

## Detailed Information and Preliminary Planning Analysis

**Owner: 3855 Dundas West Storage GP Corp.**

**3855 Dundas Street West**

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## 1. Proposed Development

The applicant proposes to develop the property with a five storey self-storage building and 2 two storey industrial condominium buildings on a private sanitary system and domestic well. The 3 one storey commercial retail buildings proposed in the original submission have been replaced by 2 two storey industrial condominium buildings in the resubmission. A rezoning application is required to permit the proposed development (refer to Section 4 for details concerning the proposed amendments).

Development Proposal		
Application submitted:	Received: December 6, 2018 Deemed complete: January 4, 2019 Revised: January 26, 2021	
Developer/ Owner:	3855 Dundas West Storage GP Corp.	
Applicant:	MHBC Planning Ltd.	
Proposed Gross Floor Area:	16,388 m <sup>2</sup> (176,398.9 ft <sup>2</sup> ) 2,034 m <sup>2</sup> (21,893.8 ft <sup>2</sup> ) 2,034 m <sup>2</sup> (21,893.8 ft <sup>2</sup> )	
Height:	5 storeys / 23.3 m (76.4 ft.) 2 storeys / 11.43 m (37.5 ft.) 2 storeys / 11.43 m (37.5 ft.)	
Floor Space Index:	0.99 FSI	
Landscaped Area:	33%	
Road Type:	Public road (Ninth Line and Dundas Street West)	
Parking:	Required	Provided
Self-storage	99	45
Manufacturing	80	90
Total	179	135
Green Initiatives:	<ul style="list-style-type: none"> <li>High performance building</li> </ul>	

### Development Proposal

	envelope <ul style="list-style-type: none"> <li>Low power, high efficiency LED lighting system</li> <li>High efficiency rooftop AC units</li> <li>Rooftop solar PV and backup power generator</li> </ul>
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### Supporting Studies and Plans

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

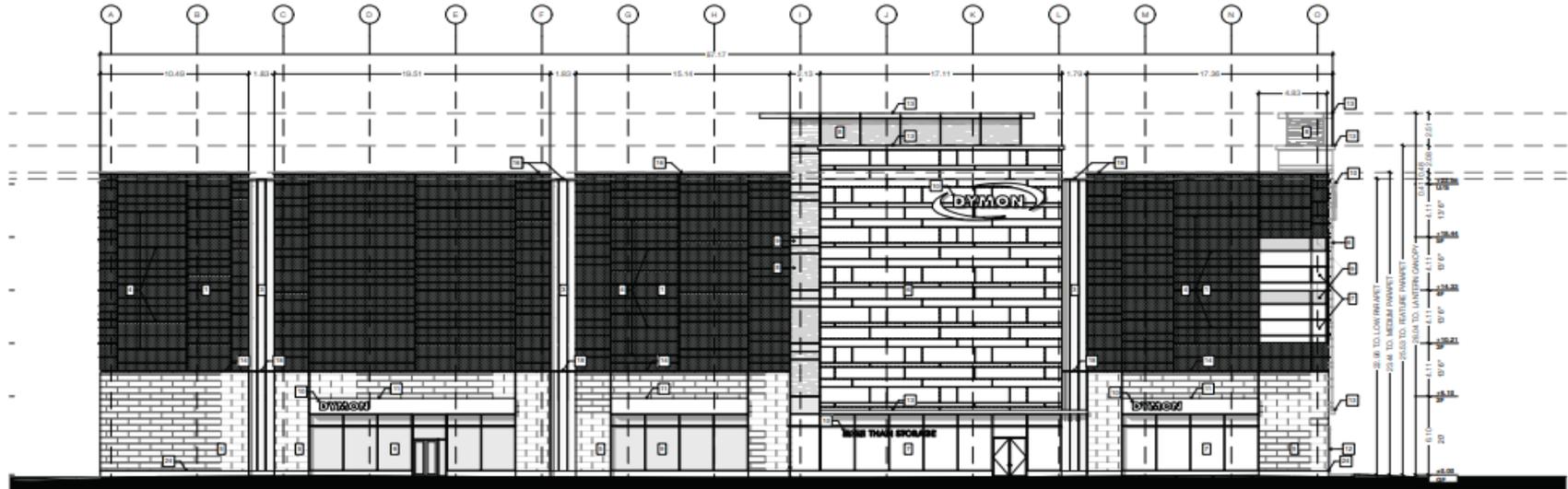
- Planning Justification Report
- Site Plan, Elevations and 3D Views
- Noise Letter
- Sun/Shadow Study
- Archaeological Assessment
- Arborist Report
- Draft Zoning By-law Amendment
- Functional Servicing and SWM Report
- Phase I Environmental Report
- Geotechnical Investigation
- Grading and Servicing Plans
- Transportation Impact Study
- Wind Study
- Grading and Servicing Plans
- Landscape Plan and Details
- Sewage System Notes and Details
- Notes and Standard Details
- Erosion and Sediment Control Plan

- Tree Preservation Plan
- Parking Justification Study

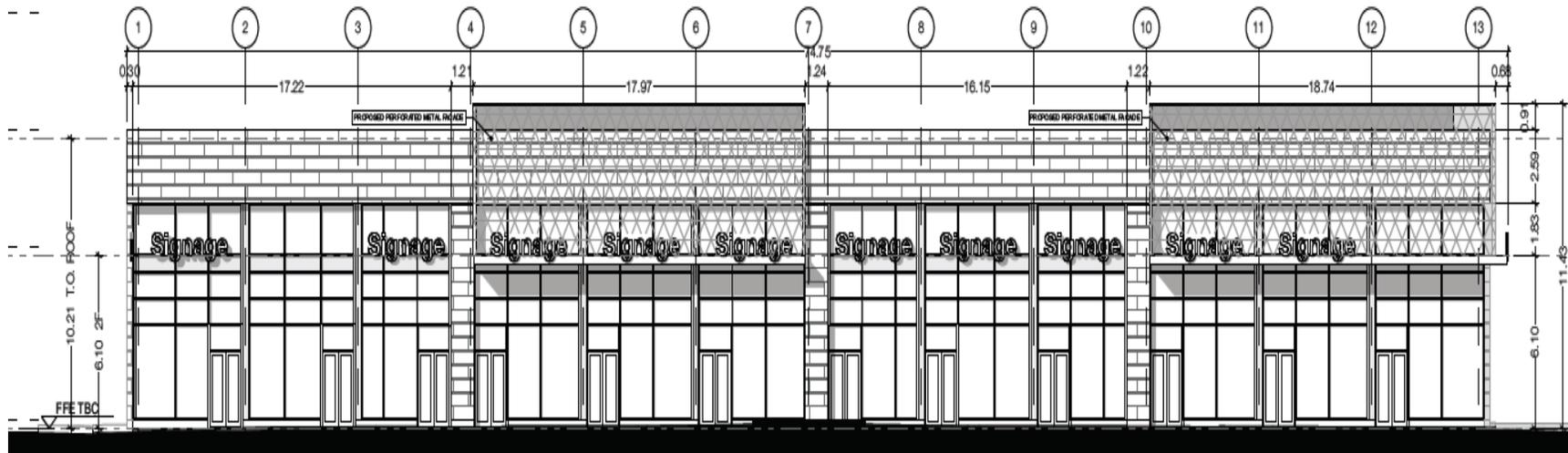
### **Application Status**

Upon deeming the application 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 the application.





