
PLANNING JUSTIFICATION REPORT

APPLICATION TO AMEND THE ZONING BY-LAW

551 Avonhead Road GP Inc.
551 Avonhead Road, City of Mississauga, ON
Part of Lot 31, Concession 3 SDS
City of Mississauga

June 2021

City File: DARC 21-55

GSAI File: 947-003

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**Planning Justification Report for Zoning By-law Amendment
551 Avonhead Road
City of Mississauga**

1.0 INTRODUCTION

Glen Schnarr & Associates Inc. has been retained by 551 Avonhead Road GP Inc. (herein referred to as the “client) to assist in obtaining the necessary planning approvals to allow for the expansion of industrial land use permissions on the lands generally located on the east side of Avonhead Road, north of Lakeshore Road West, in the City of Mississauga (herein referred to as the “subject property”).

The entire property is currently designated as “*Industrial*” on the Land Use schedule in the City of Mississauga Official Plan (MOP). Also, to note, there are portions of the subject property that include a “*Significant Natural Areas and Natural Green Space*” overlay designation which is identified on the Natural System Schedule in the MOP. Moreover, a portion of the subject property is zoned “*Employment 3 - Exception 12 (E3 – 12)*” in the City of Mississauga Zoning By-law, while a portion of the property is zoned “*Greenlands – Natural Features (G2)*”. The G2 zone mapping is generally consistent with the *Significant Natural Areas and Natural Green Space* overlay designation. The *E3* zone is the most permissive employment zone in the City’s Zoning By-law as it permits a wide variety of industrial land uses, however the special *Exception (12)*, prohibits the use of Transportation Facility, Truck Terminal, Waste Processing Station, and Composting Facility uses.

Our client is looking to expand the industrial land use permissions on the subject property in order to optimize the sites full employment land potential. We acknowledge that portions of the subject property have been identified with the significant natural area mapping which would restrict any industrial development from occurring, however, it is our understanding that the limits of these land use and natural area maps are generally prepared to be a high-level guide and may not be entirely reflective of the existing site conditions. As a result, our client has retained Savanta Inc., environmental and ecological specialists, to undertake an Environmental Impact Study (EIS) to identify and analyze the natural features on site and to determine the exact limits/extent of the existing natural features on the subject property. The EIS has been included as part of this submission package and the findings will be discussed/summarized throughout this report.

The development proposal on the subject property contemplates the addition of two (2) new warehouse/distribution facility buildings, which will include associated parking, loading, and landscaped areas (herein referred to as the “proposed development”). To facilitate the proposed development, the existing buildings, undeveloped natural areas, and open storage areas on the subject property will be removed. In order to facilitate the proposed development, a Zoning By-law Amendment will be required refine/alter the limits of the *Greenlands – Natural Features (G2)* zone on the subject property. Our client is proposing to refine these *G2* zone limits on the subject property, to allow for more of the property to be used in for warehouse/distribution facility uses.

The purpose of this report is to outline the nature of the proposed development and to evaluate the proposal in the context of the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Peel Regional Official Plan, the City of Mississauga Official Plan, the City of Mississauga Southdown Local Area Plan, and City of Mississauga Zoning By-law No. 0225-2007. Additionally, this report is intended to satisfy the Planning Justification Report requirement outlined in the Development Application Review Committee (DARC) submission requirement checklist.

2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

2.1 Site Information

As shown on Figure 1 – Aerial Context Map, the subject property is located on the east side of Avonhead Road, north of Lakeshore Road West. The lands are legally described as PT LT 31 CON 3 SDS TORONTO; PT LT 32 CON 3 SDS TORONTO PTS 1, 2 & 3, 43R441; S/T TT153964, VS34809 CITY OF MISSISSAUGA.

The subject property is generally rectangular shaped with a frontage of approximately 385.86 metres (1,265.94 feet) along Avonhead Road. The property has a total site area of approximately 15.16 hectares (37.47 acres). The subject property is currently occupied by Clean Harbour Canada, a Waste Transfer Station business, which provides waste disposal, treatment, and storage services for hazardous and non-hazardous materials. This use currently provides for the outdoor processing and storage of various waste products on site. This facility includes multiple industrial buildings, a paved parking lot, the outside storage of trailers and a vegetated areas. There is a small portion of the property along the east property boundary which is currently leased by the adjacent business owner for open storage uses. The southwest corner and eastern portions of the subject property contain a majority of the developed area while the rest is undeveloped vegetated areas containing trees, shrubs and grass.

2.2 Surrounding Area

The surrounding context of the subject property is characterized primarily by other industrial uses. A summary of immediate surrounding land uses is provided below:

North: Vacant lands which are being used for Land Farming which is defined by the City of Mississauga's Zoning By-law as *"the biodegradation of petroleum refining wastes by naturally occurring soil bacteria by means of controlled application of the wastes to land followed by periodic tilling"*.

South: The Clarkson Wastewater Treatment Plant which is owned by the Region of Peel.

East: A Transport Terminal business which stores trucks, trailers and shipment containers.

West: On the West side of Avonhead Road, there is a large aggregates facility.



FIGURE 1 AERIAL CONTEXT PLAN

2315 Lakeshore Road/551 Avonhead Road, City of Mississauga,
Regional Municipality of Peel

LEGEND

 Subject Property



Scale NTS
June 3, 2021

3.0 DEVELOPMENT PROPOSAL

The following section provides an overview of key development design details and provides a breakdown of the key statistics associated with existing and proposed development.

3.1 Development Overview

Our client is proposing to redevelop the subject property for two (2) separate warehouse/distribution facility buildings, which will also include associated vehicle surface parking for employees, loading areas, and various landscaped areas. Each building being proposed will operate independently and have adequate parking to facilitate each operation.

As shown on Figure 2 – Site Plan, the proposed development consists of two (2) separate buildings. Building ‘A’, which has a Gross Floor Area of 37,757.14 square metres (406,414 square feet), and Building ‘B’ which includes a Gross Floor Area of 40,586.52 square metres (436,870 square feet), for a total Gross Floor Area of 78,343.66 square metres (843,284 square feet). The primary uses of the buildings are intended to be utilized as a warehouse/distribution facility, however, approximately 5% of each building is intended to be used as associated office space for the warehouse and distribution facility operations. Both buildings will be designed as single storey facilities, however in the event a second storey of office space is required, the building designs will be able to accommodate as such. Both buildings have intentionally oriented the office use portions of the facilities to front onto Avonhead Road.

As shown on the Site Plan, each building has been designed to accommodate a single tenant. Each building will include multiple loading docks located on at the north and south interior side yards on the property. Parking for each building has been provided at a rate of 1.1 spaces per 100 square metres for the first 6,975 square meters of warehouse/distribution facility Gross Floor Area (GFA) and 0.6 spaces per 100 square meters of warehouse/distribution facility GFA over 6,975 square meters. In accordance with the Zoning By-law, Building ‘A’ will include 268 parking spaces and Building ‘B’ will include 279 parking spaces.

Three (3) vehicular access points will be provided to the subject property from Avonhead Road to provide access and internal circulation for the proposed development. Pedestrian walkways/circulation will be provided through a series of walkways throughout the property which connect to Avonhead Road.

A summary of the site statistics is provided in the table below.

Proposed Development Statistics	
Site Statistics	
Gross Site Area (Total)	15.16 hectares (37.47 acres)
Proposed Development	
Gross Floor Area	78,343.66 m ² (843,284 ft ²)
Building A	37,757.14 m ² (406,414 ft ²)
Building B	40,586.52 m ² (436,870 ft ²)
Parking	

Trailer Parking (Loading Spaces)	84 Spaces
Motor Vehicle Parking	547 Spaces
Dock Level Doors	
Building ‘A’	69 Spaces
Building ‘B’	68 Spaces

3.2 Natural Heritage Features on Site

The subject property is located within the Credit River Watershed, however the property is not designated as part of the Credit Valley Conservation Authority (CVC) regulated mapping area. While the subject property is not regulated by the CVC, City of Mississauga staff have asked the CVC to assist in providing technical support with respects to the identification and delineation of natural heritage features on the property.

Moreover, the subject property was included in the City of Mississauga’s Natural Area Survey (NAS) exercise that was undertaken in 2016. At the time of this survey, it was identified that two separate woodlot communities were located on the subject property (Dry-fresh Poplar Deciduous Forest Type (FOD3-1) and Fresh-moist Ash Lowland Deciduous Forest Type (FOD7-2)). Within these woodlot communities it was also identified that European Buckthorn and Tartarian Honeysuckle were located on the subject property, both of which are considered to be invasive plant species.

As noted above, the limits of land use and natural area maps are generally prepared to be a high-level guide and may not be entirely reflective of the existing site conditions. As such, our client retained Savanata Inc. to undertake an EIS to identify and analyze the natural features on the subject property. The natural heritage feature inventories and analyses that was carried out through the EIS provided the following conclusions:

- No woodland communities, as identified in the City of Mississauga Natural Areas Survey (2016), were observed on the subject property;
- The results of the natural heritage assessment identified the following significant natural heritage features on or within 120 m of the subject property;
 - *Candidate Significant Woodland* – A Candidate Significant Woodland was identified within 120 m of the subject property, but not within the subject property;
 - *Habitat of Endangered and Threatened species* – Barn swallow nesting habitat was identified on the subject property, and one (1) Butternut observed within 120 m of the subject property;
- The site surveys determined that no watercourses are present on, or immediately adjacent to the subject property;
- Based on observations during 2020 and 2021 field investigations, Savanta Inc. concluded that there is no direct or indirect fish habitat on or immediately adjacent to the subject property;
- Similarly, the site surveys during 2020 and 2021 determined that no breeding amphibian habitat is present on the property; and,

- Migratory land bird surveys determined that the subject property do not meet Significant Wildlife Habitat thresholds.

In response to the updated site condition findings outlined above, the proposed development will provide a 10-metre buffer from the Candidate Significant Woodland located within 120-metres of the subject property. This 10-metre buffer will be maintained during and following construction activities associated with the proposal. The removal of the existing buildings on site may result in a loss of Barn Swallow nesting habitat, however the loss of these nests will be mitigated through various compensation measures which have yet to be determined (i.e., artificial nesting habitat creation). The proposed development will encroach within the 50-metre Butternut Tree buffer which was identified off site. Preliminary spring 2021 field observations (under leaf-off conditions) suggest that this specimen is not retainable, however, this will be confirmed during leaf-out conditions in late June 2021 at which point, appropriate mitigations measures will be determined.

