

## **Recommendation Report Detailed Planning Analysis**

**Owner: Mantella Corporation**

**4496 Tomken Road**

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## 1. Community Comments

No comments from the community were received with regard to this application.

## 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 December 21, 2021, with additional circulations on December 19, 2021 and May 8, 2023. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

### Transportation and Works

Technical reports and drawings have been reviewed to ensure that engineering matters related grading, servicing, stormwater management, traffic and environmental compliance have been satisfactorily addressed in accordance with City requirements to confirm the feasibility of the proposal from an engineering standpoint.

Should the application be approved by Council, the owner will be required to provide additional technical details and revisions to drawings and studies. The outstanding engineering requirements, detailed design of any required municipal infrastructure, and any required land dedications and easements will be addressed through an 'H' Holding Zone Removal application and Development Agreement.

### Stormwater

The Functional Servicing and Stormwater Management Report, prepared by ARCADIS IBI Group, dated May 2023, indicates that an increase in stormwater runoff will occur with the redevelopment of this site. In order to mitigate the change in impervious area from the proposed development and/or impact to the receiving municipal drainage system, onsite stormwater management controls for the post-development discharge are required.

The applicant is proposing to construct a storm system to service the development lands, with an outlet to municipal storm infrastructure, as well onsite stormwater management controls such as rooftop controls and retention storage in an infiltration gallery.

Prior to lifting the 'H' Holding Zone, the applicant is required to provide further technical information and analysis to further demonstrate the feasibility of the proposed stormwater servicing concept.

### Traffic

Two Transportation Impact Study (TIS) submissions were prepared by IBI Group in support of the proposed development. The final submission, dated December 2022, complied with the City's TIS guidelines and is deemed satisfactory.

The study concluded that the proposed development is anticipated to generate approximately 95 (84 in, 11 out) and 75 (10 in, 65 out) two-way site trips for the weekday AM and PM peak hours in 2026, respectively.

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

Should the application be approved by Council, the applicant is required to provide the following prior to lifting the 'H' Holding Zone provision:

- the right-of-way widening required to achieve the ultimate 35.0 metre right-of-way of Tomken Road as identified in the Official Plan,
- the extension of Winchester Drive with a satisfactory turnaround facility, and
- site access improvements, which may include easements.

### **Environmental Compliance**

A Phase I Environmental Site Assessment (ESA) report, dated January 2021 and an Environmental Letter, dated August 2022, both prepared by Pinchin Ltd., were submitted in support of the proposed development. The documents indicate that no further environmental investigative work is recommended. Additional environmental documentation, including a letter of reliance for the Phase I ESA, a Storm Sewer Use By-law Acknowledgement form and a certification letter for the land dedication, is required prior to lifting the 'H' Holding Zone provision.

### **Noise**

An Environmental Noise Impact Study prepared by Valcoustics Canada Ltd., dated November 2021, and Addendum No. 1, dated November 2022 was received for review. The purpose of

the study is to determine the potential impact of noise from the proposed facility onto the neighbouring noise-sensitive uses, and to identify appropriate mitigation measures.

The applicant is proposing a sound barrier along the northern limit of the site. Prior to lifting the 'H' Holding Zone, the applicant is required to provide further details to demonstrate the feasibility of the barrier location to ensure satisfactory setbacks and grading/drainage requirements. Following that, the final details related to noise mitigation requirements will be addressed through the site plan application and building permit processes.

### **Engineering Plans and other information**

The applicant has submitted a number of technical plans and drawings, some of which require further revisions and clarification. Any remaining engineering matters can be addressed through the "H" Holding Zone removal application, Development Agreement and future Site Plan application process.

### **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**

The Public Meeting Report dated May 13, 2022 (Appendix 1) provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including:

Section 1.1.3.1 states that "Settlement areas shall be the focus of growth and development".

Section 1.1.3.2.a states that "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".

Section 1.1.3.3 states that "Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment".

Section 2.1.1 states that "Natural features and areas shall be protected for the long term".

