PLANNING JUSTIFICATION REPORT

7140 Hurontario Street, Mississauga ON

DESIGN
PLAN
SERVICES

TOWN
PLANNING
CONSULTANTS

DESIGN PLAN SERVICES INC.

DPS JOB NUMBER : 22332

April 14th, 2025

DESIGN PLAN SERVICES INC.
TOWN PLANNING CONSULTANTS

87 Skyway Avenue
Suite 200
Toronto, Ontario
M9W 6R3
Tel: 416.626.5445

designplan.ca

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EXECUTIVE SUMMARY

This Report has been prepared in support of applications for a Zoning By-law Amendment ("ZBA"), Site Plan Control ("SPA"), and Draft Plan of Subdivision ("DPOS") (the "Applications") to permit the redevelopment of the Subject Property, located within the City of Mississauga. Note, the proposed Site Plan Control application may be submitted at a later date separate from the ZBA and DPOS.

The Subject Property is legally described "Part of Lots 11 and 12, Concession 1, West of Hurontario Street (Geographic Township of Toronto, County of Peel), City of Mississauga, Regional Municipality of Peel" as per the Survey ("Survey") prepared by David B. Searles Surveying Ltd., dated February 28th, 2025 (See Schedule "A" for Subject Property Survey) There is currently no municipal addressing for the Subject Property. For the purposes of this Report, the full extent of these lands will hereafter be referred to as the "Subject Property". The Proposal is to permit an employment industrial development consisting of seven (7) new industrial buildings and a new internal private road network including parking areas, loading areas, and drive-aisles.

The proposed development is designed with consideration of the surrounding context and has been designed in a sensitive manner. The objective of the Proposal is to provide employment intensification in close proximity to existing and planned transit services, in a careful and considerate manner.

The proposed employment density and built-form is consistent with the Provincial Planning Statement, 2024 ("PPS"), conforms to the Region of Peel Official Plan and the City of Mississauga Official Plan. There are supporting studies included as part of the proposed applications. This includes but is not limited to the Functional Servicing and Stormwater Management Report, the Environmental Impact Study, Traffic Impact Study, and the Geotechnical and Slope Stability Assessment, among other supporting materials.
The proposed development will provide the following community benefits to the City of Mississauga:

- Contribute to creating employment opportunities and contribute to economic vitality in the City of Mississauga;
- Rehabilitation and enhancement opportunities of the existing natural features are incorporated in the proposed development which will positively contribute to the existing natural features on and in proximity to the Subject Property;
- Locating new employment industrial development in close proximity to existing and planned public transit as well as existing public service facilities and amenities;
- Meeting the requirements of City of Mississauga - Green Development Standards to provide a sustainable employment industrial development.

The proposed development is consistent with the PPS, 2024 and conforms to the Region of Peel Official Plan as well as the City of Mississauga Official Plan. The proposed development will also directly implement the goals of the Mississauga Strategic Plan.

Figure 1 - Subject Property Context Map

Source: DPS

1.0 INTRODUCTION

This Planning Justification Report has been prepared in support of a ZBA, SPA and DPOS applications.

Applications were previously submitted for this development proposal on July 10th, 2015. A resubmission was subsequently made on April 9th, 2018. Following the 2018 resubmission, the project was put on hold and little progress was made on the project until recently. This Report consists of one of the various submission items being provided with this latest submission package to constitute a resubmission of the applications and all related material. Some revisions have been made to the Proposal since the initial 2015 submission however, revisions that have been made are relatively minor and the Proposal remains as an employment industrial development with a similar built-form as compared to what was initially submitted with the 2015 submission.

The ZBA application is to change the existing 'D - Development' zoning for lands outside of the 'G1 Greenlands – Natural Hazards' zone to 'E2 Employment' zoning to permit employment uses as well as to refine the limits of the 'G1 Greenlands – Natural Hazards' zone to align with the findings of the Environmental Impact Study ("EIS"), prepared by GEI Consultants and dated February 2025. If approved, the applications would result in permissions for a comprehensive development consisting of seven (7) new 1-storey industrial buildings. More specifically, the Proposal consists of three (3) larger one-storey industrial buildings as well as four (4) smaller one-storey industrial buildings with associated parking and loading facilities. In total, the Proposal will provide for approximately 46,226.52 sq.m of industrial GFA on the Subject Property. See Figure 3 - Overall Statistics for a full accounting of gross floor area, parking statistics and other relevant site statistics. The proposed DPOS, prepared by Design Plan Services Inc., dated March 7th, 2025 (See Schedule "E"), is to facilitate the creation and conveyance to the City of a road bulb/cul-de-sac at the end of Vicksburgh Drive, to create a Greenlands block to also be conveyed to the City, to create development blocks for the proposed employment industrial development, as well as to create a Greenlands crossing block to allow for the proposed crossing over the Greenlands area. As per the proposed DPOS, Block 1 is proposed as the Employment Area which will consist of the proposed three (3) larger industrial buildings and Block 4 is proposed as the Employment Area which will consist of the four (4) smaller industrial buildings. Block 2 consists of the Greenlands Area and Block 3 consists of the Greenlands Crossing Area which will both be conveyed to the City.

This Report has been prepared in conjunction with the Site Plan prepared by Baldassarra Architects Inc., dated December 2024 (Schedule "B") in addition to supporting materials prepared by the professional consulting team. See Section 7.0 of this Report for an itemization and review of the supporting materials included within the resubmission package.

The purpose of this Planning Justification Report is to describe the Proposal and existing context, and to review and evaluate the proposed development against the applicable legislation and policies listed as follows:

- Planning Act, R.S.O. 1990, CP13, as amended
- Provincial Planning Statement, 2024;
- Region of Peel Official Plan, 2022;
- City of Mississauga Official Plan (August 2024 Consolidation);
- Proposed New Draft City of Mississauga Official Plan (March 2025);
- City of Mississauga Strategic Plan, 2009; and
- City of Mississauga Zoning By-Law No. 225-2007.

Figure 2 - Location Map *Source: DPS*

SITE STATISTICS

SITE AREA	175,684.18 m2	or	43.41 acres	or	17.56 ha
SITE AREA W/ CUL DE SAC	174,726.72 m2	or	43.18 acres	or	17.47 ha
DEVELOPABLE SITE AREA	115,468.04 m2	or	28.53 acres	or	11.54 ha
ZONING	D ZONE (DEVELOPMENT)				
FOOTPRINT AREA	45,418.65 m2	or	488,882 sf		
SITE COVERAGE	45,418.65 m2	or	39.33 %		
LANDSCAPED AREA	21,884.14 m2	or	18.95 %		
PAVED AREA	48,165.25 m2	or	41.72 %		

		REQUIRED	PROVIDED
SETBACKS	FRONT YARD (DERRY SOUTH)	7.50 m	26.39 m
	REAR YARD (WEST)	7.50 m	32.78 m
	EXTERIOR SIDE YARD (NORTH)	7.50 m	30.03 m
	EXTERIOR SIDE YARD (SOUTH)	7.50 m	14.98 m
LANDS. BUFFER	ALONG G1 ZONE	5.00 m	16.07 m
	ALONG D ZONE	3.00 m	6.08 m
	ALONG U-6 ZONE	0.00 m	6.01 m
	ALONG O2-2 ZONE	3.00 m	6.00 m

GROSS FLOOR AREA	BUILDING 'A'	9,738.46 m2	or	104,824 sf
	MECH. / ELECTR./ STAIRS/ WR.	108.40 m2	or	1,167 sf
	BUILDING 'B'	11,419.83 m2	or	122,922 sf
	MECH. / ELECTR./ STAIRS/ WR.	108.40 m2	or	1,167 sf
	BUILDING 'C'	12,727.34 m2	or	136,996 sf
	MECH. / ELECTR./ STAIRS/ WR.	108.40 m2	or	1,167 sf
	BUILDING 'D'	4,375.74 m2	or	47,100 sf
	MEZZANINE	721.65 m2	or	7,768 sf
	GROUND FLOOR	3,501.09 m2	or	37,685 sf
	MECH. / ELECTR./ STAIRS/ WR.	153.00 m2	or	1,647 sf
	BUILDING 'E'	3,480.00 m2	or	37,458 sf
	MEZZANINE	624.35 m2	or	6,720 sf
	GROUND FLOOR	2,717.04 m2	or	29,246 sf
	MECH. / ELECTR./ STAIRS/ WR.	138.61 m2	or	1,492 sf
	BUILDING 'F'	2,473.40 m2	or	26,623 sf
	MEZZANINE	430.33 m2	or	4,632 sf
	GROUND FLOOR	1,920.81 m2	or	20,675 sf
	MECH. / ELECTR./ STAIRS/ WR.	122.26 m2	or	1,316 sf
	BUILDING 'G'	2,011.48 m2	or	21,651 sf
	MEZZANINE	386.87 m2	or	4,164 sf
	GROUND FLOOR	1,520.05 m2	or	16,362 sf
	MECH. / ELECTR./ STAIRS/ WR.	104.56 m2	or	1,125 sf
	TOTAL GFA	46,226.25 m2	or	497,655 sf

GFA NON-RESIDENTIAL BREAKDOWN

BUILDING	TOTAL GFA	M/E ROOM GFA	GFA NON-RES
A	9,738.46 m2	108.40 m2	9,630.06 m2
B	11,419.83 m2	108.40 m2	11,311.43 m2
C	12,727.34 m2	108.40 m2	12,618.94 m2
D	4,375.74 m2	153.00 m2	4,225.74 m2
E	3,480.00 m2	138.61 m2	3,341.39 m2
F	2,473.40 m2	122.26 m2	2,351.14 m2
G	2,011.48 m2	104.56 m2	1,907.92 m2
TOTAL	46,226.25 m2	843.63 m2	45,381.62 m2

PARKING	1.1 spaces / 100 m2 of MUITI-UNIT WAREHOUSE GFA	REQUIRED	PROVIDED
	BUILDING 'A'	108 spaces	137 spaces
	BUILDING 'B'	126 spaces	138 spaces
	BUILDING 'C'	141 spaces	155 spaces
	BUILDING 'D'	49 spaces	109 spaces
	BUILDING 'E'	39 spaces	74 spaces
	BUILDING 'F'	28 spaces	26 spaces
	BUILDING 'G'	23 spaces	58 spaces
	TOTAL PARKING	514 spaces	697 spaces
	ACCESSIBLE PARKING Required Regular Parking Spaces (201-1000, 2.0 + 2% of total)	13 spaces	28 spaces
BICYCLES	LONG TERM SPACES 0.10/ 100 m2 GFA (EXACT LOCATION TBD DURING TENANT FIT-OUT) BUILDING A= 10 spaces BUILDING B= 12 spaces BUILDING C= 13 spaces BUILDING D= 5 spaces BUILDING E= 4 spaces BUILDING F= 3 spaces BUILDING G= 2 spaces	49 spaces	TBD during tenant fit-out
	SHORT TERM SPACES 2 spaces/ ring	Min. 2 spaces	56 spaces/ 28 rings
LOADING	Greater than 250 m2 but less than or equal to 2,350 m2	1 Spaces	
	Greater than 2,350 m2 but less than or equal to 7,500 m2	6 Spaces	
	Greater than 7,500 m2 but less than or equal to 14,000 m2	9 Spaces	
	TOTAL LOADING	16 spaces	84 spaces
BUILDING HEIGHT		N/A	XX.XX m
FLOOR SPACE INDEX (FSI)		1.0	XX.XX m

Figure 3 - Overall Site Statistics

Source: Baldassarra Architects Inc.

2.0 SUBJECT PROPERTY & SURROUNDING AREA

2.1 Description of Subject Property

The Subject Property is generally located in proximity to the northern boundary of the City of Mississauga, to the west of Hurontario Street, which runs north-south through the City. More specifically, the Subject Property is located west of Derrycrest Drive and the Ontario Hydro Corridor, south of Highway 407, east of McLaughlin Road, and north of Derry Road West. The legal description of the Subject Property is "Part of Lots 11 and 12, concession 1, West of Hurontario Street (Geographic Township of Toronto, County of Peel), City of Mississauga, Regional Municipality of Peel". The Subject Property is generally vacant land however, it is currently occupied by a temporary entertainment use, known and operated as "Illumi". The Illumi temporary use will be removed to facilitate the proposed development. The Subject Property has an area of approximately 17.57 hectares and has frontage along both Vicksburgh Drive as well as Derrycrest Drive. As per the submitted EIS, the Subject Property consists primarily of agricultural lands with a swale, remnant farm pond, and a Tributary to Fletcher's Creek bisecting the lands, and with Fletcher's Creek and the associated valley generally forming the southern and western boundaries of the Subject Property. A portion of the Subject Property east of the Tributary of Fletcher's Creek has historically been agricultural in nature but is currently being used for the Illumi Toronto lightshow.

The Conceptual Site Plan, Limit of Development and Proposed Restoration Figure, prepared by GEI Consultants, dated February 2025 (See Schedule "C") identifies the development limit of the Proposal as well as the natural features and proposed restoration areas on the Subject Property. According to the EIS, there are two watercourses on the Subject Property. Fletcher's Creek is a permanent watercourse that provides direct fish habitat, including habitat for Redside Dace, which is designated as Endangered in Ontario and Canada. A Tributary to Fletcher's Creek exists on the tablelands portion of the Subject Property and includes a remnant farm pond and associated MAS2-1 (Cattail Mineral Shallow Marsh) downstream from the pond. GEI has designated this Tributary as Complex Contributing Habitat (i.e., indirect fish habitat). As per the EIS, this watercourse is not expected to provide direct fish habitat where it is present on the tablelands. The Tributary and associated wetlands provide indirect fish habitat functions by conveying flow to downstream fish habitat in Fletcher's Creek and assisting with maintaining water quality. As per the EIS, the wetland upstream from the remnant farm pond and associated Terrestrial Crayfish SWH is proposed to be retained.

There is one small cultural woodland community on the Subject Property as identified in the EIS. Further, the only potential specialized habitat that could be present is amphibian breeding habitat (wetland). The Subject Property also provides habitat for Terrestrial Crayfish. The EIS notes that the vegetated portions of the Tributary from the remnant farm pond to the Fletcher's Creek valleyland have been identified as a locally important Amphibian Movement Corridor. As per the EIS, through this development, the natural heritage system surrounding the Tributary to Fletcher's Creek will be conveyed to the City of Mississauga to become part of their Green System and Natural Heritage System. Fencing will be installed along the limit of development where it borders natural features and associated buffer areas, and compensation areas will be fenced to protect against encroachment. Fencing will also be installed along the limit of development where it borders the vallyelands to prevent human encroachment.

The Subject Property is located within the 'Employment Area' of the City as depicted on Schedule 10: Land Use Designations of Mississauga's Official Plan (the "MOP"). A portion of the Subject Property is also designated as 'Greenlands' and 'Natural Hazard' as per Schedule 10. The Subject Property is well served by existing and future public transit. The existing north-south bus services on Hurontario Street connects with east-west bus routes on all arterial and major

collector roads and to the City Centre Transit Terminal. Further, the Hurontario LRT/Hazel McCallion LRT is currently under construction and an LRT station is to be located at the intersection of Derry Road West and Hurontario Street, which is in proximity to the Subject Property. All of these connecting transit services are within walking distance of the Subject Property and makes public transit a feasible option for both local and regional commuters.

2.2 Description of Surrounding areas

North

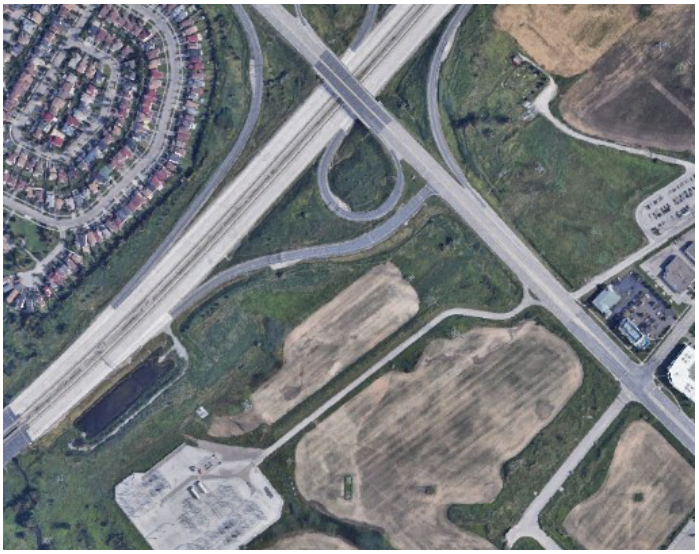


Figure 4 - North of Subject Property

Source: Google

To the immediate north of the Subject Property, there is an Ontario Hydro Station as well as Highway 407. The northern limit of the City of Mississauga is located in close proximity to the northern limit of the Subject Property. As such, lands further north of the Subject Property are located in the City of Brampton. Lands further north, within the City of Brampton and north of Highway 407, mostly consist of low-rise residential dwellings as well as other higher-density residential uses and commercial uses.

South

Figure 5 - South of Subject Property

Source: Google

To the immediate south of the Subject Property is Derrydale Golf Course. Fletchers Creek and the naturalized areas surrounding Fletcher's Creek extend south of the Subject Property and a portion of Fletcher's Creek is between the Subject Property and Derrydale Golf Course, in proximity to the south limit of the Subject Property. Further south, there are mostly industrial and commercial uses which extend to Highway 401.

West

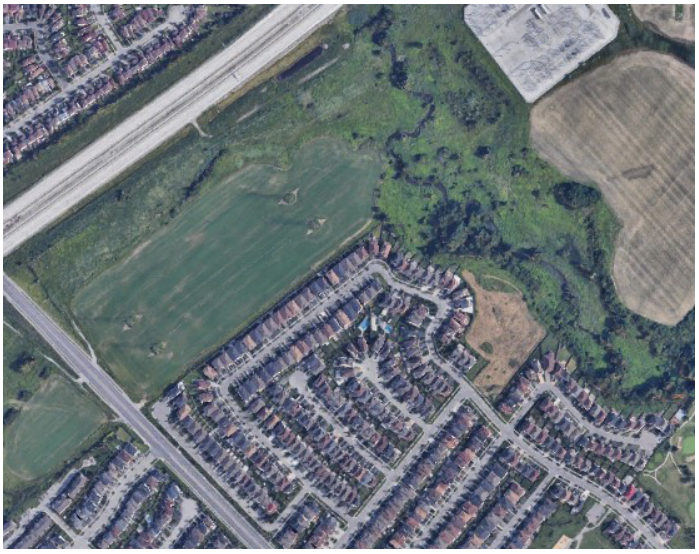


Figure 6 - West of Subject Property

Source: Google

Immediately west of the Subject Property is Fletcher's Creek and the naturalized area surrounding the Fletcher's Creek. West of Fletcher's Creek, there is a low-rise residential neighbourhood consisting of mostly single-detached dwellings. The area further west of the Subject Property is largely a low-rise residential neighbourhood that extends to the Meadowvale Conservation Area.

East

Figure 7 - East of Subject Property

Source: Google

Immediately east of the Subject Property is a Hydro Corridor, other lands owned by the owner of the Subject Property which are not part of this development proposal, as well as Vicksburgh Drive and Derrycrest Drive. Hurontario Street is located further east of the Subject Property and east of Hurontario Street there are mostly industrial and commercial uses which extend beyond Highway 410.

3.0 DESCRIPTION OF THE PROPOSED DEVELOPMENT

The Proposal is an industrial development consisting of seven (7) new industrial buildings and a new internal private road network including parking areas, loading areas, and drive-aisles. There are no permanent buildings/structures/ uses that would need to be demolished on the Subject Property to facilitate the proposed development however, the existing temporary entertainment (Illumi) use would be removed in order to facilitate the proposed development. All proposed new industrial buildings will be 1-storey in height and the three (3) larger industrial buildings will include a number of loading spaces to provide loading facilities for the three (3) larger industrial buildings. However, please note that future tenants of the proposed industrial buildings have not, as of yet, been identified and therefore, the specific uses of each building will ultimately be determined by the tenant requirements. The three (3) larger industrial buildings are contemplated to have a combined total GFA of approximately 33,885.63 sq.m. The four smaller remaining industrial buildings are contemplated to have a GFA of approximately 12,340.62 sq.m.

Access to the Subject Property is proposed from a new cul-de-sac/bulb at the west end of Vicksburgh Drive. The proposed new cul-de-sac/bulb will be conveyed to the City through the proposed DPOS. All internal roads beyond the cul-de-sac/bulb will be private to maintain flexibility to respond to the needs of the employment market/future tenants (See Schedule “E” for Draft Plan). However, a Greenlands crossing is proposed to access the portion of the Subject Property further west which is cut off by the Greenlands area/natural features. It is intended that the Greenlands crossing area will be conveyed to the City and an easement will be created over the Greenlands crossing area to allow access to the area on the west side of the Greenlands crossing for the owner of the Subject Property as well as any future tenants.

To facilitate the Proposal, the lands within the development limits of the Subject Property, as per the submitted EIS, prepared by GEI Consultants, dated February 2025, are to be rezoned to ‘E2’ to permit employment industrial uses as identified in the Draft ZBA in Schedule “G” of this Report. As per the EIS, the natural heritage system surrounding the Tributary of Fletcher’s Creek including the Creek itself. It will be conveyed to the City of Mississauga to become part of the Green System and Natural Heritage System. The lands within this conveyance, which includes natural features and associated buffer areas and compensation areas, are proposed to be zoned as ‘G1 Greenlands – Natural Hazards’. The limit of development adjacent to these areas will be fenced to protect against encroachment. The Site Plan is provided in Schedule “B”.

The Draft ZBA as well as the DPOS implement the findings of the EIS as it relates to the development limits. Site-specific exceptions to the ‘E2’ zoning regulations are proposed to permit reduced yard setbacks, reduced landscape buffers, to limit specific uses, and to account for the unique configuration of the Subject Property.

The limits of the development area are defined by the results and recommendations of the EIS and by the servicing requirements for the Subject Property. According to the EIS, the constraints mapping (See Schedule “C”) and the resultant development limit has been prepared to incorporate the following natural features and associated setbacks:

- 30m buffer from the meanderbelt, as required due to the presence of Redside Dace in Fletcher’s Creek;
- 10m buffer from the top-of-bank;
- 10m buffer to the stable slope limit (incorporating toe erosion allowances where necessary);
- 10m buffer from staked wetlands;
- 10m buffer from staked valleyland vegetation along Fletcher’s Creek;
- 15m buffer from the centerline of the Tributary of Fletcher’s Creek;
- Terrestrial Crayfish SWH; and
- Locally Important Amphibian Breeding and Amphibian Movement Corridor Wildlife Habitat.

As per the DPOS, prepared by Design Plan Services Inc., dated March 7th, 2025, the Subject Property is proposed to be subdivided into four (4) blocks. The Employment Area Blocks are

identified as Blocks 1 and 4 and will consist of a total of seven (7) new industrial buildings as well as associated parking areas, loading areas, and other elements. Blocks 3 and 4 will consist of the Greenlands Area. Specifically, Block 3 will consist of the Greenlands Area Road Crossing, as described previously.

According to the Landscape Concept Plan ("Landscape Plan") (see Schedule "D"), prepared by Strybos Barron King Landscape Architecture, dated March 14th, 2025, the Proposal will provide landscaped areas including trees, shrubs and sodding along the proposed development limit, as well as along the paved areas around the developed areas of the Subject Property and along some portions of the building facades. Plantings and sodded grass areas are also being proposed along the northeast property line abutting the hydro corridor as well as along the south limit of the Subject Property along Derrycrest Drive.

Based on the Traffic Impact Study ("TIS") prepared by GHD Ltd., dated March 28th, 2025, access to the Subject Property is provided via three (3) accesses. Site Access #1 and #2 are proposed to be located on the north and west legs, respectively, of the intersection of Derrycrest Drive and Vicksburg Drive. Site Access #3 is proposed to be located near the south limit of the Subject Property along Derrycrest Drive. Site Access #1 provides access to Buildings 'F' and 'G'. Site Access #2 (cul-de-sac/bulb at the west end of Vicskburgh Drive) provides access to all seven (7) buildings. Site Access #3 provided access to Buildings 'D' and 'E'. A bridge crossing is also being provided on the Subject Property to provide access to Buildings 'A', 'B', and 'C'. Parking spaces are being provided throughout the Subject Property, mostly surrounding the various buildings proposed. According to the Site Plan, See Schedule "B"), a total of 697 vehicular parking spaces are being provided. The following table provides a breakdown of the proposed parking for each building based on the TIS:

Type of Parking	Parking Provided
Vehicle Parking	Building A: 137; Building B: 138; Building C: 155; Building D: 109; Building E: 74, Building F: 26; Building G: 58. Total: 697 Spaces (Does not include barrier-free spaces)
Barrier Free Parking	Building A: 4; Building B: 4; Building C: 4; Building D: 4; Building E: 4; Building F: 2; Building G: 4. Total: 26 Barrier free spaces
Bicycle Parking	105 bicycle parking spaces • 49 Class A • 56 Class B
Loading Spaces	84 Loading Spaces

Table 1 - Parking Table

Source: DPS

Detailed information pertaining to parking and loading spaces can be found on the Site Plan provided as part of the resubmission package and attached to this Report as Schedule "B" as well as within the Traffic Impact Study provided as part of the resubmission package.

4.0 POLICY & REGULATORY FRAMEWORK

This section of the Report provides an overview of the policies and regulations applicable to the Subject Property and proposed development including the Planning Act; Provincial Planning Statement, 2024; Region of Peel Official Plan, 2022; City of Mississauga Official Plan ("MOP"), 2024; Proposed Draft City of Mississauga Official Plan 2051 March 2025 ("PMOP"); the City of Mississauga Strategic Plan, 2009, and Mississauga Zoning By-law 0225-2007.

As per the policy and regulatory review and analysis provided in the following subsections, it is our opinion that the proposed development complies with the Planning Act; is consistent with the Provincial Planning Statement, 2024, and conforms to the Region of Peel Official Plan and Mississauga Official Plan.

The proposed development represents an appropriate and efficient use for the Subject Property as well as good planning. The Proposal will contribute towards an increase in employment densities and opportunities in the area through increasing the range and mix of employment uses and space available.

4.1 The Planning Act, R.S.O. 1990, CP13, as amended

The Planning Act is provincial legislation that establishes the overall regulatory framework for land use planning in Ontario. Matters of provincial interest are set out in Section 2 of the Planning Act which the Minister, the council of a municipality, a local board, a planning board and Tribunal, shall have regard to. The following matters of provincial interest are relevant to the proposed development:

a. *the protection of ecological systems, including natural areas, features and functions;*

The Proposal is for the redevelopment of the Subject Property to permit seven (7) industrial buildings. The associated ZBA is to change the existing 'D - Development' zoning for lands outside of the 'G1 Greenlands – Natural Hazards' zone to 'E2 Employment' zoning to permit employment industrial uses and to refine the limits of the 'G1 Greenlands – Natural Hazards' zone to align with the findings of the EIS. According to the EIS, rehabilitation and enhancement opportunities are being provided as part of the Proposal. Wetland compensation areas are proposed along both sides of the Tributary to address wetland impacts occurring as a result of the proposed road crossing. The proposed compensation is to expand the existing area of wetland associated with the Tributary into the adjacent area that is currently subject to intensive agricultural practices. A total compensation area of 208 m² is also being provided in accordance with the Credit Valley Conservation Authority ("CVC") Ecosystem Offsetting Guidelines. The proposed wetland compensation will consist of a variety of native shrub and ground cover species suitable for the local site conditions. Potential tall shrub species that will be considered will include:

- Nannyberry (Viburnum lentago);
- Highbush Cranberry (Viburnum opulus spp. trilobum);
- Common Elderberry (Sambucus canadensis);
- Grey Dogwood (Cornus racemosa);
- Red-osier Dogwood (Cornus sericea);
- Bebb's Willow (Salix bebianna); and
- Heart-leaved Willow (Salix eriocephala).

According to the EIS, the wetland compensation area is anticipated to:

- Provide enhanced wildlife habitat adjacent to the watercourse by providing a structurally diverse mix of native vegetation forms and species;
- Increase the width of the naturally vegetated locally important amphibian movement corridor between the valleyland to the south and the farm pond breeding area to the north;

and

- Provide enhanced riparian vegetation functions compared to existing agricultural riparian zones, including water quality and hydrology regulation, soil stabilization, shading and allochthonous inputs to benefit the downstream fish community in Fletcher's Creek (including Redside Dace).

Further, a detailed wetland compensation plan will be prepared at the detailed design stage. This plan will include the restoration details as well as the landscape plan drawings that will be submitted with the Site Plan Control application. Wetland buffer encroachment compensation areas are proposed to address the three (3) proposed buffer encroachment areas. The compensation areas, which are located outside of any existing natural feature or buffer, will have a total area of 1,405 m², which will compensate for loss/alteration of wetland buffer area at a 1:1 basis. Woodland rehabilitation is also being proposed in three (3) locations, with a total area of 895 m², adjacent to the existing woodland associated with Fletcher's Creek. Native tree and shrub species will be hand planted within these areas. Detailed planting plans including species lists and densities will be prepared through discussions with the CVC during the detailed design stage of the project.

According to the constraints mapping in the EIS, prepared by GEI Consultants, dated February 2025, the resultant development limit of the Proposal has been prepared to incorporate the following natural features and associated setbacks:

- 30m buffer from the meander belt, as required due to the presence of Redside Dace in Fletcher's Creek;
- 10m buffer from the top-of-bank;
- 10m buffer to the stable slope limit (incorporating toe erosion allowances where necessary);
- 10m buffer from staked wetlands;
- 10m buffer from staked valleyland vegetation along Fletcher's Creek;
- 15m buffer from the centerline of the Tributary of Fletcher's Creek;
- Terrestrial Crayfish SWH; and
- Locally Important Amphibian Breeding and Amphibian Movement Corridor Wildlife Habitat.

