

City of Mississauga

Corporate Report



Date: May 15, 2020

To: Mayor and Members of Council

From: Andrew Whittemore, M.U.R.P., Commissioner of
Planning & Building

Originator's files:
CD.03-GAT

Meeting date:
May 27, 2020

Subject

Addendum Recommendation Report – Gateway Corporate Centre City-Initiated Zoning By-law Amendment

Recommendation

1. That the report titled “Addendum Recommendation Report – Gateway Corporate Centre City-initiated Zoning By-law Amendment” dated May 15, 2020 from the Commissioner of Planning and Building recommending approval of the Zoning By-law Amendment, be adopted.
2. That the Mississauga Zoning By-law 0225-2007 be amended in accordance with the proposed changes contained in the report titled “Recommendation Report – Gateway Corporate Centre City-initiated Zoning By-law Amendment” dated December 6, 2019, subject to and in accordance with the further proposed changes contained in the report titled “Addendum Recommendation Report – Gateway Corporate Centre City-initiated Zoning By-law Amendment” dated May 15, 2020.

Background

In 2014, City Council adopted By-law 0238-2014 which approved Amendment 25 to the Mississauga Official Plan (Official Plan), herein referred to as MOPA 25. MOPA 25 re-designated most lands within Gateway Corporate Centre from Business Employment to Office. The Gateway Corporate Centre forms a part of the Official Plan and provides the vision and policies to guide development of this area. The amendment was appealed to the Ontario Municipal Board (OMB) by several landowners. In 2017, a settlement was reached after negotiation with the appellants.

In 2018, staff began the process of amending the Zoning By-law to conform to MOPA 25. The Zoning By-law implements the Official Plan objectives by providing the specific permitted uses and regulations for each property. Two newly drafted Office zones – Major Office and General Office – support a prestigious, transit-supportive office employment area. These zones will

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| Council | 2020/05/15 | 2 |
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implement the policies of the Official Plan and correspond to the Office designation introduced by MOPA 25.

Comments

The purpose of this report is to summarize and address comments received just prior to the May 6, 2020 City Council meeting. Council deferred consideration of the item to provide staff time to respond to the submissions. Comments provided in this report are in addition to the submissions and staff responses contained in the report titled “Recommendation Report – Gateway Corporate Centre City-initiated Zoning By-law Amendment” dated December 6, 2019 and attached as Appendix 1.

Written Submissions

City Council received two written submissions before the May 6, 2020 City Council meeting. Complete written submissions from the Council meeting are attached as Appendix 2. Staff responses to the submissions are provided below:

- An associate from Pound & Stewart Associates Limited, representing Orlando Corporation, requested several revisions to the Zoning By-law Amendment to address their client’s concerns. The revisions are requested to provide additional land use and design flexibility for Orlando Corporation properties in the Gateway area.

Staff response: The Zoning By-law Amendment as drafted by staff will implement City Council’s 2014 decision and the terms of the 2017 OMB Settlement agreed to by the City and Orlando Corporation. The settlement granted unique, limited uses and development standards for several Orlando properties; which are reflected in this Amendment. A detailed staff response to the list of requested revisions is provided in Appendix 3.

- A solicitor from Horosko Planning Law, representing Annovator Developments, owner of the property at 131 Courtneypark Drive East, requests that their site be exempt from the proposed zoning permissions for a period of time. This would allow Annovator Developments to submit a site plan application for the proposed industrial development under the existing zoning permissions.

Staff response: Staff met with the applicant for 131 Courtneypark Drive East on April 24, 2020 to discuss preliminary plans for an industrial building on the subject property. The industrial building is not a permitted use under the Office designation in the Official Plan. No formal application has been submitted at this time. The Official Plan does not permit unique, temporary exceptions for a non-permitted use in the Zoning By-law for new buildings.

Modifications to the Zoning Regulations

In response to the written submissions, the following modifications have been made to the zoning regulations recommended in the December 6, 2019 Recommendation Report:

- Changes to the zoning for lands within Special Site 3 of the Official Plan to recognize the site plan application currently being processed at 6305 Kateson Drive and 50 Capston Drive. Special Site 3 policies permit low density employment uses such as manufacturing and warehousing, and make exceptions to several built form standards that apply more generally to properties in the Gateway area. The changes to the zoning for the subject properties are:
 - Revision of the minimum height requirement from 11.5 metres and 2 stories to 11.5 metres.
 - Removal of the minimum Floor Space Index (FSI) requirement.
- Technical revision for properties previously zoned O3-8 to remove exceptions that are no longer required.
- Change in the measurement of FSI for Major Office and General Office zones to recognize the possible phasing of development through individual site plan applications.

Financial Impact

There are no financial impacts resulting from the recommendations in this report.

Conclusion

The Zoning By-law Amendment implements the vision and policies of the Official Plan for a prestigious, transit-supportive office employment Gateway area along the Hurontario LRT corridor and respects the terms of the 2017 OMB settlement. The modifications in this Addendum will support development in the Gateway area and meet the intent of Official Plan policy.

Attachments

Appendix 1: Recommendation Report

Appendix 2: Addendum Complete Written Submissions

Appendix 3: Addendum Response to Orlando Corporation Submission



Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Christian Binette

City of Mississauga
Corporate Report



Date: 12/06/2019

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Originator's files:
CD.03-GAT

Meeting date:
1/13/2020

Subject

RECOMMENDATION REPORT (WARD 5)

Recommendation Report – Gateway Corporate Centre City-initiated Zoning By-law Amendment

Recommendation

1. That the report titled "Recommendation Report – Gateway Corporate Centre City-initiated Zoning By-law Amendment" dated December 6, 2019 from the Commissioner of Planning and Building recommending approval of the zoning by-law amendment, be adopted.
2. That the Mississauga Zoning By-law 0225-2007 be amended in accordance with the proposed changes contained in this report.

Report Highlights

- This report contains the final zoning changes for the Gateway Corporate Centre Character Area, herein referred to as the Gateway Corporate Centre. Two newly drafted Office zones are proposed to align with the Official Plan vision of a prestigious office employment area along the Hurontario Light Rail Transit (LRT) Corridor.
- A public meeting was held on October 7, 2019 to hear comments regarding proposed amendments to the Mississauga Zoning By-law 0225-2007 (Zoning By-law). Additional meetings were also held with major landowners in the area.
- The proposed zoning regulations were circulated to internal departments, external agencies and stakeholders. A number of minor comments were received and proposed modifications have been made where appropriate.

Background

In 2014, City Council adopted By-law 0238-2014 which approved Amendment 25 to the Mississauga Official Plan (Official Plan), herein referred to as MOPA 25. MOPA 25 re-designated most lands within Gateway Corporate Centre from Business Employment to Office. The Gateway Corporate Centre forms a part of the Official Plan and provides the vision and policies to guide development of this area. The amendment was appealed to the Ontario Municipal Board (OMB) by several landowners. In 2017, a settlement was reached after negotiation with the appellants.

In 2018, staff began the process of amending the Zoning By-law to conform to the amended Official Plan. The Zoning By-law implements the Official Plan objectives by providing the specific permitted uses and regulations for each property. Two (2) newly drafted Office zones – Major Office and General Office¹ – support a prestigious, transit-supportive office employment area. These zones will implement the policies of the Official Plan and correspond to the Office designation introduced by MOPA 25.

Comments

The purpose of this report is to summarize and address the comments received from the community, departments and agencies. A summary of this input and the staff responses are provided in Appendix 2. Complete comment submissions are attached as Appendix 3.

Public Engagement

Engagement of stakeholders included statutory and non-statutory meetings, on-line communication and individual meetings with landowner representatives as outlined below:

- Draft regulations presented to Planning and Development Committee (PDC) on June 24, 2019
- Draft zoning regulations and related planning process information posted on the City's Gateway Project webpage on August 26, 2019
- Stakeholder meeting with Smart Centres REIT on behalf of Derry-Ten on September 18, 2019
- Community meeting held on September 19, 2019 (approximately 30 attendees) – advertised on an outdoor advertisement board, by mail to 800 landowners and the City's Gateway Project webpage – see Appendix 4
- Statutory public meeting held on October 7, 2019 (2 deputants) – advertised in the newspaper on September 12, 2019, by mail to 800 landowners and the City's Gateway Project webpage – see Appendix 5

¹ Major Office and General Office zones were formerly referenced as O1 and O2 zones in the Information Report presented to PDC on June 24th, 2019. The final reference number for the two Office zones and corresponding exception zones will be created in accordance with the existing format of the Zoning By-law. A technical change to the reference number of currently zoned O properties outside of the Gateway area is also recommended to better reflect the general numbering format used in the Zoning By-law.

- Stakeholder meeting with Pound & Stewart Planning Consultants on behalf of Orlando Corporation on October 16, 2019

Stakeholder Comments

Complete comment submissions Comments received through the public engagement process generally reflect the following themes:

- Support for intensification and greater development along Hurontario Street in the Gateway Corporate Centre

Staff response: The uses and regulations in the zoning amendment aim to capitalize on the large investment in LRT along Hurontario Street. The City is already processing development applications for higher density, transit-supportive types of uses, such as offices and hotels. The number of development applications is expected to increase with the construction of the Hurontario LRT over the coming years.

- Concern that existing uses, buildings and structures will not be recognized in the new zoning

Staff response: The Official Plan through MOPA 25 permits existing uses to continue and expand in a limited fashion. Through this amendment, existing uses will be recognized in new general exception zones and will be deemed legal conforming. The large majority of exceptions zones shown in Appendix 1 are intended to recognize existing uses.

- Requests for additional manufacturing and industry-related employment uses in the new zoning, including for properties where they do not currently exist

Staff response: The Province has identified Hurontario Street as a priority transit corridor and has set out specific transit-supportive goals to be achieved along this corridor, including the delineation of Major Transit Station Areas (MTSA). Corporate Centre policies also require transit-supportive uses. Office uses have a significantly higher number of employees per square metre as compared to industrial, retail and institutional uses. The list of uses identified in the Official Plan and implemented through this zoning amendment will assist the City in meeting its provincially-mandated minimum MTSA density targets. For vacant properties, all existing zoning permissions are being replaced with uses and regulations in conformity with MOPA 25.

- Through the 2017 settlement, MOPA 25 introduced site specific policies for several properties that should be reflected in the zoning amendment

Staff response: Site specific exception zones have been created to reflect special and exempt site policies for the Gateway Corporate Centre.

- Clarification as to how maximum height requirements will apply to Gateway properties

Staff response: The Gateway Corporate Centre is within the Airport Operating Area and as such, is subject to development requirements from the Greater Toronto Airport Authority (GTAA). Maximum heights will be established through the development approvals process based on review and comment from the GTAA.

Key Modifications to the Draft Zoning Regulations

A number of key modifications have been made to the draft zoning since first presented in the June 24, 2019 report to address comments received from stakeholders. The main modifications include:

- Streamlining the number of exception zones through the creation of two (2) general exception zones for both Major Office and General Office that recognize existing uses and permit the expansion of existing buildings and structures up to 10% of the existing gross floor area. These two (2) general exceptions zones replace the numerous individual exception zones in the June 24, 2019 report that recognized existing uses.
- Changes to uses and regulations for several site specific exception zones to better reflect Official Plan policy and the 2017 OMB settlement, as well as address public comments. These exception zones complement the two (2) general exception zones and are required to reflect special site and exempt site policies in the City's Official Plan.
- Requiring ground floor accessory uses such as cafes, restaurants and daycares in all buildings located at intersections with an LRT station. Accessory uses in these locations will enhance access to a range of services within walking distance of future LRT stations, and are an important feature of a transit-supportive and pedestrian-oriented built form.
- Modifications to several regulations to reduce duplication and streamline the process for their implementation. The full list of regulations can be found in Appendix 7.
- Removal of 50 Admiral Boulevard from this zoning amendment to reflect the boundaries for MOPA 25 adopted in the June 2014 Report on Comments.
- Change zoning for property at 5651 Hurontario Street to C3 exception zone that permits a mix of uses in conformity with MOPA 25.

Land Use Policies and Regulations

The relevant policies of the Mississauga Official Plan are consistent with the *Provincial Policy Statement* (PPS), *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) and Region of Peel Official Plan (ROP). The *Greenbelt Plan* and *Parkway Belt Plan* policies do not apply. The amendments to the zoning are consistent with the PPS and conform to the Growth Plan and the

ROP. Appendix 8 contains a detailed analysis of consistency and conformity with Provincial policies.

Financial Impact

There are no financial impacts resulting from the recommendations in this report.

Conclusion

The approval of the zoning changes for the Gateway Corporate Centre is a key milestone to implementing the City's Official Plan vision for a prestigious, office employment area. Through the zoning amendment process, various stakeholders have stated their enthusiasm for development along this stretch of the Hurontario LRT corridor. Where possible, modifications have been made to the zoning amendment to address comments and concerns from stakeholders.

Attachments

Appendix 1: Map of Existing and Additional Zones

Appendix 2: Response to Comments Summary

Appendix 3: Written Submissions

Appendix 4: Community Meeting Summary

Appendix 5: Public Meeting Minutes

Appendix 6: Permitted Uses and Accessory Uses in Mississauga Zoning By-law and
Consistency with Mississauga Official Plan Policies

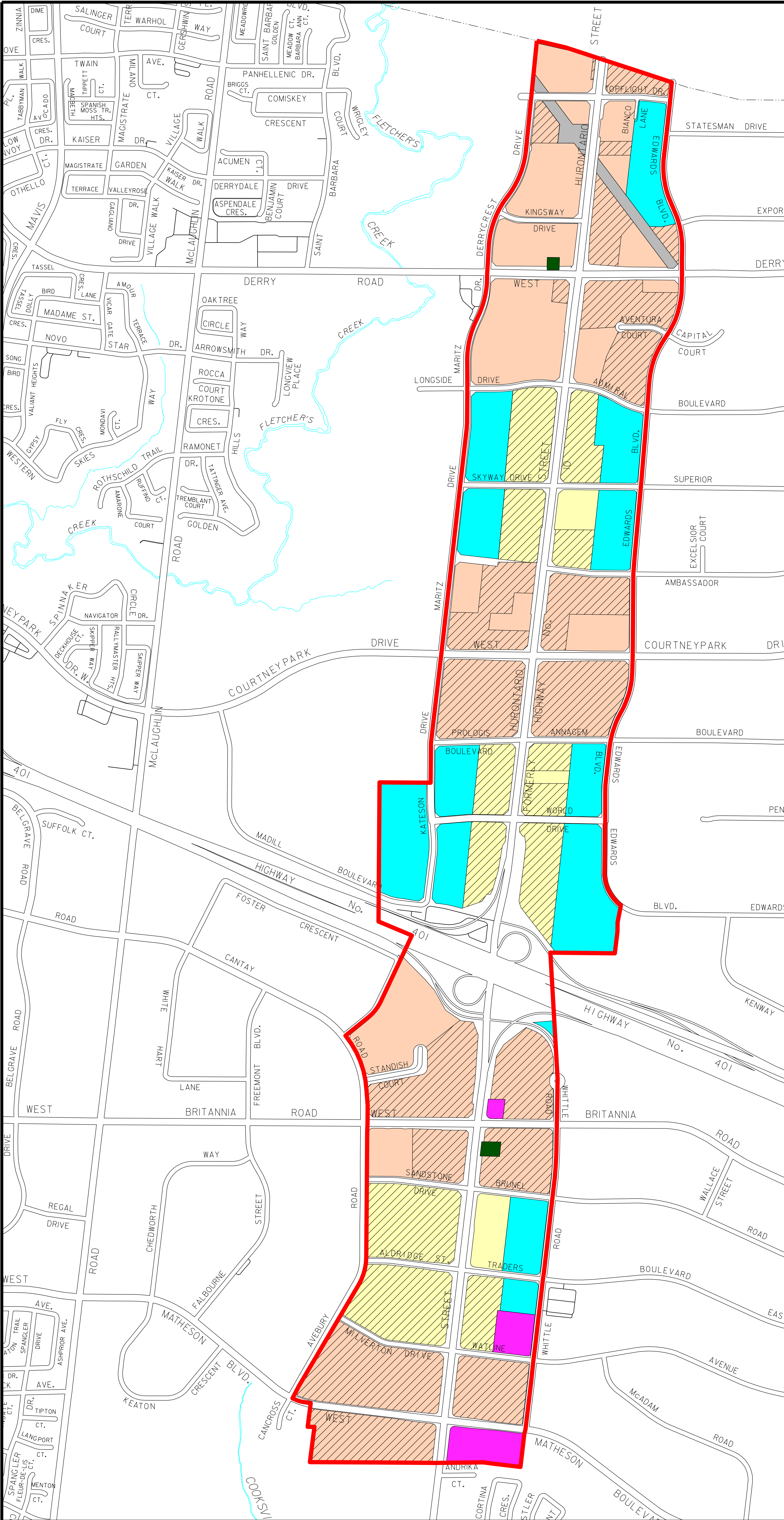
Appendix 7: Regulations for Major Office and General Office Zones

Appendix 8: Summary of Applicable Policies



Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: Christian Binette, Planner



APPENDIX 1

UPDATED ZONING

Major Office

General Office

Major Office Exception Zones

General Office Exception Zones

MTSA 500M RADIUS BUFFER

GATEWAY CORPORATE CENTRE BOUNDARY

NO CHANGES TO ZONING

UTILITY (U)

COMMERCIAL (C3 & C5)

EMPLOYMENT (E1 & E2)

OPEN SPACE (OS)

Appendix 2 – Response to Comments Summary

| Respondent | Issue/Comment | Staff Comment | Comment No. | Recommendation for Mississauga Zoning By-law Amendment |
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| Glenn Schnarr & Associates on behalf of Flato Developments Inc., letter dated October 1, 2019 | Development application ongoing at 6710 Hurontario Street for a mixed use building containing office, hotel, restaurant and banquet uses. | The proposed mixed use development contains uses that align with the new proposed zoning. Staff will continue to work with the applicant to process the development application. | 1 | No action required. |
| Smart Centres REIT on behalf of Derry-Ten Limited, letter dated October 2, 2019 | <p>Concerned with the loss of uses currently permitted in their existing zoning as an Employment zone – in particular, manufacturing facility and warehouse distribution facility.</p> <p>Requested additional flexibility through this zoning amendment to allow several of the existing use permissions under the Employment zone for the west portion of their lands (not fronting onto Hurontario or Derry Streets). This boundary would reflect the condition immediately to the south where only lands closest to Hurontario Street were re-designated to Office through MOPA 25.</p> | <p>The list of permitted uses in the zoning amendment must conform to Official Plan policy. Further, Provincial policies require that transit corridors and major transit station areas be planned for transit supportive uses in local official plans.</p> <p>The zoning amendment incorporates uses listed in the City's Official Plan under Section 11.2 (General Land Use Designations), as well as policies 15.1.4 (General Corporate Centre Office uses) and 15.3.2.3 (Gateway land use policies).</p> <p>Requested changes do not conform to the use permissions established in the Official Plan by MOPA 25. Staff will work with Smart Centres REIT should they wish to pursue a development application for their lands.</p> | 2 | No action required. |

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| Aird Berlis on behalf of Orlando Corporation, letter dated October 4, 2019 | Concerned with how existing site-specific provisions for Orlando properties will be carried over into the new zones. Requested a meeting with City staff to discuss those concerns. | Staff met with Orlando representatives on October 16, 2019. Staff discussed concerns related to Orlando properties and agreed to review requested changes to the zoning amendment. | 3 | That the proposed zoning be revised to remove the streetwall height requirement and include the uses listed for exempt site 2 as additional permitted uses (15.3.4.2). |
| John D. Rogers & Associates Inc. on behalf of Mississauga Entertainment Holdings Inc., letter dated October 4, 2019 | Requested that entertainment facility be included in the new zoning as a legally existing permitted use. | The zoning amendment is intended to permit existing uses to continue as long as they exist before the date of the passing of the by-law. | 4 | That the proposed zoning be revised to capture more generally legally existing uses prior to the passing of the By-law. |
| Resident, deputant 1 at PDC Meeting October 7, 2019 | Concerned with whether existing uses will be permitted and how expansion would be affected by the new zoning. | Under the two (2) new general exception zones, existing uses can continue and limited expansion of existing buildings and structures is permitted. | 5 | No action required. |
| Resident, deputant 2 at PDC Meeting October 7, 2019 | Enquired as to whether existing uses for currently zoned sites will be maintained and grandfathered. | Existing uses can continue and limited expansion of existing buildings and structures up to 10% of existing gross floor area are permitted. Non-existent uses that do not conform to the Official Plan are not included in the new zoning. | 6 | No action required. |
| Glenn Scharr & Associates on behalf of World Drive Centre Inc., letter | Requested that existing use permissions in the Zoning By-law for 30 and 70 World Drive be reflected in the new zoning. | The list of permitted uses in the zoning amendment must conform to Official Plan policy. Official Plan policy allows for the continuation of existing uses and their limited expansion. This is reflected | 7 | That the proposed zoning for 30 and 70 World Drive be revised to the new general exception zone that recognizes legally |

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| dated October 8, 2019 | | in the zoning amendment. | | existing uses and permits their limited expansion. |
| Gagnon Walker Domes Ltd. on behalf of 2503257 Ontario Inc. and Faith of Life Network, letter dated October 17, 2019 | Owner of 7155 Hurontario Street is pursuing phased development for the property that will propose office and parking uses. In the interim, the owner is seeking to add parking lot as an additional permitted use until the development is ready to proceed. During this time, the parking lot would operate without any other use on the property. | The list of permitted uses in the zoning amendment must conform to Official Plan policy. Further, Provincial policies require that transit corridors and major transit station areas be planned for transit supportive uses in local official plans. A parking lot is not listed as a permitted use in the City's Official Plan nor does the use meet the intent of the vision or policies under Section 11.2 (General Land Use Designations), policies 15.1.4 (General Corporate Centre Office uses) and 15.3.2.3 (Gateway land use policies). | 8 | No action required. |
| Pound & Stewart Planning Consultants on behalf of Orlando Corporation, letter dated November 19, 2019 | Requested following revisions: (1) 6305 Kateson Drive and 50 Capston Drive (Special Site 3) a) Add commercial school and courier/messenger service uses b) Reduced glazing requirement of 16% c) Remove requirement for office component to be adjacent to Hurontario Street for 6305 Kateson Drive d) Preserve more generally existing zoning permissions for | (1) Commercial school is listed as an additional permitted use for Special Site 3. Courier/messenger service is not listed as a permitted use in the City's Official Plan nor does the use meet the intent of the vision or policies under Section 11.2 (General Land Use Designations), policies 15.1.4 (General Corporate Centre Office uses) and 15.3.2.3 (Gateway land use policies). The reduced glazing requirement is appropriate for the additional permitted uses. For the length of the property abutting the Ministry of Transportation (MTO) lands, the requirement for the office component to be adjacent to Hurontario Street cannot be met and should be removed. | 9 | (1) That the zoning amendment for the subject properties include revised regulations to better reflect Official Plan policy for Special Site 3 and address comments 1a (for commercial school use only), 1b and 1c where the property is not adjacent to MTO lands. (2) No action required. (3) No action required. (4) No action required. (5) That manufacturing and associated uses, such as warehousing |

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| | <p>the two properties</p> <p>(2) Permit shared parking, driveways and aisles across all Orlando properties</p> <p>(3) Permit parking structures and/or parking decks to be built and shared and/or accessed across all Orlando properties</p> <p>(4) Ensure all additional permitted uses for exempt site 2 are properly reflected in the zoning amendment and allow expansion up to 100% of existing gross floor area</p> <p>(5) Add manufacturing, warehousing and distribution as accessory uses</p> <p>(6) Add a Zoning Map Schedule for properties identified as Special Site 6 in the Official Plan</p> <p>(7) Closer consideration of streetwall requirements for exception sites where they do not apply in the short term – e.g. special site 7 in the Official Plan</p> <p>(8) Ensure policies of special site 8 of the Official Plan are appropriately reflected in the exception zone for the property to permit</p> | <p>(2) (3) Staff is considering changes to the parking regulations contained in the Zoning By-law as per the Parking Master Plan and Implementation Strategy. This includes a review of shared parking formulas. Changes to parking requirements are not being considered through this amendment.</p> <p>(4) The zoning amendment will permit the additional listed uses even if they are not a legally existing use as per exempt site 2 policies in the Official Plan (15.3.4.2). These additional uses are only permitted in existing buildings (15.3.4.2) and must be limited (15.3.2.2). Expansions beyond 10% do not meet the vision and intent of Official Plan policies in limiting expansions to existing buildings or structures that do not meet built form policies.</p> <p>(5) Manufacturing, warehousing and distribution are not appropriate accessory uses for buildings with direct frontage onto Hurontario Street. Within Intensification Areas, ground floor accessory uses are encouraged in office buildings to support office employees and add to the vibrancy and mix of transit-supportive uses (10.2.4, 15.3.2.4.d).</p> <p>(6) The specifics of the zoning regulations will be stated in the zoning amendment and as such, a zoning map schedule will no longer be necessary.</p> | | <p>and distribution, also be permitted as accessory uses in buildings that do not have frontage onto Hurontario Street. This will allow more flexibility of uses on larger sites, but will not impact the ability of the City to achieve development of the desired, higher order uses that are intended to front the LRT corridor.</p> <p>(6) No action required.</p> <p>(7) That the zoning amendment be revised to remove reference to the streetwall percentage requirement for special sites where an exemption was granted in the Official Plan.</p> <p>(8) No action required.</p> <p>(9) No action required.</p> |
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| | <p>the two properties</p> <p>(2) Permit shared parking, driveways and aisles across all Orlando properties</p> <p>(3) Permit parking structures and/or parking decks to be built and shared and/or accessed across all Orlando properties</p> <p>(4) Ensure all additional permitted uses for exempt site 2 are properly reflected in the zoning amendment and allow expansion up to 100% of existing gross floor area</p> <p>(5) Add manufacturing, warehousing and distribution as accessory uses</p> <p>(6) Add a Zoning Map Schedule for properties identified as Special Site 6 in the Official Plan</p> <p>(7) Closer consideration of streetwall requirements for exception sites where they do not apply in the short term – e.g. special site 7 in the Official Plan</p> <p>(8) Ensure policies of special site 8 of the Official Plan are appropriately reflected in the exception zone for the property to permit</p> | <p>(2) (3) Staff is considering changes to the parking regulations contained in the Zoning By-law as per the Parking Master Plan and Implementation Strategy. This includes a review of shared parking formulas. Changes to parking requirements are not being considered through this amendment.</p> <p>(4) The zoning amendment will permit the additional listed uses even if they are not a legally existing use as per exempt site 2 policies in the Official Plan (15.3.4.2). These additional uses are only permitted in existing buildings (15.3.4.2) and must be limited (15.3.2.2). Expansions beyond 10% do not meet the vision and intent of Official Plan policies in limiting expansions to existing buildings or structures that do not meet built form policies.</p> <p>(5) Manufacturing, warehousing and distribution are not appropriate accessory uses for buildings with direct frontage onto Hurontario Street. Within Intensification Areas, ground floor accessory uses are encouraged in office buildings to support office employees and add to the vibrancy and mix of transit-supportive uses (10.2.4, 15.3.2.4.d).</p> <p>(6) The specifics of the zoning regulations will be stated in the zoning amendment and as such, a zoning map schedule will no longer be necessary.</p> | | <p>and distribution, also be permitted as accessory uses in buildings that do not have frontage onto Hurontario Street. This will allow more flexibility of uses on larger sites, but will not impact the ability of the City to achieve development of the desired, higher order uses that are intended to front the LRT corridor.</p> <p>(6) No action required.</p> <p>(7) That the zoning amendment be revised to remove reference to the streetwall percentage requirement for special sites where an exemption was granted in the Official Plan.</p> <p>(8) No action required.</p> <p>(9) No action required.</p> |
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| | <p>northward expansion</p> <p>(9) Add commercial printing establishment and craft brewery as accessory uses and uniformly permit 30% of total gross floor area of each building to be comprised by accessory uses</p> | <p>(7) The Official Plan requires a minimum percentage streetwall for buildings fronting onto Hurontario Street. However, this is not a requirement in the short term for several special sites – 15.3.3.6 (Site 6), 15.3.3.7 (Site 7), and 15.3.3.8 (Site 8).</p> <p>(8) The zoning regulations will permit further expansion of the existing building in accordance with the intent of the vision and policies of the Official Plan.</p> <p>(9) A commercial printing establishment and large-scale alcohol brewery are not listed as a permitted use in the City's Official Plan nor does the use meet the intent of the vision or policies under Section 11.2 (General Land Use Designations), policies 15.1.4 (General Corporate Centre Office uses) and 15.3.2.3 (Gateway land use policies). An establishment that brews its own alcohol and sells it in the same establishment as part of a restaurant would be permitted under the new zoning as a restaurant use. The 20% maximum of gross floor area permitted for accessory uses reflects policy 11.2.7.2 of the Official Plan. A higher percentage is allowed for properties closest to the Hurontario LRT stations where accessory uses will most contribute to the vibrancy of Hurontario Street.</p> | | |
| Pound & Stewart | Concerned that the requirement for 50% | The achievement of a transit-supportive, compact built form requires a mix of | 10 | That the proposed zoning be revised to require at |

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| Planning Consultants on behalf of Orlando Corporation, email dated December 10, 2019 | accessory ground floor uses along Hurontario Street for all buildings in a Major Office zone will reduce development flexibility and add additional uncertainty to the development approvals process. Recommended a permissive approach to accessory uses instead. | accessory uses to enhance access to a range of services within a walking distance of LRT stations and add to the vibrancy and mix of uses along the Hurontario Street corridor. Accessory uses are particularly important at LRT station intersections where a pedestrian and transit-supportive built form can support LRT investment and build transit ridership. | | least 10% accessory uses for buildings with property frontage at intersections with an LRT station. |
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SMARTCENTRES®

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October 2, 2019

Christian Binette
 Planner, City Planning Strategies
 Planning and Building Department
 City of Mississauga
 300 City Centre Drive
 Mississauga, ON L5B 3C1

**Subject: Gateway Corporate Centre Character Area
 City-initiated Zoning By-law Amendment
 Re-zoning of Derry-Ten Limited Lands (47 Acres)**

Dear Mr. Binette,

On behalf of Derry-Ten Limited ("Derry-Ten"), SmartCentres REIT is writing to you regarding its concerns that the proposed changes being brought forward as part of the City-initiated Zoning By-law Amendment for the Gateway Corporate Centre Character Area will result in a significant reduction in the uses currently permitted on the Derry-Ten lands. These concerns were previously raised with City staff on September 18, 2019.