WEST ELEVATION



Elevations



NORTHWEST AERIAL



NORTHEAST AERIAL



SOUTH ELEVATION AERIAL



DRIVING EAST

3D Views

## 2. Site Description

### Site Information

The subject property is located on the east side of Ninth Line, north of Dundas Street West within the Western Business Park Employment Area. The property is vacant and has a generally flat topography. An easement in favour of TC Energy is located along the east property line.



Aerial photo of 3855 Dundas Street West

Ninth Line and Dundas Street West are both arterial roads. The subject property and the majority of the lands along Ninth Line between Dundas Street West and Burnhamthorpe Road West do not have municipal sanitary or water services available. The Region of Peel has advised that there are no immediate plans to extend services to these properties.

Property Size and Use	
Frontages:	167.1 m (548.2 ft.) 118.4 m (388.5 ft.)
Depth:	180 m (590.6 ft.)
Gross Lot Area:	2.4 ha (5.9 ac.)
Existing Uses:	Vacant (agriculture)

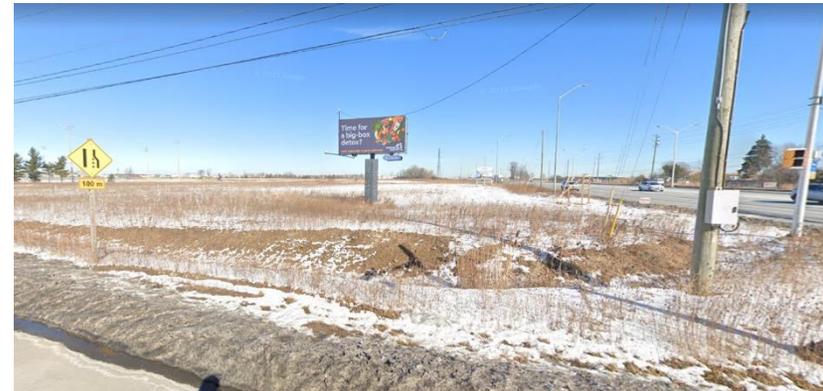


Image of existing conditions facing northeast from Ninth Line

### Site History

- June 20, 2007 – Amendment Number 25 to Mississauga Plan is adopted by Council which establishes a policy framework for the new zoning by-law (Zoning By-law 0225-2007), including special site policies permitting general commercial and cemetery uses on the subject property

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject property is zoned **E2-93** (Employment – Exception Zone) which restricts permitted uses to active recreational uses and a cemetery
- November 14, 2012 – Mississauga Official Plan came into force. The subject property is designated **Business Employment** in the Western Business Park Employment Area and is subject to a special site policy which permits mixed uses and a cemetery
- December 6, 2018 – Submission of rezoning application under OZ 18/018 W8 to permit a five storey self-storage facility and 3 one storey commercial retail buildings
- January 26, 2021 – Application revised to permit a five storey self-storage facility and 2 two storey industrial condominium buildings

### 3. Site Context

#### Surrounding Land Uses

The immediate area surrounding the subject property is generally developed with low intensity recreational and commercial uses. Immediately north of the subject property is a sports facility, tennis facility and undeveloped employment lands. The lands to the east are vacant and contain the Highway 403 corridor. The surrounding area on the west side of Ninth Line is comprised of a large cemetery with funeral facilities and

open space including Joshua Valley Park within the Town of Oakville. There is a garden centre and vacant land on the south side of Dundas Street West (also within the Town of Oakville).

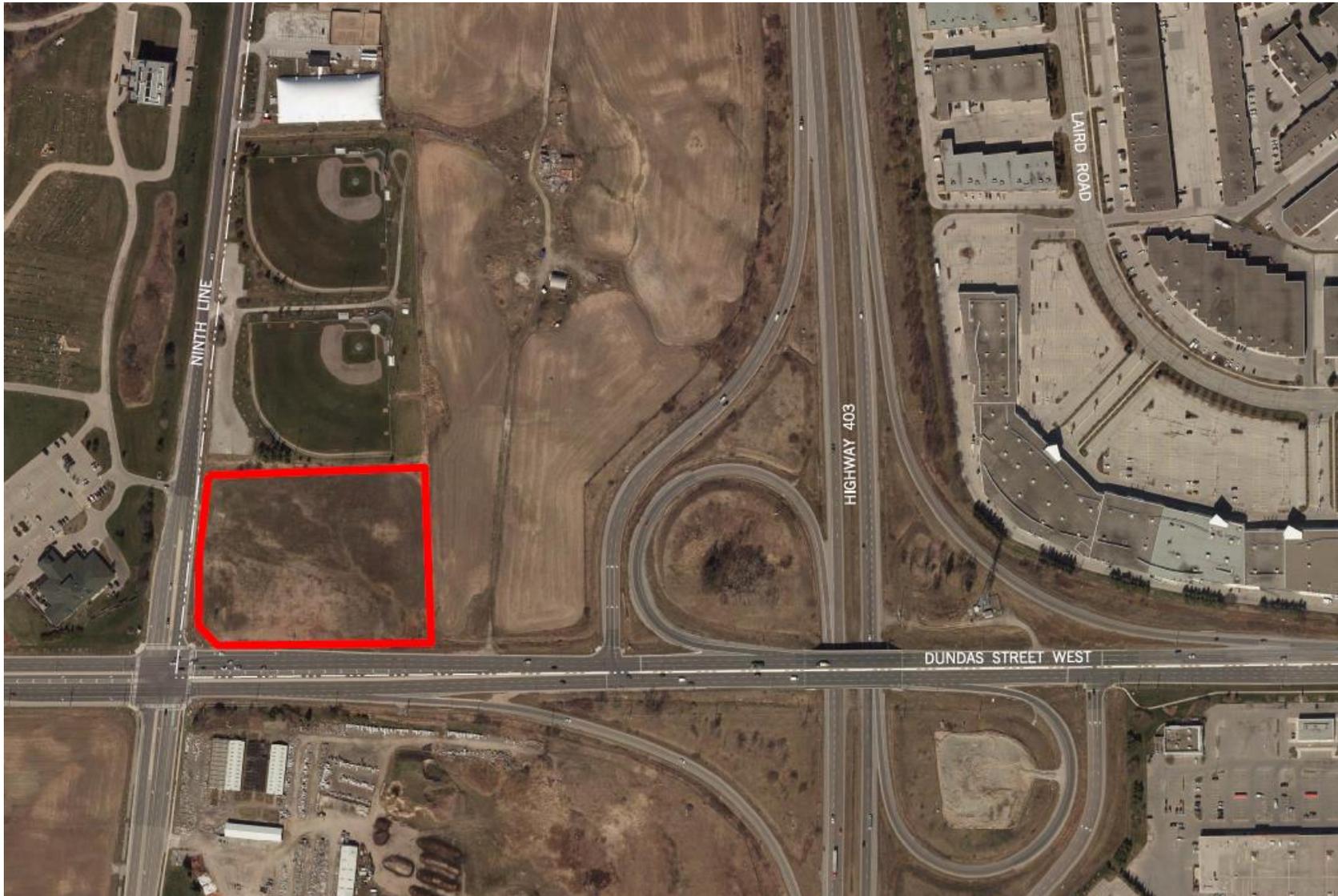
The surrounding land uses are:

- North: Sports facility (Ninth Line Sports Park)
- East: Vacant land and Highway 403
- South: Garden centre across Dundas Street West (Agram)
- West: Large cemetery across Ninth Line (Glen Oaks)

#### Neighbourhood Context

The subject property is located along the western boundary of the Western Business Park Employment Area. The subject property, and the surrounding lands within the Western Business Park Employment Area, are designated primarily for employment purposes as well as to accommodate uses intended for the *Parkway Belt West Plan*.

The lands located east of Highway 403 are developed and fully connected to municipal servicing. The majority of lands located between Highway 403 and Ninth Line, and between Dundas Street West and Burnhamthorpe Road West, remain undeveloped. This is most likely due to the lack of municipal services. Despite the absence of servicing, these lands are slowly redeveloping in the form of low intensity uses such as the existing self-storage facility (Access Storage), the sports facility (Ninth Line Sports Park) and a tennis facility (The Tennis School).



Aerial photo of 3855 Dundas Street West

## Demographics

According to the 2019 Mississauga Employment database, the Western Business Park Employment Area contains 1,087 businesses (5% of City total) which employ 14,454 people. Employment sectors in the Western Business Park Employment Area include manufacturing, wholesale, retail, construction, professional services, accommodation and transportation. The Western Business Park Employment Area does not have a reported population.

## Other Development Applications

There is one active development application in the general vicinity of the subject property being processed:

- OZ 20/016 W8 – 0 Ninth Line (east of Ninth Line and south of Burnhamthorpe Road West) – application in process for a place of religious assembly and a three storey private community services centre

The following development application was approved in the general vicinity of the subject property:

- OZ 12/011 W8 – 3995 Ninth Line (southeast corner of Ninth Line and Burnhamthorpe Road West) – application approved for a four storey self-storage facility on October 28, 2015

## Community and Transportation Services

Community and transportation services are provided in proximity to the subject property. Specifically, the subject property is located adjacent to a City of Mississauga recreational facility (Ninth Line Sports Park) and Town of Oakville public transit. The Ninth Line Sports Park provides two baseball diamonds. Access to the closest Oakville Transit Route, being Transit Route 24, is at the intersection of Ninth Line and Dundas Street West.

A multi-use trail and bike lanes are currently provided along Ninth Line, south of Dundas Street West within the Town of Oakville. A multi-use trail is also provided along Dundas Street West, west of Ninth Line within the Town of Oakville. Multi-use trails and bike lanes are not currently provided on the portion of Ninth Line between Dundas Street West and Burnhamthorpe Road West. This application is anticipated to have minimal impact on existing services in the community.

#### 4. Summary of Applicable Policies, Regulations and Proposed Amendments

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 this application have been reviewed and summarized in the table below. Only key policies relevant to the application 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
<p><b>Provincial Policy Statement (PPS)</b></p>	<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> <p>Where municipal sewage services and municipal water services or private communal sewage services and private communal water services are not available, planned or feasible, individual on-site sewage services and individual on-site water services may be used provided that site conditions are suitable for the long-term provision of such services with no negative impacts. In settlement areas, individual on-site sewage services and individual on-site water services may be used for infilling and minor rounding out of existing development.</p> <p>At the time of the official plan review or update, planning authorities should assess the long-term impacts of individual on-site sewage services and individual on-site water services on the environmental health and the character of rural settlement areas. Where planning is conducted by an upper-tier municipality, the upper-tier municipality should work with lower-tier municipalities at the time of the official plan review or update to assess the long-term impacts of individual on-site sewage services and individual on-site water services on the environmental health and the desired character of rural</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>settlement areas and the feasibility of other forms of servicing set out in policies 1.6.6.2 and 1.6.6.3. (PPS 1.6.6.4)</p> <p>Natural features and areas shall be protected for the long term. (PPS 2.1.1)</p>
<p><b><i>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</i></b></p>	<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>The vast majority of growth will be directed to settlement areas that have a delineated built boundary; have existing or planned municipal water and wastewater systems; and can support the achievement of complete communities (Growth Plan 2.2.1.2.a)</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>Economic development and competitiveness in the GGH will be promoted by:</p> <ul style="list-style-type: none"> <li>a) making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities;</li> <li>b) ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan;</li> <li>c) planning to better connect areas with high employment densities to transit; and</li> <li>d) integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment. (Growth Plan 2.2.5.1)</li> </ul> <p>Municipal water and wastewater systems and private communal water and wastewater systems will be planned, designed, constructed, or expanded in accordance with the following:</p> <ul style="list-style-type: none"> <li>a) opportunities for optimization and improved efficiency within existing systems will be prioritized and supported by strategies for energy and water conservation and water demand management;</li> <li>b) the system will serve growth in a manner that supports achievement of the minimum intensification and density targets in this Plan;</li> <li>c) a comprehensive water or wastewater master plan or equivalent, informed by watershed planning or equivalent has been prepared to:</li> </ul>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>i. demonstrate that the effluent discharges and water takings associated with the system will not negatively impact the quality and quantity of water;</p> <p>ii. identify the preferred option for servicing growth and development, subject to the hierarchy of services provided in policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5 of the PPS, 2020, which must not exceed the assimilative capacity of the effluent receivers and sustainable water supply for servicing, ecological, and other needs; and</p> <p>iii. identify the full life cycle costs of the system and develop options to pay for these costs over the long-term.</p> <p>d) in the case of large subsurface sewage disposal systems, the proponent has demonstrated attenuation capacity; and</p> <p>e) plans have been considered in the context of applicable interprovincial, national, bi-national, or state-provincial Great Lakes Basin agreements or provincial legislation or strategies (Growth Plan 3.2.6.2)</p> <p>Municipalities will continue to protect any natural heritage features and areas in a manner that is consistent with the PPS and may continue to identify new systems in a manner that is consistent with the PPS. (Growth Plan 4.2.2.6)</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>
<p><b>Region of Peel Official Plan (ROP)</b></p>	<p>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 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.</p>	<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> <p>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 (ROP 5.3.1.3)</p> <p>To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services (ROP 5.3.1.4)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>To support planning for complete communities in Peel 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 open space, and easy access to retail and services to meet daily needs (ROP 5.5.1.6)</p> <p>To provide sufficient lands in employment area in Peel to support a vibrant and sustainable regional economy, to further the economic development goals of the area municipalities and to contribute to complete communities, in accordance with the policies in the provincial Growth Plan and in accordance with the policies of this Plan including the forecasts set out in Table 3 (ROP 5.6.1.1)</p> <p>To provide infrastructure and services that are required for the development of employment areas to facilitate economic development (ROP 5.6.1.2)</p> <p>Protect and support employment areas for employment uses, as defined and designated in area municipal official plans (ROP 5.6.2.6)</p> <p>To provide water supply and sanitary sewer services to appropriate areas of the region in an adequate, efficient, planned and cost-effective manner consistent with public needs and financial realities (ROP 6.4.1)</p> <p>Require and provide full municipal sewage and water services to accommodate growth in the Urban System to the year 2031, and the three Rural Services Centres to the year 2021. The provision of full municipal sewage and water services in the Urban System and the three Rural Services Centres will be subject to the Regional financial and physical capabilities (ROP 6.4.2.3)</p> <p>Continue to have water and/or sewer services provided by private or communal systems where appropriate, for existing and committed development as designated in the area municipal official plans (ROP 6.4.2.4)</p> <p>Ensure that the planning, construction, expansion, extension, operation and maintenance of water and sanitary sewer services protects the environmental system and natural resources of peel in a manner consistent with the objective and policies in this Plan, the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan (ROP 6.4.2.7)</p>