As per the EIS, the buffers will be allowed to naturalize by scarifying the soils and planting with a native upland meadow mix. This will have the effect of expanding the natural area in what have historically been active agricultural fields. In addition to the plantings within the buffer, there will be a net gain of 895 m² of forested area through the rehabilitation and enhancement opportunities outlined above. The proposed wetland compensation is anticipated to result in a number of ecological benefits as noted above in this section of this Report. The EIS concludes that the development of the Subject Property can be completed without any negative impact on the significant natural heritage features and associated functions.

c. the conservation and management of natural resources and the mineral resource base;

As per the ROP, Schedule D-2, there are no mineral aggregate resource areas identified on the Subject Property. Both the ROP and the MOP do not identify any natural or mineral resources on the Subject Property. Therefore, the Proposal will have no impact on the conservation and management of natural resources and the mineral resource base.

d. the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;

According to the Stage 3 Archaeological Report (the "Archaeological Report") prepared by AMICK Consultants Limited, dated April 2012, as a result of the Stage 2 physical assessment of the Subject Property (AMICK 2008), three (3) isolated First Nations find spots, one (1) First

Nations lithic site, and one (1) Euro-Canadian homestead site were encountered. The two sites have been registered with the Archaeological Sites Database administered by the Ontario Ministry of Tourism and Culture. The First Nations lithic site has been registered as the De Zen Site (AjGw-489) and the Euro Canadian site has been registered as the James Cracker Site (AjGw-490). According to the report, each of the archaeological resources encountered as a result of the Stage 2 Archaeological Assessment of the Subject Property is discussed in the Stage 3 Archaeological Assessment. Artifacts were recovered from both sites and details on those artifacts can be found in the Stage 3 Archaeological Assessment provided as part of this submission.

According to the report, no further archaeological investigations were recommended for the isolated findspots as they represent few artifacts over a large area and further investigation of these finds is unlikely to result in further information. Stage 3 archaeological investigations were recommended for the De Zen Site (AjGw-489) and the James Cracker Site (AjGw-490) as there is potential for each of these sites to be of historic interest or significance. Based on the findings of the Archaeological Report, the Stage 3 investigations of DeZen Site (AjGx-389) resulted in 6 additional artifacts from 2 of 10 test squares. No subsurface features were identified. The findings in the Stage 3 excavation suggest that the site has garnered all possible information and further Stage 4 excavation of this site will not yield valuable information regarding the early settlement of the area. The Stage 3 investigations of the James Cracker Site (AjGw-390) resulted in 4213 additional artifacts from 86 test squares. The artifact assemblage indicates an occupation date of 1860-1920. Given the late date of the assemblage, no further work is recommended. Based on the Archaeological Report, the site has garnered all possible information and further Stage 4 excavation of these sites will not yield valuable information regarding the early settlement of the area. The Archaeological Report notes that no archaeological survey, regardless of its intensity, can entirely negate the possibility of deeply buried cultural material, notably human internments. In consequence, it is further recommended that should any such remains be encountered during construction activities, the Regulatory Operations Group, OMC and/or the Cemeteries Regulation Branch of the Ontario Ministry of Consumer and Commercial Relations be contacted immediately.

e. the supply, efficient use and conservation of energy and water;

The proposed employment industrial development promotes efficient use and conservation of energy and water. New developments are constructed with more efficient building materials, supporting energy and water infrastructure. As per the Functional Servicing and Stormwater Management Report ("FSR-SWM Report") prepared by Skira and Associates Ltd., dated December 2024, adequate municipal and regional services exist and the entire Subject Property can be adequately serviced through proposed connections to those existing services, thus making efficient use of those existing services, energy and water.

f. the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;

g. the minimization of waste;

The Proposal will make efficient use of existing and planned infrastructure and services surrounding the Subject Property. As per the FSR-SWM Report, in terms of the wastewater servicing, a 1500mm sanitary trunk sewer flows from north to the south along the path of Fletcher's Creek and lies within a 10-metre easement. Internal sanitary sewers will be constructed along the proposed driveways and individual service connections will be provided for each building within the development. Two separate servicing strategies are proposed for the areas to the west and east of the proposed wetland which are referred to as Phase 1 and Phase 2 within the FSR-SWM Report. For Phase 1, sanitary flows will be conveyed by gravity to the existing 300mm sanitary sewer

on Vicksburgh Drive. Sanitary flows will then be conveyed eastward to a 300mm sanitary sewer on Derrycrest Drive. An existing sanitary connection has already been constructed on Derrycrest Drive and will be utilized for connection of Building D. A new proposed connection will be provided at the terminus of Vicksburgh Drive to service Building C. The servicing option for Phase 2 sanitary is to convey westward by gravity to the existing 1500mm trunk sanitary sewer to the west of the Subject Property. This will require the least intensive earthworks operations and will utilize existing infrastructure. The Subject Property will be serviced by an existing 300mm diameter watermain on Vicksburgh Drive. Preliminary water servicing design includes an internal watermain layout that follows the alignments of the proposed driveways, with connections to the existing 300mm diameter watermain on Vicksburgh Drive. Individual service connections will be provided to the proposed buildings within the development from the watermain on the fronting driveway. Further, the existing storm sewers on Vicksburgh Drive and Derrycrest Drive have sufficient capacity to accommodate the 100-year peak flow from Phase 1.

h. the orderly development of safe and healthy communities;

i. the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;

Overall, the Proposal will contribute to a safe and healthy community and will provide accessible design features and all required AODA standards will be met through this Proposal.

k. the adequate provision of employment opportunities;

The Proposal will directly contribute to the adequate provision of employment opportunities within the City by providing new employment uses/buildings within an employment area of the City and contributing to the economic vitality of the City. The approximate number of employment opportunities generated through this development is to be determined and will be confirmed during tenant fit-out.

The Proposal will directly contribute to the adequate provision of employment opportunities within the City by providing new employment uses/buildings within an employment area of the City and contributing to the economic vitality of the City. The approximate number of employment opportunities generated through this development is to be determined and will be confirmed during tenant fit-out.

i. the protection of the financial and economic well-being of the Province and its municipalities;

The proposed development will directly contribute to an increase in opportunities for businesses to located in this area of the City as well as providing employment opportunities which will contribute to the local economy in Mississauga. The Proposal contributes to the protection of the financial and economic well-being of both the City and the Province.

o. The protection of public health and safety;

The Proposal avoids development and land use patterns which may cause public health and safety concerns. Given the proximity of residential areas, acoustic barriers will be implemented as per the Environmental Noise Study Report (the "Noise Report") prepared by Jade Acoustics Inc., dated March 12th, 2025, to mitigate potential impacts to sensitive noise receptors. However, it is important to note that the Subject Property is located within a designated employment area, specifically planned for employment purposes. Additionally, the natural buffer of the creek and Greenlands area provides separation distance and a visual buffer/screening between the Subject Property and the residential areas located west of the Subject Property.

p. The appropriate location of growth and development;

The Subject Property is situated within a settlement area and is located within an area designated for employment development. Therefore, the Proposal represents an appropriate location for growth and development and is anticipated to contribute to the planned employment density within the City of Mississauga.

q. The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;

The development represents an appropriate location for growth and development. The Subject Property is generally vacant land however, it is currently occupied by a temporary entertainment use, known as Illumi. The Illumi temporary use will be removed to facilitate the proposed development. The Proposal represents an opportunity to intensify current underutilized lands for employment uses which will contribute to creating employment opportunities as well as a complete community. Further, the Proposal aims to create a safe and attractive environment for pedestrians by linking building entrances with public sidewalks. Future sidewalks on Derrycrest Drive and Vicksburgh Drive are expected as development occurs along those roads. Safe and attractive walkways for pedestrians linking the entrances of the buildings with public sidewalks on Vicksburgh Drive, as well as enhanced pedestrian amenities on-site such as landscaping and lighting. Further, the Hurontario/Hazel McCallion LRT is currently under construction and an LRT station is to be located at the intersection of Derry Road West and Hurontario Street, which is in proximity to the Subject Property. There are connecting transit services within walking distance of the Subject Property and the Proposal will make public transit a feasible option for both local and regional commuters.

r. The promotion of built-form that,

i. Is well designed,

ii. Encourages a sense of place, and

iii. Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;

s. The mitigation of greenhouse gas emissions and adaptation to a changing climate.

The proposed development is designed with consideration of the surrounding context and has been designed in a sensitive manner that encourages a sense of place. New buildings are typically constructed using more efficient and environmentally sensitive construction practices and building materials. It should also be noted that the proposed development will comply with the requirements of the City of Mississauga Green Development Standards. As a result, the Proposal will provide for a development that is high quality, safe, accessible, attractive and vibrant. Furthermore, the location of the Subject Property in relation to existing transit nodes provides a significant opportunity for a reduction of transportation-related greenhouse gas emissions, thus promoting the adaptation to climate change. The Proposal incorporates sustainable design and construction measures and will meet the requirements of the City of Mississauga Green Development Standards.

Section 3 of the Planning Act states that on matters relating to municipal planning that are of provincial interest, all decisions shall be consistent with the Provincial Planning Statement and shall conform with the provincial plans, or shall not conflict with them.

The proposed development is planned and designed with consideration of all provincial interests. The location of the Subject Property is appropriate for growth and development; making efficient use of existing and planned municipal infrastructure; it contributes to the employment stock of the City by providing new employment opportunities; it provides a well-designed built-form that encourages a sense of place; and adopts sustainable design and construction

measures, all within a highly developed area of the City, Region and Province.

In addition to the ZBA proposed as part of this application, a Draft Plan of Subdivision is also proposed to create the bulb at the west end of Vicksburgh Drive as well as to create the development blocks, the Greenlands/naturalized area block (as per the limit of development based on the submitted EIS), as well as the Greenlands/naturalized area crossing block. The following section will address how the proposed development and proposed Draft Plan of Subdivision will meet the criteria within Section 51 (24) of the Planning Act, which establishes the criteria for considering a Draft Plan of Subdivisions as outlined below:

a. *The effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;*
    - Please refer to the foregoing analysis above regarding Section 2 of the Planning Act.

b. *Whether the proposed subdivision is premature or in the public interest;*
    - The proposed subdivision represents a more efficient and optimal use of the Subject Property, which is currently used for a temporary entertainment use and is otherwise vacant land. The development will direct an appropriate amount of employment intensification into an area with existing and planned municipal services and amenities. There are no area specific studies or infrastructure projects that would have the effect of changing the fundamental land use principles established by the City and Region and the site benefits from full municipal services within the proximate area, therefore, the proposal is not premature.

c. *Whether the plan conforms to the official plan and adjacent plans of subdivision, if any;*
    - The proposal conforms with all applicable Official Plans (Peel Official Plan and Mississauga Official Plan). See Section "4.3" of this Report for a detailed analysis of the Region of Peel Official Plan, Section "4.4" for the City of Mississauga Official Plan, and Section "4.5" for the Proposed Mississauga Official Plan, 2051.

d. *The suitability of the land for the purposes for which it is to be subdivided;*
    - The Subject Property is already designated for employment uses in the Region of Peel Official Plan and City of Mississauga Official Plan. The existing Zoning By-law also contemplates employment industrial development on the Subject Property. The purpose of the DPOS is to facilitate the conveyance of the cul-de-sac/bulb at the west end of Vicksburgh Drive to the City of Mississauga, along with the conveyance of the natural heritage system surrounding the Tributary of Fletcher's Creek. By doing so, this serves to provide a public benefit to the community, enhancing the City's infrastructure and preserving important natural spaces for public enjoyment and environmental stewardship.
    - Based on the justification included within this Report, the proposed development and proposed use of the Subject Property is suitable for the land.

e. *The number, width, location, and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them.*
    - The Proposal includes a new cul-de-sac/bulb at the west end of the existing section of Vicksburgh Drive as well as new private connections to Vicksburgh Drive, which connects to the existing road network surrounding the Subject Property. This will link the proposed development with the established road network in the surrounding area, while also providing

for circulation within the Subject Property. Please refer to Schedule "B" for a full illustration of the proposed internal layout and walkway/road network within the Subject Property.

f. The dimensions and shapes of the proposed lots;

- The proposed DPOS is principally to facilitate the conveyance of lands for the purposes of creating a cul-de-sac/bulb at the west end of Vicksburgh Drive as well as the Greenlands/naturalized area blocks to implement the findings of the submitted EIS. While somewhat ununiform and irregular, the dimensions and shapes of the proposed blocks are appropriate and will be consistent with the dimensions and shapes of similarly designated employment lands within the surrounding area and within the City. The resulting dimensions and shapes of the proposed blocks are due to the natural feature limits and land to be dedicated into public ownership.

g. The restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;

- There are no restrictions on the Subject Property that would prevent the construction of the proposed development. For a full list of existing easements/restrictions on the Subject Property, refer to the Plan of Survey Report, prepared by David B. Searles Survey Ltd., dated February 28th, 2025, included with the submission. The Subject Property is subject to a Regional Easement (Instrument No. R0629717) for the purpose of constructing and maintaining all and any utilities as indicated in the Plan of Survey Report. Based on the easement document of Instrument No. R0629717, the purpose of the easement is to construct, install, operate, maintain, inspect, alter, remove, replace, reconstruct, enlarge and repair all and any utilities including storm sewers, sanitary sewers, drains, and watermains. Based on the Survey, the easement is located along the western boundary as well as a portion of the southwestern boundary of the Subject Property. The easement will not impact/restrict the construction of the proposed development. For a full list of existing easements/restrictions on the Subject Property, refer to the Plan of Survey Report, prepared by David B. Searles Survey Ltd., dated February 28th, 2025, included with the submission.

h. Conservation of natural resources and flood control;

- Natural features have been identified on the Subject Property as per the Conceptual Site Plan, Limit of Development and Proposed Restoration Figure, as per the EIS Report (See Schedule "C"). The EIS Report highlights two watercourses on the Subject Property including Fletcher's Creek, a permanent watercourse that provides direct fish habitat for the Endangered Redside Dace, and a Tributary to Fletcher's Creek located on the tablelands. The Tributary includes a remnant farm pond and a Cattail Mineral Shallow Marsh (MAS2-1) downstream, which is designated as Complex Contributing Habitat, providing indirect fish habitat by conveying flow and maintaining water quality for downstream fish habitats. The wetland upstream from the farm pond, along with Terrestrial Crayfish SWH, is proposed to be preserved.
- The Subject Property also contains a small cultural woodland community and potential amphibian breeding habitat (wetland). It supports terrestrial crayfish and includes an important Amphibian Movement Corridor along the Tributary, extending from the remnant farm pond to the Fletcher's Creek valleyland.
- The EIS, completed in February 2025, concludes that the development of the

Subject Property can be completed without negative impact on the significant natural heritage features and associated functions. As per the EIS Report, the natural heritage system surrounding the Tributary to Fletcher's Creek will be conveyed to the City of Mississauga to become part of their Green System and Natural Heritage System.

- An Arborist Report ("Arborist Report") prepared by Strybos Barron King Ltd., dated March 13th, 2025 provides a tree inventory and describes the tree protection and preservation recommendations to preserve the trees noted on the Tree Preservation Plan.
- With respect to flood control, SWM mitigation measures are outlined in the FSR-SWM Report.

i. The adequacy of utilities and municipal services;

- The FSR-SWM Report demonstrates adequate municipal and regional services exist and that the entire Subject Property can be adequately serviced through proposed connections to those existing services.

- **Storm Servicing:**
  - Stormwater runoff for Phase 1 up to and including the 100-year peak flow will be conveyed to the existing 1200mm diameter storm sewer located east of the site.
  - Stormwater quantity, quality, and erosion control for Phase 1 will be provided by the existing SWM facility located at the south of Derry Road.
  - Stormwater runoff for Phase 2 will be conveyed by the major and minor system toward the west Fletcher's Creek outlet.
  - Stormwater quality and erosion control for Phase 2 will be provided by a combination of OGS' and Low Impact Development ("LID") treatment train BMP's.
  - Sanitary Servicing:
    - Existing 300mm sanitary sewer along Vicksburgh Drive has sufficient capacity to service Phase 1.
    - Phase 2 sanitary drainage will be directed westwards to the 1500mm sanitary trunk sewer to the west of the Subject Property. The sanitary sewer connecting Phase 2 to the trunk sanitary sewer will be constructed so as to avoid all nearby environmentally sensitive areas.
- **Water Servicing:**
  - Water supply to Phase 1 and Phase 2 of the Subject Property will be provided by the existing 300mm diameter Regional watermain along Vicksburgh Drive.

k. The area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;

- There are proposed dedications for the cul-de-sac/bulb at the west end of Vicksburgh Drive, the Greenlands/naturalized area block, as well as the Greenlands/ naturalized area road crossing block.
- The Proposal has taken into consideration all necessary dedications/conveyances and can still be developed appropriately once the required dedications/conveyances have been taken into consideration.

l. The extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and

- The Proposal will be constructed using modern building practices and materials which are typically more energy efficient. The proposed development will meet applicable requirements of the Mississauga Green Development Standards.

m. The interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection

- The Subject Property is within a Site Plan Control area and thus, Site Plan Approval is required for the Proposal. A Site Plan Application will be submitted at a later date.

The proposed development implements Provincial policy, is contemplated by the Mississauga Official Plan, will be serviced by existing servicing along Vicksburgh Drive and Derrycrest Drive, and will not result in negative impacts on the significant natural heritage features and associated functions located on and in proximity to the Subject Property. Based on a comprehensive review of the Proposal, all matters under Section 51(24) of the Planning Act are satisfied and there will be no adverse impacts on the area, City, Region, or the Province of Ontario.

Summary Opinion:

The proposed development is planned and designed having regard to all of the Provincial interests. The location of the Subject Property is particularly appropriate for growth and development given its proximity to Hurontario Street as well as Provincial Highways (Highway 407 and Highway 401). In addition, the Subject Property is in a built-up area with similar employment uses and buildings nearby, along with public services, amenities, and existing and planned infrastructure including but not limited to the Mississauga Convention Centre, Region of Peel Public Health, Derrydale Golf Course, Chartwell Retirement Residences, Derry West Village Public School, etc. The proposed development also makes efficient use of existing transportation facilities and services (in the form of existing highway transit routes, existing Regional and City road network, and existing/ under-construction and planned public transit services).

The Proposal contributes to increasing the existing employment stock of the City, and of the ‘’Gateway Employment Area (West)” in which it is situated, by providing new and high-quality employment uses/buildings within an area that consists of similar uses/buildings and which is an area designated for such uses/buildings. The Proposal provides a well-designed built-form that encourages a sense of place. The Proposal is compliant with the Planning Act, R.S.O., 1990, and conforms to the applicable Provincial plan(s) and relevant policies of the Region and City which will be discussed in the following sections of this Report.

4.2 Provincial Planning Statement, 2024

The Provincial Planning Statement, 2024 was issued under Section 3 of the Planning Act and came into effect October 20th, 2024. It was approved by the Lieutenant Governor in Council, Order in Council No. 1099/2024. The Provincial Planning Statement, 2024 sets out high-level policy goals for land-use planning in Ontario. It promotes efficient development and uses of land, long-term economic prosperity, careful use and management of natural resources and public health and safety.

Section 2.3 Settlement Areas and Settlement Area Boundary Expansions

Sub-section 2.3.1

1. *Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*

2. *Land use patterns within settlement areas should be based on densities and a mix of land uses which:*

a. *efficiently use land and resources;*
b. *optimize existing and planned infrastructure and public service facilities;*
c. *support active transportation;*
d. *are transit-supportive, as appropriate; and*
e. *are freight-supportive.*

3. *Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*

The Subject Property is located within a settlement area and is in close proximity to an identified Regional Intensification Corridor (Hurontario Street). The Proposal represents a more efficient use of land as the Subject Property is currently used for a temporary entertainment use and would otherwise be vacant land. Further, the Subject Property is located in an area with existing and planned infrastructure and public service facilities as well as an area which is currently designated for business employment uses. The Subject Property provides for new employment uses/buildings in close proximity to the new under-construction Hurontario LRT.

Section 2.8 Employment

Sub-Section 2.8.1

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;*
   c. *identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
   d. *encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and*
   e. *addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.*

The Proposal will contribute to the provision of an appropriate mix and range of employment uses to meet long-term needs by providing a new employment industrial development that can accommodate a range of employment uses. The Subject Property is a suitable site for the Proposal and will contribute to providing opportunities for a diversified economic base. The Proposal represents intensification of a currently underutilized site for employment uses that will be compatible with the surrounding area and will contribute to the achievement of a complete community. There is an existing residential development on the west side of Fletcher's Creek, opposite the Subject Property. According to the Noise Report, there is also a future place of worship site located to the west of the Subject Property, an existing golf course to the south, existing commercial and industrial developments to the southeast, and an existing hydro station immediately to the north of the Subject Property. There is also an existing hotel east of Hurontario Street. As per the Noise Report's findings, the most critical receptors are the existing residential developments located to the west side of Fletcher's Creek. Fletcher's Creek acts as a physical and visual barrier, to aid in screening the proposed development from the nearby residential areas.

The Proposal will provide an appropriate transition to sensitive land uses. According to the findings of the Noise Report, sound level

limits are predicted to be met at the existing and future noise sensitive receptors with the addition of mitigation measures discussed in the report. Noise mitigation measures are required to meet the MECP guidelines at the closest receptor locations and acoustic barriers are required in order to meet the applicable sound level limits. The location of the acoustic barriers is identified in Figure 7 in the Noise Report. As outlined in the Noise Report, should future tenants/owners of the building units require additional mechanical systems, a noise analysis will need to be prepared to confirm compliance with the applicable sound level limits. The responsibility of the future assessment and to ensure ongoing sound level limit compliance will be that of the future tenant/ owner of each respective use/building/unit. This should be done in advance of issuance of any additional building permits to support future tenant fit-up of each respective space. This future analysis is typically required as part of Provincial Environmental Compliance Approvals (ECA approval) generally required for the uses to be permitted at the Subject Property. Additionally, if there is a change to the shell buildings or site design, the current analysis and this report should be updated to account for the changes and ensure continued predicted compliance with the sound level criteria. An updated analysis may be needed by the future tenants of the respective uses within the Subject Property based on the fit-up design to ensure continued predicted compliance with the applicable sound level limits.

2.9 Energy Conservation, Air Quality, and Climate Change

1. *Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:*
    a. *support the achievement of compact, transit-supportive, and complete communities;*
    b. *incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*
    c. *support energy conservation and efficiency;*
    d. *promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and*
    e. *take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.*

The Proposal supports the achievement of compact, transit-supportive and complete communities. The Proposal is located in close proximity to an identified Intensification Corridor (Hurontario Street). Existing infrastructure, including servicing infrastructure and public service facilities, are available to support the proposed development. New buildings are typically constructed using more efficient and environmentally sensitive construction practices and building materials, thus supporting energy conservation and efficiency. It should also be noted that the proposed development will meet the requirements of the Mississauga Green Development Standards. As a result, the Proposal will promote energy efficiency and will minimize impacts to air quality and climate change. The Proposal is consistent with the policies identified in Section 2.9 of the PPS.

3.5 Land Use Compatibility

1. *Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.*

2. *Where avoidance is not possible in accordance with policy 3.5.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other major facilities that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses is only permitted if potential adverse affects to the proposed sensitive land use are minimized and mitigated, and potential impacts to industrial, manufacturing or other major facilities are minimized and mitigated in accordance with provincial guidelines, standards and procedures.*

As noted in section 2.8 above, and based on the Noise Report, sound level limits are predicted to be met at the existing and future noise sensitive receptors with the addition of mitigation measures discussed in the report. Acoustic barriers are required in order to meet the applicable sound level limits. The location of the acoustic barriers is shown in Figure 7 of the Noise Report, and any future mechanical systems in the building units will require a noise analysis to ensure compliance with sound level limits, which will be the responsibility of future tenants/owners. If there are changes to the building design or tenant fit-ups, the noise analysis and report should be updated to maintain compliance with sound level criteria. Additionally, Fletcher's Creek and the surrounding naturalized areas will serve as a natural buffer and provide a physical buffer/visual screening to the nearby residential area. To further minimize and mitigate any potential impacts on the existing sensitive land uses, the Proposal will incorporate landscaped areas including trees (both deciduous and coniferous) and shrubs along and within the development limit boundary, as per the provided Landscape Plan (See Schedule "D"). The proposed landscaping as well as the Fletcher's Creek valley, will screen the Proposal from the nearby residential areas, acting as a physical and visual barrier. Further, the Subject Property is situated within a designated employment area, as outlined in the MOP, which contemplates this type of development and land use. The PPS safeguards the long-term viability of planned industrial, manufacturing, or other major facilities that may be at risk of encroachment by ensuring that the planning and development of adjacent sensitive land uses is only permitted if potential impacts on these industrial, manufacturing, or major facilities are minimized and mitigated.

3.6 Sewage, Water and Stormwater

1. *Planning for sewage and water services shall:*
    a. *accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;*
    b. *ensure that these services are provided in a manner that:*
        1. *can be sustained by the water resources upon which such services rely;*
        2. *is feasible and financially viable over their life cycle;*
        3. *protects human health and safety, and the natural environment, including the quality and quantity of water; and*
        4. *aligns with comprehensive municipal planning for these services, where applicable.*
    c. *promote water and energy conservation and efficiency;*
    d. *integrate servicing and land use considerations at all stages of the planning process;*
    e. *consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply; and*
    f. *be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.*

2. *Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.*

The FSR-SWM Report demonstrates that adequate municipal and regional services exist and that the entire Subject Property can be adequately serviced through proposed connections to those existing services. Further details regarding the servicing of the Proposal are identified in section 4.1 of this Report.

The Proposal will also promote water and energy conservation and efficiency. Based on the EIS, proposed mitigation measures are recommended for implementation with respect to surface water resources (Fletcher's Creek and Tributary). Erosion and sediment control and spill prevention and response measures are to be implemented during construction. SWM mitigation (i.e., storage tank, stone core wetland outlet, LID measures) will be used to prevent negative impacts on water quality. Site-wide water balance will be maintained through SWM and LID measures. Existing off-site inputs to the Tributary (i.e., from transformer station) will be maintained. No direct or indirect residual effects are anticipated to surface water resources, following the implementation of the mitigation measures. Additionally, based on the EIS, no direct or indirect residual effects are anticipated with respect to ground water resources. Site-wide water balance will be maintained to prevent effects on groundwater resources. Therefore, the Proposal is consistent with the policies identified in Section 3.6 of the PPS.

Section 4.1 Natural Heritage

1. *Natural features and areas shall be protected for the long term.*
2. *The diversity and connectivity of natural features in an area, and the long-term 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.*
3. *Natural heritage systems shall be identified in Ecoregions 6E & 7E1, recognizing that natural heritage systems will vary in size and form in settlement areas, rural areas, and prime agricultural areas.*
4. *Development and site alteration shall not be permitted in: a) significant wetlands in Ecoregions 5E, 6E and 7E1; and b) significant coastal wetlands.*
5. *Development and site alteration shall not be permitted in:*
   a. *significant wetlands in the Canadian Shield north of Ecoregions 5E, 6E and 7E1;*
   b. *significant woodlands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)1;*
   c. *significant valleylands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)1;*
   d. *significant wildlife habitat;*
   e. *significant areas of natural and scientific interest; and*
   f. *coastal wetlands in Ecoregions 5E, 6E and 7E1 that are not subject to policy 4.1.4.b), unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.*
6. *Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.*
7. *Development and site alteration shall not be permitted in habitat of endangered species*

and threatened species, except in accordance with provincial and federal requirements.

As outlined in the EIS, the development limit setbacks identified in the report will ensure the development is set back from the locally important amphibian habitat (identified in the farm pond) and associated animal movement corridor (associated with the Tributary 1 watercourse south of the farm pond). In addition, the proposed development has been designed to avoid most Terrestrial Crayfish chimney locations, which were identified within the Tributary of Fletcher's Creek (outside Fletcher's Creek Valley). Although, based on the EIS, some locations will be impacted by the proposed development. However, according to the EIS, the amount of habitat removed is minor compared to overall habitat retained and no negative impacts on the Terrestrial Crayfish population are anticipated to occur. Further, a salvage program will be implemented to minimize the potential for negative impacts on individual crayfish. As per the EIS, the only habitat for threatened or endangered species is in the Regulated/Critical Habitat for Redside Dace in Fletcher's Creek.

Rehabilitation and enhancement opportunities are being considered. Wetland compensation areas are proposed along both sides of the Tributary to address wetland impacts occurring as a result of the proposed road crossing. The intent of the proposed compensation is to expand the existing area of wetland associated with the Tributary into the adjacent area that is currently subject to intensive agriculture practices. The proposed wetland compensation will consist of a variety of native shrub and ground cover species suitable for the local site conditions. The proposed wetland compensation is anticipated to result in a number of ecological benefits as noted above in section 4.1 of this Report. Woodland rehabilitation is also being proposed in three (3) locations, with a total area of 895 m², adjacent to the existing woodland associated with Fletcher's Creek.

A detailed ecosystem compensation plan will be prepared at the Site Plan stage in accordance with CVC requirements. Maintenance and monitoring measures will also be specified in the plan.

According to the EIS, the development of the Subject Property can be completed without negative impact on the significant natural heritage features and associated functions.