Derry-Ten owns approximately 47 acres (19 ha) of development land (see attached plan) within the Gateway Corporate Centre Study Area ("Gateway Study Area"). The majority of the Derry-Ten lands are proposed to be rezoned from Employment Exception Zones to Office 1, Office 2 and Office 2 Exception Zones. Through this proposed change, these lands will lose several permitted uses including but not limited to, Manufacturing Facility and Warehouse Distribution Facility. While we understand the intent to bring the Zoning By-law into conformity with the City of Mississauga Official Plan, we are seriously concerned about the number of uses lost and how this impacts our ability to develop these lands, particularly our land fronting Maritz Drive which has little to no visibility from or exposure to either Hurontario Street or Derry Road West.

Derry-Ten is requesting that flexibility be provided in the proposed zoning which will allow some of the existing use permissions under the Employment Zone to be retained, specifically on the west portion of the parcel bounded by Derry Road to the north, Hurontario Street to the east, Longside Drive to the south and Maritz Drive to the west (the "Subject Parcel"). The Subject Parcel is comprised of 26.8 acres and we believe the Subject Parcel could be subdivided so that employment permissions could be retained on the lands that front Maritz Drive (see attached plan). This request is consistent with the lands zoned employment to the south of the Subject Parcel along Maritz Drive, which are not proposed to be changed through the City-initiated Zoning By-law Amendment.

4.2. 11.3.
While Derry-Ten supports the City's vision to transform this portion of Hurontario corridor into a walkable, transit-supportive office employment area with the future Hurontario LRT, we believe there is a benefit to retaining some employment uses on the Subject Parcel.

We look forward to continuing to work with City staff as part of this process and will contact you shortly to arrange a follow-up meeting to discuss this matter in further detail.

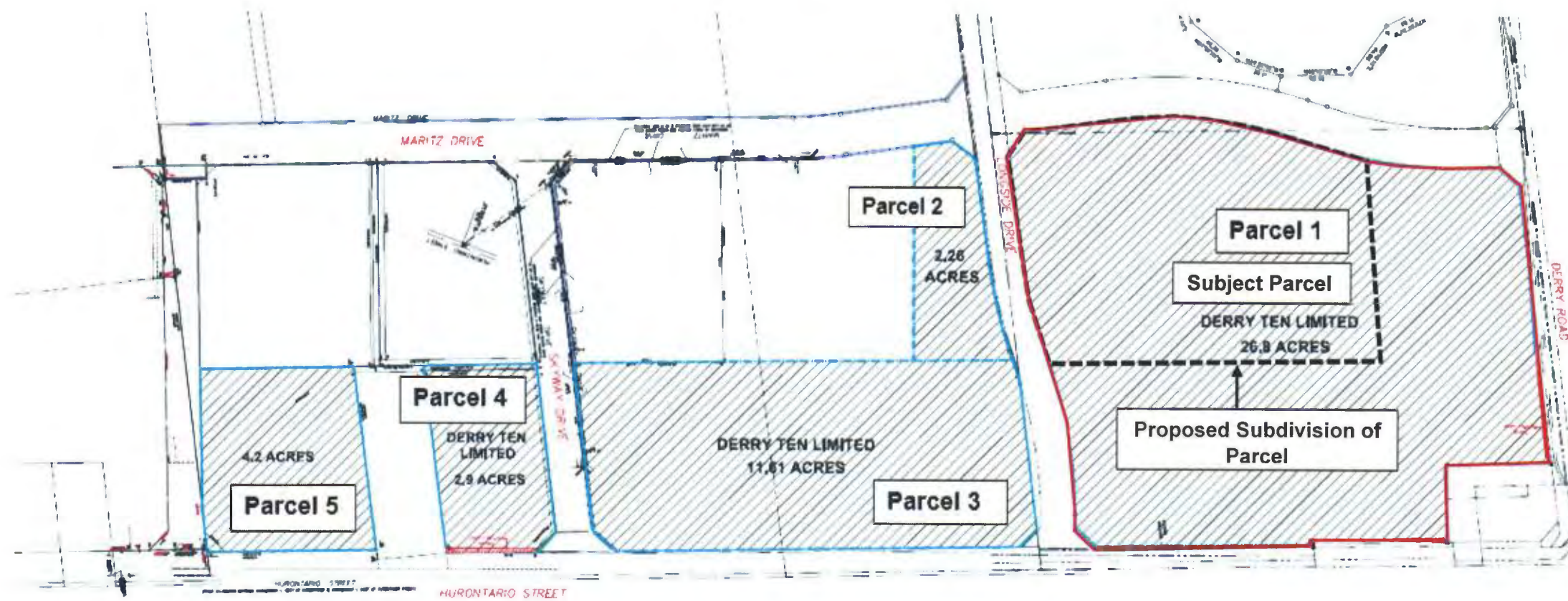
Respectfully Submitted,
SmartCentres



Allan Scully
EVP, Development

cc: Chris Rouse, Manager Development North, City of Mississauga
Heather Jenkins, SmartCentres
Stephanie Bacani, SmartCentres

Mississauga North Parcels





October 8th, 2019

Our file: 758-006

Planning and Building Department
City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Attention: Christian Binette
Planner, City Planning Strategies

Via email: christian.binette@mississauga.ca

**Re: Zoning By-law Amendment Proposed Within the Gateway Corporate Centre
30 and 70 World Drive
Mississauga, Ontario**

Dear Mr. Binette:

Glen Schnarr & Associates Inc. are the authorized agents and planning consultants for World Drive Centre Inc., owner of the property located at 30 and 70 World Drive (herein referred to as the "subject property"). We understand that the City intends to amend the Zoning for the area to align with the Official Plan.

We are writing to ensure that the City-initiated Zoning By-law Amendment and proposed exception zone captures the existing permissions of the E1-1 - Employment zoned subject property. This includes all uses, exceptions and permissions granted through Minor Variance.

We kindly request that our office be placed on the notification list for any advancements or project updates as they relate to the overall project and/or the subject property. Should you have any questions or require additional information in the meantime, please do not hesitate to contact us.

10 KINGSBRIDGE GARDEN CIRCLE
SUITE 700
MISSISSAUGA, ONTARIO
L5R 3K6
TEL (905) 568-8888
FAX (905) 568-8894
www.gsai.ca



Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.

Bruce McCall-Richmond, MCIP, RPP
Planner

brucemr@gsai.ca

c. L. Di Iulio, Street Properties



October 1st, 2019

Our file: 786-002

Planning and Building Department
City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Attention: Christian Binette
Planner, City Planning Strategies

Via email: christian.binette@mississauga.ca

**Re: Zoning By-law Amendment Proposed Within the Gateway Corporate Centre
6710 Hurontario Street**

Dear Mr. Binette:

Glen Schnarr & Associates Inc. are the authorized agents and planning consultants for Flato Developments Inc. (2660430 Ontario Inc.), owner of the property located at 6710 Hurontario Street (herein referred to as the "subject property").

A Zoning By-law Amendment application was submitted on June 10th, 2019 to facilitate the redevelopment of the subject property for a mixed-use building containing office, hotel, restaurant and banquet uses. The application was deemed complete on July 4th, 2019 and is currently under review.

The subject property is within the Gateway Corporate Centre Character Area Review. We understand that the City intends to amend the Zoning for the area to align with the Official Plan. The City-initiated Zoning By-law Amendment proposes to rezone the subject property from Development "D" zone to Office 2 Exception Zone "O2-5".

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FAX (905) 568-8894
www.gsai.ca



We kindly request that our office be placed on the notification list for any advancements or project updates as they relate to the overall project and/or the subject property. Should you have any questions or require additional information in the meantime, please do not hesitate to contact us.

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.

Bruce McCall-Richmond, MCIP, RPP
Planner
brucemr@gsai.ca

- c. Shakir Rehmatullah, Flato Developments Inc.
Caleigh McInnes, Planner, City of Mississauga

John D. Rogers & Associates Inc.

PLANNERS
PROJECT MANAGEMENT
LAND DEVELOPMENT CONSULTANTS

October 4, 2019

City of Mississauga
Planning and Building Department
300 City Centre Drive
Mississauga, ON
L5B 3C1

Dear Mayor Crombie and Members of Council,

**RE: Gateway Corporate Centre Character Area – City-initiated Zoning By-law Amendment
File CD.03-GAT**

We are the planning consultants for Mississauga Entertainment Holdings Inc., owners of the lands situated at the southeast corner of Hurontario Street and Courtneypark Drive E.

The subject lands are presently zoned E1-9 and E1-15 and developed with a 16-plex Motion Picture Theatre (Entertainment Establishment) and multiple restaurants. We have reviewed the Information Report dated 2019/05/31 being presented to the Planning and Development Committee on Monday, October 7, 2019 and provide the following comments.

The subject lands, as previously noted, are currently zoned E1-9 and E1-15, an Entertainment Facility is a permitted use in an E1 zone and the E1-15 exception permits Restaurants, Take-out Restaurants, Convenience Restaurants and Outdoor Patios accessory to restaurants as additional permitted uses.

The subject lands are proposed to be zoned O1-5 and O2-4. We note that the O1-5 zone intends to permit freestanding restaurants and convenience restaurants as additional permitted uses – legally existing, however, the Entertainment Facility has not similarly been included as a legally existing permitted use.

We would respectfully request that an Entertainment Facility be included as a legally exiting permitted use within the O1-5 zone.



Thank you for your consideration, should you have any questions or require any further information regarding this matter, please do not hesitate to contact the undersigned.

Please include our firm on any notifications or Council decisions with respect to this matter.

A handwritten signature in black ink, appearing to read "M. Rogers".

Mark Rogers, President
John D. Rogers & Associates Inc.

c: Mr. Leger Xavier, Mississauga Entertainment Holdings Inc.
Mr. Jeff Lumsden, Mississauga Entertainment Holdings Inc.

A stylized, bold, black logo consisting of the letters "JDR" in a blocky, sans-serif font.



Principals

Michael Gagnon
Lena Gagnon
Andrew Walker
Richard Domes

October 17, 2019

**The Corporation of the City of Mississauga
Planning and Building Department
300 City Centre Drive
Mississauga, Ontario
L5B 3C1**

**Attention: Mr. Christian Binette
Planner, City Planning Strategies**

**Subject: FORMAL PUBLIC INPUT
Corporate Report – Gateway Corporate Centre Character Area
City Initiated Zoning By-law Amendment
October 7, 2019 Public Meeting
Ward No. 5, City of Mississauga, Ontario
City File: CD.03-GAT
GWD File: 10.1643.00**

Dear Christian:

Gagnon Walker Domes Ltd. acts as Planning Consultant to 2503257 Ontario Ltd. and the Faith of Life Network, the registered owners of 7155 Hurontario Street in the City of Mississauga; hereinafter referred to as the “subject site”.

Our Client has requested that we review and provide input to Planning Staff on the City initiated Zoning By-law Amendment for the Gateway Corporate Centre Character Area.

The subject site is located on the east side of Hurontario Street, approximately 160 metres (525 feet) south of Top Flight Drive, 400 metres (1,312 feet) north of Derry Road. It is irregular in shape having a total area of approximately 1.45 hectares (3.58 acres) and a frontage of 60.23 metres (196 feet).

The northwest portion of the site was previously occupied by a service station (Good Guys Gas Bar) which has recently been decommissioned. The remainder of the site comprises of a 1-storey building and gravel surfaced area that has historically been used for oversized trailer parking since 1980's. The surrounding properties contain a mix of industrial and quasi-commercial businesses. A hydro corridor abuts the southern limits of the site.

Appendix 1 includes aerial photo of the subject site and immediate area context.

GAGNON WALKER DOMES LTD.

21 Queen Street East, Suite 500 • Brampton ON Canada L6W 3P1 • P: 905-796-5790
3601 Highway 7 East, Suite 310 • Markham ON Canada L3R 0M3 • P: 905-477-6556
www.gwdplanners.com • Toll Free: 1-855-771-7266

**CONFIDENTIALITY
CAUTION**

This document is Consultant-Client privileged and contains confidential information intended only for person(s) named above. Any distribution, copying or disclosure is strictly prohibited. If you have received this document in error, please notify us immediately by telephone and return the original to us by mail without making a copy.



1.0 Planning Policy Overview and Development Proposal

Mississauga Official Plan (Office Consolidation March 13, 2019) designates the subject site "Office" within the "Gateway Corporate Centre" Character Area. The site is located within lands identified as "Special Site 2", also known as the "City Wide Gateway".

Comprehensive Zoning By-law No. 0225-2007 zones the subject site "E2-Employment, Exception 73" and "D-Development". For the portion of site zoned E2 a range of uses are permitted including but not limited to office, business activities, commercial and hospitality uses. In addition to these uses Exception 73 permits a Motor Vehicle Service Station and Gas Bar.

Our Client is desirous of proceeding with phased development proposal which would see approximately two thirds of the subject site developed as parking lot. The remaining portion of the property would be set aside for future office commercial development. On September 18, 2019 a Pre-Application Meeting request was submitted (City File: PAM 19-264). A meeting has been scheduled for October 28, 2019 at which time preliminary comments on the development proposal will be provided and planning application requirements will be verified.

Appendix 2 includes a conceptual Site Plan prepared by our office dated July 16, 2019. Highlights are as follows:

- Gross Site Area – 1.45 Hectares
- Lot Frontage – 70.73 metres
- Lot Depth – 125.06 metres
- Landscaped Area – 35.07% (5,085.57 m²)
- Paving Area – 64.92% (9,415.02 m²)
- Parking Lot – 339 Spaces
- Future Office Commercial (Footprint Only) – 929.03 m²

2.0 Comments, Observations and Recommendations

We have had an opportunity to review the Corporate Report dated September 13, 2019 which was considered at the October 7, 2019 Planning and Development Committee. We are pleased to advise that we are generally supportive of the direction suggested by the City Staff and embodied in the proposed Zoning By-law Amendment. More specifically we are supportive of the subject site's "Office 1" and "Office 1 Exception" zoning (refer to **Appendix 3**).

Permitted Uses

We concur with City Staff's recommendation that changes to the Zoning By-law are required to implement the Official Plan vision of the Gateway Corporate Center as a walkable, transit-supportive and prestigious office employment area. In this regard the City must be proactive in its efforts to discourage the continuation of conflicting land uses.



We take no issue with the “Office 1” and “Office 1 Exception Zone” list of permitted uses and standards. Our only request is that a Parking Lot be added as a permitted use. Parking Lots are permitted within the “E2-Employment” zone as-of-right. The subject site and abutting properties to the north are challenged by the availability and extension of site services (i.e. water, stormwater). To the best of our knowledge only a sanitary service has been extended to the subject site; its condition and capacity unknown. There is no timeline to extend municipal services from their current terminus within Bianco Lane. A Parking Lot would allow the vacant lands to be utilized on an interim basis until such time as services are extended and the lands are ready to be redeveloped.

Standards and Regulations

Should a Parking Lot be added to the list of permitted uses, we seek confirmation from City Staff that zoning standards and regulations related to minimum yard setbacks, street wall, building and floor heights, glazing, and floor space index will not apply.

3.0 Closing Remarks

We understand that additional revisions and updates to the Zoning By-law Amendment may be forthcoming based on the comments made at the October 7, 2019 Statutory Public Meeting and correspondence filed with the municipality.

We reserve the right to provide further comments as necessary during the Zoning By-law Review. We welcome the opportunity to discuss the comments contained herein at your convenience.

Please accept this letter as our formal request to be notified of all future Planning, Council and Public Meetings. Lastly, we request notification of the passage of any and all By-laws.

Should you have any questions, please contact the undersigned.

Yours truly,


Marc De Nardis, B.U.R.Pl., M.C.I.P., R.P.P.
Planning Associate

**c.c.: Councillor C. Parrish, City of Mississauga
A. Whittemore, City of Mississauga
2503257 Ontario Ltd.
Faith of Life Network
M. Gagnon, Gagnon Walker Domes Ltd.**



APPENDIX 1



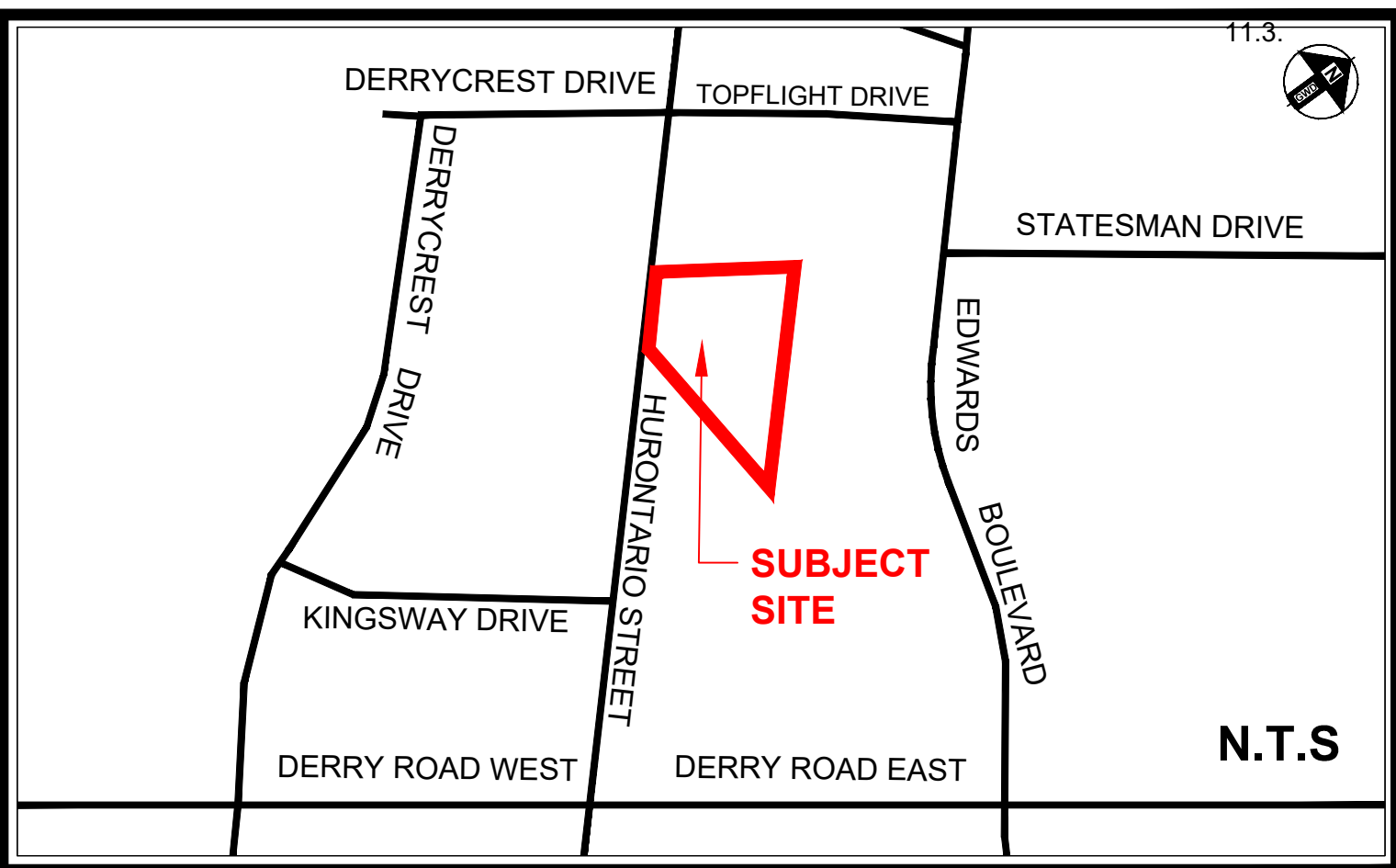
LOCATION MAP

7155 HURONTARIO STREET
CITY of MISSISSAUGA
REGION of PEEL

 **SUBJECT SITE**

| | |
|---|---|
| P.N.: 16.1643 | Date: September 13, 2019 |
| Scale: N.T.S | Revised: |
| Drawn By: D.S. | File No.:1643_Aerial_Image |
|  |  |
| 21 Queen Street East Suite 500 Brampton, ON L6W 3P1 P (905) 796 - 5790 | 3601 Highway 7 East Suite 310 Markham, ON L3R 0M3 P (905) 477 - 6556 |

APPENDIX 2



KEYMAP

ZONING BY-LAW MATRIX

| ZONING | EMPLOYMENT (E2-73) DEVELOPMENT (D) | |
|------------------------------------|---|---|
| | REQUIRED | PROVIDED |
| ZONE STANDARDS | | |
| LOT AREA (MIN) | N/A | 1.45ha (3.58 ac) 14,516.91 sq.m |
| ROAD WIDENING | N/A | 0.002 ha (0.004 ac) 16.32 sq.m |
| NET LOT AREA | N/A | 1.45ha (3.58 ac) 14,500.59 sq.m |
| LOT FRONTAGE (MIN) | 30.0m | 70.73m |
| LOT DEPTH (MIN) | N/A | 125.06m |
| FRONT YARD SETBACK | 7.50m (MIN.) | N/A |
| INTERIOR SIDE YARD SETBACK | 10% of LOT FRONTAGE or 4.50m (MIN.) | N/A |
| REAR YARD SETBACK | 4.50m (MIN.) | N/A |
| LANDSCAPED AREA | N/A | 35.07% (5,085.57sq.m) |
| PAVING AREA | N/A | 64.92% (9,415.02sq.m) |
| LANDSCAPED BUFFER LOCATION & WIDTH | FRONT YARD - 4.5m INT. SIDE YARD - 4.5m REAR YARD - 4.50m | FRONT YARD - 4.5m INT. SIDE YARD - 4.5m REAR YARD - 4.50m |
| PARKING REQUIREMENTS | N/A | 339 PARKING SPACES |

SITE PLAN

PROPOSED PARKING LOT

7155 HURONTARIO STREET
MISSISSAUGA, ONTARIO
PART of LOT 11, CONCESSION 1, E.H.S.
SITE PLAN FILE NO. - SP19-_____

| | |
|----------------------|----------------------|
| P.N.: 10.1643 | Date: July 16, 2019 |
| Scale: 1:300 (24x36) | Revised: |
| Drawn By: D.S. | File No.: PN 1643_SP |



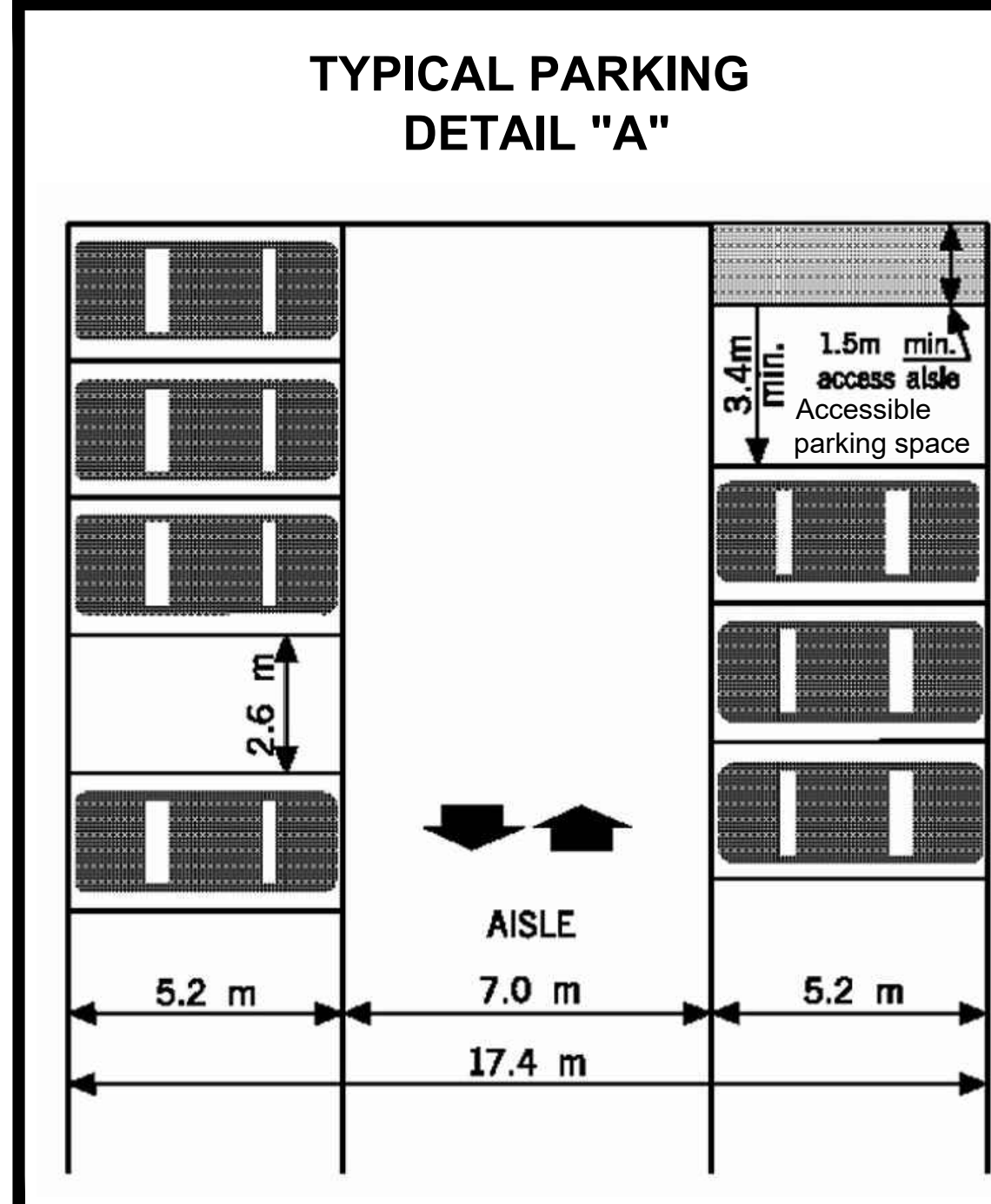
21 Queen Street East
Suite 500
Brampton, ON
L6W 3P1
P (905) 796 - 5790



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Toll Free
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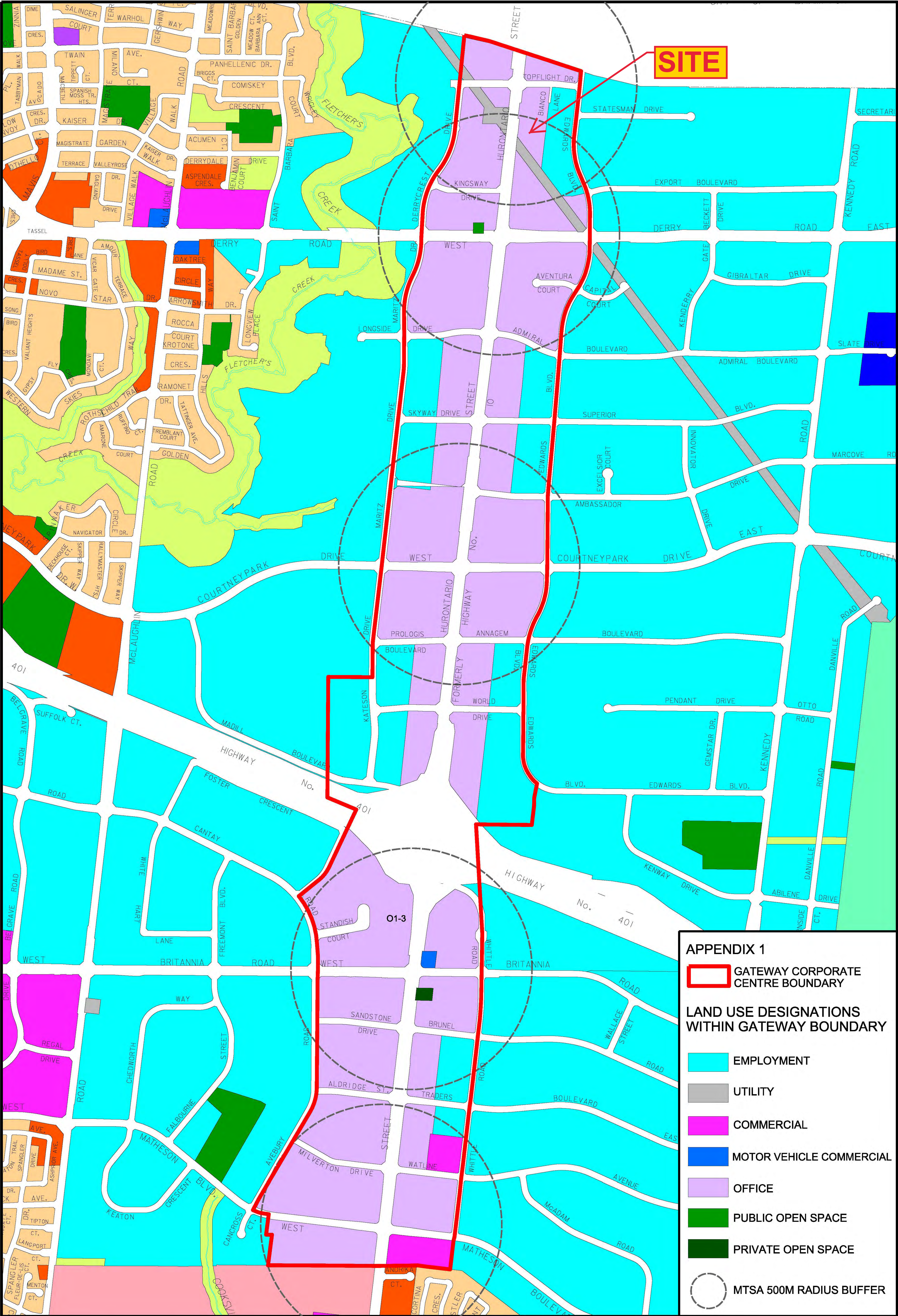


3601 Highway 7 East
Suite 310
Markham, ON
L3R 0M3
P (905) 477 - 6556



APPENDIX 3

PB-Full-Size.tbl



APPENDIX 1

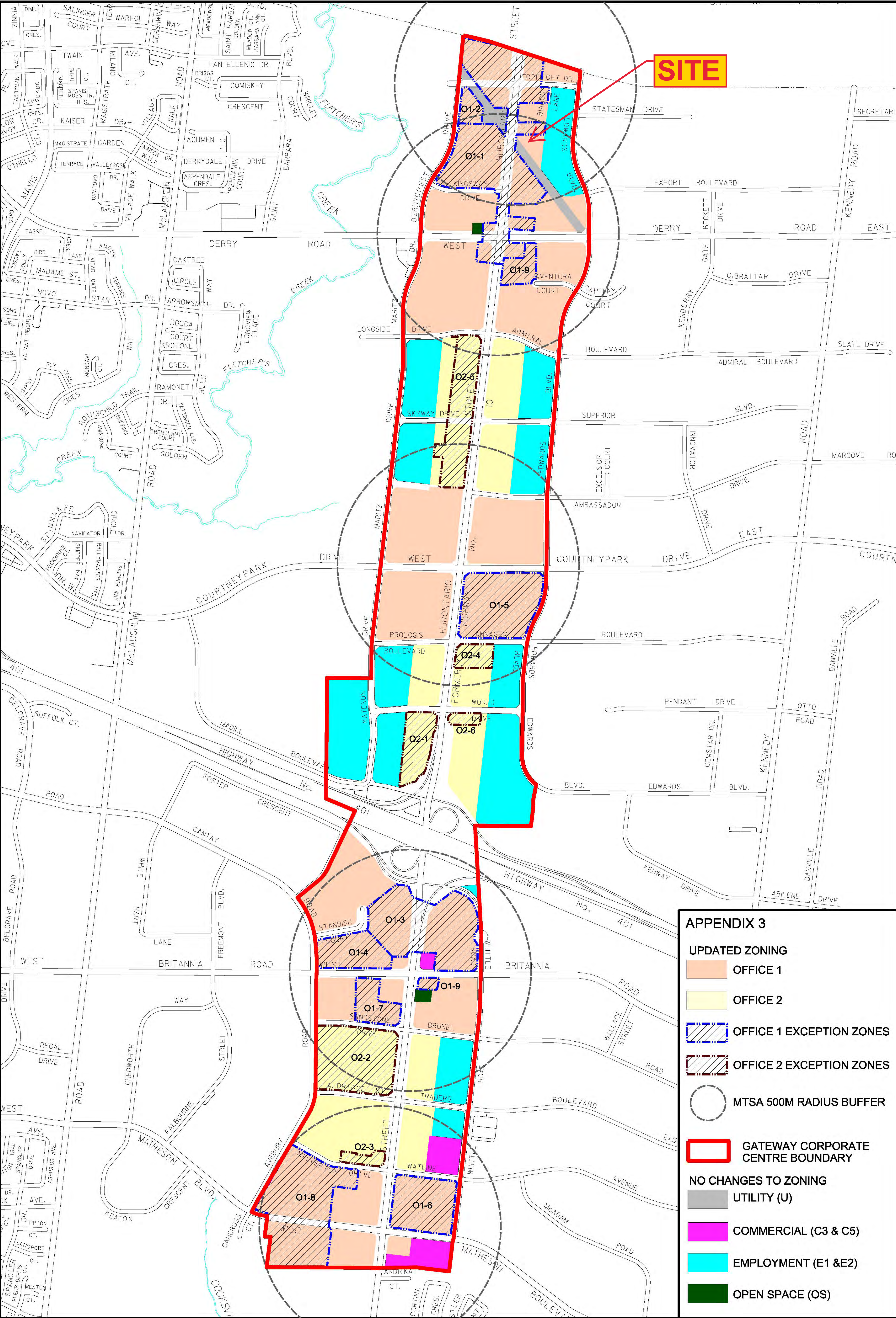
GATEWAY CORPORATE CENTRE BOUNDARY

LAND USE DESIGNATIONS WITHIN GATEWAY BOUNDARY

- EMPLOYMENT
- UTILITY
- COMMERCIAL
- MOTOR VEHICLE COMMERCIAL
- OFFICE
- PUBLIC OPEN SPACE
- PRIVATE OPEN SPACE
- MTSA 500M RADIUS BUFFER

GATEWAY CORPORATE CENTRE - EXISTING LAND USE DESIGNATIONS

PB-Full-Size.tbl



GATEWAY CORPORATE CENTRE - PROPOSED ZONING AND EXCEPTION ZONES

DRAFT

0 100 200 300 400 METRES



MISSISSAUGA

Produced by T&W, Geomatics

2019/05/31

apasha

I:\cadd\Projects\ReportMaps\196328 Gateway Corporate Centre Rezoning - CD03-GAT_RPT\Vector\Gateway_Existing_ProposedZones.dgn

AIRD BERLIS

Leo F. Longo
Direct: 416.865.7778
E-mail: llongo@airdberlis.com

October 4, 2019

BY EMAIL & REGULAR MAIL

Our File No. 105621

City of Mississauga
Office of the City Clerk
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Attn: Chair G. Carlson and Members of Planning and Development Committee

**Re: Planning and Development Committee – October 7, 2019
ITEM 4.9 – Gateway Corporate Centre Character Area
Statutory Public Meeting for the City-initiated Zoning By-law Amendment
City of Mississauga File CD.03-GAT**

We are counsel to Orlando Corporation. We write regarding the above captioned Item 4.9, 'Gateway Corporate Centre Character Area – City-initiated Zoning By-law Amendment'.

