



Corporate Report

Clerk's Files

Originator's
Files OZ 12/005 W5

PDC JUN 25 2012

DATE: June 5, 2012

TO: Chair and Members of Planning and Development Committee
Meeting Date: June 25, 2012

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Information Report**
Official Plan Amendment and Rezoning Applications
To permit the development of four multi-storey office buildings
and six single storey free-standing restaurant buildings
5100 Satellite Drive
North of Eglinton Avenue East, between Spectrum Way and
Satellite Drive
Owner: Skymark Square Lands Inc. (HOOPP Realty Inc.)
Applicant: John D. Rogers & Associates Inc.
Bill 51

Public Meeting **Ward 5**

RECOMMENDATION: That the Report dated June 5, 2012, from the Commissioner of Planning and Building regarding the applications to amend the Official Plan from "Business Employment – Special Site 1" to "Business Employment – Special Site" and to change the Zoning from "E1-19" (Employment in Nodes) to "E1-Exception" (Employment in Nodes), to permit the development of four (4) multiple storey office buildings and six (6) single storey free-standing restaurant buildings, under file OZ 12/005 W5, Skymark Square Lands Inc. (HOOPP Realty Inc.), 5100 Satellite Drive, be received for information.

**REPORT
HIGHLIGHTS:**

- The subject site directly abuts the Eglinton Avenue East BRT line and Spectrum BRT station.
- The applications have been made in order to allow six (6) one (1) storey restaurant buildings to be integrated within a permitted office park.
- Prior to the Supplementary Report, matters to be addressed include: outstanding Department and Agency comments; appropriateness of the restaurant campus; requested parking reduction and urban design considerations.

BACKGROUND:

Applications were submitted on April 20, 2012 to permit the development of a restaurant campus comprised of six (6) single storey free-standing buildings that would accommodate multiple restaurant and take-out restaurant establishments integrated with four (4) 6 – 8 storey office buildings. Parking for the office buildings and restaurant campus would be provided on surface parking lots towards the interior of the site and above grade parking garages incorporated into the two proposed eight (8) storey office buildings.

A site plan application under file SP 12/066 W5 was submitted for the six (6) storey office building proposed to front Spectrum Way (Building 1). The office building may proceed in advance of these applications as it conforms with the existing Zoning By-law requirements.

The applications have been circulated for technical comments. The purpose of this report is to provide preliminary information and to seek comments from the community.

COMMENTS:

Details of the proposal are as follows:

Development Proposal	
Applications submitted:	April 20, 2012 (Received) May 9, 2012 (Complete)
Height:	Office Buildings 1 & 4: 6 storeys Office Buildings 2 & 3: 8 storeys Restaurant Buildings: 1 storey
Lot Coverage:	36.3%

Development Proposal	
Floor Space Index:	0.93
Landscaped Area:	28.9%
Gross Floor Area:	<p>Office Buildings:</p> <ul style="list-style-type: none"> - Building 1: 13 099.0 m² (141,001 sq. ft.) - Building 2: 22 761.1 m² (245,006 sq. ft.) - Building 3: 22 761.1 m² (245,006 sq. ft.) - Building 4: 12 518.6 m² (134,753 sq. ft.) <p>Restaurant Buildings:</p> <ul style="list-style-type: none"> - Building 1 & 2: 926.2 m² (9,970 sq. ft.) - Building 3 & 4: 926.5 m² (9,973 sq. ft.) - Building 5A & 5B: 831.7 m² (8,953 sq. ft.) - Building 6 & 7: 1 348.8 m² (14,519 sq. ft.) - Building 8A & 8B: 730.3 m² (7,862 sq. ft.) - Building 9 & 10: 888.0 m² (9,559 sq. ft.) <p>Total: 76 791.2 m² (826,601 sq. ft.)</p> <p>Office: 63 544.9 m² (684,014 sq. ft.)* Restaurant: 13 246.3 m² (142,585 sq. ft.)*</p> <p>* the Zoning By-law permits a 2 to 10% deduction to the total gross floor area of non-residential buildings for the purposes of calculating the required parking.</p>
Parking Required:	2,892 spaces (38 required for persons with disabilities)
Parking Provided:	2,280 spaces (33 designated for persons with disabilities)
Supporting Documents:	<p>Urban Design and Tenant Guidelines</p> <p>Sun Shadow Study Analysis</p> <p>Pedestrian Wind Level Assessment</p> <p>Functional Servicing and Stormwater Management Report</p> <p>Phase I and II Environmental Site Assessments</p> <p>Site Plan & Transportation Elements Review</p>

Green Development Initiatives

The applicant has identified that green development initiatives will be addressed through the inclusion of bio-swales, permeable paving where possible, rainwater harvesting for the proposed water feature, green roof(s), solar panel energy generation. LEED Certification Gold is being targeted for the proposed development.

Additional information is provided in Appendices I-1 to I-10.

