

PLANNING JUSTIFICATION REPORT

6333 HURONTARIO STREET, MISSISSAUGA

Our Files: 16257AD

Date:
DECEMBER 2020

Prepared for:
6333 HURONTARIO STORAGE GP CORPORATION

Prepared by:
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1.0

INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited (“MHBC”) has been retained by 6333 Hurontario Storage GP Limited (“the Owner” or “Dymon”) to seek approval for an Official Plan Amendment (“OPA”) and Zoning By-law Amendment (“ZBA”) to permit the development of their lands municipally known as 6333 Hurontario Street in the City of Mississauga (hereafter referred to as the “subject lands”) (**Figure 1**). The property is located at the east side of Hurontario Street, just to the north of Highway 401.

1.1 PURPOSE OF THE APPLICATION

The Owner is seeking an amendment to the City of Mississauga Official Plan, specifically add a site specific provision to Section 15.3.3 and the City of Mississauga Zoning By-law 0225-2007 to permit a 7-storey non-residential mixed use building with a total gross floor area of 27,068 sq. m. (291,360 sq. ft.) consisting of approximately 19,126 sq. m (205,871 sq. ft.) of self-storage, 865 sq. m. (9,321 sq. ft.) Dymon retail and 6,798 sq. m (73,175 sq. ft.) of office. The proposed development will provide both vehicular and pedestrian access from Hurontario Street.

This report has been prepared in support of the OPA and ZBA applications. Based on the review of analysis contained herein, we conclude that the proposed request is consistent with the Provincial Policy Statement, conforms to the Growth Plan. Conforms to the Region of Peel and City of Mississauga Official Plans, is appropriate in regards for, and in keeping with the intent of Mississauga’s Urban Design Guidelines and has regard to matters of Provincial interest.

1.2 SUBJECT LANDS AND SURROUNDING AREA

1.2.1 Subject Lands

The Subject Lands are located at east side of Hurontario Street, just north of Highway 401 and south of World Drive. The subject lands are approximately 0.79 ha (1.95 acres) in size. The portion of the subject lands front onto Ministry of Transportation lands which provide maintenance access to Highway 401. The Owner is currently in negotiations with the Ministry of Transportation to acquire these lands such that they form part of the property. Post conveyance the subject lands will increase to 1.0 ha (2.47 acres).

An aerial view of the Subject Lands is provided as **Figure 1**.



Data Source: First Base Solutions Aerial Flown 2019

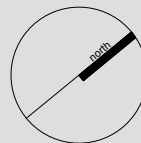
Figure 1
Location Map

LEGEND

- Subject Lands
- Lands owned by MTO

DATE: October 26, 2020

SCALE 1:5000



6333 Hurontario Street,
Mississauga, Ontario

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1.2.2 Surrounding Area

The land uses that exist within the immediate area, as shown on **Figure 2** are as follows:

- NORTH:** Immediately north of the subject lands is a commercial plaza and World Drive with employment lands beyond.
- EAST:** Immediately east of the subject lands are employment lands.
- SOUTH:** Immediately south of the subject lands employment lands, MTO lands and Highway 401.
- WEST:** Immediately west of the subject lands is Hurontario Street and vacant employment lands.

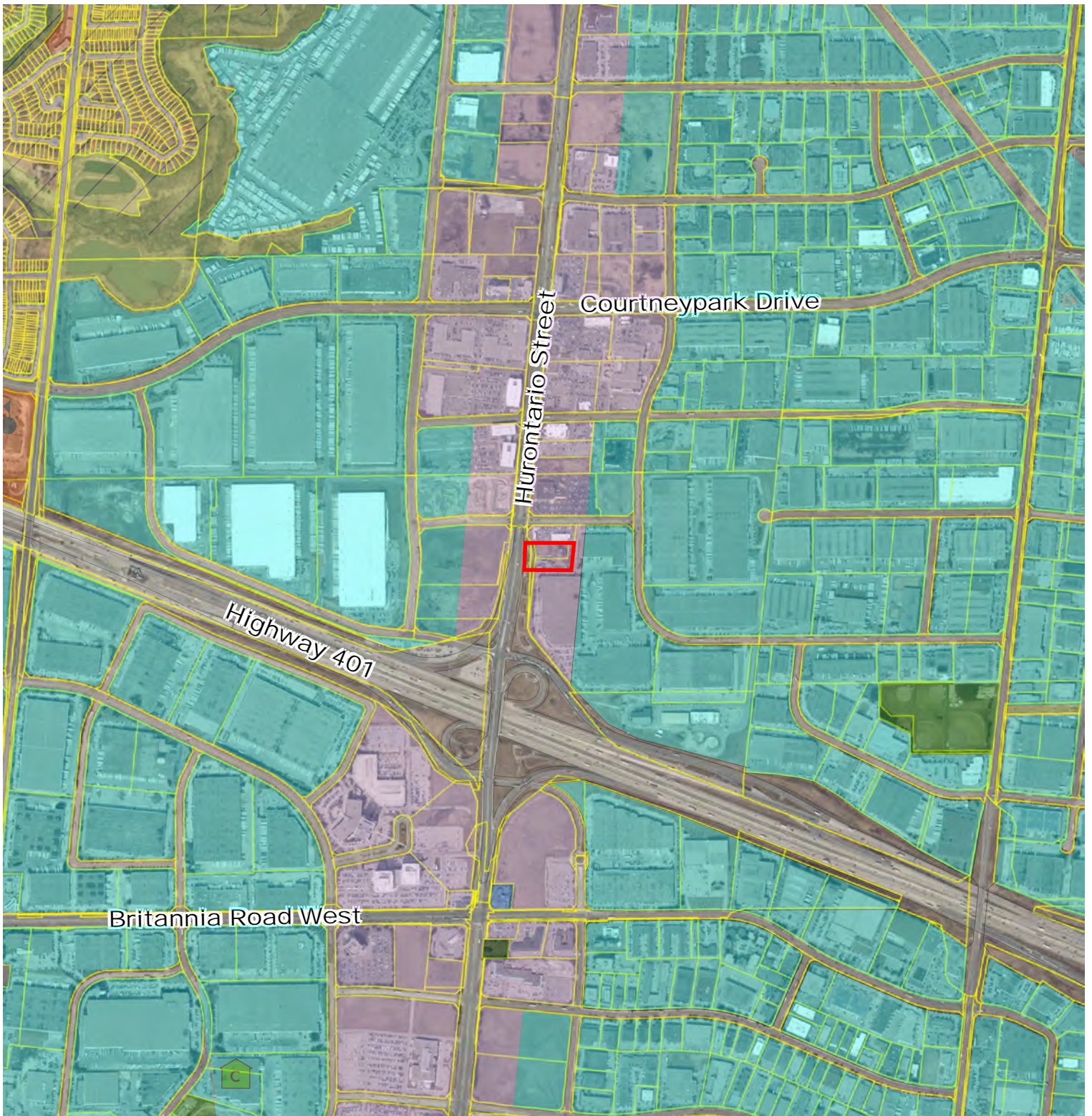
The proposed building height and proposed uses are in keeping with similar proposal and approvals within the area. Development applications in the surrounding area include but not limited to:

ADDRESS	PROPOSAL	STATUS
6305 Kateson Drive	Construct two new one-storey spec industrial buildings. Building A (50 Capston Dr) and Building B (6305 Kateson Dr)	In progress Site Plan Application
25 Capston Drive	Three storey office building	Approved
6710 Hurontario Street	9-storey mixed-use building with office, hotel & banquet hall (12,276m ²)	In progress Rezoning Application
70 Superior Blvd	A convention centre and two hotel towers attached by a podium.	In progress Site Plan Application

The drive for intensification along Hurontario Street is due to the future Hurontario Light Rail Transit Line which is expected for completion in Fall of 2024. The Hurontario LRT will be a new 18 km transit corridor, comprised of 19 stops, one which will be located at the intersection of Courtney Park Drive and Hurontario Street. This future stop will be within 800 m of the subject lands and will meet the definition of a Major Transit Station Area as defined in the Growth Plan (once designated by the Region of Peel).

Furthermore, the subject lands are within a 100 m (2 minute) walking distance of Hurontario Street and World Drive MiWay Route 17-Hurontario Line. Service is provides every 10 minutes, connecting to Highway 407 & Hurontario Go Station and City Centre Transit Terminal. **Figure 3** depicts existing and proposed transit routes in the area of the subject lands.

As this area is experiencing substantial investment in higher order transit, many proposed developments within this area consist of higher densities, heights and a range of uses to support the proposed transit in this area.












Data Source: First Base Solutions Aerial Flowm 2019

Figure 2

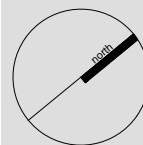
Surrounding Context Map

LEGEND

- | | | | | | |
|---|---------------------|---|--------------------------|---|----------------------------|
|  | Subject Lands |  | Motor Vehicle Commercial |  | Green Lands |
|  | Office |  | Public Open Space |  | Residential Medium Density |
|  | Business Employment |  | Private Open Space |  | Community Facilities |

DATE: October 26, 2020

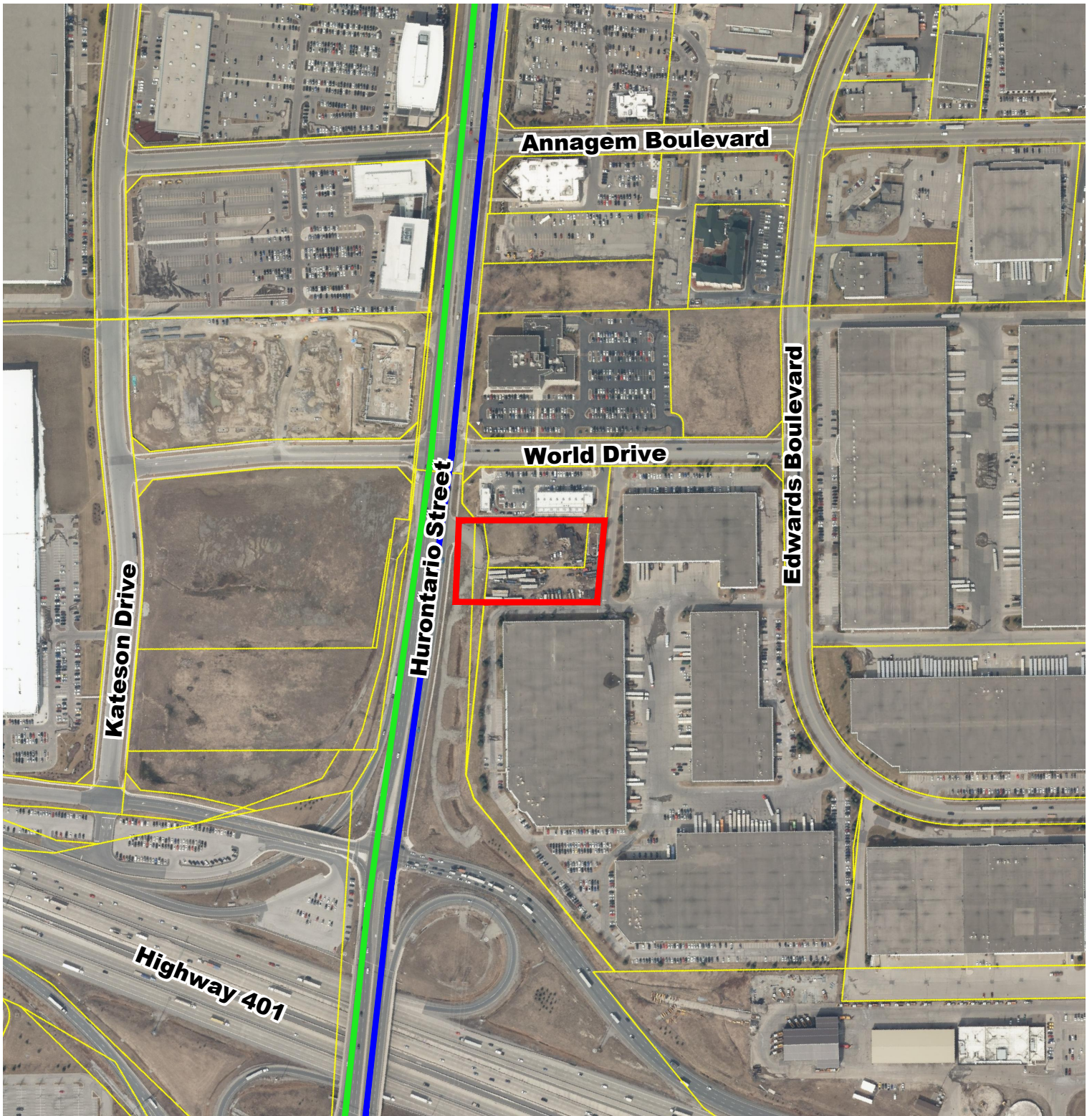
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6333 Hurontario Street,
Mississauga, Ontario

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Data Source: First Base Solutions Aerial Flown 2019

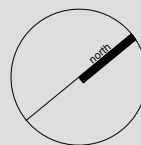
Figure 3
Existing and Proposed Transit Routes

LEGEND

- Subject Lands
- Miway Transit Bus Route 17
- Hurontario LRT Route (proposed)

DATE: October 26, 2020

SCALE 1:5000



6333 Hurontario Street,
 Mississauga, Ontario

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1.3 PROPOSED DEVELOPMENT

1.3.2 Dymon Storage

Founded in 1995, Dymon is a privately-owned company based out of Ottawa, Ontario. After a successful period in property management, commercial building development and high-end retirement residences, Dymon launched the Dymon Storage brand and built its first storage facility in 2006. Dymon Storage has focused on its mission of changing the paradigm and expectations of the storage industry, changing the way people think about storage. Dymon Storage ensures that storage and related needs are met in a facility designed with comfort and safety in mind.

1.3.2 Proposal

The proposal is subject to an Official Plan Amendment and Zoning By-law Amendment applications to implement the proposed 7-storey non-residential mixed use building on the subject lands. The proposed development will have a total gross floor area of 27,068 sq. m. (291,360 sq. ft.) consisting of approximately 19,126 sq. m (205,871 sq. ft.) of self-storage, 865 sq. m. (9,321 sq. ft.) Dymon retail and 6,798 sq. m (73,175 sq. ft.) of office.

The proposed self-storage use will offer self-storage services in a state-of-the-art facility which includes: climate control; full 24-hour access; advanced security monitoring; fully enclosed loading and unloading areas; and free truck and driver services. Customer loading facilities are located internal to the building via high speed roll up doors which provide a safe, climate controlled location for customers to access their storage lockers. No outdoor storage is proposed.

A Dymon retail use, accessory to the self-storage facility, is proposed at-grade which provides storage related products and solutions to Dymon's customers. The Dymon retail offers full solutions for organizational needs of businesses which include document storage and management services, on-site shredding service, and in-house full service moving experience. Lastly the Dymon retail use will offer on-site organization and storage products, as well as a large assortment of moving supplies such as eco-friendly plastic bin rental services.

The proposed office use within the mixed use building will be third party tenure. The Owner seeks to lease the portion of the mixed use building allocated to the office use to local businesses requiring office space. The office space has been located on floors two to six, fronting onto Hurontario Street to provide an articulated and fenestrated street presence which will help to animate this portion of Hurontario Street.

A minimum 3 m landscaping buffer is proposed along all frontages to improve the pedestrian experience from the existing condition and provide for direct pedestrian connections to the main entrances of the building. Specifically, enhanced landscaping and pedestrian connectivity along the building frontage will be provided to create an inviting space for employees and visitors. Pedestrian walkways are provided along the west and south side of the building for potential pedestrian movements between the proposed building entrances, parking space areas and connectivity to Hurontario Street.

Vehicular access to the property is proposed from Hurontario Street. The Hurontario Street access leads directly to the interior loading area for the Dymon Storage facility, providing convenient climate controlled

access for customers. Furthermore, the Hurontario Street access will provide vehicular access, by way of drive aisle, to the underground parking entrance proposed along the southern façade. Access to the existing driveway for the Ministry of Transportation lands south of the subject lands is being maintained.

216 parking spaces are proposed for the non-residential mixed use building, with the majority being located in 2 levels of underground parking. Access to the underground parking area is accessed from a parking ramp at the south portion of the building. The underground parking will be shared between all three uses. A total of 16 bicycle parking spaces are provided for both in the underground parking area and on the surface.

Loading dock facilities for the building are located at the southeast corner of the building. The loading dock facilities will provide two loading spaces to sufficiently service all uses.

1.4 POLICY CONTEXT

The following is an overview of the status of the Provincial, Regional and City planning documents that affect the subject lands, namely, the Region of Peel Official Plan, the City of Mississauga Official Plan and the City of Mississauga Zoning By-law. The Provincial Policies along with the Region of Peel Official Plan, City Official Plan policies will be used to evaluate the proposed Official Plan Amendment and Zoning By-law Amendment to determine if it represents good planning and is in the public interest. This evaluation can be found in **Section 3.0** of this report and in **Appendices C to F**.

The 2020 Provincial Policy Statement (“PPS”) and Growth Plan for the Greater Golden Horseshoe (“Growth Plan”) are applicable to the subject lands.

The policies within **Section 1.3** of the PPS guide the development of settlement areas with a focus on intensification and redevelopment. The policies encourage a mix of land uses that are transit-supportive, use existing infrastructure and public services, support active transportation and promote green spaces in order to ensure that the long-term economic prosperity of existing and planned communities is maintained.

The subject lands are identified in the Growth Plan as being part of the built-up area. The Growth Plan provides that built-up areas will be planned to have a mix of land uses. The subject lands will be within 800 m of a future Major Transit Station Area (“MTSA”), as defined by the Growth Plan, however, has not been formally designated by the Region of Peel. The City of Mississauga has identified the future Courtney Park Drive and Hurontario Street Light Rail Transit Station as a Major Transit Station Area. Despite this MTSA not being designed by the Region of Peel, we have completed an analysis of the Major Transit Station Area policies within the Growth Plan. Major Transit Station Area on priority transit corridors are to be planned to meet a minimum density target of 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit.

The Region of Peel Official Plan (“RPOP”) has identified the subject lands as being within the “Urban System” and “Regional Intensification Corridor” on **Schedule D – Regional Structure (Figure 4)**. Urban Systems are planned to support communities that contain diverse living, working and cultural opportunities. Urban Systems aim to achieve sustainable development to establish healthy complete urban communities. Regional Intensification Areas are major locations of intensification that include compact forms of urban development and redevelopment providing a range and mix of housing, employment and recreational uses.

The City of Mississauga (“MOP”) has identified the subject lands as “Corporate Centre” and within an “Intensification Corridor” on **Schedule 1 –Urban Systems (Figure 5)**. Furthermore, **Schedule 9-Character Areas (Figure 8)** identifies the subject lands within the “Gateway Corporate Centre” and **Schedule 10-Land Use Designation (Figure 9)**, identifies the subject lands as within a “Corporate Centre” and “Office” designation. The MOP provides policy direction for the Gateway Corporate Centre which focuses on promoting high quality urban design and built form.

The Subject Lands are within the Development Zone (D) in the City of Mississauga’s Zoning By-law 0225-2007 (“By-law 0225-2007”) (**Figure 10**). The D zone permits a building or structure legally existing on the date of passing of By-law 0225-2007 and the existing legal use of such building or structure.

On June 4th, 2020, Council of the City of Mississauga passed the *Gateway Corporate Centre Character Area – City initiated Zoning By-law Amendment* (“By-law 0121-2020”). By-law 0121-2020 is currently under appeal.

By-law 0121-2020 rezones the subject lands to General Office (O3-1) Zone on schedule A25. O3-1 permits a range of office, commercial, business activities and hospitality uses.

1.5 PROPOSED AMENDMENTS

The proposal is seeking an Official Plan Amendment and Zoning By-law Amendment for the proposed development.

1.5.1 Official Plan Amendment

The proposed development is designated Office within the City of Mississauga Official Plan. The Office designation permits major office, secondary office and accessory uses. The proposed amendment seeks to permit a site specific designation within Section 15.3.3 of the MOP to permit self-storage and accessory retail uses on the subject lands.

The Planning and Design Rationale within **Section 2.0** and **3.0** of this report concludes that the proposed development is consistent with the PPS, conforms with the Growth Plan, conforms to the RPOP and conforms to the general policies of the City’s Official Plan.

It is our opinion that the proposed amendment is in the public interest and represents good planning. A copy of the draft Official Plan Amendment can be found in **Appendix A** and rationale for the proposed amendment can be found in **Section 3.4.1** of this report.

1.5.2 Zoning By-law Amendment

A Zoning By-law Amendment is required to permit the proposed non-residential mixed use building. In addition, adjustments to the site-specific provisions are required to permit the following aspects of the proposed development. The following are the proposed amendments to the Zoning By-law:

- Permitted Uses (O3 Zone);
- Establish a maximum height;

- Floor Space Index;
- Parking and Loading Requirements; and
- Setbacks.

A complete Draft Zoning By-law is included as **Appendix B** of the report. Furthermore, rationale for the proposed zoning by-law amendment can be found in **Section 3.5.1** of this report.

1.6 SUPPORTING PLANS AND REPORTS

In support of the proposed amendments and proposed development, plans and reports have been prepared as per the DARC 19-236 W5 check list:

- Survey prepared by Speight, Van Nostrand and Gibson Ltd.;
- Site Plan prepared by NCA Partners;
- Building Elevations prepared by TACT Architecture;
- Shadow Impact Study prepared by TACT Architecture;
- Landscape Plans and Details prepared by MHBC Planning;
- Arborist Report and Tree Preservation Plan prepared by MHBC Planning;
- Urban Design Brief prepared by MHBC Planning;
- Traffic Impact Study and Transportation Demand Management Strategy including Operations and Safety Assessment prepared by CGH Transportation;
- Phase One Environmental Site Assessment prepared by Fisher Environmental;
- Functional Servicing and Stormwater Management Report prepared by Crozier;
- Servicing and Grading Plans prepared by Crozier;
- Feasibility Noise Letter prepared by Gradient Wind Engineers & Scientists ; and
- Wind Study prepared by Gradient Wind Engineers & Scientists.

2.0

PLANNING AND DESIGN EVALUATION

2.1 OVERALL CONTEXT

The Subject Lands are located at east side of Hurontario Street, north of Highway 401 and south of World Drive. The subject lands are adjacent to commercial and industrial uses. In this context, the proposed mixed use building will contribute to and will be complementary to the existing commercial and industrial context.

