

City of Mississauga Corporate Report



Date: 2019/10/04

To: Chair and Members of Planning and Development Committee

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

Originator's file:
OZ 19/009 W5

Meeting date:
2019/10/28

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 5)

Rezoning application to permit a nine storey hotel, banquet hall, and restaurant with office uses in the two storey podium

6710 Hurontario Street, west side of Hurontario Street between Courtneypark Drive West and Skyway Drive

Owner: 2660430 Ontario Inc. (Flato Developments Inc.)

File: OZ 19/009 W5

Recommendation

That the report dated October 4, 2019, from the Commissioner of Planning and Building regarding the application by 2660430 Ontario Inc. to permit a nine storey hotel, banquet hall, and restaurant with office uses in the two storey podium, under File OZ 19/009 W5, 6710 Hurontario Street, be received for information.

Background

The application has been deemed complete and circulated for technical comments. The purpose of this report is to provide preliminary information on the application and to seek comments from the community. The report consists of two parts, a high level overview of the application and a detailed information and preliminary planning analysis (Appendix 1).

PROPOSAL

The rezoning application is required to permit a nine storey hotel, banquet hall, and restaurant with office uses in the two storey podium. The zoning by-law will need to be amended from **D** (Development) to **O-Exception** (Office - Exception) to implement this development proposal.

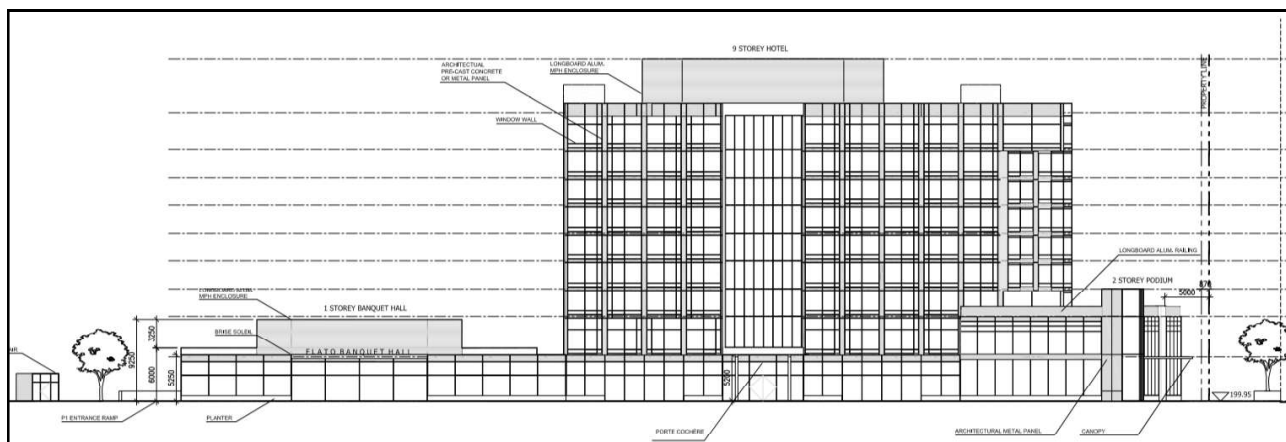
During the ongoing review of this application, staff may recommend different land use designations and/or zoning categories to implement this proposal.

Comments

The property is located on the west side of Hurontario Street between Courtneypark Drive West and Skyway Drive within the Gateway Corporate Centre Character Area. The site is currently vacant employment land. The surrounding neighbourhood consists of predominantly vacant land and employment uses, including offices and warehouses, with the exception of an existing cultural centre (Hansa House), located further south of the subject property. Several hotels are also located in the vicinity of the subject property.



Aerial image of 6710 Hurontario Street



Applicant's southeast elevation of the proposed hotel with a banquet hall, restaurant and office uses in the two storey podium

LAND USE POLICIES AND REGULATIONS

The *Planning Act* allows any person within the Province of Ontario to submit development applications to the local municipality to build or change the use of any property. Upon submitting all required technical information, the municipality is obligated under the *Planning Act* to process and consider these applications within the rules set out in the Act.

The *Provincial Policy Statement* (PPS) establishes the overall policy directions on matters of provincial interest related to land use planning and development within Ontario. It sets out province-wide direction on matters related to the efficient use and management of land and infrastructure the provision of housing; the protection of the environment, resources, and water; and, economic development.

The *Growth Plan for the Golden Horseshoe* (Growth Plan) builds upon the policy framework established by the PPS and provides more specific land use planning policies which support the achievement of complete communities, a thriving economy, a clean and healthy environment and social equity. The Growth Plan establishes minimum intensification targets and requires municipalities to direct growth to existing built-up areas and strategic growth areas to make efficient use of land, infrastructure and transit.