The proposed development represents an efficient land use pattern that avoids environmental health or safety concerns. As outlined in this report, the proposed development supports the general intent of the PPS.

#### **5. Conformity with Growth Plan**

The Growth Plan was updated May 16, 2019, in order to support the "More Homes, More Choice" government action plan that addresses the needs of the region's growing population. The new plan is intended, amongst other things, to increase the housing supply and make it faster and easier to build housing. As this application is for the development of industrial buildings, the housing policies of the Growth Plan do not apply. Instead, the following sections are relevant to this application.

Section 2.2.1.2 c) states that "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".

Section 2.2.1.4 a) states that "Complete communities will feature a diverse mix of land uses, including residential and employment uses".

Section 2.2.5.1 states that "Economic development and competitiveness in the GGH will be promoted by:

- a. making more efficient use of existing *employment* areas and vacant and underutilized employment lands and increasing employment densities;

- b. ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan;
- c. planning to better connect areas with high employment densities to transit; and
- d. integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.”

Section 2.2.5.5 states that “Municipalities should designate and preserve lands within *settlement areas* located adjacent to or near *major goods movement facilities and corridors*, including major highway interchanges, as areas for manufacturing, warehousing and logistics, and appropriate associated uses and ancillary facilities”.

The subject lands are located within the built up area and have access to municipal and regional services including water, wastewater and transit. The proposed industrial use adds to the employment base which contributes to complete communities and represents a compact built form. The developable portion of the subject site is currently vacant and is located within the Northeast Employment Area. The development of this underutilized site for industrial uses will increase employment opportunities in the area and provide for additional jobs. The subject site is located close to highway 403 and is served by transit. The proposed development has been designed to allow for the protection and dedication of the existing woodlot at the rear of the property to the City.

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

## 6. Region of Peel Official Plan

As summarized in the public meeting report dated May 13, 2022 (Appendix 1), the proposed development does not require an amendment to the Region of Peel Official Plan (ROP). The subject property is located within the Urban System of the Region of Peel. 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.

The proposed development conforms to the ROP as it contributes to a mix of land uses while utilizing existing municipal infrastructure and transit, and conserving an existing natural heritage feature.

## 7. Mississauga Official Plan (MOP)

The proposal does not require an amendment to Mississauga Official Plan. However, it is important to analyze the proposals consistency with key MOP policies.

### *Directing Growth*

The subject site is designated Business Employment in the Northeast Employment Character Area, and is currently vacant with a woodlot on the west portion of the property.

Section 5.4.8 of MOP establishes a minimum building height of two storeys for lands on Corridors. This minimum height requirement also applies to lands within Employment Areas that are also within a Major Transit Station Area (MTSA). The intent of this policy is to ensure that buildings are sufficiently tall along Corridors to create a defined street edge and a sense of enclosure.

The subject site is within the Tomken 403 MTSA and, as such, the minimum two storey height applies. Despite being only one storey, the proposed buildings are 21 m (68.9 ft.) tall, which gives the general appearance of a multi-storey building from Tomken Road. Additionally, the proposed buildings, as currently designed, could easily accommodate a mezzanine or second storey component within the proposed massing, in the future. Based on this, staff are of the opinion that the proposed built form meets the intent of the policy and, as such, an official plan amendment is not required.

This application proposes to develop an underutilized site with an employment area that is located close to transit and Highway 403. The proposed development will also allow the completion of Winchester Road which will be used to service the surrounding employment lands when they develop.

### *Compatibility with the Character Area*

The site is located within the Northeast Employment Character Area. A range of uses are permitted in the character area including employment and community infrastructure. The surrounding lands are designated Business Employment, which permits employment and community infrastructure uses. The proposed industrial buildings are permitted in the official plan and are, therefore, considered to be compatible with the area.

### *Services and Infrastructure*

Based on the comments received from the applicable City Departments and external agencies, the existing infrastructure is adequate to support the proposed development.

