

Detailed Information and Preliminary Planning Analysis

Owner: Prabh Aulakh Ltd.

1480 Derry Road East

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1. Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject land was zone **D** (Development).
- November 14, 2012 – Mississauga Official Plan (MOP) came into force. The property is designated **Mixed Use** in the Northeast Employment Area (West).
- January 12, 2007 – a demolition permit was issued for the demolition of two detached dwellings and four accessory structures.
- Oct 11, 2018 – Committee of Adjustment decision for “A”-257/18 was approved for a temporary period of 3 years to allow a motor vehicle rental facility and a 19 m² (205 ft.²) office trailer. The application was appealed to the Local Planning Appeal Tribunal (LPAT) by the City and the Region and the applicant subsequently withdrew the Committee of Adjustment application.

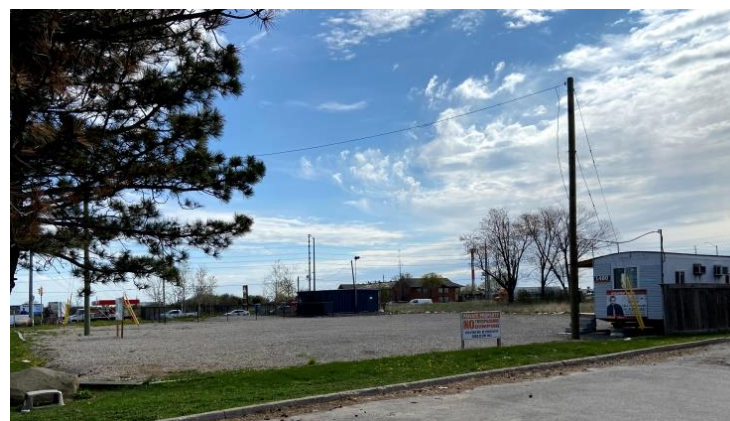
2. Site and Neighbourhood Context

Site Information

The property is located at southwest corner of Dixie Road and Derry Road East within the Northeast Employment Area. The property is irregular in shape and only has frontage on Derry Road East. Both Derry Road East and Dixie Road are regional arterial roads with 9 lanes of traffic and have designated right-of-way widths of 45 m (147 ft.). The site is in an area of transition with predominately industrial, manufacturing and commercial uses to the west and to the south are vacant lands

owned by Transport Canada and under the Greater Toronto Airport Authority's (GTAA) ground lease. Toronto Pearson International Airport is approximately 570 m (1,870 ft.) southeast of the property and Highway 407 and Highway 410 are both approximately 1.7 kilometres (1 mile) from the property. There are no notable natural features on the site, but the west branch of Etobicoke Creek is approximately 150 m (492 ft.) east of the site, flowing to the southeast towards Lake Ontario.

The property is relatively flat with the northeast corner sloping towards the southwest corner of the site. The site is gravelled with a temporary trailer located along the west property line.



Existing conditions facing east

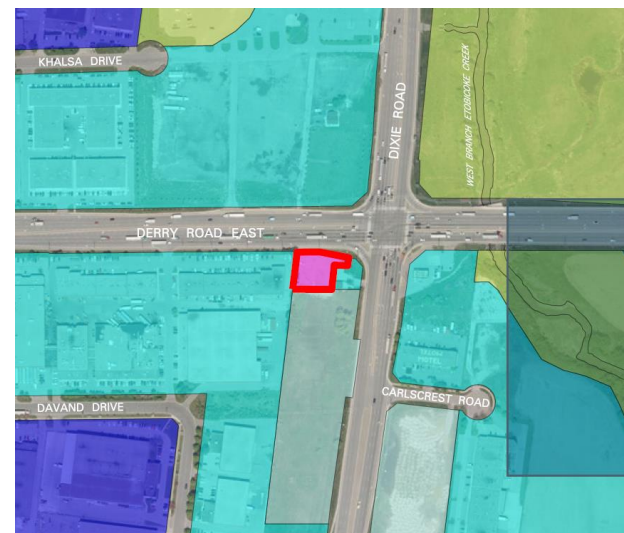
Property Size and Use	
Frontage:	55.6 m (182.3 ft.) on Derry Road East
Depth:	39.7 m (130.4 ft.)
Gross Lot Area:	0.17 ha (0.43 ac.)
Existing Uses:	Vacant with a temporary trailer

