



Corporate Report

Clerk's Files

Originator's
Files OZ 11/018 W5

PDC SEP 04 2012

DATE: August 14, 2012

TO: Chair and Members of Planning and Development Committee
Meeting Date: September 4, 2012

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Information Report**
Official Plan Amendment and Rezoning Applications
To permit a two storey motor vehicle repair facility
Part of Lot 11, Concession 1, W.H.S., designated as Parts 1 & 2,
Plan 43R-13493
Northwest corner of Derry Road West and Hurontario Street
Owner: Antorisa Investments Inc.
Applicant: Bousfields Inc.
Bill 51

Public Meeting **Ward 5**

RECOMMENDATION: That the Report dated August 14, 2012, from the Commissioner of Planning and Building regarding the applications to amend Mississauga Plan from "Business Employment - Special Site 2" to "Business Employment - Special Site" and to change the Zoning from "D" (Development) to "E2 - Exception" (Employment), to permit a two storey motor vehicle repair facility under file OZ 11/018 W5, Antorisa Investments Inc., Part of Lot 11, Concession 1, W.H.S., designated as Parts 1 & 2, Plan 43R - 13493, be received for information.

**REPORT
HIGHLIGHTS:**

- Applications made to permit a two (2) storey motor vehicle repair facility (Active Green+Ross).
- Mississauga Plan policies permit a motor vehicle repair facility on the site; however, the new Mississauga Official Plan does not permit the use.
- Prior to the Supplementary Report, matters to be addressed include: the appropriateness of the proposed motor vehicle repair facility use for the site given the objectives for high-order office along Hurontario Street; the height and design of the building given the urban design objectives for Hurontario Street; and vehicular access concerns to the site.

BACKGROUND:

The above-noted applications have been circulated for technical comments. The purpose of this report is to provide preliminary information on the applications and to seek comments from the surrounding community.

COMMENTS:

Details of the proposal are as follows:

Development Proposal	
Applications submitted:	December 6, 2011 (Received) January 13, 2012 (Deemed Complete)
Height:	10.8 m (35.3 ft.)
Gross Floor Area:	756.7 m ² (8,145 sq. ft.)
Lot Coverage:	31.3%
Floor Space Index:	0.46
Landscaped Area:	10.4%
Parking Required:	33 spaces (2 required for persons with disabilities)
Parking Provided:	23 spaces (1 provided for persons with disabilities)
Supporting Documents:	Planning Justification Report Traffic Impact Review Building Initiatives Green Development Standards

Development Proposal	
	Arborist Report Heritage Impact Statement Stormwater Management Report Concurrence with Stage 1 & 2 Archaeological Assessment Memo

Site Characteristics	
Frontage:	26.0 m (85.3 ft.) on Hurontario Street
Depth:	52.1 m (170.9 ft.)
Net Lot Area:	1 637 m ² (17,621 sq. ft.)
Existing Use:	Vacant

Green Development Initiatives

The applicant has identified that green development initiatives will be addressed through the installation of permeable pavers where possible, the planting of new trees and native vegetation, the provision of bicycle parking in a weather-protected area and properly shielded exterior light fixtures. Additional information is provided in Appendices I-1 to I-9.

Neighbourhood Context

The subject property is located just south of the City of Brampton boundary and Highway 407. The site currently sits vacant with only a commercial billboard located on the lands. Information regarding the history of the site is found in Appendix I-1.

The surrounding land uses are described as follows:

- North: Vacant lands as well as an eight (8) storey office building, home to the Region of Peel offices, further north.
- East: A one storey restaurant (Grill One) and truck stop across Hurontario Street.
- South: A gas station (Husky) with vacant land further south across Derry Road West.
- West: Derry West Cemetery with the Mississauga Convention Centre further west.

Current Mississauga Plan Designation and Policies for Gateway (May 5, 2003)

"Business Employment" which permits an integrated mix of business activities that operate mainly within enclosed buildings, including, among others, industrial/manufacturing uses, offices, research and development, community uses, financial institutions, hotels, all types of restaurants, motor vehicle rental facilities and motor vehicle commercial uses. A motor vehicle repair facility is classified as a motor vehicle commercial use.

The site is also subject to the Gateway District Policies which are intended to encourage prestige development, accommodating a mix of manufacturing, distribution, research and development and office uses to take advantage of the system of highways and major roads and proximity to the airport. The Special Site 2 provisions of the Gateway District also apply to the four corners of Hurontario Street and Derry Road East/Derry Road West and Hurontario Street and Courtneypark Drive East/Courtneypark Drive West, as well as the Hurontario Street Corridor Development Policies (See Appendix I-8).

There are other policies in the Official Plan which also are applicable in the review of these applications including Urban Design policies (see Appendix I-8).

The proposed motor vehicle repair facility use is in conformity with the "Business Employment" land use designation, however, an Official Plan Amendment is required as the building has a proposed height of only two (2) storeys, whereas the Gateway District Special Site 2 policies require buildings at the corner of Hurontario Street and Derry Road East/Derry Road West to be a minimum of three (3) storeys.

