

# PLANNING JUSTIFICATION **REPORT**

3855 Dundas Street West, Mississauga  
ZONING BY-LAW AMENDMENT

Date:

**November 2018**

Prepared for:

**Dymon Investments Limited**

Prepared by:

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# LIST OF CONTENTS

## 1.0

### **Introduction**

|                          |   |
|--------------------------|---|
|                          | 1 |
| 1.1 Policy Context       | 2 |
| 1.2 Proposal Description | 2 |

## 2.0

### **Planning and Design Evaluation**

|   |    |
|---|----|
|   | 6  |
| 2.1 Overall Context                     | 6  |
| 2.2 The Demand for Self-Storage         | 6  |
| 2.3 Site Design, Built Form and Massing | 7  |
| 2.4 Architectural Design                | 8  |
| 2.5 Landscape Design                    | 10 |
| 2.6 Access, Parking and Servicing       | 11 |
| 2.7 Conclusion                          | 12 |

## 3.0

### **Policy Analysis**

|  |    |
|--|----|
|  | 13 |
| 3.1 Provincial Policy Statement                        | 13 |
| 3.2 Growth Plan for the Greater Golden Horseshoe, 2017 | 14 |
| 3.3 Parkway Belt West Plan                             | 15 |
| 3.4 Region of Peel Official Plan                       | 15 |
| 3.5 City of Mississauga Official Plan                  | 17 |
| 3.6 Zoning By-law 0225-2007                            | 19 |

## 4.0

### **Summary and Conclusion**

|    |
|----|
| 20 |
|----|

# LIST OF FIGURES

|                   |   |              |
|-------------------|---|--------------|
| <b>Figure 1:</b>  | Location Map  | after page 1 |
| <b>Figure 2:</b>  | Surrounding Land Uses   | 1            |
| <b>Figure 3:</b>  | Parkway Belt West Plan (Amendment 126)                          | 15           |
| <b>Figure 4:</b>  | Region of Peel Official Plan – Schedule D                       | 16           |
| <b>Figure 5:</b>  | Region of Peel Official Plan – Figure 2                         | 16           |
| <b>Figure 6:</b>  | Region of Peel Official Plan – Schedule D4                      | 16           |
| <b>Figure 7:</b>  | City of Mississauga Official Plan – Schedule 1                  | 17           |
| <b>Figure 8:</b>  | City of Mississauga Official Plan – Schedule 9                  | 17           |
| <b>Figure 9:</b>  | City of Mississauga Official Plan – Schedule 10                 | 17           |
| <b>Figure 10:</b> | City of Mississauga Zoning by-law 0225-2007 – Schedule B Map 59 | 19           |

# LIST OF APPENDICES

|                    |                                   |
|--------------------|-----------------------------------|
| <b>Appendix A:</b> | Provincial Policy Statement       |
| <b>Appendix B:</b> | Growth Plan                       |
| <b>Appendix C:</b> | Region of Peel Official Plan      |
| <b>Appendix D:</b> | City of Mississauga Official Plan |
| <b>Appendix E:</b> | Draft Zoning By-law               |

# 1.0

## INTRODUCTION

MacNaughton Hermesen Britton Clarkson Planning Limited (“MHBC”) has been retained by Dymon Investments Limited. (“the Owner”) to seek approval for a Zoning By-law Amendment to permit the development of their lands municipally known as 3588 Dundas Street West in the City of Mississauga (hereafter referred to as the “subject lands”, **(Figure 1)**). The property is located at the northeast corner of Dundas Street West and Ninth Line.

The development of the subject lands is proposed in two parts. Part 1 proposes to permit a five storey self-storage facility 13,819 sq. m (148,751 sq. ft.) in size consisting of 11,047 sq. m (118,912 sq. ft.) of self-storage, 1,185 sq. m (12,761 sq. ft.) of interior loading and parking and 622 sq. m (6,698 sq. ft.) of reception and retail use. The proposed self-storage facility will consist of 2 loading spaces and 41 parking spaces which includes 3 accessible parking spaces. The proposed development will provide both vehicular and pedestrian access from Dundas Street West and Ninth Line.

Part 2 will consist of three commercial retail buildings ranging in size from 669 sq. m (7,200 sq. ft.) to 2,504 sq. m (26,950 sq. ft.) providing 140 parking spaces which includes 8 accessible parking spaces. Part 2 will have a shared vehicular and pedestrian access to Dundas Street West and Ninth Line through Part 1. It is anticipated that Part 2 will be severed from Part 1 prior to a Site Plan application being submitted for Part 2.

The land uses that exist within the immediate area, as shown on **Figure 2** are as follows:


- NORTH:** Immediately north of the subject lands in Ninth Line Sports Park containing two baseball diamonds and tennis courts.
- EAST:** Immediately east of the subject lands is agricultural land currently used for farming. Further east of the subject lands is the 403-Dundas Street West interchange.
- SOUTH:** Immediately south of the subject lands is Dundas Street West and Garden Centre.
- WEST:** Immediately west of the subject lands is Ninth Line and Glen Oaks Funeral Home and Cemetery.

**This Report provides justification for the relevant planning policies and regulations applicable to the proposal in support of the Zoning By-law Amendment application to permit the proposed development. The proposed Zoning By-law Amendment is for both Part 1 and 2 in its entirety.**



Data Source: First Base Solutions Aerial Flown 2017

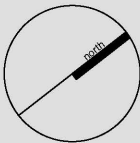
Figure 1  
Location Map

**LEGEND**  
 Subject Lands

DATE: August 10, 2018      SCALE 1:2000

Ninth Line and Dundas Street  
East, Mississauga, Ontario

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PLANNING  
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Data Source: First Base Solutions Aerial Flown 2017

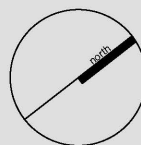
## Figure 2 Surrounding Land Uses

### LEGEND

Subject Lands

DATE: August 10, 2018

SCALE 1:5000



Ninth Line and Dundas Street  
East, Mississauga, Ontario

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# 1.1 POLICY CONTEXT

The following section provides an initial summary of the policy context for the proposed development. A detailed review of the policy framework is provided in Section 2.0 and **Appendices A to D**.

The 2014 Provincial Policy Statement (“PPS”) and Growth Plan for the Greater Golden Horseshoe (“Growth Plan”) are applicable to the subject lands.

The Region of Peel Official Plan (“RPOP”) has identified the subject lands as being within the “Urban System” and “Area with Special Policies” on **Schedule D – Regional Structure**. Urban Systems are planned to support communities that contain diverse living, working and cultural opportunities. Urban Systems aim to achieve sustainable development to establish healthy complete urban communities. Area with Special Policies are referred to on **Figure 2** of the Plan which identifies the subject lands within the “Peel Parkway Belt West Plan Area”.

The City of Mississauga (“MOP”) has identified the subject lands as “Employment Area” and within an “Intensification Corridor” on **Schedule 1 –Urban Systems**. Furthermore, **Schedule 9-Character Areas** identifies the subject lands within the “Western Business Park Employment Area” and **Schedule 10-Land Use Designation**, identifies the subject lands as within “Business Employment” designation. The MOP states that Business Employment areas are to permit a range of uses including but not limited to financial institutions, manufacturing, restaurants, and self-storage facilities.

**Section 17.10** of MOP provides Area Specific Policies for Western Business Park Employment Area. The subject lands are subject to **Special Site 2** policies which states “notwithstanding the provisions of Business Employ designation, Mixed Uses and cemetery uses will be permitted”. Mixed Use designation permits a variety of commercial uses including but not limited to entertainment, recreation and sports facilities, personal service establishment and retail store uses.

The Subject Lands are within the Employment Zone (E2) and are subject to site specific exception 93 in the City of Mississauga’s Zoning By-law 0225-2007 (“By-law 0225-2007”). The E2 zone permits a broad range of uses including office, commercial, and self-storage uses. However, the site specific exception only permits active recreations and cemetery uses on the subject lands

## 1.2 PROPOSAL DESCRIPTION

### 1.2.1 Subject Lands and Development Site Description

The Subject Lands are located at the northeast corner of Dundas Street West and Ninth Line. The subject lands are 8,053 square metres (1.99 acres) in size and are currently vacant. An Easement in favour of the Trans Canada Pipe Line is located along the east property line of the property. This easement has been illustrated on the proposed Site Plan.

An aerial view of the Subject Lands is provided as **Figure 1**.

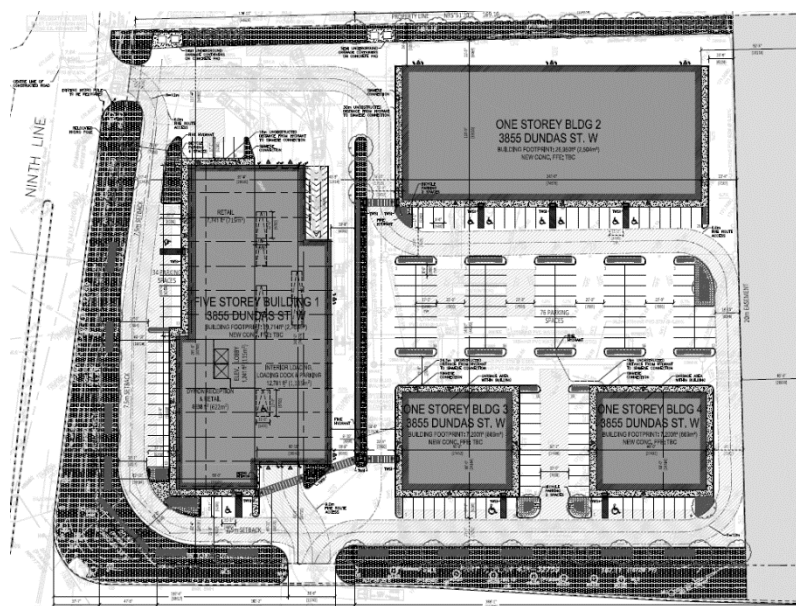


## 1.2.2 Proposed Development

Founded in 1995, Dymon Capital Corporation is a privately-owned company based out of Ottawa, Ontario. After a successful period in property management, commercial building development and high-end retirement residences, Dymon launched the Dymon Storage brand in 2006 and launched its first storage facility. Dymon Storage has focused on its mission of changing the paradigm and expectations of the storage industry, changing the way people think about storage. Dymon Storage ensures that storage and related needs are met in a facility designed with comfort and safety in mind.

Dymon Storage offers self-storage services in a state-of-the-art facility which includes climate control; full 24-hour access; advanced security monitoring; fully enclosed loading and unloading areas; and free truck and driver services. In addition to self-storage solutions for personal belongings, Dymon offers full solutions for organizational needs of businesses which include document storage and management services, on-site shredding service, and in-house full service moving experience. Dymon will offer on-site organization and storage products, as well as large assortment of moving supplies such as eco-friendly plastic bin rental services.

The development of the subject lands is proposed in two parts. Part 1 proposes to permit a five storey self-storage facility 13,819 sq. m (148,751 sq. ft.) in size consisting of 11,047 sq. m (118,912 sq. ft.) of self-storage, 1,185 sq. m (12,761 sq. ft.) of interior loading and parking and 622 sq. m (6,698 sq. ft.) of reception and retail use. The proposed self-storage facility will consist of 3 loading spaces and 41 parking spaces which includes 3 accessible parking spaces. The proposed development will provide both vehicular and pedestrian access from Dundas Street West and Ninth Line.



Part 2 will consist of three commercial retail buildings ranging in size from 669 sq. m (7,200 sq. ft.) to 2,504 sq. m (26,950 sq. ft.) providing 140 parking spaces which includes 8 accessible parking spaces. Part 2 will have a shared vehicular and pedestrian access to Dundas Street West and Ninth Line through Part 1. It is anticipated that Part 2 will be severed from Part 1 prior to a Site Plan application being submitted for Part 2.

Landscaping along Dundas Street West and Ninth Line is proposed to improve the pedestrian experience and a pedestrian walkway from the main entrance of the building.

For the purposes of this submission and application, the Zoning By-law Amendment application will be for both Part 1 and Part 2. At this time only Site Plan approval is contemplated for Part 1. Site Plan approval for Part 2 will be applied for once severance of the Part 1 and Part 2 is completed. The Site Plan provides delineation of Part 1 and Part 2 on the subject lands.

Given the above, the policies analyzed below are relevant to Parts 1 and 2 and provide justification for the design of the development and for future site plan applications.

### 1.2.3 Proposed Amendments

The proposal is seeking Zoning By-law Amendment ("ZBA") for the proposed development of a 5-storey self-storage facility and 3 commercial retail buildings on the subject lands.

The proposed amendments to the By-law 0225-2007 consist of an amendment to regulation 8.2.3.93 to remove the site specific zoning on the subject lands that only permits active recreational and cemetery uses on the site. Furthermore, the proposed amendments will allow increased GFA, reduced parking rate for the self-storage facility and adjustments to other building standards. The proposal is seeking relief from the following provisions:

- Remove the existing site specific exception on the subject lands;
- Permit all uses within the E2 Zone in Table 8.2.1;
- Permit the use of Retail;
- Floor Space Index;
- Reduced Number of Parking Spaces;
- Reduced Number of Loading Spaces; and
- Outdoor Garbage Enclosure within the Landscape Area.

The draft ZBA is found in **Appendix G** of this report

### 1.2.4 Amendment Rationale

#### Permitted Uses

The proposed amendments will remove the site specific exception existing on the property which only permits recreational and cemetery uses. The amendment will permit all uses within the E2 Zone as identified on Table 8.2.1 of City of Mississauga's Zoning By-law 0225-2007. The proposed amendment will also introduce a retail use on the Site. The proposed retail use is consistent with policies within the Official Plan and will be in conformity with surrounding land uses and will support existing and planning infrastructure within the Employment area.

#### Floor Space Index

The general intent and purpose of a maximum floor space index (FSI) requirement is to ensure that the sizes of the proposed uses are appropriate for the development of the area. The proposal requests an increase to

the maximum allowable non-residential FSI. The current E2 zone on the subject lands limits the site to an FSI of 1.0. The proposal contemplates to increase the FSI to 2.20 in order to permit the 5-storey self-storage facility and three 1-storey commercial retail buildings. The proposed buildings meet the intent of the Dundas Street Intensification Corridor policies and is generally in keeping with other commercial buildings within the Employment Area.

#### Parking and Loading

The general intent and purpose of the minimum parking/loading requirements is to ensure the parking/loading demand generated from a property can be accommodated on site. The proposed reductions in parking requirements are supported by transit infrastructure located in close proximity to the site as well as the proposed use has a low parking demand. The proposed parking and loading supports the function of the proposed development. In addition, the traffic impact of the proposed development is limited. The proposed development permits the efficient use of land that contributes to urban growth.

#### Outdoor Garbage Enclosure within the Landscape Area

The general intent and purpose of an outdoor garbage enclosure to be located outside of a landscaped area is to ensure appropriate screening is maintained along a property line. The proposal contemplates two locations along the north property line for Molok Garbage Bins to service the proposed development. These Molok containers are semi underground and located on a concrete pad within the landscape area. These proposed Molok containers will not be enclosed. Through high-quality landscaping the proposed Molok containers will be screened from the adjacent park to the north to ensure no adverse impact occurs. In our opinion the proposed Molok containers meets the general intent and purpose of the Official Plan.

### 1.2.5 Supporting Reports

In support of the proposed amendments and proposed development, plans and studies have been prepared as per the Development Application Review Committee (DARC) held on July 16, 2018. The following plans and studies have been prepared:

- Survey prepared by Speight, Van Nostrand and Gibson Ltd.;
- Site Plan prepared by NCA Partners;
- Building Elevations prepared by TACT Architecture;
- Shadow Impact Study prepared by TACT Architecture;
- Concept Landscape Plan prepared by MHBC Planning;
- Traffic Impact Study and Transportation Demand Management Strategy prepared by C.F. Crozier and Associates;
- Phase One Environmental Site Assessment prepared by Fisher Environmental;
- Geotechnical Investigation prepared by Fisher Environmental;
- Functional Serving and Stormwater Management Report prepared by Cole Engineering;
- Servicing and Grading Plans prepared by Cole Engineering; and
- Feasibility Noise Letter prepared by Aerocoustics

# 2.0

## PLANNING AND DESIGN EVALUATION

### 2.1 OVERALL CONTEXT

The subject lands are located on the north side of Dundas Street West in the northeast corner of Dundas Street West and Ninth Line. The subject lands are adjacent to agricultural, recreational and commercial uses which feature prominent tenants such as Glen Oaks Funeral and Cemetery and Ninth Line Sports Park. In this context, the proposed self-storage facility commercial retail buildings will contribute to and will be complementary to the existing commercial and recreational uses, providing storage solutions for both businesses and residents.

### 2.2 THE DEMAND FOR SELF-STORAGE

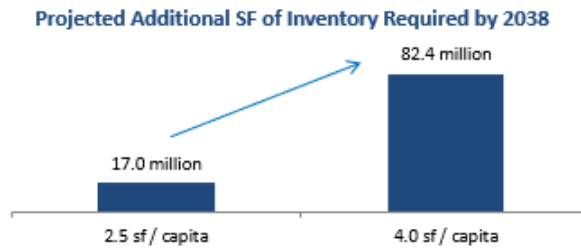
The self-storage market in North America currently comprises of approximately 54,500 facilities, totaling over 3.2 billion square feet. In Canada, self-storage has rapidly grown in popularity and reach in Canada, with the current market estimated to total over 60 million square feet. The demand for well-located assets in major markets such as Mississauga, Toronto and Ottawa are driven by the push towards urbanization and intensification within cities. The most cited reasons for the use of self-storage include the lack of available space in residential uses and moving needs.

The self-storage industry is in its emerging stage, with only one public player and a high-degree of market fragmentation. Non-franchised local self-storage businesses are estimated to account for approximately 84% of the total market share. There are an estimated 2,500 self-storage stores across the country, with approximately 1 in 20 Canadians using self-storage. The residential sector represents 63% of the total demand for self-storage in Canada. Canada's population is anticipated to grow by 18% over the next 20 years and demand for self-storage is expected to surpass the current level of national supply of 2.5 square feet per capita to approximately 4.0 square feet per capita in the future. Canada's self-storage industry revenue is estimated to grow by 7.2% annually until 2022.<sup>1</sup>

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<sup>1</sup> Dymon Storage & Canadian Self Storage Association, *Self-Storage Market Information* (September 2018).





Similarly to the rest of Canada, the Greater Toronto Area is experiencing intensification of urban areas and the growth of the self-storage industry. Living spaces are becoming more efficient and have increased the demand for self-storage facilities. Over the past decade, the design of storage facilities has been evolving to meet the demand of smaller homes as well as provide storage for small business incubators and independent professionals. In addition, the built-form of self-storage facilities has increased in density and height to provide for a more efficient use of land. To meet the changing lifestyles and work-lives of end-users, self-storage facilities are being located at strategic locations that optimize access to major road networks, residential communities and employment areas.

People continue to downsize their housing options and new residential developments continue to be in more intense and compact forms within urban areas. Furthermore, commercial tenants are requiring additional space to store older files and office materials not required for daily use. Self-storage facilities will provide storage solutions to residents and employers as storage space in homes and offices are reduced.

The subject lands are located in the Western Business Park Employment Area and designated as Business Employment in close proximity to commercial, recreational and residential uses. The proposed self-storage and commercial buildings will support existing uses within the Western Business Park Employment Area. The subject lands have direct access to Dundas Street West, a major arterial road within an intensification area, further supporting the proposed uses.

Lastly, the management, operation, and design of these buildings have improved to allow self-storage facilities to integrate fully into a variety of commercial and mixed-use areas. As such, the proposed self-storage facility differs from traditional self-storage warehouse uses, which were primarily designed as single storey, land extensive developments.

## 2.3 SITE DESIGN, BUILT FORM AND MASSING

The proposed development has been designed to improve the existing pedestrian environment along Dundas Street West. The primary entrance to the self-storage facility will be directly accessible to Dundas Street West and the proposed pedestrian walkway will ensure safe connection from the building's entrance to future pedestrian walkway along Dundas Street West and Ninth Line. Landscaping will be adjacent to pedestrian walkways, including enhanced planting at the corner of Dundas Street West and Ninth Line to further create an inviting public realm and to integrate the sidewalk connections to the future public sidewalks.

The primary vehicular access to the subject lands is separated from pedestrian walkway to help reduce conflict between pedestrian and vehicular traffic. The proposed design will provide an animated streetscape

at the ground-level through the provision of ground level retail use in the proposed self-storage building and two commercial retail buildings fronting Dundas Street West in the easterly portion of the subject lands.

