

Detailed Information and Preliminary Planning Analysis

Owner: 6333 Hurontario Storage GP Corporation

6333 Hurontario Street

Table of Contents

1. Proposed Development.....	2
2. Site Description.....	8
3. Site Context	9
4. Summary of Applicable Policies, Regulations and Proposed Amendment.....	12
5. Community Questions and Comments.....	22
6. Development Issues	22
7. Section 37 Community Benefits (Bonus Zoning)	25
8. Next Steps	25

1. Proposed Development

The applicant proposes to develop the property with a 7 storey, mixed-use building, consisting of self-storage, retail, and office uses. Official plan amendment and rezoning applications are required to permit the proposed development (refer to Section 4 for details concerning the proposed amendments).

Development Proposal		
Applications submitted:	Received: February 22, 2021 Deemed complete: March 25, 2021	
Developer/ Owner:	6333 Hurontario Storage GP Corporation	
Applicant:	MacNaughton Hermesen Britton Clarkson Planning Ltd.	
Proposed Gross Floor Area:		
Self-storage	19,126 m ² (205,871 ft. ²) (70.7%)	
Dymon Retail	865 m ² (9,321 ft. ²) (3.2%)	
Office	6,798 m ² (73,173 ft. ²) (25.1%)	
Total	27,068 m ² (291,357.5 ft. ²)	
Height:	7 storeys	
Lot Coverage:	42.5 %	
Landscaped Area:	22 %	
Parking:	Required	Provided
Self-Storage Warehouse, Reception, and Retail Spaces	132	25
Office Spaces	232	191
Accessible Spaces	9	9
Total	373	225
Green Initiatives:	<ul style="list-style-type: none"> • Permeable Pavement • Infiltration Systems • Green Roofs • Rainwater Reuse Systems 	

Supporting Studies and Plans

The applicant has submitted the following information in support of the applications, which can be viewed at <http://www.mississauga.ca/portal/residents/development-applications>

- Site Plan
- Shadow Impact Study
- Arborist Report & Tree Preservation Plan
- Urban Design Brief
- Phase Two Environmental Site Assessment
- Stationary Noise Opinion Letter
- Building Elevations
- Planning Justification Report
- Landscape Plans & Details
- Survey
- Parking Study & Transportation Brief
- Functional Servicing & Stormwater Management Report
- Servicing & Grading Plans
- Pedestrian Level Wind Study
- Planning Justification Report
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment

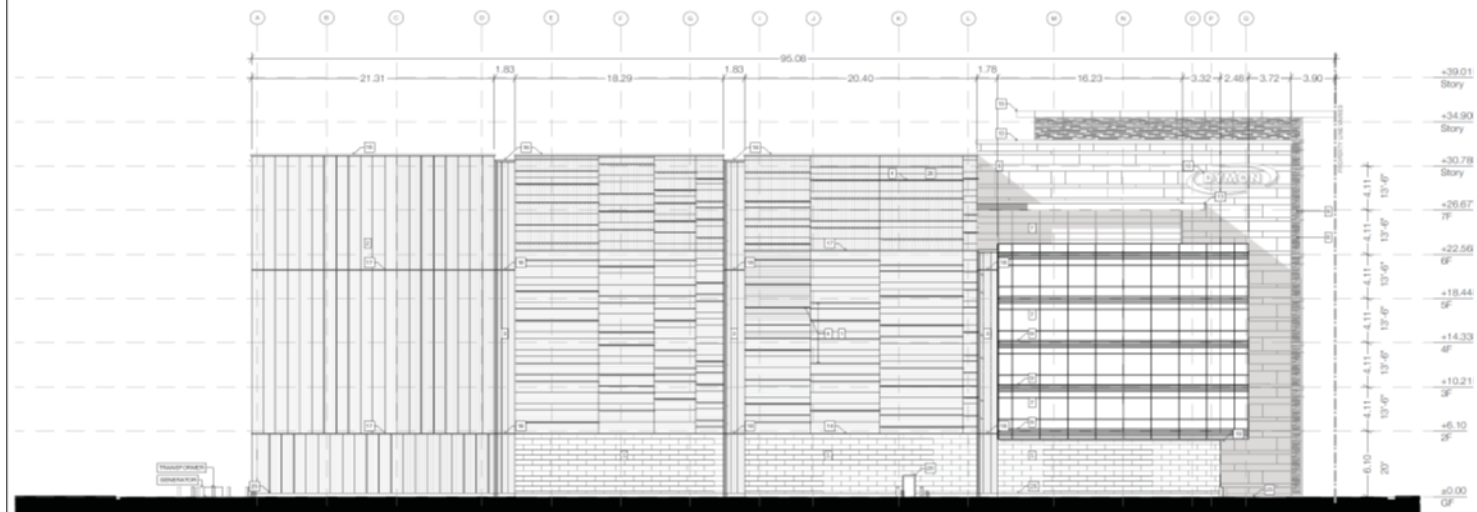
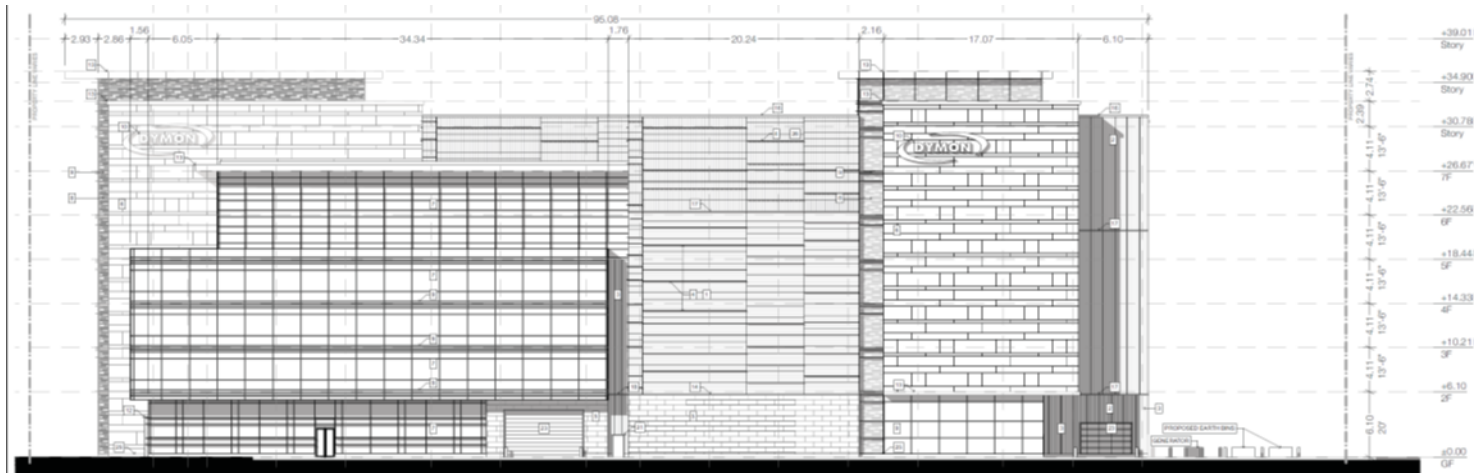
No community meeting was held in regards to either development application.

Application Status

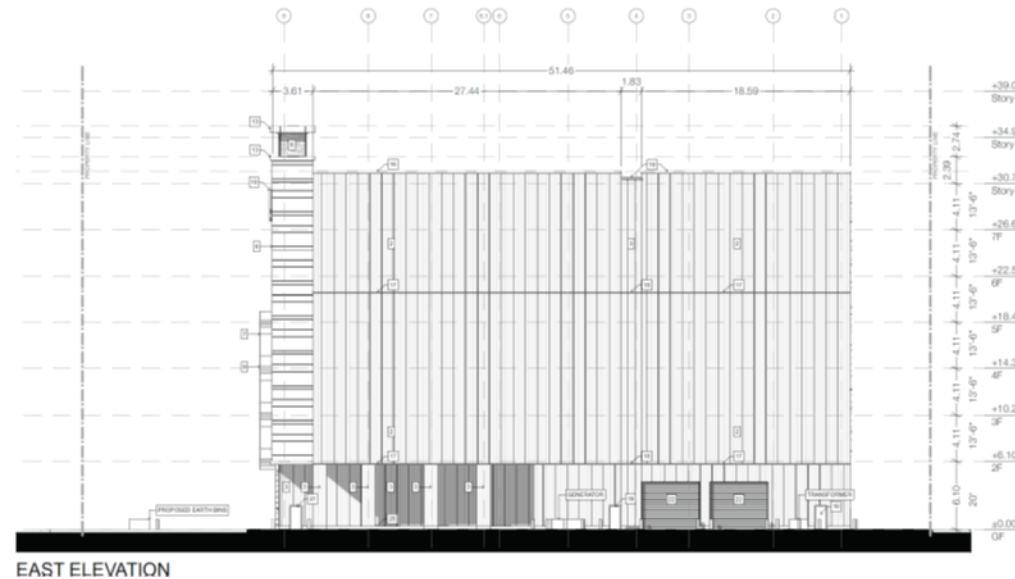
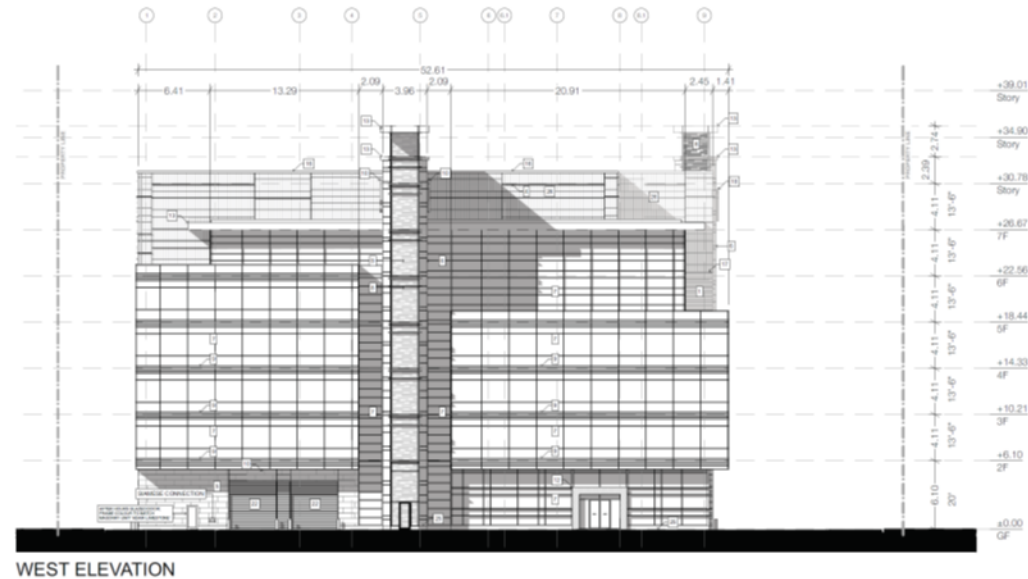
Upon deeming the applications complete, the supporting studies and plans were circulated to City departments and external agencies for review and comment. These comments are summarized in Section 6 of this appendix and are to be addressed in future resubmissions of these applications.

