

## Detailed Information and Preliminary Planning Analysis

**Owner: Mantella Corporation**

**4496 Tomken Road**

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## 1. Proposed Development

The applicant proposes to develop the property with two, one storey industrial buildings with a total gross floor area of 25 777 m<sup>2</sup> (277,461 ft<sup>2</sup>). A rezoning application is required to permit the proposed development (refer to Section 4 for details concerning the proposed amendments).

Development Proposal		
Application submitted:	Received: November 12, 2021 Deemed complete: December 21, 2021	
Developer/ Owner:	Mantella Corporation	
Applicant:	IBI Group	
Proposed Gross Floor Area:	25 777 m <sup>2</sup> (277,461 ft <sup>2</sup> )	
Height:	1 storey /12.13 m (39.7 ft.)	
Lot Coverage:	48.85 %	
Parking: parking spaces	Required 285	Provided 288
Green Initiatives:	<ul style="list-style-type: none"> <li>• Permeable paving</li> <li>• Planting</li> </ul>	

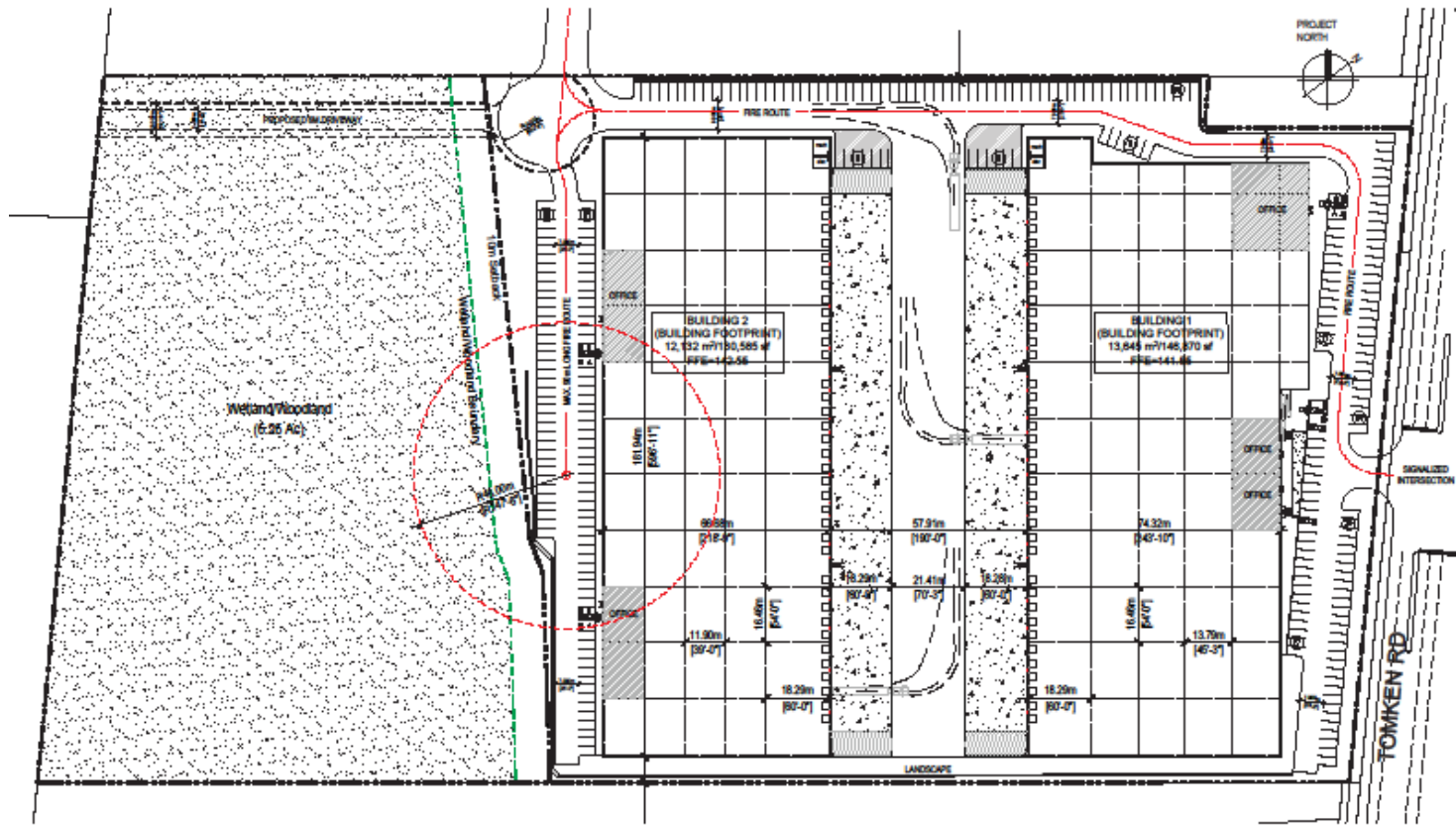
### Supporting Studies and Plans

The applicant has submitted the following information in support of the applications which can be viewed at <http://www.mississauga.ca/portal/residents/development-applications>:

- Plan of Survey
- Site Plan
- Context Map
- Building Elevation
- Site Grading and Servicing Plans
- Plan and Profile – Storm Outlet
- Arborist Report
- Tree Protection Plan
- Parcel Register
- Draft Zoning By-law
- Planning Justification Report
- Environmental Impact Study
- Environmental Noise Impact Study
- Functional Servicing and Stormwater Management Report
- Phase I Environmental Site Assessment
- Transportation Impact Study
- Low Impact Design Features

