

# PLANNING RATIONALE REPORT

3650 Eglinton Ave. W, Mississauga, ON



Prepared For:  
Sangar Construction c/o Mr. Gurpreet Paul  
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## EXECUTIVE SUMMARY

A Zoning By-law Amendment is being applied for by Sangar Construction in support of the redevelopment of the lands known municipally as 3650 Eglinton Avenue West in the City of Mississauga. The subject site is approximately 0.42 hectares (1.04 acres) and is currently occupied by a brick residential building. The subject site has approximately 55 m of frontage on Eglinton Ave. W and is +/- 75 m deep. The existing building is currently unoccupied by residential users.

The Zoning By-Law Amendment application is to permit the construction of a 2-storey commercial building with a total gross floor area of 2,240.9 sq. m and parking at grade. Retail uses are proposed at grade and offices on the upper level. The site is currently accessed directly via Eglinton Avenue W. As part of the redevelopment, this access is proposed to be closed and vehicular access for the new building, including loading, garbage and emergency access, is to be provided from a private driveway located along the south side of the site. This driveway connects to Ridgeway Drive and is within the surrounding commercial condominium complex-(Peel Standard Condominium Plan No. 1366)

A Zoning By-Law amendment is being requested to rezone the lands from 'D-Development', which only permits lawfully existing buildings and uses to 'C3-General Commercial' to permit a host of retail and office uses. Site specific exceptions for parking are also being requested through the application.

The proposed development is contextually appropriate, fits within the existing character of the surrounding area and contributes to the local and provincial employment targets. It represents an efficient use of land by optimizing on existing public infrastructure, including servicing and transportation infrastructure. The proposal is an opportunity for the City to improve the Eglinton Avenue right-of-way. It will allow for an enhanced public realm, support transit infrastructure and maximize the potential of a currently underutilized parcel within the City's urban fabric.

The application for a Zoning By-law Amendment represents good land use planning, is consistent with the Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe, conforms to the intent of the City of Mississauga's Official Plan and Zoning By-law and is recommended for approval.

A future application for Site Plan Approval will be filed upon approval of the requested Zoning By-Law Amendment.

## 1.0 INTRODUCTION

This Planning Rationale Report has been prepared in support of a proposed development application being made by Sangar Construction (the applicant) to amend the City of Mississauga Zoning By-law (0225-2007, as amended). The site, located at 3650 Eglinton Ave W. is a regular shaped site approximately 0.42 hectares (1.04 acres). The site has frontage on Eglinton Avenue W., and is located in the city block bound by Eglinton Avenue to the north, Platinum Drive to the south, Ridgeway Drive to the east and Ninth Line to the west (**Figure 1**).

The proposed development is on underutilized lands in Mississauga within walking distance to bus transit services along Eglinton Avenue W. The subject site is located on the south side of Eglinton Avenue close to the north east corner of the city block, near Ridgeway Drive. It is surrounded by a commercial condominium, known as the Eglinton Ridgeway Commercial Plaza, (herein after referred to as the **Ridgeway Plaza**) on three out of four sides. The primary land use of the plaza is commercial retail uses with a high concentration of restaurants, grouped in eight single storey buildings surrounded by surface parking, drive aisles and landscaping elements. The fourth side, being to the north, abuts Eglinton Avenue W. and further north are residential uses. A large wooded area is located north of the property, on the opposite side of Eglinton Avenue W.

The proposed planning applications, if approved, will facilitate intensification, through redevelopment, of an underutilized site that is located in the City of Mississauga's Churchill Meadows Employment area. The building has been thoughtfully designed to fit within the character of the area while providing opportunities for the enhancement and improvement of the Eglinton Avenue right-of-way. It specifically responds to and fits within the context and character of the existing and planned neighbourhood and is an appropriate response to various Provincial and City policies, initiatives and guidelines meant to promote employment opportunities in the City of Mississauga. If approved, the proposed development will become part of the ongoing development of the Churchill Meadows Employment area and the associated investments made in the supporting infrastructure.

At this time, on behalf of the owner, an application is being filed to amend the City of Mississauga's Zoning By-laws in support of the proposed commercial development as is further outlined in this report. The enclosed applications are meant to amend the schedules and text of the Zoning By-Law to permit an expanded range of uses and buildings, consistent with the Official Plan policies.

The following report is meant to provide information on the enclosed applications and to evaluate conformity of the proposed development scheme within the current planning policy framework at both provincial and local levels. A comprehensive review of the Provincial Policy Statement (2020), Growth Plan for the Greater Golden Horseshoe 2020, City of Mississauga Official Plan and other relevant policies and guidelines that direct and manage growth in the City has been completed, as they relate to the proposed development. This report provides an analysis of and justification for the proposed development in accordance with good planning principles and a basis for the advancement of the application through the planning process.

## 2.0 BACKGROUND AND CONTEXT

### 2.1 Subject Site & Location

The subject site, is a regularly shaped property known municipally as 3650 Eglinton Avenue W, located in Ward 8 in the City of Mississauga. Eglinton Avenue marks the ward boundary and to the north is Ward 10. This site is approximately 0.42 hectares (1.04 acres) with +/-55 m of frontage on Eglinton Avenue W and +/- 75 m deep. The subject site is located in the north east corner of the city block bound by Eglinton Avenue to the north, Platinum Drive to the south, Ridgeway Drive to the east and Ninth Line to the west and is surrounded by a commercial condominium known as the Ridgeway Plaza.

Current vehicular access to the site is provided directly from the Eglinton Avenue right-of-way. The development proposes the closure of this direct access and establishes a new entry point into the site from the rear/south side of the property through the private driveway network associated with the Ridgeway Plaza. At the time of the development of the Ridgeway Plaza, the subject site was treated as a hold-out parcel with the understanding that, upon the development of the subject site, access to the new proposed building will be integrated with the surrounding commercial plaza. It is acknowledged that appropriate legal agreements that include an access easement and a shared-facilities agreement will be entered into with the surrounding condominium to establish a basis for the shared access and parking arrangement.

The subject site is relatively flat, sloping gently to the north, with minor undulations. It is currently occupied by a single brick residential building. The residential building was constructed in 1865 with a total above grade floor area of 193.79 sq. m and a 96.89 sq. m basement. While the historic use of this site was for residential and agricultural purposes, the site has been used for commercial purposes since at least 2007.

At this time the property is listed on the City of Mississauga's Heritage Register. Heritage status is discussed further in Section 2.5 of this report.

### 2.2 Area Context

The subject site is located in the City of Mississauga, Region of Peel, representing one of the GTA's highly urban municipalities. Located close to the intersection of Hwy 403 and Hwy 407, the site is well connected to regional transportation networks and infrastructure, providing it a high level of connectivity for the movement of goods and services. The site is also well connected at the local level, with frontage on Eglinton Avenue, which is an arterial road under the jurisdiction of the Region of Peel. Eglinton Avenue is considered a major east-west throughfare connecting communities across the City and Region with frequent bus service. Nestled within a host of urban uses and services, the site is surrounded by a mix of land use typologies including residential, commercial, office, retail and institutional. As such, this parcel and associated city block represents one of the few remaining undeveloped/developing blocks within Mississauga.

Specifically, the area context includes (**Figure 2**):

**North:** Immediately north is the Eglinton Avenue right-of-way and the Ward boundary. Further north is Ward 10 which, is primarily low density residential uses. There is a medium density residential complex known as the Garden Villas to the north and west of the site

at the intersection of Eglinton Avenue and Ninth Line. To the north and east is the Marco Muzzo Memorial Woods and Park.

**East:** Immediately east is a single storey commercial building associated with the Ridgeway Plaza. Further east is the Ridgeway Drive right-of-way. Beyond Ridgeway Drive is low rise residential uses including single and semi-detached homes. Within this residential community is the Aquinas Park, Artesian Drive Public School and the St. Sebastian Catholic Elementary School.

**South:** Immediately to the south is the bulk of the Ridgeway Plaza which includes a collection of 8 single-storey commercial building with primarily retail and service establishments. Further south is Platinum Drive. South of Platinum drive, the built form changes to larger floor plate buildings designed for a combination of employment uses such as light-manufacturing, warehousing and logistics. The Muslim Neighbourhood Nexus which is an institutional use is located in the south east corner of this larger city block. Further south is the Highway 403 corridor which represents the southern limit of the employment block.

**West:** The uses, developments and built form to the west are an extension of what is located to the south and east. Prominent business and establishments located to the west include the Mississauga Auto Spa and the Sherwood Heights Collegiate. Further west is the Ninth Line right-of-way which represents the western limit of the employment block. Beyond Ninth Line is the Highway 407 corridor. Lands abutting the 407 corridor are characterized as rural uses/homes with pockets of open space.

## 2.3 Transportation

The subject site is served by MiWay route 35 which runs along Eglinton Avenue, connecting Kipling Terminal to the Churchill Meadows Community Centre. Route 35 has both weekday and weekend service with 3 bus stops located on Eglinton Avenue, between Ridgeway Drive and Ninth Line. The Mississauga Transitway which is a Bus Rapid Transit comprising of bus-only roadways and reserved lanes on existing streets runs along Hwy. 403 and is in close proximity to the site. The Winston Churchill Transit Station which is the terminus of the BRT, is located at Winston Churchill Blvd. and Highway 403. It is within a 1.3 km radius from the site.

Hwy. 403 is within the jurisdiction of the Ministry of Transportation. However, the site itself is outside the MTO Permit Control Area. It is anticipated what while the MTO may be a commenting agency, permits will not be required as a condition of development. **Figure 3** shows the limit of the Permit Control Area and the key transportation services.

## 2.4 Conservation Authority

The subject site is within the jurisdiction of the Credit River Conservation Authority. The site is not regulated under Ontario Regulation 160/06. As such, a permit for development from the Conservation Authority will not be required. Refer to **Figure 4**.

## 2.5 Heritage

In 1989 the property was placed on the Mississauga Heritage Register Clerk's List for its architectural values. The property is listed but not designated under the Ontario Heritage Act. As part of this application, it is proposed that the property be de-listed from the Heritage Register so that the



dwelling occupying the site may be demolished and replaced with the proposed commercial building.

The proposal to de-list the property has been brought forward to the Heritage Committee in the past. It was acknowledged by the Committee at the time that this site may be appropriate to be delisted and redeveloped. It was recommended that the request to de-list be accompanied by a complete application under the Planning Act which would include an updated Heritage Impact Assessment. The proposed application implements the recommendations of the Heritage Committee. It is anticipated that through the review and circulation of the proposed application, the request to de-list will be approved.

## **2.6 Public Consultation**

A pre-application consultation meeting was held on 23<sup>rd</sup> February 2022 – DARC 22-63 for a proposed commercial building. This application has been prepared based on comments and reporting requirements included in the record of pre-consultation for DARC 22-63.

The record of pre-consultation further indicated that discussions be held with the local Ward Councillor to determine the need for a public meeting in advance of the submission of a complete application. A meeting was held with Ward 8 Councillor, Mr. Matt Mahoney on Wednesday July 26, 2023. After a productive discussion, and in a follow-up email dated August 10, 2023 Councillor Mahoney confirmed that the subject proposal did not require an open house/public consultation meeting prior to submission of application. The proposed development was also circulated to adjacent Ward Councillor Sue MacFadden for input and feedback. In an email dated 11 August 2023, staff from Councillor MacFadden's office confirmed that the Councillor did not have any concerns with the proposal. Based on these discussions, it is anticipated that a public consultation meeting, outside of the statutory requirements, will not need to be hosted by the applicant.

Notwithstanding the following, it is acknowledged that formal public consultation, as required under the Planning Act and City of Mississauga Official Plan will take place through the review and circulation of the subject application. Specifically, all reports will be made available to encourage public awareness and obtain input, signs outlining the proposed application will be erected on the property and one statutory public meeting will be held, wherein a decision will be made. Notice of the public meeting will be given by advertisement in a local newspaper. This method may be augmented by individual notices forwarded to owners and occupants of land within 120 m of the site, as shown on the last revised assessment roll or tax roll, and to those people who have requested notice. The public meeting, which will constitute the statutory public meeting required under the Planning Act, will be held by the City's Planning and Development Committee or as part of a City Council meeting. Public notice will be given 14 days prior to the public meeting, if being held by the Planning and Development Committee and 30 days prior, if being held by City Council. Any person may arrange to appear before Planning and Development Committee or City Council by contacting the Office of the City Clerk.

## **3.0 PROPOSED DEVELOPMENT**

### **3.1 Site Concept Plan**

The proposed development (refer to **Figure 5**) prepared by Caricari Lee Architects consists of an L-shaped 2-storey/ 9.5 m high commercial building with a Total Gross Floor Area of 2,240.9 m<sup>2</sup> and a Floor Space Index of 0.54. It is proposed that the ground level will be used for retail, with leasable space of 986.4

m2 and the upper level will be used for office, with a leasable space of 1016.4 m2. It is anticipated that the building, if approved, will introduce a total of 10 new commercial units and 14 new office units.