The *Planning Act* requires that municipalities' decisions regarding planning matters be consistent with the PPS and conform with the applicable provincial plans and the Region of Peel Official Plan (ROP). Mississauga Official Plan is generally consistent with the PPS and conforms with the Growth Plan, the *Greenbelt Plan*, the *Parkway Belt West Plan* and the ROP.

Conformity of this proposal with the policies of Mississauga Official Plan is under review.

Additional information and details are found in Appendix 1, Section 5.

AGENCY AND CITY DEPARTMENT COMMENTS

Agency and department comments are summarized in Appendix 1, Section 7.

Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion

Most agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved. The matters to be addressed include: provision of additional technical information, confirmation of adequate services, ensuring the compatibility of the

Planning and Development Committee

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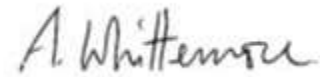
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Originator's file: OZ 19/009 W5

proposal including setbacks, adequacy of parking proposed, building and site configuration, ensuring adequate site access which will include access and servicing easements to adjoining properties and community consultation and input.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Caleigh McInnes, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: 2660430 Ontario Inc. (Flato Developments Inc.)

6710 Hurontario Street

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1. Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **D** (Development)
- November 14, 2012 – Mississauga Official Plan (MOP) came into force. The property was designated **Business Employment**
- September 10, 2014 – City Council enacted By-law 0238-2014 to amend Mississauga Official Plan (MOPA 25). This amendment redesignated most of the lands within Gateway Corporate Centre (including the subject lands) from **Business Employment to Office**. This amendment was appealed to the Ontario Municipal Board (OMB)
- May 23, 2018 - As a result of a settlement and the appeal being withdrawn, the subject lands are now designated **Office – Special Site 4** in the Gateway Corporate Character Area

2. Site and Neighbourhood Context

Site Information

The property is located on the west side of Hurontario Street between Courtney Park Drive West and Skyway Drive, within the Gateway Corporate Centre Character Area.

This vacant site is 0.71 hectare (1.76 ac.) in size with frontage on Hurontario Street. Access is to be provided from Hurontario Street, as well as from the internal driveways with public access and servicing easements along the rear property line that connect with adjacent properties to provide access to Maritz Drive.



Image of the existing conditions facing northwest

Property Size and Use	
Frontage:	52.6 m (172.5 ft.)
Depth:	141.4 m (464 ft.)
Gross Lot Area:	0.71 ha (1.76 ac.)
Existing Uses:	The site is vacant.

Surrounding Land Uses

The property is surrounded by a larger business employment block that is being divided into smaller parcels and developed. The surrounding six parcels were subject to an "H" holding symbol until the City was in receipt of: satisfactory technical plans, studies and reports with a development agreement with provisions for easements for servicing and access to adjoining properties and payment of various fees and securities. Two of the six parcels have had the "H" holding symbol removed and are being developed for employment uses.

The surrounding land uses are:

- North: Vacant land
East: Vacant land with office buildings to the north (Great West Life Assurance, London Life Insurance Company and Rogers Broadcasting Ltd.)
South: Vacant land and an existing cultural centre (Hansa House)
West: Office building (Nowtash Holdings Ltd.)



Aerial Photo of 6710 Hurontario Street

The Neighbourhood Context

Land uses within the Gateway Corporate Centre area consist mainly of vacant land and business employment uses, including offices and warehouses. The building to the west of the subject property was developed in 2018. The office buildings to the northeast and southeast of the subject property developed in the early 2000s.

Demographics

Based on the 2016 census, the Gateway Corporate Centre has 18,025 jobs within this Character Area. Total employment combined with a lack of residential population results in a PPJ for the Gateway Corporate Centre Character Area of 53 persons plus jobs per hectare (130.91 ppj/ac.).

Other Development Applications

There is an active site plan application (SP 19-003 W5) to the east of the subject property (across Hurontario Street) at 70 Superior Boulevard. The proposal is for two interconnected hotels and a convention centre.

Community and Transportation Services

This application will have minimal impact on existing services in the community.

A city park is located 440 m (1,444 ft.) to the southwest of the site. The Frank McKechnie Community Centre and Library is located 5.0 km (3.1 miles) southeast of the subject property. On a larger scale, the Paramount Fine Food Centre, Paramount Fine Food Centre Sportszone and the Mississauga Iceland Rinks are located 5.3 km (3.3 miles) to the southeast.