Neighbourhood Context

The subject property is located north of Eglinton Avenue East, to the east of Spectrum Way and west of Satellite Drive. The property's northern boundary is the future extension of Skymark Avenue. The owners of the subject site also own additional lands that extend north of the proposed Skymark Avenue extension, but are not subject to this application. This large site, located in the middle of an existing corporate centre, currently sits vacant.

The future Eglinton Avenue East Mississauga Bus Rapid Transit (BRT) line, currently under construction, will abut the property to the south, with the Spectrum BRT station located at the north-east corner of Eglinton Avenue East and Spectrum Way. Information regarding the history of the site is found in Appendix I-1.

The surrounding land uses are described as follows:

- North: Vacant land (owned by HOOPP) as well as one storey light industrial and office buildings
- East: One to three storey light industrial and office buildings across Satellite Drive
- South: The Eglinton BRT line, with a retail plaza and bowling alley across Eglinton Avenue East, located within the City of Toronto
- West: Vacant land and four and five storey office buildings across Spectrum Way

Current Mississauga Plan Designation and Policies for Airport Corporate (May 3, 2005)

"Business Employment" which permits an integrated mix of business activities that operate mainly within enclosed buildings, including, amongst others, industrial/manufacturing uses, offices, research and development, community uses, financial institutions, hotels and all types of restaurants. The site is located within the Airport Corporate District, which is identified as a Node in recognition of the existing high quality office development and its visibility, access and location. It is intended that the District will continue as a location primarily for corporate head offices, manufacturing, research and development and accessory commercial. With the introduction of the Mississauga Bus Rapid Transit along the southern border of the District, the area will continue to evolve into a transit-oriented hub with a greater mix of uses. Eglinton Avenue East is identified as an Intensification Corridor, which is intended to achieve increased employment densities that support and ensure the viability of existing and planned transit service levels.

The site is also subject to the Special Site 1 provisions of the Airport Corporate District, which apply to the lands north of Eglinton Avenue East, east of the Etobicoke Creek, South of Matheson Boulevard East and Highway 401 and west of Renforth Drive.

The application complies with the Business Employment land use designation but does not conform with a number of the Special Site 1 policies of the Airport Corporate District, specifically with respect to the proposed single storey free-standing retail commercial buildings, which also includes restaurants. The Supplementary Report will provide a complete evaluation of the proposal in relation to the Official Plan and specifically the policies outlined in Appendix I-8.

Criteria for Site Specific Official Plan Amendments

Section 5.3.2 of Mississauga Plan contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:

- the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;
- the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;
- there is adequate infrastructure and community services to support the proposed development.

Mississauga Official Plan (2011)

Mississauga Official Plan (2011) was adopted by City Council on September 29, 2010 and partially approved by the Region on September 22, 2011. Mississauga Official Plan (2011) has been appealed in its entirety; therefore, the existing Mississauga Plan (2003) remains in effect. While the existing Mississauga Plan (2003) is the plan of record against which the application is being reviewed, regard should also be given to the new Mississauga Official Plan (2011).

The new Mississauga Official Plan designates the subject lands as "Business Employment" which permits a broad range of employment type uses such as manufacturing, office and service uses, including restaurants.

The subject lands are also located within the Airport Corporate Centre, which is intended to serve as one of four prominent Corporate Centres within the City of Mississauga. The site is subject to the Special Site 1 provisions of the Airport Corporate Centre, which apply to the lands north of Eglinton Avenue East,

east of the Etobicoke Creek, South of Matheson Boulevard East and west of Renforth Drive.

An amendment to the Mississauga Official Plan (2011) will be required to permit the single storey, freestanding retail commercial uses within 500 m of the limits of the Spectrum BRT station as free-standing retail commercial uses are not permitted.

Proposed Official Plan Designation and Policies

"Business Employment – Special Site" to permit single storey, freestanding retail commercial uses (restaurants) within 500 m of the limits of the Spectrum BRT station.

Existing Zoning

"E1-19" (Employment in Nodes), which permits, among other uses, office and medical offices, science and technology facilities, commercial schools, financial institutions, hotels and banquet halls or convention centres and universities or colleges. Restaurants or take-out restaurants are not permitted to be freestanding on lands zoned E1, however, they are permitted as accessory uses to an office building. Manufacturing and warehouse/distribution facilities are not permitted under "E1-19" unless they existed on the site on the date of passing of By-law 0322-2009.

The "E1-19" (Employment in Nodes) also contains a number of performance standards, including a minimum required floor space index of 0.5 and a minimum height for all buildings of 2 storeys.

Proposed Zoning By-law Amendment

"E1-Exception" (Employment in Nodes), to permit one storey freestanding restaurants and take-out restaurants with a reduced parking rate.

Details of the proposed exceptions to the "E1-19" (Employment in Nodes) zone category are detailed in Appendix I-9.