Upon our client's and their planning consultant's initial review, we wish to express their concerns with the proposed zoning as it relates to the limit of the permitted uses in the "O1" and "O2" zones; creation of new general performance standards; and the extent of the proposed site-specific exceptions which are intended to apply to our client's properties located within the Gateway Corporate Centre.

Through past OMB decisions and/or settlements, our client has secured for its properties existing site-specific provisions that are currently recognized in the city's Zoning By-law. To the extent that these existing site-specific zoning provisions are not proposed to be carried forward under this new by-law, our client expresses its objection.

Given the nature of our concerns, we request that this item be referred back to City Staff with a direction that staff meet with Orlando Corporation and its representatives to discuss these concerns and attempt to resolve same.

We would appreciate our firm being placed on the City's mailing list regarding any future public notices, updates, reports, Committee and Council Agenda related Items, and any Council decision or actions on the above captioned matter.

October 4, 2019

Page 2

Thank-you in advance for your co-operation.

Yours truly,

AIRD & BERLIS LLP



bn: Leo F. Longo
LFL/ek

- c. Mr. A. Whittemore, M.U.R.P., Commissioner of Planning & Building
Ms. D. Rusnov, RPP, MCIP, Director of Legislative Services & City Clerk
Mr. P. Stewart, RPP, MCIP, Pound & Stewart Planning
Client

37453279.2

AIRD BERLIS

June 20, 2019

BY EMAIL & REGULAR MAIL

City of Mississauga - Office of the City Clerk
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Attn: Chair G. Carlson and Members of Planning and Development Committee

Re: Planning and Development Committee – June 24, 2019 (Afternoon Session)
ITEM 4.1 – Gateway Corporate Centre Character Area – City-initiated Zoning
By-law Amendment, City File CD.03-GAT
City of Mississauga
Our File: 1421

We are the planners of record writing on behalf of Orlando Corporation. We write regarding the above captioned Item 4.1, 'Gateway Corporate Centre Character Area – City-initiated Zoning By-law Amendment'.

We would appreciate our firm being placed on the City's mailing list regarding any future public notices, updates, reports, Committee and Council Agenda related Items, and any Council decision or actions on the above captioned matter.

Thank-you in advance for your co-operation.

Yours truly,
Pound & Stewart Associates Limited



Philip Stewart, RPP, MCIP

la/1421_ltr.Orlando.PDC.Item.4.1.Gateway.June.20.19

- cc. Mr. A. Whittemore, M.U.R.P., Commissioner of Planning & Building
- cc. Ms. D. Rusnov, RPP, MCIP, Director of Legislative Services & City Clerk
- cc. Mr. L. Longo, Aird & Berlis
- cc. Client

POUND & STEWART ASSOCIATES LIMITED



BY EMAIL & REGULAR MAIL

November 19, 2019

City of Mississauga
Planning and Building Department
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Attn: Mr. C. Binette, Planner

**Re: City-initiated Zoning By-law Amendment for the
Gateway Corporate Centre Character Area
City of Mississauga File: CD.03-GAT
Our File: 1421**

Thank you for the opportunity to review the draft Zoning By-law documents concerning the 'City-initiated Zoning By-law Amendment for the Gateway Corporate Centre Character Area'. We are planners of record for Orlando Corporation. Our submission provides our initial comments in terms of our client's properties, which are subject to base zoning and site-specific Zone Exceptions providing permitted uses and zone regulations, among other related matters.

Our comments take into consideration the Ontario Municipal Board ('OMB') settlement hearing and decision issue dated March 13, 2017, as it relates to our client's Special Site and Exempt properties. (copy attached).

It is the City's intent to amend the City-wide comprehensive Zoning By-law No. 0225-2007, as amended, to incorporate zoning for the 'Gateway Corporate Centre Character Area' to implement Mississauga Official Plan ('MOP'), as amended.

Please consider the following:



1 – Comments regarding Site Specific Exception: ‘General Office 02-2’

This property is vacant and is located at the north-west quadrant of Highway 401 and Hurontario Street, subject of Site Plan Application (‘SPA’) #19-115 W5. Both 6305 Kateson Drive & 50 Capston Drive identify two proposed industrial buildings on this property, which is 6.639 ha. or 16.4 acres in land area. On August 19, 2019 the SPA was submitted and the 1st circulation commenced September 1, 2019. This property is referenced as an ‘Special Site 3’ in terms of MOP.

As it stands this project complies with the City’s Official Plan and conforms to the existing Zoning By-law No. 0225-2007, as amended in terms of permitted uses and zone development regulations. Fundamental to this project is that the City’s proposed Gateway Zoning By-law Amendment should not delay or unduly influence this project.

For greater clarity, and as per your request, please refer the attached Site Plan and Elevation Plan concerning this property.

The east half of the quadrant, presently zoned ‘Employment in Nodes’ Zone Exceptions ‘E1-6’ and ‘E1-21’ is proposed to be rezoned to ‘**General Office 02-2**’. The west half of the property, which completes this quadrant, appears to remain zoned ‘as is’.

Identified as ‘Special Site 3’, the OMB settlement includes permitted uses and references applicable design guidelines.

- Under the proposed Site-Specific Exception ‘**General Office 02-2**’ ‘Manufacturing Facility’ and/or ‘Warehouse/Distribution Facility’, with accessory office, are permitted uses and this planned function coincides with the permitted uses for the remainder of the north-west quadrant property;
- A ‘Commercial School’ is currently a permitted use and this should be protected for under the proposed Zoning By-law as it appears to be missing from ‘Sentence’ 5.2.4.2.1. As well, Zone Exception E1-6 currently recognizes courier/messenger services and delivery vehicles, and this also should be preserved as it appears as an accessory use in the proposed zoning;



- This property is substantially affected by the MTO Permit Control Area of 395.0 m from the centrepont of the Highway 401 Interchange limit and, as well the 14.0 m MTO setback restriction from a Controlled Access Highway, per the *Public Transportation and Highway Improvement Act* ('PTHIA');
- As noted, 'Subsection 2.1.20' 'Setback to Provincial Highway Right-of-Way' of the Zoning By-law No. 0227-2007, as amended reads: "*All buildings, structures, required parking areas and stormwater management facilities shall have a minimum setback of 14.0 m to a Provincial Highway right-of-way.*" The vast majority of our client's 14.0 m setback lands are to remain as a green space buffer to the MTO lands to the east, which include the on-ramp to Highway 401. Parking spaces and the drive aisles are permitted in the buffer as long as they are not required to satisfy any minimum parking requirements of the lands to be developed;
- The eastern Streetwall of the 6305 Kateson Drive building fully faces onto the Highway 401 westbound on-ramp. The majority of the eastern Streetwall of the 50 Capston Drive building faces onto a Highway 401 westbound on-ramp as well. Please note that each building, facing the Highway 401 on-ramp, will provide glazing, as part of architectural streetwalls, at a rate of just over 16 % of the Streetwall;
- The proposed architectural streetwall and glazing are upgraded elevations as it relates to the planned functions for manufacturing, warehouse and/or distribution and the accessory offices within the two building. In my opinion, the high degree of proposed glazing, as proposed at ...75% of the area of the First Storey Streetwall..., (See Zone Regulations Table 13.3) is not warranted at this specific location for these two proposed buildings. This level of Streetwall glazing is more appropriate for a singular office building with direct frontage on Hurontario Street;
- Please also note there is a proposed accessory office component which facilitates the planned function of the 6305 Kateson Drive building. The office use is proximate to Kateson Drive to allow for ease of access from the nearby required vehicular parking spaces and accessible parking spaces. The proposed



zoning regulation 'Sentence' 5.2.4.2.5 stipulating that any office component of the building or structure shall be located adjacent to Hurontario Street would not appear to permit this;

- Initially an access aisle was proposed between the building and Hurontario Street, however comments from the City's Urban Design were not supportive of this design and the Site Plan was subsequently revised as submitted for approval;
- All proposed SPA #19-115 W5 on-site parking and building setbacks comply with the existing zoning and this should not be undermined by the proposed zoning;
- Is there any purpose for 'Sentence' 15.2.4.2.12 which has been left blank?

In summary, we see some difficulties, as noted above, in meshing the proposed zoning with the existing zoning for both the east and west half of this property.

It is my client's objective to preserve existing zoning permissions so as to ensure that Site Plan Application ('SPA') #19-115 W5 is approved as submitted and a Building Permit is issued.

2 – Zoning Needs to Protect for Shared Parking, Driveways, and Access Aisles

As an example, **Exception: O1-3**, 'Article' 5.2.3.3, includes 'Additional Permitted Use' - 'Sentence' 5.2.3.3.1 *"Required parking, driveways, and aisles for lands zoned O1-4 and abutting lands zoned O1."*

Is this intended as an 'Additional Permitted Use' or as a 'Regulation'?

In either case, it recommended that a similar zoning provision be applied to all of my client's properties, as per Zone Exceptions, whereby any required parking, driveways, and aisles are permitted to be shared and/or accessed across all of our client's development and/or redevelopment properties in the 'Gateway Corporate Centre Character Area'. Interrelated shared parking, driveways and/or access aisles facilitate and provide flexibility to existing and future planned function and design, as our client's property blocks are large and beneficial to urban function and form.



3 – Zoning Needs to Protect for Parking Structures and/or Parking Decks

Parking structures and/or parking decks are an important part of the accommodating the future development and redevelopment intensification goals and objectives of the 'Gateway Corporate Centre' lands. How are parking structures and/or parking decks protected as a permitted use in the proposed zoning by-law?

In review of the proposed 'Permitted Uses' for the 'Major Office O1' and 'General Office O2' there is no reference to parking structures and/or decks as a permitted use.

It recommended that a zoning provision be applied to all of my client's properties, including zone exceptions, whereby any parking structures and/or parking decks are permitted to be built and shared and/or accessed across all of our client's development and/or redevelopment properties. Parking structures and/or parking decks facilitate and provide flexibility to existing and future planned function and design as our client's blocks are large and beneficial to urban function and form.

4 - Comments regarding Exempt Site 'General Office O2-7'

Although this property is referenced as an 'Exempt Site 2' in terms of MOP, the property is to be identified as an 'Zone Exception Site' in terms of the proposed 'Gateway Corporate Centre' Zoning By-law. Under the City's current Zoning By-law, the property is identified as 'E1' Employment in Nodes'.

One of the key issues with the proposed 'General Office O2-7' zoning is that the range of permitted uses presently permitted on the site will be reduced to the single use, at the time of the date of the passing of the Zoning By-law. This is restrictive, as the existing use, in place for a number of years, is an RBC Financial Institution. Sterilising the future use of the site, for this use only, appears to direct the assimilation of the site into the larger block, thus taking away from a broader range of uses to be able to re-adapt the existing structure to serve future public needs. Any one of the current permitted uses, as included under 'Sentence' 5.2.4.7.1, has the ability to add vitality and interest to the Hurontario Street Corridor.

As well, expansion of the building up to 100%, should be permitted to allow for a second storey in keeping with the scale and intensification contemplated in the proposed Zoning Bylaw. Expansion of the ground floor should also be permitted without a cap of 10% per the proposed Zoning By-law.



5 - The Avebury Road Frontage & Vacant Lands Opportunity

To date, there is a relatively high degree of vacant land in the Hurontario Street Corridor or 'Gateway Corporate Centre'. The Office Commercial sub-urban market has been relatively poor for decades based on a number of factors. While the proposed 'Hurontario LRT' may add some impetus for future office investment, this market is anticipated to underperform which means vacant properties will remain vacant.

In the proposed '**O1 - Major Office**' and '**O2 - General Office**' zoning designations a 'manufacturing' facility, for example, is not a permitted use. Nor is 'manufacturing' permitted as an accessory use. Removal 'manufacturing' as both a permitted, and accessory use, is limiting, particularly where large blocks of lands exist, fronting onto four different roads. For example, Avebury Road on the west, Sandstone Drive on the north, Hurontario Street on the east and Aldridge Street on the south.

As an example, Avebury Road presently includes a combination of office and manufacturing development along its west frontage. Under the proposed zoning it would not be possible to have a mix and manufacturing and office uses along the east frontage of Avebury Road, to match the existing to the west. The west side of Avebury Road is designated as 'Employment Area' lands permitting manufacturing, warehouse and distribution planned functions. These lands are built out and function in compliance with the 'MOP' and the City's Zoning By-law.

A significant portion of my client's vacant property fronts onto Avebury Road and are proposed to be zoned as Exceptions '**O2-1 - General Office**' and '**O2-3 General Office**'. While these properties are designated 'Office' in the City's Official Plan, a market opportunity exists for advanced manufacturing, as further represented by the permitted 'Science and Technology Facility' use permission, under the existing and proposed Gateway Corporate Centre zoning. In this scenario, a building could be utilised for at least 51% office, with the remainder being used for manufacturing, warehousing and distribution, as accessory uses to the primary function being office, and no outdoor storage would be permitted.

Advanced manufacturing can include a higher demand for office use functions, but also requires manufacturing, warehousing and distribution as secondary or accessory functional activities.



As a close example of how this may work, reference is made to my client's 'Lakeside' Project located at 2475 Hogan Road in the City of Mississauga at Millcreek Business Park. This facility is 48% 2 storey office and 52% manufacturing, warehousing and distribution. See attached profile image.

Refining the Zoning Bylaw, as needed, to permit this form of intensification has the potential to support much earlier market uptake and the City's revenues through fees, development charges and municipal taxation, when compared to strictly an Office use.

6 – Comments regarding Site Specific Exception: 'Major Office O1-3' Regulations

The 'Major Office O1-3' is to apply to two sides of Hurontario Street, south of the Highway 401 Interchange. The lands on the west side of Hurontario Street are partially developed and the east-side lands are vacant. Under the OMB Settlement provision these properties are referred to a 'Special Site 6'.

Satisfying the proposed Zone Regulations is further complicated given the MTO regulations associated with the east-bound on ramp to Highway 401. There are permissions for right-in and right-out access points along Hurontario Street on both sides, where these points of access, drive aisles, etc. affect the future Site Plan design of the properties.

As noted in the OMB Settlement provision for 'Special Site 6', buildings will have a minimum building frontage of 39 metres facing Hurontario Street.

A closer consideration of the proposed zoning as it applies to these properties is recommended. Prior zoning included a Zoning Map Schedule. The proposed Gateway Corporate zoning does not. A Zoning Map Schedule may add value and clarification, to avoid zoning conflicts, as it relates to these properties to better demonstrate how future development of these properties may occur, thus providing better clarity and certainty to the complex zone regulations that are being considered.

7 - Comments regarding Site Specific Exception: 'Major Office O1-7' Regulations

This L-Shaped property has frontage of about 85 m facing Hurontario Street. There appears to be a lack of clarity between 'Sentences' 5.2.3.6.2 and 5.2.3.6.3, as both attempt to create as much streetwall frontage along Hurontario Street as possible. It is not clear what is meant and what will prevail under the proposed Zoning By-law given the shape and relatively small Hurontario Street frontage. As noted in the 'Special Site 7'



OMB Settlement provision, buildings will have a minimum building frontage of 39 metres facing Hurontario Street.

A closer consideration of the proposed zoning as it applies to this property is recommended.

8 - Comments regarding Site Specific Exception: 'General Office 02-3' issue

The **'General Office 02-3'** property accommodates the **'Citi'** building. The present Exception Zone is E1-25 which stipulates per **'Sentence'** 8.2.2.25.6 *"Expansion or alteration to any building or structure legally existing on the date of passing of this By-law shall not be subject to the regulations of Lines 6.0 to 6.3, 13.0 and 14.0 in Table 8.2.1 contained in Subsection 8.2.1 of this By-law."*

It is important to ensure that the appropriate provisions of the current Exception Zone E1-25 are carried forward. **'Citi'** may require a northward expansion of their existing building in the future and it is important to ensure that the proposed Gateway Corporate Centre zoning does not preclude this possibility.

The **'Citi'** building and site are an as-built condition, with a large streetwall along Hurontario Street and four rows and associated aisles of parking and frontage landscaping. These land use characteristics, as they are legally permitted, should not become non-conforming under a new Zoning By-law, and should be allowed to be replicated to serve any future **'Citi'** expansion along Hurontario Street. This is compliant with the **'Special Site 8'** OMB Settlement provisions.

9 - Comments regarding Accessory Uses Clarification

'Subsection' 5.1.3 refers to **'Uses Accessory to a Permitted Use in an 'O1 - Major Office' and 'O2 - General Office'**. **'Article'** 5.1.3.1 refers to **'O2'** and **'O3'** which appears as a typo.

That said, we are supportive of the broad range of accessory uses that are proposed and suggest a **'commercial printing establishment'** and **'craft brewery'** also be permitted as accessory uses.

Also, it is not apparent why there is a distinction which limits accessory uses to 20% and 30% as it relates to the **'O1 - Major Office'** and **'O2 - General Office'**, where it may be simpler to provide for a maximum of 30% in either zone designation.



10 - General Comments to be applied to all Orlando Corporation Properties

As noted in the parent Zoning By-law 0225-2007, as amended, the uses and/or regulations take precedence in Exception Zones over the general provisions and Base Zones. In effect, based on the foregoing, my client's properties, located in the 'Gateway Corporate Centre Character Area' need to be carefully assessed given their unique contexts and prior approvals.

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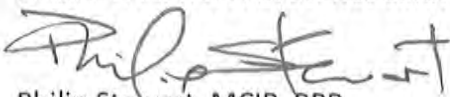
In summary, the proposed Base Zoning and Zone Exceptions, to the extent that they have not been appropriately replicated, require careful consideration in light the development and/or redevelopment of our client's properties.

Please note this is our initial review and does not preclude any future submissions regarding the proposed 'City-initiated Zoning By-law Amendment for the Gateway Corporate Centre Character Area'.

Thank-you in advance for your consideration.

Yours truly,

Pound & Stewart Associates Limited



Philip Stewart, MCIP, RPP

la/ltr.Orlando.Gateway.Zoning.Nov.19.19

cc. Mr. L. Longo, Aird & Berlis

cc. Client

Attachments: As noted herein



Christian Binette

From: Pound&Stewart Planning <pstewart@cityplan.com>
Sent: Tuesday, December 10, 2019 5:15 PM
To: Christian Binette
Cc: Romas Juknevičius; 'Malito, Lino'; 'Rehkopf, Wyatt'
Subject: RE: Gateway Corporate Centre Zoning Amendment - CD.03-GAT - Orlando Corporation Properties

Hello Christian,

Thank-you for meeting yesterday morning regarding the above captioned item.

We are following up regarding proposed regulation 'article' 5.1.3.5 which reads, *"A maximum of 50% of the **total gross floor area – non-residential** of the first storey of each **building** in the O1 zone with frontage on Hurontario Street shall be used for a permitted use contained in Table 5.2.1."*

The general concerns raised at our meeting regarding proposed regulation 5.1.3.5 remain relevant, and we need to reconcile this as my client confirms it could limit their ability to lease an office building to a major office tenant, and therefore a tenant may choose another more fitting location in the GTA.

Although the City's objective is to promote accessory retail and service uses at street level, along the LRT corridor, the implications of this proposed regulation affecting the first storey or 'ground floor' has the potential to frustrate potential major office investment for the following reasons:

- Requiring a minor variance, or possibly a ZBA, to facilitate a major office tenant's ground floor requirements, overly complicates future office investment decision-making;
- The planning process adds uncertainty and a timing delay to the office investment project and decision-making, making it less competitive;
- It may compromise the ground floor building layout, where a major office tenant may prefer a large foyer as a prestige entranceway;
- Accessory uses sometimes choose to locate in the basement of office buildings because they can have a presence in the building, while avoiding higher lease rates associated with a ground floor, and this may be acceptable to a major office tenant;
- There is lack of clarity between **total gross floor area – non-residential** versus **total gross leasable area – non-residential** and how it would be applied.

The objective would be better handled in our opinion by relying on a permissive Zoning By-law regulation, rather than restrictive one, which is how regulation 5.1.3.5 reads and will be applied.

Relying on proposed regulation 5.1.3.2 to allow for accessory uses is simpler and recommended, as it is more responsive and flexible, and better serves a competitive marketplace for major office.

Limiting the amount of 'office use' by regulation 5.1.3.5 to a maximum of 50% of the 'first storey' or ground floor is counterintuitive in my opinion, and it would be better to allow the competitive marketplace perform, without regulation 5.1.3.5, in relation to its many contributing factors.

Please contact me if you wish to discuss further as we look forward to resolution of this matter.

Regards,

Phil Stewart, MCIP, RPP
Principal
pstewart@cityplan.com

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City of Mississauga
Planning and Building Department
300 City Centre Drive
MISSISSAUGA ON L5B 3C1
mississauga.ca

Phase 2 Community Meeting Summary

Overview

Gateway Corporate Centre Character Area Review is a city-initiated review of planning policies to guide future development in the area. The study is being conducted in two (2) phases:

Phase 1: Mississauga Official Plan Amendment (MOPA) 25

Phase 2: Zoning By-law Amendment

In Phase 1, the study team engaged the community to generate a new transit-supportive vision for the Gateway Corporate Centre. Changes to the Official Plan were then proposed and approved in 2014. In 2017, these policies took effect following an Ontario Municipal Board appeal settlement.

In Phase 2, draft zoning regulations are proposed to ensure alignment with the new Official Plan policies. These zoning regulations will help transition the area to a more walkable, transit-oriented environment with an emphasis on office employment.

How We Engaged in Phase 2

On September 19, 2019, the City of Mississauga hosted a Community Meeting to engage the community and key stakeholders in the second phase of the Gateway Character Area Review. The Community Meeting was split into two (2) sessions: one from 2 – 4 p.m. and one from 5 – 7 p.m. The same content was covered at both meetings.

Approximately 30 people attended the sessions, with the majority of the audience comprised of residents, businesses and landowners. Participants were welcomed and given a presentation outlining the process to date, the policy background and vision, and the proposed zoning changes. Participants were then invited to ask questions of clarification. This was followed by an open house where participants reviewed presentation boards and discussed their questions with staff. Feedback was also collected via comment sheets and a feedback board.

Feedback Collected

Participants were asked to comment on:

1. What they are happy with
2. What they are concerned about
3. Other comments

Verbatim comments are provided below.

I am happy with...

- Generally happy with what is being proposed
- Quality of the information presented via the presentation boards and staff presentation
- Readily available help of multiple staff
- City's communication

I have concerns about...

- The standalone parking specified in the proposed regulations re: 30 m setback
- Office space is currently very hard to lease... is this plan realistic?
- Don't frustrate the market by taking away development flexibility

Other comments...

- Reflect new approach to exception zones in next iteration of mapping
- Add noise contours to next iteration of mapping
- Prioritize green space! Create green area around Matheson with shade and water park

Questions of Clarification

The following questions were asked during the Question and Answer period:

- Q: Will there be a newly enforced maximum building height?

A: The zoning amendment does not contain a maximum building height.

As an intensification corridor surrounded on all sides by employment uses, this stretch of Hurontario Street is an ideal site for taller, denser developments. The future Light Rail Transit (LRT) will also connect this area to downtown and cross-regional transit services.

However, the area is in the flight path of the airport, and as such is within the Airport Operating Area. This may result in limits to height being established through the development planning approvals process.

- Q: Can you elaborate on O1 and O2 uses?

A: The list of permitted uses and accessory uses is the same for both Office zones (O1 and O2). Accessory uses must be wholly contained within the same building as the primary permitted use. Accessory uses can comprise up to 30% of the total gross floor area of each building in O1 zones or 20% in O2 zones.

The following uses are permitted in both O1 and O2 zones: offices, banquet halls or convention centres, hotels and other forms of overnight accommodation, and a university or college. These can be considered the primary uses of the building which occupy most of the buildings gross floor area.

The following uses are permitted accessory to the above list of permitted uses in both O1 and O2 zones: retail stores, restaurants, financial institutions, entertainment/recreational establishments, personal service establishments, veterinary clinics, animal care establishments, commercial schools, outdoor markets, motor vehicle rental facilities, private clubs, messenger services and daycares.

- Q: What are accessory uses?

A: Accessory uses support the primary office related uses (both are listed above). These uses will serve future employees of office buildings, and will contribute to the activation of Hurontario Street. Accessory uses will be integrated on the ground floor of office buildings and will have direct pedestrian access to the sidewalk.

- Q: What are exception zones? What parameters were used to determine exception zones?

A: Exception zones contain regulations that differ from the general Office O1 or O2 zones. There are two (2) types of exceptions zones. The first type recognizes and permits the limited expansion of uses that currently exist on the property. The second type implements site-specific policy contained in the Official Plan and reflects holding requirements currently existing in the Zoning By-law. These two (2) parameters were used to determine the boundaries of exception zones.

- Q: How will exception zones be implemented? How will this reflect site-specific exceptions already in effect?

A: The exception zones will be implemented as part of the zoning amendment to implement site-specific Official Plan policy and recognize existing uses. Existing holding provisions in the Zoning By-law are also reflected in the proposed zoning for applicable exception zones.

- Q: Why are there exception zones on vacant properties?

A: Several properties contain site-specific Official Plan policies that must be reflected in the Zoning By-law. Where required, these policies are being implemented through exception zones.

- Q: Have there been any permits issued for new developments in the study area?

A: Yes, the City continues to receive and approve development applications within the Gateway area. A map showing the location of different types of development applications can be found on the City's website:

<https://mississauga.maps.arcgis.com/apps/MapSeries/index.html?appid=2103d1a57cf044a3ab801950bc174686>.

- Q: How long will it take before new developments reflect the OP vision and zoning regulations?

A: The redevelopment of the area will take many years to be fully realised. The City is already processing development applications for higher density, transit supportive types of uses, such as offices and hotels. The number of development applications is expected to increase with the construction of the Hurontario LRT over the coming years and beyond.

- Q: When do you expect the bulk of the construction to happen?

A: The redevelopment of the area has already begun and will likely increase with the construction of the Hurontario LRT.

- Q: How is the City treating applications that are currently under review? Will the new zoning regulations impact the current review process?

A: Current applications will be reviewed according to existing Official Plan policy and zoning requirements. The new zoning regulations will apply for applications submitted following the adoption of the Zoning By-law amendment by City Council.

- Q: How will you be working with landowners and developers to enforce changes?