A future Light Rail Transit (LRT) stop is proposed at the intersection of Hurontario Street and Courtneypark Drive East. The LRT will provide transit connections along Hurontario Street providing connections through Mississauga, Brampton, as well as to Milton and the Lakeshore GO lines. The subject

lands are located within the Major Transit Station Area (MTSA). The transit station is located at the intersection at Courtneypark Drive East and Hurontario.

The following major Miway bus routes currently service the site:

- Route 19 – Hurontario Street
- Route 103 – Hurontario Street
- Route 57 – Courtneypark Drive East
- Route 502 – Brampton Zum
- Route 2 – Brampton Zum
- Route 7 and 7A – Brampton Zum

A multi-use trail is located further north along Derry Road.

3. Project Details

The application is to permit a nine storey hotel, banquet hall, and restaurant with office uses in the two storey podium.

Development Proposal	
Applications submitted:	Received: June 10, 2019 Deemed complete: July 4, 2019
Owner/Applicant:	2660430 Ontario Inc. (Flato Developments Inc.)
Proposed Gross Floor Area:	12 276 m ² (132,138 sq.ft.)
Height:	9 storeys

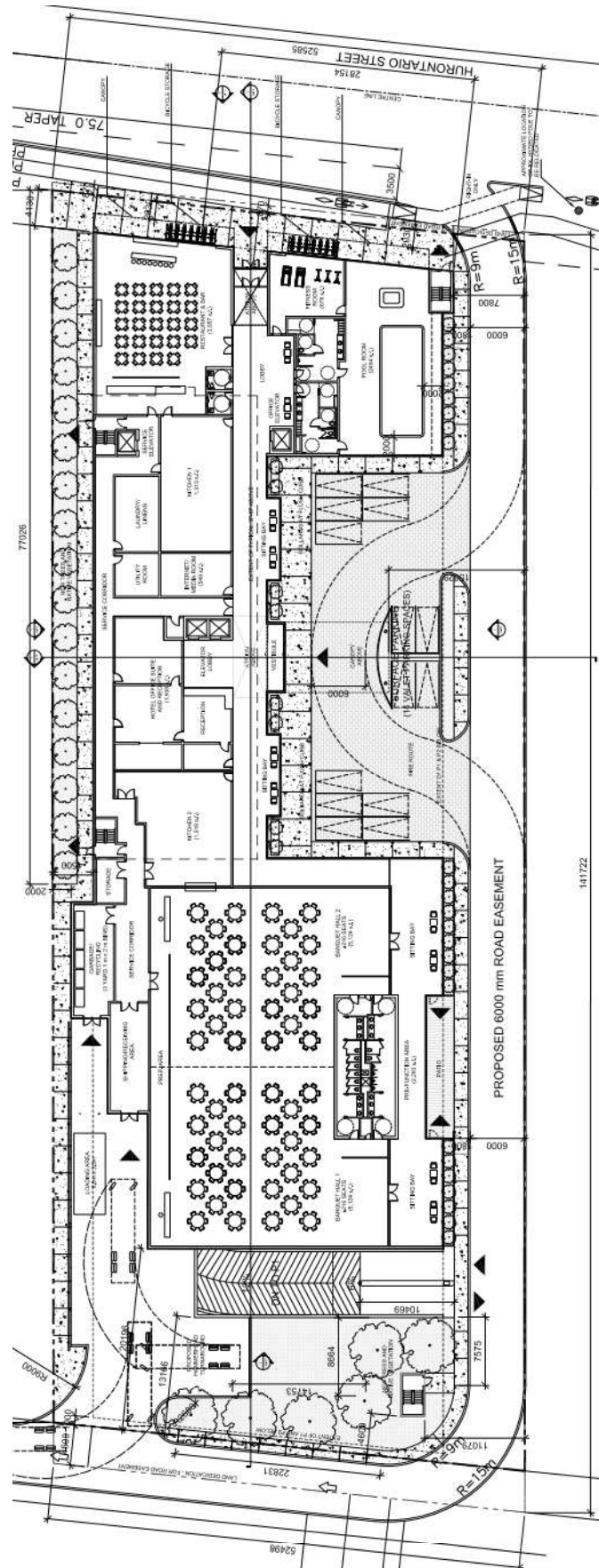
Supporting Studies and Plans

The applicant has submitted the following information in support of the applications:

- Planning Justification Report
- Site Plan, Concept Plan, Context Plan and Concept Plan for the Area
- Architectural Plans, Elevations and Sections
- Functional Servicing and Stormwater Report
- Transportation Impact Study including Parking Justification
- Tree Inventory and Removals Plan
- Preliminary Pedestrian Level Wind Study
- Noise Study
- Vibration Impact Study
- Archaeological Assessment
- Phase I Environmental Site Assessment
- Draft Zoning By-law Amendment
- List of Low Impact Development Initiatives

