting and in consultation with staff prior to development application submission.

13.4.8.2 The development master plan should provide a link between Official Plan policies, and subsequent plans of subdivision, rezoning and site plan applications.

13.4.8.3 Development master plans and development applications will demonstrate how the proposal will contribute to the creation of a complete, healthy and connected community in Uptown. This includes, but is not limited to, consideration for how the new proposal supports:

- small block sizes and a fine grained road pattern;
- creation of the road network depicted in Map 13-4.2;

- creation of the park network identified in Map 13-4.2;
- provision of affordable housing;
- future provision of community infrastructure, where applicable; and
- high quality design outcomes for the public realm.



Map 13-4.2: Uptown Node Block and Road Concept Plan