

## Recommendation Report Detailed Planning Analysis

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

**6710 Hurontario Street**

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## 1. Community Comments

No community meetings were held for this application. Comments received were generally directed toward the impacts the proposal would have on adjacent properties. Below is a summary and response to specific comments.

### Comment

Concerns with the proposed building setbacks.

### Response

The applicant is not proposing any reductions to required setbacks to the proposed building. A reduced setback between the transformer vault and the proposed building in the rear yard has been reviewed and found to be appropriate.

### Comment

Concerns with the proposed reduction in the amount of required parking.

### Response

Staff have reviewed the Transportation Impact Study and confirm that the proposed reduction in parking is satisfactory. Further, the site is located near a future Hurontario Light Rail Transit (LRT) station, where lower parking rates can be considered due to the location of higher order transit in close proximity to the subject site.

### Comment

Concerns with the servicing and access easements provided.

### Response

The proposed development will be accessed and serviced via a network of driveways (with public access easements) along the southern and western property lines, that will connect and complete with an existing network of driveways. The initial development proposal envisioned a shared driveway, with right in, right out access onto Hurontario Street along the southern property line. The applicant now proposes a right-in, right-out access from Hurontario Street and a two way driveway (with public access easements) entirely on the subject lands. The proposed development also includes the applicant's portion of a north-south private driveway at the rear of the site that will connect and complete the surrounding driveway network.

## 2. Updated Agency and City Department Comments

### UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The application was circulated to all City departments and commenting agencies on July 11, 2019. Resubmissions were circulated to all City departments and commenting agencies on May 27, 2020 and March 24, 2021. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

### Transportation and Works

Comments updated May 19, 2021, are as follows:

Technical reports and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance

have been satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

### **Noise**

The evaluation of the noise sources that may have an impact on this development include air, road and future Hurontario LRT traffic. Noise mitigation will be required, the details of which will be confirmed through the Site Plan and building permit processes. Potential noise sources that may be generated by the development, will be mitigated through the detailed design of the building during the site plan approval process.

### **Stormwater**

The Functional Servicing & Stormwater Management Report indicates that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the change in impervious area from the proposed development and impact to the receiving municipal drainage system, on-site stormwater management controls for the post development discharge is required. The applicant must also construct their ultimate storm sewer outlet.

The applicant has demonstrated a satisfactory stormwater servicing concept and that there will be no impact on the City's storm sewer system. Infiltration of stormwater on site is being pursued to achieve City's water balance criteria.

Additional information is required to satisfy construction of the storm sewer outlet to Maritz Drive, how groundwater will be managed onsite, and the feasibility of infiltrating the water balance requirement, but these requirements and overall

refinement of the stormwater management report can be addressed prior to the lifting of the 'H' holding symbol.

### **Traffic**

A total of three (3) traffic impact study (TIS) submissions were provided by LEA Consulting Ltd., in support of the proposed development. The final submission, dated March 10, 2021, complied with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 87 (47 in, 40 out), 102 (54 in, 48 out) and 112 (62 in, 50 out) two-way site trips for the weekday AM, PM and Saturday peak hours in 2024 respectively.

Even with the additional traffic generated by the proposed development, the study area intersections and proposed vehicular access are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.

### **Environmental Compliance**

Based on the review of the Phase One Environmental Site Assessment (ESA) (October 22, 2018), Phase Two ESA (June 24, 2019), Phase Two ESA (March 5, 2021), all prepared by Sirati & Partners:

The applicant is required to provide further technical information prior to lifting of the "H" holding symbol:

- Signed copy of the Phase Two ESA along with the reliance letter
- Reliance letter for the Phase One ESA
- Clarification regarding stockpiles of fill material
- Dewatering Commitment Letter

### **Other Engineering Matters**

Other site-specific details are required in support of this development including, but not limited to, grading, municipal infrastructure design and construction, servicing, land dedications, easements and road works, all of which will be dealt with through the related Development Agreement prior to the lifting of the "H" holding symbol.

### **3. *Provincial Policy Statement, 2020 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019 and Amendment No. 1 (2020)***

The *Provincial Policy Statement* (PPS) and the *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) provide policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

## **4. Consistency with PPS**

Section 1.1.3.1 of the PPS states that settlement areas shall be the focus of growth and development.

Section 1.3.1.a of the PPS states that planning authorities shall promote economic development and competitiveness by providing for an appropriate mix and range of employment, institutional and broader mixed uses to meet long term needs.

Section 1.3.1.b of the PPS states that planning authorities shall promote economic development and competitiveness by providing opportunities for a diversified economic base, including maintain a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses.

