
PLANNING JUSTIFICATION REPORT

IN SUPPORT OF A ZONING BY-LAW AMENDMENT APPLICATION

Flato Developments Inc. (2660430 Ontario Inc.)
6710 Hurontario Street

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1.0 INTRODUCTION

Glen Schnarr & Associates Inc. has been retained by Flato Developments Inc. (2660430 Ontario Inc.) to assist in obtaining the necessary planning approvals to permit the redevelopment of the property located at 6710 Hurontario Street in the City of Mississauga (herein referred to as the “subject property”). This proposal contemplates the addition of a 9-storey building containing office, hotel and banquet uses, a right-in access road, underground parking and amenity areas (herein referred to as the “proposed development”).

1.1 PROPOSED ZONING BY-LAW AMENDMENT

The subject property is designated by the Mississauga Official Plan as “Office” and is within the “Gateway Corporate Centre Character Area”. The subject property is zoned Development “D” by City of Mississauga Zoning By-Law 0225-2007. Lands zoned “D” are identified by the City of Mississauga for future development. A Zoning By-law Amendment is required to facilitate the proposed development and to bring the Zoning By-law into consistency with Provincial policy and conformity with Regional and Official Plans.

The Draft Zoning By-law Amendment, included in this submission, proposes to rezone the property to a site-specific “E2 – XX” Zone. Relief from the parent “E2- Employment” zone is required with respect to:

- Centre-line setback from designated right-of-way;
- Landscape Buffer from lot line/street line;
- Front yard, interior side yard, rear yard and canopy encroachment;
- Tandem parking spaces above grade; and
- Parking standards for office and overnight accommodation (public area) uses.

The proposed Zoning By-law Amendment is outlined in further detail in Section 5.6 of this Report and included as Appendix B.

This Planning Justification Report (the “Report”) presents an analysis of the proposed Zoning By-law Amendment and demonstrates consistency with Provincial land use policy including the Provincial Policy Statement (2014), and conformity to the Growth Plan for the Greater Golden Horseshoe (2019), the Region of Peel Official Plan (Office Consolidation December 2016) and the City of Mississauga Official Plan (Office Consolidation August 1, 2018).

2.0 PROCESS AND ENGAGEMENT

In March 2018 a Development Application Review Committee meeting was held to present the preliminary office, hotel and banquet use concept for the proposed development and to determine the reports and studies required to prepare a complete application for the proposed development. Staff subsequently issued a Submission Requirements Checklist (March 21, 2018) and Project Status Report outlining the materials required to satisfy a complete application to permit the proposed development, and preliminary comments to inform the design and configuration of the subject property.

Since March 2018, the Site Plan has been revised, and as such, the current Site Plan was subsequently recirculated due to the time lapsed since the initial consultation. Updated DARC circulated comments were received on April 15, 2019 and contained new requirements for arborist/tree inventory and wind analysis studies.

The proposed strategy for consulting with the public with respect to the application will follow the requirements of the Planning Act for statutory meetings and the City of Mississauga's Zoning By-law Amendment process.

It is anticipated that the applicant, in tandem with the City, will hold a statutory meeting with nearby residents and provide notices concerning advancements related to the proposed development. This communication program will assist in better informing local stakeholders and manage the implementation of the planning and redevelopment of the subject property.

3.0 SITE DESCRIPTION AND SURROUNDING LAND USES

The following section describes the existing site context, immediate surrounding area context and land uses, facilities and services, transit, connectivity and linkages.

3.1 SITE CONTEXT

The subject property is located on the west side of Hurontario Street, north of Courtneypark Drive West and south of Skyway Drive as illustrated on *Figure 1: Site Context Plan*. The subject property has a frontage of approximately 52.59 metres (172.52 feet) on Hurontario Street. The subject property has a gross area of approximately 0.74 hectares (1.83 acres), and a net area of 0.71 hectares (1.76 acres). The subject property consists of fallow lands and is currently vacant. The subject property is generally flat with few changes in grade, and is largely overgrown, with grass and deciduous and coniferous trees found along the southern property line and interspersed throughout the interior of the property.

Along Hurontario Street, a landscape strip buffers the road from the subject property and a sidewalk is located parallel to the property line. The current vehicular access point is located at the southeast corner of the subject property. This portion of Hurontario Street is six lanes wide (three lanes in each direction) and there is an existing median which extends from Skyway Drive in the north to Ambassador Drive to the south.

3.2 AREA CONTEXT

The subject property is located in a pocket of undeveloped, former agricultural lands between Highways 407 and 401. As illustrated on *Figure 2: Area Context Plan*, surrounding land uses are mixed and contain mainly commercial, employment and hotel uses. To the north, land uses consist of former agricultural, undeveloped properties and the Mississauga Convention Centre. To the west is Maritz Drive and land uses on the opposite side consist of the Walmart Canada Logistics Warehouse, as well as other warehouse, distribution centre and industrial buildings. A tributary of the Fletcher's Creek subwatershed and an established residential neighbourhood is located further west. Industrial, commercial and retail uses are located further to the south and east of the subject property.

A summary of immediate surrounding land uses is provided below:

North:	Agricultural, undeveloped lands, Mississauga Convention Centre
East:	Commercial, employment, Versailles Convention Centre
South:	Commercial, employment, restaurants, hotels
West:	Walmart Canada Logistics Warehouse

3.3 FACILITIES, SERVICES and RECREATION

The summary below provides a list of facilities, services and recreation opportunities/centres in the vicinity of the subject property.

Parks/Open Space/ Recreation

LA Fitness
Derrydale Golf Course
Fletcher's Creek

Commercial

Turtle Jack's
Chako Barbeque
Montana's
Denny's
Zen Gardens

Medical

KCI Medical
Sinclair Dental Co. Ltd.*

Entertainment

Cineplex Cinemas – Courtney Park
Cultural Centre
Mississauga Convention Centre
Grand Victorian Convention Centre
Versailles Convention Centre

Mobility

Bus stop – Hurontario St n of Superior Blvd
Bus stop – Hurontario St at Courtneypark Dr

** Denotes services within a 5-minute walk (approx. 400 metres) of subject property.*

3.4 OVERNIGHT ACCOMODATIONS (HOTELS) IN THE SURROUNDING AREA

The area is characterized by a number of hotels and associated facilities to complement and support Lester B. Pearson International Airport and the several large convention and event centres in the area. A summary of nearby hotels is provided below:

Hotel/Accommodation	Address	Height
Holiday Inn Express & Suites	40 Admiral Blvd	3 storeys
Staybridge Suites	6791 Hurontario St,	4 storeys
Fairfield Inn & Suites by Marriott	35 Courtneypark Dr W	5 storeys
Residence Inn by Marriott	55 Courtneypark Dr W	6 storeys
Hampton Inn by Hilton	7040 Edwards Blvd,	3 storeys
Monte Carlo Inn Airport Suites	7035 Edwards Blvd	6 storeys
Radisson Toronto Airport West	175 Derry Rd E,	6 storeys

**please note heights are approximate and are based on a desktop review*

3.5 TRANSIT AND CONNECTIVITY

Within the Mississauga Official Plan (“MOP”), Hurontario Street is designated as an Arterial Road with an ultimate Right-of-way (ROW) width of 45 metres (shown on *Figures 3 and 4*). Given the planned Hurontario Light Rail Transit (“Hurontario LRT”), the Long Term Transit Network Schedule in the MOP identifies Hurontario Street as an “Intensification Corridor” and a “Higher Order Transit Corridor” with Light Rail Transit Stations planned at Courtneypark Drive and Derry Road East, shown on *Figure 5*. The subject property is located within 500 metres of a Major Transit

Station Area, planned at Courtney Park and Hurontario Street (Courtneypark Station) (see *Figure 6*). Currently, the MiExpress Route All Day Service Route 103 runs north/south along Hurontario Street, and connects to the Brampton Gateway Terminal to the north and Port Credit GO Station to the south. Additionally, the 104 MiExpress Route AM/PM Rush Hour Service runs east/west along Derry Road and the 108 MiExpress Route AM/PM Rush Hour Service runs along Highway 401.

The Hurontario LRT is a planned north/south rail line which will extend a total of 18 kilometres from Port Credit Go Station to Brampton Gateway Terminal. The LRT will have its own dedicated right-of-way, in the centerline of Hurontario Street and is expected to have 19 stops, including one at Derry Road and one at Courtneypark Drive. The planned Courtney Park LRT stop is approximately 500 metres from the subject property. The Hurontario LRT will connect with local transit systems at Square One, including Mississauga MiWay transit, Brampton Zum transit and the Mississauga Transitway. Metrolinx expects the project to be completed in 2022. The project is expected to transform local and inter-regional transit by offering an efficient, electrically powered transit option which is independent from auto traffic. It is understood that Metrolinx and the Mississauga Hurontario LRT team will be circulated on this application for review and comment.

Furthermore, with respect to bicycle connectivity and active transportation, Hurontario Street and Courtneypark Drive are identified in the Official Plan as Primary On-Road/Boulevard Routes for long term cycling network, illustrated on *Figure 7: Long Term Cycling Routes*.

4.0 DEVELOPMENT PROPOSAL

The following section provides an overview of key development design details and statistics with respect to the proposed development.

4.1 PROPOSED DEVELOPMENT

The proposed development contemplates the redevelopment of an underutilized property in the southwest quadrant of Hurontario Street and Skyway Drive for a hotel, banquet and office. The proposed development will contribute to job creation and growth targets for employment identified in Provincial and Municipal policy. The overall vision coincides with Provincial policies and city-wide initiatives for accommodating future growth in a built-up area, intensification along transit corridors and utilization of existing services.

A tower and podium design are proposed to accommodate the three proposed land uses (hotel, banquet and office), to make efficient use of the subject property and to optimize shared amenities (see *Appendix A: Site Plan*). The proposed development will have an above-grade gross floor area (GFA) of 12, 276.00 square metres (132,138 square feet) and a maximum height of nine-storeys, or 32 metres. The building contains a one-storey banquet facility at the rear of the subject property, a nine-storey tower portion for hotel guest rooms in the approximate middle of the building, and two-storey (9.5 metre) podium-style office and restaurant space along the Hurontario Street frontage.

The proposed hotel includes 164 guest rooms and common areas such as a restaurant and bar, pool, fitness room and internet/media room. The proposed banquet hall includes 2 banquet halls, a pre-function area, and shares ground floor amenity and service facilities with the hotel, including kitchens, office and reception, lobby, and mechanical/operational rooms. The proposed office use consists of two office suites, a shared boardroom and a shared reception all located on the second floor.

The podium is sited closest to Hurontario Street with an access connecting to the sidewalk on Hurontario Street to contribute to Hurontario street wall frontage and streetscape. A recessed entrance is provided along the Hurontario Street frontage. The pool room and restaurant are located at grade, fronting Hurontario Street to contribute to an interesting and lively building frontage and streetscape. The banquet facilities are located at the rear of the building.

The main vehicular access is located along the subject property's southerly lot line, proposed as a right-in, one-way, public access road with a 7.8 metre right-of-way, consisting of a 6 metre road and 1.8 metre walkway. The proposed access road leads to a passenger drop off area internal to the subject property, at the vestibule door to facilitate efficient site circulation. The one-way proposed road continues to the rear of the site, where visitors can exit via a future north/south minor arterial connection planned for this area and to a ramp to two levels of underground parking, located at the rear of the building.

Limited surface parking is provided near the vestibule doors for visitors. Tandem parking spaces provide for temporary visitor and drop-off parking at the surface and nearest the building's entrance.

4.2 PROPOSED DEVELOPMENT STATISTICS

The following section provides pertinent statistical details and GFA by proposed land uses.

Subject Property		
Subject Property Area (Gross)		7,412.50 sq m / 79,787 sq ft
Subject Property Area (Net)		7,132.00 sq m / 76,768 sq ft
Proposed Building		
Maximum Building Height		32 metres / 9 storeys
Ground Floor GFA	Banquet Hall	1,165 sq m / 12,540 sq ft
	Hotel Amenities	8,173 sq m / 87,973 sq ft
	Other	1,553 sq m / 16,716 sq f
Second Floor Office GFA		769 sq m / 8, 170 sq f
Hotel GFA (Floors 2 – 9)		8,173 sq m / 87,973 sq f
Total Above Grade GFA:		12,276.00 sq m / 132,138.00 sq ft
Lot Coverage:		46.89%
Floor Space Index (FSI):		1.72
Parking		
Surface Spaces Proposed		14 spaces
Underground Spaces Proposed P1		114 spaces
Underground Spaces Proposed P2		122 spaces
Total Proposed Parking Provided		250 (12 of which are barrier free)
Total Bicycle Parking		14 surface + indoor storage in P1 and P2
Total Below Grade GFA:		10,264.00 sq m / 110,481 sq ft
TOTAL PROJECT GFA:		22,540.00 sq m / 242,619 sq ft

4.3 STREETS

The primary access to the site is proposed from Hurontario Street via a right-in public access street on the southern most part of the subject property. The ROW for the proposed access street is 7.8 metres, including a 1.8 metre walkway. The proposed access street connects to a drive aisle/passenger drop off area near the building's main entrance. The proposed access public street continues westward exiting to the anticipated north/south connection road which the City has established through a series of easements. The proposed development will utilize the planned street network established by the City and will contribute to the creation of the finer-grained street network envisioned through the dedication of the required lands while not sterilizing the development of the subject property. The proposed access provides an east/west connection from Hurontario Street to the future interior road network, contributing to the finer grid network and increasing connectivity for this block. Access for garbage and delivery trucks will be at the rear of the subject property, from the new north/south connection established in the road easement network.