Surrounding Land Uses

Immediately south of the property is a vacant parcel that is owned by Transport Canada leased to GTAA. On the north side of Derry Road East is a large parcel of property approximately 15.2 hectares (37.5 acres) in size with a place of religious assembly (Ontario Khalsa Darbar) and an accessory building. Immediately east of the property is a vacant parcel owned by Region of Peel with frontage on Dixie Road and another property with a building utilized for a pumping station owned by Enbridge Gas. East of Dixie Road is a self-serve gas bar with a small convenience retail and service kiosk. To the west of the property is a large property with multiple industrial and manufacturing buildings.

The surrounding land uses are:

- North: place of religious assembly (Ontario Khalsa Darbar)
- East: vacant Region of Peel land and Enbridge Gas pumping station. East of Dixie Road is a gas bar and convenience retail and service kiosk
- South: vacant lands owned by Transport Canada
- West: multiple industrial and manufacturing buildings



Aerial Photo of 1480 Derry Road East

The Neighbourhood Context

The subject property is located in the Northeast Employment Area, which is predominantly an industrial part of Mississauga. The surrounding neighbourhood contains primarily industrial and commercial land uses. Both Dixie Road and Derry Road East are identified as Corridors and regional arterial roads with significant building setbacks. While public transit is available, this is an automobile dominated area with high volume traffic. Given the proximity to the airport, buildings in the area have height and land use restrictions. The property is located within the 35 Noise Exposure Forecast (NEF) or greater noise contour as determined by Transport Canada, which calculates long term aircraft noise exposure.

Demographics

Based on the 2016 census, the existing population of the Northeast Employment Area (West) area is 215 with a median age of 85 (compared to the City's median age of 40). 10% of the neighbourhood population are of working age (15 to 64 years of age), with 2% children (0-14 years) and 88% seniors (65 years and over). The population for this area is forecast to be 300 persons in both 2031 and 2041. The average household size is 2 persons with 0% of people living in apartment buildings that are five storeys or more. There are only 10 homes in the area, as such, statistics on the mix of housing tenure are not available, however based on available information it appears that there is a vacancy rate of approximately 0.9%. The number of jobs within this Character Area is 87,199. The total employment, combined with the population, results in a person plus jobs (PPJ) for Northeast Employment Area (West) of 31 PPJ per ha (77 PPJ per acres).

Other Development Applications

A rezoning application under file OZ 15/01 W11 on 6900 Dixie Road, approximately 250 m (820 ft.) south of the subject site and only separated by the vacant lands owned by Transport Canada was recently approved by Council. The application to amend the zoning from **D** (Development) to **E2** (Employment) was approved with a holding provision by Council on January 22, 2020, and the implementing by-law was passed on February 19, 2020. The holding provision was implemented to ensure that the applicant addresses outstanding technical matters including an Access Permit Agreement with the

Region of Peel and the GTAA for a shared access onto Dixie Road.

Community and Transportation Services

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

As mentioned, the site is within 570 m (1,870 ft.) of Toronto Pearson International Airport and approximately 1.7 km (1 mile) from Highways 401 and 410. The site is well serviced by MiWay bus routes, the following bus routes currently service the site and/or are in the proximity to the site:

- Route 5 – Dixie Road
- Route 15 – Drew Road
- Route 42 – Derry Road
- Route 51 – Tomken Road
- Route 104 – Derry Road Express
- Route 185 – Dixie Road Express

The site is also serviced by Brampton Transit bus routes on Dixie Road. The following Brampton Transit bus route currently is in proximity to the site:

- Route 18 – Dixie Road

3. Project Details

The application is to amend the zoning by-law to permit a gas bar with an accessory convenience retail and service kiosk with revised performance standards including a take-out restaurant that is larger than permitted in the zoning by-law

and reduced parking.

