

**Recommendation Report  
 Detailed Planning Analysis**

**Owner: 551 Avonhead GP Inc.**

**551 Avonhead Road**

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## 1. Community Comments

At the public meeting, comments from the public were generally directed towards the Oakville-Clarkson Airshed and the impact new industrial buildings would have on the area. Below is a summary and response to the specific comments heard.

### Comment

Given that the Oakville-Clarkson Airshed was already deemed 'taxed' by the Ministry of the Environment, the Balsillie Report recommended that no new major sources of pollution be allowed unless there is a plan to full offset them.

### Response

Following the Balsillie Report, the City undertook a review of the Southdown Local Area Plan, with the intent of achieving less intensive industrial operations to reduce air pollution. The Official Plan was subsequently amended to restrict heavy industrial uses such as trucking terminals, waste processing/transfer stations, composting facilities and outdoor storage. The City has also engaged in numerous initiatives within the Southdown Area as well as City-wide to improve air quality and limit the impacts of pollution on climate change.

## 2. Updated Agency and City Department Comments

### UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The application was circulated to all City departments and commenting agencies on July 30, 2021. A resubmission was submitted on February 6, 2022. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

### Transportation and Works

Technical reports, plans and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance have been satisfactorily addressed in accordance with City requirements to confirm the feasibility of the proposal from an engineering standpoint.

#### *Stormwater*

The Functional Servicing Report (FSR) and Stormwater Management Report indicate that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the change in impervious area from the proposed development and/or impact to the receiving municipal drainage system, on-site stormwater management controls for the post-development discharge is required.

The applicant has demonstrated a satisfactory stormwater servicing concept. Infiltration on site is being pursued and water quality is being met via Stormceptor OGS systems. No further technical stormwater management details are required to be provided for review.

#### *Traffic*

A traffic impact study (TIS) was provided by GHD Limited in support of the proposed development. The submission was reviewed and audited by the City's Transportation and Works Department. Based on the submission, dated June 4, 2021 the study complied with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 152 (117 in, 35 out) and 160 (43 in, 117 out) two-way site trips for the weekday AM and PM peak hours in 2026 respectively.

The study area intersections and proposed vehicular access are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions. The cost for any road improvements required in support of this development application will be borne by the Owner.

#### *Environmental Compliance*

A Phase One Environmental Site Assessment (ESA) report, dated January 24, 2022, a Phase Two ESA, dated January 28, 2022, and a Remedial Action Plan, dated January 27, 2022, all prepared by EXP Services Inc., have been received for the conveyance lands. The Phase Two ESA indicates that remediation is required to meet the applicable Ministry of the Environment, Conservation and Parks Standards. The Remedial Action Plan indicates that remedial works have commenced and subsequent groundwater monitoring will be completed. A final remediation report is required to be submitted to the Transportation and Works Department upon completion of the remediation activities for review. In addition, a certification letter by a Qualified Person will be required, stating that land to

be dedicated to the City is environmentally suitable for the proposed use.

#### *Other Engineering Matters*

Transportation and Works is satisfied that the information reviewed to date is sufficient to proceed to the recommendation report. Additional requirements and clauses related with the development of the lands will be captured in the related development agreement prior to by-law enactment. Any outstanding items required to facilitate the implementation of the zoning by-law including, but not limited to, municipal infrastructure design and construction, servicing, land dedications, easements and road works will be dealt with through the site plan and building permit review processes.

#### **Credit Valley Conservation (CVC)**

In comments dated March 18, 2022, The revised Environment Impact Study (EIS) and proposed natural regeneration area at the rear of the site has addressed CVC concerns regarding the existing greenlands zone. Technical matters related to the wetland, planting, wild life rescue plan and fencing will be addressed through a future site plan application. A CVC permit is required prior to any development on-site.

#### **Community Services**

The proposed natural area at the rear of the property has satisfied previous concerns related to development within a Significant Natural Area as identified on Schedule 3 of MOP.

The City defers comments to the expertise of the Conservation Authority on this matter.