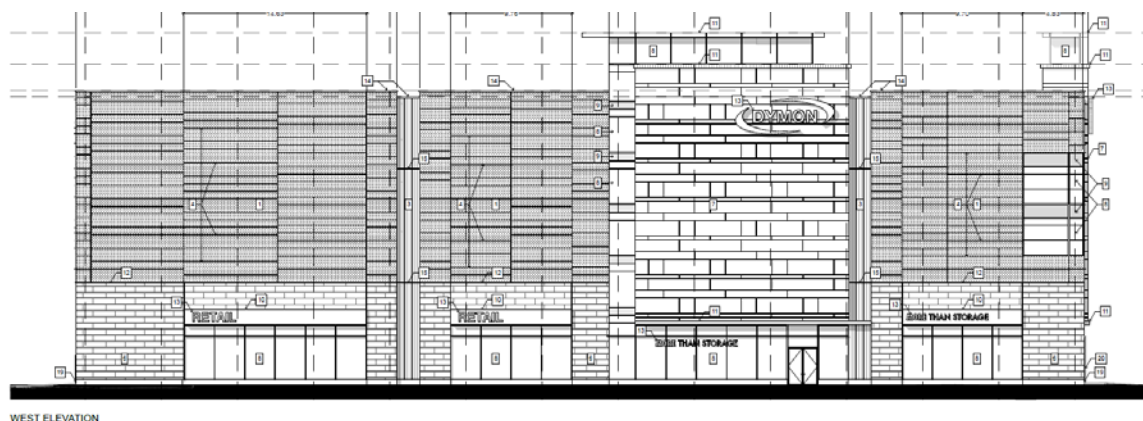
The proposed 5-storey self-storage building and three 1-storey commercial retail buildings represent a compact built form that is consistent with the planned character area of Dundas Street West. The height of 5-storeys will help frame Dundas Street West, creating an attractive pedestrian friendly streetscape traveling east on Dundas Street West entering the City of Mississauga. The proposed development will establish a street wall and has been designed to frame both the public street complementing existing commercial buildings and infrastructure.

The massing and scale of the proposed building is appropriate to the existing and future commercial retail context of the area and provides for an appropriate height within the Business Employment designation. The proposed buildings provide a prominent presence in the northeast quadrant of Dundas Street West and Ninth Line.

The proposal provides a total of 181 parking spaces, consisting of 11 accessible parking spaces. The location of the parking spaces maximize on-site vehicular circulation, and are located in convenient locations for loading and unloading. The proposed surface parking area provides direct access to the retail and reception components of the self-storage facility and direct access to the proposed commercial retail buildings to carry out short term pick-ups and drop-offs. As discussed in Section 2.5, the proposal will enhance existing landscape features to provide a comfortable pedestrian environment around the surface parking. The existing grade of the subject lands will be maintained to ensure that views from the parking area are minimized from the public street.

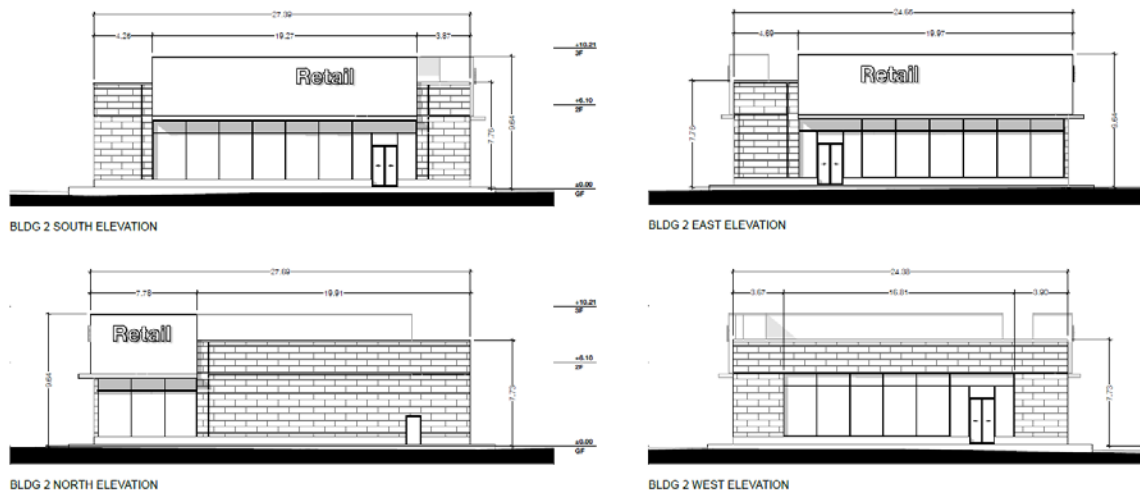
## 2.4 ARCHITECTURAL DESIGN

An attractive architectural design and range of materials are provided to reflect a high level of quality and contribute to the existing commercial architectural character of the area. The proposed building design will provide visual interest through a mixture of façade materials, such as glass, curtain wall glazing, masonry, spandrel, concrete, back-lit glass, and aluminum and metal panels. The proposed design will incorporate a mixture of colours on all sides of the proposed building to further enhance visual interest.



The proposed façade design will be animated and articulated by incorporating breaks in the façade along the Dundas Street West and Ninth Line frontages, the proposed building provides wall projection and

recesses, utilizing relief and rhythm to enhance the visual interest of the proposed building design. The overall building mass of the self-storage building provides a step down in height at incremental portions from the building marquees to further emphasize relief and rhythm in the overall design.



Roof materials and colours will complement the overall design of the building and existing commercial area. The flat roof will further integrate the proposal into the existing context and assist in the transition to the institutional use to the north. The roof will be articulated on all sides of the building and incrementally providing slight variations in height, further providing an interesting roofline. Any proposed rooftop equipment will be setback from the edge, shielded from view of the public realm and therefore will not result in any impact. A cool roof design is provided to help reduce urban heat island effects.

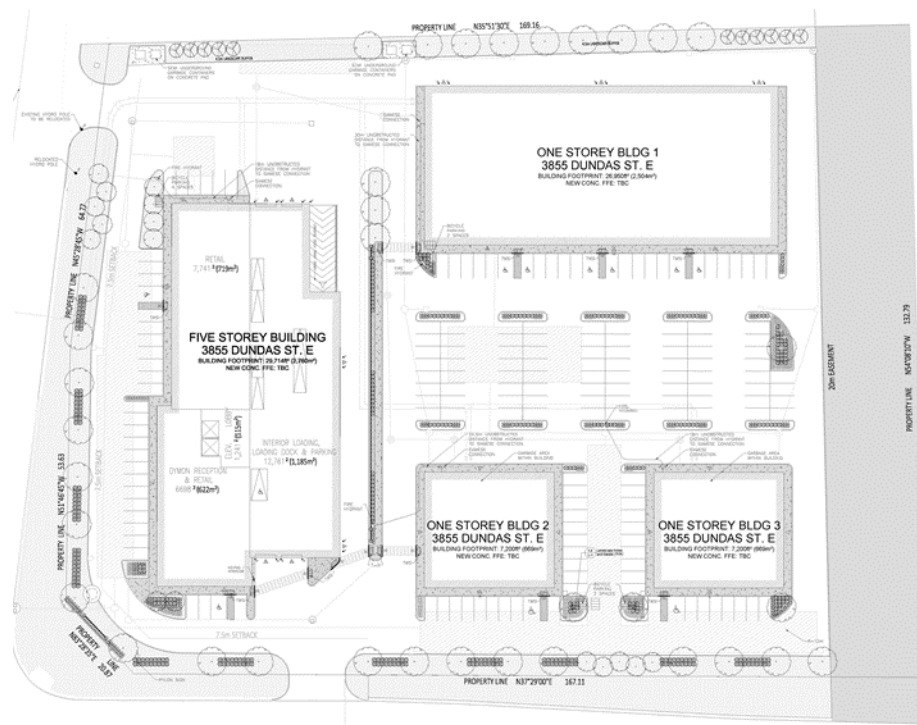
The loading area of the proposed self-storage building is proposed within the north-west portion of the building and is strategically screened from the public street and adjacent uses. The entrance to the loading area of the self-storage building is setback further from the property line and is further recessed within the building footprint to limit views from the public street. High speed roll-up doors will be used to ensure that vehicles move in and out quickly to limit views of the internal loading area. Vehicles will enter the loading area at the front of the building from the proposed access off of Dundas Street West and will load and unload in a climate controlled environment. Vehicles will then exit at the rear of the building onto Ninth Line. The loading area will accommodate both personal vehicles and larger moving vehicles.

Overall, the proposed design of the buildings are compatible and complimentary to the existing and proposed commercial conditions through the use of materials, colours, fenestration, and articulation. The building design conforms to urban design policies within the City of Hamilton Urban Official Plan. As such the proposed buildings will be compatible and complimentary with future commercial buildings in Mississauga.

## 2.5 LANDSCAPE DESIGN

Enhanced landscaping will increase visual interest and wayfinding signage will be used to direct people to the commercial area. In addition, the street-level design will be further defined through a mixture of landscaping to act as a focal point. Together the proposed development will support a comfortable pedestrian realm along Dundas Street West and Ninth Line. High-quality landscaping will be provided in order to screen surface parking and enhance visual interest along the street edge, softening the existing hard edges. A mixture of shrubs, trees, and perennial beds will be used to provide adequate separation from the surface parking area and the public realm. Additional planting is proposed between the self-storage building and three proposed commercial retail buildings to enhance the public within the subject lands and divide the proposed parking areas. The plantings around the active edges of the site that will be consistent with local tree and plant species, as well as be native, drought tolerant species, withstanding seasonal changes and road side conditions.

Attractive light standards and fixtures will be located around the surface parking area to enhance safety. Light standards will be of a similar design and style to existing light standards in the abutting commercial development to further integrate the proposal. Cutoffs will be used to ensure light spillage onto adjacent properties will not occur.



Proposed signage will complement the overall design and program of the site. The proposed sign will support the self-storage and commercial uses as a whole by providing branding, wayfinding, identification and exposure along Dundas Street West. The proposed sign will be of appropriate size and massing in relation to the proposed building and will comply with City of Mississauga sign standards.



## 2.6 ACCESS, PARKING AND SERVICING

The majority of parking is located at side yard of the proposed self-storage building and between the proposed commercial buildings due to the shape and orientation of the proposed buildings. The proposed building and parking layout will make efficient use of the property.

The self-storage use generates a low rate of parking, the loading area will have minimal conflict with parking and will have no impact on the surrounding commercial context and adjacent proposed commercial buildings. Landscape treatments between the self-storage building and commercial buildings will be used to screen the loading and parking areas. Furthermore, landscape treatments are proposed along Dundas Street West and Ninth Line to screen the proposed parking in front of the proposed buildings from the public realm. As discussed above, the landscape treatment will contribute to creating a comfortable pedestrian environment around the surface parking.

Two vehicular access points are proposed to connect the subject lands to the existing road networks of Dundas Street West and Ninth Line. The primary access is located at the southwest area of the subject lands and will accommodate a truck turning radius and smaller moving vehicles entering off of Dundas Street West. The secondary access is located at the northwest corner of the subject lands and will accommodate a truck turning radius and smaller moving vehicles entering and existing onto Ninth Line. The proposed self-storage and commercial uses will not generate a significant amount of traffic within the area.

The development will connect to the existing municipal infrastructure and will efficiently utilize the services.

## 2.7 CONCLUSION

Based on our review of the proposed design, the commercial context, applicable policies of the City of Mississauga's Official Plan, it is our opinion that the proposal adheres to the existing design direction and policies based on the following:

- The design of the development site will focus on improving the pedestrian environment along Dundas Street West and Ninth Line and will ensure safe connection from the proposed building to existing and future pedestrian walkways.
- The proposed buildings will be appropriately massed along Dundas Street West and will create a pedestrian friendly atmosphere at grade. The proposed self-storage facility will incorporate retail space to provide animation at grade.
- The massing and scale of the proposed buildings are appropriate to the existing commercial context and will compliment future development along an intensification Corridor. The proposal will provide for an appropriate height within an Employment Designation and Intensification Corridor.
- The proposed buildings provide a prominent presence within the area, establishing a street wall and vista, and extending the built form presence along Dundas Street West and Ninth Line.
- Design considerations have been made for proposed development due to the size and location of the subject lands. The proposed buildings, parking layout, and access onto both Dundas Street West and Ninth Line will make efficient use of the property.

**Overall, the proposal represents good design and will build upon the existing commercial context.**

# 3.0

## POLICY ANALYSIS

The relevant planning policies have been analyzed to evaluate how the Zoning By-law Amendment supports the intention and goals of the policies. In summary, the proposed amendments is consistent with Provincial Policy Statement, conforms with the Growth Plan for the Greater Golden Horseshoe, and conforms to the Region of Peel Official Plan and the City of Mississauga Official Plan.

The following sections provide a summary of the relevant policies and how they have been addressed. A detailed analysis for each policy documented can be found in **Appendices A to D**.

### 3.1 PROVINCIAL POLICY STATEMENT

The 2014 Provincial Policy Statement (the “PPS”) was approved by the Ministry of Municipal Affairs and Housing on April 30<sup>th</sup>, 2014 and is applicable to the City of Mississauga. The PPS provides general policy direction on matters relating to land use planning and development. The PPS outlines policy for Ontario’s long term prosperity, economic health and social well-being. These directives help to inform Municipalities’ Official Plans and Zoning By-laws, which then allow for the efficient use of lands and development patterns that support strong, livable and healthy communities that protect the environment and public health and safety, and facilitate economic growth.

Building strong healthy communities is one of the key policy directives of the PPS as found in **Section 1.0**. It helps to inform the management and promotion of efficient development and land use patterns for accommodating an appropriate mix of residential, employment, institutional, recreation, park and open space uses and improving accessibility by removing land use barriers in order to create livable communities. The policies support the promotion of healthy, livable and safe communities through such matters as, intensification, land use compatibility, provision of housing, and the efficient use of public services and infrastructure.

The policies in **Section 1.6** deal with the efficient use of existing water, storm water, sanitary sewer, and transportation infrastructure. New developments are encouraged to utilize and support existing municipal infrastructure and support and enhance existing and planned transportation networks and corridors.

**Section 1.7** focuses on how to achieve and support long-term economic prosperity. The policies recognize that promoting redevelopment on underutilized lands can optimize the use of land, resources and infrastructure and that the viability and vitality of main streets is to be maintained and where possible enhanced.

**Section 1.8** provides policy directions to support energy conservation through appropriate land use and development patterns.

A full analysis of the relevant Provincial Policy Statements in relation to the proposed amendments can be found in **Appendix A**. In summary:

1. The proposed amendments will permit the development of the lands that support the financial well-being of the Region and Municipality by providing a use which is compatible with the surrounding mix of land uses, and contributes to a complete community in Western Business Park Employment Area.
2. The proposed amendments will allow a compact built-form that efficiently utilize existing infrastructure without requiring addition servicing and maximize efficient use of land.
3. The proposed development does not cause undue environmental or public health and safety concerns, and further contributes to a healthy walkable community.
4. The proposed amendments will ensure that the subject lands are developed in a manner which is compatible with and supportive of the adjacent recreational and employment uses. The proposed self-storage facility and retail buildings will offer additional services to local residents and employees in the Western Business Park Employment Area.
5. The proposed development will comply with all applicable Provincial legislation, including the Ontario Building Code and Accessibility for Ontarians with Disabilities Act (AODA).
6. The proposed development will incorporate low impact development and other sustainable measures, to assist the Province, Region and Municipality to become resilient to climate change.

**In our opinion the proposed Zoning By-law Amendment is consistent with the PPS.**

## 3.2 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2017

The Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) was approved by the Province of Ontario on June 16<sup>th</sup>, 2006 and amended July 1, 2017.

The Growth Plan sets out policies to manage growth in the Greater Golden Horseshoe to achieve compact, complete communities in the future. Similar to the PPS, the objectives of the Growth Plan are to create complete, healthy and safe communities with a focus on intensification in settlement areas and optimizing the use of existing infrastructure. The policies within **Section 2.2** of the Growth Plan speak to achieving these objectives.

The subject lands are within the built-up area of the Growth Plan, an area prioritized for intensification by the Growth Plan. The policies within **Section 2.2** discuss the management of growth to accommodate a greater number of people and jobs in order to build complete, compact and transit-oriented communities



through the better use of land and infrastructure. Policies within the Growth Plan require development to support and achieve complete communities, within walking distance and accessible for residents and employees.

A full analysis of the relevant Growth Plan policies in relation to the proposed amendments can be found in **Appendix B**. In summary:

1. The proposed amendments will provide for built-form intensification area to contribute to creating a complete community. The proposed compact built form of the self-storage facility and retail buildings are an efficient and appropriate utilization of land.
2. The proposed self-storage facility and retail buildings are compactable with surrounding land uses, in addition, to the City's intensification vision for Dundas Street West. The proposal will assist in meeting the daily needs of local residents and employees.
3. The proposed amendments will permit the development of a self-storage and retail uses which will allow for the efficient use of the subject lands and available infrastructure. Local residents and employees will be able to make use of storage space as well as local retail uses in closer proximity to places they live and work.
4. The development permitted by the proposed amendments will incorporate green design measures such as passive and active energy conservation measures to minimize the developments energy consumption and greenhouse gas emissions.

**In our opinion, the proposed Zoning By-law Amendment conforms to the Growth Plan.**

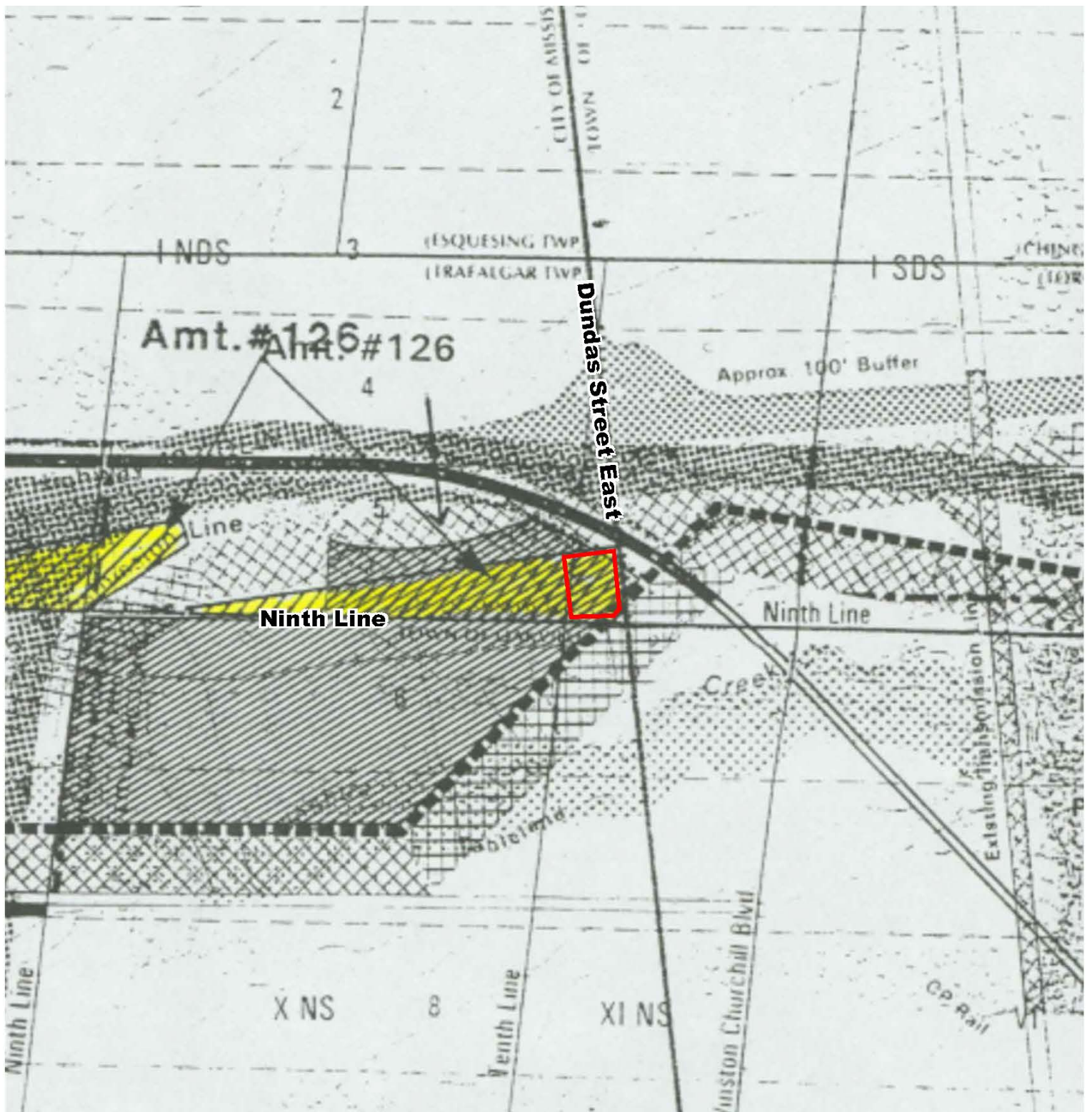
### 3.3 PARKWAY BELT WEST PLAN

On March 16<sup>th</sup>, 2000 the Minister of Municipal Affairs and Housing amended the Parkway Belt West Plan, July 1978 pursuant to Section 6(1) of the Ontario Planning and Development Act, 1994 to delete certain lands location in the City of Mississauga within the Parkway Belt Plan.