COMMUNITY ISSUES

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

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix I-7. Based on the comments received and the applicable Mississauga Plan policies the following matters will have to be reviewed:

- the appropriateness of the proposed single storey free-standing restaurant buildings proposed for the site;
- the provision of parking to serve both the office and restaurant uses;
- the architectural treatment of the ground floors for the office buildings where adjacent to municipal streets to ensure the proposal satisfies the intent of the Official Plan urban design policies;
- the relationship of the site to the BRT and specifically the Spectrum BRT station;
- pedestrian movement through the site, especially to and from the Spectrum BRT station;

OTHER INFORMATION

Development Requirements

In conjunction with the proposed development, there are other matters which may require the applicant to enter into appropriate agreements with the City.

FINANCIAL IMPACT:

Development charges will be payable in keeping with the requirements of the applicable Development Charges By-law of the City as well as financial requirements of any other official agency concerned with the development of the lands.

CONCLUSION:

Planning is still waiting on most agency and City department comments. After the public meeting has been held, all agency and

department comments have been received and all issues are resolved, the Planning and Building Department will be in a position to make a recommendation regarding these applications.

ATTACHMENTS:

Appendix I-1: Site History
Appendix I-2: Aerial Photograph
Appendix I-3: Excerpt of Airport Corporate District Land Use Map
Appendix I-4: Excerpt of Existing Land Use Map
Appendix I-5: Concept Plan
Appendix I-6: Elevations
Appendix I-7: Agency Comments
Appendix I-8: Official Plan Policies
Appendix I-9: Proposed Zoning Standards
Appendix I-10: General Context Map

Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Jeff Markowiak, Development Planner

Skymark Square Lands Inc. (HOOPP Realty Inc.)

File: OZ 12/005 W5

Site History

- May 5, 2003 – The Airport Corporate District Policies and Land Use Map are approved by the Region of Peel, designating the lands as Business Employment.
- June 20, 2007 – Zoning By-law 0225-2007 came into force except for those sites which have been appealed. As no appeals have been filed the provisions of the new By-law apply. The subject lands were zoned "E1" (Employment in Nodes).
- October 28, 2009– Zoning By-law 0322-2009 came into force. The subject lands were rezoned from "E1" to "E1-19" (Employment in Nodes – Exception Zone).
- May 10, 2010 – The OMB approved amendments to the Airport Corporate District Policies (OPA 102) to recognize the Mississauga Bus Rapid Transit System (BRT) that will be constructed on the north side of Eglinton Avenue and introduce performance standards to ensure transit-oriented development within the vicinity of the BRT, including establishing minimum heights, minimum floor space index and appropriate pedestrian connections and parking locations.



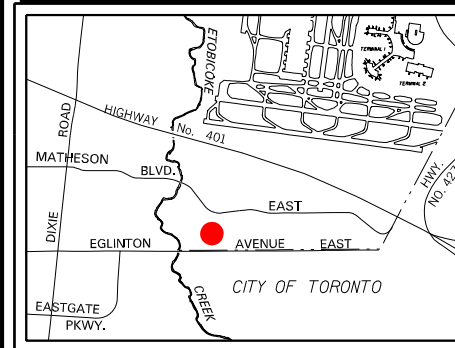
LEGEND:

 **SUBJECT LANDS**

DATE OF AERIAL PHOTO: 03 2011



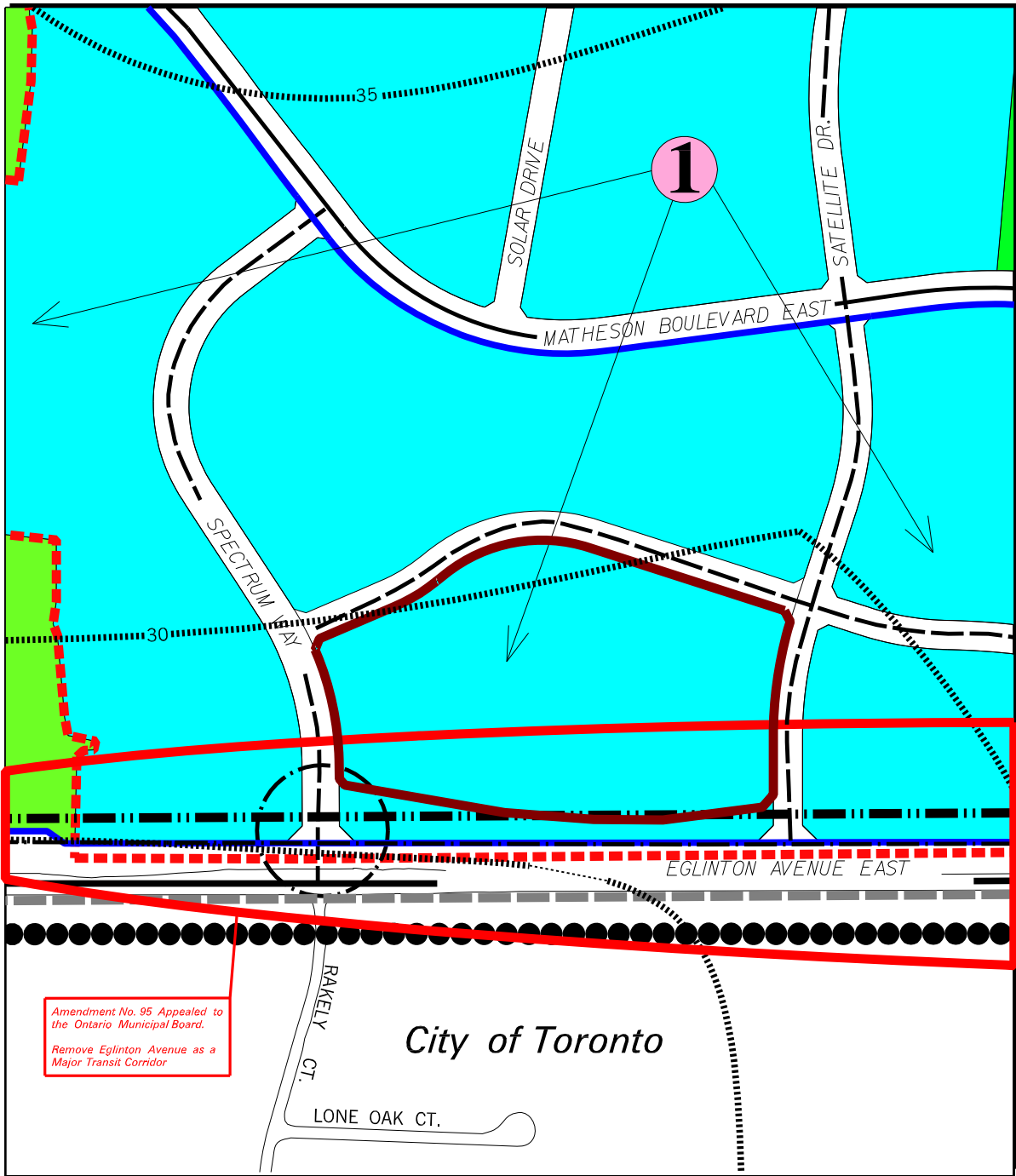
**SUBJECT: SKYMARK SQUARE LANDS INC.
(HOOPP REALTY INC.)**



FILE NO: OZ 12005 W5	
DWG. NO: 12005A	
SCALE: 1:5000	
PDC DATE: 2012 06 25	APPENDIX I-2
DRAWN BY: K. PROKOP	

 **MISSISSAUGA**
Planning and Building

Produced by
T&W, Geomatics



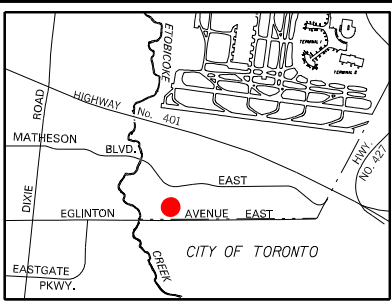
PART OF AIRPORT CORPORATE DISTRICT LAND USE MAP
AIRPORT CORPORATE POLICIES OF MISSISSAUGA PLAN

- | | |
|--|---|
| <p>LAND USE DESIGNATIONS</p> <ul style="list-style-type: none"> Business Employment Public Open Space Greenbelt Parkway Belt West Utility <p>LAND USE LEGEND</p> <ul style="list-style-type: none"> Node Boundary 1996 NEP2000 NEF Composite Noise Contours Planning District LBPIA Operating Area Boundary - See Aircraft Noise Policies Special Site Areas (See Special Site Policies) | <p>TRANSPORTATION LEGEND</p> <ul style="list-style-type: none"> Provincial Highway and Interchange Arterial Future Arterial Major Collector Minor Collector Local Road Transit Airport Connections Bus Rapid Transit Corridor Bus Rapid Transit Station Major Transit Corridor |
|--|---|
- SUBJECT LANDS

*Amendment No. 95 Appealed to the Ontario Municipal Board.
 Removing Eglinton Avenue as a Major Transit Corridor*

*Amendment No. 95 Appealed to the Ontario Municipal Board.
 Remove Eglinton Avenue as a Major Transit Corridor*

SUBJECT: SKYMARK SQUARE LANDS INC. (HOOPP REALTY INC.)