In summary, the findings of Savantas's EIS determined that the existing woodlot communities identified on the subject property consist primarily of invasive species and dead trees and the proposed development will not result in a loss of any significant natural heritage features on site. The report concludes that the proposed development can be facilitated with limited negative impacts on the observed natural heritage features and associated functions of the site. Any residual impacts which may occur as a result of the proposed development can be mitigated through habitat compensating as outlined above. For further details, refer to the EIS enclosed as part of this submission package.

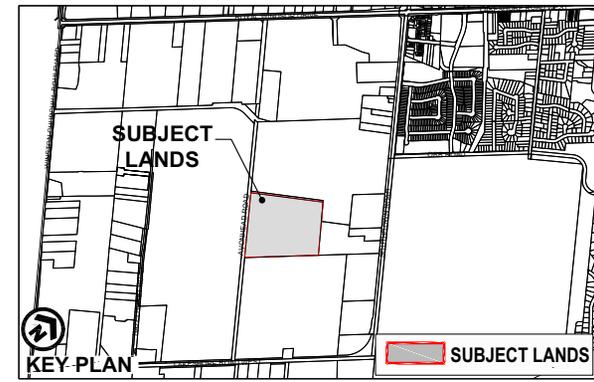
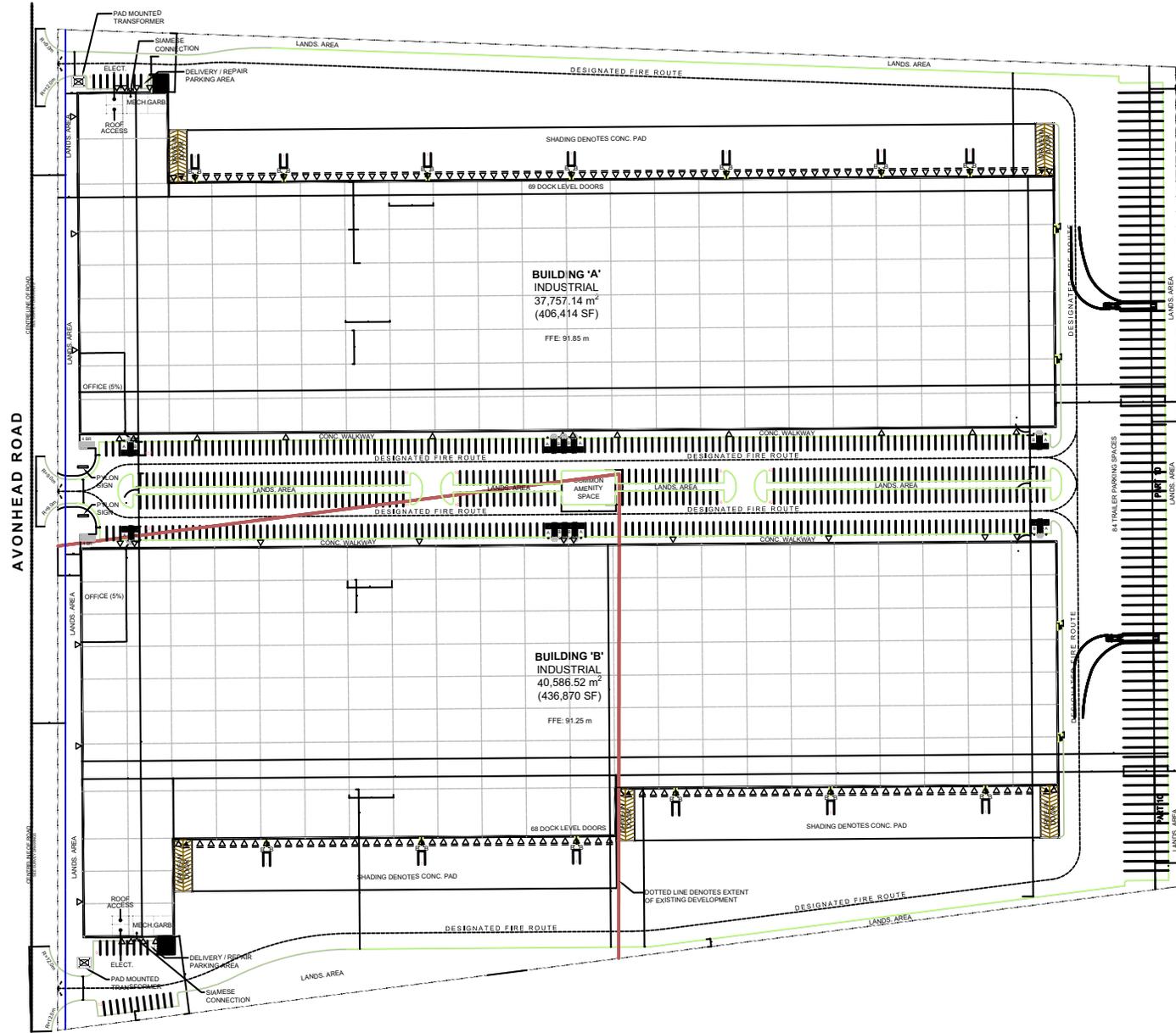


FIGURE 2 CONCEPT PLAN

551 AVONHEAD ROAD, TOWN OF OAKVILLE, REGIONAL MUNICIPALITY OF HALTON



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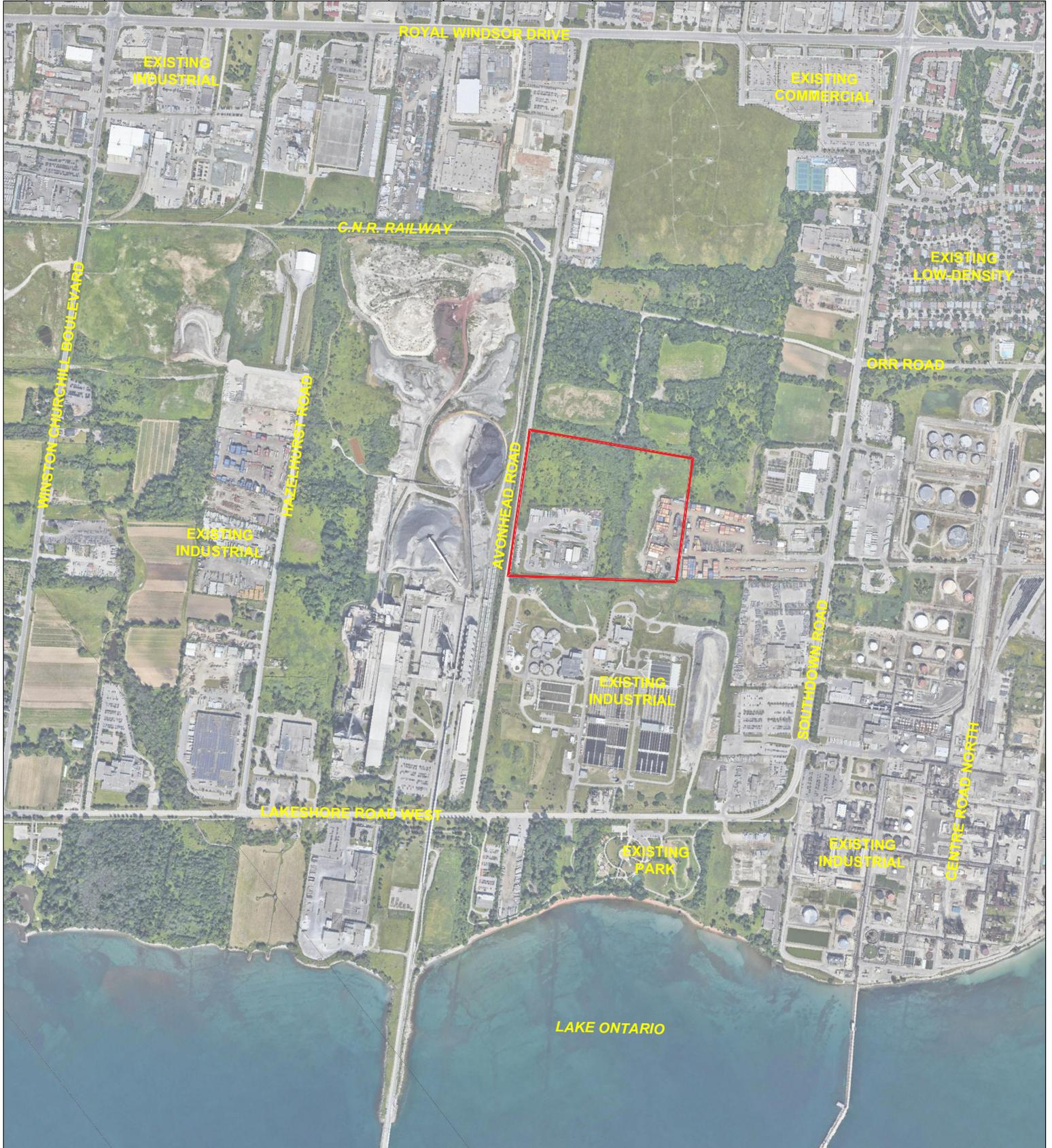


FIGURE 3 SURROUNDING CONTEXT MAP

2315 Lakeshore Road/551 Avonhead Road, City of Mississauga,
Regional Municipality of Peel

LEGEND

 Subject Property



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June 3, 2021

4.0 POLICY CONTEXT AND ANALYSIS

This section of the report will address how the proposed development is consistent with Provincial Policy Statement (PPS), and how it conforms to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, City of Mississauga Official Plan, the Southdown Local Area Plan and the City's Zoning By-law 0225-2007. These provincial and municipal plans are meant to guide land use decisions in Ontario and provide the policy direction and framework for local municipal land use planning review and decision-making.

4.1 Provincial Policy Statement 2020

The Provincial Policy Statement provides policy direction on matters of provincial interest related to land use planning and development. Section 3 of the *Planning Act* requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. Section 1 of the PPS outlines policies associated with future development and land use patterns. Sections 1.1.1 and 1.1.3 states:

1.1.1 Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*

1.1.3.1 Settlement areas shall be the focus of growth and development.

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*

- f) are transit-supportive, where transit is planned, exists or may be developed; and*
- g) are freight-supportive.*

The proposed development is consistent with the policies of Section 1.1.1. as it represents an efficient use of land and it is already connected to municipal services. The proposal contributes to the long-term financial well-being of the City through the creation of jobs to support economic activity in the area. The proposed development supports a land use pattern that avoids risk to public health and safety by promoting the expansion of an industrial use within an already industrially developed area. The proposed uses provide a less intensive industrial use than what currently exists on site as the proposed warehouse/distribution facility use will not include any outdoor processing. As such, the proposed development will assist in mitigating any public health concern. By locating amongst other industries, the proposed development will provide support/health to the long-term stability of other industries in the immediate area. Moreover, as outlined in the EIS prepared by Savanta Inc., the proposed development can be facilitated with limited negative impacts on the observed natural heritage features and associated functions of the site. The habitat compensation measures outlined in the EIS will assist the proposed development in avoiding any environmental health and safety concerns.