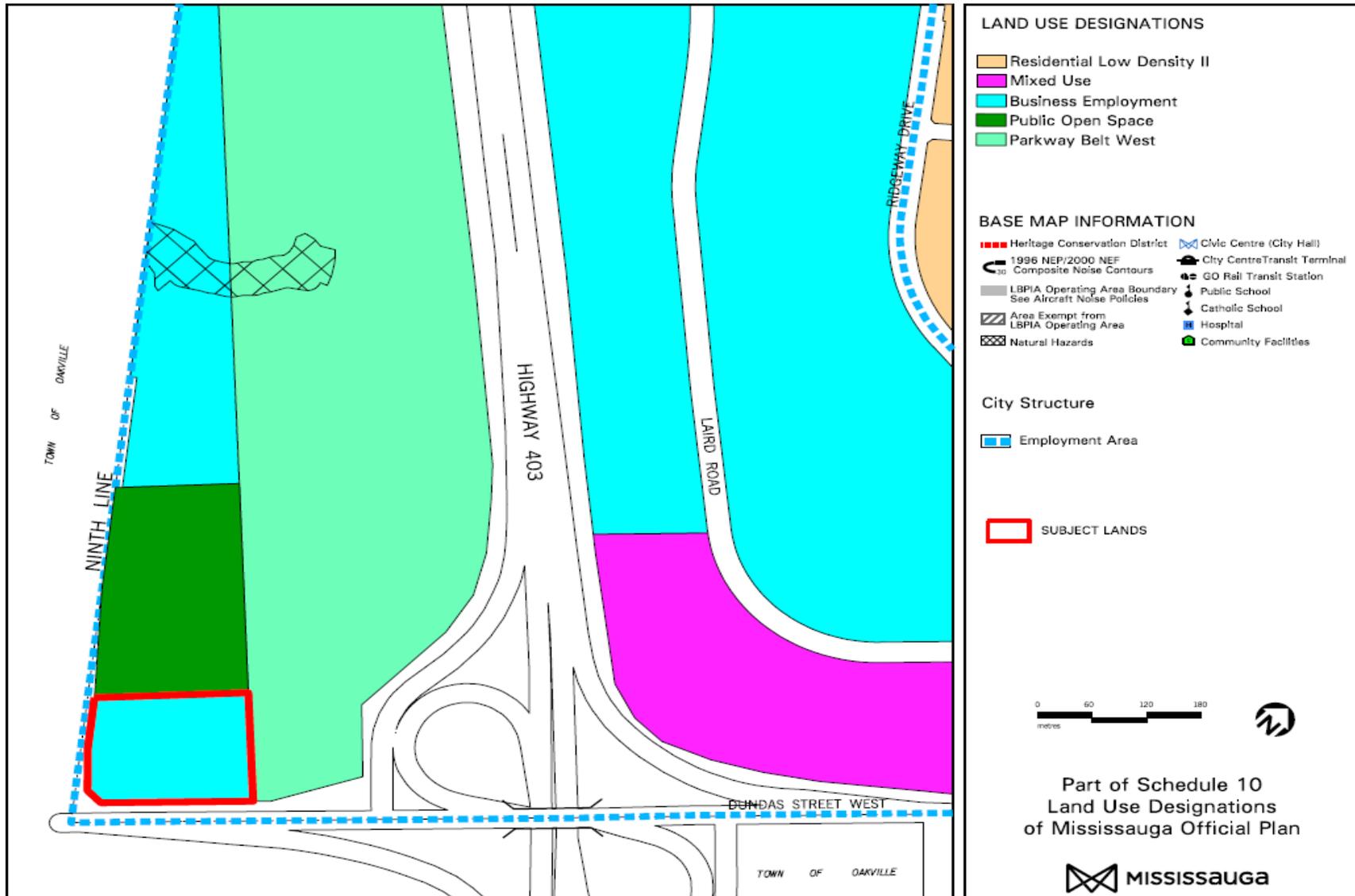
### **Mississauga Official Plan**

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 Western Business Park Employment Area and are designated **Business Employment**. The **Business Employment** designation permits a variety of commercial and industrial uses including a self-storage facility, commercial school, manufacturing, warehousing, distributing and wholesaling. The subject property is also subject to Special Site Policy 2 which permits mixed uses such as retail, and a cemetery.

The subject property is not located within a Major Transit Station Area (MTSA).



Excerpt of Western Business Park Employment Area

### Relevant Mississauga Official Plan Policies

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

	<b>General Intent</b>
<b>Chapter 4 Vision</b>	<p>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. (Section 4.4.4)</p> <p>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. (Section 4.4.5)</p>
<b>Chapter 5 Direct Growth</b>	<p>Most of Mississauga's future growth will be directed to Intensification Areas. (Section 5.1.4)</p> <p>Mississauga will protect employment lands to allow for a diversity of employment uses. (Section 5.1.8)</p> <p>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. (Section 5.1.9)</p> <p>Mississauga will maintain an adequate supply of lands for a variety of employment uses to accommodate existing and future employment needs. (Section 5.3.6.1)</p> <p>Mississauga will maintain a sustainable, diversified employment base by providing opportunities for a range of economic activities. (Section 5.3.6.2)</p> <p>Mississauga will provide the necessary infrastructure to support existing and planned employment uses. (Section 5.3.6.4)</p> <p>Where feasible and appropriate, development will be encouraged to be transit supportive and minimize surface parking. (Section 5.3.6.7)</p> <p>Additional development within Employment Areas will be permitted where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan. (Section 5.3.6.10)</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area. (Section 5.4.4)</p> <p>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. (Section 5.4.8)</p>