FILE NO:
OZ 12005 W5

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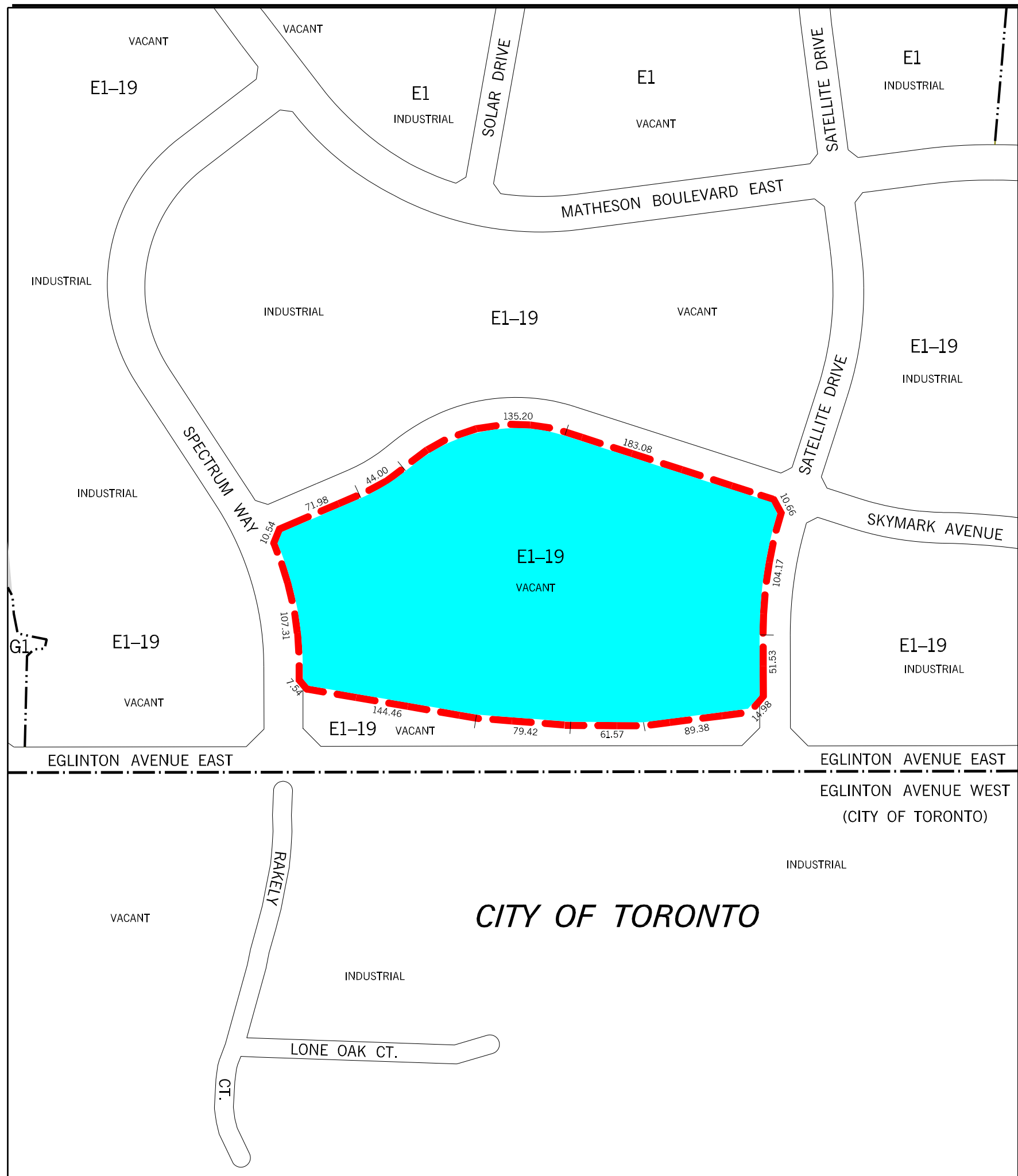
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2012 06 25

DRAWN BY:
K. PROKOP

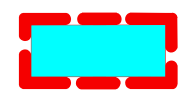
MISSISSAUGA
Planning and Building

*Produced by
T&W, Geomatics*

APPENDIX 1-3



LEGEND:

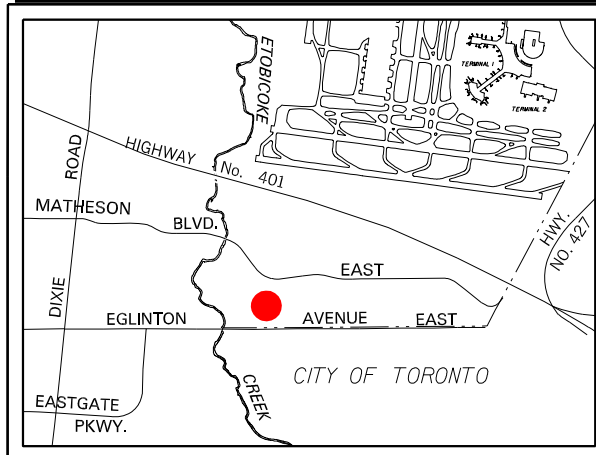


PROPOSED OFFICIAL PLAN AMENDMENT FROM "BUSINESS EMPLOYMENT – SPECIAL SITE 1" TO "BUSINESS EMPLOYMENT – SPECIAL SITE" AND PROPOSED REZONING FROM 'E1-19' (EMPLOYMENT IN NODES) TO 'E1 – EXCEPTION' (EMPLOYMENT IN NODES) TO PERMIT THE DEVELOPMENT OF FOUR (4) MULTIPLE STOREY OFFICE BUILDINGS AND SIX (6) SINGLE STOREY FREE-STANDING RESTAURANT BUILDINGS.