The subject lands have been removed from the Parkway Belt Plan and subject to Amendment 126 (**Figure 3**). Therefore, the subject lands are not subject to policies in regards to lands located In the Parkway Belt West Plan.

### 3.4 REGION OF PEEL OFFICIAL PLAN

The Regional Municipality of Peel Official Plan ("RPOP") was adopted by Council on July 11, 1996 and approved with modification by the Minister of Municipal Affairs and Housing on October 22, 1996. The Region of Peel recently completed the Peel Region Official Plan Review to bring its Official Plan policies into conformity with provincial requirements. The current Office Consolidation of the Official Plan is December 2016.



Data Source: Parkway Belt West Map- Northern Link (Milton Woodbridge) - Schedule C (1978)

Figure 3

## Parkway Belt West Plan

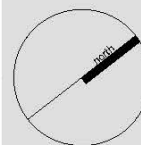
Ninth Line and Dundas Street East, Mississauga, Ontario

### LEGEND

- |   |                                   |   |                                 |
|---|-----------------------------------|---|---------------------------------|
|  | Subject Lands                     |  | Electricity and Power           |
|  | Areas to be Deleted               |  | Road                            |
|  | Public Open Space and Buffer Area |  | Inter Urban Transit             |
|  | Utility                           |  | RSpecial Complimentary Use Area |

DATE: November 2, 2018

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Schedule D- Regional Structure of RPOP designates the subject lands as “Urban Systems” and “Area with Special Policies” (**Figure 4**). The RPOP states that “Urban Systems” will be planned to support communities that contain diverse living, working and cultural opportunities. Urban Systems aim to achieve sustainable development to establish healthy complete urban communities that contain living, working and recreational opportunities. Area with Special Policies are further identified on Figure 2- Selected Areas of Provincial Interest of this Plan. The subject lands are identified as “Peel Parkway Belt West Plan Area” on Figure 2-Selected Areas of Regional Provincial Interest (**Figure 5**). Amendment 126 of the Parkway Belt West Plan removed the subject lands from the Parkway Belt therefore no longer applicable.

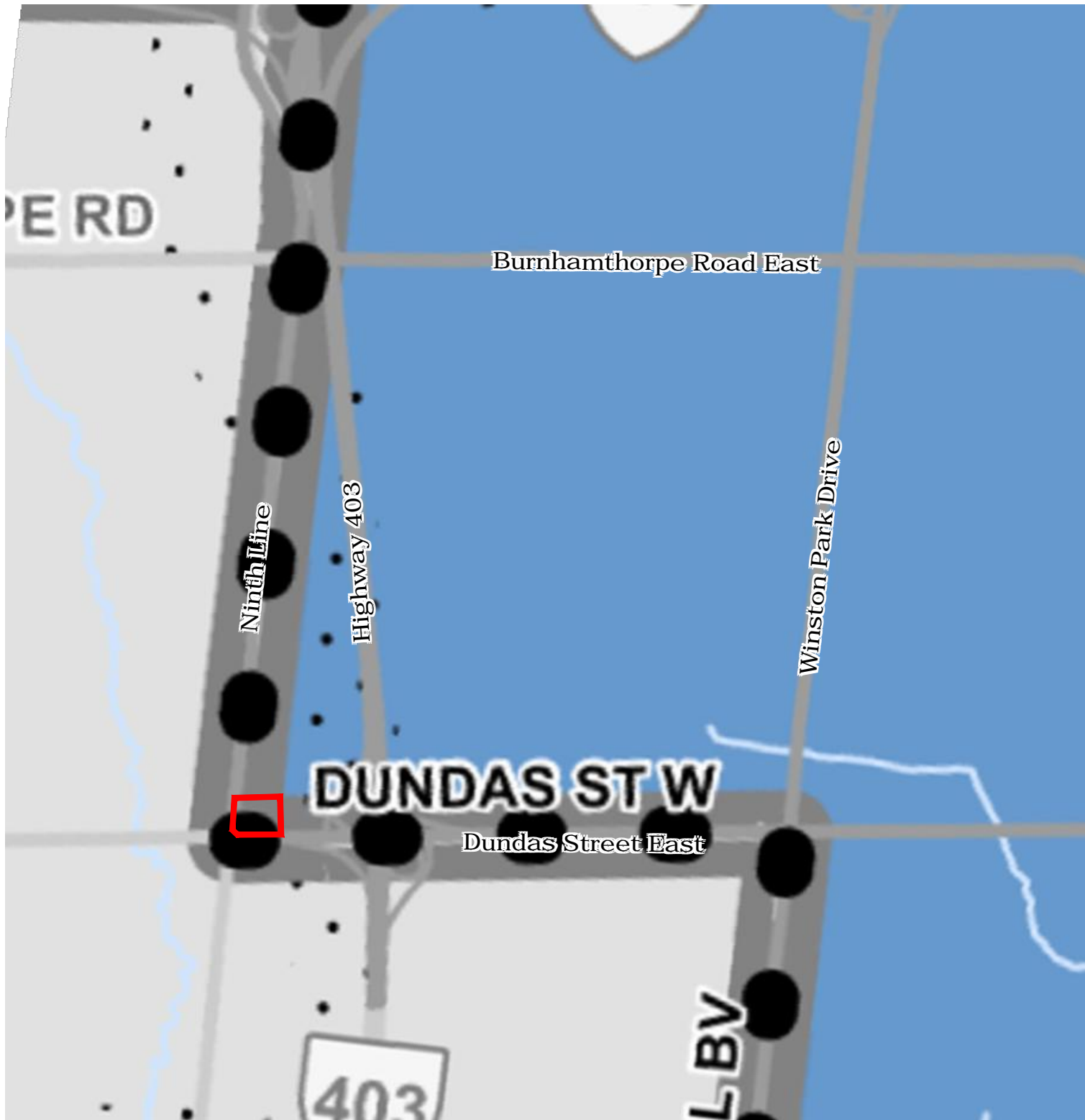
The RPOP identifies the subject lands within the “Built-Up” area on Schedule D4-The Growth Plan Policy Areas in Peel (**Figure 6**).The RPOP states that it is the objective to direct a significant portion of new growth to built-up areas, and promote compact urban form, intensification and redevelopment.

Policies in the RPOP encourage developments that have integrated an innovative approach to minimize stormwater, and utilize low-impact development techniques. The sustainability and climate change policies of RPOP are consistent with the policy directions in the PPS and the Growth Plan.

A full analysis of the relevant Region of Peel Official Plan policies in relation to the proposed development can be found in **Appendix C**. In summary:

1. The proposed amendments conform to the policies set out in the RPOP for development in Urban System to provide a self-storage facility and three commercial retail buildings as an efficient and cost-effective uses of land and existing infrastructure. The proposed amendments will assist in intensifying built-form in an area that is predominately low-rise.
2. The proposed self-storage facility and retail buildings will be providing additional services to the local community within an Employment Area. The proposed uses are compatible with proposed and existing surrounding land uses and will be accessible to local residents and employees in the surrounding area.
3. The proposed development permitted by the amendment will support a vibrant urban area due to its proximity to a range of commercial, employment, and residential opportunities within the Employment Area and surrounding areas.
4. The proposed development will be of high quality in built form and landscape design. The proposed development will include low impact development measures that contribute to sustainability and climate change objectives in the RPOP.

**In our opinion, the proposed Zoning By-law Amendment conforms to the RPOP.**



Data Source: Region of Peel Official Plan Schedule D (2018)





Figure 4

## Region of Peel Official Plan

### Schedule D Regional Structure

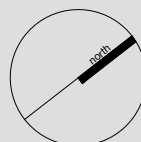
Ninth Line and Dundas Street  
East, Mississauga, Ontario

#### LEGEND

- |   |  |
|---|--|
|  Subject Lands           |  Urban System                                   |
|  Regional Urban Boundary |  Area with Special Policies (Refer to Figure 2) |

DATE: August 10, 2018

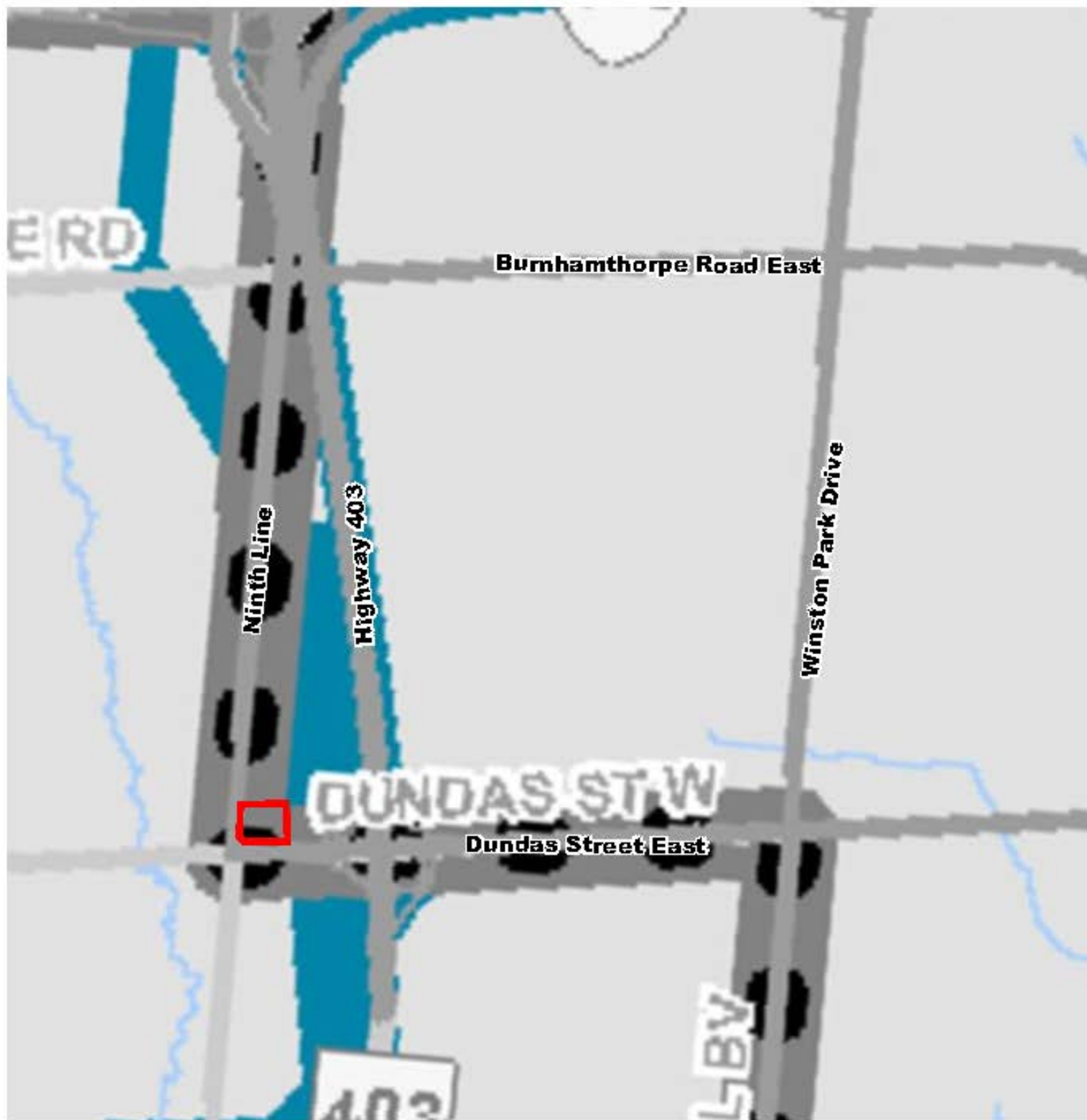
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Data Source: Region of Peel Official Plan Figure 2 (2016)

Figure 5

## Region of Peel Official Plan

Figure 2  
Selected Areas of  
Provincial Interest

Ninth Line and Dundas Street  
East, Mississauga, Ontario

### LEGEND

- |  |  |
|--|--|
|  Subject Lands                |  Peel Parkway Belt West Plan Area (PW/BPA) |
|  2031 Regional Urban Boundary |  Urban System                              |
|  Rural Settlement Boundary    |  |

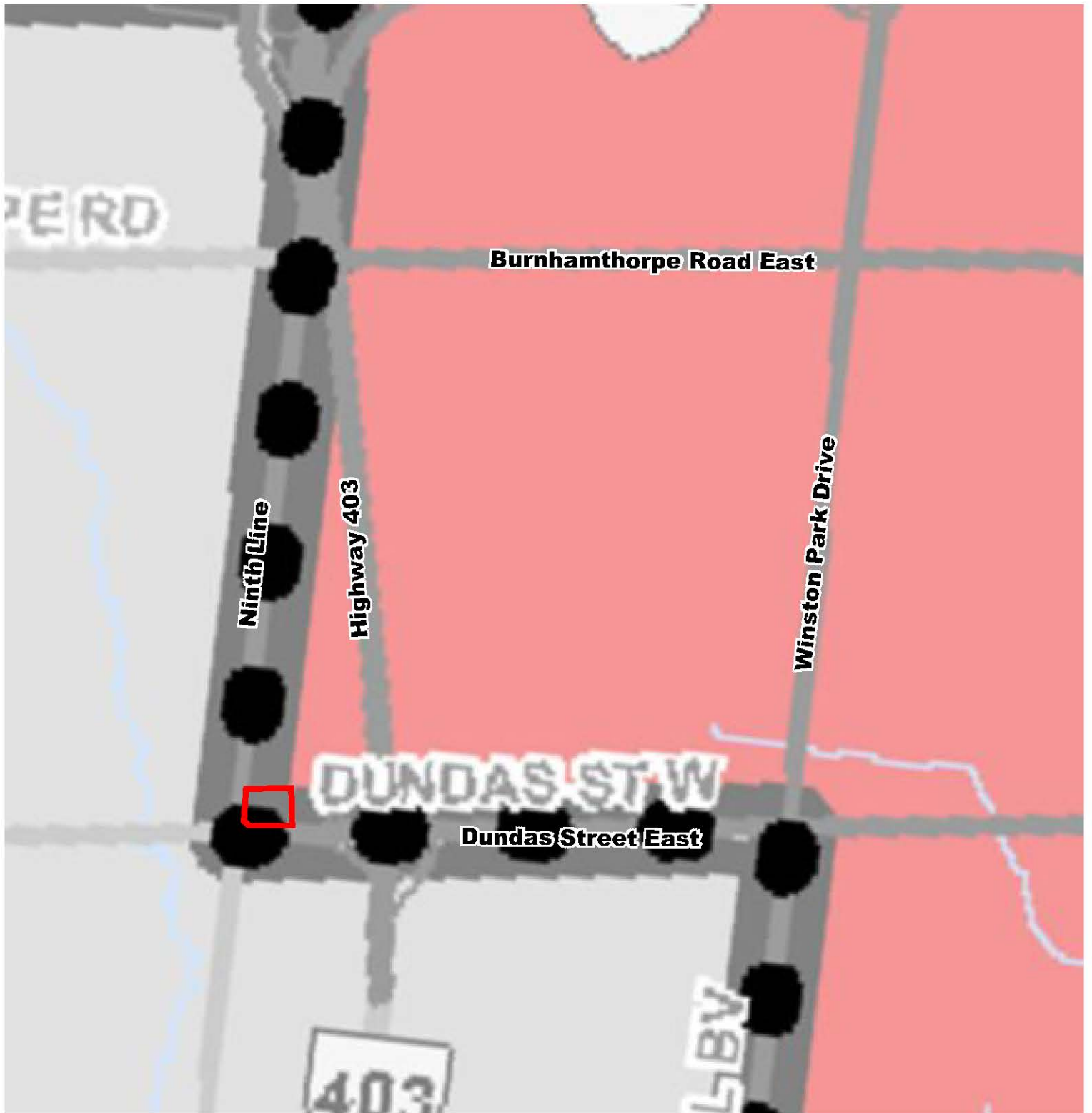
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Data Source: Region of Peel Official Plan Schedule D4 (2016)

Figure 6

## Region of Peel Official Plan

Schedule D4  
The Growth Plan  
Policy Areas in Peel

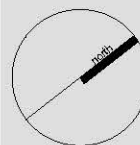
Ninth Line and Dundas Street  
East, Mississauga, Ontario

### LEGEND

- |   |                         |  |                   |
|---|-------------------------|--|-------------------|
|  | Subject Lands           |  | Regional Boundary |
|  | Regional Urban Boundary |  | Built-up Area     |
|  | Municipal Boundary      |  |                   |

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## 3.5 CITY OF MISSISSAUGA OFFICIAL PLAN

The City of Mississauga Official Plan (“MOP”) came into partial effect on November 14, 2012 and has been updated to include Region of Peel and Ontario Municipal Board (“OMB”) decisions and City Council approved Official Plan Amendments as of March 21, 2018.

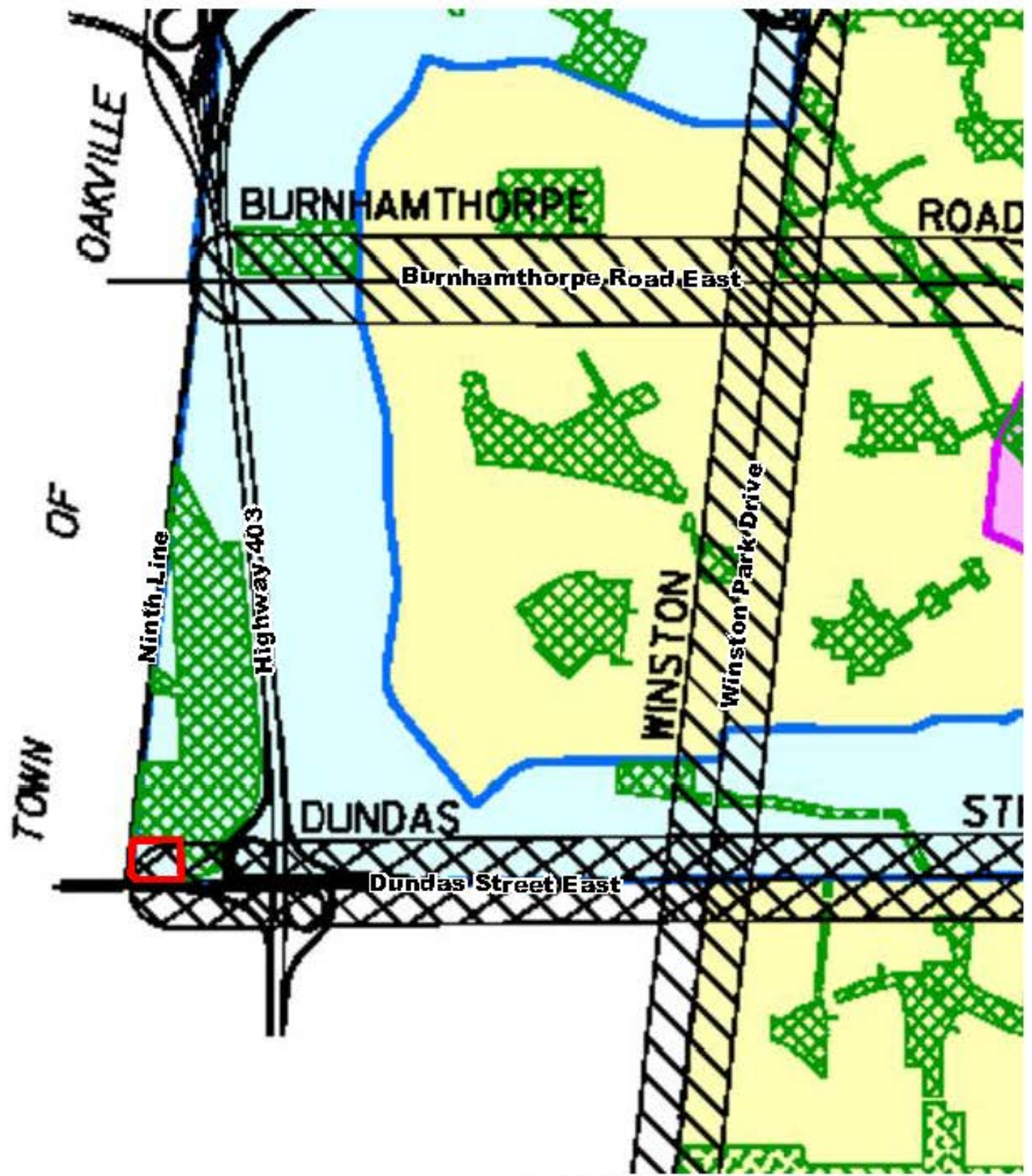
The subject lands are designated “Employment Area” and within an “Intensification Corridor” on Schedule 1-Urban Systems (**Figure 7**). Schedule 9-Character Areas of MOP identifies the subject lands within the “Western Business Park Employment Area” (**Figure 8**). Furthermore, Schedule 10-Land Use Designation of MOP (**Figure 9**), identifies the subject lands as within “Business Employment” designation.