Section 1.3.2.1 of the PPS states that planning authorities shall plan for, protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs.

Section 5 of Mississauga Official Plan (MOP) (Direct Growth) has a range of policies that direct certain types of employment growth to Corporate Centres, such as the Gateway Corporate Centre.

Section 15 of MOP (Corporate Centres) has a range of policies that encourage corporate centres to develop a mix of employment uses with a focus on office development and uses with high employment densities.

The relevant MOP policies in this report are consistent with the PPS.

## 5. Conformity with Growth Plan

Section 2.2.2.4 b) in the Growth Plan directs municipalities to "identify the appropriate type and scale of development in intensification areas". It states that intensification areas will be planned and designed to "achieve an appropriate transition of built form to adjacent areas". The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

Section 2.2.5.1 a) of the Growth Plan directs municipalities to "make more efficient use of existing employment areas and vacant and underutilized employment lands" and to "increase employment densities".

Section 5.3.4.3 of MOP states that Corporate Centres are Intensification Areas.

Section 5.3.4.8 of MOP states that Corporate Centres will be planned to achieve compact transit supportive development at greater employment densities, particularly near higher order transit stations.

Section 9.2.1 *Intensification Areas* of MOP states that Intensification Areas are the principal location for future growth and include Corporate Centres. They are planned areas within the municipality where the City has identified the appropriate type and scale of development.

Section 9.2.1.10 states that appropriate height and built form transitions will be required between sites and their surrounding areas.

The relevant MOP policies in this report conform with the Growth Plan for the Greater Golden Horseshoe.

The policies of the Greenbelt Plan and the Parkway Belt Plan are not applicable to the application.

## 6. Region of Peel Official Plan

The subject property is located within the Urban System within the Region of Peel. General Objectives in Section 5.3 direct development and redevelopment to the Urban System to conserve the environment, establish healthy and complete communities, achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances.

Section 9.1 of MOP (Introduction – Build a Desirable Urban Form) states that urban form refers to the physical layout and design of the city. It addresses the natural and built environments and influences that lead to successful cities. This section emphasizes where growth will be directed and other areas where limited growth will occur. It envisions that growth will be directed to Intensification Areas comprised of Community Nodes (among others) that will promote a desirable urban form that supports transit.

The relevant MOP policies in this report are in conformity with the Region of Peel Official Plan.

The proposed application is exempt from Regional Approval.

## **7. Mississauga Official Plan (MOP)**

The proposal does not require an amendment to the Mississauga Official Plan policies for the Gateway Corporate Centre Character Area. Planning staff have undertaken an