### Application Status

Upon deeming the application complete, the supporting studies and plans were circulated to City departments and external agencies for review and comment. These comments are summarized in Section 6 of this appendix and are to be addressed in future resubmissions of the application.



Concept Plan



MATERIAL & MASSING CONCEPT REFERENCE IMAGE



TOMKEN ROAD ELEVATION ENLARGED CENTRE OFFICE AREA



TOMKEN ROAD OVERALL ELEVATION

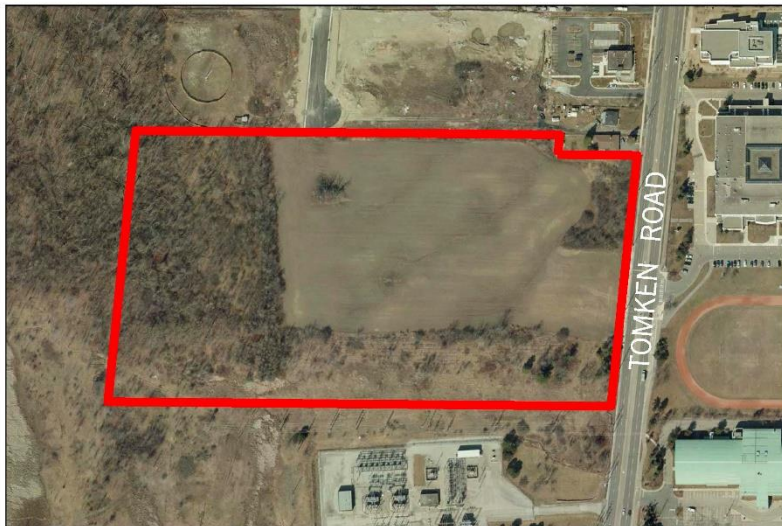
## Elevations

## 2. Site Description

### Site Information

The property is located within the Northeast Employment Character Area near the intersection of Eastgate Parkway and Tomken Road. The area contains a mix of employment, commercial and community uses. The site is currently vacant, and contains a woodlot/wetland at the rear of the property.

Property Size and Use	
Frontages:	193.20 m (633.8 ft.)
Depth:	383.74 m (1,259 ft.)
Gross Lot Area:	7.9 ha (19.5 ac.)
Existing Uses:	Currently the site is vacant



Aerial Photo of 4496 Tomken Road



Image of existing conditions facing west

### Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **D** (Development) which permits a building or structure legally existing on the date of passing of By-law 0225-2007 and the existing legal use of such building or structure
- November 14, 2012 – Mississauga Official Plan (MOP) came into force except for those site/policies which have been appealed. The subject lands are designated **Business Employment** in the Northeast Employment Character Area

## 3. Site Context

### Surrounding Land Uses

Immediately north of the property are two detached homes. The lands located to the west are vacant and contain a woodlot/wetland. Philip Pocock Secondary School and Tomken Twin Arena are located east of the subject lands and a Hydro One transformer station and hydro corridor are located to the south.