Development Proposal		
Parking:	Required	Proposed
Banquet Hall and Restaurant	145	
Hotel	131	
Office	24	
Total	300	250*
Green Initiatives:	• Rain garden • Open bottom underground storage chamber	

*Blended rates have been provided for each of the proposed uses



Concept Plan



View of East Elevation, looking Northwest



View of West Elevation, looking Northeast



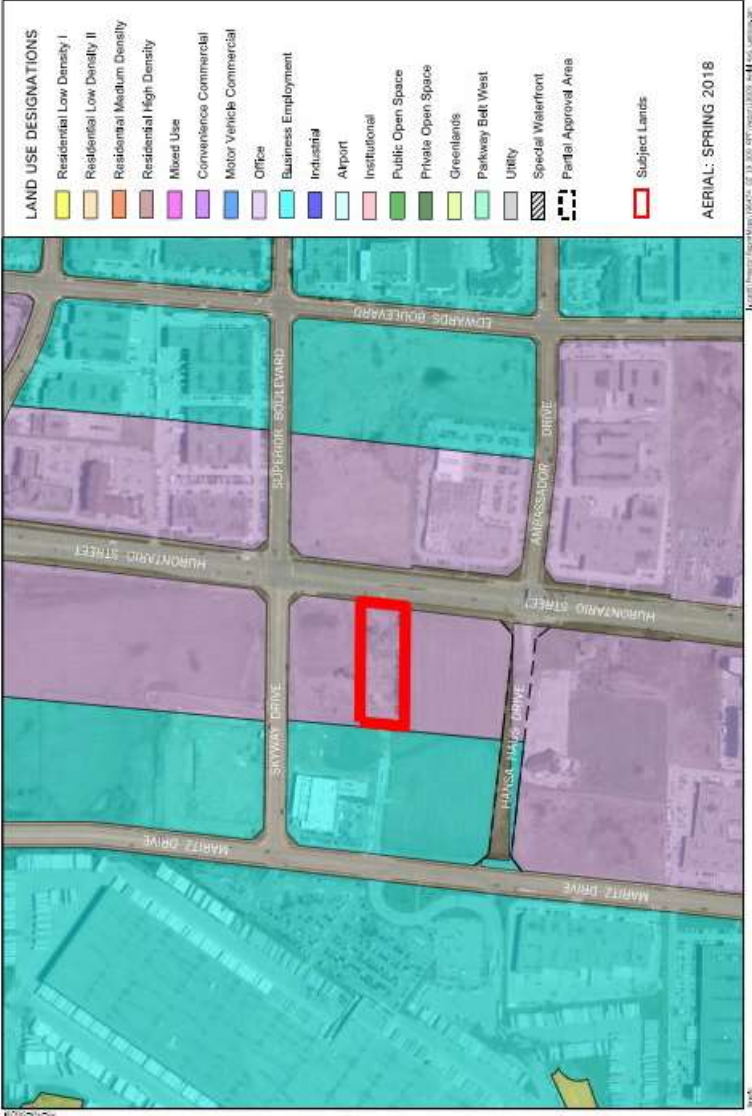
View of South Elevation, looking Northwest



View of North Elevation, looking Southeast

Applicant's Renderings

4. Land Use Policies, Regulations & Amendments

Mississauga Official Plan Excerpt of Gateway Corporate Centre Land Use	
Existing Designation The site is designated Office-Special Site 4 which permits major office, secondary office and accessory uses. Post-secondary educational facilities, and overnight accommodation and conference centres are also permitted within the Office designation of the Gateway Corporate Centre. Special Site 4 also contains several urban design policies. The site is also located within a Major Transit Station Area, located at Courtney Park Boulevard and Hurontario Street.	 Proposed Designation There is no Official Plan Amendment proposed as part of this application, and the designations remain as above.
Note: Detailed information regarding relevant Official Plan policies are found in Section 5.	

Mississauga Zoning By-law

Existing Zoning

The site is currently zoned **D** (Development), which only permits uses legally existing on the date of the passing of the Zoning By-law 0225-2007.