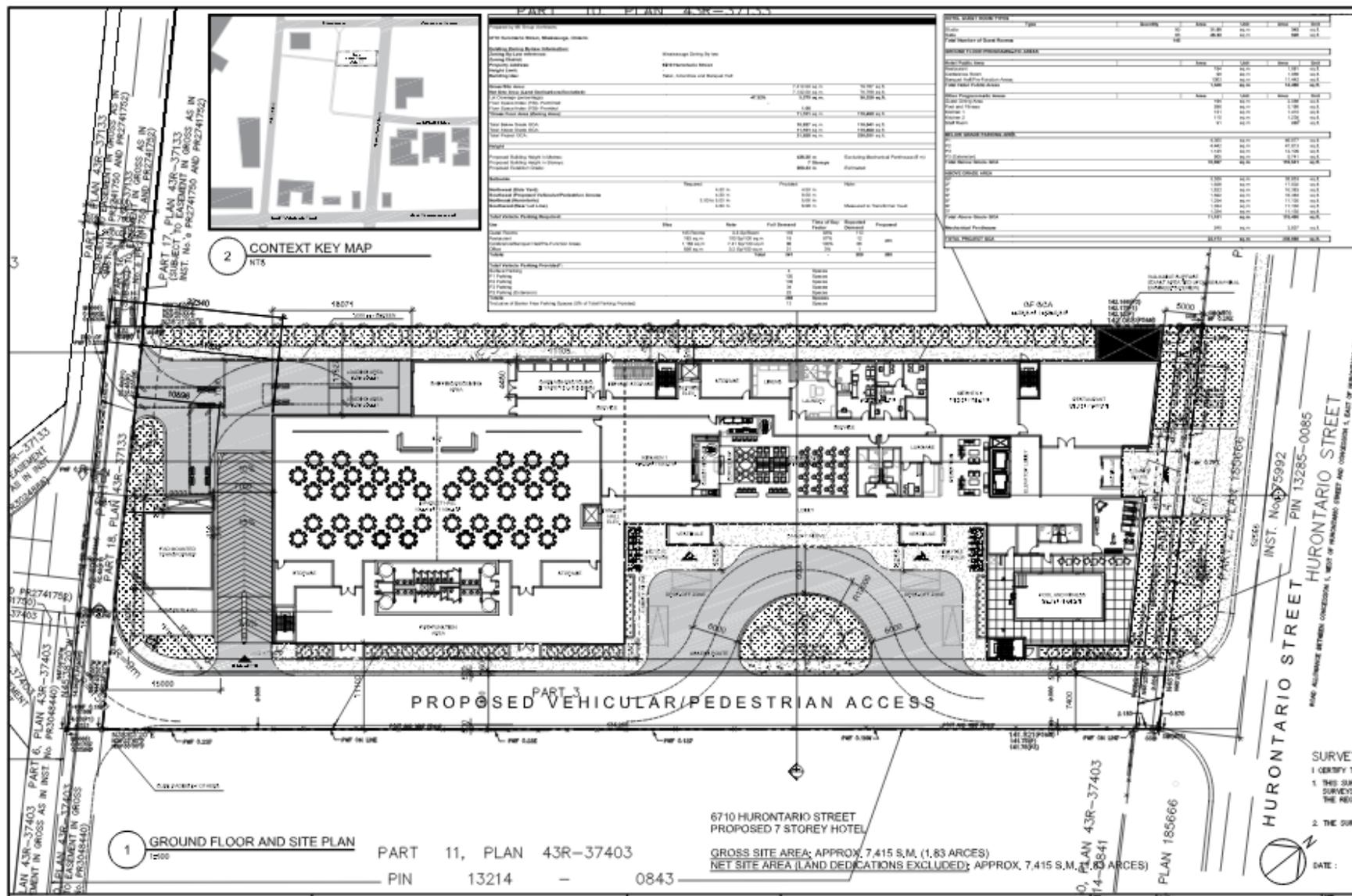
evaluation of the relevant policies of the PPS, Growth Plan and MOP during the review of the subject development application.

## 8. Revised Site Plan and Elevations

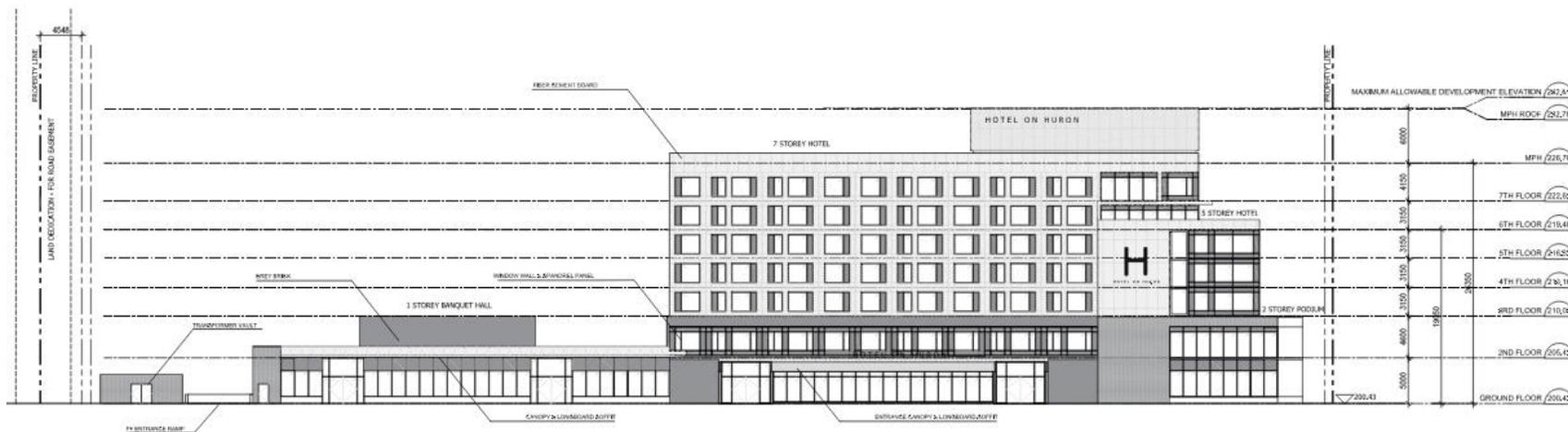
The applicant has provided a rendering and a revised site plan and elevations as follows:



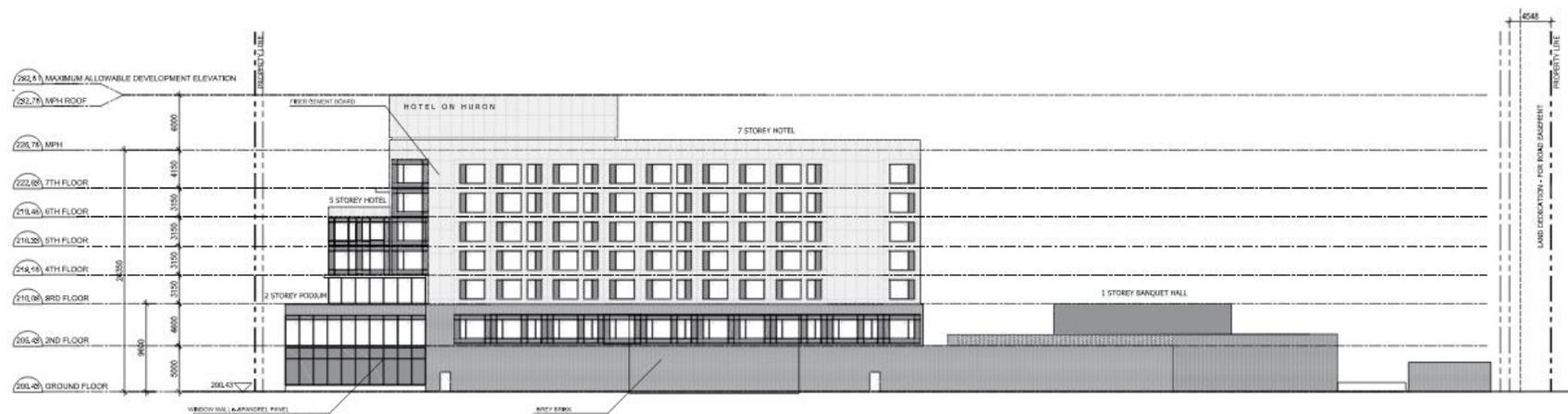
Rendering of proposed development looking northwest