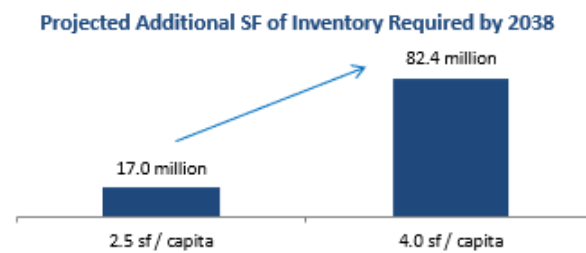
In the context of the subject lands, access is limited from Hurontario Street to a future right-in / right-out condition. Furthermore, access to the Ministry of Transportation lands along the Hurontario Street frontage is required to be maintained. These two factors limit the ability to attract strictly office uses to the subject lands. Given the size of the site, the access restrictions, parking requirements and desire for intensification of the subject lands beyond what exists today in order to optimize the LRT infrastructure investments being made, a balanced approach to land use on the subject lands has been provided. To this extent, an appropriate amount of office floor area, facing Hurontario Street, is being provided while the rear portion of building is being utilized for self-storage purposes which supports the existing and future employment land uses in the Gateway Corporate Centre.

2.2 THE DEMAND FOR SELF-STORAGE

The self-storage market in North America currently comprises of approximately 54,500 facilities, totaling over 3.2 billion square feet. In Canada, self-storage has rapidly grown in popularity and reach in Canada, with the current market estimated to total over 60 million square feet. The demand for well-located assets in major markets such as Mississauga, Toronto and Ottawa are driven by the push towards urbanization and intensification within cities. The most cited reasons for the use of self-storage include the lack of available space in residential uses and moving needs.

The self-storage industry is in its emerging stage, with only one public player and a high-degree of market fragmentation. Non-franchised local self-storage businesses are estimated to account for approximately 84% of the total market share. There are an estimated 2,500 self-storage stores across the country, with approximately 1 in 20 Canadians using self-storage. The residential sector represents 63% of the total demand for self-storage in Canada. Canada's population is anticipated to grow by 18% over the next 20 years and demand for self-storage is expected to surpass the current level of national supply of 2.5 square feet per

capita to approximately 4.0 square feet per capita in the future. Canada's self-storage industry revenue is estimated to grow by 7.2% annually until 2022.¹



Similarly to the rest of Canada, the Greater Toronto Area is experiencing intensification of urban areas and the growth of the self-storage industry. Living spaces are becoming more efficient and have increased the demand for self-storage facilities. Over the past decade, the design of storage facilities has been evolving to meet the demand of smaller homes as well as provide storage for small business incubators and independent professionals. In addition, the built-form of self-storage facilities has increased in density and height to provide for a more efficient use of land. To meet the changing lifestyles and work-lives of end-users, self-storage facilities are being located at strategic locations that optimize access to major road networks, residential communities and employment areas.

People continue to downsize their housing options and new residential developments continue to be in more intense and compact forms within urban areas. Furthermore, employment / commercial tenants are requiring additional space to store older files and office materials not required for daily use. Self-storage facilities provide storage solutions to residents and employers as storage space in homes and offices are reduced.

The subject lands are located in the Corporate Centre within an Intensification Corridor. The purpose mixed use building will support existing uses within the Corporate Centre and Hurontario Intensification Corridor. The subject lands have direct access to Hurontario Street, a major arterial road within an intensification area, further supporting the proposed uses.

Lastly, the management, operation, and design of these buildings have improved to allow self-storage facilities to integrate fully into a variety of uses within one building. As such, the proposed self-storage facility differs from traditional self-storage warehouse uses, which were primarily designed as single storey, land extensive developments.

2.3 SITE DESIGN, BUILT FORM AND MASSING

The proposed development has been designed to improve the existing pedestrian environment along Hurontario Street. The primary entrance to the self-storage facility and office lobby will be directly accessible to Hurontario Street. The proposed pedestrian walkway will ensure safe connection from the building's entrance to pedestrian walkway along Hurontario Street. Landscaping will be adjacent to pedestrian

¹ Dymon Storage & Canadian Self Storage Association, *Self-Storage Market Information* (September 2018).

walkways, including enhanced planting along Hurontario Street to further create an inviting public realm and to integrate the sidewalk connections to the future public sidewalks.

The primary vehicular access to the subject lands is separated from pedestrian walkway to help reduce conflict between pedestrian and vehicular traffic. The proposed design will provide an animated streetscape at the ground-level through the provision of ground level retail and office uses in the proposed self-storage building. Access to the Ministry of Transportation lands to the south are required to be maintained, and as such a driveway access has been provided accordingly.

The proposed 7-storey mixed use building represent a compact built form that is consistent with the planned character area of Hurontario Street, intensification corridor. The height of 7-storeys will help frame Hurontario Street, creating an attractive pedestrian friendly streetscape traveling north on Hurontario Street from the Highway 401 off ramp. The proposed development will establish a street wall and has been designed to frame both the public street complementing existing commercial buildings and infrastructure. While the proposed setback (at 14 m) is greater than that outlined in the MOP, this setback is required by the Ministry of Transportation and cannot be reduced further. Notwithstanding this increased setback, the proposal incorporates a high degree of articulation and fenestration into the building design, along with landscape treatment, which will enhance this area of the Hurontario Street frontage.

The massing and scale of the proposed building is appropriate to the existing and future commercial retail and office context of the area and provides for an appropriate height within the Corporate Centre and Intensification Corridor designation. The proposed building provides a prominent presence along Hurontario Street in proximity to Highway 401.

The proposal provides a total of 216 parking spaces, consisting of 25 self-storage/Dymon retail and 191 office parking spaces. The location of the parking spaces maximize on-site vehicular circulation, and are located in convenient locations for loading and unloading. The proposed 18 surface parking area provides direct access to the retail and reception components of the self-storage facility. The 6 office spaces will be provided at grade, while the remaining 185 office spaces will be provided below grade and have direct access to the office lobby within the building. As discussed in **Section 2.5**, the proposal will enhance existing landscape features to provide a comfortable pedestrian environment around the surface parking. The existing grade of the subject lands will be maintained to ensure that views from the parking area are minimized from the public street.

2.4 ARCHITECTURAL DESIGN

An attractive architectural design and range of materials are provided to reflect a high level of quality and contribute to the existing commercial, office and industrial architectural character of the area. The proposed building design will provide visual interest through a mixture of façade materials, such as glass, curtain wall glazing, masonry, spandrel, concrete, back-lit glass, and aluminum and metal panels. The proposed design will incorporate a mixture of colours on all sides of the proposed building to further enhance visual interest.



Image 1: Rendering prepared by TACT Architecture

The proposed façade design will be animated and articulated by incorporating breaks in the façade along the Hurontario Street frontage, the proposed building provides wall projection and recesses, utilizing relief and rhythm to enhance the visual interest of the proposed building design. The overall building mass of the mixed use building provides a step down in height at incremental portions from the building marquees to further emphasize relief and rhythm in the overall design.

Roof materials and colours will complement the overall design of the building and existing commercial industrial area. The flat roof will further integrate the proposal into the existing context and assist in the transition to the commercial and industrial uses to the north and east. The roof will be articulated on all sides of the building and incrementally providing slight variations in height, further providing an interesting roofline. Any proposed rooftop equipment will be setback from the edge, shielded from view of the public realm and therefore will not result in any impact. A cool roof design is provided to help reduce urban heat island effects.

The internal loading area of the proposed self-storage building is proposed within the north-west portion of the building and is strategically screened using high-speed roll up doors from the public street. The entrance to the loading area of the self-storage portion of the building is setback further from the property line to reduce the views from the public street to the roll up doors. High speed roll-up doors will be used to ensure that vehicles move in and out quickly to limit views of the internal loading area. Vehicles will enter the loading area at the front of the building from the proposed access off of Hurontario Street and will load and unload in a climate controlled environment. Vehicles will then exit at the rear of the building around the building to exit onto Hurontario Street. The loading area will accommodate both personal vehicles and larger moving vehicles.

The proposed underground parking allows for continuous vehicular circulation while ensuring accessible parking needs are prioritized and situated in close proximity to building entrances and elevators, achieving

a barrier free access. In addition, parking is located in convenient locations for loading and unloading. The proposed 31 surface area parking (exterior and interior spaces), inclusive of 2 accessible parking spaces, provides direct access to the retail and reception components on the ground floor of the building. The remaining 185 parking spaces will be provided below grade and have direct access to the office lobby within the building.

Overall, the proposed design of the building is compatible and complimentary to the existing and proposed commercial conditions through the use of materials, colours, fenestration, and articulation. The building design conforms to urban design policies within the City of Mississauga Official Plan. As such the proposed buildings will be compatible and complimentary with future commercial buildings in Mississauga.

2.5 LANDSCAPE DESIGN

Enhanced landscaping will increase visual interest and wayfinding signage will be used to direct people to the commercial area. In addition, the street-level design will be further defined through a mixture of landscaping to act as a focal point. Together the proposed development will support a comfortable pedestrian realm along Hurontario Street. High-quality landscaping will be provided in order to screen surface parking and enhance visual interest along the street edge, softening the existing hard edges. A mixture of shrubs, trees, and perennial beds will be used to provide adequate separation from the surface parking area and the public realm. The plantings around the active edges of the site that will be consistent with local tree and plant species, as well as be native, drought tolerant species, withstanding seasonal changes and road side conditions.

Attractive light standards and fixtures will be located around the surface parking area to enhance safety. Light standards will be of a similar design and style to existing light standards in the abutting commercial development to further integrate the proposal. Cutoffs will be used to ensure light spillage onto adjacent properties will not occur.

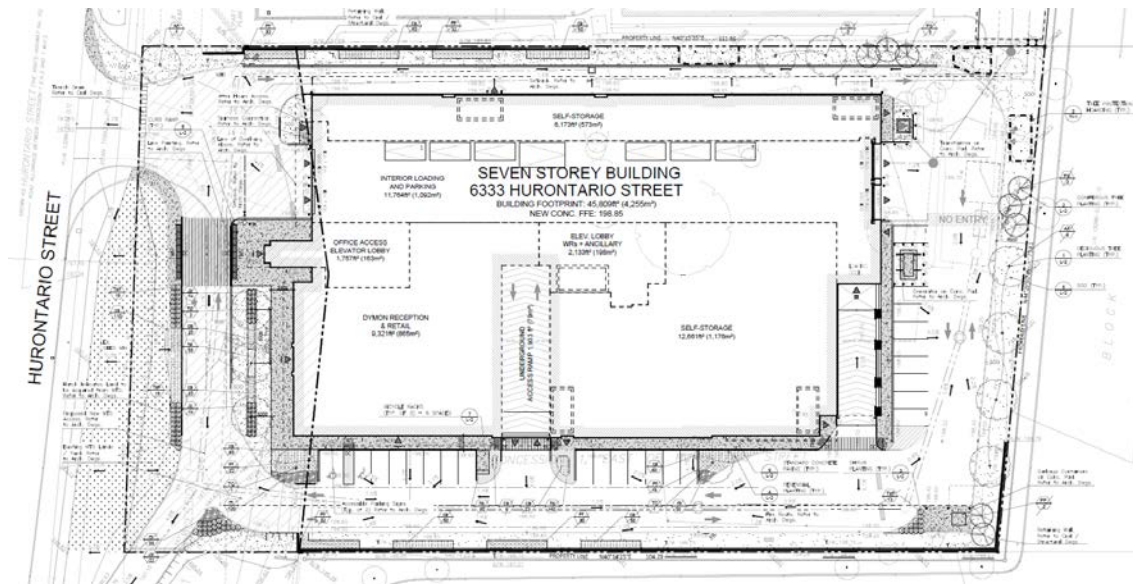


Image 2: Landscape Plan prepared by MHBC Planning Limited.

Proposed signage will complement the overall design and program of the site. The proposed sign will support the self-storage, commercial and office uses as a whole by providing branding, wayfinding, identification and exposure along Hurontario Street. The proposed sign will be of appropriate size and massing in relation to the proposed building and will comply with City of Mississauga sign standards.

2.6 ACCESS, PARKING AND SERVICING

The majority of parking (XX spaces) is located below grade with 15 surface parking space proposed along the southern portion of the proposed mixed use building and 9 parking spaces are the rear of the building. The proposed building and parking layout will make efficient use of the property.

The self-storage use generates a low rate of parking, the loading area will have minimal conflict with parking and will have no impact on the surrounding commercial context and adjacent proposed commercial buildings. Landscape treatments between the self-storage building and adjacent uses will be used to screen the loading and parking areas. Furthermore, landscape treatments are proposed along Hurontario Street to screen the proposed driveway and parking from the public realm. As discussed above, the landscape treatment will contribute to creating a comfortable pedestrian environment around the surface parking.

One vehicular access point is proposed to connect the subject lands to the existing road networks on Hurontario Street. The primary access is located at the northwest area of the subject lands and will accommodate a truck turning radius and smaller moving vehicles entering off of Hurontario Street. The proposed non-residential uses will not generate a significant amount of traffic within the area as supported by the Transportation Justification Report prepared by CGH Transportation.

The development will connect to the existing municipal infrastructure and will efficiently utilize the services.

2.7 CONCLUSION

Based on our review of the proposed design, the commercial context, applicable policies of the City of Mississauga's Official Plan, it is our opinion that the proposal adheres to the existing design direction and policies based on the following:

- The design of the development site will focus on improving the pedestrian environment along Hurontario Street and will ensure safe connection from the proposed building to existing and future pedestrian walkways.
- The proposed buildings will be appropriately massed along Hurontario Street and will create a pedestrian friendly atmosphere at grade. The proposed mixed use building will incorporate retail and office space to provide animation at grade.
- The massing and scale of the proposed buildings are appropriate to the existing commercial context and will compliment future development along an intensification Corridor. The proposal will provide for an appropriate height within a Corporate Centre and Intensification Corridor.

- The proposed buildings provide a prominent presence within the area, establishing a street wall and vista, and extending the built form presence along Hurontario Street.
- Design considerations have been made for proposed development due to the size and location of the subject lands. The proposed buildings, parking layout, and access onto Hurontario Street will make efficient use of the property.

Overall, the proposal represents good design, will build upon and enhance the existing employment context, and will contribute to the transformation envisioned by the City within the Gateway Corporate Centre from a low rise employment area to an intensified employment area.

3.0

POLICY ANALYSIS

The relevant planning policies have been analyzed to evaluate how the Zoning By-law Amendment supports the intention and goals of the policies. In summary, the proposed amendments are consistent with Provincial Policy Statement, conform to the Growth Plan for the Greater Golden Horseshoe, and conform to the Region of Peel Official Plan and the City of Mississauga Official Plan.

The following sections provide a summary of the relevant policies and how they have been addressed. A detailed analysis for each policy documented can be found in **Appendices C to F**.

3.1 PROVINCIAL POLICY STATEMENT

The 2020 Provincial Policy Statement (the “PPS”) was approved by the Ministry of Municipal Affairs and Housing on May 1st, 2020 and is applicable to the City of Mississauga. The PPS provides general policy direction on matters relating to land use planning and development. The PPS outlines policy for Ontario’s long term prosperity, economic health and social well-being. These directives help to inform Municipalities’ Official Plans and Zoning By-laws, which then allow for the efficient use of lands and development patterns that support strong, livable and healthy communities that protect the environment and public health and safety, and facilitate economic growth.

Building strong healthy communities is one of the key policy directives of the PPS as found in **Section 1.0**. It helps to inform the management and promotion of efficient development and land use patterns for accommodating an appropriate mix of residential, employment, institutional, recreation, park and open space uses and improving accessibility by removing land use barriers in order to create livable communities. The policies support the promotion of healthy, livable and safe communities through such matters as, intensification, land use compatibility, provision of housing, and the efficient use of public services and infrastructure.

The policies in **Section 1.6** deal with the efficient use of existing water, storm water, sanitary sewer, and transportation infrastructure. New developments are encouraged to utilize and support existing municipal infrastructure and support and enhance existing and planned transportation networks and corridors.

Section 1.7 focuses on how to achieve and support long-term economic prosperity. The policies recognize that promoting redevelopment on underutilized lands can optimize the use of land, resources and infrastructure and that the viability and vitality of main streets is to be maintained and where possible enhanced.

Section 1.8 provides policy directions to support energy conservation through appropriate land use and development patterns.

A full analysis of the relevant Provincial Policy Statements in relation to the proposed amendments can be found in **Appendix C**. In summary:

1. The proposed amendments will permit the development of the lands that support the financial well-being of the Region and Municipality by providing a use which is compatible with the surrounding mix of land uses, and contributes to a complete community within a Corporate Centre.
2. The proposed amendments will allow a compact built-form that efficiently utilize the land holdings and optimizes existing and future infrastructure.
3. The proposed development does not cause undue environmental or public health and safety concerns, and further contributes to a healthy walkable community.
4. The proposed amendments will ensure that the subject lands are developed in a manner which is compatible with and supportive of the adjacent recreational and employment uses. The proposed self-storage facility, retail and office uses will offer additional services to local residents and employees in a Corporate Centre.
5. The proposed development will comply with all applicable Provincial legislation, including the Ontario Building Code and Accessibility for Ontarians with Disabilities Act (AODA).
6. The proposed development will incorporate low impact development and other sustainable measures, to assist the Province, Region and Municipality to become resilient to climate change.

In our opinion the proposed Official Plan Amendment and Zoning By-law Amendment are consistent with the PPS.

3.2 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2020

The Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) was prepared and approved under the Places to Grow Act, 2005 to take effect on May 16, 2019. Amendment 1 (2020) to the Growth Plan for the Greater Golden Horseshoe 2019 was approved by the Lieutenant Governor in Council, Order in Council No 1244/2020 to take effect on August 28, 2020.

The Growth Plan sets out policies to manage growth in the Greater Golden Horseshoe to achieve compact, complete communities in the future. Similar to the PPS, the objectives of the Growth Plan are to create complete, healthy and safe communities with a focus on intensification in settlement areas and optimizing the use of existing infrastructure. The policies within **Section 2.2** of the Growth Plan speak to achieving these objectives.

The subject lands are within the built-up area of the Growth Plan, an area prioritized for intensification by the Growth Plan. The policies within **Section 2.2** discuss the management of growth to accommodate a greater number of people and jobs in order to build complete, compact and transit-oriented communities through the better use of land and infrastructure. Policies within the Growth Plan require development to support and achieve complete communities, within walking distance and accessible for residents and employees.

A Major Transit Station Area is defined as an area within an approximate 500 m- 800 m radius of a Major Transit Station, representing about a 10 minute walk. The subject lands are within 800 m of the future Light Rail Courtney Park Drive and Hurontario Street Transit Station. Policies within **Section 2.2** require Major Transit Station Areas to be planned for a minimum density target of 160 residents and jobs combined per hectare and proposed uses that are transit-supportive. The latter policy objective is intended to ensure that development within Major Transit Station Areas is planned to provide a sufficient critical mass of potential riders so as to ensure the financial sustainability of the Province's latest transportation infrastructure investments. Although the future Light Rail Courtney Park Drive and Hurontario Street Transit Station has not been formally designated by the Region of Peel, we have completed an analysis of the subject lands within an MTSA as it meets the definition.

A full analysis of the relevant Growth Plan policies in relation to the proposed amendments can be found in **Appendix D**. In summary:

1. The proposed amendments will provide for built-form intensification area to contribute to creating a complete community. The proposed compact built form of the mixed use building is an efficient and appropriate utilization of land.
2. The proposed mix use building is compatible with surrounding land uses, in addition, to the City's intensification vision for Hurontario Street. The proposal will assist in meeting the daily needs of local residents and employees.
3. The proposed development will be within 800 m of a future Major Transit Station Area, therefore the proposed amendments for increase height and density will assist in creating a transit supportive development.
4. The proposed amendments will permit the development of a self-storage, office and retail uses which will allow for the efficient use of the subject lands and optimize available infrastructure. Local residents and employees will be able to make use of storage space as well as employment opportunities and local retail uses in proximity to places they live and work.
5. The development permitted by the proposed amendments will incorporate green design measures such as passive and active energy conservation measures to minimize the developments energy consumption and greenhouse gas emissions.

In our opinion, the proposed Official Plan Amendment and Zoning By-law Amendment conform to the Growth Plan.

3.3 REGION OF PEEL OFFICIAL PLAN

The Regional Municipality of Peel Official Plan (“RPOP”) was adopted by Council on July 11, 1996 and approved with modification by the Minister of Municipal Affairs and Housing on October 22, 1996. The Region of Peel recently completed the Peel Region Official Plan Review to bring its Official Plan policies into conformity with provincial requirements. The current Office Consolidation of the Official Plan is December 2016.

Schedule D- Regional Structure of RPOP designates the subject lands as “Urban Systems” and “Regional Intensification Corridor” (**Figure 4**). The RPOP states that “Urban Systems” will be planned to support communities that contain diverse living, working and cultural opportunities. Urban Systems aim to achieve sustainable development to establish healthy complete urban communities that contain living, working and recreational opportunities. Regional Intensification Areas are major locations of intensification that include compact forms of urban development and redevelopment providing a range and mix of housing, employment and recreational uses.

The RPOP identifies the subject lands within the “Built-Up” area on Schedule D4-The Growth Plan Policy Areas in Peel. The RPOP states that it is the objective to direct a significant portion of new growth to built-up areas, and promote compact urban form, intensification and redevelopment.

Policies in the RPOP encourage developments that have integrated an innovative approach to minimize stormwater, and utilize low-impact development techniques. The sustainability and climate change policies of RPOP are consistent with the policy directions in the PPS and the Growth Plan.

A full analysis of the relevant Region of Peel Official Plan policies in relation to the proposed development can be found in **Appendix E**. In summary:

1. The proposed amendments conform to the policies set out in the RPOP for development in Urban System to provide a self-storage, office and retail uses as an efficient and cost-effective uses of land and existing infrastructure. The proposed amendments will assist in intensifying built-form in an area that is predominately low-rise.
2. The proposed mixed use building will be providing additional services to the local community within an Employment Area. The proposed uses are compatible with proposed and existing surrounding land uses and will be accessible to local residents and employees in the surrounding area.
3. The proposed development permitted by the amendment will support a vibrant urban area due to its proximity to a range of commercial and employment opportunities within the Employment Area and surrounding areas.
4. The proposed development will be of high quality in built form and landscape design. The proposed development will include low impact development measures that contribute to sustainability and climate change objectives in the RPOP.