The surrounding land uses are:

- North: Detached homes  
 East: Philip Pocock Secondary School and Tomken Twin Arena  
 South: Hydro One transformer station and hydro corridor  
 West: Vacant lands with a woodlot/wetland

### Neighbourhood Context

The subject lands are located in the Northeast Employment Character Area. South of the site is Eastgate Parkway, which is identified as an Arterial Road in Mississauga Official Plan. Tomken Road is located east of the subject lands and is identified as a Major Collector. The surrounding area contains a range of commercial uses fronting onto Tomken Road and Eglinton Avenue East, which is located north of the subject lands. The area was largely developed from 2005 to 2011 and contains a mix of employment, commercial and community uses.





Aerial Photo of 4496 Tomken Road

## Demographics

The number of jobs within this Character Area is 87,199. Total employment combined with the population results in a PPJ for Northeast Employment Area (West) of 31 persons plus jobs per ha.

## Other Development Applications

The following development applications are in process or were recently approved in the immediate vicinity of the subject property:

- T-OZ 21/006 W3 – 1075 Canadian Place – temporary rezoning to permit a parking lot with 135 spaces for commercial motor vehicles (trucks)

## Community and Transportation Services

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

The site is adjacent to City owned lands identified as Not-Yet-Named Park, which is identified as a Significant Natural Area within the Natural Heritage System (NHS).

The following major MiWay bus routes currently service the site:

- Route 7 – Airport
- Route 35 – Eglinton
- Route 87 – Meadowvale-Skymark

- Route 51 – Tomken
- Route 107 – Malton Express
- Route 109 – Meadowvale Express
- Route 302 – Philip Pocock – Bloor West
- Route 307 – Philip Pocock – Bloor East

The Tomken bus rapid transit (BRT) station (located on Eastgate Parkway) is approximately 300 m (984 ft.) from the subject lands.



#### 4. Summary of Applicable Policies, Regulations and Proposed Amendments

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
<b>Provincial Policy Statement (PPS)</b>	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>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)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Natural features and areas shall be protected for the long term. (PPS 2.1.1)</p>
<b>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</b>	<p>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)</p>	<p>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)</p> <p>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)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>Municipalities will continue to protect any natural heritage features and areas in a manner that is consistent with the PPS and may continue to identify new systems in a manner that is consistent with the PPS. (Growth Plan 4.2.2.6)</p> <p>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)</p>
<b>Region of Peel Official Plan (ROP)</b>	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.</p>	<p>The ROP identifies the subject lands as being located within Peel's Urban System.</p> <p>General objectives of ROP, 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.</p>

### Mississauga Official Plan

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019 and Amendment No. 1 (2020).