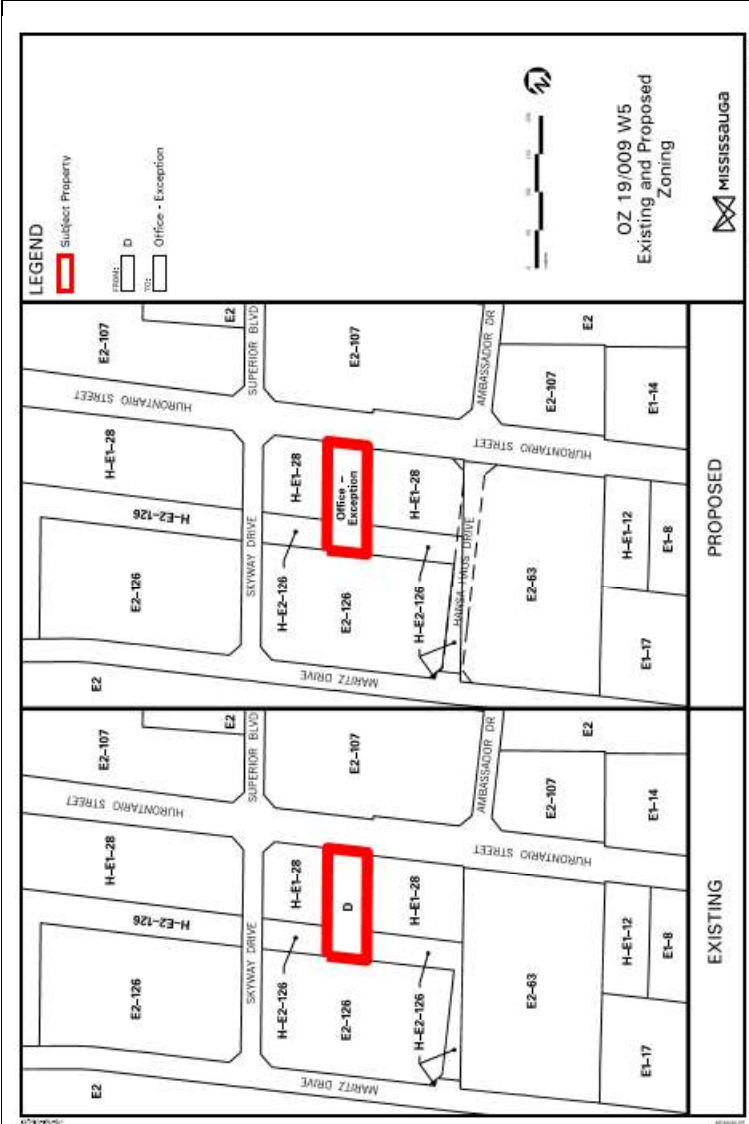
Proposed Zoning

The applicant is proposing to amend the zoning to **O-Exception** (Office – Exception), to permit a nine storey hotel, banquet hall, and restaurant with office uses in the two storey podium.

City Initiated

The subject lands are part of a city-initiated Zoning By-law Amendment for the Gateway Corporate Centre Character Area. The subject lands are to be zoned **O-Exception** (Major Office – Exception), which would allow the uses requested by this application. The city initiated zoning by-law amendment is being undertaken to ensure that the zoning in the Gateway Corporate Centre Character Area conforms with the vision and policies in Mississauga Official Plan.

The applicant has chosen to proceed with this application in the event that the city initiated zoning by-law amendment does not proceed, is delayed or appealed, and to recognize several variances from the base office zone.



Proposed Zoning Regulations

Zone Regulations	Existing O (Office) Zone Regulations	Proposed O-Exception (Office) Zone Regulations
Maximum Floor Space Index (FSI)	-	1.72
Minimum Front Yard	4.5 m (14.8 ft.)	4.0 m (13.1 ft.)
Maximum encroachment of a canopy into a required front yard	-	2.0 m (6.6 ft.)
Minimum Interior Side Yard	4.5 m (14.8 ft.)	2.0 m (6.6 ft.)
Minimum Rear Yard	7.5 m (24.6 ft.)	1.0 m (3.3 ft.)
Minimum parking space per 100 m ² (1,076.4 ft ²) gross floor area*		
Overnight accommodation	10 spaces	6.5 spaces
Maximum number of tandem parking spaces permitted	-	8 spaces
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. Further information is to be provided to verify the building setbacks as it relates to the severance lines.		

5. Summary of Applicable Policies

The Planning Act requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect this application have been reviewed and summarized in the table below. Only key policies relevant to the application have been

included. The table should be considered a general summary of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development application will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV) Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.2) The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement. (PPS 4.7)	Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1) Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2 a) Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)	Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c) To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6) Major Transit Stations Planning will be prioritized for <i>major transit station areas</i> on <i>priority transit corridors</i>, including zoning in a manner that implements the policies of this Plan. For <i>major transit station areas</i> on <i>priority transit corridors</i> or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of <i>major transit station areas</i> in a <i>transit-supportive</i> manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.