In our opinion, the proposed Official Plan Amendment and Zoning By-law Amendment conform to the RPOP.



Data Source: Region of Peel Official Plan Schedule D Appealed 2017

Figure 4

**Region of Peel
Official Plan**
Schedule D
Regional Structure

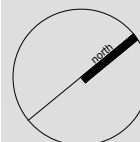
6333 Hurontario Street,
Mississauga, Ontario

LEGEND

- Subject Lands
- Regional Intensification Corridor (Conceptual)
- Urban System

DATE: October 26, 2020

SCALE 1:10000



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3.4 CITY OF MISSISSAUGA OFFICIAL PLAN

The City of Mississauga Official Plan (“MOP”) came into partial effect on November 14, 2012 and has been updated to include Region of Peel and Ontario Municipal Board (“OMB”) decisions and City Council approved Official Plan Amendments as of November 22, 2019.

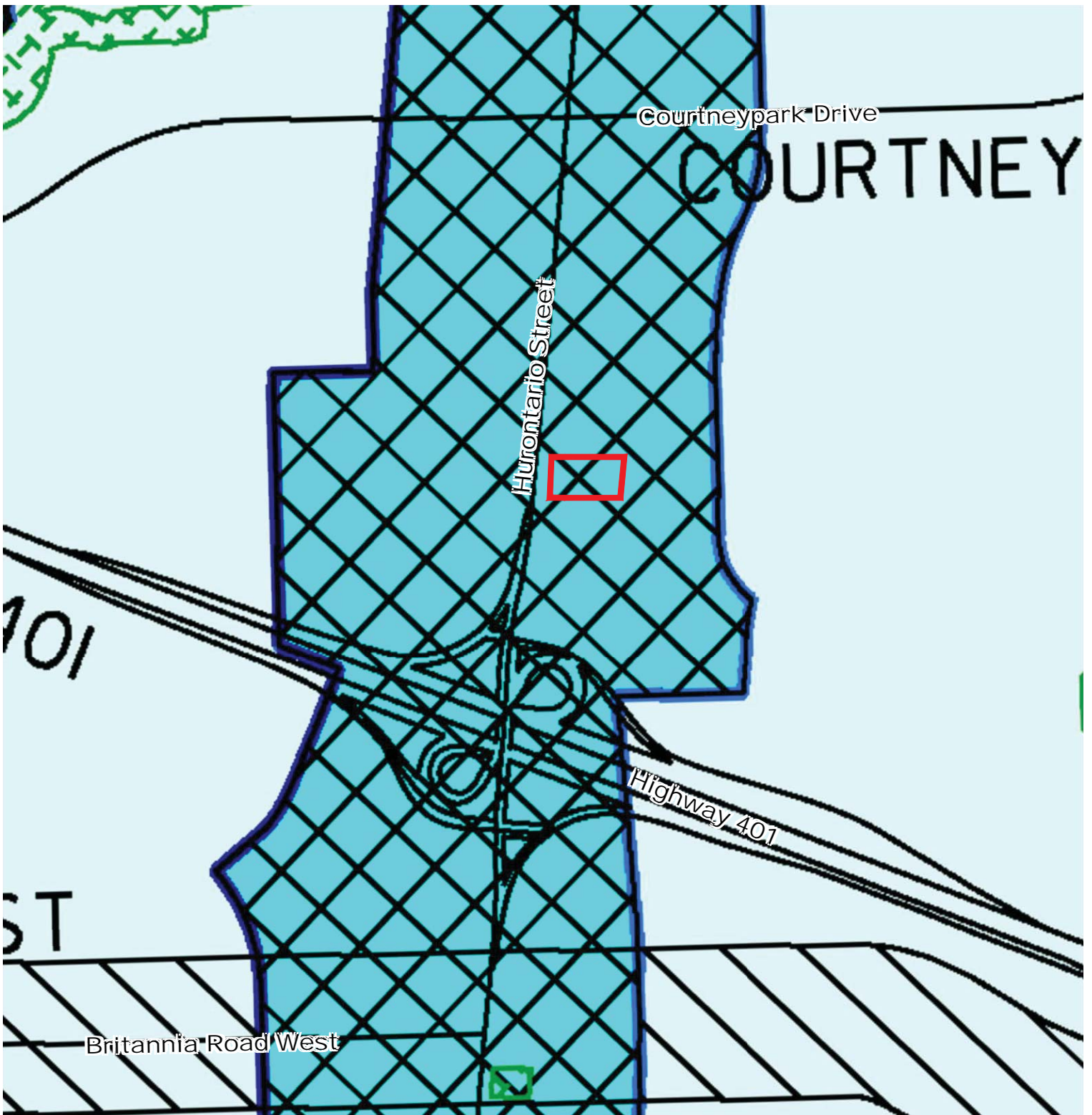
The subject lands are designated “Corporate Centre” and within an “Intensification Corridor” on Schedule 1- Urban Systems (**Figure 5**) and Schedule 2 – Intensification Area (**Figure 6**). Hurontario Street is identified as a “Higher Order Transit Corridor on Schedule 6 – Long Term Transit Network (**Figure 7**).

Furthermore, Schedule 9-Character Areas of MOP identifies the subject lands within the “Gateway Corporate Centre” (**Figure 8**). Furthermore, Schedule 10-Land Use Designation of MOP (**Figure 9**), identifies the subject lands as within a “Corporate Centre” and “Office” designation.

The MOP identifies a number of guiding principles on how to shape and guide growth in the City of Mississauga. Specifically, **Section 4.4** of the MOP provides guiding principles that are to be in line with the City’s Strategic Plan and focus on the long term land use, growth and development for the City. These key guiding principles for land use included:

1. *Mississauga will promote development decisions that support the sustainability of our Natural Heritage System and enhance the quality of life for our present and future generations;*
2. *Mississauga will protect, enhance and where possible restore distinct natural features, areas and linkages, including their ecological functions, particularly those associated with the Lake Ontario waterfront and the city’s river and valley corridor system;*
3. *Mississauga will preserve the character, cultural heritage and livability of our communities;*
4. *Mississauga will maintain and promote a strong and sustainable, diversified economy that provides a range of employment opportunities for residents and attracts lasting investment to secure financial stability;*
5. *Mississauga will provide a range of mobility options (e.g., walking, cycling, transit, vehicular) for people of all ages and abilities by connecting people with places through coordinated land use, urban design and transportation planning efforts;*
6. *Mississauga will plan for a wide range of housing, jobs and community infrastructure resources so that they are available to meet the daily needs of the community through all stages of life;*
7. *Mississauga will support the creation of distinct, vibrant and complete communities by building beautifully designed and inspiring environments that contribute to a sense of community identity, cultural expression and inclusiveness; and*
8. *Mississauga will be a city that promotes the participation and collaboration of all sectors including residents, employees, entrepreneurs, government, business, education and non-profit, to achieve this vision.*

The proposed development meets the intent of these guiding principles as it provides a place for employment and commercial retail uses to be integrated into the changing fabric of the City and more specifically, Hurontario Street. The proposed mixed use building will support the long term economic diversification by proposing uses which are complementary and compatible to surrounding land uses. The self-storage use provides potential storage in support of the daily function, of existing surrounding retail and employment uses thus supporting the economic diversification of this Corporate Centre. In addition to the



Data Source: City of Mississauga Official Plan Schedule 1 Consolidated on November 22, 2019

Figure 5

**City of Mississauga
Official Plan**

Schedule 1
Urban System

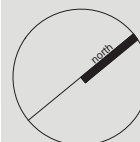
6333 Hurontario Street,
Mississauga, Ontario

LEGEND

- Subject Lands
- Corporate Centre
- Employment Area
- Green System
- Corridor
- Intensification Corridor

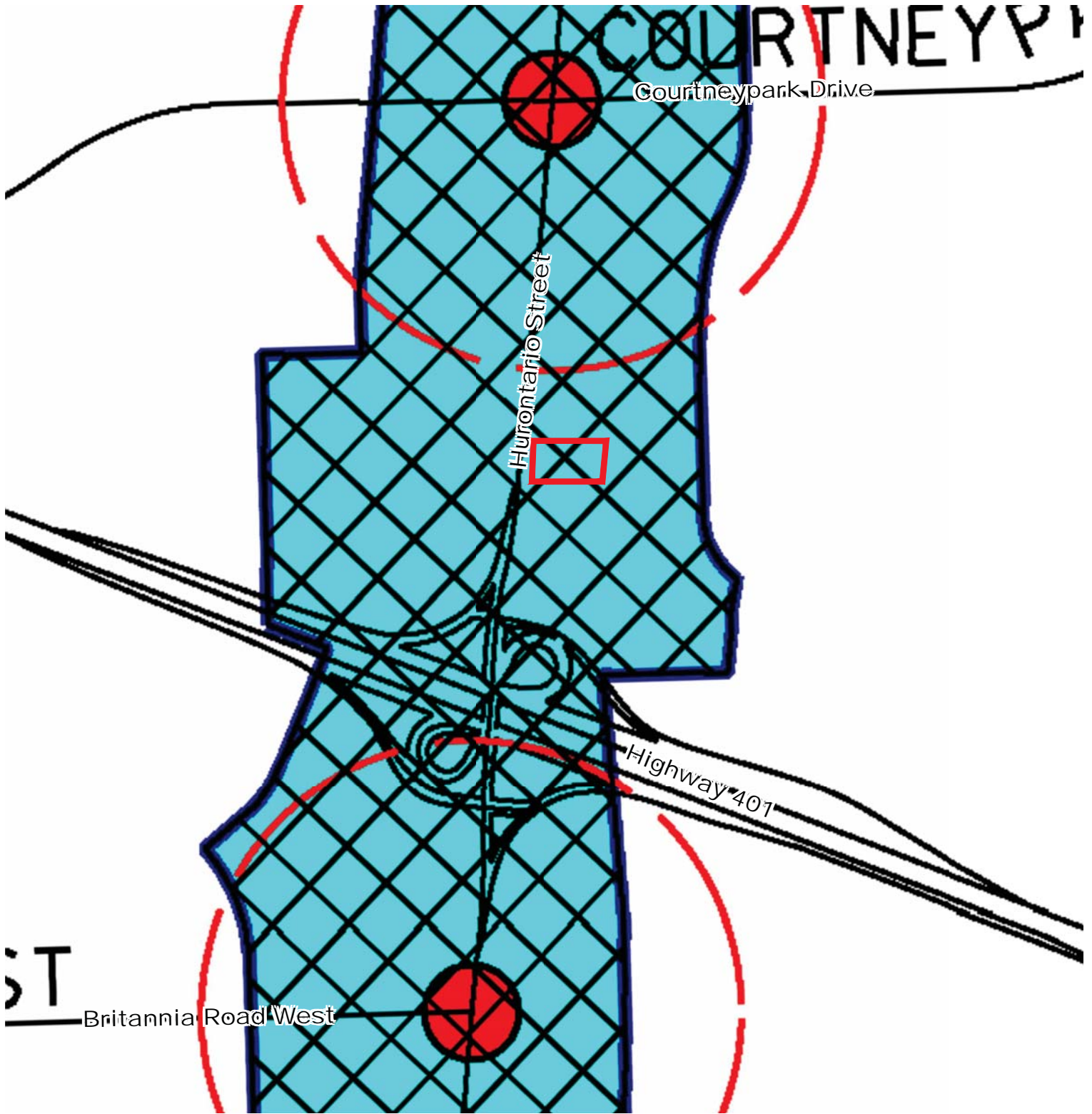
DATE: October 26, 2020

SCALE 1:10000



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Data Source: City of Mississauga Official Plan Schedule 2 Consolidated on November 22, 2019




Figure 6


**City of Mississauga
Official Plan
Schedule 2**

**Intensification
Areas**

**6333 Hurontario Street,
Mississauga, Ontario**

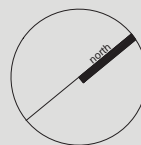
LEGEND

-  Subject Lands
-  Corporate Centre
-  Intensification Corridor

-  Major Transit Station Area
with 500m Radius Circle

DATE: October 26, 2020

SCALE 1:10000

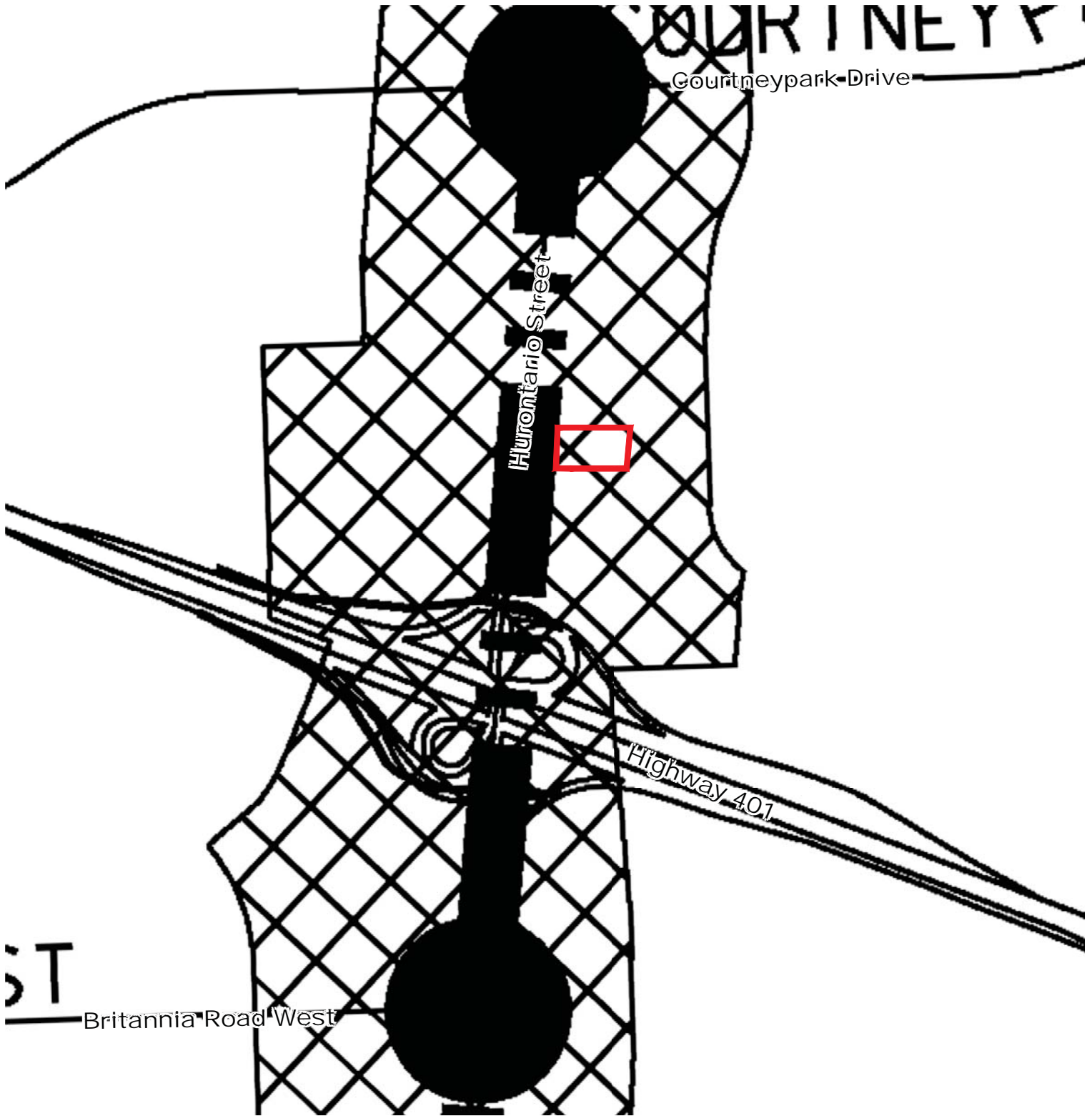


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Data Source: City of Mississauga Official Plan Schedule 6 Consolidated on November 22, 2019


Figure 7


**City of Mississauga
Official Plan
Schedule 6
Long Term Transit
Network**


6333 Hurontario Street,
Mississauga, Ontario

LEGEND

 Subject Lands

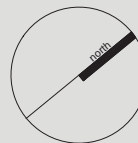
 Intensification Corridor

 Higher Order Transit Corridor

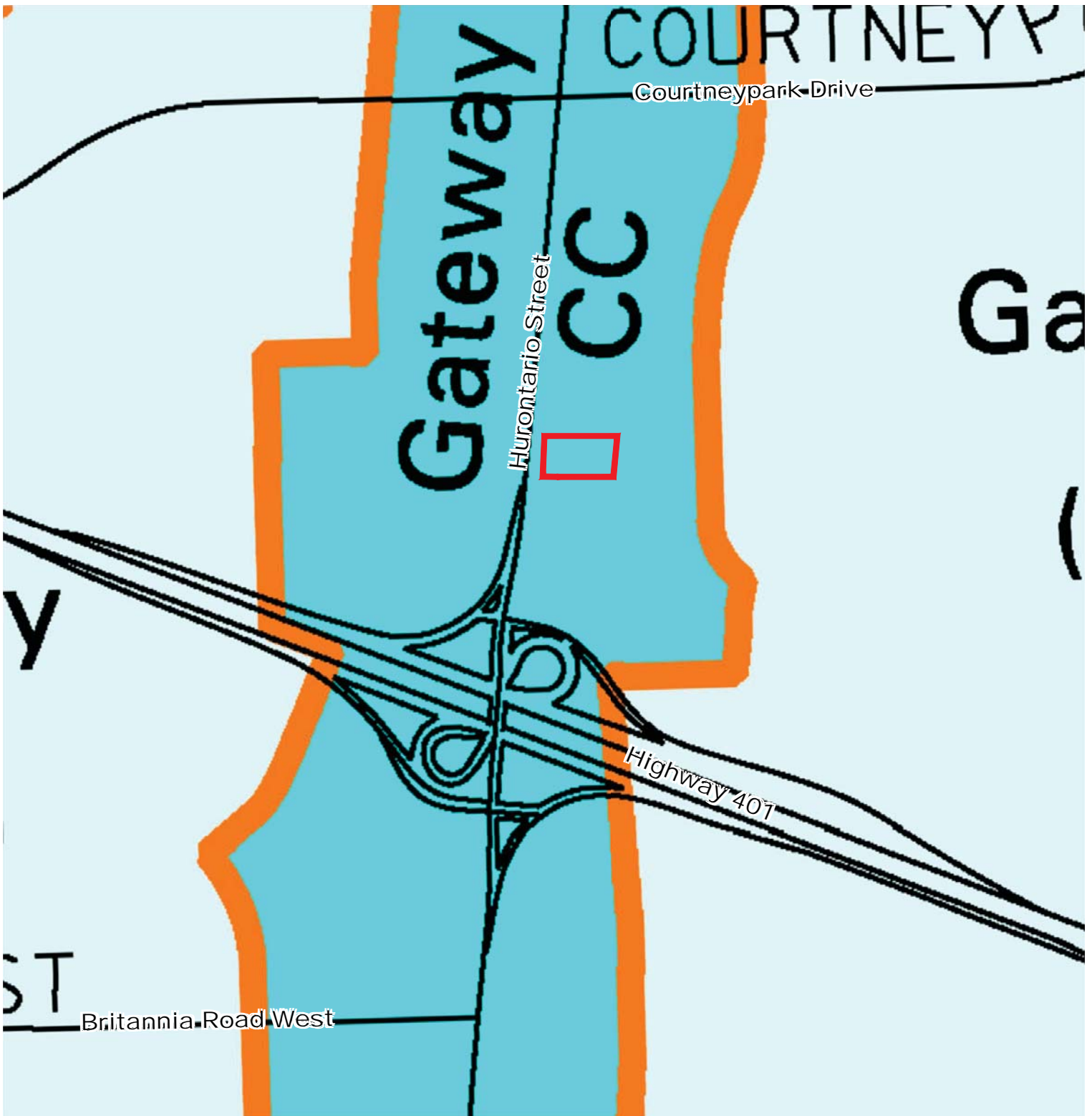
 Light Rail Transit Station

DATE: October 26, 2020

SCALE 1:10000



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Data Source: City of Mississauga Official Plan Schedule 9 Consolidated on November 22, 2019

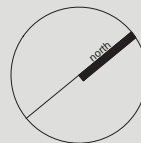
Figure 8
**City of Mississauga
 Official Plan**
 Schedule 9
 Character Areas

LEGEND

- Subject Lands
- Character Area
- Corporate Centre (CC)
- Employment Area (EA)

DATE: October 26, 2020

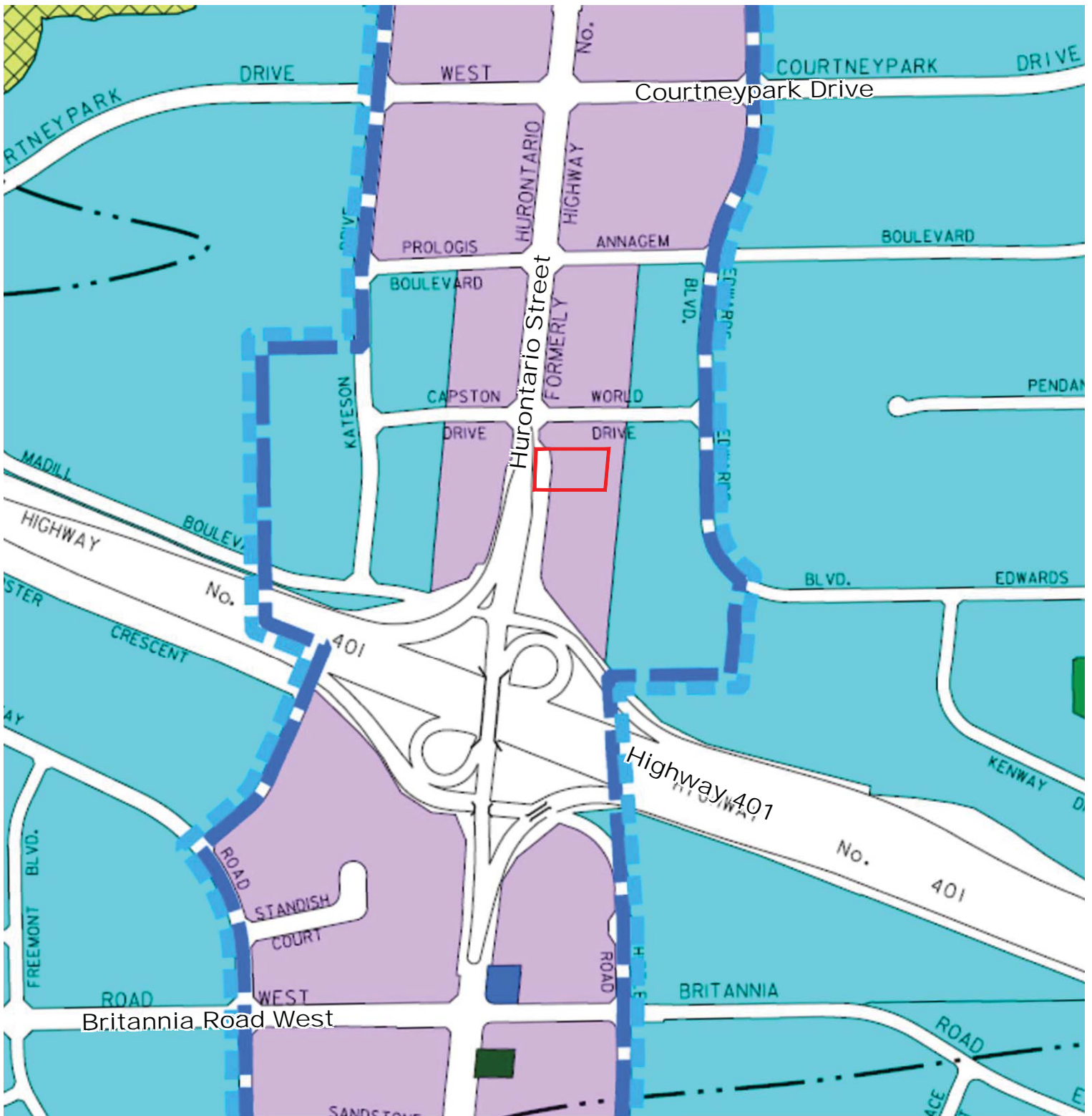
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Data Source: City of Mississauga Official Plan Schedule 10 Consolidated on November 22, 2019

Figure 9

**City of Mississauga
Official Plan
Schedule 10
Land Use**

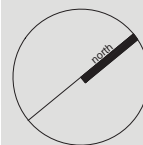
6333 Hurontario Street,
Mississauga, Ontario

LEGEND

- Subject Lands
- Office
- Business Employment
- Motor Vehicle Commercial
- Private Open Space
- Corporate Centre
- Employment Area

DATE: November 17, 2020

SCALE 1:10000



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proposed office and commercial retail uses will provide local needs at a community level for businesses, residents and employment. The proposed development is located along an Intensification Corridor which is well supported by transit creating the proposed development accessible to people of all ages and abilities.