[illegible]

Site Plan



Elevations



Elevations

Revision
1.000
2020-11-13
2020-11-13

Revision
1.000
2020-11-13
2020-11-13



Note: Building permit issuance shall be subject to the building permit drawings not being in contravention with those approved plans and drawings including, but not limited to, the exterior design of the building and exterior building materials.

Note: This drawing and all copyright therein are the sole and exclusive property of TACT Design Inc. Reproduction or use of this drawing in whole or in part for any purpose or in any way whatsoever without the prior written consent of TACT Design Inc. is strictly prohibited. Do not scale this drawing.
Published Friday, November 13, 2020.
Rev: 1011-25 0000-Huronville St - 100.2.pdf

Design Architect
TACT Architecture Inc.
1000 Huronville St.
Huronville, Ontario
N0B 1G0
416-291-1000
www.tact.ca



PE in Charge
OPINION ENGINEER
4333 Huronville St.
Huronville, Ontario

Client
Dynex Capital Corporation

Architect
East and West

Project
1011-25

Date
Friday, November 13, 2020

Scale
1/8" = 1'-0"



Applicant's Rendering

2. Site Description

Site Information

The property is located north of Highway 401, south of World Drive, on the east side of Hurontario Street, in the Gateway Corporate Centre Character Area. The subject lands are developed with a two storey detached residential structure, currently operating as a truck terminal.

The subject property fronts upon a portion of Ministry of Transportation (MTO) owned lands, which currently provides maintenance accessibility to Highway 401. The owner remains in negotiations with the MTO to acquire lands to ensure appropriate access to the subject property.



Aerial Photo of 6333 Hurontario Street

Property Size and Use

Frontage:	74.87 m (245.6 ft.)
Depth:	120.3 m (394.7ft.)
Gross Lot Area:	1 ha (2.47 ac.) (includes MTO lands to be purchased)
Existing Uses:	2 storey detached residential structure with a truck terminal use.



Photo from Hurontario Street, facing east

Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **D** (Development), which permits any building or structure that legally existed on the date of the passing of this By-law, as well

as the existing legal use of any such building or structure.

- November 14, 2012 – Mississauga Official Plan came into force, except for those sites/policies which have been appealed. The subject lands are designated **Business Employment** in the Gateway Corporate Centre Character Area.
- June 2016 – Mississauga Official Plan Amendment 25 came into force. The subject lands are designated **Office** in the Gateway Corporate Centre Character Area.
- May 27, 2020 – By-law 0121-2020 came into force, except for those sites/policies which remain under appeal. The subject lands are zoned **O3-1** (Office), which permits: medical office, office, broadcasting/communication facilities, science and technology facilities, banquet hall/ conference centre/convention centre, overnight accommodation, and university/colleges; as well as the existing legal use associated with the property.