The proposed development is consistent with Section 1.1.3 as the subject property is located within the City of Mississauga's Settlement Area and thus promotes the more efficient use of land and resources within a settlement area which avoids uneconomical expansion of public services. Moreover, the subject property's proximity to the Queen Elizabeth Way (QEW) (approximately 4.2 kilometres from the subject property), Lakeshore Road East (approximately 700m from the subject property), and Southdown Road (approximately 1.5 kilometres from the subject property), allows for compatibility and synergy between land use and the existing transportation infrastructure. Additionally, our client has advised that they will contemplate the achievement of LEED certification for the two proposed building, provide Low Impact Design Features such as infiltration pits and provide enhanced landscaping features which will assist in providing a sustainable development which limits the impact the development has on the surrounding community.

Section 1.3 of the PPS includes policies that promote economic development and competitiveness, and planning for employment areas. The policies applicable to the proposed development provide that:

1.3.1 Planning authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*

- 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.*
- 1.3.2.6 *Planning authorities shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations.”*

The proposed development is consistent with the policies of Section 1.3 in that it supports economic development, and the vitality and intensification of employment uses on a property which is entirely designated for employment uses. The property is currently being used as a Waste Transfer Station which is considered to be a legal non-conforming use. The legal non-conforming use will hinder the existing operation from expanding on the subject property. Therefore, the proposed expansion of the current employment land uses on the subject property will help optimize the economic diversity to the area by building out vacant areas of the property with new warehousing/distribution facilities and accessory office uses. The subject property is located within an ideal location as the Queen Elizabeth Way (QEW) and Highway 403 are located within close proximity to the subject site as well as major roads such as Lakeshore Road E and Winston Churchill Boulevard. The proposed Zoning By-law Amendment is consistent with the policies contained within Section 1.3. of the PPS.

Section 1.7 of the PPS regards Long-Term Economic Prosperity. The policies listed below are applicable to the subject proposal:

- 1.7.1 *Long-term economic prosperity should be supported by:*
- a) promoting opportunities for economic development and community investment-readiness;*
 - c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;*

The proposed development will strengthen the long-term economic prosperity of the City of Mississauga and the Region of Peel by making more land available for industrial/employment uses. The proposed development will optimize its employment lands by building out vacant lands that are designated for employment uses. Developing these lands provides further opportunities for long-term availability of employment uses, but also entrenches and supports the logistics side of industrial/business development. This creates new opportunities for local residents and aids in the long-term economic prosperity of the city. Therefore, the proposed development is consistent with Section 1.7 of the PPS as it furthers the long-term economic prosperity of the community.

Section 2.1 of the PPS has policy directives related to preservation and protection of natural heritage features and functions, as follows:

- 2.1.1 *Natural features and areas shall be protected for the long term.*

- 2.1.2 *The diversity and connectivity of natural features in an area, and the longterm ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.*

The EIS prepared in support of this application carried out an up to date natural heritage feature inventory and analyses on the subject property. The report concluded that there were no significant woodland communities, watercourses, fish habitat, amphibian habitat, or migratory bird habitat that met the significant wildlife habitat thresholds identified on site. However, habitat for the following endangered species were identified on and around the subject property; Barn Swallow nesting habitat were identified on the subject property and a Candidate Significant Woodland was identified to be within 120 metres of the property. As a result of the identification of these endangered species, habitat mitigation and compensation measures, such as artificial Barn Swallow nesting habitat creation and buffers from the offsite Candidate Significant Woodland will be provided to mitigate any residual impacts on the natural linkage and connectivity of natural features identified on site. Moreover, a Butternut Tree was identified off site. Preliminary spring 2021 field observations (under leaf-off conditions) suggest that this specimen is not retainable, however, this will be confirmed during leaf-out conditions in late June 2021 at which point, appropriate mitigations measures will be determined.

The proposed Zoning By-law Amendment supports an appropriate form of development for the subject property and surrounding land use context. As demonstrated in the above the proposed Zoning By-law Amendment is consistent with the relevant policies of the PPS.

4.2 Growth Plan for the Greater Golden Horseshoe 2020

The Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) is intended to be a framework for implementing the Government of Ontario’s vision for building stronger, prosperous communities by managing growth in the Region to the year 2051. The Growth Plan guides decisions on transportation, infrastructure planning, land use planning, urban form, housing, natural heritage, and resource protection issues in the interest of promoting economic prosperity. This Section demonstrates the proposed development’s conformity with the Growth Plan.

Section 2.2.1 of the Growth Plan contains policies on Managing Growth as it relates to both population and employment growth. Of note:

- 2.2.1.2 *Forecasted growth to the horizon of this Plan will be allocated based on the following:*
- a) the vast majority of growth will be directed to settlement areas that:
 - i. have a delineated built boundary;*
 - ii. have existing or planned municipal water and wastewater systems; and,*
 - iii. can support the achievement of complete communities;**
 - c) within settlement areas, growth will be focused in:*

- i. delineated built-up areas;*
- ii. strategic growth areas;*
- iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
- iv. areas with existing planned public service facilities.*

The proposed development conforms to the policies of Section 2.2.1 as it represents a form of intensified growth within the City of Mississauga's existing settlement area. As discussed in A.M Candaras's Functional Servicing Report, the subject property is currently connected to existing municipal infrastructure and there are no anticipated impacts to the existing municipal water and wastewater systems. Moreover, the proposed development will further support the broader achievement of a complete community as it will create jobs within the City of Mississauga and create opportunities for more residents to live and work within the city's borders.

Section 2.2.5 of the Growth Plan includes policy related to the provision of employment related land uses, they provide that:

- “2.2.5.1 Economic development and competitiveness in the GGH will be promoted by:*
- a) making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities;*
 - b) ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan;*
- 2.2.5.5 Municipalities should designate and preserve lands within settlement areas located adjacent to or near major goods movement facilities and corridors, including major highway interchanges, as areas for manufacturing, warehousing and logistics, and appropriate associated uses and ancillary facilities.*
- 2.2.5.7 Municipalities will plan for all employment areas within settlement areas by:*
- a.) prohibiting residential uses and prohibiting or limiting other sensitive land uses that are not ancillary to the primary employment use;*
 - b.) prohibiting major retail uses or establishing a size or scale threshold for any major retail uses that are permitted and prohibiting any major retail uses that would exceed that threshold; and*
 - c.) providing an appropriate interface between employment areas and adjacent non-employment areas to maintain land use compatibility.”*

The proposed development conforms to Policy 2.2.5.1 as the proposed development includes the intensification of the vacant portions of the subject property which are designated for employment uses. The proposed development is intended to be used as a warehousing/distribution facility use which contributes to the diversification of employment uses in the area and the property is located

near several major goods movement facilities and corridors, including the Queen Elizabeth Way (QEW), Lakeshore Road East, and Southdown Road, which is in conformity with Policy 2.2.5.5.

The proposed development conforms to Policy 2.2.5.7 as the subject property is surrounded by employment uses. As such, the addition of employment uses is not suspected to encounter any compatibility issues. The proposed development promotes economic development and competitiveness as it offers appropriate industrial uses that will support long-term employment needs and further support the viability of future employment uses in the surrounding area. The subject property is in an ideal location for the proposed employment uses as it provides adequate access to the necessary transportation infrastructure. Therefore, the proposed Zoning By-law Amendment conforms to policies 2.2.5.1, 2.2.5.5 and 2.2.5.7 of the Growth Plan.

Section 3.2.4 of the Growth Plan contains policies regarding Moving Goods, as follows:

3.2.4.1. Linking major goods movement facilities and corridors, international gateways, and employment areas to facilitate efficient goods movement will be the first priority of highway investment.

The subject property is situated in close proximity to major roads and highways, as categorized by the Province and Region. The QEW, Lakeshore Road East, and Southdown Road are all located within close proximity. The development contemplates the construction of a warehousing and distribution facility, which involves the movement of goods. By being located near major highways and roads, all of which are directly or indirectly connected interprovincially and internationally, this would promote the efficient movement of goods, in line with the Growth Plan.

As shown on Figure 4, the subject property is also located within a Provincially Significant Employment Zone. As per the Growth Plan, these zones are defined as:

Areas defined by the Minister in consultation with affected municipalities for the purpose of long-term planning for job creation and economic development. Provincially significant employment zones can consist of employment areas as well as mixed-use areas that contain a significant number of jobs.

Provincially Significant Employment zones are designated for the long-term preservation of employment lands and promotion of jobs. The existing Waste Transfer Station use does not align with the City of Mississauga's long-term vision for the Southdown area, as such any expansion of the existing Waste Transfer Station use on the subject property would not be desirable from the city's perspective. Because of this, the subject property may never expand and be able to realize its full employment potential. However, the Warehouse/Distribution Facility/Office uses being proposed on the subject property are in line with the City's vision for the Southdown area, therefore the proposal provides an opportunity for the City to optimize the employment potential of the property by building out the vacant portions of subject property which may otherwise never be developed. This will help achieve the long-term preservation and planning goals of the Province and City for job creation and economic development. The proposed development brings new jobs to the area and supports the Province's long-term goals. Provincially Significant Employment Zones are also discussed later in this report.

For the reasons outlined above, it is our opinion the proposal demonstrates conformity with the Growth Plan's objectives.