**NOTE: EXISTING ZONING DELINEATED ON THE PLAN
PROPOSED ZONING INDICATED BY SHADING WITHIN
THE APPLICATION AREA.
THIS IS NOT A PLAN OF SURVEY.**

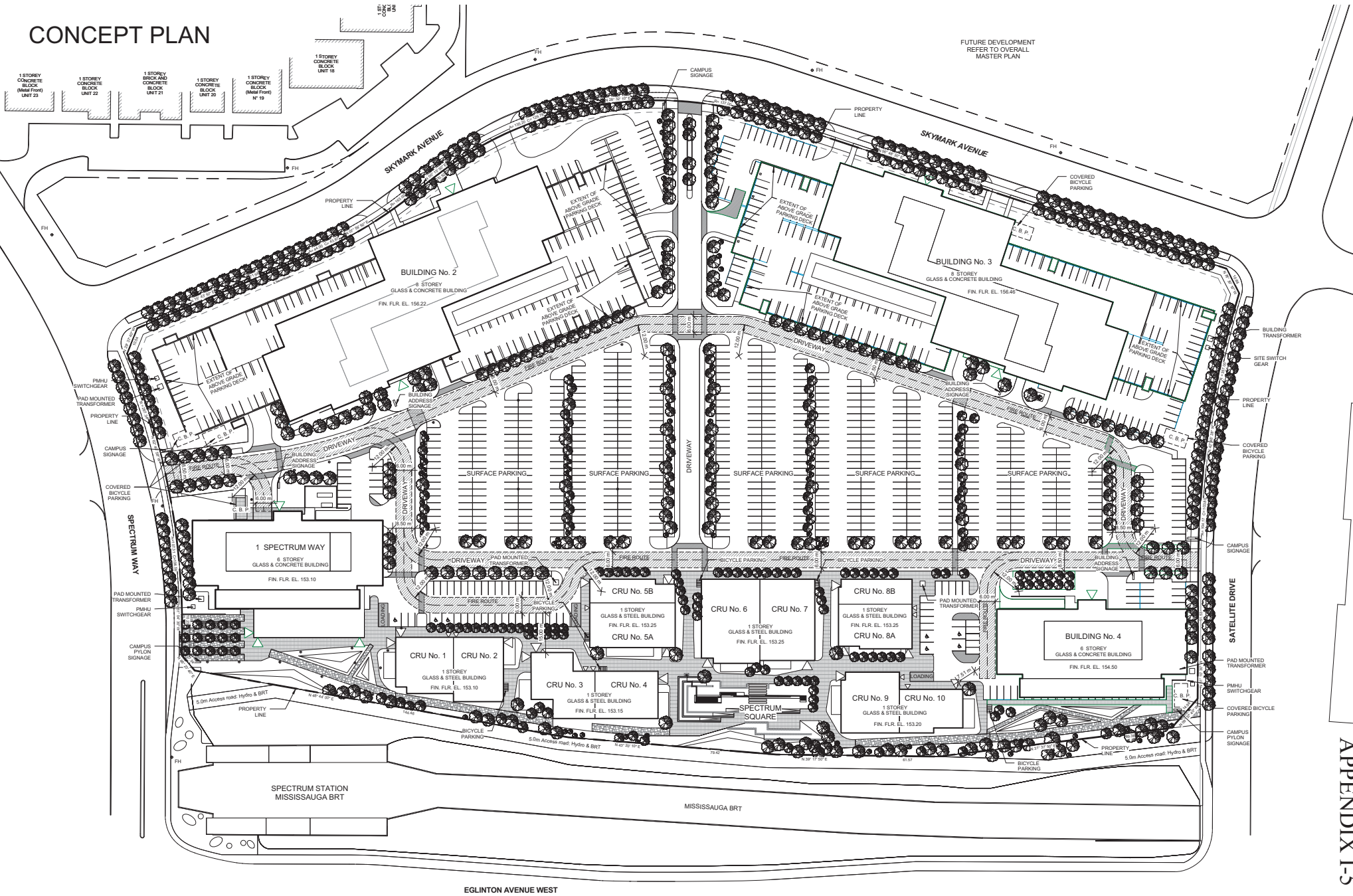


**SUBJECT: SKYMARK SQUARE LANDS INC.
(HOOPP REALTY INC.)**

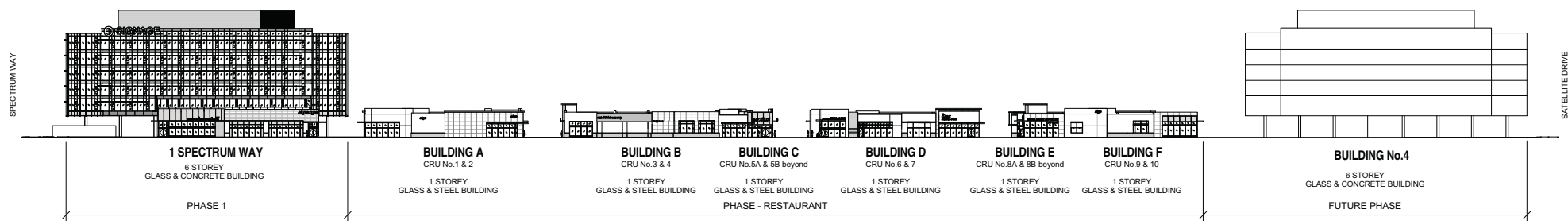


FILE NO: OZ 12005 W5	
DWG. NO: 12005R	
SCALE: 1:5000	
PDC DATE: 2012 06 25	APPENDIX I-4
DRAWN BY: K. PROKOP	

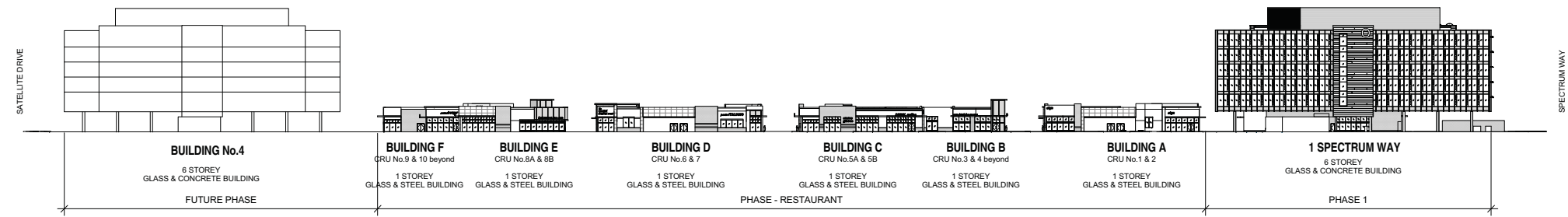
CONCEPT PLAN



ELEVATIONS



1 South Site Elevation (Eglinton Ave. W.)
1 : 600



2 Site Section (E-W) mid-site looking South
1 : 600

Skymark Square Lands Inc. (HOOPP Realty Inc.)

File: OZ 12/005 W5

Agency Comments

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

Agency / Comment Date	Comment
City Community Services Department – Planning, Development and Business Services Division/Park Planning Section (May 23, 2012)	The Park Planning Section notes that should the subject applications be approved, a cash contribution for street tree planting will be required prior to by-law enactment. Further, it is noted that parkland dedication requirements have been previously satisfied through application T-76042 (M-533).
City Community Services Department – Culture Division (May 2, 2012)	The property has archaeological potential due to its proximity to a watercourse or known archaeological resource. The proponent shall carry out an archaeological assessment of the subject property and mitigate, through preservation or resource removal and documenting, adverse impacts to any significant archaeological resources found. No grading or other soil disturbances shall take place on the subject property prior to the approval authority and the Ministry of Tourism and Culture confirming that all archaeological resource concerns have met licensing and resource conservation requirements.
Canada Post (May 11, 2012)	This commercial development falls under our multiple occupancy mail delivery standards. As such, the developer/owner must supply, install and maintain a centralized mailbox/mailroom facility to Canada Post's specifications.