4.2 Water

1. *Planning authorities shall protect, improve or restore the quality and quantity of water by:*
    a. *using the watershed as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development;*
    b. *minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts;*
    c. *identifying water resource systems;*
    d. *maintaining linkages and functions of water resource systems;*
    e. *implementing necessary restrictions on development and site alteration to:*
        1. *protect all municipal drinking water supplies and designated vulnerable areas; and*
        2. *protect, improve or restore vulnerable surface and ground water, and their hydrologic functions;*
    f. *planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality; and*
    g. *ensuring consideration of environmental lake capacity, where applicable.*

2. *Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored, which may require mitigative measures and/or alternative development approaches.*

Through this proposal and development, the natural heritage system surrounding the Tributary to Fletcher's Creek will be conveyed to the City of Mississauga to become part of their Green System and Natural Heritage System. As per the EIS, fencing will be installed along the limit of development where it borders natural features and associated buffer areas, and compensation areas will be fenced to protect against encroachment. Fencing will also be installed along the limit of development where it borders the valleylands to prevent human encroachment. Furthermore, the majority of the wetland on the Subject Property will be protected. As per the EIS, some wetland areas will be impacted through the proposed road crossing, but the wetland compensation area will ensure the overall area of wetland is maintained. Based on the EIS, proposed mitigation measures are recommended for implementation with respect to surface water resources (Fletcher's Creek and Tributary). Erosion and sediment control and spill prevention and response measures are to be implemented during construction. SWM mitigation (i.e., storage tank, stone core wetland outlet, LID measures) will be used to prevent negative impacts on water quality. Site-wide water balance will be maintained through SWM and LID measures. Existing off-site inputs to the Tributary (i.e., from transformer station) will be maintained. No direct or indirect residual effects are anticipated to surface water resources, following the implementation of the mitigation measures. Additionally, based on the EIS, no direct or indirect residual effects are anticipated with respect to ground water resources. Site-wide water balance will be maintained to prevent effects on groundwater resources. Therefore, the Proposal will not have any impact on water sources and will seek to protect, improve and restore the quality and quantity of water.

4.6 Cultural Heritage and Archeology

1. *Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.*

2. *Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.*

3. *Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.*

According to the Archeological Report, prepared by AMICK Consultants Limited, dated April 2012, it was recommended that conditions respecting archaeological resources be considered addressed and recommended that no further archaeological investigations are warranted for the Subject Property. Based on the findings in the Archaeological Report, artifacts were discovered on the investigated sites, and more detail on the investigations can be found in the Archaeological Report provided as part of this resubmission. The findings conclude that the sites investigated have garnered all possible information and further Stage 4 excavation of these sites will not yield valuable information regarding the early settlement of the area. The Archaeological Report notes that no archaeological survey, regardless of its intensity, can entirely negate the possibility of deeply buried cultural material, notably human interments. In consequence, it is further recommended that should any such remains be encountered during construction activities, the Regulatory Operations Group, OMC and/or the Cemeteries Regulation Branch of the Ontario Ministry of Consumer and Commercial Relations, be contacted immediately. Thus, based on the Archaeological Report, archaeological resources have been investigated, and the findings conclude that the sites investigated has garnered all possible information and further Stage 4 excavation of these sites will not yield valuable information regarding the early settlement of the area.

Summary Opinion:

It is our opinion that the proposed development is consistent with the policies of the PPS, 2024. The Subject Property is located within proximity

to an existing Intensification Corridor (Hurontario Street). Existing infrastructure and public service facilities are available to support the proposed development. Further, the Subject Property is in close proximity to the under-construction Hurontario LRT. The Proposal represents a compatible, compact development that will contribute to the employment industrial base of the City. As per the Noise Study, sound level limits are predicted to be met at the existing and future noise sensitive receptors with the addition of mitigation measures discussed in the Noise Study. Based on the EIS, enhancement and rehabilitation opportunities are being considered with respect to the Natural Heritage System. The EIS concludes that development of the Subject Property can be completed without negative impact on the significant natural heritage features and associated functions. The Subject Property is currently used for a temporary entertainment use and would otherwise be vacant land. The Proposal represents an opportunity to intensify current underutilized lands for employment industrial uses which will contribute to creating employment opportunities as well as a complete community. Therefore, it is our opinion that the Subject Property is ideally suited for this type of proposed land use and development, and the Proposal will result in an appropriate and compact form of development to provide needed employment density in a built-up area with existing employment uses and built-forms. The Proposal represents an efficient use of land, resources, infrastructure, and public service facilities.

4.3 Region of Peel Official Plan, 2022

The Region of Peel Official Plan ("RPOP") is a document that sets out the long-term policies pertaining to land use planning and growth management across the Region, and constituent municipalities. (Mississauga, Brampton, and Caledon.) The RPOP outlines strategies for growth and land use development up until the 'Planning Horizon' of 2051.

- The RPOP came into effect on November 4, 2022;
- There is a watercourse on or within proximity to the Subject Property as shown on Schedule A-1 of the RPOP (See Figure "8");
- The Subject Property is in proximity to a 'Highly Vulnerable Aquifer' as shown on schedule A-2 of the ROP (See Figure "9");
- The Subject Property is designated 'Urban System' as shown on Schedule E-1 of the RPOP (See Figure "12");
- There is a portion of the 'Greenlands System' on or within close proximity to the Subject Property as shown on Schedule C-1 (See Figure "10") and C-2 of the RPOP (See Figure "11");
- The Subject Property is designated as an 'Employment Area' as per Schedule E-4 of the RPOP (See Figure "9");
- The Subject Property is in close proximity to Hurontario Street, which is identified as a 'Regional Intensification Corridor' as per Schedule E-1 of the RPOP as well as in proximity to both the Derry and Highway 407 PMTSA as per the 'Primary Major Transit Station Area' as per Schedule E-5 of the RPOP (See Figure "12" and "13").

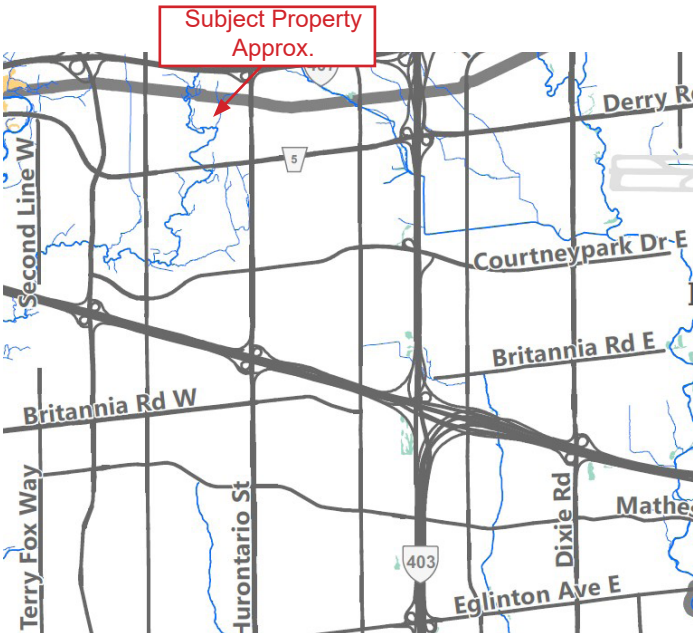


Figure 8 - Region of Peel Official Plan, Schedule A-1, Water Resource System Features and Areas Map
Source: Region of Peel

Chapter 2: Natural Environment

Chapter 2 of the RPOP sets out policies pertaining to the natural environment with the goal of ensuring a healthy, resilient, and self-sustaining natural environment within the Region. The following policies are relevant to the Proposal and are addressed below:

2.3.6 Identify and regulate development on lands exposed to natural hazards jointly with the local municipalities, provincial agencies and conservation authorities.

2.5 Air Quality

Goal

2.5.1 To create healthier and sustainable communities by improving local air quality and reducing greenhouse gas emissions.

Objectives

2.5.2 To improve local air quality and reduce greenhouse gas emissions.

2.5.3 To promote sustainable development and land use patterns which address public health, transportation systems, energy conservation and environmental concerns.

As per the TIS, Travel Demand Management ("TDM") measures have been identified, and include strategies aimed at reducing traffic congestion, limiting single-occupant vehicle use, and promoting alternative, sustainable travel modes. TDM supports a more sustainable transportation system and offers benefits such as reduced vehicle emissions, which help improve air quality.

2.6 Water Resource Systems

2.6.5 Protect, improve or restore the quality and quantity of water resources, including Water Resource System features and areas, key hydrologic areas and key hydrologic features, and their hydrologic functions, and related natural systems, features and areas, including their linkages and related functions, jointly with the local municipalities, conservation authorities and other related agencies.

2.6.11 Restrict development and site alteration to protect municipal drinking water supplies in accordance with the policies in this Plan, and to protect, improve or restore vulnerable surface and ground water, sensitive surface water features, sensitive ground water features, key hydrologic features and key hydrologic areas, and their functions.

2.6.12 Require that development and site alteration that may have an immediate or cumulative impact on water resources be supported by appropriate hydrological and hydrogeological studies in accordance with provincial policy and the policies of this Plan. Study requirements, as appropriate, shall be confirmed when applications for development or site alteration are proposed within designated vulnerable areas or key hydrologic areas, or on lands within 120 metres of a sensitive surface water feature, sensitive ground water feature or key hydrologic feature.

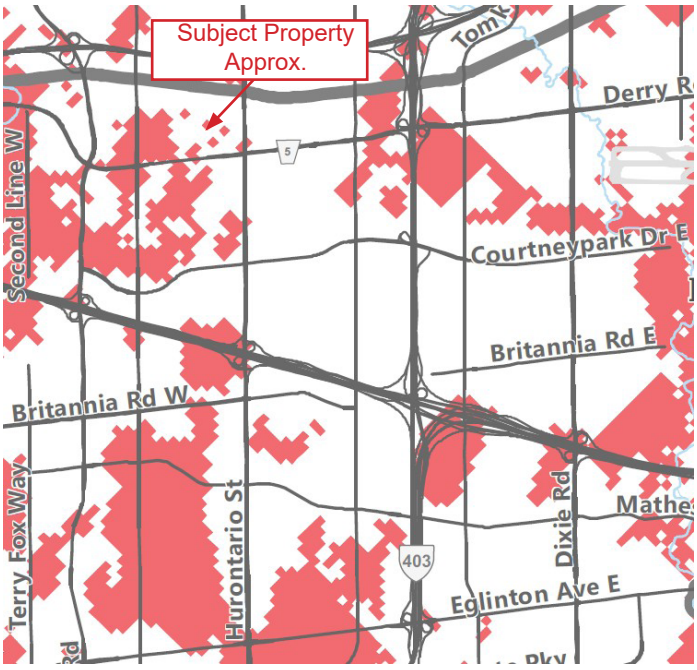


Figure 9 - Region of Peel Official Plan, Schedule A-2, Highly Vulnerable Aquifers Map
Source: Region of Peel

2.6.20 Stormwater Management

2.6.20.9 Promote and implement stormwater management practices to maintain the natural hydrologic cycle, reduce risks associated with flooding and stream erosion, replenish ground water resources and protect, improve or restore water quality and natural heritage system functions.

2.6.20.13 Direct the local municipalities to require proposals for large-scale development to be supported by a stormwater management plan that:

a. is informed by a subwatershed plan or equivalent;

b. incorporates an integrated treatment train approach which meets stormwater management requirements including for water balance, water quantity, water quality and erosion control;

c. incorporates low impact development and green infrastructure approaches;

d. minimizes vegetation removal, grading and soil compaction, sediment erosion and impervious surfaces; and

e. aligns with the stormwater master plan for the settlement area, where applicable.

The EIS recommends mitigation measures for surface water resources, including erosion and sediment control, spill prevention, and stormwater management practices such as storage tanks, stone core wetland outlets, and LID measures. These will protect water quality, maintain a site-wide water balance, and preserve existing off-site inputs to the Tributary. No direct or indirect residual effects on surface water resources are anticipated should mitigation measures be implemented. For Fletcher's Creek, erosion and sedimentation controls will be installed before construction and maintained until vegetation is sufficient to take over functions. The stormwater storage tank will provide quality control (80% TSS removal) and erosion control (for a 25 mm storm event), with no quantity control required. The use of SWM tanks, stone core wetlands, and LID measures will help mitigate impacts on water quality and temperature in Fletcher's Creek. Thus, the Proposal utilizes stormwater management practices to maintain the natural hydrologic cycle, reduces risks associated with flooding and stream erosion, replenishes ground water resources and protects, improves and/or restores water quality and natural heritage system functions.

The Proposal will minimize vegetation removal, grading, and soil compaction, sediment erosion and impervious surfaces. Based on the FSR-SWM Report LID best management practices are outlined for consideration as potential additional LID measures. These include increased topsoil depth in landscaped areas along the perimeter of the site, rain gardens/bioretention with landscape areas, and localized permeable paving within the parking areas of industrial buildings. The Proposal will incorporate LID and green infrastructure elements. Therefore, the proposed development meets the policies of 2.6.

2.7 Source Water Protection

2.7.48 Direct the local municipalities to require development in significant groundwater recharge areas to implement low impact development and green infrastructure stormwater practices to maintain pre-development recharge rates to the greatest extent feasible in accordance with applicable provincial and municipal requirements.

Based on the EIS, no direct or indirect residual effects are anticipated with respect to ground water resources. Site-wide water balance will be maintained to prevent effects on groundwater resources. As noted above, the Proposal will incorporate LID and green infrastructure elements.

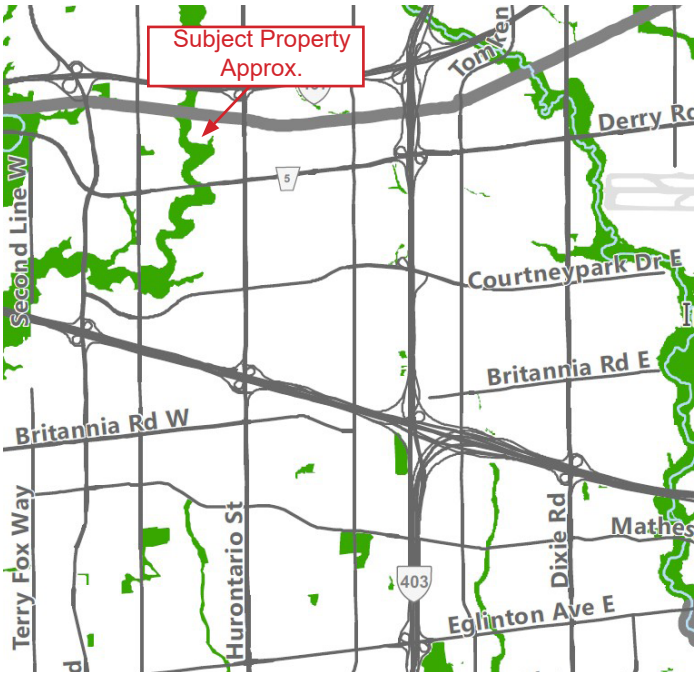


Figure 10 - Region of Peel Official Plan, Schedule C-1, Greenlands System Map
Source: Region of Peel

2.14 Greenlands System

2.14.8 Maintain, restore and improve the diversity and connectivity of natural heritage features and areas within the Greenlands System's components and the long-term ecological function and biodiversity of the Greenlands System, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

2.14.10 Refinements to the boundaries of the Greenlands System shown on Schedule C-1 made in accordance with the policies of this Plan and the applicable provincial plans will not require an amendment to this Plan. Local official plans may incorporate refinements to the Greenlands System Core Areas, Natural Areas and Corridors and Potential Natural areas and Corridors in accordance with the interpretation policies of Section 7.3, to reflect existing local natural heritage systems and refinements made through approved development applications.

The ZBA application is to change the existing 'D - Development' zoning for lands outside of the Greenlands area to 'E2 - Employment' zoning to permit employment industrial uses. Further, to align with the findings of the EIS, a site-specific exception (G1-XX) will be proposed for the 'G1 Greenlands – Natural Hazards' zone which includes Fletcher's Creek and its associated valley system. The proposed refined 'G1-XX' exception zone will implement the findings of the EIS as it relates to the development limits and will ensure zone boundaries follow the development limits, to maintain and protect the identified natural features/hazards and their associated buffers. In addition, the proposed altered 'G1-XX' exception zone will permit buried stormwater and sanitary pipes, a stormwater outfall and level spreader to be located in the adjacent Fletcher's Creek Valley as well as the proposed Greenlands road crossing.

As per the EIS, the limits of the Natural Heritage System components have been delineated (through on-the-ground assessment such as field staking or desktop analysis) and the Natural Heritage System boundary has been identified accordingly. While the Natural Heritage System is proposed to be refined, the Natural Heritage System boundary refinements proposed are considered to be minor relative to the existing

Natural System mapping in Schedule C-1 of the ROP. As such, a Regional Official Plan Amendment to facilitate the Proposal is not required on the basis of the proposed 'Greenlands System' refinements being considered minor.

The proposed development will be serviced by existing servicing along Vicksburgh Drive and Derrycrest Drive, as per the FSR-SWM Report. Based on the existing conditions of the Subject Property, the EIS assessed the potential direct and indirect impacts of the proposed development on the natural heritage features both within and adjacent to the Subject Property. The conclusions drawn from the EIS led to recommendations for the preparation of the Development Limits Plan and a proposed woodland rehabilitation strategy. Additionally, the proposed plan of subdivision incorporates recommended setbacks to clearly define the boundaries of development and includes land dedications aimed at protecting the identified 'Greenlands System'. Further, as per the EIS, the proposed development can be completed without any negative impact on the significant natural heritage features and associated functions.

Chapter 5: Regional Structure

The ROP divides lands with the Region of Peel into two general designations, although there are additional designations that apply to some areas. These two designations are the Rural System and the Urban System. The Subject Property is located in the 'Urban System' as depicted on Schedule E-1 of the RPOP. In general, population and employment growth are limited in the 'Rural System', and the majority of anticipated growth and intensification should be directed towards the 'Urban System'.

5.4 Growth Management

This section of the RPOP directs municipalities to "build compact, vibrant, and complete communities". More specifically, this section sets out the policies for, among other areas, strategic growth areas, Major Transit Station Areas, and Delineated Built-Up Areas.

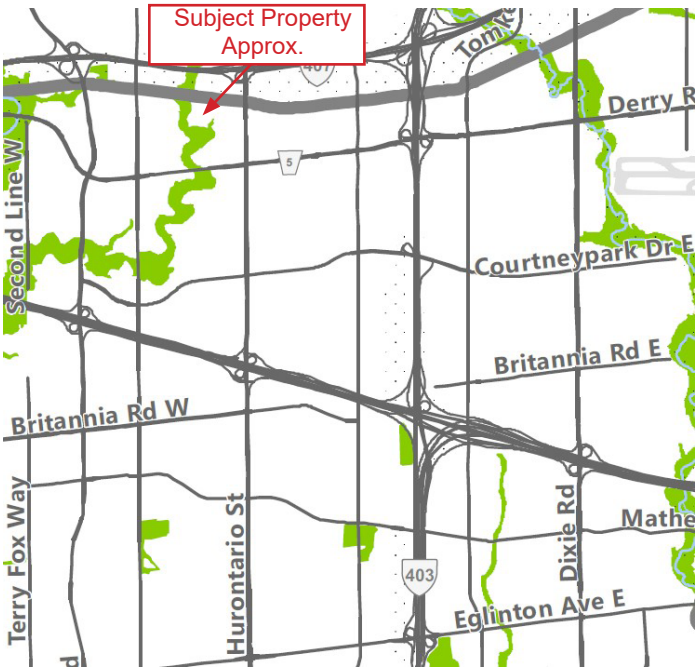


Figure 11 - Region of Peel Official Plan, Schedule C-2, Core Areas of the Greenlands System in Peel Map
Source: Region of Peel

The following policies are relevant to the Proposal:

5.4.11 Direct a significant portion of new growth to the Delineated Built-up Areas of the community through intensification.

5.4.17 Ensure that planning for the development, optimization, or expansion ofinfrastructure, including infrastructure corridors and supporting facilities will, where applicable:

b. demonstrate through an environmental impact study or equivalent analysis as part of an environmental assessment, that negative impacts on the Greenlands System and the Water Resource System have been avoided or, if avoidance is not possible, minimized and mitigated to the greatest extent feasible; and

5.4.18.10 Facilitate and promote intensification.

5.4.18.11 Accommodate intensification within Urban Growth Centres, intensification corridors, nodes and Major Transit Station Areas and any other appropriate areas within the Delineated

Built-up Area.

The proposed development represents new growth within the Delineated Built-up Area of Mississauga, and within proximity to an intensification corridor (Hurontario Street) supported by an EIS and incorporating the necessary buffers and considerations for the greenlands system and natural features. The proposed development conforms to all policies pertaining to Growth Management and intensification within the RPOP.

5.6 Urban System

Section 5.6 of the RPOP speaks to the Regional structure of the urban areas of the Region, as identified on Schedule E-1, and the following general objectives of Section 5.6 'Urban System' are applicable and met by the proposed development:

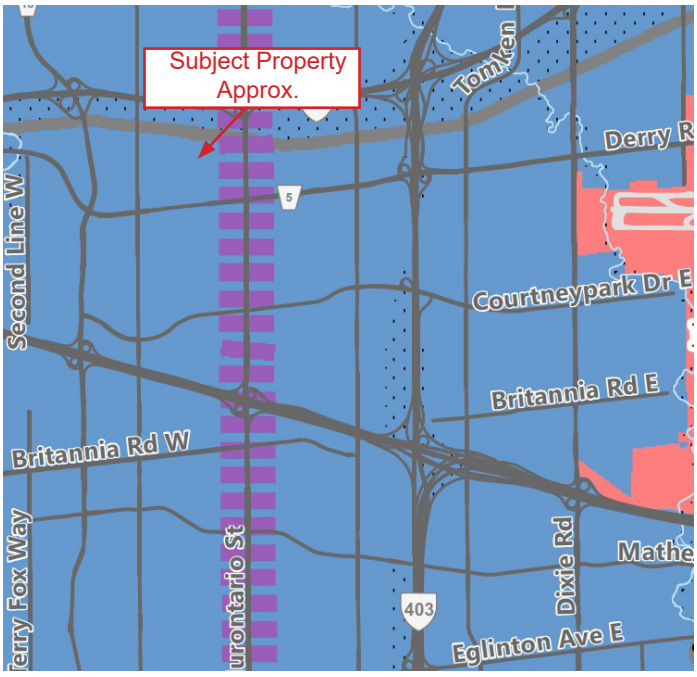


Figure 12 - Region of Peel Official, Schedule E-1, Regional Structure Map
Source: Region of Peel

Objectives

5.6.1 To achieve sustainable development within the Urban System, reduce greenhouse gas emissions, and adapt the region to a changing climate.

5.6.2 To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.

5.6.3 To achieve intensified and compact built 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.

5.6.4 To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.

5.6.5 To promote crime prevention and improvement in the quality of life.

5.6.6 To protect, restore and enhance the natural environment and conserve the resources of the Region, while recognizing the ecological integrity and physical characteristics of existing communities in Peel.

5.6.8 To preserve and protect lands adjacent to highways, rail corridors, rail yards and major truck terminals for employment lands and infrastructure uses, where appropriate.

5.6.9 To provide for and facilitate a wide range of goods and services to meet the needs of those living and working in the Urban System.

The Subject Property is located within the part of the 'Urban System' known as the City of Mississauga. There is existing and planned public transit services located in the vicinity of the Subject Property, including existing north-south bus services on Hurontario Street connecting with east-west bus routes on all arterial and major collector roads and to the City Centre Transit Terminal. As per the TIS, MiWay, Brampton Transit, and GO Transit all operate bus routes within the

area. Further, the Hurontario/Hazel McCallion LRT is currently under construction and an LRT station is to be located at the intersection of Derry Road West and Hurontario Street. Detailed transit services and routes that operate within the surrounding area of the Subject Property are outlined in the TIS. The following policies are relevant to the proposal:

Policies

5.6.11 Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.

5.6.13 Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this Plan, and the planned provision of necessary services.

5.6.14 Continue to cooperate with the Province and the local municipalities in the assessment of the role of the Parkway Belt West Plan Area within Peel.

5.6.16 Encourage the local municipalities to develop employment and industrial uses near and adjacent to major goods movement facilities and corridors, including highways, rail facilities, airports, haul routes, and major truck terminals.

The proposed development includes seven (7) new 1-storey modern industrial buildings on underutilized lands. The proposed development represents a form of development that efficiently uses existing land, services and infrastructure while also enhancing the range and mix of available employment options in the City of Mississauga. The proposed development features ground floor entrances on the building faces to provide natural surveillance and varying landscaping treatments and fencing to provide territorial reinforcement in accordance with the principles of Crime Prevention Through Environmental Design, 2014. With regard to 'protecting, restoring and enhancing the natural environment and conserving the resource of the Region, based on the findings and recommendations of the EIS, rehabilitation and enhancement opportunities are being considered, such as wetland compensation areas proposed along both sides of Tributary 1 to address wetland impacts occurring as a result of the proposed road crossing. According to the EIS, the wetland compensation will consist of a variety of native shrub and ground cover species suitable for the local site conditions. The proposed compensation area is anticipated to result in a number of ecological benefits including enhanced watercourse riparian function, improved wildlife habitat and amphibian movement corridor functions. The enhancement and rehabilitation measures as outlined in the EIS will expand the existing usable green space on the Subject Property relative to the existing conditions. The constraints mapping and the resultant development limit has been prepared to incorporate natural features and associated setbacks. According to the EIS, buffers will have the effect of expanding the natural area in what has historically been agricultural fields. Further, in addition to plantings within the buffer, there will be a net gain of 895 m² of forested area through the rehabilitation and enhancement opportunities outlined in section 6 of the EIS. Additionally, a wetland compensation area is being proposed to address the CVC's ecological offsetting requirements.

With regard to an "urban structure, form or density that is transit-supportive", it has been noted throughout this Report that existing and planned transit is located in proximity to the proposed development, including under-construction LRT stops along the Hurontario LRT line. This is a location that will be supported by existing and planned/under-construction transit and will be developed in a manner to enhance the existing employment area in which it is located.

'Transit-supportive' is defined by the RPOP and the PPS as "relating to development that makes transit viable and improves the quality of the experience of using transit. It often refers to

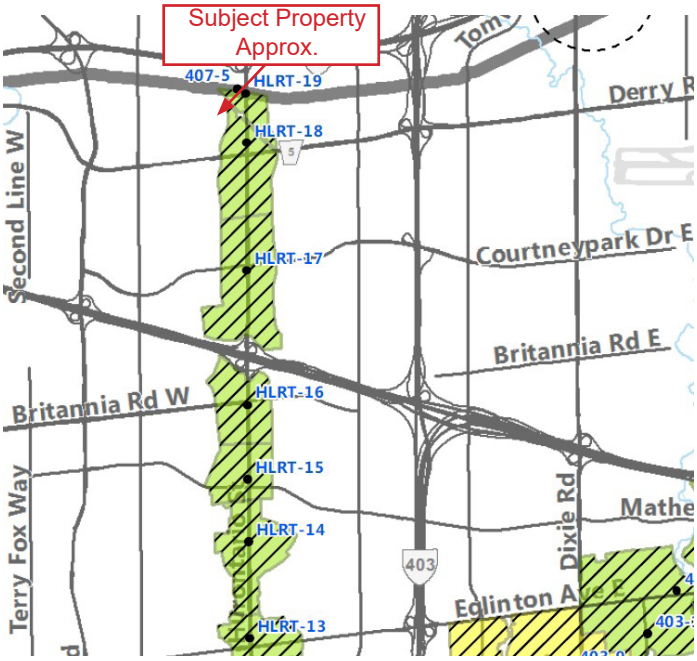


Figure 13 - Region of Peel Official Plan, Schedule E-5, Major Transit Station Areas Map
Source: Region of Peel

compact, mixed-use development that has a high level of employment and residential densities... in proximity to transit stations, corridors and associated elements within the transportation system". The proposed development is located in proximity to the Highway 407 MTSA and the Derry MTSA, which are both Primary MTSAs, based on Schedule E-5 of the RPOP (See Figure 13). As such, while the Subject Property is not within an MTSA, it is in proximity to two (2) MTSA's and these areas have been identified by the Province and Region to be the focus for accommodating future intensification and high-density uses in a more compact built-form, including employment uses. Further, the RPOP encourages employment uses to be development near and adjacent to major goods movement facilities and corridors including highway, rail, facilities, etc. The Subject Property is in proximity to Highway 407 and 401, thus aligning with policy 5.6.16. Additionally, the RPOP encourages the development of employment uses near major goods movement facilities and corridors, such as highways and rail systems, among others. The Subject Property is located close to Highway 407 and 401, which is consistent with policy 5.6.16.

As per the TIS, substantial improvements to pedestrian, cycling, and transit infrastructure are planned for the Hurontario Intensification Corridor. The TIS notes that there are transit stops at Hurontario Street intersections with Derry Road, Kingsway Drive, and at Vicksburgh Drive/Topflight Drive. There are transit stops at Derry Road intersections with Hurontario Street and Derrycrest Drive. There is also a 407 Park and Ride Area east of Hurontario Street. In terms of pedestrian infrastructure, according to the TIS, there is a sidewalk along the east side of Hurontario Street and it is generally maintained through the ongoing LRT construction. There is a sidewalk on the north side of Topflight Drive, a sidewalk along both sides of Derrycrest Drive, a sidewalk on the north side of Kingsway Drive, a multi-use path on the south side of Derry Road West, west of Martiz Drive to Hurontario Street, a sidewalk on the south side of Derry Road East, east of Hurontario Street, as well as a sidewalk on the west side of Martiz Drive. As per the MOP, Long Term Cycling Route Map (See Figure 14), there is a primary off-road bicycle route on Hurontario Street as well as a primary off-road bicycle route within the Fletcher's Creek corridor. This further demonstrates the availability of active transportation and transit-supportive options within proximity to the proposed development. Further according to the TIS, TDM measures have been identified for the proposed development. TDM refers to a variety of strategies to reduce congestion, minimize the number of single-occupant vehicles, encourage non-auto modes of travel, and reduce vehicle dependency to create a sustainable transportation system. TDM strategies have multiple benefits including the following:

- Reduced auto-related emissions to improve air quality;
- Decreased traffic congestion to reduce travel time;
- Increased travel options for businesses and commuters;
- Reduced personal transportation costs and energy consumptions; and
- Support Provincial smart growth objectives.