4.4 PARKING / BICYCLE PARKING

Two floors of underground parking areas are proposed to create a total of 250 parking spaces, which is inclusive of twelve barrier free parking spaces. Access to underground parking is located at the rear of the site, away from the street frontage. The total parking provided consists of 14 spaces at grade for valet / short-term visitor spaces, and two levels of underground parking consisting of 114 and 122 spaces, respectively. Total below grade GFA for Parking Level 1 and 2 combined is 10,264 square metres or 110,481 square feet.

The proposed development also includes short-term bicycle parking in bike racks along Hurontario Street frontage (14 spaces), and longer term bicycle parking located in P1 and P2.

5.0 CONSISTENCY AND CONFORMITY WITH APPLICABLE LAND USE POLICIES

As required by Sections 2 and 3 of the *Planning Act*, the following section demonstrates the proposed Zoning By-law Amendment's consistency with the Provincial Policy Statement and conformity with the Places to Grow: Growth Plan for the Greater Golden Horseshoe, Region of Peel Official Plan and the City of Mississauga Official Plan.

5.1 PROVINCIAL POLICY STATEMENT

As set out in the Provincial Policy Statement, 2014 (the "PPS"), Ontario's long-term prosperity depends on a coordinated approach to wisely managing change and promoting efficient development patterns that result in strong, healthy and complete communities. This is achieved by balancing environmental protection, public health, safety and while creating economically sustainable built environments (Section 1.0). In this regard, the PPS provides a high-level policy foundation that promotes and enhances the concept of a complete community.

The PPS promotes efficient development patterns by directing growth to settlement areas and discouraging the unnecessary and inefficient expansion of these areas, encouraging the effective use of existing and planned infrastructure and by accommodating a range and mix of uses.

Specifically, the PPS includes the following policies:

1.1.1 Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;*
- f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;*
- g) ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and*
- h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.*

The proposed development represents an efficient development design in a Settlement Area identified for growth by the Growth Plan, the Region of Peel Official Plan, the City of Mississauga Official Plan and the Gateway Corporate Centre Character Area. The proposed development will contain a hotel and banquet hall with supplementary office space. Amenities at grade will include a restaurant/bar, pool, fitness facilities and hotel ancillary uses such as kitchen and storage spaces.

The proposed development has been designed to utilize existing infrastructure and services already in place and planned. The subject property provides opportunities to accommodate intensification in a built-up area and utilizes existing services. This is supported in the Functional Servicing Report, prepared by C.F. Crozier & Associates Inc., dated April 2019.

The removal of physical barriers and designing for accessibility have been facilitated through this proposal and the opportunity to improve the existing condition will create improved physical environments as illustrated in the architectural drawings. Through the planning and design process, consideration for the efficient use of land, accessibility for a range of life-stages, environmental stewardship and cost-effective, servicing-efficient development patterns have all been incorporated into the proposed development. The proposed Zoning By-law Amendment is therefore consistent with the overarching policies of Policy 1.1.1 of the PPS.

The PPS requires that a range of uses be made available through intensification and redevelopment opportunities (Policy 1.1.2):

1.1.2 Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.

The proposed development is located within a Settlement Area (shown on *Figure 8: Region of Peel Settlement Areas*) suitable for intensification and redevelopment. The addition of the proposed office/banquet/hotel uses optimize an infill lot which is accessible to servicing, and located along the Hurontario corridor, intended for development.

Additionally, as required by Policy 1.1.3.1, Settlement Areas shall be the focus of growth and development. Specifically, Policy 1.1.3.2 includes:

1.1.3.2 Land use patterns within settlement areas shall be based on:

- a) densities and a mix of land uses which:*
 - 1. efficiently use land and resources;*
 - 2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
 - 3. minimize negative impacts to air quality and climate change, and promote energy efficiency;*
 - 4. support active transportation;*

- 5. *are transit-supportive, where transit is planned, exists or may be developed; and*
- 6. *are freight-supportive; and*
- b) *a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.*

The proposed redevelopment is located on a major arterial road and intensification corridor, which is an efficient use of land and resources as the utilization of existing infrastructure, public service facilities, transportation networks and opportunities for active transportation will be created. The proposed development provides a mix of compatible land uses, which will optimize the area of the subject property, making efficient use of land. The land uses being proposed are appropriate for the subject property, given the surrounding land uses and the existing and planned servicing and infrastructure. The proposed development will intensify a property within the Hurontario corridor, which will be serviced by Hurontario LRT and thus offer an employment use which will have access to higher-order transit making it transit supportive. The proposed Zoning By-law Amendment is consistent with and reinforces the policies relating to land use patterns in Settlement Areas.

Policy 1.1.3.3 and 1.1.3.4 provide criteria for identifying locations for intensification:

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Intensification and redevelopment shall be directed in accordance with the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety.

1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

The proposed development will intensify the existing site and will be supported by existing public infrastructure and public service facilities. The proposed development has been designed to be compact in form while also considering risks to public health and safety through site planning, architectural design, and detailed engineering and servicing. Existing services will be utilized as the proposed development connects with the planned water, storm and sanitary systems in the area, which is further discussed in the Functional Servicing/Stormwater Management Report prepared by C.F. Crozier & Associates Inc., included in this submission. Based on the above analysis, it is our opinion that the proposed development is consistent with the locational criteria for intensification and redevelopment and the proposed Zoning By-law Amendment is therefore consistent with the PPS policies for creating efficient land use patterns within Settlement Areas.

The PPS contains policy directives to protect and plan for Employment Areas within municipalities to support economic growth and development. Specifically, Section 1.3.1 includes:

- “1.3.1 Planning authorities shall promote economic development and competitiveness by:*
- a) providing for an appropriate mix and range of employment and institutional uses to meet long-term needs;*
 - b) .providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
 - c) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities; and*
 - d) ensuring the necessary infrastructure is provided to support current and projected needs.”*

The proposed development offers a mix of uses including employment uses. The hotel/banquet facilities will foster job creation, and the incorporation of office space in a property that is well serviced by transit, promotes Provincial policy for employment areas. The proposed land uses will complement and support the existing surrounding land uses, contributing to a diversified local economy. The compact design of the building which allows common amenities to be shared between the hotel, banquet and office space is an efficient use of an infill site and appropriate land uses given the property’s location in a designated “Corporate Centre” (shown on *Figure 9: Mississauga City Structure*). Proposing hotel, banquet and office uses along an intensification corridor which has been designated by the Official Plan for corporate/office uses, is consistent with PPS policies on Employment Areas.

Furthermore, with respect to Employment Areas:

- 1.3.2.1 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.*
- 1.3.2.3 Planning authorities shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations.*

The PPS delegates power to the municipalities to plan for and protect employment areas for current and future needs. The City of Mississauga has identified employment areas within the Mississauga Official Plan, specifically within the “Corporate Centre” land use designation. Redeveloping the subject property, located within the Gateway Corporate Centre (as shown on *Figure 6 and Figure 10: Mississauga Character Areas*), to incorporate an employment use among other compatible

land uses, implements Mississauga's Official Plan vision for Corporate Centres. The Zoning By-law Amendment to facilitate this development therefore enables the Mississauga Official Plan to be consistent with the Provincial Policy Statement.

Policy 1.5 of the PPS contains policies to ensure the creation of effective and safe recreation opportunities:

1.5.1 Healthy, active communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*

The proposed development provides private recreational opportunities for visitors of the hotel. In addition, as part of the proposed development, streetscape amenities for the Hurontario frontage will be considered. Landscaped areas will anchor the buildings and private outdoor amenity areas will provide opportunities for social interaction. The podium proposed will contribute to the activation of the Hurontario Street street frontage and provides for interaction to the streetscape and access to the public and transportation system. The proposed Zoning By-law Amendment therefore effectively incorporates and is consistent with the healthy community policies of Policy 1.5 of the PPS.

The PPS reiterates the importance of land use patterns, densities and mix of uses that support transit and active transportation uses in Policy 1.6:

1.6.7.2 Efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

1.6.7.5 Transportation and land use considerations shall be integrated at all stages of the planning process.

The proposed development is designed to minimize private vehicle trips and to encourage the use of transit and active transportation by creating accessible and efficient access to the existing sidewalk thereby providing convenient access to existing and planned transit services. The proposed development will encourage the utilization of the planned Hurontario LRT by offering office, banquet and hotel space accessible by higher order transit. The proposed development conforms with the Official Plan's policy directive on office and overnight accommodation space in the Gateway Corporate Centre, and the proposed Zoning By-law Amendment is consistent with the PPS goal of efficiently using existing and planned transit infrastructure.

Policies under 1.7 Long-Term Economic Prosperity, under Section 1 Building Strong Healthy Communities includes the following:

1.7.1 Long-term economic prosperity should be supported by:

- a) promoting opportunities for economic development and community investment-readiness;*
- b) optimizing the long-term availability and use of land, resources, infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities;*
- c) maintaining and, where possible, enhancing the vitality and viability of downtowns and main streets;*
- d) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;*
- f) providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;*
- g) providing opportunities for sustainable tourism development; ...*

The proposed development, including a hotel and banquet facilities will create many jobs, contributing towards economic development in the area. The proposed built form and contribution to the streetscape on Hurontario will enhance the vitality and viability of Hurontario Street, as a main street, while optimizing the existing infrastructure and services present in this area. The inclusion of office space in the proposed development utilizes the planned Hurontario LRT, supporting and utilizing higher-order transit to promote multimodal transportation. The proposed Zoning By-law Amendment to rezone the lands from “D - Development” to “E2-XX” is therefore required to bring the subject property into consistency with long-term economic prosperity policies in the Provincial Policy Statement.

The PPS also contains policies to protect for airports, rail and marine facilities. Of note:

1.6.9.2 Airports shall be protected from incompatible land uses and development by:

- a) prohibiting new residential development and other sensitive land uses in areas near airports above 30 NEF/NEP;*
- b) considering redevelopment of existing residential uses and other sensitive land uses or infilling of residential and other sensitive land uses in areas above 30 NEF/NEP only if it has been demonstrated that there will be no negative impacts on the long-term function of the airport; and*
- c) discouraging land uses which may cause a potential aviation safety hazard.*

The Mississauga Zoning By-law Schedule 2.1.23 – Lester B. Pearson International Airport Operating Area Restrictions illustrates that the subject property is within the LBPIA Operating Area and therefore subject to LBPIA Operating Area Restrictions per Subsection 2.1.23. The

proposed building is 32 metres in height, which is not as tall as several buildings in the surrounding area. Additionally, as outlined in the Noise Report, prepared by LEA Consulting Ltd., dated May 2019, the subject property is located between the NEF 30-35 contour of the Lester B. Pearson International Airport. The architectural drawings and Noise Report outline the proper noise mitigation strategies to ensure the land use is compatible with the noise exposure forecast of the airport.

Based on the above analysis, it is our opinion that the proposed Zoning By-law Amendment is consistent with the policies and objectives of the PPS. The Zoning By-law Amendment is required to permit the proposed development and to bring the subject property into consistency with Provincial Policy Statement policies on efficient land use patterns in settlement areas, planning for economic prosperity, healthy communities and protecting airport facilities.

5.2 A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2019)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (the “Growth Plan”) is a long-term plan intended to manage growth through building complete communities, curbing sprawl and protecting the natural environment. The Growth Plan (2019) builds upon the initial Growth Plan (2006) and the 2017 Growth Plan, and responds to the key challenges that the region will face over the coming decades with enhanced policy directions. The Growth Plan policies relevant to the proposed Zoning By-law Amendment include Policy 2.2.1 - Managing Growth, Policy 2.2.4 – Transit Corridors and Station Areas, and Policy 2.2.5 – Employment.

Section 2.2.1 of the Growth Plan directs municipalities to determine where growth should occur for a coordinated and efficient approach. Intensification is encouraged within the Built-up Areas where infrastructure, public service facilities are available and where an appropriate scale of development and transition in built form to adjacent areas can be achieved.