Development Proposal		
Application submitted:	Received: November 26, 2019 Deemed incomplete: December 19, 2019 Revised: March 3, 2020 Deemed complete: March 6, 2020	
Developer/ Owner:	Prabh Aulakh Ltd.	
Applicant:	n Architecture Inc	
Existing Gross Floor Area:	N/A	
Proposed Gross Floor Area:	260.2 m ² (2,800.4 ft. ²)	
Height:	1 storey	
Lot Coverage:	15%	
Floor Space Index:	0.14	
Landscaped Area:	16%	
Parking:	Required: 15	Provided: 13
Green Initiatives:	<ul style="list-style-type: none"> • Stormwater Management Treatment • Erosion and Sediment Control • Landscaping • Bicycle Storage 	

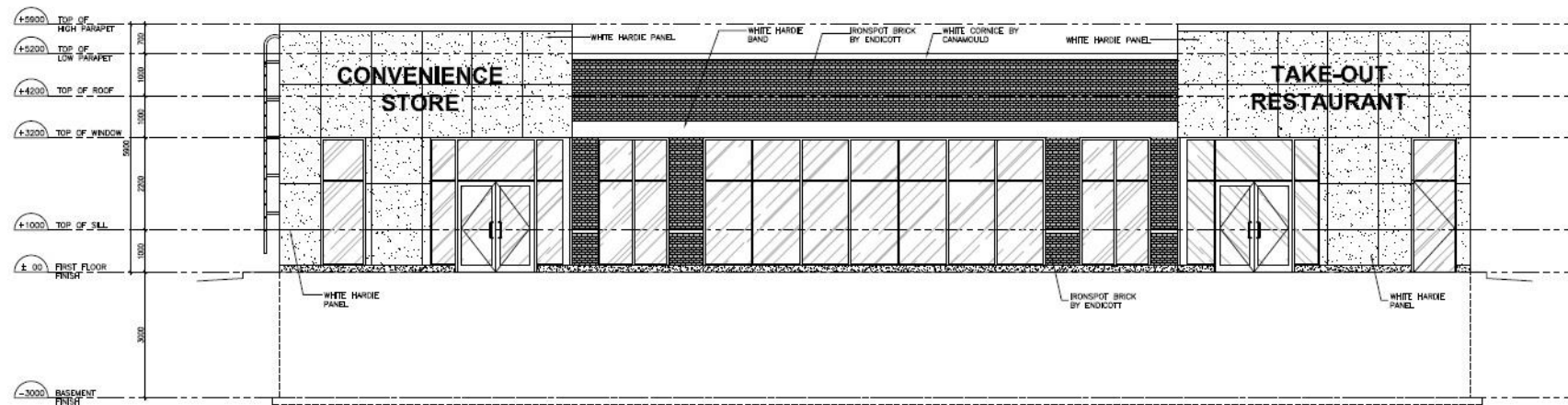
- Draft Zoning By-law
- Functional Servicing Report
- Phase I Environmental Site Assessment
- Grading and Servicing Plans
- Stormwater Management Report
- Sanitary Connection and Notes
- List of Low Impact Design Features
- Erosion and Sediment Control Plan
- Traffic Impact Study
- Tree Inventory, Tree Preservation Plan

Supporting Studies and Plans

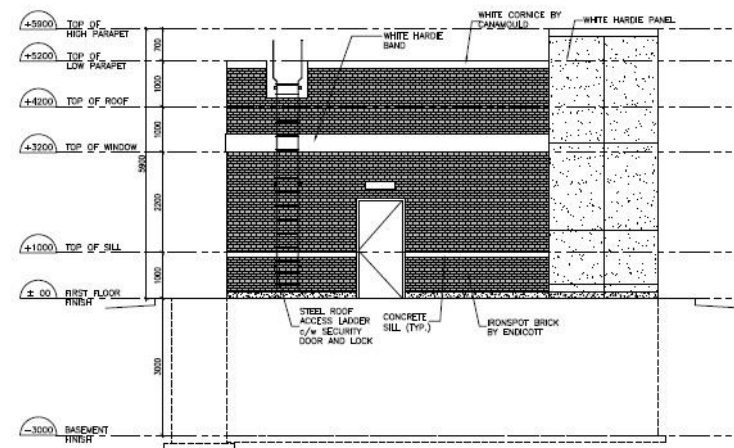
The applicant has submitted the following information in support of the application which can be viewed at <http://www.mississauga.ca/portal/residents/development-applications>:

- Planning Justification Report
- Site Plan, Elevations and Floor Plans
- Survey Plan
- Archaeological Assessment





1 NORTH ELEVATION
A-3.0 SCALE- 1:50



2 EAST ELEVATION
A-3.0 SCALE- 1:50

Elevations

4. Land Use Policies, Regulations & Amendments

Mississauga Official Plan

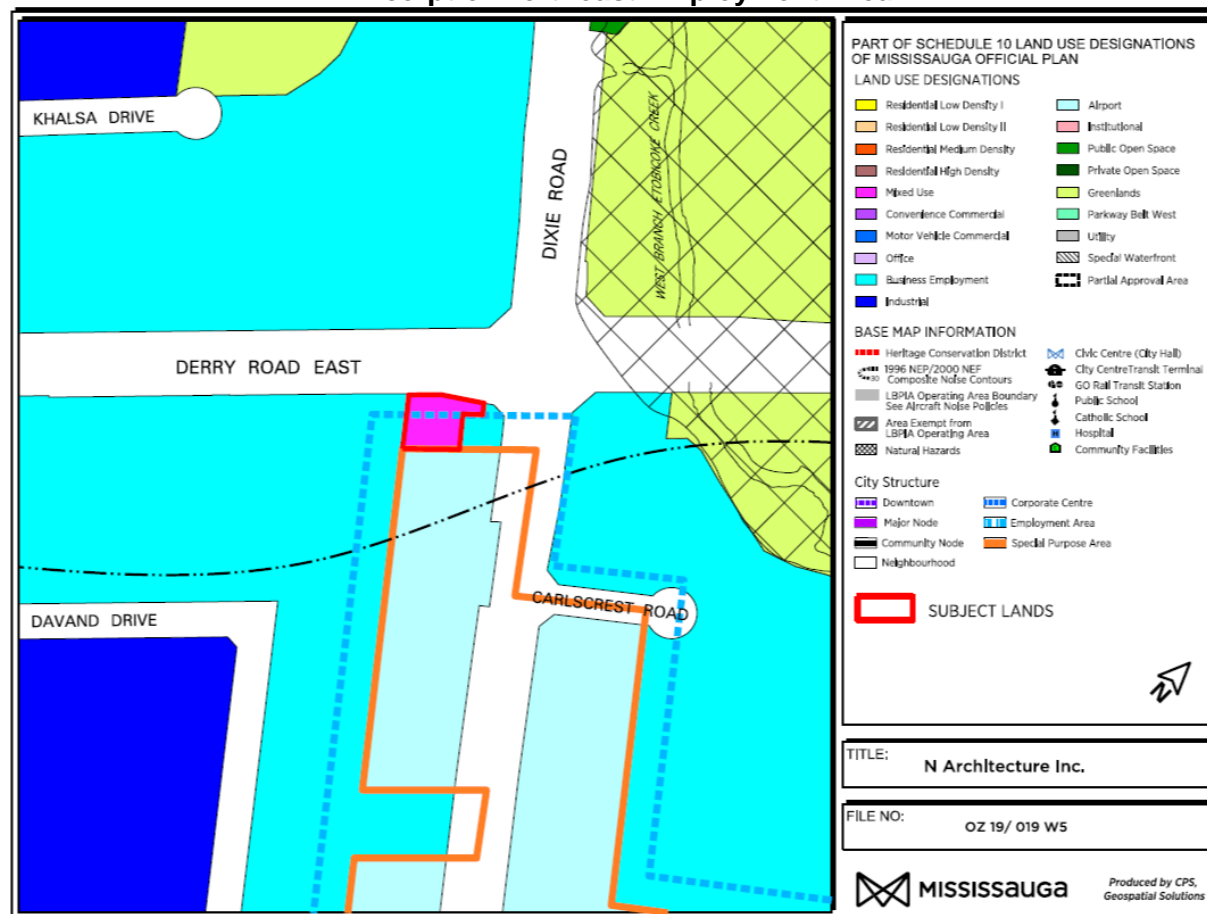
Designation

The site is designated **Mixed-Use** which permits a variety of uses including motor vehicle commercial uses.