Greater Toronto Airport Authority (May 14, 2012)	Airport Zoning Restrictions: According to the Airport Zoning Regulations for Toronto Lester B. Pearson International Airport, development elevations on the subject property are affected by the Outer Surface. The maximum allowable development elevation under this restriction is 219.46 metres Above Sea Level (A.S.L.). Based on the development description provided, the proposed one-storey freestanding retail uses would be within the allowable height limits associated with the Regulations. However, when more detailed plans become available please

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Agency / Comment Date	Comment
	<p>forward them to us for review.</p> <p>Noise Impacts: The subject property lies within the 28-30 NEF/NEP of the composite contour map for Toronto Pearson International Airport and within the Airport Operating Area (AOA). Noise contours depicting the Noise Exposure Forecast (NEF) and Noise Exposure Projection (NEP) are produced to encourage compatible land use planning in the vicinity of airports. Acoustic design features should be incorporated in the building components to the satisfaction of the City of Mississauga.</p>
Bell Canada (May 15, 2012)	<p>An easement may be required to service the subject property, depending on a review of more detailed plans. Bell Canada requests to be circulated on any future draft plan of subdivision, draft plan of condominium, site plan, or any other development application, that is proposed to implement the subject Official Plan Amendment and Zoning By-Law Amendment application.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <p>City's Economic Development Department Rogers Cable Enersource</p>
	<p>The following City Departments and external agencies were circulated the applications but have yet to provide comments:</p> <p>City Transportation and Works Department Region of Peel Mississauga Transit Community Services – Fire Prevention Hydro One Ministry of Transportation GO Transit Enbridge</p>