2.2.1 (2) 2. Forecasted growth to the horizon of this Plan will be allocated based on the following:

a) the vast majority of growth will be directed to settlement areas that:

- i. have a delineated built boundary;*
- ii. have existing or planned municipal water and wastewater systems; and*
- iii. can support the achievement of complete communities;*

b) growth will be limited in settlement areas that:

- i. are rural settlement areas;*
- ii. are not serviced by existing or planned municipal water and wastewater systems; or*
- iii. are in the Greenbelt Area;*

c) within settlement areas, growth will be focused in:

- i. delineated built-up areas;*
- ii. strategic growth areas;*
- iii. locations with existing or planned transit, with a priority on higher order*

- transit where it exists or is planned; and*
- iv. areas with existing or planned public service facilities;*
- d) development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*
- e) development will be generally directed away from hazardous lands; and*
- f) the establishment of new settlement areas is prohibited.*

The subject property is located within an identified Built-Up Area and is adjacent to a “Regional Intensification Corridor” conceptual boundaries within the Region of Peel Official Plan (“ROP”), as illustrated on *Figure 11: Growth Plan Policy Areas* and *Figure 12: Regional Structure*. The subject property is located on Hurontario Street which is recognized in the ROP as an ‘Other Rapid Transit Corridor’ (see *Figure 13: Peel Rapid Transit Corridors*) and in the MOP as an “Intensification Corridor” and “Higher Order Transit Corridor”, within a Major Transit Station Area (see *Figures 5 and 6*). The subject property will eventually be serviced by the planned Hurontario LRT, and is currently serviced by express bus routes. Connections are available to the Brampton Bus Terminal and Cooksville and Port Credit GO stations which provide inter-regional transit. The subject property is well serviced with facilities and services including retail, eating establishments and other tourist attractions, such as the Mississauga Convention Centre. The subject property does not include any hazardous lands. The proposed development conforms with the growth management policies of the Growth Plan and therefore the Zoning By-law Amendment is required to bring the Zoning into conformity with the Growth Plan.

With respect to the establishment of complete communities, Policy 2.2.1 (4) Managing Growth provides that:

4. Applying the policies of this Plan will support the achievement of complete communities that:

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- d) expand convenient access to:*
 - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. public service facilities, co-located and integrated in community hubs;*
 - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
 - iv. healthy, local, and affordable food options, including through urban agriculture;*
- e provide for a more compact built form and a vibrant public realm, including public open spaces;*

f) mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and

g) integrate green infrastructure and appropriate low impact development.

The proposed development contributes to the diverse mix of land uses in the area and introduces new employment uses which will generate jobs in an established and well-serviced neighbourhood. The subject property is serviced by local and regional transportation and active transportation options including biking and walking routes along existing streets and on dedicated pathways. The proposed development includes recreational and other facilities for guests to the hotel with private amenity areas for guests, employees and visitors of the banquet hall. The proposed development will have a high quality built form, contributing to the streetscape and public realm of the frontage along Hurontario Street. Given the subject property's location, its accessibility to several existing transit options and reduced dependence on the automobile, a potential reduction in greenhouse gas emissions can be anticipated. Although there is no way to quantify such a reduction in greenhouse gas emissions, the location of the subject property is conducive to the use of public transportation and active transportation which inherently contributes to the achievement of low-carbon communities. The proposed reduced parking supply anticipates increased transit usage and less reliance on the personal automobile as demonstrated in the Transportation Impact Study, prepared by LEA Consulting Ltd., dated May 2019. The proposed Zoning By-law Amendment therefore conforms with the complete communities' policies of the Growth Plan (2019).

The proposed development conforms to this objective by intensifying an existing property within the delineated built-up area and the proposed Zoning By-law Amendment conforms with this objective.

Furthermore, Policy 2.2.2 (3) provides that:

3. All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:

- a) encourage intensification generally to achieve the desired urban structure;*
- b) identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;*
- c) identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*
- d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
- e) prioritize planning and investment in infrastructure and public service facilities that will support intensification;*

The proposed development adheres to above-noted policies by proposing the development of a vacant and underutilized, infill lot, while considering the achievement of complete communities, built form, scale and transition to adjacent areas through compact and inclusive and overarching urban design practices. The proposed development will contribute to the desired urban structure, and as illustrated in the elevations and renderings, will incorporate a built form that is appropriate

and desirable. As the subject property is adjacent to an intensification corridor, redevelopment for a mix of uses (hotel, banquet and employment) brings the City's vision of urban structure to life. As outlined in subsection (d) the City is to ensure the zoning of lands is designed to achieve complete communities. Approving a Zoning By-law Amendment to permit complementary uses for the surrounding area contributes to the goals and objectives of complete communities.

The Growth Plan contains policies relevant to the provision of transit corridors and station areas to direct growth to intensification areas serviced by higher-order transit. The Growth Plan delineates priority transit corridors and provides direction to municipalities to prioritize planning for major transit station areas. Policy 2.2.4 (3) includes density targets:

3. Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:

b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or ...

The City of Mississauga has identified Major Transit Station Areas ("MTSAs") within its Official Plan. These areas are determined by existing and planned higher order transit, including the future Hurontario LRT. The intent of the MTSAs is to focus growth and density in areas serviced by higher order transit to promote transit use and reduce auto dependency. With the property being located within an MTSA, as shown on *Figure 11*, the employment use as part of the proposed development will help contribute to identified density targets.

The Growth Plan contains policies on employment as it relates to promoting economic development competitiveness within the Greater Golden Horseshoe. Policy 2.2.5 (1) includes:

1. 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) d) integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.*

Furthermore,

2. Major office and appropriate major institutional development will be directed to urban growth centres, major transit station areas or other strategic growth areas with existing or planned frequent transit service.

3. Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.

4. In planning for employment, surface parking will be minimized and the development of active transportation networks and transit-supportive built form will be facilitated.

The proposed development contributes to meeting municipal density targets for employment areas, while optimizing a site served currently by transit, with planned higher order transit adjacent to the subject property. The proposed development makes efficient and appropriate use of an underutilized site within a Major Transit Station area, as defined in the Regional and Local Official Plans. As part of this development, surface parking has been minimized, with parking provided in two levels of underground. The few surface parking spots that are proposed are to provide for accessibility spaces, and short term drop off to assist with site connectivity.

The proposed development conforms to the policies of the Growth Plan as it represents infill redevelopment in a built-up area where infrastructure and public service facilities can readily accommodate intensification. The proposed Zoning By-law Amendment conforms with policies of the Growth Plan regarding complete communities, intensification targets, major transit station areas and economic development and office uses. The subject property is intended for development according to Provincial policy outlined above and the Zoning By-law Amendment brings the site into conformity with the Growth Plan.

5.3 REGION OF PEEL OFFICIAL PLAN (2016)

The Region of Peel Official Plan, Office Consolidation 2016 (the “Regional Plan”) outlines policies and strategies that reflect and conform to the policies of the PPS and the Growth Plan. The policies and strategies contained in the Regional Plan are centred around a sustainable development framework which, among other things, supports growth and development and requires that it occur in a sustainable manner by integrating environmental, social, economic and cultural considerations (Policy 1.1). To build on this framework, the Regional Plan illustrates a regional land use structure and allocates growth to the three local municipalities within the Regional Plan area.

The subject property is located within the Region’s 2031 Urban Boundary. As illustrated on *Figures 11 and 12*, the subject property is located within the Region’s built-up area and is within the “Urban System” and the ‘Regional Intensification Corridor’. General Objectives and General Policies of the Regional Plan’s “Urban System” relevant to the proposed development include:

- 5.3.1.2 *To achieve sustainable development within the Urban System.*
- 5.3.1.3 *To establish healthy urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities;*
- 5.3.1.4 *To achieve intensified and compact form and a 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;*
- 5.3.1.5 *To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive;*
- 5.3.2.2 *Direct urban development and redevelopment to the Urban System within the 2021 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans;*
- 5.3.2.3 *Plan for the provision and financing of Regional services so as to efficiently use existing services and infrastructure, and generally accommodate a pattern of compact forms or urban development and redevelopment.*
- 5.3.2.6 *Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:*
 - a) *support the Urban System objectives and policies in this Plan;*
 - b) *support pedestrian-friendly and transit-supportive urban development;*
 - c) *provide transit-supportive opportunities for redevelopment, intensification and mixed land use.*

- d) *support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles.*

The goal of the defined Regional Plan's land use structure, in conjunction with the allocated growth forecasts, is to facilitate the development of healthy complete communities by offering a wide range and mix of land uses which efficiently use land, services and infrastructure. The proposed development utilizes existing servicing and infrastructure and proposes a mix of land uses which can function within the same building. This also uses the area of the property efficiently optimizes the use of the lot. The compact built form and layout is illustrated in the architectural drawing set prepared by IBI Group, provided in this submission. The proposed Zoning By-law Amendment will bring the subject property into conformity with the Regional Plan by intensifying and redeveloping a property to include compact built form with a mix of uses and to be serviced by higher order transit.

Policy 5.5 – Growth Management makes specific reference to complete communities by providing a guiding principle to the Plan, in that the decision-making process of land development, resource management and investment, is to build compact, vibrant and complete communities.

Growth management policies of this Plan contribute to the achievement of complete communities within the Region of Peel. Specifically, Policy 5.5.2 includes the following:

- 5.5.2.1 *It is the policy of Regional Council to direct the area municipalities to incorporate official plan policies to develop complete communities that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and services.*

Based on the criteria the Regional policy provides for complete communities, the proposed Zoning By-law Amendment conforms to these objectives and brings the subject property into conformity with planning for managing growth to create complete communities.

Schedule E of the Regional Official Plan designates Hurontario Street as a "Major Road". The Major Road network within the Region provides for connections to other municipalities and regions. Major Roads within Peel are intended to facilitate a high level of transportation capacity. The proposed development will be supported by the anticipated capacity of the Major Road designation of Hurontario Street.

As illustrated on *Figure 13*, Schedule G of the Regional Plan designates Hurontario as an "(Other) Rapid Transit Corridor". The policies associated with this designation encourage planning to support the use of public transit, to increase the transit modal share and to create transit supportive development densities. Specifically, Objectives of Regional Council include:

- 5.9.5.2.5 *Encourage transit-supportive measures on major roads and highway corridors in Peel through the use of HOV lanes, Bus Rapid Transit (BRT)*

and granting preferential treatment to transit, when and where necessary and justified.

- 5.9.5.2.10 *Encourage the intensification of residential and non-residential development at nodes and mobility hubs and along corridors to support a higher level of transit service and other sustainable modes.*

The future Hurontario LRT will operate north/south along Hurontario, adjacent to the subject property. The proposed development represents an intensification and redevelopment of an underutilized property and therefore the proposed Zoning By-law Amendment conforms to the policies directing intensification along corridors.

Policy 5.3.3 – Urban Growth Centres and Regional Intensification Corridor directs intensification to these areas, including compact built form of development and redevelopment which provides a range of uses, including employment.

- 5.3.3.1.3 *To achieve Urban Growth Centres that incorporate a range and mix of residential and employment opportunities.*
- 5.3.3.2.5 *Require the area municipalities to identify, where appropriate, intensification corridors, major transit station areas and other major intensification opportunities, such as infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings and greyfields in their official plans and support increased residential and employment densities within these areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development.*
- 5.3.3.2.6 *Identify the Hurontario corridor linking the two urban growth centres as a Regional Intensification Corridor that provides:*
- a) prime opportunities for intensification;*
 - b) opportunities for residents to live and work within the Regional Intensification Corridor;*
 - c) a high intensity, compact urban form with an appropriate mix of uses including commercial, office, residential, recreational and major institutional- as designated and/or defined in area municipal official plans;*
 - d) transit-supportive and pedestrian-oriented urban forms;*
 - e) opportunities for higher order transit; and,*
 - f) viable opportunities of financing necessary infrastructure and services.*

Within the Region's Official Plan, the subject property is adjacent to a "Regional Intensification Corridor" conceptual boundaries and is situated with frontage on an "Other Rapid Transit Corridor." The proposed development for the subject property is appropriate and desirable based on the policy objectives outlined above. The proposed development proposes to intensify an underutilized and vacant property within the Hurontario Street corridor to provide employment opportunities among a mix of uses, on a site to be serviced by higher order transit. Additionally, the proposed development includes interesting architectural elements and a compact built form. The Zoning By-law Amendment required to permit the proposed development therefore

conforms to Regional intensification policies and will bring the property into conformity with these policy directives.

The above section analyzes the Region of Peel Official Plan and concludes that the proposed Zoning By-law Amendment conforms to the Regional Official Plan policies on growth management and intensification corridors, particularly policies for the Hurontario corridor. The proposed Zoning By-law Amendment will facilitate the creation and maintenance of healthy and complete communities located along both an intensification corridor and rapid transit corridor within the Urban System of the Region of Peel.

5.4 CITY OF MISSISSAUGA OFFICIAL PLAN

The City of Mississauga's Official Plan, Office Consolidation September 2015, (the "Official Plan") contains goals, objectives and policies used to guide decisions on land use, built form, transportation, the environment and the manner in which the City should grow. The Plan incorporates upper level planning policies of the PPS, Growth Plan and Regional Plan.

The subject property is designated "Employment Area" and "Intensification Corridor" on Schedule A – Urban System in the Official Plan. Furthermore, the property is within the "Gateway Corporate Centre", "Intensification Corridor" and within a "Major Transit Station Area" on Schedule 2 – Intensification Areas. Schedule 10 – Land Use Designations of the Official Plan designates the land use of the property as "Office" (as illustrated on *Figure 14: Mississauga Land Use Designations*).

Schedule 5 – Long Term Road Network of the Mississauga Official Plan designates Hurontario Street as "Arterial" and Schedule 8 – Designated Right-of-Way designates Hurontario ROW as 45 metres. This ultimate ROW has been incorporated into the legal survey for the property and subsequently into the site design.