3. Site Context

Surrounding Land Uses

The surrounding area is characterized by a mix of industrial and office uses. Industrial warehouses are located south and east of the property. Directly north is a multi-pad, multi tenant plaza, which includes four restaurants (Starbucks, Firehouse Subs, Pita Land, Guac Mexi Grill); a financial institution (PAY2DAY); two medical offices (World Vision and dentist); and one retail

store (Popeye's Supplements). A two storey industrial warehouse is under construction to the west.

The surrounding land uses are:

North: Commercial Plaza
East: Industrial Warehouse
South: Industrial Warehouse
West: Industrial Warehouse

Neighbourhood Context

The subject property is located within the Gateway Corporate Centre. The area is comprised primarily of industrial warehousing units; however, a transition to office uses and buildings becomes evident further along this portion of Hurontario Street.

Development within this area has primarily occurred upon vacant lots, and, as a result, the aforementioned warehouses remain in conjunction with the more contemporary office structures, providing a diverse mix of building types and land-uses.

North of the subject lands, a minor transition to restaurants, commercial, and entertainment land uses begins to emerge; further diversifying the mix of both building types and land uses within the surrounding area.



Aerial Photo of 6333 Hurontario Street

Demographics

The number of jobs within this area is 18,025*. Total employment, combined with the population, results in a PPJ for the Gateway Corporate Centre area of 53 persons plus jobs per hectare (131 persons plus jobs per acre).

*Please note, as of the 2016 census, this area does not have a reported population.

Other Development Applications

The following development applications are in process, or were recently approved, in the immediate vicinity of the subject property:

- File SP 18/055 W5 – application approved for 25 Capston Drive, for a new three-storey office building.
- File SP 19/115 W5 – application approved for 50 Capston Drive, for two, 1 storey industrial/warehouse buildings.

Community and Transportation Services

This application will have minimal impact on existing services in the community.

The area is well served by major City of Mississauga facilities.

The Dunton Athletic Fields are located to the east of the site, along Kennedy Road, approximately 1,000 m (3,280 ft.) away. This distance represents a 5 minute car ride / 24 minute trip by bus. On a larger scale, the Paramount Fine Food Centre, Paramount Fine Food Sportszone, and the Mississauga Iceland Rinks, are located 2.7 km (1.7 miles), or a 7 minute car ride / 25 minute trip by bus, to the south east.

A future Light Rail Transit (LRT) stop is proposed at the intersection of Hurontario Street and Courtneypark Drive East. The LRT will offer transit connections along this portion of Hurontario Street; providing transit connections to both Mississauga and Brampton, as well as serve to connect the Milton and the Lakeshore GO lines. To this end, the intersection at Courtneypark Drive East and Hurontario Street is identified as a Major Transit Station Area (MTSA).

The following major MiWay bus routes currently service the site:

- Route 17 – Hurontario Street
- Route 103 – Hurontario Street

4. Summary of Applicable Policies, Regulations and Proposed Amendment

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and summarized in the table below. Only key policies relevant to the applications have been

included. The table should be considered a general summary of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development application will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p>
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>Major Transit Stations</p> <p>Planning will be prioritized for major transit station areas on priority transit corridors, including zoning in a manner that implements the policies of this Plan.</p> <p>For 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. Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:</p> <ol style="list-style-type: none"> 1. 200 residents and jobs combined per hectare for those that are served by subways; 2. 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or 3. 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network. (Growth Plan 2.2.4 1 -3) <p>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. (Growth Plan 2.2.4.6)</p> <p>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:</p> <ol style="list-style-type: none"> 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. (Growth Plan 2.2.4.8)
Region of Peel Official Plan (ROP)	The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable	<p>The ROP identifies the subject lands as being located within Peel's Urban System.</p> <p>General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p>

Policy Document	Legislative Authority/Applicability	Key Policies
	Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.	

Mississauga Official Plan

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019 and Amendment No. 1 (2020).