The MOP identifies a number of guiding principles on how to shape and guide growth in the City of Mississauga. Specifically, **Section 4.4** of the MOP provides guiding principles that are to be in line with the City’s Strategic Plan and focus on the long term land use, growth and development for the City. These key guiding principles for land use included:

1. *Mississauga will promote development decisions that support the sustainability of our Natural Heritage System and enhance the quality of life for our present and future generations;*
2. *Mississauga will protect, enhance and where possible restore distinct natural features, areas and linkages, including their ecological functions, particularly those associated with the Lake Ontario waterfront and the city’s river and valley corridor system;*
3. *Mississauga will preserve the character, cultural heritage and livability of our communities;*
4. *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;*
5. *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;*
6. *Mississauga will plan for a wide range of housing, jobs and community infrastructure resources so that they are available to meet the daily needs of the community through all stages of life; Mississauga will support the creation of distinct, vibrant and complete communities by building beautifully designed and inspiring environments that contribute to a sense of community identity, cultural expression and inclusiveness; and*
7. *Mississauga will be a city that promotes the participation and collaboration of all sectors including residents, employees, entrepreneurs, government, business, education and non-profit, to achieve this vision.*

The proposed development meets the intent of these guiding principles as it provides a place for employment and commercial retail uses to be integrated into the changing fabric of the City and more specifically, Dundas Street. The proposed self-storage facility and commercial retail uses will support the long term economic diversification by proposing uses which are complementary and compatible to surrounding land uses. The self-storage use provides potential storage in support of the daily function, of existing surrounding retail, employment and residential uses thus supporting the economic diversification of this mixed-use community area. In addition to the proposed commercial retail uses will provide local needs at a community level for businesses and residents. The proposed development is located along an Intensification Corridor which is well supported by transit creating the proposed development accessible to people of all ages and abilities.





Data Source: City of Mississauga Official Plan Schedule 1 (Consolidated Date: March 21, 2018)

Figure 7

## City of Mississauga Official Plan

### Schedule 1 Urban System

Ninth Line and Dundas Street  
East, Mississauga, Ontario

#### LEGEND

|  |                |  |                  |  |                          |
|--|----------------|--|------------------|--|--------------------------|
|  | Subject Lands  |  | Neighbourhood    |  | Corridor                 |
|  | Downtown       |  | Corporate Centre |  | Intensification Corridor |
|  | Major Node     |  | Employment Area  |  |                          |
|  | Community Node |  | Green System     |  |                          |

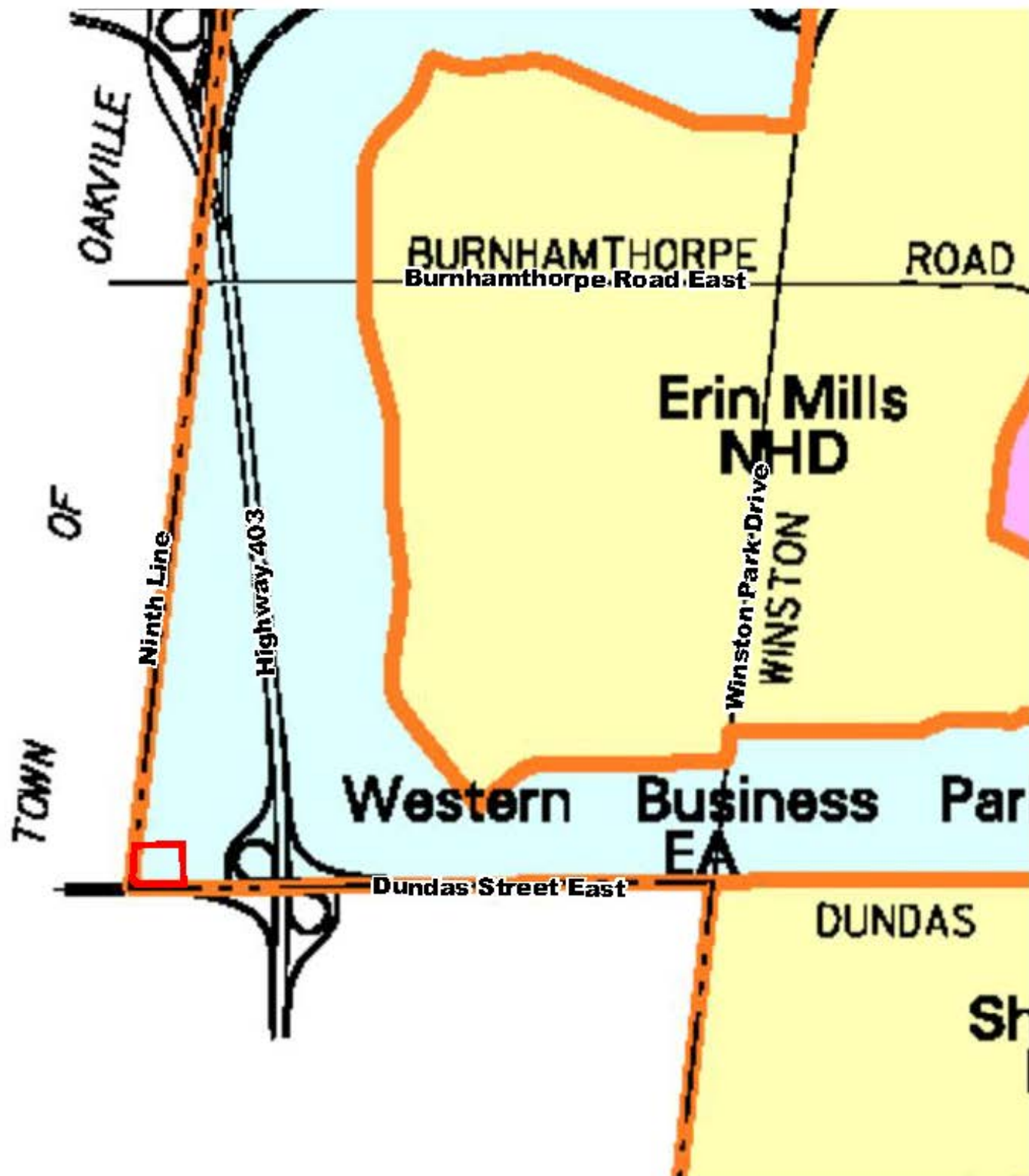
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Data Source: City of Mississauga Official Plan Schedule 9 (Consolidated Date: March 21, 2018)

Figure 8

# **City of Mississauga Official Plan**

## **Schedule 9 Character Areas**

Ninth Line and Dundas Street  
East, Mississauga, Ontario

### **LEGEND**

- |   |   |   |
|---|---|---|
|  Subject Lands       |  Neighbourhood (NHD)   |  Character Area                            |
|  Downtown (DT)       |  Corporate Centre (CC) |  Character Area Subject to Local Area Plan |
|  Major Node (MN)     |  Employment Area (EA)  |   |
|  Community Node (CN) |   |   |

DATE: August 10, 2018

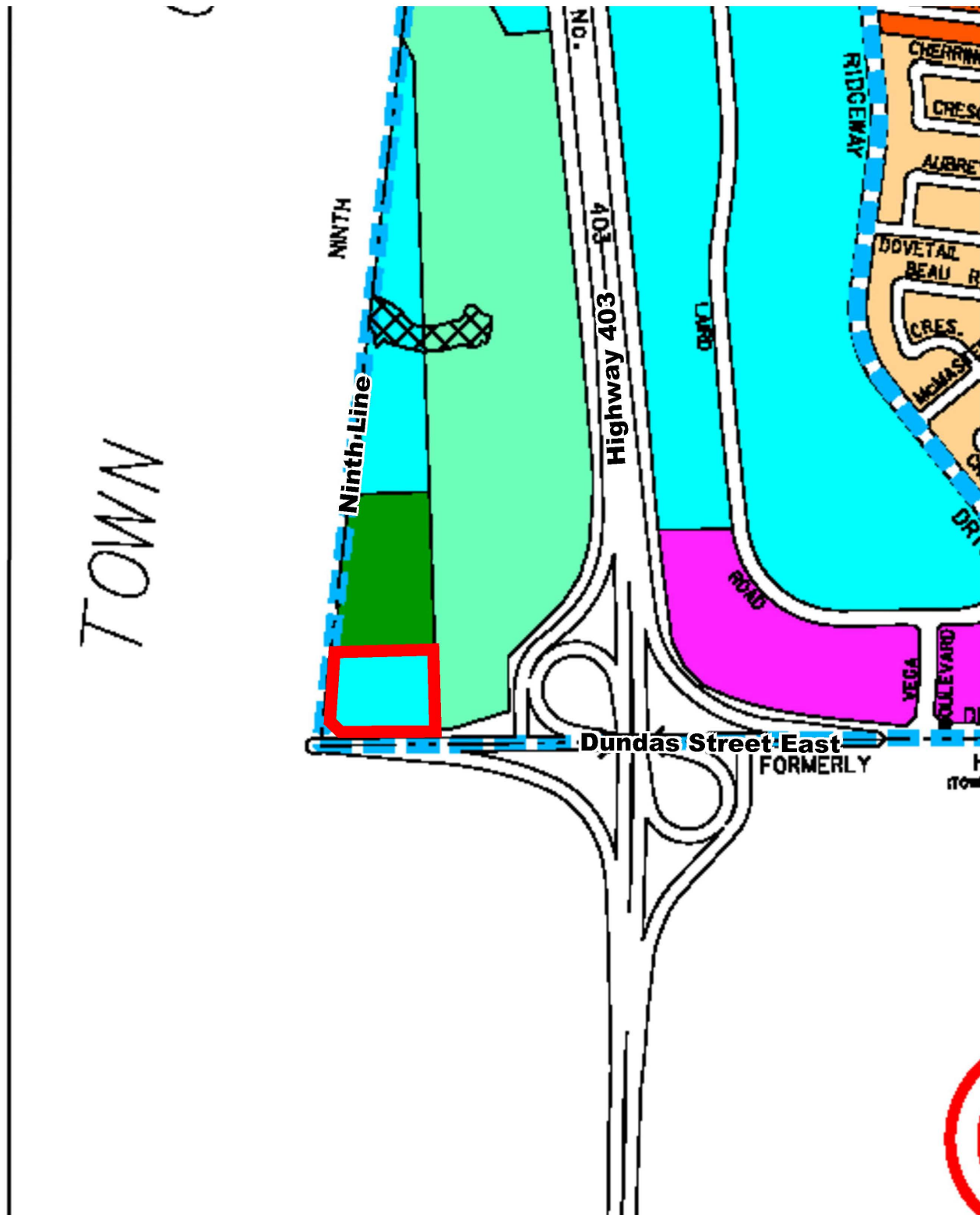
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Data Source: City of Mississauga Official Plan Schedule 10 (Consolidated Date: March 21, 2018)




Figure 9

**City of Mississauga  
Official Plan**

Schedule 10  
Land Use  
Designations

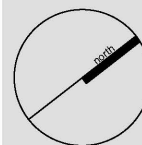
Ninth Line and Dundas Street  
East, Mississauga, Ontario

**LEGEND**

- |  |   |
|--|---|
|  Subject Lands              |  Mixed Use           |
|  Residential Low Density I  |  Business Employment |
|  Residential Low Density II |  Public Open Space   |
|  Residential Medium Density |  Parkway Belt West   |

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**Section 5.1** of the OP discusses the ways in which Mississauga will address and promote future development. More specifically, **Policy 5.1.4** seeks to direct future growth to be located within intensification areas. The proposed development of the subject lands will assist in intensifying a vacant parcel of land.

Business Employment Area are discussed in **Section 11.2.11** of MOP. A range of uses are permitted within the Business Employment Area including but not limited to financial institution, manufacturing, self-storage facility, warehousing, distributing and wholesaling. Furthermore, the subject lands are located within an Area Specific Policy for the Western Business Park Employment Area.

**Section 17.10** of the MOP contains Area Specific policies applicable to the subject lands. It provides detailed direction on permitted uses on the subject lands which allows the addition of mixed uses and a cemetery on the subject lands. Mixed Use policies are provided in **Section 11.2.6** of MOP, which permit a range of uses including but not limited to personal service establishment, restaurant, and retail stores. The proposed development is in conformity with these policies.

An analysis of the relevant of Mississauga Official Plan policies in relation to the proposed development can be found in **Appendix D**. In summary:

1. The proposed amendment allows for the intensification of built-form along two major arterial roads, Dundas Street West and Ninth Line. Specifically, Dundas Street as it is identified as an Intensification Corridor and High Order Transit Corridor. The proposed development will be developed to provide a compact built-form that is consistent with the Official Plan designations of Business Employment Use and Employment Area which apply to the subject lands.
2. The proposed amendment will allow for the development of a self-storage facility and retail buildings adding to the mix of employment and retail uses in the planned Employment Area. The proposal is complementary to and compatible with the future and existing surrounding recreational, retail and employment uses.
3. The proposed amendment conforms to the policies set out in the Mississauga Official Plan for development in Employment Area as it seeks to encourage a more efficient and cost-effective use of existing land and infrastructure. The proposed development conforms to municipal infrastructure and transportation policies of the Mississauga Official Plan.
4. The proposed development will meet the sustainability and policies of the Mississauga Official Plan through the provision of passive and active energy consumption, bicycle parking, and proposed reduce parking spaces.
5. The proposed development will provide high quality landscaping and architecture that complement the surrounding area and help create a sense of place.

**In our opinion, the proposed Zoning By-law Amendment conforms to and does not conflict with policy direction of the Mississauga Official Plan.**

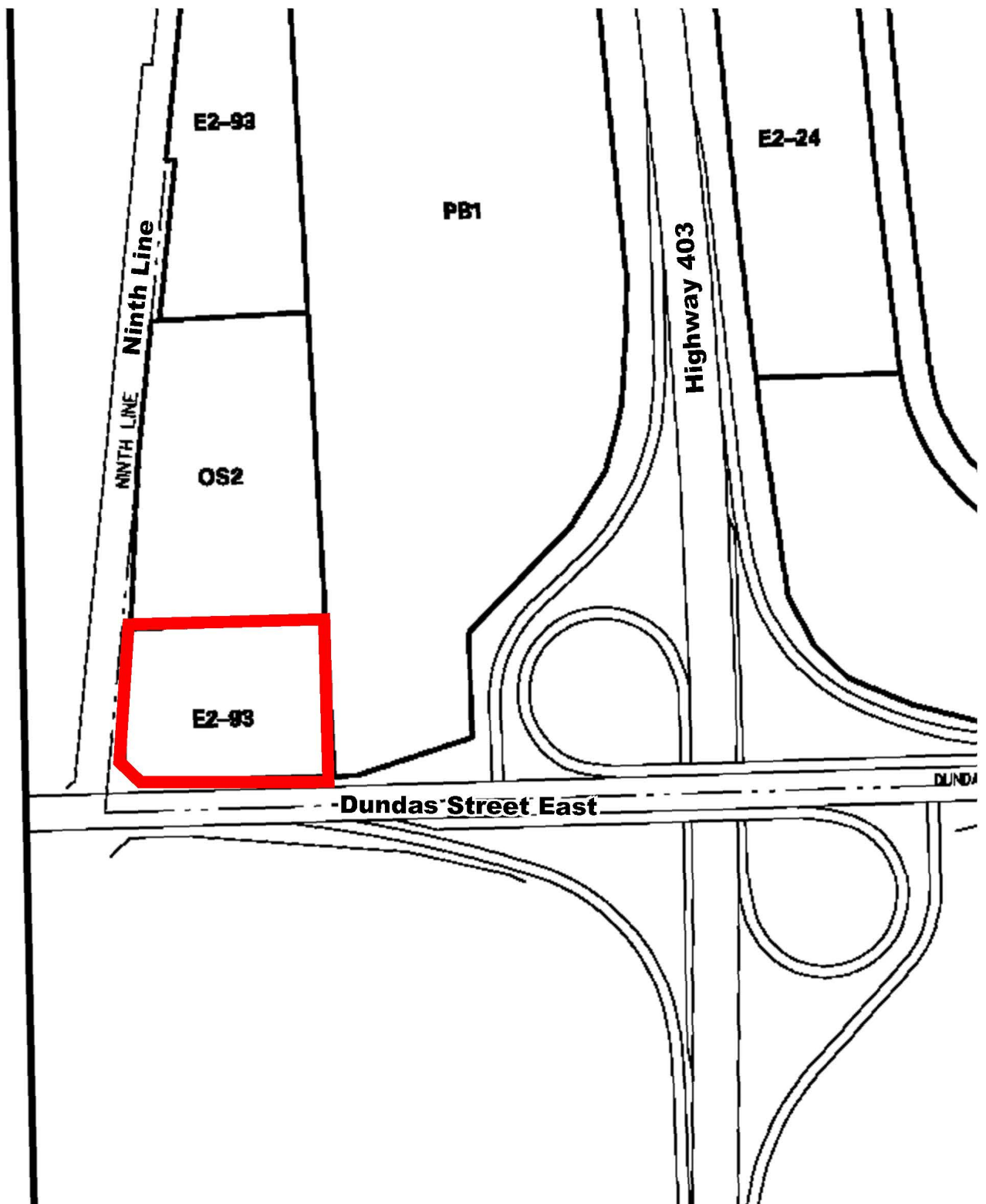
## 3.6 ZONING BY-LAW 0225-2007

The Subject Lands are zoned Employment Zone (E2) in its entirety (**Figure 10**) and is subject to site specific exception 93 in Mississauga's Zoning By-law 0225-2007. The **Employment Zone (E2)** permits a broad range of uses including office, commercial, and self-storage uses. However, the site specific exception only permits active recreations and cemetery uses on the subject lands.

A Zoning By-law Amendment is required to permit the proposed self-storage and retail uses. In addition, adjustments to the site-specific provisions are required to permit the following aspects of the proposed development. The following are the proposed amendments to the Zoning By-law:

- Permit all uses within the E2 Zone in Table 8.2.1;
- Permit the use of Retail;
- Floor Space Index;
- Reduced Number of Parking Spaces;
- Reduced Number of Loading Spaces; and
- Outdoor Garbage Enclosure within the Landscape Area.

A complete Draft Zoning By-law is included as **Appendix E** of this Report.



Data Source: City of Mississauga Zoning By-law 0225-2007 Map 59 (2015)

Figure 10

**City of Mississauga  
Zoning By-law  
0225-2007**

Schedule "B"  
Map 59

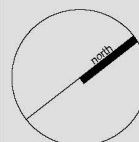
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East, Mississauga, Ontario

**LEGEND**

Subject Lands

**DATE:** August 10, 2018

**SCALE** 1:5000



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# 4.0

## SUMMARY AND CONCLUSIONS

MHBC has prepared this planning justification report in support of a request for a Zoning By-law Amendment and Site Plan Approval by the Owner to permit the development of a self-storage facility as well as three retail buildings on the subject lands.

The proposed amendments will allow for the efficient development of the subject lands as a part of the Business Employment use in the Intensification Corridor of the Western Business Park Employment Area. The self-storage and retail uses are appropriate in this strategic location that optimizes access to major road networks, residential communities and employment areas.

Based upon the review of the policy documents, in our opinion, the proposed development is a suitable use in an employment area in an intensification area within the City of Mississauga. The proposal meets the intent of provincial planning policies, including the PPS and the Growth Plan, as well as the Regional Official Plan. Specifically, the proposed development will contribute to the planning goals of creating a complete community, intensification of built-form, and context sensitive use of land.