The Region of Peel has advised that there is adequate water and sanitary sewer capacity to service this site.

The site is currently serviced by the following MiWay Transit routes:

- 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

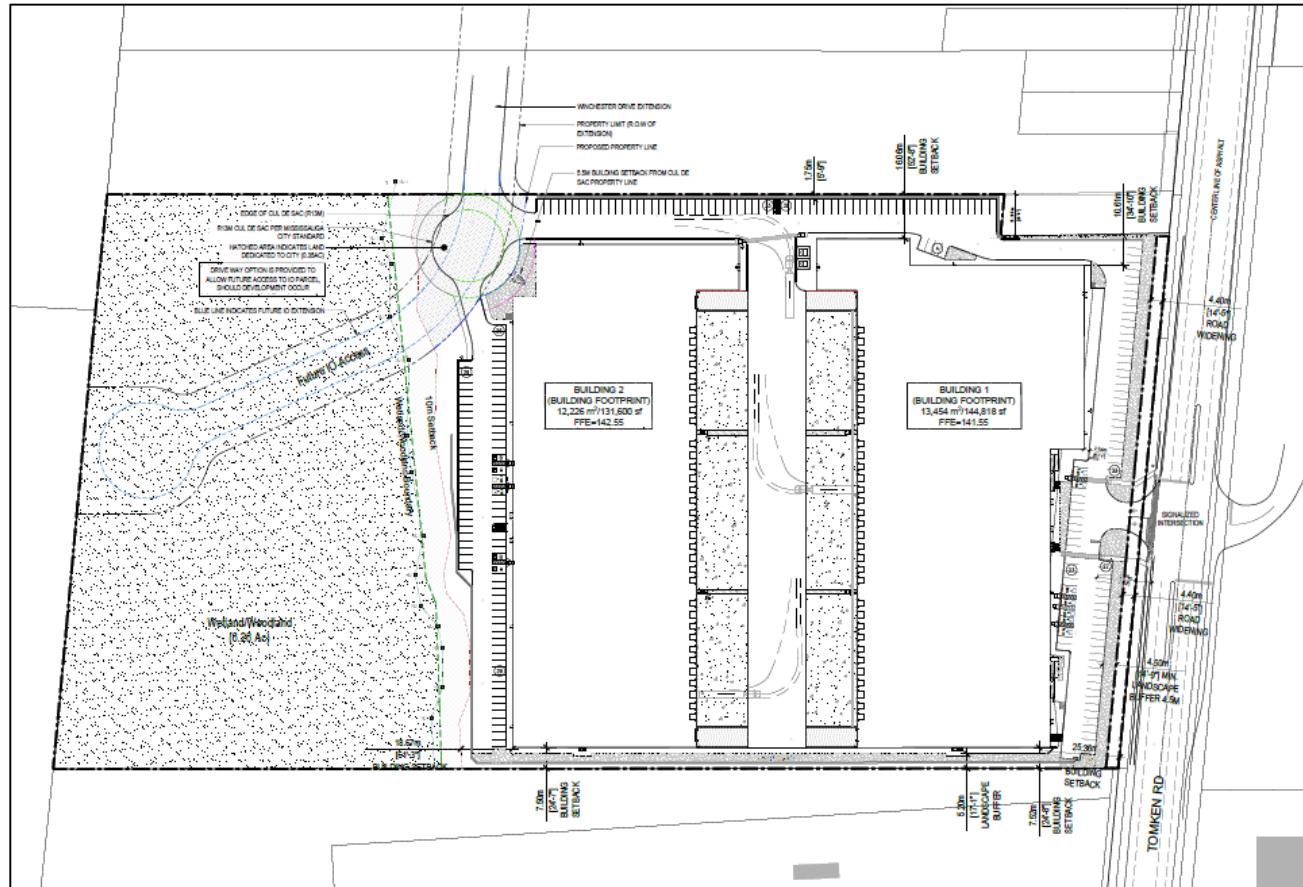
subject lands and there is a transit stop on Tomken Road within 1 m (3.3 ft.) of the site.