	<b>General Intent</b>
	<p>Hurontario Street and Dundas Street have been identified as Intensification Corridors. These are Intensification Areas. Additional Intensification Corridors may be identified in the future. (Section 5.4.11)</p> <p>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. (Section 5.4.12)</p> <p>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. (Section 5.5.1)</p> <p>Intensification Areas will be planned to reflect their role in the City Structure hierarchy. (Section 5.5.4)</p> <p>Development will promote the qualities of complete communities. (Section 5.5.5)</p> <p>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. (Section 5.5.6)</p> <p>Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged. (Section 5.5.8)</p> <p>Intensification Areas will be planned to maximize the use of existing and planned infrastructure. (Section 5.5.9)</p> <p>Intensification Areas will be served by transportation Corridors containing transit and active transportation and may contain higher order transit facilities.(Section 5.5.15)</p>
<b>Chapter 6 Value The Environment</b>	<p>Mississauga will require development proposals to address the management of stormwater using stormwater best management practices. (Section 6.2.7)</p> <p>Mississauga will encourage the use of green technologies and design to assist in minimizing the impacts of development on the health of the environment. (Section 6.2.8)</p> <p>Water conservation measures will be implemented in development. (Section 6.4.1.2)</p> <p>Mississauga will use a water balance approach in the management of stormwater by encouraging and supporting measures and activities that reduce stormwater runoff, improve water quality, promote evapotranspiration and infiltration, and reduce erosion using stormwater best management practice. (Section 6.4.2.1)</p> <p>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. (Section 6.4.2.2)</p>

	<b>General Intent</b>
	<p>Surface drainage and stormwater management facilities will be installed for the safety of residents and to protect infrastructure and property. (Section 6.4.2.4)</p> <p>The design of storm drainage and stormwater management facilities will consider interim and ultimate development conditions. (Section 6.4.2.5)</p> <p>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. (Section 6.4.2.6)</p> <p>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. (Section 6.4.2.7)</p> <p>Mississauga will promote building and site design that minimizes vehicular idling, energy consumption and maximizes the use of renewable energy and vegetative cover. (Section 6.5.3)</p> <p>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. (Section 6.6.2)</p> <p>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. (Section 6.9.3)</p>
<p><b>Chapter 9</b>  <b>Build A Desirable</b>  <b>Urban Form</b></p>	<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. (Section 9.1.1)</p> <p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required. (Section 9.1.2)</p> <p>Development within Employment Areas and Special Purpose Areas will promote good urban design that respects the function of the area. (Section 9.1.4)</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. (Section 9.1.5)</p> <p>Mississauga will transform the public realm to create a strong sense of place and civic pride. (Section 9.1.8)</p> <p>Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes. (Section 9.1.9)</p> <p>The city vision will be supported by site development that:</p> <ol style="list-style-type: none"> <li>a. respects the urban hierarchy;</li> <li>b. utilizes best sustainable practices;</li> </ol>

	<b>General Intent</b>
	<p>c. demonstrates context sensitivity, including the public realm;            d. promotes universal accessibility and public safety; and            e. employs design excellence. (Section 9.1.10)</p> <p>New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities. (Section 9.1.15)</p> <p>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. (Section 9.2.1.4)</p> <p>Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive. (Section 9.2.1.21)</p> <p>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.(Section 9.2.1.25)</p> <p>Development will create a sense of gateway to the Intensification Area with prominent built form and landscaping. (Section 9.2.1.27)</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. (Section 9.2.1.28)</p> <p>Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape. (Section 9.2.1.29)</p> <p>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. (Section 9.2.1.32)</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. (Section 9.2.1.37)</p> <p>Signage will be integrated with the scale and character of built form and will follow universal design principles. 9Seciton 9.2.1.39)</p> <p>Employment Areas adjacent to residential areas, sensitive land uses and major roads will be required to meet higher standards of design and to mitigate adverse impacts on adjacent uses. (Section 9.2.2.4)</p> <p>Development on Corridors will be encouraged to:</p> <ol style="list-style-type: none"> <li>a. Assemble small land parcels to create efficient development parcels;</li> <li>b. Face the street, except where predominate development patterns dictate otherwise;</li> <li>c. Not locate parking between the building and the street;</li> <li>d. Site buildings to frame the street;</li> </ol>

	<b>General Intent</b>
	<p>f. Support transit and active transportation modes;</p> <p>h. Provide concept plans that show how the site can be developed with surrounding lands. (Section 9.2.2.6)</p> <p>Development and open spaces adjacent to significant cultural heritage resources will:</p> <p>a. Contribute to the conservation of the heritage attribute of the resource and the heritage character of the area;</p> <p>b. Emphasize the visual prominence of cultural heritage resources; and</p> <p>c. Provide a proper transition with regard to the setting, scale, massing and character to cultural heritage resources. (Section 9.2.4.2)</p> <p>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. (Section 9.3.1.8)</p> <p>A transit and active transportation supportive urban form will be required in Intensification Areas and in appropriate locations along Corridors and encouraged throughout the rest of the city. (Section 9.4.1.2)</p> <p>Development will support transit and active transportation by:</p> <p>a. locating buildings at the street edge, where appropriate;</p> <p>b. requiring front doors that open to the public street;</p> <p>c. ensuring active/animated building façades and high quality architecture;</p> <p>d. ensuring buildings respect the scale of the street;</p> <p>e. ensuring appropriate massing for the context;</p> <p>f. providing pedestrian safety and comfort; and</p> <p>g. providing bicycle destination amenities such as bicycle parking, shower facilities and clothing lockers, where appropriate. (Section 9.4.1.3)</p> <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. (Section 9.5.1.1)</p> <p>Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context. (Section 9.5.1.3)</p> <p>Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights. (Section 9.5.1.5)</p> <p>Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by:</p> <p>a. providing walkways that are connected to the public sidewalk, are well lit, attractive and safe;</p> <p>b. fronting walkways and sidewalks with doors and windows and having visible active uses inside;</p> <p>c. avoiding blank walls facing pedestrian areas; and</p> <p>d. providing opportunities for weather protection, including awnings and trees. (Section 9.5.2.2)</p> <p>Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways. (Section</p>

	<b>General Intent</b>
	<p>9.5.2.4)</p> <p>Development proponents may be required to upgrade the public boulevard and contribute to the quality and character of streets and open spaces by providing:</p> <ul style="list-style-type: none"> <li>a. street trees and landscaping, and relocating utilities, if required;</li> <li>b. lighting;</li> <li>c. weather protection elements;</li> <li>d. screening of parking areas;</li> <li>e. bicycle parking;</li> <li>f. public art; and</li> <li>g. street furniture. (Section 9.5.2.5)</li> </ul> <p>Site development will be required to:</p> <ul style="list-style-type: none"> <li>a. incorporate stormwater best management practices;</li> <li>b. provide enhanced streetscape;</li> <li>c. provide landscaping that complements the public realm;</li> <li>d. include the use of native non-invasive plant material;</li> <li>e. protect and enhance habitat;</li> <li>f. preserve significant trees on public and private lands;</li> <li>g. incorporate techniques to minimize urban heat island effects such as providing planting and appropriate surface treatment; and</li> <li>h. provide landscaping that beautifies the site and complements the building form. (Section 9.5.2.11)</li> </ul> <p>Buildings will be designed to create a sense of identity through the site layout, massing, forms, orientation, scale, architectural features, landscaping and signage. (Section 9.5.3.1)</p> <p>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. (Section 9.5.3.6)</p> <p>Where appropriate, development should be designed to incorporate measures that minimize urban heat island effects. (Section 9.5.3.13)</p> <p>Buildings should be designed to conserve energy and incorporate sustainable material. (Section 9.5.3.14)</p> <p>Buildings should be designed to minimize the consumption of water and to utilize stormwater best management practices. (Section 9.5.3.15)</p> <p>Buildings should coordinate and integrate vehicular and servicing access to minimize their visual prominence. (Section 9.5.3.16)</p> <p>Mechanical equipment, vents and metering devices will be integrated into the building design and will not be visible from the public realm. (Section 9.5.3.17)</p> <p>Rooftop mechanicals and appurtenances will be integrated into building design and will not be visible from the public realm and residential developments. (Section 9.5.3.18)</p>

