



DECLARATION

Section 17 of the Planning Act

Applicant: Glenn Schnarr & Associates Inc.
Municipality City of Mississauga
Our File: OPA 86

I, Sacha Smith, Deputy Clerk, solemnly declare,

1. That the decision in respect of the above-noted matter was made on July 4, 2018 when By-law Number 0176-2018 was enacted and that notice as required by Section 17 of the Planning Act was given on July 12, 2018.
2. That no appeal to the Local Planning Appeal Tribunal of the decision in respect of the above-noted matter was received under Section 17 of the Planning Act within the time specified for submitting an appeal.

And I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath.

Declared before me


at the City of Mississauga

in the Regional Municipality of Peel

This 1st day of August, 2018.



Commissioner of Oaths



Declarant
Sacha Smith

Saima Tufail, a Commissioner, etc.,
Province of Ontario, for the
Corporation of the City of Mississauga.
Expires March 13, 2021.



MISSISSAUGA

NOTICE OF THE PASSING OF AN OFFICIAL PLAN AMENDMENT AND A ZONING BY-LAW

DATE OF NOTICE	July 12, 2018	
OPA NUMBER	OPA 86 (By-law 0176-2018)	
ZONING BY-LAW NUMBER	0177-2018	
DATE PASSED BY COUNCIL	July 04, 2018	
LAST DATE TO FILE APPEAL	July 31, 2018	
FILE NUMBER	OZ 17/009	Ward 5
APPLICANT	Glenn Schnarr & Associates Inc.	
PROPERTY LOCATION	South East of Highway 401 and Mavis Road.	

TAKE NOTICE that on July 04, 2018 the Council of the Corporation of the City of Mississauga passed the above noted Official Plan Amendment OPA 86 and Zoning By-law, under Section 17 or 21 of the Planning Act, R.S.O., 1990, c.P.13, as amended.

THE PURPOSE AND EFFECT of the Official Plan Amendment is to add a Special Site Policy to permit limited outdoor display and storage and accessory retail sales of motor vehicles to a motor vehicle repair facility in a Business Employment designation.

The purpose of the Zoning By-law is to permit sales of motor vehicles and outdoor storage and display of motor vehicles accessory to a motor vehicle repair facility.

The Zoning By-law shall not come into force until Mississauga Official Plan Amendment Number 86 is in full force and effect.

The decision of Council is final if a notice of appeal is not received on or before the last day for filing a notice of appeal.

IF YOU WISH TO APPEAL to the Local Planning Appeal Tribunal a copy of an appeal form is available from the LPAT website at elto.gov.on.ca. An appeal must be filed with the Clerk of the City of Mississauga, Attention: Diana Rusnov, 300 City Centre Drive, Mississauga, Ontario L5B 3C1 no later than **July 31, 2018**.

Only individuals, corporations and public bodies may appeal a by-law to the Local Planning Appeal Tribunal. A notice of appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be filed in the name of an individual who is a member of the association or the group on its behalf.

No person or public body shall be added as a party to the hearing of the appeal unless, before the official plan amendment and/or by-law was passed, the person or public body made oral submissions at a public meeting or written submissions to the City of Mississauga Council or, in the opinion of the Local Planning Appeal Tribunal, there are reasonable grounds to add the person or public body as a party.

The Notice of Appeal must:

- 1) set out reasons for the appeal;
- 2) be accompanied by the fee in the amount of \$300.00 payable to the Minister of Finance, and
- 3) be accompanied by a fee of \$150.00, payable City of Mississauga.
- 4) Four (4) copies of the appeal package.

MORE INFORMATION: A copy of the Official Plan Amendment and Zoning By-law in their entirety can be found at www.mississauga.ca/portal/cityhall/publicnotices or from **Gillian McGinnis** of the City of Mississauga, Planning and Building Department at (905) 615-3200 X 5593, or in person at the Office of the City Clerk, 300 City Centre Drive, 2nd Floor, Mississauga, Ontario.

Sacha Smith, Manager & Deputy Clerk
Legislative Services,
Corporate Services Department
905-615-3200 X 4516

Amendment No. 86
to
Mississauga Official Plan

By-law No. 0176-2018

A by-law to Adopt Mississauga Official Plan Amendment No. 86

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, ("*Planning Act*") Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs authorized the Regional Municipality of Peel ("Region" or "Regional"), an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. 86, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan to permit accessory uses on a site designated Business Employment in the Gateway Employment Character Area;

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

1. The document attached hereto, constituting Amendment No. 86 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this 4 day of July, 2018.

Signed Bonnie Leach Signed [Signature]
MAYOR CLERK

Amendment No. 86
to
Mississauga Official Plan

The following text constitutes Amendment No. 86.

Also attached but not constituting part of the Amendment are Appendices I and II.

Appendix I is a description of the Public Meeting held in connection with this Amendment.

Appendix II is a copy of the Planning and Building Department report dated June 11, 2018, pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to add a Special Site Policy to permit limited outdoor display and storage and accessory retail sales of motor vehicles to a motor vehicle repair facility in a Business Employment designation.

LOCATION

The lands affected by this Amendment are located southeast of Mavis Road and Highway 401. The subject lands are located in the Gateway Employment Area Character Area, as identified in Mississauga Official Plan.

BASIS

Mississauga Official Plan came into effect on November 14, 2012, save and except for the outstanding site specific appeals to the Local Planning Appeal Tribunal.

The subject lands are designated Business Employment, which permits motor vehicle related uses, including motor vehicle repair, but does not include motor vehicle sales and outdoor storage.

An Amendment is required to permit outdoor storage and display, and accessory retail sales greater than the 20% of the total gross floor area that is permitted in the Official Plan.

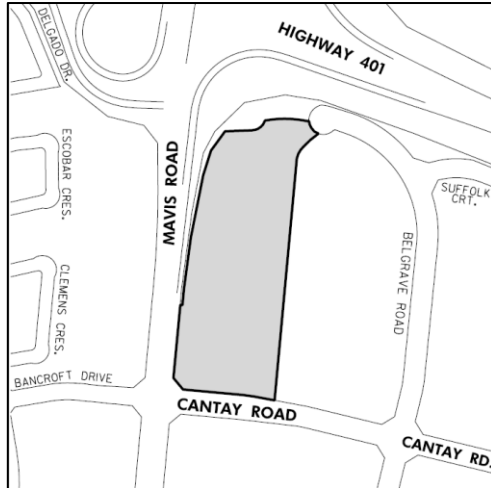
The proposed Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

1. The primary use of the lands for motor vehicle repair, maintains the site as an employment use.
2. The accessory retail sales and outside storage of motor vehicles are limited to ensure that they remain subordinate to the primary motor vehicle repair use.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 17.5, Gateway Employment Area, of Mississauga Official Plan, is hereby amended by adding Special Site 5 on Map 17-5: Gateway Employment Area in accordance with the Special Site Policies.
2. Section 17.5.3, Special Site Policies, Gateway Employment Area, of Mississauga Official Plan, is hereby amended by adding the following:

17.5.3.5 Site 5



17.5.3.5.1 The lands identified as Special Site 5 are located south of Highway 401, east of Mavis Road and north of Cantay Road.