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File: OZ 12/005 W5

Mississauga Plan Policies

Airport Corporate District – Site 1

The lands identified as Special Site 1 are located north of Eglinton Avenue West, south of Matheson Boulevard East, east of the Etobicoke Creek, to Explorer Drive and all lands east of Explorer Drive. The following Special Site 1 policies apply to the subject site at 5100 Satellite Drive:

4.2.6.2

- a. Notwithstanding the provisions of the Business Employment designation, the following uses will not be permitted:
 - new industrial uses including manufacturing, assembling, processing, fabricating, repairing, warehousing, distributing and wholesaling, outdoor storage uses;
 - free-standing retail commercial uses and financial institutions.
- b. Notwithstanding the Business Employment designation, the following additional policies will apply:
 - buildings will be a minimum of two storeys within 500 m of the limits of Spectrum and Orbitor stations;
 - development will have a minimum FSI of 0.5. In calculating FSI on large sites with multi-phase development, regard may be had to the size of individual development parcels;
 - prior to site plan approval, it will be demonstrated by the proponent that sites have the ability to achieve a minimum FSI of 1.0 over time by demonstrating the capacity of the site to accommodate additional development having regard to parking, servicing, access and landscaping;
 - the provision of retail commercial uses with display windows at-grade level is encouraged. Buildings closest to the BRT station should have active uses along most of their ground floor frontage facing public streets and/or BRT corridor;

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- where it is not feasible to include retail commercial uses, the at-grade level should include windows, lobbies and entrances so as to avoid blank walls facing public streets;
- in order to achieve a continuous street wall, it is intended that as development occurs over time, a minimum of 70 percent of any lot frontage along the BRT corridor, Skymark Avenue, Commerce Boulevard and Citation Place, should be 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 Commerce Boulevard and the BRT corridor.

c. Pedestrian Connections

Development will promote pedestrian movements to and from transit stations through the local streets and publicly accessible private pedestrian connections to private open space areas (plazas). The location, size and character of the publicly accessible connections will be determined during the site plan review process having regard for the following:

- sidewalks will be provided on both sides of all streets and form a connected system of pedestrian access to and from BRT stations;
- streetscape improvements will be coordinated and well designed, including trees, pedestrian-scale lighting, special paving and street furniture on sidewalks, boulevards and important pedestrian and publicly accessible open space areas and walkways;
- parking areas will have appropriate landscape treatments, including trees and lighting, throughout parking lots and along their edges, in order to improve the appearance of the parking areas, to contribute to the visual continuity of the street edge. Parking areas should also incorporate defined pedestrian routes for safe and convenient pedestrian movement to building entrances and other destinations to encourage the safe use of these spaces;
- concentrated landscape treatment will be provided where continuous street planting is not possible due to the location of utilities or other constraints;
- private open space areas will be high quality, usable, and physically and visually linked to streets, park and mid-block pedestrian routes;

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- pedestrian easements will be provided through the site plan review for the achievement of a continuous pedestrian promenade adjacent to the BRT corridor.

d. Parking and Servicing

- new development will demonstrate that they have a Transportation Demand Management (TDM) strategy in place as a condition of site plan approval;
- prestige offices will be encouraged to provide at least one level of below grade parking below the building;
- no parking will be provided between the building and the streetline or BRT corridor on principal building frontages. In cases of lots with multiple street frontages, priority will be given to not allowing parking along the BRT corridor and Commerce Boulevard;
- surface parking should incorporate pedestrian and environmental features including: pathways and plantings to break up large expanses of asphalt, permeable surfaces, storm-water management, clear pathways for enhanced pedestrian access, and defined future development blocks;
- loading and garbage storage areas should be located at the rear of buildings, integrated or screened from primary pedestrian routes and publicly visible areas;
- shared parking and driveways between developments will be encouraged;
- new developments will provided secure bicycle parking for employees.

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Site Characteristics

Frontage:	130.2 m (427.2 ft.)
Depth:	392.6 m (1,288.1 ft.)
Net Lot Area:	8.2 ha (20.3 ac.)
Existing Use:	Vacant land

Proposed Zoning Standards – "E1-19" (Employment in Nodes)

	Required Zoning By-law Standard	Proposed Standard
Minimum Building Height	Minimum height of all buildings and structures is 2 storeys	Restaurants and take-out restaurants may be less than 2 storeys
Location of main front entrances	Where a building is located within 10.0 m of lands zoned PB1, Eglinton Avenue West, Explorer Drive, Orbitor Drive, Satellite Drive, Spectrum Way or Skymark Avenue, the main front entrance shall face the street. Where a building is located at the intersection of two (2) of these streets and/or lands zoned PB1, or any combination thereof, the main front entrance shall be located at the corner of the building facing the intersection, or a building entrance shall be located facing each street and/or lands zoned PB1	n/a
Minimum number of parking spaces	16.0 spaces per 100 m ² GFA – restaurant 6.0 spaces per 100 m ² GFA – take-out restaurant	8.4 spaces per 100 m ² GFA – restaurant and take-out restaurant
Maximum gross floor area – non-residential used for restaurant or take-out restaurant	n/a	5 370.0 m ²