The combined benefits listed above will assist in creating a more active and livable community through improvements.

The location of the Subject Property in relation to existing transit nodes provides a significant opportunity for a reduction of transportation-related greenhouse gas emissions. The proposed development will be transit-oriented and future tenants/occupants within this development should be able to commute to work without the use of a private vehicle.

It is our opinion that the proposed development, which will accommodate a diverse mix of employment industrial uses in a compact built-form, is a transit-supportive development with a form and density that supports a vibrant and complete community.

5.6.17 Strategic Growth Areas

As stated within the RPOP, the Strategic Growth Areas indicated on Schedule E-2 of the RPOP are "Priority areas for intensification and higher densities to make efficient use of land and infrastructure. These areas will be vibrant urban places for living, working, shopping, entertainment, culture, and enhanced destinations for mobility."

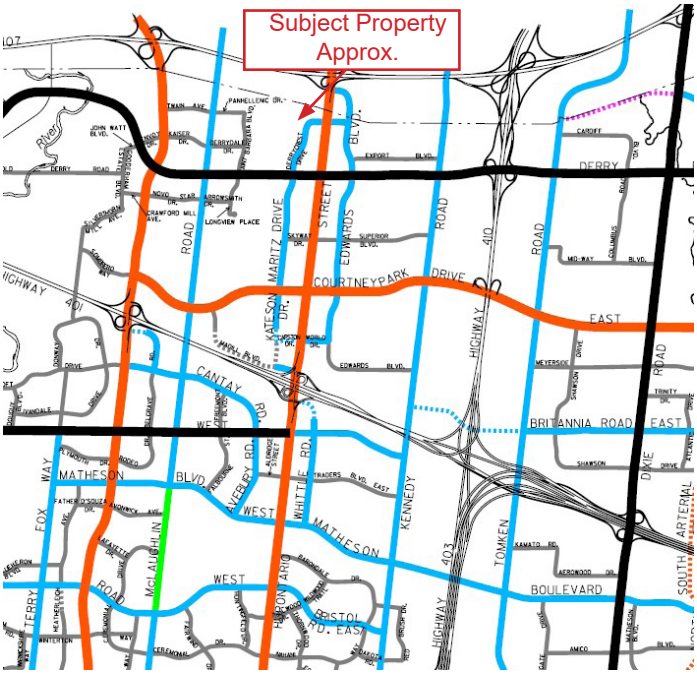


Figure 14 - City of Mississauga Official Plan, Schedule 7, Long Term Site Cycling Route Map
Source: Region of Peel

Further, Section 5.6.17 sets out a hierarchy for Strategic Growth Areas, with Urban Growth Centres meant to receive the highest densities and scale of development, through to MTSAs, Nodes/ Centres, and finally intensification corridors. Of note, the Subject Property is located within close proximity to an intensification corridor, being along Hurontario Street.

While the proposed development is not located within a Strategic Growth Area such as an MTSA or an intensification corridor, it is in proximity to Hurontario Street which is an intensification corridor as per the RPOP (See Figure 12). The proposed development is also located in proximity to the 407 MTSA and the Derry MTSA, which are both Primary MTSAs, based on Schedule E-5 of the RPOP (See Figure 13). While the Strategic Growth Area policies are not directly applicable to the Proposal, the proposed development represents a higher density of development than what currently exists on the Subject Property, is transit-supportive, and pedestrian-oriented development on underutilized lands in close proximity to existing transit services and facilities as well as nearby amenities that support a complete community.

5.6.18 Urban Growth Centres and Regional Intensification Corridor

The Urban Growth Centres and the Regional Intensification Corridor are major locations of intensification that include compact built-forms of urban development and redevelopment providing a range and mix of housing, employment, recreation, entertainment, civic, cultural, and other activities for Peel residents and workers and other residents of the GTHA. As noted, Hurontario Street is identified as a Regional Intensification Corridor as per Schedule "E-1" and "E-2" of the RPOP. Although the Subject Property does not front onto Hurontario Street, it is located in close

proximity to Hurontario Street and as such, the following policies are relevant to the Proposal.

5.6.18.9 Identify the Hurontario corridor linking the two Urban Growth Centres as a Regional Intensification Corridor that provides:

a. prime opportunities for intensification;

b. opportunities for residents to live and work within the Regional Intensification Corridor;

c. a high intensity, compact urban form with an appropriate mix of uses including commercial, office, residential, recreational and major institutional – as designated and/or defined in local municipal official plan;

d. transit-supportive and pedestrian-friendly urban forms;

e. opportunities for higher order transit; and

f. viable opportunities of financing necessary infrastructure and services.

The Proposal represents an increased use of a currently underutilized site for employment industrial uses and contributes to creating employment opportunities for residents in the City of Mississauga and Region of Peel. The Subject Property is within proximity to Hurontario Street, which is identified as a Regional Intensification Corridor as per the RPOP, Schedule E-1 (See Figure 12). The proposed development will provide an opportunity for residents to work within proximity to the Regional Intensification Corridor. As described previously in this Report, the proposed development is transit supportive and is located in an area that is well served by existing and planned higher-order regional transit services, including the Hurontario/Hazel McCallion LRT, and supports multi-modal transportation options.

5.8 Employment Areas

Section 5.8 of the RPOP sets out policies pertain to 'Employment Areas', which are intended as places of business and economic activity that are vital to maintain a healthy economy and accommodate future jobs and economic opportunities to meet the Region's employment forecast. These areas are intended to accommodate a broad range of uses including manufacturing, warehousing, office, and associated retail and ancillary facilities. The 'Employment Areas' are designated on Schedule "E-4" of the RPOP. The following policies are relevant to the Proposal and are addressed below.

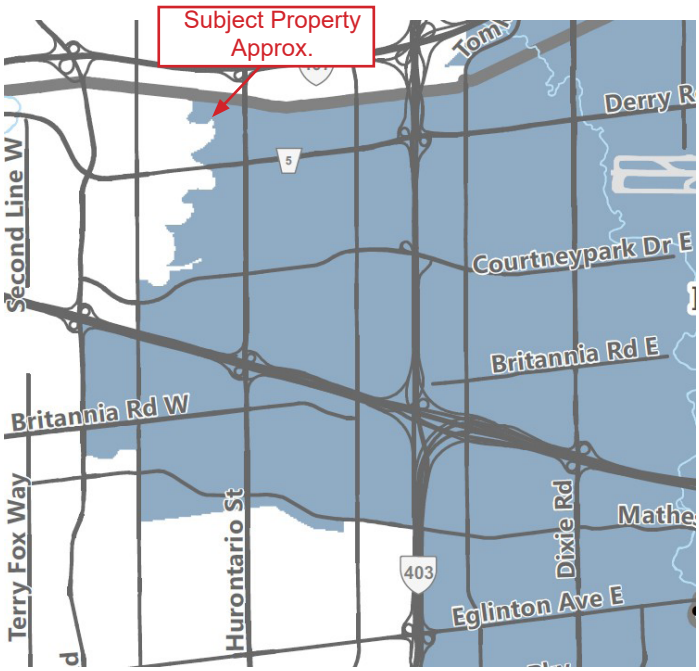


Figure 15 - Region of Peel Official Plan, Schedule E-4, Employment Areas Map
Source: Region of Peel

5.8.22 Protect existing and future Employment Areas to meet the long-term market demands and locational requirements of a diverse range of employment sectors and uses, including Employment Land adjacent to and in proximity to major goods movement facilities and corridors.

5.8.23 Direct the local municipalities to include policies in their official plans that support the intensification of existing Employment Areas with compatible employment uses.

5.8.26 Protect and support Employment Areas as identified on Schedule E-4 of the Region of

Peel Official Plan for employment uses.

5.8.27 Employment Areas are encouraged to be planned to achieve a minimum employment density of: 45 jobs per hectare in Mississauga

5.8.28 Protect and support existing and future Employment Areas in the vicinity of the Toronto Pearson International Airport, the Brampton-Caledon Airport, major highway interchanges and rail yards for manufacturing, warehousing and associated retail, office and ancillary facilities where appropriate.

5.8.46 Employment Areas shall be planned and designed to minimize surface parking and be easily accessible by a range of transportation modes including transit and active transportation.

The Proposal will protect existing and future Employment Areas through providing a new employment industrial development in the Region of Peel, on lands already designated for such purposes. The Subject Property is identified as being within an 'Employment Area' as per Schedule E-4 (See Figure 15) in the RPOP. The Proposal represents an opportunity to increase the use of currently underutilized lands for employment industrial uses which will contribute to accommodating employment opportunities as well as meeting the employment density targets of the Region. The Proposal is designed in a compatible manner and is in proximity to a range of transportation modes including public transit services and active transportation. According to the TIS, the nearest transit stops are located at the Highway 407 Park and Ride lot and at the intersection of Hurontario Street and Kingsway Drive. As per MOP Long Term Cycling Route Map (See Figure 14), there is a primary off-road bicycle route on Hurontario Street as well as a primary off-road bicycle route within the Fletcher's Creek valley. Further, the Hurontario/Hazel McCallion LRT is currently under construction and an LRT station is to be located at the intersection of Derry Road West and Hurontario Street, which is in proximity to the Subject Property. All of these connecting transit services and active transportation networks are within walking distance of the Subject Property and this makes public transit as well as active transportation a feasible option for both local and regional commuters. This demonstrates the availability of active transportation and transit-supportive options within proximity to the proposed development. TDM measures have also been identified for the site as described in earlier sections of this Report as well as within the TIS and are seen as a benefit to future employees, and often attract a level of talent that is looking for multiple transportation options in their daily lives. Policy 5.8.22 highlights the importance of protecting employment lands near major transportation routes (such as highways, railways, or ports) to facilitate the movement of goods, which is crucial for industries that rely on efficient transportation. The Subject Property is located close to Highway 407 and 401, thus demonstrating consistency with policy 5.8.22. Therefore, it is our opinion that the Subject Property is currently underutilized, and the proposed development is an appropriate and compact form of intensification to provide needed employment density in a built-up area with existing employment uses and built-forms.

Summary Opinion:

The Subject Property, located within the delineated built-up area of the City of Mississauga, has a full range of existing infrastructure and public service facilities available. It is also adjacent to existing and planned higher-order public transit services. These types of areas are appropriate and desired for development. The proposed development includes high-quality employment use/buildings to meet the needs of all current and future residents of Peel and the City of Mississauga. The RPOP policies and objectives are considered and implemented to ensure the proposed development is contextually appropriate while considering social, economic, and environmental objectives of the RPOP. Importantly, the proposed development is designed in a sensitive manner to limit any potential adverse planning impacts on adjacent properties. Rehabilitation and enhancement opportunities of the existing natural features are incorporated in the proposed development which

will support a safe, accessible, and vibrant public realm. The proposed development represents an appropriate level of development of the Subject Property and fits within the existing context in which it is situated. Based on the foregoing analysis, the proposed development and overall built-form conforms to the RPOP.

4.4 City of Mississauga Official Plan (August 2024 Consolidation)

The MOP was adopted by City Council in September 2010 and approved by the Region of Peel in September 2011. The in-effect MOP (August 2024) identifies where and how the City of Mississauga is to grow up to the year 2031. With respect to the discussion earlier in this Report regarding the Region of Peel's planning horizon, it is noted that the City of Mississauga is currently completing an Official Plan Review exercise to ensure that the Official Plan will conform to the 2051 planning horizon of the Provincial and Regional Plans. The proposed Draft Mississauga Official Plan is discussed in Section 4.5 of this Report.

Within the MOP, the Subject Property is designated/identified as:

- 'Employment Area' as per Schedule 1 – Urban System, with portions of the Subject Property/ land adjacent being identified as part of the 'Green System' and is in close proximity to the 'Intensification Corridor' along Hurontario Street (see Figure "16");
- Portions of the Subject Property towards the west/rear and adjacent lands are identified as part of the 'Green System' as per Schedule 1a – Green System (see Figure "21");
- The Subject Property is identified as an 'Employment Area' as per Schedule 1b – Urban System – City Structure (see Figure "17");
- The Subject Property is in close proximity to the Hurontario Street 'Intensification Corridor' with 'Major Transit Station Areas' located in proximity as well, along Hurontario Street as per Schedule 2 – Intensification Areas (see Figure "23");
- Portions of the Subject Property towards the west/rear and adjacent lands are identified as 'Significant Natural Areas and Natural Green Spaces' as per Schedule 3 – Natural System (see Figure "18");
- Hurontario Street is identified as an 'Arterial' Road and Derrycrest Drive is identified as a 'Major Collector Road' as per Schedule 5 – Long Term Road Network (see Figure "20");
- The Subject Property is within the 'Gateway (West) Employment Area' as per Schedule 9 – Character Areas (see Figure "22");
- The Subject Property is mostly designated as 'Business Employment' with portions of the Subject Property and adjacent lands being designated as 'Greenlands' with a 'Natural Hazards' Overlay as per Schedule 10 – Land Use Designations (see Figure "19").

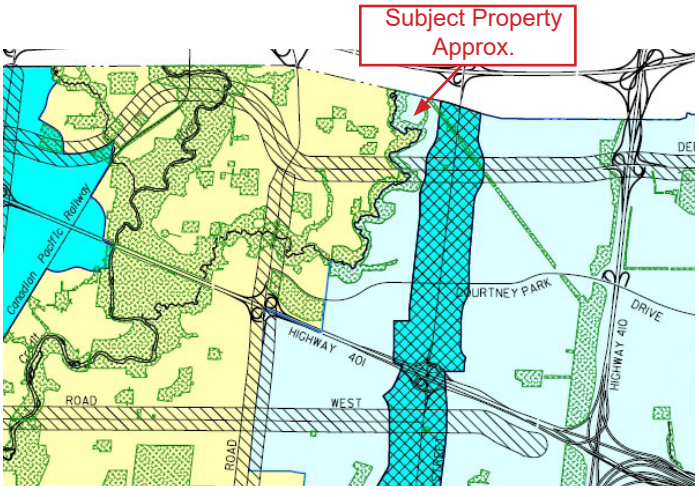


Figure 16 - City of Mississauga Official Plan, Schedule 1, Urban System Map
Source: City of Mississauga

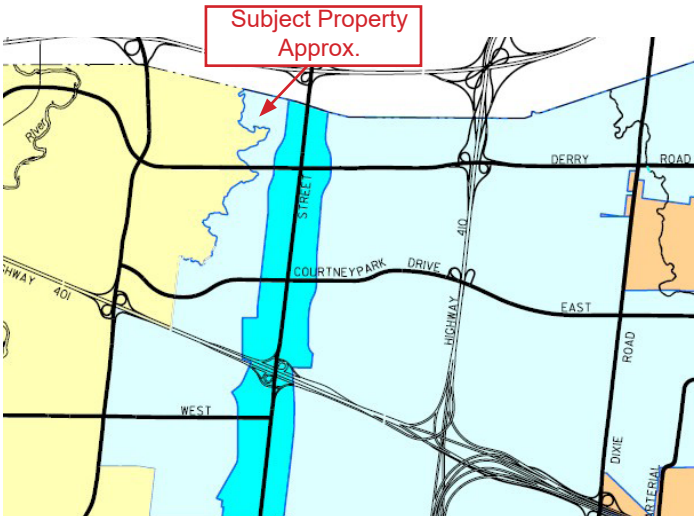


Figure 17 - City of Mississauga Official Plan, Schedule 1b, Urban System – City Structure Map
Source: City of Mississauga

The Subject Property is located in proximity to Hurontario Street with access via Vicksburgh Drive/Derrycrest Drive. The following is an analysis of the applicable in-effect policies and an analysis of how the proposed development and accompanying Zoning By-law Amendment and Draft Plan of Subdivision applications serve to better implement Provincial, Regional and City policies.

Part 2: City Wide Policies

Part 2 of the MOP sets out more general, City-wide policies. Although there are more specific designations applicable to the Subject Property, Part 2 of the MOP contains policies that will affect how a property may be used in accordance with its land use designations. This section will include an evaluation of the proposed development with reference to these City-wide policies.

The following policies are applicable:

4.5 Achieving the Guiding Principles

- *Mississauga Official Plan will implement the guiding principles through the following strategic actions:*

Direct Growth

- *As Mississauga continues to evolve, growth will be strategically managed by determining the appropriate arrangement and balance of land uses, including population and employment densities. Growth will be directed to key locations to support existing and planned transit and other infrastructure investments. Growth will not be directed to areas of the city that need to be preserved and protected (e.g. stable residential areas, Natural Heritage System and cultural heritage resources).*

Mississauga will Direct Growth by:

- *Focusing on locations that will be supported by planned and higher order transit, higher density, pedestrian-oriented development and community infrastructure, services and facilities;*
- *Protecting stable areas and natural and cultural heritage; and*
- *Achieving balanced population and employment growth.*

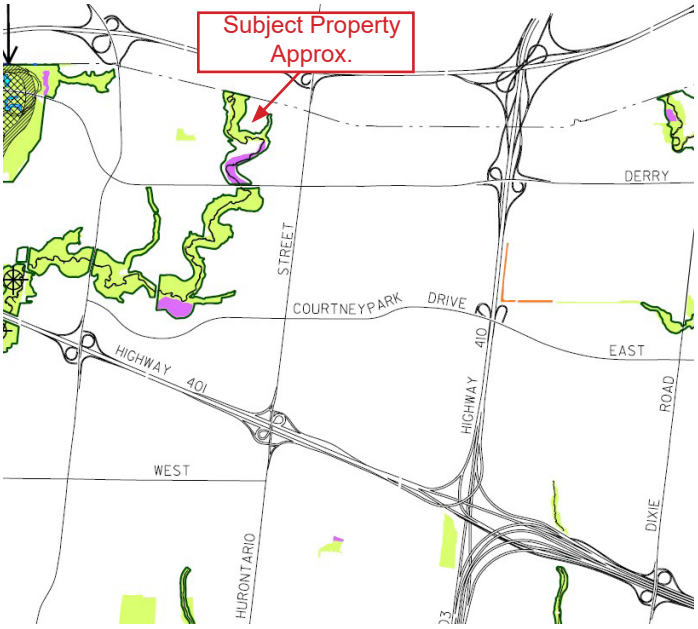


Figure 18 – City of Mississauga Official Plan, Schedule 3, Natural System Map
Source: City of Mississauga

Foster a Strong Economy

- Mississauga has a progressive and diversified economy. Maintaining its current strength, while further diversifying its base by affording the opportunity for people of all ages and backgrounds to thrive, will be important for its future success. The City will foster innovative and creative businesses by capitalizing on a dynamic downtown, attractive corporate centres and hi-tech infrastructure, and by enabling the efficient movement of goods.

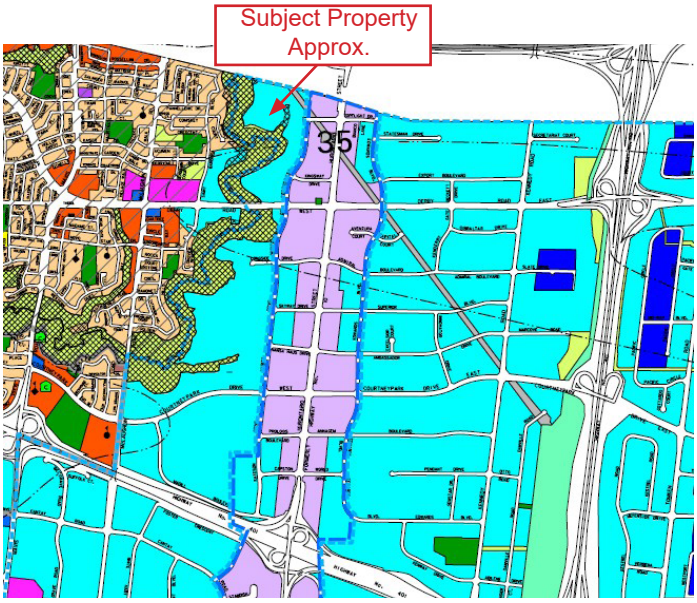


Figure 19 – City of Mississauga Official Plan, Schedule 10, Land Use Designations
Source: City of Mississauga

Mississauga will foster a strong economy by:

- *continuing to support existing businesses and attract a diverse range of new employment opportunities including green businesses, particularly to accommodate those living in Mississauga;*
- *continuing to be a net importer of talent;*
- *supporting existing and future office, industrial, institutional and commercial businesses;*
- *maintaining an adequate supply of employment lands to meet future needs;*
- *ensuring there is adequate infrastructure to support development.*

The Subject Property is designated as "Business Employment" as per Schedule 10 of the MOP (See Figure 19). The Proposal is for a new high-quality employment industrial development where the site is currently occupied by a temporary entertainment use and is otherwise vacant land used for agriculture. The Proposal will directly align with the guiding principles noted above, with respect to the growth of the City directed to locations that will be supported by planned and higher order transit, higher density, and pedestrian-oriented development. The proposed development is located in proximity to and will support existing and planned transit. Further, the Proposal will contribute to fostering a strong economy in Mississauga, through contributing to the supply of employment opportunities as well as to the employment densities to meet the future needs of the community. Additionally, the FSR-SWM Report, demonstrates that adequate municipal and regional services exist and that the entire Subject Property can be adequately serviced through proposed connections to those existing services. Thus, there is adequate infrastructure to support the development. Further, the proposed development is identified as/is adjacent to an area that is directed to be 'preserved and protected', being the adjacent "Greenlands" designated area surrounding Fletcher's Creek and the corresponding "Natural Hazards" overlay. As per the submitted EIS, the proposed development takes into consideration the natural features and constraints of the Subject Property and ensures that the proposed development maintains appropriate setbacks to the natural features/hazards. The EIS further notes that the Proposal will result in an overall improvement to the existing natural features on/ adjacent to the Subject Property. As has been mentioned previously in this Report, the Subject Property is within proximity to an 'Intensification Corridor' and is within proximity to under-construction LRT stops along the Hurontario LRT. This is a location that will be supported by existing and planned/under-construction higher-order transit and will be developed in a manner to enhance the existing employment area in which it is located.

Complete Communities

- *Mississauga will contain healthy, vibrant communities that provide residents with a range and diversity of housing types and mobility choices; the ability to engage in healthy, safe and active lifestyles; access to daily needs within close proximity to where they live, work, study, shop, play and congregate; and a sense of belonging and community pride.*

Mississauga will complete communities by:

- *promoting an urban form and development that supports public health and active living;*
- *ensuring that communities include or provide easy access to a range of uses and services required to meet all or most of the daily needs of residents through all stages of their lives; e.g., housing, transportation, employment, recreation, social interaction and education;*
- *promoting expressions of art, culture and design to foster a distinct sense of community identity; and*
- *preserving the Natural Heritage System and cultural resources to retain a connection to the past.*

As noted in the section of this Report above, the Subject Property is situated in a location that will be supported by existing and planned/ under-construction higher-order transit. Thus, ensuring easy access to transportation services for future tenants/occupants of the proposed development. In terms of preserving the Natural Heritage System, the enhancement and rehabilitation measures as outlined in the EIS will expand the existing useable green space on the Subject Property relative to the existing conditions. The constraints mapping and the resultant development limit has been prepared to incorporate natural features and associated setbacks. According to the EIS, buffers will have the effect of expanding the natural area in what has historically been agricultural fields. Further, in addition to plantings within the buffer, there will be a net gain of 895 m2 of forested area through the rehabilitation and enhancement opportunities outlined in section 6 of the EIS. Additionally, a wetland compensation area is being proposed to address the CVC's ecological offsetting requirements. The proposed compensation area is anticipated to result in a number of ecological benefits including enhanced watercourse riparian function, improved wildlife habitat and amphibian movement corridor functions. Furthermore, to address the reduction in the natural heritage system due to the proposed encroachments of the development, a buffer compensation area (1,405 m²) is proposed to result in a net gain of overall natural heritage system lands.

Create a Multi-Modal City

- *Mississauga will integrate land use and transportation planning and sustainable design so that new development is directed to locations that support existing and planned transit and active transportation facilities. The needs of all road users will be considered in the design and management of transportation infrastructure. To ensure that Mississauga is well served by efficient and higher order regional transit services, Mississauga will capitalize on provincial transit service initiatives to minimize dependency on cars for commuting.*

Mississauga will create a multi-modal city by:

- *developing and promoting an efficient, safe and accessible transportation system for all users;*
- *promoting a transportation network that connects nodes with a range of transportation modes, to reduce dependency on cars for local trips;*
- *promoting transit as a priority for moving people;*
- *implementing a viable and safe active transportation network for cyclists and pedestrians of all abilities;*
- *encouraging transportation demand management (TDM) practices;*

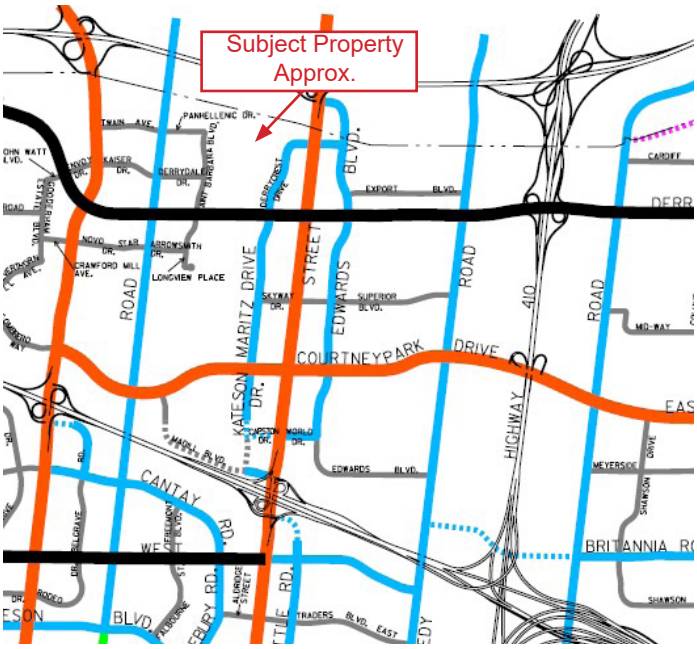


Figure 20 - City of Mississauga Official Plan, Schedule 5, Long Term Road Network Map
Source: City of Mississauga

The Subject Property is in proximity to local and regional transit services. According to the TIS, existing and planned public transit services are available near the Subject Property, including north-south bus routes on Hurontario Street that connect with east-west routes on major arterial and collector roads, as well as the City Centre Transit Terminal. MiWay, Brampton Transit, and GO Transit all operate bus routes in the area. Additionally, the Hurontario/Hazel McCallion LRT is currently under construction, with a station planned at the intersection of Derry Road West and Hurontario Street. Detailed information on transit services and routes in the area can be found in the TIS. There is also a 407 Park and Ride Area, east of Hurontario Street. As per the MOP Long Term Cycling Route Map (See Figure 14), there is a primary off-road bicycle route on Hurontario Street as well as a primary off-road bicycle route within the Fletcher's Creek corridor. The TIS concludes that the site traffic generated from the proposed development is expected to have a nominal impact on operations at other intersections in the surrounding study area. The TIS indicates potential TDM measures as part of the Proposal, to benefit employees and to attract a level of talent that is looking for multiple transportation options in their daily lives. Therefore, from a transportation perspective, the proposed development is located in an area that is well served by existing and planned public transit services and supports multi-modal transportation options.

Build a Desirable Urban Form

- *Mississauga will promote a strong civic identity and city of experiences that celebrate the attractive and vibrant waterfront, the Downtown and communities, the rich history and cultural diversity, high architectural standards and quality public art. Mississauga will promote green development building standards and technologies.*

Mississauga will build a desirable urban form by:

- *ensuring that the urban form of the city (e.g., buildings, streets, streetscapes, landscapes, public spaces such as parks and squares, infrastructure) contributes positively to everyday living in Mississauga;*
- *promoting an urban form that will address the live, learn, work and play needs of present and future generations;*
- *creating vibrant mixed use communities; and*
- *using placemaking initiatives to support active living and improved public health, comfort and social interaction in the city.*

The proposed development is transit-supportive, is located in an area that is well served by existing and planned public transit services, and supports multi-modal transportation options. Furthermore, the location of the Subject Property in relation to existing transit nodes provides a significant opportunity for a reduction of transportation-related greenhouse gas emissions. The proposed development will be transit-oriented and future tenants/occupants of the proposed development should be able to commute to work without the use of a private vehicle.

Chapter 5 Direct Growth

Chapter 5 of the MOP establishes the policy framework for how growth is to be managed. Specifically, growth is to be directed to key components of the City Structure, including the Downtown, Major Nodes, CN and Corporate Centres as well as along key Corridors. Collectively, these areas which are to receive the majority of Mississauga's future growth are referred to as 'Intensification Areas'. Although the Subject Property is not within a designated 'Intensification Area', in accordance with Schedule 2 - Intensification Areas of the MOP, the Subject Property is within close proximity to the Hurontario Street 'Intensification Corridor'. Mississauga's growth will be encouraged in areas with existing and proposed service infrastructure capacity, particularly transit and community infrastructure. Of note, Mississauga is now at the end of its Greenfield growth phase; new growth will generally be accommodated through redevelopment and intensification within developed areas. This is consistent with the Region of Peel policy 5.8.27 which states that Employment Areas are encouraged to be planned to achieve a minimum employment density of 45 jobs per hectare in Mississauga.