An official plan amendment is not required.

Note: Detailed information regarding relevant Official Plan policies are found in Section 5.

Excerpt of Northeast Employment Area



Mississauga Zoning By-law

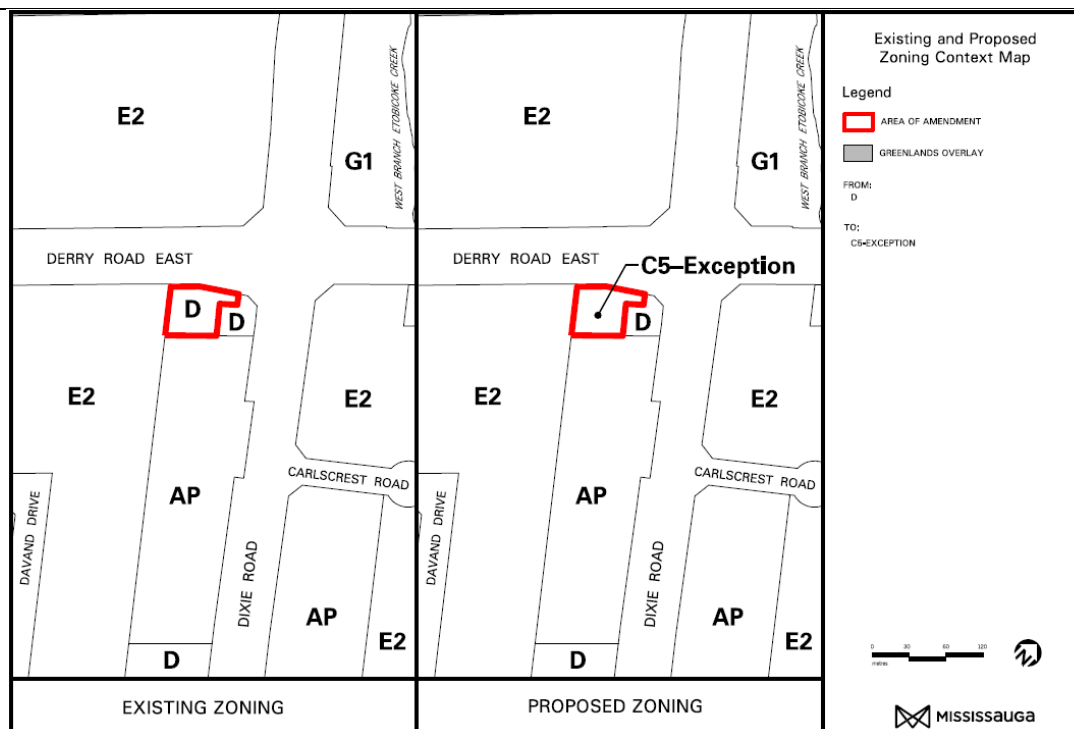
Existing Zoning

The site is currently zoned **D** (Development), which permits a building, or structure legally existing on the date of passing of the zoning by-law and the existing legal use of such building or structure.