A total of 65 parking spaces are proposed to be located at grade to service the development. Of these spaces, 4 are barrier-free and designed to meet accessibility criteria. Additionally, 4 outdoor bicycle parking spaces have also been proposed. No vehicular parking is proposed between the building façade and the Eglinton Avenue right-of-way.

In terms of site design and layout, the building has been designed to be street facing and pedestrian-oriented. An expanded front yard setback of 4.5 m from the property line has been provided to allow for well-designed landscaping including street furniture, plantings and public amenities. Bicycle parking is provided within the front setback. Individual access to each retail unit is proposed along this façade. By providing bicycle parking and individual access to each unit along the Eglinton-facing façade, the proposed development will foster an animated streetscape with improved transit and pedestrian connectivity to the site.

Vehicular access is from the rear of the site. Two driveways are provided at the south lot line to ensure garbage and emergency vehicles can comfortably and maneuver within the site. A loading area is located at the southeast corner of the site with provisions for mollock receptacles. Parking has been oriented to reduce visual impact and is bordered by landscaped islands. Eleven parking spaces along the southern lot line are located partially on adjacent lands. These parking spaces replace approximately 18 existing parking spaces that will need to be removed to accommodate access to the proposed development. These parking spaces are proposed to be shared and will therefore not have a consequential impact on the adjacent development's parking supply. City of Mississauga Official Plan policies 8.4.2 and 9.5.5.4 provide a planning basis of the proposed parking arrangement:

*Policy 8.4.2: Mississauga will encourage the shared use of parking and allow off-site parking, where appropriate.*

*Policy 9.5.5.4: Shared parking between developments will be encouraged, where appropriate.*

Along the east and west facing facades, a 1.5 m walkway has been provided to ensure safe and adequate pedestrian movement. Additionally, landscape buffers, as required by the Zoning have been provided on either side proposing a combination of deciduous trees, shrubs and perennial/ornamental grasses. A total of 18 new trees are proposed to be planted along the perimeter of the site. In terms of sustainability features, approximately 5.5% of the site will be covered with permeable pavers to ensure that 88.3% of Total Suspended Solids are removed from stormwater, thereby exceeding the criteria of minimum 80%. Further details regarding the design elements of the proposed building is provided in the supporting studies including the Functional Servicing Report prepared by NexTrans Consulting; Heritage Reports prepared by Heritage Resources Consulting, Landscape Plans prepared by SBK Architects, Traffic Study prepared by NexTrans Consulting and Sustainability Letter prepared by CLA Studio.

### 3.2 Building Statistics

<b>Site Area:</b>	4,193.05 sqm (1.04 acres)
<b>Gross Floor Area:</b>	<b>2,240.9 sqm</b> (24,121 sq.ft.)
Commercial:	986.4 sqm (10,617 sq.ft.)
Office:	1,016.4 sqm (10,940 sq.ft.)
(based on non-residential GFA as defined in the zoning by-law)	
<b>Density:</b>	0.54 FSI
<b>Building Height:</b>	9.5 m
<b>Parking</b>	<b>TOTAL: 65</b>
On-site:	50 spaces
Shared:	11 spaces
Barrier Free:	4 spaces (2 Type A and 2 Type B)
<b>Loading:</b>	1 space
<b>Bicycle Parking:</b>	4 spaces

### 3.3 Required Planning Approvals

The proposed development requires an amendment to Zoning By-law 0225-2007 to change the existing zoning category of the site from “D” Development to C3-General Commercial, with site specific exception to permit reduced parking.

An Official Plan Amendment is not required to permit the proposed development as the proposed use and built form is consistent with the *Employment* designation. Site Plan approval will be required prior to issuance of Building Permits; application will be made at a later date and will include detailed design for the site in support of securing final approvals for the proposed development.

## 4.0 PLANNING POLICY - PROVINCIAL

Land use planning and development in Ontario is government by a layered policy framework, backed by legislation, to ensure that development is conducted in a safe and orderly manner, is efficient and maximizes investment in public infrastructure, is respectful of the natural and cultural heritage resources and generally follows principles of good planning. The proposed development must therefore be reviewed in accordance with the *Planning Act*, RSO 1990, Provincial Policy Statement 2020 and the Growth Plan for the Greater Golden Horseshoe (2020).

The *Planning Act* provides municipalities, like the City of Mississauga with legislative authority to approve changes to land use designations, amend official plan policies and approve zoning by-laws in support of proposed new and re-development.

### 4.1. The Planning Act, R.S.O. 1990, c.P.13

The Planning Act provides a regulatory framework for use and development of land in Ontario. It promotes sustainable economic development, provides a land use planning system and ensures that matters of provincial interest are integrated into planning decisions at all levels of government. The Provincial Policy Statement and Growth Plan are both prepared under authority of the *Planning Act*

and provide direction in this regard. Decisions made by the City, must have regard for matters of provincial interest by being consistent with the Provincial Policy Statement and being consistent with the Growth Plan. Matters of provincial interest are outlined in Part I Section 2 of the *Planning Act* and include but are not limited to:

- (d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- (e) the supply, efficient use and conservation of energy and water;
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- (h) the orderly development of safe and healthy communities;
- (j) the adequate provision of a full range of housing, including affordable housing; (k) the adequate provision of employment opportunities;
- (p) the appropriate location of growth and development;
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- (r) the promotion of built form that,
  - i. is well-designed;
  - ii. encourages a sense of place, and
  - iii. provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;

In addition, the *Planning Act* gives municipalities the authority to create and allow amendments to official plans and zoning by-laws so long as they maintain regard for matters of Provincial Interest as outlined in the *Planning Act*. The proposed Zoning By-law Amendment supports growth and development (intensification) in an already built-up area, promotes complete communities, active transportation, employment opportunities and will make efficient use of existing infrastructure facilities.

The proposed development therefore has regard for matters of provincial interest as outlined in the *Planning Act*.

## 4.2 The Provincial Policy Statement 2020

The Provincial Policy Statement 2020 (PPS) came into effect on May 1, 2020 and is issued under authority of the *Planning Act*; it provides policy and regulation on matters of Provincial interest that guide land use planning and development within the province. One of the primary goals of the PPS is to provide a framework on how to build strong, healthy communities that use efficient development patterns to focus growth. Specifically, Part V, Section 1.0 states:

“Ontario’s long-term prosperity, environmental health and social well-being depend on wisely managing change and promoting efficient land use and development patterns. Efficient land use and development patterns support sustainability by promoting strong, livable healthy and resilient communities, protecting the environment and public health and safety, and facilitating economic growth.”

Section 1 of the PPS also provides direction for building strong and healthy communities and provides policies that support the creation of efficient settlement areas through intensification and redevelopment. These policies establish a method for creating healthy and livable communities (Policy

1.1.1) and promotes integration of land use planning and growth management to achieve cost

effective development patterns that optimize capital investments.

The proposed development meets these goals as it represents intensification along a major arterial road and is in close proximity to regional transportation routes (Hwy 403/407) in the City of Mississauga. It adds to the range and mix of employment opportunities in the area and represents appropriate redevelopment in close proximity to existing and planned higher order transit (Mississauga Transitway/BRT). Section 1.1.3 *Settlement Areas*, outlines the importance of the vitality and regeneration of settlement areas as a critical component of the long-term economic prosperity of an area and emphasizes the importance of supporting intensification and redevelopment to support provincial goals (Policy 1.1.3.1, 1.1.3.2, 1.1.3.3, 1.1.3.4 and 1.1.3.5). The proposed redevelopment represents an appropriate land use within the existing streetscape, efficiently uses land and makes best use of a currently underutilized parcel within the built fabric.

Section 1.3, *Employment*, promotes economic development and competitiveness by ensuring a range and choice of suitable sites for employment uses are maintained to support a wide range of economic activities and ancillary uses. (Policy 1.3.1.c)). Policy in Section 1.3 further directs development of new employment to appropriate locations with access to infrastructure and community facilities that facilitate compact built-form. The proposed building enhances employment opportunities while being compatible with the surrounding land uses.

Section 1.6, *Infrastructure and Public Service Facilities*, promotes the efficient use of existing and planned infrastructure, and specifically encourages a coordinated approach to land use planning, growth management and planning for the provision of infrastructure and public service facilities. Integrated planning supports decision making that is fiscally responsible, ensuring existing investments are optimized before new investments are made. Similarly, Section 1.7, outlines that long-term economic prosperity should be supported by encouraging employment uses that respond to market needs, to optimize long-term availability and use of land, resources, infrastructure and public service facilities, by maintaining and enhancing (if possible) the vitality and viability of main streets and, encouraging a sense of place through thoughtful built-form. The proposed development responds to these goals by having a well defined built-form to enhance the character of the Eglinton Avenue W. streetscape.

Section 1.8, *Energy Conservation, Air Quality and Climate Change*, promotes energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and suggests how this can be done by promoting development in a compact form (encouraging active transportation and use of transit) and design and orientation to maximize energy efficiency. As a new building in Mississauga, the project will achieve higher targets of sustainability and energy conservation by making better use of land, services, transit and by incorporating energy efficient strategies and technologies into its design.

Section 2.6, *Cultural Heritage and Archaeology*, states that significant built heritage resources designated under Part IV or Part V of the *Ontario Heritage Act* shall be conserved; however, where redevelopment is proposed that represents the larger public interest and aligns with applicable policy, the redevelopment may be considered following an evaluation that demonstrates that the heritage attributes of the existing built form do not warrant protection. The existing dwelling in the subject site is included on the City of Mississauga's registry of listed properties; but is not currently designated. To respond to the policies of Section 2.6, a Heritage Impact Assessment was prepared which carefully

considered the architectural merits of the existing dwelling and concluded that repurposing the site is in the greater public interest.

Based on the foregoing, it is our opinion that the proposed development is consistent with the Provincial Policy Statement and represents good planning.

#### **4.3 The Growth Plan for the Greater Golden Horseshoe (2019)**

A Place to Grow, Growth Plan for the Greater Golden Horseshoe 2019 (Growth Plan) builds on policies in the Provincial Policy Statement and is meant to provide additional direction on how to address specific issues within different regions of Ontario. The Growth Plan 2019 was approved under the Places to Grow Act, 2005 and took effect on May 16, 2019, while Amendment 1 to the Growth Plan took effect on August 28, 2020.

The Growth Plan provides direction on where and how to grow in a way that supports the achievement of complete communities by supporting economic prosperity, protecting the environment and helping communities achieve a high quality of life. Through this Plan, growth is generally directed to existing settlement areas that have access to existing or planned services with a goal of accommodating growth in complete communities. These communities can meet the needs of one's lifetime through the provision of access to a mix and range of employment opportunities and housing, transit and access to public facilities and community services (2.2.1.4).

Section 2.1, *Where and How to Grow* suggests that to achieve complete communities, growth should be directed to settlement areas, prioritizing intensification with a focus on strategic growth areas, like employment areas, which are defined as areas designated in an official plan for clusters of business and economic activities which includes offices and associated retail facilities. The Growth Plan emphasizes the optimization of the existing urban land supply, resulting in an "intensification first approach to development and city building". This approach supports the better use of existing infrastructure and public service facilities before developing in other less supported areas.

Section 2.2.5, *Employment*, provides policies that support thoughtful planning for employment areas. Specifically, policy 2.2.5.1.a provides that economic development and competitiveness in the GGH will be promoted by making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities. The proposed development directly responds to and supports this policy directive thereby integrating and aligning land use planning with economic development goals to retain and attract investment and employment.

Additionally, policy 2.2.5.3 states that retail and office uses will be directed to locations that support active transportation and have existing or planned transit. The proposed development is located on an arterial road with existing transit facilities thereby making the proposed uses of office and retail in line with policy 2.2.5.3. To that extent, the introduction of office use encourages the integration of those uses in an area that is dominated by retail, thereby, adding diversity to the mix of uses and supporting the achievement of complete communities.

Per policy 2.2.5.12, the Minister may identify provincially significant employment zones and

may provide specific direction for planning in those areas to be implemented through appropriate official plan policies and designations and economic development strategies. It is noted that the subject lands are within a provincially significant employment zones due to it's proximity to the Highway 403 and 407 corridors. The proposed development supports and aligns with the long-term protection of this identified zone and is located within an area targeted by the Growth Plan to accommodate employment projections. The proposed development is therefore considered appropriate.

Section 3 provides direction on how to plan for infrastructure that supports growth recognizing the importance that the availability and reliability of infrastructure and community services and facilities has on supporting the creation of complete communities. Integrated planning is critical to ensuring that servicing capacity and other community facilities are available to meet the forecasted demand. Studies have been completed and confirm that the proposed development has access to available servicing.