Policy Document	Legislative Authority/Applicability	Key Policies
		<i>Major transit station areas</i> on <i>priority transit corridors</i> or subway lines will be planned for a minimum density target of: 1. 200 residents and jobs combined per hectare for those that are served by subways; 2. 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or 3. 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network. (Growth Plan 2.2.4 1 -3) Within <i>major transit station areas</i> on <i>priority transit corridors</i> or subway lines, land uses and built form that would adversely affect the achievement of the minimum density targets in this Plan will be prohibited. (Growth Plan 2.2.4.6) All <i>major transit station areas</i> will be planned and designed to be <i>transit-supportive</i> and to achieve <i>multimodal</i> access to stations and connections to nearby <i>major trip generators</i> by providing, where appropriate: a. Connections to local and regional transit services to support <i>transit service integration</i>; b. Infrastructure to support <i>active transportation</i>, including sidewalks, bicycle lanes, and secure bicycle parking; and c. Commuter pick-up/drop-off areas. (Growth Plan 2.2.4.8) Within all <i>major transit station areas</i>, development will be supported, where appropriate, by: a. Planning for a diverse mix of uses, including second units and <i>affordable</i> housing, to support existing and planned transit service levels; b. Fostering collaboration between public and private sectors, such as <i>joint development</i> projects; c. Providing alternative development standards, such as reduced parking standards; and d. Prohibiting land uses and built form that would adversely affect the achievement of <i>transit-supportive densities</i>. (Growth Plan 2.2.4.9) Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)

Policy Document	Legislative Authority/Applicability	Key Policies
Greenbelt Plan	Mississauga is not located within the Greenbelt Area and therefore the <i>Greenbelt Act</i> , 2005 does not apply in Mississauga. However, the Greenbelt Plan does recognize natural heritage systems contained within the Greenbelt are connected to systems beyond the Greenbelt, including the Credit River.	There are no natural features on this site. Therefore, the subject lands are not subject to the policies of the Greenbelt Plan.
Parkway Belt West Plan (PBWP)	The policies of MOP generally conform with the PBWP. Lands within the PBWP are within the City's Green System and are therefore intended to be preserved and enhanced through public acquisition.	The Parkway Belt West Plan does not apply to this site.
Region of Peel Official Plan	The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The existing policies of MOP are consistent with the ROP.	The Regional Official Plan identifies the subject lands as being located within Peel's Urban System. General objectives, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive. The proposed application is exempt from Regional approval.

Relevant Mississauga Official Plan Policies

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms to the Growth Plan, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conforms to changes resulting from the recently released Growth Plan, 2019.

The lands are located within the Gateway Corporate Centre Character Area and are designated **Office**. The **Office**

designation permits major office, secondary office and accessory uses, as well as overnight accommodation and conference centres. The subject property is also located within a Major Transit Station Area (MTSA).

The applicant is not proposing to change the **Office** designation. The following policies are applicable in the review of this application. In some cases the description of the general intent summarizes multiple policies

	Specific Policies	General Intent
Chapter 4 Vision		Mississauga will provide the guiding principles that are to assist in implementing the long-term land use, growth and development plan for Mississauga and sets out how the City will achieve these guiding principles.
Chapter 5 Direct Growth	Section 5.1 Section 5.1.2 Section 5.1.4 Section 5.1.6 Section 5.3 Section 5.3.4 Section 5.3.4.1-5.3.4.10 Section 5.4 Section 5.4.2 Section 5.4.3 Section 5.4.4 Section 5.4.7 Section 5.4.8 Section 5.4.11 Section 5.4.13 Section 5.4.15 Section 5.5 Section 5.5.1 - 5.5.10 Section 5.5.13 - 5.5.16	Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. City Structure The City Structure organizes the city into functional areas to establish the framework for planning policies that will guide development. Corporate Centres will provide for employment uses at densities and heights similar to Major Nodes or Community Nodes. Corporate Centres contain a mix of high density employment uses with a focus on major office development. Residential uses and new major retail developments will not be permitted in Corporate Centres. Character Area policies will address the mix of business uses and density requirements within each Corporate Centre. These policies may result in the establishment of minimum employment and building densities, building heights, urban design standards or transportation policies, among other matters. Development will be required to create an attractive public realm and provision of community infrastructure, transportation infrastructure, and other services required to support employees. Corridor or Major Transit Station Areas Where Corridor or Major Transit Station Area policies are under review, a development proponent may be required to prepare a development master plan in support of a development application. Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area. Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.
Chapter 7 Complete Communities	Section 7.1 Section 7.1.1 Section 7.1.2	The official plan supports the creation of complete communities that meet the day-to-day needs of people through all stages in their life offering a wide assortment of housing options and employment opportunities as well as numerous commercial and social venues. Some areas within the city will not meet all the needs for daily living. Residents living in one of the city's many Neighbourhoods may need to travel some distance to work in another part of the city such as a Corporate Centre or Employment Area.
Chapter 8 Create a Multi-Modal City	Section 8.1.1 Section 8.1.7 Section 8.1.8	Through the creation of a multi-modal transportation system, Mississauga will provide transportation choices that encourage a shift in lifestyle toward more sustainable transportation modes, such as transit and active transportation.