Section 5.1 of the OP discusses the ways in which Mississauga will address and promote future development. More specifically, **Policy 5.1.4** seeks to direct future growth to be located within intensification areas. The proposed development of the subject lands will assist in intensifying a vacant parcel of land.

Section 11.2.7 of the MOP speak to Office designation policies. A range of uses are permitted within the office designation which includes but not limited to major office, secondary office and accessory uses.

Corporate Centres are discussed in **Section 15** of MOP. A range of employment uses are permitted within the Corporate Centre with a focus on offices. Furthermore, the subject lands are located within the "Gateway Corporate" Character Area which is subject to site specific urban design policies for the Hurontario Corridor (**Policy 15.3.1**).

3.4.1 Rationale for Proposed Official Plan Amendment

The proposed development is designated Office within the City of Mississauga Official Plan. The Office designation permits major office, secondary office and accessory uses. The proposed amendment seeks to permit a site specific designation within Section 15.3.3 of the MOP to permit self-storage and retail uses within the subject lands.

Details of the Amendment include adding the following policy:

1. Adding Policy 15.3.3.9 by:

15.3.3.9 *Site 9*

15.3.3.9.1 *The lands identified as Site 9 are located at 6333 Hurontario Street.*

15.3.3.9.2 *Notwithstanding the policies of this Plan, the following shall apply to Site 9:*

- a. Self-storage uses shall also be permitted.*
- b. The provisions of 15.3.2.4 b) regarding a maximum setback of 5 m shall not apply.*

The proposed Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposal meets the intent, goals and objectives of the Mississauga Official Plan.
2. The site is well served by a variety of existing and planned public transportation and active transportation options, community services, public open spaces, retail, commercial, employment and institutional uses.
3. Given the site constraints (size, access limitations), providing additional uses as proposed will assist in intensifying the lands and the optimization of the planned LRT infrastructure.

4. The proposal supports the employment growth and objectives of the City of Mississauga by providing employment opportunities on the site.
5. The lands are suitable for the proposed uses and height as they are located in an ideal location for intensification as per the Mississauga Official Plan within a Corridor and in walking distance to planned higher order transit.
6. An appropriate transition in built form that respects the existing and planned surrounding context will be achieved. The proposed massing and height will be compatible with the planned vision for the Hurontario Corridor.
7. The proposal will provide an appropriate building setback to Ministry of Transportation Lands adjacent to the subject lands.

It is our opinion that the proposed amendment is in the public interest and represents good planning. A copy of the draft Official Plan Amendment can be found in **Appendix A**.

An analysis of the relevant of Mississauga Official Plan policies in relation to the proposed development can be found in **Appendix F**. In summary:

1. The proposed amendment allows for the intensification of built-form Hurontario Street which is identified as an Intensification Corridor and High Order Transit Corridor. The proposed development will be developed to provide a compact built-form that is consistent with the Official Plan designations of Office and Gateway Corporate Center which apply to the subject lands.
2. The proposed amendment will allow for the development of a non-residential mixed use building adding to the mix of employment uses in the planned Corporate Centre.
3. The proposal is complementary to and compatible with the future and existing surrounding retail and employment uses.
4. The proposed amendment conforms to the policies set out in the Mississauga Official Plan for development in Gateway Corporate Centre as it seeks to encourage a more efficient and cost-effective use of existing land and the optimization of infrastructure.
5. The proposed development conforms to municipal infrastructure and transportation policies of the Mississauga Official Plan.
6. The proposed development will meet the sustainability and policies of the Mississauga Official Plan through the provision of passive and active energy consumption, bicycle parking, and proposed reduce parking spaces.
7. The proposed development will provide high quality landscaping and architecture that complement the surrounding area and help create a sense of place.

In our opinion, the proposed Official Plan Amendment and Zoning By-law Amendment conform to and do not conflict with policy direction of the Mississauga Official Plan.

3.5 ZONING BY-LAW 0225-2007

The Subject Lands are zoned “Development” (D) in its entirety (**Figure 10**) in Mississauga’s Zoning By-law 0225-2007. The **Development Zone (D)** permits a building or structure legally existing on the date of passing of by-law 0225-2007 and the existing legal use of such building or structure.

On June 4th, 2020, Council of the City of Mississauga passed the *Gateway Corporate Centre Character Area – City initiated Zoning By-law Amendment* (“By-law 0121-2020”). By-law 0121-2020 is currently under appeal.

By-law 0121-2020 rezones the subject lands to General Office (O3-1) Zone on schedule A25. O3-1 permits a range of office, commercial, business activities and hospitality uses. Furthermore, the existing legal use of such building or structure is also permitted.

A Zoning By-law Amendment is required to permit the proposed mixed use building. In addition, adjustments to the site-specific provisions are required to permit the following aspects of the proposed development. The following are the proposed amendments to the Zoning By-law:

- Permitted Uses (O3 Zone);
- Establish a maximum height;
- Floor Space Index;
- Parking and Loading Requirements; and
- Setbacks.

3.5.1 Rationale for Proposed Zoning Amendment

Permitted Uses

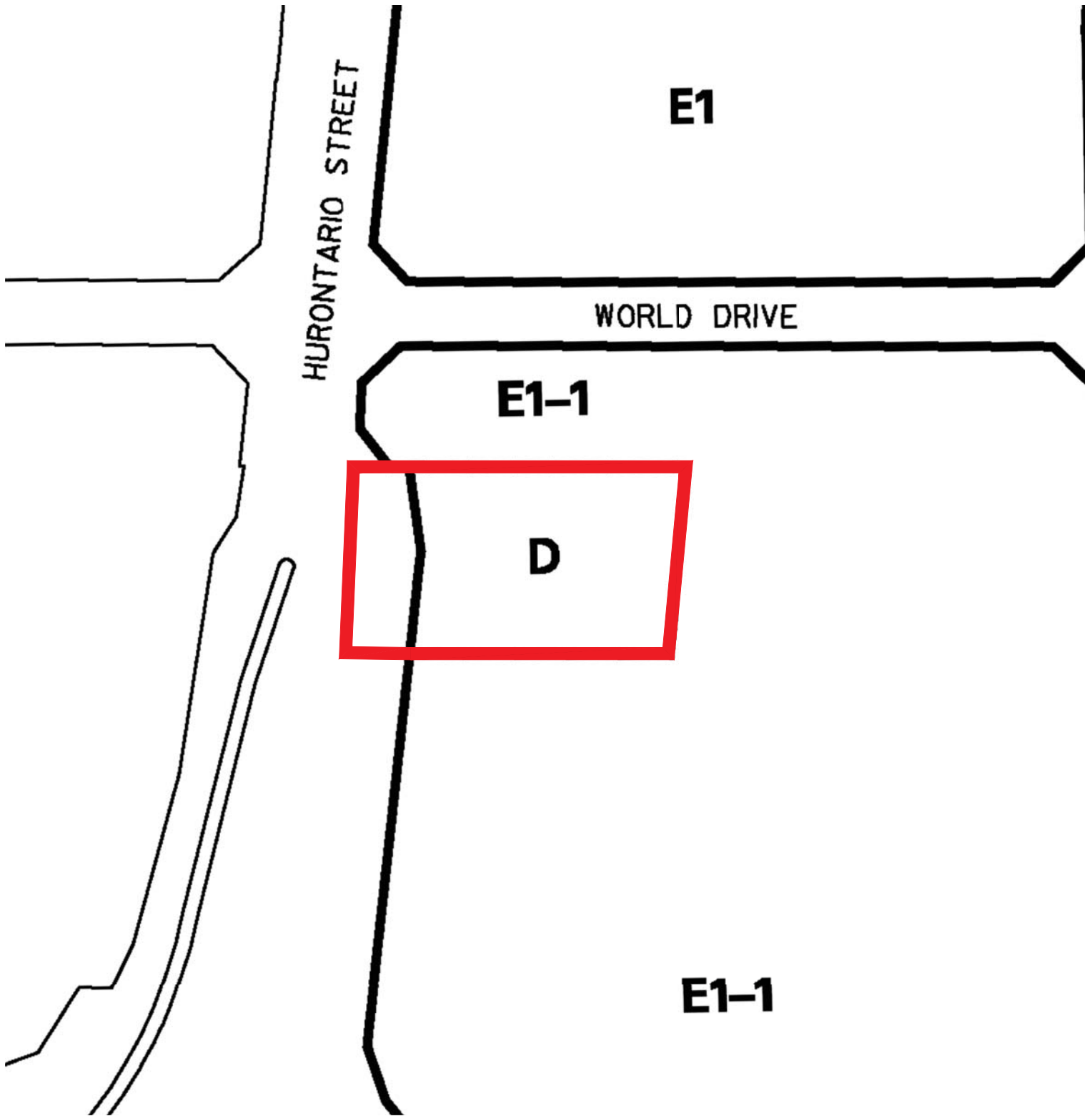
The proposed amendments will redesignate the subject lands from Development Zone to General Office (o3) zone, as the Development zone only permits legally existing uses. The amendment will permit all uses within the O3 Zone. The proposed amendment will also introduce a self-storage use on the subject lands. The proposed self-storage is consistent with policies within the Official Plan and will be in conformity with surrounding land uses and will support existing and planning infrastructure within the Employment area.

Floor Space Index

The general intent and purpose of a maximum floor space index (FSI) requirement is to ensure that the sizes of the proposed uses are appropriate for the development of the area. The proposal requests an increase to the maximum allowable non-residential FSI. As the O3 Zone permissions are currently under appeal, the proposal contemplates a FSI of 2.7 times the lot area in order to permit the 7-storey non-residential mixed use building. The proposed buildings meet the intent of the Hurontario Street Intensification Corridor policies and is generally in keeping with other commercial, office and industrial buildings within the Gateway Corporate Centre.

Parking and Loading

The general intent and purpose of the minimum parking/loading requirements is to ensure the parking/loading demand generated from a property can be accommodated on site. The proposed




Data Source: City of Mississauga Zoning By-law No. 0225-2007 Schedule B Zoning Map 43W

Figure 10

City of Mississauga
Zoning By-law
No. 0225-2007
 Schedule B
 Zoning Map 43W

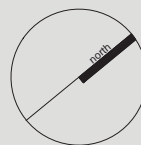
6333 Hurontario Street,
 Mississauga, Ontario

LEGEND

 Subject Lands

DATE: October 26, 2020

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reductions in parking requirements are supported by transit infrastructure located in close proximity to the site as well as the proposed use has a low parking demand. The proposed parking and loading supports the function of the proposed development. In addition, the traffic impact of the proposed development is limited. The proposed development permits the efficient use of land that contributes to urban growth. The proposed development is supported by the Transportation Report prepared by CGH Transportation.

Setbacks

The general intent and purpose of a front yard, side yard and rear setbacks is to create orientation of a building in relation to the development area property line. The proposed setback reductions will maintain adequate separation between buildings and the property line.

A complete Draft Zoning By-law is included as **Appendix B** of this Report.

4.0

SUMMARY AND CONCLUSIONS

MHBC has prepared this planning justification report in support of a request for an Official Plan Amendment and Zoning By-law Amendment by the Owner to permit the development of a mixed non-residential building, including office, self-storage facility and accessory retail uses on the subject lands.

The proposed amendments will allow for the efficient development of the subject lands by implementing a mixed non-residential use building at a density of 2.7 FSI within an Intensification Corridor in the Gateway Corporate Centre. The self-storage, office and retail uses are appropriate, balancing the size and access constraints of the subject lands with the intensification vision of the City for the Gateway Corporate Centre. The addition of self-storage use within a mixed non-residential building will support the surrounding employment area while optimizing the use of the land and infrastructure.

Based upon the review of the policy documents, in our opinion, the proposed development is a suitable use in a corporate centre in an intensification area within the City of Mississauga. The proposal meets the intent of provincial planning policies, including the PPS and the Growth Plan, as well as the Regional Official Plan. Specifically, the proposed development will contribute to the planning goals of creating a complete community, intensification of built-form, and context sensitive use of land.

The proposal is compatible with future and existing surrounding land uses with no undue impacts of a planning nature resulting from the introduction of this use. Further, the proposed mixed non-residential use building provides additional services to meet the needs of local residents and employees.

The proposed mixed use building will have architectural finishes and articulation, high-quality design and streetscape that will be complementary to the surrounding buildings. The landscape design of the proposal will improve the public realm along this stretch of Hurontario Street.

In summary, in our professional planning opinion, the applications proposed by the Applicant are in the public interest and represents good planning for the following reasons:

1. The proposed amendment and proposed development are consistent with the relevant policies of the Provincial Policy Statement.
2. The proposed amendment and proposed development are in keeping with the relevant policies of the Growth Plan for the Greater Golden Horseshoe.
3. The proposed amendment and proposed development conform to the relevant policies of the Region of Peel Official Plan.

4. The proposed amendment and proposed development conform to the applicable policies of the City of Mississauga Official Plan.
5. The proposed mixed use building compatible with the future and existing land uses and will contribute a complete community in the Corporate Centre Employment Area.
6. The proposed amendment will allow a development that will conform to the policies on sustainable development and promoting a sustainable community by incorporating low impact development measures, and transportation demand management measures.
7. The proposed amendment will permit a development which is designed at a high level of quality, implementing the urban design policies and guidelines of the City of Mississauga.

For the above reasons, we submit that the proposed Official Plan and Zoning By-law Amendment as contained in **Appendix A** and **B**, respectively, are appropriate and we respectfully request their approval.

We certify that this report was prepared jointly by the identified authors and under the supervision of a Registered Professional Planner (RPP) within the meaning of the Ontario Professional Planners Institute Act, 1994.

Yours truly,

MHBC



David A. McKay, MSc, MLAI, MCIP, RPP
Vice President and Partner



Celeste Salvagna, B.U.R.PI
Senior Planner

Appendix **A**

Amendment No. #

To

Mississauga Official Plan

DRAFT

By-law No. _____

A by-law to Adopt Mississauga Official Plan Amendment No. #

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, (*"Planning Act"*) Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing authorized the Regional Municipality of Peel (*"Region"* or *"Regional"*), an approval authority, to exempt from its approval an or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS , THE Commissioner of Public Works from the Region has advised that, with regard to Amendment No. #, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding policy changes/mapping modifications within the Gateway Corporate Centre;

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

1. The document attached hereto, constituting Amendment No. # to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this _____ day of _____, 20__.

Signed _____

Mayor

Signed _____

Clerk

Amendment No. #
To
Mississauga Official Plan

The following text attached constitute Amendment No. #.

Also attached but not constituting part of the Amendment are Appendices I and II.

Appendix I is a description of the Public Meeting held in connection with this Amendment.

Appendix II is a copy of the Planning and Building Department report dated XX, pertaining to this Amendment.

DRAFT

PURPOSE

The purpose of this Amendment is to permit a 7-storey non-residential mixed use building consisting of self-storage, office and retail uses.

LOCATION

The lands affected by this Amendment are located on the east side of Hurontario Street, north of Highway 401. The subject lands are located in the Gateway Corporate Centre, as identified in the Mississauga Official Plan.

BASIS

Mississauga Official Plan came into effect on November 14, 2012, save and except for the outstanding site-specific appeals to the Local Planning Appeal Tribunal.

The subject lands are designated Office which permits major office, secondary office and accessory uses.

An Official Plan Amendment is required to permit the proposed self-storage use and to permit a greater setback from Hurontario Street.

The proposed Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposal meets the intent, goals and objectives of the Mississauga Official Plan.
2. The site is well served by a variety of existing and planned public transportation and active transportation options, community services, public open spaces, retail, commercial, employment and institutional uses.
3. The proposal supports the employment growth and objectives of the City of Mississauga by providing employment opportunities on the site.
4. The lands are suitable for the proposed uses and height as they are located in an ideal location for intensification as per the Mississauga Official Plan within a Corridor and in walking distance to planned higher order transit.
5. An appropriate built form that respects the existing and planned surrounding context will be achieved. The proposed massing and height will be compatible with the planned vision for the Hurontario Corridor.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERE TO

Policy Amendments

1. Adding Policy 15.3.3.9 by:

15.3.3.9 Site 9

15.3.3.9.1 The lands identified as Site 9 are located at 6333 Hurontario Street.

15.3.3.9.2 Notwithstanding the policies of this Plan, the following shall apply to Site 9:

a. Self-storage uses shall also be permitted.

b. The provisions of 15.3.2.4 b) regarding a maximum setback of 5 m shall not apply.

DRAFT

IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, Mississauga Official Plan will be amended in accordance with this Amendment. The lands will be rezoned to implement this Amendment. This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan November 22, 2019.

DRAFT

INTERPRETATION

The provisions of Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, will apply in regard to this Amendment. This Amendment supplements the intent and policies of Mississauga Official Plan.

DRAFT

APPENDIX I PUBLIC MEETING

All property owners within a radius of 120 m of the subject lands were invited to attend a Public Meeting of the Planning and Development Committee held on XXX in connection with this proposed Amendment.

DRAFT

APPENDIX II

City Planning and Development Committee Report – Dated XXX

DRAFT

Appendix **B**

THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER _____

A by-law to amend Number 0225-2007, as amended.

WHEREAS pursuant to section 34 of the *Planning Act*, R.S.O 1990, c.P.13, as amended, the council of a local municipality may pass a zoning by-law;

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

1. The City of Mississauga Zoning By-law Number 0225-2007, as amended, be and it is hereby further amended by:
 - a. By rezoning the subject lands as shown in Schedule “A” - Zoning Map 43W as Development (D) to Office (O3) with Exception XX as shown Schedule “B”;
2. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is to be deleted and replaced with the following exception table:
- 3.

8.2.3.X	Exception: O3-X	Map # XX	By-law:
In a O3-X zone the permitted uses and applicable regulations shall be as specified for a O3 zone except that the following uses/regulations shall apply:			
Additional Permitted Uses			
8.2.3.X.1	(1) Self Storage Facility		
Regulations			
8.2.3.X.2	Minimum Lot Frontage	30.0 m	
8.2.3.X.3	Maximum Height	7 Storey (32 m)	
8.2.3.X.4	Floor Space Index	2.7	
8.2.3.X.5	Required Parking Rate	191 Office parking space 25 self-storage/retail parking spaces	
8.2.3.X.6	Loading Space	2 loading spaces	
8.2.3.X.7	Outdoor Garbage Enclosures in Non-Residential Zones	Permit a garbage enclosure within the landscaped area.	
8.2.3.X.8	Minimum Front Yard Setback	3.0 m	
8.2.3.X.9	Maximum Front Yard Setback	25.0 m	
8.2.3.X.10	Minimum Interior Side Yard Setback	7.0 m	
8.2.3.X.11	Minimum Exterior Side Yard Setback	7.0	
8.2.3.X.12	Minimum Rear Yard Setback	10.0 m	
8.2.3.X.13	Maximum Setback to the First Storey Streetwall of a building	25.0 m	
8.2.3.X.14	Minimum Landscape Buffer	3.0 m	

ENACTED and PASSED this _____ day of _____ 20__.

MAYOR

CLERK

DRAFT

APPENDIX “A” TO BY-LAW NUMBER _____

Explanation of the Purpose and Effect of the By-law

The purpose of this By-law is to amend various sections of the Zoning By-law pertaining to the subject lands municipally addressed as 6333 Hurontario Street. Changes include the following:

- Permitted Uses;
- Establish a maximum height;
- Floor Space Index;
- Parking and Loading Rates; and
- Setbacks.