Section 4, Protecting What is Valuable, provides direction on how to protect environmental and cultural heritage features. Specifically, Policy 4.2.7.1 states that "cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas". The residential dwelling currently located on site is not designated under the Ontario Heritage Act thereby providing a basis for consideration to be made to propose and permit redevelopment. Additionally, a Heritage Impact Assessment has been conducted which confirms that the heritage attributes of the dwelling located on the site have sufficiently degraded over the years to not warrant protection. Therefore, the proposed development adequately responds to policy 4.2.7.1 and conforms to the Growth Plan's objectives.

## **5.0 Local Plans and Policies**

### **5.1 Region of Peel Official Plan**

The Region of Peel Official Plan was approved by the Minister of Municipal Affairs and Housing on November 4, 2022. The Peel Official Plan outlines a comprehensive land use policy framework to guide growth and development within the Region to 2051, including policies and schedules that address housing and growth management; long-term planning for employment and infrastructure; protection of water resources, natural heritage, and rural/agricultural systems; and plan for climate change.

According to the Growth Forecasts provided in Table 3 and on Figure 10 of the Official Plan, by 2051 the population of Peel is anticipated to reach 2,280,000 (995,000 for Mississauga) and the employment to 1,070,000 jobs (590,000 for Mississauga). The Official Plan's vision and policies require future growth of population, household and employment in Peel to be planned for. Existing and future finances and services to accommodate this growth are to be provided in an effective and efficient manner. Policy 4.3.16 states the following:

Use the population and employment forecasts shown in Table 3 for determining land and housing requirements to accommodate future growth.

Additionally, policy 4.3.18 provides the following:

Monitor, in cooperation with the local municipalities, residential and employment growth on an annual basis to ensure the intensification, density and housing targets identified in this Plan are met.

The proposed development contributed towards meeting the growth targets and fosters the overall growth and economic competitiveness of the Region. By undertaking a planning exercise through the review and approval this development, the Region will be able to ensure it has planned its future finances and services accordingly.

Per Schedule E1-Regional Structure, the lands are located within the *Urban System* and per schedule E2- Strategic Growth Area, the lands are within a *Planned Major Transit Station Area* (refer to **Figure 6**). Schedule E4- indicates that the lands are within an *Employment Area* identified as the 401-407 (Meadowvale-Zone 18) (refer to **Figure 7**). Select policies pertaining to these designations and which apply to the proposed development and discussed below.

Section 5.4.18.7 provides that it is a policy of the Region:

To intensify Employment Areas to optimize lands for future growth

The proposed development represents a form of intensification of an existing Employment Area and thereby optimizes lands for future development.

Section 5.4.18.11 states that it is a policy of the Region to:

Accommodate intensification within Urban Growth Centres, intensification corridors, nodes and Major Transit Station Areas and any other appropriate areas within the Delineated Built-up Area.

The lands are within the Built-up area/ *Urban System* and are therefore appropriate for intensification. By developing a currently under-utilized parcel in the built-up area, the proposed development serves the goal of accommodating intensification.

With regards to development in Employment Areas, Section 5.6.16 states that it is a policy of the Region to:

Require the local municipalities to plan for and develop employment and industrial uses near and adjacent to major goods movement facilities and corridors, including highways, rail facilities, airports, haul routes, major truck terminals, and major facilities, to serve as a transition buffer with sensitive uses;

whereas section 5.8.10 directs “to provide for a diverse range of employment opportunities near major infrastructure including Pearson Airport, the Brampton-Caledon Airport, 400 series highways, rail corridors, and current and planned transit.”

The proposed development meets this locational criterion as it proposed office and commercial uses, considered employment, in close proximity to transportation corridors such as the Hwy 403 and Hwy 407. Although within an Employment Area, the lands are designated Mixed-Use which indicates that the provision of ground-related retail is considered desirable and appropriate. Taken together, the overall policy context supports retail uses with offices atop within this area.



*Planned Major Transit Station Area* are defined as those areas identified in the Official Plan which are intended to become Major Transit Station Areas, but require further study and assessment prior to being delineated. Transit infrastructure may be existing and operational, however, in some of these areas transit infrastructure may still be in delivery or currently unfunded and without a commitment for funding. The proposed site is in close proximity to a *Planned Major Transit Station Area* located at 403 and Ridgeway and is intended to be part of the Mississauga BRT line. Although currently unfunded, this designation provides a basis for the redevelopment of this site and complete the larger employment block with compatible uses.

Sections 5.6.19.15 and 5.8.3 further states that it is a policy of the Region to:

Direct the local municipalities to establish policies in their official plans that identify Planned Major Transit Station Areas and protect them for transit-supportive densities, uses, and active transportation connections.

and;

To provide infrastructure and services that are required for the development of Employment Areas to facilitate economic development and support the achievement of the Region's employment forecasts

The proposed 2 storey office building meets these objectives. Grade-related retail directly supports transit development along with the provision of bicycle parking. At a height of 2 storeys, the development is considered appropriate, specifically as there are currently no minimum density targets for the 403-1 /Ridgeway *Planned Major Transit Station Area*.

The remaining policies of the Region of Peel Official Plan have also been reviewed. The Planning Rationale confirms that the proposed development does not contradict any of the remaining policies. Overall, the proposed development meets the intent of the Region of Peel Official Plan and is considered good planning.

## **5.2 City of Mississauga Official Plan**

The City of Mississauga Official Plan (OP) came into force on August 11 2015; since then, various amendments have been approved to policies and mapping that create the Plan. The current review was undertaken using the Official Plan, consolidated July 27, 2023. At this time, the City of Mississauga is working to update their Official Plan to ensure conformity with recent changes to provincial policy and planning documents; this process is ongoing.

The Official Plan provides the basis for Mississauga's land use and urban design, in line with the City's Strategic Plan. Its policies address important parts of city-building, including transportation, housing, culture and heritage, the environment, and the economy. The Official Plan also sets standards for the review and approval of development applications.

Chapter 4 of the Mississauga OP articulates the City's vision and guiding principles. Specifically, the Official Plan adopts a new approach to land use planning in Mississauga, with a focus on the strategic

management of growth and change through the integration of land use, transportation and design objectives. It includes promoting growth in locations where it is financially sustainable and where it can be developed in compact efficient forms, supported by existing and planned infrastructure. This approach also includes the protection and enhancement of stable areas including the city's natural and cultural heritage resources and residential neighbourhoods while also allowing for the City to plan for a strong and diversified economy. Additionally, the Province has set a goal to achieve growth of 560,000 jobs by 2041 and 590,000 jobs by the year 2051. This represents significant growth over the next twenty years that must be accommodated where servicing, community facilities, transit and other components of a complete community exist or are planned. Based on the City's vision and guiding principles and the Provinces' growth objectives for Mississauga, the proposed development is considered desirable and appropriate.

The proposed development site is currently identified as being within an *Employment Area* along a *Corridor* per Schedules 1, 1b and 1c (refer to **Figure 8**). Per Schedule 2 – Intensification Areas, the lands are in close proximity to a *Major Transit Station Area* and just outside of the 500 m radius. Per Schedule 4 – Parks and Open Spaces, the lands are also close the lands identified as *Parkway Belt West*. Eglinton Avenue is identified as an *Arterial* according to Schedule 5 - Long Term Road Network, with a designated right-of-way width of 30 m. Per Schedule 6, the *Bus Rapid Transit* route known as the Mississauga Transitway is shown as extending westwards from the current terminus at Winston Churchill Blvd. and Hwy. 403. till Hwy. 407 and connecting to the potential 407 transitway proposed to run along Hwy. 407 north of Eglinton Avenue. (refer to **Figure 9**) Per Schedule 9 – Character Areas, the lands are within the *Churchill Meadows Character Area* and are designated *Mixed Use*, per Schedule 10 – Land Use Designations. (refer to **Figure 10**)

The following sections provide a policy review of italicized terms to demonstrate how the proposed development meets the objectives of the Official Plan and supports the City's overall vision. A review of the rest of the policies within the Official Plan, that are not directly applicable to the proposed development has also been conducted. Based on the review, it is concluded that the proposed development is consistent with, and does not conflict with other policies in the Official Plan, not referenced below.

### ***Employment Areas***

Per Schedule 1-City Structure of the Mississauga Official Plan, the lands are identified as being within an Employment Area. Employment Areas are intended to protect lands for a diversity of employment opportunities to meet the City's current and future needs. Employment Areas are located in strategic parts of the City that have existing infrastructure services, are easily accessible and have an existing concentration of employment uses. Employment Areas are further intended to ensure sensitive uses are not affected by land use impacts associated with employment activities. As such, Employment Areas are intended to continue to develop for a mixture of employment uses, including land extensive uses many of which will have a one to two storey urban form. While Employment Areas are not the preferred location for retail uses, further development of retail uses within the limits of land designated Mixed Use is permitted.

Policy 10.1.5 states that:

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;
- b. encourage the establishment of knowledge based industries and support their growth; and
- c. encourage the establishment of small innovative businesses and support their growth.

The proposed development application provides employment and more specifically, office space, thereby fulfilling the above policy objective.

Policy 10.2.2 provides that:

Secondary office within Employment Areas will be encouraged to locate within Major Transit Station Areas and Corridors.

Secondary office is defined as business, professional and administrative offices occupying less than 10,000 m<sup>2</sup> of floor area. The proposed development constitutes a form of secondary office and is located on a Corridor thereby fulfilling the above policy objective.

Policy 10.4.7 states that:

Lands designated for retail areas within Employment Areas are recognized by this Plan, however, no additional lands will be designated for retail development unless recommended through a municipal comprehensive review.

The subject lands are designated *Mixed Use* which permits retail uses. The proposed grade-related retail use is therefore consistent with the Official Plan.

Policy 9.2.2.4 states that:

Employment Areas adjacent to residential areas, sensitive land uses and major roads will be required to meet higher standards of design and to mitigate adverse impacts on adjacent uses.

The proposed development is located adjacent to a major road and is designed to respect the above policy by ensuring that the building is street facing, parking and loading is appropriately screened, there is a consistency in height and massing and employs high-quality building materials. The proposed building therefore meets a high design standard, as required by the above policy.

Overall, the proposed development is in line with the Employment Area policies and development objectives as it proposes office and retail uses and does not propose residential, Major Office (greater than 10,000 m<sup>2</sup>) or Major Retail, all of which are prohibited in Employment Areas. As well, the proposed development does not result in land use compatibility concerns as it is sufficiently distanced from residential uses and stable neighbourhoods.

### ***Corridors***

Another element of the City Structure, as indicated on Schedule 1 of the Official Plan, are Corridors. The subject land is on and adjacent to a designated Corridor associated with the Eglinton Avenue right-of-way. Corridors are intended to connect various elements of the City to each other. Corridors are considered dynamic; evolving over time to accommodate multi-modal transportation and become attractive public spaces. Due to the importance of Corridors in the City's fabric, there are a number of policies located throughout the OP that provide direction for the development of land on and adjacent

to Corridors.

Policy 5.4.4 states that:

Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.

The proposed development directly responds to and supports this policy objective by proposing a land use that fits with the policies and context of the existing employment area. The surrounding land uses and developments consist of commercial uses with a combination of retail, office and other types of employment uses, in a low rise, built form. In this way the proposed development is appropriate to the surrounding Employment Area. Additionally, the development is compact and transit friendly by having bicycle amenities, eliminating vehicular access from the arterial road and directing vehicles through the internal road network. As well, the development supports a mix of uses.

Policy 5.4.7 provides that:

Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.

The proposed development has been designed to face the Corridor thereby providing an animated and continuous street wall for an enhanced public realm.

Policy 5.4.8 states that:

Corridors will be subject to a minimum building height of two storeys and the 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. Except along Intensification Corridors and within Major Transit Station Areas, the minimum building height requirement will not apply to Employment Areas.

Although the site does not have a minimum height requirement, at a height of 2 storeys / 9.5 m, the development supports the vision of having higher densities and transit supportive development along Corridors.

Policy 9.2.2.6 states that:

Development on Corridors will be encouraged to:

- a. assemble small land parcels to create efficient development parcels;
- b. face the street, except where predominate development patterns dictate otherwise;
- c. not locate parking between the building and the street;
- d. site buildings to frame the street and where non-residential uses are proposed to create a continuous street wall;
- e. provide entrances and transparent windows facing the street for non-residential uses;
- f. support transit and active transportation modes;
- g. consolidate access points and encourage shared parking, service areas and driveway entrances;
- and
- h. provide concept plans that show how the site can be developed with surrounding lands.

The proposed development fulfills the above policy, where applicable. The design of the building

ensures bullets b,c,d,e, and f are met. A context plan has been prepared to illustrate how the proposed building fits with the surrounding development's driveway and parking network (h). And more importantly, the applicant has agreed to decommission the existing vehicular access on Eglinton Avenue to reduce and consolidate the number of direct access point on the Eglinton right-of-way and support bullet g.

Policy 9.5.4.4 provides that:

Along Corridors where an urban character is appropriate, buildings should be located close to and aligned with the street to enclose the street.