Existing Designation

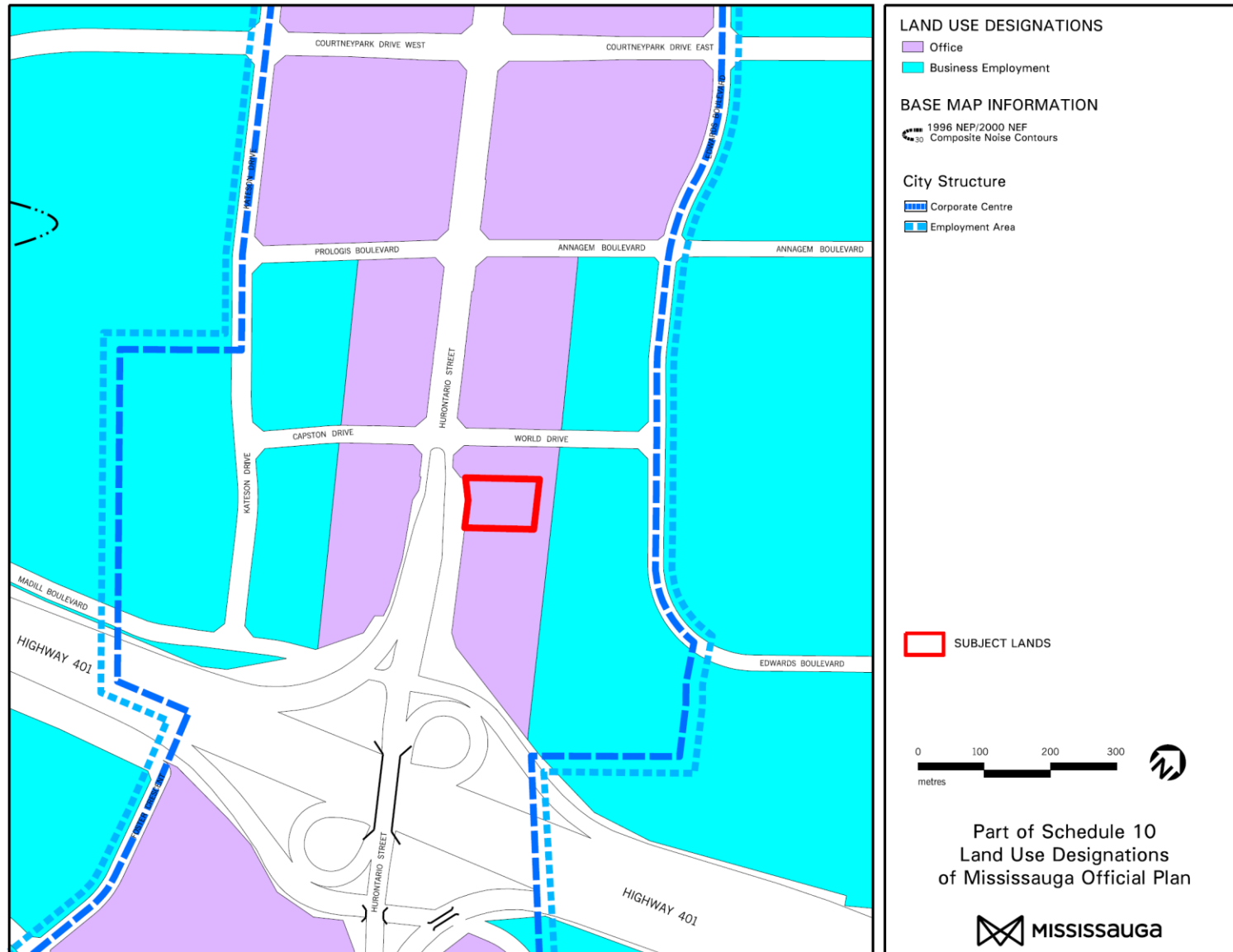
The lands are located within the Gateway Corporate Centre Character Area and are designated **Office**. The **Office** designation permits major office, secondary office, and accessory uses.

The subject property is located within a Major Transit Station Area (MTSA).

Proposed Designation

The applicant is proposing to change the designation to **Office** with a special site to permit self-storage and accessory retail uses. The applicant will need to demonstrate consistency with the intent of MOP.

Through the processing of the applications, staff may recommend a more appropriate designation to reflect the proposed development in the Recommendation Report.



Excerpt of Gateway Corporate Centre Character Area

Relevant Mississauga Official Plan Policies

The following policies are applicable in the review of these applications. In some cases the description of the general intent summarizes multiple policies.

	General Intent
Chapter 5 Direct Growth	<p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (5.1.6)</p> <p>Corporate Centres will be planned to achieve compact transit supportive development at greater employment densities, particularly near higher order transit stations. (5.3.4.8)</p> <p>Corridors that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses oriented towards the Corridor. (5.4.3)</p> <p>Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit. (5.4.7)</p> <p>Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged. (5.5.8)</p>
Chapter 7 Complete Communities	<p>In order to create a complete community and develop a built environment supportive of public health, the City will:</p> <ol style="list-style-type: none"> Encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses; Design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking; Encourage environments that foster incidental and recreational activity; and Encourage land use planning practices conducive to good public health. (7.1.3)
Chapter 9 Build A Desirable Urban Form	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. (9.1.1)</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. (9.1.5)</p> <p>Building frontages will frame streets and provide a contiguous built form. (Figure 9-2)</p> <p>Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired. (9.2.1.28)</p>