Intensification is a major goal of the Official Plan to ensure that growth is managed to reduce the need to expand the Region's urban boundary and to minimize the infrastructure requirements of new development, including hard and soft infrastructure such as transit, schools and water and waste water systems. The Official Plan encourages compact, transit supportive growth by directing and mandating high-density development along Intensification Corridors and around major transit areas and nodes to meet these objectives.

Chapter 5 – Direct Growth of the Mississauga Official Plan outlines growth management policies to reach population and employment targets. Policy 5.1.1 outlines the policy directive for population and employment forecasts:

5.1.1 The population and employment forecasts for Mississauga are shown in Table 5-1.

Table 5-1: Population and Employment Forecasts Year Population Employment

<i>Year</i>	<i>Population</i>	<i>Employment</i>
<i>2009</i>	<i>730 000</i>	<i>453 000</i>
<i>2011</i>	<i>738 000</i>	<i>455 000</i>
<i>2021</i>	<i>768 000</i>	<i>500 000</i>
<i>2031</i>	<i>805 000</i>	<i>510 000</i>

5.1.2 Mississauga will ensure that there is adequate land capacity to accommodate population and employment growth to 2031.

The proposed development includes 759 square metres (8,170 square feet) of office space consisting of two office suites, a shared boardroom and a shared reception. The layout of the office space offers flexibility, as the space can be leased by one or two tenants. In addition, the hotel and banquet facilities will create jobs to contribute to Mississauga's employment forecasts.

Chapter 5 of the Official Plan outlines the City Structure for the City of Mississauga which states that there are different functions for different areas and provides a framework for planning policies to guide development. City Structure policies provide a hierarchy of intensification. The City Structure policies outline that corporate centres will provide employment uses at densities and heights similar to Major Nodes or Community Nodes, as demonstrated in the chart below:

Location	Height*		Density Range (residents and jobs combined per gross hectare)	Population to Employment Ratio
	Minimum	Maximum		
Downtown	3	Not specified	200 by 2031; strive for 300 to 400	1:1
Major Nodes	2	25	200 to 300	2:1 to 1:2
Community Nodes	2	4	100 to 200	2:1 to 1:2
Corporate Centres	2 along Corridors and in Major Transit Station Areas	Not specified	—	—
Neighbourhoods		4	—	—
Employment Areas	2 in Major Transit Station Areas and Intensification Corridors	Not specified	—	—
Intensification Corridors	2	As per City Structure Element	—	—
Corridors	2 except in Employment Areas	As per City Structure Element	—	—
Major Transit Station Areas	2	As per City Structure Element	—	—
Designated Greenfield Area	—	—	Minimum 50	—

* Character area policies may establish alternative heights

In the Official Plan, Figure 5-5: “Height, Density and Population to Employment Ratio Requirements” notes that development within Corporate Centres should have a minimum of 2 storeys along corridors and in Major Transit Station Areas, and no maximum height is specified. The proposed development conforms to the Official Plan’s requirements for minimum height, with the podium at a height of two storeys along Hurontario Street frontage and a tower height of nine (9) storeys.

Building on Figure 5-5 are policies specifically for Intensification Areas including Intensification Corridors:

5.5.7 *A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use*

residential/commercial buildings and offices will be encouraged. However, not all of these uses will be permitted in all areas.

- 5.5.13 *Major Transit Station Areas will be subject to a minimum building height of two storeys and a maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies.*
- 5.5.16 *Major Transit Station Areas will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas.*

As discussed above, the proposed development conforms to the minimum building height of two storeys. As well, the proposed development includes design features to promote various transportation modes including pedestrian access to Hurontario, bicycle parking and a commuter pick-up/drop off areas. The Zoning By-law Amendment to permit the proposed development therefore conforms to policies in the Official Plan for development within intensification areas and corridors.

Chapter 5 further contains specific policies on Corporate Centres, and how these areas fit into the City's hierarchy as areas of employment concentrations outside of downtown, with a mix of density. Furthermore:

- 5.3.4.3 *Corporate Centres are Intensification Areas.*
- 5.3.4.4 *Corporate Centres will include a mix of higher density employment uses. Residential uses and new major retail developments will not be permitted in Corporate Centres.*
- 5.3.4.6 *Conversion of lands within Corporate Centres to non-employment uses will only be permitted through a municipal comprehensive review.*
- 5.3.4.8 *Corporate Centres will be planned to achieve compact transit supportive development at greater employment densities, particularly near higher order transit stations.*
- 5.3.4.10 *Development will be required to create an attractive public realm and provision of community infrastructure, transportation infrastructure, and other services required to support employees.*

The Official Plan policies for Corporate Centres as intensification areas, align with Regional and Provincial policies on where to concentrate growth for efficient development. The proposed development, consisting of an employment use and compatible uses (hotel and banquet facilities) conforms with the requirement of employment uses within Corporate Centres. The density and built form of the proposed development is transit-supportive and supports the property's location

along a higher order transit corridor. Additionally, by provide detailed elevations and interesting architectural features and facades the proposed development will contribute to the Hurontario streetscape. The proposed development also includes amenity areas and facilities for the employees and includes a prominent building entrance, and brise soleil to help the proposed building interact with the public ROW on Hurontario Street.

Chapter 8 of the Mississauga Official Plan – Create a Multi-Modal City, provides policy directions on transit, connectivity and promoting active transportation to reduce auto dependency. Of note:

- 8.2.3.5 *Light rail transit is planned on Hurontario Street as the main north-south spine in Mississauga including service within the Downtown Core area. Bus Rapid Transit will run along the Highway 403/Eglinton Avenue corridor as the east-west spine to form part of the regional transit system in accordance with the Metrolinx Regional Transportation Plan.*
- 8.3.2.2 *Major Transit Station Areas will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrian, bicycle parking and commuter pick-up/drop-off areas.*

As previously outlined in this Report, Mississauga, in alignment with Regional and Provincial policies has planned for the Hurontario LRT and the corresponding Major Transit Station Areas. The proposed Zoning By-law Amendment proposes a development which utilizes the planned Hurontario LRT and implements the policy vision for building a transit-oriented Mississauga. Design components of the proposed development, such as the bicycle parking and drop off area, are likely to encourage active transpiration and alternative modes of commuting. The proposed Zoning By-law Amendment therefore conforms with the intensification area and Major Transit Station Areas policies of the Mississauga Official Plan.

Chapter 9 of the Mississauga Official Plan outlines policies on built form and urban design to attain goals of an attractive streetscape and interesting public realm. With respect to intensification areas and corridors:

- 9.1.2 *Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.*
- 9.1.5 *Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.*
- 9.2.1.17 *Principal streets should have continuous building frontages that provide continuity of built form from one property to the next with minimal gaps between buildings.*
- 9.2.1.19 *The public realm and the development interface with the public realm will be held to the highest design standards.*

- 9.2.1.21 *Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive.*
- 9.2.1.24 *Development will face the street.*
- 9.2.1.25 *Buildings should have active façades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections.*
- 9.2.1.26 *For non-residential uses, at grade windows will be required facing major streets and must be transparent.*
- 9.2.1.37 *Developments should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to ensure for natural surveillance from public areas. Aboveground structured parking should be lined with residential, commercial or office uses.*
- 9.2.1.38 *Parking lots and structures should not be located adjacent to major streets.*

The built form and urban design policies for intensification areas and corridors were considered in the development of the concept, as well as with the details of the building design. A two-storey podium with floor heights of 5.0 metres and 4.6 metres provide for a street-wall condition along Hurontario Street, which extends 40.15 metres along the frontage. Furthermore, the proposed development seeks to enhance and animate the street frontage of the property along Hurontario by providing landscaping and pedestrian brise soleil along the building's frontage. Although the principle entrance is located internal to the subject property, these features will assist in providing an animated frontage along Hurontario Street. This will ensure that the urban design objectives are upheld (i.e. animating streetscape, enhancing public realm) while site vehicular circulation is maximized.

The proposed development conforms to the Official Plan's policies regarding parking, as the parking is proposed within two levels of underground parking. The ramp to the underground parking structure is located at the rear of the building, away from Hurontario Street sightlines. Limited surface parking spaces is provided (14 spaces) to accommodate short term visitor, taxi and valet parking. Parking at grade is located away from Hurontario street, tucked internally to the site off of the proposed drive aisle. The proposed development, and subsequently the Zoning By-law Amendment required to permit the proposed development, conform to the Official Plan's urban design policies for intensification areas.

Within Chapter 9 of the Official Plan, there are also specific urban design policies on Open Space and Amenity Areas. These policies are to emphasize the importance of both public and private amenity areas, and to direct amenity areas to be planned to be well connected, integrated and accessible. These policies include specific policies for residential, commercial and employment uses. Policies that are relevant to the proposed development:

- 9.3.5.4 *Open spaces will be designed as places where people can socialize, recreate and appreciate the environment.*
- 9.3.5.5 *Private open space and/or amenity areas will be required for all development.*
- 9.3.5.8 *Landscaped, outdoor on-site amenity areas will be encouraged for employment uses.*

The proposed development includes landscaped areas around all sides of the proposed building. Outdoor areas are proposed internal to the site, to offer amenity areas to hotel and banquet guests, as well as employees of the office space. The proposed Zoning By-law Amendment confirms to the above-noted policies.

Chapter 10 of the Mississauga Official Plan, 'Foster a Strong Economy' outlines the vision and policies to protect employment areas, including office uses, to plan for economic growth. Of note:

- 10.1.5 *Mississauga will provide for a wide range of employment activities including office and diversified employment uses. To this end Mississauga will:*
 - a. strive to increase office employment;*
- 10.2.2 *Secondary office within Employment Areas will be encouraged to locate within Major Transit Station Areas and Corridors.*

The proposed development implements Mississauga's vision to increase office employment, while simultaneously creating jobs and contributing to economic growth. The office space component of the proposed development will increase office employment and conforms to the policy that secondary offices (offices under 10,000 square metres or accommodate less than 500 jobs) shall be located within corridors and major transit station areas. The Zoning By-law Amendment required to permit the proposed development therefore conforms to, and implements Official Plan policies on employment areas and economic growth.

Chapter 11 of the Official Plan outlines permitted uses for land use designations. The subject property is designated on Schedule 10 as "Office" and therefore the following policies are to note:

- 11.2.7.1 *In addition to the Uses Permitted in all Designations, lands designated Office will also permit the following uses:*
 - a. major office;*
 - b. secondary office; and*
 - c. accessory uses.*
- 11.2.7.2 *Accessory uses will generally be limited to a maximum of 20% of the total Gross Floor Area.*

- 11.2.7.3 *All accessory uses should be on the same lot and clearly subordinate to the functioning of the permitted use.”*

Chapter 11 of the Official Plan outlines permitted uses, however subject to Character Area policies and Site Specific policies. As Chapter 11 permits secondary office, and the applicable Site Specific policies permit overnight accommodation (and banquet hall), the proposed development includes all permitted uses. The accessory uses policies are therefore not applicable. The Zoning By-law Amendment to permit a hotel/banquet and office uses does conform to Official Plan policies on the “Office” land use designation.

Chapter 19 of the Official Plan provides implementation direction and guidance. With respect to lands zoned ‘Development’ it notes the following:

19.11 *Development Zone*

- 19.11.1 *Vacant lands and legally existing land uses that do not conform to this Plan, may be recognized in the zoning by-law as a “D” (Development) Zone. It is intended that these lands will eventually be redeveloped in accordance with the policies contained in this Plan, but in the meantime allow legally existing uses to continue without a non-conforming status.*

The subject property is currently zoned “D – Development,” which means it has been identified by the City as an area for future development/redevelopment. The above-noted policy is the policy which enables and encourages future development on lands zoned as “D”. This policy enables the Zoning By-law Amendment, and states that a Zoning By-law Amendment is required to bring the subject property into conformity with the Mississauga Official Plan.

Based on the above analysis, the proposed Zoning By-law conforms with the overarching, general, intensification, Office, transit and design related policies of the Official Plan noted above.

5.5 GATEWAY CORPORATE CENTRE CHARACTER AREA

The Corporate Centre policies set out the framework for four employment areas within the City of Mississauga. The policy directive of the Corporate Centres is that a mix of employment uses will be developed with a focus on office development and high employment densities. The Corporate Centers chapter of the Official Plan sets out General policies for all Corporate Centres, including:

- 15.1.1.2 *Lands on a Corridor or within a Major Transit Station Area will be subject to the two storey height minimum. Local area plans or planning studies may establish maximum height requirements.*
- 15.1.1.4 *Within a Corridor all accessory uses must be in the same building as the principal use.*
- 15.1.8.3 *Notwithstanding the Business Employment policies of this Plan, secondary offices will not be subject to a maximum floor space index (FSI).*

The Gateway Corporate Centre policies on corridors and major transit station areas, align with the general Mississauga Official Plan policies on same. The proposed development includes all uses (hotel, banquet and office) within one building in a podium/tower configuration. Additionally, the General Corporate Centre policies do not limit the maximum FSI for secondary offices.