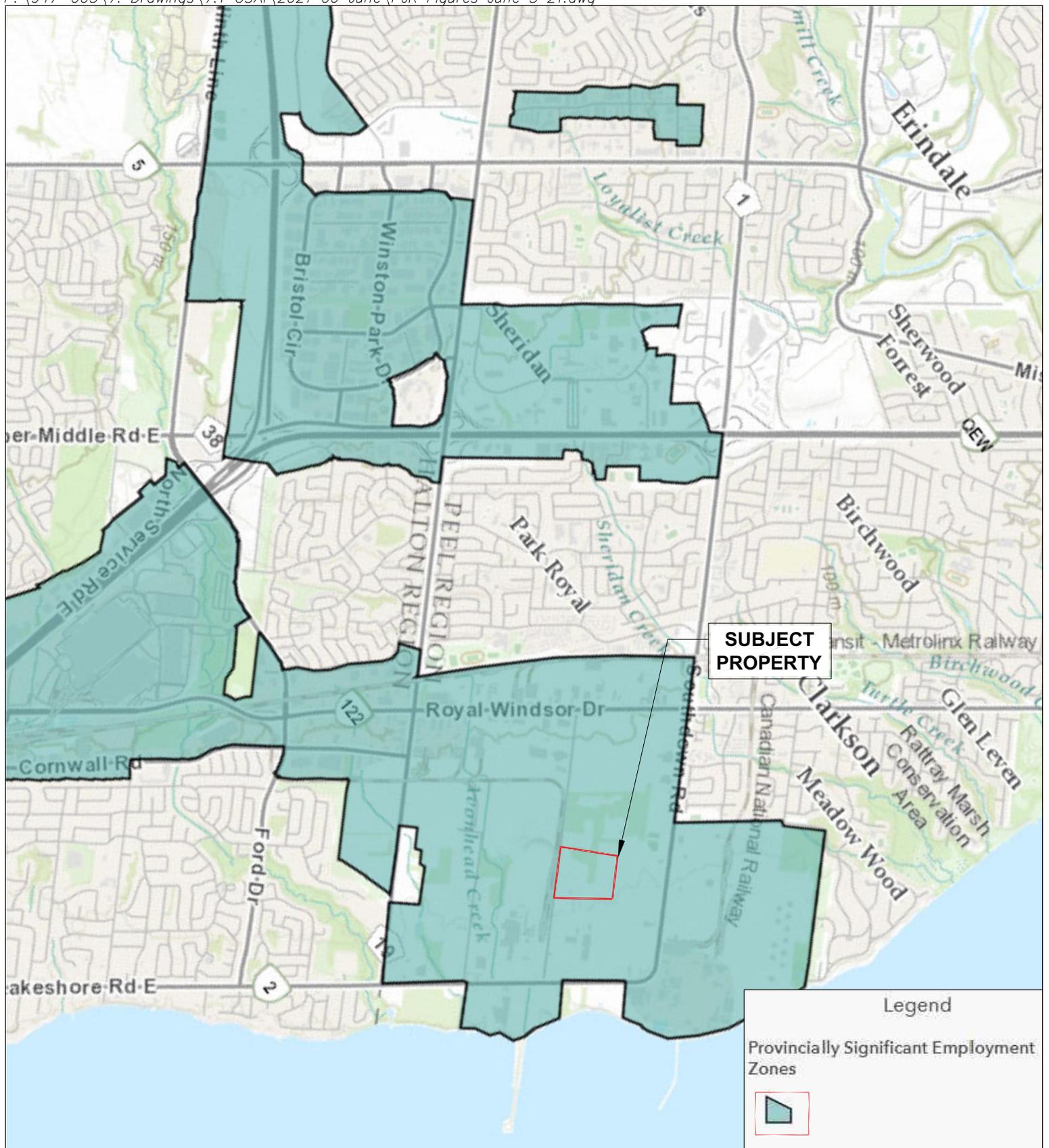


FIGURE 4 PROVINCIALY SIGNIFICANT EMPLOYMENT ZONE 17-HALTON, PEEL

2315 Lakeshore Road/551 Avonhead Road, City of Mississauga,
Regional Municipality of Peel

LEGEND

 Subject Property

Legend

Provincially Significant Employment
Zones



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June 3, 2021

4.3 Region of Peel Official Plan 2018

The Region of Peel Official Plan (the “ROP”) is the primary long-range strategic land use policy document for the Region of Peel. It is a broad land use policy document, which provides Regional Council with a long-term policy framework for guiding growth and development in Peel while having regard for protecting the environment, managing renewable and non-renewable resources, and outlining a regional structure that manages this growth. It also provides guidance to the area municipalities in the preparation and implementation of their local Official Plans.

As shown on *Figure 5 – ROP Core Areas of Greenland*, portions of the subject property are designated as Core Areas of the Greenlands System. Section 2.3 of the ROP provides that the Core Areas of the Greenlands System in the Region of Peel are intended to support and strengthen the integrity and long-term sustainability of ecosystems.

As shown on Figure 5, the portions of the Core Areas of Greenlands designation which are identified on the subject property are marginally shaped and appears to be an outlier when considering the entire size/shape of the rest of the feature which is located north of the subject property. Moreover, the EIS conducted by Savanta Inc., concludes that the subject property does not include any significant woodland communities, watercourses, fish habitat, amphibian habitat, or migratory bird habitat that met the significant wildlife habitat thresholds identified on site. Habitats for endangered species that were identified on and surrounding the subject property and have been appropriately compensated for. Based on this, the removal of the Greenlands feature identified on the subject property would not have a significant impact on the overall Core Area feature because it possesses little significant natural heritage value.

The subject property is located within the Region of Peel’s *Urban System*. Section 5.3: The *Urban System* of the Official Plan indicates that the *Urban System* is comprised of a variety of communities that contain diverse living, working and cultural opportunities. The general objectives and policies for lands in the *Urban System* relevant to the proposed development are:

- 5.3.1.2 *To achieve sustainable development within the Urban System.*
- 5.3.1.4 *To achieve intensified and compact form and a 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.*
- 5.3.2.2 *Direct urban development and development to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans.*
- 5.3.2.8 *Encourage area municipalities to develop employment and industrial uses adjacent to highways, rail corridors, rail yards and major truck terminals.*



FIGURE 5
REGION OF PEEL OFFICIAL
PLAN SCHEDULE 'A' CORE
AREAS OF GREENLAND

2315 Lakeshore Road, City of Mississauga,
 Regional Municipality of Peel

LEGEND

 Subject Property



Scale NTS
 June 3, 2021

The proposed development will contemplate the achievement of LEED certification which will contribute towards achieving a sustainable development. The proposed development represents an employment use that efficiently uses land and existing infrastructure while being compatible with existing and future characteristics of the surrounding area which is occupied by predominantly industrial lands. As previously established in this report, the proposed employment/industrial uses are well situated near highways and major roads, as such the warehousing and distribution facility will be easily accessible by the trucking and logistics industry. Moreover, the proposed development will support the achievement of a complete community by creating opportunities for more residents to live and work within the city's borders. These policies are further strengthened and realized through the City of Mississauga designating the entirety of the subject property as Employment on their Land Use Designation schedule. Based on the above, the proposed Zoning By-law Amendment conforms with Section 5.3 of the ROP.

Section 5.5.3: Intensification indicates that a significant portion of new growth should be directed to built-up areas, promote compact urban form and intensification. The general intensification objectives relevant to the proposed development include the following:

- 5.5.3.1.2 *To optimize the use of existing infrastructure and services.*
- 5.5.3.1.4 *To intensify development on underutilized lands.*
- 5.5.3.1.6 *To optimize all intensification opportunities across the Region.*
- 5.5.3.1.7 *To intensify employment areas to optimize lands for future growth.*
- 5.5.3.1.8 *To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.*

The proposal supports a form of development that conforms to the policies of intensification within the ROP by developing vacant portions of land which are already designated for employment uses. The proposed development will further contribute to revitalization of the areas by providing high-end industrial buildings which will contemplate the achievement of LEED certification and provide a high level of landscaping an urban design. Moreover, the proposed development optimizes the use of the subject property and existing infrastructure and promotes the Region's economy. Based on the above, it is our opinion that the proposed Zoning By-law Amendment conforms with Intensification Policies of section 5.5.3.

Section 5.6 - Employment Areas of the ROP contains objectives intended to ensure that the viability of employment areas is maintained. The following objectives are relevant to the proposed development:

- 5.6.1 *Objectives*
 - 5.6.1.1 *To provide lands in employment areas in Peel to support a vibrant and sustainable regional economy, to further the economic development goals of the area municipalities and to contribute to complete communities, in*

accordance with the policies in the provincial Growth Plan and in accordance with the policies of this Plan including forecasts set out in Table 3.

- 5.6.1.2 To provide infrastructure and services that are required for the development of employment areas to facilitate economic development.*
- 5.6.1.4 To attract and retain a range of employment types in Peel.*
- 5.6.1.6 To plan for, protect and preserve, employment areas for employment uses.*

The subject properties existing outdoor processing use does not align with the City of Mississauga's long-term vision for the Southdown area, as such any expansion of the existing Waste Transfer Station use on the subject property would not be desirable from the city's perspective. Because of this, the subject property may never be able to realize its full employment potential. However, the warehouse/distribution facility/office uses being proposed on the subject property are in line with the City's vision for the Southdown area, therefore providing an opportunity for the city to optimize the employment potential on the property by building out the vacant portions of subject property to include an employment use that is consistent with its long-term vision.

Moreover, the proposed development will contribute new transportation-related services that will support the broader distribution system and economy and encourage and support employment lands for long -term prosperity in the immediate surrounding area. The subject property is well positioned to take advantage of various proximate major transportation corridors and facilities which will support the economic viability of the surrounding area and proposed development. The proposed development will preserve the employment uses on the subject property by facilitating new warehouse/distribution uses on the property which is entirely designated as for employment uses. Based on the analysis above, the proposed development achieves the objectives outlined in Section 5.6 of the ROP.

Section 7.2.2.3 provides direction for interpretation of boundary lines of the Core Areas of the Greenlands:

- 7.2.2.3 The exact lines and boundaries for the information contained in the generalized schedules will be defined in the area municipal official plans, where applicable. The boundaries of the Core Areas of the Greenlands System shown on Schedule A are intended to be general in nature. More detailed mapping of the Core Areas of the Greenlands System will be provided in the area municipal official plans and will be further determined on a site specific basis through studies, as may be required by the area municipalities through the local planning approval process, in consultation with the Region and relevant agencies. Due to the general nature of the Core Areas boundaries on Schedule A, an amendment to the Plan is not required for minor boundary adjustments to*

the Core Areas of the Greenlands System as determined through required studies or field investigations.

The above policy speaks to the delineation of the lines and boundaries of the Core Areas of the Greenlands in the local municipal Official Plans. As noted previously, the boundaries of the Core Areas of the Greenlands are intended to be general in nature and more detailed mapping will be determined through site specific studies. To address the mapping reality of this feature, our client retained Savanta Inc. to prepare a detailed EIS. The findings of the EIS concluded that there were no significant woodland communities, watercourses, fish habitat, amphibian habitat, or migratory bird habitat that met the significant wildlife habitat thresholds identified on site. Any residual impacts which may occur as a result of the proposed development can be mitigated through habitat compensation measures. Based on the findings of the EIS, it is our opinion that the proposed development complies with the policies outlined in the Region's Official Plan, including needing any refinement to the boundaries of the Core Area of Greenlands boundaries and thus an Amendment to the Core Areas of Greenland system schedule is not required .

The City of Mississauga Official Plan has further policies which speak to the refinement of these areas, and this will be discussed in Section 4.4 of this report.

As demonstrated in this section, the proposed development conforms to the intent of achieving complete communities, a strong economy and represents an efficient use of land and infrastructure. The proposed Zoning By-law Amendment conforms with the policies of the Region of Peel Official Plan.