### Existing Designation

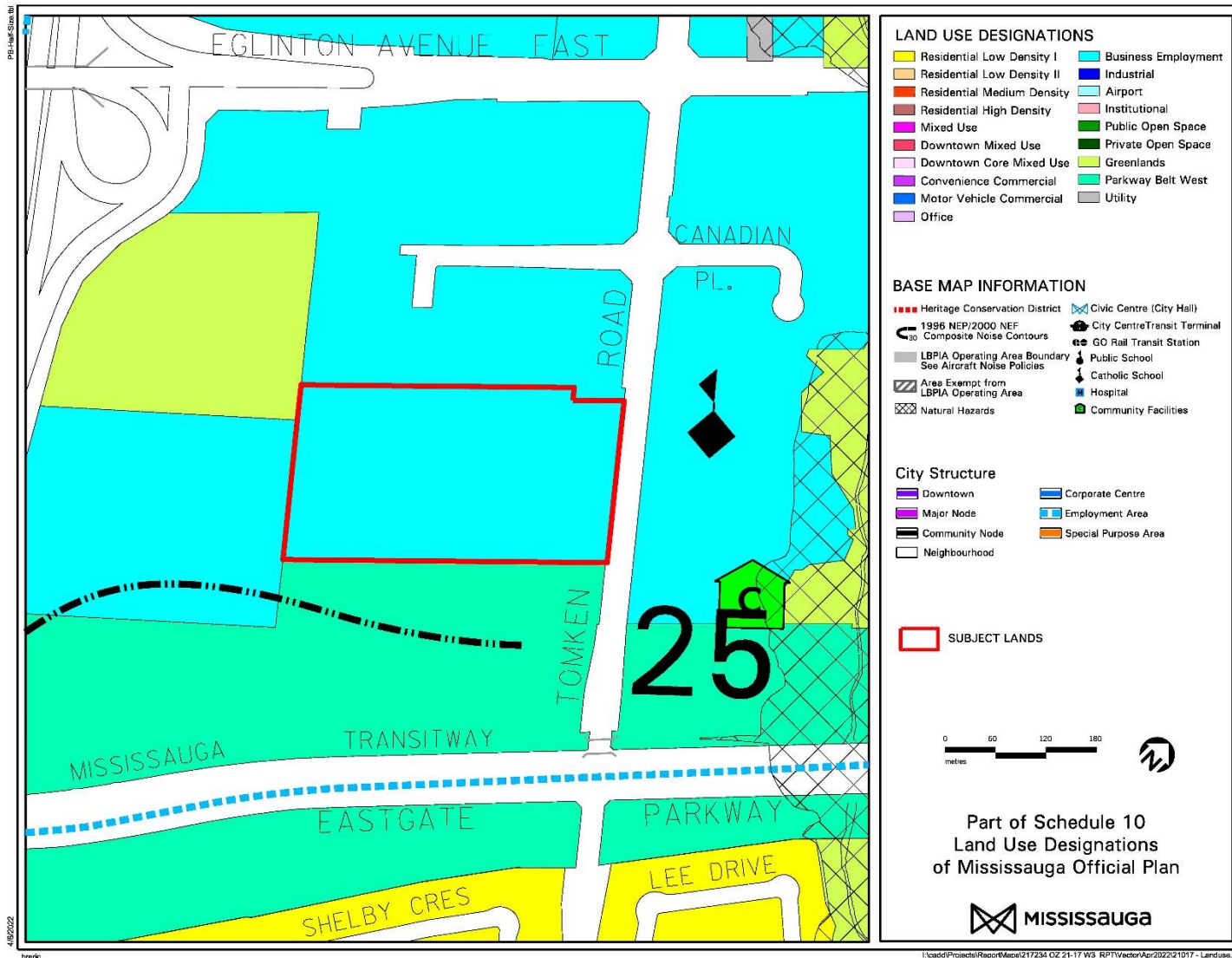
The subject lands are located within the Northeast Employment Character Area and are designated **Business Employment**. The **Business Employment** designation permits employment and community infrastructure uses.

The subject property is located within a Major Transit Station Area (MTSA).

**Proposed Designation**

The applicant is not proposing to change the **Business Employment** designation.

Through the processing of the applications, staff may recommend a more appropriate designation to reflect the proposed development in the Recommendation Report.



Excerpt of Northeast Employment Character Area

### Relevant Mississauga Official Plan Policies

The following policies are applicable in the review of this application. In some cases the description of the general intent summarizes multiple policies.

	<b>General Intent</b>
<b>Chapter 5 Direct Growth</b>	<p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Section 5.1.6)</p> <p>Mississauga will establish strategies that protect, enhance and expand the Green System. (Section 5.2.1)</p> <p>Neighbourhoods and Employment Areas will accommodate the lowest densities and building heights. Neighbourhoods will focus on residential uses and associated services and facilities. Employment Areas will accommodate a diverse mix of employment uses, but will not permit residential uses. (5.3)</p> <p>Where feasible and appropriate, development will be encouraged to be transit supportive and minimize surface parking. (5.3.6.7)</p> <p>Higher density employment uses, such as office, will be required within Major Transit Station Areas. (5.3.6.9)</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area. (5.4.4)</p>
<b>Chapter 6 Value The Environment</b>	<p>Buffers are vegetated protection areas that provide a physical separation of development from the limits of natural heritage features and Natural Hazard Lands. Buffers will be determined on a site specific basis as part of an Environmental Impact Study to the satisfaction of the City and conservation authority. (Section 6.3.7 and Section 6.3.8)</p> <p>The exact limit of components of the Natural Heritage System will be determined through site specific studies such as an Environmental Impact Study. (Section 6.3.10)</p> <p>The Natural Heritage System will be protected, enhanced, restored and expanded by ensuring that development in or adjacent to the Natural Heritage System protects and maintains natural heritage features and their ecological functions and placing those areas into public ownership. (Section 6.3.24.a &amp; b)</p> <p>Lands identified as or meeting the criteria of a Significant Natural Area, as well as their associated buffers will be designated Greenlands and zoned to ensure their long term protection. (Section 6.3.26)</p>
<b>Chapter 9 Build A Desirable Urban Form</b>	<p>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. (Section 9.1.1)</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. (Section 9.1.5)</p>