17.5.3.5.2 Notwithstanding the policies of this Plan, the following additional uses are permitted:

- a. outdoor storage and display of motor vehicles accessory to motor vehicle repair; and
- b. a maximum of 40% of the total gross floor area may be used for motor vehicle sales accessory to motor vehicle repair.

IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, Mississauga Official Plan will be amended in accordance with this Amendment.

The lands will be rezoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan March 21, 2018.

INTERPRETATION

The provisions of Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, will apply in regard to this Amendment.

This Amendment supplements the intent and policies of Mississauga Official Plan.

APPENDIX I
PUBLIC MEETING

All property owners within a radius of 120 m of the subject lands were invited to attend a Public Meeting of the Planning and Development Committee held on February 26, 2018 in connection with this proposed Amendment.

No residents spoke at the public meeting and no written submissions were received.

City of Mississauga
Corporate Report



Date: June 11, 2018

To: Mayor and Members of Council

From: Andrew Whittemore, Commissioner of Planning and Building

Originator's file:
 OZ 17/009 W5

Meeting date:
 2018/07/04

Subject

RECOMMENDATION REPORT (WARD 5)

Applications to permit three motor vehicle repair facilities with accessory retail sales and outdoor storage of motor vehicles

Block 9 and Part of Block 2, 43M-1363, Southeast corner of Mavis Road and Highway 401

Owner: Orlando Corporation

File: OZ 17/009 W5

BILL 139

Recommendation

1. That notwithstanding that subsequent to the public meeting, changes to the applications have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
2. That the applications under File OZ 17/009 W5, Orlando Corporation, Block 9 and Part of Block 2, 43M-1633, to amend Mississauga Official Plan to add Special Site policies to the Gateway Employment Area (West) Character Area and to amend the **E2-Exception (Employment-Exception)** zone to permit three **Motor Vehicle Repair Facility – Restricted** with accessory retail sales and outdoor storage of motor vehicles, be approved subject to the conditions referenced in the staff report dated May 28, 2018 from the Commissioner of Planning and Building.
3. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.

4. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.
5. Notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to Council approval of the development application, the applicant can apply for a minor variance application, provided that the location of outdoor storage of motor vehicles shall remain the same.

Report Highlights

- Since the Public Meeting, the applicant has submitted an application to amend the Official Plan policies to facilitate the proposed zoning by-law amendment, at the request of the Planning and Building Department
- No comments were received from the public
- Staff are satisfied with the changes to the proposal and find them to be acceptable from a planning standpoint, and recommend that the applications be approved

Background

A public meeting was held by the Planning and Development Committee on February 26, 2018, at which time an Information Report (Appendix 1) was received for information. Recommendation 0055-2018 was then adopted by Council on March 7, 2018.

1. That the report dated February 6, 2018, from the Commissioner of Planning and Building regarding the application by Orlando Corporation to permit three car dealerships under File OZ 17/009 W5 be received for information and notwithstanding the Planning protocol, that the Recommendation Report be brought directly to a future Council meeting.
2. That staff be directed to conduct a re-envisioning of car dealerships.

Comments

REVISED DEVELOPMENT PROPOSAL

The applicant has made some modifications to the proposal; including submitting an Official Plan Amendment application. This is required to ensure that the proposed by-law will conform with the Official Plan. This is discussed in more detail in the Official Plan section below.

COMMUNITY COMMENTS

No comments were made at the public meeting and no written comments have been received by the Planning and Building Department. The Department did receive two requests for information about the application.

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

Region of Peel

The Region of Peel reviewed the official plan amendment application submitted subsequent to the Information Report being received, and had no comments or concerns. The Region also confirmed that the official plan amendment is exempted from Regional approval on May 29, 2018.

Transportation and Works Department

Comments updated May 29, 2018, indicate that satisfactory arrangements shall be made to obtain access to the north limit of Belgrave Road through the existing entrance for the warehouse and office building. An updated Traffic Impact Study (TIS) will be required to be submitted and reviewed through the site plan approval process.

PLANNING COMMENTS

Provincial Policy Statement, 2014 (PPS) and Growth Plan for the Greater Golden Horseshoe 2017 (Growth Plan)

The *Provincial Policy Statement (PPS)* and the *Growth Plan for the Greater Golden Horseshoe (Growth Plan)* provide policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans."

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

Consistency with PPS

Section 1.3.1 a) of the PPS states that planning authorities shall promote economic development and competitiveness by providing for an appropriate mix and range of employment and institutional uses to meet long-term needs.

Section 1.3.2 of the PPS (and Section 2.2.6.2 of the Growth Plan) states that planning authorities shall plan for, protect and preserve *employment* areas for current and future uses.

Section 5.1.8 of MOP states that Mississauga will protect employment lands to allow for a diversity of employment uses. Section 5.3.6.2 of MOP states that Mississauga will maintain a

sustainable, diversified employment base by providing opportunities for a range of economic activities.

The relevant MOP policies in this report are consistent with the PPS.

Conformity with Growth Plan

Section 2.2.6.2 in the Growth Plan states Municipalities will promote economic development and competitiveness by providing for an appropriate mix of employment uses to meet long-term needs. Municipalities will also provide 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. Municipalities will also plan for, protect, and preserve employment areas for current and future uses.

Section 10.1.2 of MOP states that Mississauga will identify and protect lands for a diversity of employment uses to meet current and future needs.

The relevant MOP policies in this report conform with the Growth Plan for the Greater Golden Horseshoe.

Region of Peel Official Plan

The subject property is located within the Urban System within the Region of Peel.

Section 5.6.2.2 of the Region's Official Plan requires area municipalities to include a range of employment designations in their official plans for employment areas within the Urban System, as appropriate, to accommodate a variety of employment uses in accordance with the market requirements of these uses.

Section 5 (Direct Growth) of MOP has policies that encourage a range of employment uses and economic activities.

The relevant MOP policies in this report are in conformity with the Region of Peel Official Plan.

Official Plan

The proposal requires an amendment to the Mississauga Official Plan (MOP) policies for the Gateway Employment Area (West) Character Area. Amendments to MOP are required to permit motor vehicle retail sales and outside storage of motor vehicles as accessory uses to motor vehicle repair.

Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- *Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?*
- *Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?*
- *Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?*
- *Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?*

Planning staff have undertaken an evaluation of the criteria against this proposed development application.