Overall, the proposed development meets the policy objectives for the use and development of lands in Corridors. The development represents a shift from single-use / occupancy commercial developments and has made a concerted effort to be compact, transit-oriented and well-designed such that it completes the street wall and makes a positive contribution of the public realm.

### ***Mixed Use Designation***

Per Schedule 10-Land Use Designation, the subject site is located on lands designated Mixed Use. Mixed Use designations are intended to be vibrant and transit oriented to allow people to meet their day-to-day needs. The planned function of lands designated Mixed Use is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. Development on Mixed Use sites are required to contain a mixture of permitted uses.

Policy 11.2.6.1 provides the following:

In addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit the following uses:

- a. commercial parking facility;
- b. financial institution;
- c. funeral establishment;
- d. makerspaces
- e. motor vehicle rental;
- f. motor vehicle sales;
- g. overnight accommodation;
- h. personal service establishment;
- post-secondary educational facility;
- j. residential, in conjunction with other permitted uses;
- k. restaurant;
- l. retail store; and
- m. secondary office.

The proposed development will provide for a mix of uses l. (retail) and m. (secondary office) listed in the above policy.

Policy 17.1.4.3 states that:

Notwithstanding the Mixed Use policies of this Plan, the maximum floor space index (FSI) for secondary offices is 1.0.

The Floor Space Index of the proposed building is 0.54 FSI and does not exceed the maximum permitted density of 1.0 as provided through the above policy.

Policy 10.4.5 states that:

Retail uses outside the Downtown, Major Nodes and Community Nodes will be directed to Corridors and Major Transit Station Areas or in locations as identified in Character Area policies.

The proposed development directly supports this policy by providing retail uses along a designated Corridor. As well, retail use is permitted in the Character Area policies, described below.

### ***Churchill Meadows Employment Area Character Area***

The Mississauga OP divides the City into distinct Character Areas. Due to their uniqueness, each Character Area has specific land use permissions that take precedence over the general policies provided in the OP. The subject site is within the Churchill Meadows Employment Area Character Area. This Area is bound by Eglinton Avenue to the north Ridgeway Drive. to the east, Hwy 403 to the south and Ninth Line to the west. The Churchill Meadows Character Area modifies the general Employment Area, Mixed Use designation and height policies. Specifically, uses such as animal boarding, adult entertainment and motor vehicle repair and residential uses are explicitly listed as not being permitted. Additionally, within Special Site Area 1 which abuts Eglinton Ave. and Ridgeway Drive, additional uses such as telecommunications and broadcasting establishments are permitted. As well, lands along Corridors are not subject to the minimum 2 storey height requirement as stipulated in policy 5.8.8 quoted above. Taken together, the proposed development complies with and does not contradict the policy modifications provided through the Character Area policies.

Moreover, the Character Area policies provide guidance pertaining to development along a Corridor.

Policy 17.2.2.1 states that:

Eglinton Avenue West represents an entry point into the city and, therefore, will promote built form of high architectural and landscaping standards.

Policy 17.2.2.2 provides that:

Strong built form should be achieved along the street frontage with massing emphasis at corners, thus discouraging parking and loading areas at the street lines.

The proposed development has been designed and articulated to meet these policy objectives.

### ***Arterial Road***

Preserving and enhancing the capacity of the road network to meet the needs to Mississauga's population and employment growth is a vital element of the OP. According to Schedule 5-Long Term Road Network, Eglinton Avenue is an Arterial Road with an ultimate right-of-way width of 30 m. Arterial roads are designed to move large volumes of traffic, while at the same time being sensitive to the adjacent land uses. In Employment Areas, Arterials are intended to prioritize the movement of goods whereas in intensification areas Arterials roads should be designed to accommodate transit and active transportation infrastructure.

Policy 8.2.2.1 provides that:

Mississauga's road network will consist of the following road classification:

a. arterials will be designed as principal transportation corridors for high volumes of people and goods. Creation of new additional direct vehicle access to an arterial will be discouraged. The City may through negotiations seek to consolidate or eliminate direct vehicle access to arterials in order to improve traffic safety and the functioning of transit and pedestrian/cycling routes and to achieve operational objectives.

Policy 9.3.1.3 further states that:

Major roads and their streetscapes should be designed to create spaces that are integral parts of the adjacent communities, thus serving to link communities.

The proposed development is sensitive to the 30 m corridor protection width and has been designed to ensure this requirement is met. A 5 m widening was transferred to the City of Mississauga in 2001, shown as Part 1 on Plan 43R-25632 which ensures that the City has a sufficient width to achieve an ultimate ROW of 30 m. The proposed development has also been designed to support the consolidation of direct vehicle access to Arterials by removing the existing curb cut on Eglinton Avenue.

The subject site is unique in that it is in an Employment Area but is also intended to be served for transit, as described in the section below. The applicant will work proactively with the City to achieve OP policies related to creating a multi-modal City, with the expectation that planned improvements will be accommodated within the 30 m public ROW.

#### ***Bus Rapid Transit/ Major Transit Station Area***

According to OP Schedules 2, 6 and 7, the subject land is in close proximity to a planned transit and active transportation. Per Schedule 2, a Major Transit Station Area is intended to be located at the intersection of Ridgeway Drive and 403 and form the new terminus of the existing Mississauga Transitway BRT that runs along Hwy. 403. On Schedule 6, the MTSA is identified as being a Bus Rapid Transit Station. For the purposes of this policy review, BRT Stations and MTSAs are considered to have a similar policy regime. And per Schedule 7, Eglinton Avenue is identified as a primary on-road long term cycling route. Taken together these elements indicate that this area intended to be transformed into being pedestrian and transit oriented. The proposed development is therefore seen as contributing to the ultimate build out of this region and represents an optimization of investment in public infrastructure.

Policy 8.2.3.5 provides the following:

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.

Policy 5.5.16 states that:

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.

Within the context of the above two policies, the proposed development is considered good planning and supportive of multi-modal transportation facilities.

## **Summary**

Based on our review of the City of Mississauga Official Plan, it is our opinion that the proposed development meets the intent of the policies, is appropriate, desirable and is considered good planning. The proposed development contemplates a mix of uses and a built form that is consistent with the designations and Character Area policies. The proposal is respectful of natural heritage features within the City, accentuates the significant identity of the Character Area, promotes a street network that supports multi-modal transportation, meets universal design principles, is safe, attractive and walkable.

Furthermore, it is our opinion that the removal of the existing building is justifiable based on policy 7.5.1.12 which states that:

The proponent of any construction, development, or property alteration that might adversely affect a listed or designated cultural heritage resource or which is proposed adjacent to a cultural heritage resource will be required to submit a Heritage Impact Assessment, prepared to the satisfaction of the City and other appropriate authorities having jurisdiction.

The above policy provides a basis and a mechanism for the removal of listed heritage resources. The proposed development relies on this basis and has completed a Heritage Impact Assessment which indicates that the existing dwelling does not contain significant cultural heritage value or interest to warrant designation. Reference should be made to the summary of the Heritage Impact Statement contained in this report.

Additionally, it is our opinion that a reduction to the parking is minor (less than 10% of the requirement) and supportable by policy 8.4.3 which states that:

Consideration will be given to reducing off-street parking requirements for development to reflect levels of vehicle ownership and usage, and as a means of encouraging the greater use of transit, cycling and walking, subject to, among other matters:

- a. access to transit;
- b. level of transit service;
- c. traffic generation; and
- d. impact on the surrounding area.

Remaining policies of the Mississauga Official Plan, not quoted have also been reviewed. Based on our review, it is our opinion that the proposed development is consistent with and does not contradict the remaining policies.

## **6.0 ZONING BY-LAW**

### **6.1 Zoning By-law 0225-2007**

The subject lands are regulated by Mississauga Zoning By-Law 0225-2007 which was passed on the 20<sup>th</sup> of June 2007 and last consolidated on July 32, 2023. The subject site is currently zoned Development (D). This zoning only permits lawfully existing buildings and uses. We understand that



lands zoned (D) are considered suitable and desirable for redevelopment. **Refer to Figure 11.**

In order to permit the proposed development, it is requested that the site be rezoned to C3-General Commercial. This zone category is in line with the zone category of the surrounding development and is therefore considered appropriate. The C-3 zone permits a variety of commercial uses which are listed below:

1. Retail Store
2. Motor Vehicle Sales, Leasing and/or Rental Facility-Restricted
3. Motor Vehicle Rental Facility
4. Restaurant
5. Convenience Restaurant
6. Take-Out Restaurant
7. Veterinary Clinic
8. Animal Care Establishment
9. Funeral Establishment
10. Service Establishment
11. Commercial School
12. Financial Institution
13. Medical Office
14. Office
15. Overnight Accommodation
16. Banquet Hall/Conference Centre/ Convention Centre
17. Recreation Establishment
18. Entertainment Establishment
19. Private Club
20. University/College

Office and retail uses are permitted under items 1 and 14 above. Based on final tenancy, it is anticipated that the ultimate users will evolve but will nonetheless fit within any of the uses listed above.

The proposed development wholly complies with the zone regulations for C3 zones, with the exception of parking standards. The parking reduction is considered minor.

A site-specific Zoning By-law is being requested to the City of Mississauga By-Law 0225-2007, as amended to modify the zone category and facilitate approvals for the proposed building. In our professional opinion the proposed Zoning By-law Amendment makes best use of an underutilized site, supports economic growth in an area planned for transit with existing civil infrastructure and community services. The proposed Zoning By-law Amendment is appropriate, desirable to the area and the City, and represents good planning. A draft Zoning By-law amendment to 0225-2007, as amended, and a zoning matrix that compares the proposed property standards with the required property standards has also been prepared to support the application.

## **7.0 SUPPORTING STUDIES**

### **Arborist Report, Tree Inventory and Preservation Plan and Landscape Plans**

SBK Ltd. was retained to complete an Arborist Report, a Tree Inventory and Preservation Plan (TIPP) and Conceptual landscape Plan for the site. The report confirms the number, location, species and health of existing trees on site and immediately adjacent to the subject property. This report has also identified what trees will be injured or removed to accommodate the proposed development. The report concludes that a total of 14 private trees will be need to be removed which will need to be compensated through the planting of 40 new trees, per the Mississauga Tree By-Law. The removed trees will be replaced by 18 new deciduous trees, 319 deciduous shrubs and 160 perennial ornamental grasses. Cash compensation may be required for the balance of compensation trees required.

### **Archaeological Assessment – Stage 1 and 2**

WSP was retained to complete a Stage 1 and Stage 2 Archaeological Assessment of the subject site. The Stage 1 Archaeological Assessment indicated that the site retained some archaeological potential, as a result, a Stage 2 Assessment was completed. The Stage 2 assessment confirmed that the study area was assessed and is free of archaeological concern. On January 06, 2023, the Ministry of Citizenship and Multiculturalism issued a letter of acknowledgement confirming that the Stage 1 report was entered into the Ontario Public Register of Archaeological Reports. On December 20, 2023, the Ministry of Citizenship and Multiculturalism issued a letter of acknowledgement confirming that the Stage 2 report was entered into the Ontario Public Register of Archaeological Reports.

### **Low Impact Development Letter**

CLA Smiciklas Studio has prepared a letter to list and describe the low impact development features that have and can be incorporated in this development. This includes the use of permeable unit pavers in the walkway along Eglinton Avenue W, use of native vegetation, pedestrian walkways and comfort, bike parking, bird-friendly glazing and site and building lighting.

The letter also provides recommendations for additional LID features that may be considered. The feasibility of incorporating these features will be explored at the Site Plan Approval/Detailed Design phase of the development.

### **Environmental Site Assessment – Phase 1 and Phase 2**

Soil Engineers Limited was retained to complete an Environmental Site Assessment (ESA) of the subject site to determine if any potentially contaminating activities have ever occurred on or near the proposed development site and to determine if these potentially contaminating activities are likely to result in an area of potential environmental concern (APEC) on site. Through the Phase 1 assessment, three areas of environmental concern were identified and the need for a Phase 2 Assessment triggered. The Phase 2 assessment was completed in May 2023. The findings of the Phase 2 Report indicate that the tested parameters at the site meet the required standards. The report recommends that the property is suitable for the proposed building and no additional investigation is required.

## **Functional Servicing and Stormwater Management Report**

NexTrans Consulting was retained to prepare a Functional Servicing and Stormwater Management Report (FSR and SWM) to develop a servicing strategy that supports the proposed commercial development. The FSR and SWM report confirms that the proposed development can be serviced by the existing municipal storm, water and sanitary services.

Water: The report finds that the Peak Hourly Demand for water is 0.22 l/s and the required pressure is between 275 and 690 kPa. It is proposed that a 200 mm. dia. water servicing line will service the site by connecting it to the 400 mm. dia. conc. watermain line that currently exists in the Eglinton Ave. ROW. No fire hydrants are being proposed as 2 currently exist in proximity of the site and provide sufficient coverage.