	<b>General Intent</b>
	<p>Parking should be located underground, internal to the building or to the rear of buildings. (Section 9.5.5.1)</p> <p>Where surface parking is permitted, the following will apply. Parking should:</p> <ol style="list-style-type: none"> <li>not be located between the building and the street;</li> <li>incorporate stormwater best management practices, such as, permeable paving, bioretention areas and tree clusters;</li> <li>provide safe and legible raised walkways, with curb ramps, within parking areas to buildings and streets;</li> <li>incorporate universal design principles;</li> <li>be configured to permit future development;</li> <li>have appropriate landscape treatment including trees and lighting, throughout parking lots;</li> <li>provide appropriate landscape treatment to provide shading of parking areas; and</li> <li>provide landscape buffering at the street edge. (Section 9.5.5.3)</li> </ol> <p>Signage should:</p> <ol style="list-style-type: none"> <li>orient people as they move through the city;</li> <li>identify businesses and services;</li> <li>promote and enhance an area's character;</li> <li>identify significant sites, community uses, destinations and landmarks;</li> <li>recognize cultural heritage resources; and</li> <li>follow universal design principles. (Section 9.5.7.1)</li> </ol>
<b>Chapter 10 Foster a Strong Economy</b>	<p>Mississauga will ensure that full Regional and municipal services are available to serve all development. (Section 10.6.5)</p> <p>Mississauga expects that the Region of Peel will provide appropriate and timely water, and wastewater facilities to serve the city's development. (Section 10.6.9)</p> <p>Setbacks of a residence, place of work, or public assembly to an oil or gas easement or associated structure, and an appropriate building design, will be determined based on the type of pipeline, stress level of the pipeline and shall take into consideration the Guidelines for Development in the Vicinity of Oil and Gas Pipeline Facilities, prepared by the Technical Standards &amp; Safety Authority. (Section 10.6.17)</p> <p>Existing or new easements accommodating gas and/or oil pipelines should be incorporated into development plans as public open space, walkways or bicycle paths, but not be incorporated into individual lots. In some cases, in consultation with the pipeline operator, certain other uses such as vehicle parking, may be considered if it forms an integral part of the development. (Section 10.6.18)</p> <p>Mississauga encourages appropriate land use and development patterns that are transit supportive, site and building designs that conserve energy and opportunities for district energy. (Section 10.7.5)</p> <p>Mississauga encourages the creation of innovative strategies such as green site design and green buildings, which utilize technology such as green roofs, white roofs and the use of the urban tree canopy to achieve energy efficiencies. (Section 10.7.6)</p> <p>Mississauga will promote public awareness and education initiatives jointly with other levels of government and other agencies on matters related to energy conservation. (Section 10.7.7)</p>
<b>Chapter 11 General Land Use</b>	<p>In addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit the following uses:</p> <ul style="list-style-type: none"> <li>Retail store;</li> </ul>

	<b>General Intent</b>
<b>Designations</b>	<ul style="list-style-type: none"> <li>• Restaurant;</li> <li>• Secondary office; (Section 11.2.6.1)</li> </ul> <p>In addition to the Uses Permitted in all Designations, lands designated Business Employment will also permit the following uses:</p> <ul style="list-style-type: none"> <li>• Self-storage facility;</li> <li>• Commercial school; and</li> <li>• Secondary office. (Section 11.2.11.1)</li> </ul> <p>Permitted uses will operate mainly within enclosed buildings. (Section 11.2.11.3)</p> <p>Accessory uses will generally be limited to a maximum of 20% of the total Gross Floor Area. (Section 11.2.11.4)</p> <p>All accessory uses should be on the same lot and clearly subordinate to and directly related to the functioning of the permitted use (Section 11.2.11.5)</p>
<b>Chapter 17 Employment Areas</b>	<p>Loading bays and waste collection areas should not face onto Provincial Highway 403, Ridgeway Drive, Winston Churchill Boulevard, Dundas Street West or Ninth Line. (Section 17.9.1.2)</p> <p>The lands identified as Special Site 2 are located on the north side of Dundas Street West, east of Ninth Line, and west of Provincial Highway 403. (Section 17.9.3.2.1)</p> <p>Notwithstanding the provisions of the Business Employment designation, Mixed Uses and cemetery use will be permitted. (Section 17.9.3.2.2)</p>
<b>Chapter 19 Implementation</b>	<p>To provide consistent application of planning and urban design principles, all development applications will address, among other matters:</p> <ol style="list-style-type: none"> <li>a. the compatibility of the proposed development to existing or planned land uses and forms, including the transition in height, density, and built form;</li> <li>b. conformity with the policies in this Plan; [...]</li> <li>e. the adequacy of engineering services; [...] (Section 19.4.3)</li> </ol> <p>A holding provision may be used in conjunction with any zoning category to specify the use to which lands, buildings or structures may be put at such time in the future as the holding provision is removed by amendment to the zoning by-law. (Section 19.7.1)</p> <p>A holding provision will be used to implement this Plan for staging of development and additionally may be used to implement specific requirements, such as, but not limited to:</p> <ul style="list-style-type: none"> <li>• a. the adequacy of engineering services; [...] (Section 19.7.2)</li> </ul>

