

**Recommendation Report  
Detailed Planning Analysis**

**Owner: 2094404 Ontario Inc.**

**1094 and 1108 Eglinton Avenue East**

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## 1. Community Comments

Comments from the public were generally directed towards intensification along Eglinton Avenue East and impacts to the adjacent floodplain. Below is a summary and response to the specific comments heard.

### Comment

The proposed development will contribute to the over building and high density on Eglinton Avenue East, which has been causing an increased volume of traffic.

### Response

This area has been identified through provincial policy as an area designated for growth. The applicant retained consultants who conducted a traffic operations assessment. This assessment found that the proposal would have a negligible effect on operations of the nearby intersections and roads.

### Comment

The development may have a negative affect on the floodplain that is in close proximity to the subject property.

### Response

The applicant worked with the Toronto Region Conservation Authority (TRCA) to stake the floodplain and establish an adequate buffer between the development and the hazard.

## 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 June 27, 2017. Subsequent resubmissions were circulated in March 2019, July 2021, October 2023, April 2024 and August 2024. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

### Transportation and Works Department

Comments updated August 29, 2024, state that technical reports and drawings have been reviewed to ensure that engineering matters related to grading, servicing, stormwater management, traffic, and environmental compliance have been satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

### Stormwater

The Functional Servicing and 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/or its impact on the receiving municipal drainage system, on-site stormwater management controls for the post-development discharge are required.

In general, the applicant has demonstrated a satisfactory stormwater servicing concept. The applicant has proposed an underground storage tank for a stormwater drainage strategy that will collect all the water run-off and ultimately have it discharged into Little Etobicoke Creek through the existing headwall. The consultant has proposed permeable pavers and landscape irrigation as Low Impact Development (LID) techniques. Further technical information is required to address staff comments related to stormwater calculations, which will occur during the Site Plan application process.

### Traffic

Three Traffic Operation Assessment submissions were prepared by C.F. Crozier & Associates Inc. in support of the proposed development. The submissions were reviewed and audited by the City's Transportation and Works Department. Based on the second submission dated July 2024, the study complied with the City's Transportation Impact Study guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate approximately 11 (7 in, 4 out), 30 (14 in, 16 out), and 42 (22 in, 20 out) two-way site trips for the weekday AM, PM, and Saturday peak hours upon buildout of the site, respectively.

With the 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

A Phase One Environmental Site Assessment (ESA) and a reliance letter dated July 31, 2024, prepared by C.F. Crozier & Associates Inc., have been received in support of the proposed development. The documents indicate that the site is suitable for the proposed use and no further investigation is required at this time.

### Other Engineering Matters

The applicant has submitted a number of technical reports, plans and drawings, which need to be revised in accordance with City standards and additional technical details are required to comply with City requirements from an engineering standpoint, including satisfactory arrangements for the required access easement.

Should this rezoning application be approved by Council, outstanding technical matters are to be satisfactorily addressed prior to the implementing zoning by-law.

- Delivery of an executed Development Agreement in a form and on terms satisfactory to the City of Mississauga
- Updated plans/drawings, including but not limited to Grading Plan, Servicing Plan and Site Plan
- Updated Draft Reference Plan
- Provision for satisfactory access arrangements with the adjacent lands to the east and south to the satisfaction of the City.

## Toronto Region Conservation Authority (TRCA)

Comments updated August 9, 2021 state that all reviews of technical documents have been completed. All matters related to the stormwater management, floodplain boundaries, and restoration of the previously affected buffer region have been addressed. As such, the TRCA has no objections to the approval of this development application. Since portions of the proposed development are within TRCA's Regulated Area, a permit will be required from the Conservation Authority prior to works beginning.

### 3. *Provincial Planning Statement, 2024 (PPS)*

The *Provincial Planning Statement, 2024 (PPS)* was released on August 20, 2024, and came into effect on October 20, 2024, replacing the Provincial Policy Statement, 2020. This new document replaces both the Provincial Policy Statement, 2020, and the Growth Plan for the Greater Golden Horseshoe, consolidating the two frameworks into a single, province-wide document. The update aims to streamline policies and place greater responsibility on municipalities to manage growth locally, with a focus on intensification, housing development, and transit-supportive communities. The new PPS provides direction on land use planning by ensuring that municipal decisions align with provincial interests such as promoting efficient land use, encouraging diverse housing options, and supporting sustainable development by coordinating land use with existing and planned public infrastructure.