Sanitary: The proposed sanitary flow from the site post-development is 0.37 l/s. There is an existing sanitary servicing line which connects to the existing sanitary sewer. The flows to these 2 lines are considered negligible. Therefore it is proposed to maintain the exiting sanitary servicing line. However, a sanitary control man hole is proposed at the property line.

Stormwater: A water balance, stormwater management quality control and quantity control assessment was completed. The assessment found that the proposed development has been designed to ensure the stormwater quality control will meet the minimum requirement of 80% Total Suspended Solids removal by way of introducing a Stormceptor and enhanced landscaping features to treat runoff. Stormwater quantity will be partially collected in an internal storm system including catch basins and man holes and an underground tank, and partially diverted to the existing 1950 mm dia. storm sewer in the Eglinton ROW, uncontrolled. There is an existing catch basin on site with sufficient capacity and will remain to be reused post development. The findings conclude that pre-and post-development stormwater management flows will be maintained. The water balance criterion requires that 5 mm of rainfall be diverted from the storm sewer system through infiltration, evapotranspiration and/or rainfall reuse. There is a shortfall in water balance which will be addressed through the proposed underground tank.

The FSR and SWM report confirms that the proposed development can be serviced by the existing municipal storm, water and sanitary services and all applicable criteria and design guidelines will be met.

## **Preliminary Geotechnical Investigation**

A preliminary geotechnical investigation was completed by Soil Engineers Ltd. in order to make preliminary engineering recommendations for foundations, floor slabs and permanent drainage, excavation and backfill, earth pressures, earthquake considerations and the shoring system. Four boreholes were advanced at a depth of 12 m below grade, as part of the fieldwork program. Upon completion of drilling, groundwater was recorded at depths ranging between 5.8 to 9.5 m below grade. The report provides recommendation on the need to sub-excavate existing earth fill and bedding requirements. The report concludes that the proposed building can be supported on conventional strip and spread footings, founded on native sound soils.

## **Heritage Impact Statement**

Heritage Resources Consulting was retained to complete a detailed Heritage Impact Statement Report of the subject site in order to assess the impact of a proposed development on existing and adjacent heritage resources. As mentioned previously in this report, a 2 storey single residential dwelling associated with the former farming operations currently exists on site. This building was listed on the Mississauga Heritage Register for its architectural values in 1989. Listed dwellings do not have designation status under the Ontario Heritage Act and therefore may be considered for demolition and redevelopment upon the completion of a Heritage Assessment. It should be noted that in addition to the heritage assessment prepared for the subject application at 3650 Eglinton Avenue, a heritage assessment was also completed by the proponents of the adjacent retail plaza.

Taken together considerable review and assessment has been done for this site and surrounding area and it has been concluded that 3560 Eglinton Avenue W. does not meet the criteria for heritage designation under Ontario Regulation 9/06 of the Ontario Heritage Act. More specifically, the assessment completed by Heritage Resources Consulting finds that the main features of the dwelling at the time of listing have undergone significant change including the replacement of all windows and fascia and there has been substantial deterioration of the brickwork. The assessment concludes that the property is not rare, unique, representative or early example of a style, type, expression, material or construction method. And in its present condition, it has no significant heritage design or physical value. Based on this conclusion, it is recommended that following detailed photo documentation, the property be de-listed.

Based on the above assessment, the proposed development satisfies applicable Mississauga OP policies related to the protection and preservation of cultural heritage resources.

### **Noise Impact Study**

Aeroustics Engineering Ltd. was retained to complete a Noise Impact study of the proposed development. This study examined the existing noise environment and the impact of the proposed development on sensitive receptors off-site. The dominant noise sources in the area were found to be traffic on Eglinton Avenue West and Ridgeway Drive. Stationary noise sources were assumed based on typical mechanical equipment. Sound levels on site were determined and compared with the applicable Ministry of the Environment, Conservation and Parks (MECP) noise guidelines to determine: (1) the effect of the environment on the project; (2) the effect of the project on the environment; and (3) the effect of the project on itself and consequently, the need for noise mitigation. The study concluded that there would be no impact on surrounding worst-case residential receptors therefore no mitigation measures would be necessary. Additional study will be required at a later stage to confirm these results once detailed mechanical plans and equipment selections for the proposed development are available.

### **Transportation Impact Study**

NexTrans Consulting was retained to complete a comprehensive Transportation Impact Study in support of the proposed development. It is meant to review the proposal to ensure it is designed to provide adequate and appropriate circulation on and off site, including pedestrian, cycling and vehicular modes of transportation and minimize conflicts. The study concludes that shared parking is appropriate as it is anticipated that people will likely make internal trips between the different uses within the plaza.

Shared parking is supported through Mississauga OP policy 9.5.5.4 which states that:

Shared parking between developments will be encouraged, where appropriate.

Furthermore, the study reviews parking and loading requirements against the City's By-Law standards. The study confirms that 72 parking spaces are required and concludes that the proposed 65 spaces, represent a reduction of 9.7%, which is considered minor and technical and does not warrant a parking survey.

The study finds that the proposed development is anticipated to generate a total of 49 new two-way trips. The study has determined that the existing and proposed transportation network (transit, cycling infrastructure, roads and highways etc.) has capacity to service the proposed development today and till the 2029 planning horizon, having taken into account future background and future overall development and corridor growth. The study concludes that no physical improvements are needed, however, it is recommended that the signal timing plan for the Eglinton Avenue and Ridgeway Drive intersection be optimized, per City and Regional discretion.

The study also provides TDM recommendations and concludes that the parking reduction of 9.7% will serve to reduce trips and encourage alternate modes of travel. Overall, the reduction is considered minor and technical and is justified to support TDM.

## 8.0 CONCLUSION

This Planning Rationale Report has been prepared in support of a proposed development application being made by Sangar Construction (the applicant) to amend the City of Mississauga Zoning By-law (0225-2007, as amended). The site, located at 3650 Eglinton Ave W. is a regular shaped site approximately 0.42 hectares (1.04 acres). The site has frontage on Eglinton Avenue W., and is located in the city block bound by Eglinton Avenue to the north, Platinum Drive to the south, Ridgeway Drive to the east and Ninth Line to the west.

The subject site is located in the City of Mississauga, Region of Peel, representing one of the GTA's highly urban municipalities. Located close to the intersection of Hwy 403 and Hwy 407, the site is well connected to regional transportation networks and infrastructure, providing it a high level of connectivity for the movement of goods and services. The site is also well connected at the local level, with frontage on Eglinton Avenue, which is an arterial road under the jurisdiction of the Region of Peel. Eglinton Avenue is considered a major east-west throughfare connecting communities across the City and Region with frequent bus service. Nestled within a host of urban uses and services, the site is surrounded by a mix of land use typologies including residential, commercial, office, retail and institutional. As such, this parcel and associated city block represents one of the few remaining undeveloped/developing blocks within Mississauga.

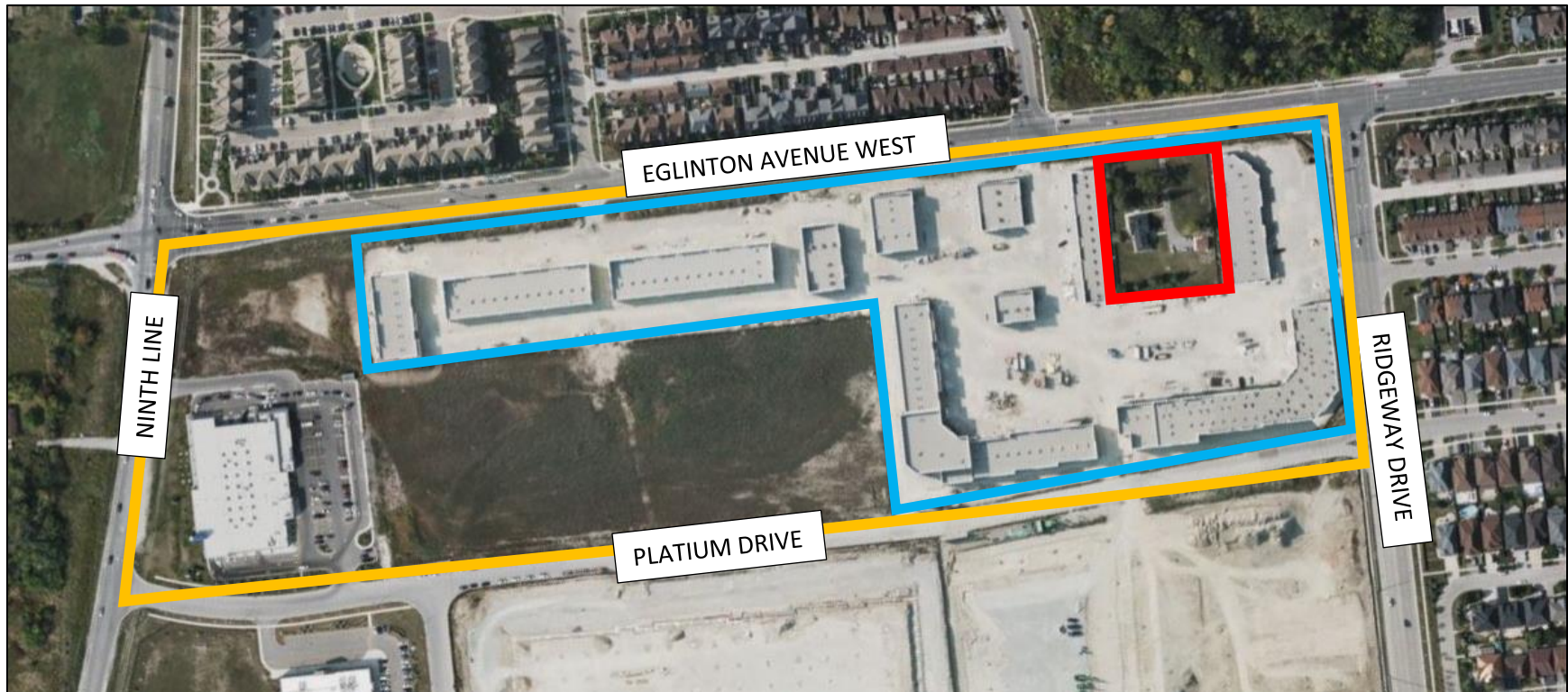
The proposed planning application, if approved, will facilitate intensification, through redevelopment, of an underutilized site that is located in the City of Mississauga's Churchill Meadows Employment area. The building has been thoughtfully designed to fit within the character of the area while providing opportunities for the enhancement and improvement of the Eglinton Avenue right-of-way. It specifically responds to and fits within the context and character of the existing and planned

neighbourhood and is an appropriate response to various Provincial and City policies, initiatives and guidelines meant to promote employment opportunities in the City of Mississauga. If approved, the proposed development will become part of the ongoing development of the Churchill Meadows Employment area and the associated investments made in the supporting infrastructure.

The proposal aligns with planning goals and policies. Specifically:

- The proposal contributes to the Region's Growth Projections.
- It maximizes investment in existing and planning transit infrastructure by being in close proximity to Miway stops and the future terminus of the Mississauga BTR/Transitway at 403 and Ridgeway Drive, which has been identified as an MTSA.
- The proposal introduces much needed office space and supports regional competitiveness
- The meets all criteria related to Employment Areas, the Corridors designation, the Churchill Meadows Character Area policies and the Mixed-Use designation.
- The proposal will contribute to the establishment of an enhances public realm along the Eglinton Avenue ROW.
- The proposal is compatible with surrounding uses and will not generate adverse impacts that would interfere with existing residents and businesses within the site's vicinity.

In summary, the proposed development represents a thoughtful approach of urban development in the City of Mississauga. It showcases a commitment to creating an economically vibrant and competitive environment that aligns with broader planning goals and principles. The proposal underscores the potential for positive change through the careful integration of a commercial building within an employment block, making it appropriate for approval. The proposed development is consistent with Provincial Policy Statement and Growth Plan, conforms to the general intent of the Region of Peel and City of Mississauga Official Plan, and Zoning By-law, represents good planning and should be approved.