In addition to the urban design policies outlined in Chapter 9 of the Official Plan, the Gateway Corporate Centre Character Area has a specific set of Urban Design policies, specifically for the Hurontario Street Corridor. Of note:

- 15.3.1. The purpose of the following urban design policies is to define principles for the physical form and character of Hurontario Street:*
- a. encourage a high quality urban design in the built form which is distinctive and urban in character, and which contributes to the identity of Hurontario Street as a principal city thoroughfare and higher order transit corridor;*
 - b. encourage a high standard of public and private realm streetscape design that is coordinated and comprehensive, particularly at Major Transit Station Areas, which includes street furniture, public art, building forecourts, open space, transit shelters, bicycle parking, tree planting, and the sensitive placement of utilities with consideration for the public and private realm;*
 - c. buildings will be street related with main building entrances, active building elevations, and fenestration forming an integrated link between the building and the sidewalk. Active building features should be oriented to major street frontages and the light rail transit system;*
 - d. encourage the development of a unique Hurontario Street character, and enhance its image through the creation of streetscape design, prominent intersections, built form features, an integrated public and private realm and gateway features;*
 - e. orient the most active and architecturally detailed building façade to the public street by use of main entrances and a large percentage of fenestration addressing the streetscape;*
 - f. locate parking facilities at the rear and/or side of buildings instead of between the front of the building and the public street. As sites develop/redevelop, parking should be structured and preferably, underground. Transportation demand management measures will be encouraged;*
 - g. design buildings with sufficient height, mass and width of street frontage to define and frame the street;*

- h. complete the road system to improve cyclist and pedestrian movement, vehicular and servicing access, and to create usable and accessible development parcels;*
- l. minimize building setbacks from the streetline(s) while balancing continuous landscaping between the building and the street and pedestrian linkages to the public sidewalk;*
- m. encourage the appropriate transition of built form between buildings;*
- n. provide for safe, pleasant and convenient pedestrian movement from the public sidewalk and on-site parking areas to the principal building entrance(s);*
- o. discourage the fragmentation of land parcels that will inhibit the eventual development of employment uses. Encourage land consolidation, in particular at the principal intersections to facilitate useable development parcels;*
- p. priority will be given to pedestrian movement when accommodating both pedestrian and vehicular traffic. Design efficient parking facilities to avoid circuitous routes and dead end aisles;*
- q. encourage built form (outside the gateway and main intersection areas) to incorporate a high level of physical continuity, cohesion and linkage between buildings, from block to block, and from street to street;*
- s. internalize, screen and minimize visual impacts of the service and loading facilities from the streetscape, public view, pedestrian walkways, and abutting uses;*
- t. the submission of a concept plan will be required for all development applications to demonstrate how the urban design policies will be implemented;*
- u. development applications will also have regard for the urban design guidelines in the urban design manual entitled Upper Hurontario Corridor - A design mandate for excellence; ...*

The proposed development includes a high-quality urban design which addresses the streetscape of Hurontario Street, as shown in the architectural drawing package prepared by IBI Group submitted with this application. The building is related and sited facing to the street, and although the main entrance is not off of Hurontario Street, pedestrian brise soleil, landscaping and other features are proposed to relate the building to the street, without compromising traffic and vehicular circulation. A street wall condition is provided for with approximately 10 metres in height provided along the podium which extends along Hurontario Street. Parking for the proposed development is located away from Hurontario Street in both underground parking structures

accessed by the rear of the site, and limited surface parking internal to the subject property. The height, mass and street frontage has been considered to create a desirable frontage and street wall. The neighbouring properties are currently vacant, and therefore compatibility of our proposal and surrounding properties is non-existent at this time, but is contemplated in the Area Context Plan for the Area included with this application. However, the proposed development proposes an increased floor height to create a frontage height of approximately 10 metres to contribute to the desired street wall along Hurontario Street which will accommodate future development on neighbouring properties and establish a precedent.

As previously discussed, part of the proposed development includes a 6 metre wide public road east/west from Hurontario, to the planned future north/south connection for the block. This proposed public road, to be established by existing and future easements, assists in completing the road system for the block, while optimizing the development potential of the subject property. The proposed access road also accommodates cyclist and pedestrian movement by including a 1.8m pedestrian walkway from Hurontario Street to the future planned road network to the rear of the site. Short term and long term bicycle parking is also located on the subject property. Loading and garbage facilities are located at the rear, screened away from Hurontario Street, and are accessible by the future north/south connection rather than directly off Hurontario Street, to increase effective site circulation. Conclusively, as required in the policies stated above, a Site Plan/Concept Plan, prepared by IBI Group has been included as part of this submission to identify how the aforementioned urban design policies will be met.

The Gateway Corporate Character Area also has policies on permitted and prohibited land uses in the area. These policies state that single storey financial institutions and freestanding restaurants not properly screened, are not permitted. Additionally, expansions to legally existing uses may be permitted. With respect to the subject property, the following policies are important to note:

15.3.2.4 Notwithstanding the Office policies of this Plan, the following additional policies will apply:

- a. overnight accommodation and conference centres may be permitted;*
- b. at Major Transit Station Areas, buildings will be a minimum of three storeys but will be encouraged to be higher;*
- c. buildings will have a maximum building setback of five metres, however, greater setbacks may be required based on the final design of the light rail transit system;*
- e. in order to achieve a continuous street wall, new development will have a minimum 80 percent of any lot frontage along Hurontario Street within Major Transit Station Areas and 66 percent in areas beyond, occupied with a building or buildings. In the case of lots with multiple street frontages, priority will be given to establishing a continuous street wall along Hurontario Street. This continuous street wall condition will wrap around the corner at major intersections.*

The policies noted above are the enabling policies for the hotel/banquet facilities use that is being proposed as part of this application. The proposed development is set back approximately 4 metres from Hurontario Street. The subject property is a narrow lot with a smaller lot frontage, and 7.8

metres of that lot frontage is required for the proposed public access road ROW. Despite these constraints, the proposed development still includes a continuous street frontage along Hurontario Street. Based on the proposed development meeting height and setback requirements, as well as street wall requirements, the proposed Zoning By-law Amendment conforms to policies in the Gateway Corporate Character Area.

5.5.1 SITE SPECIFIC POLICIES IN GATEWAY CORPORATE CENTRE CHARACTER AREA

Additionally, the subject property also falls within “Site 4” of the Gateway Corporate Centre Character Area. Policies for Site 4 are outlined in 15.3.3.4:

15.3.3.4.2 Notwithstanding the policies of this Plan, the following additional policies will apply:

a. from an urban design perspective, development along the connecting corridors should establish a continuity of the urban fabric along the street and a defined "edge" and "frame" for the street volume. The urban corridor of Hurontario Street should provide the common denominator of built form character linking the special features outlined above within a strong overall theme. Buildings along the urban corridor should have a consistent setback, height and building street frontage. These same elements of consistency should also provide a defined scale for the street and a visual frame for the street as a foundation for a quality image; and

b. the following general principles should apply to the urban corridor of Hurontario Street:

- broader streetline setback range on development with substantial landscape area;*
- substantial building coverage oriented to streetline;*
- active building frontages oriented to the public street by use of pedestrian entrances and fenestration to make the building activities an integral part of the street;*
- encourage consolidation of vehicular entrances;*
- "background" architecture to create a unified street frame; and*
- signage limited in scale and integrated with architecture (detailed guidelines have regard for Hurontario Streetscape Guidelines - south of Highway 401); and*

c. regard will be given to the design guidelines as outlined in the urban design manual entitled Upper Hurontario Corridor - A design mandate for excellence during the processing of development applications.

As the subject property is located between two vacant lots, consistency with respect to built form and street frontage is not yet determined, and will be partially initiated by the development we are proposing. The built form and setback are similar to the property located on the opposite side of Hurontario Street. As demonstrated in the architectural drawings submitted, the proposed

development creates an active building frontage on Hurontario Street and includes pedestrian entrances. The proposed development includes one, one-way drive aisle to consolidate vehicular entrances. Signage and further design details can be explored at detailed design process.

The Official Plan contains a variety of policies applicable to the subject property and proposed development, including policies on employment uses, corridors and intensification areas, transit-oriented development, urban design, amenity areas as well as Gateway Corporate Centre Character Area policies and Site 4 policies. Through this analysis of the Official Plan, the proposed development conforms to Official Plan policies on employment uses, intensification corridors, corporate centres, and urban design. The proposed Zoning By-law Amendment to permit a hotel/banquet/office use is required to implement these policies and to bring the subject property into conformity with the Official Plan.

5.6 CITY OF MISSISSAUGA ZONING BY-LAW 0225-2007

The City of Mississauga Zoning By-law zones the subject property “D – Development”. The “D – Development” zone only permits legally existing uses or structures and requires a Zoning By-law Amendment to permit new development. A Zoning By-law Amendment is therefore required to permit the proposed development of a mixed-use hotel/banquet facilities with office space. The Draft Zoning By-law Amendment included in this submission proposes to rezone the property to an “E2 – XX” zone with site-specific provisions, to bring the subject property into conformity with the Official Plan.

The proposed uses for the proposed development are permitted in the parent E2 (Employment) zone. However, site specific provisions are required to permit the proposed building on the subject property. It is proposed to amend the General Provisions with respect to provision 2.1.14 requiring a 22.5 metre and required yard/setback for designated right-of-way widths of 45 metres. In addition, it is proposed to amend E2 By-law provision requiring a 4.5 metre minimum depth of a landscaped buffer measured from a lot line that is a street line.

Employment (E2) specific provisions also proposed to be amended include reducing the minimum front yard required, minimum interior side yard required and minimum rear yard required to an underground garage, inclusive of access stairwells and air shafts. It is also proposed to amend the maximum encroachment of a canopy into a required front yard. Amending these yard provisions and canopy encroachment provision will enable the proposed development to animate the street and achieve street wall goals for Hurontario Street, as indicated in Official Plan policies.

The proposed Zoning By-law Amendment also contains site-specific provisions related to parking. It is proposed to amend By-law 0225-2007 to permit a maximum of eight tandem parking spaces and to permit tandem parking spaces located above grade at the main front entrance to an overnight accommodation. It is also proposed to reduce parking standards for both office use and overnight accommodation (public use area). The proposed Zoning By-law Amendment proposes a parking standard of 6.5/100m² GFA non-residential, as a minimum parking rate for overnight accommodation public use areas, inclusive of convention and banquet facilities. This reduced parking standard is supported in the Transportation Impact Study, prepared by LEA Consulting Ltd., dated May 2019 included in this submission, and is based on comparing supply/utilization of similar surrounding banquet halls and convention centres. The proposed parking standard of 3.2/100m² for office uses, not accessory to the overnight accommodation, but located within an overnight accommodation building, is also supported in the Transportation Impact Study prepared by LEA Consulting Ltd., and is justified based on the subject property’s location within a Major Transit Station Area and access to existing and future planned transit (i.e. Hurontario LRT).

6.0 SUPPORTING STUDIES, ANALYSIS AND REPORTS

The following section provides a summary of the reports, studies and supporting materials conducted in support of the proposed development.

6.1 TRAFFIC IMPACT ASSESSMENT, TDM AND PARKING STUDY

LEA Consulting Ltd. was retained to complete a Transportation Impact Study (TIS). The TIS, dated May 2019, examines intersection and lane configuration contained within the study area and examines current and future expected traffic conditions. The TIS was based on the proposed access from Hurontario Street via interim access located on the southern boundary of the subject property. The TIS concluded that all studied intersections will be operating below capacity. The TIS also concluded that a parking standard of 6.5/100m² GFA non-residential is supportable for overnight accommodation uses, and a parking study of 3.2/100m² of GFA for office uses is supportable. Therefore the proposed parking supply of 250 spaces is sufficient for the proposed development. The two proposed loading spaces also meet Zoning By-law requirements.

6.2 NOISE IMPACT STUDY

LEA Consulting Ltd. was retained to complete a Noise Impact Study for the subject property. The Noise Study, dated May 2019 identified potential noise sources as transportation noise sources from vehicular traffic on Hurontario and aircraft overflight noise from Lester B. Pearson Airport. The Study also identified stationary noise sources from the roadway and the Walmart Canada warehouse. Based on the study, no significant stationary noise sources were identified that could impact the subject site. The Study also concluded that based on the proposed floor plans, with mechanical units enclosed in the penthouse mechanical room, no stationary noise impacts are expected. The Study includes recommendations for central air conditioning, warning clause verbiage, and window and wall requirements, which have been implanted into the architectural design of the proposed building.

6.3 VIBRATION IMPACT STUDY

LEA Consulting Ltd. was retained to complete a Vibration Impact Study on the subject property. The Vibration Study, dated May 2019, identified vibration sources from the future Hurontario LRT. The Study concluded that vibration levels for the critical point of reception are well below the applicable vibration criteria and thus no vibration control measures are required.

6.4 PHASE 1 ENVIRONMENTAL SITE ASSESSMENT

Sirati & Partners Consultants Limited were retained to complete a Phase One Environmental Site Assessment (ESA) for the subject property, dated March 27, 2019. The Phase One included a review of historical records, interviews with available individuals, reconnaissance inspection of the property and an evaluation of the information and documentation. The ESA concluded that the property was historically used for agricultural and residential purposes. Eight water wells were identified within the study area. Based on the Phase One ESA, Sirati & Partners recommends a Phase Two ESA to confirm the soil quality at the property. The Phase Two ESA is currently underway.