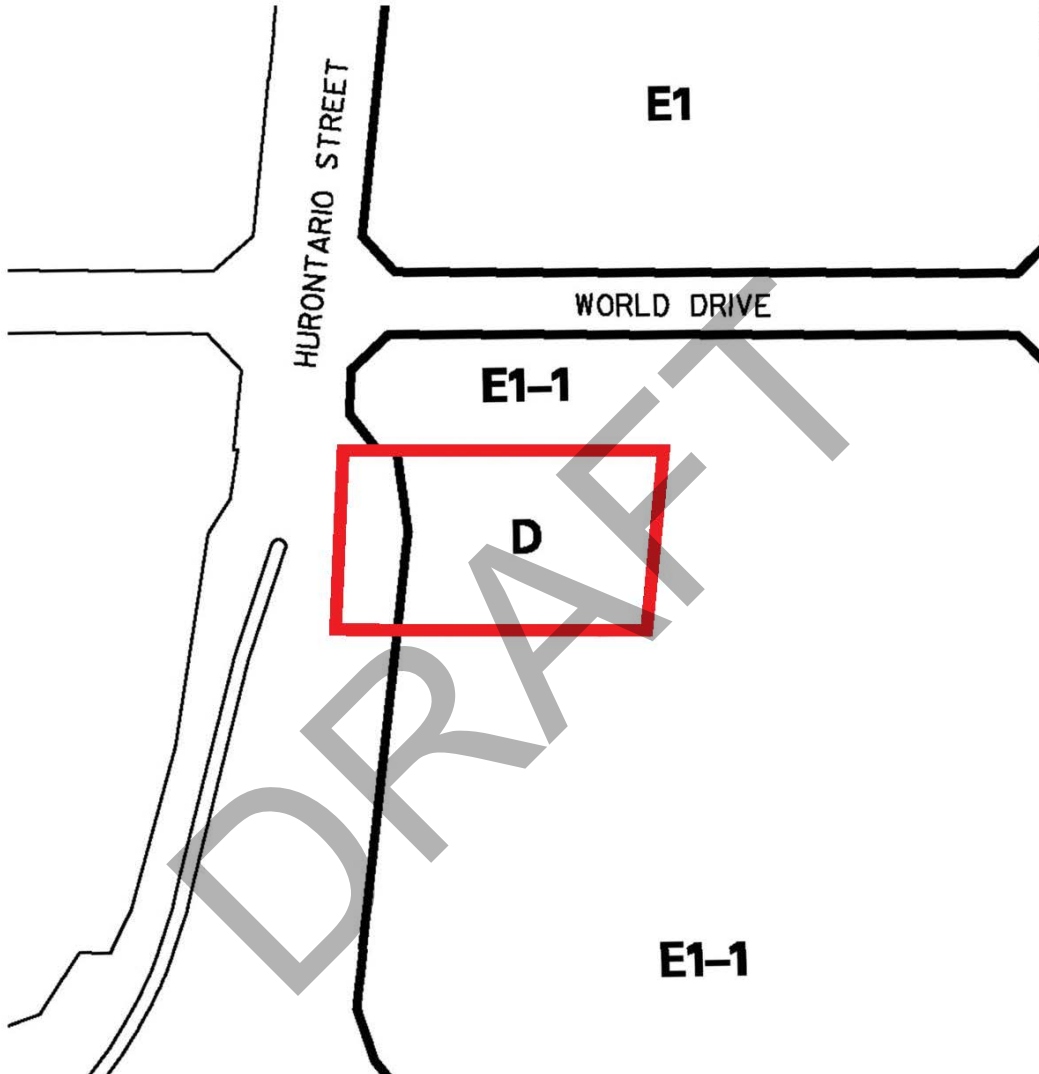
Location of Lands Affected

Lands located in Corporate Centre Employment Area in the City of Mississauga, as shown on the Attached Maps designated as Appendix “A” and Appendix “B”.

DRAFT

APPENDIX "B"

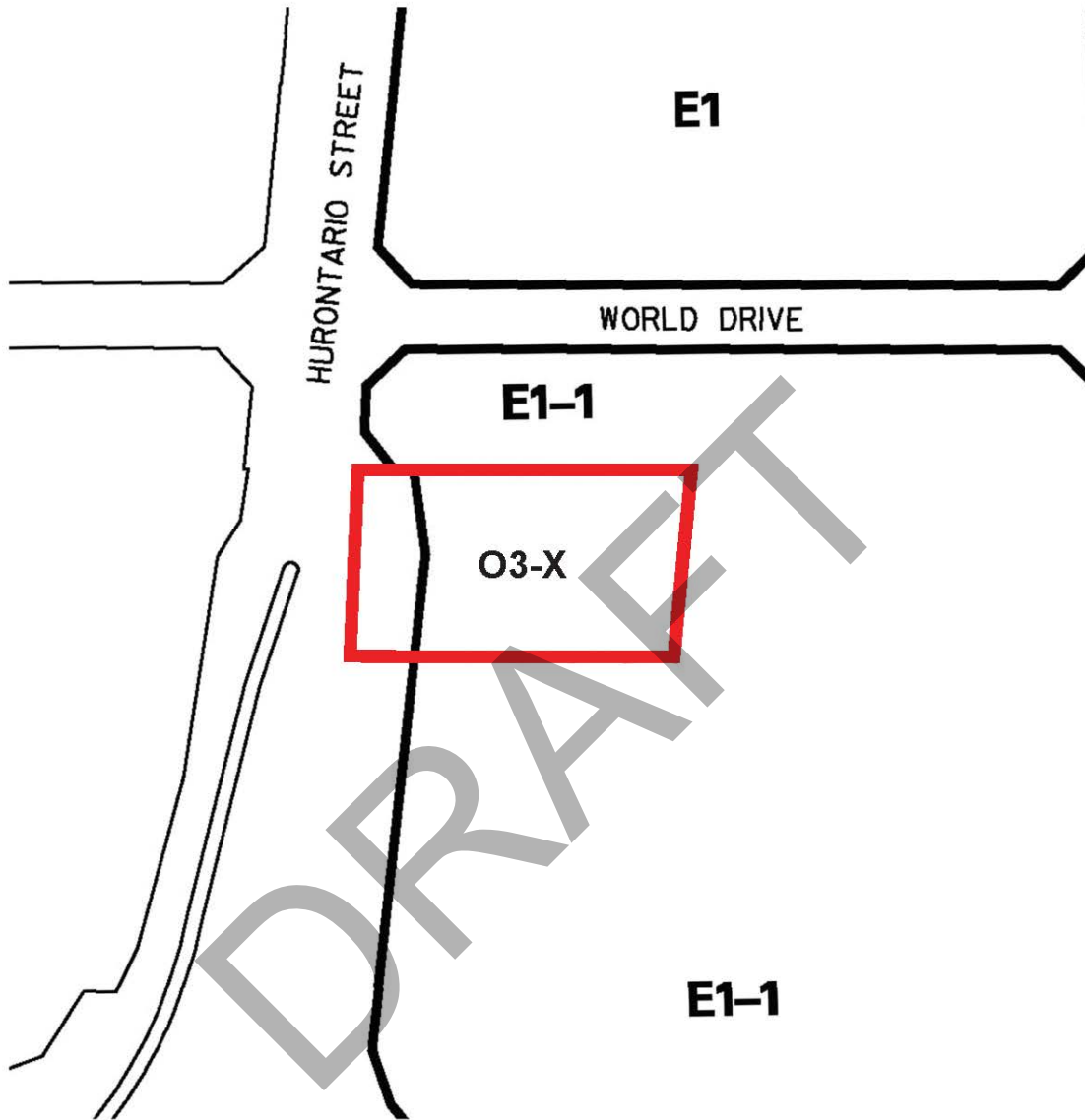
SCHEDULE "A" – LOCATION OF SUBJECT LANDS WITHIN ZONING MAP 43-W





Data Source: City of Mississauga Zoning By-law No. 0225-2007 Schedule B Zoning Map 43W

Schedule A City of Mississauga Zoning By-law No. 0225-2007 Zoning Map 43W 6333 Hurontario Street, Mississauga, Ontario	LEGEND [Red Box] Subject Lands
	DATE: October 26, 2020 SCALE: N T S
<small>H:\1027140-4225-Hurontario St. Mississauga\0225 By-law\43\1027140-4225-00\Appendix B\0225a</small>	 MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE <small>230-7050 WESTON ROAD WOODBRIDGE, ON, L4L 8G7 P: 905 761 6586 F: 905 761 6589 WWW.MHBCPLAN.COM</small>

SCHEDULE "B" – PROPOSED ZONING



Data Source: City of Mississauga Zoning By-law No. 0225-2007 Schedule B Zoning Map 43W

<p>Schedule B</p> <p>6333 Hurontario Street, Mississauga, Ontario</p>	<p>LEGEND</p> <p> Subject Lands</p>	
	<p>DATE: October 26, 2020</p>	<p>SCALE N T S</p>
<p><small>H:\142761-01-0301\Drawings\03_Mississauga\0301\Figure\030103010-0301-0301.dwg</small></p>		
 <p>PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE</p> <p><small>235-7050 WESTON ROAD, WOODBRIDGE, ON, L4L 8G7 P: 905 761 6585 F: 905 761 6597 WWW.MHBCPLAN.COM</small></p>		

Appendix C

APPENDIX C: Provincial Policy Analysis

The following is an analysis of the proposed Zoning By-law Amendment and Site Plan Application in relation to the 2020 Provincial Policy Statement.

Section 1.0 Building Strong Healthy Communities

Policy 1.1 – Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

Within Section 1.0 Building Strong and Healthy Communities, **Policy 1.1, Subsection 1.1.1**, describes how healthy, liveable and safe communities are sustained. The following is a review of the relevant policies and how the proposed amendments address them.

POLICY

EVALUTION

- | | |
|--|---|
| <p>a) <i>promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;</i></p> | <p>The proposed amendments will permit development of self-storage, office and retail uses in a mixed use building within an existing urban settlement area, within the City's limits. The proposed development represents efficient development and land use and will not negatively impact the financial well-being of the neighbourhood, City and Province over the long term.</p> |
| <p>b) <i>accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;</i></p> | <p>The proposed amendments will contribute to a range and mix of commercial, office, and retail uses, meeting the needs of existing and future residents and employees of the area.</p> |
| <p>c) <i>avoiding development and land use patterns which may cause environmental or public health and safety concerns;</i></p> | <p>The subject lands are located in an area designated for growth and development, and not located in an area subject to environmental, public health or safety concerns</p> |
| <p>d) <i>avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;</i></p> | <p>The subject lands are located within a settlement area. No expansion to the existing settlement area boundary is required to accommodate the proposed development.</p> |
| <p>e) <i>promoting the integration of land use planning, growth management, transit-supportive</i></p> | <p>The proposed development will utilize existing municipal services to the subject lands thereby</p> |

development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

minimize servicing costs to the City.

f) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*

The proposed building will be constructed in accordance with the Ontario Building Code, AODA and all required accessible standards.

g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*

The proposed development will take advantage of existing infrastructure available to the subject lands, reducing servicing costs.

h) *promoting development and land use patterns that conserve biodiversity; and; i) preparing for the regional and local impacts of a changing climate.*

The proposed development will not have any impacts on the environment.

Policy 1.1.3 – Settlement Areas

This Provincial Policy Statement is applicable to the proposed development as it states that:

“The vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities. Development pressures and land use change will vary across Ontario. It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures.”

Within this policy, the following is relevant:

Policy 1.1.3.1 of the PPS states that *Settlement areas shall be the focus of growth and development.*

Evaluation: The subject lands are located in a settlement area and propose to develop lands with a compact built form in an urban area. The proposed mixed non-residential use building will continue to support the vitality of the Hurontario Street Intensification Corridor and surrounding employment area.

Policy 1.1.3.2 states *land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) *efficiently use land and resources;*
- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) *prepare for the impacts of a changing climate;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed; and*
- g) *are freight-supportive.*

Evaluation: The proposed development supports Policy 1.1.3.2 as the proposal will allow for the development of underutilized land for a higher density built form and will connect to existing municipal infrastructure. The proposed development will provide for an efficient use of land and resources by maximizing the developable area of the property. The proposed self-storage, office and retail uses in proximity to existing businesses and commercial uses, will assist in reducing the travel distance and carbon emissions for users within the community. The proposal will be serviced by public transportation along Hurontario Street.

Policy 1.1.3.4 of the PPS states *that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*

Evaluation: The proposal acknowledges the importance of intensification and compact built form. As such, the proposed 7-storey non-residential mixed use building represents an efficient development of the lands. The proposal will not result in public health and safety issues.

1.3 Employment

Policy 1.3.1 states that *Planning authorities shall promote economic development and competitiveness by:*

- a) *providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- b) *providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- c) *facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
- d) *encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and,*
- e) *ensuring the necessary infrastructure is provided to support current and projected needs.*

Evaluation: The proposed development supports Policy 1.3.1 as the proposal contributes to the mix and range of commercial, office and employment uses in the area. The addition of the self-storage, office, and retail building will provide further opportunities for a diversified economic base in the area and will support the needs of residents and businesses. The proposal will require a minimal amount of infrastructure and will optimize existing and planned infrastructure available to the subject lands.

1.6 Infrastructure and Public Service Facilities

Policy 1.6.3 states *that before consideration is given to developing new infrastructure and public service facilities:*

- a) *the use of existing infrastructure and public service facilities should be optimized; and*
- b) *opportunities for adaptive re-use should be considered, wherever feasible.*

Evaluation: The subject lands are located on lands that are adequately serviced by public services and infrastructure. As confirmed within the Functional Servicing and Stormwater Management Report prepared by Crozier confirms water servicing is proposed via a 150 mm water lead tying into the existing 400 mm diameter water main on would drive. Through a proposed private

easement. The 150 mm water lead will split into a 100 mm domestic line and a 150 mm fire line at the northeast boundary of the site. The subject lands will be serviced by a proposed sanitary property line manhole at the northeast corner and 200 mm diameter sanitary sewers, which will connect to the existing 250 mm diameter sanitary sewer on World Drive also through the proposed private easement.

Section 1.6.6 of the PPS *addresses sewage and water infrastructure and states that planning for sewage and water services shall direct and accommodate expected growth in a manner that promotes the efficient use of existing municipal sewage services and municipal water services. Municipal services are established as the preferred method of servicing new development.*

Evaluation: The development will be connected to existing municipal water, sewer and stormwater services, thus optimizing existing investments.

Section 1.7 of the PPS *encourages long-term economic prosperity by:*

- a) promoting opportunities for economic development and community investment-readiness;*
- c) optimizing the long-term availability and use of land, resources, infrastructure, and public service facilities*
- l) encouraging efficient and coordinated communications and telecommunications infrastructure.*

Evaluation: The proposal introduces a use that is complementary to the surrounding commercial, office and industrial uses. The proposed development represents an intensification of the subject lands and will utilize the existing infrastructure available for the site, taking advantage of infrastructure investments.

1.8 Energy Conservation, Air Quality and Climate Change

POLICY

RESPONSE

- | | |
|--|---|
| <p><i>a) promote compact form and a structure of nodes and corridors;</i></p> <p><i>c) Focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future.</i></p> <p><i>e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;</i></p> | <p>The proposed building represents an efficient use of the subject lands and will be of a compact form, making an efficient use of land and infrastructure at an appropriate density of 2.7 FSI. The proposed built form will be consistent with the existing built form of the surrounding employment and commercial uses.</p> <p>The subject lands are currently serviced by existing transit stops along Hurontario Street. The proposal will take advantage of existing facilities connecting the proposed non-residential mixed-use building to the surrounding commercial and employment uses.</p> <p>The proposed development is in proximity to commercial and industrial uses in the area. The location will help reduce commute time and emissions, allowing residents and employees to reach the site by walking.</p> |
|--|---|

- f) *Promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure; and* The energy efficiency requirements of the City and the Province will be encouraged to maximize energy efficiency and conservation.

Based on our analysis the proposed Official Plan Amendment and Zoning By-law Amendment are consistent with the PPS.

Appendix **D**

APPENDIX D: Growth Plan Analysis

The Growth Plan for the Greater Golden Horseshoe (“Growth Plan”) was approved by the Province of Ontario on August 28, 2020. The management of growth in existing areas, and where it should be taking place, is guided through the Growth Plan as it recognizes the importance of intensification and the way municipalities plan that growth. The Growth Plan is applicable to the Subject Lands.

An analysis of the Growth Plan policies has been conducted to demonstrate that the proposed Official Plan Amendment and Zoning By-law Amendment application is meeting the Growth Plan policies. The following is a summary of the policies applicable to the proposed development.

Section 1.2.1 states that the *successful realization of this vision for the GGH centres on effective collaboration amongst the Province, other levels of government, First Nations and Métis communities, residents, private and non-profit sectors across all industries, and other stakeholders. The policies of this Plan regarding how land is developed, resources are managed and protected, and public dollars are invested are based on the following principles:*

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.*
- *Prioritize intensification and higher densities to make efficient use of land and infrastructure and support transit viability.*
- *Provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors.*
- *Support a range of mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes and ages of households.*
- *Improve the integration of land use planning with planning and investment infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.*
- *Provide for different approaches to manage growth that recognize the diversity of communities in the GGH.*
- *Conserve and promote cultural heritage resources to support the social, economic, and cultural well-being of all communities, including First Nations and Metis communities.*
- *Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate – and moving towards low-carbon communities, with the long-term goal of net-zero communities, by incorporating approaches to reduce greenhouse gas emissions.*

Evaluation: The proposal satisfies this vision for growth in the Greater Golden Horseshoe by contributing to and establishing a compact, vibrant and complete community. In addition, the proposal optimizes the use of existing water, wastewater and stormwater infrastructure and planned transit infrastructure to support growth in this compact form. The proposal will also provide for a mix of employment uses in walking distance to a planned LRT station.

Section 2.2.1 Managing Growth

Policy 2.2.1.2 states that forecasted growth to the horizon of this Plan will be allocated based on the following:

- a) *The vast majority of growth will be directed to settlement areas that:*
 - i. *Have a delineated built boundary;*

- ii. *Have existing or planned municipal water and wastewater systems; and*
 - iii. *Can support the achievement of complete communities;*
- c) *Within settlement areas, growth will be focused in: :*
- i. *Delineated built-up areas;*
 - ii. *Strategic growth areas;*
 - iii. *Locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
 - iv. *Areas with existing or planned public service facilities;*
- d) *Development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*
- e) *Development will be generally directed away from hazardous lands;*

Evaluation: The proposal supports the Growth Plan’s intensification directives by being located within a settlement area where redevelopment and intensification is promoted. The proposed amendments will utilize existing municipal water and wastewater infrastructure and planned transit infrastructure and specifically the Hurontario LRT. To this effect, the proposal assists the City in order to optimize existing and planned transit and servicing infrastructure.

Policy 2.2.1.4 states that the policies of the Growth Plan will support the achievement of complete communities that:

- a) *Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) *Improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) *Provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes.*
- d) *Expand convenient access to:*
 - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. *public service facilities, co-located and integrated in community hubs;*
 - iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
 - iv. *healthy, local, and affordable food options, including through urban agriculture;*
- e) *provide for a more compact built form and a vibrant public realm, including public open spaces;*
- f) *mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- g) *integrate green infrastructure and appropriate low impact development.*

Evaluation: The proposed development will contribute to achieving a complete community by:

- providing a non-residential use that is appropriately located to serve the needs of existing and future residents and businesses;
- proposing a high-quality built form with high visual interest;
- the proposed development on the subject lands will reduce the demand of vehicles by being located in proximity to transit options, and proposing reduced parking facilities on the subject lands thereby reducing travel demands and thus greenhouse gas emissions; and

- providing appropriate sustainability measures.

Section 2.2.4 Transit Corridors and Station Areas

The subject lands will be within 800 m of a future Major Transit Station Area (“MTSA”), as defined by the Growth Plan, however has not been formally designated by the Region of Peel. The City of Mississauga has identified the future Courtney Park Drive and Hurontario Street Light Rail Transit Station as a Major Transit Station Area, which the subject lands is within 800 m of this future MTSA. Despite this MTSA not being designated by the Region of Peel, we have completed an analysis of the Major Transit Station Area policies within the Growth Plan.

Policy 2.2.4.3a) (Transit Corridors and Station Areas) set out the minimum density target of 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit

Evaluation: The proposal contributes to achieving the minimum density target for an MTSA as the proposed development will increase the density on the subject lands by providing 495 jobs per hectare¹.

Section 2.2.4.2 states that *major transit station areas on priority transit corridors or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.*

Evaluation: The Growth Plan defines major transit station areas as the area within an approximate 500 m to 800 m radius of a transit station, representing about a 5-10 minute walk. The Subject Lands are located within 800 m of future Courtney Park Drive and Hurontario Street LRT Station. Given this, the proposal contributes an increase of employment density through the redevelopment of the site within 800 metres of a major transit station area thus encouraging walking and transit.

Section 2.2.4.3 states that *major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of: b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit;*

Evaluation: The proposed development will assist in meeting the minimum density target by providing an additional 495 jobs per hectare. The proposal will exceed the minimum Growth Plan targets, thus supporting the optimization of the Provincial, Regional and City infrastructure investment being made within the area.

Section 2.2.4.6 states that *within major transit station areas on priority transit corridors or subway lines, land uses and built form that would adversely affect the achievement of the minimum density targets in this Plan will be prohibited.*

Evaluation: The proposed redevelopment includes approximately 495 jobs per hectare which promotes the minimum density targets sought by the Growth Plan.

¹ Office (1 job per 23 sq. m. of GFA); Employment (1 job per 100 sq. m.). Hemson Consulting Ltd. 2019 Development Charges Background Study, April 5, 2019.

Section 2.2.4.8 states that all major transit station areas will be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate:

- a) connections to local and regional transit services to support transit service integration;
- b) infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and
- c) commuter pick-up/drop-off areas.

Evaluation: The proposed redevelopment is in proximity to future major transportation infrastructure, including Hurontario LRT. The proposal also supports the initiatives of the major transit station area through the provision of bicycle parking facilities and a high quality public and private realm sidewalks which provides significant connectivity and permeability from the proposed development to the public realm thereby satisfying this policy.

Section 2.2.4.9 states that within all major transit station areas, development will be supported, where appropriate, by:

- a) planning for a diverse mix of uses, including second units and affordable housing, to support existing and planned transit service levels;
- b) fostering collaboration between public and private sectors, such as joint development projects;
- c) providing alternative development standards, such as reduced parking standards; and
- d) prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.

Evaluation: The proposal supports a diverse mix of uses including self-storage, office and retail uses at transit-supportive densities. The proposal provides land uses and a built form that promote transit optimization for both existing and future transit services. The proposed parking rates are reflective of development that is intended to be supportive of and promote the utilization and optimization of the significant transit infrastructure in the Hurontario Street corridor.

Section 2.2.5 Employment

Policy 2.2.5.1 states that economic development and competitiveness in the GGH will be promoted by:

- a) making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities.
- d) integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.