	<p><b>General Intent</b></p> <p>Development on Corridors will be encouraged to:</p> <ol style="list-style-type: none"> <li>Assemble small land parcels to create efficient development parcels;</li> <li>Face the street, except where predominate development patterns dictate otherwise;</li> <li>Not locate parking between the building and the street;</li> <li>Site buildings to frame the street;</li> <li>Support transit and active transportation modes;</li> <li>Provide concept plans that show how the site can be developed with surrounding lands. (Section 9.2.2.6)</li> </ol> <p>Where cul-de-sac and dead end streets exist, accessible paths that provide shortcuts for walking and cycling and vehicular access should be created, where possible. (Section 9.3.1.6)</p>
<p><b>Chapter 11          General Land Use          Designations</b></p>	<p>Lands designated Greenlands are associated with natural hazards and/or natural areas where development is restricted. (Section 11.2.3.1)</p> <p>Permitted uses on Greenlands include conservation related uses, including flood control and/or erosion management, passive recreational uses are also permitted. (Section 11.2.3.2)</p>
<p><b>Chapter 19          Implementation</b></p>	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> <li>the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;</li> <li>that a municipal comprehensive review of the land use designation or a five year review is not required;</li> <li>the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> <li>there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</li> <li>a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant. (Section 19.5.1)</li> </ul>

## Mississauga Zoning By-law

### Existing Zoning

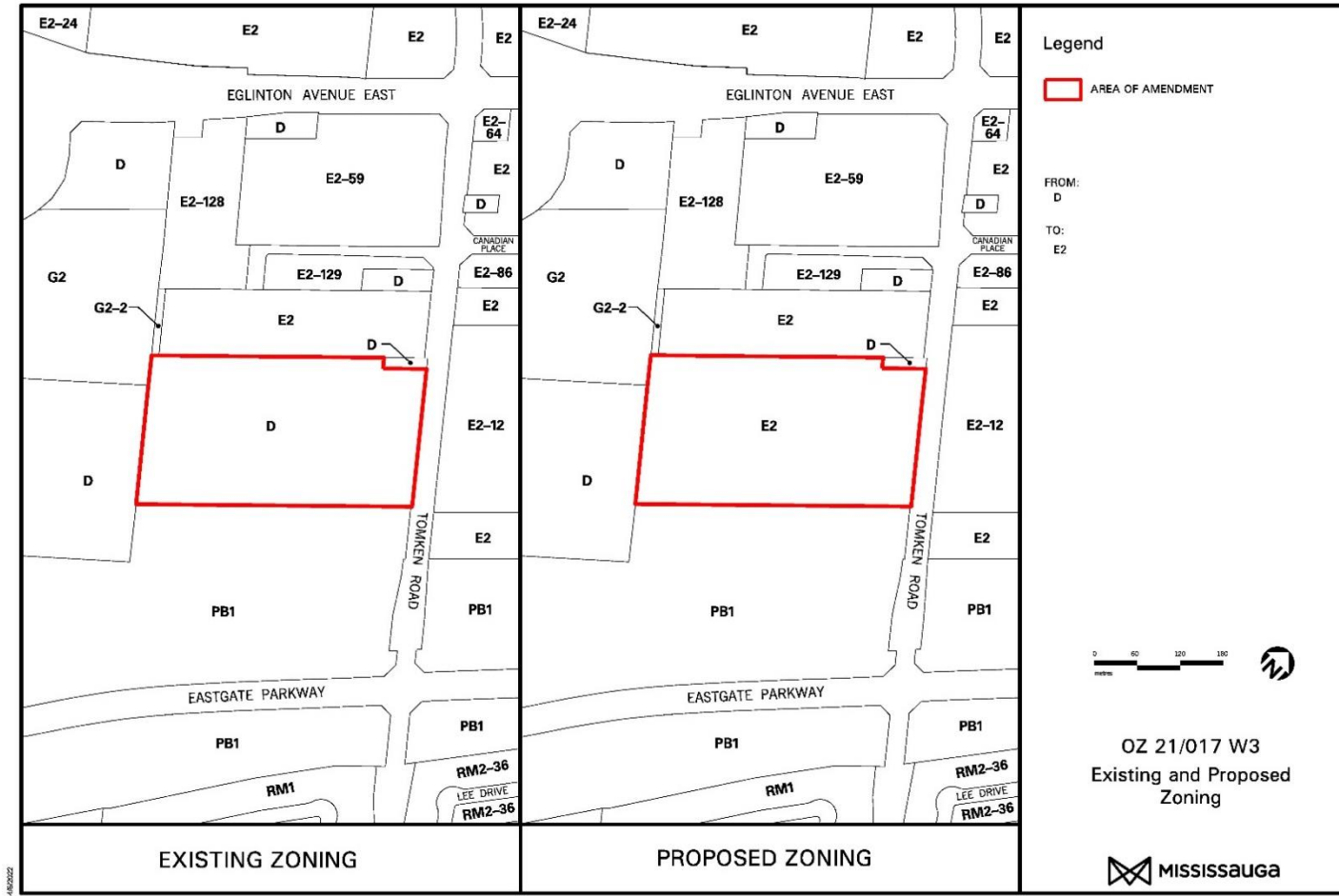
The subject property is currently zoned **D** (Development), which permits a building or structure legally existing on the date of passing of By-law 0225-2007 and the existing legal use of such building or structure.