4.4 City of Mississauga Official Plan

The City of Mississauga Official Plan (the MOP) provides direction for the City's growth and articulates a vision for a future Mississauga through specific guidance in the ongoing evolution of the city. The MOP provides planning policies to guide the city's development to the year 2031, as required by Provincial legislation. The MOP provides policies to manage and direct the physical change of the city and the effects of such change on the social, economic, cultural and natural environment as well as to set out the goals, objectives and policies to guide future development, development and intensification within the City. It also forms the basis for detailed land use designations and urban design policies.

As shown on Figure 7 – *City of Mississauga Official Plan Land Use Schedule*, the subject property is designated “Industrial” which permit the industrial uses currently operating on the site and the proposed warehouse/distribution facility. The following sections demonstrate how the proposed development aligns with the overall objectives and policies of the City of Mississauga Official Plan.

Section 5 - Direct Growth of the MOP details policies that are used to manage change wisely and direct growth strategically throughout the City of Mississauga. Policies from Section 5 relevant to the proposal are as follows:

- 5.1.3 *Forecast growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner to:*
- b) *utilize existing and proposed services and infrastructure such as transit and community infrastructure;*
 - c) *minimize environmental and social impacts;*
 - d) *meet long term needs;*
 - e) *build strong, livable, universally accessible communities; and*
 - f) *promote economic prosperity.*
- 5.1.5 *Mississauga will ensure that the City's natural, environmental, and cultural resources are maintained for present and future generations*
- 5.1.8 *Mississauga will protect employment lands to allow for a diversity of employment uses;*

The proposed development provides growth in a desirable location within the City as the proposal builds out an underutilized parcel of land which is already connected to and serviced by existing municipal infrastructure. The proposal further promotes economic prosperity and meets the long-term employment needs of the City of Mississauga by optimizing the available industrial land uses within the City. This contributes to the overall protection of this broader industrial area for long-term employment needs.

As noted throughout this report, the findings of the EIS concluded that the only natural heritage feature identified on the subject property were the Barn Swallow nesting habitat which will be compensated by providing artificial nesting habitats as part of the proposal. A Candidate Significant Woodland community and a Butternut Tree were identified off site, however a 10-metre buffer will be provided from the Candidate Significant Woodland. Pre-liminary observations of off site Butternut Tree suggested it is not retainable, however this will be confirmed during leaf-out conditions in late June 2021, at which point appropriate compensations measure can be explored. Moreover, 50% of the proposed plantings are provincially native species, improving the subject properties biodiversity. 100% of proposed plantings are non-invasive and plantings have been selected for high drought tolerance and once established, will not require irrigation. For these reasons, we believe that the proposed development will adequately ensure the City's natural environment in maintained for future generations.

As shown on Figure 8 - *City of Mississauga Official Plan Natural System Schedule*, the subject property is designated as "*Significant Natural Areas and Natural Green Space*" in the MOP. The MOP considers *Significant Natural Areas and Natural Green Space* as part of the greater City Natural Heritage System.

Section 6.3 of the Official Plan discusses the Green System within the City and the following policies apply:

- 6.3.10 *The exact limit of components of the Natural Heritage System will be determined through site specific studies such as an Environmental Impact Study.*

- 6.3.11 *Minor refinements to the boundaries of the Natural Heritage System may occur through Environmental Impact Studies, updates of the Natural Heritage System, or other appropriate studies accepted by the City without amendment to this Plan. Major boundary changes require an amendment to this Plan.*

The proposed development looks to refine the boundaries of the Significant Natural Areas and Natural Green Spaces mapping identified on the subject property in order to optimize the permitted industrial land use permissions. As outlined in section 6.3.11 above, the exact limits of these features will be determined through the findings of a site specific EIS. Our client retained Savanta Inc. to prepare a detailed EIS to provide accurate details of the existing site conditions in order to determine accurate Natural Heritage System boundaries. The EIS concluded that there were no significant woodland communities, watercourses, fish habitat, amphibian habitat, or migratory bird habitat that met the significant wildlife habitat thresholds identified on the subject property. The only natural heritage features identified on the subject property were the Barn Swallow nesting habitats which will be compensated for by providing artificial nesting habitats as part of the proposal. A Candidate Significant Woodland community and a Butternut Tree were identified off site, however a 10-metre buffer will be provided from the Candidate Significant Woodland to the north of the property and pre-liminary observations of the Butternut Tree suggests it is not retainable, however this will be confirmed during Savanta's leaf-out conditions review in late June 2021, at which point appropriate compensation measures can be explored. Based on the findings of the EIS, it is our opinion that the proposed development is minor, as the refinements to the Natural Heritage System mapping do not result in loss to significant natural features on the subject property. As such, it is our opinion that an amendment to the City of Mississauga Official Plan is not required.

Section 10 of the MOP provides direction on fostering a strong economy. The following policies apply to the proposed development:

- 10.3.1 *Industrial uses will be permitted to locate within Employment Areas. Character Area policies may identify sites permitting industrial uses outside of Employment Areas.*
- 10.3.2 *Mississauga will protect lands within Employment Areas for industrial uses.*
- 10.3.4 *Within Employment Areas, Mississauga will support the continued operation of existing industrial uses and discourage employment uses and sensitive land uses in the vicinity of existing industrial land uses that would:*
- a. require industrial uses to significantly modify their operations;*
 - b. cause industrial uses to be in non-compliance with pertinent standards; and*
 - c. inhibit the development of designated industrial lands for the purposes permitted by this Plan.*

As shown on Figure 6, the subject property is located within an ‘Employment Area’ on the Character Area schedule in the MOP. Moreover, the entirety of the subject property is designated as ‘Industrial’ on the MOP Land Use schedule.

The existing waste transfer station use does not align with the City of Mississauga’s long-term vision for the Southdown Local Area Plan, as such any expansion of the existing Waste Transfer Station use on the subject property would not be desirable from the City’s perspective. As a result of this, the subject property may never expand to realize its full employment potential. However, the warehouse/distribution facility/office uses being proposed on the subject property are in line with the Southdown Local Area Plan vision, therefore the proposal provides an opportunity for the City to optimize the employment potential of the property by building out the vacant portions of subject property which may otherwise never be developed. Developing the subject property entirely for industrial land uses furthers the MOP’s vision of protecting Employment Areas for industrial uses, and by removing a land use that may inhibit further industrial expansion on the property, further protects surrounding employment lands from developing without negative impacts thus allowing the City to optimize the subject land’s and area’s employment potential.

Section 11.2.12 sets out the general land use designation policies within Industrial areas:

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

- y. warehousing, distributing and wholesaling;*
- aa. accessory uses.*

11.2.12.3 Accessory uses will generally be limited to a maximum of 20% of the total Gross Floor Area.

11.2.12.4 All accessory uses should be on the same lot and clearly subordinate to and directly related to the functioning of the permitted use.

The proposed warehousing and distribution facility is a permitted use in the Industrial designation as per the Official Plan. The warehousing and distribution facility will play a key role in contributing to the variety and overall jobs in this Provincially significant employment zone. The maximum GFA of the office space components of the proposed development is less than 20% of each building as shown on the concept plan and are subordinate/ancillary to the main warehousing/distribution facility, thus in line with the above policies. It is noted that while the Official Plan speaks to accessory uses, which by their nature may function independent of the primary use, the subject development office is ancillary to the primary warehouse function and in this case, would not act independent. However, these policies from the Official Plan are noted in light of the building programming being proposed.

The Official Plan has various Employment Character Areas which are defined in Section 17 of the Official Plan:

17.8 *Official Plan Policies for lands within the Southdown Employment Area are contained in the Southdown Local Area Plan.*

The subject property is located within the Southdown Local Area Plan and as such the policies from that plan are applicable to the subject property. Section 4.4.1 below outlines the applicable Southdown Local Area Plan policies.

4.4.1 Southdown Local Area Plan

The Southdown Local Area Plan is a part of the MOP which provides policies for lands that are identified in the City Structure as Employment Areas. The Local Area Plan acknowledges the importance of the surrounding natural environment in the area and the need to preserve these lands. The local area plan also provides more detail about land use designations and the permitted uses within the plan area. The subject property is designated “Industrial” within the Southdown Local Area Plan

Section 7 of the plan puts forth the Vision for the Southdown Local Area, which is to:

“continue to provide a place of employment (inclusive of current land uses) and to evolve in the long term, to embrace other employment uses such as a mix of manufacturing, research and development and offices.”

The proposed development aims to redevelop the subject property which is currently being used as a waste transfer station. The demolition of the existing operation for the construction of two new warehousing/distribution facilities is in line with the Local Area Plan’s vision to evolve into a new type of employment area. The proposed development will elevate the urban form and streetscape through a high level of landscaping and architecture design along Avonhead Road to help achieve the City’s vision for a better streetscape within this area. Based on the above, it is our opinion that the proposed development is in line with the vision of the Southdown Local Area Plan

“these policies encourage new development as well as redevelopment to accommodate industrial activities consisting of a mix of manufacturing, research and development and office uses primarily within enclosed buildings.”

“Existing industrial operations, which may have extensive outdoor processing or storage areas, will be permitted to continue, however, the long term vision is to develop certain of the vacant lands in accordance with this vision.”

The redevelopment of the subject property from a waste transfer station to a mix of warehousing/distribution and office uses is in line with the long-term goals of the City. The revitalization of the subject property aids in achieving the goals of revitalizing the Local Plan Area as a whole. The subject property will continue to function as an “Industrial” use, but expanding those permissions to cover a larger part of the subject property will aid in the creation of an Industrial use which is better supported by the City’s future employment vision.

Section 9 of the Southdown Local Area Plan outlines the Urban Design Strategy for the Southdown area. The following policies are applicable to the proposed development:

9.2 Site Organization

- a. buildings should be oriented to have a strong relationship to the street with most of the required parking located at the rear or the sides of the building(s);*
- b. a generous amount of landscape treatment should be promoted between the building's face and the edge of the right-of-way. The allocation of parking within this setback area should be limited to visitor's parking, and parcelled into small areas with well landscaped islands and pedestrian walkways connecting to principal building entrances;*
- c. encourage the use of shared access points between adjacent properties to minimize conflicts with public sidewalks while promoting continuous and attractive streetscapes. Consider shared truck service routes and common points of site entry that lead to rear service areas, and which minimize conflicts with pedestrian movement*
- d. main building entrances should be oriented to the street, and clearly articulated and linked to pedestrian walkway systems, in particular, the public sidewalk. The design of building entrances should reinforce building identification and articulation of the exterior form. Large manufacturing, warehousing and industrial facilities are encouraged to orient associated office components to address the public street*
- i. parking lots should have defined pedestrian circulation systems leading conveniently to main and employee entries.*

The buildings included in the proposal have been purposefully oriented on the subject property so the parking and loading areas are situated to the interior and rear of the property. This site organization allows the proposal to create a strong relationship with Avonhead Road, while also screening the vehicular and truck parking from the public view. Moreover, the proposal provides a generous amount of landscaping between the building edges and the right of way which further assists in enhancing the streetscape along Avonhead Road. The office portion of the warehouse/distribution facility businesses and their associated entrances have been strategically oriented towards the public street so the enhanced architectural treatments of the buildings are visible from Avonhead Road. The proposal also includes a pedestrian circulation system that will allow employees to navigate through out the site. Based on this, it is our opinion the proposed development is in line with the above noted policies.