	Specific Policies	General Intent
	Section 8.1.9 Section 8.1.12 Section 8.1.14 Section 8.2 Section 8.2.2 Section 8.2.2.3 Section 8.2.2.4 Section 8.2.2.5 Section 8.2.2.7 Section 8.2.4.3 Section 8.2.4.6 Section 8.2.4.7 Section 8.2.4.8 Section 8.4.3 Section 8.4.4 Section 8.4.5 Section 8.4.7	To better utilize existing infrastructure, Mississauga will encourage the application of transportation demand management (TDM) techniques, such as car-pooling, alternative work arrangements and shared parking. The City will work with surrounding municipalities, the Region, the Greater Toronto Airports Authority and the Province to create an interconnected higher order transit system that links Intensification Areas, surrounding municipalities, the regional transit system and the Airport. Mississauga will strive to create a fine-grained system of roads that seeks to increase the number of intersections and overall connectivity throughout the city. The creation of a finer grain road pattern will be a priority in Intensification Areas.
Chapter 9 Build A Desirable Urban Form	Section 9.1.1 Section 9.1.2 Section 9.1.5 Section 9.1.10 Section 9.1.15 Section 9.2.1 Section 9.2.1.6 Section 9.2.1.7 Section 9.2.1.10 Section 9.2.1.17 Section 9.2.1.18 Section 9.2.1.25 Section 9.2.1.26 Section 9.2.1.31 Section 9.2.1.37 Section 9.5.1.1 Section 9.5.1.2 Section 9.5.1.3 Section 9.5.1.9 Section 9.5.2 Section 9.5.2.2	Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. The City vision will be supported by site development that: a. Respects the urban hierarchy; b. Utilizes best sustainable practices; c. Demonstrates context sensitivity, including the public realm; d. Promotes universal accessibility and public safety; and e. Employs design excellence. Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area. Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context. Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated. Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.

	Specific Policies	General Intent
Chapter 10 Foster a Strong Economy	Section 10.1 Section 10.1.1-10.1.11 Section 10.2 Section 10.2.1-10.2.5	Mississauga will encourage a range of employment opportunities reflective of the skills of the resident labour force. The conversion of lands designated Office within Corporate Centres to permit non-employment uses is prohibited unless considered through a Phase One/Two municipal comprehensive review. For the purposes of this policy, major retail uses are considered non-employment uses. Transit supportive development with compact built form and minimal surface parking will be encouraged in Corporate Centres, Major Transit Station Areas and Corridors. Major office development will be encouraged to located within the Corporate Centres and Intensification Corridors. Secondary office development will be encouraged to located within Major Transit Station Areas and Corridors. Within Intensification Areas, ground floor retail uses are encouraged within office buildings.
Chapter 11 General Land Use Designations	Section 11.2.7	Lands designated Office will permit the following uses: - Major office - Secondary office; and - Accessory Uses
Chapter 15 Corporate Centres	Section 15.1.1.3 Section 15.1.1.4 Section 15.3	For lands within a Corridor, the following uses will not be permitted in freestanding buildings: - Financial institution - Motor vehicle rental - Personal service establishment - Restaurant; and - Retail store Within a Corridor all accessory uses must be in the same building as the principal use. Urban Design policies in MOP promote high quality urban design and built form. They are also intended to reinforce and enhance the image of Hurontario Street as the main north-south Corridor through the City.

6. Community Comments

No community meetings to discuss this development proposal have been held.

No written comments have been received from the community.