### Proposed Zoning

The applicant is proposing to zone the property **E2** (Employment) to permit two industrial buildings with a total gross floor area of 25 777 m<sup>2</sup> (277,461 ft<sup>2</sup>).

Through the processing of the application staff may recommend a more appropriate zone category for the development in the Recommendation Report.





Excerpt of Zoning Map 27

## Proposed Zoning Regulations

The development proposal does not propose any amendments to the **E2** (Employment) base zone regulations.

\*The information listed above is based on information provided by the applicant, which is subject to revisions as the application is further refined. 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.

## 5. Community Questions and Comments

No community meetings were held and no written comments were received by the Planning and Building Department.

## 6. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (January 28, 2022)	<p>Municipal sanitary sewers consist of a 250 mm (9.8 in.) sewer located on Winchester Drive. Municipal water infrastructure consists of a 300 mm (11.8 in.) water main located on Winchester Drive.</p> <p>A Functional Servicing Report (FSR) has been submitted and reviewed, additional information is required.</p>

Agency / Comment Date	Comments
<p>City Community Services            Department – Park Planning            Section            (April 22, 2022)</p>	<p>The site is adjacent to City owned lands identified as Not-Yet-Named Park, which is identified as a Significant Natural Area within the Natural Heritage System (NHS). The area is comprised of a naturalized wetland and woodlot with sections of this area being identified as a Special Management Area in the NHS.</p> <p>A portion of the development site is within the regulated area of the Toronto Regional Conservation Authority (TRCA). The regulated area is identified as wetland and is also located within a Significant Natural Area in the City's NHS. The Community Services Department supports the conveyance of the 2.67 ha (6.6 ac.) woodland/wetland area including the associated 10 metre (32.8 ft.) setback from the woodland boundary. The applicant will be required to convey these lands gratuitously to the City and the lands will be rezoned Greenlands (G2) for the purpose of long term conservation and protection.</p> <p>An Environmental Impact Study (EIS) conducted by Dillon Consulting dated November 2021 has been reviewed and is to be amended to focus on the protection of the woodland, wetlands and associated buffers, wildlife habitat, tree protection and expansion of the Natural Heritage Features within the area.</p> <p>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 the Planning Act.</p>
<p>City Transportation and Works            Department            (April 12, 2022)</p>	<p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p><b>Stormwater</b>            A Functional Servicing and Stormwater Management Report (FSR &amp; SWM), prepared by IBI Group, dated October 18, 2021, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls. The applicant is proposing to construct a new storm sewer to service the development lands, with an outlet to the existing storm sewer across Tomken Road, as well as on-site stormwater management controls for the post development discharge.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> <li>• demonstrate the feasibility of the proposed storm sewer connection;</li> <li>• demonstrate that there will be no impact on the City's existing drainage system.</li> </ul> <p><b>Traffic</b></p>