	<p>General Intent</p> <p>Developments should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to ensure for natural surveillance from public areas. Aboveground structured parking should be lined with residential, commercial or office uses. (9.2.1.37)</p> <p>Development on Corridors will be encouraged to:</p> <ol style="list-style-type: none"> Assemble small land parcels to create efficient development parcels; Face the street, except where predominate development patterns dictate otherwise; Not locate parking between the building and the street; Site buildings to frame the street; Support transit and active transportation modes; Provide concept plans that show how the site can be developed with surrounding lands. (9.2.2.6) <p>Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area. (9.5.1.1)</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy, sunlight and sky views are maintained. (9.5.1.9)</p> <p>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged. (9.5.1.12)</p> <p>High quality, diverse and innovative design will be promoted in a form that reinforces and enhances the local character, respects its immediate context and creates a quality living or working environment. (9.5.2.1)</p>
Chapter 11 General Land Use Designations	<p>In addition to the Uses Permitted in all Designations, lands designated Office will also permit the following uses:</p> <ol style="list-style-type: none"> major office; secondary office; and accessory uses. (Section 11.2.7.1) <p>Accessory uses will generally be limited to a maximum of 20% of the total Gross Floor Area. (11.2.7.2)</p>
Chapter 15 Corporate Centres	<p>Corporate Centres will develop a mix of employment uses with a focus on office development and uses with high employment densities. (15.1.1.1)</p> <p>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. (15.3.1.1)</p> <p>The purpose of the following urban design policies is to define principles for the physical form and character of Hurontario Street:</p> <ol style="list-style-type: none"> 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; 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

	<p>General Intent</p> <p>parking, tree planting, and the sensitive placement of utilities with consideration for the public and private realm;</p> <ul style="list-style-type: none"> 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; 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; s. Internalize, screen and minimize visual impacts of the service and loading facilities from the streetscape, public view, pedestrian walkways, and abutting uses. (15.3.1.2) <p>Notwithstanding the Office policies of this Plan, the following additional policies will apply:</p> <ul style="list-style-type: none"> 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. (15.3.2.4)
Chapter 19 Implementation	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> • The proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; • That a municipal comprehensive review of the land use designation or a five year review is not required; • The lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • There are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; • A planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant. (19.5.1)