Note: As the property is currently vacant, except for a temporary trailer, no uses are permitted on this property

Proposed Zoning

The proposed zone is **C5-Exception** (Motor Vehicle Commercial-Exception) to permit a gas bar with an accessory convenience retail and service kiosk with revised performance standards including a take-out restaurant that is larger than permitted in the zoning by-law and reduced parking



Proposed Zoning Regulations

Zone Regulations	Existing C5 Regulations	Proposed C5 – Exception Zone Regulations
Minimum Exterior Side Yard	4.5 m (14.7 ft.)	1.5 m (4.9 ft.)
Minimum Interior Side Yard	4.5 m (14.7 ft.)	1.5 m (4.9 ft.)
Minimum Rear Yard	4.5 m (14.7 ft.)	1.5 m (4.9 ft.)
Maximum gross floor area of a convenience retail and service kiosk	300 m ² (3,229.3 ft ²)	353.1 m ² (3,800.9 ft ²)
Maximum gross floor area of a take-out restaurant excluding seating within a convenience retail and service kiosk	30 m ² (3,22.9 ft ²)	93 m ² (1,001.1 ft ²)
Convenience Retail and Service Kiosk parking standard	5.4 spaces per 100 m ² GFA – non residential	4.2 spaces per 100 m ² GFA – non residential
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the application is further refined.		

5. Summary of Applicable Policies

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
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>
Region of Peel Official Plan (ROP)	<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</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</p>

Policy Document	Legislative Authority/Applicability	Key Policies
	<p>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>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>

Relevant Mississauga Official Plan Policies

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 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.

The property is located within the Northeast Employment Area and is designated **Mixed Use**. The **Mixed Use** designation in the Northeast Employment Area permits Motor Vehicle Commercial Uses.

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

	Specific Policies	General Intent
Chapter 4 Vision		Mississauga will provide the guiding principles that are to assist in implementing the long-term land use, growth and development plan for Mississauga and sets out how the City will achieve these guiding principles.
Chapter 5 Direct Growth	Section 5.1.6 Section 5.1.8 Section 5.3.6.2 Section 5.3.6.6 Section 5.3.6.7 Section 5.4.4 Section 5.4.7	Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. Mississauga will protect employment lands to allow for a diversity of employment uses. Mississauga will maintain a sustainable, diversified employment base by providing opportunities for a range of economic activities. Infrastructure in Employment Areas will be planned to support land uses with a goods movement focus. Where feasible and appropriate, development will be encouraged to be transit supportive and minimize surface parking. Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area. Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.
Chapter 6 Value The Environment	Section 6.2.3 Section 6.2.7 Section 6.2.8 Section 6.4.2.2 Section 6.10.2.2	Mississauga will develop a green development strategy to enhance environmental sustainability. Mississauga will require development proposals to address the management of stormwater using stormwater best management practices.

	Specific Policies	General Intent
	Section 6.10.2.3	<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.</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.</p> <p>Mississauga will require tenants and purchasers to be notified when a proposed development is located at the noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contour of 25 and above.</p> <p>A noise warning clause will be included in agreements that are registered on title, including condominium disclosure statements and declarations.</p>
Chapter 7 Complete Communities	Section 7.1.3.a	In order to create a complete community and develop a built environment supportive of public health, the City will: encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses.
Chapter 9 Build A Desirable Urban Form	Section 9.1.1 Section 9.1.4 Section 9.1.5 Section 9.2.2.6.b Section 9.2.2.6.e Section 9.5.1.13 Section 9.5.2.11 Section 9.5.3.6 Section 9.5.3.14 Section 9.5.3.15 Section 9.5.3.19 Section 9.5.4.1 Section 9.5.6.1	<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.</p> <p>Development within Employment Areas and Special Purpose Areas will promote good urban design that respects the function of the area.</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.</p> <p>Development on Corridors will be encouraged to face the street, except where predominate development patterns dictate otherwise; provide entrances and transparent windows facing the street for non-residential uses;</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.</p> <p>Buildings with exposure to Provincial Highways or public streets in areas of site plan control will be subject to a higher standard of design to achieve upgraded building elevations and landscaping, including principal doors and window fenestration.</p> <p>Site development will be required to:</p> <ol style="list-style-type: none"> incorporate stormwater best management practices;