The proposed development is permitted based on Business Employment designation and Site Specific policies for the subject lands. The proposed self-storage facility and retail buildings are compatible with future and existing surrounding land uses with no undue impacts of a planning nature resulting from the introduction of this use. Further, the proposed self-storage facility and retail buildings provide additional services to meet the needs of local residents and employees.

The proposed self-storage facility and commercial retail buildings will have architectural finishes and articulation, high-quality design and streetscape that will be complementary to the surrounding buildings. The landscape design of the proposal will improve the public realm along Dundas Street West and Ninth Line. Lastly, the proposed building and its landscape treatment will act as a gateway feature into the Employment Area as well as the City of Mississauga.

The proposed development will reduce the amount of surface parking for the self-storage facility which has a low parking demand. In addition, the traffic impact of the proposed development is limited. The proposed development permits the efficient use of land that contributes to urban growth.

For the purposes of this submission and application, the Zoning By-law Amendment application will be for both Part 1 and Part 2. At this time only Site Plan approval is contemplated for Part 1. Site Plan approval for Part 2 will be applied for once severance of the Part 1 and Part 2 is completed. The Site Plan provides delineation of Part 1 and Part 2 on the subject lands.

In summary, in our professional planning opinion, the applications proposed by the Applicant are in the public interest and represents good planning for the following reasons:



1. The proposed amendment and proposed development are consistent with the relevant policies of the Provincial Policy Statement.
2. The proposed amendment and proposed development are in keeping with the relevant policies of the Growth Plan for the Greater Golden Horseshoe.
3. The proposed amendment and proposed development conform to the relevant policies of the Region of Peel Official Plan.
4. The proposed amendment and proposed development conform to the applicable policies of the City of Mississauga Official Plan.
5. The proposed self-storage facility and retail buildings are compatible with the future and existing land uses and will contribute a complete community in the Western Business Park Employment Area.
6. The proposed amendment will allow a development that will conform to the policies on sustainable development and promoting a sustainable community by incorporating low impact development measures, and transportation demand management measures.
7. The proposed amendment will permit a development which is designed at a high level of quality, implementing the urban design policies and guidelines of the City of Mississauga.

For the above reasons, we submit that the proposed Zoning By-law Amendment as contained in **Appendix E** are appropriate and we respectfully request their approval.

Yours truly,

**MHBC**



David A. McKay, MSc, MCIP, RPP  
Vice President and Partner



Celeste Salvagna, B.U.R.PI  
Planner



## APPENDIX **A**



## Appendix A: Provincial Policy Analysis

The following is an analysis of the proposed Zoning By-law Amendment and Site Plan Application in relation to the 2014 Provincial Policy Statement.

### Policy 1.1 – Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

Within Section 1.0 Building Strong and Healthy Communities, **Policy 1.1, Subsection 1.1.1**, describes how healthy, liveable and safe communities are sustained. The following is a review of the relevant policies and how the proposed amendments address them.

#### POLICY

#### EVALUTION

- |   |  |
|---|--|
| a) <i>Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;</i>                                   | The proposed amendments will permit development of employment and retail uses within and Employment Area and Intensification Corridor within the City's limits. The proposed development represents efficient development and land use and will not negatively impact the financial well-being of the neighbourhood, City and Province over the long term. |
| b) <i>Accommodating an appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long-term needs;</i>                        | The proposed amendments will contribute to a range and mix of commercial and retail uses, meeting the needs of existing and future residents and employees of the area.  |
| c) <i>Avoiding development and land use patterns which may cause environmental or public health and safety concerns;</i>  | The subject lands are located in an area designated for growth and development, and not located in an area subject to environmental, public health or safety concerns.   |
| d) <i>Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;</i>             | The subject lands are located within a settlement area. No expansion to the existing settlement area boundary is required to accommodate the proposed development.   |
| e) <i>Promoting cost effective development patterns and standards to minimize land consumption and servicing costs.</i>   | The proposed development will utilize existing public servicing to the subject lands thereby minimize servicing costs to the Region.   |
| f) <i>Improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;</i> | The proposed buildings will be constructed in accordance with the Ontario Building Code, AODA and all required accessible standards.   |



- |   |  |
|---|--|
| <p>g) <i>Ensuring that necessary infrastructure, electricity generation facilities and transmissions and distribution systems, and public service facilities are or will be available to meet current or projected needs; and</i></p> | <p>The proposed development will take advantage of existing infrastructure available to the subject lands, reducing servicing costs.</p>                                       |
| <p>h) <i>Promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.</i></p>   | <p>The proposed development is consistent with the development pattern of the subject lands and the surrounding community and will have minimal impact on the environment.</p> |

### **Policy 1.1.3 – Settlement Areas**

This Provincial Policy Statement is applicable to the proposed development as it states that:

*“the vitality of settlement areas is critical to the long-term economic prosperity of our communities...It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures.”*

Within this policy, the following is relevant:

**Policy 1.1.3.1** of the PPS states *that settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.*

**Evaluation:** The subject lands are located in a settlement area and propose to develop lands within an intensification corridor. The expansion to the range of permitted uses will continue to support the vitality of the commercial centre located on the subject lands.

**Policy 1.1.3.2a)** states that land use patterns within settlement areas shall be based on densities and a mix of land uses which:

1. *Efficiently use land and resources;*
2. *Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomic expansion;*
3. *Minimize negative impacts to air quality and climate change, and promote energy efficiency;*
4. *Support active transportation;*
5. *Are transit-supportive, where transit is planned, exists or may be developed*

**Evaluation:** The proposed development supports Policy 1.1.3.2a) as the proposal will allow for the development of a vacant portion of the subject lands for a higher density built form and will connect to existing infrastructure that currently services the property. The proposed development will provide for an efficient use of land and resources by maximizing the developable area of the property. The proposed self-storage and retail uses are in proximity to existing residential neighbourhoods (Erin Mills and Sheridan Homelands) and commercial and industrial businesses will reduce the travel distance and carbon emissions for users within the community. The proposal will be serviced by future public transportation and cycling infrastructure improvements along Dundas Street West.

**Policy 1.1.3.2b)** states *that a range of uses and opportunities for intensification and redevelopment shall be promoted within settlement areas.*

**Evaluation:** The proposed amendments satisfy the policy as a range of commercial opportunities and uses for intensification and development of the proposed 5-storey building and three 1-storey buildings on a vacant land. The proposal will utilize existing infrastructure and support intensification on the subject lands.

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

**Evaluation:** The proposal acknowledges the importance of intensification and compact form. As such, the proposed 5-storey self-storage and three retail buildings represents an efficient development of the lands. The proposal will not result in public health and safety issues.

**Policy 1.1.3.6** states *that new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

**Evaluation:** The proposed development is compact and will efficiently utilize public service facilities. The proposed amendments will permit intensification appropriate for the subject lands.

**Policy 1.3.1** states that Planning authorities shall promote economic development and competitiveness by:

- a) *providing for an appropriate mix and range of employment and institutional uses to meet long-term needs;*
- b) *providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- c) *encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities; and*
- d) *ensuring the necessary infrastructure is provided to support current and projected needs.*

**Evaluation:** The proposed development supports Policy 1.3.1 as the proposal contributes to the mix and range of employment uses in the area. The addition of self-storage and retail uses will provide further opportunities for a diversified economic base in the area and will support the needs of residents and businesses. The proposal will require a minimal amount of infrastructure and will utilize existing infrastructure available to the subject lands.

**Policy 1.3.2.1** states *planning authorities shall plan for, protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs.* Furthermore, **Policy 1.3.2.3** states *planning authorities shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations and*

**Evaluation:** The proposed amendments will protect and preserve the subject lands as an employment use within the City of Mississauga. The proposed amendments conform to employment policies within in City of Mississauga Official Plan which has been evaluated in **Appendix D**.

**Policy 1.6.3** of the PPS (Infrastructure and Public Service Facilities), states *that the use of existing infrastructure and public service facilities should be optimized, wherever feasible, before consideration is given to developing new infrastructure and public service facilities.* Furthermore, **Policy 1.6.6** of the PPS addresses sewage and water infrastructure and states that planning for sewage and water services shall direct and accommodate expected growth in a manner that promotes the efficient use of existing municipal sewage services and municipal water services. Municipal services are established as the preferred method of servicing new development.

**Evaluation:** As confirmed in the Functional Servicing Report prepared by Cole Engineering the existing infrastructure is not immediately available at the site frontage along Dundas Street West and Ninth Line. The proposed development will be serviced by a sanitary holding tank during the interim condition.

**Evaluation:** The development will be connected to existing municipal water, sewer and stormwater services, thus optimizing existing investments.

**Section 1.7** of the PPS encourages long-term economic prosperity by:

- a) *promoting opportunities for economic development and community investment-readiness;*
- b) *optimizing the long-term availability and use of land, resources, infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities;*

**Evaluation:** The proposal takes advantage of the lands within an intensification corridor and corner lot located on the City's westerly limit. The proposed development represents an intensification of the subject lands and will utilize the existing infrastructure available for the site, taking advantage of infrastructure investments.

**Policy 1.8.1** describes how Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:

**POLICY**

- c) *Focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future*
- e) *Improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion*

**EVALUATION**

The subject lands are currently serviced by existing transit stops along Dundas Street West. The proposal will take advantage of existing facilities.

The proposed development will reduce the commute time and emissions of local residents as the proposal provides commercial retail uses in close proximity to existing residential and employment uses.

- f) *Promotes design orientation which:*
- 1. maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation; and*
  - 2. maximizes opportunities for the use of renewable energy systems and alternative energy systems*
- The energy efficiency requirements of the City and the Province will be encouraged to maximize energy efficiency and conservation.

**Based on our analysis the proposed Zoning By-law Amendment is consistent with the PPS.**



## APPENDIX **B**





## Appendix B: Growth Plan Analysis

The Growth Plan for the Greater Golden Horseshoe ("Growth Plan"), as amended on July 1, 2017, is applicable to the subject lands. The management of growth in existing areas, and where it should be taking place, is guided through the Growth Plan as it recognizes the importance of intensification and the way municipalities plan that growth.

An analysis of the Growth Plan policies has been conducted to demonstrate that the proposed Zoning By-law Amendment and Site Plan applications are in keeping with the direction of the Growth Plan policies. The following is a summary of the policies applicable to the proposed development.

The relevant policies of **Section 2.2** are described and addressed as follows:

**Policy 2.2.1** provides that the forecasted population and employment growth identified within the Growth Plan will be used for planning and managing growth in the Greater Golden Horseshoe ("GGH") to the horizon of this Plan.

**Evaluation:** The proposed amendments will permit the development of commercial uses which will support the surrounding commercial, retail and employment uses. While some jobs will be provided on the subject lands, the proposal contributes to the indirect growth of the Greater Golden Horseshoe by supporting residential and employment uses.

**Policy 2.2.1.2** directs that the forecasted growth should be allocated based on the following priorities:

- a) the vast majority of growth will be directed to settlement areas that:
  - i. have a delineated built boundary;
  - ii. have existing or planned municipal water and wastewater systems; and
  - iii. can support the achievement of complete communities;
- c) within settlement areas, growth will be focused in:
  - i. delineated built-up areas;
  - ii. strategic growth areas;
  - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and
  - iv. areas with existing or planned public service facilities;
- d) development will be directed to settlement areas, except where the policies of this Plan permit otherwise;
- e) development will be generally directed away from hazardous lands.

**Evaluation:** The proposal supports the Growth Plan's intensification directives by:

- adding commercial uses within Mississauga's Built-up Boundary that supports growth in a settlement area with existing and planned public infrastructure;
- providing a use within the settlement area that supports the complete communities intentions of the policies;
- providing an additional uses to the existing mixture of commercial, retail and employment uses, in proximity to transit corridor; and
- proposing a higher intensity built form in an area designated for intensification.

**Policy 2.2.1.4** of the Growth Plan requires the proposal to support the achievement of complete communities that provide the following:

- a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- d) *expand convenient access to:*
  - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
  - ii. *public service facilities, co-located and integrated in community hubs;*
  - iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
- e) *ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards;*
- f) *mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities; and*
- g) *integrate green infrastructure and low impact development.*

**Evaluation:** The proposed development will contribute to achieving complete community by:

- providing a non-residential use that is appropriately located to serve the needs of existing and future residents and businesses;
- providing conveniences to the community through locating in a planned Employment Area and Intensification Corridor;
- proposing a high-quality built form with high visual interest;
- the proposed development on the subject lands will reduce the demand of vehicles by being located in proximity to transit options, and commercial/retail facilities on the subject thereby reducing travel demands and thus greenhouse gas emissions; and
- providing green infrastructure and low impact development features.

**Policy 2.2.5.1** states Economic development and competitiveness in the GGH will be promoted by:

- a) *making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities;*
- 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;*
- c) *planning to better connect areas with high employment densities to transit; and*
- d) *integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.*

**Evaluation:** The proposed development will contribute to the overall employment density by making efficient use of the currently vacant subject lands located within a designated Employment Area. The proposed self-storage and retail uses will be compatible growth opportunities within an Employment Area.

**Policy 2.2.5.7** states municipalities will plan for all employment areas within settlement areas, with the exception of any prime employment areas, by:

- a) *prohibiting residential uses and limiting other sensitive land uses that are not ancillary to the primary employment use;*
- b) *prohibiting major retail uses or establishing a size or scale threshold for any major retail uses that are permitted and prohibit any major retail uses that would exceed that threshold; and*
- c) *integrating employment areas with adjacent non-employment areas and developing vibrant, mixed-use areas and innovation hubs, where appropriate.*

**Evaluation:** The proposed development will support the planned employment area as identified within the City of Mississauga's Official Plan. The proposed retail use on the subject lands are consistent with site specific area policies for the Western Business Park Employment Area in the City of Mississauga where retail uses are permitted. The proposed amendments will enhance the existing and planned employment are within the City.

**Based on our analysis the proposed Zoning By-law Amendment conforms to the Growth Plan.**



## APPENDIX C





## Appendix C: Peel Region Official Plan Analysis

The Regional Municipality of Peel Official Plan was adopted by Council on July 11, 1996 and approved with modification by the Minister of Municipal Affairs and Housing on October 22, 1996. The Region of Peel recently completed the Peel Region Official Plan Review to bring its Official Plan policies into conformity with provincial requirements. The current Office Consolidation of the Official Plan is December 2016.

Schedule D- Regional Structure of RPOP designates the subject lands as “Urban Systems” and “Area with Special Policies” (**Figure 4**). The Area with Special Policies designation identifies the subject lands within the “Peel Parkway Belt West Plan Area” on Figure 2-Selected Areas of Regional Provincial Interest (**Figure 5**). We note, as per the Parkway Belt West Plan Amendment No. 126 and mapping (Map 4) the subject lands are not located within the Parkway Belt West Plan (**Figure 3**)

RPOP further identifies the subject lands within the “Built-Up” area on Schedule D4-The Growth Plan Policy Areas in Peel (**Figure 6**). The “RPOP” states that it is the objective to direct a significant portion of new growth to built-up areas, and promote compact urban form, intensification and redevelopment.

Policies in the RPOP encourage developments that have integrated an innovative approach to minimize stormwater, and utilize low-impact development techniques. The sustainability and climate change policies of RPOP are consistent with the policy directions in the PPS and the Growth Plan.

**Policy 2.5.2.5** states that area municipalities are to *restore and enhance the natural heritage features and functions within the Parkway Belt West Plan Area*.

**Evaluation:** The Phase 1 Environmental Site Assessment prepared by Fisher Environmental confirms no natural heritage features are located on the subject lands. The proposed development will not create any adverse impact on the Parkway West Plan area. Based on Amendment 126 and Map 4 of this amendment the subject lands are not located within the Parkway Belt West Plan (**Figure 3**).

**Policy 4.2.2.1** states *Regional Council should use the population, household and employment forecasts shown in Table 3 as the basis of this Plan*. Furthermore, **Policy 4.2.2.3** states *in cooperation with the area municipalities, the population, household and employment forecasts shown in Table 3 for determining Regional services and establishing requirements to accommodate growth to the year 2031. Forecasts beyond the 2031 planning horizon may be used for long-term infrastructure planning, as well as community planning within the urban boundary, undertaken by the Region and the Region and/or Area Municipalities, as long as they maintain consistency with the objectives and intent of the provincial Growth Plan and the Regional Official Plan*.

**Evaluation:** The proposed development will contribute to the planned employment area in the City of Mississauga as the subject lands are within the Western Business Park Employment Area and propose lands uses that are permitted within this designation. Furthermore, the subject area is located within an Intensification Corridor where the proposed density and height conforms to policies within the Plan.

**Section 5.3** provides policy direction to Urban System is composed of a variety of communities that contain diverse living, working and cultural opportunities. The Urban System in Peel consists of lands within the 2031 Regional Urban Boundary as shown on Schedule D of this Plan. It includes: lands identified and protected as part of the natural environment and resources in the preceding chapter of this Plan, the Toronto-Lester B. Pearson International Airport, urban growth centres and Regional Intensification Corridors.

**Policy 5.3.1.2** states *sustainable development is to be achieved within the Urban System*.

**Evaluation:** The proposed development is within the Regional Urban System. The proposed amendment will support the surrounding community by providing a need for both residents and businesses, in addition to, assisting the Dundas Street Intensification Corridor to increase height and density on vacant land. The proposed development will include low impact development measures as identified in the Functional Servicing Report prepared by Cole Engineering which include infiltration, evapotranspiration and/or water reuse measures.

**Policy 5.3.1.3** states 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*. Furthermore, **Policies 5.3.1.4** and **5.3.1.5** state to *achieve intensified and compact form, mix of land uses within an urban structure through built form and density in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services*.

**Evaluation:** The proposed self-storage and retail uses will support a long term economic diversification by proposing uses which are complementary and compatible to surrounding land uses. The self-storage and retail uses provides potential storage in support of daily function as well as local retail needs for surrounding employment and residential uses, thus supporting the economic diversification of the community. The proposed development is located along an Intensification Corridor which is well supported by transit creating the proposed development accessible to people of all ages and abilities.

**Policy 5.3.1.7** states to *recognize the integrity and physical characteristics of existing communities in Peel*.

**Evaluation:** The subject lands are located in an Employment Area on an Intensification Corridor. The subject lands are currently vacant, therefore, the proposed amendment will enhance and create an intensified built-form.

**Policy 5.3.2.2** states that direct urban *development and redevelopment* to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the *area municipal official plans*.

**Evaluation:** The subject lands are located in an Employment Area within an Intensification Corridor as designated in the City of Mississauga Official Plan. The proposed development is in conformity of the policies in the City of Mississauga Official Plan as evaluated in **Appendix D**.

**Policy 5.3.2.6** directs *the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plan that:*

- a. Support the Urban System objectives and policies of this Plan;*
- b. Support pedestrian-friendly and transit-supportive urban development;*
- c. Provide transit-supportive opportunities for redevelopment, intensification and mixed land use; and*
- d. Support the design of communities to minimize crime by the use of such approaches and Crime Prevention Through Environmental Design (CPTED) principles.*

In addition, **Policy 5.3.2.8** encourages *area municipalities to develop employment and industrial uses adjacent to highways, rail corridors, rail yards and major truck terminals*.

**Evaluation:** The proposed development will assist in achieving Urban System objectives by providing a variety of uses within the community which will support living, working and cultural opportunities. The proposed self-storage facility and commercial retail uses will provide storage solutions and daily needs to residents and employers within the immediate and surrounding area. The subject lands are located within

an Intensification Corridor (Dundas Street) and will support pedestrian-friendly and transit supportive initiatives along Dundas Street West. Lastly, the proposed development will ensure design features like lighting, signage, walkways and landscaping will minimize crime within the subject lands.

**Section 5.5** states that *growth management objectives are achieved while achieving the sustainability objectives, this Plan identifies specific growth management policies area such as urban growth centres, built-up areas and designated Greenfield areas.*

**Policy 5.5.1.1** states to *optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly the urban growth centres, Intensification Corridors and major transit service areas.* Furthermore, **Policy 5.5.1.4** states to *achieve the intensification targets while providing for sufficient Greenfield growth to satisfy the land need to accommodate the population and employment forecasts in this Plan.* In addition, **Policy 5.5.1.5** states to *optimize the use of the existing and planned infrastructure and services,* and **Policy 5.5.1.6** states to *support planning for compete communities in Peel that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land use, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality of open space, and easy access to retail and services to meet daily needs.*

**Evaluation:** As noted above, the proposed self-storage and commercial retail uses will support a long term economic diversification by proposing uses which are complementary and compatible within a built-up area. The self-storage and retail uses will help achieve employment forecasts of the Regional and Municipality Official Plan by creating intensification on vacant land within an intensification/high-order transit corridor. The proposed development will enhance existing pedestrian's connections within the area and will support transit initiatives by a proposed development that is accessible to people of all ages and abilities.