Mississauga Zoning By-law

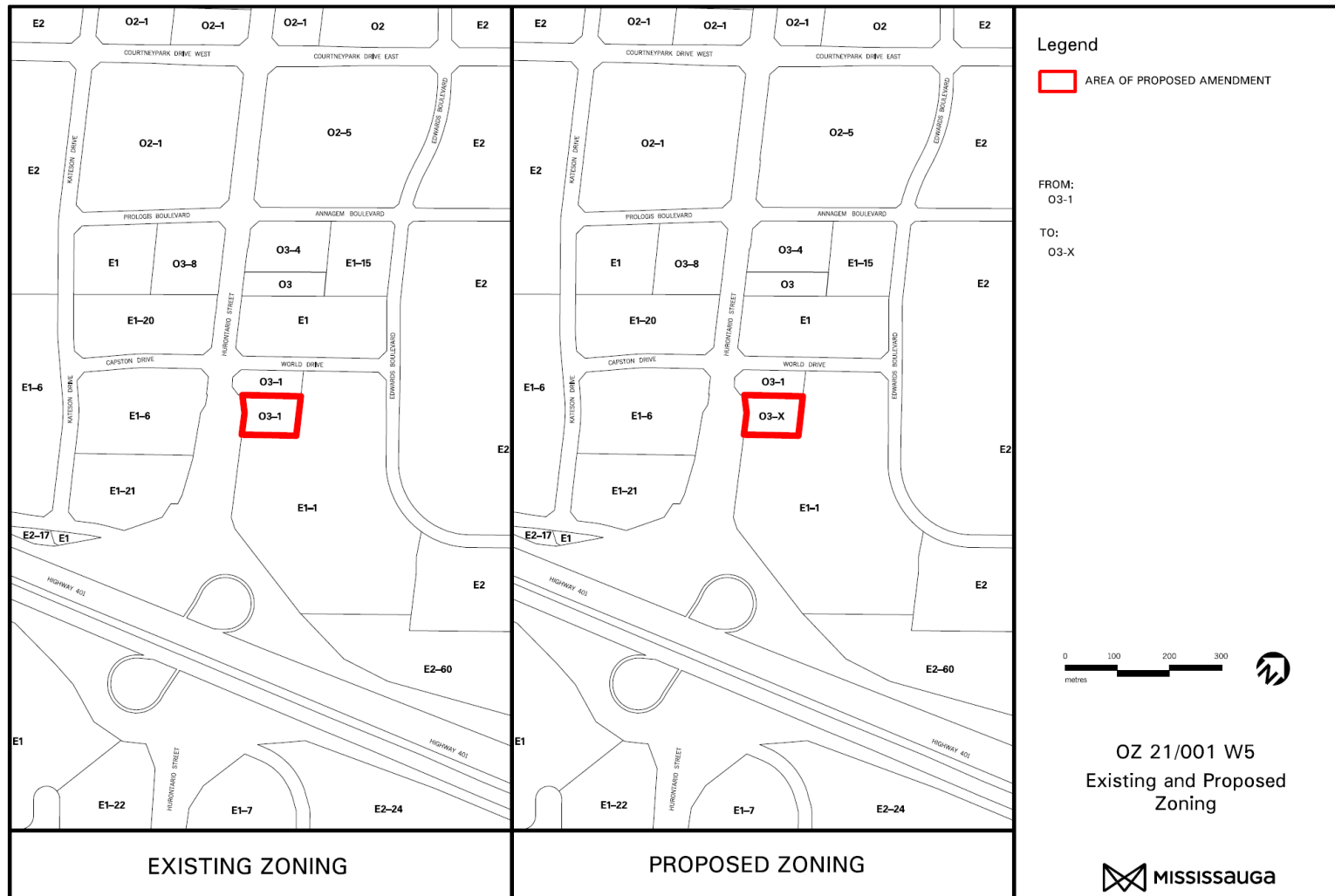
Existing Zoning

The subject property is currently zoned **O3-1** (Office), which permits: medical office, office, broadcasting/communication facilities, science and technology facilities, banquet hall/conference centre/convention centre, overnight accommodation, and university/colleges; as well as any uses which legally existed on the date of the passing of the By-law.

Proposed Zoning

The applicant is proposing to zone the property **O3-Exception** (Office – Exception) to permit the additional use of a self-storage facility and reduce the amount of required parking.

Through the processing of the applications staff may recommend a more appropriate zone category for the development in the Recommendation Report.



Excerpt of Zoning Map

Proposed Zoning Regulations

Zone Regulations	Existing O3-1 Zone Regulations	Proposed Amended Zone Regulations
Additional Permitted Uses		Self Storage Facility
The maximum setback of a first storey streetwall to a street identified on Schedules 5.2.1(1) (Hurontario Street) and 5.2.1(2) of this By-law	5.0 m (16.4 ft.)	16.6m (54.5 ft.)
Minimum depth of a landscaped buffer measured from a lot line that is a street line for all streets not identified on Schedules 5.2.1(1) (Hurontario Street) and 5.2.1(2) of this By-law	4.5 m (14.8 ft.)	3.0 m (9.8 ft.)
Minimum distance from an above grade parking structure to a street identified on Schedule 5.2.1(1) (Hurontario Street) this By-law	30 m (98.4 ft.)	22.8m (74.8 ft.)
Minimum number of parking spaces for self storage facility and accessory retail	0.6 spaces per 100 m ² (1,076.4 ft. ²) GFA - non-residential (exclusive of storage parking) Requires 132 parking spaces	25 parking spaces
Minimum number of parking spaces for office	3.2 spaces per 100 m ² (1,076.4 ft. ²) GFA - non-residential Requires 232 parking spaces	191 parking spaces
Minimum number of loading spaces	4 loading spaces	2 loading spaces

5. Community Questions and Comments

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

6. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (April 30, 2021)	A Functional Service Report (FSR) was submitted; however, additional information has been requested to determine the adequacy of the existing services for the proposed development.
City Community Services Department – Park Planning Section (March 31, 2021)	<p>In the event that the application is approved, the Community Services Department - Park Planning note the following conditions.</p> <p>In comments dated March 31, 2021, Community Services indicated that proposed development is located approximately 1062m (3484 ft.) from Dunton Athletic Fields (P-224), zoned OS2 (Open Space - City Park) which includes 4 lit softball diamonds, a comfort station, picnic area and picnic shelters, parks bunker, washroom and parking lot. The site is also located approximately 1068m (3503 ft.) from Danville Park (P-302), zoned G1 - (Greenlands - Natural Hazards) and includes 2 lit softball diamonds, lit soccer field, unlit senior soccer field, 2 cricket pitches, dirt jump park, toboggan hill, 4 shade structures, a washroom and a final approach monument.</p> <p>Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.</p>
Economic Development Office (May 26, 2021)	The proposal seeks to build an employment facility that provides for office along the Hurontario Street frontage anchored by a self storage operation. Self storage in this location as a stand alone facility would not be supportable, however, the concept that this company operates in other jurisdictions bringing together these two uses supports entrepreneurs and start-up businesses, as well as provides a product that is currently not in the Mississauga market place. Should this application be approved, the Economic Development Office requests that the self-storage be directly linked to the provision of office uses.
City Transportation and Works Department (June 6, 2021)	Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