	Specific Policies	General Intent
		<ul style="list-style-type: none"> b. provide enhanced streetscape; d. include the use of non-invasive plant material; h. provide landscaping that beautifies the site and complements the building form. <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.</p> <p>Buildings should be designed to conserve energy and incorporate sustainable material.</p> <p>Buildings should be designed to minimize the consumption of water and to utilize stormwater best management practices.</p> <p>It will be the responsibility of proponents of development applications to comply with Airport height restrictions.</p> <p>Development proposals should enhance public streets and the open space system by creating a desirable street edge condition.</p> <p>Site layout, buildings and landscaping will be designed to promote natural surveillance and personal safety.</p>
	Section 11.2.6.1 Section 11.2.6.2 Section 11.2.9.2 Section 11.2.10.4 Section 11.2.10.5 Section 11.2.10.6	<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"> a. commercial parking facility; b. financial institution; c. funeral establishment; d. makerspaces e. motor vehicle rental; f. motor vehicle sales; g. overnight accommodation; h. personal service establishment; i. post-secondary educational facility; j. residential, in conjunction with other permitted uses; k. restaurant; l. retail store; and m. secondary office. <p>The planned function of lands designated Mixed Use is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. Development on Mixed Use sites that includes residential uses will be required to contain a mixture of permitted uses.</p> <p>Gas bars will be permitted provided they are adjacent to a Corridor.</p>

	Specific Policies	General Intent
		<p>Motor Vehicle Commercial uses will be discouraged as single uses at important intersections and should be integrated with other commercial development.</p> <p>Generally more than one Motor Vehicle Commercial use at any intersection will be discouraged. However, a maximum of two Motor Vehicle Commercial uses may be permitted at any intersection. When two Motor Vehicle Commercial uses locate at the same intersection they are encouraged to locate at diagonally opposite corners, where feasible.</p> <p>Motor Vehicle Commercial uses along the same street are encouraged to locate on alternate sides of the street.</p>
Chapter 17 Employment Areas	Section 17.1.4.1	<p>Notwithstanding the Mixed Use policies of this Plan, the following additional uses will be permitted only in the Dixie, Gateway, Mavis-Erindale, Northeast, Southdown and Western Business Park Character Areas:</p> <ul style="list-style-type: none"> a. Business Employment Uses; and b. Motor Vehicle Commercial Uses.

6. Community Comments

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

7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (April 8, 2020)	<p>There is an existing 750 mm (30 in.) diameter watermain located on Derry Road East, and two existing watermain located on Dixie Road; an existing 750 mm (30 in) diameter watermain and an existing 500 mm (20 in.) diameter watermain. Due to the size and function of the 750 mm (30 in.) diameter watermain on Dixie Road and Derry Road East, connection(s) to the mains will not be permitted.</p> <p>There is an existing 450 mm (18 in) diameter sanitary sewer located on Dixie Road, north of the intersection of Derry Road East and Dixie Road and an existing 1,050 mm (41 in) diameter sanitary sewer trunk crossing Dixie Rd east of the intersection of Dixie Road and Derry Road East. Connection to either of the two trunks will not be permitted. There are no sanitary sewers in the vicinity of the property. The applicant will need to undertake external works to connect to a sanitary sewer.</p> <p>Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. All works associated with the servicing of this site will be at the applicant's expense. The applicant will also be responsible for the payment of applicable fees, DC charges, legal costs and all other costs associated with the development of this site.</p> <p>The Region will be party to the Development Agreement.</p> <p>A satisfactory Functional Servicing Report (FSR) must be submitted to determine the adequacy of existing services for the proposed development as the submitted FSR was incomplete.</p> <p>The Region reviewed the associated Traffic Impact Study (TIS) dated September 2019 and will approve one restricted right-in/right-out access at the westerly limits of the property as proposed in the site plan and TIS. The Region requires a functional design indicating the appropriate storage and taper lengths for the auxiliary right-turn lane for review and comment.</p> <p>The Region requires the gratuitous dedication of 27.0 metres (89 ft.) from the centreline of Derry Road East to meet the Regional Official Plan mid-block requirements within 245 metres (804 ft.) of intersections to protect for the provision of, but not limited to; utilities, sidewalks, multiuse pathways and transit bay/shelters. This has been illustrated correctly on the site plan. The Region will also require the gratuitous dedication of a 0.3 metre (1 ft.) reserve along the frontage of Derry Road East behind the property except at the approved access locations. The developer is required to gratuitously dedicate this land to the Region, free and clear of all encumbrances. All costs associated with the transfer, including preparation of the necessary reference plan are the responsibility of the developer.</p> <p>A detailed engineering submission of road and access works will be required for review and comment, designed, stamped, and signed by a Licensed Ontario Professional Engineer.</p> <p>This site is not within the vicinity of a landfill. It will require private waste collection.</p>