A: City staff will review development proposals to see how they meet Official Plan policy and zoning requirements. Staff will work with the applicant to achieve the vision and intent of the Official Plan and meet the regulations of the Zoning By-law.

Q: It appears in the materials that many streets are being added to the street network. How will landowners be compensated for land lost to street creation?

A: Street requirements will be established through the development application process.

- Q: It seems like you are conducting a lot of similar land use exercises across Mississauga. Are you planning for too much office in the City?

A: The City of Mississauga is expected to grow to 878,000 people and 552,000 jobs by 2041, an increase of 140,000 people and 97,000 jobs over the next 20+ years. Provincial and Regional plans require the City of Mississauga to demonstrate how this growth is to be accommodated within the City. The Gateway Corporate Centre area is one of the City's main areas of future office growth in the City.

- Q: How is parking being addressed through the amendment? Are you requiring all parking to be put into structures?

A: Revised parking standards are not part of this amendment. The City's Parking Matters Master Plan and Implementation work is ongoing and will look at existing parking requirements in the Zoning By-law for different areas of the City including the Gateway area.

- Q: How has Metrolinx been involved in the study?

A: The design requirements for Metrolinx's future Hurontario LRT have informed the regulations contained in the proposed zoning amendment. The requirements bring the buildings closer to the street, include direct building entrances to the public sidewalk and promote pedestrian activity and the use of transit. The provincial government, including Metrolinx, was also circulated on the draft Zoning By-law amendment.

- Q: How has the Greater Toronto Airport Authority (GTAA) been involved in the study?

A: The City has notified relevant external agencies, including the GTAA, and will work with them to ensure that any issues they may have are addressed through the zoning amendment process.

- Q: What impact does airport noise have on the proposed zoning?

A: The Gateway Corporate Centre is located within the Airport Operating Area and is subject to noise policies contained in the City's Official Plan and any development applications are subject to the review of the Greater Toronto Airport Authority. Residential and other sensitive land uses are generally not permitted within the Airport Operating Area. However, daycares accessory to an employment use are permitted in the Gateway Corporate Centre on lands below the 35 noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contour.

- Q: What are the next steps?

A: See below.

Next Steps

The public will have the opportunity to present their formal comments to the Planning and Development Committee (PDC) at a Statutory Public Meeting scheduled for October 7, 2019. The comments will then be addressed in a Report on Comments that will be presented at a future PDC meeting expected later in the year. The comments will also be used to help inform the final Zoning By-law Amendment.

City of Mississauga Minutes



Approved: October 15, 2019

Planning and Development Committee

Date

2019/10/07

Time

6:00 PM

Location

Civic Centre, Council Chamber,
300 City Centre Drive, Mississauga, Ontario, L5B 3C1

Members Present

| | |
|----------------------------|--------------------------------|
| Councillor George Carlson | Ward 11 (Chair) |
| Mayor Bonnie Crombie | (departed at 9:00 p.m.) |
| Councillor Stephen Dasko | Ward 1 |
| Councillor Karen Ras | Ward 2 |
| Councillor Chris Fonseca | Ward 3 |
| Councillor John Kovac | Ward 4 |
| Councillor Carolyn Parrish | Ward 5 (ex-officio) |
| Councillor Ron Starr | Ward 6 |
| Councillor Dipika Damerla | Ward 7 (departed at 8:23 p.m.) |
| Councillor Matt Mahoney | Ward 8 |

Members Absent

| | |
|-------------------------|---------|
| Councillor Sue McFadden | Ward 10 |
|-------------------------|---------|

Find it online

<http://www.mississauga.ca/portal/cityhall/planninganddevelopment>

| | | |
|------------------------------------|------------|---|
| Planning and Development Committee | 2019/10/07 | 2 |
|------------------------------------|------------|---|

Staff Present

Mr. Andrew Whitemore, Commissioner, Planning & Building
Ms. Lesley Pavan, Director, Development & Design Division
Mr. Jason Bevan, Director, City Planning Strategies
Mr. Hugh Lynch, Manager, Development South
Ms. Marianne Cassin, Manager, Development Central
Mr. Chris Rouse, Manager, Development North
Ms. Michal Minkowski, Legal Counsel, Legal Services
Mr. Jeremy Blair, Manager, Transportation & Asset Management
Ms. Emma Calvert, Manager, Development Engineering, Transportation & Infrastructure
Planning Division
Mr. Ben Phillips, Development Planner
Ms. Sharon Chapman, Manager, Parks Planning, Parks & Forestry Division
Ms. Krystal Christopher, Legislative Coordinator
Ms. Stephanie Smith, Legislative Coordinator

1. **CALL TO ORDER**

Councillor Carlson called the meeting to order at 6:04 PM.

2. **DECLARATIONS OF CONFLICT OF INTEREST** – Nil.

3. **MINUTES OF PREVIOUS MEETING**

Approval of Minutes of September 16, 2019

Approved (Councillor Starr)

4. **MATTERS CONSIDERED**

4.1. **RECOMMENDATION REPORT (Ward 1)**

Sign Variance Application to permit one (1) single sided billboard sign with 100% electronic changing copy sign face and a sign area of 32.52 m² (350 ft²) - 1675 Queensway East

Applicant: Pattison Outdoor Advertising

File: SGNBLD 18-4282 VAR (W1)

Marcia Marciniak of Pattison Outdoor Advertising provided an overview of the sign variance application.

Councillor Dasko spoke to the efforts made by Pattison Outdoor Advertising and staff to work together to come up with an agreeable proposal and noted he has no issue with the applications approval.

RECOMMENDATION

PDC-0062-2019

1. That the report dated September 13, 2019 from the Commissioner of Planning and Building regarding variances to the Sign By-law under File SGNBLD 18-4282 VAR (W1), Pattison Outdoor Advertising, 1675 Queensway East be received for information.
2. That the request to permit one (1) single sided billboard sign with 100% electronic changing copy sign face and a sign area of 32.52 m² (350 ft²) be approved.

| Recorded Vote | YES | NO | ABSENT | ABSTAIN |
|------------------------|------------|-----------|---------------|----------------|
| Mayor B. Crombie | X | | | |
| Councillor S. Dasko | X | | | |
| Councillor K. Ras | X | | | |
| Councillor C. Fonseca | X | | | |
| Councillor J. Kovac | X | | | |
| Councillor C. Parrish | X | | | |
| Councillor R. Starr | X | | | |
| Councillor D. Damerla | X | | | |
| Councillor M. Mahoney | X | | | |
| Councillor P. Saito | | | X | |
| Councillor S. McFadden | | | X | |
| Councillor G. Carlson | X | | | |

Carried (10, 0, 2 – Absent)

4.2. **RECOMMENDATION REPORT (WARD 3)**

Sign Variance Application to permit one (1) double sided billboard sign with electronic changing copy sign faces

765 Dundas Street East

Applicant: Pattison Outdoor Advertising

File: SGNBLD 17-6915 VAR (W3)

Nathan Jankowski of Pattison Outdoor Advertising provided an overview of the sign variance application.

Councillor Fonseca spoke to the shape, size and location of the sign and noted she has no issue with the applications approval.

RECOMMENDATION

PDC-0063-2019

1. That the report dated September 13, 2019 from the Commissioner of Planning and Building regarding variances to the Sign By-law under File SGNBLD 17-6915 VAR (W3), Pattison Outdoor Advertising, 765 Dundas Street East be received for information.
2. That the request to permit one (1) double sided billboard sign with electronic changing copy sign faces be approved.

| Recorded Vote | YES | NO | ABSENT | ABSTAIN |
|------------------------|------------|-----------|---------------|----------------|
| Mayor B. Crombie | X | | | |
| Councillor S. Dasko | X | | | |
| Councillor K. Ras | X | | | |
| Councillor C. Fonseca | X | | | |
| Councillor J. Kovac | X | | | |
| Councillor C. Parrish | X | | | |
| Councillor R. Starr | X | | | |
| Councillor D. Damerla | X | | | |
| Councillor M. Mahoney | X | | | |
| Councillor P. Saito | | | X | |
| Councillor S. McFadden | | | X | |
| Councillor G. Carlson | X | | | |

Carried (10, 0, 2 – Absent)

- 4.3. **RECOMMENDATION REPORT (WARD 6)**
Official plan amendment application to permit an 18 storey seniors' apartment building, 13 storey retirement home/seniors' apartment building, hospice, and the retention of the existing five storey long term care home
5510 Mavis Road, southwest corner of Mavis Road and Father D'Souza Drive
Owner: Yee Hong Centre for Geriatric Care
File: OZ 19/001 W6
Bill 139

Johnathan Famme, Development Planner, provided an overview of the application.

Councillor Ras raised a question regarding whether there are building height limitations set by the Ministry of Long-Term Care for seniors housing. In response, Mr. Famme noted he is not aware of any building height limitations.

The following persons spoke:

1. Dr. Joseph Wong, provided an overview of the Yee-Hong Centre and spoke to the language/cultural barriers, emotional and physical needs of Asian seniors. Dr. Wong noted that optimizing the use of land will provide more housing for seniors and assist in alleviating the waiting list for seniors wishing to go into a long-term care facility. Dr. Wong spoke to the need for the community to have more long term care homes for seniors.

2. Barry Morrison, CEO, Barry J. Morrison and Associates, on behalf of the applicant, provided an overview of the site plan highlighting the characteristics of the area and benefits of the project. Mr. Morrison also spoke to the proposed site in relation to the Heartland Town Centre. Mr. Morrison noted it would be challenging to build on top of the existing building.
3. Michael Spaziani, Architect, Michael Spaziani Architect Inc., on behalf of the applicant spoke to the land use of the area and provided an overview of the angular plane study. Mr. Spaziani spoke to Heartland Town Centre and intensification; zoning of the site plan; and noted that the plan respects the immediate neighbourhood and the transitioning principles.
4. Dan Teh, Partner, CXT Architects, on behalf of the applicant spoke to the landscaping of the proposed development; footprints of buildings by height; amenity space; health and wellness area for all seniors to drop in; and the assistant and independent living space.
5. John Alberico, Principal, RWDI, on behalf of the applicant, provided an overview of the shadow and wind study that was done on the proposed site. Mr. Alberico spoke to the minor breaches found on the shadow study; solar harvesting; wind activity and wind mitigation.
6. Ben So, resident, spoke to the challenges faced when looking for long term care housing for his parents and noted the stresses it places on the primary caregiver. Mr. So commented on the benefits of the Yee Hong Centre and requested approval of the plan amendment.
7. Josephine Bau, resident, spoke in support of the application and requested for the plan's approval. Ms. Bau spoke to the needs of seniors in the community and noted that seniors can help the community by volunteering at churches, schools and at the Yee Hong Centre.
8. Andre Mack, resident, spoke in support of the application and made comments on the positive impact the Yee Hong Centre will have on seniors in the community.
9. Fiza Issa, resident, raised concerns regarding the development noting that she is oppose to the Yee Hong Centre being built at that location as it will have a negative impact on residents in the area. Ms. Issa spoke to the following concerns: traffic congestion; parking; lack of sunlight; and the size of the building.

10. Scarlett Chen, resident, commented on the issues with lack of senior housing in City and the need for a centre like Yee Hong in Mississauga to provide care to seniors. Ms. Chen spoke to the concerns raised by staff with the development and raised a question if an agreement could be reached so both parties are content.
11. Agnes Chung, resident, spoke in support of the application noting that the centre will ease congestion in hospitals and spoke to the benefits the centre will have to the City.
12. Peter Yuen, resident, made comments regarding the applications approval and spoke in support of the Yee Hong Centre. Mr. Yuen noted that the City should take into consideration the results of the study's that were conducted to make their decision as it that shows that residents in the area will not be impacted by the building.

Councillor Damerla raised a question regarding whether more floors could be built on top of the existing Yee Hong Centre building. In response, Dan Teh, Partner, CXT Architects, noted that additional floors cannot be added to the existing building due to its structure.

Councillor Parrish made comments on lowering the height of the building and raised concerns regarding the application noting that it will set a bad precedent for neighbourhoods. Councillor Parish spoke to Ward 5 residents not being invited to meetings; not supporting the application; current traffic issues in the area; and whether the Yee Hong Centre would qualify for its own exit on Mavis Road. In response, Johnathan Famme, Development Planner and Lin Rogers, Project Manager Transportation, noted that a traffic study has not been done as yet and one will be done in the area if the application is approved to determine if the centre will qualify for an exit onto Mavis Road.

Councillor Starr spoke in support of the Yee Hong Centre and to the future need for senior homes. Councillor Starr noted he will be proposing a motion to support the application to allow for the development of the extension of the Yee Hong Centre.

Mayor Crombie and Councillor Damerla spoke in support of the motion; Yee Hong Centre's accomplishments; the need for long-term care facilities and senior housing; height of the building; the importance of culturally appropriate care for seniors; concerns raised by residents; and reducing the height of the building.

RECOMMENDATION

PDC-0064-2019

1. WHEREAS the Recommendation Report dated August 23, 2019 from the Commissioner of Planning and Building recommends the application by Yee Hong Centre for Geriatric Care for Official Plan Amendment to permit an 18 storey seniors' apartment building, 13 storey retirement home/seniors' apartment building, hospice, and retention of the existing 5 storey long term care home, under File OZ 19/001 W6, 5510 Mavis Road, cannot be supported;

AND WHEREAS the Provincial Policy Statement directs municipalities to accommodate an appropriate range and mix of residential uses (including housing for older persons) and institutional uses (including long-term care homes) to meet long term needs;

AND WHEREAS the Provincial Growth Plan's policies are based on key principles including building complete communities, prioritizing intensification, and supporting a range and mix of housing options;

AND WHEREAS the Region of Peel Official Plan seeks to provide for the needs of the Region's changing age structure and allow opportunities for residents to live in their own communities as they age, and making available housing for residents with special needs including provision of accessible housing and appropriate support services;

AND WHEREAS Mississauga Official Plan directs that the City will provide opportunities for the production of housing for those with special needs, such as housing for the elderly;

AND WHEREAS the 2016 population of seniors aged 65 plus in Mississauga was 101,780 people (14% of the population), and is projected to more than double by 2041 to 234,220 people (27% of the population);

AND WHEREAS Yee Hong Centre for Geriatric Care is a well-respected non-profit leader in the provision of senior care in the Greater Toronto Area;

AND WHEREAS the Yee Hong Centre for Geriatric Care currently has a waiting list of 416 individuals in Mississauga;

NOW THEREFORE LET IT BE RESOLVED THAT the application by Yee Hong Centre for Geriatric Care for an official plan amendment to permit a maximum of 18 storey seniors' apartment building, a maximum of a 13 storey retirement home/seniors' apartment building, hospice, and retention of the existing 5 storey long term care home, under File OZ 19/001 W6, 5510 Mavis Road, be approved, and that staff be directed to prepare the official plan amendment for Council's passage.

2. That the twelve oral submissions be recieved

| Recorded Vote | YES | NO | ABSENT | ABSTAIN |
|------------------------|------------|-----------|---------------|----------------|
| Mayor B. Crombie | X | | | |
| Councillor S. Dasko | X | | | |
| Councillor K. Ras | X | | | |
| Councillor C. Fonseca | X | | | |
| Councillor J. Kovac | X | | | |
| Councillor C. Parrish | | X | | |
| Councillor R. Starr | X | | | |
| Councillor D. Damerla | X | | | |
| Councillor M. Mahoney | X | | | |
| Councillor P. Saito | | | X | |
| Councillor S. McFadden | | | X | |
| Councillor G. Carlson | X | | | |

Carried (9, 1, 2 – Absent)

- 4.7. **PUBLIC MEETING INFORMATION REPORT (WARD 7)**
Rezoning application to permit four semi-detached homes
2476 and 2482 Confederation Parkway, southwest corner of Dunbar Road and
Confederation Parkway
Owner: 2629604 Ontario Ltd.
File: OZ 19/007 W7
Bill 139

David Sajecki, Sajecki Planning, provided an overview of the application.

Councillor Damerla made comments supporting the application and requested that in addition to receiving the application, notwithstanding the planning protocol, that staff refer the Recommendation Report and applicable by-laws directly to Council.

RECOMMENDATION

PDC-0065-2019

That the report dated September 13, 2019 from the Commissioner of Planning and Building regarding the application by 2629604 Ontario Ltd. to permit four semi-detached homes, under File OZ 19/007 W7, 2476 and 2482 Confederation Parkway, be received for information, and further that notwithstanding planning protocol, that the Recommendation Report and applicable by-laws go directly to Council.

| Recorded Vote | YES | NO | ABSENT | ABSTAIN |
|------------------------|-----|----|--------|---------|
| Mayor B. Crombie | X | | | |
| Councillor S. Dasko | X | | | |
| Councillor K. Ras | X | | | |
| Councillor C. Fonseca | X | | | |
| Councillor J. Kovac | | | X | |
| Councillor C. Parrish | X | | | |
| Councillor R. Starr | X | | | |
| Councillor D. Damerla | X | | | |
| Councillor M. Mahoney | X | | | |
| Councillor P. Saito | | | X | |
| Councillor S. McFadden | | | X | |
| Councillor G. Carlson | X | | | |

Carried (9, 0, 3 – Absent)

4.4. **REMOVAL OF THE "H" HOLDING SYMBOL FROM ZONING BY-LAW 0225-2007 (WARD 3)**

Application to remove the "H" Holding Symbol to permit a 14 storey apartment building and 16 stacked townhomes

4064, 4070 and 4078 Dixie Road, west side of Dixie Road, north of Burnhamthorpe Road East

Owner: Hazelton Development Corp.

File: H-OZ 18/004 W3

No discussion took place on this item.

RECOMMENDATION

PDC-0066-2019

That the report dated September 13, 2019, from the Commissioner of Planning and Building recommending approval of the removal of the "H" holding symbol application, under File H-OZ 18/004 W3, Hazelton Development Corp., 4064, 4070 and 4078 Dixie Road, be adopted and that the Planning and Building Department be authorized to prepare the by-law for Council's passage.

| Recorded Vote | YES | NO | ABSENT | ABSTAIN |
|------------------------|-----|----|--------|---------|
| Mayor B. Crombie | X | | | |
| Councillor S. Dasko | X | | | |
| Councillor K. Ras | X | | | |
| Councillor C. Fonseca | X | | | |
| Councillor J. Kovac | X | | | |
| Councillor C. Parrish | X | | | |
| Councillor R. Starr | X | | | |
| Councillor D. Damerla | | | X | |
| Councillor M. Mahoney | | | X | |
| Councillor P. Saito | | | X | |
| Councillor S. McFadden | | | X | |
| Councillor G. Carlson | X | | | |

Carried (8, 0, 4 – Absent)

- 4.5. **REMOVAL OF THE "H" SYMBOL FROM ZONING BY-LAW 0225-2007 (WARD 3)**
Application to remove the "H" Holding Symbol for the extension of Winchester Drive
4560-4570 and 4572 Tomken Road
Owner: DeZen Realty Company Limited
File: H-OZ 18/003 W3

Councillor Fonseca briefly spoke to the reason for the application.

RECOMMENDATION

PDC-0067-2019

That the report dated September 13, 2019, from the Commissioner of Planning and Building recommending approval of the removal of the "H" holding symbol application, under File H-OZ 18/003 W3, DeZen Realty Company Limited, 4560-4570 and 4572

Tomken Road, be adopted and that the Planning and Building Department be authorized to prepare the by-law for Council's passage.

| Recorded Vote | YES | NO | ABSENT | ABSTAIN |
|------------------------|------------|-----------|---------------|----------------|
| Mayor B. Crombie | X | | | |
| Councillor S. Dasko | X | | | |
| Councillor K. Ras | X | | | |
| Councillor C. Fonseca | X | | | |
| Councillor J. Kovac | X | | | |
| Councillor C. Parrish | X | | | |
| Councillor R. Starr | X | | | |
| Councillor D. Damerla | | | X | |
| Councillor M. Mahoney | X | | | |
| Councillor P. Saito | | | X | |
| Councillor S. McFadden | | | X | |
| Councillor G. Carlson | X | | | |

Carried (9, 0, 3 – Absent)

- 4.6. **PUBLIC MEETING INFORMATION REPORT (WARD 1)**
Rezoning application to permit a 22 storey condominium apartment building with 313 residential units, 3 live/work units and four levels of underground parking 78 Park Street East and 22 – 28 Ann Street, west of Hurontario Street, north of Park Street East
Owner: Edenshaw Ann Developments Limited
File: OZ 19/008 W1
Bill 139

Dana Anderson, MHBC Planning, provided an overview of the application.

Mansour Kazerouni, IBI Group, provided an overview of the architect, design and site plan proposal.

The following persons spoke:

1. John James, resident, raised concerns with the development and made comments regarding traffic congestion, exposure to sunlight for tenants at his building, pedestrian traffic and transit service.

2. Lila McGregor, resident, raised concerns with the development and spoke to traffic congestion, infrastructure of the area and the lack of a grocery store that is walking distance.
3. A resident of the area raised concerns regarding traffic congestion.

Councillor Dasko spoke to the Port Credit area; traffic impact study; density of the area; home located north of the development site; and the report noting it is being received for information.

Lin Rogers, Project Manager Transportation spoke to the traffic impact and lakeshore corridor study that was conducted noting increasing transit in the area will reduce the use of vehicles.

RECOMMENDATION

PDC-0068-2019

1. That the report dated September 13, 2019, from the Commissioner of Planning and Building regarding the application by Edenshaw Ann Developments Limited to permit a 22 storey condominium apartment building with 313 residential units, 3 live/work units and four levels of underground parking, under File OZ 19/008 W1, 78 Park Street East and 22 – 28 Ann Street, be received for information.
2. That the three oral submission be received

| Recorded Vote | YES | NO | ABSENT | ABSTAIN |
|------------------------|------------|-----------|---------------|----------------|
| Mayor B. Crombie | X | | | |
| Councillor S. Dasko | X | | | |
| Councillor K. Ras | X | | | |
| Councillor C. Fonseca | X | | | |
| Councillor J. Kovac | X | | | |
| Councillor C. Parrish | X | | | |
| Councillor R. Starr | X | | | |
| Councillor D. Damerla | | | X | |
| Councillor M. Mahoney | X | | | |
| Councillor P. Saito | | | X | |
| Councillor S. McFadden | | | X | |
| Councillor G. Carlson | X | | | |

Carried (9, 0, 3 – Absent)

| | | |
|------------------------------------|------------|----|
| Planning and Development Committee | 2019/10/07 | 14 |
|------------------------------------|------------|----|

4.8. **PUBLIC MEETING INFORMATION REPORT (ALL WARDS)**
Potential Zoning By-law Amendments for Accessory Motor Vehicle Sales File:
BL.09-MOT (All Wards)

Jordan Lee, Planner, provided an overview of the report and spoke to the zoning amendments for accessory motor vehicle sales.

Councillor Ras raised the following questions: how the limit of 20 percent of vehicles stored indoors at facilities was reached; whether the industry was solicited for input; and the amount of minor variance applications that are approved by Committee of Adjustment.

Councillor Parrish spoke to reaching out to industry in the area for input and spoke to current motor vehicle sales establishments that are not abiding to the By-law.

Councillor Starr spoke to educating smaller motor vehicle sales establishments and receiving input from the industry and how public input will be received.

Councillor Carlson spoke to permitting gas bars and rental facilities in addition to the sale of vehicles.

In response, Mr. Lee spoke to the 20 percent standard used under the By-law noting that the standard is there to ensure the primary use of the facility is not for motor vehicle sales. Mr. Lee noted that staff will get input from the industry before bringing a report back to Council and spoke to majority of minor variance applicants received being approved.

Lesley Pavan, Director, Development & Design Division, spoke to ways of receiving input from the industry and locating small vehicle sales establishments.

RECOMMENDATION

PDC-0069-2019

That the report dated September 13, 2019, from the Commissioner of Planning and Building regarding potential zoning by-law amendments for accessory motor vehicle sales under File BL.09-MOT (All Wards), be received for information.

| Recorded Vote | YES | NO | ABSENT | ABSTAIN |
|------------------------|------------|-----------|---------------|----------------|
| Mayor B. Crombie | | | X | |
| Councillor S. Dasko | X | | | |
| Councillor K. Ras | X | | | |
| Councillor C. Fonseca | X | | | |
| Councillor J. Kovac | X | | | |
| Councillor C. Parrish | X | | | |
| Councillor R. Starr | X | | | |
| Councillor D. Damerla | | | X | |
| Councillor M. Mahoney | X | | | |
| Councillor P. Saito | | | X | |
| Councillor S. McFadden | | | X | |
| Councillor G. Carlson | X | | | |

Carried (8, 0, 4 – Absent)

4.9. **GATEWAY CORPORATE CENTRE CHARACTER AREA - CITY-INITIATED ZONING BY-LAW AMENDMENT - PUBLIC MEETING**

Christian Binette, Planner, provided an overview of the Zoning By-law amendment in the report noting that staff are seeking feedback from residents.

The following persons spoke:

1. Danny Miniskovich, resident, raised concerns whether the existing uses will be permitted if the by-law were changed and how expansion would be affected by the new zoning.
2. Bruce Richmond, resident, raised concerns whether the currently zoned sites will be maintained and grandfathered.

In response, Mr. Binette spoke to changing the wording in the draft to permit recognize the existing zoning provisions for existing sites and limited expansion to existing zoning.

RECOMMENDATION

PDC-0070-2019

1. That the submissions made at the public meeting held on October 7, 2019, to consider the report "Gateway Corporate Centre Character Area – City-initiated Zoning By-law Amendment – Public Meeting" dated September 13, 2019, be received; and

2. That staff report back to the Planning and Development Committee on the submissions made, outlining any modifications to the original proposed zoning changes, if necessary.
3. That the two oral submissions be received

| Recorded Vote | YES | NO | ABSENT | ABSTAIN |
|------------------------|-----|----|--------|---------|
| Mayor B. Crombie | | | X | |
| Councillor S. Dasko | | | X | |
| Councillor K. Ras | X | | | |
| Councillor C. Fonseca | X | | | |
| Councillor J. Kovac | X | | | |
| Councillor C. Parrish | X | | | |
| Councillor R. Starr | X | | | |
| Councillor D. Damerla | | | X | |
| Councillor M. Mahoney | X | | | |
| Councillor P. Saito | | | X | |
| Councillor S. McFadden | | | X | |
| Councillor G. Carlson | X | | | |

Carried (7, 0, 5 – Absent)

4.10. **DRAFT PROVINCIAL POLICY STATEMENT 2019**

No discussion took place on this item.

RECOMMENDATION

PDC-0071-2019

1. That the report titled “*Draft Provincial Policy Statement 2019*” from the Commissioner of Planning and Building, dated August 23, 2019, be received for information.
2. That Council endorse positions and comments contained in this report and Appendix 1.
3. That the City Clerk forward the report to the Ministry of Municipal Affairs and Housing.

| Recorded Vote | YES | NO | ABSENT | ABSTAIN |
|----------------------|-----|----|--------|---------|
| Mayor B. Crombie | | | X | |
| Councillor S. Dasko | X | | | |
| Councillor K. Ras | X | | | |

| | | |
|------------------------------------|------------|----|
| Planning and Development Committee | 2019/10/07 | 17 |
|------------------------------------|------------|----|

| | | | | |
|------------------------|---|--|---|--|
| Councillor C. Fonseca | X | | | |
| Councillor J. Kovac | X | | | |
| Councillor C. Parrish | X | | | |
| Councillor R. Starr | X | | | |
| Councillor D. Damerla | | | X | |
| Councillor M. Mahoney | X | | | |
| Councillor P. Saito | | | X | |
| Councillor S. McFadden | | | X | |
| Councillor G. Carlson | X | | | |

Carried (8, 0, 4 – Absent)

ADJOURNMENT – 9:33 PM (Councillor Starr)

Appendix 6 – Permitted Uses and Accessory Uses in Mississauga Zoning By-law and Consistency with Mississauga Official Plan Policies

| Permitted Uses ¹ | Existing Zones | | | | | Proposed Additional Zones | |
|---|----------------|----|----|----|-----|---------------------------|----------------|
| | E1 | E2 | C3 | C5 | OS3 | Major Office | General Office |
| Office | ✓ | ✓ | ✓ | | | ✓ | ✓ |
| Medical Office | ✓ | ✓ | ✓ | | | ✓ | ✓ |
| Broadcasting/Communication Facility | | ✓ | | | | ✓ | ✓ |
| Manufacturing Facility | ✓ | ✓ | | | | | |
| Science and Technology Facility | ✓ | ✓ | | | | ✓ | ✓ |
| Truck Terminal | | ✓ | | | | | |
| Warehouse/Distribution Facility | ✓ | ✓ | | | | | |
| Wholesaling Facility | | ✓ | | | | | |
| Waste Processing Station | | ✓ | | | | | |
| Waste Transfer Station | | ✓ | | | | | |
| Composting Facility | | ✓ | | | | | |
| Self-Storage Facility | | ✓ | | | | | |
| Contractor Service Shop | | ✓ | | | | | |
| Medicinal Product Manufacturing Facility - Restricted | ✓ | ✓ | | | | | |
| Restaurant | | ✓ | ✓ | | | | |
| Convenience Restaurant | | ✓ | ✓ | | | | |
| Take-out Restaurant | | ✓ | ✓ | | | | |
| Commercial School | ✓ | ✓ | ✓ | | | | |
| Financial Institution | ✓ | ✓ | ✓ | | | | |
| Veterinary Clinic | ✓ | ✓ | ✓ | | | | |

¹ Exception zones will implement modifications to the list of permitted uses as per Mississauga Official Plan policy contained in Section 15.3.3 (Gateway Corporate Centre Special Sites) and Section 15.3.4 (Gateway Corporate Centre Exempt Sites) of the Official Plan.

| Permitted Uses ¹ | Existing Zones | | | | | Proposed Additional Zones | |
|---|----------------|----|----|----|-----|---------------------------|----------------|
| | E1 | E2 | C3 | C5 | OS3 | Major Office | General Office |
| Animal Care Establishment | | ✓ | ✓ | | | | |
| Motor Vehicle Repair Facility - Restricted | | ✓ | | ✓ | | | |
| Motor Vehicle Rental Facility | | ✓ | ✓ | | | | |
| Motor Vehicle Wash Facility - Restricted | | ✓ | | ✓ | | | |
| Motor Vehicle Service Station | | ✓ | | ✓ | | | |
| Motor Vehicle Sales, Leasing and/or Rental Facility - Commercial Motor Vehicles | | ✓ | | | | | |
| Motor Vehicle Sales, Leasing and/or Rental Facility - Restricted | | | ✓ | | | | |
| Gas Bar | | ✓ | | ✓ | | | |
| Banquet Hall/Conference Centre/Convention Centre | ✓ | ✓ | ✓ | | | ✓ | ✓ |
| Night Club | | ✓ | | | | | |
| Overnight Accommodation | ✓ | ✓ | ✓ | | | ✓ | ✓ |
| Adult Video Store | | ✓ | | | | | |
| Adult Entertainment Establishment | | ✓ | | | | | |
| Animal Boarding Establishment | | ✓ | | | | | |
| Active Recreational Use | ✓ | ✓ | | | | | |
| Body-Rub Establishment | | ✓ | | | | | |
| Beverage/Food Preparation Establishment | | ✓ | ✓ | | | | |
| Truck Fuel Dispensing Facility | | ✓ | | | | | |
| Entertainment Establishment | ✓ | ✓ | ✓ | | | | |
| Recreational Establishment | ✓ | ✓ | ✓ | | | | |
| Funeral Establishment | | ✓ | ✓ | | | | |
| Private Club | | ✓ | ✓ | | | | |
| Repair Establishment | | ✓ | ✓ | | | | |

| Permitted Uses ¹ | Existing Zones | | | | | Proposed Additional Zones | |
|--------------------------------|----------------|----|----|----|-----|---------------------------|----------------|
| | E1 | E2 | C3 | C5 | OS3 | Major Office | General Office |
| Parking Lot | | ✓ | | | | | |
| University/College | ✓ | ✓ | ✓ | | | ✓ | ✓ |
| Courier/Messenger Service | ✓ | ✓ | | | | | |
| Retail Store | | | ✓ | | | | |
| Personal Service Establishment | | | ✓ | | | | |
| Amusement Arcade | | | ✓ | | | | |
| Cemetery | | | | | ✓ | | |

Accessory Uses

| | |
|---------------------------|---|
| retail store | farmers markets |
| restaurant | entertainment and recreational establishments |
| take-out restaurant | personal service establishment |
| financial institution | motor vehicle rental facility |
| veterinary clinic | private club |
| animal care establishment | courier/messenger service |
| commercial schools | day care |

Consistency with Mississauga Official Plan Policies

5.3.4.4 Corporate Centres will include a mix of higher density employment uses. Residential uses and new major retail developments will not be permitted in Corporate Centres.