Thus, it is the purpose of Chapter 5 of the MOP to direct growth by encouraging compact and high-quality development in appropriate locations which will provide greater opportunities to live and work in Mississauga and reduce the need for extensive travel to fulfill the needs of day-to-day living. The proposed development will constitute new and appropriate land uses and buildings within the developed areas of the City. Key policies set out within Chapter 5 of the MOP have been summarized below:

5.1.2 Mississauga will ensure that there is adequate land capacity to accommodate population and employment growth to 2031.

5.1.3 Forecast growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner to:

a. protect ecological functions, public health and safety;

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.

5.1.4 Most of Mississauga's future growth will be directed to Intensification Areas.

5.1.6 Mississauga encourages compact, mixed-use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.

5.1.9 New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.

The proposed development represents increased use of currently underutilized lands within the developed areas of the City designated as 'Employment Area' in Schedule 1 of the MOP. As such, the Proposal will optimize and utilize existing services and infrastructure to achieve a strong and livable community. The Subject Property is adjacent to industrial and commercial uses, which indicates that the proposed development will be compatible with adjacent and surrounding land uses and within the existing/planned context. According to the findings of the Noise Report, sound level limits are predicted to be met at the existing and future noise sensitive receptors with the addition of mitigation measures as discussed in the Noise Report. The Proposal will contribute to providing a range of work opportunities which

is encouraged by the City. Overall, the proposed development represents a more appropriate level of use that will contribute to accommodating the population and employment growth in the City, and is designed in a manner that is compatible with and complements the existing surrounding area.

5.2 Green System

As stated in the MOP, "The natural environment sustains all life and is vital to the ecological, economic, social and spiritual well-being of the city. In an urban setting such as Mississauga, the built environment must be integrated with the natural environment in a manner that protects and enhances natural systems and provides the City's inhabitants a multitude of opportunities to connect with nature".

5.2.2 Mississauga will promote and encourage the restoration of natural forms, functions and linkages.

5.2.3 Mississauga will seek to enhance opportunities for the appreciation and enjoyment of the Green System.

To facilitate the Proposal, the lands within the development limits as per the submitted EIS, are to be rezoned to 'E2' to permit employment industrial uses as per the proposed ZBA. To align with the findings of the EIS, a site-specific exception (G1-XX) will be proposed for the natural features/hazards which includes Fletcher's Creek and its associated valley system.

The proposed refined 'G1-XX' exception zone will implement the findings of the EIS as it relates to the development limits and will ensure zone boundaries follow the development limits, to maintain and protect the identified natural features/hazards and their associated buffers. In addition, the proposed altered 'G1-XX' exception zone will permit buried stormwater and sanitary pipes, a stormwater outfall and level spreader to be located in the adjacent Fletcher's Creek Valley as well as the proposed Greenlands road crossing. As per the EIS, the development limit setbacks identified in the EIS will ensure the development is set back from the locally important amphibian habitat (identified in the farm pond) and associated animal movement corridor (associated with the Tributary 1 watercourse south of the farm pond). Further, proposed mitigation measures are outlined in the EIS and a detailed ecosystem compensation plan will be prepared at the Site Plan stage in accordance with CVC requirements. Maintenance and monitoring measures will also be specified in the plan. Overall, based on the EIS, the development of the Subject Property can be completed without negative impact on the significant natural heritage features and associated functions.

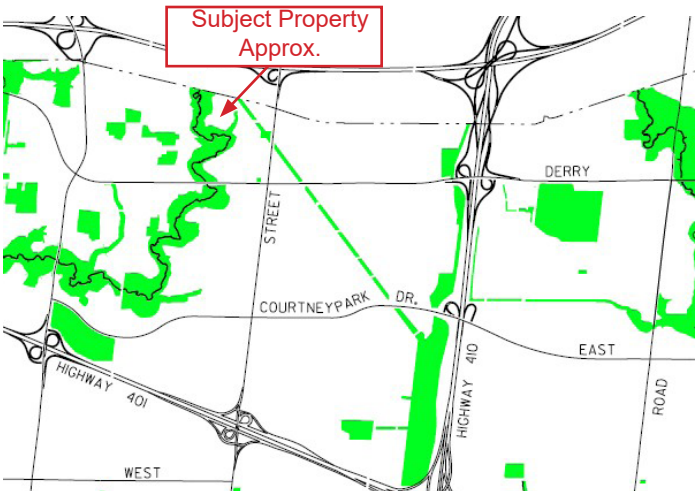


Figure 21 - City of Mississauga Official Plan, Schedule 1a, Green System Map
Source: City of Mississauga

5.3.6 Employment Areas

'Employment Areas' within the City are intended as stable areas containing diverse industrial and business employment operations, as stated in the MOP. The area in which the Subject Property is located is an established and stable employment area.

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

5.3.6.2 Mississauga will maintain a sustainable, diversified employment base by providing opportunities for a range of economic activities.

5.3.6.3 Employment uses that support opportunities for residents to work in Mississauga will be encouraged.

5.3.6.4 Mississauga will provide the necessary infrastructure to support existing and planned employment uses.

5.3.6.6 Infrastructure in Employment Areas will be planned to support land uses with a goods movement focus.

5.3.6.7 Where feasible and appropriate, development will be encouraged to be transit supportive and minimize surface parking.

5.3.6.10 Additional development within Employment Areas will be permitted where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.

The Proposal will contribute to accommodating existing and future employment needs through providing a new and modern employment industrial development on the Subject Property. The Proposal will be able to accommodate a range of employment opportunities and uses. The Proposal supports opportunities for residents to work within the City and is in proximity to existing commercial and industrial uses to the south, east and north. The FSR-SWM Report demonstrates adequate municipal and regional services exist and that the entire Subject Property can be adequately serviced through proposed connections to those existing services. The Subject Property is transit-supportive and is well served by access to both existing and future public transit options. North-south bus routes along Hurontario Street connect seamlessly with east-west routes on major arterial and collector roads, including service to the City Centre Transit Terminal. Furthermore, the Hurontario/Hazel McCallion LRT, currently under construction, will feature a station at Derry Road West and Hurontario Street, in close proximity to the Subject Property. These nearby transit services provide convenient access for both local and regional commuters. According to the Site Plan (See Schedule "B"), proposed surface parking will be situated along the front facades of each of the proposed buildings and generally throughout the Subject Property. The parking spaces will be appropriately screened as the Subject Property is located off of Hurontario Street. Further screening measures for the parking area include implementing landscape features such as deciduous and coniferous trees, as well as shrubs along and within the development boundary. The Proposal has been designed in a manner that will be compatible in built-form and scale to surrounding developments.

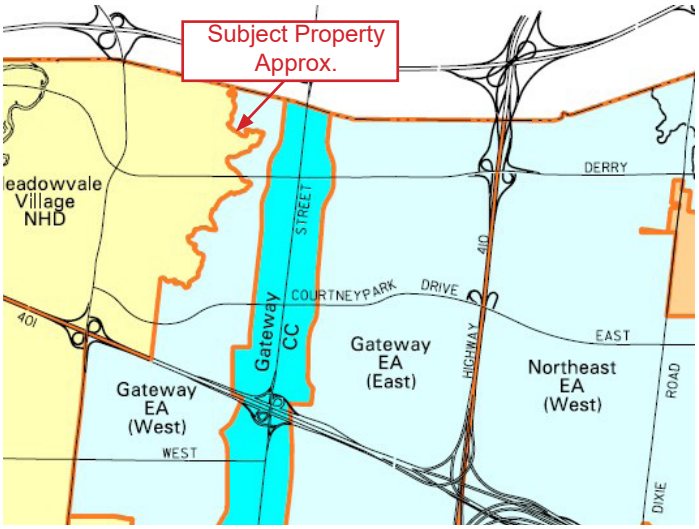


Figure 22 - City of Mississauga Official Plan, Schedule 9, Character Areas Map
Source: City of Mississauga

5.5 Intensification Areas

Section 5.5 of the MOP describes 'Intensification Areas' and provides policies for these areas. To best preserve the areas of Mississauga that are stable neighbourhoods, natural heritage features, or otherwise areas that are within the delineated built-up area of Mississauga but are not contemplated for development, the MOP provides several areas of the City where most

growth and intensification is directed. These areas generally conform to the strategic growth areas identified in the RPOP but are delineated into more specific areas. Although the Subject Property is not located within an 'Intensification Areas', it is located in close proximity to Hurontario Street which is an 'Intensification Corridor' with 'Major Transit Station Areas' located along the Hurontario Street Corridor and specifically, in close proximity to the Subject Property. As such, the following policies are not directly applicable to the Subject Property but do inform the context in which the Subject Property is located within:

5.5.1 The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas, as shown on Schedule 2: Intensification Areas.

5.5.4. Intensification Areas will be planned to reflect their role in the City Structure hierarchy.
5.5.5 Development will promote the qualities of complete communities.

5.5.7. A mix of medium and high-density housing, community infrastructure, employment and commercial uses, including mixed use residential / commercial buildings and offices will be encouraged.

5.5.8. Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged.

5.5.9 Intensification Areas will be planned to maximize the use of existing and planned infrastructure.

Chapter 6 Valuing the Environment

Chapter 6 of the MOP establishes the policy framework for natural areas and natural hazards as well as policies pertaining to the environment. In accordance with Schedule 3 - Natural System, a portion of the Subject Property as well as adjacent lands are identified as being located within the

Figure 23 - City of Mississauga Official Plan, Schedule 2, Intensification Areas Map
Source: City of Mississauga

'Significant Naturial Areas and Natural Green Spaces' area with the same area of the Subject Property and adjacent lands being designated as 'Greenlands' with a 'Natural Hazards' overlay as per Schedule 10 - Land Use Designations, of the MOP.

6.3 Green System

6.3.1 Mississauga will give priority to actions that protect, enhance, restore and expand the Green System for the benefit of existing and future generations.

6.3.7 Buffers which are vegetated protection areas that provide a physical separation of development from the limits of natural heritage features and Natural Hazard Lands, will be provided to perform the following: maintenance of slope stability and reduction of erosion on valley slopes; attenuation of stormwater runoff; reduction of human intrusion into Significant Natural Areas and allowance for predation habits of pets, such as cats and dogs; protection of tree root zones to ensure survival of vegetation; provision of a safety zone for tree fall next to woodlands; enhancement of woodland interior and edge

areas through native species plantings; enhanced wildlife habitat and corridors for wildlife movement; and opportunities for passive recreational activities, in appropriate locations.

6.3.8 Buffers shall be determined on a site specific basis as part of an Environmental Impact Study or other similar study, to the satisfaction of the City and appropriate conservation authority.

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.

6.3.24 The Natural Heritage System will be protected, enhanced, restored and expanded through the following measures:

a. ensuring that development in or adjacent to the Natural Heritage System protects and maintains natural heritage features and their ecological functions through such means as tree preservation, appropriate location of building envelopes, grading, landscaping, and parking and amenity area locations;

b. placing those areas identified for protection, enhancement, restoration and expansion in public ownership, where feasible;

c. using native plant materials and non-invasive species, and reducing and/or eliminating existing invasive, non-native plant species to improve ecological value and the sustainability of indigenous vegetation, where appropriate;

d. retaining areas in a natural condition and/or allowing them to regenerate to assume a natural state;

e. the promotion of stewardship within privately and publicly owned lands within the Natural Heritage System;

f. controlling activities that may be incompatible with the retention of the Natural Heritage System and associated ecological functions; and

g. regulation of encroachment into the Natural Heritage System and other public open spaces.

6.3.25 New lots created by land division or units or parcels of tied land (POTLs) created by condominium that will have the effect of fragmenting the ownership of Significant Natural Areas, Natural Green Spaces, Residential Woodlands and buffers will generally be discouraged and will be supported by an Environmental Impact Study.

6.3.26 Lands identified as or meeting the criteria of a Significant Natural Area, as well as their associated buffers will be designated Greenlands and zoned to ensure their long term protection. Uses will be limited to conservation, flood and/or erosion control, essential infrastructure and passive recreation.

6.3.27 Development and site alteration as permitted in accordance with the Greenlands designation within or adjacent to a Significant Natural Area will not be permitted unless all reasonable alternatives have been considered and any negative impacts minimized. Any negative impact that cannot be avoided will be mitigated through restoration and enhancement to the greatest extent possible. This will be demonstrated through a study in accordance with the requirements of the Environmental Assessment Act. When not subject to the Environmental Assessment Act, an Environmental Impact Study will be required.

6.3.28 Notwithstanding the policies of this

Plan, development and site alteration will not be permitted in the following areas:

a. *provincially significant wetlands or Provincially significant coastal wetlands which are or meet the criteria of a Significant Natural Area;*
b. *habitat of endangered species and threatened species, except in accordance with Provincial and Federal requirements;*
c. *fish habitat, except in accordance with Provincial and Federal requirements; and*
d. *Core Areas of the Greenlands System as defined in the Region of Peel Official Plan, except in accordance with Regional requirements.*

6.3.29 Development and site alteration on lands adjacent to a Provincially significant wetland, Provincially significant coastal wetland and habitat of endangered species and threatened species or other Significant Natural Area will require an Environmental Impact Study, demonstrating no negative impact to the natural heritage features or on their ecological function, to the satisfaction of the City and appropriate conservation authority.

6.3.32 Development and site alteration will not be permitted within or adjacent to Natural Green Spaces, Linkages and Special Management Areas unless it has been demonstrated that there will be no negative impact to the natural heritage features and their ecological functions and opportunities for their protection, restoration, enhancement and expansion have been identified. This will be demonstrated through a study in accordance with the requirements of the Environmental Assessment Act. When not subject to the Environmental Assessment Act, an Environmental Impact Study will be required.

6.3.47 Development and site alteration will not be permitted within erosion hazards associated with valleyland and watercourse features. In addition, development and site alteration must provide appropriate buffer to erosion hazards, as established to the satisfaction of the City and appropriate conservation authority.

6.3.48 Development adjacent to valleyland and watercourse features may be required to be supported by detailed slope stability and stream erosion studies, where appropriate.

The EIS Report concludes that the proposed development will not negatively impact significant natural heritage features and their functions. The development limit setbacks will protect the amphibian habitat and movement corridor, with long-term improvements anticipated through vegetation enhancement. While some Terrestrial Crayfish habitats will be impacted, the amount of loss of habitat is minor compared to the overall habitat retained and no negative impacts on the Terrestrial Crayfish population are anticipated to occur. A salvage program will be implemented to minimize the potential for negative impacts. Wetland compensation along Tributary 1 will enhance ecological functions, including riparian health and wildlife habitat. A detailed ecosystem compensation plan will be developed in accordance with CVC requirements, ensuring no significant adverse effects on the environment.

To facilitate the Proposal, lands within the development limits, as per the submitted EIS Report, are to be rezoned to ‘E2’ to permit the Proposal. To align with the findings of the EIS, a site-specific exception (G1-XX) will be proposed for the identified natural features/hazards which includes Fletcher’s Creek and its associated valley system. In addition, the proposed altered ‘G1-XX’ exception zone will permit buried stormwater and sanitary pipes, a stormwater outfall and level spreader to be located in the adjacent Fletcher’s Creek Valley as well as the proposed Greenlands road crossing. The proposed altered ‘G1-XX’ exception zone will implement the findings of the EIS as it relates to the development limits and will ensure zone boundaries follow the development limits as well as the natural features/hazards and their associated buffers. Refinements to the existing

'Greenlands' designation boundary of the MOP is proposed to reflect the limits of development as identified within the submitted EIS. The proposed refinements to the 'Greenlands' designation do not require an Official Plan Amendment ("OPA") because they are minor, as outlined within the EIS Report and as permitted by policy 6.3.11 of this section of the MOP. The refined 'Greenlands' designation will align with the proposed 'G1-XX' zone of the proposed ZBA. Therefore, the Proposal meets the policies of 6.3.

6.4.2 Stormwater and Drainage

6.4.2.2 Mississauga will require that development applications be supported by stormwater best management practices in accordance with relevant plans, studies, development standards and policies. Additional measures may be specified by the City based on known concerns related to storm sewer capacity, pollution prevention, flood risk and erosion, and protection of the city's Natural Heritage System, including its ecological function. Stormwater best management practices must be approved by the city, appropriate conservation authority and Provincial Government, where applicable.

6.4.2.3 The location and design of surface drainage and stormwater management facilities will respect the Natural Heritage System and will include naturalization to the satisfaction of the City and the appropriate conservation authority.

6.4.2.6 The design of stormwater management facilities and surface drainage facilities must conform to City standards, policies and guidelines. A buffer may be required as determined by the City.

According to the FSR-SWM Report, the stormwater runoff for Phase 1 up to and including the 100-year peak flow will be conveyed to the existing 1200mm diameter storm sewer located east of the Subject Property. Stormwater quantity, quality, and erosion control for Phase 1 will be provided by the existing SWM facility located to the south of Derry Road. Stormwater runoff for Phase 2 will be conveyed by the major and minor system toward the west Fletcher's Creek outlet. Stormwater quality and erosion control for Phase 2 will be provided by a combination of OGS's and LID treatment train BMPs. In addition, an underground stormwater sewer outlet to the Fletcher's Creek Valley and an underground sanitary sewer connection to the existing sanitary trunk line within Fletcher's Creek is proposed. As per the FSR-SWM Report, the design of the proposed storm sewer outlet will be constructed so as to avoid all nearby environmentally sensitive areas.

Please refer to the FSR-SWM Report, for a full description of this aspect of the proposed development.

6.10 Noise

6.10.1.2 Industrial, commercial or utility development will not be permitted where the noise transmitted to existing or proposed residential areas, or other noise sensitive use, exceeds the mitigated outdoor and plane of window noise criteria established by the applicable Provincial Government environmental noise guideline.

As per the Noise Report, the most critical receptors are the existing residential developments located on the west side of Fletcher's Creek, existing residential lots north of Highway 407, existing one-storey single-family residential dwelling east of Hurontario Street, and existing low-rise residential dwellings to the southeast of the Subject Property. As per the Noise Report, sound level limits are predicted to be met at the existing and future noise sensitive receptors with the addition of additional mitigation measures. Based on the Noise Report, in order to meet the applicable sound level limits, acoustic barriers are required and the sound barrier may be an acoustic fence, berm, or a berm/acoustic fence combination. Based on Figure 7 within the Noise Report, acoustic barriers are being proposed as mitigation measures along the west side of the proposed development.

Chapter 7 Complete Communities

Chapter 7 of the MOP establishes the policy framework for complete communities. The policies within this chapter address elements of urban living important to completing communities.

7.1 Introduction

7.1.1 Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga.

Chapter 8 Multi-Model City

8.1.3 The City will strive to incorporate stormwater best management practices in the planning, design and construction of municipal road and off-street parking facility projects. Decisions regarding the specific implementation of stormwater best management practices will be made on a project-by-project basis in accordance with relevant drainage plans and studies, and development standards and policies.

8.1.5 Mississauga will work in partnership with other levels of government and other agencies to support the reduction of transportation related greenhouse gas emissions.

8.1.7 Mississauga will create a well connected multi-modal transportation system that prioritizes services and infrastructure for Intensification Areas.

8.1.8 To better utilize existing infrastructure, Mississauga will encourage the application of transportation demand management (TDM) techniques, such as car-pooling, alternative work arrangements and shared parking.

The stormwater management strategies and measures of the proposed development are generally described in Section 4.3 of this Report. However, please refer to the FSR-SWM Report for a full description of this aspect of the proposed development. The FSR-SWM Report refers to stormwater management design measures which will be implemented to manage the quality and quantity of urban runoff. Section 4.1 of this Report outlines details of the stormwater design measures.

Moreover, the location of the Subject Property in relation to existing transit nodes and corridors provides a significant opportunity for a reduction of transportation-related greenhouse gas emissions. The proposed development will be transit-oriented and future tenants/occupants within the Proposal should be able to commute to work without the use of a private vehicle. The TIS indicates potential TDM measures for the Proposal, to benefit employees and to attract a level of talent that is looking for multiple transportation options in their daily lives, which conforms with Policy 8.1.8. From a transportation perspective, per the submitted TIS, the proposed development is located in an area that is well served by public transit services, including higher-order transit, and supports multi-modal transportation options.

Chapter 9 Desirable Urban Form

Chapter 9 of the Official Plan deals with goals and polices to guide future developments to achieve a desirable and sustainable urban form. The Subject Property is in close proximity to the Hurontario Street 'Intensification Corridor' with 'Major Transit Station Areas' located in proximity as well, along Hurontario Street. The Subject Property is identified as an 'Employment Area' with portions of the Subject Property/land adjacent being identified as being within the 'Green System', specifically identified as 'Significant Natural Areas and Natural Green Spaces'. The following policies are relevant to the Proposal:

9.1.1 Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System.

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.

9.1.4 Development within Employment Areas and Special Purpose Areas will promote good urban design that respects the function of the area.

9.1.6 The urban form of the city will ensure that the Green System is protected, enhanced and contributes to a high quality urban environment and quality of life.

9.1.7 Mississauga will promote a built environment that protects and conserves heritage resources.

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

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

9.1.10 The city vision will be supported by site development that:

a. respects the urban hierarchy;

b. utilizes best sustainable practices;

c. demonstrates context sensitivity, including the public realm;

d. promotes universal accessibility and public safety; and

e. employs design excellence.

9.1.13 Development will have positive, restorative, ecological benefits on a site through the practice of sustainable building and site design.

9.1.15 New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities.

The proposed development is within an existing 'Employment Area' (See Figure 17) and will include high-quality urban design that respects the form and function of the surrounding area. The design of the proposed development is distinctive, shaped by the natural contours and limitations of the Subject Property. This approach results in a Proposal that strikes a balance between maintaining a high-quality built-form and environmental conservation. Further, the proposed development will be a significant improvement to the existing condition of the Subject Property, by developing underutilized lands and replacing it with a high-quality employment development with associated pedestrian connections and landscaped areas. The Proposal will include safe and visually appealing walkways for pedestrians that connect the building entrances to public sidewalks on Vicksburgh Drive, along with enhanced on-site pedestrian amenities like landscaping and lighting. Landscaped areas will feature trees (both deciduous and coniferous) and shrubs along and within the development boundary, in accordance with the provided Landscape Plan (See Schedule "D"). Loading spaces will be located to the rear of each building and parking spaces will be located along the front facades of each building and throughout the Subject Property. These spaces will be appropriately screened from Hurontario Street, with additional landscape features provided for further screening. The Proposal provides a well-designed built-form that encourages a sense of place and adopts a sustainable design approach and construction measures. The proposed development has been designed in a sensitive manner and with consideration of the surrounding context. New buildings are typically constructed using more efficient and environmentally sensitive construction practices and building materials. Overall, the proposed development will enhance the safety and well-being of the community by incorporating accessible design features, ensuring full compliance with all required AODA standards. Therefore, the Proposal is also designed to align with the policies above.

With regard to the development having 'positive, restorative, ecological benefits on a site through the practice of sustainable buildings and site design', the Proposal is incorporating landscape elements such as trees, shrubs, and sodding along the perimeter of the development, as well as around paved areas and portions of the building facades. Additionally, plantings and sodding are proposed along the northeast property line adjacent to the hydro corridor and along the southern boundary of the Subject Property along Derrycrest Drive, enhancing both the aesthetics and environmental features of the Subject Property. The 'Urban Systems' Map of the MOP (See Figure 16) identifies portions of the Subject Property as being part of the 'Green System'. With regard to ensuring the protection and enhancement of the 'Green System', the development will enhance and protect the 'Green System' by conveying the natural heritage system surrounding the Tributary to Fletcher's Creek to the City. Fencing will be installed along development boundaries to prevent encroachment. The Natural Heritage System will also be expanded northward to the Hydro substation, and enhancements south of the Subject Property will widen the riparian area associated with Fletcher's Creek and its valley system. To address the reduction in the Natural Heritage System from development encroachments, a 1,405 m² buffer compensation area is proposed, ensuring a net gain in overall Natural Heritage System lands.

The Proposal also encourages the utilization of public transit and active transportation modes by providing 105 bicycle parking spaces, 26 accessible parking spaces, and is also adjacent to existing and planned higher-order public transit services. Therefore, the proposed development meets the policies of chapter 9.

9.2.2 Non-Intensification Areas

Non–intensification areas will experience limited growth and change; consequently, intensive growth will not be directed to them. Non-Intensification Areas consist of:

- *Neighbourhoods;*
- *Employment Areas;*
- *Special Purpose Areas; and*
- *Corridors.*

Non-Intensification areas will have lower densities, lower building heights and more homogeneous land uses than Intensification Areas.

Employment Areas will continue to develop for a mixture of employment uses, including land extensive uses many of which will have a one to two storey urban form.

Based on our professional opinion, the Proposal is considered an increase to the usability of the Subject Property, and the built-form will generally consist of one-to-two-storey industrial buildings. The Proposal represents appropriate employment intensification that is permitted by the MOP, in accordance with the policies outlined in other sections of the MOP.

PART THREE: LAND USE DESIGNATIONS

Part three of the MOP describes the policies applicable to each land use designation identified in the schedules that form part of the MOP. This Part commences with chapter 11, which establishes general policies applicable to each land use designation within the MOP. Of relevance to the Proposal, subsection 11.2.11 establishes the general land use policies for lands designated "Business Employment". Key policies applicable to lands designated "Business Employment" have been outlined below.

Chapter 11 General Land Use Designations

Business Employment Land Use Designation

11.2.11.1: Permitted Uses:

- *Manufacturing;*
- *Research and development;*

- *Transportation facilities;*
- *Trucking terminals;*
- *Warehousing, distributing and wholesaling;*
- *Waste processing stations or waste transfer stations and composing facilities*

The proposed development will consist of uses that are contemplated and permitted within the Business Employment Designation.

Summary Opinion:

The proposed industrial development meets the policies of the MOP by supporting economic growth and increase of land utilization within a designated employment area, optimizing existing services and infrastructure, and enhancing the City's employment opportunities. Located in proximity to transit corridors, including the Hurontario LRT, the development is transit-supportive and will contribute to reducing transportation-related greenhouse gas emissions. The Proposal incorporates environmental safeguards such as setback buffers, ecological restoration, and a wetland compensation area. It enhances the existing natural features through the rehabilitation of green spaces, supports multi-modal transportation, and provides an increase in the range and mix of employment uses, aligning with the MOP's goals of sustainable growth and compact development. Furthermore, the Proposal's design ensures compatibility with neighboring land uses and incorporates high-quality urban design, including sustainable building practices and landscape enhancements, contributing positively to both the built and natural environments. Based on the foregoing analysis, the proposed development and overall built-form conforms to the MOP.

4.5 Draft City of Mississauga Official Plan, 2051 (January 2025)

At the time of writing this Report, the City of Mississauga Council has adopted the new Mississauga Official Plan on April 2nd, 2025 (Proposed Mississauga Official Plan "PMOP"). Staff presented a recommendation report at the Planning and Development Committee ("PDC") Meeting on March 24th, 2025. Following PDC's Recommendation, Council adopted the PMOP and it is currently being prepared for submission to the Ministry of Municipal Affairs and Housing for final approval. The PMOP identifies where and how the City of Mississauga is to grow up to the year 2051. With respect to the discussion earlier in this Report regarding the Region of Peel's planning horizon, the City's Official Plan Review exercise is to ensure that the Official Plan will conform to the 2051 planning horizon of the Provincial and Regional Plans. The PMOP will provide density, urban form, and housing unit policies that serve to facilitate a planning horizon up to and beyond 2051.

Within the PMOP, the Subject Property is designated as:

- 'Employment Area' as per Schedule 1 – City Structure (see Figure "24");
- Portions of the Subject Property towards the west/rear and adjacent lands are identified as 'Significant Natural Areas and Natural Green System', 'Special Management Areas', and 'Watercourse including Permanent and Intermittent Steams' as per Schedule 2 – Natural System (see Figure "25");
- Hurontario Street is identified as an 'Arterial' Road and Derrycrest Drive is identified as a Minor Collector Road' as per Schedule 3 – Long Term Street Network (see Figure "26");
- The Subject Property is in close proximity to

the ‘Major Transit Station Area Boundaries’, and ‘Light Rail Transit Station’ as per Schedule 4 – Long Term Transit Network (see Figure “27”);

- Portions of the Subject Property are identified as ‘Primary Off-Road Routes’ as per Schedule 5 – Long Term Cycling Routes (see Figure ”28”);
- The Subject Property is mostly designated as ‘Business Employment’ with portions of the Subject Property and adjacent lands being designated as ‘Greenlands’ with a ‘Natural Hazards’ Overlay as per Schedule 7 – Land Use Designations (see Figure “29”).