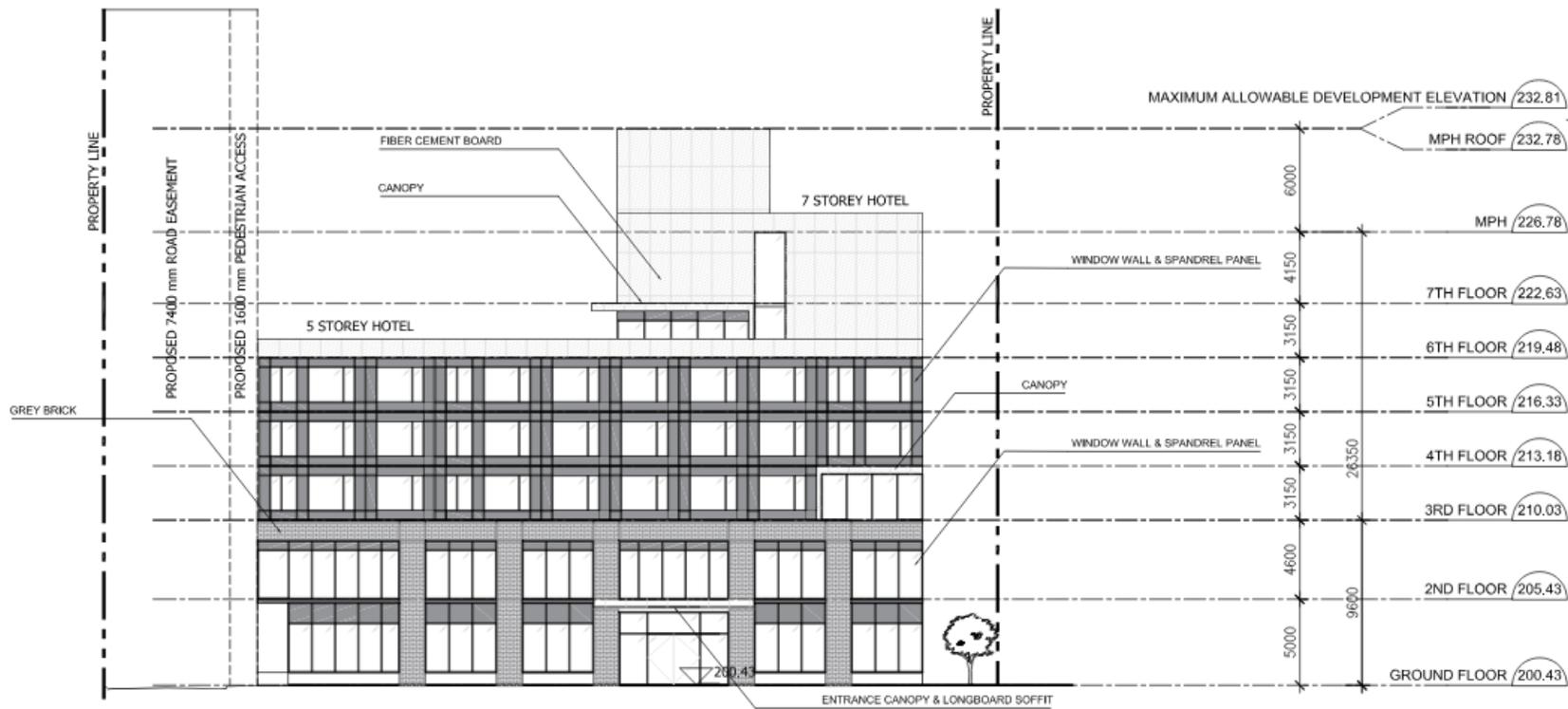
Proposed Site Plan



Proposed Southeast Elevation



Proposed Northwest Elevation



Proposed Northeast Elevation (Hurontario Frontage)

## 9. Zoning

The proposed **H-O3-12** (General Office – Exception) is appropriate to accommodate the proposed seven storey building containing hotel, banquet hall, restaurant and office uses.

Below is an updated summary of the proposed site specific zoning provisions:

### Proposed H-O3-12 Zoning Regulations

Zone Regulations	O3 Zone Regulations	Proposed H-O3-12 Zone Regulations
Minimum <b>Rear Yard to a Pad Mounted Transformer Vault</b>	4.5 m (14.7 ft.)	2.0 m (6.5 ft.)
Minimum Number of <b>Parking Spaces</b> per 100m <sup>2</sup> (1,076.2 ft <sup>2</sup> ) of <b>gross floor area – non residential</b>		
<b>a) Banquet hall</b>	10.8 spaces	7.4 spaces
<b>b) Restaurant</b>	16.0 spaces	10.0 spaces
Minimum Number of <b>Parking Spaces</b>	291 spaces	265 spaces
In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.		

## 10. Bonus Zoning

The proposal has been reviewed for applicability with Section 37 Community Benefits (Bonus Zoning) policies of MOP. The development does not meet the criteria for a Section 37 agreement as no Official Plan Amendment is required. The proposed zoning is implementing the Mississauga Official Plan Policies.

## 11. "H" Holding Symbol

Should this application be approved by Council, staff will request an "H" Holding Symbol be included in the implementing zoning by-law which can be lifted upon:

- Execution of a Development Agreement with Municipal Infrastructure Schedules in a form satisfactory to the City of Mississauga, the Region of Peel or any other appropriate authority to capture items including but not limited to: land dedication and easements; municipal infrastructure detailed design; private roads construction/restoration; securities, fees, and insurance.
- Receipt of any additional supporting technical reports, studies, drawings and plans as required.
- A road allowance widening towards the ultimate 45 metre (147.6 ft.) Hurontario Street right-of-way as identified in MOP
- A 0.3 m (1 ft.) reserve across the east frontage of these lands, subject to the approved access location.

- Confirmation that satisfactory arrangements have been made with adjacent landowners for the construction of the private roads and related works to facilitate access into the subject site.
- Any additional lands required or technical issues identified in the Transit Project Assessment Process (TPAP) for the Light Rail Transit are to be addressed to the satisfaction of the City.

## 12. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. No site plan application has been submitted to date for the proposed development.

## 13. Conclusions

In conclusion, City staff has evaluated the application to permit a seven storey building containing hotel, banquet hall and restaurant uses against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The application initially sought to rezone the subject lands from “D” (Development) to “O” (Office) to permit a seven storey building containing a hotel, banquet hall, restaurant and office uses. Through the Gateway Corporate Centre Study, the subject lands were rezoned from “D” (Development) to “H-O3-5” and “H-O3-6” (General Office – Exception). These exception zones permitted the requested land uses as of right. The revised rezoning application is to permit reduced parking rates and

allow a reduced setback and to ensure that the existing driveway network and servicing scheme for the site and adjacent properties is completed. The proposed development is compatible in built form and scale to the surrounding area, respects the planned context of the area and is consistent with the policies of the Mississauga Official Plan.

The proposed rezoning is acceptable from a planning standpoint and should be approved.