## Consistency with PPS, 2024

The PPS 2024 introduces several policies relevant to this proposal, including:

- Section 2.3.1.1 of the PPS states that settlement areas shall be the focus of growth and development.
- Section 2.3.1.2 of the PPS states that land use patterns within said settlement areas should be based on a mix of land uses that effectively use land and optimize existing and planned infrastructure.
- Section 2.8.2.1 of the PPS states that employment areas should be protected and preserved to support current and future needs.
- Section 2.8.2.3 of the PPS states that employment areas should plan for the long-term development of uses in the area that include manufacturing, warehousing, and supportive retail and office uses.

The subject site and proposal represent an opportunity to increase the mix of land uses in the area while protecting the continuity of the employment area. 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.

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

#### 4. Region of Peel Official Plan

As summarized in the public meeting report dated May 31, 2019 (Appendix 1), the proposed development does not require an amendment to the Region of Peel Official Plan. The subject property is located within the Urban System of the Region of Peel. General Objectives in Section 5.6 and General Policies in Section 5.6.11 direct development and redevelopment to the Urban System to achieve intensified and compact built form that appropriately and efficiently uses lands, services, infrastructure, and public finances, accounting for the characteristics of the existing communities and services.

The proposed development conforms to the ROP as it achieves an efficient land use within the built up urban system, contributing commercial use to the range of uses within the employment area.

#### 5. Mississauga Official Plan (MOP)

The proposal does not require an amendment to the Mississauga Official Plan. The subject property is designated Mixed Use within the Northeast (West) Employment Character Area.

Planning staff have undertaken an evaluation of the relevant policies of the PPS and MOP against this proposed development application.

The following is an analysis of the key policies and criteria:

##### *Directing Growth*

The subject site is located in the Northeast (West) Employment Character Area, where a mix of commercial, industrial and office land uses surround the subject property.

The subject site is designated **Mixed Use**, which permits a variety of uses, including retail, service commercial, office, motor vehicle commercial uses and business employment related uses. The applicant is proposing a two-storey motor vehicle sales facility, which is permitted within **Mixed Use** designations in the Northeast (West) Employment Character Area. At this time, the property is vacant with the exception of a single story building located at 1108 Eglinton Avenue East. It is utilized as an office for the owner's auto body operation located on a separate site. The building will be demolished under the proposed development's plan.

MOP's policies regarding growth and development within employment areas focuses on protecting and supporting the employment base within the area. Retail and service uses are permitted given they support the employment base. The following policies are applicable:

5.3.6.2 Mississauga will maintain a sustainable, diversified employment base by providing opportunities for a range of economic activities.

5.3.6.10 Additional development within Employment Areas will be permitted where the proposed development is compatible in built form and scale to surrounding development, enhances the

existing or planned development and is consistent with the policies of this Plan.

The proposed development is consistent with the policies of MOP in that it is providing new opportunities for economic activities that will support the existing employment base, and is compatible in built form and scale to the surrounding development.

#### *Compatibility with the Surrounding Area*

Intensification within Employment Areas is required to be compatible in built form and scale to surrounding development and will be sensitive to the existing and planned context. A range of uses are permitted within the Northeast (West) Employment Character Area, including motor vehicle commercial uses. The surrounding lands north and east of the subject site are designated **Mixed Use**, which permits a variety of employment related uses.

The orientation of the building to address Eglinton Avenue East and the general scale of the structure represents good urban design that respects the function of the area, which is consistent with Section 9.1.4 of MOP.

By delineating the limits of the natural hazards and establishing a buffer between the proposed development and Little Etobicoke Creek, Section 9.1.6 of MOP is satisfied, as it ensures protection of the abutting Green System.

Section 10.4 of MOP cites retail use as the sale, lease and/or rental of goods to the public. The proposed development, which would fit within this definition, is permitted within the Employment Area under Section 10.4.7 of MOP as it is within a designated retail area defined as **Mixed Use**.