## FIGURE 1: SITE LOCATION

3650 Eglinton Drive W.

Date: January, 2024

Source: Microsoft Bing Maps, 2024

SUBJECT SITE

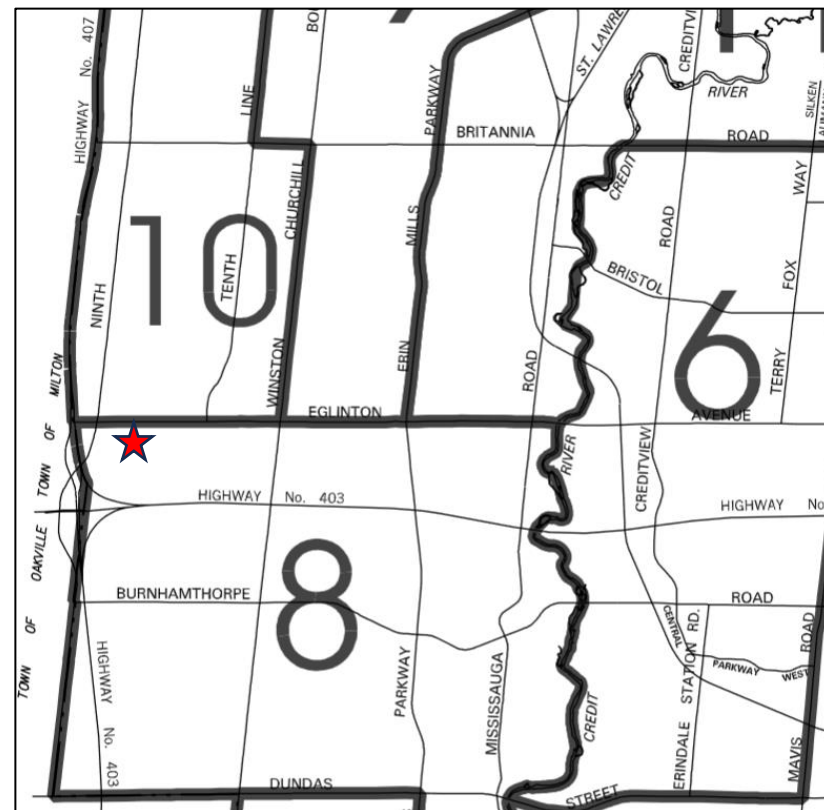
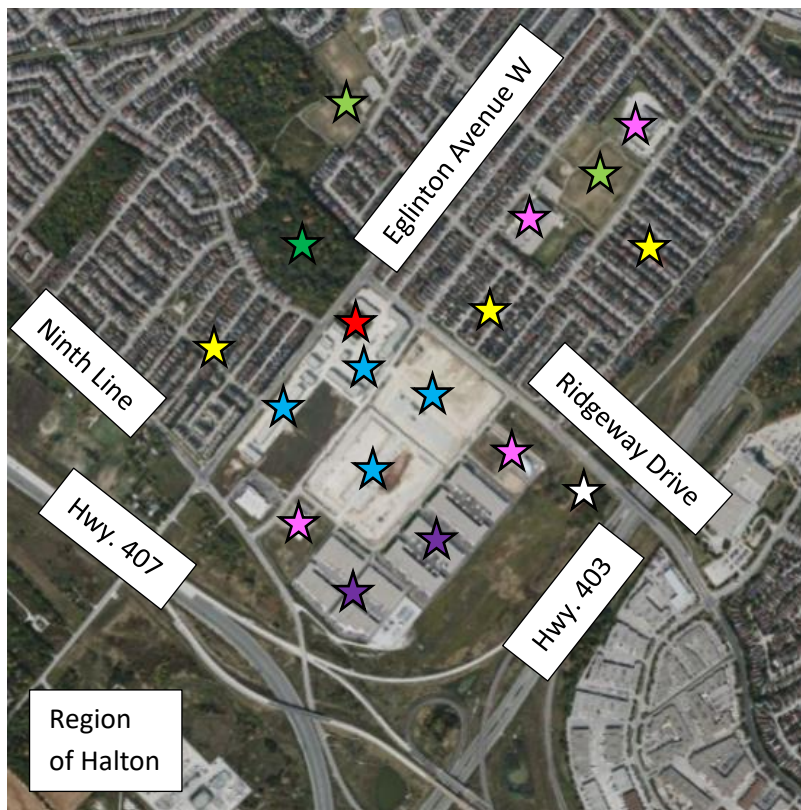
CITY BLOCK

RIDGEWAY PLAZA



Project North





## FIGURE 2: AREA CONTEXT

3650 Eglinton Drive W.

Date: January, 2024

Source: Microsoft Bing Maps, 2024

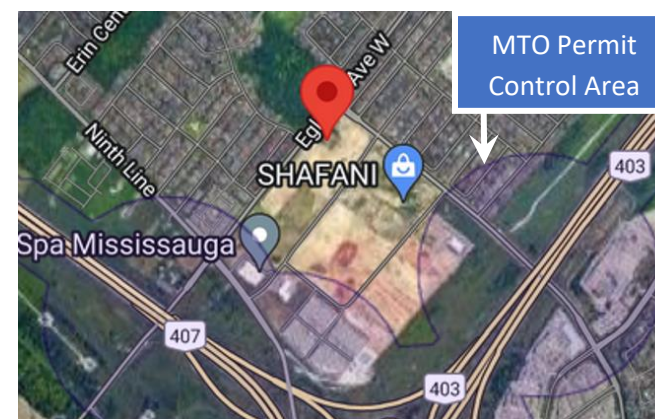
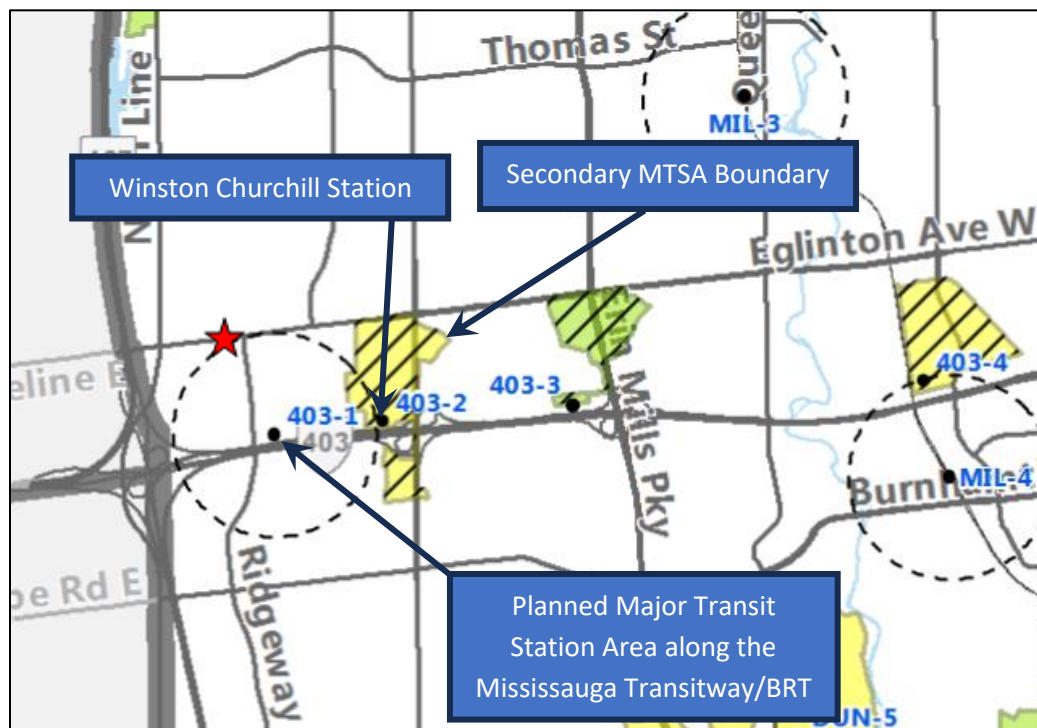
Residential  
Commercial  
Employment  
Institutional



Public Park  
Environmental  
Proposed BRT Station  
Subject Site







## FIGURE 3: TRANSPORTATION ROUTES

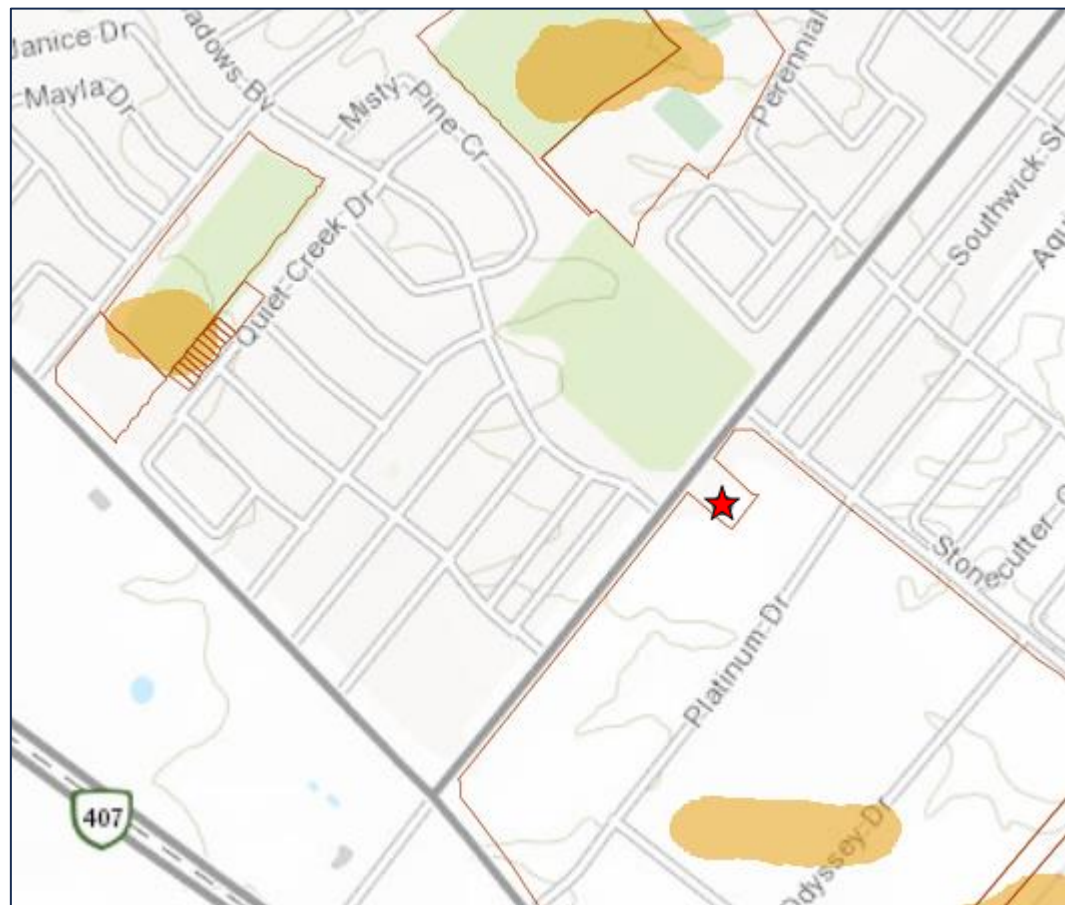
3650 Eglinton Drive W.

Date: January, 2024

Source: Left: Region of Peel Official Plan Schedule E-5; Right Top: Miway Online Mapping Tool; Right Bottom: Ministry of Transportation, 2024

Subject Site ★





## FIGURE 4: CONSERVATION AUTHORITY

3650 Eglinton Drive W.

Date: January, 2024

Source: Left: Credit Valley Conservation Authority Online Mapping Portal 2024

Subject Site ★

Regulated Areas



North



# LEGEND

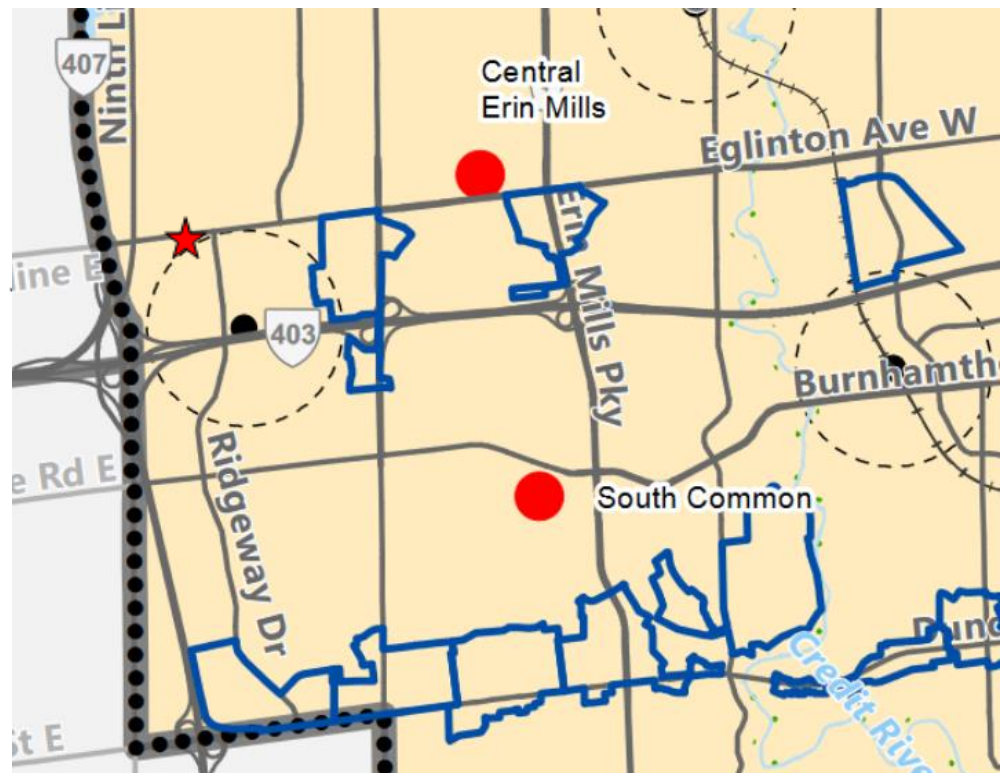
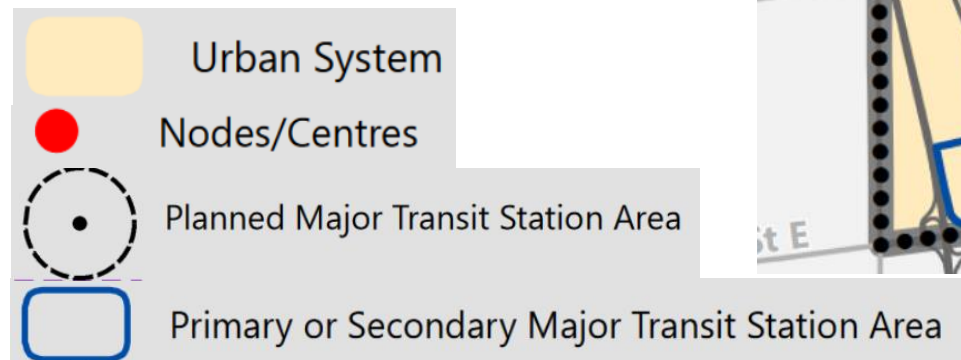


FIGURE 6: Region of Peel Official Plan Schedule E-2 – Strategic Growth Areas  
3650 Eglinton Drive W.