6.5 FUNCTIONAL SERVICING REPORT AND STORMWATER MANAGEMENT REPORT

C.F. Crozier & Associates Inc. was retained to complete a Functional Servicing Report (FSR) and Stormwater Management (SWM) Report for the subject property. The FSR and SWM Report, dated April 2019, was prepared to document details associated with the servicing design for the proposed development. The Report determined that access to the proposed development will be provided via Hurontario Street and sanitary sewage flow for the development will be extended to the property line of the subject property and Maritz Drive. Water demand service connections for the proposed development will be made from the existing 300mm diameter PVC watermain on Skyway Drive. Additionally, the Report recommends incorporating a dual drainage system consisting of catch basins and storm sewers and overland flow to direct runoff towards underground storage located in the southwest corner of the site. Additionally, the FSR/SWM considers sustainable stormwater management measures and low-impact development opportunities.

6.6 ARCHAEOLOGICAL ASSESSMENT – STAGE I & II

The Archaeologist Inc. were retained to conduct a Stage I and II Archaeological Assessment for 6710 Hurontario Street. The Phase I (Background study) was conducted to provide information about the subject property's geography, history, previous archaeological fieldwork and current land condition. The Stage I concluded that the subject property exhibits potential for the recovery of archaeological resources of cultural heritage value and recommends the completion of a Stage II Archaeological Assessment.

The Stage II Archaeological Assessment also included in this submission consisted of a systematic test pit survey which resulted in the identification of one archaeological site. The site is identified as an early-to-late nineteenth-century Euro-Canadian homestead site and consisted of an area measured approximately 15 metres by 15 metres. There are 7 positive test pits yielding approximately 23 ceramic, glass and metal artifacts, estimated to be from 1840-1870. Given these findings, a Stage 3 is recommended.

6.7 WIND STUDY (QUALITATIVE)

As part of the DARC recirculation (April 2019), additional materials were requested by the City to complete this application submission. These additional materials include a Qualitative Wind Study to estimate pedestrian level wind conditions resulting from inclusion of the proposed development, relative to comfort and safety. Theakston Environmental was retained to complete the Wind Study, which concluded that wind conditions along Hurontario Street, proximate to the Development, as well as on open portions of the subject site, are suitable for walking from time to time during the winter months, and this is directly attributable to the setting. The Wind Study ultimately concluded that the proposed development utilizes wind friendly design elements and that no additional wind mitigation beyond what is proposed, is required. A mitigation plan may be required to improve comfort conditions for the patio for shoulder seasons.

6.8 ARBORIST REPORT & TREE INVENTORY/PRESERVATION PLAN

Also, as part of the DARC recirculation (April 2019), an Arborist Report and Tree Inventory/Preservation Plan were noted as required and Baker Turner Inc., was retained to complete. The Arborist Report & Tree Inventory/Preservation Plan included with this submission, illustrates the trees required for removal to facilitate the proposed development. Several of these existing trees are currently dead, girdled or dangerous and will need to be removed. As part of an future anticipated Site Plan Application, a Landscape Plan will be prepared for the proposed development. At this stage, landscaping and replacement planting/compensation will be discussed.

7.0 ON-GOING STUDIES

As per recommendations in the completed Phase One Environmental Site Assessment, a Phase Two ESA is currently underway by Sirati & Partners. It is anticipated that the Phase Two will be completed and included in a subsequent submission.

8.0 ASSESSMENT OF KEY PLANNING AND URBAN DESIGN CONSIDERATIONS

The proposed development responds to a number of key urban design principles and overall block planning considerations. Given the subject property's unique position between larger properties and the overall planned-for road network, the building and future road have been sited to accommodate future development and the planned road and pedestrian network. As shown on the Concept Plan for the Area included with this submission, the siting of the building's podium and tower will not prevent the future overall development of the block. The owner and architect have endeavored to provide a visually attractive, modern design that will enhance the Hurontario Street streetscape and set a positive precedent for future development in the surrounding area.

To accommodate a streetwall on Hurontario Street, two storeys combined to create a 9.6 metre streetwall. This will have the same effect as a three-storey street wall with average floor heights of approximately three (3) metres. Furthermore, the proposed building's façade extends well over 60% of the lot frontage.

Active transportation is accommodated in the form of site walkability and connections, as well as bike lanes and bike parking provided internally and externally. Building entrances located around the building accommodate ease-of-access and accessibility all while creating interaction with the public realm.

Overall, the proposed development incorporates key planning and urban design considerations while conforming to the policies of the Official Plan. The proposed development is a transit-supportive employment use which maximizes the use of land while managing existing site constraints and future planning objectives. The proposed development implements Official Plan policies with respect to employment uses, urban design and transit-supportive development, and brings to life the vision of the Gateway Corporate Character Area and specifically what was envisioned for the future of the block and the broader community.

9.0 CONCLUSION

It is our professional opinion that the policies and objectives of the PPS, Growth Plan, Regional of Peel Official Plan, City of Mississauga Official Plan and the Gateway Corporate Centre Character Area will be met through the advancement of the proposed development and the associated Zoning By-law Amendment. The proposed development will achieve good planning and will contribute to the creation of complete communities through the intensification of the subject property based on the following reasons:

- The proposed development is consistent with the policies of the Provincial Policy Statement (2014), and conforms with the Growth Plan (2019), and the Region of Peel Official Plan (Office Consolidation, 2016) with respect to concentrating growth and development to settlement areas and specifically within intensification corridors and areas serviced by higher order transit;
- The current “Development” zoning is an underutilization of land, and the proposed Zoning By-law Amendment seeks to utilize and optimize an infill property with a compact development which will make use of existing servicing and current/future access to transit;
- The proposed Zoning By-law Amendment conforms with policies in the Mississauga Official Plan for Corporate Centres and Intensification Corridors;
- The proposed Zoning By-law Amendment conforms with the policies in the Gateway Corporate Centre Character Area and conforms to policies of Site 4 within the Character Area;
- Hotel uses will support the employment uses in the area, while the overnight accommodation uses will support the surrounding convention/event centres and visitors/tourists arriving from Lester B. Pearson International Airport;
- A 9.6 metre podium and street wall contribute to the City’s objectives for creating a street wall condition on Hurontario Street and activating the street;
- The proposed built form is compatible with the existing surrounding community and offers an attractive and upgraded design to contribute to the Hurontario Street streetscape;
- The proposed development is transit-supportive, as it is located on Hurontario Street, with the planned Hurontario LRT and its location within 500 metres of a MTSA; and
- The proposed development will contribute to job creation and employment growth targets for the local area and the City of Mississauga.

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.


Bruce McCall-Richmond 
Planner


Jennifer Spalton
Planner

APPENDIX A: SITE PLAN

APPENDIX B: ZONING BY-LAW AMENDMENT

APPENDIX B: ZONING BY-LAW AMENDMENT

A By-law to amend By-law 0225-2007, as amended.

WHEREAS pursuant to section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the Council may amend a Zoning By-law;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. By-law 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Exception Table:

8.2.3.XX	Exception: E2-XX	Map # 44E	By-law:
In a E2-XX zone the permitted uses and applicable regulations shall be as specified for a E2 Zone except that the following uses/regulations shall apply:			
Regulations			
8.2.3.XX.1	The provisions of Subsection 2.1.14 and Line 12.2 of Table 8.2.1 of this By-law shall not apply		
8.2.3.XX.2	Minimum front yard		4.0 m
8.2.3.XX.3	Minimum interior side yard		2.0 m
8.2.3.XX.4	Minimum rear yard to an underground garage, inclusive of access stairwells and air shafts		1.0 m
8.2.3.XX.5	Maximum encroachment of a canopy into a required front yard		2.0 m
8.2.3.XX.6	A maximum of eight tandem parking spaces shall be permitted		
8.2.3.XX.7	Tandem parking spaces shall be located above grade at the main front entrance to an overnight accommodation		
8.2.3.XX.8	Minimum parking spaces required for overnight accommodation public use areas, inclusive of convention and banquet facilities		6.5/100m ² gfa – non-residential
8.2.3.XX.9	Minimum parking spaces required for office uses, not accessory to the overnight accommodation , but located within an overnight accommodation building		3.2/100m ² gfa – non-residential

2. Map Number 44E of Schedule “B” to By-law 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by changing thereon from “D” to “E2-XX”, the zoning of Part of Lot 9, Concession 9, West of Hurontario Street, in the City of Mississauga, PROVIDED HOWEVER THAT the “E2-XX” zoning shall only apply to the lands which are shown on the attached Schedule “A”, which is deemed to be an integral part of this By-law, outlined in the heaviest broken line with the “E2-XX” zoning indicated thereon.

ENACTED and PASSED this _____ day of _____ 2019.

Mayor

Clerk

APPENDIX “A” TO BY-LAW NO. _____

Explanation of the Purpose and Effect of the By-law

This By-law amends the zoning of the property outlined on the attached Schedule “A” from “D” to “E2-XX”

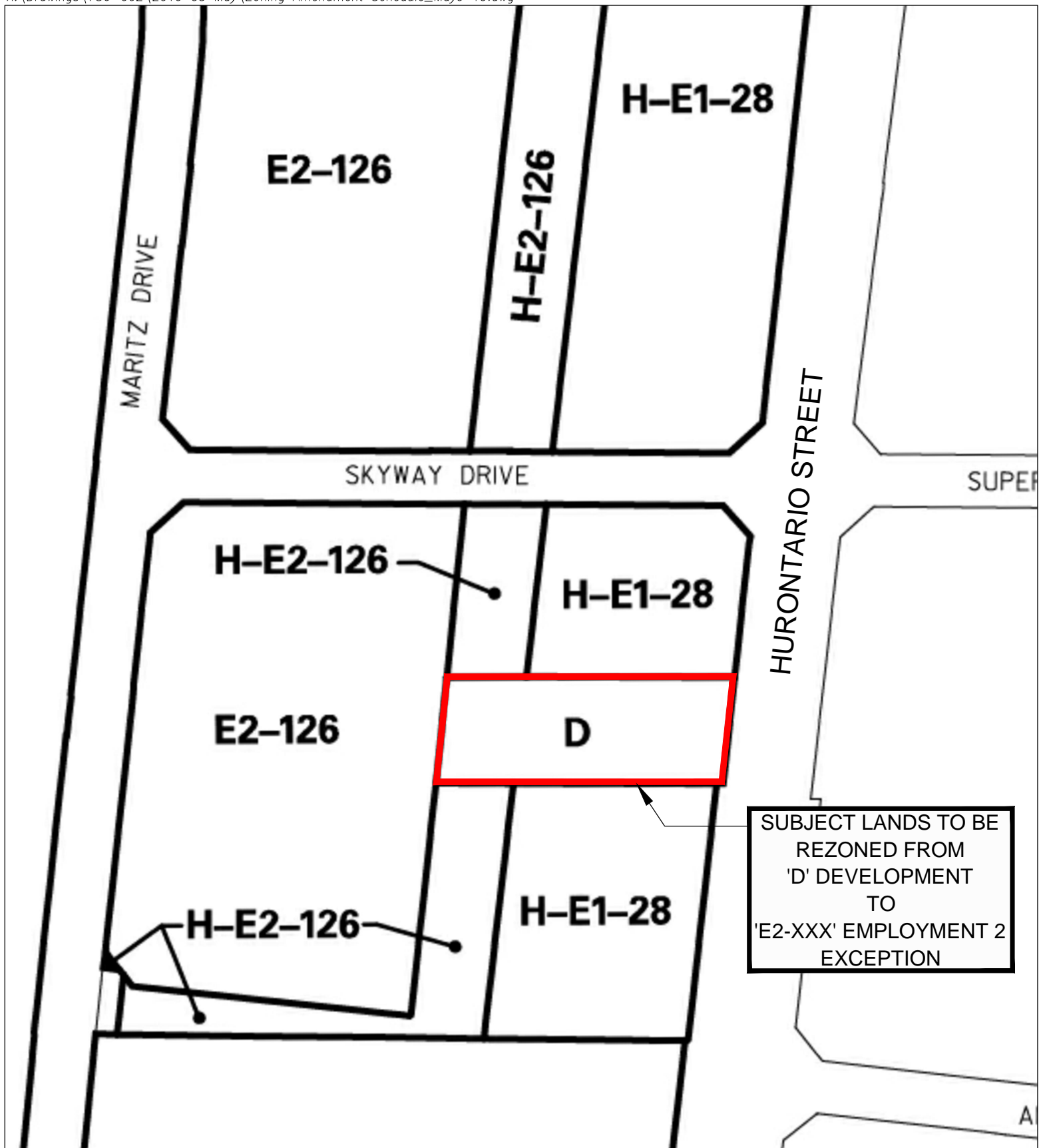
“D” zone recognizes vacant lands not yet developed and/or permits legally existing uses to continue.

“E2-XX” permits various industrial type uses, including manufacturing and warehousing facilities, offices and various hospitality and commercial type uses, including a hotel, banquet hall and restaurant.

Location of Lands Affected

West side of Hurontario Street, south of Skyway Drive, as shown on the attached Map designated as Schedule “A”.

Further information regarding this By-law may be obtained from XXXXXX of the City Planning and Building Staff at (905) 615-3200 x XXXX.