The **Mixed Use** designation, according to Section 11.2.6.2, has a planned function to provide a variety of retail, service and other uses that support the surrounding residents and businesses. In this case, the motor vehicle commercial use would provide a retail use which is compatible with the surrounding businesses.

Section 17 of MOP includes policies to help shape future development in Employment Areas. In particular, Section 17.1.4.1 identifies that Motor Vehicle Commercial Uses are permitted within the **Mixed Use** Designation of this character 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:

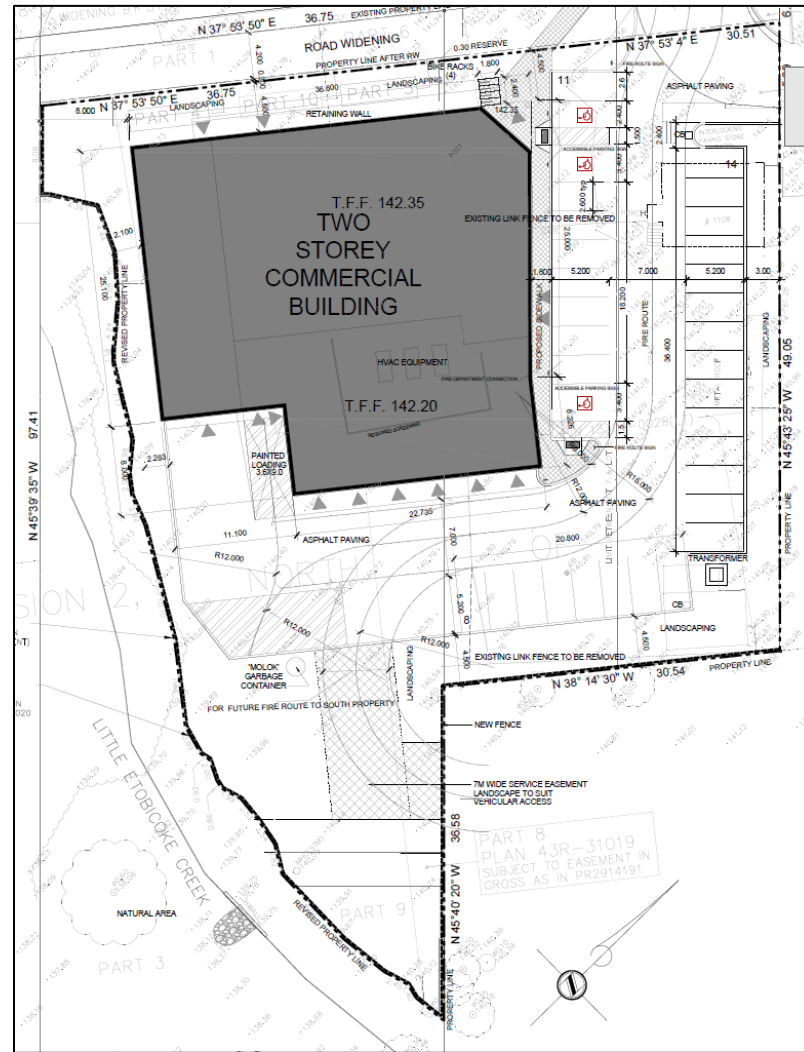
- Route 7 – Airport
- Route 35 – Eglinton

The subject property is also located within the Dixie Major Transit Station Area associated with the 403 Bus Rapid Transit line.