9.3 Building Mass and Articulation

- a. buildings brought forward to the street should be a minimum of two storeys in height and contain administrative/office and retail functions associated with manufacturing, warehousing and industrial uses;*

- b. *façades visible to the street should have upgraded elevations and active frontages with sufficient window fenestration and door entrances to animate the street edge. Buildings should also be designed with prominent roof;*
- c. *buildings, landscape elements and plantings should screen views of facility operations and storage areas from the street(s). As an alternative, in situations where such activity and operations are visual features of the area, consideration should be given to developing a visual foreground that softens and enhances those features.*

The proposal contemplates bringing both buildings forward towards the street, where Building A is located 4.45 metres from the lot line and Building B is located 5.79 metres from the lot line. While the buildings included in the proposal provide a single-storey of usable space, the building massing's have been designed so each building can accommodate 2-storeys of office space, if required. The proposals reduced front yard setback will be appropriate as it will assist the property in creating an enhanced relationship with Avonhead Road. The office components of the development include upgraded architectural facade treatments which is in line with the policy above. Moreover, the buildings massing, and orientation, along with the landscape treatments provide screening of the parking from the public view. Based on this, it is our opinion that the building massing and orientation of the proposed development is consent with the above noted policies.

Section 10 of the Local Area Plan discusses Land Use within Southdown. There are only six (6) different land use designations in the area (Mixed Use, Business Employment, Industrial, Public Open Space, Greenlands and Utility) with the Industrial designation being the primary and predominant land use. Section 10.2 outlines policies for the Industrial designation:

10.2 Industrial

- a. *existing industrial operations, including existing outdoor processing and outdoor storage will be permitted to continue.*
- b. *notwithstanding the Industrial policies of this Plan, the following uses will not be permitted:*
 - *trucking terminals;*
 - *waste processing station or waste transfer stations and composting facilities; and*
 - *expansions to or new outdoor processing.*

The proposed development brings the subject property closer into conformity with the Local Area Plan as the property currently functions as a waste transfer station, which is not a permitted use in the LAP. By expanding the area subject to a new employment use which covers a greater portion of the subject property, the proposed development of two new warehousing/distribution facility buildings fulfills the broader vision of the LAP. These facilities are in keeping with the vision of

the LAP for the redevelopment and revitalization of the Southdown Area. As demonstrated in this Section, the proposed development conforms to the applicable policies of the MOP.