The primary use of the site will be motor vehicle repair, which is a permitted use in the **Business Employment** designation. The **Business Employment** policies of the Official Plan permit **Motor Vehicle Commercial** uses, which include motor vehicle repair. This proposal requires an official plan amendment to permit:

- retail sales of motor vehicles accessory to a **Motor Vehicle Commercial** use
- accessory uses (retail sales of motor vehicles) in excess of the typical maximum of 20% of GFA
- uses to operate outside of an enclosed building (outdoor storage of motor vehicles).

The proposal to add accessory retail sales and outside storage maintains employment uses as the primary use of the site. The accessory retail component of each building will be limited to 40% of each building gross floor area (GFA) ensuring motor vehicle repair remains the primary use. The outdoor storage of motor vehicles will not be permitted between buildings and public roads, and further restricted areas internal to the site, which will limit the visual impact of the sales use.

The subject lands are located on the western periphery of the largely developed Gateway Employment Area, which contains existing warehouses and manufacturing facilities. The proposed development will complement the existing motor vehicle retail sales facilities across Mavis Road, while acting as a transition between the residential uses to the north and further west and the traditional employment uses to the east.

The proposed use generally requires a larger parcel of land to accommodate vehicles awaiting repair and for the storage of new vehicles. As the City intensifies its nodes and corridors with transit oriented development, there is a need to find suitable locations for motor vehicle commercial uses. Motor vehicle commercial uses on Dundas Street and other areas of the City have proven temporary in nature and are often redeveloped for other uses. The proposal maintains all of the original underlying employment use permissions, while adding a limited

increase of the accessory retail. The surrounding lands are fully developed so there is little opportunity to expand the proposed use beyond this property.

According to an economic consulting report provided by the applicant, the proposed uses will generate employment numbers consistent with traditional business employment uses.

Access to the site has been revised from the initial submission to delete the most westerly access from Cantay Road. In order to achieve appropriate access separation from Mavis Road, the site will use the more easterly proposed access from Cantay Road. The second vehicular access on Belgrave Road will be shared with the warehouse on the abutting lands.

With respect to the adequacy of engineering services and infrastructure, there is adequate sewer and water service for the development. To facilitate multi-modal transportation, the site is currently serviced by the Number 61 MiWay Transit Route on Mavis Road which connects to the City Centre Transit Terminal. There are transit stops on both sides of Mavis Road, within 60 m (197 ft) of the proposed site.

For these reasons, these applications are consistent with MOP, the Region of Peel Official Plan, the Growth Plan for the Greater Golden Horseshoe, and the PPS.

Zoning

The proposed **E2-Exception (Employment-Exception)** is appropriate to accommodate Motor Vehicle Repair Facility – Restricted, and accessory sales and outdoor storage of motor vehicles.

Appendix 4 contains a summary of the proposed site specific zoning provisions.

Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. No site plan application has been submitted to date for the proposed development.

While the applicant has worked with city departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address matters such as building elevations and landscaping along the Mavis Road frontage, and vehicular access to the site.

Green Development Initiatives

The applicant has identified that the following green development initiatives that will be incorporated into the development:

- Infiltration trenches and low impact development techniques in landscape areas
- Sections of permeable paving
- Electric charging stations for vehicles

Financial Impact

Development charges will be payable in keeping with the requirements of the Development Charges By-law of the City. Also, the financial requirements of any other commenting agency must be met.

Conclusion

In accordance with subsection 34(1.7) of the *Planning Act*, Council is given authority to determine if further public notice is required. Since the public meeting, the applicant has revised the application to include an official plan amendment, as was deemed necessary to facilitate the proposed zoning by-law amendment. Since the public notice indicated that an official plan amendment may be required to facilitate the proposal, it is recommended that no further public notice be required.

The proposed official plan amendment and rezoning are acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposal to permit **Motor Vehicle Repair Facility – Restricted** as the primary use on the subject lands is consistent with the overall intent, goals and objectives of the Official Plan given that the primary use of the land will remain as employment.
2. The proposed accessory retail sales and outdoor storage of motor vehicles is compatible with the surrounding land uses based on the existing context of motor vehicle sales facilities located on the opposite side of Mavis Road. The use is compatible with the adjacent lands within the Gateway Employment Character Area as the primary use remains an employment use that is permitted by official plan policies. The proposed by-law amendment provides provisions to minimize the visual impact of the accessory uses, by prohibiting outdoor storage and display of motor vehicles along street frontages, and by limiting the percentage of floor area that may be devoted to retail sales.
3. The proposed official plan provisions and zoning standards, as identified, are appropriate to accommodate the requested uses.

Should the applications be approved by Council, the implementing official plan amendment and zoning by-law will be brought forward to Council at a future date.

Attachments

- Appendix 1: Information Report
- Appendix 2: Revised Site Plan
- Appendix 3: Revised Floor Plan
- Appendix 4: Revised Proposed Zoning Standards
- Appendix 5: Proposed Official Plan Amendment



Andrew Whittemore, Commissioner of Planning and Building

 Prepared by: Gillian McGinnis, Development Planner

City of Mississauga
Corporate Report



<p>Date: February 6, 2018</p> <p>To: Chair and Members of Planning and Development Committee</p>	<p>Originator's file: OZ 17/009 W5</p>
<p>From: Edward R. Sajecki, Commissioner of Planning and Building</p>	<p>Meeting date: 2018/02/26</p>

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 5)

Applications to permit three car dealerships

6350 and 6360 Belgrave Road, southeast corner of Mavis Road and Highway 401

Owner: Orlando Corporation

File: OZ 17/009 W5

Recommendation

That the report dated February 6, 2018, from the Commissioner of Planning and Building regarding the application by Orlando Corporation to permit three car dealerships under File OZ 17/009 W5 be received for information.

Report Highlights

- This report has been prepared for a public meeting to hear from the community
- The applicant is proposing to amend the zoning by-law to permit three motor vehicle repair facilities with accessory motor vehicle sales on the subject lands
- The proposed development may also require an Official Plan Amendment
- No written comments from the public have been received to date
- Prior to the next report, matters to be addressed include: evaluating the applicant's description of the proposed uses, conformity to the Mississauga Official Plan (MOP) policies respecting uses permitted in Business Employment Areas and potential employment land conversion, and determining appropriate zone regulations including the division between sales and service and the number of automobiles permitted for outdoor display

Background

The application has been circulated for technical comments. The purpose of this report is to provide preliminary information on the application and to seek comments from the community.

In December 2016, the applicant presented a proposed Official Plan Amendment and Zoning By-law Amendment to permit car dealerships, at the City's Development Application Review Committee meeting. Upon being advised that car dealerships are considered to be a major retail use, and would constitute an employment land conversion, the applicant modified their proposal to propose only a Zoning By-Law Amendment. The applicant asserts that while the form of the proposed development may be similar to traditional car dealerships, the true function is properly characterised as motor vehicle repair facilities – restricted, with accessory retail sales of automobiles and that the proposal conforms to the employment area policies of the MOP.