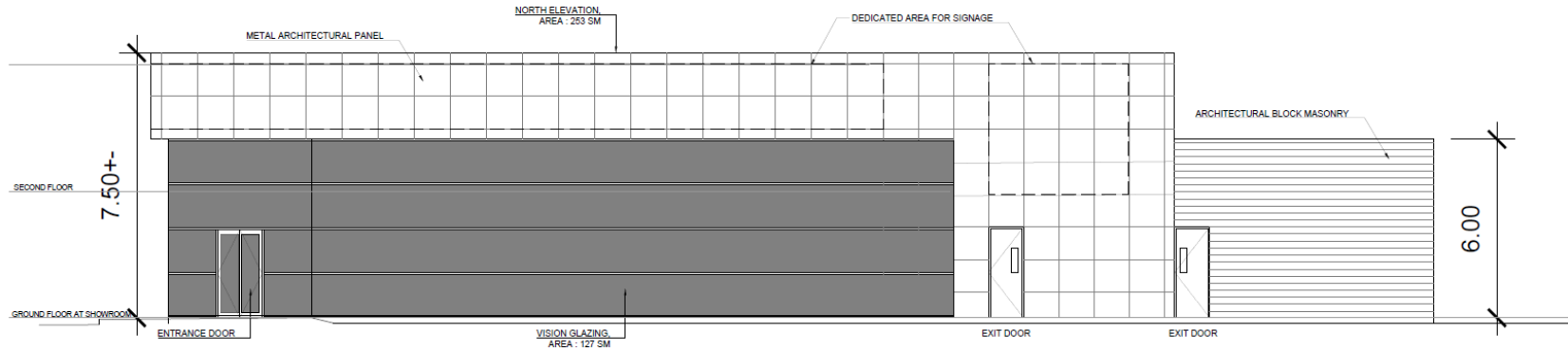
For these reasons, these applications are consistent with MOP, the Region of Peel Official Plan, and the PPS.

### 6. Revised Site Plan and Elevations

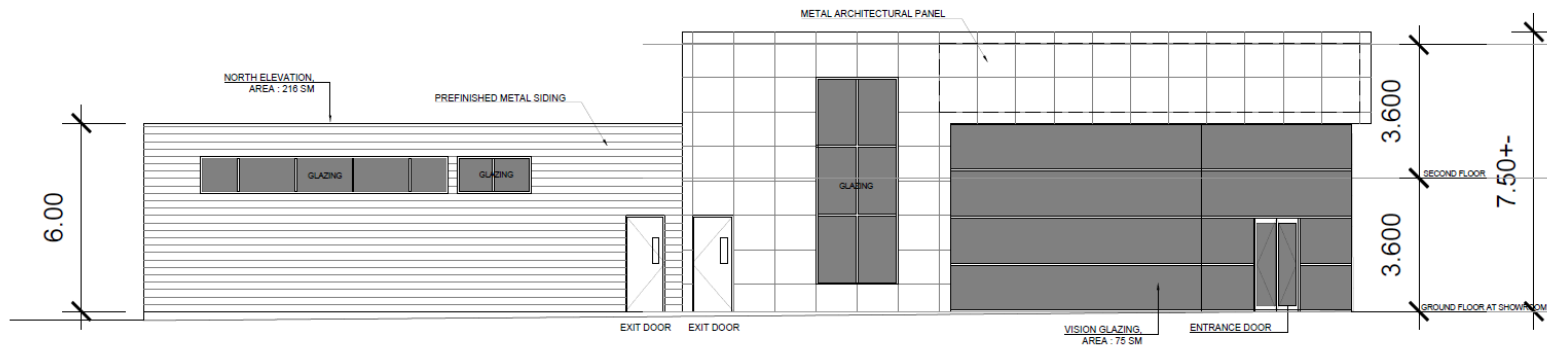
The applicant has provided a revised site plan and elevations as follows:



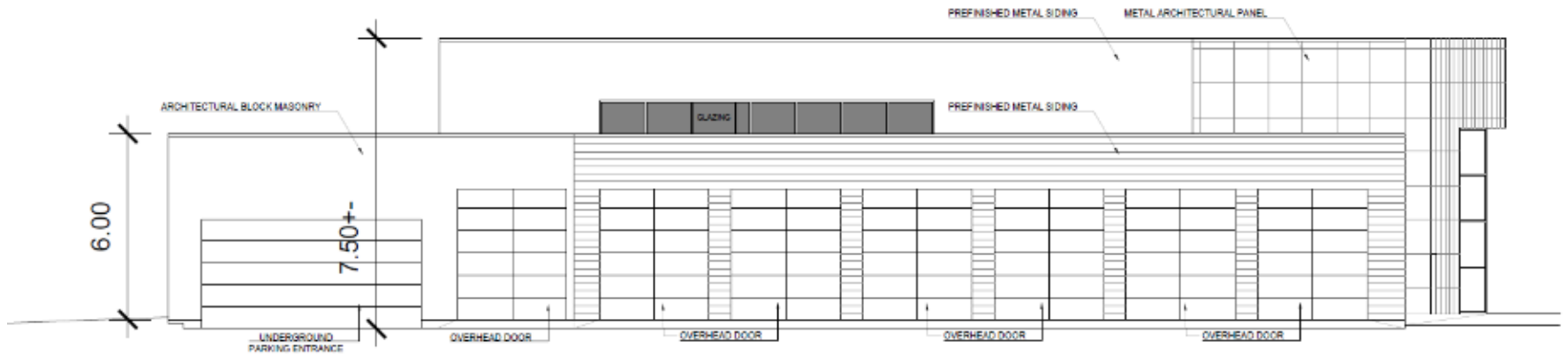




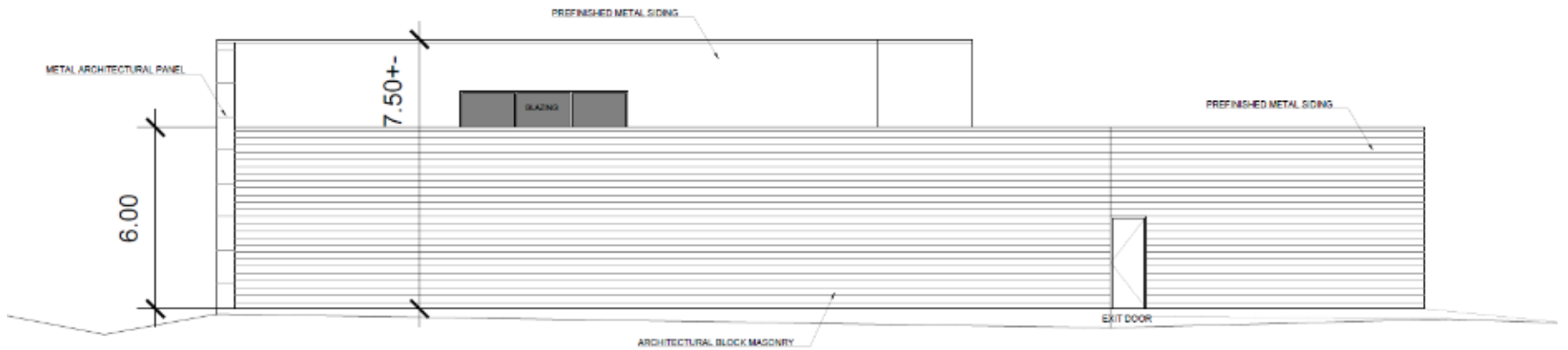
NORTH ELEVATION



EAST ELEVATION



**SOUTH ELEVATION**



**WEST ELEVATION**

## 7. Zoning

The site is currently split-zoned, where 1094 Eglinton Avenue East is zoned **C3-64** (General Commercial) and 1108 Eglinton Avenue East is zoned **D** (Development). The zoning by-law amendment proposes to apply the **C3-64** (General Commercial) zone to the entire site and to amend Schedule C3-64 of the Exception Zone.

## 8 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.

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address matters such as land dedication for the widening of Eglinton Avenue East, detailed stormwater management design, and the registration of required easements.

## 9. Conclusions

In conclusion, City staff has evaluated the application to permit a two storey motor vehicle commercial building at 1108 and 1094 Eglinton Avenue East against the *Provincial Planning Statement*, Region of Peel Official Plan and Mississauga Official Plan.

The application is seeking to provide an infill commercial development within the Northeast (West) Employment Area in accordance with the **Mixed Use** designation of MOP. The subject site is located along an arterial road where similar uses exist such as a multi-tenant industrial plaza and another motor vehicle commercial use. The proposal is compatible with adjacent uses and the surrounding built form and supports the employment area.

Staff are of the opinion that the applications are consistent with and conform to Provincial, Region and City planning instruments. Staff has no objection to the approval of the rezoning applications subject to the recommendations provided in the staff report.