Date: January, 2024

Source: Region of Peel Official Plan Schedule E-2; April 2022

Subject Site ★







FIGURE 7: Region of Peel Official Plan Schedule E-4 – Employment Areas  
3650 Eglinton Drive W.

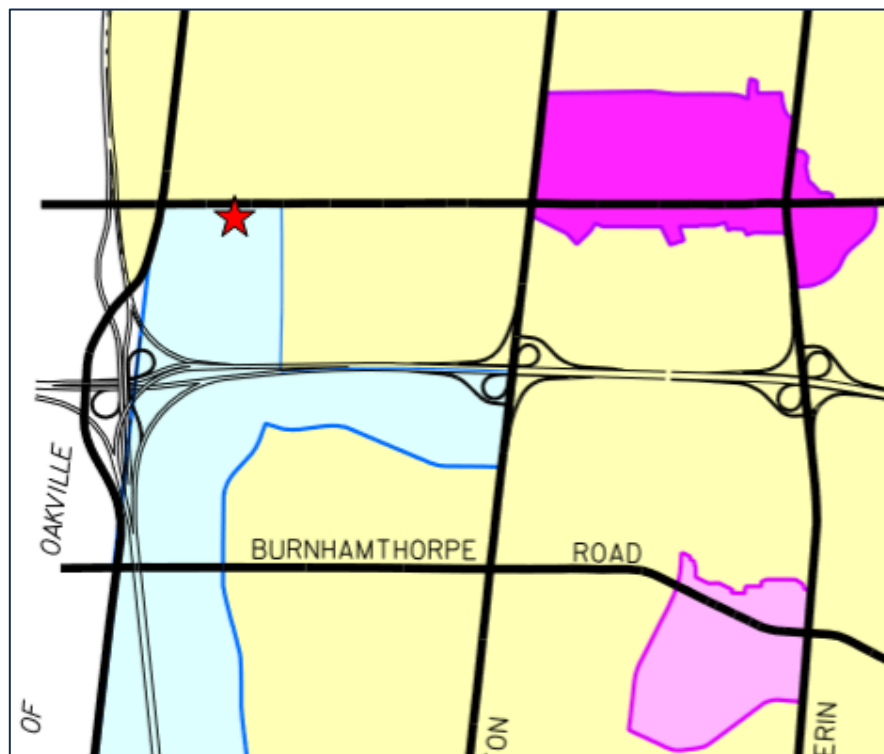
Date: January, 2024





Source: Region of Peel Official Plan Schedule E-4; April 2022

Subject Site ★

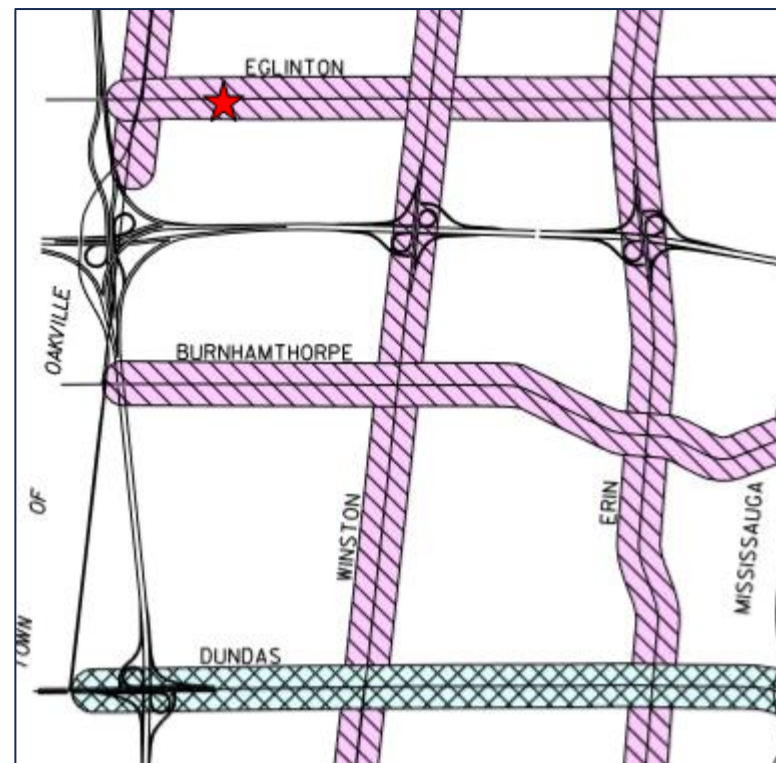


## SCHEDULE 1(B) – CITY STRUCTURE



- |   |  |
|---|--|
|  Employment Area |  Major Node     |
|  Neighbourhood   |  Community Node |

## SCHEDULE 1(C) - CORRIDORS



- |  |          |
|--|----------|
|  Intensification Corridor | Corridor |
|  Corridor                 |          |

**FIGURE 8: City of Mississauga Official Plan Schedule 1(b) and 1(c)**

3650 Eglinton Drive W.

Date: January, 2024

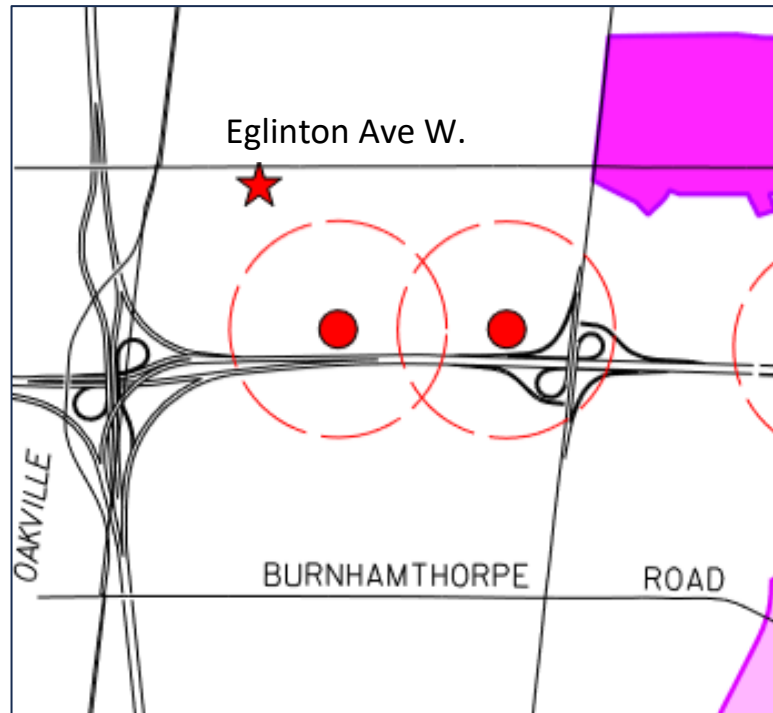
Source: City of Mississauga Official Plan Schedules 1(b) and 1(c) v-6.003, Jan 2024


Subject Site 



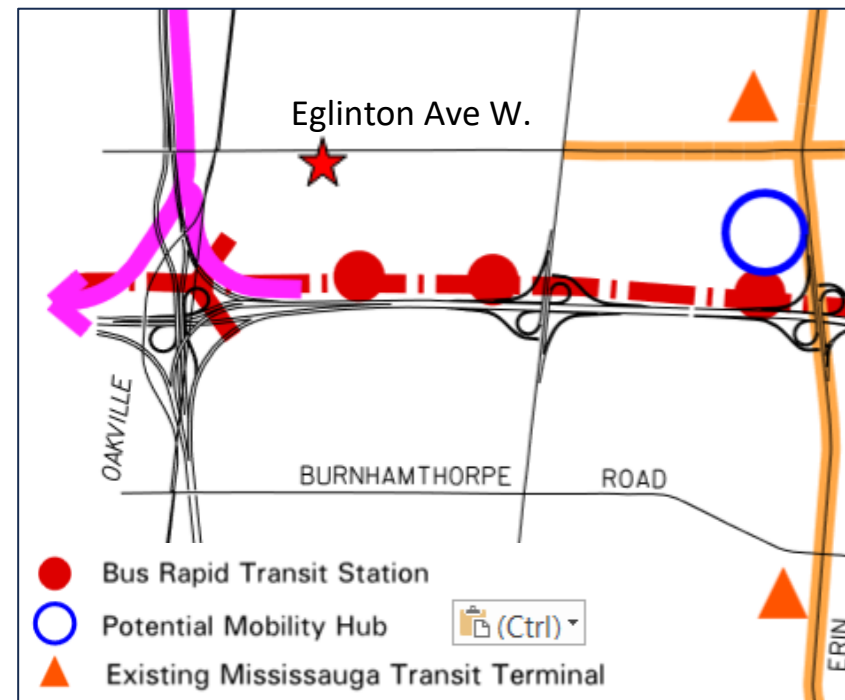
Project  
North







## SCHEDULE 2 – INTENSIFICATION AREAS



 Major Transit Station Area with 500m radius circle

## SCHEDULE 6 – LONG TERM TRANSIT NETWORK



-  Bus Rapid Transit Station
-  Potential Mobility Hub
-  Existing Mississauga Transit Terminal
-  Bus Rapid Transit Corridor
-  Transit Priority Corridor
-  Potential 407 Transitway

**FIGURE 9: City of Mississauga Official Plan Schedule 2 and 6**

**3650 Eglinton Drive W.**

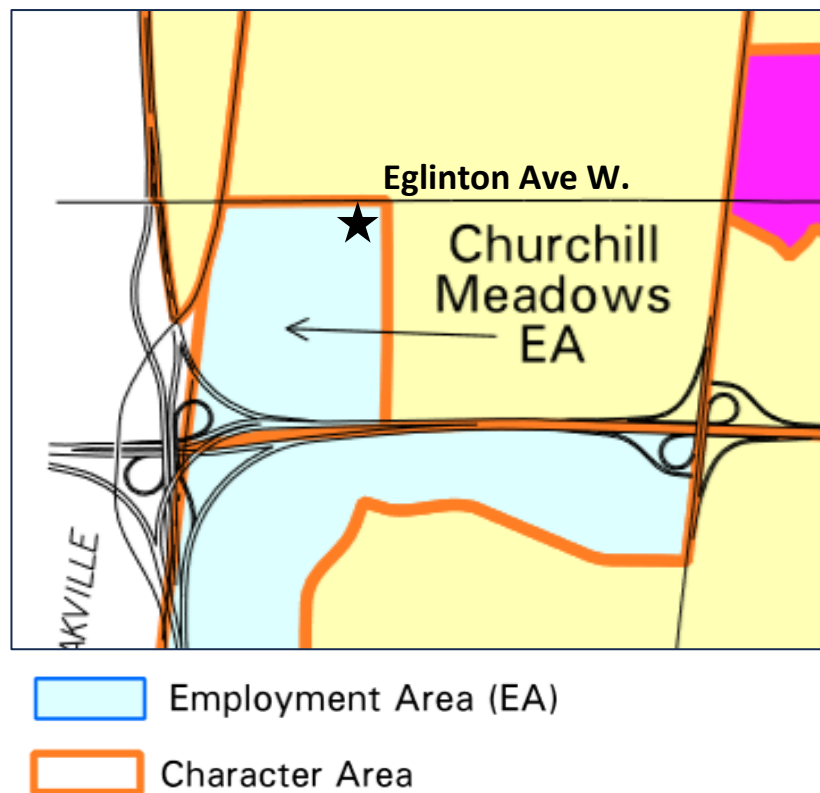
Date: January, 2024

Source: City of Mississauga Official Plan Schedules 2 v-6.004 and 6 v-5.003, Jan 2024