The use of lands designated **Business Employment** within Employment Areas to permit non-employment uses is prohibited unless considered through a "Municipal Comprehensive Review" (MCR). See Appendix 7 for policies respecting MCRs. The City of Mississauga had been reviewing the possibility of permitting car dealerships in Employment Areas through an MCR. However, subsequent to that work having begun, the updated 2017 Provincial *Growth Plan* redefined MCRs as a new type of Official Plan amendment that must be initiated by Regional or single-tier municipalities and be approved by the Province.

Present Status

The subject lands are located on the western half of a large employment site. The eastern portion of the site consists of a one-storey warehouse and distribution building under construction (recently approved through site plan application SP 16/125 W5). There are no plans to sever the parcel.

Comments

THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	Entire Site	Application Site
Frontages (Cantay Road):	320 m (1,050 ft.)	140 m (460 ft.)
Depth:	375.5 m (1,232 ft.)	375.5 m (1,232 ft.)
Gross Lot Area:	11.9 ha (29.35 ac.)	5.3 ha (13.1 ac.)
Existing Uses:	Partially vacant; eastern portion developed with employment building	Vacant cleared land

The property is located at the western edge of the Gateway Employment Area (West) Character Area, and is on a Corridor, as defined in MOP.



Aerial photo of Subject lands

The surrounding land uses are:

- North: Highway 401 immediately to the north; further north is St. Marcellinus Secondary School
- East: One storey warehouse and distribution building
- South: One and two storey manufacturing buildings
- West: Car dealerships; further west are single-detached homes

Information regarding the history of the site is found in Appendix 1. An aerial photo of the property and surrounding area is found in Appendix 2.

DETAILS OF THE PROJECT

The application is to permit three car dealerships, each with their own building and parking area, or what the applicant characterizes as motor vehicle repair facilities – restricted, with the accessory retail sales of automobiles. The proposed uses will include office and outdoor storage space as well to service the dealerships.

Development Proposal	
Application submitted:	Received: June 9, 2017 Deemed complete: August 17, 2017

Development Proposal	
Developer Owner:	Orlando Corporation
Applicant:	Glen Schnarr & Associates Inc.
Existing Gross Floor Area:	28 181.84 m ² (303,348 ft ²) (warehouse building under construction on eastern portion of property)
Height:	One (1) storey
Gross Floor Area of three car dealerships:	8 966 m ² (96,512 ft ²)
Proposed Parking	Building "A": 328 Building "B": 252 Building "C": 329 Total (including storage and display): 909

The Applicant has provided the following breakdown of floor areas in the three proposed buildings to demonstrate the intended function of the business.

Building "A" – Total building area by use			
Use	Area (m ²)	Area (ft ²)	% of Total
Service Shop and Parts Storage	2 143.8	23,076	54.9
Product Showroom and Retail	949.5	10,220	24.3
Offices and Reception	811.2	8,732	20.8
Total Gross Floor Area	3 904.5	42,028	100.0

Building "B" – Total building area by use			
Use	Area (m ²)	Area (ft ²)	% of Total
Service Shop and Parts Storage	1 321	14,219	70
Product Showroom and Retail	372.4	4,009	19.7
Offices and Reception	193.9	2,087	10.3
Total Gross Floor Area	1 887.3	20,315	100.0

Building "C" – Total building area by use			
Use	Area (m ²)	Area (ft ²)	% of Total
Service Shop and Parts Storage	1 668	17,954	52.5
Product Showroom and Retail	841.8	9061	26.5
Offices and Reception	664.6	7,154	20.9
Total Gross Floor Area	3 174.4	34,169	100.0

The three buildings occupy 14% of the property with the remainder devoted mainly for parking, outdoor display of cars, and landscape strips.

The proposed concept plan is found in Appendix 3.

LAND USE CONTROLS

The subject lands are located within the Gateway Employment Area (West) Character Area and are designated **Business Employment** (see Appendix 5) which permits motor vehicle repair facilities. The Planning and Building Department is currently reviewing the application for conformity with the Official Plan, as the applicant asserts that the proposed uses are primarily employment in nature (the motor vehicle repair component), rather than retail (the motor vehicle sales component). Part of this review includes considering whether or not the introduction of the retail component of car dealerships constitutes an employment land conversion.

The lands are currently zoned **E2-24** and **E2-1** (Employment) (see Appendix 6). The subject site is primarily zoned **E2-24**. This exception zone specifically prohibits motor vehicle repair facility - restricted, which, as defined, does not include permission for accessory retail sales. The **E2-1** zone permits motor vehicle repair facility – restricted.

Accessory retail sales of motor vehicles are not permitted under the general provisions of all Employment zones. The proposed zoning by-law amendment would be to permit motor vehicle repair facility – restricted, with a modified definition to permit the uses specific to this proposal, and would include accessory retail sales of motor vehicles, both within and outside of the proposed buildings.

Detailed information regarding existing and proposed zone standards is found in Appendix 7.

WHAT DID THE COMMUNITY SAY

No community meetings were held and no written comments were received by the Planning and Building Department. One phone enquiry about the nature of the proposal was received.

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix 9. Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Determine if the proposed use is a predominantly retail use, which would constitute an employment land conversion, or if the use is a predominantly employment use
- If the use is predominantly employment, are accessory automobile retail sales appropriate
- If the use is predominantly employment in nature, are outdoor sales and display areas an appropriate use of the land
- Does the built form and site layout of the development meet the policies for Corridors

OTHER INFORMATION

The applicant has submitted the following information in support of the application:

- Planning Justification Report
- Draft Zoning By-Amendment

- Phase 1 Environmental Site Assessment
- Topographical Survey
- Functional Servicing Report
- Traffic Impact and Parking Study

Development Requirements

There are engineering matters including: amendments to the submitted Functional Servicing Report, Traffic Impact Study, and Phase 1 Environmental Site Assessment, are required to satisfy the Transportation and Works Department, as well as a modification of the proposed access to Cantay Road.

Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

Financial Impact

Development charges will be payable as required by the Development Charges By-law of the City. Also the financial requirements of any other external commenting agency must be met.

Conclusion

All agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved.