## **Mississauga Zoning By-law**

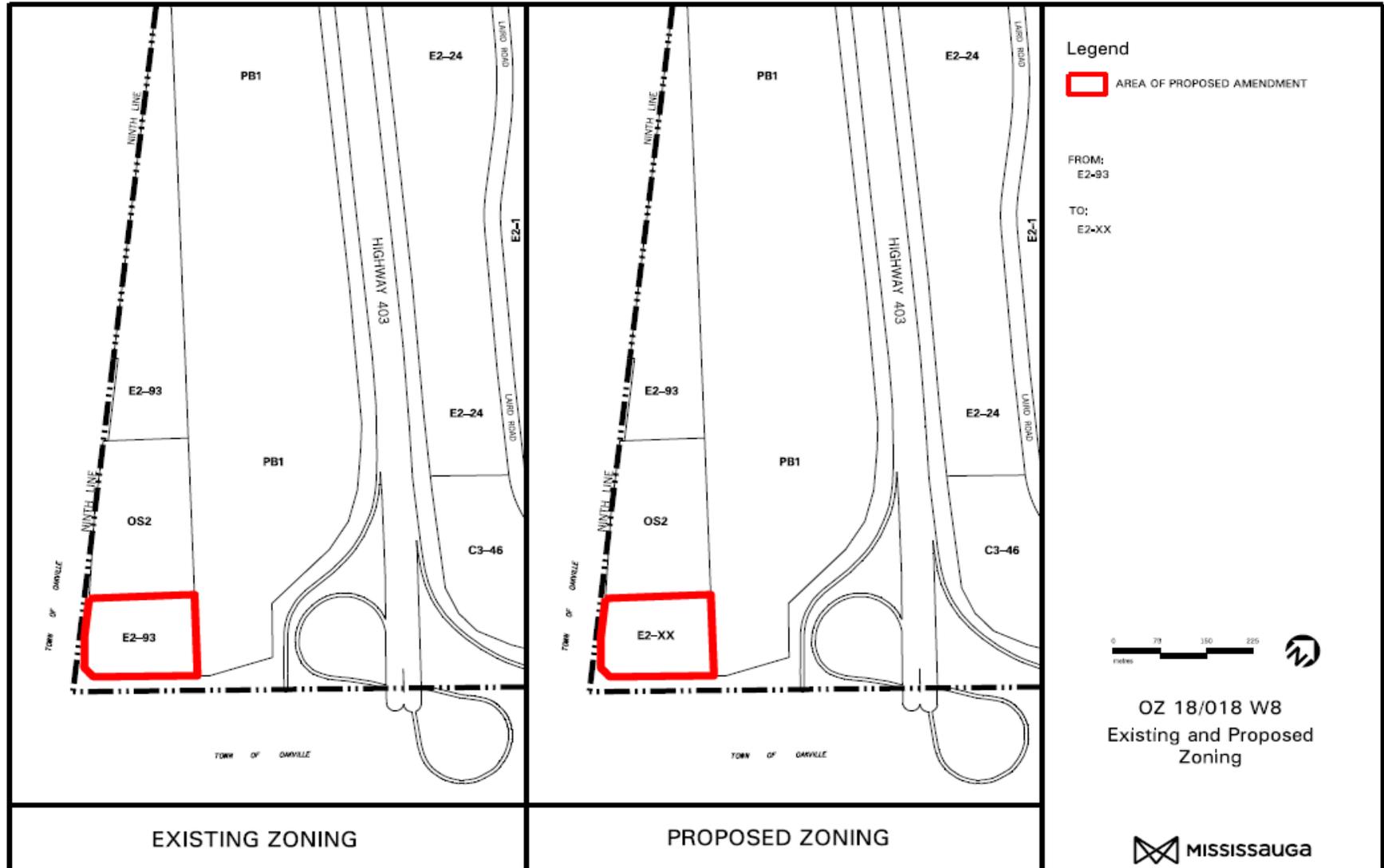
### **Existing Zoning**

The subject property is currently zoned **E2-93** (Employment - Exception), which only permits active recreational uses and a cemetery.

### **Proposed Zoning**

The applicant is proposing to zone the property **E2-Exception** (Employment - Exception) to permit employment uses under the **E2** zone and set forth a maximum height, maximum gross floor area, a minimum number of parking and loading spaces and other technical performance standards.

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



Excerpt of Zoning Map 59

### Proposed Zoning Regulations

Zone Regulations	Existing Zone Regulations	Proposed Amended Zone Regulations
Permitted Uses	Active recreational uses and cemetery	Self-storage facility and other specific E2 uses to be confirmed
Maximum Gross Floor Area	No maximum	16,388 m <sup>2</sup> (176,398.9 ft <sup>2</sup> ) for a self-storage facility 4,068 m <sup>2</sup> (43,787.6 ft <sup>2</sup> ) for industrial condominium buildings
Maximum Height	No maximum	Self-storage facility: 24 m (78.7 ft.) and 5 storeys
Required Parking Spaces	Self-storage facility: 0.6 spaces per 100 m <sup>2</sup> (1 076 ft <sup>2</sup> ) of GFA = 99 spaces  Manufacturing: 1.6 spaces per 100 m <sup>2</sup> (1,076 ft <sup>2</sup> ) up to 2 325 m <sup>2</sup> (25,026 ft <sup>2</sup> ) = 80 spaces	Self-storage facility: 0.25 spaces per 100 m <sup>2</sup> (1 067 ft <sup>2</sup> ) of GFA = 45 spaces  Industrial condominium buildings: 2.2 spaces per 100 m <sup>2</sup> (1,076 ft <sup>2</sup> ) up to 2,325 m <sup>2</sup> (25 026 ft <sup>2</sup> ) = 90 spaces
Required Loading Spaces	No loading spaces are required	Self-storage facility: Minimum of 2 spaces  Industrial condominium buildings: 0 spaces
Outdoor Garbage Enclosures in Non-Residential Zones	Located outside of any required landscaped area	Permit a garbage enclosure within the landscaped area
	Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the application is further refined. In addition to the regulations listed, other minor and technical variations to the implementing by law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.	

## 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 application:

Agency / Comment Date	Comments
Region of Peel (March 11, 2021)	<p><b><u>Servicing</u></b></p> <p>The Region currently has no plans to extend water and sanitary sewer servicing to the subject property. The Region has no objection to the applicant's servicing proposal. The Region relies on the expertise of the City of Mississauga to provide further direction to the applicant regarding individual on-site sewage and water services.</p> <p><b><u>Waste</u></b></p> <p>Waste collection will be required through a private waste hauler.</p>
Halton Region (March 29, 2021)	<p>Halton Region requests that the City ensure that the matters of interest identified and detailed in their comments are resolved. These are generally summarized as follows:</p> <p><b><u>Transportation</u></b></p> <p>A Transportation Impact Study to the satisfaction of the Region should be provided and any related matters be addressed to their satisfaction. The TIS provided has been sent for peer review and additional comments will be provided through further correspondence.</p> <p>The concept plan should reflect any road widening requirements that are known at this time. The applicant is to confirm that the plan reflects these requirements as they may impact the site layout.</p> <p>The developer is responsible for the design and construction of a boulevard plus a 3.0 metre (9.8 feet) multi-use trail along the east side of Ninth Line adjacent to the development lands. Detail design drawings will be required for this facility (location, design specs, etc.,) for review and approval by Halton Region and the City of Mississauga. This will be addressed at the site</p>