**Policy 5.5.2.1** directs the *area municipalities to incorporate official plan policies to develop complete communities 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 public open space and easy access to retail and services.*

**Evaluation:** The proposed development will provide self-storage and retail uses in proximity to existing and planned residential, retail, employment, office and community uses. The proposal will support the lifestyles and the needs of local residents and employees who live and work in proximity of the subject lands.

**Policy 5.5.2.2** directs *a significant portion of new growth to the built-up areas of the community through intensification.*

**Evaluation:** As noted above, the proposed development will create an intensified built-form within the built-up area on lands which are currently vacant. The proposed development will meet the intensification policies of the Region and Municipality by providing employment and retail at an appropriate height and density along Dundas Street West and Ninth Line.

**Section 5.5.3** sets out *policies for intensification within this plan. The forms of intensification include redevelopment (including the reuse of brownfield sites), the development of underutilized lots within previously developed areas, infill development and the expansion or conversion of existing buildings. All of these types of development can occur within areas already equipped with infrastructure and services.*

**Policy 5.5.3.2.1** identify *the built-up are and the designated Greenfield area, in accordance with provincial criteria, on Schedule D4.* Furthermore, **Policy 5.5.3.2.3** states to *accommodate intensification within urban*

*growth centres, Intensification Corridors, nodes and major transit station areas and any other appropriate areas within the built-up area.*

**Evaluation:** The subject lands are located within the built-up area as illustrated on Schedule D4 of the RPOP. The proposed amendment will provide an appropriate use of land within built-up area supported by transit and existing infrastructure.

**Policy 5.6.2.6** states the *Region to protect and support employment areas for employment uses, as defined and designated in area municipal official plans. For the purposes of this policy, employment areas are those that contain lands designated any of the following designations in the City of Mississauga:*

- *Designations: **Business Employment**; Industrial; Institutional; Mixed Use; or Office.*
- *Employment Areas: Airport Corporate Centre; Gateway Corporate Centre; Meadowvale Business Park Corporate Centre; Sheridan Park Corporate Centre; Churchill Meadows Employment Area; Clarkson Employment Area; Dixie Employment Area; Gateway Employment Area; Lakeview Employment Area; Mavis-Erindale Employment Area; Northeast Employment Area; Southdown Employment Area and **Western Business Park Employment**.*

**Evaluation:** The subject lands are designated Business Employment and within the Western Business Park Employment Area. The proposed development will protect and support employment policies within the City of Mississauga as the proposed development will create employment for residents and grow the economy through the proposed uses. The proposed development is in conformity of the policies in the City of Mississauga Official Plan as evaluated in **Appendix D**.

**Policy 5.6.2.7** states *the protection and support existing and future employment areas in the vicinity of the Toronto Pearson International Airport, major highway interchanges and rail yards for manufacturing, warehousing and retail, office and ancillary facilities where appropriate.*

**Evaluation:** The proposed seeks to permit employment uses, a self-storage facility and retail uses on the subject lands which are in close proximity to the Highway 403 interchange. The proposed development therefore meets this policy requirement.

**Policy 5.6.2.11** states *support area municipalities in discouraging retail uses on employment lands except for retail uses servicing the employment area and retail accessory to a permitted employment use, as defined in area municipal official plans.*

**Evaluation:** The proposed retail uses are permitted on the subject lands through Site Specific Policies 17.10 in the City of Mississauga's Official Plan, see evaluation in **Appendix D**. The proposed retail uses will support the employment area.

**Policy 5.9.2.11** states *in accordance with the requirements of the Region and the area municipalities, that development only proceed with adequate existing or committed improvements to regional transportation capacity and, if necessary, development be phased until that capacity is or will be available.*

**Evaluation:** The Traffic Impact Study prepared by C.F. Crozier and Associates confirms the proposed development can be supported from a transportation operations and safety perspective.

**Policy 5.9.2.12** states *to implement Transportation Demand Management programs to reduce trip distance and time and increase the modal share of alternatives to single-occupant automobiles.*



**Evaluation:** A Transportation Demand Management is included in section 8 of the Traffic impact Study prepared by C.F Crozier and Associates. The study provides future alternate transportation opportunities including the future on-street bike lanes and multi-use paths on both sides of Ninth Line. Furthermore, site specific Transportation Demand Management opportunities include retail stores supplying transit information schedules and maps to promote alternative modes of transportation.

**Policy 5.6.2.13** states *to encourage the planning and development of employment areas in a manner which takes into account the sustainable development imperatives as outlined in the Theme of the Plan in Section 1.3.5 of this Plan. Energy efficient buildings, sustainable design and construction methods to increase energy efficiency that meet Regional green development standards will be encouraged.*

**Evaluation:** The self-storage and retail uses will utilize both passive and active energy conservation measures to minimize the developments energy consumption and Greenhouse Gas emissions. The proposed building design includes a high performing building envelope exceeding SB10 values with also minimizing low WWR. The roof utilizes a high albedo SRI to minimize heat island effect. The building utilizes a low power high efficiency LED lighting system with controls to automate lighting schedule on/off. The mechanical systems consist of high efficiency rooftop AC units and advanced building automation controls. The buildings passive survivability due to increased R-values and improved air tightness helps with the buildings resiliency during power outages. The building also includes backup power generator and rooftop solar PV to minimize reliance on infrastructure. The proposed sustainable development measures contemplated through the proposed development will meet the goals of Section 1.3.5 of this Plan as the proposed development will integrate sustainable development within a built-area and resilient to climate change.

**Policy 5.9.2.5** states *to optimize the use of existing and new Regional transportation infrastructure to support growth in an efficient, compact form, and encourage the area municipalities to do the same for infrastructure under their jurisdiction.*

**Evaluation:** The proposed amendment will permit the development of a self-storage and retail uses which will allow for the efficient use of the subject lands and available infrastructure along Dundas Street West and Ninth Line. Further details are provided in the Functional Servicing and Stormwater Management Report prepared by Cole Engineering and the Transportation Impact Study prepared by C.F Crozier and Associates.

**Policy 5.2.20** states *to work with the Province and area municipalities to support long-term economic prosperity by optimizing the long-term availability and use of transportation infrastructure.* Furthermore, **Policy 5.9.2.23** states *working with the Province and area municipality to encourage increased public and business awareness of activities and action which will lead to increased use of sustainable transportation alternatives.*

**Evaluation:** As noted above, the proposed self-storage and retail uses will support a long term economic diversification by proposing uses which are complementary and compatible surrounding land uses. The proposed compact built form of the self-storage facility and retail uses is an efficient and appropriate utilization of lands in an Employment Area.

**Policy 5.9.4.2.11** states *control frontage development and vehicular access onto Regional roads consistent with relevant Regional By-laws.* Furthermore, **Policy 5.9.4.2.12** states *controlled access to Regional road so as to optimize traffic safety and carrying capacity, and control the number and location of intersections with Regional roads in consultation with the affected area municipality.*

**Evaluation:** The proposed development provides appropriate vehicular access to the subject lands that will not affect the existing road infrastructure along Dundas Street West and Ninth Line. The Dundas Street West access contemplates a right-in-right out condition while vehicles will have full access to the subject lands at the Ninth Line entrance. Further details are outlined in the Transportation Impact Study prepared by C.F. Crozier.

**Policy 5.9.5.2.1** *states that implementation and protection of rapid transit corridors, as shown on Schedule G, as well as those additional higher order transit, bus rapid transit or priority transit corridors proposed on Regional road by the area municipalities or Provincial transit authorities. Any changes to rapid transit corridors shown on Schedule G will require an amendment to this Plan.*

**Evaluation:** The subject lands are identified along “Other Rapid Transit Corridor” on Schedule G of this Plan. The proposed development does not intent to alter the planned high-order transit along Dundas Street West, but rather support the further growth of transit in the City of Mississauga.

**Policy 5.9.5.2.10** *states the encouragement of the intensification of residential and non-residential development at nodes and mobility hubs and along corridors to support a higher level of transit service and other sustainable modes.*

**Evaluation:** The proposed development provides a unique opportunity to provide a compact built-form and intensification along an Intensification Corridor. Furthermore, the proposed development creates employment and retail opportunities within an identified Employment Area in the City of Mississauga.

**Policy 6.4.2.5** *requires new development to comply with the Peel Waste Collection Design Standards Manual to ensure safe and efficient waste collection and diversion through consultation with the same area municipalities and applicants.*

**Evaluation:** The proposed development provides a Molok Design for waste management on the subject lands.

**Based on our analysis the proposed Zoning By-law Amendment conforms to the Region of Peel Official Plan.**

## APPENDIX **D**



## Appendix D: Mississauga Official Plan Analysis

Mississauga Official Plan (MOP) was adopted by City Council on September 29, 2010 and partially approved by the Region of Peel on September 22, 2011. The Office consolidation of the Mississauga Official Plan Amendments is dated March 21, 2018.

MOP **Schedule 1-Urban Systems** shows the subject lands designated as “Employment Area” and within an “Intensification Corridor” (**Figure 7**). **Schedule 9-Character Areas** identifies the subject lands within the “Western Business Park Employment Area” (**Figure 8**). MOP **Schedule 10-Land Use Designation (Figure 9)**, identifies the subject lands as within “Business Employment” designation.

The MOP identifies a number of guiding principles on how to shape and guide growth in the City of Mississauga. Specifically, **Section 4.4** of the MOP provides guiding principles that are to be in line with the City’s Strategic Plan and focus on the long term land use, growth and development for the City, which will be discussed further below.

The following is a summary of the policies applicable to the proposed development.

### Chapter 4: Vision

#### 4.4 Guiding Principles

**Policy 4.4.4** states *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.* Furthermore, **Policy 4.4.5** states *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.*

**Evaluation:** The proposed self-storage and retail uses supports the long term economic diversification by proposing use which is complementary and compatible surrounding land uses. The self-storage use provides potential storage in support of the daily function of existing surrounding retail, employment and residential uses thus supporting the economic diversification of this mixed-use community area. The proposed development is located along an Intensification Corridor which is supported by transit creating the proposed development accessible to people of all ages and abilities.

**Policy 4.4.6** states *Mississauga will plan for a wide range of housing, jobs and community infrastructure resources so that they are available to meet the daily needs of the community through all stages of life.* **Policy 4.4.7** states *Mississauga will support the creation of distinct, vibrant and complete communities by building beautifully designed and inspiring environments that contribute to a sense of community identity, cultural expression and inclusiveness;* and **Policy 4.4.8** states *Mississauga will be a city that promotes the participation and collaboration of all sectors including residents, employees, entrepreneurs, government, business, education and non-profit, to achieve this vision.*

**Evaluation:** The proposed self-storage and retail uses will enhance and complement existing and future commercial uses on Dundas Street West and Ninth Line. The proposed amendments will permit a development that contributes to the overall mix of uses in the area. The proposed development will feature building designs and high-quality materials to animate the street.

## Chapter 5: Direct Growth

### 5.1 Introduction

**Policy 5.1.4** states that *most of Mississauga's future growth will be directed to Intensification Areas.*

**Evaluation:** The subject lands are located within an intensification area as identified on **Figure 7**. The subject lands are currently vacant and underutilized, the proposed development will increase density within the intensification area.

**Policy 5.1.6** states that *Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.* Furthermore, **Policy 5.1.8** states that *Mississauga will protect employment lands to allow for a diversity of employment uses.*

**Evaluation:** The proposed buildings will be in a compact built form that efficiently uses the lands providing a range of work opportunities within an employment area.

**Policy 5.1.9** provides that *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.*

**Evaluation:** The subject land are not currently serviced for sanitary, however, the Functional Servicing and Stormwater Management Report prepared by Cole Engineering states the proposed interim solution is to hold the sanitary flow within a temporary holding tank on site.

### 5.3 City Structure

**Policy 5.3.6.1** states that *Mississauga will maintain an adequate supply of lands for a variety of employment uses to accommodate existing and future employment needs.*

**Evaluation:** The proposed amendments will permit development on the subject lands which have been designated by the City of Mississauga as Employment Lands. The proposed development will add employment and local retail needs to residents and businesses within the surrounding area.

**Policy 5.3.6.2** states *Mississauga will maintain a sustainable, diversified employment base by providing opportunities for a range of economic activities.* Furthermore, **Policy 5.3.6.3** states *Employment uses that support opportunities for residents to work in Mississauga will be encouraged.*

**Evaluation:** The proposed development provides new uses within the surrounding area of the subject lands that is compatible and complementary to existing land uses. The proposed development will provide employment within a designated employment area and provide a daily use to residents of Mississauga.

**Policy 5.3.6.4** states *Mississauga will provide the necessary infrastructure to support existing and planned employment uses.* Furthermore, **Policy 5.3.6.6** states that *infrastructure in Employment Areas will be planned to support land uses with a goods movement focus.*

**Evaluation:** Stormwater and Sanitary does not currently exist on the subject lands. The Functional Servicing and Stormwater Management Report prepared in support of this application will provides an intern solutions to ensure goods movement focus.



**Policy 5.3.6.7** directs that *where feasible and appropriate, development will be encouraged to be transit supportive and minimize surface parking.*

**Evaluation:** The proposal will support pedestrian activity and active transportation, and is accessible by vehicles and GO Transit bus. As such, a full range of mobility options for people of all ages is supported by the proposed development. The proposed amendment seeks to permit a reduction in parking which will minimize surface parking and promote the use of transit. The proposed development is not expected to experience significant demand in bicycle parking, however, bicycle parking is being provided.

**Policy 5.3.6.10** states that *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.*

**Evaluation:** The proposed development will complement the business employment uses located south of the subject lands and east of Highway 403 and are intended to meet the needs of local residents and businesses. The built form and height of the proposal complements the future growth of the Intensification Corridor along Dundas Street West and will help implement the vision of scale within the surrounding area. The proposed development will be a compact form that efficiently uses the lands and will have access to local public transit.

#### 5.4 Corridors

**Policy 5.4.4** directs that *development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.* In addition, **Policy 5.4.7** directs that *land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.*

**Evaluation:** The subject lands are identified along an Intensification Corridor in an Employment Area. The proposed development will be oriented towards Dundas Street West and Ninth Line intersection. The proposed 5-storey self-storage building and three 1-storey commercial retail buildings represent a compact built form that is consistent with the planned character area of Dundas Street West. The height of 5-storeys will help frame Dundas Street West, creating an attractive pedestrian friendly streetscape traveling east on Dundas Street West entering the City of Mississauga. The proposed development will establish a street wall and has been designed to frame both the public street complementing existing commercial buildings and infrastructure.

**Policy 5.4.8** states *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.*

**Evaluation:** The subject lands is located within an Intensification Corridor as shown on **Figure 7**. As the subject lands are within an Intensification Corridor and Employment Area the minimum building height of this Plan does not apply. Notwithstanding this, the self-storage building is 5-storeys in height and located at the intersection of Ninth Line and Dundas Street West, providing an appropriate massing to this gateway location.

**Policy 5.4.11** states that *Hurontario Street and Dundas Street have been identified as Intensification Corridors. These are Intensification Areas. Additional Intensification Corridors may be identified in the future.* Further, **Policy**

**5.4.12** directs that *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.*

**Evaluation:** The proposed amendment will permit additional height and density along Dundas Street West which has been identified as an Intensification Corridor and area for future high order transit. The proposed development is consistent with the vision of the Official Plan, as it will increase the density on the subject lands and help create a complete community in the Western Business Park Employment Area.

## 5.5 Intensification Areas

**Policy 5.5.1** states that *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.*

**Evaluation:** The proposed amendments will permit an increase in density and height on the subject lands meeting the intention of the intensification policies within this Plan.

**Policy 5.5.4** provides that *Intensification Areas will be planned to reflect their role in the City Structure hierarchy.*

**Evaluation:** The proposed amendments will provide employment, retail and commercial uses within the planned intensification area that reflects the City Structure hierarchy for the subject lands.

**Policy 5.5.5** directs that *development will promote the qualities of complete communities.*

**Evaluation:** The proposed development will provide additional employment and retail uses which are in keeping with the vision and policies of the Intensification Corridor. The proposed development will provide both residents and local businesses daily needs while assisting the local economy.

**Policy 5.5.6** states that *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.*

**Evaluation:** The proposed amendment does not change the designated use of the subject lands. The proposed development will increase the job potential around the existing permitted recreational and cemetery uses by providing for a variety of employment generating uses on the subject lands

**Policy 5.5.7** states that *a mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these uses will be permitted in all areas.*

**Evaluation:** The proposed amendment will permit the development of employment and retail uses on the subject lands that will provided a range of height and density options which complement the City's vision of the growth of the Intensification Corridor along this area of Dundas Street West.

**Policy 5.5.8** provides that *residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged.* Furthermore, **Policy 5.5.9** states that Intensification Areas will be planned to maximize the use of existing and planned infrastructure.

**Evaluation:** The proposed amendments provide an increase in density that will be supported by the further growth of the Intensification Corridor along Dundas Street West. The subject lands are currently served by GO Transit routes and local bus transit services.

**Policy 5.5.15** states that *Intensification Areas will be served by transportation Corridors containing transit and active transportation and may contain higher order transit facilities.*

**Evaluation:** The subject lands are within an intensification area where higher order transit facilities are to be implemented by the Municipality, which the proposed development will support.

**Policy 6.4.1.2** directs that *water conservation measures will be implemented in development.* Furthermore, **Policy 6.4.1.3** provides that *a water conservation plan will be required for development proposing a large use of municipally treated and supplied water. The Plan will consider alternatives to the use of water and evaluate mitigation measures to reduce the use of water, where technically feasible.*

**Evaluation:** The Functional Servicing and Stormwater Management Report prepared by Cole Engineering provides meet stormwater management design criteria the proposed development will utilize rooftop controls and underground storage in combination with an orifice for quality control, use an underground storage system will be open bottom to allow for infiltration of clear rooftop water that will be used for water balance and offline jelly filter will be used for water quality treatment.

## **Chapter 6: Value the Environment**

### 6.4 Water

**Policy 6.4.2.2** states that *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.*

**Evaluation:** The stormwater management strategy has been evaluated in the Stormwater Management Report prepared by Cole Engineering. The Functional Servicing and Stormwater Management Report concludes water supply will be provided by a connection to the existing 300 mm diameter watermain along Ninth Line at the southwest of the proposed property. **Policy 6.4.2.4** states that *surface drainage and stormwater management facilities will be installed for the safety of residents and to protect infrastructure and property.* **Policy 6.4.2.5** provides that *the design of storm drainage and stormwater management facilities will consider interim and ultimate development conditions.* Furthermore, **Policy 6.4.2.6** states that *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.*

**Furthermore, Policy 6.4.2.7** states that *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.*

**Evaluation:** The Functional Servicing and Stormwater Management Report prepared by Cole Engineering states grading of the site will match the existing grades where possible. To the extent practical, the site flows will be accommodated by the stormwater management system up to and including the 100-year storm event. Emergency overland flow will be directed to the adjacent Ninth Line and Dundas Street right of way on the south west side.

## 6.5 Air Quality

**Policy 6.5.3** directs that *Mississauga will promote building and site design that minimizes vehicular idling, energy consumption and maximizes the use of renewable energy and vegetative cover.*

**Evaluation:** The self-storage and commercial retail uses will utilize both passive and active energy conservation measures to minimize the development's energy consumption and Greenhouse Gas emissions. The proposed building design includes a high performing building envelope exceeding SB10 values with also minimizing low WWR. The roof utilizes a high albedo SRI to minimize heat island effect. The building utilizes a low power high efficiency LED lighting system with controls to automate lighting schedule on/off. The mechanical systems consist of high efficiency rooftop AC units and advanced building automation controls. The building's passive survivability due to increased R-values and improved air tightness helps with the building's resiliency during power outages. The building also includes backup power generator and rooftop solar PV to minimize reliance on infrastructure. The proposed sustainable development measures contemplated through the proposed development will meet the goals of Section 1.3.5 of this Plan as the proposed development will integrate sustainable development within a built-area and resilient to climate change.

## 6.6 Soil Conservation

**Policy 6.6.2** directs that *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.*

**Evaluation:** Immediately north of the subject lands is Ninth Line Sports Park. The proposed development proposes a 4.5 metre landscape buffer along the entire north property line. The proposed landscape buffer will consist of appropriate fencing and planting to screen the proposed employment and retail uses on the subject lands.