Attachments

- Appendix 1: Site History
- Appendix 2: Aerial Photograph
- Appendix 3: Proposed Concept Plan
- Appendix 4: Proposed Elevations
- Appendix 5: Excerpt of Land Use Map
- Appendix 6: Existing Zoning and General Context Map
- Appendix 7: Summary of Relevant Mississauga Official Plan Policies
- Appendix 8: Summary of Existing and Proposed Zoning Provisions
- Appendix 9: Agency Comments



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Gillian McGinnis, Planner

Orlando Corporation

File: OZ 17/009 W5

Site History

- June 20, 2007 – Zoning By-law came into force except for those sites which have been appealed. The subject lands are split zoned **E2-24** and **E2-1** (Employment) to restrict heavier industrial uses on the property. The E2-24 exception (which applies to the majority of the lands) removes permission for a **Motor Vehicle Repair Facility – Restricted**
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. As no appeals have been filed the policies of the new Mississauga Official Plan apply. The subject lands are designated **Business Employment** in the Gateway (West) Employment Area Character Area
- November 3, 2017 – Site Plan application (SP 16/125 W5) was approved for the development of the eastern portion of the subject lands for a one-storey employment building
- An Official Plan Amendment and Zoning By-law Amendment were approved in 2003 to permit Motor Vehicle Sales, Leasing and/or Rental Facility – Restricted on the lands across Mavis Road, at 797 Bancroft Drive. These lands are designated **Business Employment** by the MOP, in the East Credit Neighbourhood Character Area, in Exempt Site 6

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File: OZ 17/009 W5

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LEGEND:



SUBJECT LANDS



DATE OF AERIAL IMAGERY: SPRING 2017

TITLE:

ORLANDO CORPORATION

FILE NO:

OZ 17/ 009 W5

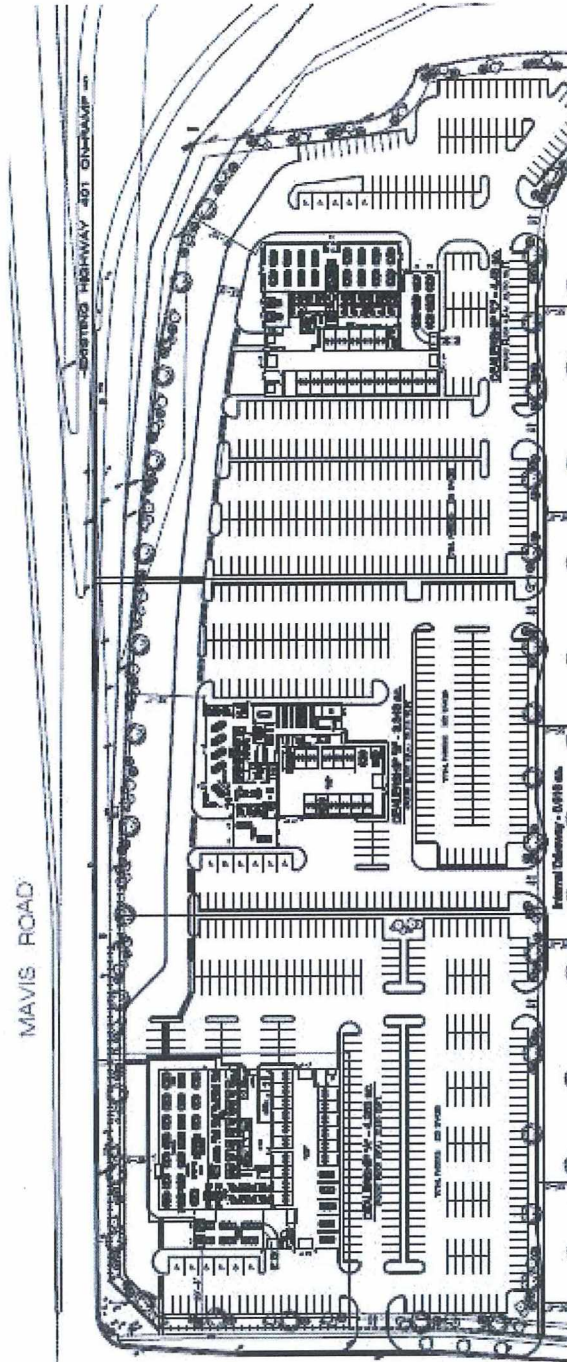


MISSISSAUGA

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T&W, Geomatics



Concept Plan



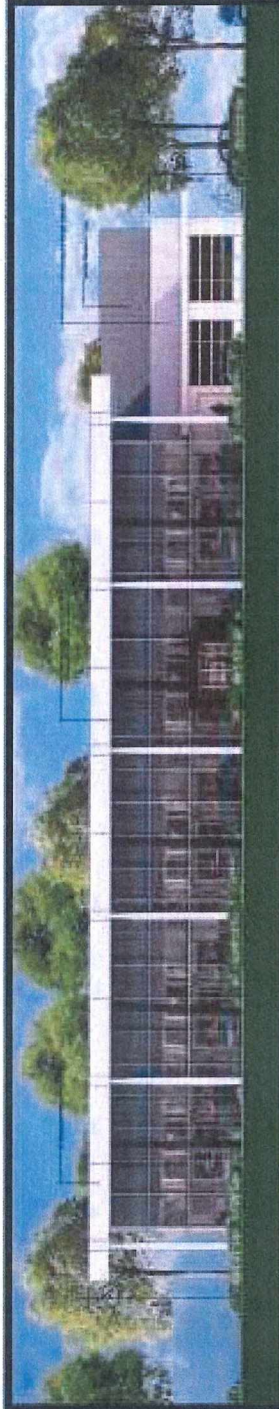
Elevations



Highway 418 Elevation - Leadership 'E'



Main Road Elevation - Leadership 'E'



Main Road Elevation - Leadership 'E'

PART OF SCHEDULE 10 LAND USE DESIGNATIONS OF MISSISSAUGA OFFICIAL PLAN

LAND USE DESIGNATIONS

- Residential Low Density I
- Residential Low Density II
- Residential Medium Density
- Residential High Density
- Mixed Use
- Convenience Commercial
- Motor Vehicle Commercial
- Office
- Business Employment
- Industrial
- Airport
- Institutional
- Public Open Space
- Private Open Space
- Greenlands
- Parkway Belt West
- Utility
- Special Waterfront
- Partial Approval Area

BASE MAP INFORMATION

- Heritage Conservation District
- 1996 NEP/2000 NEF Composite Noise Contours
- LBPIA Operating Area Boundary
- See Aircraft Noise Policies
- Area Exempt from LBPIA Operating Area
- Natural Hazards
- Civic Centre (City Hall)
- City Centre Transit Terminal
- GO Rail Transit Station
- Public School
- Catholic School
- Hospital
- Community Facilities

City Structure

- Corporate Centre
- Employment Area
- Special Purpose Area
- Downtown
- Major Node
- Community Node
- Neighbourhood

SUBJECT LANDS



TITLE:

ORLANDO CORPORATION

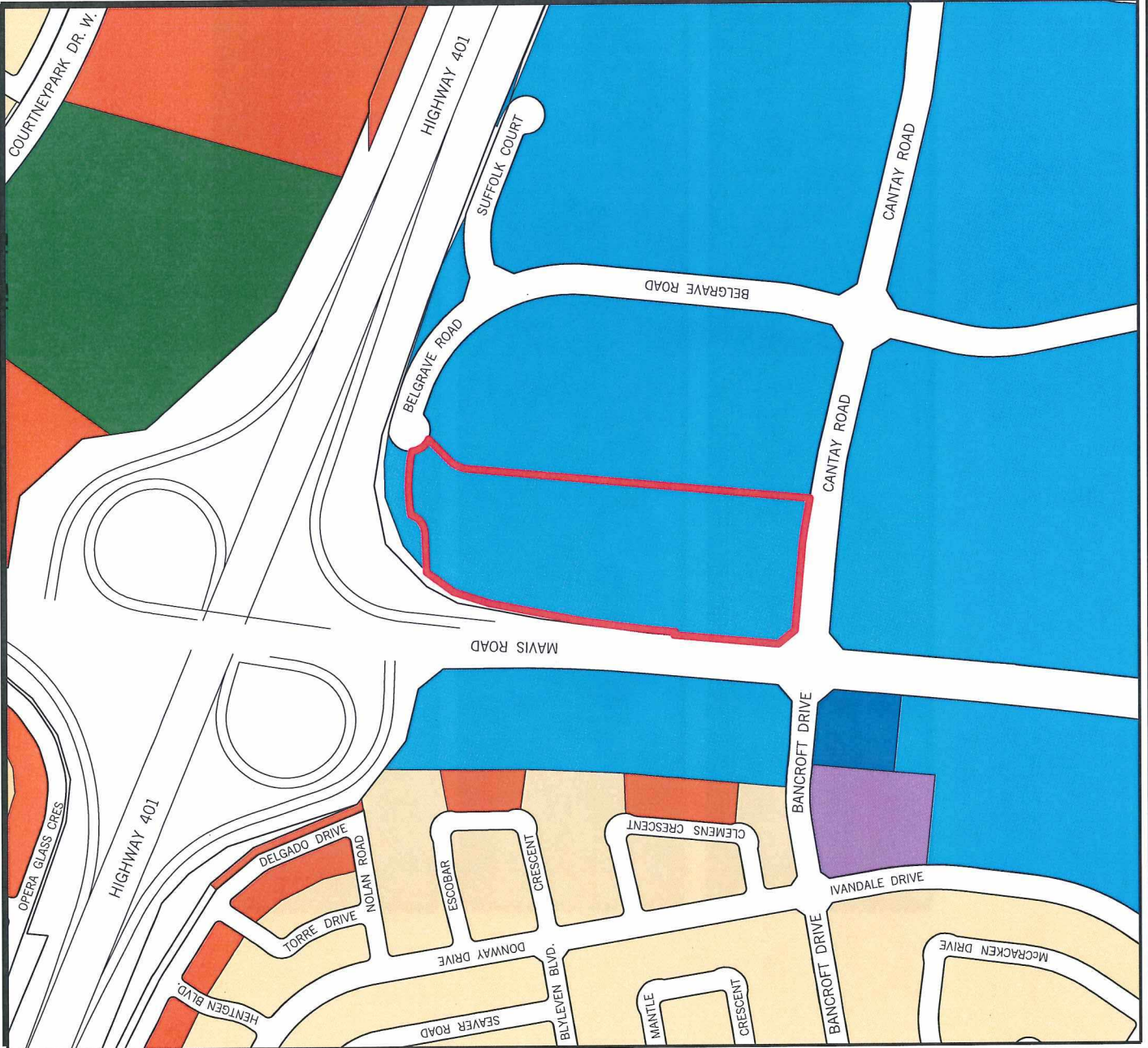
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OZ 17/ 009 W5



MISSISSAUGA

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Existing Zoning and General Context Map

OZ 17/009 W5

Appendix 6

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PB-Half-Size.tbl



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Summary of Relevant Mississauga Official Plan Policies

Current Mississauga Official Plan Designation

The subject property is designated **Business Employment** which permits Motor Vehicle Repair.

Relevant Mississauga Official Plan Policies

There are numerous policies that apply in reviewing this application. An overview of some of these policies is found below.

	Specific Policies	General Intent
Chapter 5 - Direct Growth	Section 5.1.8	Mississauga will protect employment lands to allow for a diversity of employment uses.
	Section 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.
	Section 5.3.6.2	Mississauga will maintain a sustainable, diversified employment base by providing opportunities for a range of economic activities.
	Section 5.3.6.5	Conversion of lands within Employment Areas will only be permitted through a municipal comprehensive review.
	Section 5.4.4	Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.

	Specific Policies	General Intent
Chapter 9 – Build a Desirable Urban Form	Section 9.1.4	Development within Employment Areas and Special Purpose Areas will promote good urban design that respects the function of the area.
	Section 9.1.5	Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.
	Section 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.
	Section 9.2.2	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.
	Section 9.2.2.4	Employment Areas adjacent to residential areas, sensitive land uses and major roads will be required to meet higher standards of design and to mitigate adverse impacts on adjacent uses.
	Section 9.2.2.6	Development on corridors will be encouraged to: not locate parking between the building and the street, site buildings to frame the street and where non-residential uses are proposed to create a continuous street wall, support transit and active transportation modes, provide concept plans that show how the site can be developed with surrounding lands.
	Section 9.3.1.8	The design of developments at intersections and along major streets should be of a highly attractive urban quality, recognizing that streets are important civic spaces and linkages.
	Section 9.3.3.1	An appropriate gateway treatment will be created at city boundaries, major Provincial highway interchanges and at entry points to Intensification Areas through high quality development, massing of buildings, open spaces, landscaping and streetscape.
	Section 9.3.3.5	Special attention will be given to major intersections to create a sense of enclosure and identity, as well as heightened architectural interest.
	Section 9.3.3.6	Developments on major corners, prominent sites or that terminate a view will be held to a higher design standard.
	Section 9.5.1.2	Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of existing or planned character of the area.

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	Specific Policies	General Intent
Chapter 9 – Build a Desirable Urban Form	Section 9.5.1.13	Buildings with exposure to Provincial Highways or public streets in areas of site plan control will be subject to a higher standard of design to achieve upgraded building elevations and landscaping, including principal doors and window fenestration.
	Section 9.5.2.4	Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways.
Chapter 10 – Foster a Strong Economy	Section 10.1.1	Mississauga will encourage a range of employment opportunities reflective of the skills of the resident labour force.
	Section 10.1.2	Mississauga will identify and protect lands for a diversity of employment uses to meet current and future needs.
	Section 10.1.3	An adequate supply of lands providing locations for a variety of appropriate employment uses will be maintained to accommodate the City's growth forecasts.
	Section 10.1.4	The conversion of lands designated Business Employment, Industrial, Institutional or Office within Corporate Centres and Employment Areas to permit non-employment uses is prohibited unless considered through a Phase One municipal comprehensive review and, where applicable, a Phase Two municipal comprehensive review. For the purposes of this policy, major retail uses are considered non-employment uses.
	Section 10.1.8	Transit supportive development with compact built form and minimal surface parking will be encouraged in Corporate Centres, Major Transit Station Areas, and Corridors.
Chapter 11 – Land Use Designations	Section 11.2.10	The Motor Vehicle Commercial designation permits motor vehicle repair.
	Section 11.2.11	Lands designated Business Employment permit a range of uses, including those listed in the Motor Vehicle Commercial designation, and accessory uses.
	Section 11.2.11.3	Permitted uses will operate mainly within enclosed buildings.
	Section 11.2.11.4	Accessory uses will generally be limited to a maximum of 20% of the total Gross Floor Area.
	Section 11.2.11.5	All accessory uses should be on the same lot and clearly subordinate to and directly related to the functioning of the permitted use.