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 and industrial uses fronting onto Tomken Road and Eglinton Avenue East, 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.

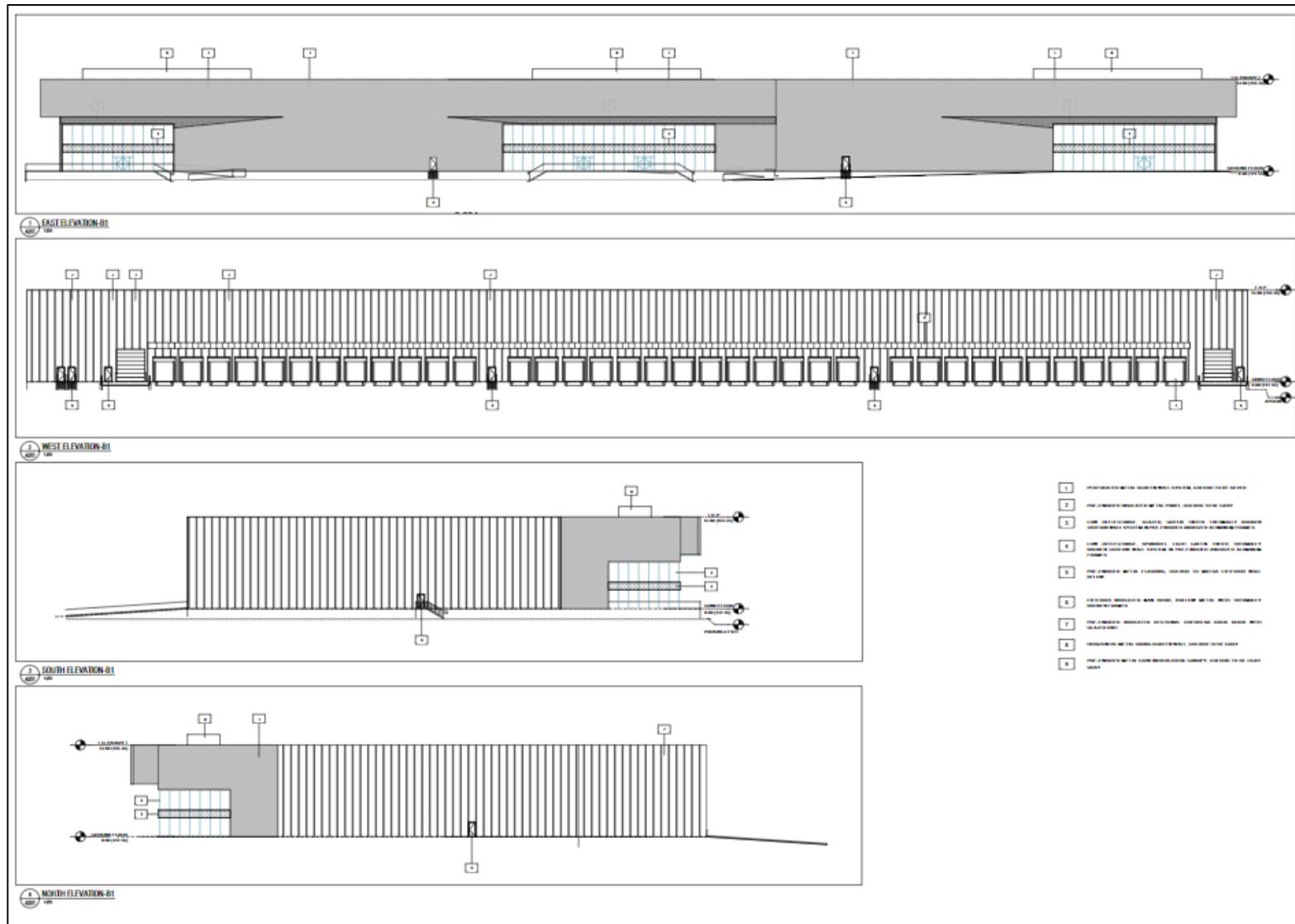
For these reasons, these applications are consistent with MOP, the Region of Peel Official Plan, the Growth Plan for the Greater Horseshoe and the PPS.