Evaluation: The proposed self-storage, office and retail uses on the subject lands are appropriate for the development of the land, providing for animation along Hurontario Street. The proposed development will support the function of retaining and attracting investment and employment opportunities to support the surrounding area.

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.

Evaluation: The proposed development is supported by the existing transit along Hurontario Street, thereby promoting the use of public transit.

Based on the above analysis, the proposed Official Plan Amendment and Zoning By-law Amendment conform to the Growth Plan.

Appendix **E**

APPENDIX E: Peel Region Official Plan Analysis

The Regional Municipality of Peel Official Plan was adopted by Council on July 11, 1996 and approved with modification by the Minister of Municipal Affairs and Housing on October 22, 1996. The Region of Peel recently completed the Peel Region Official Plan Review to bring its Official Plan policies into conformity with provincial requirements. The current Office Consolidation of the Official Plan is December 2016.

Schedule D- Regional Structure of RPOP designates the subject lands as “Urban Systems” and “Regional Intensification Corridor”. The RPOP states that “Urban Systems” will be planned to support communities that contain diverse living, working and cultural opportunities. Urban Systems aim to achieve sustainable development to establish healthy complete urban communities that contain living, working and recreational opportunities. Regional Intensification Areas are major locations of intensification that include compact forms of urban development and redevelopment providing a range and mix of housing, employment and recreational uses.

The RPOP identifies the subject lands within the “Built-Up” area on Schedule D4-The Growth Plan Policy Areas in Peel. The RPOP states that it is the objective to direct a significant portion of new growth to built-up areas, and promote compact urban form, intensification and redevelopment. Policies in the RPOP encourage developments that have integrated an innovative approach to minimize stormwater, and utilize low-impact development techniques. The sustainability and climate change policies of RPOP are consistent with the policy directions in the PPS and the Growth Plan.

Policy 4.2.2.1 states *Regional Council should use the population, household and employment forecasts shown in Table 3 as the basis of this Plan.* Furthermore, **Policy 4.2.2.3** states *in cooperation with the area municipalities, the population, household and employment forecasts shown in Table 3 for determining Regional services and establishing requirements to accommodate growth to the year 2031. Forecasts beyond the 2031 planning horizon may be used for long-term infrastructure planning, as well as community planning within the urban boundary, undertaken by the Region and the Region and/or Area Municipalities, as long as they maintain consistency with the objectives and intent of the provincial Growth Plan and the Regional Official Plan.*

Evaluation: The proposed development will contribute to the planned corporate centre area in the City of Mississauga as the proposed amendments will permit self-storage, office and retail uses to support the community. Furthermore, the subject lands are located within an Intensification Corridor where the proposed density and height conforms to policies within the Plan.

Section 5.3 provides policy direction to Urban System is composed of a variety of communities that contain diverse living, working and cultural opportunities. The Urban System in Peel consists of lands within the 2031 Regional Urban Boundary as shown on Schedule D of this Plan. It includes: lands identified and protected as part of the natural environment and resources in the preceding chapter of this Plan, the Toronto-Lester B. Pearson International Airport, urban growth centres and Regional Intensification Corridors.

Policy 5.3.1.2 states *sustainable development is to be achieved within the Urban System.*

Evaluation: The proposed development is within the Regional Urban System. The proposed amendment will support the surrounding community by providing a need for both residents and businesses, in addition to, assisting the Hurontario Street Intensification Corridor to increase height and density on underutilized lands. The proposed development will include low impact development measures as identified in the Functional Servicing Report prepared by Crozier and Associates which include infiltration, evapotranspiration and/or water reuse measures.

Policy 5.3.1.3 states to *establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.* Furthermore, **Policies 5.3.1.4** and **5.3.1.5** state to *achieve intensified and compact form, mix of land uses within an urban structure through built form and density in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.*

Evaluation: The proposed self-storage, office and retail uses will support a long term economic diversification by proposing uses which are complementary and compatible to surrounding land uses. The self-storage use provides potential storage in support of daily function of and to meet needs of employers and retail within the surrounding employment area, thus supporting the economic diversification of the community. The proposed development is located along an Intensification Corridor which is well supported by existing and future transit creating the proposed development accessible to people of all ages and abilities.

Policy 5.3.1.7 states to *recognize the integrity and physical characteristics of existing communities in Peel.*

Evaluation: The subject lands are located in a Corporate Centre on an Intensification Corridor. The subject lands are currently underutilized, therefore, the proposed amendment will enhance and create an intensified built-form.

Policy 5.3.2.2 states that direct urban *development and redevelopment* to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the *area municipal official plans.*

Evaluation: The subject lands are located in a Corporate Centre within an Intensification Corridor as designated in the City of Mississauga Official Plan. The proposed amendments are in conformity of the policies in the City of Mississauga Official Plan as evaluated in **Appendix D.**

Policy 5.3.2.6 directs *the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plan that:*

- a. *Support the Urban System objectives and policies of this Plan;*
- b. *Support pedestrian-friendly and transit-supportive urban development;*
- c. *Provide transit-supportive opportunities for redevelopment, intensification and mixed land use; and*
- d. *Support the design of communities to minimize crime by the use of such approaches and Crime Prevention Through Environmental Design (CPTED) principles.*

In addition, **Policy 5.3.2.8** encourages *area municipalities to develop employment and industrial uses adjacent to highways, rail corridors, rail yards and major truck terminals.*

Evaluation: The proposed development will assist in achieving Urban System objectives by providing a variety of uses within the community which will support living, working and cultural opportunities. The proposed non-residential mixed use building will provide storage solutions and assisting in meeting retail and office needs of residents and employers within the immediate and surrounding area as well as providing for employment opportunities. The subject lands are located within an Intensification Corridor (Hurontario Street) and will support pedestrian-friendly and transit supportive initiatives along Hurontario Street. Lastly, the proposed development will ensure design features like lighting, signage, walkways and landscaping will minimize crime within the subject lands.

Section 5.5 states that *growth management objectives are achieved while achieving the sustainability objectives, this Plan identifies specific growth management policies area such as urban growth centres, built-up areas and designated Greenfield areas.*

Policy 5.5.1.1 states to *optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly the urban growth centres, Intensification Corridors and major transit service areas.* Furthermore, **Policy 5.5.1.4** states to *achieve the intensification targets while providing for sufficient Greenfield growth to satisfy the land need to accommodate the population and employment forecasts in this Plan.* In addition, **Policy 5.5.1.5** states to *optimize the use of the existing and planned infrastructure and services,* and **Policy 5.5.1.6** states to *support planning for compete communities in Peel that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land use, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality of open space, and easy access to retail and services to meet daily needs.*

Evaluation: As noted above, the proposed self-storage, office and commercial retail uses will support a long term economic diversification by proposing uses which are complementary and compatible within a built-up area. The self-storage, office and retail uses will help achieve employment forecasts of the Regional and Municipality Official Plan by creating intensification on vacant land within an intensification/high-order transit corridor. The proposed development will enhance existing pedestrian's connections within the area and will support transit initiatives by a proposed development that is accessible to people of all ages and abilities.

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

Evaluation: The proposed development will provide self-storage, office and retail uses in proximity to existing and planned retail, employment, and office uses. The proposal will support the lifestyles and meet the needs of local residents and employees who live and work in proximity to the subject lands.

Policy 5.5.2.2 directs *a significant portion of new growth to the built-up areas of the community through intensification.*

Evaluation: As noted above, the proposed development will create an intensified built-form within the built-up area on lands which are currently vacant. The proposed development will meet the intensification policies of the Region and Municipality by providing employment uses at an appropriate height and density along Hurontario Street.

Section 5.5.3 sets out *policies for intensification within this plan. The forms of intensification include redevelopment (including the reuse of brownfield sites), the development of underutilized lots within previously developed areas, infill development and the expansion or conversion of existing buildings. All of these types of development can occur within areas already equipped with infrastructure and services.*

Policy 5.5.3.2.1 identify *the built-up are and the designated Greenfield area, in accordance with provincial criteria, on Schedule D4.* Furthermore, **Policy 5.5.3.2.3** states to *accommodate intensification within urban growth centres, Intensification Corridors, nodes and major transit station areas and any other appropriate areas within the built-up area.*

Evaluation: The subject lands are located within the built-up area as illustrated on Schedule D4 of the RPOP. The proposed amendment will provide an appropriate use of land within built-up area supported by transit and existing infrastructure.

Policy 5.6.2.6 states the *Region to protect and support employment areas for employment uses, as defined and designated in area municipal official plans. For the purposes of this policy, employment areas are those that contain lands designated any of the following designations in the City of Mississauga:*

- *Designations: Business Employment; Industrial; Institutional; Mixed Use; or **Office**.*
- *Employment Areas: Airport Corporate Centre; **Gateway Corporate Centre**; Meadowvale Business Park Corporate Centre; Sheridan Park Corporate Centre; Churchill Meadows Employment Area; Clarkson Employment Area; Dixie Employment Area; Gateway Employment Area; Lakeview Employment Area; Mavis-Erindale Employment Area; Northeast Employment Area; Southdown Employment Area and Western Business Park Employment.*

Evaluation: The subject lands are designated Office and within the Gateway Corporate Centre. The proposed development will protect and support office policies within the City of Mississauga. In addition the proposed amendments will create employment for residents and grow the economy through the proposed uses. The self-storage use will support existing and future employment uses in the immediate area by providing storage options for employers and employees. The proposed amendments are in conformity of the policies in the City of Mississauga Official Plan as evaluated in **Appendix D**.

Policy 5.6.2.7 states *the protection and support existing and future employment areas in the vicinity of the Toronto Pearson International Airport, major highway interchanges and rail yards for manufacturing, warehousing and retail, office and ancillary facilities where appropriate.*

Evaluation: The proposal seeks to permit employment uses – self-storage facility, office and retail uses – on the subject lands which are in proximity to the Highway 401 interchange. The proposed development therefore meets this policy requirement.

Policy 5.6.2.11 states *support area municipalities in discouraging retail uses on employment lands except for retail uses servicing the employment area and retail accessory to a permitted employment use, as defined in area municipal official plans.*

Evaluation: The proposed retail uses are an accessory use to the proposed self-storage use. Retail uses are permitted within the Gateway Corporate Centre in the City of Mississauga's Official Plan, see evaluation in **Appendix D**. The proposed retail uses will support the employment area.

Policy 5.9.2.11 states *in accordance with the requirements of the Region and the area municipalities, that development only proceed with adequate existing or committed improvements to regional transportation capacity and, if necessary, development be phased until that capacity is or will be available.*

Evaluation: The Traffic Impact Study prepared by CGH Transportation confirms the proposed development can be supported from a transportation operations and safety perspective.

Policy 5.9.2.12 states *to implement Transportation Demand Management programs to reduce trip distance and time and increase the modal share of alternatives to single-occupant automobiles.*

Evaluation: A Transportation Demand Management is included in section 5.3 of CGH Transportation, Transportation Brief.

Policy 5.6.2.13 states *to encourage the planning and development of employment areas in a manner which takes into account the sustainable development imperatives as outlined in the Theme of the Plan in Section 1.3.5 of this Plan. Energy efficient buildings, sustainable design and construction methods to increase energy efficiency that meet Regional green development standards will be encouraged.*

Evaluation: The self-storage, office and retail uses will utilize both passive and active energy conservation measures to minimize the developments energy consumption and Greenhouse Gas emissions.

Policy 5.9.2.5 states *to optimize the use of existing and new Regional transportation infrastructure to support growth in an efficient, compact form, and encourage the area municipalities to do the same for infrastructure under their jurisdiction.*

Evaluation: The proposed amendment will permit the development of a self-storage, office and retail uses which will allow for the efficient use of the subject lands and available infrastructure along Hurontario Street. Further details are provided in the Functional Servicing and Stormwater Management Report prepared by Crozier and Associates and the Transportation Impact Study prepared by CGH Transportation.

Policy 5.2.20 states *to work with the Province and area municipalities to support long-term economic prosperity by optimizing the long-term availability and use of transportation infrastructure.* Furthermore, **Policy 5.9.2.23** states *working with the Province and area municipality to encourage increased public and business awareness of activities and action which will lead to increased use of sustainable transportation alternatives.*

Evaluation: As noted above, the proposed self-storage, office and retail uses will support a long term economic diversification by proposing uses which are complementary and compatible surrounding land uses. The proposed compact built form of the self-storage facility and retail uses is an efficient and appropriate utilization of lands in a Corporate Centre.

Policy 5.9.4.2.11 states *control frontage development and vehicular access onto Regional roads consistent with relevant Regional By-laws.* Furthermore, **Policy 5.9.4.2.12** states *controlled access to Regional road so as to optimize traffic safety and carrying capacity, and control the number and location of intersections with Regional roads in consultation with the affected area municipality.*

Evaluation: The proposed development provides appropriate vehicular access to the subject lands that will not affect the existing road infrastructure along Hurontario Street. Further details are outlined in the Transportation Impact Study prepared by C.GH Transportation.

Policy 5.9.5.2.1 states *that implementation and protection of rapid transit corridors, as shown on Schedule G, as well as those additional higher order transit, bus rapid transit or priority transit corridors proposed on Regional road by the area municipalities or Provincial transit authorities. Any changes to rapid transit corridors shown on Schedule G will require an amendment to this Plan.*

Evaluation: The subject lands are identified along “Other Rapid Transit Corridor” on Schedule G of this Plan. The proposed development does not intent to alter the planned high-order transit along Hurontario Street, rather support the further growth of transit in the City of Mississauga.

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

Evaluation: The proposed development provides a unique opportunity to provide a compact built-form and intensification along an Intensification Corridor. Furthermore, the proposed development creates employment and retail opportunities within an identified Employment Area in the City of Mississauga.

Policy 6.4.2.5 requires *new development to comply with the Peel Waste Collection Design Standards Manual to ensure safe and efficient waste collection and diversion through consultation with the same area municipalities and applicants.*

Evaluation: The proposed development provides a Molok Design for waste management on the subject lands.

Based on our analysis the proposed Official Plan Amendment and Zoning By-law Amendment conforms to the Region of Peel Official Plan.

Appendix **F**

APPENDIX F: Mississauga Official Plan Analysis

The City of Mississauga Official Plan (“MOP”) came into partial effect on November 14, 2012 and has been updated to include Region of Peel and Ontario Municipal Board (“OMB”) decisions and City Council approved Official Plan Amendments as of November 22, 2019.

The subject lands are designated “Corporate Centre” and within an “Intensification Corridor” on Schedule 1-Urban Systems and Schedule 2 – Intensification Area. Hurontario Street is identified as a “Higher Order Transit Corridor on Schedule 6 – Long Term Transit Network.

Furthermore, Schedule 9-Character Areas of MOP identifies the subject lands within the “Gateway Corporate Centre”. Furthermore, Schedule 10-Land Use Designation of MOP, identifies the subject lands as within a “Corporate Centre” and “Office” designation.

The MOP identifies a number of guiding principles on how to shape and guide growth in the City of Mississauga. Specifically, **Section 4.4** of the MOP provides guiding principles that are to be in line with the City’s Strategic Plan and focus on the long term land use, growth and development for the City, which will be discussed further below.

The following is a summary of the policies applicable to the proposed development.

Chapter 4: Vision

4.4 Guiding Principles

Policy 4.4.4 states *Mississauga will maintain and promote a strong and sustainable, diversified economy that provides a range of employment opportunities for residents and attracts lasting investment to secure financial stability.* Furthermore, **Policy 4.4.5** states *Mississauga will provide a range of mobility options (e.g., walking, cycling, transit, vehicular) for people of all ages and abilities by connecting people with places through coordinated land use, urban design and transportation planning efforts.*

Evaluation: The proposed self-storage, office and retail uses supports the long term economic diversification by proposing uses which are complementary and compatible with surrounding land uses. The self-storage use provides potential storage in support of the daily function of existing surrounding retail, and employment uses. Furthermore the proposed office uses will provide additional employment opportunities within a Corporate Centre thus supporting the economic diversification of this employment area. The proposed development is located along an Intensification Corridor which is supported by transit creating the proposed development accessible to people of all ages and abilities.

Policy 4.4.6 states *Mississauga will plan for a wide range of housing, jobs and community infrastructure resources so that they are available to meet the daily needs of the community through all stages of life.* **Policy 4.4.7** states *Mississauga will support the creation of distinct, vibrant and complete communities by building beautifully designed and inspiring environments that contribute to a sense of community identity, cultural expression and inclusiveness;* and **Policy 4.4.8** states *Mississauga will be a city that promotes the participation and collaboration of all sectors including residents, employees, entrepreneurs, government, business, education and non-profit, to achieve this vision.*

Evaluation: The proposed self-storage, office and retail uses will enhance and complement existing and future employment uses along Hurontario Street. The proposed amendments will permit a development that contributes to the overall mix of uses in the area. The proposed development will feature building designs and high-quality materials to animate the street.

Chapter 5: Direct Growth

5.1 Introduction

Policy 5.1.3 states *forecast growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner to:*

- a) *Protect ecological functions, public health and safety;*
- b) *Utilize existing and proposed services and infrastructure such as transit and community infrastructure;*
- c) *Minimize environmental and social impacts;*
- d) *Meet long term needs;*
- e) *Build strong, livable, universally accessible communities; and*
- f) *Promote economic prosperity.*

Furthermore, **Policy 5.1.4** states that *most of Mississauga's future growth will be directed to Intensification Areas.*

Evaluation: The subject lands are located within an intensification area as identified on **Figure X**. The subject lands are currently vacant and underutilized, the proposed development will increase density within the intensification area.

Policy 5.1.6 states that *Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.* Furthermore, **Policy 5.1.8** states that *Mississauga will protect employment lands to allow for a diversity of employment uses.*

Evaluation: The proposed buildings will be in a compact built form that efficiently uses the lands providing a range of work opportunities within a Corporate Centre.

Policy 5.1.8 states *Mississauga will protect employment lands to allow for a diversity of employment uses.*

Evaluation: The proposed amendments seeks to permit 817 sq. m of retail gross floor area and 5,822 sq. m. of office gross floor area, assisting the City of Mississauga to reach employment targets. It is anticipate that XX jobs will be generated by the mix of employment uses from the proposal.

Policy 5.1.9 provides that *new development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.*

Evaluation: The subject lands are located on lands that are adequately serviced by public services and infrastructure. As confirmed within the Functional Servicing and Stormwater Management Report prepared by Crozier confirms water servicing is proposed via a 150 mm water lead tying into the existing 400 mm diameter water maintain on would drive. Through a proposed private easement. The 150 mm water lead will spit into a 100 mm domestic lien and a 150 mm fire line at

the northeast boundary of the site. The subject lands will be serviced by a proposed sanitary property line manhole at the northeast corner and 200 mm diameter sanitary sewers, which will connect to the existing 250 mm diameter sanitary sewer on World Drive also through the proposed private easement.

5.3 City Structure

Policy 5.3.4.1 states that *there are four Corporate Centres in Mississauga: a. Airport Corporate; b. Gateway Corporate; c. Meadowvale Business Park and d. Sheridan Park.* Furthermore, **Policy 5.3.4.3** states *Corporate Centres are Intensification Areas.*

Evaluation: The subject lands are located within the Gateway Corporate Centre. The proposed increase in height and density will assist the City of Mississauga meeting employment targets within Corporate Centres.

Policy 5.3.4.4 states *Corporate Centres will include a mix of higher density employment uses. Residential uses and new major retail developments will not be permitted in Corporate Centres.*

Evaluation: The proposed amendments do not seek to permit residential or major retail uses on the subject lands. The proposals include a mix of employment uses which together achieve a density of XX FSI and XX jobs per hectare.

Policy 5.3.4.5 states *Corporate Centres will support opportunities for the resident labour force to work in Mississauga.*

Evaluation: The proposed amendments seeks to permit 817 sq. m of retail gross floor area and 5,822 sq. m. of office gross floor area, assisting the City of Mississauga to reach employment targets. It is anticipate that XX jobs will be generated by the mix of employment uses from the proposal.

Policy 5.3.4.8 directs *Corporate Centres will be planned to achieve compact transit supportive development at greater employment densities, particularly near higher order transit stations.* **Policy 5.3.4.9** states *land uses permitted by this Plan that support commuter needs and support the use of nearby higher order transit facilities in off-peak travel times will be encouraged.* Furthermore, **Policy 5.3.4.10** states *development will be required to create an attractive public realm and provision of community infrastructure, transportation infrastructure, and other services required to support employees.*

Evaluation: The proposed development will complement surrounding uses within the Gateway Corporate Centre intended to meet the needs of local residents and businesses at a transit supportive density. The built form and height of the proposal complements the future growth of the Intensification Corridor along Hurontario Street and will help implement the vision of scale within the surrounding area. The proposed development will be a compact form that efficiently uses the lands and will have access to local public transit.

5.4 Corridors

Policy 5.4.4 directs that *development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.* In addition, **Policy 5.4.7** directs that *land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.*

Evaluation: The subject lands are identified along an Intensification Corridor in a Corporate Centre. The proposed development will be oriented towards Hurontario Street. The proposed 7-storey non-residential mixed use building represent a compact built form that is consistent with the planned character area of Hurontario Street. The height of 7-storeys will help frame Hurontario Street, creating an attractive pedestrian friendly streetscape. The proposed development will establish a street wall and has been designed to frame both the public street and complementing existing commercial and industrial buildings.

Policy 5.4.8 states *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.*

Evaluation: The subject lands is located within an Intensification Corridor as shown on **Figure X**. The non-residential mixed use building is 7-storeys in height providing an appropriate massing to this gateway location and meeting the minimum height requirements.

Policy 5.4.11 states *that Hurontario Street and Dundas Street have been identified as Intensification Corridors. These are Intensification Areas. Additional Intensification Corridors may be identified in the future.* Further, **Policy 5.4.12** directs *that not all segments of Intensification Corridors are appropriate for intensification. Planning studies for Intensification Corridors will identify appropriate locations for intensification and the appropriate densities, land uses and building heights.*

Evaluation: The proposed amendment will permit intensification of an underutilized site, balanced with the constraints of the site access and size. The proposed development is consistent with the vision of the Official Plan, as it will provide for a mix of employment uses in a compact built form, increasing the density of the subject lands in order to optimize planned transit infrastructure and utilizing an attractive architectural expression which is complimentary and compatible with the surrounding land uses in the Gateway Corporate Centre.

