

## Appendix 3 – Response to Orlando Corporation’s Submission dated May 5, 2020

Comment Letter	Issue/Comment	Rationale	Recommendation for Mississauga Zoning By-law Amendment
A	0.5 minimum Floor Space Index (FSI) may not be achievable for large lots where phased development is likely to occur	<ul style="list-style-type: none"> <li>The minimum FSI is intended to ensure a minimum employment density along the Hurontario LRT Corridor.</li> <li>The Gateway area is identified as an Intensification Corridor and Corporate Centre, and low density employment uses, e.g. distribution centres, do not fit with this vision.</li> <li>Where phased development is proposed on large lots, the minimum FSI should only apply to each individual phase and not to the lot in its entirety.</li> </ul>	Revise how FSI is measured for larger lots zoned Major Office and General Office to only include the area of development and not the entire lot.
B	Permit parking structures as a stand-alone permitted use	<ul style="list-style-type: none"> <li>Parking structures are not permitted in the Official Plan as a permitted use in an Office designation.</li> <li>Parking structures are not an appropriate stand-alone use in an Intensification Area along a higher-order transit corridor.</li> <li>Parking structures are still permitted in support of a permitted use (e.g. office), just not as a stand-alone structure on a property without any other use.</li> </ul>	No action required.
C	Concern with the definition of internal roads in the Zoning By-law referencing dwelling units when they do not exist in the Gateway area. This relates to Line 21.3 of the Amendment which permits shared use of driveways and internal roads	<ul style="list-style-type: none"> <li>Under the roads definition in the By-law, there are two terms associated with roads – condominium roads and private roads.</li> <li>The definition of condominium roads references <u>both</u> buildings and dwelling units.</li> <li>The definition of private roads has no reference to dwelling units.</li> <li>Therefore, the definition of either private roads or condominium roads would not limit the application of Line 21.3 permitting shared use of driveways and internal roads.</li> </ul>	No action required.
D	Allow for shared vehicular parking counts across all Orlando properties	<ul style="list-style-type: none"> <li>Proposed zoning recognizes existing shared parking arrangements.</li> <li>Where lots contain two or more zones, parking may be</li> </ul>	No action required.

Comment Letter	Issue/Comment	Rationale	Recommendation for Mississauga Zoning By-law Amendment
		<p>provided in either zone as long as the use for which the parking is being provided is permitted in both zones.</p> <ul style="list-style-type: none"> <li>Applications can be submitted for shared parking arrangements between lots if required as a result of development.</li> </ul>	
E	Request “and/or” for minimum building heights that would provide applicant with option to achieve minimum height either through metres or stories	<ul style="list-style-type: none"> <li>The Official Plan requires a minimum height of 3 stories closest to planned transit stations and 2 stories further away from planned transit stations in the Gateway area.</li> <li>The requested revision does not meet intent of Official Plan policy of setting minimum heights in storeys to achieve the desired compact, transit-supportive built form.</li> </ul>	No action required.
F	Development lines (referencing lines that split properties into two zones) requires clarification/revision	<ul style="list-style-type: none"> <li>The proposed zoning boundaries conform to Official Plan land use designations and Special Site/Exempt Site boundaries where unique zoning regulations are required.</li> <li>Several properties have two land use designations within a single property and as such, also have two zones since proposed zoning is required to conform to these boundaries.</li> <li>In certain locations, Special Site or Exempt Site Official Plan policies apply to certain properties within a single block and not others. These policies are reflected in regulations through unique exception zones that only apply to relevant properties.</li> </ul>	No action required.
G	Permit greater expansion of commercial uses for RBC building fronting onto Hurontario Street as well as other non-conforming uses for all Orlando properties beyond 10% of Gross Floor Area (GFA)	<ul style="list-style-type: none"> <li>The Zoning By-law Amendment permits expansion of non-office uses and non-office-related uses (e.g. banquet hall, hotel) up to 10% of existing GFA for uses that exist prior to the passing of this By-law.</li> <li>The RBC building on the northwest corner of Hurontario Street and Milverton Drive is part of an exempt site – Exempt Site 2 – that permits additional commercial uses beyond the normal list of uses permitted in an Office</li> </ul>	No action required.