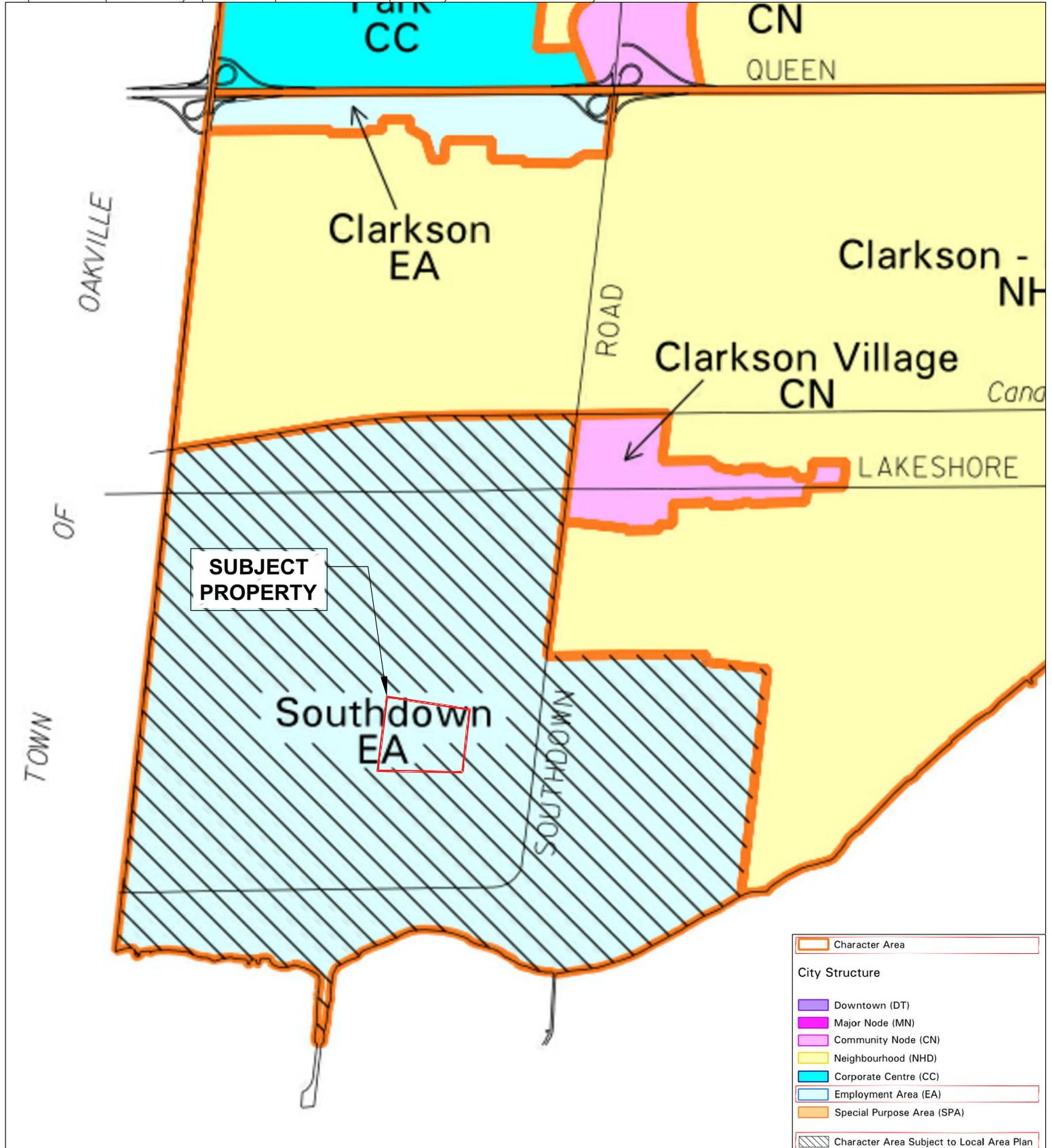


FIGURE 6 REGION OF PEEL OFFICIAL PLAN SCHEDULE '9' CHARACTER AREAS

2315 Lakeshore Road, City of Mississauga,
Regional Municipality of Peel

LEGEND

 Subject Property



Scale NTS
June 3, 2021

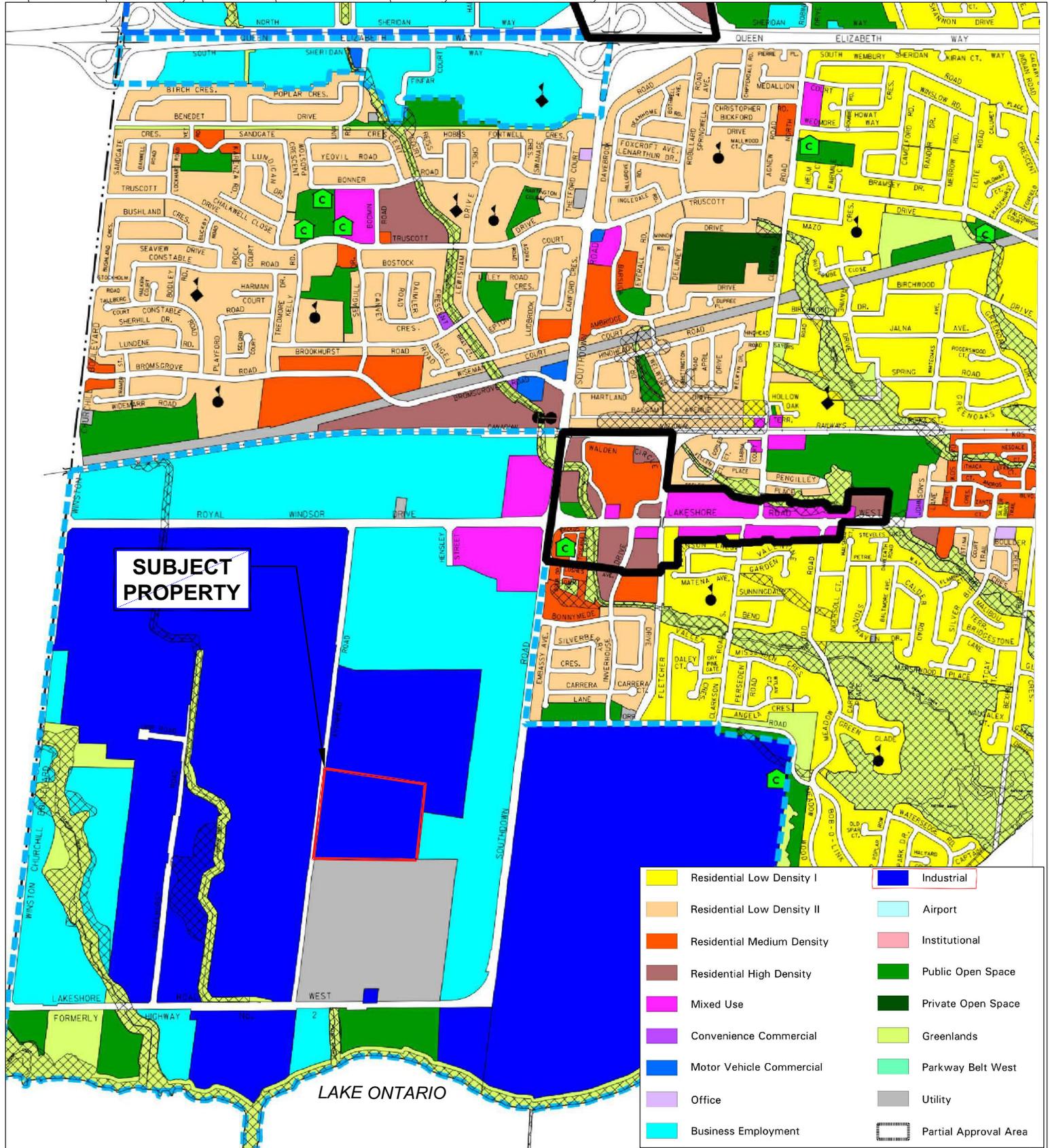


FIGURE 7
CITY OF MISSISSAUGA
OFFICIAL PLAN SCHEDULE
'10' LAND USE DESIGNATIONS

2315 Lakeshore Road, City of Mississauga,
 Regional Municipality of Peel

LEGEND
 Subject Property



Scale NTS
 June 3, 2021

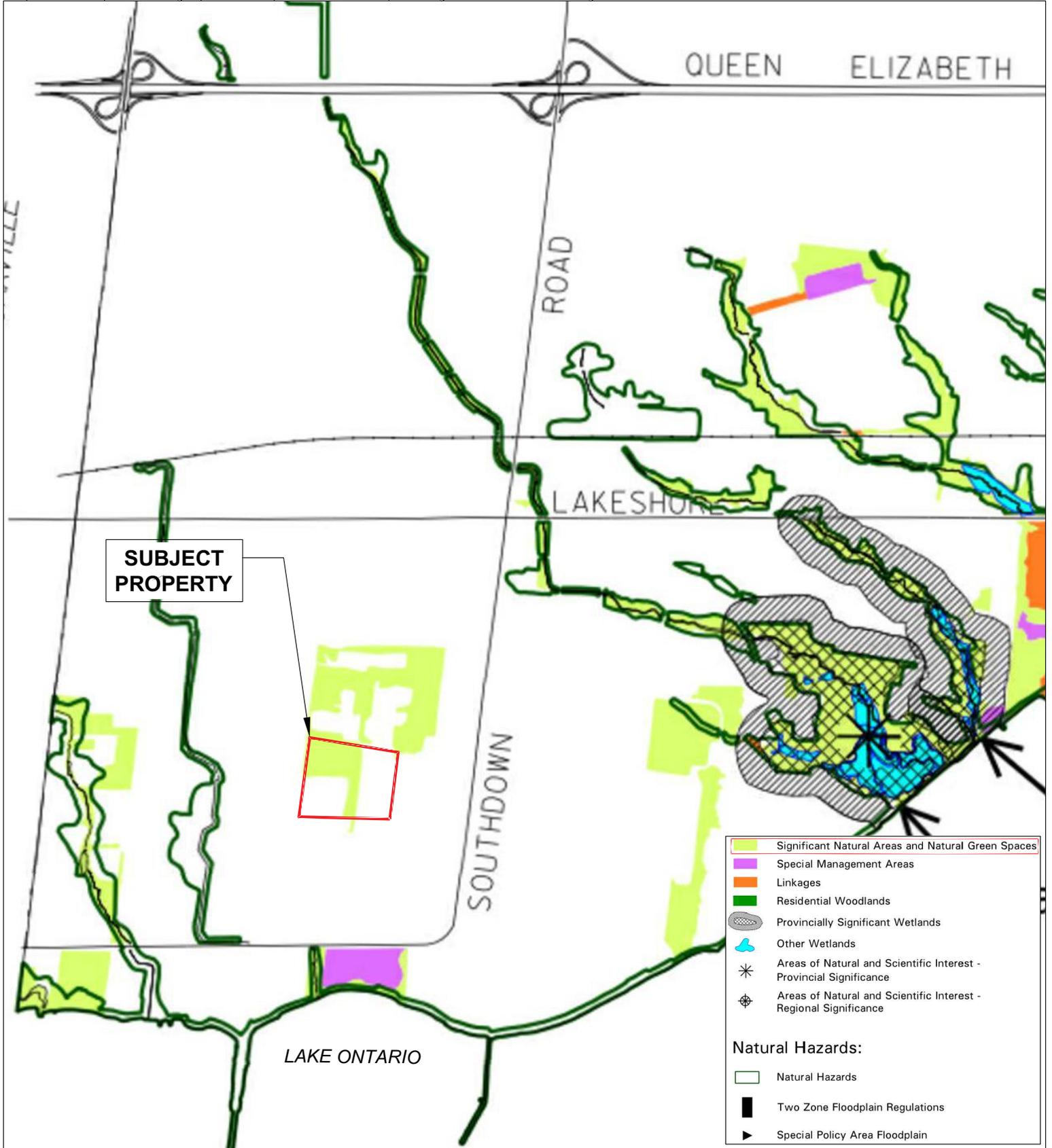


FIGURE 8 CITY OF MISSISSAUGA OFFICIAL PLAN SCHEDULE '3' NATURAL SYSTEM

2315 Lakeshore Road, City of Mississauga,
Regional Municipality of Peel

LEGEND

Subject Property



Scale NTS
June 3, 2021

4.5 Proposed Amendment to City of Mississauga Zoning By-Law No. 0225-2007

As shown on Figure 9, the subject property is dual zoned “*Industrial (E3-12)*” and “*Greenlands – Natural Features (G2)*” by the City of Mississauga Zoning By-law 0225-2007. The Site-Specific Industrial zone permits various types of uses including, but not limited to; Warehouse/Distribution Facilities, Manufacturing Facilities and Wholesaling Facilities. Waste Transfer and Waste Processing Stations are not permitted within a E3-12 Zone except for when the use legally existed on the date of passing of By-law 0225-2007. The G2 Zone permits Natural Protection Areas and Natural Heritage Features and Areas Conservation. The proposed Warehouse/Distribution Facility use is not permitted within the existing G2 zoning on the subject property.

To facilitate the proposed development, a Zoning By-law Amendment is proposed to rezone the subject property which is zoned “G2” to “E3-12” to permit the proposed development of a Warehousing/Distribution Facility development.

It is our opinion that the requested Zoning By-law Amendment aligns with and implements the objectives of the PPS, Growth Plan, ROP and MOP. It should be noted that the Zoning By-law Amendment does not intend to bring a new use to the subject property. Instead, the amendment aims to expand the current permissions for Industrial uses on the subject property to facilitate the construction of two (2) Warehousing/Distribution Facilities. This redevelopment better conforms to the Zoning By-law 0225-2007 permissions as the existing Waste Processing Station is a legal non-conforming use, whereas a Warehousing/Distribution Facility is a permitted use. In this instance, the current “G2” zoning on the subject property is not currently reflective of the existing site conditions as determined by the EIS prepared by Savanta Environmental.

A draft Zoning By-law Table and Schedule have appended to this Report as Appendix I & II.

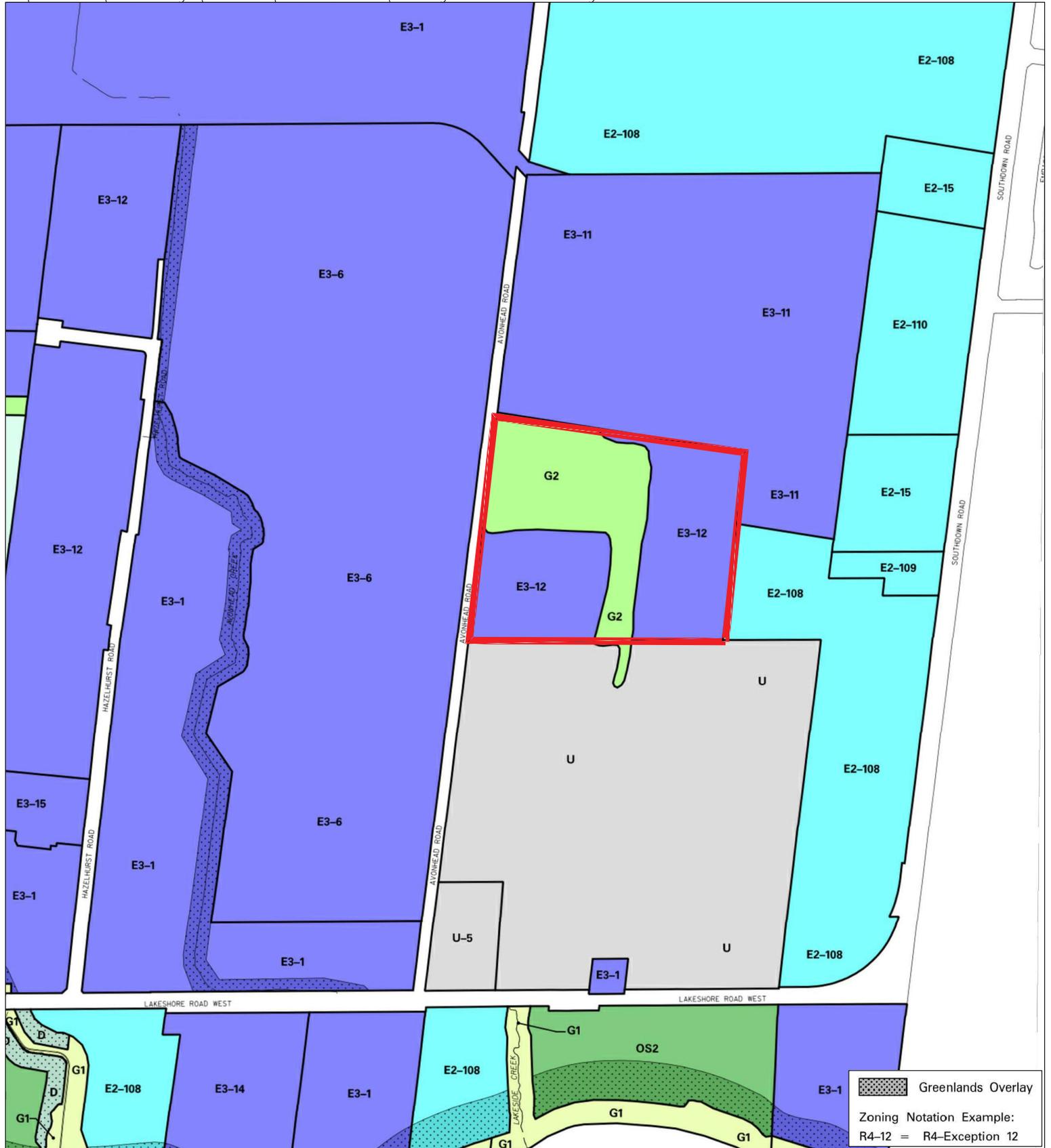


FIGURE 9 CITY OF MISSISSAUGA ZONING BY-LAW NO. 0225-2007

2315 Lakeshore Road, City of Mississauga,
Regional Municipality of Peel

LEGEND

Subject Property



Scale NTS
June 3, 2021

5.0 SUPPORTING STUDIES

5.1 Traffic

GHD was retained by the property owners to conduct a Traffic Impact Study prepared by in support of the Zoning By-law Amendment submission. The report concludes that the overall impact of the development generated traffic is negligible on the study area road network. However, signal timing improvements may be required at the intersection of Avonhead Road at Royal Windsor Drive to accommodate the increase in westbound left turn advancements. The three access locations being proposed on site are expected to operate without any operational concerns. A vehicle swept path analysis was performed which determined that the proposed development could accommodate Waste Collection Vehicle, Fire Vehicle, and WB-20 design vehicles and their expected movements.