### Region of Peel

Technical comments regarding site servicing requirements will be addressed through a future site plan application. There are no further matters to be addressed through the rezoning application.

### **3. *Provincial Policy Statement, 2020 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019 and Amendment No. 1 (2020)***

The *Provincial Policy Statement (PPS)* and the *Growth Plan for the Greater Golden Horseshoe (Growth Plan)* provide policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

### **4. Consistency with PPS**

The Public Meeting Report dated October 22, 2021 (Appendix 1) provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including:

Section 1.1.3.2 of the PPS requires development to reflect densities and a mix of land uses which efficiently use land and resources, are appropriate for and efficiently use infrastructure and public service facilities and are transit supportive.

Section 1.1.3.4 of the PPS states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.

Section 1.3.1 of the PPS states that economic development and competitiveness should be promoted by providing a mix of uses to meet long-term needs and providing opportunities for a diversified economic base, while encouraging compact, mixed use development that incorporates compatible employment uses.

Section 2.1.1 of the PPS states that natural features and areas shall be protected for the long term.

The proposal seeks to expand the employment zone on the subject site to better utilize the property. The proposal promotes

economic development by making efficient use of the existing employment area while increasing the number of local jobs. The proposed development also protects natural features by preserving a natural area at the rear of the site. As such, the proposal is consistent with the intent of the policies outlined in the PPS.

## 5. Conformity with Growth Plan

The Growth Plan was updated May 16, 2019, in order to support the "More Homes, More Choice" government action plan that addresses the needs of the region's growing population. The new plan is intended, amongst other things, to increase the housing supply and make it faster and easier to build housing. Pertinent changes to the Growth Plan include:

- Section 2.2.1.4 requires the achievement of complete communities that feature a diverse mix of land uses, including residential and employment, and convenient access to local stores, services and public service facilities.
- Section 2.2.2.3 also directs municipalities to identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.
- Section 2.2.5.1 promotes economic development and competitiveness in the Greater Golden Horseshoe by 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

- Section 4.2.2.6 states that the municipality will continue to protect any natural features and areas as well as identify new systems in a manner that is consistent with the PPS

The proposal conforms to the Growth Plan as it accommodates development on an underutilized site and promotes economic development within an existing employment area.

The policies of the Greenbelt Plan and the Parkway Belt Plan are not applicable to this application.

## 6. Region of Peel Official Plan

As summarized in the public meeting report dated October 22, 2021 (Appendix 1), the proposed development does not require an amendment to the Region of Peel Official Plan. The subject property is located within the Urban System of the Region of Peel. The portions of the lands associated with the natural feature are also considered Regional Core Greenlands. General Objectives in Section 5.3.1 and General Policies in Section 5.3.2 and 7.2.2.3, direct development and redevelopment to the Urban System to achieve urban structure, form and densities, which are pedestrian oriented, transit supportive and context appropriate. Additionally, more detailed mapping of the Core Areas of the Greenlands System will be provided and will be determined on a site specific basis through studies required through the local planning approval process. Amendment to the Plan are not required for minor boundary adjustments.

The proposed development conforms to the ROP, as it is an appropriate development that efficiently uses land to contribute to employment opportunities in the Southdown Employment Character Area and will not negatively impact the natural system.

## 7. Mississauga Official Plan (MOP)

The proposal does not require an amendment to Mississauga Official Plan. However, it is important to analyze the proposals consistency with key MOP policies. The property is located within the Southdown Employment Character Area and is designated **Industrial**. The **Industrial** designation permits a number of uses including warehousing and distribution facilities, while the Southdown Local Area Plan implements restrictions on heavy industrial uses such as trucking terminals, waste processing stations and outdoor storage.

The following is an analysis of the key policies and criteria:

### *Directing Growth*

The subject site is currently being utilized as a waste transfer station and contains multiple one storey buildings and the outside storage of trailers. A portion of the property is located within Schedule 3 – Natural System of MOP and is classified as a Significant Natural Area.