Agency / Comment Date	Comments
	<p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p><u>Stormwater</u></p> <p>A Functional Servicing & Stormwater Management Report (FSR & SWM), prepared by C.F. Crozier & Associates Inc., dated October 2020, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls.</p> <p>The applicant is proposing to construct their municipal outlet through an existing municipal easement on the adjacent property to the north, as well as on-site stormwater management controls for the post development discharge. The proposed plan requires additional approvals such as the Ministry of Transportation. The applicant will be required to enter into a development agreement with a holding condition to construct the new storm sewer in the municipal easement on the property to the north.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> • Demonstrate the feasibility of the proposed storm sewer; • Develop an acceptable strategy to accommodate external drainage from the adjacent property and if required manage groundwater on-site; and • Demonstrate that there will be no impact on the City's existing drainage system. <p><u>Traffic</u></p> <p>A traffic impact study (TIS), prepared by CGH Transportation dated December 2020 was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff is not satisfied with the study and requires further clarification on the information provided.</p> <p>The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p> <ul style="list-style-type: none"> • Provide an updated Traffic Impact Study addressing all staff comments; • Provide satisfactory arrangements for site access; • Provide confirmation of approval from the Ministry of Transportation Ontario (MTO) • Address any traffic concerns from the Community related to the proposed development. <p><u>Environmental Compliance</u></p> <p>A Phase II ESA (project # FE-P 19-9580), dated August 13, 2019, prepared by Fisher Environmental Ltd. has been received.</p>

Agency / Comment Date	Comments
	<p>Based on the results of Phase Two ESA, the near-surface soils have been impacted.</p> <p>The following documents must be submitted with the subsequent circulation:</p> <ul style="list-style-type: none"> • Reliance for the Phase Two ESA • Remedial Action Plan • Dewatering Commitment Letter • Monitoring Wells Decommissioning Letter <p>Additionally, a clean-up report must be provided prior to By-law enactment.</p> <p><u>Noise</u></p> <p>A stationary Noise Opinion Letter dated February 8, 2021 prepared by Gradient Wind Engineers & Scientists was submitted for review. This letter indicates that the building is defined as industrial/commercial and as such is not considered a noise sensitive land use under the definitions outlined in the provincial Environmental Noise Guideline-NPC-300. Potential noise sources that may be generated by the development, including mechanical equipment, will be further reviewed and mitigated through the detailed design of the building at the site plan stage.</p> <p><u>Engineering Plans/Drawings</u></p> <p>The applicant has submitted a number of technical plans and drawings (i.e. Grading and Servicing Plans), which need to be revised as part of subsequent submissions, in accordance with City Standards and with the HuLRT project.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Canada Post Corporation - City of Mississauga, Culture Planning - City of Mississauga, Fire - City of Mississauga, Heritage Planning and Indigenous Relations - City of Mississauga, Realty Services - City of Mississauga, Transit - Ministry of Transportation - Greater Toronto Airport Authority (GTAA) - Enbridge Gas Distribution Inc. - Light Rail Transit Office - Rogers Cable - Trillium Health Partners

Agency / Comment Date	Comments
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Alectra Utilities - Conseil Scolaire de District Catholique Centre-Sud - Conseil Scolaire Viamonde - Dufferin-Peel Catholic District School Board - Metrolinx - Peel District School Board

Development Requirements

There are engineering matters including: potential land purchase from MTO to ensure site access, grading, environmental, engineering, servicing and stormwater management that will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

7. Section 37 Community Benefits (Bonus Zoning)

Section 37 community benefits (bonus zoning) is not considered applicable for the current proposal as the net increase in height and density above existing zoning permissions does not meet the eligibility requirements of Corporate Policy 07-03-01 – Bonus Zoning.

8. Next Steps

Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Purchase of adjacent MTO lands to ensure satisfactory site access
- Is the proposed development compatible with the existing and planned character of the area, given both the proposed use, as well as recent policy amendments specific to this area?
- Is the allocation between the proposed use (self-storage) and the City's planned vision for the area (office) appropriate?
- Are the proposed zoning by-law exception standards appropriate?

Upon satisfying the requirements of various City departments and external agencies, the Planning and Building Department will bring forward a recommendation report to a future Planning and Development Committee meeting. It is at this meeting that the members of the Committee will make a decision on the applications.