Agency / Comment Date	Comments
	<p>A traffic impact study (TIS), prepared by IBI Group and dated November 2021, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff are not satisfied with the study and require further clarification on the information provided.</p> <p>The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p> <ul style="list-style-type: none"> <li>• an updated TIS addressing all staff comments, including additional information to support the proposed road configuration;</li> <li>• revised turning movement diagrams to evaluate the internal site circulation and access points;</li> <li>• a review of the driveway access to ensure both Tomken Road, Winchester Drive, and the internal driveways can operate efficiently;</li> <li>• the future property line due to the road allowance widening towards the ultimate 35 metre right-of-way of Tomken Road as identified in the Official Plan and new municipal roads as per Council Approved Road Network for this area (By-Law 0134-2002) passed by Council on March 27, 2002; and,</li> <li>• address any traffic concerns from the Community related to the proposed development.</li> </ul> <p><b>Environmental Compliance</b>  A Phase I Environmental Site Assessment (ESA) report, dated January 6, 2021 and prepared by Pinchin Ltd., was submitted in support of the proposed development. The report indicates no subsurface investigation work is recommended; however, it notes that there are soil impacts in the surficial fill material that should be tested at the time of site redevelopment.</p> <p>The following is to be submitted as part of the next submission:</p> <ul style="list-style-type: none"> <li>• A letter of reliance for the Phase 1 ESA Report;</li> <li>• Clarification on the need for a Phase Two ESA given the identified soil impacts;</li> <li>• A Temporary Discharge to Storm Sewer Commitment Letter; and</li> <li>• A letter certified by a Qualified Person, stating that the land to be dedicated to the City is environmentally suitable for the proposed use.</li> </ul> <p><b>Noise</b>  An Environmental Noise Impact Study prepared by Valcoustics Canada Ltd. dated November 9, 2021 was received for review. The study evaluates the potential impact to and from the development and recommends mitigation measures, including the need for sound barriers spanning between the buildings. A revised noise study is required as part of the next submission to provide additional information and address staff comments.</p>

Agency / Comment Date	Comments
	<p>Engineering Plans and other information            The applicant has submitted a number of technical plans and drawings (i.e. Grading and Servicing Plans) that need to be revised as part of subsequent submissions.</p>
<p>Toronto and Region Conservation Authority            (April 12, 2022)</p>	<p>The proposed development and parking area is located outside of the woodlands and set back sufficiently from the unevaluated wetlands. However, it is premature to support the proposal in advance of addressing some technical aspects. An overview of the priority items which are to be addressed is provided below:</p> <ul style="list-style-type: none"> <li>• The extent of natural features need to be confirmed, required buffers and the limits of development are to be revised.</li> <li>• Please complete TRCA's wetland water balance risk evaluation to confirm if a feature-based water balance may be required.</li> <li>• It is TRCA's understanding that the woodlands and buffer will be conveyed into municipal ownership. TRCA recommends that these lands be placed into their own block with appropriate protective zoning.</li> <li>• TRCA recommends the proposed access road on the north side of the subject property located in the woodland be removed from the site plan.</li> <li>• Stormwater Management criteria have not been met. Please see Appendix B for detailed comments.</li> </ul>
<p>Other City Departments and External Agencies</p>	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> <li>- Alectra Utilities</li> <li>- Arborist – City Property, Community Services Department</li> <li>- Arborist – Private Property, Community Services Department</li> <li>- Heritage Planner, Community Services Department</li> <li>- Fire Prevention, Community Services Department</li> <li>- Canada Post</li> <li>- Enbridge Pipeline</li> <li>- Greater Toronto Airport Authority</li> <li>- Hydro One Network</li> <li>- Imperial Oil</li> <li>- Sun-Canada Pipeline</li> <li>- Trans-Northern Pipeline</li> </ul>

### Development Requirements

There are engineering matters including: grading, servicing, stormwater management, traffic and environmental compliance.

Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

## 7. Section 37 Community Benefits (Bonus Zoning)

Bill 197, an amendment to the *Planning Act*, has replaced the Section 37 Bonus provisions with a new Community Benefit Charge (CBC), which will be applied to certain high density developments whether or not there is an increase in permitted height or density. The City will be implementing a new CBC by-law to meet the provincial implementation timeline of September 2022. If a section 37 agreement or requirement in an "H" holding provision for one has not been obtained by the time the CBC by-law comes into effect, the latter will apply.

## 8. Next Steps

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

- Is the proposed cul-de-sac appropriate or should Winchester Drive be extended through the subject lands to Tomken Road?
- Is the proposed zoning by-law category appropriate?
- Is there adequate separation and protection of the adjacent woodlot and wetlands?

Upon satisfying the requirements of various City departments and external agencies, the Planning and Building Department

will bring forward a recommendation report to a future Planning and Development Committee meeting. It is at this meeting that the members of the Committee will make a decision on the applications.

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