5.2 Environmental Impact Study

Savanta Inc. was retained by the property owners to conduct an Environmental Impact Assessment in support of the Zoning By-law Amendment submission. The EIS concluded that there were no significant woodland communities, watercourses, fish habitat, amphibian habitat, or migratory bird habitat that met the significant wildlife habitat thresholds identified on the subject property. The only natural heritage features identified on the subject property were the Barn Swallow nesting habitats which will be compensated for by providing artificial nesting habitats as part of the proposal. A Candidate Significant Woodland community and a Butternut Tree were identified off site, however a 10-metre buffer will be provided from the Candidate Significant Woodland to the north and pre-liminary observations of the Butternut Tree suggests it is not retainable, however this will be confirmed during Savanta's leaf-out conditions review in late June 2021, at which point appropriate compensation measures can be explored. The report concludes that the proposed development can be completed with limited negative impact on the observed natural heritage features and any residual impacts can be mitigated through habitat compensation.

5.3 Arborist Report and Tree Inventory/Preservation Plan

A Tree Evaluation Report and Tree Protection and Removals Plan was prepared to assess the potential impacts of the proposed construction of a new development on and adjacent to the subject property. The Tree Inventory/Preservation Plan identifies the existing trees and vegetation on the subject property to be preserved and removed as a result of the proposed development. The Arborist Report findings determined there were a total of 390 trees were located within the study area, of which 158 were live and 232 were dead. 59 trees are recommended for preservation (including 31 dead trees) and 331 trees are recommended for removal (including 201 dead trees) due to anticipated construction impacts. As per City standards, a total of 111 compensation trees or cash-in-lieu equivalent is required.

5.4 Stormwater Management and Functional Servicing Report

The proposed development can be serviced based on access to existing municipal services. A summary of the findings provided of the SWM/FSR prepared by A.M Candaras Associated Inc. is provided below:

Stormwater:

Drainage from the site will be directed to a set of infiltration trenches. One trench is located on the northern portion of the property, along the eastern property boundary, while the second trench is located on the southern portion of the property, along the south property boundary. The infiltration pits have been designed and sized to achieve adequate water balance objectives. The intent of this feature is so to catch and store rainwater on the subject property.

Sanitary:

A proposed 250mm sanitary service connection and manhole are provided at the west limit of the subject property, along Avonhead Road. This 250 mm servicing connects to each building and will provide ample capacity to the proposed development.

Water:

A new 200 mm Fireline and 100 mm domestic connection to the existing 400 mm watermain on Avonhead Road will provide the water service connections to the proposed buildings.

5.5 Acoustical Feasibility Study

Howe Gastmeier Chapnik Limited (HGC) was retained to prepare a Noise Study Memo in support of the Zoning By-law Amendment submission. The Noise Memo prepared by HGC concluded that they do not expect that a Noise Study will be necessary for the proposed development as there are no noise sensitive uses on the site or in the surrounding area.

5.6 Phase 1 and 2 ESA

The supporting Phase 1 ESA prepared by EXP. Services Inc., dated September 20th, 2020, has been prepared to determine the potential for on-and off-site contaminating activities that could cause areas of potential environmental concern. The Phase 1 ESA identified various sources of environmental impairments and identified that a Phase 2 ESA would be required.

The Phase 2 ESA was undertaken as per the findings of the Phase 1 ESA. The findings of the Phase 2 ESA identified that there were exceedances of various parameters identified in the soil and groundwater samples taken on site. As such, various recommendations have been provided which will ensure the identified exceedances are appropriately analyzed and addressed.

EXP has also provided a Mitigation/Remediation Strategy Memo which outlines the status of the current work that have been conducted on site and strategy in addressing exceedances identified on site.

5.7 Geotechnical Report

EXP. Services Inc. was retained by the property owners to conduct a geotechnical investigation of the subject property. Their investigation proposes the construction of new slab on grade industrial buildings with no basement at the site. This investigation is preliminary in nature, once the layout plans for the proposed buildings have been finalized additional borings will be required to adequately cover the buildings and parking area/driveway configuration.

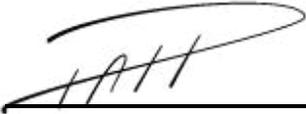
6.0 CONCLUSION

It is our opinion that the proposed Zoning By-law Amendment is justified and represents good planning for the following reasons:

- The proposal is consistent with the policies of the Provincial Policy Statement, and conforms with the Growth Plan, and the Region of Peel Official Plan, particularly with respect to the preservation of employment areas, specifically Provincially Significant Employment Zones;
- The proposed uses are compatible with the surrounding land uses and built form and are desirable in fulfilling the vision of the PPS, GP, ROP and the current designations in the MOP;
- The proposal directs intensification to Mississauga's built-up area and maintains the intent of the land use policies in the Mississauga Official Plan;
- The proposed industrial use of the subject lands, combined with their proximity to the Queen Elizabeth Way (QEW), Lakeshore Road East, and Southdown Road, allows for compatibility and synergy between land use and the existing transportation infrastructure;
- The proposed built form implements the policies and design guidelines contained within the Southdown Local Area Plan;
- The EIS prepared by Savanta Inc. concluded that the proposed development can be facilitated with limited negative impacts on the observed natural heritage features and any residual impacts can be mitigated through habitat compensation;
- The proposal provides an opportunity to provide a new land use that will bring the subject property closer in line with the City's vision for the Southdown Local Area Plan than what is currently provided on the subject property;
- The proposed development makes efficient use of existing and planned infrastructure including water, wastewater and stormwater services, as well as transportation infrastructure;
- By locating the proposed development amongst other employment industries, the proposal provides support/health to the long-term stability of other businesses in the immediate area which will support the long term prosperity of the Southdown Local Area Plan;

Respectfully submitted,

GLEN SCHNARR & ASSOCIATES INC.

A handwritten signature in black ink, appearing to read 'PAT', is written over a solid horizontal line.

**Patrick Pearson, MCIP, RPP
Planner**

APPENDIX I

Draft Zoning By-law Table

551 Avonhead Road
City File No: DARC 21-55 W2
Zoning By-law Amendment
Proposal: Warehouse/Distribution Facility

Part 2 - General Provisions for all Zones:

Zone Regulations	All Zones	Proposed	Status
2.1.14 - Centreline Setbacks	13.0 m + required yard/setback (16.0 m + required yard/setback within 90.0 m of the intersecting centreline of a major intersection)	13.0m + 4.45 m (proposed setback)	Complies
2.1.25 - Landscape Buffer	In E2 and E3 zones, the minimum depth of a required landscaped buffer from a lot line that is a street line may be reduced to 3.0 m if the property does not abut a street identified on Schedules 2.1.25(1) and (2) - Landscaped Buffers, notwithstanding any intervening 0.3 m reserves.	4.45m	Complies

Part 3 – Parking, Loading, and Lane Stacking:

Zone Regulations	Non-Residential Uses	Proposed	Status
3.1.2.2 - Required Number of Parking Spaces for Non-Residential Uses.	Building A - 1.1 Spaces / 100 m ² @ 6,975 m ² = 77 Spaces	Total Provided: 547 Spaces	Complies

<p>Line 48.0 - Warehouse/Distribution Facility, Wholesaling Facility (Single-Occupancy Building) = 1.1 spaces per 100 m2 GFA - non-residential up to 6 975 m2 GFA - non-residential; and 0.6 spaces per 100 m2 GFA - non-residential over 6 975 m2 GFA - non-residential.</p>	<p>- 0.6 Spaces / 100 m2 @ 30,782.17 m2 = 185 Spaces</p> <p>Building B</p> <p>- 1.1 Spaces / 100 m2 @ 6,975 m2 = 77 Spaces</p> <p>- 0.6 Spaces / 100 m2 @ 33,611.52 m2 = 202 Spaces</p> <p>Total Required = 451 Spaces</p>		
<p>3.1.3 Accessible Parking Spaces</p> <p>Table 3.1.3.1 – Line 5.0 - MINIMUM NUMBER OF REQUIRED ACCESSIBLE PARKING SPACES = 2.0 spaces plus 2% of the total</p>	<p>2 spaces + 2% of 451 = 13 parking spaces</p>	<p>Total Provided = 16 spaces</p>	<p>Complies</p>
<p>3.1.4.3 Required Number of Loading Spaces.</p> <p>GROSS FLOOR AREA - NON-RESIDENTIAL OF BUILDING</p> <p>Table 3.1.4.3 – Line 6.0 Greater than 14 000 m2 = 3 spaces plus 1 additional space for each 9 300 m2 GFA - non-residential or portion thereof.</p>	<p>10 Spaces</p>	<p>84 Spaces</p>	<p>Complies</p>

Part 8 – Employment Zones:

Zone Regulations	E3-12 Zone	Proposed	Status
Permitted Uses	All uses permitted within the Employment 3 – Exception 12 Zone.	Warehouse/Distribution Facility	Complies
Minimum Lot Frontage	30.0m	± 386.86m	Complies
Minimum Front Yard	7.5m	4.45m	<p>Does not Comply. See justification below.</p> <p>Justification:</p> <p>The requested reduction in the required minimum front yard setback is intended to locate the proposed buildings closer to Avonhead Roads street edge to create a stronger relationship between the public right-of-way and the proposed buildings. The proposed setback of 4.45 metres still provides adequate room to accommodate the required landscape buffer area which will aid in softening the street edge and screen the parking areas from the public view. For these reasons, we believe a reduction in the proposed front yard setback would be appropriate.</p>
Minimum Interior Side Yard – Lot With A Lot Frontage Greater Than 75.0m	7.5m	North: 22.68m South: 30.05m	Complies

Minimum Rear Yard	7.5m	42.09m	Complies
Minimum depth of a landscaped buffer measured from a lot line that abuts an Employment, Utility or Airport Zone, or any combination of zones thereof	0.0m	3.0m	Complies

APPENDIX II

Draft Zoning Schedule

E3-6

E3-11

AVONHEAD ROAD

E3-12

E3-12

E3-12

E2-108

U

G2

U



PART OF LOT 31
CONCESSION 3, SDS
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

THIS IS SCHEDULE "A" TO
BY-LAW _____
PASSED BY COUNCIL