Comment Letter	Issue/Comment	Rationale	Recommendation for Mississauga Zoning By-law Amendment
		<p>designation.</p> <ul style="list-style-type: none"> <li>• In the Official Plan, Exempt Sites are intended to eventually be redeveloped in accordance with the underlying designation – in this case, Office.</li> <li>• In the interim, lands zoned to permit such uses or buildings not in the underlying designation are deemed to be in conformity.</li> <li>• Limiting expansion of these uses helps ensure that the lands eventually redevelop in accordance with the vision and policies for the area, while also maintaining the integrity of the area as a Corporate Centre intended for high density employment uses and not major retail.</li> </ul>	
H	Increase cap on manufacturing as an accessory use from 20% to 25% of GFA (applies only to properties further than 100 m from Hurontario Street)	<ul style="list-style-type: none"> <li>• Accessory uses are generally limited to 20% of GFA for lands designated Office in the Gateway area.</li> <li>• The vision and policies for the Gateway Corporate Centre is for a prestigious office employment area with accessory uses that best support transit use and office-related uses.</li> <li>• Near transit stations, accessory uses are permitted up to 30% of GFA where they can provide the greatest access to services and amenities for pedestrians and transit users. This however, does not apply to manufacturing uses which are permitted as an accessory use 100 m or more from Hurontario Street.</li> </ul>	No action required.
I	Remove regulation 5.2.4.8.4 related to shared parking between zones O3-8 and E1-2	<ul style="list-style-type: none"> <li>• The regulation for shared parking recognizes the existing parking arrangement between the two zones.</li> <li>• Office uses are currently existing or proposed on both properties that would conform to the base O3 zone: <ul style="list-style-type: none"> <li>○ 25 Capston Drive – office building under construction for Children's Aid Society (SP 18-55)</li> <li>○ 2 and 8 Prologis currently have an office building (non-Orlando properties)</li> </ul> </li> </ul>	Revise zoning for O3-8 properties to remove regulations recognizing existing uses and buildings.

Comment Letter	Issue/Comment	Rationale	Recommendation for Mississauga Zoning By-law Amendment
		<ul style="list-style-type: none"> <li>As such there is no need for special regulations recognizing existing uses for properties currently zoned O3-8.</li> </ul>	
J	Ensure regulation that continues to permit uses legally existing on the date of the passing of the By-law applies to all Orlando properties	<ul style="list-style-type: none"> <li>Amendment recognizes existing uses that do not conform to the underlying designation and permits their limited expansion.</li> <li>Several properties are vacant or currently contain a use that conforms to the base zone and as such, have no need for a regulation to recognize existing uses. This also applies to several exception zones that contain a use permitted in the new zoning or that are vacant.</li> </ul>	No action required.
K	Permit range of uses for E2-24	<ul style="list-style-type: none"> <li>The new zoning for the small triangular property at Highway 401 has a comparable list of uses as the existing zoning and was made to reflect the zoning for the adjacent property to the east that is part of the same block. Development opportunities for the property are constrained by its proximity to a highway interchange and small size.</li> </ul>	No action required.
L	Requirement for at-grade uses for properties located at LRT station intersections – does not impact Orlando properties	<ul style="list-style-type: none"> <li>No change is requested.</li> </ul>	No action required.
M	Recognition of site plan underway at 6305 Kateson Drive and 50 Capston Drive	<ul style="list-style-type: none"> <li>Development is located on lands identified as Special Site 3 in the Official Plan that permits manufacturing and warehousing uses.</li> <li>These additional permitted uses are typically low density employment uses where a minimum FSI is generally less appropriate.</li> <li>Official Plan Special Site 3 policy 15.3.3.3.d applies to the properties – i.e. minimum building height is to be 11.5 m with the <u>appearance</u> of a 2 storey building.</li> </ul>	Revise zoning for properties within Special Site 3 to remove the minimum FSI requirements and change minimum height from 11.5 m and 2 stories to 11.5 m. This would facilitate processing of the site plan application.