Agency / Comment Date	Comments
	<p>plan approval stage.</p> <p><b><u>Servicing</u></b></p> <p>That matters related to private servicing and potential impacts on groundwater and environmental receptors in Halton, be addressed. A hydrogeological study will be provided to the Region of Halton for review. Further comments will be forthcoming upon its review.</p> <p><b><u>Miscellaneous</u></b></p> <p>The owner must enter into a Servicing Agreement at the Site Plan Stage (through the Development Project Manager) for the completion of required Works for all development associated road improvements (Dundas Street access, Ninth Line access, multi-use trail, boulevards, Dundas Street westbound right-turn lane extension, etc.), through the submission of detail design drawings.</p> <p>Any ground development infrastructure should be located outside of the Regional right-of-way.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board	No comments received on the application.
City Transportation and Works Department (July 16, 2021)	<p>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.</p> <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><b><u>Storm Drainage</u></b></p> <p>The Functional Servicing and Storm Water Management report is to be updated to verify the ownership/jurisdiction of the existing and proposed storm sewer infrastructure and provide a storm design sheet in order to confirm sewer capacity. The owner/applicant is to contact the M.T.O., Town of Oakville and Halton Region to discuss the requirements for servicing this site to ensure the feasibility of securing an outlet for this site and meeting the appropriate drainage and servicing criteria. Additional comments from this department will be forthcoming once all relevant parties have reviewed and provided comments for this proposal.</p> <p><b><u>Grading</u></b></p> <p>Grading plan is to be revised to clearly show and label existing easements within the site, revise grading details to ensure site surface drainage is self-contained and relate all elevations to a current and existing published City of Mississauga benchmark value.</p>

Agency / Comment Date	Comments
	<p><b><u>Traffic</u></b></p> <p>The Traffic Impact Study and associated plans require review and approval from the M.T.O. and Halton Region. Additional comments from this department will be forthcoming once all relevant parties have reviewed and provided comments for this proposal.</p> <p>All plans are to be revised to show all proposed right-of-way widenings and proposed/future multi-use trail(s). Right-of-way requirements may impact the developable limits and zoning setbacks/areas of the proposal.</p> <p><b><u>Environmental</u></b></p> <p>The Phase One ESA report must include a clause or be accompanied by a letter signed and sealed by the author of the report or a Principal of the Consulting Firm, which allows the City of Mississauga to make reliance on the findings and conclusions presented in the report. A dewatering plan must also be submitted.</p> <p>The above aspects are to be addressed prior to the preparation of the Recommendation Report.</p>
<p>City Community Services            Department – Park Planning            Section            (July 16, 2021)</p>	<p>In comments dated July 16, 2021, this Department notes that the subject site is adjacent to City owned lands identified as Ninth Line Sports Park (P-300), zoned OS2 and contains 2 baseball diamonds and a parking lot.</p> <p>Protection of the adjacent park and associated securities will be reviewed during site plan control. 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, c.P. 13, as amended) and in accordance with City's Policies and By-laws.</p>
<p>City Community Services            Department – Heritage            Planning            (February 16, 2021)</p>	<p>The Stage 1 archaeological assessment report has not yet been entered into the Public Register of Archaeological Reports at the Ministry of Heritage, Tourism, Sport and Cultural Industries. Please submit the letter from the Ministry noting that the report has been entered into the register and that it complies with the 2011 Standards and Guidelines for Consultant Archaeologists.</p>
<p>City Community Services            Department – Arborist – Private            Property            (January 15, 2019)</p>	<p>Consideration should be taken to ensure the three beech tree cultivars are protected and incorporated into the landscape plan.</p>
<p>City Community Services            Department – Public Art            Coordinator            (February 15, 2019)</p>	<p>As per Council adopted Corporate Policy and Procedure 07-03-01 (Bonus Zoning), and in addition to comments already provided by Planning with regards to Bonus Zoning, the City may require the provision of community benefits, such as public art, as a condition of approval.</p>
<p>Fire Prevention – Fire            Prevention Plan Examination            (March 8, 2021)</p>	<p>Fire route widths and building locations in connection with fire hydrants must be revised.</p> <p>Additional information regarding OBC compliance, fire hydrant water supply, flow demand, water volume and fire water tanks is required.</p>
<p>Economic Development Office            (February 11, 2019)</p>	<p>Economic Development have no comments or concerns on the application.</p>
<p>TC Energy</p>	<p>TC Energy has serious public safety concerns that the plans don't appear to acknowledge the existence of a high-pressure,</p>

Agency / Comment Date	Comments
(February 25, 2021)	<p>large diameter natural gas pipeline in an easement through the site.</p> <p>TC Energy will be seeking for zoning on the site to include at a minimum a provision for public safety such as what is included in the E2-117 zone, which specifies a minimum setback of structures from the edge of the existing easement of 7.5 metres (24.6 feet). It will be important for the applicant to understand that this includes the proposed internal road, which as shown in the plans would not conform with Canadian Standards Association standard CSA-Z662-19 for pipeline systems.</p>
Enbridge/Consumer Gas (February 12, 2019)	<p>Enbridge Pipelines Inc. owns and operates a 610mm diameter high pressure crude oil pipeline in a 3.0 metre (9.8 feet) wide easement. Enbridge's records indicate that the proposed development/zoning amendment is adjacent to the Enbridge pipeline.</p> <p>Enbridge is regulated by the National Energy Board (NEB). The Act requires any excavation within 30 metres (98.4 feet) of Enbridge's pipeline be approved by Enbridge. Limits of the easement parallel to the pipeline shall be delineated with permanent fencing to prevent gradual encroachment by adjacent landowners. Suitable barriers shall be installed at all road accesses to prevent unauthorized motor vehicles from entering.</p>
Ministry of Transportation (March 14, 2021)	<p><b><u>Transportation</u></b></p> <p>Additional information is required regarding analysis provided in the submitted Transportation Impact Study.</p> <p><b><u>Site Plan</u></b></p> <p>The 14 metre (45.9 feet) setback limit should be added.</p> <p><b><u>Drainage</u></b></p> <p>Rooftop storage and unconventional underground storage such as chambers and infiltration systems are not permitted by MTO. Underground storage provided in manholes, storm sewer, super pipe or storage tank are permitted as such storages are accessible through a manhole and can be easily inspected for their continued functionality. If unconventional storages are provided, then calculations and comparison of post- to pre-development flows without underground and/or roof top storages and ponding limit for 100-year storm event should be provided to confirm that the proposed development will not impact the MTO's drainage system under such condition.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these application provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> <li>- Oakville Hydro</li> <li>- Bell Canada</li> <li>- Canada Post Corporation</li> </ul>
	<p>The following City Departments and external agencies were circulated the application but provided no comments:</p> <ul style="list-style-type: none"> <li>- Town of Oakville</li> <li>- Alectra Utilities</li> </ul>

Agency / Comment Date	Comments
	- Greater Toronto Airport Authority

## Development Requirements

There are engineering matters including: grading, 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 no official plan amendment is required and 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:

- Is the proposed private servicing of the subject property, which entails a private sanitary system and domestic well, appropriate?

- Is the proposed development premature given the absence of municipal servicing?
- Have technical matters including but not limited to stormwater management, fire prevention and compatibility with pipeline infrastructure been addressed to the satisfaction of the City, and relevant authorities including Peel Region, Halton Region and TC Energy?
- Is the proposed development compatible with the existing and planned character of the area given the proposed massing, setbacks, building configuration and building height?
- Are the policies and principles of Mississauga Official Plan maintained by the proposed development?
- Are the proposed zoning by-law exception standards, including reduced parking 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 application.