5.3.4.8 Corporate Centres will be planned to achieve compact transit supportive development at greater employment densities, particularly near higher order transit stations.

5.3.4.9 Land uses permitted by this Plan that support commuter needs and support the use of nearby higher order transit facilities in off-peak travel times will be encouraged.

10.2.4 Within Intensification Areas, ground floor retail uses are encouraged within office buildings. Character Area Policies may identify where ground floor retail uses will be required.

11.2.7.1 In addition to the Uses Permitted in all Designations, lands designated Office will also permit the following uses:

- a) major office
- b) secondary office
- c) accessory uses

15.1.1.3 The following uses will not be permitted in freestanding buildings on a Corridor:

- a) financial institution
- b) motor vehicle rental
- c) personal service establishment
- d) restaurant
- e) retail store

15.1.4.1 Notwithstanding the Office policies of this Plan, the following additional uses will be permitted:

a) Post-secondary educational facilities

15.3.2.4 Notwithstanding the Office policies of this Plan, the following additional policies will apply:

a) overnight accommodation and conference centres may be permitted

d) accessory retail commercial uses incorporating transparent windows will be encouraged at grade at Major Transit Station Areas for buildings directly fronting Hurontario Street

Appendix 7 –Regulations for Major Office and General Office Zones

| Mississauga Zoning By-law | | | Line | Mississauga Official Plan ¹ |
|---------------------------|-------------------|---------------------|------|---|
| Regulations ² | Major Office Zone | General Office Zone | | Mississauga Official Plan Policies |
| Minimum lot frontage | 30m | 30m | 1 | <p>9.2.1.5 Small land parcels should be assembled to create efficient development parcels.</p> <p>15.3.1.2 The purpose of the following urban design policies is to define principles for the physical form and character of Hurontario Street:</p> <p>o) discourage the fragmentation of land parcels that will inhibit the eventual development of employment uses. Encourage land consolidation, in particular at the principal intersections to facilitate useable development parcels</p> |
| Minimum front yard | 3.0m | 3.0m | 2 | <p>9.2.1.19 The public realm and the development interface with the public realm will be held to the highest design standards.</p> <p>9.2.1.28 Built form will relate to and be integrated with the street line, with minimal building setbacks where spatial enclosure and street related activity is desired.</p> <p>9.2.1.31 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.</p> <p>9.5.4.1 Development proposals should enhance public streets and the open space system by creating a desirable street edge condition.</p> <p>9.5.4.4 Along Corridors where an urban character is</p> |

¹ Exception zones will implement modifications to regulations as per Mississauga Official Plan policy contained in Section 15.3.3 (Gateway Corporate Centre Special Sites) and Section 15.3.4 (Gateway Corporate Centre Exempt Sites) of the Official Plan.

² The final wording of the regulations will be done in accordance with the format and language of the Zoning By-law.

| Mississauga Zoning By-law | | | Line | Mississauga Official Plan ¹ |
|---|-------------------|---------------------|------|--|
| Regulations ² | Major Office Zone | General Office Zone | | Mississauga Official Plan Policies |
| | | | | appropriate, buildings should be located close to and aligned with the street to enclose the street. 15.3.1.2 The purpose of the following urban design policies is to define principles for the physical form and character of Hurontario Street: i) minimize building setbacks from the street line(s) while balancing continuous landscaping between the building and the street and pedestrian linkages to the public sidewalk; street and pedestrian linkages to the public sidewalk |
| Minimum front setback of the first building erected along Hurontario Street or a street identified in Note (x) | 3.0m | 3.0m | 3 | See Line 2. |
| Maximum setback for a building fronting onto Hurontario Street or a street in Note (x) | 5.0m | 5.0m | 4 | In addition to comment 2: 15.3.2.4 Notwithstanding the Office policies of this Plan, the following additional policies will apply: c) buildings will have a maximum building setback of five metres, however, greater setbacks may be required based on the final design of the light rail transit system |
| A maximum of 25% of the length of a streetwall of a building may be setback beyond 5.0m for a street identified in Note (x) | ✓ | ✓ | 5 | See Line 4. |
| Minimum interior side yard | 4.5m | 4.5m | 6 | 9.2.1.17 Principal streets should have continuous building frontages that provide continuity of built form from one property to the next with minimal gaps between buildings. |
| Minimum exterior side yard | 4.5m | 4.5m | 7 | See Line 6. |

| Mississauga Zoning By-law | | | Line | Mississauga Official Plan ¹ |
|--|-------------------|---------------------|------|---|
| Regulations ² | Major Office Zone | General Office Zone | | Mississauga Official Plan Policies |
| Maximum exterior side yard | 7.0m | 7.0m | 8 | 9.2.1.4 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. |
| Minimum rear yard | 4.5m | 4.5m | 9 | See Line 6. |
| Minimum percentage of lot frontage along Hurontario Street to be occupied by a streetwall of a building or structure | 80% | 66% | 10 | 15.3.2.4 Notwithstanding the Office policies of this Plan, the following additional policies will apply: e) in order to achieve a continuous street wall, new development will have a minimum 80 percent of any lot frontage along Hurontario Street within Major Transit Station Areas and 66 percent in areas beyond, occupied with a building or buildings. In the case of lots with multiple street frontages, priority will be given to establishing a continuous street wall along Hurontario Street. This continuous street wall condition will wrap around the corner at major intersections. |
| Minimum percentage of lot frontage along a street identified in Note (x) to be occupied by a streetwall of a building or structure | 50% | n/a | 11 | 9.2.1.17 Principal streets should have continuous building frontages that provide continuity of built form from one property to the next with minimal gaps between buildings. |
| A minimum of 75% of the area of the first storey streetwall of a building facing Hurontario Street shall contain glazing | ✓ | ✓ | 12 | 9.2.1.26 For non-residential uses, at grade windows will be required facing major streets and must be transparent. 9.2.1.25 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. |

| Mississauga Zoning By-law | | | Line | Mississauga Official Plan ¹ |
|--|-------------------|---------------------|------|---|
| Regulations ² | Major Office Zone | General Office Zone | | Mississauga Official Plan Policies |
| | | | | <p>9.2.1.19 The public realm and the development interface with the public realm will be held to the highest design standards.</p> <p>15.3.2.4 Notwithstanding the Office policies of this Plan, the additional following policies will apply:</p> <p>d) accessory retail commercial uses incorporating transparent windows will be encouraged at grade at Major Transit Station Areas for buildings directly fronting Hurontario Street</p> |
| A minimum of 50% of the area of the first storey streetwall of a building facing a street identified in Note (x) shall contain glazing | ✓ | ✓ | 13 | See Line 12. |
| Each individual unit along Hurontario Street shall have the main front entrance facing Hurontario Street | ✓ | ✓ | 14 | <p>9.2.1.24 Development will face the street.</p> <p>9.2.1.32 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.</p> <p>15.3.1.2 The purpose of the following urban design policies is to define principles for the physical form and character of Hurontario Street:</p> <p>e) orient the most active and architecturally detailed building façade to the public street by use of main entrances and a large percentage of fenestration addressing the streetscape</p> |
| Minimum building height | 12m and 3 stories | 8m and 2 stories | 15 | 15.1.1.2 Lands on a Corridor or within a Major Transit Station Area will be subject to the two storey height minimum. Local area plans or planning studies may establish maximum height requirements. |

| Mississauga Zoning By-law | | | Line | Mississauga Official Plan ¹ |
|-----------------------------|-------------------|---------------------|------|--|
| Regulations ² | Major Office Zone | General Office Zone | | Mississauga Official Plan Policies |
| | | | | <p>15.3.2.4 Notwithstanding the Office policies of this Plan, the following additional policies will apply:</p> <p>b) at Major Transit Station Areas, buildings will be a minimum of three storeys but will be encouraged to be higher</p> |
| Minimum first storey height | 5m | 4.5m | 16 | <p>10.4 Retail Within Corporate Centres, retail uses in conjunction with office developments will be encouraged in order to provide services to local businesses and employees. New freestanding retail uses will not be permitted.</p> <p>10.4.2 Retail uses will be permitted within Corporate Centres, where they support employment uses and employees. Character Area policies will identify appropriate locations and types of uses.</p> <p>15.3.2.4 Notwithstanding the Office policies of this Plan, the following additional policies will apply:</p> <p>d) accessory retail commercial uses incorporating transparent windows will be encouraged at grade at Major Transit Station Areas for buildings directly fronting Hurontario Street; and</p> |
| Minimum floor space index | 0.5 | 0.5 | 17 | <p>5.3.4.8 Corporate Centres will be planned to achieve compact transit supportive development at greater employment densities, particularly near higher order transit stations.</p> <p>5.4.13 Low density residential development will be discouraged from locating within Intensification Corridors.</p> <p>5.5.8 Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged.</p> |

| Mississauga Zoning By-law | | | Line | Mississauga Official Plan ¹ |
|--|-------------------|---------------------|------|---|
| Regulations ² | Major Office Zone | General Office Zone | | Mississauga Official Plan Policies |
| | | | | 10.1.8 Transit supportive development with compact built form and minimal surface parking will be encouraged in Corporate Centres, Major Transit Station Areas and Corridors. |
| Minimum depth of landscaped buffer for collector roads and minor roads | 4.5m | 4.5m | 18 | 9.5.2.11 Site development will be required to: b) provide enhanced streetscape c) provide landscaping that complements the public realm 9.5.4.1 Development proposals should enhance public streets and the open space system by creating a desirable street edge condition. 9.5.4.2 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. |
| Minimum distance from a loading space to the streetline | 10.0m | 10.0m | 19 | 9.5.4.2 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. |
| Minimum distance from a surface parking space and/or parking area to Hurontario Street | 10.0m | n/a | 20 | 9.5.4.2 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. 15.3.1.2 The purpose of the following urban design policies is to define principles for the physical form and character of Hurontario Street: f) locate parking facilities at the rear and/or side of buildings instead of between the front of the building and the public street. As sites develop/redevelop, parking should be |

| Mississauga Zoning By-law | | | Line | Mississauga Official Plan ¹ |
|--|-------------------|---------------------|------|--|
| Regulations ² | Major Office Zone | General Office Zone | | Mississauga Official Plan Policies |
| | | | | structured and preferably, underground. Transportation demand management measures will be encouraged |
| Minimum setback of an above grade parking structure to Hurontario Street | 30.0m | 30.0m | 21 | 9.5.5.1 Parking should be located underground, internal to the building or to the rear of buildings. 9.5.5.2 Above grade parking structures should be screened in such a manner that vehicles are not visible from public view and have appropriate directional signage to the structure. |
| Driveways, internal roads and aisles may be shared with abutting lands | 10.0m | 10.0m | 22 | 9.2.1.6 Mississauga will encourage the consolidation of access points and shared parking, service areas and driveway entrances. |
| Accessory uses shall be contained within a building or structure used for a main permitted use | ✓ | ✓ | 23 | 11.2.7.3 All accessory uses should be on the same lot and clearly subordinate to the functioning of the permitted use. 15.1.1.4 Within a Corridor all accessory uses must be in the same building as the principal use. |
| Maximum gross floor area that can be used for an accessory use listed in Appendix 6 | 30% | 20% | 24 | 10.2.4 Within Intensification Areas, ground floor retail uses are encouraged within office buildings. Character Area Policies may identify where ground floor retail uses will be required. 11.2.7.2 Accessory uses will generally be limited to a maximum of 20% of the total Gross Floor Area. 15.3.2.4 Notwithstanding the Office policies of this Plan, the following additional policies will apply: d) accessory retail commercial uses incorporating transparent windows will be encouraged at grade at Major Transit Station Areas for buildings directly fronting Hurontario Street |
| In addition to the accessory uses listed in Appendix 6, maximum | 20% | 20% | 25 | 11.2.7.2 Accessory uses will generally be limited to a maximum of 20% of the total Gross Floor Area. |

| Mississauga Zoning By-law | | | Line | Mississauga Official Plan ¹ |
|--|-------------------|---------------------|------|--|
| Regulations ² | Major Office Zone | General Office Zone | | Mississauga Official Plan Policies |
| gross floor area that can be used for manufacturing and associated uses, such as warehousing and distribution, for buildings that do not have frontage onto Hurontario Street | | | | |
| Buildings with property frontage at intersections with an LRT station shall contain accessory uses listed in Appendix 6 comprising at least 10% of the ground floor gross floor area | ✓ | n/a | 26 | <p>10.2.4 Within Intensification Areas, ground floor retail uses are encouraged within office buildings. Character Area Policies may identify where ground floor retail uses will be required.</p> <p>15.3.2.4 Notwithstanding the Office policies of this Plan, the following additional policies will apply:</p> <p>d) accessory retail commercial uses incorporating transparent windows will be encouraged at grade at Major Transit Station Areas for buildings directly fronting Hurontario Street</p> |

Note (x): This regulation applies to the lot lines abutting Derry Road East, Derry Road West, Courtneypark Drive East, Courtneypark Drive West, Britannia Road East, Britannia Road West, Matheson Boulevard East and Matheson Boulevard West.

Summary of Applicable Policies and Regulatory Documents

The proposed zoning amendment has been evaluated against Provincial Plans and policies as well as the Regional Official Plan and those contained in the Mississauga Official Plan (MOP).

The following table summarizes the policy documents that affect these amendments. The following table is a preliminary assessment of MOP policies against provincial and regional planning tools and the proposed zoning amendment.

| Policy Document | Mississauga Official Plan (MOP) Policies | City Initiated Proposal |
|---|---|--|
| Provincial Policy Statement (PPS), 2014 | The existing policies of MOP are consistent with the PPS. | The proposed amendments are consistent with the PPS. |
| A Place to Grow: Growth Plan for the Greater Golden Horseshoe , 2019 (Growth Plan) | Mississauga Official Plan is in general conformity with the <i>Growth Plan</i> ; however, certain aspects are undergoing conformity exercises to reflect the new changes in the <i>Growth Plan</i> . | The proposed amendments are in conformity with the <i>Growth Plan</i> . |
| Greenbelt Plan, 2017 | n/a | n/a |
| Parkway Belt Plan, 1978 | n/a | n/a |
| Region of Peel Official Plan, 1996 | The existing policies of MOP conform to the ROP. | The proposed amendments are exempt from Regional approval. |
| Mississauga Official Plan, 2011 | <p>The vision for Gateway Corporate Centre is for a prestigious office employment area along the northern stretch of the Hurontario LRT Corridor. As the main north-south LRT Corridor in the city, the policies of the Official Plan seek to promote a high quality urban design and built form that reinforce and enhance the image of Hurontario Street. The policies aim to create a safe and walkable environment by completing the pedestrian network, promoting an attractive public realm along key streets and within public spaces, and directing parking to the rear of the property away from the street frontage.</p> <p>It is intended that the Gateway area will transform from an auto-oriented built form to a more transit-supportive built form. To guide this transition, the Official Plan relies on a mix of general and prescriptive policies. Prescriptive policies contain detailed land use and regulation requirements to achieve transit-supportive objectives.</p> | <p>The existing Zoning By-law does not contain an appropriate zone to achieve the goals and objectives of the Official Plan for the Gateway area. The proposed amendment to the Zoning By-law will introduce two (2) new transit-supportive Office zones – Major Office and General Office. These zones will implement the established vision for Gateway Corporate Centre and correspond to the Office designation introduced by MOPA 25. Properties that were not re-designated in MOPA 25 will retain their existing zoning. The two (2) new Office zones contain uses that align with the Official Plan vision of a prestigious office employment area along the Hurontario LRT Corridor. This includes permitted uses and accessory uses. The prescriptive policies contained in the Official Plan are reflected in the two (2) new Office zones.</p> |

Consistency with Provincial Policy Statement

The *Provincial Policy Statement* 2014 (PPS) is issued under Section 3 of the *Planning Act*. All decisions affecting land use planning matters "shall be consistent" with the *Provincial Policy Statement*.

The following table has been prepared to demonstrate how MOP policies are consistent with the relevant PPS policies. In addition, the table provides an assessment as to how the

proposed amendment is consistent with PPS and MOP policies (i.e. "City Initiated Proposal" column). Only key policies relevant to the proposed amendment have been included, and the table should be considered a general summary of the intent of the policies.

Official Plan Amendment No. 47 to MOP added and amended policies in the Official Plan so that it is consistent with the PPS. This amendment came into force on May 18, 2016.

Consistency with the PPS Analysis

| Section No. | Provincial Policy Statement (PPS) 2014 | Mississauga Official Plan (MOP) Policies 2011 | City Initiated Proposal |
|-------------|--|---|---|
| | 1.0 Building Strong Healthy Communities | | |
| 1 | General Statement of Intent: Promoting efficient land use and development patterns are important to sustainable, liveable, healthy and resilient communities, protecting the environment, public health and safety and facilitating economic growth. | MOP provides policies for efficient land use patterns by directing growth to key strategic locations, including along Intensification Corridors such as Dundas Street (Chapter 5 – Direct Growth). A multi-modal transportation system will promote sustainable, active modes of transportation (Chapter 8 – Create a Multi-Modal City). Mississauga will achieve a sustainable urban form, with high quality urban design and a strong sense of place (Chapter 9 – Build a Desirable Urban Form). Mississauga will promote office and employment uses within Intensification Areas (Chapter 10 – Foster a Strong Economy). | This zoning amendment is part of a broader City strategy to direct growth to key Intensification Areas, including the Gateway Corporate Centre, where investments in rapid transit and infrastructure can be optimized to improve commutes, encourage healthy, active communities and plan for climate change. |
| | 1.1 Managing and directing land use to achieve efficient and resilient development and land use patterns | | |
| 2 | Relevant Policies: 1.1.1: Promote efficient development and land use patterns, accommodate a range of employment uses and promote development patterns and standards that consider the impacts of a changing climate. 1.1.3.2: Land use patterns will efficiently use land and resources, support active transportation and are transit-supportive where | Section 5.1: Forecast growth will be directed to appropriate locations to optimize existing and planned services and infrastructure, including transit. Growth will be directed to Intensification Areas. Mississauga promotes compact, mixed use development that is transit supportive in appropriate locations. Section 5.5: Employment density should be sufficiently high to support planned transit usage with | The zoning amendment will implement height minimums and use permissions that will promote transit-supportive densities that are appropriate for the Hurontario LRT. Zoning regulations will also implement appropriate development standards that: <ul style="list-style-type: none"> Require active, ground floor accessory uses at intersections with an LRT station to serve |

| Section No. | Provincial Policy Statement (PPS) 2014 | Mississauga Official Plan (MOP) Policies 2011 | City Initiated Proposal |
|---|---|--|---|
| | <p>transit is planned.</p> <p>1.1.3.4: Appropriate development standards for intensification and redevelopment should be promoted.</p> <p>1.1.3.5: Minimum targets for density and intensification shall be established. Where they exist, provincial targets shall be considered the minimum.</p> | <p>major office development encouraged in Corporate Centres, Intensification Areas and MTSAs. Low density development will be discouraged. Planning studies will delineate the boundaries of Intensification Corridors and Major Transit Station Areas and identify appropriate densities, land uses and building heights. Development will promote the qualities of complete communities.</p> <p>9.1.2 Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.</p> <p>9.2.1.4: 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.</p> | <p>office employees and add to the vibrancy of Hurontario Street</p> <ul style="list-style-type: none"> • Implement minimum heights • Require a consistent streetwall condition that is human scaled with minimal gaps between buildings • Implement appropriate setbacks for ground floor animation along Hurontario Street • Direct parking and loading spaces to the rear of the property away from the pedestrian realm |
| 1.3 Employment | | | |
| 3 | <p>Relevant Policies:</p> <p>1.3.2.1: 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.</p> | <p>5.1.8: Mississauga will protect employment lands to allow for a diversity of employment uses.</p> <p>Section 5.3: Corporate Centres are Intensification Areas. Corporate Centres will be planned to achieve compact transit supportive development at greater employment densities, particularly near higher order transit stations, and will include a mix of higher density employment uses. Residential uses and new major retail developments will not be permitted in Corporate Centres.</p> | <p>The zoning amendment will only permit employment uses as the main permitted use.</p> |
| 1.6 Infrastructure and Public Service Facilities | | | |
| 4 | <p>Relevant Policies:</p> <p>1.6.7.2: Efficient use of existing and planned infrastructure, including through transportation demand management strategies, where feasible.</p> <p>1.6.7.4: A land use pattern, density and mix of uses should be promoted that minimize travel by vehicular means and support transit and active transportation.</p> <p>1.6.7.5: Integration of transportation and land use planning.</p> | <p>In addition to comment 2:</p> <p>Section 5.4: Development on Corridors should be compact, mixed use and transit friendly and appropriate to the surrounding context.</p> <p>8.1.7: Mississauga will create a well-connected multi-modal transportation system that prioritizes services and infrastructure for Intensification Areas.</p> <p>MOP identifies Hurontario Street as an Intensification Corridor in Schedule 6 and the site of future MTSAs in Schedule 2. The Gateway Corporate Centre is also an Intensification Area.</p> | <p>The zoning amendment will ensure uses and a built form that are transit-supportive and promote the viability of active transportation that:</p> <ul style="list-style-type: none"> • Require active, ground floor accessory uses at intersections with an LRT station to serve office employees and add to the vibrancy of Hurontario Street • Implement minimum heights • Require a consistent streetwall condition that is human scaled with minimal gaps between buildings |

| Section No. | Provincial Policy Statement (PPS) 2014 | Mississauga Official Plan (MOP) Policies 2011 | City Initiated Proposal |
|--|--|--|--|
| | <p>1.6.8.3: New development should be compatible and supportive of the long-term transportation objectives of existing or planned corridors.</p> <p>1.6.9.1: Airports shall be protected from incompatible land uses and development by prohibiting residential and sensitive land uses.</p> | <p>6.10.2.4: Residential and other sensitive land uses within the Airport Operating Area will not be permitted as a principal or an accessory use except daycare facilities accessory to an employment use in the Corporate Centre Character Area, on lands located below the 35 noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contour.</p> | <ul style="list-style-type: none"> Implement appropriate setbacks for ground floor animation along Hurontario Street Direct parking and loading spaces to the rear of the property away from the pedestrian realm <p>Sensitive land uses are not permitted with the exception of accessory daycare facilities.</p> |
| 1.7 Long-Term Economic Prosperity | | | |
| 5 | <p>1.7.1 Long-term economic prosperity should be supported by optimizing the long term availability and use of land and encouraging a sense of place through a well-designed built form.</p> | <p>In addition to comment 3: Section 5.5: Employment density should be sufficiently high to support planned transit usage with major office development encouraged in Corporate Centres, Intensification Areas and MTSAs. Low density development will be discouraged. Planning studies will delineate the boundaries of Intensification Corridors and Major Transit Station Areas and identify appropriate densities, land uses and building heights. Development will promote the qualities of complete communities.</p> | <p>See comments 3 and 4.</p> |
| 1.8 Energy Conservation, Air Quality and Climate Change | | | |
| 6 | <p>Relevant Policies: 1.8.1: Planning authorities will support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and climate change adaptation through land use and development patterns which promote compact form and a structure of nodes and corridors; promote the use of active transportation and transit; and focus major employment land uses on sites which are well served by existing or planned transit.</p> | <p>Section 5.3: Corporate Centres are Intensification Areas. Corporate Centres will be planned to achieve compact transit supportive development at greater employment densities, particularly near higher order transit stations, and will include a mix of higher density employment uses. Residential uses and new major retail developments will not be permitted in Corporate Centres. Land uses that support commuter needs and support the use of nearby higher order transit facilities in off-peak travel times will be encouraged. Character Area policies will address the mix of business uses and density requirements within each Corporate Centre.</p> <p>Section 5.5: Employment density should be sufficiently high to support planned transit usage with major office development encouraged in Corporate Centres, Intensification Areas and MTSAs. Low density development will be discouraged. Planning studies will delineate the boundaries of Intensification Corridors and Major Transit Station Areas and</p> | <p>See comment 1.</p> |

| Section No. | Provincial Policy Statement (PPS) 2014 | Mississauga Official Plan (MOP) Policies 2011 | City Initiated Proposal |
|-------------|---|---|--|
| | | identify appropriate densities, land uses and building heights. Development will promote the qualities of complete communities. | |
| | 4.0 Implementation and Interpretation | | |
| 7 | General Statement of Intent: Provides direction on how the <i>Provincial Policy Statement</i> is to be implemented and interpreted. 4.2 Decisions of the council of a municipality shall be consistent with the Provincial Policy Statement. 4.7 The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement. | As outlined in the table, relevant MOP policies are consistent with the PPS. | The policies of MOP and the proposed amendments are consistent with relevant policies of the <i>Provincial Policy Statement</i> as outlined in this table. |

Conformity with *Growth Plan 2019*

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (*Growth Plan*) (2019) was issued under Section 7 of the *Places to Grow Act*. All decisions affecting lands within this area will conform to this Plan.

The following table has been prepared to demonstrate how MOP policies conform to the relevant *Growth Plan* policies. In addition the table provides an assessment as to how the proposed amendments conform to *Growth Plan* and MOP policies (i.e. “City Initiated Proposal” column). Only key policies

relevant to the proposed amendment have been included, and the table should be considered a general summary of the intent of the policies.

MOP was prepared and approved in accordance with the *Growth Plan* 2006. Mississauga is in the process of reviewing MOP policies to ensure conformity with the new *Growth Plan* 2019. The proposed policies have been reviewed against *Growth Plan* 2019 policy direction to ensure conformity.