SCHEDULE 'A'



10.0 FIGURES



FIGURE 1
SITE CONTEXT PLAN
6710 Hurontario Street, Mississauga

 Subject Property



Scale NTS
May 8, 2019



FIGURE 2
AREA CONTEXT PLAN
 6710 Hurontario Street, Mississauga

 Subject Property



Scale NTS
 May 8, 2019

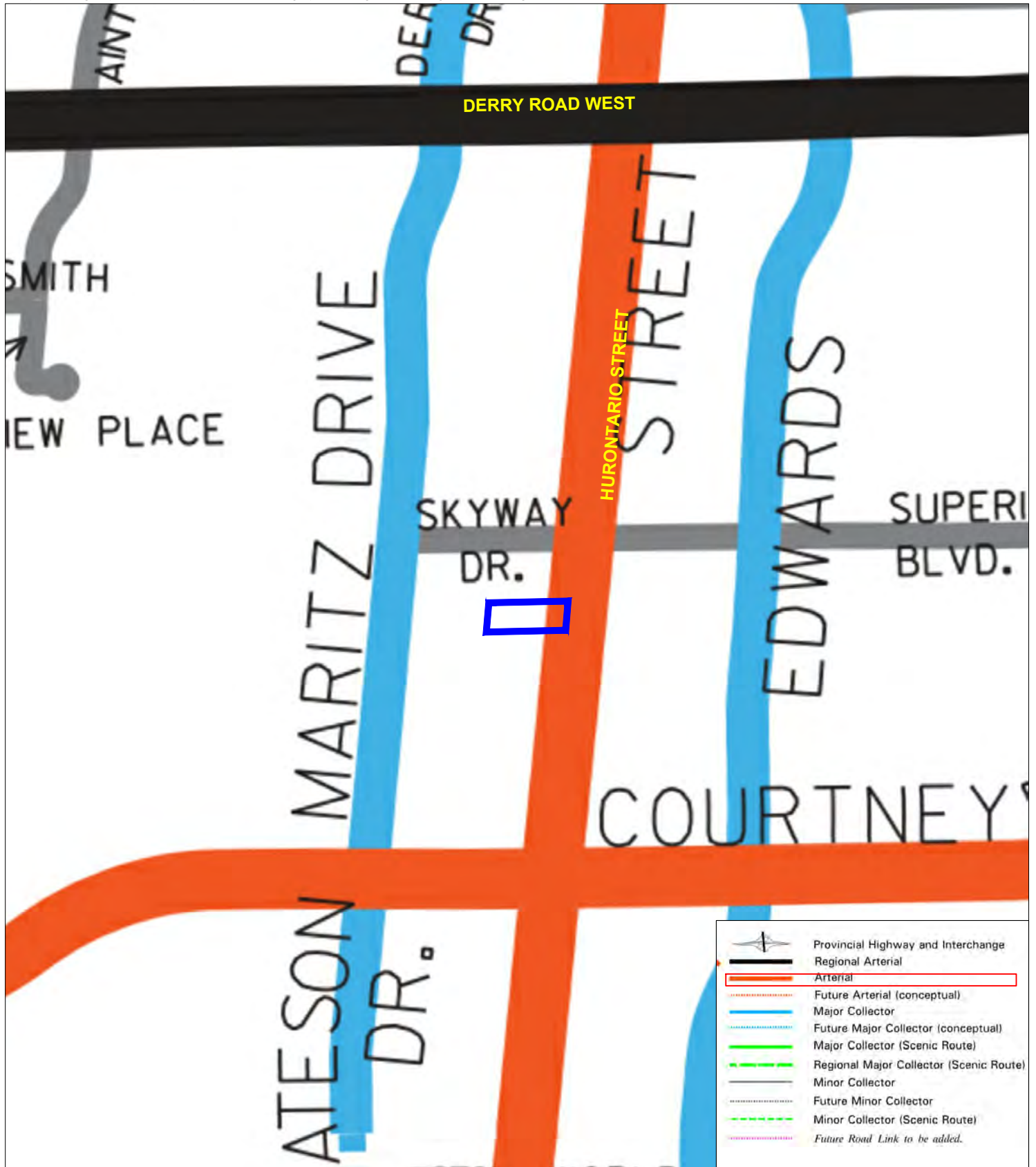


FIGURE 3
CITY OF MISSISSAUGA OFFICIAL PLAN
SCHEDULE 5 - LONG TERM
ROAD NETWORK

6710 Hurontario Street, Mississauga

 Subject Property



Scale NTS
 May 8, 2019

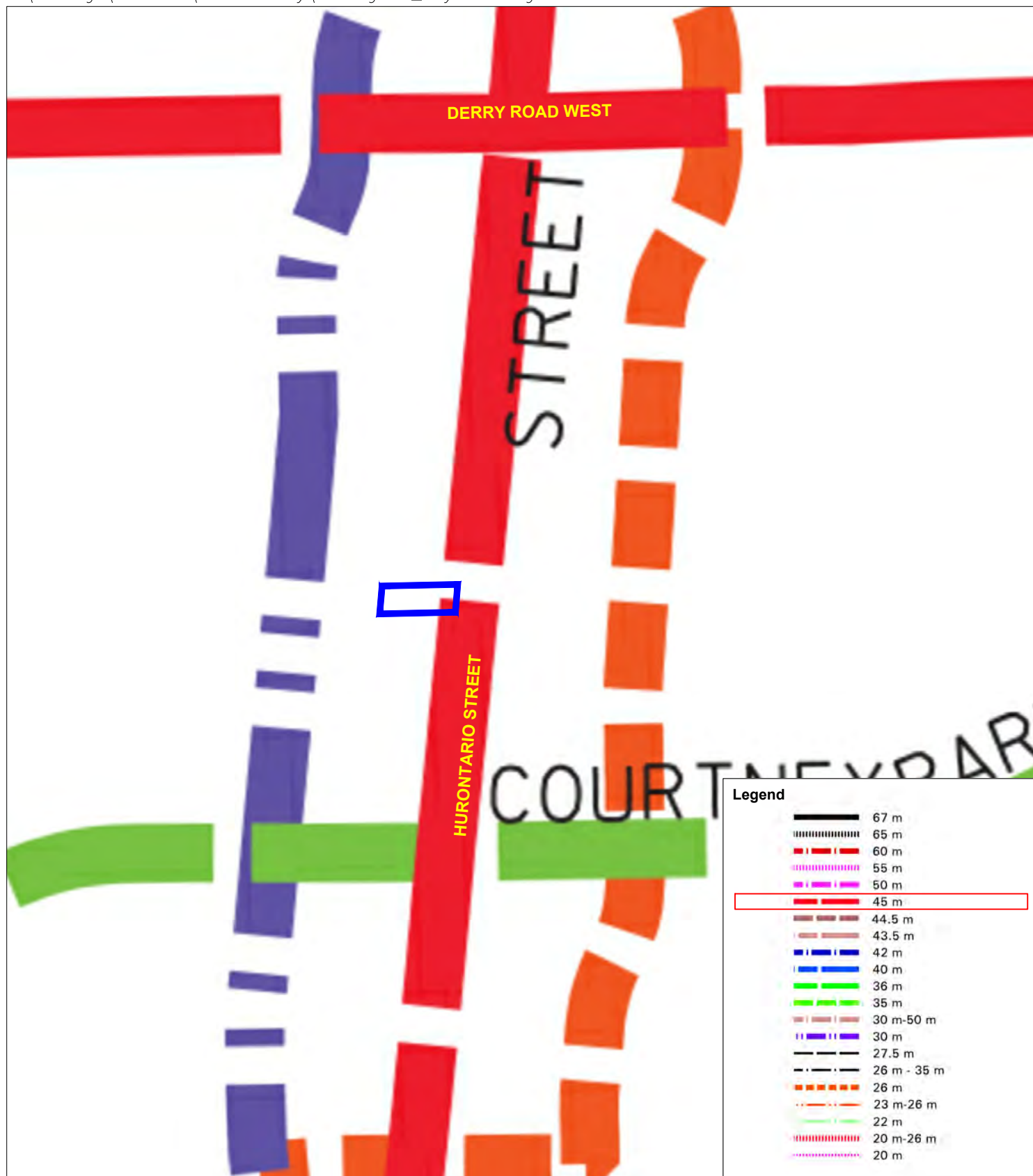


FIGURE 4
CITY OF MISSISSAUGA OFFICIAL PLAN
SCHEDULE 8 - DESIGNATED
RIGHT-OF-WAY WIDTHS

6710 Hurontario Street, Mississauga

 Subject Property



Scale NTS
 May 8, 2019

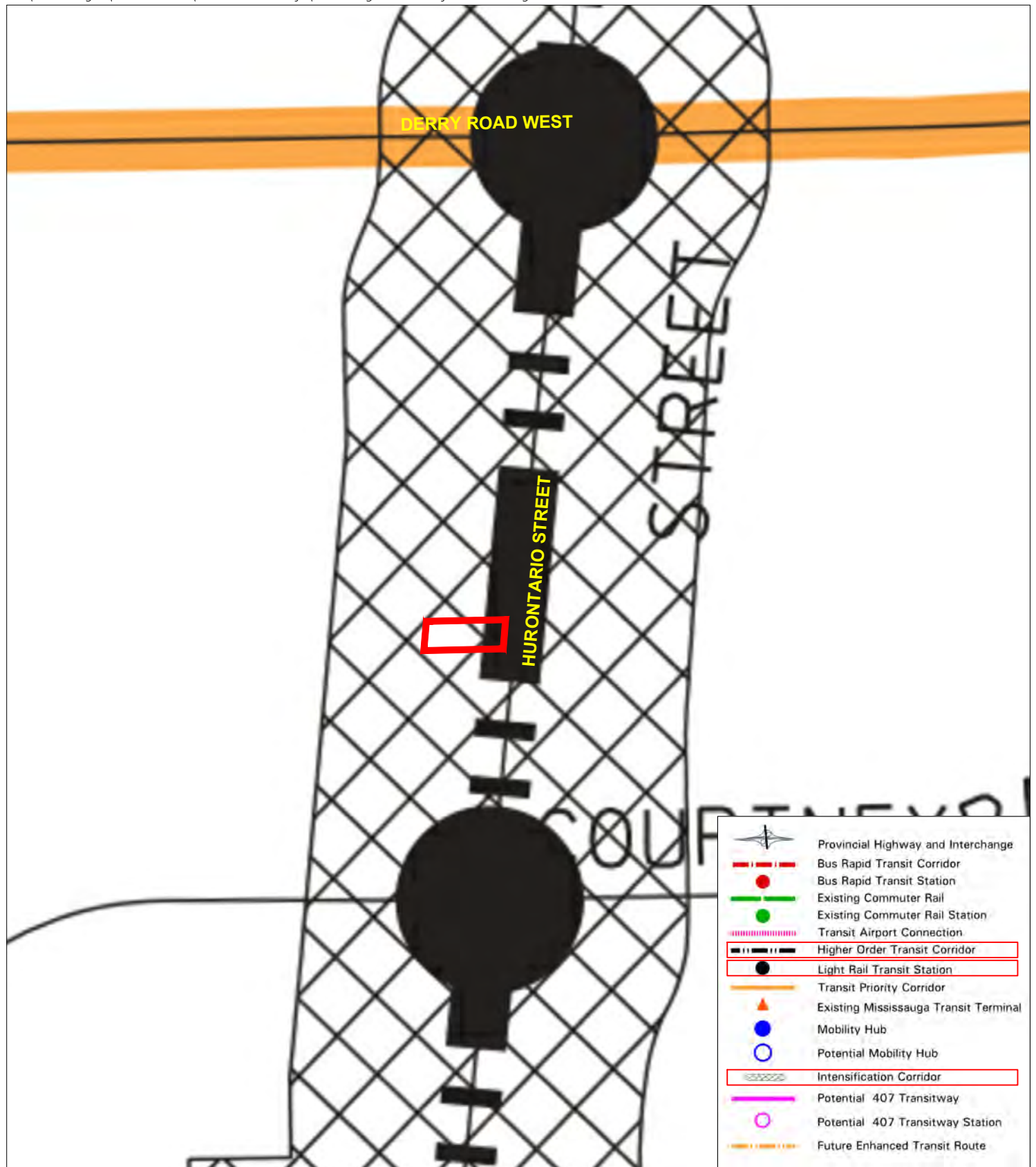


FIGURE 5
CITY OF MISSISSAUGA OFFICIAL PLAN
SCHEDULE 6 - LONG TERM
TRANSIT NETWORK

6710 Hurontario Street, Mississauga

 Subject Property



Scale NTS
 May 8, 2019

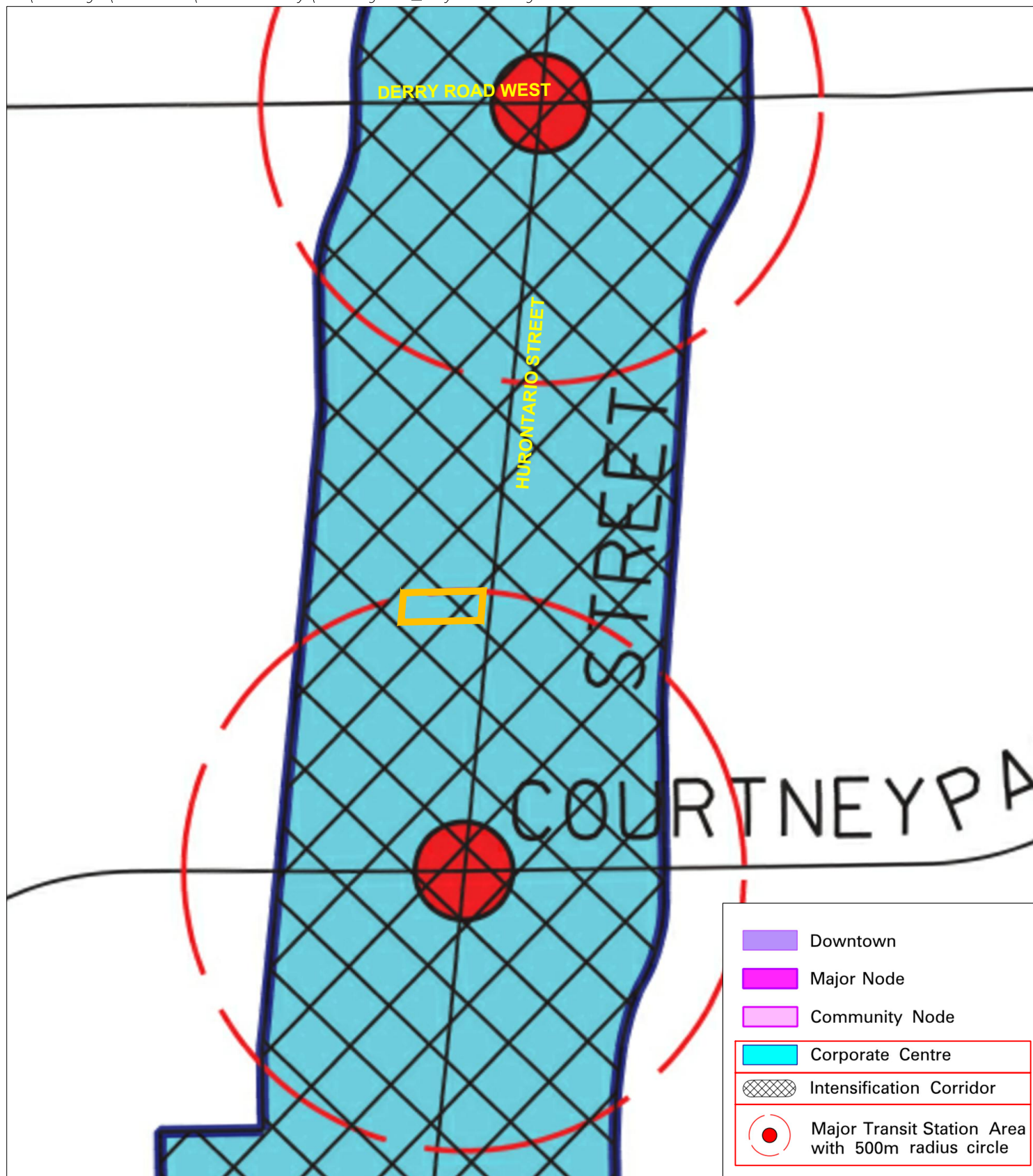


FIGURE 6
CITY OF MISSISSAUGA OFFICIAL PLAN
SCHEDULE 2 - INTENSIFICATION
AREAS

6710 Hurontario Street, Mississauga

 Subject Property



Scale NTS
 May 8, 2019

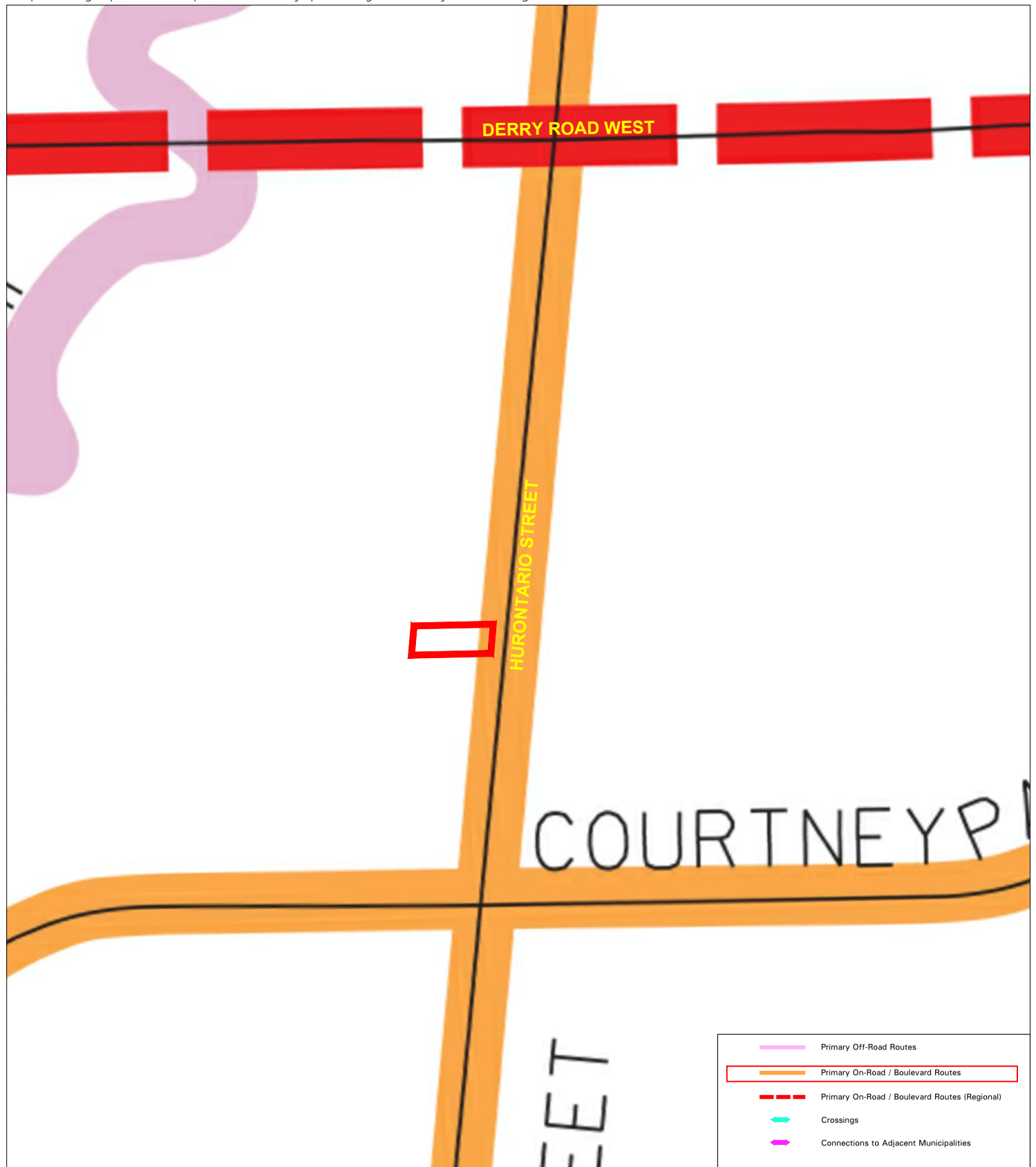


FIGURE 7
CITY OF MISSISSAUGA OFFICIAL PLAN
SCHEDULE 7 - LONG TERM
CYCLING ROUTES

6710 Hurontario Street, Mississauga

 Subject Property