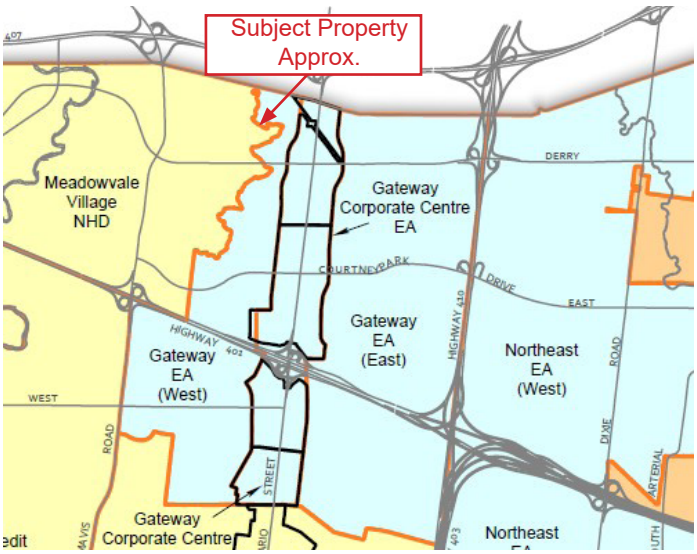


Figure 24 - Draft City of Mississauga Official Plan, 2051, Schedule 1, City Structure Map
Source: City of Mississauga

The following is a brief analysis of the proposed policies of the PMOP in relation to the Proposal and an analysis of how the proposed development and accompanying ZBA and DPOS applications serve to better implement Provincial and Regional policies as well as the proposed policies of the new PMOP. However, note that the applicable designations and policies pertaining to the Subject Property within the new PMOP are very similar/largely the same as the current applicable policies of the in-effect MOP and as such, considering the analysis on the in-effect MOP, the proposed development also conforms

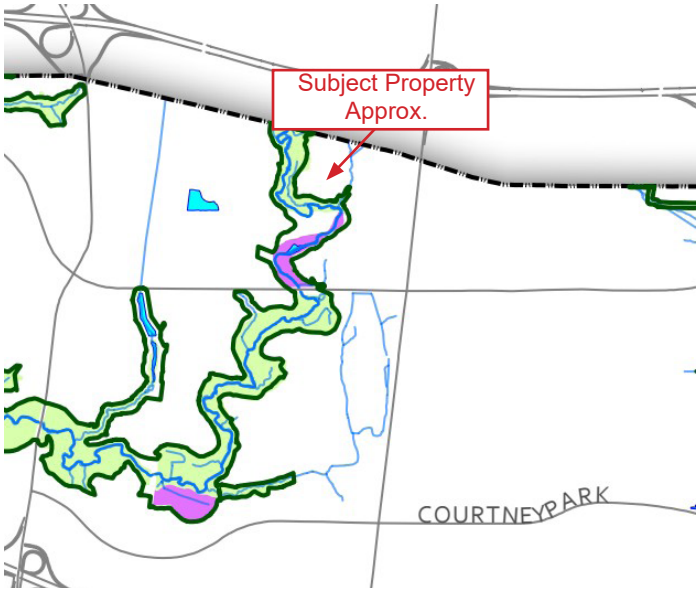


Figure 25 - Draft City of Mississauga Official Plan, 2051, Schedule 2, Natural System Map
Source: City of Mississauga

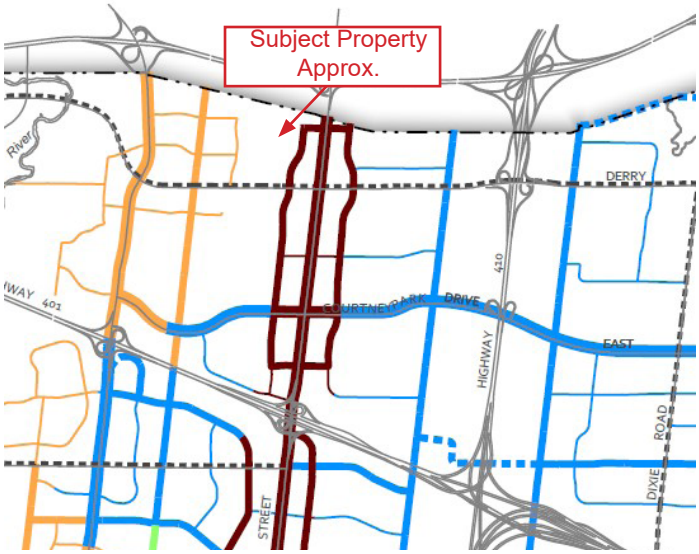


Figure 26 - Draft City of Mississauga Official Plan, 2051, Schedule 3, Long Term, Street Network Map
Source: City of Mississauga

to the new policies of the PMOP.

The new PMOP policies balance economic growth, environmental sustainability, and urban design. Employment land policies promote intensification, higher job densities, and a diverse range of industries while ensuring compatibility with surrounding areas and supporting transit-

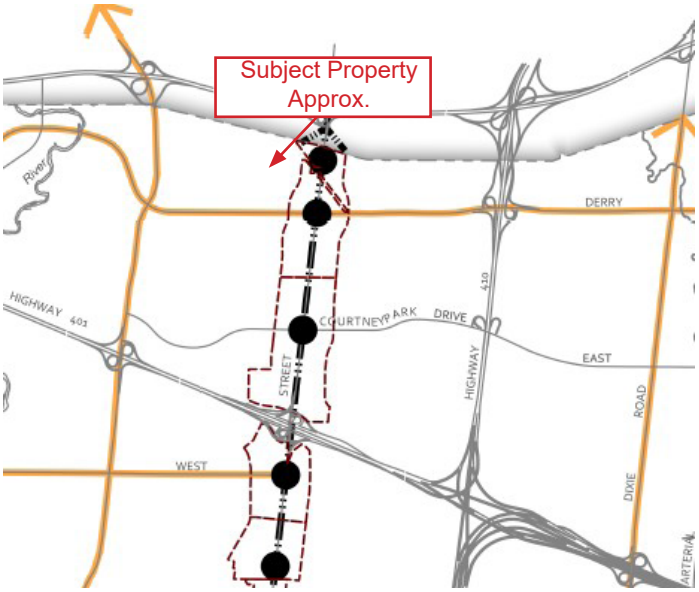


Figure 27 - Draft City of Mississauga Official Plan, 2051, Schedule 4, Long Term Transit Network Map
Source: City of Mississauga

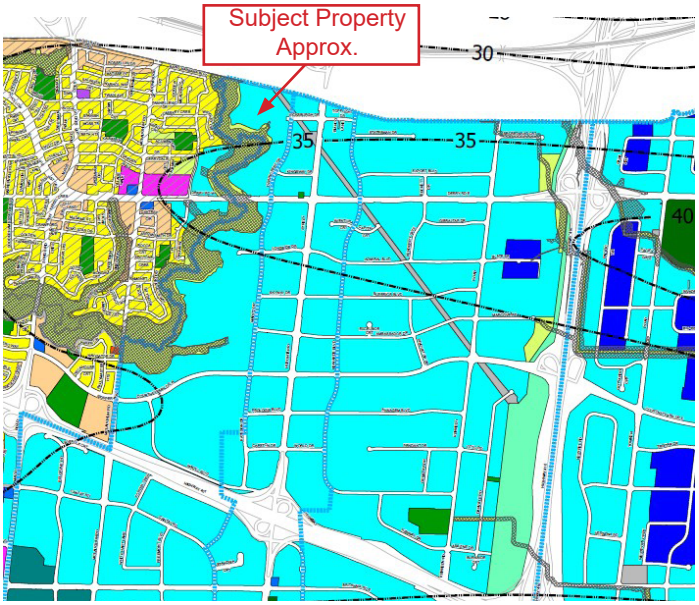


Figure 29 - Draft City of Mississauga Official Plan, 2051, Schedule 7, Land Use Designations Map
Source: City of Mississauga

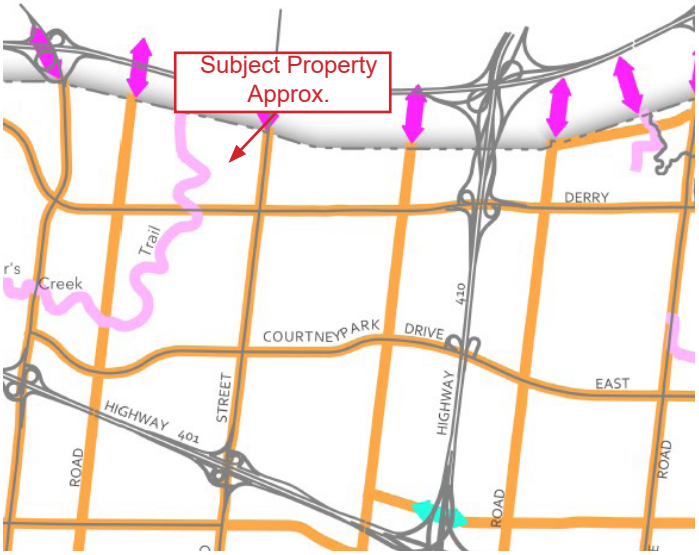


Figure 28 - Draft City of Mississauga Official Plan, 2051, Schedule 5, Long Term Cycling Routes Map
Source: City of Mississauga

oriented development. Environmental policies strengthen protections for natural heritage features through stricter setbacks, ecological restoration, and climate resilience strategies like green infrastructure and urban forestry. Built-form policies emphasize high-quality, sustainable design with compact, mixed-use developments, pedestrian-friendly streetscapes, and green building practices. These policies aim to foster sustainable development that supports both economic vitality and environmental stewardship. The proposed development, consisting of seven (7) industrial buildings totaling 46,226.25 sq.m, is appropriately located near existing and planned higher-order transit, supporting employment intensification. It aligns with the City of Mississauga's goals by enhancing employment opportunities and contributing to economic vitality. The design considers Official Plan policies, ensuring contextual compatibility through appropriate setbacks and architectural sensitivity. The EIS confirms no negative impact on significant natural heritage features. Proposed landscaping includes trees, shrubs, and sodding throughout the site, including along Derrycrest Drive and adjacent to the hydro corridor. Overall, the Proposal represents suitable development and aligns with the PMOP's land use, density, and built-form policies. As per the justification provided within Section 4.4 of this Report as it relates to the in-effect MOP, the Proposal conforms to the proposed policies of PMOP.

4.6 City of Mississauga Strategic Plan

Although The Mississauga Strategic Plan is not a document issued under the Planning Act, such as the Official Plan, the main principles (or pillars) of this plan have still been reviewed because the proposed development is well suited to address all pillars of the strategic plan. Overall, approving this proposed development will directly contribute to accomplishing most of the goals outlined in the Strategic Plan.

The Mississauga Strategic Plan was approved by Council on April 22, 2009. The plan identifies five city building priorities (referred to as 'pillars'). Each pillar also includes several, more specific, strategic goals.

1. *Move (Development a Transit-Oriented City)*
    a. *Develop Environmental Responsibility - to contribute to environmental responsibility by reducing private automobile use and developing compact mixed-use development.*
    b. *Connect our City – to contribute to a vibrant, successful city by connecting communities within Mississauga and within the Greater Golden Horseshoe to support a 24-hour city.*
    c. *Build a Reliable and Convenient System – to make transit a faster and more affordable alternative to the automobile, one that is frequent, clean, safe, reliable and convenient, with a transit stop within walking distance of every home and an intricate web of higher order transit.*
    d. *Increase Transportation Capacity – to add capacity to the transportation system through strategic investments in transit, additional links in the street network and active mobility choices*
    e. *Direct Growth – to direct growth by supporting transit-oriented development policies and deliberate civic actions.*

The principles of Transit-Oriented development were followed through the design of the proposed development. The Subject Property benefits from both current and future public transit options. Existing north-south bus routes along Hurontario Street intersect with east-west services on all major arterial and collector roads, providing direct access to the City Centre Transit Terminal. Additionally, the Hurontario/Hazel McCallion LRT, currently under construction, will feature a station at Derry Road West and Hurontario Street, conveniently close to the Subject Property. These well-connected transit services, all within walking distance, make public transportation a practical choice for both local and regional commuters. Overall, the proposed development will directly implement the goals of the 'Move' pillar in the Strategic Plan.

2. *Belong (ensuring youth, older adults and new immigrants thrive)*
    a. *Ensure Affordability and Accessibility – to provide a range of affordable and accessible housing, transit and service options.*
    b. *Support Aging in Place – to provide alternative housing types, designs and tenures in each neighbourhood.*
    c. *Attract and Retain Youth – to create opportunities for enterprise, cultural and artistic destinations and expression.*
    d. *Attract Post-Secondary Institutions – to be an internationally recognized centre of higher learning, with a range of post secondary educational opportunities.*
    e. *Nurture Diverse Cultures – to provide more cultural exchange, understanding and opportunity for small-scale entrepreneurialism.*
    f. *Integrate Places of Religious Assembly – to build upon the synergies of places of religious assembly to create complete communities where cultural diversity can become reflected in the physical form of*

the city.

The anticipated employment opportunities generated by the proposed development will attract youth and opportunities for enterprise.

4. *Prosper (cultivating creative and innovative businesses)*
    a. *Develop Talent – to be an international destination rich in global and local talent, including post-secondary education, creative enterprise and foreign-trained professionals who can realize their potential.*
    b. *Attract Innovative Business – to be a dynamic, urban environment that is the preferred location for innovative, creative and knowledge-based businesses and emerging industries.*
    c. *Meet Employment Needs – to provide the infrastructure and network of services and opportunities that business requires to thrive.*
    d. *Strengthen Arts and Culture – to foster arts and culture as a key contributor to attracting talent, providing quality of life and supporting creative businesses.*
    e. *Create Partnerships for Innovation – to leverage opportunities with colleges, universities, centres of excellence, research institutions and cultural institutions to foster innovation.*

The proposed development will directly contribute to an increase in the mix of jobs and services within the area as the Proposal provides new employment opportunities within the 'Gateway Employment Area (West)'. It represents a significant improvement to the existing condition of the Subject Property by making efficient use of currently underutilized lands and providing an attractive and functional development. The Proposal will provide attractive and vibrant new industrial buildings on the Subject Property which will in-turn contribute to enhancing employment opportunities in the area, supporting local and regional employment needs. The future tenants/ occupants of the Proposal will also contribute to the local economy through opportunities for employment and doing business within the City.

5. *Green (living Green)*
    a. *Lead and Encourage Environmentally Responsible Approaches – to lead and promote the utilization of technologies and tactics to conserve energy and water, reduce emissions and waste, improve our air quality, and protect our natural environment.*
    b. *Conserve, Enhance and Connect Natural Environments – to be responsible stewards of the land by conserving, enhancing and connecting natural environments.*
    c. *Promote a Green Culture – to lead a change in behaviors to support a more responsible and sustainable approach to the environment, that will minimize our impact on the environment and contribute to reversing climate change.*

The EIS outlines enhancement and rehabilitation measures that will expand usable green space and integrate natural features and associated setbacks as per the constraint mapping. Woodlands rehabilitation is proposed in three locations, adjacent to existing woodland associated with Fletcher's Creek which will increase the natural area, adding 895 m² of forested land. A wetland compensation area is also proposed to meet CVC's ecological offsetting requirements, providing benefits such as improved riparian function, wildlife habitat, and amphibian movement corridors.

Overall, it is the opinion of DPS that the proposed development will contribute to meeting the general goals and principles of the Mississauga Strategic Plan.

4.7 City of Mississauga Zoning By-Law 0225-2007

The existing Zoning By-law in force on the Subject Property is known as City of Mississauga Zoning By-law 0225-2007, which is a City-Wide Zoning By-law that applies to all lands within the City of Mississauga. The Subject Property is currently zoned 'D – Development' zone and 'G1 – Greenlands Natural Hazards' zone. The intent of the 'D – Development' zone is to recognize vacant lands not yet developed and/or to permit a use that legally existed on the date of passing of the Zoning By-law until such time as the lands are rezoned in conformity with MOP. The intent of the 'G1 Greenlands – Natural Hazards' zone is to allow a limited range of uses and activities specific to the protection of people and property from flooding and erosion hazards, and the protection of natural features, in appropriate locations throughout the City.

A ZBA is required to rezone the Subject Property to change the applicable zone and establish site-specific performance standards to accommodate the proposed development. The purpose of the ZBA is generally to change the existing 'D - Development' zoning for lands outside of the 'G1 Greenlands – Natural Hazards' zone to 'E2 Employment' zoning to permit the Proposal, as well as to refine the limits of the 'G1 Greenlands – Natural Hazards' zone to align with the findings of the EIS. If approved, the applications would result in permissions for a comprehensive development consisting of seven (7) new 1-storey industrial buildings on the Subject Property, in conformity with the MOP, the RPOP, consistent with the PPS, 2024, and in compliance with the Planning Act as reviewed in the foregoing sections of this Report.

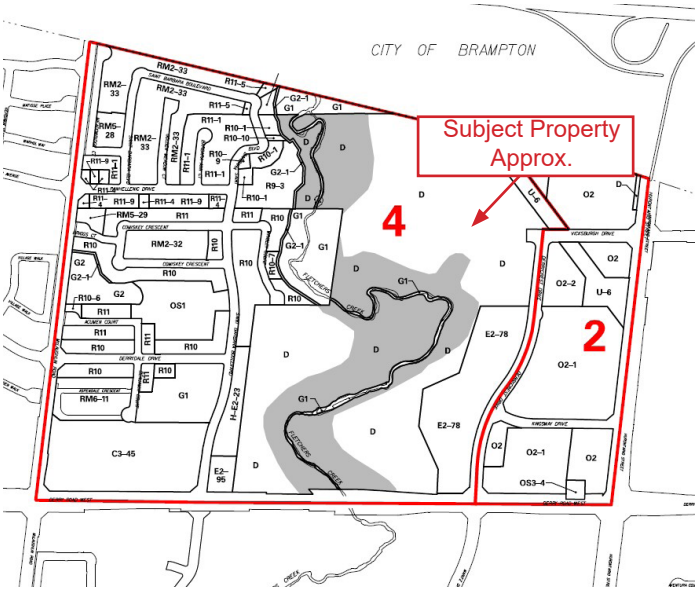


Figure 30 - Zoning By-law No.0225-2007, Zoning Map 52E

Source: City of Mississauga

5.0 PROPOSED ZONING BY-LAW AMENDMENT

The proposed Zoning By-law Amendment is included in Schedule “F” of this Report, and includes standards that would permit the proposed uses and built-form for the Subject Property as shown on the submitted Site Plan (See Schedule “B”).

As discussed earlier in this Report, the proposed ZBA is in relation to the entire development as a whole.

The Subject Property is zoned ‘D - Development’ which permits a building or structure legally existing on the date of passing of this By-law and the existing legal use of such building or structure. A ZBA is required to change the existing existing ‘D - Development’ zoning for lands outside of the Greenlands area to ‘E2 Employment’ zoning to permit the Proposal. Further, the proposed ZBA will amend the boundaries of the ‘G1 Greenlands – Natural Hazards’ zone to reflect the limit of development which is shown as per Schedule “G” of the proposed Draft ZBA, as indicated by the ‘G1’ zone label.

To align with the findings of the EIS, a site-specific exception (G1-XX) will be proposed for the natural features/hazards located on the Subject Property which includes Fletcher’s Creek and its associated valley system. In addition, the proposed altered ‘G1-XX’ exception zone will permit buried stormwater and sanitary pipes, a stormwater outfall and level spreader to be located in the adjacent Fletcher’s Creek Valley as well as the proposed Greenlands road crossing. The proposed altered ‘G1-XX’ exception zone will implement the findings of the EIS as it relates to the development limits and will ensure zone boundaries follow the development limits as well as the natural features/hazards and their associated buffers. Refinements to the existing ’Greenlands’ designation boundary of the MOP is proposed to reflect the limits of development as identified within the submitted EIS. The refined ‘Greenlands’ designation will align with the ‘G1-XX’ of the proposed ZBA.

The proposed ZBA will permit a development that is compatible with the existing character of the ‘Gateway Employment Area (West)’. The intent of the proposed ZBA is to permit the Proposal as a whole. As such, we suggest that the City review the proposed draft ZBA to advise on any revisions if necessary and that the City accept any changes as required to the proposed development standards to permit the Proposal as a whole as the Proposal and applications progress towards a decision.

Overall, the Subject Property is appropriate for the proposed intensification and is contemplated by the policies of the Region of Peel and the City of Mississauga Official Plans. The proposed use of the Subject Property will be in keeping with the surrounding context, including existing employment, residential, commercial, institutional, and industrial land uses.

6.0 DRAFT PLAN OF SUBDIVISION

The proposed DPOS is to facilitate the creation of the development blocks for the proposed employment industrial development, the creation of the Greenlands/naturalized area block (as per the limit of development based on the submitted EIS), the creation of the Greenlands/naturalized area crossing block, as well as the conveyance of the bulb/cul-de-sac at the west end of Vicksburgh Drive.

The block configurations are designed to be both appropriate and functional, ensuring the protection of the natural features/hazards. The distinct design of the proposed blocks is a necessity, and is dictated by the natural contours and constraints of the Subject Property, resulting in thoughtfully shaped blocks that balance development needs with environmental preservation.

The dimensions and shapes of the proposed blocks are appropriate and will be consistent with the dimensions and shapes of similarly designated employment lands within the surrounding area and within the City.

7.0 SUPPORTING DOCUMENTATION & STUDY REVIEW

Functional Servicing and Stormwater Management Report, prepared by Skira and Associates Ltd, dated December 19th, 2024

The FSR-SWM report, prepared by Skira and Associates Ltd., demonstrates adequate municipal and regional services exist and that the entire Subject Property can be adequately serviced through proposed connections to those existing services.

Storm Servicing: As per the FSR-SWM Report, Stormwater runoff for Phase 1 up to and including the 100-year peak flow will be conveyed to the existing 1200mm diameter storm sewer located east of the site. Stormwater quantity, quality, and erosion control for Phase 1 will be provided by the existing SWM facility located at the south of Derry Road. Stormwater runoff for Phase 2 will be conveyed by the major and minor system toward the west Fletcher's Creek outlet. Stormwater quality and erosion control for Phase 2 will be provided by a combination of OGS's and LID treatment train BMPs.

Sanitary Servicing: Further, the FSR-SWM Report notes that an existing 300mm sanitary sewer is located along Vicksburgh Drive and has sufficient capacity to service Phase 1. Phase 2 sanitary drainage will be directed westwards to the 1500mm sanitary trunk sewer to the west of the Subject Property. The sanitary sewer connecting Phase 2 to the trunk sanitary sewer will be constructed so as to avoid all nearby environmentally sensitive areas.

Water Servicing: The FSR-SWM Report notes that water supply to Phase 1 and Phase 2 of the proposed development will be provided by the existing 300mm diameter regional watermain along Vicksburgh Drive.

The FSR-SWM Report concludes that adequate municipal and regional services exist and the entire Subject Property can be adequately serviced through proposed connections to those existing services, thus making efficient use of those existing services.

Arborist Report and Tree Inventory & Protection Plan, prepared by Strybos Barron King Ltd., dated March 13th, 2025

The Arborist Report and TIPP inventories the existing trees on the Subject Property. Based on the Arborist Report and TIPP, all trees internal to the site development area/tableland require removal. Based on the proposed Tree Inventory & Preservation Plan, and servicing requirement, all trees internal to the development area/ tableland of the Subject Property will require removal. One (1) tree, subject to the Private Tree Bylaw, is to be removed due to construction, grading and servicing. A permit to remove this tree will be required. As part of the permitting process, compensation planting will be required as detailed in the Arborist Report. Based on City of Mississauga Compensation requirements, a total of one (1) new tree will be required.

All trees and groupings adjacent to the NHS lands will be preserved and protected. The sedimentation and erosion control fence, along with construction hoarding installed along the site perimeter, will provide sufficient protection for the trees bordering both the NHS and neighboring private properties, as detailed in the Tree Inventory & Preservation Plan. New storm and sanitary service connections are needed at the southwest corner of the site, which will extend into the NHS area to link with existing infrastructure. As a result, tree removals in the valley area are necessary to accommodate these connections, with the disturbed area secured by ESC fencing. After the servicing works are completed, restoration will be carried out in accordance with the guidelines set by the CVC.

Updated Phase One Environmental Site Assessment ("ESA"), prepared by Sirati and Partners Consultants Ltd., dated January 31st, 2025

A previous Environmental Investigation (Phase One and Phase 2 ESA) was completed by Sirati for the Subject Property. Based on the previous Phase One ESA and updated Phase One ESA completed by Sirati, areas of potential environmental concerns ("APECs") related to potential pesticide use for historical agricultural

uses and fill material were identified. The Report concludes that the Phase One Environmental Site Assessment Update has revealed ongoing operation of a hydro transmission station located adjacent northwest of the Subject Property. It is recommended a Phase Two Environmental Site Assessment Update (Phase Two ESA Update) be conducted to address the ongoing environmental concerns. The Phase Two ESA is currently underway as it is being prepared by Soil Engineers Ltd. Consulting Engineers and will be submitted once complete.

Environmental Impact Study, prepared by GEI Consultants, dated February 2025

Constraint mapping has established development limits that account for natural features, hazards, and setbacks on the Subject Property. Buffers will be restored through soil scarification and native upland meadow plantings, expanding natural areas into former agricultural fields. Additionally, 895 m² of forest will be gained through rehabilitation and enhancement (As outlined in Section 6 of the EIS Report). A proposed road crossing over the tributary will impact 208 m² of wetland, with compensation provided at a 1:1 ratio per CVC's offsetting requirements, enhancing riparian function, wildlife habitat, and amphibian corridors. Three localized encroachments into the 10 m wetland buffer, totaling 1,405 m², will not affect the wetland but will reduce the natural heritage system size. Equivalent buffer compensation areas will be established. An ecosystem compensation plan, including maintenance and monitoring, will be developed at the Site Plan stage per CVC (2020) guidelines. Temporary vegetation disturbances in Fletcher's Creek valleyland will occur for SWM outfall and sanitary connections, with all disturbed areas rehabilitated. The only permanent features will be a small stone core wetland and outlet headwall, with no expected negative impacts post-restoration.

This EIS refines NHS boundaries using field assessments and desktop analysis, with only minor adjustments to the existing Natural System mapping (MOP Schedule 3). The study concludes that the proposed development will not negatively impact significant natural heritage features and their functions.

Environmental Noise Report, prepared by Jade Acoustics, dated March 12th, 2025

The Preliminary Environmental Noise Report concludes that sound level limits will be met at existing and future noise-sensitive receptors with the proposed mitigation measures. Acoustic barriers are required to meet MECP guidelines, and their locations are shown in Figure 7 of the Noise Report. If future tenants add mechanical systems, a noise analysis will be needed to ensure compliance with sound level limits. The responsibility for this analysis and ongoing compliance falls on the future tenant or owner, to be completed before issuing building permits. Any changes to the building design or site layout will require an updated noise analysis to confirm continued compliance.

Stage 3 Archaeological Report, prepared by AMICK Consultants Limited, dated April 5th, 2012

As a result of the Stage 2 physical assessment of the Subject Property (AMICK 2008), three (3) isolated First Nations find spots, one (1) First Nations lithic site, and one (1) Euro-Canadian homestead site were encountered. The two sites have been registered with the Archaeological Sites Database administered by the Ontario Ministry of Tourism and Culture. The First Nations lithic site has been registered as the De Zen Site (AjGw-489) and the Euro Canadian site has been registered as the James Cracker Site (AjGw-490). According to the Stage 3 Archaeological Report, each of the archaeological resources encountered as a result of the Stage 2 Archaeological Assessment of the Subject Property is discussed in the Stage 3 Archaeological Assessment. Artifacts were recovered from both sites and details on those artifacts can be found in the Stage 3 Archaeological Assessment provided as part of this submission.

According to the Stage 3 Archaeological Report, no further archaeological investigations were recommended for the isolated findspots as they represent few artifacts over a large area and further investigation of these finds is unlikely to result in further information. Stage 3 Archaeological Investigations were recommended for the De

Zen Site (AjGw-489) and the James Cracker Site (AjGw-490) as there is potential for each of these sites to be of historic interest or significance. The Stage 3 Archaeological Report concludes that the Stage 3 investigations for the De Zen Site suggests that the site has garnered all possible information and further Stage 4 excavation of this site will not yield valuable information regarding the early settlement of the area. The Stage 3 investigations for the James Cracker Site have garnered all possible information and further Stage 4 excavation of these sites will not yield valuable information regarding the early settlement of the area.

The Stage 3 Archaeological Report concludes that it is recommended that conditions respecting archaeological resources be considered addressed and recommends that no further archaeological investigations are warranted for the Subject Property. The Stage 3 Archaeological Report notes that no archaeological survey, regardless of its intensity, can entirely negate the possibility of deeply buried cultural material, notably human interments. In consequence, it is further recommended that should any such remains be encountered during construction activities, the Regulatory Operations Group, OMC and/or the Cemeteries Regulation Branch of the Ontario Ministry of Consumer and Commercial Relations be contacted immediately.

Transportation Impact Study prepared by td Ltd., dated March 21st, 2025

The TIS concludes that under 2028 future total conditions, with the addition of corridor growth, background development traffic, the redistribution of some of the background development traffic, the addition of site traffic from the proposed development, and signal improvements, all intersections operate with acceptable v/c ratios.
Although there are critical movements reported it is important to note that the site traffic contributes to less than 2% of the overall traffic and as a result, is seen as a negligible impact to the road network. TDM measures are proposed for the development that include pedestrian and cycling connections to encourage residents to explore alternatives to reduce single-occupant vehicle trips, transit accessibility, traffic calming measures, and TDM education campaigns to help encourage safety and allow for alternate modes of transportation. Applying the City of Mississauga Zoning By-Law 0225-2007 parking requirements to the Subject Property results in a minimum parking requirement of 442 spaces, including a minimum of 18 barrier-free spaces. Additionally, bicycle parking requirements include a total of 63 spaces, consisting of 49 Class A and 14 Class B spaces. The Zoning By-law also requires a total of 16 loading spaces. The proposal includes a total of 697 vehicle parking spaces, 26 barrier-free parking spaces, 105 bicycle parking spaces, and 84 loading spaces. The proposed parking and loading provisions for the Subject Property fully satisfy the Zoning By-law requirements.
The Subject Property generally meets the OPSD 350.010 standards for Urban, Industrial, Commercial and Apartment Entrances. GHD performed a swept path analysis and generally found that the proposed development can accommodate the movements of passenger vehicles, emergency vehicles, HSU and WB-20 trucks that are expected to access the proposed development. The findings of the traffic study confirm that the proposed industrial development can be accommodated within the planned road network without significant adverse impacts on traffic flow, capacity, or safety. The analysis demonstrates that projected site-generated traffic volumes are minimal relative to overall background traffic and can be effectively managed within the roadway capacity.