Conformity with the *Growth Plan* Analysis

| Section No. | A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 | Mississauga Official Plan (MOP) Policies, 2011 | City Initiated Proposal |
|-------------|--|---|--|
| | 1. Introduction | | |
| | 1.1 The Greater Golden Horseshoe | | |
| 1 | General Statement of Intent: The Greater Golden Horseshoe plays an important role in accommodating growth, however, the magnitude of anticipated growth will present challenges to infrastructure, congestion, employment, healthy communities, aging, and climate change. | MOP recognizes that Mississauga’s sustained population and employment growth will continue to present both challenges and opportunities that need to be addressed through an appropriate growth management strategy (section 4.3). The Official Plan focuses on the strategic management of growth and change through the integration of land use, transportation and design objectives. It includes promoting growth in locations where it is financially sustainable and where it can be developed in compact efficient forms, supported by existing and planned infrastructure (section 4.4). Mississauga will also provide a range of mobility options for all ages and abilities (section 4.4). Growth is also to be directed to locations that will be supported by higher order transit (section 4.5). Mississauga will support the creation of complete, healthy communities and build a multi-modal city (section 4.5). | This zoning amendment is part of a broader City strategy to direct growth to key Intensification Areas, including the Gateway Corporate Centre, where investments in rapid transit and infrastructure can be optimized to improve commutes, encourage healthy, active communities and plan for climate change. |
| | 1.2 The Growth Plan for the Greater Golden Horseshoe | | |
| 2 | The Vision for the Greater Golden Horseshoe is that it will be a great place to live, supported | The Vision for Mississauga is that it will be a beautiful sustainable city that protects its natural and cultural | This zoning amendment will implement the City’s vision for the Gateway Corporate Centre of a |

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|---|---|---|--|
| | by a strong economy, a clean and healthy environment, and social equity, with an extraordinary waterfront. | heritage resources and its established stable neighbourhoods (Chapter 4 - Vision). | prestigious, transit-supportive office employment area. |
| | 1.2.1 Guiding Principles | | |
| 3 | The policies of this Plan are based on the following principles: a) Complete communities; b) Prioritize intensification; c) Provide flexibility to capitalize on new economic and employment opportunities; d) Support a range and mix of housing options; e) Integrate land use planning and investment in infrastructure; f) Provide different approaches to manage growth that recognize diversity of communities; g) Protect natural heritage, hydrologic, landforms; h) Conserve and promote cultural heritage; i) Integrate climate change considerations. | The guiding principles of the <i>Growth Plan</i> are incorporated into MOP and include the following: Chapter 5 – Direct Growth - prioritize intensification; provide different approaches to manage growth that recognize diversity of communities; integrate land use planning and investment in infrastructure. Chapter 7 – Complete Communities - complete communities; support a range and mix of housing options; conserve and promote cultural heritage. Chapter 8 – Multi-modal City – Build an interconnected, convenient and fast network of rapid transit routes and pedestrian/cycling infrastructure. Chapter 9 – Achieve a sustainable urban form with high quality urban design and a strong sense of place that is culturally vibrant, attractive, liveable and functional. Chapter 10 - The urban system supports the business community by promoting office and employment uses within Intensification Areas, while preserving lands for a variety of activities and extensive employment functions. | Changes to the Zoning By-law will assist in achieving the City's intensification goals by requiring a transit-supportive, compact built form in the Gateway Corporate Centre. |
| | 1.2.2 Legislative Authority | | |
| 4 | All decisions made on or after May 16, 2019 will conform with this Plan. | As illustrated through this table, MOP generally conforms to the <i>Growth Plan</i> . | As the decision on the amendments will occur after May 16, 2019, it must conform to the <i>Growth Plan</i> 2019. |
| | 1.2.3 How to Read this Plan | | |
| 5 | General Statement of Intent: Outlines the relationship between the <i>Growth Plan</i> and other planning documents, and how to read the plan. | MOP has been reviewed in respect to the <i>Growth Plan</i> and other applicable provincial planning documents. | The proposed amendments have been reviewed accordingly. |
| | 2. Where and How to Grow | | |
| | 2.1 Context | | |
| 6 | This Plan is about building compact and complete communities. Better use of land and infrastructure can be made by prioritizing intensification, building compact and complete communities, and increasing the modal share for transit and active transportation. | Policies in MOP are intended to achieve an attractive, comfortable and functional public realm and are composed of public lands with a focus on streets and boulevards and edges of private properties as they are visible from, and as they interface with the public streets (section 9.1). | A more transit-supportive compact built form will support the City's intensification goals along Hurontario Street and increase the modal share for transit and active transportation in the Gateway area. |
| | 2.2 Policies for Where and How to Grow | | |

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|--|---|---|--|
| <i>2.2.1 Managing Growth</i> | | | |
| 7 | <p>Relevant Policies:</p> <p>2.2.1.2: Within settlement areas, growth will be directed to strategic growth areas and locations within existing or planned transit, with a priority on higher order transit where it exists or is planned</p> <p>2.2.1.3: Municipalities will undertake integrated planning to manage growth which will provide direction for an urban form that will optimize transit corridors through a more compact built form.</p> <p>2.2.1.4: Applying the policies of this Plan will support the achievement of complete communities that expand access to a range of transportation options, including options for the safe, comfortable and convenient use of active transportation, provide for a more compact built form and a vibrant public realm and mitigate and adapt to climate change impacts.</p> | <p>Section 5.1: Forecast growth will be directed to appropriate locations to optimize existing and planned services and infrastructure, including transit. Growth will be directed to Intensification Areas. Mississauga promotes compact, mixed use development that is transit supportive in appropriate locations.</p> | <p>This zoning amendment will implement zoning regulations that promote a compact, transit-supportive and pedestrian friendly built form for properties in the Gateway area.</p> |
| <i>2.2.2 Delineated Built-up Areas</i> | | | |
| 8 | <p>Relevant Policies:</p> <p>2.2.1.3: Municipalities will develop a strategy to achieve the minimum intensification target which will identify strategic growth areas and recognize them as a key focus for development; identify the appropriate type and scale of development in strategic growth areas; ensure lands are zoned and development is designed in a way that supports the achievement of complete communities; and be implemented through official plan policies and designations, updated zoning and other supporting documents.</p> | <p>In addition to comment 7:</p> <p>Section 5.5: Employment density should be sufficiently high to support planned transit usage with major office development encouraged in Corporate Centres, Intensification Areas and MTSAs. Low density development will be discouraged. Planning studies will delineate the boundaries of Intensification Corridors and Major Transit Station Areas and identify appropriate densities, land uses and building heights. Development will promote the qualities of complete communities.</p> <p>9.1.2 Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.</p> <p>9.2.1.4: 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.</p> | <p>In addition to comment 7, this zoning amendment is a key implementation tool to support the approved Official Plan policies and designations.</p> |
| <i>2.2.4 Transit Corridors and Station Areas</i> | | | |
| 9 | <p>Relevant Policies:</p> <p>2.2.4.1: The priority transit corridors shown in</p> | <p>In addition to comment 8:</p> <p>Section 5.4: Development on Corridors should be</p> | <p>The Province has identified Hurontario Street as a priority transit corridor and has set out specific</p> |

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| | <p>Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station areas, including zoning in a manner that implements the policies of this Plan.</p> <p>2.2.4.2: Upper tier municipalities will delineate the boundaries of major transit station areas that maximize the size of the area and the number of potential transit users that are within walking distance.</p> <p>2.2.4.3: Major transit station areas will be planned for a minimum density target of 160 residents and jobs combined per hectare for those that are served by light rail transit.</p> <p>2.2.4.6: Within major transit station areas, land uses and built form that would adversely affect the achievement of the minimum density targets will be prohibited.</p> <p>2.2.4.8: All major transit station areas will be planned to be transit supportive.</p> | <p>compact, mixed use and transit friendly and appropriate to the surrounding context. Land uses and building entrances will be oriented to the Corridor and buildings will be subject to a 2 storey minimum height. Hurontario Street is identified as an Intensification Corridor. LRT stations along Hurontario Street are a form of Major Transit Station Area identified in Schedule 2 of the Official Plan. Land use and design policies and the delineation of Corridor boundaries will be determined through local area reviews.</p> <p>11.2.7.1: In addition to the Uses Permitted in all Designations, lands designated Office will also permit the following uses: a. major office; b. secondary office; and c. accessory uses.</p> <p>11.2.7.2: Accessory uses will generally be limited to a maximum of 20% of the total Gross Floor Area.</p> <p>11.2.7.3: All accessory uses should be on the same lot and clearly subordinate to the functioning of the permitted use.</p> <p>15.1.1.2: Lands on a Corridor or within a Major Transit Station Area will be subject to the two storey height minimum. Local area plans or planning studies may establish maximum height requirements.</p> <p>15.1.1.3: The following uses will not be permitted in freestanding buildings on a Corridor: a. financial institution; b. motor vehicle rental; c. personal service establishment; d. restaurant; and e. retail store.</p> <p>15.1.1.4: Within a Corridor all accessory uses must be in the same building as the principal use.</p> <p>15.1.4.1: Notwithstanding the Office policies of this Plan, the following additional uses will be permitted: a. Post-secondary educational facilities.</p> <p>15.3.2.4 Notwithstanding the Office policies of this Plan, the following additional policies will apply:</p> <ul style="list-style-type: none"> a) overnight accommodation and conference centres may be permitted b) at Major Transit Station Areas, buildings will be a minimum of three storeys but will be encouraged to be higher c) buildings will have a maximum building setback of five metres, however, greater setbacks may be required based on the final design of the light rail transit system | <p>transit-supportive goals to be achieved along this corridor, including the delineation of Major Transit Station Areas (MTSA). Mississauga Official Plan Corporate Centre policies also require transit-supportive uses. These uses are listed in the Official Plan and reflected in this zoning amendment. Major Office zones are located nearer to Hurontario LRT stations, and as such, have higher pedestrian-related requirements. In particular, the zoning amendment will require that:</p> <ul style="list-style-type: none"> • accessory uses be incorporated in the same building as the permitted use • building heights be a minimum of 3 stories for Major Office and 2 stories for General Office • the streetwall of a development constitutes 80% of any lot frontage onto Hurontario street for Major Office and 66% for General Office <p>Currently, the Region is working to delineate the Major Transit Station Area boundaries, including for transit stations located along Hurontario Street. After MTSA's are delineated, further zoning changes may be required.</p> |
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| | | <p>d) accessory retail commercial uses incorporating transparent windows will be encouraged at grade at Major Transit Station Areas for buildings directly fronting Hurontario Street</p> <p>e) in order to achieve a continuous street wall, new development will have a minimum 80 percent of any lot frontage along Hurontario Street within Major Transit Station Areas and 66 percent in areas beyond, occupied with a building or buildings. In the case of lots with multiple street frontages, priority will be given to establishing a continuous street wall along Hurontario Street. This continuous street wall condition will wrap around the corner at major intersections.</p> | |
| | <i>2.2.5 Employment</i> | | |
| 10 | <p>Relevant Policies:</p> <p>2.2.5.1: Economic development and competitiveness will be promoted by making more efficient use of employment areas, planning to better connect areas with high employment densities to transit and integrating and aligning land use planning and economic development goals and strategies.</p> <p>2.2.5.2: Major office will be directed to major transit station areas.</p> <p>2.2.5.3: Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.</p> <p>2.2.5.4: In planning for employment, development of a transit-supportive built form will be facilitated.</p> <p>2.2.5.7: Plan for employment areas by prohibiting residential uses; prohibiting or limiting other sensitive land uses that are not ancillary to the primary employment use; and, prohibiting major retail uses.</p> <p>2.2.5.13: Upper-tier municipalities will establish minimum density targets for employment areas that reflect opportunities for intensification on sites that support active transportation and are served by existing or planned transit; and will be implemented through official plan policies and designations and zoning by-laws.</p> | <p>5.1.8: Mississauga will protect employment lands to allow for a diversity of employment uses.</p> <p>Section 5.3: Corporate Centres are Intensification Areas. Corporate Centres will be planned to achieve compact transit supportive development at greater employment densities, particularly near higher order transit stations, and will include a mix of higher density employment uses. Residential uses and new major retail developments will not be permitted in Corporate Centres. Land uses that support commuter needs and support the use of nearby higher order transit facilities in off-peak travel times will be encouraged. Character Area policies will address the mix of business uses and density requirements within each Corporate Centre.</p> <p>5.5.10: Major office development will be encouraged to locate within the Downtown, Major Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas.</p> <p>Section 10.1: Transit supportive development with compact built form and minimal surface parking will be encouraged in Corporate Centres, Major Transit Station Areas and Corridors. Residential uses will not be prohibited within Corporate Centres.</p> <p>Section 10.2: Major office development will be encouraged to locate within the Downtown, Major Nodes, Corporate Centres and Intensification Corridors. Within Intensification Areas, ground floor retail uses are encouraged within office buildings.</p> | <p>Mississauga Official Plan Corporate Centre policies require transit-supportive uses. These uses are listed in the Official Plan and reflected in this zoning amendment.</p> <p>Retail uses are permitted at-grade to support office employees and contribute to the animation of Hurontario Street.</p> |

| | | | |
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| | | Character Area Policies may identify where ground floor retail uses will be required. 10.4.2 Retail uses will be permitted within Corporate Centres, where they support employment uses and employees. Character Area policies will identify appropriate locations and types of uses. | |
| | 3. Infrastructure to Support Growth | | |
| | 3.1 Context | | |
| 11 | This Plan provides the framework to guide and prioritize infrastructure planning and investments in the GGH to support and accommodate forecasted growth to the horizon of this Plan and beyond. The infrastructure framework in this Plan requires that municipalities undertake an integrated approach to land use planning, infrastructure investments, and environmental protection to achieve the outcomes of the Plan. | The City will create a multi-modal transportation system that integrates infrastructure investment with land use planning. This includes consideration of the environment and broader provincial planning goals related to directing growth to strategic growth areas and building complete communities. | The zoning amendment will implement the policies of MOPA 25 and ensure a supportive land use planning framework for this key Intensification Area along the Hurontario LRT Corridor. |
| | 3.2 Policies for Infrastructure to Support Growth | | |
| | <i>3.2.1 Integrated Planning</i> | | |
| 12 | 3.2.1.2 Infrastructure planning, land use planning and infrastructure investment will be co-ordinated to implement this Plan. | Mississauga will create a well-connected multi-modal transportation system that prioritizes services and infrastructure for Intensification Areas (8.1.7). MOP identifies Hurontario Street as an Intensification Corridor in Schedule 6 and the site of future MTSA's in Schedule 2. The Gateway Corporate Centre is also an Intensification Area. | See comment 11. |
| | <i>3.2.2 Transportation – General</i> | | |
| 13 | 3.2.2.1 Transportation system planning, land use planning and transportation investment will be co-ordinated to implement this Plan. | See comment 12. | See comment 11. |
| | <i>3.2.5 Infrastructure Corridors</i> | | |
| 14 | Relevant Policies: 3.2.5.2 The planning, location and design of planned corridors and the land use designations along these corridors will support the policies of this Plan, in particular that development is directed to settlement areas. | MOP policies conform to the <i>Growth Plan</i> and direct growth to key Intensification Areas to accommodate provincial growth plan targets. Intensification Corridors, including Hurontario Street, are a key element of the City's urban hierarchy and are intended to accommodate compact, transit-supportive development. | The Province has identified Hurontario Street as a priority transit corridor and has set out specific transit-supportive goals to be achieved along this corridor, including the delineation of Major Transit Station Areas (MTSA). Mississauga Official Plan Corporate Centre policies also require transit-supportive uses. These uses are listed in the Official Plan and reflected in this zoning amendment. |
| | 5. Implementation and Interpretation | | |
| 15 | Statement of Intent: | MOP must conform to the hierarchy of policy and | Not directly applicable to the proposed amendments. |

| | | | |
|----|---|--|--|
| | <p>Comprehensive municipal implementation is required to implement the <i>Growth Plan</i>. Where a municipality must decide on planning matters before its official plan has been updated it must still consider the impact of the decision as it relates to the policy of the <i>Growth Plan</i>.</p> <p>The policies of this section address implementation matters such as: how to interpret the plan, supplementary direction on how the Province will implement the plan, co-ordination of the implementation, use of growth forecasts and targets, performance indicators and monitoring, interpretation of schedules and appendices.</p> | <p>legislation at the federal, provincial, regional and municipal levels. In particular, provincial policy initiatives provide strong direction for the growth management and development strategies (Section 2.0)</p> | <p>A comprehensive review of MOP will address the changing and evolving legislative and policy framework set out by the Province and the Region. The amendments, as proposed, are in conformity with the <i>Growth Plan</i>.</p> |
| | 5.2.5 Targets | | |
| 16 | <p>Relevant Policies:</p> <p>5.2.5.6: In planning to achieve minimum intensification and density targets in this Plan, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of a higher quality public realm and compact built form.</p> | <p>Section 9.2: Mississauga will encourage a high quality, compact and urban built form that distinguishes the significance of Intensification Areas. Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive. Buildings should have active façades. Blank building walls will not be permitted facing principal street frontages and intersections, and transparent, at-grade windows will be required facing major streets. The built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired. Primary entry points shall provide direct access to the public sidewalk, pedestrian connections and transit facilities. Parking lots and structures should not be located adjacent to major streets.</p> <p>Section 9.4: A transit and active transportation supportive urban form will be required in Intensification Areas and in appropriate locations along Corridors. Development will support transit and active transportation by locating buildings at the street edge; requiring front doors that open to the public street; and ensuring active/animated building façades and high quality architecture.</p> <p>Section 9.5: Buildings must clearly address the street with principal doors and fenestrations facing the street in order to ensure main building entrances and</p> | <p>The proposed zoning amendment is a key tool to implementing urban design and site design official plan policies that direct development of a higher quality public realm and compact built form. This will be achieved through regulations that will:</p> <ul style="list-style-type: none"> • Require active, ground floor accessory uses at intersections with an LRT station to serve office employees and add to the vibrancy of Hurontario Street • Implement minimum heights • Require a consistent streetwall condition that is human scaled with minimal gaps between buildings • Implement appropriate setbacks for ground floor animation along Hurontario Street • Direct parking and loading spaces to the rear of the property away from the pedestrian realm • Permit transit-supportive uses – e.g. office, banquet halls, hotels, science and technology facilities |

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| | | <p>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; provide strong pedestrian connections and landscape treatments that link the buildings to the street; and ensure public safety. Buildings should avoid blank street wall conditions. It will be the responsibility of proponents of development applications to comply with Airport height restrictions. An attractive and comfortable public realm will be created in part by buffering of parking, loading and storage areas. The sharing and reduction of access points/driveways will be encouraged to promote pedestrian safety and provide the opportunity for a continuous streetscape. Along Corridors where an urban character is appropriate, buildings should be located close to and aligned with the street to enclose the street. Parking should be located underground, internal to the building or to the rear of buildings. 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.</p> | |
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Region of Peel Official Plan

The City Initiated Proposal does not require an amendment to the Region of Peel Official Plan. The proposed amendments were circulated to the Region.

The Regional Official Plan identifies the subject lands as being located within Peel's Urban System. General objectives, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form

and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.

MOP, which was approved by the Region of Peel on September 22, 2011, is the primary municipal instrument used to evaluate these amendments.

POUND & STEWART

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May 5, 2020

BY EMAIL & REGULAR MAIL

City of Mississauga - Office of the City Clerk
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Attn: Madame Mayor Crombie & Members of Council

Re: Submission on behalf of Orlando Corporation - 'Gateway Corporate Centre'
Agenda Item 18.3 - May 6, 2020 City Council Agenda
City-initiated By-law to Amend Zoning By-law No. 0225-2007
City of Mississauga

We are writing on behalf of Orlando Corporation regarding Council Agenda Item 18.3, pertaining to the City-initiated By-law to Amend Zoning By-law No. 0225-2007 ('draft Zoning By-law') affecting properties located within the 'Gateway Corporate Centre Character Area' ('Gateway').

This draft Zoning By-law will apply to numerous Orlando Corporation properties located in Gateway, and therefore it will need to conform with the OPA No. 25 - Feb. 2017 Minutes of Settlement between Orlando Corporation and the City of Mississauga. It is also noted that the draft Zoning By-law, now incorporates all 'Office' zoned properties in the City, with its primary focus on future zoning for Gateway.

Orlando Corporation singularly owns and develops its large lots/blocks of Gateway lands, which are in various phases of development. Some of these large lots/blocks also include vacant lands. As well, while 'development lines' apply to some of these large lots/blocks to de-mark development areas, they remain undivided and are not subdivided or subject to Part Lot Control.

Development responds to the marketplace demand and adaptable large lots/blocks, which are well located, and accessible in the GTA are rare. This provides the City with a competitive advantage in our opinion, and the draft Zoning By-law, while regulatory, should also be in support of economic development goals and objectives. These large lots/blocks are the subject of past municipal land use and road planning approvals over the past thirty years and has, and continues to best serve tenant requirements given changing market conditions.

POUND & STEWART ASSOCIATES LIMITED

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The following comments and recommendations are provided to both preserve, and provide for, the continued planning and development of these large lots/blocks by supporting land use and design flexibility, as projects are phased in over time along the Hurontario Corridor.

To assist our submission, please refer to the attached Figure 1: Draft 'Gateway' Zoning Consolidation Map and Figure 2: Peel Region Preliminary Boundaries of Major Transit Station Areas consolidated with Draft 'Gateway' Zoning Amendment, both describing the location of Orlando Corporation properties, along with the Region's Preliminary Major Transit Station Areas (MTSAs) preliminary boundary delineations.

We also include Figure 3: Key Map in support of Table 1 - Consolidation of Existing and Draft 'Gateway' Zoning By-law Exceptions to 0225-2007, as amended.

In our review of the draft Zoning By-law we offer the following observations and recommendations for Staff and Council consideration:

A: Draft Regulation - 13.0 'MINIMUM FLOOR SPACE INDEX - NON-RESIDENTIAL' at '0.5' for the 'O2 Major Office' and 'O3 General Office'

Table 5.2.1., Zone Regulations, introduces 13.0 'MINIMUM FLOOR SPACE INDEX - NON RESIDENTIAL' at '0.5' for the 'O2 Major Office' and 'O3 General Office' zone designations.

Simply put, this draft regulation would require Orlando Corporation to provide a minimum 0.5 times the lot/block area for each new build. This implies some form of land subdivision to achieve this minimum zoning regulation, and this is not desirable or beneficial to the value in maintaining my client's desirable large lots/blocks. Alternatively, a future rezoning or variance, via the Committee of Adjustment would be required to satisfy this regulation. Simply put, this draft zoning regulation is cumbersome and will frustrate the timing and success of future business investment, notwithstanding the mutual planning objectives for the fulsome and functional development of Gateway properties located in the Hurontario Corridor.

This proposed regulation will be new to the City's current Zoning By-law No. 0225-2007, as amended as it is not in effect. Satisfying this draft regulation is onerous on my client's large lots/blocks, where future development needs to be managed via a phased program over time.



It is recommended that the minimum 0.5 times the lot area requirement be removed from the draft Zoning By-law in its entirety, or specifically as it relates to Orlando Corporation's collective properties by way of the proposed Exceptions, which apply to each of my client's collective properties.

B: Need to Ensure 'Parking Structure' as a Permitted Use

There is a need to ensure that the draft Zoning By-law ensures a 'Parking Structure' (parking deck) is a permitted use in Gateway. A 'Parking Structure' (parking deck) supports achieving the City's minimum required vehicular parking regulations.

Accommodating the interrelated planned functions on large lots/blocks, such as a 'Parking Structure' (parking deck), supports both existing and future development intensification. The draft Zoning By-law regulates that buildings be located close to Hurontario Street and Avebury Road frontages, for example. On my client's large lots/blocks a future 'Parking Structure' (parking deck) would be located at the rear of these 'frontage' buildings, therefore supporting this urban design objective.

Currently based on the draft Zoning By-law, Orlando Corporation's 'O2-1' Exception lands permits a 'Parking Structure'. In the future it is planned that the 'O2-3', 'O3-1' and 'O3-3' at the least, will also include a 'Parking Structure' with building walls/facades located next to local roads, such as Sandstone Drive, Aldridge Drive and Milverton Drive.

It is recommended that the draft Zoning By-law incorporate a 'Parking Structure' as a Permitted Use.

C: Need to Allow for the Shared use of Driveways and Internal Roads (Aisles)

The principle of permitting shared use of driveways and aisles for access and accessibility on large lots/blocks is recommended and supported.

A concern stems from the use of the term 'Internal Road' which is a defined term that 'provides access to dwellings' per Zoning By-law 0225-2007, as amended. There are no dwellings permitted in the Gateway.



D: Need to Allow for Collective or Shared Vehicular Parking Space Counts

In order to satisfy the draft Zoning By-law minimum vehicular parking space regulations, there is a need to allow for collective counts, and the sharing of time of use, notwithstanding development lines on the large lots/blocks.

Full acknowledgment is recommended for lands to be zoned 'O2-1', 'O2-3' and 'O2-4', where partial acknowledgement is proposed. There is also a development line located between the proposed 'O3-1' and 'O3-7' zone boundaries where there is no provision for shared parking space allocation. The supply of vehicular parking spaces and the net sharing of the parking facilities is based on time shared demand and proximity to buildings on my client's large lots/blocks.

There are benefits to permitting shared parking in the 'O-2' and 'O-3' zoned large lots/blocks, as it supports the future unencumbered intensification on these lands which are located within proposed MTSAs.

It is recommended that the draft Zoning By-law incorporate Shared Vehicular Parking Space Counts, throughout the Gateway area, or at the least apply it to all Orlando Corporation proposed Exception Zones.

E: The Need to Clarify the 'Minimum Building Height' – Column 15.1

There is a need to clarify the 'Minimum Building Height' as Column 15.1 provision refers to '12.0 m and 3 Storeys and 8.0 m and 2 Storeys'.

Per the proposed 'O3-2' zoning, for example, there is a need to recognize that a 11.5 m building façade provides the appearance of a 2 storey building however, it is not functioning internally as a 2 storey building, in keeping with its permitted use. While the vertical massing of the building is achieved from an urban design perspective, the project would not comply because it does not provide 2 storeys in accordance with the draft Zoning By-law.

Therefore it is recommended that the draft Zoning By-law be revised to use 'and/or' and read as follows: 'Minimum Building Height' – Column 15.1 provision that read, 12.0 m and/or 3 Storeys and 8.0 m and/or 2 Storeys and apply it throughout the Gateway area, or at the least apply it to all Orlando Corporation proposed Exception Zones.



F: The Role of Development Lines on Large Lots/Blocks Requires Clarification

Development lines on large lots/blocks are not Plan of Subdivision or Part Lot Control lines or limits. They have historically functioned as lines to help explain Official Plan and/or Zoning By-law provisions.

The development lines on large lots/blocks are being carried forward in the draft Zoning By-law and are being used to define the boundaries of Exception Zones. Development lines should not stand in the way of managing shared parking efficiencies on large lots/blocks for example, and their removal would eliminate encumbrances, and support the future intensification.

We recommend that the Exception Zones be revised accordingly of my client's large lots/blocks.

G: RBC Building fronting onto Hurontario Street – Proposed as 'O3-7' Zoning

The draft Zoning By-law frustrates future redevelopment opportunity for the RBC financial institution building, for either expansion of the present use, or a new future permitted use. The draft Zoning By-law caps a 10% enlargement/expansion of the legally existing building or structure GFA in the 'O3-7' Exception Zone, frustrating future intensification within the Hurontario Corridor.

Under Option 'A' for example, if RBC, as tenant, wishes to expand the existing building to a 3 storey building, this would be in keeping with the intent of the draft Zoning By-law, supporting intensification of the Hurontario Corridor.

Under Option 'B' for example, if RBC, as tenant, vacates the building a new tenant wants a 3 storey building, this would also be in keeping with the intent of the draft Zoning By-law, supporting intensification of the Hurontario Corridor.

There are a number of Orlando Corporation Exception Zones that include the '10% GFA Cap' and these include draft Zoning By-law zones 'O2-1', 'O2-8', 'O3-1', 'O3-7', 'O3-8' and 'O3-9'.

The value of '10% GFA Cap' appears to no longer be necessary as it appears contrary to the 'minimums' approach typically introduced by this draft Zoning By-law. While it provides for a small enlargement, it unduly restricts future intensification – by the enlargement of buildings, in response to marketplace demand.



Since development commenced in the late 1980's, my client's large lots/blocks remain partially developed and future flexibility is required to respond to the marketplace.

H: 'Manufacturing Facility' use - Accessory to 'O2' and 'O3' Zones is Supported

Under Table 5.1.3.1 'Manufacturing Facility' is added to the list of Uses Accessory to a Permitted Use in 'O2' and 'O3' zones, and this is supported.

The 'Manufacturing Facility' use is capped at 20% of the total GFA of each building along the Avebury Road frontage, and it would be beneficial to increase this cap to 25% of the total GFA of each building.

It is recommended that future intensification of the large lots/blocks can benefit from a slightly higher percentage of 'Manufacturing Facility' as an Accessory Use.

I: No Need to Maintain Proposed Zoning Provision 'O3-8' 5.2.4.8.4

The proposed 'O3-8' zone mutually applies to E1-20 (Orlando Corporation) and E1-2 (Others) indicating that parking may be shared on these lands, however these lands are unrelated and under different ownership.

J: Need to Ensure Existing Uses Legality on the Draft Zoning By-law Passing Date

The draft Zoning By-law appears to confirm all uses legally existing on the date of the passing of the Zoning By-law for only some of the my client's lands to be zoned 'O2-1', 'O2-8', 'O3-1', 'O3-7', 'O3-8' and 'O3-9', leaving out other zones such as 'O2-3', 'O2-4', 'O2-7', 'O3-2', 'O3-3' and 'O3-10' for example.

We recommend that all applicable Exception Zones be included as appropriate.

K: The 'E2-24' lands, Block 'N' on Figure 3 - located south of Highway 401

An isolated land parcel is identified as an 'E2-24' zone and is located south of Highway 401 (east of Hurontario St.).

It is recommended that the draft Zoning By-law consider a range of permitted uses and site-specific development regulations for this triangular parcel of land, which is about 0.3 ha. in land area.



L: The Maximum of 90% of the Total GFA – Non-Residential of the First Storey

Proposed regulation 5.1.3.5 reads, *“On a lot at an intersection where both streets are identified on Schedules 5.2.1 (1) and 5.2.1 (2) of this By-law, any building with a setback less than or equal to 5.0 m from the street line to one or more of the streets, shall have a maximum of 90% of the total gross floor area – non residential of the first storey for a permitted use in Lines 2.1 and 2.2 contained in Table 5.2.1 of this By-law.”*

We expressed our concern with requiring 90% office on the ground floor for many reasons and we appreciate that the City did agree to remedy this issue by focussing this requirement to land parcels/lots that are only located at the intersection of Britannia Road and Hurontario Street and Matheson Road and Hurontario Street.

M: Orlando Corporation’s development program – N/W Highway 401 & Hurontario St.

Our client’s Site Plan Approval and Building Permit process are underway based on the current in effect zoning provisions. The following City file nos. apply to these lands:

SP19-115 – 50 Capston Drive / 6305 Kateson Drive

BP20-810 – 50 Capston Drive

BP20-811 – 6305 Kateson Drive

Through past discussions we confirm that the City will permit Orlando Corporation’s proposed development program – north west Highway 401 and Hurontario St. – to proceed as applied for, and support the Site Plan Approval and Building Permit processes underway.

There is also a need to also ensure that these building projects, now well underway, be fully recognized as legally complying to the draft Zoning By-law, when ultimately passed.

.

In conclusion, our recommendations propose to ensure that the intrinsic value of adaptable large lots/blocks are furthered through this draft Zoning By-law. There is no value in overly encumbering the development approvals process, as ‘marketplace’ absorption in Gateway over the past thirty years has been complex, and historically uneven.



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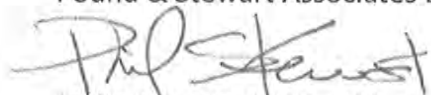
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We are of the opinion that our requested modifications or revisions to the draft Zoning By-law conform with OPA 25 - Feb. 2017 Minutes of Settlement between Orlando Corporation and the City of Mississauga. This submission does not preclude any future submissions regarding the draft Zoning By-law.

We would appreciate our firm being placed on the City's mailing list regarding any future public notices, updates, reports, Committee and Council Agenda related Items, and any Council decision or actions on the above captioned matter.

Thank-you in advance for your co-operation.