7. Development Issues

The following is a summary of comments from agencies and departments regarding the applications:

Agency / Comment Date	Comments
Region of Peel (August 6, 2019)	The site does not have frontage on existing municipal water or sanitary sewer. To service the site, upgrades to the existing municipal services may be required. A satisfactory Functional Servicing Report must be submitted to determine the adequacy of existing services on site. The report dated April 1, 2019 has been received and sent for wastewater modelling and may require further revisions. Hydrant flow tests must be provided prior to water modelling.
City Community Services Department – Park Planning Section (September 12, 2019)	Prior to the issuance of building permits for each lot or block, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.
City Transportation and Works Department (September 18, 2019)	The Transportation and Works Department has received drawings and reports in support of the above noted applications and the owner has been requested to provide additional technical details and revisions in support of the applications, as follows: Municipal Works - Municipal Works will be required to support this development, including the construction of a storm sewer to Maritz Drive and associated road restoration. These works shall form part of the Development Agreement. Detailed design, securities and insurance will be addressed through the Development Agreement. However, the extent of the works has not been satisfactorily determined. Private Roads - In order to adequately provide access to this site, mutual accesses with the adjacent owners will be required via private roads. Arrangements with the landowners are to be made for the construction, as well as public pedestrian and vehicle access easements, to the satisfaction of the City. Supporting drawings - The drawings are to be updated to remove all works from the Municipal Right-of-Way, as well as to ensure that proposed grades along property lines are compatible with the adjacent properties and the Right-of-Way grades. Additional cross-sections are required to demonstrate that the grades will be compatible and grades are to refer to a City benchmark. The drawings are also to include all existing and proposed easement information.

Agency / Comment Date	Comments
	Noise and Vibration Studies - The initial Noise and Vibration Studies are to be updated to allow the City of Mississauga to rely on the findings and conclusions of those reports. Functional Servicing (FSR) and Storm Water Management (SWM) Report - The Functional Servicing Report is to clarify as to whether the subject site needs to accommodate any external drainage. Municipal works to construct the storm sewer will be required. Environmental - Letters of Reliance prepared by a Qualified Person for the Phase I Environmental Site Assessment (ESA) and Phase II ESA are required. Additionally, as lands are to be dedicated to the City, conveyance lands shall be clearly shown in all the supporting reports and drawings. The reports indicated the presence of wells on the property, therefore a written document is to be prepared indicating that the wells will be decommissioned according to all applicable regulations. The Phase II ESA is to be revised to clarify whether groundwater samples were collected for the subject property. Traffic - A road widening, a 0.3m (1.0 ft.) reserve and a Public Pedestrian and Vehicular Access easement will be required over parts of the property and reference plans are to be provided for review. These parts are to be clearly shown on all drawings and the proposed Public Pedestrian and Vehicular Access easements are to be 9 metres (29.5 ft.) in total. The drawings are also to be revised to align the rear access with the east-west private road in the neighboring properties. Turning templates will be required as there are concerns with the safety of the proposed ramp for the underground parking. The Traffic Impact Study will need to be updated as per the above-noted requirements. Approval from the Hurontario Light Rail Transit Office will be required.
Heritage Planner, Mississauga (August 15, 2019)	A Stage Three Archaeological Assessment is required. This site specific assessment must adhere to the Ministry of Tourism, Culture and Sport's 2011 Standards and Guidelines for Consultant Archaeologists. Furthermore, registration within the Provincial Database of Archaeological Sites is required. No grading or other soil disturbances shall take place on the subject property prior to the approval of the Ministry of Tourism, Culture and Sport and the City of Mississauga.
City, Fire Department (May 31, 2019)	The Fire Department has concerns with the proposed fire route and will require revisions to the plan. Final confirmation of adequate firefighting water supply is required. This shall be determined through a satisfactory hydrant flow test once the proposed water main is installed.
Greater Toronto Airport Authority (August 26, 2019)	The subject property is affected by the Approach Surface for Runway 05R. Additional review of the development proposal by the GTAA and NAV CANADA will be required.
Other City Departments and External Agencies	The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner: City Planning Strategies – Healthy by Design Arborist, Community Services

Agency / Comment Date	Comments
	Community Services, Public Art Canada Post Economic Development Alectra Utilities
	The following City Departments and external agencies were circulated the applications but provided no comments: Mississauga, Realty Services Bell Canada Rogers Cable Enbridge Gas Go Transit (Metrolinx)

Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the policies and principles of Mississauga Official Plan maintained by this project, including those relating to urban design?
- Is the proposal compatible with the existing and planned character of the area given the project's land use, massing, setbacks, building configuration, site access, pedestrian connections and requirement to fit into the adjacent internal driveway network?
- Are the proposed zoning by-law exception standards appropriate?
- Confirmation of adequate services
- Resolution of the proposed fire route

Development Requirements

There are engineering matters including: grading, engineering, servicing, environmental contamination, stormwater management that will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

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