**Policy 6.6.3** states that *topsoil will be protected by regulating and controlling construction, design and maintenance activities or any activity resulting in site alteration.* Furthermore, **Policy 6.6.4** states that *maintaining vegetation to protect against erosion and degradation of topsoil will be required unless authorized by the City.*

**Evaluation:** In support of this application Cole Engineering has prepared an erosion and sediment plan.

## 6.9 Waste Management

**Policy 6.9.3** directs that *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.*

**Evaluation:** The proposed development will provide a semi-underground garbage containers on a concrete pad located at the North West corner of the subject lands. Appropriate screening through fencing and planting along the north property line will be provided.

## 6.10 Noise

**Policy 6.10.1.2** directs that *industrial, commercial or utility development will not be permitted where the noise transmitted to existing or proposed residential areas, or other noise sensitive use, exceeds the mitigated outdoor and plane of window noise criteria established by the applicable Provincial Government environmental noise guideline.* **Policy 6.10.1.3** states that *the sound levels anticipated on the site of a proposed development will be*

*established on the basis of the predictable worst case noise impact from the stationary source(s) in accordance with the applicable Provincial Government environmental noise guideline.*

**Policy 6.10.3.6** directs that *a feasibility and/or detailed noise impact study prepared to analyze the impacts of road noise on a development are to incorporate the ultimate Annual Average Daily Traffic (AADT) for the road.*

**Evaluation:** A Noise Feasibility Letter has been prepared in support of this application by Aerocoustics confirming the proposed development will not exceed the MECP limits regarding noise and vibration. The proposed development does not require mitigation measures.

## **Chapter 9: Build a Desirable Urban Form**

### 9.1 Introduction

**Policy 9.1.2** provides that *within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.*

**Evaluation:** The proposed development will provide a mix of uses including a self-storage facility and retail uses that include but are not limited to restaurants, financial institution and local commercial uses. The proposed development is consistent with police 9.1.2.

**Policy 9.1.4** states that development *within Employment Areas and Special Purpose Areas will promote good urban design that respects the function of the area.*

**Evaluation:** The proposed development will provided for a five-storey building along the main intersection of Ninth Line and Dundas Street West. The proposed development provides for landscape buffering that will include a range of planting material. Furthermore the façade of the building is engaging and will create a defined gateway for this area of the City limit. The proposed 1-storey commercial retail building fronting Dundas will likewise be articulated and fenestrated to create an appropriate urban setting.

**Policy 9.1.5** states that development on *Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.*

**Evaluation:** The proposed development is consistent with the planned character of Dundas Street West, as a Business area.

**Policy 9.1.8** provides that *Mississauga will transform the public realm to create a strong sense of place and civic pride.*

**Evaluation:** As the subject lands are located on the City's westerly limit, the proposed development will create a sense of place through architecture and landscape design to an underutilized property at the corner of Dundas Street West and Ninth Line.

**Policy 9.1.9** states that *urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes.*

**Evaluation:** Dundas Street West is currently identified as a high-order transit corridor, which will be supported by the proposed development.

**Policy 9.1.10** states that *the city vision will be supported by site development that:*

- a. *respects the urban hierarchy;*
- b. *utilizes best sustainable practices;*

- c. *demonstrates context sensitivity, including the public realm;*
- d. *promotes universal accessibility and public safety; and*
- e. *employs design excellence.*

**Evaluation:** As noted above the proposed amendment allow for intensification of built-form along two major arterial road Dundas Street and Ninth Line which respects the urban hierarchy. Furthermore, the proposed development meets sustainability policies of this Plan as it provides for passive and active energy consumption options and reduced parking on site which is screened from the public realm with landscaping. The proposed buildings are setback from the intersection to create vehicle/pedestrian safety. A high standard of design elements are incorporated into the building and site design.

**Policy 9.1.13** directs that *development will have positive, restorative, ecological benefits on a site through the practice of sustainable building and site design.*

**Evaluation:** The proposed development utilizes both passive and active energy conservation measures to minimize the developments energy consumption and Green House Gas (GHG) emissions. The proposed building design includes a high performing building envelope exceeding SB10 values with also minimizing low WWR. The roof utilizes a high albedo SRI to minimize heat island effect. The building utilizes a low power high efficiency LED lighting system with controls to automate lighting schedule on/off. The mechanical systems consist of high efficiency rooftop AC units and advanced building automation controls. The buildings passive survivability due to increased R-values and improved air tightness helps with the buildings resiliency during power outages. The building also includes backup power generator and rooftop solar PV to minimize reliance on infrastructure.

## 9.2 City Pattern

**Policy 9.2.1.4** provides that *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.*

**Evaluation:** The proposed amendment will permit a site specific exception to permit a reduction in parking for self-storage. This reduced parking rates allow for a more compact urban built form and enhance pedestrian connectivity on the subject lands to adjacent uses.

**Policy 9.2.1.6** states that *Mississauga will encourage the consolidation of access points and shared parking, service areas and driveway entrances.*

**Evaluation:** The proposed development will permit a shared driveway between Part 1 and Part 2. The proposed retail buildings will have shared access to Dundas Street West and Ninth Line through Part 1 of the development.

**Policy 9.2.1.9** provides that *where the right-of-way width exceeds 20 m, a greater building height may be required to achieve appropriate street enclosure in relation to the right-of-way width.* Furthermore, **Policy 9.2.1.10** directs that *appropriate height and built form transitions will be required between sites and their surrounding areas.*

**Evaluation:** The subject lands are not subject to height restrictions in this Plan. The proposed amendments will permit a 5-storey building and three 1-storey buildings which is an appropriate built form for the subject lands. Appropriate transition and setbacks have been incorporated in the design of the site to ensure no adverse impacts are created along Dundas Street West, Ninth Line and Ninth Line Sports Park to the north.



**Policy 9.2.1.21** states that *development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive*. Specifically, **Policy 9.2.1.22** states that *development will be designed to support and incorporate pedestrian and cycling connections*.

**Evaluation:** The proposed development will have an urban built form that is attractive, compact and supportive of transit.

**Policy 9.2.1.25** states that *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*.

**Evaluation:** The proposed building will have active facades which includes all retail at grade level and integrate of materials including but not limited to masonry, glass, concrete and aluminium composite material.

**Policy 9.2.1.26** directs that *for non-residential uses, at grade windows will be required facing major streets and must be transparent*, while, **Policy 9.2.1.27** states that *Development will create a sense of gateway to the Intensification Area with prominent built form and landscaping*. In addition, **Policy 9.2.1.28** provides that *built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired*.

**Policy 9.2.1.29** provides that *development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape*. Furthermore, **Policy 9.2.1.31** states that *buildings should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk*.

**Evaluation:** As noted above the proposed buildings contemplate commercial and retail uses at grade to integrate the built form and streetscape along Ninth Line and Dundas Street West. The proposed development contemplates a 4.5 metre landscape buffer along the south, west and north property lines of the subject lands. The proposed landscaping will provide a variety of trees, shrubs and other planting that is compatibility with the location and use of the site. Detailed landscape plans will be provided through the Site Plan application.

**Policy 9.2.1.32** states that *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*.

**Policy 9.2.1.34** directs that *development will utilize streetscape design to provide visual connections to open space, providing enhanced sidewalk and trail connections near open spaces*. **Policy 9.2.1.35** provides that *buildings and streetscapes will be situated and designed so as to encourage pedestrian circulation*. **Policy 9.2.1.36** provides that *streetscape improvements including trees, pedestrian scale lighting, special paving and street furniture in sidewalks, boulevards, open spaces and walkways, will be coordinated and well designed*.

**Evaluation:** The proposed amendment will permit a built form, massing, and scale that is appropriate for the planned character of the Western Business Park Employment Area. The proposed development will improve the existing public realm of this area as a high level of architectural design and landscaping is contemplated on the subject lands.

**Policy 9.2.1.37** states that *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*. Furthermore, **Policy 9.2.1.38** states that *parking lots and structures should not be located adjacent to major streets*.

**Evaluation:** The proposed parking areas on the subject lands are screened by a minimum 4.5 metre landscape open space along each property line to screen the proposed parking spaces from the street.

**Policy 9.2.1.39** states that *signage will be integrated with the scale and character of built form and will follow universal design principles.*

**Evaluation:** The proposed development will provide signage that will be integrated with the scale and character of the built form. The location and signage type will be determined through site plan.

**Policy 9.2.2.4** directs that *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.*

**Evaluation:** The proposed development will provide setbacks to Ninth Line, Dundas Street West and Ninth Line Sports Park which exceed the minimum setback requirements within an Employment Zone. The increased setbacks allow for additional landscape buffers along the north, west and south property lines that provide landscaped open space to adjacent lands uses.

**Policy 9.2.2.6** states that development on *Corridors will be encouraged to:*

- a. *assemble small land parcels to create efficient development parcels;*
- b. *face the street, except where predominate development patterns dictate otherwise;*
- c. *not locate parking between the building and the street;*
- d. *site buildings to frame the street and where non-residential uses are proposed to create a continuous street wall;*
- e. *provide entrances and transparent windows facing the street for non-residential uses;*
- f. *support transit and active transportation modes;*
- g. *consolidate access points and encourage shared parking, service areas and driveway entrances; and*
- h. *provide concept plans that show how the site can be developed with surrounding lands.*

### 9.3 Public Realm

**Policy 9.3.1.3** states that major roads and their streetscapes should be designed to create spaces that are integral parts of the adjacent communities, thus serving to link communities.

**Evaluation:** High-quality landscaping is proposed as a part of the development to enhance visual interest along the public street and to create an attractive public realm for pedestrians. The proposal will provide for lighting on-site to increase pedestrian safety and comfort. Parking is proposed in the front yard and within the interior loading area to accommodate the self-storage use. High-quality landscaping will be provided along the frontage of the Dundas Street West and Ninth Line to screen the surface parking from the public realm and will be further detailed at the Site Plan stage.

**Policy 9.3.1.4** provides that *development will be designed to:*

- a. *respect the natural heritage features, such as forests, ridges, valleys, hills, lakes, rivers, streams and creeks;*
- b. *respect cultural heritage features such as designated buildings, landmarks and districts;*
- c. *accentuate the significant identity of each Character Area, its open spaces, landmarks and cultural heritage resources;*
- d. *achieve a street network that connects to adjacent streets and neighbourhoods at regular intervals, wherever possible;*
- e. *meet universal design principles;*
- f. *address new development and open spaces;*

- g. *be pedestrian oriented and scaled and support transit use;*
- h. *be attractive, safe and walkable;*
- i. *accommodate a multi-modal transportation system; and*
- j. *allow common rear laneways or parallel service streets to provide direct access for lots fronting arterial roads and major collector roads, when appropriate.*

**Evaluation:** e) and h) are applicable to the proposal. The proposal addresses these policies by providing visual interest through a mixture of façade materials, such as glass, curtain wall glazing, masonry, spandrel, concrete, back-lit glass, and aluminum and metal panels. The proposed design will incorporate a mixture of colours on all sides of the proposed building to further enhance visual interest. Furthermore, attractive light standards and fixtures will be located around the surface parking area to enhance safety. Light standards will be of a similar design and style to existing light standards in the abutting commercial development to further integrate the proposal. Cutoffs will be used to ensure light spillage onto adjacent properties will not occur.

**Policy 9.3.1.7** directs that *streetscapes will be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting and signage.* Furthermore, **Policy 9.3.1.8** provides that *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.* In addition, **Policy 9.3.1.9** states that *development and elements within the public realm will be designed to provide continuity of the streetscape and minimize visual clutter.*

**Evaluation:** The proposed amendment will permit a built form that provides appropriate form, massing and scale. The subject lands will include a site layout that create easy access for pedestrians and vehicles while connecting to existing infrastructure along Ninth Line and Dundas Street West. The proposed development contemplates a pedestrian connection throughout the site connecting the proposed self-storage building and three commercial retail buildings to Ninth Line and Dundas Street West. Appropriate lighting and signage will be incorporated throughout the site which will be outlined through the site plan application.

**Policy 9.3.3.5** directs that *special attention will be given to major intersections to create a sense of enclosure and identity, as well as heightened architectural interest.* Furthermore, **Policy 9.3.3.6** states that *developments on major corners, prominent sites or that terminate a view will be held to a higher design standard.*

**Evaluation:** The proposed development will provide an enhanced architectural interest to the intersection of Ninth Line and Dundas Street West. The proposed building and landscaping will creates identity to an underutilized site as a gateway along an Intensification Corridor in the City of Mississauga. A Landscape plan has been prepared in support of this application, specific planting material will be determined through the site plan stage. The proposed buildings building will consist of a variety of materials including but not limited to masonry, glass, concrete and aluminum.

**Policy 9.3.5.8** states that landscaped, outdoor on-site amenity areas will be encouraged for employment uses.

**Evaluation:** The proposed development will provide landscape areas throughout the site, including landscaping along the north, south and west property lines and landscape islands throughout the parking area. A landscape plan has been prepared in support of this application.

## 9.4 Movement

**Policy 9.4.1.1** directs that *the design of all development will foster the improvement of connections and accessibility for transit users and promote active transportation modes.*

**Evaluation:** The proposed amendment will permit improvement to the existing connections and accessibility for transit users on and adjacent to the subject lands by providing safe pedestrian walkways to main entrances that are clear and meet minimum design standards. The proposed development will permit safe accessible driveway entrances that provide right-in-right-out condition along Dundas Street West and full access along Ninth Line.

**Policy 9.4.1.3** directs that *development will support transit and active transportation by:*

- a. *locating buildings at the street edge, where appropriate;*
- b. *requiring front doors that open to the public street;*
- c. *ensuring active/animated building façades and high quality architecture;*
- d. *ensuring buildings respect the scale of the street;*
- e. *ensuring appropriate massing for the context;*
- f. *providing pedestrian safety and comfort; and*
- g. *providing bicycle destination amenities such as bicycle parking, shower facilities and clothing lockers, where appropriate.*

**Evaluation:** The proposed orientation of the self-storage building is proposed in the southwest quadrant of the subject lands creating an active frontage at the corner of Dundas Street West and Ninth Line. Furthermore, two of the three proposed commercial retail buildings are oriented along the frontage of Dundas Street West to improve the public realm along the Intensification Corridor. The proposed building will create an active façade using masonry, glass, concrete and aluminum materials. Bicycle parking and reduction in parking is proposed to support transit infrastructure.

**Policy 9.4.1.4** states that *development will provide for pedestrian safety through visibility, lighting, natural surveillance and minimizing vehicular conflicts.*

**Evaluation:** The proposed development maintains the day light triangle to maintain sight lines for vehicles at the intersection of Dundas Street West and Ninth Line. On site drive aisles are appropriately designed. On site lighting will be provided in an appropriate manner.

**Policy 9.4.2.3** states that *where buildings and structures are separated from roadways by parking lots, efforts to upgrade pedestrian access to buildings through landscaping, site design and the development of street related frontages is encouraged.*

**Evaluation:** The proposed amendments will provide appropriate landscaping open space along Ninth Line and Dundas Street West. The proposal also contemplates Landscape Island throughout the site to create separation between parking areas.

## 9.5 Site Development and Buildings

**Policy 9.5.1.2** provides that *developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:*

- a. *Natural Heritage System;*
- b. *natural hazards (flooding and erosion);*
- c. *natural and cultural heritage features;*
- d. *street and block patterns;*
- e. *the size and configuration of properties along a street, including lot frontages and areas;*
- f. *continuity and enhancement of streetscapes;*
- g. *the size and distribution of building mass and height;*

- h. *front, side and rear yards;*
- i. *the orientation of buildings, structures and landscapes on a property;*
- j. *views, sunlight and wind conditions;*
- k. *the local vernacular and architectural character as represented by the rhythm, textures and building materials;*
- l. *privacy and overlook; and*
- m. *the function and use of buildings, structures and landscapes.*

**Evaluation:** The proposed development represents an appropriate development of Business Employment designated land which is compatible with surrounding land uses. No adverse compact building uses are anticipated.

**Policy 9.5.1.4** states that *buildings, in conjunction with site design and landscaping, will create appropriate visual and functional relationships between individual buildings, groups of buildings and open spaces.*

**Evaluation:** The proposed development will create appropriate visual and functional relationships between the proposed buildings on the subject lands. Furthermore, the proposed orientation of the buildings create appropriate massing and transition to the recreational park and open space immediately north of the subject lands.

**Policy 9.5.1.7** directs that developments adjacent to public parkland will complement the open space and minimize negative impacts.

**Evaluation:** A Shadow Impact Study has been prepared by TACT Architecture which demonstrates 6 consecutive hours of solar access in the fall solstice. The Shadow Impact Study further shows that a minimal shadow is present to the lands to the north for 4 consecutive hours in the winter equinox with 1 of those hours with a shadow located on the baseball diamond at 4pm. Based on the Shadow Study prepared in support of this application the proposed development contemplates setbacks that provide appropriate transition and screening to the proposed development.

**Policy 9.5.1.9** states that *development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated.*

**Evaluation:** The proposed development is compatible with surrounding land uses.

**Policy 9.5.1.10** directs that *where employment and commercial uses are adjacent to noise sensitive uses, noise mitigation should be provided at the source of the noise to ensure compatibility and acceptable noise levels.* Furthermore, **Policy 9.5.1.12** states that noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged.

**Evaluation:** A Noise Feasibility Letter has been prepared by Aerocoustics and confirms the proposed development will not impact adjacent uses and mitigation measures are not required.

**Policy 9.5.1.13** states that *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.*

**Evaluation:** Though the subject lands do not have direct exposure to Highway 403, the subject lands are in close proximity to the Dundas Street-403 interchange. A higher standard of design has been considered for the proposed buildings as shown on the elevation plans provided and prepared by TACT Architecture. The

proposed building will consist of masonry, glass, concrete and aluminum materials, and appropriate landscaping which will be determined through site plan.

**Policy 9.5.1.14** provides that *sites that have exposure to parks or double exposure to both Provincial Highways and public streets will be required to be designed with upgraded building elevations and landscaping facing all parks, public highways and public streets.*

**Evaluation:** The subject lands are immediately south of Ninth Line Sports Park. The proposed development contemplates landscaping and fencing along the north property line to screen the proposed development from the open space to the north. The fencing and landscaping will also provide an element of safety to the park from any recreational activity occurring at the park. This will protect the users of the park of any vehicular movement occurring on the subject lands.

**Policy 9.5.2.2** states *that developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by:*

- a. *providing walkways that are connected to the public sidewalk, are well lit, attractive and safe;*
- b. *fronting walkways and sidewalks with doors and windows and having visible active uses inside;*
- c. *avoiding blank walls facing pedestrian areas; and*
- d. *providing opportunities for weather protection, including awnings and trees.*

**Policy 9.5.2.3** states that *development proponents will be required to ensure that pedestrian circulation and connections are accessible, comfortable, safe and integrated into the overall system of trails and walkways.* Furthermore, **Policy 9.5.2.4** provides that *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.*

**Evaluation:** The proposed development will provide walkways to entrances and parking areas proposed on the subject lands which connect to existing and planned public realm along Dundas Street West and Ninth Line. The proposal contemplates 10 bicycle parking spaces.

**Policy 9.5.2.6** states that *development proponents will be required to demonstrate the successful application of universal design principles and compliance with legislated standards.*

**Evaluation:** AODA will be met.

**Policy 9.5.2.7** provides that *site development should respect and maintain the existing grades on-site.*

**Evaluation:** A Site Grading Plan has been prepared by Cole Engineering in support of this application.

**Policy 9.5.2.8** directs that *site designs that conserve energy will be encouraged. Energy conservation will be addressed at the development application stage and during the preparation of building and site designs. Buildings should be designed, oriented, constructed and landscaped to minimize interior heat loss and to capture and retain solar heat energy in the winter and to minimize solar heat penetration in the summer.* Furthermore, **Policy 9.5.2.9** provides that *site designs will be encouraged that minimize the consumption of water.*

**Evaluation:** As noted above the proposed development will utilize both passive and active energy conservation measures to minimize the developments energy consumption and GHG emissions. Further details will be provided through the Site Plan Application.

**Policy 9.5.2.10** provides that site development will be encouraged to meet a minimum standard of LEED Silver or custom green development standards.

**Evaluation:** The proposed buildings will utilize a low power high efficiency LED lighting system with controls to automate lighting schedule on/off. The mechanical systems consist of high efficiency rooftop AC units and advanced building automation controls. Further details will be determined through the detail design stage.

**Policy 9.5.2.11** directs that *site development will be required to:*

- a. *incorporate stormwater best management practices;*
- b. *provide enhanced streetscape;*
- c. *provide landscaping that complements the public realm;*
- d. *include the use of native non-invasive plant material;*
- e. *protect and enhance habitat;*
- f. *preserve significant trees on public and private lands;*
- g. *incorporate techniques to minimize urban heat island effects such as providing planting and appropriate surface treatment; and*
- h. *provide landscaping that beautifies the site and complements the building form.*

**Evaluation:** The proposed development will provide Low Impact Development as supported by the Functional Servicing and Stormwater Management Report prepared by Cole Engineering. The proposed landscaping on the subject lands will provide appropriate planting, screening and street furniture. Further landscaping details will be provided through the detailed design stage.