Yours truly,
Pound & Stewart Associates Limited



Philip Stewart, MCIP, RPP

la/ltr.Orlando.Corp.May.05.20

Attachments: As noted herein

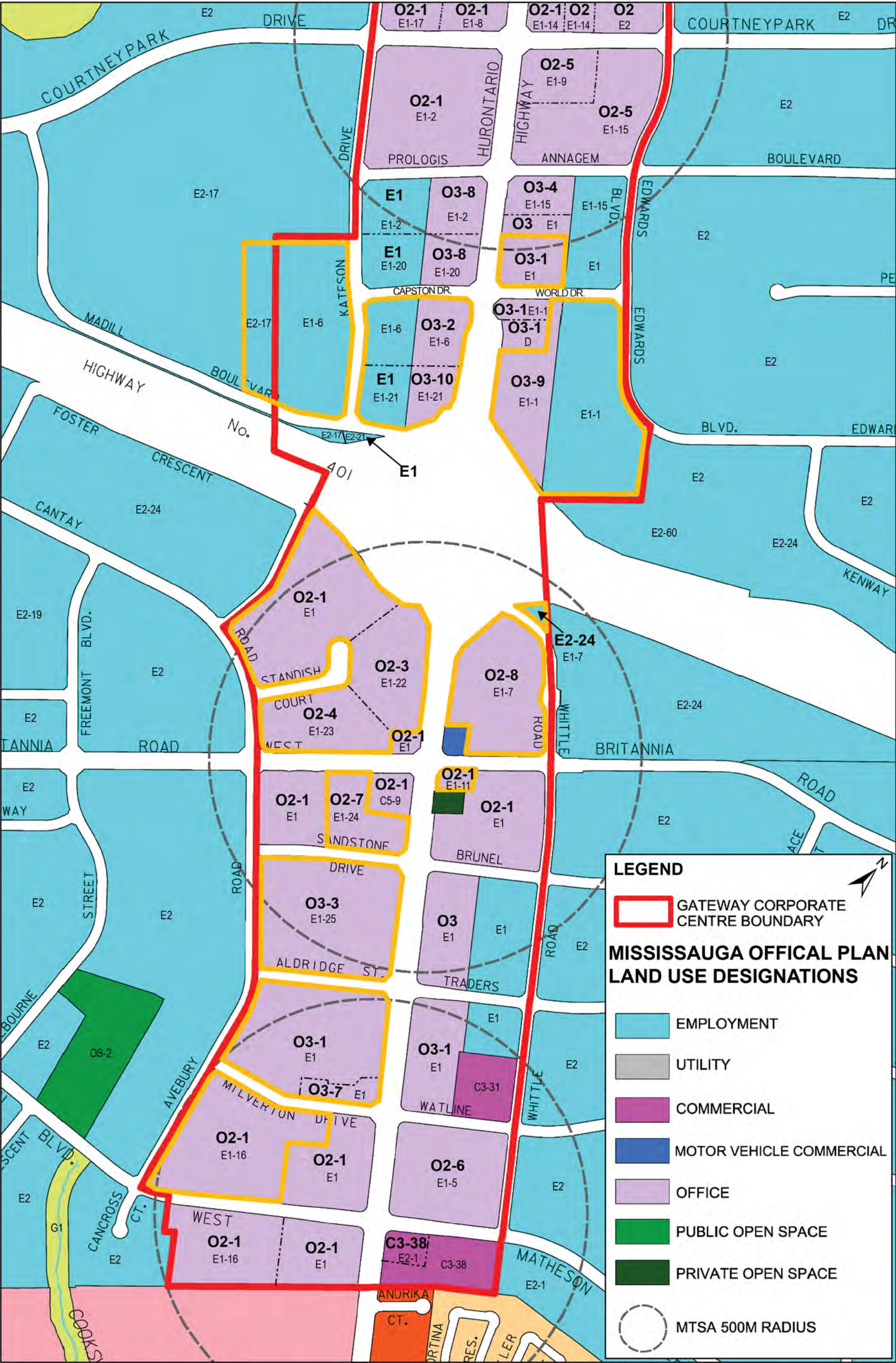
- cc. Mr. A. Whittemore, Commissioner of Planning & Building, City of Mississauga
- cc. Mr. C. Binette, Planning & Building Dept., City of Mississauga
- cc. Ms. K. Christopher, Legislative Co-ordinator, City of Mississauga
- cc. Mr. L. Longo, Aird & Berlis
- cc. Client

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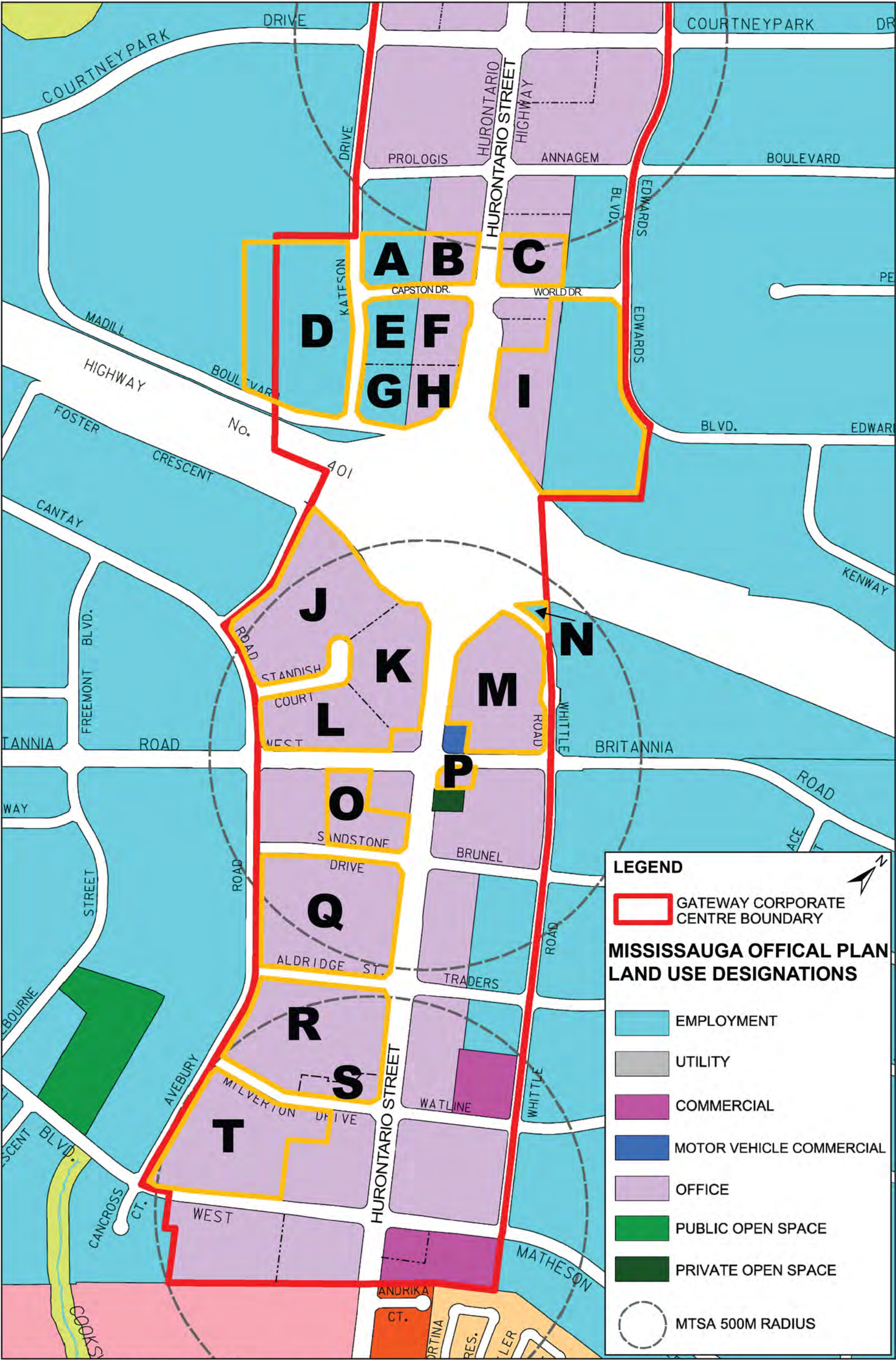


FIGURE 1: DRAFT 'GATEWAY' ZONING CONSOLIDATION MAP
CITY OF MISSISSAUGA - MAY 2020



**FIGURE 2: PEEL REGION PRELIMINARY BOUNDARIES OF MAJOR TRANSIT STATION AREAS CONSOLIDATED WITH CITY OF MISSISSAUGA
DRAFT 'GATEWAY' ZONING BY-LAW AMENDMENT - MAY 2020**

FIGURE 3: KEY MAP IN SUPPORT OF TABLE 1
CITY OF MISSISSAUGA - MAY 2020



ORLANDO CORPORATION
PROPERTY BOUNDARIES

A REFERENCE LETTERS
FOR TABLE 1



ORLANDO CORPORATION

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TABLE 1 – CONSOLIDATION OF EXISTING AND DRAFT ‘GATEWAY’ ZONING BY-LAW EXCEPTIONS TO 0225-2007, AS AMENDED

| KEY MAP | | EXISTING IN-EFFECT ZONING BY-LAW | | | | DRAFT ZONING BY-LAW | | | | | | | | | | | | | | |
|-----------|--|----------------------------------|--|---|--|---------------------|-----------|--|---|-----------|---|---|--|---|--|---------|---------------------|--|---------|--|
| A | 8.2.2.20 | | | | Exception: E1-20 | | Map # 44E | | By-law: 0191-2009/ OMB Order 2010 May 05 | | E1 | | | | | | | | | |
| | In an E1-20 zone the permitted uses and applicable regulations shall be as specified for an E1 zone except that the following uses /regulations shall apply: | | | | | | | | | | | | | | | | | | | |
| | Regulations | | | | | | | | | | | | | | | | | | | |
| | 8.2.2.20.1 | | | | Where a building is located within 10.0 m of Hurontario Street, the pedestrian street entrance shall face Hurontario Street | | | | | | | | | | | | | | | |
| | 8.2.2.20.2 | | | | "Pedestrian Street Entrance" means the door designed as an access point into a building for pedestrians | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| B | 8.2.2.20 | | | | Exception: E1-20 | | Map # 44E | | By-law: 0191-2009/ OMB Order 2010 May 05 | | 5.2.4.8 | | | | | | | | | |
| | In an E1-20 zone the permitted uses and applicable regulations shall be as specified for an E1 zone except that the following uses /regulations shall apply: | | | | | | | | | | | | | | | | | | | |
| | Regulations | | | | | | | | | | | | | | | | | | | |
| | 8.2.2.20.1 | | | | Where a building is located within 10.0 m of Hurontario Street, the pedestrian street entrance shall face Hurontario Street | | | | | | | | | | | | | | | |
| | 8.2.2.20.2 | | | | "Pedestrian Street Entrance" means the door designed as an access point into a building for pedestrians and provides a direct pedestrian access to Hurontario Street | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | 5.2.4.8 | | Exception: O3-8 | | Map # 44E | | By-law: | | | | |
| | | | | | | | | | | | | | | In an O3-8 zone the permitted uses and applicable regulations shall be as specified for an O3 zone except that the following uses /regulations shall apply: | | | | | | |
| | | | | | | | | | | | | | | Additional Permitted Use | | | | | | |
| | | | | | | | | | | 5.2.4.8.1 | | (1) Uses legally existing on the date of passing of this By-law | | | | | | | | |
| | | | | | | | | | | | | | | Regulations | | | | | | |
| | | | | | | | | | | 5.2.4.8.2 | | Uses contained in Sentence 5.2.4.8.1 of this Exception shall only be permitted in buildings or structures legally existing on the date of passing of this By-law | | | | | | | | |
| | | | | | | | | | | 5.2.4.8.3 | | The enlargement or alteration of a building or structure legally existing on the date of passing of this By-law shall be permitted up to 10% of the existing gross floor area - non-residential of all buildings and structures | | | | | | | | |
| | | | | | | | | | | 5.2.4.8.4 | | Required parking may be located on abutting lands zoned E1-2 | | | | | | | | |
| C | E1 | | | | | | | | | | 5.2.4.1 | | | | Exception: O3-1 | | Map # 36W, 37E, 43W | | By-law: | |
| | | | | | | | | | | | In an O3-1 zone the permitted uses and applicable regulations shall be as specified for an O3 zone except that the following uses /regulations shall apply: | | | | | | | | | |
| | | | | | | | | | | | Additional Permitted Use | | | | | | | | | |
| | | | | | | | | | | | 5.2.4.1.1 | | | | (1) Uses legally existing on the date of passing of this By-law | | | | | |
| | | | | | | | | | | | Regulations | | | | | | | | | |
| | | | | | | | | | | | 5.2.4.1.2 | | | | Uses contained in Sentence 5.2.4.1.1 of this Exception shall only be permitted in buildings or structures legally existing on the date of passing of this By-law | | | | | |
| 5.2.4.1.3 | | | | The enlargement or alteration of a building or structure legally existing on the date of passing of this By-law shall be permitted up to 10% of the existing gross floor area - non-residential of all buildings and structures | | | | | | | | | | | | | | | | |

TABLE 1 – CONSOLIDATION OF EXISTING AND DRAFT ‘GATEWAY’ ZONING BY-LAW EXCEPTIONS TO 0225-2007, AS AMENDED

| KEY MAP | EXISTING IN-EFFECT ZONING BY-LAW | DRAFT ZONING BY-LAW |
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| 8.2.2.6 | Exception: E1-6 | Map # 44E | By-law: 0411-2008, 0191-2009/OMB Order 2010 May 05, 0178-2012 |
| In an E1-6 zone the permitted uses and applicable regulations shall be as specified for an E1 zone except that the following uses /regulations shall apply: | | | |
| Additional Permitted Uses | | | |
| 8.2.2.6.1 | (1) Restaurant (2) Take-out Restaurant (3) Outdoor storage accessory to a manufacturing facility, science and technology facility or warehouse/distribution facility (4) Outdoor patio accessory to a restaurant or take-out restaurant | | |
| Regulations | | | |
| 8.2.2.6.2 | Minimum depth of a landscaped buffer along the lot line abutting Hurontario Street | | 10.0 m |
| 8.2.2.6.3 | Minimum depth of a landscaped buffer along the lot line of any street other than Hurontario Street | | 3.0 m |
| 8.2.2.6.4 | Maximum setback to the first storey of a streetwall of the first building erected on a lot abutting a street identified in Note (6) to Table 8.2.1 contained in Subsection 8.2.1 of this By-law | | 35.0 m |
| 8.2.2.6.5 | The provisions of Line 6.2 in Table 8.2.1 contained in Subsection 8.2.1 of this By-law shall not apply | | |
| 8.2.2.6.6 | A maximum of 30% of the length of a streetwall of the first storey of a building may be set back beyond the maximum setback of 35.0 m | | |
| 8.2.2.6.7 | Minimum distance from a surface parking space to a street identified in Note (6) to Table 8.2.1 contained in Subsection 8.2.1 of this By-law | | 35.0 m |
| 8.2.2.6.8 | A maximum of one (1) row of vehicle parking spaces shall be permitted within 35.0 m of Hurontario Street where a manufacturing facility or warehouse/distribution facility is located within 35.0 m of Hurontario Street | | |
| 8.2.2.6.9 | Parking spaces shall not be permitted between the exterior wall of an office building or medical office building and the lot line abutting Hurontario Street | | |
| 8.2.2.6.10 | Where a building is located within 35.0 m of Hurontario Street, the pedestrian street entrance shall face Hurontario Street | | |
| 8.2.2.6.11 | Maximum number of courier/messenger service delivery vehicles permitted to be stored outside | | 10 |
| 8.2.2.6.12 | The provisions contained in Subsection 8.1.5 of this By-law shall apply to all areas used for outdoor storage accessory to a manufacturing facility, science and technology facility or warehouse/distribution facility | | |
| 8.2.2.6.13 | "Pedestrian Street Entrance" means the door designed as an access point into a building for pedestrians and provides a direct pedestrian access to Hurontario Street | | |

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| 8.2.2.6 | Exception: E1-6 | Map # 44E | By-law: |
| In an E1-6 zone the permitted uses and applicable regulations shall be as specified for an E1 zone except that the following uses /regulations shall apply: | | | |
| Additional Permitted Uses | | | |
| 8.2.2.6.1 | (1) Outdoor storage accessory to a manufacturing facility, science and technology facility or warehouse/distribution facility (2) Restaurant (3) Take-out Restaurant (4) Outdoor patio accessory to a restaurant or take-out restaurant | | |
| Regulations | | | |
| 8.2.2.6.2 | The provisions contained in Subsection 8.1.5 of this By-law shall apply to all areas used for outdoor storage accessory to a manufacturing facility, science and technology facility or warehouse/distribution facility | | |
| 8.2.2.6.3 | Minimum depth of a landscaped buffer along any lot line | | 3.0 m |
| 8.2.2.6.4 | Maximum number of courier/messenger service delivery vehicles permitted to be stored outside | | 10 |

TABLE 1 – CONSOLIDATION OF EXISTING AND DRAFT ‘GATEWAY’ ZONING BY-LAW EXCEPTIONS TO 0225-2007, AS AMENDED

| KEY MAP | EXISTING IN-EFFECT ZONING BY-LAW | DRAFT ZONING BY-LAW |
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| 8.2.2.6 | Exception: E1-6 | Map # 44E | By-law: 0411-2008, 0191-2009/OMB Order 2010 May 05, 0178-2012 |
| In an E1-6 zone the permitted uses and applicable regulations shall be as specified for an E1 zone except that the following uses/regulations shall apply: | | | |
| Additional Permitted Uses | | | |
| 8.2.2.6.1 | (1) Restaurant (2) Take-out Restaurant (3) Outdoor storage accessory to a manufacturing facility, science and technology facility or warehouse/distribution facility (4) Outdoor patio accessory to a restaurant or take-out restaurant | | |
| Regulations | | | |
| 8.2.2.6.2 | Minimum depth of a landscaped buffer along the lot line abutting Hurontario Street | | 10.0 m |
| 8.2.2.6.3 | Minimum depth of a landscaped buffer along the lot line of any street other than Hurontario Street | | 3.0 m |
| 8.2.2.6.4 | Maximum setback to the first storey of a streetwall of the first building erected on a lot abutting a street identified in Note (6) to Table 8.2.1 contained in Subsection 8.2.1 of this By-law | | 35.0 m |
| 8.2.2.6.5 | The provisions of Line 6.2 in Table 8.2.1 contained in Subsection 8.2.1 of this By-law shall not apply | | |
| 8.2.2.6.6 | A maximum of 30% of the length of a streetwall of the first storey of a building may be set back beyond the maximum setback of 35.0 m | | |
| 8.2.2.6.7 | Minimum distance from a surface parking space to a street identified in Note (6) to Table 8.2.1 contained in Subsection 8.2.1 of this By-law | | 35.0 m |
| 8.2.2.6.8 | A maximum of one (1) row of vehicle parking spaces shall be permitted within 35.0 m of Hurontario Street where a manufacturing facility or warehouse/distribution facility is located within 35.0 m of Hurontario Street | | |
| 8.2.2.6.9 | Parking spaces shall not be permitted between the exterior wall of an office building or medical office building and the lot line abutting Hurontario Street | | |
| 8.2.2.6.10 | Where a building is located within 35.0 m of Hurontario Street, the pedestrian street entrance shall face Hurontario Street | | |
| 8.2.2.6.11 | Maximum number of courier/messenger service delivery vehicles permitted to be stored outside | | 10 |
| 8.2.2.6.12 | The provisions contained in Subsection 8.1.5 of this By-law shall apply to all areas used for outdoor storage accessory to a manufacturing facility, science and technology facility or warehouse/distribution facility | | |
| 8.2.2.6.13 | "Pedestrian Street Entrance" means the door designed as an access point into a building for pedestrians and provides a direct pedestrian access to Hurontario Street | | |

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| 8.2.2.6 | Exception: E1-6 | Map # 44E | By-law: |
| In an E1-6 zone the permitted uses and applicable regulations shall be as specified for an E1 zone except that the following uses/regulations shall apply: | | | |
| Additional Permitted Uses | | | |
| 8.2.2.6.1 | (1) Outdoor storage accessory to a manufacturing facility, science and technology facility or warehouse/distribution facility (2) Restaurant (3) Take-out Restaurant (4) Outdoor patio accessory to a restaurant or take-out restaurant | | |
| Regulations | | | |
| 8.2.2.6.2 | The provisions contained in Subsection 8.1.5 of this By-law shall apply to all areas used for outdoor storage accessory to a manufacturing facility, science and technology facility or warehouse/distribution facility | | |
| 8.2.2.6.3 | Minimum depth of a landscaped buffer along any lot line | | 3.0 m |
| 8.2.2.6.4 | Maximum number of courier/messenger service delivery vehicles permitted to be stored outside | | 10 |

TABLE 1 – CONSOLIDATION OF EXISTING AND DRAFT ‘GATEWAY’ ZONING BY-LAW EXCEPTIONS TO 0225-2007, AS AMENDED

| KEY MAP | EXISTING IN-EFFECT ZONING BY-LAW | DRAFT ZONING BY-LAW |
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| 8.2.2.6 | Exception: E1-6 | Map # 44E | By-law: 0411-2008, 0191-2009/OMB Order 2010 May 05, 0178-2012 |
| In an E1-6 zone the permitted uses and applicable regulations shall be as specified for an E1 zone except that the following uses /regulations shall apply: | | | |
| Additional Permitted Uses | | | |
| 8.2.2.6.1 | (1) Restaurant (2) Take-out Restaurant (3) Outdoor storage accessory to a manufacturing facility, science and technology facility or warehouse/distribution facility (4) Outdoor patio accessory to a restaurant or take-out restaurant | | |
| Regulations | | | |
| 8.2.2.6.2 | Minimum depth of a landscaped buffer along the lot line abutting Hurontario Street | 10.0 m | |
| 8.2.2.6.3 | Minimum depth of a landscaped buffer along the lot line of any street other than Hurontario Street | 3.0 m | |
| 8.2.2.6.4 | Maximum setback to the first storey of a streetwall of the first building erected on a lot abutting a street identified in Note (6) to Table 8.2.1 contained in Subsection 8.2.1 of this By-law | 35.0 m | |
| 8.2.2.6.5 | The provisions of Line 6.2 in Table 8.2.1 contained in Subsection 8.2.1 of this By-law shall not apply | | |
| 8.2.2.6.6 | A maximum of 30% of the length of a streetwall of the first storey of a building may be set back beyond the maximum setback of 35.0 m | | |
| 8.2.2.6.7 | Minimum distance from a surface parking space to a street identified in Note (6) to Table 8.2.1 contained in Subsection 8.2.1 of this By-law | 35.0 m | |
| 8.2.2.6.8 | A maximum of one (1) row of vehicle parking spaces shall be permitted within 35.0 m of Hurontario Street where a manufacturing facility or warehouse/distribution facility is located within 35.0 m of Hurontario Street | | |
| 8.2.2.6.9 | Parking spaces shall not be permitted between the exterior wall of an office building or medical office building and the lot line abutting Hurontario Street | | |
| 8.2.2.6.10 | Where a building is located within 35.0 m of Hurontario Street, the pedestrian street entrance shall face Hurontario Street | | |
| 8.2.2.6.11 | Maximum number of courier/messenger service delivery vehicles permitted to be stored outside | 10 | |
| 8.2.2.6.12 | The provisions contained in Subsection 8.1.5 of this By-law shall apply to all areas used for outdoor storage accessory to a manufacturing facility, science and technology facility or warehouse/distribution facility | | |
| 8.2.2.6.13 | "Pedestrian Street Entrance" means the door designed as an access point into a building for pedestrians and provides a direct pedestrian access to Hurontario Street | | |

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| 5.2.4.2 | Exception: O3-2 | Map # 44E | By-law: |
| In an O3-2 zone the permitted uses and applicable regulations shall be as specified for an O3 zone except that the following uses /regulations shall apply: | | | |
| Additional Permitted Uses | | | |
| 5.2.4.2.1 | (1) Manufacturing Facility (2) Warehouse/Distribution Facility (3) Commercial School | | |
| Regulations | | | |
| 5.2.4.2.2 | The regulation of Line 19.4 contained in Table 5.2.1 of this By-law shall not apply | | |
| 5.2.4.2.3 | A manufacturing facility and/or warehouse/ distribution facility shall comply with the following: | | |
| (1) minimum height of all buildings and structures | 11.5 m and 2 storeys | | |
| (2) any office component of the building shall be located abutting Hurontario Street | | | |
| (3) an aisle shall be permitted between the building and a lot line abutting Hurontario Street | | | |
| (4) minimum distance from a surface parking space to Hurontario Street | | | |

TABLE 1 – CONSOLIDATION OF EXISTING AND DRAFT ‘GATEWAY’ ZONING BY-LAW EXCEPTIONS TO 0225-2007, AS AMENDED

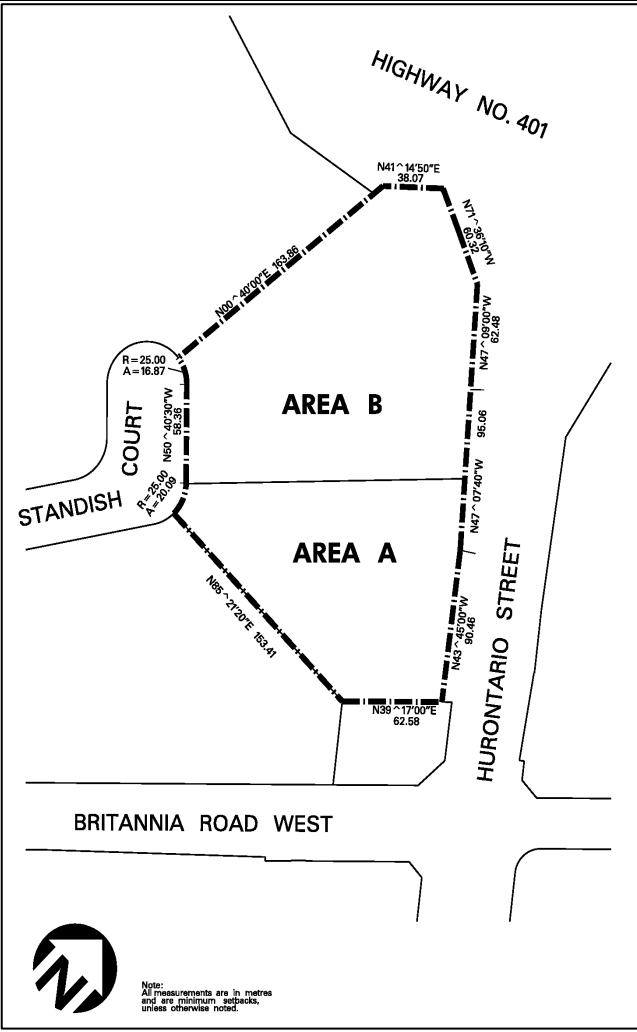
| KEY MAP | EXISTING IN-EFFECT ZONING BY-LAW | | | | DRAFT ZONING BY-LAW | | | |
|---------|---|---|-----------|--|---|---|-----------------------------|---------|
| G | 8.2.2.21 | Exception: E1-21 | Map # 44E | By-law: 0191-2009/ OMB Order 2010 May 05, 0178-2012 | E1 | | | |
| | In an E1-21 zone the permitted uses and applicable regulations shall be as specified for an E1 zone except that the following uses/regulations shall apply: | | | | | | | |
| | Regulations | | | | | | | |
| | 8.2.2.21.1 | The provisions of Lines 6.0 to 6.3, 13.0 and 14.0 in Table 8.2.1 contained in Subsection 8.2.1 of this By-law shall not apply | | | | | | |
| | 8.2.2.21.2 | For the purposes of this By-law, all lands zoned E1-21 shall be considered one (1) lot | | | | | | |
| H | 8.2.2.21 | Exception: E1-21 | Map # 44E | By-law: 0191-2009/ OMB Order 2010 May 05, 0178-2012 | 5.2.4.10 | Exception: O3-10 | Map # 44E | By-law: |
| | In an E1-21 zone the permitted uses and applicable regulations shall be as specified for an E1 zone except that the following uses/regulations shall apply: | | | | In an O3-10 zone the permitted uses and applicable regulations shall be as specified for an O3 zone except that the following uses/regulations shall apply: | | | |
| | Regulations | | | | Additional Permitted Uses | | | |
| | 8.2.2.21.1 | The provisions of Lines 6.0 to 6.3, 13.0 and 14.0 in Table 8.2.1 contained in Subsection 8.2.1 of this By-law shall not apply | | | 5.2.4.10.1 | (1) Manufacturing Facility (2) Warehouse/Distribution Facility (3) Commercial School | | |
| | 8.2.2.21.2 | For the purposes of this By-law, all lands zoned E1-21 shall be considered one (1) lot | | | Regulations | | | |
| | | | | | 5.2.4.10.2 | The regulation of Line 19.4 contained in Table 5.2.1 of this By-law shall not apply | | |
| | | | | 5.2.4.10.3 | Minimum height of all buildings and structures wholly or partially used as a manufacturing facility or warehouse/distribution facility | | 11.5 m and 2 storeys | |
| I | 8.2.2.1 | Exception: E1-1 | Map # 43W | By-law: | 5.2.4.9 | Exception: O3-9 | Map # 43W | By-law: |
| | In an E1-1 zone the permitted uses and applicable regulations shall be as specified for an E1 zone except that the following uses/regulations shall apply: | | | | In an O3-9 zone the permitted uses and applicable regulations shall be as specified for an O3 zone except that the following uses/regulations shall apply: | | | |
| | Additional Permitted Uses | | | | Additional Permitted Use | | | |
| | 8.2.2.1.1 | (1) Restaurant (2) Take-out Restaurant (3) Convenience Restaurant | | | 5.2.4.9.1 | (1) Uses legally existing on the date of passing of this By-law | | |
| | | | | | Regulations | | | |
| | | | | 5.2.4.9.2 | Uses contained in Sentence 5.2.4.9.1 of this Exception shall only be permitted in buildings or structures legally existing on the date of passing of this By-law | | | |
| | | | | 5.2.4.9.3 | The enlargement or alteration of a building or structure legally existing on the date of passing of this By-law shall be permitted up to 10% of the existing gross floor area - non-residential of all buildings and structures | | | |
| | | | | 5.2.4.9.4 | Lands zoned O3-9 and E1-1 shall be considered one lot for the purposes of Line 3.0 to 12.5 contained in Table 8.2.1 of this By-law | | | |