Supplementary Slope Stability Study Letter Report, prepared by Soil Engineers Ltd. Consulting Engineers, dated April 13th, 2020 (Revision of Report dated January 21st, 2016)

The slope stability study focuses on the eastern bank of Fletcher's Creek and the drainage feature downstream to the central pond, which is classified as a watercourse by CVC. The study notes that during a 2008 inspection, the drainage ditch was dry, with the slope generally well-vegetated, featuring dense grass and sparse trees. In steeper southern areas, tree growth was more prominent. The study recommends a development setback buffer to prevent degradation of the bank, with the buffer distance subject to CVC approval. Any future alterations to the slope should restore or

improve its condition. As per the EIS, the physical top of bank was staked with CVC on October 6, 2010 and March 24, 2011. The long-term stable slope assessment incorporated the toe erosion setback recommended by GEO Morphix Ltd. (2019).

8.0 CONCLUSION

As outlined in this Report, and in the supporting studies, the proposed development, and associated ZBA and DPOS represents good planning and is consistent with/conforms to Provincial, Regional and Municipal plans and policies.

The proposed development for seven (7) new industrial buildings on the Subject Property represents an efficient use of underutilized land within the employment area of Mississauga. The Proposal requires a ZBA to change the existing 'D – Development' zoning for lands outside of the 'G1 Greenlands – Natural Hazards' zone to 'E2 Employment' zoning to permit the Proposal as well as to refine the limits of the 'G1 Greenlands – Natural Hazards' zone to align with the findings of the EIS. The proposed DPOS is to facilitate the creation and conveyance to the City of a road bulb/cul-de-sac at the west end of Vicksburgh Drive, to create a Greenlands block to also be conveyed to the City, to create development blocks for the proposed employment industrial development, as well as to create a Greenlands crossing block to be conveyed and to allow for the proposed crossing over the Greenlands area. Based on the existing physical context and the surrounding area, the technical assessments, and our analysis of the Proposal within the in-force and adopted policy and regulatory context, we conclude the following:

- The Proposal is consistent with the Provincial Planning Statement, 2024;
- The proposed Draft Plan of Subdivision meets the Section 51 (24) of the Planning Act criteria for a draft plan of subdivision;
- The Proposal conforms to the City of Mississauga Official Plan, 2024 and the Proposed New Draft City of Mississauga Official Plan, 2025. It has been demonstrated that the proposed development is appropriate for the Subject Property;
- The Proposal represents an increase and appropriate use of, a currently underutilized site for employment uses that will be compatible with the surrounding area and will contribute to the achievement of a complete community;
- The proposed development provides needed employment density in a built-up area with existing employment uses and built-forms;
- The proposed development integrates rehabilitation and enhancement measures for existing natural features, thereby contributing positively to the ecological integrity of the natural features located on and in proximity to the Subject Property.

In conclusion, the proposed development is appropriate for the Subject Property and represents good planning. Therefore, we respectfully submit that the proposed Zoning By-law Amendment and Draft Plan of Subdivision applications be approved.

I hereby certify that this plan/report was prepared by or under the supervision of a Registered Professional Planner, within the meaning of the Ontario Professional Planner Institute Act, 1994.

Date: April 14th, 2025

TJ Cieciura, MCIP, RPP

President

9.0 SCHEDULES

SCHEDULE A - SURVEY

PLAN OF SURVEY OF
PART OF LOTS 11 AND 12
CONCESSION 1
WEST OF HURONTARIO STREET
(GEOGRAPHIC TOWNSHIP OF TORONTO, COUNTY OF PEEL)

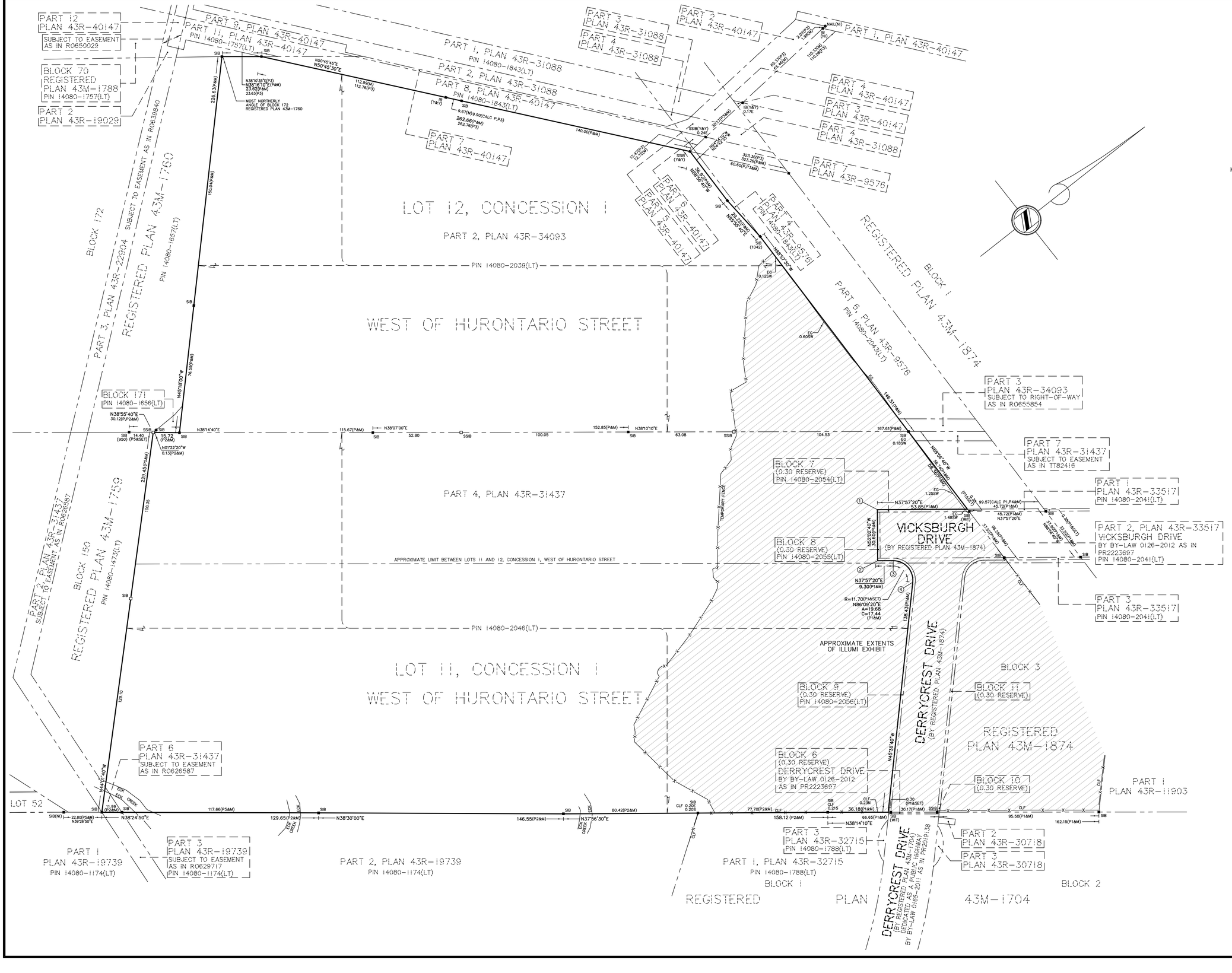
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

SCALE 1: 1000

20 10 0 10 20 30 40 60 80 100 metres

David B. Searles Surveying Ltd.
ONTARIO LAND SURVEYORS

METRIC
DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048



LEGEND

■	DENOTES	MONUMENT FOUND
□	DENOTES	MONUMENT SET
SIB	DENOTES	STANDARD IRON BAR
SSIB	DENOTES	SHORT STANDARD IRON BAR
WIT	DENOTES	WITNESS
950	DENOTES	F.G. CUNNINGHAM, O.L.S.
1042	DENOTES	B.K. EDWARDS, O.L.S.
1225	DENOTES	DAVID B. SEARLES SURVEYING LTD., O.L.S.
Y&Y	DENOTES	YOUNG & YOUNG SURVEYING INC., O.L.S.
CALC	DENOTES	CALCULATED FROM
M	DENOTES	MEASURED
P	DENOTES	PLAN 43R-34093
P1	DENOTES	REGISTERED PLAN 43M-1874
P2	DENOTES	PLAN 43R-31437
P3	DENOTES	PLAN 43R-40147
P4	DENOTES	PLAN 43R-33517
P5	DENOTES	REGISTERED PLAN 43M-1759
CLF	DENOTES	CHAIN LINK FENCE
ECK	DENOTES	EDGE OF CREEK
EG	DENOTES	EDGE OF GRAVEL
	DENOTES	APPROXIMATE EXTENTS OF ILLUMI EXHIBIT

COORDINATE TABLE

POINT ID	NORTHING	EASTING
①	4833613.83	603709.28
②	4833595.01	603733.38
③	4833602.34	603739.10
④	4833603.51	603756.50

BEARING NOTE

BEARINGS ARE GRID BEARINGS DERIVED FROM GPS OBSERVATIONS USING THE SMARTNET NETWORK AND ARE REFERRED TO THE CENTRAL MERIDIAN OF UTM ZONE 17 (81°00' WEST), NAD83 (ORIGINAL).

BEARINGS ON PLAN 43R-31437 (P2), PLAN 43R-33517 (P4) AND REGISTERED PLAN 43M-1759 (P5) HAVE BEEN ROTATED BY 01°02'00" COUNTERCLOCKWISE TO MAKE COMPARISONS.

DISTANCE NOTE

DISTANCES SHOWN HEREON ARE GROUND DISTANCES AND CAN BE CONVERTED TO GRID DISTANCES BY MULTIPLYING BY A COMBINED SCALE FACTOR OF 0.999704.

NOTE

ALL FOUND MONUMENTS ARE 1225 (DAVID B. SEARLES SURVEYING LTD., O.L.S.) UNLESS OTHERWISE NOTED ON THE FACE OF THE PLAN.

PROPERTY LIMITS ARE NOT FENCED UNLESS OTHERWISE NOTED ON THE FACE OF THE PLAN.

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SURVEYOR'S CERTIFICATE

I CERTIFY THAT :

1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE *SURVEYS ACT*, THE *SURVEYORS ACT*, AND THE REGULATIONS MADE UNDER THEM.

2. THE SURVEY WAS COMPLETED ON THE 6th DAY OF FEBRUARY, 2025.

FEBRUARY 28, 2025
DATE

Anthony Vaz
ANTHONY VAZ
ONTARIO LAND SURVEYOR

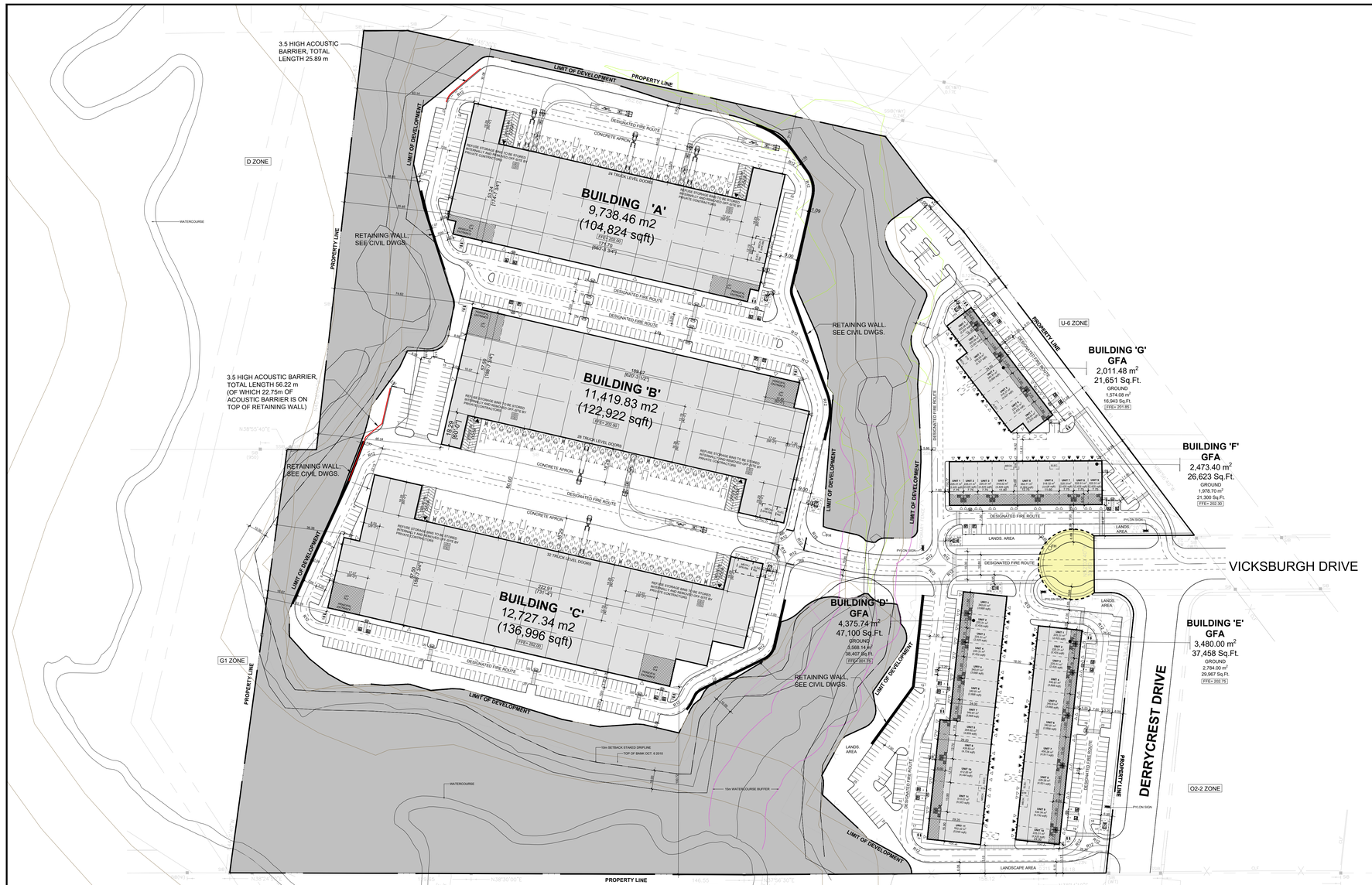
THIS PLAN OF SURVEY RELATES TO AOLS PLAN SUBMISSION FORM NUMBER V-85030

David B. Searles Surveying Ltd.
ONTARIO LAND SURVEYORS
4255 Sherwoodtowne Blvd., Suite 206, Mississauga, Ontario L4Z 1Y5
Tel: (905) 273-6840 Fax: (905) 896-4410
Email: info@dbsearles.ca

Calculator	Draftsperson
AV	PG
Editor	**Plan Index No.**
AV	E 15

Calculation File	Drawing File	File No.
48-12CALC.DWG	48-11-12.DWG	**48-11-12**

SCHEDULE B - SITE PLAN



KEY MAP

SCALE: N.T.S.

LEGAL DESCRIPTION

PLAN OF SURVEY OF
PART OF LOTS 11 AND 12
CONCESSION 1
(GEOGRAPHIC TOWNSHIP OF TORONTO, COUNTY OF PEEL)

CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

PROJECT NORTH

TRUE NORTH

SITE STATISTICS

SITE AREA	175,684.18 m2	or 43.41 acres	or	17.56 ha
SITE AREA W/ CUL DE SAC	174,726.72 m2	or 43.18 acres	or	17.47 ha
DEVELOPABLE SITE AREA	115,468.04 m2	or 28.53 acres	or	11.54 ha
ZONING				D ZONE (DEVELOPMENT)
FOOTPRINT AREA	45,418.65 m2	or		488,882 sf
SITE COVERAGE	45,418.65 m2	or		39.33 %
LANDSCAPED AREA	21,884.14 m2	or		18.95 %
PAVED AREA	48,165.25 m2	or		41.72 %

		REQUIRED		PROVIDED
SETBACKS	FRONT YARD (DERRYCREST DRIVE)	7.50 m		26.39 m
	REAR YARD (WEST)	7.50 m		32.78 m
	EXTERIOR SIDE YARD (NORTH)	7.50 m		30.03 m
	EXTERIOR SIDE YARD (SOUTH)	7.50 m		14.98 m
LANDS. BUFFER	ALONG G1 ZONE	5.00 m		16.07 m
	ALONG D ZONE	3.00 m		6.08 m
	ALONG U-6 ZONE	0.00 m		6.01 m
	ALONG O2-2 ZONE	3.00 m		6.00 m
GROSS FLOOR AREA	BUILDING 'A'	9,738.46 m2	or	104,824 sf
	MECH. / ELECTR./ STAIRS/ WR.	108.40 m2	or	1,167 sf
	BUILDING 'B'	11,419.83 m2	or	122,922 sf
	MECH. / ELECTR./ STAIRS/ WR.	108.40 m2	or	1,167 sf
	BUILDING 'C'	12,727.34 m2	or	136,996 sf
	MECH. / ELECTR./ STAIRS/ WR.	108.40 m2	or	1,167 sf
	BUILDING 'D'	4,375.74 m2	or	47,100 sf
	MEZZANINE	721.65 m2	or	7,768 sf
	GROUND FLOOR	3,501.09 m2	or	37,685 sf
	MECH. / ELECTR./ STAIRS/ WR.	153.00 m2	or	1,647 sf
	BUILDING 'E'	3,480.00 m2	or	37,458 sf
	MEZZANINE	624.35 m2	or	6,720 sf
	GROUND FLOOR	2,717.04 m2	or	29,246 sf
	MECH. / ELECTR./ STAIRS/ WR.	138.61 m2	or	1,492 sf
	BUILDING 'F'	2,473.40 m2	or	26,623 sf
	MEZZANINE	430.33 m2	or	4,632 sf
	GROUND FLOOR	1,920.81 m2	or	20,675 sf
	MECH. / ELECTR./ STAIRS/ WR.	122.26 m2	or	1,316 sf
	BUILDING 'G'	2,011.48 m2	or	21,651 sf
	MEZZANINE	386.87 m2	or	4,164 sf
	GROUND FLOOR	1,520.05 m2	or	16,362 sf
	MECH. / ELECTR./ STAIRS/ WR.	104.56 m2	or	1,125 sf
	TOTAL GFA	46,226.25 m2	or	497,655 sf

GFA NON-RESIDENTIAL BREAKDOWN

BUILDING	TOTAL GFA	M/E ROOM GFA	GFA NON-RES
A	9,738.46 m2	108.40 m2	9,630.06 m2
B	11,419.83 m2	108.40 m2	11,311.43 m2
C	12,727.34 m2	108.40 m2	12,618.94 m2
D	4,375.74 m2	153.00 m2	4,225.74 m2
E	3,480.00 m2	138.61 m2	3,341.39 m2
F	2,473.40 m2	122.26 m2	2,351.14 m2
G	2,011.48 m2	104.56 m2	1,907.92 m2
TOTAL	46,226.25 m2	843.63 m2	45,381.62 m2

		REQUIRED	PROVIDED
PARKING	1.1 spaces / 100 m2 of MULTI-UNIT WAREHOUSE GFA		
	BUILDING 'A'	108 spaces	137 spaces
	BUILDING 'B'	126 spaces	138 spaces
	BUILDING 'C'	141 spaces	155 spaces
	BUILDING 'D'	49 spaces	109 spaces
	BUILDING 'E'	39 spaces	74 spaces
	BUILDING 'F'	28 spaces	26 spaces
	BUILDING 'G'	23 spaces	58 spaces
	TOTAL PARKING	514 spaces	697 spaces
	ACCESSIBLE PARKING Required Regular Parking Spaces (201-1000, 2.0 + 2% of total)	13 spaces	28 spaces
BICYCLES	LONG TERM SPACES (EXACT LOCATION TBD DURING TENANT FIT-OUT) 0.10/ 100 m2 GFA BUILDING A= 10 spaces BUILDING B= 12 spaces BUILDING C= 13 spaces BUILDING D= 5 spaces BUILDING E= 4 spaces BUILDING F= 3 spaces BUILDING G= 2 spaces	49 spaces	TBD during tenant fit-out
	SHORT TERM SPACES 2 spaces/ ring	Min. 2 spaces	56 spaces/ 28 rings
LOADING	Greater than 250 m2 but less than or equal to 2,350 m2	1 Spaces	
	Greater than 2,350 m2 but less than or equal to 7,500 m2	6 Spaces	
	Greater than 7,500 m2 but less than or equal to 14,000 m2	9 Spaces	
	TOTAL LOADING	16 spaces	84 spaces
	BUILDING HEIGHT	N/A	XX.XX m
	FLOOR SPACE INDEX (FSI)	1.0	XX.XX m

SYMBOL LEGEND

▷	MAN DOOR
▷	LOADING DOCK DOOR
▶	DRIVE-IN / OVERHEAD DOOR
FH	HYDRANT + VALVE
FDC	FIRE DEPARTMENT CONNECTION / SIAMESE
CB	CATCH BASIN
SANMH	SANITARY MAN HOLE
CB/MH	CATCH BASIN / MAN HOLE
SMH	STORM MAN HOLE
HP	HYDRO POLE STANDARD / UTILITY POLE
BR	BIKE RACK (2-3 BIKES)
HT	HYDRO TRANSFORMER
	ACCESSIBLE PARKING SPACE
	ACCESSIBLE PARKING SPACE SIGNAGE
SNW	SNOW STORAGE AREA
G	REFUSE STORAGE BINS
	STOP SIGNS
+B	CONC. FILLED STEEL BOLLARDS, EXT. TYPE A, IN ACCORDANCE MS-25.WITH, DRAWING A-0.0
	LOADING SPACE 9.0 m x 3.5 m x 4.2 m H
M	GAS METER
FR	FIRE ROUTE SIGNS

AUTHORITIES HAVING JURISDICTION & GENERAL NOTES

PLANNING AND BUILDING DEPARTMENT
PLANNER:

i) I HEREBY CERTIFY THAT THIS DRAWING CONFORMS IN ALL RESPECTS TO THE SITE PLAN DEVELOPMENT PLANS AS APPROVED BY THE CITY OF MISSISSAUGA UNDER FILE NUMBER:

SP 25-XX WX ARCHITECT'S SIGNATURE
DATED: XXX- XX 2025

ii) THE CITY OF MISSISSAUGA REQUIRES THAT ALL WORKING DRAWINGS SUBMITTED TO THE BUILDING DIVISION AS PART OF AN APPLICATION FOR THE ISSUANCE OF A BUILDING PERMIT SHALL BE CERTIFIED BY THE ARCHITECT OR ENGINEER WITH THE SITE DEVELOPMENT PLAN AS APPROVED BY THE CITY OF MISSISSAUGA.

iii) ALL EXTERIOR LIGHTING WILL BE DIRECTED ONTO THE SITE AND WILL NOT INFRINGE UPON THE ADJACENT PROPERTIES.

iv) ALL ROOF TOP MECHANICAL UNITS SHALL BE SCREENED FROM VIEW BY THE APPLICANT.

v) PARKING SPACES RESERVED FOR PEOPLE WITH DISABILITIES MUST BE IDENTIFIED BY A SIGN, INSTALLED BY THE APPLICANT'S EXPENSE, IN ACCORDANCE WITH THE DESIGN SPECIFICATION OF SCHEDULES 2 & 3 OF BY-LAW #10 -2016.

vi) THE APPLICANT WILL BE RESPONSIBLE FOR ENSURING THAT ALL PLANS CONFORM TO TRANSPORT CANADA'S RESTRICTIONS.

vii) GRADES WILL BE MET WITHIN A 33% MAXIMUM SLOPE AT THE PROPERTY LINES AND WITHIN THE SITE.

viii) ALL DAMAGED AREAS ARE TO BE REINSTATED WITH TOPSOIL AND SOD PRIOR TO THE RELEASE OF SECURITIES.

ix) SIGNAGE SHOWN ON THE SITE DEVELOPMENT PLANS IS FOR INFORMATION PURPOSES ONLY. ALL SIGNS REQUIRE A PERMIT PURSUANT TO THE PROVISIONS OF SIGN BY-LAW 0054-2002, AS AMENDED, AND A SEPARATE SIGN APPLICATION WILL BE REQUIRED THROUGH THE BUILDING DIVISION.

x) ANY FENCING ADJACENT TO MUNICIPAL LANDS IS TO BE LOCATED 15 cm (60 m.) INSIDE THE PROPERTY LINE.

xi) ONLY "SHIELDED" LIGHTING FIXTURES ARE PERMITTED FOR ALL DEVELOPMENT, EXCEPT FOR DETACHED AND SEMI-DETACHED DWELLINGS WITHIN 60 m (196.8 ft) OF A RESIDENTIALLY ZONED PROPERTY AND MUST CONFORM TO THE ENGINEER CERTIFIED LIGHTING PLAN.

xii) THE ENGINEER CERTIFIED LIGHTING PLAN MUST BE SIGNED BY THE CONSULTING ENGINEER.

xiii) THE OWNER COVENANTS AND AGREES TO CONSTRUCT AND INSTALL "SHIELDED" LIGHTING FIXTURES ON THE SUBJECT LANDS, IN CONFORMITY WITH THE SITE PLAN AND ENGINEER CERTIFIED LIGHTING PLAN TO THE SATISFACTION OF THE CITY OF MISSISSAUGA.

xiv) THE STRUCTURAL DESIGN OF ANY RETAINING WALL OVER 0.6m IN HEIGHT OR ANY RETAINING WALL LOCATED ON A PROPERTY LINE IS TO BE SHOWN ON THE SITE GRADING PLAN FOR THIS PROJECT AND IS TO BE APPROVED BY THE CONSULTING ENGINEER FOR THE PROJECT.

xv) CONTINUOUS 15 cm HIGH BARRIER TYPE POURED CONCRETE CURBING WILL BE PROVIDED BETWEEN ALL ASPHALT AND LANDSCAPED AREAS THROUGHOUT THE SITE.

xvi) ALL UTILITY COMPANIES WILL BE NOTIFIED FOR LOCATES PRIOR TO THE INSTALLATION OF THE HOARDING THAT LIES WITHIN THE SITE AND WITHIN THE LIMITED OF THE CITY BOULEVARD AREA.

LANDSCAPE ARCH:

i) THE APPLICANT IS RESPONSIBLE FOR ENSURING THAT TREE PROTECTION HOARDING IS MAINTAINED THROUGHOUT ALL PHASES OF DEMOLITION AND CONSTRUCTION IN THE LOCATION AND CONDITION AS APPROVED BY THE PLANNING AND BUILDING DEPARTMENT. NO MATERIALS (BUILDING MATERIALS, SOIL, EQUIPMENT, VEHICLES) ARE TO BE STORED WITHIN THE TREE PROTECTION ZONE AREAS BEYOND THE ORIGINALLY APPROVED OR THE STORAGE OF MATERIALS WITHIN THE HOARDING WILL BE CAUSE FOR THE LETTER OF CREDIT TO BE HELD FOR TWO (2) YEARS FOLLOWING COMPLETION OF ALL SITE WORKS.

OWNER'S SIGNATURE: _____ DATED: _____

ii) NOTE: IF THE FINAL COURSE OF ASPHALT PAVING IS DELAYED, INSTALL A TEMPORARY LIFT OF ASPHALT AT RAMPS OR CURB CUTS TO PROVIDE BARRIER-FREE ACCESS.