Agency / Comment Date	Comments
City Community Services Department (April 2, 2020)	<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 the City's Policies and By-laws.</p> <p>A Stage 1 Archaeological Assessment has been received. The City concurs with the recommendations of no further archaeological assessment is required.</p>
City Transportation and Works Department (June 4, 2020)	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to 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>Stormwater</p> <p>A Functional Servicing Report (FSR) and a Stormwater Management Report, prepared by n Architecture Inc. dated February 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 new infrastructure and/or on-site stormwater management controls.</p> <p>The applicant is proposing to construct a private storm sewer to service the development lands, with a connection to the Region of Peel's infrastructure, as well as on-site stormwater management controls for the post development discharge. Approval of the proposed plan is also required from the Region of Peel.</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; and • demonstrate that there will be no impact on the existing drainage system. <p>Traffic</p> <p>A Traffic Impact Study (TIS), prepared by Paradigm Transportation Solutions Limited and dated September 2019, 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 require further clarification on the information provided.</p> <p>The applicant is required to provide the following information as part of subsequent submissions:</p> <ul style="list-style-type: none"> • An updated Traffic Impact Study addressing all staff comments; • A turning template for the northeast corner of the property adjacent to the pump; • Revised drawings illustrating all existing easements and their limits; the purpose of each of the easements, the easement instrument numbers, parts and reference plan numbers and whether they are private or municipal. <p>Environmental Compliance</p> <p>A Phase One Environmental Site Assessment (ESA), dated July 27, 2018, prepared by G2S, was submitted in support of the proposed development. The report concluded that no significant environmental concerns were identified and that no further investigative work is required.</p>

Agency / Comment Date	Comments
	<p>The applicant is required to provide further information in support of the proposal, including a reliance letter for the Phase One, a groundwater monitoring well decommissioning plan, and a dewatering plan.</p> <p>Engineering Plans/Drawings 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.</p>
<p>Greater Toronto Airport Authority (April 24, 2020)</p>	<p>According to the Airport Zoning Regulations for Toronto Pearson International Airport, development elevations on the subject property are affected by the Outer Surface obstacle zoning restriction. The maximum allowable development elevation under this restriction is 219.46 metres (720 ft.) Above Sea Level (A.S.L.). The proposed gas station with convenience store and take-out restaurant would be within the allowable height limits associated with the Regulations.</p> <p>NAV CANADA's review has not been received.</p> <p>Any crane or other equipment used for construction on the site would be limited to the Maximum Allowable Development Elevations. Use of a crane or other such equipment during the period of construction is also restricted by airport operations at Toronto Pearson Airport.</p>
<p>Other City Departments and External Agencies</p>	<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"> - Community Services – Park Planning (March 25, 2020) - Canada Post Corporation (March 31, 2020) - City Economic Development Office (March 13, 2020) - Dufferin-Peel Catholic School Board (April 16, 2020)
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Bell Canada - Peel District School Board

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

- Is the proposal compatible with the existing and planned character of the area given the project's land use, setbacks, proposed parking ratio, deficient landscape buffer, building configuration, site access, and grading?
- Are the proposed zoning by-law exception standards appropriate?

- Have all other technical requirements and studies related to the project been submitted and found to be acceptable?

Development Requirements

There are engineering matters including: grading, environmental, engineering, servicing and stormwater management that will require the applicant to enter into

agreements with the City and the Region. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

8. 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.