TABLE 1 – CONSOLIDATION OF EXISTING AND DRAFT ‘GATEWAY’ ZONING BY-LAW EXCEPTIONS TO 0225-2007, AS AMENDED

| KEY MAP | | EXISTING IN-EFFECT ZONING BY-LAW | | | | DRAFT ZONING BY-LAW | | | |
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| J | E1 | | | | | 5.2.3.1 | Exception: O2-1 | Map # 36W, 37E, 43W, 44E, 51W, 52E | By-law: |
| | | | | | | In an O2-1 zone the permitted uses and applicable regulations shall be as specified for an O2 zone except that the following uses /regulations shall apply: | | | |
| | | | | | | Additional Permitted Use | | | |
| | | | | | | 5.2.3.1.1 | (1) Uses legally existing on the date of passing of this By-law | | |
| | | | | | | Regulations | | | |
| | | | | | | 5.2.3.1.2 | Uses contained in Sentence 5.2.3.1.1 of this Exception shall only be permitted in buildings or structures legally existing on the date of passing of this By-law | | |
| | | | | | | 5.2.3.1.3 | The enlargement or alteration of a building or structure legally existing on the date of passing of this By-law shall be permitted up to 10% of the existing gross floor area - non-residential of all buildings and structures | | |
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| K | | | | | | 8.2.2.22 | Exception: E1-22 | Map # 44E | By-law: 0191-2009/ OMB Order 2010 May 05 |
| | In an E1-22 zone the permitted uses and applicable regulations shall be as specified for an E1 zone except that the following uses /regulations shall apply: | | | | | | | | |
| | Additional Permitted Use | | | | | | | | |
| | 8.2.2.22.1 | (1) Required parking, driveways and aisles for lands zoned E1-23 and abutting lands zoned E1 | | | | | | | |
| | Regulations | | | | | | | | |
| | 8.2.2.22.2 | The provisions of Lines 6.0 to 6.3, 13.0 and 14.0 in Table 8.2.1 contained in Subsection 8.2.1 of this By-law shall not apply to Area B identified on Schedule E1-22 of this Exception | | | | | | | |
| | 8.2.2.22.3 | Maximum setback of the first storey of a streetwall of a building erected on a lot abutting a street identified in Note (6) to Table 8.2.1 contained in Subsection 8.2.1 of this By-law and located within Area A identified on Schedule E1-22 of this Exception | | | 18.0 m | | | | |
| | 8.2.2.22.4 | The provisions of Line 6.2 in Table 8.2.1 contained in Subsection 8.2.1 of this By-law shall not apply | | | | | | | |
| | 8.2.2.22.5 | A maximum of 30% of the length of a streetwall of the first storey of a building within Area A, identified on Schedule E1-22 of this Exception, may be set back beyond the maximum setback of 18.0 m | | | | | | | |
| | 8.2.2.22.6 | Minimum distance from a surface parking space in Area A, identified on Schedule E1-22 of this Exception, to a street identified in Note (6) to Table 8.2.1 contained in Subsection 8.2.1 of this By-law | | | 18.0 m | | | | |
| | 8.2.2.22.7 | Where a building is located within 18.0 m of Hurontario Street in Area A identified on Schedule E1-22 of this Exception, the pedestrian street entrance shall face Hurontario Street | | | | | | | |
| | 8.2.2.22.8 | "Pedestrian Street Entrance" means the door designed as an access point into a building for pedestrians and provides a direct pedestrian access to Hurontario Street | | | | | | | |
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TABLE 1 – CONSOLIDATION OF EXISTING AND DRAFT ‘GATEWAY’ ZONING BY-LAW EXCEPTIONS TO 0225-2007, AS AMENDED

| KEY MAP | EXISTING IN-EFFECT ZONING BY-LAW | DRAFT ZONING BY-LAW |
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| K (Cont) |  | |
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|---|---|--|-----------|---|--|---|-----------|---------|
| L | 8.2.2.23 | Exception: E1-23 | Map # 44E | By-law: 0191-2009/ OMB Order 2010 May 05 | 5.2.3.4 | Exception: O2-4 | Map # 44E | By-law: |
| | In an E1-23 zone the permitted uses and applicable regulations shall be as specified for an E1 zone except that the following uses/regulations shall apply: | | | | In an O2-4 zone the permitted uses and applicable regulations shall be as specified for an O2 zone except that the following uses/regulations shall apply: | | | |
| | Regulation | | | | Regulation | | | |
| | 8.2.2.23.1 | Required parking may be located on lands zoned E1-22 | | | 5.2.3.4.1 | Required parking may be located on lands zoned O2-3 | | |

TABLE 1 – CONSOLIDATION OF EXISTING AND DRAFT ‘GATEWAY’ ZONING BY-LAW EXCEPTIONS TO 0225-2007, AS AMENDED

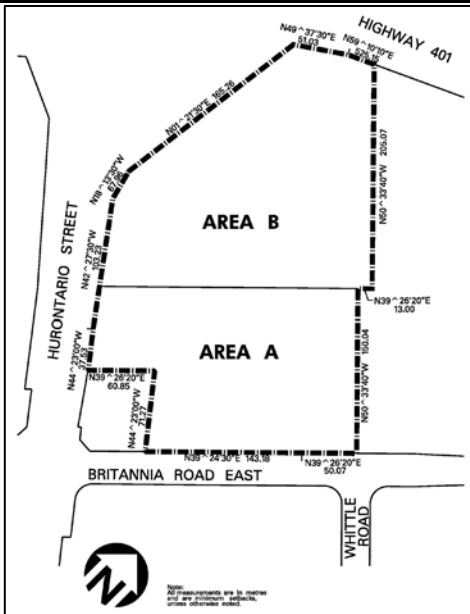
KEY MAP

EXISTING IN-EFFECT ZONING BY-LAW

DRAFT ZONING BY-LAW

M

| | | | |
|---|--|-----------|---|
| 8.2.2.7 | Exception: E1-7 | Map # 43W | By-law: 0411-2008, 0191-2009/ OMB Order 2010 May 05 |
| In an E1-7 zone the permitted uses and applicable regulations shall be as specified for an E1 zone except that the following uses /regulations shall apply: | | | |
| Regulations | | | |
| 8.2.2.7.1 | The provisions of Lines 6.0 to 6.3, 13.0 and 14.0 in Table 8.2.1 contained in Subsection 8.2.1 of this By-law shall not apply to Area B identified on Schedule E1-7 of this Exception | | |
| 8.2.2.7.2 | Maximum setback of the first storey of a streetwall of a building erected on a lot abutting a street identified in Note (6) to Table 8.2.1 contained in Subsection 8.2.1 of this By-law and located within Area A identified on Schedule E1-7 of this Exception | 20.0 m | |
| 8.2.2.7.3 | The provisions of Line 6.2 in Table 8.2.1 contained in Subsection 8.2.1 of this By-law shall not apply | | |
| 8.2.2.7.4 | A maximum of 30% of the length of a streetwall of the first storey of a building within Area A, identified on Schedule E1-7 of this Exception, may be set back beyond the maximum setback of 20.0 m | | |
| 8.2.2.7.5 | Minimum distance from a surface parking space in Area A, identified on Schedule E1-7 of this Exception, to a street identified in Note (6) to Table 8.2.1 contained in Subsection 8.2.1 of this By-law | 20.0 m | |
| 8.2.2.7.6 | Where a building is located within 20.0 m of Hurontario Street in Area A, identified on Schedule E1-7 of this Exception, the pedestrian street entrance shall face Hurontario Street | | |
| 8.2.2.7.7 | Maximum number of courier/messenger service delivery vehicles permitted to be stored outside | 10 | |
| 8.2.2.7.8 | "Pedestrian Street Entrance" means the door designed as an access point into a building for pedestrians and provides a direct pedestrian access to Hurontario Street | | |



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|---|---|-----------|---------|
| 5.2.3.8 | Exception: O2-8 | Map # 43W | By-law: |
| In an O2-8 zone the permitted uses and applicable regulations shall be as specified for an O2 zone except that the following uses /regulations shall apply: | | | |
| Additional Permitted Use | | | |
| 5.2.3.8.1 | (1) Uses legally existing on the date of passing of this By-law | | |
| Regulations | | | |
| 5.2.3.8.2 | The regulations of Lines 19.1 and 19.2 contained in Table 5.2.1 of this By-law shall not apply | | |
| 5.2.3.8.3 | Uses contained in Sentence 5.2.3.8.1 of this Exception shall only be permitted in buildings or structures legally existing on the date of passing of this By-law | | |
| 5.2.3.8.4 | The enlargement or alteration of a building or structure legally existing on the date of passing of this By-law shall be permitted up to 10% of the existing gross floor area - non-residential of all buildings and structures | | |
| 5.2.3.8.5 | Maximum setback of a first storey streetwall from Hurontario Street | 14.0 m | |
| 5.2.3.8.6 | Minimum length of the lot line abutting Hurontario Street to be occupied by a first storey streetwall | 39.0 m | |
| 5.2.3.8.7 | Minimum depth of a landscaped buffer between Hurontario Street and a parking area | 10.0 m | |

N

TABLE 1 – CONSOLIDATION OF EXISTING AND DRAFT ‘GATEWAY’ ZONING BY-LAW EXCEPTIONS TO 0225-2007, AS AMENDED

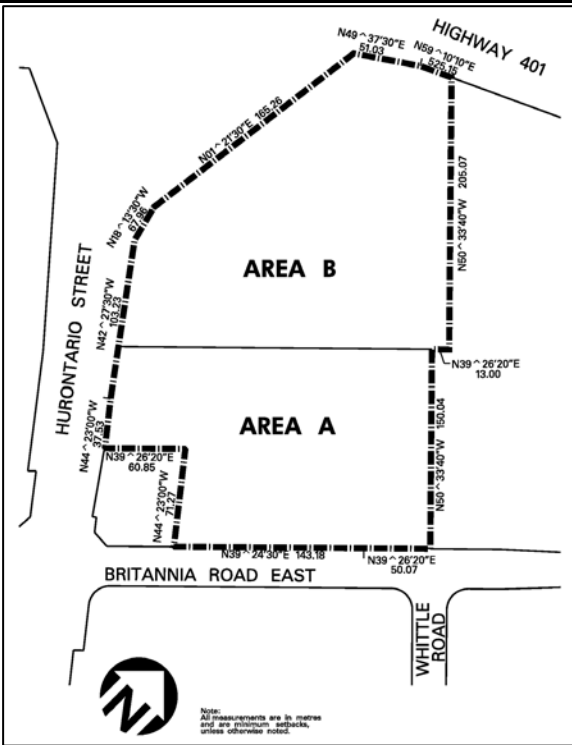
| KEY MAP | | EXISTING IN-EFFECT ZONING BY-LAW | | DRAFT ZONING BY-LAW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|--|-----------|---|------------------|-----------|---|--|--|--|--|--------------------|--|--|--|------------|--|--|--------|------------|--|--|--|------------|--|--|--|------------|--|--|--|------------|---|--|--|--|--|--|---------|-----------------|-----------|---------|---|--|--|--|--------------------|--|--|--|-----------|--|--|--|-----------|--|---|--------|
| N (Cont) |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| O | <table><tr><td>8.2.2.24</td><td>Exception: E1-24</td><td>Map # 37E</td><td>By-law: 0191-2009/ OMB Order 2010 May 05</td></tr><tr><td colspan="4">In an E1-24 zone the permitted uses and applicable regulations shall be as specified for an E1 zone except that the following uses/regulations shall apply:</td></tr><tr><td colspan="4">Regulations</td></tr><tr><td>8.2.2.24.1</td><td colspan="2">Maximum setback of the first storey of a streetwall of a building erected on a lot abutting a street identified in Note (6) to Table 8.2.1 contained in Subsection 8.2.1 of this By-law</td><td>15.0 m</td></tr><tr><td>8.2.2.24.2</td><td colspan="3">The provisions of Line 6.2 in Table 8.2.1 contained in Subsection 8.2.1 of this By-law shall not apply</td></tr><tr><td>8.2.2.24.3</td><td colspan="3">A maximum of 30% of the length of a streetwall of the first storey of a building may be set back beyond the maximum setback of 15.0 m</td></tr><tr><td>8.2.2.24.4</td><td colspan="3">Where a building is located within 15.0 m of Hurontario Street, the pedestrian street entrance shall face Hurontario Street</td></tr><tr><td>8.2.2.24.5</td><td colspan="3">"Pedestrian Street Entrance" means the door designed as an access point into a building for pedestrians and provides a direct pedestrian access to Hurontario Street</td></tr></table> | | | 8.2.2.24 | Exception: E1-24 | Map # 37E | By-law: 0191-2009/ OMB Order 2010 May 05 | In an E1-24 zone the permitted uses and applicable regulations shall be as specified for an E1 zone except that the following uses /regulations shall apply: | | | | Regulations | | | | 8.2.2.24.1 | Maximum setback of the first storey of a streetwall of a building erected on a lot abutting a street identified in Note (6) to Table 8.2.1 contained in Subsection 8.2.1 of this By-law | | 15.0 m | 8.2.2.24.2 | The provisions of Line 6.2 in Table 8.2.1 contained in Subsection 8.2.1 of this By-law shall not apply | | | 8.2.2.24.3 | A maximum of 30% of the length of a streetwall of the first storey of a building may be set back beyond the maximum setback of 15.0 m | | | 8.2.2.24.4 | Where a building is located within 15.0 m of Hurontario Street, the pedestrian street entrance shall face Hurontario Street | | | 8.2.2.24.5 | "Pedestrian Street Entrance" means the door designed as an access point into a building for pedestrians and provides a direct pedestrian access to Hurontario Street | | | <table><tr><td>5.2.3.7</td><td>Exception: O2-7</td><td>Map # 37E</td><td>By-law:</td></tr><tr><td colspan="4">In an O2-7 zone the permitted uses and applicable regulations shall be as specified for an O2 zone except that the following uses/regulations shall apply:</td></tr><tr><td colspan="4">Regulations</td></tr><tr><td colspan="2">5.2.3.7.1</td><td colspan="2">The regulations of Lines 19.1 and 19.2 contained in Table 5.2.1 of this By-law shall not apply</td></tr><tr><td colspan="2">5.2.3.7.2</td><td>Minimum length of the lot line abutting Hurontario Street to be occupied by a first storey streetwall</td><td>39.0 m</td></tr></table> | | | 5.2.3.7 | Exception: O2-7 | Map # 37E | By-law: | In an O2-7 zone the permitted uses and applicable regulations shall be as specified for an O2 zone except that the following uses /regulations shall apply: | | | | Regulations | | | | 5.2.3.7.1 | | The regulations of Lines 19.1 and 19.2 contained in Table 5.2.1 of this By-law shall not apply | | 5.2.3.7.2 | | Minimum length of the lot line abutting Hurontario Street to be occupied by a first storey streetwall | 39.0 m |
| | 8.2.2.24 | Exception: E1-24 | Map # 37E | By-law: 0191-2009/ OMB Order 2010 May 05 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | In an E1-24 zone the permitted uses and applicable regulations shall be as specified for an E1 zone except that the following uses /regulations shall apply: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Regulations | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 8.2.2.24.1 | Maximum setback of the first storey of a streetwall of a building erected on a lot abutting a street identified in Note (6) to Table 8.2.1 contained in Subsection 8.2.1 of this By-law | | 15.0 m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 8.2.2.24.2 | The provisions of Line 6.2 in Table 8.2.1 contained in Subsection 8.2.1 of this By-law shall not apply | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 8.2.2.24.3 | A maximum of 30% of the length of a streetwall of the first storey of a building may be set back beyond the maximum setback of 15.0 m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 8.2.2.24.4 | Where a building is located within 15.0 m of Hurontario Street, the pedestrian street entrance shall face Hurontario Street | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.2.2.24.5 | "Pedestrian Street Entrance" means the door designed as an access point into a building for pedestrians and provides a direct pedestrian access to Hurontario Street | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.2.3.7 | Exception: O2-7 | Map # 37E | By-law: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| In an O2-7 zone the permitted uses and applicable regulations shall be as specified for an O2 zone except that the following uses /regulations shall apply: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Regulations | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.2.3.7.1 | | The regulations of Lines 19.1 and 19.2 contained in Table 5.2.1 of this By-law shall not apply | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.2.3.7.2 | | Minimum length of the lot line abutting Hurontario Street to be occupied by a first storey streetwall | 39.0 m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

TABLE 1 – CONSOLIDATION OF EXISTING AND DRAFT ‘GATEWAY’ ZONING BY-LAW EXCEPTIONS TO 0225-2007, AS AMENDED

| KEY MAP | EXISTING IN-EFFECT ZONING BY-LAW | | | | DRAFT ZONING BY-LAW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|--|-----------------|--|---------------------|------------------|-----------------|--|--|---|--|--|----------------------------------|---------------------------------|--|--|------------|---|--|---|--|--|--|--------|------------|--|------------------------------------|---------|---|--|--|--|---------------------------------|--|--|--|------------|---|---|--|--------------------|---|--|--|--|--|--|--|-----------|-----------------|---|---------|---|--|--|--|--------------------|--|--|--|-----------|--|--|--|-----------|---|--|--------|-----------|--|--|--------|-----------|---|--|--|
| P | <table><tr><td>8.2.2.11</td><td>Exception: E1-11</td><td>Map # 36W</td><td>By-law:</td></tr><tr><td colspan="4">In an E1-11 zone the permitted uses and applicable regulations shall be as specified for an E1 zone except that the following uses/regulations shall apply:</td></tr><tr><td colspan="4">Additional Permitted Uses</td></tr><tr><td>8.2.2.11.1</td><td colspan="3">(1) Restaurant (2) Convenience Restaurant (3) Take-out Restaurant</td></tr></table> | | | | 8.2.2.11 | Exception: E1-11 | Map # 36W | By-law: | In an E1-11 zone the permitted uses and applicable regulations shall be as specified for an E1 zone except that the following uses /regulations shall apply: | | | | Additional Permitted Uses | | | | 8.2.2.11.1 | (1) Restaurant (2) Convenience Restaurant (3) Take-out Restaurant | | | <table><tr><td>5.2.3.1</td><td>Exception: O2-1</td><td>Map # 36W, 37E, 43W, 44E, 51W, 52E</td><td>By-law:</td></tr><tr><td colspan="4">In an O2-1 zone the permitted uses and applicable regulations shall be as specified for an O2 zone except that the following uses/regulations shall apply:</td></tr><tr><td colspan="4">Additional Permitted Use</td></tr><tr><td colspan="2">5.2.3.1.1</td><td colspan="2">(1) Uses legally existing on the date of passing of this By-law</td></tr><tr><td colspan="4">Regulations</td></tr><tr><td colspan="2">5.2.3.1.2</td><td colspan="2">Uses contained in Sentence 5.2.3.1.1 of this Exception shall only be permitted in buildings or structures legally existing on the date of passing of this By-law</td></tr><tr><td colspan="2">5.2.3.1.3</td><td colspan="2">The enlargement or alteration of a building or structure legally existing on the date of passing of this By-law shall be permitted up to 10% of the existing gross floor area - non-residential of all buildings and structures</td></tr></table> | | | | 5.2.3.1 | Exception: O2-1 | Map # 36W, 37E, 43W, 44E, 51W, 52E | By-law: | In an O2-1 zone the permitted uses and applicable regulations shall be as specified for an O2 zone except that the following uses /regulations shall apply: | | | | Additional Permitted Use | | | | 5.2.3.1.1 | | (1) Uses legally existing on the date of passing of this By-law | | Regulations | | | | 5.2.3.1.2 | | Uses contained in Sentence 5.2.3.1.1 of this Exception shall only be permitted in buildings or structures legally existing on the date of passing of this By-law | | 5.2.3.1.3 | | The enlargement or alteration of a building or structure legally existing on the date of passing of this By-law shall be permitted up to 10% of the existing gross floor area - non-residential of all buildings and structures | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 8.2.2.11 | Exception: E1-11 | Map # 36W | By-law: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | In an E1-11 zone the permitted uses and applicable regulations shall be as specified for an E1 zone except that the following uses /regulations shall apply: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Additional Permitted Uses | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 8.2.2.11.1 | (1) Restaurant (2) Convenience Restaurant (3) Take-out Restaurant | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.2.3.1 | Exception: O2-1 | Map # 36W, 37E, 43W, 44E, 51W, 52E | By-law: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| In an O2-1 zone the permitted uses and applicable regulations shall be as specified for an O2 zone except that the following uses /regulations shall apply: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Additional Permitted Use | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.2.3.1.1 | | (1) Uses legally existing on the date of passing of this By-law | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Regulations | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.2.3.1.2 | | Uses contained in Sentence 5.2.3.1.1 of this Exception shall only be permitted in buildings or structures legally existing on the date of passing of this By-law | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.2.3.1.3 | | The enlargement or alteration of a building or structure legally existing on the date of passing of this By-law shall be permitted up to 10% of the existing gross floor area - non-residential of all buildings and structures | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Q | <table><tr><td>8.2.2.25</td><td>Exception: E1-25</td><td>Map # 37E</td><td>By-law: 0191-2009/ OMB Order 2010 May 05</td></tr><tr><td colspan="4">In an E1-25 zone the permitted uses and applicable regulations shall be as specified for an E1 zone except that the following uses/regulations shall apply:</td></tr><tr><td colspan="4">Regulations</td></tr><tr><td>8.2.2.25.1</td><td colspan="2">Maximum setback to the first storey of a streetwall of an addition to an existing building</td><td>48.0 m</td></tr><tr><td>8.2.2.25.2</td><td colspan="2">Maximum setback of the first storey of a streetwall of a building erected on a lot abutting a street identified in Note (6) to Table 8.2.1 contained in Subsection 8.2.1 of this By-law</td><td>10.0 m</td></tr><tr><td>8.2.2.25.3</td><td colspan="3">The provisions of Line 6.2 in Table 8.2.1 contained in Subsection 8.2.1 of this By-law shall not apply</td></tr><tr><td>8.2.2.25.4</td><td colspan="3">A maximum of 30% of the length of a streetwall of the first storey of a building may be set back beyond the maximum setback of 10.0 m</td></tr><tr><td>8.2.2.25.5</td><td colspan="3">Where a building is located within 10.0 m of Hurontario Street, the pedestrian street entrance shall face Hurontario Street</td></tr><tr><td>8.2.2.25.6</td><td colspan="3">Expansion or alteration to any building or structure legally existing on the date of passing of this By-law shall not be subject to the regulations of Lines 6.0 to 6.3, 13.0 and 14.0 in Table 8.2.1 contained in Subsection 8.2.1 of this By-law</td></tr><tr><td>8.2.2.25.7</td><td colspan="3">"Pedestrian Street Entrance" means the door designed as an access point into a building for pedestrians and provides a direct pedestrian access to Hurontario Street</td></tr></table> | | | | 8.2.2.25 | Exception: E1-25 | Map # 37E | By-law: 0191-2009/ OMB Order 2010 May 05 | In an E1-25 zone the permitted uses and applicable regulations shall be as specified for an E1 zone except that the following uses /regulations shall apply: | | | | Regulations | | | | 8.2.2.25.1 | Maximum setback to the first storey of a streetwall of an addition to an existing building | | 48.0 m | 8.2.2.25.2 | Maximum setback of the first storey of a streetwall of a building erected on a lot abutting a street identified in Note (6) to Table 8.2.1 contained in Subsection 8.2.1 of this By-law | | 10.0 m | 8.2.2.25.3 | The provisions of Line 6.2 in Table 8.2.1 contained in Subsection 8.2.1 of this By-law shall not apply | | | 8.2.2.25.4 | A maximum of 30% of the length of a streetwall of the first storey of a building may be set back beyond the maximum setback of 10.0 m | | | 8.2.2.25.5 | Where a building is located within 10.0 m of Hurontario Street, the pedestrian street entrance shall face Hurontario Street | | | 8.2.2.25.6 | Expansion or alteration to any building or structure legally existing on the date of passing of this By-law shall not be subject to the regulations of Lines 6.0 to 6.3, 13.0 and 14.0 in Table 8.2.1 contained in Subsection 8.2.1 of this By-law | | | 8.2.2.25.7 | "Pedestrian Street Entrance" means the door designed as an access point into a building for pedestrians and provides a direct pedestrian access to Hurontario Street | | | <table><tr><td>5.2.4.3</td><td>Exception: O3-3</td><td>Map # 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| | 8.2.2.25 | Exception: E1-25 | Map # 37E | By-law: 0191-2009/ OMB Order 2010 May 05 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | Regulations | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 8.2.2.25.1 | Maximum setback to the first storey of a streetwall of an addition to an existing building | | 48.0 m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 8.2.2.25.2 | Maximum setback of the first storey of a streetwall of a building erected on a lot abutting a street identified in Note (6) to Table 8.2.1 contained in Subsection 8.2.1 of this By-law | | 10.0 m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 8.2.2.25.3 | The provisions of Line 6.2 in Table 8.2.1 contained in Subsection 8.2.1 of this By-law shall not apply | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 8.2.2.25.4 | A maximum of 30% of the length of a streetwall of the first storey of a building may be set back beyond the maximum setback of 10.0 m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 8.2.2.25.5 | Where a building is located within 10.0 m of Hurontario Street, the pedestrian street entrance shall face Hurontario Street | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 8.2.2.25.6 | Expansion or alteration to any building or structure legally existing on the date of passing of this By-law shall not be subject to the regulations of Lines 6.0 to 6.3, 13.0 and 14.0 in Table 8.2.1 contained in Subsection 8.2.1 of this By-law | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.2.2.25.7 | "Pedestrian Street Entrance" means the door designed as an access point into a building for pedestrians and provides a direct pedestrian access to Hurontario Street | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.2.4.3 | Exception: O3-3 | Map # 37E | By-law: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| In an O3-3 zone the permitted uses and applicable regulations shall be as specified for an O3 zone except that the following uses /regulations shall apply: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Regulations | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.2.4.3.1 | The regulations of Lines 19.1 and 19.2 contained in Table 5.2.1 of this By-law shall not apply | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.2.4.3.2 | Maximum setback to the streetwall of an addition to an existing building from Hurontario Street | | 48.0 m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.2.4.3.3 | Minimum length of lot frontage along Hurontario Street to be occupied by a streetwall of a building or structure | | 39.0 m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| R | E1 | <table><tr><td>5.2.4.1</td><td>Exception: O3-1</td><td>Map # 36W, 37E, 43W</td><td>By-law:</td></tr><tr><td colspan="4">In an O3-1 zone the permitted uses and applicable regulations shall be as specified for an O3 zone except that the following uses/regulations shall apply:</td></tr><tr><td colspan="4">Additional Permitted Use</td></tr><tr><td colspan="2">5.2.4.1.1</td><td colspan="2">(1) Uses legally existing on the date of passing of this By-law</td></tr></table> | | | | 5.2.4.1 | Exception: O3-1 | Map # 36W, 37E, 43W | By-law: | In an O3-1 zone the permitted uses and applicable regulations shall be as specified for an O3 zone except that the following uses /regulations shall apply: | | | | Additional Permitted Use | | | | 5.2.4.1.1 | | (1) Uses legally existing on the date of passing of this By-law | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 5.2.4.1 | Exception: O3-1 | Map # 36W, 37E, 43W | By-law: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Additional Permitted Use | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.2.4.1.1 | | (1) Uses legally existing on the date of passing of this By-law | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

1421_Table1_ZBA_Comparison_May.2020



May 4, 2020

Mayor Crombie and Members of Council

c/o Krystal Christopher
 Legislative Coordinator, Legislative Services
 City of Mississauga
 City Hall
 300 City Centre Drive
 Mississauga, ON
 L5B 3C1

Sent by email: krystal.christopher@mississauga.ca

Dear Mayor Crombie and Members of Council:

**RE: PROPOSED BY-LAW – GATEWAY CORPORATE CENTRE
 ITEM 18.3, PDC-0002-2020
 AFFECTING 131 COURTNEYPARK DRIVE EAST, MISSISSAUGA**

We are the solicitors for Annovator Developments, the Owner of 131 Courtneypark Drive East in Mississauga (“the Site”) which is located east of Hurontario Street within an existing employment area. The site does NOT have frontage on Hurontario.

The Site is owned by the Fidani and Calderone families. Harold and Jason Fidani have had discussions with staff (the “Fidani Application”) for the past 18 months to seek municipal approvals for a building permit for an employment/modern warehouse building. The Fidani Application would conform to the City’s by-law, both at the time the discussions commenced as well as today.

The site is currently zoned E2. During a video meeting on Friday April 24, 2020 with City of Mississauga staff, Jason Fidani and his architect only learned then of the City’s intention to change the zoning to add Office uses to their site through an O2 zone. They also learned for the first time that this rezoning would REMOVE the E2 zoning uses at the same time and that their application for a building permit, if delayed, would NOT conform to the new zoning designation and that a permit would NOT be issued; clearly a direct impact for a modest new building off Hurontario Street.

The City's action apparently arises out of a desire to attract supportive uses along Hurontario Road to the new LRT extending through Mississauga (the "Gateway Corporate Centre"). Office uses are apparently seen as being more supportive to public transit than other job producing developments under the existing zoning.

The current OP sees the long term vision for Hurontario Street as consisting of a frontage of high quality urban design and office uses to support public transit usage. Our client supports this vision, having severed off the Hurontario Street frontage to allow for the development of a six storey office building (for BMO).

However, the remaining Site is removed from the Hurontario Street frontage, immediately adjacent to low rise industrial / warehouse developments to the north and east (across Edwards Boulevard). The Owners of the Site believe that office uses at this location will not become feasible for at least 15 to 20 years given the better locations for office uses (i.e. immediately adjacent to Hurontario Street).

The current OP makes some exceptions to removing all E2 uses in the area and appears to give recognition that the policies within the Gateway Corporate Centre do not need to apply equally through an implementing zoning by-law for each site. The Owners would like to pursue that approach in order that they may obtain their building permit.

The Owners of 131 Courtneypark Drive East request that a provision be tailored in the new zoning by-law for the Site such that their current plans can be implemented and a building permit issued. Part of the request includes a recognition in the new zoning by-law that an owner caught in the current process should not be denied the ability to seek a building permit for a reasonable period of time that currently complies with existing zoning permissions. This is similar to recognizing that legal non-conforming uses can continue.

The Owners could make a building permit application today in compliance with the existing zoning by-law. However, the City requires Site Plan approval and will likely change the zoning which would frustrate the application before the Site Plan Approval process is completed. We ask that a mechanism be developed whereby the Fidani Application is not frustrated by pending city action.

Reasons in support of the Fidani request are:

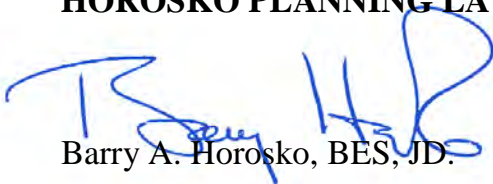
1. The request is on a site specific basis for a site WITHOUT frontage on Hurontario Street. The Hurontario frontage has already been developed for an Office building.

2. The development of the remaining Site as proposed by the Fidani Application does not impact the ability of the Site to redevelop to more intensive uses when the market demands that intensification.
3. The request can be accommodated by a limited time approval enabling a zoning compliant building to be constructed in advance of any pending LPAT hearing addressing appeals of the new O2 zoning.
4. Allowing the current Fidani Application to proceed actually serves to support ridership on the LRT now as it will be constructed and operated in the near future.
5. An office building in this location, away from a Hurontario Street frontage is years and even decades away from being feasible given the other more desirable office sites available along Hurontario Street. A vacant site does not support the LRT and would not contribute to the target densities set out in the Growth Plan for Major Transit Station Areas.
6. The Fidani Application is consistent with existing zoning on the site, and zoning that other sites within the immediate area to the east will continue to have after the new zoning is adopted.

It is therefore requested that the City of Mississauga, in considering the new O2 zoning for the Gateway Corporate Centre, include a provision that will allow, for a reasonable period of time (12 months) applications that are currently in discussion with the City of Mississauga to proceed for consideration of Site Plan Approval and building permit and that the new zoning by-law provide a mechanism so this can occur.

All respectfully submitted,

HOROSKO PLANNING LAW



Barry A. Horosko, BES, JD.

cc. Jason Fidani
David McKay

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

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

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

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

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