MOP promotes maintaining an adequate supply of lands for a variety of employment uses to accommodate existing and future employment needs. The Southdown Employment Character

Area is a well-established Employment Area designated primarily for business employment and industrial purposes. One of the long term visions of the Southdown Local Area Plan is to evolve the area into less intensive industrial uses and to contain a mix of manufacturing, warehousing, research and development and offices. The **Industrial** designation in both the MOP and Southdown Local Area Plan permit warehousing and distribution facilities. The Southdown Local Area Plan further restricts heavier industrial uses to help alleviate local air quality concerns and to meet the long-term vision of the area.

The proposed development conforms to the Local Area Plan by proposing a less intensive use, while increasing employment opportunities on an underutilized site. Additionally, the site is subject to a road widening which will include a sidewalk contribution, contributing to more walkability within the area and enhancing the streetscape.

While a portion of the site is located within the Natural System, technical studies and the introduction of a natural regeneration area at the rear of the site have satisfied concerns expressed by the Community Services Department and CVC. The proposed natural area will be protected and contain plantings of native trees, shrubs and a drainage feature that will be left to naturalize.

This application is proposing that 21% of the property will be dedicated to landscaping. The applicant has also advised of their intent to construct a net-zero carbon ready building, contributing to the overall environmental performance of the site.

The policies within MOP and the Southdown Local Area Plan are consistent with the PPS and Growth Plan, which promote economic development and requires a diverse mix of land uses including employment facilities in appropriate locations.

#### *Compatibility with the Neighbourhood*

The subject site is located within the Southdown Employment Character Area, which is a well-established Employment Area designated primarily for business employment and industrial uses. The lands fronting onto Royal Windsor Drive are meant to create a community identity to enhance the vision of the Southdown Local Area Plan. The lands south of Royal Windsor Drive contain a mix of heavier industrial uses and manufacturing uses. The area surrounding the subject site consists of industrial uses and vacant lands. The proposal conforms to the Official Plan by allowing a permitted use that is compatible with the surrounding area and will positively influence the character streetscape.

#### *Services and Infrastructure*

Based on the comments received from the applicable City Departments and external agencies, the existing infrastructure is adequate to support the proposed development.

The Region of Peel has advised that there is adequate water and sanitary sewer capacity to service this site.

The site is currently serviced by the following MiWay Transit routes:

- Route 14 – Lorne Park
- Route 45 – Winston Churchill

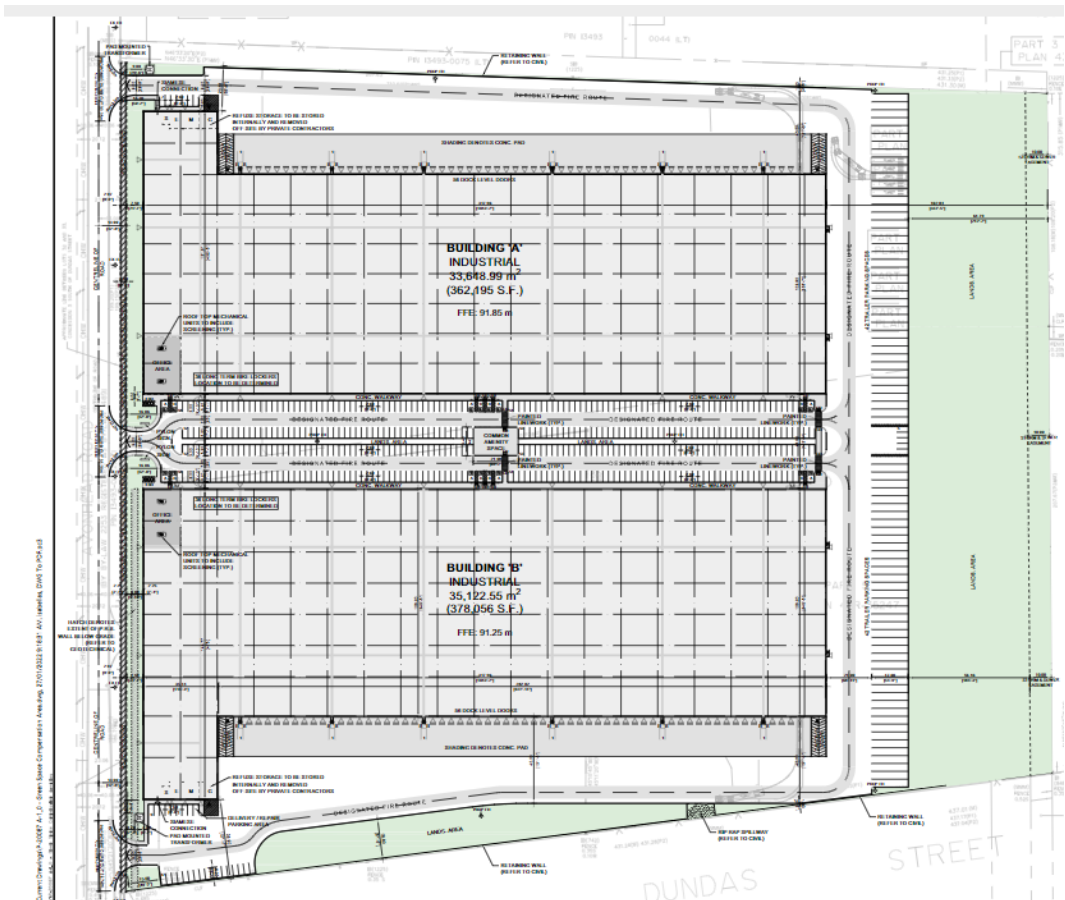
There are two transit stops on Royal Windsor Drive within 1.5 km (0.93 miles) of the site.