**Policy 9.5.2.12** states that *heating, venting and air conditioning equipment and mechanical/utility functions will be located away from the public realm and not be visible from public view.*

**Evaluation:** The mechanics of the buildings will be located on the roof, screened from public view as shown on the Roof and Elevations Plans prepared by TACT Architecture.

**Policy 9.5.3.1** states that *buildings will be designed to create a sense of identity through the site layout, massing, forms, orientation, scale, architectural features, landscaping and signage.* **Policy 9.5.3.2** directs that *buildings must clearly address the street with principal doors and fenestrations facing the street in order to:*

- a. *ensure main building entrances and at grade uses are located and designed to be prominent, face the public realm and be clearly visible and directly accessible from the public sidewalk;*
- b. *provide strong pedestrian connections and landscape treatments that link the buildings to the street; and*
- c. *ensure public safety.*

Furthermore, **Policy 9.5.3.3** provides that *building façades should be articulated to include changes in materials, or material treatments, as well as the indication of transition between floors and interior spaces to provide visual interest and relief* and **Policy 9.5.3.5** directs that *front building façades should be parallel to the street. Consideration may be given to allow for periodic indentation for visual relief and features such as urban plazas.*

**Evaluation:** An attractive architectural design and range of materials are provided to reflect a high level of quality and contribute to the existing commercial architectural character of the area. The proposed building design will provide visual interest through a mixture of façade materials, such as glass, curtain wall glazing, masonry, spandrel, concrete, back-lit glass, and aluminum and metal panels. The proposed design will incorporate a mixture of colours on all sides of the proposed building to further enhance visual interest.



**Policy 9.5.3.6** provides that 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. **Policy 9.5.3.7** states that buildings will be pedestrian oriented through the design and composition of their façades, including their scale, proportion, continuity, rhythms, texture, detailing and materials.

**Policy 9.5.3.8** directs that buildings should avoid blank street wall conditions. Blank walls resulting from phased development, will require upgraded architectural treatment.

**Evaluation:** TACT Architecture has prepared elevation plans in support of this application. As shown in the elevation plans the proposed buildings will not have blank street wall conditions rather articulated street walls to improve the street scape along Dundas Street West. Furthermore, pedestrian walkways are proposed throughout the subject lands that will be well lit and landscaped to break up any hard surfacing from the proposed parking areas. The landscape islands and pedestrian walkways create a pedestrian connection to the built form on the subject lands and public realm of Dundas Street West and Ninth Line.

**Policy 9.5.3.11** states that building materials should be chosen for their functional and aesthetic quality, sustainability and ease of maintenance. Furthermore, **Policy 9.5.3.12** directs that the choice of building materials should minimize the risk for bird collisions.

**Evaluation:** The proposed buildings will consist of a variety of materials including but not limited to glass, curtain wall glazing, masonry, spandrel, concrete, back-lit glass, and aluminium and metal panels. As noted above the proposed design will incorporate a mixture of colours on all sides of the proposed building to further enhance visual interest.

**Policy 9.5.4.2** directs that an attractive and comfortable public realm will be created through the use of landscaping, the screening of unattractive views, protection from the elements, as well as the buffering of parking, loading and storage areas. Furthermore, **Policy 9.5.4.5** directs that built form will relate to the width of the street right-of-way.

**Evaluation:** The proposed development has been designed to improve the existing pedestrian environment along Dundas Street West. The primary entrance to the self-storage facility will be directly accessible to Dundas Street West and the proposed pedestrian walkway will ensure safe connection from the building's entrance to future pedestrian walkway along Dundas Street West and Ninth Line. Landscaping will be adjacent to pedestrian walkways, including enhanced planting at the corner of Dundas Street West and Ninth Line to further create an inviting public realm and to integrate the sidewalk connections to the future public sidewalks.

**Policy 9.5.5.3** states that where surface parking is permitted, the following will apply. Parking should:

- a. not be located between the building and the street;
- b. incorporate stormwater best management practices, such as, permeable paving, bioretention areas and tree clusters;
- c. provide safe and legible raised walkways, with curb ramps, within parking areas to buildings and streets;
- d. incorporate universal design principles;
- e. be configured to permit future development;
- f. have appropriate landscape treatment including trees and lighting, throughout parking lots;
- g. provide appropriate landscape treatment to provide shading of parking areas; and
- h. provide landscape buffering at the street edge.

## Evaluation:

- The parking areas on the subject lands will be screened by a 4.5 m landscape buffer proposed on the subject lands. The landscape buffer will consist of high quality landscaping to screen the proposed parking between the street and building to ensure no impact on the public realm of Dundas Street West and Ninth Line.
- The proposed stormwater measures will be incorporated in the proposal and not create physical impact on the site or surrounding areas as supported by the Functional Servicing and Stormwater Management Report prepared by Cole Engineering.
- The proposed development will provide for walkways and curbs that assist the safety of pedestrian's mobility through the subject lands.
- A concept landscape plan has been prepared in support of this application that illustrates the high-quality landscaping to improve the public realm and parking areas.

Specific landscaping, lighting and materials will be determined through detail design stage.

**Policy 9.5.5.7** states *service, loading and garbage storage areas should be internal to the building or located at the rear of the building and screened from the public realm.*

**Evaluation:** The proposed development contemplates loading within an enclosed building and garbage storage at the rear of the property which will be screened from adjacent uses.

**Policy 9.5.6.2** states *active building frontages should be designed to face public spaces including entries and windows to ensure natural surveillance opportunities.*

**Evaluation:** The proposed development will provide for two commercial retail buildings fronting Dundas Street West and proposed the Self-Storage facility is oriented towards Dundas Street West and Ninth Line. The orientation of the buildings will support policy 9.5.6.2 as the buildings will face the public streets which allows windows and entrances to be towards the public realm ensuring natural surveillance on the subject lands.

**Policy 9.5.6.4** states *development should incorporate lighting to ensure all designated areas of circulation, entrance, and connections are appropriately illuminated.*

**Evaluation:** The proposed development will provide for lighting to assist safely at entrances and parking areas on the subject lands. Specific locations and materials will be determined at the detailed design stage.

## Chapter 10: Foster a Strong Economy

### 10.1 Introduction

**Policy 10.1.1** states *Mississauga will encourage a range of employment opportunities reflective of the skills of the resident labour force.* **Policy 10.1.2** states *Mississauga will identify and protect lands for a diversity of employment uses to meet current and future needs.* Furthermore, **Policy 10.1.3** states *an adequate supply of lands providing locations for a variety of appropriate employment uses will be maintained to accommodate the City's growth forecasts.*

**Evaluation:** The proposed development will assist the City of Mississauga to protect employment lands and meet growth forecast targets set out in this Plan as the proposed development is within the Western Business Park Employment Area and provides a range in employment uses for local resident and businesses as contemplated in the MOP.

## Chapter 11: General Land Use Designations

### 11.2 General Land Use

**Policy 11.2.6.1** states *In addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit the following uses but not limited to, financial institution, personal service establishment, restaurant, and retail store.*

**Evaluation:** The proposed development will implement this policy by proposing a development which supports the permitted uses indicated in policy 11.2.6.1.

**Policy 11.2.11.1** states *in addition to the Uses Permitted in all Designations, lands designated Business Employment will also permit the following use of self-storage facility.*

**Evaluation:** The proposed development will consist of a self-storage building with accessory use for building reception and retail. The proposed self-storage facility will be a total of 719 sq. m in size while the reception and retail will be 622 sq.m in size.

## Chapter 17: Employment Areas

### 17.1 Introduction

**Policy 17.1.1.1** states *lands on a Corridor will not be subject to the two storey height minimum except along Intensification Corridors and within Major Transit Station Areas. Character Area policies may establish height requirements.*

**Evaluation:** The subject lands are located on an Intensification Corridor therefore only subject to Character Area. The Western Business Park Character Area does not provide revisions regarding minimum and maximum height requirements. The proposed buildings will range from one to five storeys in height.

### 17.9 Western Business Park

**Policy 17.9.1.2** states *loading bays and waste collection areas should not face onto Provincial Highway 403, Ridgeway Drive, Winston Churchill Boulevard, Dundas Street West or Ninth Line.*

**Evaluation:** The proposed customers loading/unloading areas are internalized within the building and accessible by garage doors which will remain closed and only open when vehicles are entering and exiting the drop off area. The proposed loading bay at the rear of the building will be used for larger deliveries and given its location will not create any adverse impact to adjacent uses. Loading for the retail buildings are proposed to be at the rear of the larger building or by way of hand delivery to the smaller building. The proposed waste collection is located at the rear of the property and will be screened.

**Policy 17.9.3.2.1** states *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. Furthermore, Policy 17.9.3.1.2 states notwithstanding the provisions of the Business Employment designation, Mixed Uses and cemetery use will be permitted.*

**Evaluation:** The subject lands are identified as Special Site 2 and proposed to permit retail uses on the subject lands which is a permitted use under the Mixed Use designation. The proposal is in conformity with policies 17.9.3.2.1 and 17.9.3.2.2.

**Based on our analysis the proposed Zoning By-law Amendment conforms to the City of Mississauga Official Plan.**



## APPENDIX **E**





THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER \_\_\_\_\_

A by-law to amend Number 0225-2007, as amended.

WHEREAS pursuant to section 34 of the *Planning Act*, R.S.O 1990, c.P.13, as amended, the council of a local municipality may pass a zoning by-law;

NOW THEREFORE the Council of the Corporation of the City of Mississauga ENACTS as follows:

1. The City of Mississauga Zoning By-law Number 0225-2007, as amended, be and it is hereby further amended by:
  - a. By rezoning the subject lands as shown in Schedule “B” - Zoning Map 59 as Employment Zone (E2) with Exception 93 to Employment Zone (E2) as shown Schedule “1”;
2. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is to be deleted and replaced with the following exception table:

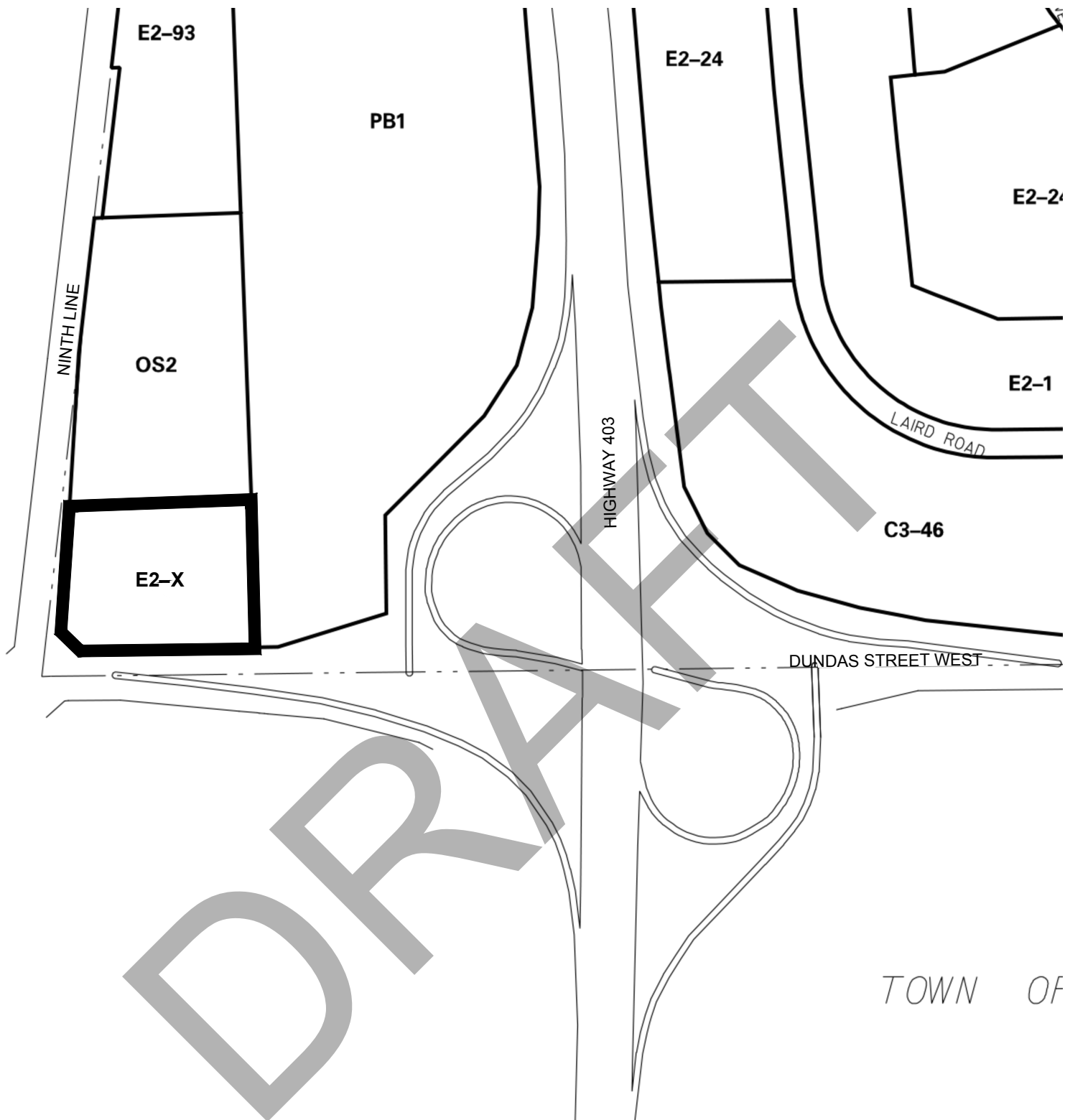
| 8.2.3.X   | Exception: E2-X                                     | Map # 59  | By-law: |
|---|---|---|---------|
| In a E2-X zone the permitted <b>uses</b> and applicable regulations shall be as specified for a RA2 zone except that the following <b>uses/regulations</b> shall apply: |   |   |         |
| <b>Permitted Uses</b>   |   |   |         |
| 8.2.3.X.1   | (1) All E2 uses permitted in Table 8.2.1            |   |         |
|   | (2) Retail Use                                      |   |         |
| <b>Regulations</b>  |   |   |         |
| 8.2.3.X.3   | Maximum Height                                      | 5 Storey (24 m)   |         |
| 8.2.3.X.4   | Floor Space Index                                   | 2.5   |         |
| 8.2.3.X.5   | Parking Rate  | Self-Storage Rate:0.1 spaces per 100 sq. m of GFA<br><br>Retail-Rate: 3.5 spaces per 100 sq. m of GFA |         |
| 8.2.3.X.6   | Loading Space Rate                                  | Self-Storage Rate: min. of 2 spaces.<br><br>Retail Rate: min. of 0 spaces.                            |         |
| 8.2.3.X.7   | Outdoor Garbage Enclosures in Non-Residential Zones | Permit a garbage enclosure within the landscaped area.  |         |

ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_ 2019.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

DRAFT



Data Source: City of Mississauga Zoning By-law 0225-2007- Map 59 (2015)

## Schedule 1

### Amendment to City of Mississauga Zoning By-law 0225-2007

3855 Dundas Street West,  
Mississauga, Ontario

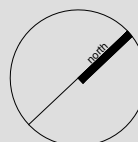
#### LEGEND



Lands to be Rezoned from Employment Zone (E2) with Exception 93 to Employment Zone (E2) with an Exception (X)

DATE: November 27, 2018

SCALE 1:5000



N:\162578 - Ninth Line and Dundas, Mississauga\2018\09\September\Figures\CAD\162578-Figure Mapping (Notice Sign)- 05 September 2018.dwg



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## **APPENDIX “A” TO BY-LAW NUMBER \_\_\_\_\_**

### Explanation of the Purpose and Effect of the By-law

The purpose of this By-law is to amend various sections of the Zoning By-law pertaining to the subject lands municipally addressed as 3855 Dundas Street West. Changes include the following:

- Establish a maximum height;
- Floor Space Index;
- Parking and Loading Rates;
- Outdoor Garbage Enclosure within a Landscape Area.

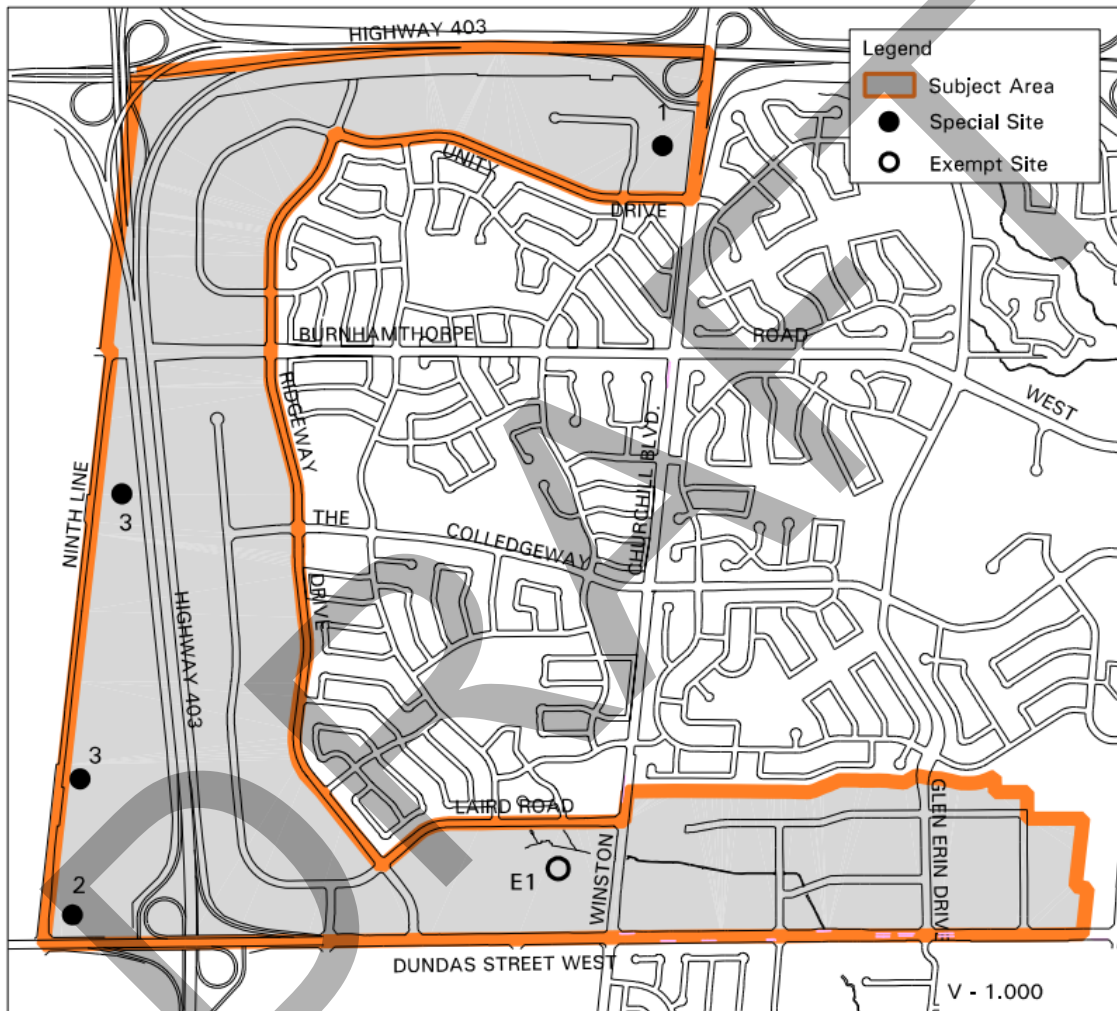
### Location of Lands Affected

Lands located in Western Business Park Employment Area in the City of Mississauga, as shown on the Attached Maps designated as Appendix “A” and Appendix “B”.

Further information regarding this By-law may be obtained from David Breveglieri, Planner, Development South, 905-615-3200 ext. 5551, [david.breveglieri@mississauga.ca](mailto:david.breveglieri@mississauga.ca)

## APPENDIX “B”

### SCHEDULE “A” – LOCATION OF SUBJECT LANDS WITHIN THE WESTERN BUSINESS PARK CHARACTER AREA



Map 17-9: Western Business Park Employment Area



**MHBC**  
P L A N N I N G  
U R B A N D E S I G N  
& L A N D S C A P E  
A R C H I T E C T U R E