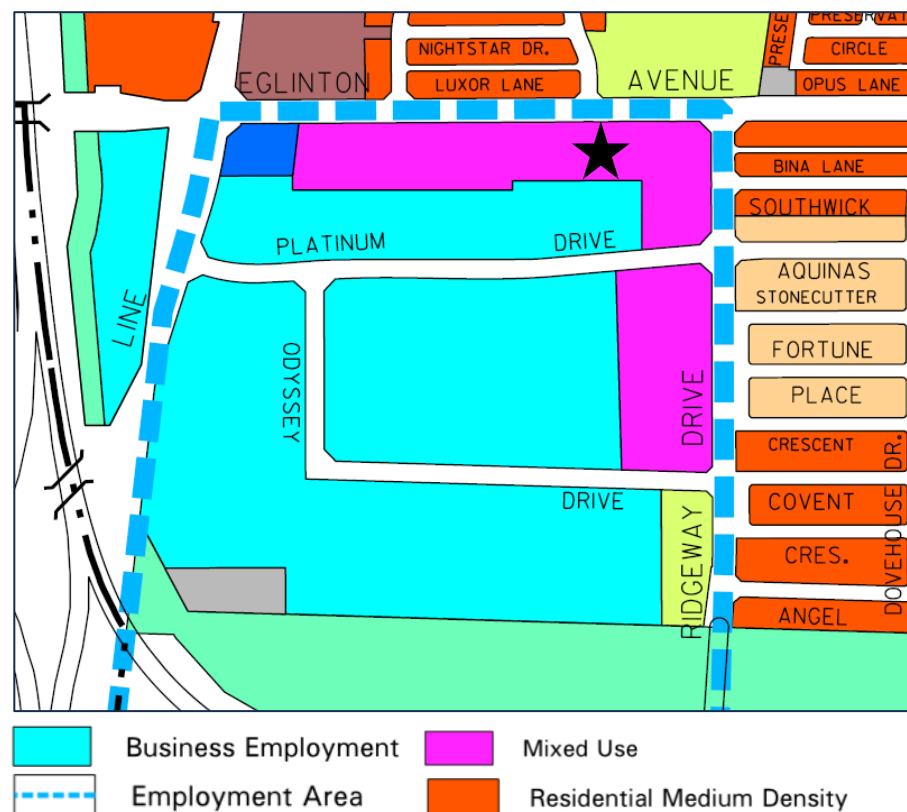
Subject Site 

  
Project  
North

## SCHEDULE 9 – CHARACTER AREAS



## SCHEDULE 10 – LAND USE DESIGNATIONS



**FIGURE 10: City of Mississauga Official Plan Schedule 9 and 10**  
**3650 Eglinton Drive W.**

Date: January, 2024

Source: City of Mississauga Official Plan Schedules 9 v-6.003 and 10 v-35.006, Jan 2024

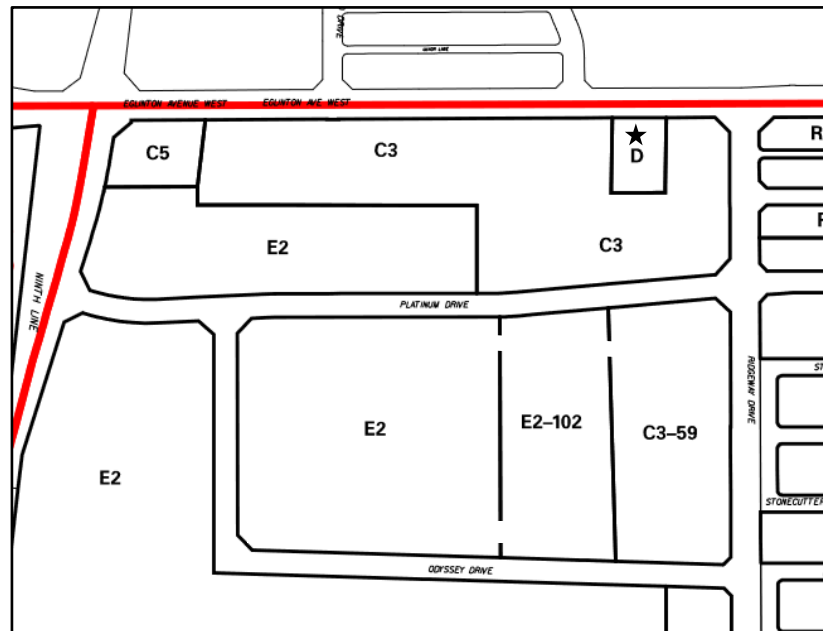
Subject Site ★



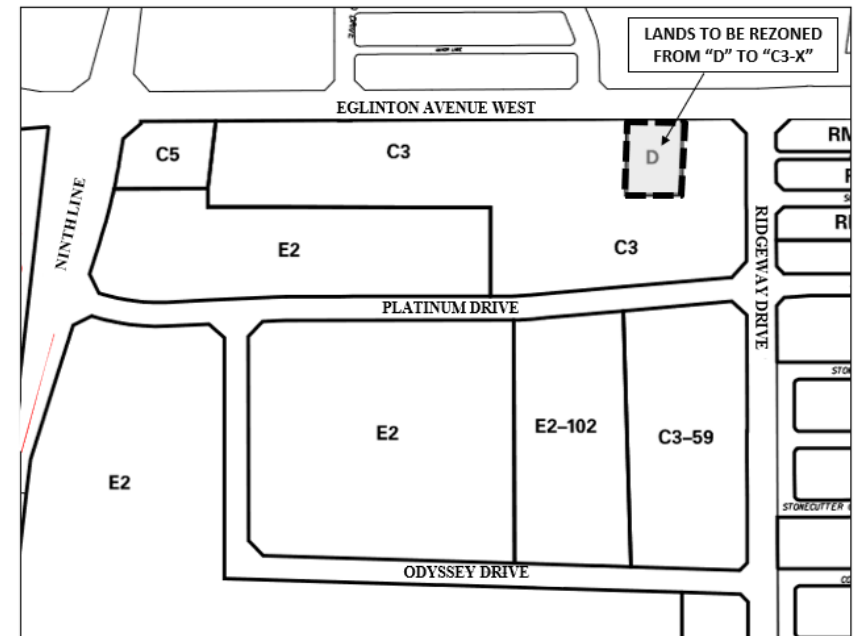
Project North



## EXISTING ZONING SCHEDULE



## PROPOSED ZONING SCHEDULE



**FIGURE 11: EXISTING AND PROPOSED ZONING SCHEDULE**

**3650 Eglinton Drive W.**

Date: January, 2024

Source: City of Mississauga Zoning By-Law 0225-2007 Map 58, Jan 2024

Subject Site ★



# APPENDIX 1

## CORRESPONDENCES

## Alfiya Kakal

---

**From:** Alfiya Kakal <alfiya.juzer@gmail.com>  
**Sent:** Thursday, December 7, 2023 2:33 PM  
**To:** Alfiya Kakal  
**Subject:** [External]-Fwd: 3650 Eglinton Avenue, Mississauga  
**Attachments:** image001.png; image002.png

You don't often get email from alfiya.juzer@gmail.com. [Learn why this is important](#)

[This message comes from an external organization. Be careful of embedded links or unexpected attachments]

----- Forwarded message -----

**From:** Alfiya Kakal <[alfiya.juzer@gmail.com](mailto:alfiya.juzer@gmail.com)>  
**Date:** Fri, Aug 11, 2023 at 4:43 PM  
**Subject:** Re: 3650 Eglinton Avenue, Mississauga  
**To:** Sue McFadden <[Sue.McFadden@mississauga.ca](mailto:Sue.McFadden@mississauga.ca)>  
**Cc:** Sangar Construction <[info@sangarconstruction.com](mailto:info@sangarconstruction.com)>, Debbie Thomson <[Debbie.Thomson@mississauga.ca](mailto:Debbie.Thomson@mississauga.ca)>, Meredith Karosas <[Meredith.Karosas@mississauga.ca](mailto:Meredith.Karosas@mississauga.ca)>

Thank you for your email, confirming that Councillor McFadden has no concerns with the proposal. We appreciate your input and assistance.

Kindly,

Alfiya Kakal  
416-876-7116

On Fri, Aug 11, 2023, 9:52 a.m. Sue McFadden <[Sue.McFadden@mississauga.ca](mailto:Sue.McFadden@mississauga.ca)> wrote:

Hello.

Councillor McFadden also has no concerns with the proposed development of the site.

Regards,

David Raakman

Exec Asst, Ward 10

---

**From:** Meredith Karosas <[Meredith.Karosas@mississauga.ca](mailto:Meredith.Karosas@mississauga.ca)>  
**Date:** Thursday, August 10, 2023 at 5:10 PM  
**To:** Alfiya Kakal <[alfiya.juzer@gmail.com](mailto:alfiya.juzer@gmail.com)>, Sangar Construction <[info@sangarconstruction.com](mailto:info@sangarconstruction.com)>  
**Cc:** Debbie Thomson <[Debbie.Thomson@mississauga.ca](mailto:Debbie.Thomson@mississauga.ca)>, Sue McFadden <[Sue.McFadden@mississauga.ca](mailto:Sue.McFadden@mississauga.ca)>  
**Subject:** RE: 3650 Eglinton Avenue, Mississauga

Good afternoon

We forwarded your presentation to Ward 10 Councillor McFadden's team so please follow up with them directly.

Councillor Mahoney has noted no public meeting is necessary on the Ward 8 side.

Thank you for following up.

#

*Meredith*

**Meredith E Karosas**

Executive Assistant to

Councillor Matt Mahoney, [Ward 8](#)

T 905-896-5800

*"This e-mail may not be forwarded to anyone for any reason without express written permission of the author."*

**From:** Alfiya Kakal <[alfiya.juzer@gmail.com](mailto:alfiya.juzer@gmail.com)>

**Sent:** Thursday, August 10, 2023 4:00 PM

**To:** Matt Mahoney <[Matt.Mahoney@mississauga.ca](mailto:Matt.Mahoney@mississauga.ca)>; Meredith Karosas <[Meredith.Karosas@mississauga.ca](mailto:Meredith.Karosas@mississauga.ca)>; Debbie Thomson <[Debbie.Thomson@mississauga.ca](mailto:Debbie.Thomson@mississauga.ca)>; Sangar Construction <[info@sangarconstruction.com](mailto:info@sangarconstruction.com)>

**Subject:** Re: 3650 Eglinton Avenue, Mississauga

Good afternoon,

I am following up to confirm receipt of the presentation for 3650 Eglinton Ave W. We welcome any feedback that you may have.

Thank you

Alfiya Kakal M.PI RPP

416-876-7116

On Mon, Jul 31, 2023 at 12:00 PM Alfiya Kakal <[alfiya.juzer@gmail.com](mailto:alfiya.juzer@gmail.com)> wrote:

Hello Councillor Matt,

Thank you for taking that time to speak with us last week to discuss the proposed commercial development at 3650 Eglinton Avenue West. It was a pleasure to make your acquaintance and we look forward to staying connected with you through the approval process.

As discussed, please find attached the presentation for circulation to adjacent Ward Councillors. We would appreciate being kept apprised of your further discussions with staff/Councillors, as they relate to this site and the proposed development.

Thank you kindly,

Alfiya Kakal

M.PI. RPP

416-876-7116

[alfiya.juzer@gmail.com](mailto:alfiya.juzer@gmail.com)

On Thu, Jul 20, 2023 at 4:45 PM Alfiya Kakal <[alfiya.juzer@gmail.com](mailto:alfiya.juzer@gmail.com)> wrote:

Dear Councillor Mahoney,

The owners of the property located at 3650 Eglinton Ave. are in the process of preparing and submitting a Zoning By-Law amendment to secure approval for constructing a 2 storey office building with retail commercial uses at grade. Planning staff have advised that we reach out to your office to discuss our proposal and initiate community consultation, as necessary.

As background, the property is located within the Churchill Meadows Employment area which permits office commercial uses. A Zoning By-Law amendment is required to rezone the property from FD-Future Development to an appropriate use category. Please note that the aerial image used below to pinpoint the property is out of date and the surrounding lands are fully developed.

Given that the proposed use conforms to the OPA, we have been further advised that community consultation may be waived.

As such, we would like to request a meeting with you to formally present our proposal, attached, and discuss next steps re: community engagement.

Kindly provide available times and dates for an online or in-person meeting.

Alternatively, if you deem that community engagement is not necessary and feel that a meeting is not warranted, kindly provide confirmation by way of reply email.

Regards,

Alfiya Kakal, M.PI, RPP  
416-876-7116