TRANSPORTATION & WORKS
DEVELOPMENT ENGINEERING:

i) THIS SITE PLAN IS TO BE READ IN CONJUNCTION WITH THE SITE GRADING & SERVICING PLANS SW1A, SW1B, SW1C, SW2A, SW2B, AND SW2C PREPARED BY SKIRA ENGINEERING

ii) PORTIONS OF THE DRIVEWAY WITHIN THE MUNICIPAL BOULEVARD WILL BE PAVED BY THE APPLICANT.

iii) AT THE ENTRANCES TO THE SITE, THE MUNICIPAL CURB AND SIDEWALK SHALL BE CONTINUOUS THROUGH THE DRIVEWAY AND A CURB DEPRESSION WILL BE PROVIDED FOR EACH ENTRANCE.

iv) "ALL PROPOSED CURBING WITHIN THE MUNICIPAL BOULEVARD AREA FOR THE SITE IS TO SUIT AS FOLLOWS: FOR ALL OTHER PROPOSALS INCLUDING INDUSTRIAL, COMMERCIAL AND CONDOMINIUM DEVELOPMENTS TO THE SITE ARE TO BE: IN ACCORDANCE WITH O.P.S.D. 350.010. (save and accept Detail 'A' which shall match City of Mississauga Standard 2240.031).

v) "ALL EXCESS EXCAVATED MATERIAL WILL BE REMOVED FROM SITE."

vi) "THE APPLICANT WILL BE REQUIRED TO CONTACT ALL UTILITY COMPANIES TO OBTAIN ALL REQUIRED LOCATES PRIOR TO THE INSTALLATION OF HOARDING WITHIN THE MUNICIPAL RIGHT-OF- WAY."

vii) " ALL INTERNAL CURBS ARE TO BE STANDARD CURB AND GUTTER AS PER O.P.S.D. 600.070."

viii) "SHOULD ANY WORKS BE REQUIRED WITHIN THE MUNICIPAL RIGHT-OF-WAY, A ROAD OCCUPANCY PERMIT WILL BE REQUIRED. PUCC APPROVAL WILL BE REQUIRED. FOR FURTHER INFORMATION, PLEASE CONTACT THE PUCCPERMIT TECHNOLOGIST, LOCATED AT 3185 MAVIS ROAD."

ix) ALL LANDSCAPING AND GRADING WITHIN CLOSE PROXIMITY TO THE PROPOSED ACCESS POINTS IS TO BE DESIGNED TO ENSURE THAT ADEQUATE SIGHT DISTANCES ARE AVAILABLE FOR ALL APPROACHING AND EXITING MOTORISTS AND PEDESTRIANS.

x) ALL DAMAGED OR DISTURBED AREAS WITHIN THE MUNICIPAL RIGHT-OF-WAY ARE TO BE REINSTATED AT THE APPLICANT'S EXPENSE.

xi) ALL SURFACE DRAINAGE WILL BE SELF CONTAINED, COLLECTED AND DISCHARGED AT A LOCATION TO BE APPROVED PRIOR TO THE ISSUANCE OF A BUILDING PERMIT. THE APPLICANT WILL BE REQUIRED TO CONTACT ALL UTILITY COMPANIES TO OBTAIN ALL REQUIRED LOCATES PRIOR TO THE INSTALLATION OF HOARDING WITHIN THE MUNICIPAL RIGHT OF WAY.

xii) WORKS IN THE MUNICIPAL RIGHT OF WAY BEING PERFORMED BY THE CITY'S CONTRACTOR WILL REQUIRE 4 TO 6 WEEKS NOTICE PRIOR TO COMMENCEMENT OF CONSTRUCTION AFTER ALL DRAWINGS HAVE BEEN APPROVED AND SECURITIES HAVE BEEN RECEIVED.

FIRE PREVENTION
FIRE DEPARTMENT NOTE:

i) THE FIRE ACCESS ROUTE SHALL BE DESIGNED TO SUPPORT THE LOADS IMPOSED BY FIREFIGHTING EQUIPMENT. THE FIRE ACCESS ROUTE WILL HAVE CHANGE IN GRADIENT OF NOT MORE THAN 1 IN 12.5 OVER A MINIMUM DISTANCE OF 15m.

ii) FIRE ROUTE SHALL BE DESIGNATED AS PER CITY'S FIRE ACCESS ROUTE BY-LAW.

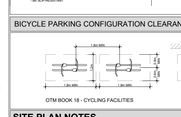
iii) FIRE DEPARTMENT ACCESS ROUTE SHALL BE CONSTRUCTED OF HARD SURFACE MATERIAL SUCH AS ASPHALT, CONCRETE OR LOCKSTONE.

iv) FIRE DEPARTMENT ACCESS ROUTES SHALL HAVE AN OVERHEAD CLEARANCE OF NOT LESS THAN 5 m.

ENVIRONMENTAL ENGINEERING:
THE GEOTECHNICAL AND ENVIRONMENTAL SUITABILITY OF THE FILL WILL BE ASSESSED BY THE GEOTECHNICAL ENGINEER.

CURB RAMP DETAIL

BICYCLE PARKING CONFIGURATION CLEARANCES



SITE PLAN NOTES

1. SNOW TO BE REMOVED OFF-SITE BY PRIVATE CONTRACTOR
2. ALL ROOF TOP MECHANICAL UNITS SHALL BE ADEQUATELY SCREENED FROM PUBLIC VIEWS BY THE APPLICANT. THE DESIGN, PLACEMENT AND SCREENING OF THE UNITS SHOULD COMPLEMENT THE BUILDING ARCHITECTURE WITH RESPECT TO FORM, MATERIALS AND COLOUR.

ACCESSIBLE PARKING SIGN REQUIREMENTS

THE CORPORATION OF THE CITY OF MISSISSAUGA
ACCESSIBLE PARKING SIGN REQUIREMENTS
ACCESSIBLE PARKING BY-LAW # 10-2016

Accessible Parking Signs shall be mounted on a level wall surface or mounted on a post, as per the City of Mississauga Standard Drawing, or any requirements or regulations made under the Highway Traffic Act and the Accessibility for Ontarians with Disabilities Act, and be located:

- At a height of 1200 mm (47 in.) from the ground/floor surface to the bottom edge of the sign.
- If mounted on a post, the post shall be colour contrasted with its background environment.
- For perpendicular parking centred on the parking space; and
- For parallel parking located forward the end of the parking space, on the opposite end of the parking aisle.

Each **Type 'A' Parking Space** shall have two (2) 750 mm x 300 mm (5 inches x 11 ½ inches) signs, on the same sign post/wall mount and located immediately below the sign as illustrated in Schedule "C" of Accessible Parking By-law 10-2016 with "Maximum Fine $5,000.00", as illustrated in Schedule "C" of Accessible Parking By-law 10-2016.

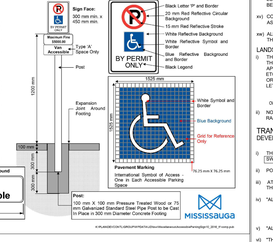
Each **Type 'B' Parking Space** shall have a 750 mm x 300 mm (5 inches x 11 ½ inches) sign, on the same sign post/wall mount and located immediately below the sign described in sections 8 and 11, with the words "Maximum Fine $5,000.00", as illustrated in Schedule "C" of Accessible Parking By-law 10-2016.

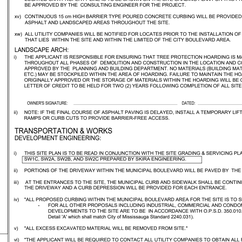
Sign Face:
- 0.064 mm gauge aluminum sign blank
- white background
- holes pre-drilled

Mounting:
Secure the sign face to a post or wall with two galvanized 12 mm hex. head bolts and nuts with flat washers on both sides.

Black colour font (min. size 25 mm) - White Reflective Background

Maximum Fine $5000.00	Van Accessible
300 mm (11 3/4 in.)	300 mm (11 3/4 in.)





PARKING SPACES RESERVED FOR PEOPLE WITH DISABILITIES MUST BE IDENTIFIED BY A SIGN, INSTALLED AT THE APPLICANT'S EXPENSE, IN ACCORDANCE WITH THE DESIGN SPECIFICATIONS OF SCHEDULES 2 & 3 OF BY-LAW #10-2016.

No.	ISSUED	DATE

No.	REVISION	DATE

BALDASSARRA Architects Inc.
30 Great Gulf Drive, Unit 20 | Concord ON | L4K 0K7
T. 905.660.0722 | www.baldassarra.ca

OWNERS INFORMATION:

HWY 10 & HWY 407

MISSISSAUGA, ON

SITE PLAN
INDUSTRIAL DEVELOPMENT

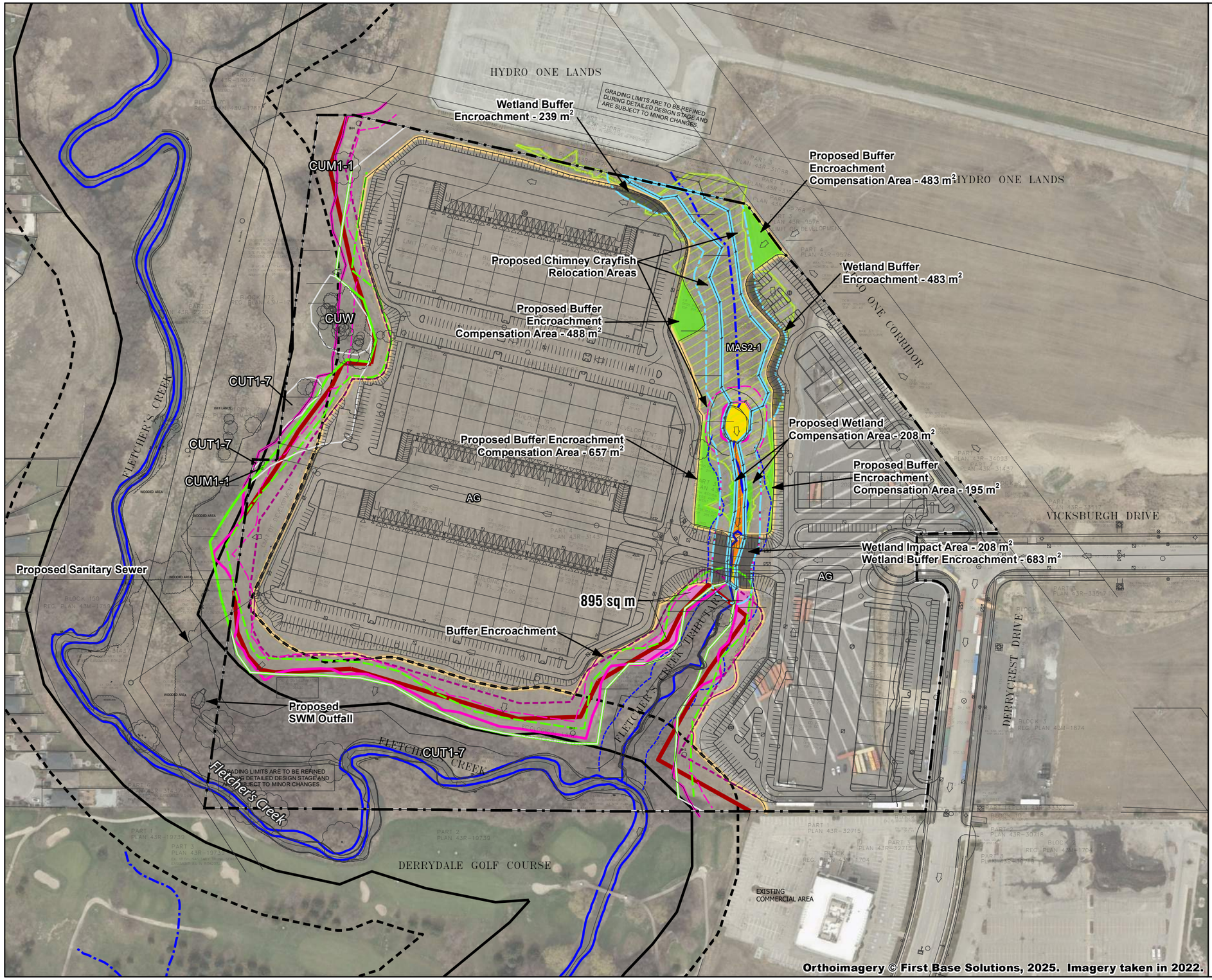
DATE:	DRAWN BY:	CHECKED:	SCALE:
DEC. 2024	HP	JP	1:1000

PROJECT No.: P-24058

DRAWING No.: A-1.0

P:\P-24058_Hurontrio and Hwy 407 - Mississauga\Drawings\03_Current Drawings\P-24058_A-1.0.dwg

SCHEDULE C - CONCEPTUAL SITE PLAN, LIMIT OF DEVELOPMENT & PROPOSED RESTORATION FIGURE 6, EIS REPORT (PREPARED BY GEI CONSULTANTS, DATED FEBRUARY 2025)



- Subject Lands
- Limit of Development
- Watercourse
- Drainage Feature
- 15m Watercourse Buffer
- Final Meanderbelt
- 30m Setback from Meanderbelt
- Staked Wetland July 6, 2012
- 10m Setback from Staked Wetland/Locally Important Amphibian Breeding Habitat & Corridor (where necessary)
- Long-term Stable Slope
- 10m Setback from Long-term Stable Slope
- Top of Bank Staked October 6, 2010 with Revisions on March 24, 2011
- 10m Setback from Top of Bank
- Amphibian Movement Corridor
- Locally Important Amphibian Breeding Habitat (Wetland)
- Dripline Staked July 6-12
- 10 m Setback from Staked Dripline
- Proposed Forest Rehabilitation
- Ecological Land Classification
- Terrestrial Crayfish SWH (Based on furthest extent of 2019 Chimney Observations)
- Proposed Encroachment Compensation Area
- Wetland Buffer Encroachment

ELC LEGEND

CULTURAL	
CUW	Black Locust Cultural Woodland
CUT1-7*	Buckthorn-Hawthorn Cultural Thicket
CUM1-1	Dry-Fresh Old Field Meadow
MARSH	
MAS2-1	Cattail Mineral Shallow Marsh

**type not listed in Southern Ontario ELC*

AG	Agricultural

7140 Hurontario Street, Mississauga

Figure 6
Conceptual Site Plan, Limit of Development and Proposed Restoration

0 50 M
1:2,500

GEI Consultants

SCHEDULE D - LANDSCAPE CONCEPT PLAN

HYDRO ONE LANDS

HYDRO ONE LANDS

HYDRO ONE CORRIDOR

SODDING
PROPOSED 1.5M HIGH BLACK VINYL CHAINLINK FENCE

3.5 HIGH ACOUSTIC BARRIER TOTAL LENGTH 25.89 m

LIMIT OF DEVELOPMENT

PROPERTY LINE

NATURAL PLANTING BUFFER

PROPOSED 1.5M HIGH BLACK VINYL CHAINLINK FENCE

D ZONE

WATERCOURSE

RETAINING WALL. SEE CIVIL DWGS.

DESIGNATED FIRE ROUTE

CONCRETE APRON

24 TRUCK LEVEL DOORS

REFUSE STORAGE BINS TO BE STORED INTERNALLY AND REMOVED OFF-SITE BY PRIVATE CONTRACTORS

DRIVE-IN DOOR

BUILDING 'A'
9,738.46 m2
FFE= 202.00

PRINCIPAL ENTRANCE

SEATING AREA

CONCRETE SIDEWALK

BUILDING 'B'
11,419.83 m2
FFE= 202.00

28 TRUCK LEVEL DOORS

BUILDING 'C'
12,727.34 m2
FFE= 202.00

32 TRUCK LEVEL DOORS

3.5 HIGH ACOUSTIC BARRIER TOTAL LENGTH 56.22 m OF WHICH 22.75m OF ACOUSTIC BARRIER ON TOP OF RETAINING

FLETCHER'S CREEK

FLETCHER'S CREEK TRIBUTARY

O2 ZONE

PROPOSED 1.5M HIGH BLACK VINYL CHAINLINK FENCE ON RETAINING WALL

U-6 ZONE

BUILDING 'G'
FFE= 201.80

BUILDING 'F'
FFE= 202.30

BUILDING 'D'
FFE= 201.70

BUILDING 'E'
FFE= 202.70

PROPERTY LINE

PROPOSED 1.5M HIGH BLACK VINYL CHAINLINK FENCE

CONCRETE SIDEWALK

SODDING

PYLON SIGN

VICKSBURGH DRIVE

DERRYCREST DRIVE

O2-2 ZONE

CONCRETE SIDEWALK

SODDING

PROPOSED 1.5M HIGH BLACK VINYL CHAINLINK FENCE

CONCRETE SIDEWALK

CROSSWALK

EXISTING CHAINLINK FENCE

SODDING

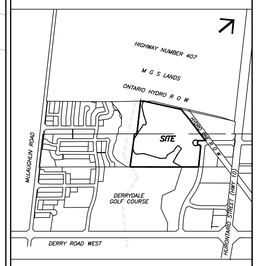
DERRYDALE GOLF COURSE

1 L100 LANDSCAPE CONCEPT PLAN

SCALE 1: 750

GENERAL NOTES

- VERIFY ALL DIMENSIONS.
- DO NOT SCALE DRAWINGS.
- REPORT ANY DISCREPANCIES, DISCOVERED ERRORS, OR OMISSIONS TO THE LANDSCAPE ARCHITECT BEFORE PROCEEDING.
- IT IS ADVISED THAT CONTRACTORS CONTACT THE LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION TO ENSURE THE USE OF THE LATEST REVISED DRAWINGS.
- DRAWINGS AND SPECIFICATIONS ARE THE PROPERTY OF THE LANDSCAPE ARCHITECT.



LEGEND:

- PROPERTY LINE
- EXISTING TREES AND TREE GROUPINGS TO BE PRESERVED
- PROPOSED DECIDUOUS TREE
- PROPOSED CONIFEROUS TREE
- SODDING
- PROPOSED SHRUBS
- PROPOSED PERENNIALS & GRASSES
- CONCRETE SIDEWALK
- UNIT PAVING
- BIKE RACKS
- LANDSCAPE FURNITURE
- CHAINLINK FENCE
- TRANSFORMER
- PYLON SIGN

No.	DATE.	REVISION.	BY.
1	2025-03-14	ISSUED FOR SUBMISSION	B.B.

It is the responsibility of the Contractor and/or Owner to ensure that the drawings with the latest revisions are used for construction.

SBK
5770 HURONTARIO STREET, SUITE 320
MISSISSAUGA, ONTARIO, L5R 3G5
T: 416.695.4949 F: 905.712.3101
WWW.STRYBOS.COM
STRYBOS BARRON KING
LANDSCAPE ARCHITECTURE

PROJECT.

PROPOSED
INDUSTRIAL SUBDIVISION
PART OF LOTS 11 & 12, CONCESSION 1 WHS
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

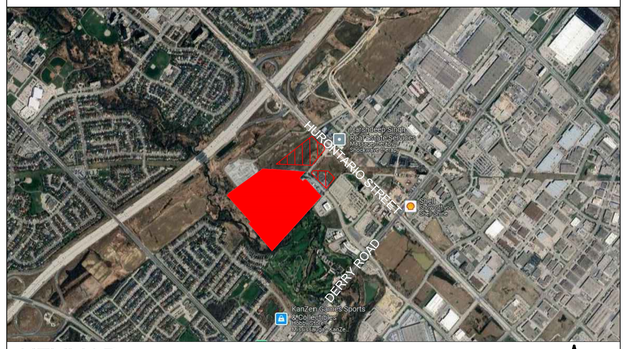
DRAWING TITLE.

LANDSCAPE CONCEPT PLAN

SCALE. 1 : 750	PROJECT No. 15-4538
DATE. JUNE 10, 2015	
DRAWN BY. KK	DRAWING No. L100
CHECKED BY. LAB	

SCHEDULE E - PROPOSED DRAFT PLAN OF SUBDIVISION

PROPOSED DRAFT PLAN OF SUBDIVISION
PART OF LOTS 11 AND 12, CONCESSION 1
WEST OF HURONTARIO STREET
(GEOGRAPHIC TOWNSHIP OF TORONTO, COUNTY OF PEEL)
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL



KEYMAP

Subject Property

Additional land owned by the Applicant/owner

0 km 0.5 km 1 km

N

LEGEND

Subject Site Boundary

Block Lines

AREA TABLE

Employment Area	Blocks 1 & 4	11.29	ha.
Greenlands Area	Block 2	6.0	ha.
Greenlands Area Crossing	Block 3	0.16	ha.
Road		0.12	ha.±
TOTAL		17.57	ha.±

ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51 (17) OF THE PLANNING ACT

C. The applicant owns additional land adjacent to the proposed subdivision.
D. Industrial Buildings.
H. Piped water to be provided.
I. Silty clay till & sandy silt till.
K. Sanitary and storm sewers to be provided

SURVEYOR'S CERTIFICATE

I hereby certify that the boundaries of the land to be subdivided as shown on this plan, and their relationship to the adjacent lands are accurately and correctly shown.

Anthony Vaz – O.L.S. Signature Day Month Year

OWNERS AUTHORIZATION

I, Sandro De Zen here by authorize Design Plan Services Inc. to prepare and submit a draft plan of subdivision for approval.

Sandro De Zen – Owner Signature Day Month Year

DESIGN PLAN SERVICES INC.
Town Planning Consultants

87 Skyway Avenue, Suite 200
Toronto, ON M9W 6R3
Telephone: 416.626.5445
www.designplan.ca

1:1000	March 7th /2025	22332-5	Rev.	Drawn	RW Design
Scale	Date	Drawing Number			

SCHEDULE F - PROPOSED DRAFT ZONING BY-LAW AMENDMENT

Draft Zoning By-law Amendment

PROPOSED ZONING BY-LAW NO. xx-XXX

To amend Zoning By-law Number 0225-2007, as amended, of the City of Mississauga with respect to the lands legally known as Part of Lots 11 and 12, Concession 1, West of Hurontario Street (Geographic Township of Toronto, County of Peel), City of Mississauga, Regional Municipality of Peel

WHEREAS authority is given to the council of a municipality by Section 34 of the Planning Act, R.S.O 1990. c.P. 13, as amended, to pass Zoning-Bylaws; and

Whereas Council of the City of Mississauga has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act;

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

1. Map number 52E of "Schedule B" to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by changing thereon from "D" - Development Zone to "E2-XX" - Employment site-specific exception zone, the zoning of Part of Lots 11 and 12, Concession 1, West of Hurontario Street (Geographic Township of Toronto, County of Peel), City of Mississauga, Regional Municipality of Peel in the City of Mississauga, provided however that the "E2-XX" zoning shall only apply to the lands which are shown on the attached Schedule "A" outlined with "E2-XX" Zoning indicated thereon;

2. Map number 52E of "Schedule B" to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by changing thereon from "G1" - Greenlands Natural Hazards zone to "G1-XX" - Greenlands Natural Hazards site-specific exception zone, the zoning of Part of Lots 11 and 12, Concession 1, West of Hurontario Street (Geographic Township of Toronto, County of Peel), City of Mississauga, Regional Municipality of Peel in the City of Mississauga, provided however that the "G1-XX" zoning shall only apply to the lands which are shown on the attached Schedule "A" outlined with "G1-XX" Zoning indicated thereon;

3. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Exception Table to section 8.2.1.XX:

8.2.1.XX	Exception E2-XX	Map #XX	By-law: xx-XXX
Zone Regulations			
In an E2-XX zone the permitted uses and applicable regulations shall be as specified for an E2 zone except that the following uses/regulations shall apply:			

8.2.1.XX.1	Permitted Uses:		
	No Building or Structure or part thereof shall be erected or used for the following purposes: (1) Waste processing station; (2) Waster transfer station; (3) Motor vehicle repair facility – restricted; (4) Motor vehicle repair facility; (5) Motor vehicle wash facility – restricted; (6) Adult video store; (7) Adult entertainment establishment; (8) Truck fuel dispensing facility;		

4. Notwithstanding the provisions of 8.2.1 of the E2 zone, the following regulations shall apply:
    a. Despite the definition of a lot, a lot in this case will refer to the lands zoned E2-XX as per the attached Schedule "A".
    b. The Required Minimum Front Yard Setback is as per the attached Schedule "B".
    c. The Required Minimum Rear Yard Setback is as per the attached Schedule "B".
    d. The Required Minimum Exterior and Interior Setbacks are as per the attached Schedule "B".
    e. The required Minimum Depth of Landscaped Buffer measured from a lot line that is a street line is as per the attached Schedule "B".
    f. The Required Minimum Depth of a Landscaped Buffer measured from a lot line that abuts an Employment or Utility Zone is as per the attached Schedule "B".

5. Notwithstanding the provisions of Section 10.2.1 of the G1 zone, the following permitted uses/regulations shall apply:
    a. A road crossing and buried/below grade servicing infrastructure shall be permitted in the G1-XX Zone as per the attached Schedule "A".

6. Notwithstanding the provisions of Section 2.1.17.1 of the G1 zone, the following regulations shall apply:
    a. The Minimum Required Setback of all buildings and structures in a non-residential zone to all lands zoned G1-XX are as per the attached Schedule "B".
    b. The Minimum Required Setback of parking areas, driveways, loading spaces, other paved areas and an area used for outdoor storage in a non-residential zone to all lands zoned G1-XX are as per the attached Schedule "B".

APPENDIX "A" To By-law No, _____

Explanation of the Purpose and Effect of the By-law

The purpose of this amendment is to permit an industrial development consisting of seven (7) new industrial buildings and a new internal private road network including parking areas, drive-aisles, and landscaped areas.

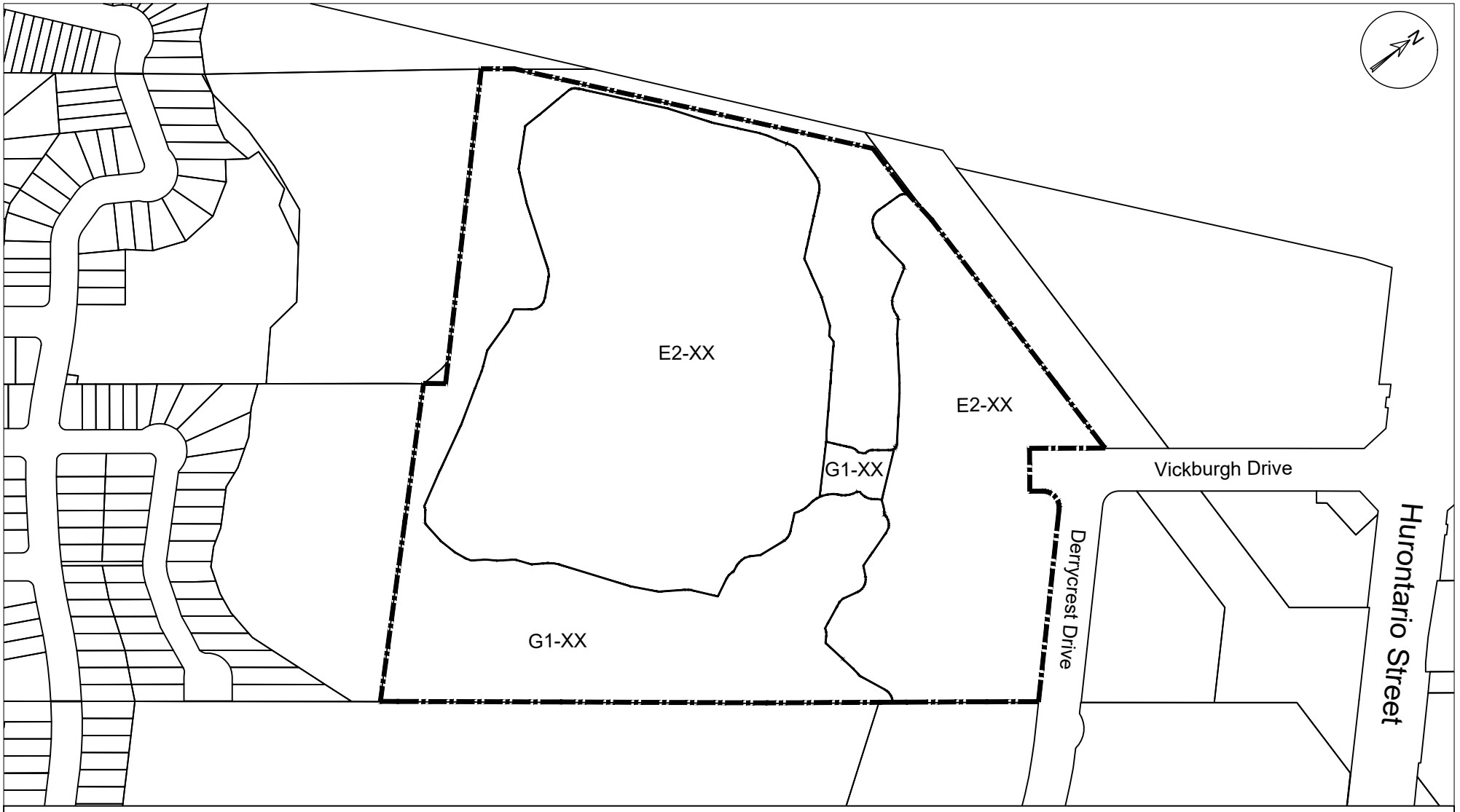
Further, the purpose of the amendment is to rezone the Subject Property from "Development (D)" Zone for the lands located outside of the existing "Greenlands Overlay" and "Greenlands - Natural Hazards (G1)" Zone to the "Employment (E2)" Zone. A site-specific exception (G1-XX) will be proposed for the natural features/hazards which includes Fletcher's Creek and its associated valley system as well as associated buffer areas. The proposed refined "G1-XX" exception zone will implement the findings of the Environmental Impact Study ("EIS") as it relates to the development limits and will ensure zone boundaries follow the development limits, to maintain and protect the identified natural features/hazards and their associated buffers. In addition, the proposed altered "G1-XX" exception zone will permit buried stormwater and sanitary pipes, a stormwater outfall and level spreader to be located in the adjacent Fletcher's Creek Valley as well as the proposed Greenlands road crossing.

This By-law amends the zoning of the property outlined on the attached Schedule "A" from "D" to "E2-XX" and from "G1" to "G1-XX".

Location of Lands Affected

Located on the lands on the southwest side of Hurontario Street, northwest of Derry Road, southeast of Highway 407, and northeast of Fletcher's Creek. The land is not municipally addressed but is legally described as Part of Lots 11 and 12, Concession 1, West of Hurontario Street (Geographic Township of Toronto, County of Peel), City of Mississauga, Regional Municipality of Peel and is as shown on the attached Schedule "A".

Further information regarding this By-law may be obtained from XXXXXX of the City Planning and Building Staff at (905) 615-3200 x XXXX.



PLAN OF SURVEY OF PART OF LOTS 11 AND 12 CONCESSION 1 WEST OF
HURONTARIO STREET
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

THIS IS SCHEDULE "A" TO

BY-LAW _____

PASSED ON BY COUNCIL ON

_____

Subject Property

Zoning Linework

PLAN OF SURVEY OF PART OF LOTS 11 AND 12 CONCESSION 1 WEST OF
HURONTARIO STREET
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

- Limit of Development
- Edge of Curb/Pavement
- Subject Property
- Building Footprint

THIS IS SCHEDULE "B" TO

BY-LAW _____

PASSED ON BY COUNCIL ON

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