5.5 Intensification Areas

Policy 5.5.1 states *that the focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas, as shown on Schedule 2: Intensification Areas.*

Evaluation: The proposed amendments will permit an increase in density and height on the subject lands meeting the intention of the intensification policies within this Plan.

Policy 5.5.4 provides that *Intensification Areas will be planned to reflect their role in the City Structure hierarchy.*

Evaluation: The proposed amendments will provide employment uses within the planned intensification area that reflects the City Structure hierarchy for the subject lands.

Policy 5.5.5 directs that *development will promote the qualities of complete communities.*

Evaluation: The proposed development will provide additional employment uses which support employers and employees within the Gateway Corporate Centre, in a built form and massing which are in keeping with the vision and policies of the Intensification Corridor.

Policy 5.5.6 states that *development applications within Intensification Areas proposing a change to the designated land use, which results in a significant reduction in the number of residents or jobs that could be accommodated on the site, will not be permitted unless considered through a municipal comprehensive review.*

Evaluation: The proposed amendments do not change the proposed designation of the lands, but instead, add self-storage uses which support surrounding employment uses. As formulated in a mixed non-residential use building, the proposed development will provide XX jobs (XX jobs per hectare) which supports the vision for this Intensification Area. The proposal is therefore in conformity with this policy.

Policy 5.5.7 states that *a mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these uses will be permitted in all areas.*

Evaluation: The proposed amendment will permit the development of employment uses on the subject lands that will complement the City's vision of the growth of the Intensification Corridor along this area of Hurontario Street.

Policy 5.5.8 provides that *residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged.* Furthermore, **Policy 5.5.9** states that Intensification Areas will be planned to maximize the use of existing and planned infrastructure.

Evaluation: The proposed amendments provide an increase in density that will be supported by the further growth of the Intensification Corridor along Hurontario Street. The subject lands are currently served by the Hurontario Street and World Drive MiWay Route 17-Hurontario Line. Service is provided every 10 minutes, connecting to HWY 407 & Hurontario GO Station and City Centre Transit Terminal. Furthermore, the subject lands are within 800 m of the future Hurontario Light Rail Transit Line which is expected for completion in the Fall of 2024.

Policy 5.5.15 states that *Intensification Areas will be served by transportation Corridors containing transit and active transportation and may contain higher order transit facilities.*

Evaluation: The subject lands are within an intensification area where higher order transit facilities are to be implemented by the Municipality, which the proposed development will support.

Policy 6.4.1.2 directs that *water conservation measures will be implemented in development.* Furthermore, **Policy 6.4.1.3** provides that *a water conservation plan will be required for development proposing a large use of municipally treated and supplied water. The Plan will consider alternatives to the use of water and evaluate mitigation measures to reduce the use of water, where technically feasible.*

Evaluation: The subject lands are located on lands that are adequately serviced by public services and infrastructure. As confirmed within the Functional Servicing and Stormwater Management Report prepared by Crozier confirms water servicing is proposed via a 150 mm water lead tying into the existing 400 mm diameter water main on World Drive. Through a proposed private easement. The 150 mm water lead will split into a 100 mm domestic line and a 150 mm fire line at the northeast boundary of the site. The subject lands will be serviced by a proposed sanitary property line manhole at the northeast corner and 200 mm diameter sanitary sewers, which will connect to the existing 250 mm diameter sanitary sewer on World Drive also through the proposed private easement.

Chapter 6: Value the Environment

6.4 Water

Policy 6.4.2.2 states that *Mississauga will require that development applications be supported by stormwater best management practices in accordance with relevant plans, studies, development standards and policies. Additional measures may be specified by the City based on known concerns related to storm sewer capacity, pollution prevention, flood risk and erosion, and protection of the city's Natural Heritage System, including its ecological function. Stormwater best management practices must be approved by the city, appropriate conservation authority and Provincial Government, where applicable.*

Policy 6.4.2.4 states that *surface drainage and stormwater management facilities will be installed for the safety of residents and to protect infrastructure and property. Policy 6.4.2.5* provides that *the design of storm drainage and stormwater management facilities will consider interim and ultimate development conditions.* Furthermore, **Policy 6.4.2.6** states that *the design of stormwater management facilities and surface drainage facilities must conform to City standards, policies and guidelines. A buffer may be required as determined by the City.*

Furthermore, Policy 6.4.2.7 states that *at-source controls should be provided to reduce the need for new stormwater infrastructure. All efforts to this effect should be guided by the appropriate environmental agencies, according to all Provincial Government, Regional Government and municipal policies, guidelines and regulations.*

Evaluation: The subject lands are located on lands that are adequately serviced by public services and infrastructure. As confirmed within the Functional Servicing and Stormwater Management Report prepared by Crozier confirms water servicing is proposed via a 150 mm water lead tying into the existing 400 mm diameter water main on World Drive. Through a proposed private easement. The 150 mm water lead will split into a 100 mm domestic line and a 150 mm fire line at the northeast boundary of the site. The subject lands will be serviced by a proposed sanitary property line manhole at the northeast corner and 200 mm diameter sanitary sewers, which will connect to the existing 250 mm diameter sanitary sewer on World Drive also through the proposed private easement.

6.5 Air Quality

Policy 6.5.3 directs that *Mississauga will promote building and site design that minimizes vehicular idling, energy consumption and maximizes the use of renewable energy and vegetative cover.*

Evaluation: The building will utilize both passive and active energy conservation measures to minimize the developments energy consumption and Greenhouse Gas emissions.

6.6 Soil Conservation

Policy 6.6.2 directs that *proposals for development and site alteration will incorporate appropriate buffers adjacent to watercourses, Natural areas and parks to protect against soil erosion and sediment impacts.*

Evaluation: The subject lands are not in proximity to any watercourses, natural areas or parks.

Policy 6.6.3 states that *topsoil will be protected by regulating and controlling construction, design and maintenance activities or any activity resulting in site alteration.* Furthermore, **Policy 6.6.4** states that

maintaining vegetation to protect against erosion and degradation of topsoil will be required unless authorized by the City.

Evaluation: In support of this application Crozier & Associates has prepared an erosion and sediment plan.

6.9 Waste Management

Policy 6.9.3 directs that *Mississauga will establish site design standards that allow adequate flexibility in waste handling for development proposals. Standards will address a range of waste management options including on-site material separation, multiple waste streams and composting.*

Evaluation: The proposed development will provide a semi-underground garbage containers on a concrete pad located at the south east corner of the subject lands. Appropriate screening through fencing and planting will be provided.

6.10 Noise

Policy 6.10.1.2 directs that *industrial, commercial or utility development will not be permitted where the noise transmitted to existing or proposed residential areas, or other noise sensitive use, exceeds the mitigated outdoor and plane of window noise criteria established by the applicable Provincial Government environmental noise guideline. Policy 6.10.1.3* states that *the sound levels anticipated on the site of a proposed development will be established on the basis of the predictable worst case noise impact from the stationary source(s) in accordance with the applicable Provincial Government environmental noise guideline.*

Policy 6.10.3.6 directs that *a feasibility and/or detailed noise impact study prepared to analyze the impacts of road noise on a development are to incorporate the ultimate Annual Average Daily Traffic (AADT) for the road.*

Evaluation: A Noise Feasibility Letter has been prepared in support of this application by Gradient Wind confirming the proposed development will not exceed the MECP limits regarding noise and vibration. The proposed development does not require mitigation measures.

Chapter 9: Build a Desirable Urban Form

9.1 Introduction

Policy 9.1.2 provides that *within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.*

Evaluation: The proposed development will provide a mix of uses including a self-storage facility, office and retail uses to support the resident and businesses within the immediate area, thus the proposed development is consistent with policy 9.1.2.

Policy 9.1.5 states that *development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.*

Evaluation: The proposed development is consistent with the planned character of Hurontario Street, as a Corporate Centre, by providing for a compact built form, utilizing attractive architecture and providing for an appropriate street wall condition along Hurontario Street.

Policy 9.1.8 provides that *Mississauga will transform the public realm to create a strong sense of place and civic pride.*

Evaluation: The proposed development will create a sense of place by creating an appropriate street wall with attractive architecture and landscape design.

Policy 9.1.9 states that *urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes.*

Evaluation: Hurontario Street is currently identified as a high-order transit corridor, which will be supported by the proposed development. The proposed develop seeks to provide a non-residential mixed use building at a transit supportive density.

Policy 9.1.10 states that *the city vision will be supported by site development that:*

- a. *respects the urban hierarchy;*
- b. *utilizes best sustainable practices;*
- c. *demonstrates context sensitivity, including the public realm;*
- d. *promotes universal accessibility and public safety; and*
- e. *employs design excellence.*

Evaluation: As noted above the proposed amendment allow for intensification of built-form along Hurontario Street which respects the urban hierarchy. Furthermore, the proposed development meets sustainability policies of this Plan as it provides for passive and active energy consumption options and reduced parking on site which is screened from the public realm with landscaping. The proposed building is setback appropriately from Hurontario Street which promotes an accessible and safe pedestrian environment. A high standard of design elements are incorporated into the building and site design.

Policy 9.1.13 directs that *development will have positive, restorative, ecological benefits on a site through the practice of sustainable building and site design.*

Evaluation: The proposed development utilizes both passive and active energy conservation measures to minimize the developments energy consumption and Green House Gas (GHG) emissions.

9.2 City Pattern

Policy 9.2.1.4 provides that *Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas.*

Evaluation: The proposed amendment will permit a site specific exception to permit a reduction in parking for the proposed uses. This reduced parking rates allow for a more compact urban built form and enhance pedestrian connectivity on the subject lands to adjacent uses as supported by the Transportation Report prepared by CGH.

Policy 9.2.1.6 states that *Mississauga will encourage the consolidation of access points and shared parking, service areas and driveway entrances.*

Evaluation: The proposed development will permit a shared driveway access between the subject lands and MTO lands located immediate south to reduce the curb cuts along Hurontario Street.

Policy 9.2.1.9 provides that *where the right-of-way width exceeds 20 m, a greater building height may be required to achieve appropriate street enclosure in relation to the right-of-way width.* Furthermore, **Policy 9.2.1.10** directs that *appropriate height and built form transitions will be required between sites and their surrounding areas.*

Evaluation: The subject lands are not subject to height restrictions in this Plan. The proposed amendments will permit a 7-storey building which is an appropriate built form for the subject lands given their size and access restrictions. Appropriate setbacks have been incorporated in the design of the subject lands to ensure no adverse impacts are created along Hurontario Street and adjacent employment lands surrounding the subject lands.

Policy 9.2.1.21 states that *development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive.* Specifically, **Policy 9.2.1.22** states that *development will be designed to support and incorporate pedestrian and cycling connections.*

Evaluation: The proposed development will have an urban built form that is attractive, compact and supportive of transit, pedestrian and cycling.

Policy 9.2.1.25 states that buildings *should have active façades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections.*

Evaluation: The proposed building will have active facades which includes retail at grade level and will integrate of materials including but not limited to masonry, glass, concrete and aluminium composite material.

Policy 9.2.1.26 directs that *for non-residential uses, at grade windows will be required facing major streets and must be transparent,* while, **Policy 9.2.1.27** states that *Development will create a sense of gateway to the Intensification Area with prominent built form and landscaping.* In addition, **Policy 9.2.1.28** provides that *built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired.*

Policy 9.2.1.29 provides that *development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape.* Furthermore, **Policy 9.2.1.31** states that *buildings should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk.*

Evaluation: As noted above the proposed development contemplate office and retail uses at grade to integrate the built form and streetscape along Hurontario Street. The built form is of an appropriate massing and scale given the size and access limitations of the subject lands. The proposed development contemplates a minimum 3 metre landscape buffer along all property lines of the subject lands. The proposed landscaping will provide a variety of trees, shrubs and other planting that is compatibility with the location and use of the site. Detailed landscape plans will be provided through the Site Plan application.

Policy 9.2.1.32 states that *buildings should be oriented to, and positioned along the street edge, with clearly defined primary entry points that directly access the public sidewalk, pedestrian connections and transit facilities.*

Policy 9.2.1.34 directs that *development will utilize streetscape design to provide visual connections to open space, providing enhanced sidewalk and trail connections near open spaces.* **Policy 9.2.1.35** provides that *buildings and streetscapes will be situated and designed so as to encourage pedestrian circulation.* **Policy**

9.2.1.36 provides that *streetscape improvements including trees, pedestrian scale lighting, special paving and street furniture in sidewalks, boulevards, open spaces and walkways, will be coordinated and well designed.*

Evaluation: The proposed amendment will permit a built form, massing, and scale that is appropriate for the planned character of the Gateway Corporate Centre. The proposed development will improve the existing public realm of this area with a high level of architectural design and landscaping is contemplated on the subject lands.

Policy 9.2.1.37 states that *developments should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to ensure for natural surveillance from public areas. Aboveground structured parking should be lined with residential, commercial or office uses.* Furthermore, **Policy 9.2.1.38** states that *parking lots and structures should not be located adjacent to major streets.*

Evaluation: The proposed parking areas on the subject lands are screened by a minimum 3.0 metre landscape area along each property line to screen the proposed parking spaces from the street and adjacent properties. The majority of parking will be located within the underground parking structure and thus not visible from the street.

Policy 9.2.1.39 states that *signage will be integrated with the scale and character of built form and will follow universal design principles.*

Evaluation: The proposed development will provide signage that will be integrated with the scale and character of the built form. The location and signage type will be determined through the site plan approval process.

9.3 Public Realm

Policy 9.3.1.3 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.

Evaluation: High-quality landscaping is proposed as a part of the development to enhance visual interest along the public street and to create an attractive public realm for pedestrians. Combined with the 7-storey building, an appropriate streetscape condition will be created. The proposal will provide for lighting on-site to increase pedestrian safety and comfort. Parking is proposed in the side yard and within the underground parking facility. High-quality landscaping will be provided along the all property lines to screen surface parking and driveways from the public realm and will be further detailed at the Site Plan stage.

Policy 9.3.1.4 provides that *development will be designed to:*

- a. *respect the natural heritage features, such as forests, ridges, valleys, hills, lakes, rivers, streams and creeks;*
- b. *respect cultural heritage features such as designated buildings, landmarks and districts;*
- c. *accentuate the significant identity of each Character Area, its open spaces, landmarks and cultural heritage resources;*
- d. *achieve a street network that connects to adjacent streets and neighbourhoods at regular intervals, wherever possible;*
- e. *meet universal design principles;*
- f. *address new development and open spaces;*
- g. *be pedestrian oriented and scaled and support transit use;*
- h. *be attractive, safe and walkable;*

- i. *accommodate a multi-modal transportation system; and*
- j. *allow common rear laneways or parallel service streets to provide direct access for lots fronting arterial roads and major collector roads, when appropriate.*

Evaluation: e), g) and h) are applicable to the proposal. The proposal addresses these policies by providing visual interest through a mixture of façade materials, such as glass, curtain wall glazing, masonry, spandrel, concrete, back-lit glass, and aluminum and metal panels. The proposed design will incorporate a mixture of colours on all sides of the proposed building to further enhance visual interest. Furthermore, attractive light standards and fixtures will be located around the surface parking area to enhance safety. Cutoffs will be used to ensure light spillage onto adjacent properties will not occur. Lastly, the proposal will occur at a transit supportive density of XX jobs per hectare.

Policy 9.3.1.7 directs that *streetscapes will be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting and signage.* Furthermore, **Policy 9.3.1.8** provides that *the design of developments at intersections and along major streets should be of a highly attractive urban quality, recognizing that streets are important civic spaces and linkages.* In addition, **Policy 9.3.1.9** states that *development and elements within the public realm will be designed to provide continuity of the streetscape and minimize visual clutter.*

Evaluation: The proposed amendment will permit a built form that provides appropriate form, massing and scale. The proposed 7-storey mixed use building represent a compact built form that is consistent with the planned character area of Hurontario Street, intensification corridor. The height of 7-storeys will help frame Hurontario Street, creating an attractive pedestrian friendly streetscape traveling north on Hurontario Street from the Highway 401 off ramp. The proposed development will establish a street wall and has been designed to frame both the public street complementing existing commercial buildings and infrastructure. Appropriate lighting and signage will be incorporated throughout the site which will be outlined through the site plan application.

Policy 9.3.5.8 states that landscaped, outdoor on-site amenity areas will be encouraged for employment uses.

Evaluation: The proposed development will provide landscape areas throughout the site, including landscaping along all property lines. A landscape plan has been prepared in support of this application.

9.4 Movement

Policy 9.4.1.1 directs that *the design of all development will foster the improvement of connections and accessibility for transit users and promote active transportation modes.*

Evaluation: The proposed amendment will provide for accessibility for transit users by providing safe pedestrian walkways to main entrances that are clear and meet minimum design standards. The proposed development will also permit a safe accessible driveway entrance from Hurontario Street.

Policy 9.4.1.3 directs that *development will support transit and active transportation by:*

- a. *locating buildings at the street edge, where appropriate;*
- b. *requiring front doors that open to the public street;*

- c. *ensuring active/animated building façades and high quality architecture;*
- d. *ensuring buildings respect the scale of the street;*
- e. *ensuring appropriate massing for the context;*
- f. *providing pedestrian safety and comfort; and*
- g. *providing bicycle destination amenities such as bicycle parking, shower facilities and clothing lockers, where appropriate.*

Evaluation: The proposed orientation of the non-residential mixed use building is proposed to improve the public realm along the Intensification Corridor. The proposed building will create an active façade using masonry, glass, concrete and aluminum materials. Bicycle parking and a reduction in required parking is proposed to support transit infrastructure.

Policy 9.4.1.4 states that *development will provide for pedestrian safety through visibility, lighting, natural surveillance and minimizing vehicular conflicts.*

Evaluation: The proposed development is appropriately designed to mitigate impact for visibility, lighting and surveillance through on site lighting, landscaping and active frontages.

9.5 Site Development and Buildings

Policy 9.5.1.2 provides that *developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:*

- a. *Natural Heritage System;*
- b. *natural hazards (flooding and erosion);*
- c. *natural and cultural heritage features;*
- d. *street and block patterns;*
- e. *the size and configuration of properties along a street, including lot frontages and areas;*
- f. *continuity and enhancement of streetscapes;*
- g. *the size and distribution of building mass and height;*
- h. *front, side and rear yards;*
- i. *the orientation of buildings, structures and landscapes on a property;*
- j. *views, sunlight and wind conditions;*
- k. *the local vernacular and architectural character as represented by the rhythm, textures and building materials;*
- l. *privacy and overlook; and*
- m. *the function and use of buildings, structures and landscapes.*

Evaluation: The proposed development represents an appropriate development within a Corporate Centre which is compatible with surrounding land uses. No adverse impacts are anticipated on adjacent land uses.

Policy 9.5.1.4 states that *buildings, in conjunction with site design and landscaping, will create appropriate visual and functional relationships between individual buildings, groups of buildings and open spaces.*

Evaluation: The proposed development will create appropriate visual and functional relationships between the proposed building on the subject lands and adjacent land uses.

Policy 9.5.1.9 states that *development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated.*

Evaluation: The proposed development is compatible with surrounding land uses as well as the public realm, with no undue planning impacts vis-à-vis sunlight, sky views and microclimatic conditions.

Policy 9.5.1.12 states that noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged.

Evaluation: A Noise Feasibility Letter has been prepared by Gradient Wind and confirms the proposed development will not impact adjacent uses and mitigation measures are not required.

Policy 9.5.1.13 states that *buildings with exposure to Provincial Highways or public streets in areas of site plan control will be subject to a higher standard of design to achieve upgraded building elevations and landscaping, including principal doors and window fenestration.*

Evaluation: Though the subject lands do not have direct exposure to Highway 401, the subject lands are in proximity to the Hurontario Street-401 interchange. A higher standard of design has been considered for the proposed buildings as shown on the elevation plans provided and prepared by TACT Architecture. The proposed building will consist of masonry, glass, concrete and aluminum materials, and appropriate landscaping which will be determined through site plan.

Policy 9.5.2.2 states that *developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by:*

- a. *providing walkways that are connected to the public sidewalk, are well lit, attractive and safe;*
- b. *fronting walkways and sidewalks with doors and windows and having visible active uses inside;*
- c. *avoiding blank walls facing pedestrian areas; and*
- d. *providing opportunities for weather protection, including awnings and trees.*

Policy 9.5.2.3 states that *development proponents will be required to ensure that pedestrian circulation and connections are accessible, comfortable, safe and integrated into the overall system of trails and walkways.*

Evaluation: The proposed development will provide walkways to entrances and parking areas proposed on the subject lands which connect to existing and planned public realm along Hurontario Street.

Policy 9.5.2.6 states that *development proponents will be required to demonstrate the successful application of universal design principles and compliance with legislated standards.*

Evaluation: AODA Standards will be met.

Policy 9.5.2.7 provides that *site development should respect and maintain the existing grades on-site.*

Evaluation: A Site Grading Plan has been prepared by Crozier and Associates in support of this application.

Policy 9.5.2.8 directs that *site designs that conserve energy will be encouraged. Energy conservation will be addressed at the development application stage and during the preparation of building and site designs. Buildings should be designed, oriented, constructed and landscaped to minimize interior heat loss and to capture and retain solar heat energy in the winter and to minimize solar heat penetration in the summer.* Furthermore,

Policy 9.5.2.9 provides that *site designs will be encouraged that minimize the consumption of water.*

Evaluation: As noted above the proposed development will utilize both passive and active energy conservation measures to minimize the developments energy consumption and GHG emissions. Further details will be provided through the Site Plan Application.

Policy 9.5.2.10 provides that site development will be encouraged to meet a minimum standard of LEED Silver or custom green development standards.

Evaluation: The proposed buildings will utilize a low power high efficiency LED lighting system with controls to automate lighting schedule on/off. The mechanical systems consist of high efficiency rooftop AC units and advanced building automation controls. Further details will be determined through the detail design stage.

Policy 9.5.2.11 directs that *site development will be required to:*

- a. *incorporate stormwater best management practices;*
- b. *provide enhanced streetscape;*
- c. *provide landscaping that complements the public realm;*
- d. *include the use of native non-invasive plant material;*
- e. *protect and enhance habitat;*
- f. *preserve significant trees on public and private lands;*
- g. *incorporate techniques to minimize urban heat island effects such as providing planting and appropriate surface treatment; and*
- h. *provide landscaping that beautifies the site and complements the building form.*

Evaluation: The proposed development will provide Low Impact Development as supported by the Functional Servicing and Stormwater Management Report prepared by Crozier and Associates. The proposed landscaping on the subject lands will provide appropriate planting, screening and street furniture. Further landscaping details will be provided through the detailed design stage.