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File: OZ 17/009 W5

	Specific Policies	General Intent
Chapter 17 – Employment Areas	<p>Section 17.1.1</p> <p>Section 17.5.1.1</p>	<p>Lands on a Corridor will not be subject to the two storey height minimum except along Intensification Corridors and within Major Transit Station Areas.</p> <p>Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:</p> <ul style="list-style-type: none"> a. Motor vehicle body repair facilities
Chapter 19 - Implementation	<p>Section 19.4.3</p>	<p>To provide consistent planning application of planning and urban design principles, all development applications will address, among other matters: the impact of the height and form of development on adjacent land uses and the relationship of the proposed development to the street environment and its contribution to an effective and attractive public realm.</p>

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File: OZ 17/009 W5

Summary of Existing and Proposed Zoning Provisions

Existing Zoning By-law Provisions

Split zone E2-1 and E2-24 (Employment), which prohibits Motor Vehicle Repair Facility – Restricted (on the E2-24 portion of the subject lands only) and prohibits accessory sales of motor vehicles.

Proposed Zoning Standards

	Base E2-1 and E2-24 Zoning By-law Standards	Proposed E2 Exception Zoning By-law Standards
Primary Permitted Use	Motor Vehicle Repair Facility – Restricted prohibited in the E2-24 Zone	Permit motor vehicle repair facility – restricted
Accessory Retail Sales	Motor vehicle sales are not permitted as an accessory use to a Motor Vehicle Repair Facility – Restricted	Permit accessory motor vehicle sales to a motor vehicle repair facility - restricted
Accessory Retail Sales in Employment zones	Accessory retail sales of motor vehicles is not permitted in any Employment zones	Remove this regulation
Maximum total gross floor area for accessory retail sales of motor vehicles	0%	27%
Minimum depth of landscape buffer along a lot line abutting Mavis Road and Cantay Road	4.5 m (14.8 ft.)	3.0 m (9.8 ft.)
Minimum Centreline Setback	Mavis Road - 20.0 m + required yard/setback (22.5 m + required yard/setback within 110.0 m of the intersecting centreline of a major intersection) Cantay Road - 15.0 m + required yard/setback (18.0 m + required yard/setback within 90.0 m of the intersecting centreline of a major intersection)	Remove this regulation
Outdoor Display	Not Permitted	Requested as a permitted use

Orlando Corporation

File: OZ 17/009 W5

	Base E2-1 and E2-24 Zoning By-law Standards	Proposed E2 Exception Zoning By-law Standards
Outdoor Sales	Not Permitted	Requested as a permitted use
Outdoor Storage	Not Permitted	Remove this restriction
Minimum Parking Requirement		To Be Determined
Motor Vehicle Sales, Leasing and/or Rental Facility – Restricted	4.3 spaces per 100 m ² GFA – non-residential (exclusive of display and storage parking)	
Motor Vehicle Repair Facility - Restricted	4.3 spaces per 100 m ² GFA – non-residential , of which 50% of the required spaces may be tandem parking spaces	

Note: The provisions listed are based on the applicant's preliminary concept plan and are subject to revisions as the plan is further refined.

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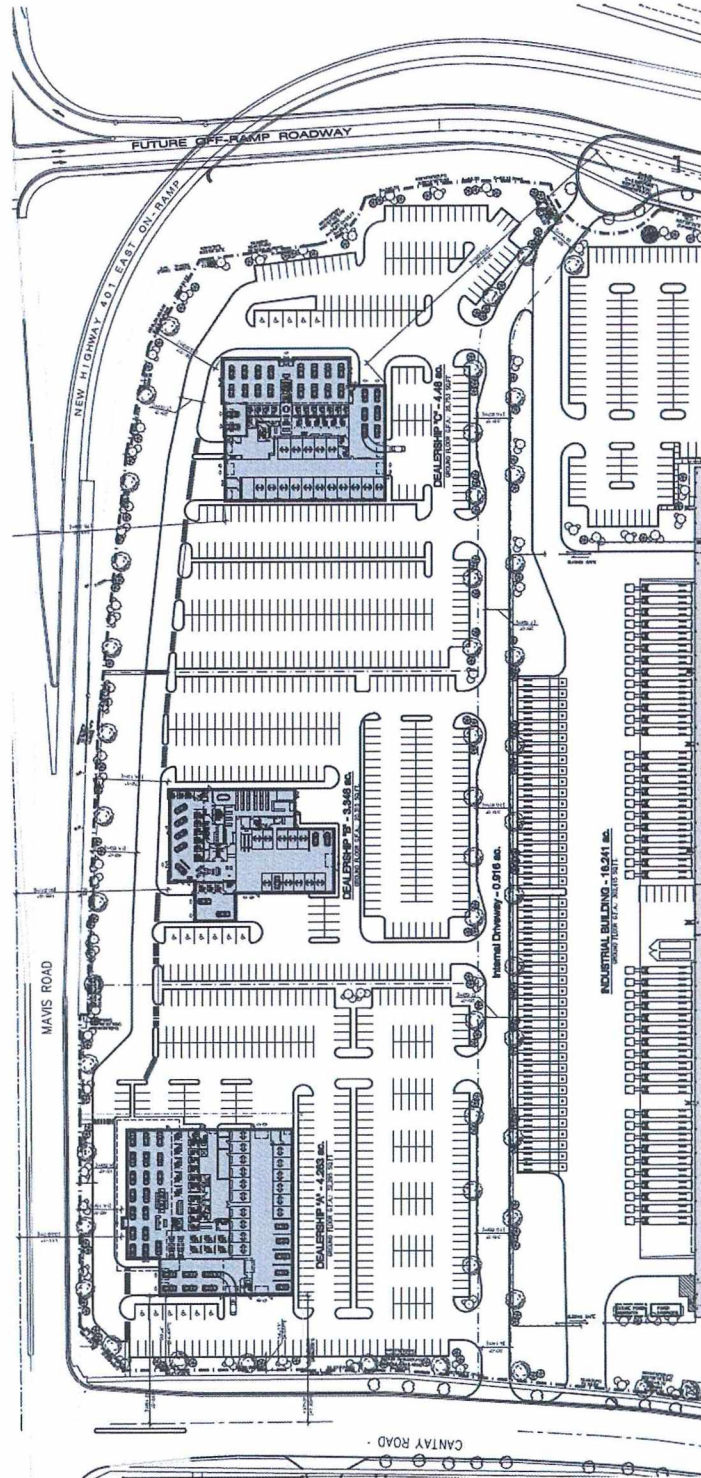
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Agency Comments