City owned parkland known as Lakeside Park is located approximately 1.2 km (0.75 miles) southeast of the subject property along Lakeshore Road West. The Clarkson GO Station is also located 2.3 km (1.4 miles) northwest of the site.

For these reasons, these applications are consistent with MOP, the Region of Peel Official Plan, the Growth Plan for the Greater Horseshoe and the PPS.

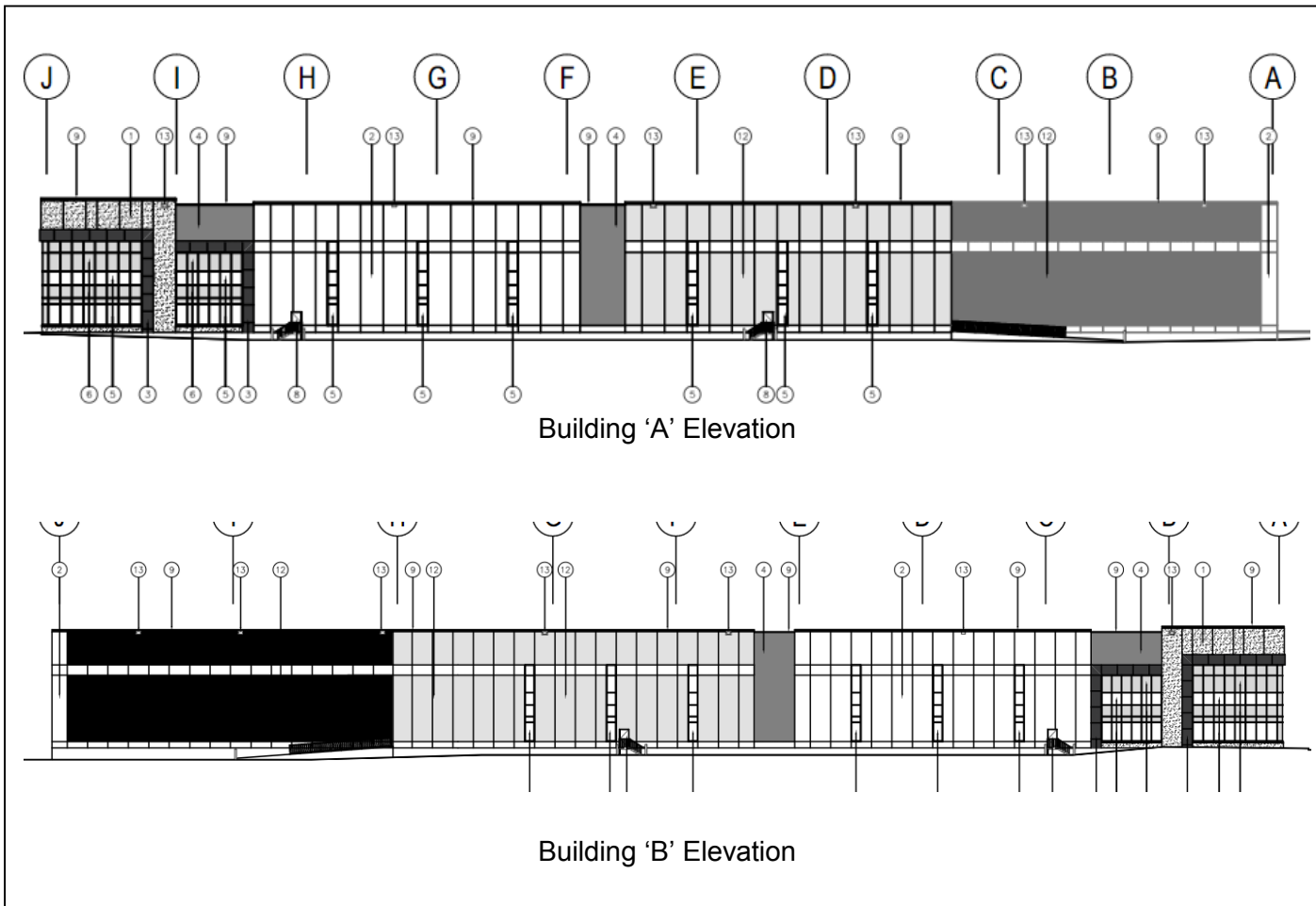
### 8. Revised Site Plan and Elevations

The applicant has provided a revised site plan and elevations as follows:



Site Plan





## 9. Zoning

The proposed **E3 - Exception** zone (Employment – Exception) is appropriate for the proposed warehouse and distribution facilities. Below is an updated summary of the proposed site specific zoning provisions:

### Proposed Zoning Regulations

Zone Regulations	Existing E3 Zone Regulations	Proposed E3 – Exception Zone Regulations
Uses Not Permitted		<ol style="list-style-type: none"> <li>1. <b>Transportation Facility</b></li> <li>2. <b>Truck Terminal</b></li> <li>3. <b>Waste Processing Station</b></li> <li>4. <b>Waste Transfer Station</b></li> </ol>
Minimum depth of a <b>landscaped buffer</b> measured from a <b>lot line</b> where the <b>lot line</b> abuts a Greenlands Zone	4.5 m (14.76 ft.)	0 m
		Notwithstanding Article 2.1.1.2 of this By-law, on, within or below the natural regeneration area identified on Schedule E3-2 of this Exception, only vegetation, <b>lot line</b> fencing and infrastructure required for the wetland feature shall be permitted.
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.		

## 10. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. No site plan application has been submitted to date for the proposed development.

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address matters such as stormwater management, planting, and the wetland/drainage feature within the natural regeneration area.

## 11. Conclusions

In conclusion, City staff has evaluated the application to permit 2, one storey industrial buildings which are planned to be used as warehousing and distribution facilities against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The proposed amendment maintains the intent of the existing industrial zoning on-site and efficiently uses an underutilized parcel. Through studies submitted and reviewed by staff, the existing **G2** (Greenlands – Natural Features) zoning can be amended without significantly affecting the natural features on-site. The application proposes a protected natural area on the easterly portion of the site that will not be impacted by this development and will be left to naturalize.

Staff are of the opinion that the application is consistent with and conforms to Provincial, Regional and City planning policies. Staff has no objection to the approval of the proposed rezoning application, subject to the recommendations provided in the staff report dated June 10<sup>th</sup>, 2022.