Policy 9.5.2.12 states that *heating, venting and air conditioning equipment and mechanical/utility functions will be located away from the public realm and not be visible from public view.*

Evaluation: The mechanical components of the building will be located at the rear of the proposed building, screened from view from the public realm as shown on the Site Plan prepared by NCA Architecture.

Policy 9.5.3.1 states that *buildings will be designed to create a sense of identity through the site layout, massing, forms, orientation, scale, architectural features, landscaping and signage.* **Policy 9.5.3.2** directs that *buildings must clearly address the street with principal doors and fenestrations facing the street in order to:*

- a. *ensure main building entrances and at grade uses are located and designed to be prominent, face the public realm and be clearly visible and directly accessible from the public sidewalk;*
- b. *provide strong pedestrian connections and landscape treatments that link the buildings to the street; and*
- c. *ensure public safety.*

Furthermore, **Policy 9.5.3.3** provides that *building façades should be articulated to include changes in materials, or material treatments, as well as the indication of transition between floors and interior spaces to provide visual interest and relief* and **Policy 9.5.3.5** directs that *front building façades should be parallel to the street. Consideration may be given to allow for periodic indentation for visual relief and features such as urban plazas.*

Evaluation: An attractive architectural building design and range of materials are provided to reflect a high level of quality and contribute to the existing employment architectural character of the area. The proposed building design will provide visual interest through a mixture of façade materials, such as glass, curtain wall glazing, masonry, spandrel, concrete, back-lit glass, and aluminum and metal panels. The proposed design will incorporate a mixture of colours on all sides of the proposed building to further enhance visual interest.

Policy 9.5.3.6 provides that *street facing façades should have the highest design quality. Materials used for the front façade should be carried around the building where any façades are exposed to the public view at the side or rear.* **Policy 9.5.3.7** states that buildings will be pedestrian oriented through the design and composition of their façades, including their scale, proportion, continuity, rhythms, texture, detailing and materials.

Policy 9.5.3.8 directs that *buildings should avoid blank street wall conditions. Blank walls resulting from phased development, will require upgraded architectural treatment.*

Evaluation: TACT Architecture has prepared elevation plans in support of this application. As shown in the elevation plans the proposed buildings will not have blank street wall conditions rather articulated street walls to improve the street scape along Hurontario Street. Furthermore, pedestrian sidewalks are proposed where appropriate around the building that will be well lit and landscaped to break up any hard surfacing from the proposed parking and driveway areas.

Policy 9.5.3.11 states that *building materials should be chosen for their functional and aesthetic quality, sustainability and ease of maintenance.* Furthermore, **Policy 9.5.3.12** directs that *the choice of building materials should minimize the risk for bird collisions.*

Evaluation: The proposed buildings will consist of a variety of materials including but not limited to glass, curtain wall glazing, masonry, spandrel, concrete, back-lit glass, and aluminium and metal panels. As noted above the proposed design will incorporate a mixture of colours on all sides of the proposed building to further enhance visual interest.

Policy 9.5.4.2 directs that *an attractive and comfortable public realm will be created through the use of landscaping, the screening of unattractive views, protection from the elements, as well as the buffering of parking, loading and storage areas.* Furthermore, **Policy 9.5.4.5** directs that built form will relate to the width of the street right-of-way.

Evaluation: The proposed development has been designed to improve the existing pedestrian environment along Hurontario Street. The primary entrance to the building will be directly accessible from Hurontario Street and the proposed pedestrian walkway will ensure safe connection from the building's entrance. Landscaping will be adjacent to pedestrian walkways, including enhanced planting at the front façade to further create an inviting public realm and to integrate the sidewalk connections to the future public sidewalks.

Policy 9.5.5.3 states that *where surface parking is permitted, the following will apply. Parking should:*

- a. *not be located between the building and the street;*
- b. *incorporate stormwater best management practices, such as, permeable paving, bioretention areas and tree clusters;*
- c. *provide safe and legible raised walkways, with curb ramps, within parking areas to buildings and streets;*
- d. *incorporate universal design principles;*
- e. *be configured to permit future development;*

- f. *have appropriate landscape treatment including trees and lighting, throughout parking lots;*
- g. *provide appropriate landscape treatment to provide shading of parking areas; and*
- h. *provide landscape buffering at the street edge.*

Evaluation:

- The at grade parking areas on the subject lands will be screened by a landscape area proposed on the subject lands. The landscape area will consist of high quality landscaping to screen the proposed parking to ensure no impact on the public realm of Hurontario Street.
- The proposed stormwater measures will be incorporated in the proposal and not create physical impact on the site or surrounding areas as supported by the Functional Servicing and Stormwater Management Report prepared by Crozier and Associates.
- The proposed development provides for safe walkways and curbs ramps that assist the safety of pedestrian mobility.
- A concept landscape plan has been prepared in support of this application that illustrates the high-quality landscaping to improve the public realm and parking areas.

Specific landscaping, lighting and materials of will be determined through detail design stage.

Policy 9.5.5.7 states *service, loading and garbage storage areas should be internal to the building or located at the rear of the building and screened from the public realm.*

Evaluation: The proposed development contemplates loading within an enclosed building for customers of the self-storage facility, with a shared loading dock and garbage storage at the rear of the property which will be screened from Hurontario Street.

Policy 9.5.6.2 states *active building frontages should be designed to face public spaces including entries and windows to ensure natural surveillance opportunities.*

Evaluation: The proposed non-residential mixed use building will front Hurontario Street, with the main entrance and clear glazing provided towards the Hurontario Street ensuring natural surveillance on the subject lands and public realm.

Policy 9.5.6.4 states *development should incorporate lighting to ensure all designated areas of circulation, entrance, and connections are appropriately illuminated.*

Evaluation: The proposed development will provide for lighting to assist safely at entrances and parking areas on the subject lands. Specific locations and materials will be determined at the detailed design stage.

Chapter 10: Foster a Strong Economy

10.1 Introduction

Policy 10.1.1 states *Mississauga will encourage a range of employment opportunities reflective of the skills of the resident labour force.* **Policy 10.1.2** states *Mississauga will identify and protect lands for a diversity of employment uses to meet current and future needs.* Furthermore, **Policy 10.1.3** states *an adequate supply of*

lands providing locations for a variety of appropriate employment uses will be maintained to accommodate the City's growth forecasts.

Evaluation: The proposed development will assist the City of Mississauga to protect employment lands and meet growth forecast targets set out in this Plan as the proposed development is within the Gateway Corporate Centre and provides a range in employment uses.

Chapter 11: General Land Use Designations

11.2 General Land Use

Policy 11.2.7.1 states *in addition to the Uses Permitted in all Designations, lands designated Office will also permit the following uses: a. Major Office; b. Secondary Office and c. Accessory uses.* **Policy 11.2.7.2** states *accessory uses will generally be limited to a maximum of 20% of the total Gross Floor Area.* Furthermore, **Policy 11.2.7.3** states *all accessory uses should be on the same lot and clearly subordinate to the functioning of the permitted use.*

Evaluation: The proposed amendment see to permit site specific provisions to permit the proposed self-storage in addition to the office uses and accessory retail permissions that exist. The proposed self-storage use is complementary with similar industrial and retail uses which currently existing within the Hurontario Street Corridor. Further the proposed self-storage use supports the surrounding employment use. The proposed non-residential building has been designed with an architectural expression similar to a typical office building, with the office components located along Hurontario Street to create an active, attractive streetwall.

Chapter 15: Corporate Centres

15.1 Introduction

Policy 15.1.1.1 states *Corporate Centres will develop a mix of employment uses with a focus on office development and uses with high employment densities.* Furthermore, **Policy 15.1.1.2** states *lands on a Corridor or within a Major Transit Station Area will be subject to the two storey height minimum. Local area plans or planning studies may establish maximum height requirements.*

Evaluation: The proposed amendments seek to permit a range of employment uses which include office, self-storage and retail. The proposed development will have a floor space index 2.7 times the lot area, with a maximum height of 7-storeys, meeting the intent of Policy 15.1.1.1.

The subject lands will be within 800 m of a future Major Transit Station Area ("MTSA"), as defined by the Growth Plan, however, has not been formally designated by the Region of Peel. The City of Mississauga has identified the future Courtney Park Drive and Hurontario Street Light Rail Transit Station as a Major Transit Station Area, which the subject lands is within 800 m of this future MTSA. The proposed development represents a transit supportive built form at a density of XX jobs per hectare.

Policy 15.1.1.3 states *the following uses will not be permitted in freestanding buildings on a Corridor: a. financial institution; b. motor vehicle rental; c. personal service establishment; d. restaurant; and e. retail store.* Furthermore, **Policy 15.1.1.4** states *within a Corridor all accessory uses must be in the same building as the principal use.*

Evaluation: The proposed retail use, will be an accessory use to the proposed self-storage use. The retail use is proposed at-grade which provides self-storage solutions for personal belongings. The retail offers full solutions for organizational needs of businesses which include document storage and management services, on-site shredding service, and in-house full service moving experience.

15.3 Gateway Corporate Centre

Policy 15.3.1.1 directs the focus of these policies is to promote high quality urban design and built form. These policies are also intended to reinforce and enhance the image of Hurontario Street as the main northsouth Corridor through the city. Furthermore, **Policy 15.3.1.2** states the purpose of the following urban design policies is to define principles for the physical form and character of Hurontario Street:

POLICY

a. encourage a high quality urban design in the built form which is distinctive and urban in character, and which contributes to the identity of Hurontario Street as a principal city thoroughfare and higher order transit corridor

b. encourage a high standard of public and private realm streetscape design that is coordinated and comprehensive, particularly at Major Transit Station Areas, which includes street furniture, public art, building forecourts, open space, transit shelters, bicycle parking, tree planting, and the sensitive placement of utilities with consideration for the public and private realm;

c. buildings will be street related with main building entrances, active building elevations, and fenestration forming an integrated link between the building and the sidewalk. Active building features should be oriented to major street frontages and the light rail transit system;

d. encourage the development of a unique Hurontario Street character, and enhance its image through the creation of streetscape design, prominent intersections, built form features, an integrated public and private realm and gateway features;

EVALUATION

The proposed 7-storey non-residential mixed use building represent a compact built form that is consistent with the planned character area of Hurontario Street, an intensification corridor. The massing and scale of the proposed building is appropriate to the existing and future commercial retail and office context of the area and provides for an appropriate height within the Corporate Centre and Intensification Corridor designation given the site size and access constraints. The proposed building provides a prominent presence along Hurontario Street in proximity to Highway 401.

A high standard of landscaping and built form will be provided for which will improve the streetscape of Hurontario Street along the site frontage.

The primary entrance to the building will be directly accessible to Hurontario Street. These walkways will ensure safe connection from the building to Hurontario Street.

An attractive architectural design and range of materials are provided to reflect a high level of quality and contribute to the existing employment architectural character of the area.

POLICY

e. orient the most active and architecturally detailed building façade to the public street by use of main entrances and a large percentage of fenestration addressing the streetscape;

f. locate parking facilities at the rear and/or side of buildings instead of between the front of the building and the public street. As sites develop/redevelop, parking should be structured and preferably, underground. Transportation demand management measures will be encouraged;

g. design buildings with sufficient height, mass and width of street frontage to define and frame the street;

k. encourage development that provides a safe and convenient pedestrian environment that reinforces Hurontario Street as a major transit corridor;

l. minimize building setbacks from the streetline(s) while balancing continuous landscaping between the building and the street and pedestrian linkages to the public sidewalk;

m. encourage the appropriate transition of built form between buildings;

n. provide for safe, pleasant and convenient pedestrian movement from the public sidewalk and

EVALUATION

The proposed building design will provide visual interest through a mixture of façade materials, such as glass, curtain wall glazing, masonry, spandrel, concrete, back-lit glass, and aluminum and metal panels. The proposed design will incorporate a mixture of colours on all sides of the proposed building to further enhance visual interest.

The majority of parking is located below grade with 15 surface parking space proposed along the southern portion of the proposed non-residential mixed use building. The proposed building and parking layout will make efficient use of the property. Transportation Demand Management measures include but not limited to transit maps and schedules being displayed at office use entrances, see Section 5.3 of Transportation Brief prepared by CGH Transportation for further details.

The proposed 7-storey non-residential mixed use building represents a compact built form that is consistent with the planned character area of Hurontario Street, intensification corridor. The height of 7-storeys will help frame Hurontario Street, creating an attractive pedestrian friendly streetscape traveling north on Hurontario Street from the Highway 401 off ramp.

The proposed development will provide a safe and convenient pedestrian environments by incorporating pedestrian walkways that are well lit and landscaped from the proposed building to Hurontario Street.

The proposed development provides a minimum 3 m landscape setback from all property lines. The proposed setback will allow visual interest along the street edge and between adjacent properties.

The proposed development will provide appropriate transition to adjacent uses by way of setbacks from adjacent uses.

The proposed development will provide a safe and convenient pedestrian environments by

POLICY

on-site parking areas to the principal building entrance(s);

p. priority will be given to pedestrian movement when accommodating both pedestrian and vehicular traffic. Design efficient parking facilities to avoid circuitous routes and dead end aisles;

s. internalize, screen and minimize visual impacts of the service and loading facilities from the streetscape, public view, pedestrian walkways, and abutting uses;

t. the submission of a concept plan will be required for all development applications to demonstrate how the urban design policies will be implemented;

u. development applications will also have regard for the urban design guidelines in the urban design manual entitled Upper Hurontario Corridor - A design mandate for excellence; and

v. development should provide the ease of movement between the built form and transit facilities and active transportation. The design of buildings will improve connections and accessibility for transit users and active transportation and reinforce Hurontario Street as a major transit corridor

EVALUATION

incorporating pedestrian walkways that are well lit and landscaped from the proposed building to Hurontario Street.

The majority of parking is located below grade with 15 surface parking space proposed along the southern portion of the proposed non-residential mixed use building. The proposed building and parking layout will make efficient use of the property, with appropriately located sidewalks being proposed.

The proposed development provides a minimum 3 m landscape setback from all property lines which will include high quality landscape to screen drive aisles, surface parking areas and service / loading areas from the public realm.

A Concept Landscape Plan and Urban Design Brief have been prepared in support of the proposed development.

An Urban Design Brief have been prepared in support of the proposed development. See report for further details.

One vehicular access point is proposed to connect the subject lands to the existing road networks on Hurontario Street. The primary access is located at the northwest area of the subject lands and will accommodate a truck turning radius and smaller moving vehicles entering off of Hurontario Street. The proposed self-storage and accessory retail uses will not generate a significant amount of traffic within the area as supported by the Transportation Justification Report prepared by CGH Transportation. The proposal will support transit usage at a density of 495 jobs per hectare.

Policy 15.3.2.4 states notwithstanding the Office policies of this Plan, the following additional policies will apply:

- a) *overnight accommodation and conference centres may be permitted;*
- b) *at Major Transit Station Areas, buildings will be a minimum of three storeys but will be encouraged to be higher;*
- c) *buildings will have a maximum building setback of five metres, however, greater setbacks may be required based on the final design of the light rail transit system;*

- d) *accessory retail commercial uses incorporating transparent windows will be encouraged at grade at Major Transit Station Areas for buildings directly fronting Hurontario Street; and*
- e) *in order to achieve a continuous street wall, new development will have a minimum 80 percent of any lot frontage along Hurontario Street within Major Transit Station Areas and 66 percent in areas beyond, occupied with a building or buildings. In the case of lots with multiple street frontages, priority will be given to establishing a continuous street wall along Hurontario Street. This continuous street wall condition will wrap around the corner at major intersections.*

Evaluation: The proposed 7-storey non-residential mixed use building represent a compact built form that is consistent with the planned character area of Hurontario Street, an intensification corridor. The height of 7-storeys will help frame Hurontario Street, creating an attractive pedestrian friendly streetscape traveling north on Hurontario Street from the Highway 401 off ramp. The proposed development will establish a street wall and has been designed to frame both the public street complementing existing commercial buildings and infrastructure.

An attractive architectural design and range of materials are provided to reflect a high level of quality and contribute to the existing commercial, office and industrial architectural character of the area. The proposed building design will provide visual interest through a mixture of façade materials, such as glass, curtain wall glazing, masonry, spandrel, concrete, back-lit glass, and aluminum and metal panels. The proposed design will incorporate a mixture of colours on all sides of the proposed building to further enhance visual interest.

Policy 19.4.3 states to provide consistent application of planning and urban design principles, all development applications will address, among other matters:

- a) *the compatibility of the proposed development to existing or planned land uses and forms, including the transition in height, density, and built form;*
- b) *conformity with the policies in this Plan;*
- c) *the sustainability of the development to support public transit and to be oriented to pedestrians;*
- d) *in circumstances where medium and high density residential uses are in proximity to developments of a lower density, measures, such as increased setback; sensitive building location, transition and design; and landscaping, may be required to ensure compatibility with the lower density designations;*
- e) *the adequacy of engineering services;*
- f) *the adequacy of community infrastructure;*
- g) *the adequacy of the multi-modal transportation systems;*
- h) *the suitability of the site in terms of size and shape, to accommodate the necessary on site functions, parking, landscaping, and on site amenities;*
- i) *the relationship of the proposed development to the street environment and its contribution to an effective and attractive public realm;*
- j) *the impact of the height and form of development, in terms of overshadowing and amenity loss, on neighbouring residential and park uses;*
- k) *site specific opportunities and constraints;*
- l) *sustainable design strategies; and m. urban form and public health.*

Evaluation: The proposed 7-storey mixed use building represent a compact built form that is consistent with the planned character area of Hurontario Street, intensification corridor. The proposed amendments will:

- The design of the development site will focus on improving the pedestrian environment along Hurontario Street and will ensure safe connection from the proposed building to existing and future pedestrian walkways.
- The proposed buildings will be appropriately massed along Hurontario Street and will create a pedestrian friendly atmosphere at grade. The proposed mixed use building will incorporate retail and office space to provide animation at grade.
- The massing and scale of the proposed buildings are appropriate to the existing commercial context and will compliment future development along an intensification Corridor. The proposal will provide for an appropriate height within a Corporate Centre and Intensification Corridor.
- The proposed buildings provide a prominent presence within the area, establishing a street wall and vista, and extending the built form presence along Hurontario Street.
- Design considerations have been made for proposed development due to the size and location of the subject lands. The proposed buildings, parking layout, and access onto Hurontario Street will make efficient use of the property.

The proposed amendment and proposed development conform to the applicable policies of the City of Mississauga Official Plan.

Policy 19.4.7 *stats to provide consistent, efficient, and predictable application of environmental planning principles, all applications will have regard for:*

- a) *promotion of public transit;*
- b) *promotion of cycling and walking;*
- c) *management of waste;*
- d) *energy and water conservation;*
- e) *quality and quantity of stormwater management;*
- f) *noise and vibration minimization;*
- g) *habitat protection and enhancement;*
- h) *erosion and sediment control;*
- i) *tree preservation;*
- j) *land form conservation;*
- k) *air quality;*
- l) *soil and groundwater quality; and*
- m) *public health.*

Evaluation: The proposed amendments and development meet the intent of Policy 19.4.7 by:

- The proposed amendment allows for the intensification of built-form Hurontario Street which is identified as an Intensification Corridor and High Order Transit Corridor. The proposed development will be developed to provide a compact built-form that is consistent with the Official Plan designations of Office and Gateway Corporate Center which apply to the subject lands.
- The proposed amendment will allow for the development of a non-residential mixed use building adding to the mix of employment uses in the planned Corporate Centre.
- The proposal is complementary to and compatible with the future and existing surrounding retail and employment uses.
- The proposed amendment conforms to the policies set out in the Mississauga Official Plan for development in Gateway Corporate Centre as it seeks to encourage a more efficient and cost-effective use of existing land and the optimization of infrastructure.

- The proposed development conforms to municipal infrastructure and transportation policies of the Mississauga Official Plan.
- The proposed development will meet the sustainability and policies of the Mississauga Official Plan through the provision of passive and active energy consumption, bicycle parking, and proposed reduce parking spaces.
- The proposed development will provide high quality landscaping and architecture that complement the surrounding area and help create a sense of place.
- The proposed development does not cause undue environmental or public health and safety concerns, and further contributes to a healthy walkable community.

Policy 19.5.1 states *City Council will consider applications for site specific amendments to this Plan within the context of the policies and criteria set out throughout this Plan. The proponent of an official plan amendment will be required to submit satisfactory reports to demonstrate the rationale for the amendment; including, among other matters:*

- a) that the proposed redesignation would not adversely impact or destabilize the following:*
 - *the achievement of the overall intent, goals, objectives, and policies of this Plan; and*
 - *the development or functioning of the remaining lands that have the same designation, or neighbouring lands; and*
- b) that a municipal comprehensive review of land use designations or a five year review is not required;*
- c) that the lands are suitable for the proposed use, and a planning rationale with reference to the policies of this Plan, other applicable policies, and sound planning principles is provided, setting out the merits of the proposed amendment in comparison with the existing designation;*
- d) land use compatibility with the existing and future uses of surrounding lands; and*
- e) the adequacy of engineering services, community infrastructure and multi-modal transportation systems to support the proposed application.*

Evaluation: The proposed amendment to the Official Plan meets Policy 19.5.1 by:

- The proposal meets the intent, goals and objectives of the Mississauga Official Plan.
- The site is well served by a variety of existing and planned public transportation and active transportation options, community services, public open spaces, retail, commercial, employment and institutional uses.
- Given the site constraints (size, access limitations), providing additional uses as proposed will assist in intensifying the lands and the optimization of the planned LRT infrastructure.
- The proposal supports the employment growth and objectives of the City of Mississauga by providing employment opportunities on the site.
- The lands are suitable for the proposed uses and height as they are located in an ideal location for intensification as per the Mississauga Official Plan within a Corridor and in walking distance to planned higher order transit.
- An appropriate transition in built form that respects the existing and planned surrounding context will be achieved. The proposed massing and height will be compatible with the planned vision for the Hurontario Corridor.
- The proposal will provide an appropriate building setback to Ministry of Transportation Lands adjacent to the subject lands.

Policy 19.5.2 states *Mississauga may initiate site specific amendments to this Plan through local area reviews or other planning studies. In order to demonstrate the viability of a proposal, development proponents may be required to submit satisfactory studies prior to the development of the site.*

Based on our analysis the proposed Official Plan Amendment and Zoning By-law Amendment conforms to or does not conflict with the City of Mississauga Official Plan.



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