Scale NTS
 May 8, 2019



FIGURE 8
REGION OF PEEL OFFICIAL PLAN
SCHEDULE 'D3' - GREENBELT
PLAN AREA LAND USE
DESIGNATIONS

6710 Hurontario Street, Mississauga

 Subject Property



Scale NTS
 May 8, 2019



FIGURE 9
CITY OF MISSISSAUGA OFFICIAL PLAN
SCHEDULE '1b' - URBAN SYSTEM
CITY STRUCTURE

6710 Hurontario Street, Mississauga

 Subject Property



Scale NTS
 May 8, 2019

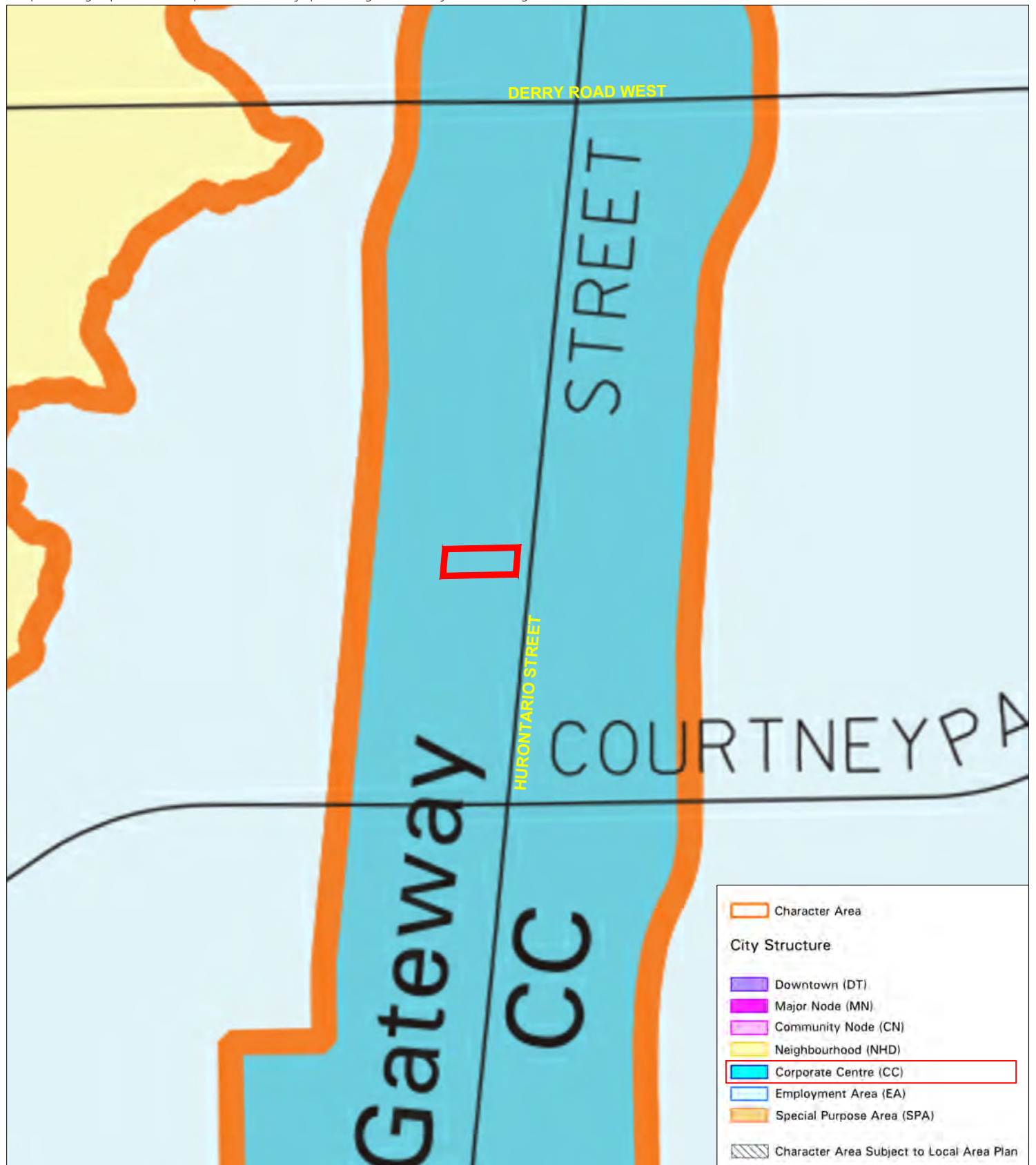


FIGURE 10
CITY OF MISSISSAUGA OFFICIAL PLAN
SCHEDULE 9 - CHARACTER
AREAS

6710 Hurontario Street, Mississauga

 Subject Property



Scale NTS
 May 8, 2019



FIGURE 11
REGION OF PEEL OFFICIAL PLAN
SCHEDULE 'D4' - THE GROWTH
PLAN POLICY AREAS IN PEEL

6710 Hurontario Street, Mississauga

 Subject Property



Scale NTS
 May 8, 2019



FIGURE 12
REGION OF PEEL OFFICIAL PLAN
SCHEDULE 'D' - REGIONAL
STRUCTURE

6710 Hurontario Street, Mississauga

 Subject Property



Scale NTS
 Date: May 20, 2018



FIGURE 13
REGION OF PEEL OFFICIAL PLAN
SCHEDULE 'G' - RAPID TRANSIT
CORRIDORS (LONG TERM CONCEPT)
 6710 Hurontario Street, Mississauga

 Subject Property



Scale NTS
 May 8, 2019



FIGURE 14
CITY OF MISSISSAUGA OFFICIAL PLAN
SCHEDULE '10' - LAND USE
DESIGNATIONS

6710 Hurontario Street, Mississauga

 Subject Property



Scale NTS
 May 8, 2019