## 8. Revised Site Plan and Elevations

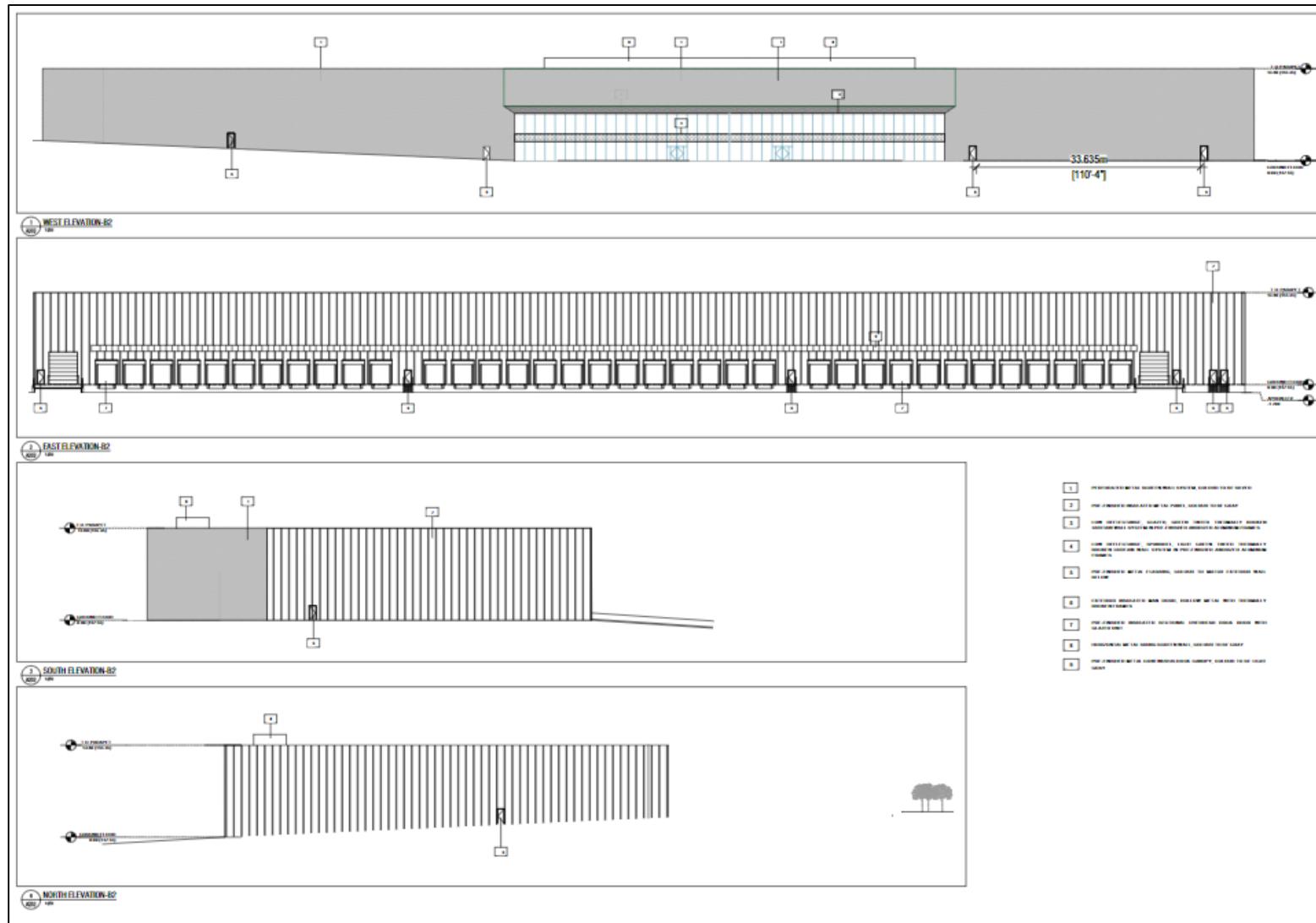
The applicant has provided a revised site plan and elevations as follows:



Revised Concept Plan



Elevations: Building 1



Elevations: Building 2

## 9. Zoning

The proposed **H-E2-Exception** (Employment – Exception) zone and the **G2** (Greenlands – Natural Features) zone are appropriate to accommodate the proposed industrial buildings and the preservation of the existing woodlot.

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

### Proposed Zoning Regulations

Zone Regulations	E2 (Employment) Zone Regulations	Proposed E2 - Exception Zone Regulations
Minimum setback of all <b>buildings</b> and <b>structures</b> in a non-residential zone to all lands zoned G1 or G2 Base Zone, or G1 Exception Zones	the greater of 5.0 m or the required <b>yard</b> /setback	5.0 m
Minimum setback of parking areas, driveways, loading spaces, other paved	the greater of 5.0 m or the required <b>yard</b> /setback	Shall not apply

Zone Regulations	E2 (Employment) Zone Regulations	Proposed E2 - Exception Zone Regulations
areas and an area used for outdoor storage in a non-residential zone to all lands zoned G1 or G2 Base Zone		
Minimum <b>Rear Yard</b>	7.5 m (24.6 ft.)	5.5 m (18.0 ft.)
Minimum depth of a <b>landscaped buffer</b> measured from the lot line abutting a Development Zone	the greater of 5.0 m or the required <b>yard</b> /setback	0.6 m (1.9 ft.)
Minimum depth of a <b>landscaped buffer</b> measured from a lot line	4.5 m (14.8 ft.)	North lot line 0.0 m (0.0 ft.) West lot line 0.0 m (0.0 ft.)
In addition to the regulations listed, other minor and technical variations to the implementing by-law may also		

Zone Regulations	E2 (Employment) Zone Regulations	Proposed E2 - Exception Zone Regulations
apply, including changes that may take place before Council adoption of the by-law, should the application be approved.		

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. "H" Holding Provision

Should the application be approved by the Council, the outstanding technical matters need to be satisfactorily addressed, and the remaining engineering items required to facilitate the implementation of the zoning by-law, must be addressed further through an H Holding Zone, which can be lifted upon:

- Execution of a satisfactory Development Agreement with Municipal Infrastructure Schedules
- Receipt of satisfactory environmental documents, including a reliance letter for the Phase One Environmental Site Assessment, a Storm Sewer Use By-law Acknowledgement form, and a letter certified by a qualified person, stating that land to be dedicated to the City is environmentally suitable for the proposed use

- Receipt of an updated Environmental Noise Impact Study, including detailed drawings and cross-sections showing the required noise barrier
- Receipt of an updated Functional Servicing & Stormwater Management Report, to the satisfaction of the City
- Receipt of a satisfactory Draft Reference Plan showing the future right-of-way lands and woodlot to be dedicated to the City
- Gratuitous dedication of the woodlot to the City
- Receipt of an amended Arborist Report and Tree Protection Plan, to the satisfaction of the City's Community Services Department
- Receipt of a Restoration Plan to the satisfaction of the City's Community Services Department

## 11. 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.

## 12. Conclusions

In conclusion, City staff has evaluated the application to permit two, one storey industrial buildings against the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, Region of Peel Official Plan and Mississauga Official Plan and feel that the proposed amendment is consistent with the

planned function of Northeast Employment Character Area and efficiently uses an underutilized parcel.

The portion of the site that is identified as a woodlot will be zoned **G2** (Greenlands – Natural Features) and dedicated to the City.

Staff are of the opinion that the application is consistent with and conforms to Provincial, Regional and City planning policies. Staff has no objection to the approval of the proposed rezoning application, subject to the recommendations provided in the staff report dated June 2, 2023.