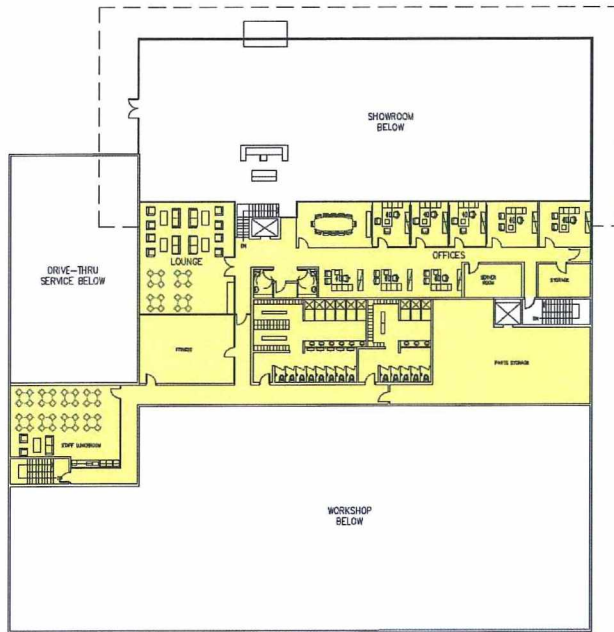
The following is a summary of comments from agencies and departments regarding the application.

Agency / Comment Date	Comment
Region of Peel (October 12, 2017)	<p>An existing 300 mm (11.8 in) diameter watermain and an existing 250 mm (9.8 in) diameter sanitary sewer are located on Cantay Road. Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services.</p> <p>The Region is to be satisfied with the Functional Servicing Report prior to enactment of the Zoning By-law Amendment.</p>
City Transportation and Works Department (November 2, 2017)	<p>Development matters currently under review and consideration by this department include the Functional Servicing Review, Phase 1 Environmental Site Assessment, Traffic Impact Study, and restricting proposed access to the site from Cantay Road to the south. The above aspects will be addressed in detail prior to the Recommendation Report.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - City Planning Services, Planning and Building Department (Formerly Development Services) - City Community Services Culture Division - City Community Services Department – Parks and Forestry Division/Park Planning Section - City Fire & Emergency Services - Enbridge Gas - Rogers Cable - GTAA - Alectra Utilities Inc. (Formerly Enersource) - Ministry of Transportation
	<p>The following City Division and external agency were circulated the application but provided no comments:</p> <ul style="list-style-type: none"> - City Realty Services - Bell Canada

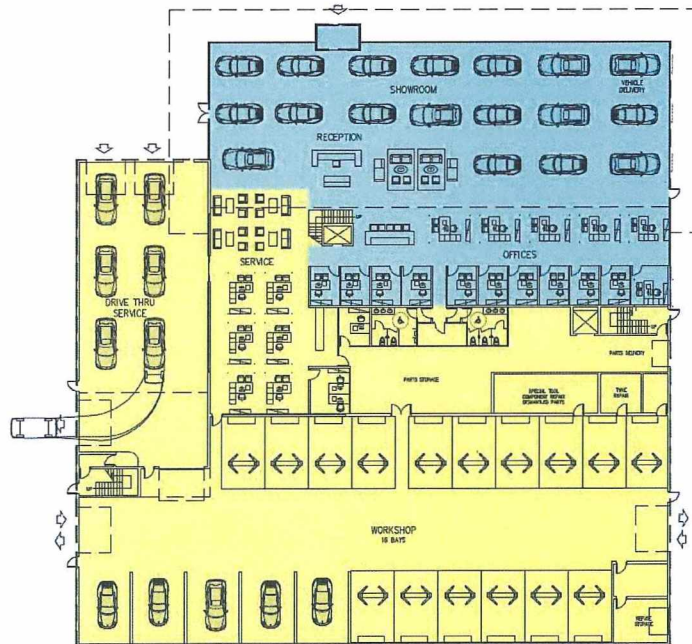
Revised Site Plan



Revised Floor Plans – Building A



BUILDING "A"
SECOND FLOOR



BUILDING "A"
GROUND FLOOR

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Revised Zoning Provisions

Existing Zoning By-law Provisions

Split zone E2-1 and E2-24 (Employment), which prohibits Motor Vehicle Repair Facility – Restricted (on the E2-24 portion of the subject lands only) and prohibits accessory sales of motor vehicles.

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Primary Permitted Use	Motor Vehicle Repair Facility – Restricted prohibited in the E2-24 Zone	Permit motor vehicle repair facility – restricted
Accessory Retail Sales	Motor vehicle sales are not permitted as an accessory use to a Motor Vehicle Repair Facility – Restricted	Permit accessory motor vehicle sales to a motor vehicle repair facility – restricted, to include the floor area used for vehicle display and sales offices, to a maximum of 40% of building GFA
Accessory Retail Sales in Employment zones	Accessory retail sales of motor vehicles is not permitted in any Employment zones	Remove this regulation
Minimum depth of landscape buffer along a lot line abutting Mavis Road and Cantay Road	4.5 m	3.0 m
Minimum Centreline Setback	Mavis Road - 20.0 m + required yard/setback (22.5 m + required yard/setback within 110.0 m of the intersecting centreline of a major intersection) Cantay Road - 15.0 m + required yard/setback (18.0 m + required yard/setback within 90.0 m of the intersecting centreline of a major intersection)	Remove this regulation
Outdoor Display of motor vehicles	Not Permitted	Requested as a permitted use, but prohibited between a building and Mavis Road, Cantay Road, and Highway

Orlando Corporation

File: OZ 17/009 W5

	Base E2-1 and E2-24 Zoning By-law Standards	Proposed E2 Exception Zoning By-law Standards
		401, and further prohibited within 60 m of Mavis Road
Outdoor Storage of motor vehicles	Not Permitted	Requested as a permitted use, but prohibited between a building and Mavis Road, Cantay Road, and Highway 401, and further prohibited within 60 m of Mavis Road
Front lot line		Deem lot line abutting Cantay Road to be the front lot line
Location of parking	N/A	Parking not permitted between a building and the westerly lot line (Mavis Road)
Maximum setback of a building or structure from the lot line abutting Mavis Road within 100 m of Cantay Road	N/A	15.0 m

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File: OZ 17/009 W5

Official Plan Amendment

Current Mississauga Official Plan Designation and Policies for the Gateway Employment Area (West) Character Area

Business Employment which permits **Motor Vehicle Commercial** uses, but limits outdoor storage and the percentage of GFA of accessory uses.

Proposed Official Plan Amendment Provisions

A Special Site policy within the Gateway (West) Employment Character Area is proposed to permit outdoor storage and a larger percentage of retail sales of motor vehicles as accessory to a motor vehicle repair facility.