Criteria for Site Specific Official Plan Amendments

Section 5.3.2 of Mississauga Plan contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:

- the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;
- the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;
- there is adequate infrastructure and community services to support the proposed development.

Proposed Official Plan Designation and Policies

"Business Employment - Special Site", to permit a two (2) storey motor vehicle repair facility.

Mississauga Official Plan (2011)

Mississauga Official Plan (2011) was adopted by City Council on September 29, 2010 and partially approved by the Region on September 22, 2011. Mississauga Official Plan (2011) has been appealed in its entirety; therefore, the existing Mississauga Plan (2003) remains in effect. While the existing Mississauga Plan (2003) is the plan of record against which the application is being reviewed, regard should also be given to the new Mississauga Official Plan (2011).

The new Mississauga Official Plan designates the subject lands as "Business Employment" which permits a broad range of employment type uses such as manufacturing, office and service uses, including restaurants. The "Business Employment" designation does not permit motor vehicle commercial uses. The subject lands are also located within the Gateway Corporate Centre, which is intended to serve as one of four prominent Corporate Centres within the City of Mississauga. The site is subject to the Special Site 1 provisions of the Gateway Corporate Centre, which apply to the four corners of Hurontario Street and Derry Road East/Derry Road West and Hurontario Street and

Courtneypark Drive East/Courtneypark Drive West (see Appendix I-8).

An amendment to the Mississauga Official Plan (2011) will be required to permit the proposed two (2) storey motor vehicle repair facility.

Existing Zoning

"D" (Development), which recognizes vacant lands not yet developed and/or permits the use that legally existed on the date of passing of By-law 0225-2007, until such time as the lands are rezoned in conformity with Mississauga Plan, in appropriate locations throughout the City. It permits a building or structure legally existing on the date of passing of this By-law and the existing legal uses of such building or structure.

Proposed Zoning By-law Amendment

"E2-Exception" (Employment), to permit a motor vehicle repair facility.

Details of the proposed exceptions to the "E2-Exception" (Employment) zone category are provided in Appendix I-9.

An amendment to the Mississauga Official Plan (2011) will be required should the appeals against the Plan be resolved prior to consideration of the supplementary report. Should an amendment be required, the lands should be zoned "E1-Exception" (Employment) as the corresponding zone category for lands designated Employment within a Corporate Centre is E1.

COMMUNITY ISSUES

No community meetings were held for the subject applications. A written submission was received by the Planning and Building Department on behalf of an adjacent land owner expressing concern over the motor vehicle repair facility proposed for the site

as the application is not in keeping with the intent of the Official Plan.

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix I-7. Based on the comments received and the applicable Mississauga Plan policies the following matters will have to be reviewed:

Built Form

Policies in Mississauga Plan and Mississauga Official Plan require buildings in this area to be a minimum of three (3) storeys. The applicant is proposing a two (2) storey building that has the physical height of a typical three storey building at 10.8 m (35.3 ft.). It needs to be determined whether the proposed number of storeys, physical massing and location of the building is appropriate for the subject site given the requirement for any building to have prominence at this corner. Regard will also be given to the design guidelines as outlined in the *Upper Hurontario Corridor – A design mandate for excellence* document.

Streetscape

Staff will review the design of the proposed building to ensure that an appropriate main street storefront appearance and transparent façade is provided. The landscaping, lighting, screening of the parking lot and pedestrian connections will also be reviewed to protect for a pedestrian oriented main street along Hurontario Street.

Vehicular Access from Derry Road West

The City of Mississauga is undertaking the Hurontario Main Street Study. The land requirements for the study need to be determined, as potential road widenings or other land dedications may impact the subject site and the proposed development. The Region of Peel has indicated that it will not support a vehicular access point to the site on Derry Road West until it can be determined that a

westbound bus stop, as close to the Hurontario Street/Derry Road West intersection as possible, will not be prevented as a result of the subject proposal and any land dedication requirements identified through the Hurontario study.

Parking Utilization

A parking utilization study has not been submitted but will be required to properly review the proposed parking deficiency.

OTHER INFORMATION

Development Requirements

In conjunction with the proposed development, there are other matters which may require the applicant to enter into appropriate agreements with the City.

FINANCIAL IMPACT:

Development charges will be payable in keeping with the requirements of the applicable Development Charges By-law of the City as well as financial requirements of any other official agency concerned with the development of the lands.

CONCLUSION:

Most agency and City department comments have been received and after the public meeting has been held and all issues are resolved, the Planning and Building Department will be in a position to make a recommendation regarding these applications.

ATTACHMENTS:

Appendix I-1: Site History
Appendix I-2: Aerial Photograph
Appendix I-3: Excerpt of Gateway District Land Use Map
Appendix I-4: Excerpt of Existing Land Use Map
Appendix I-5: Concept Plan
Appendix I-6: Elevations
Appendix I-7: Agency Comments
Appendix I-8: Mississauga Plan Policies

Appendix I-9: Proposed Zoning Standards

Appendix I-10: General Context Map

Edward R. Sajecki

Commissioner of Planning and Building

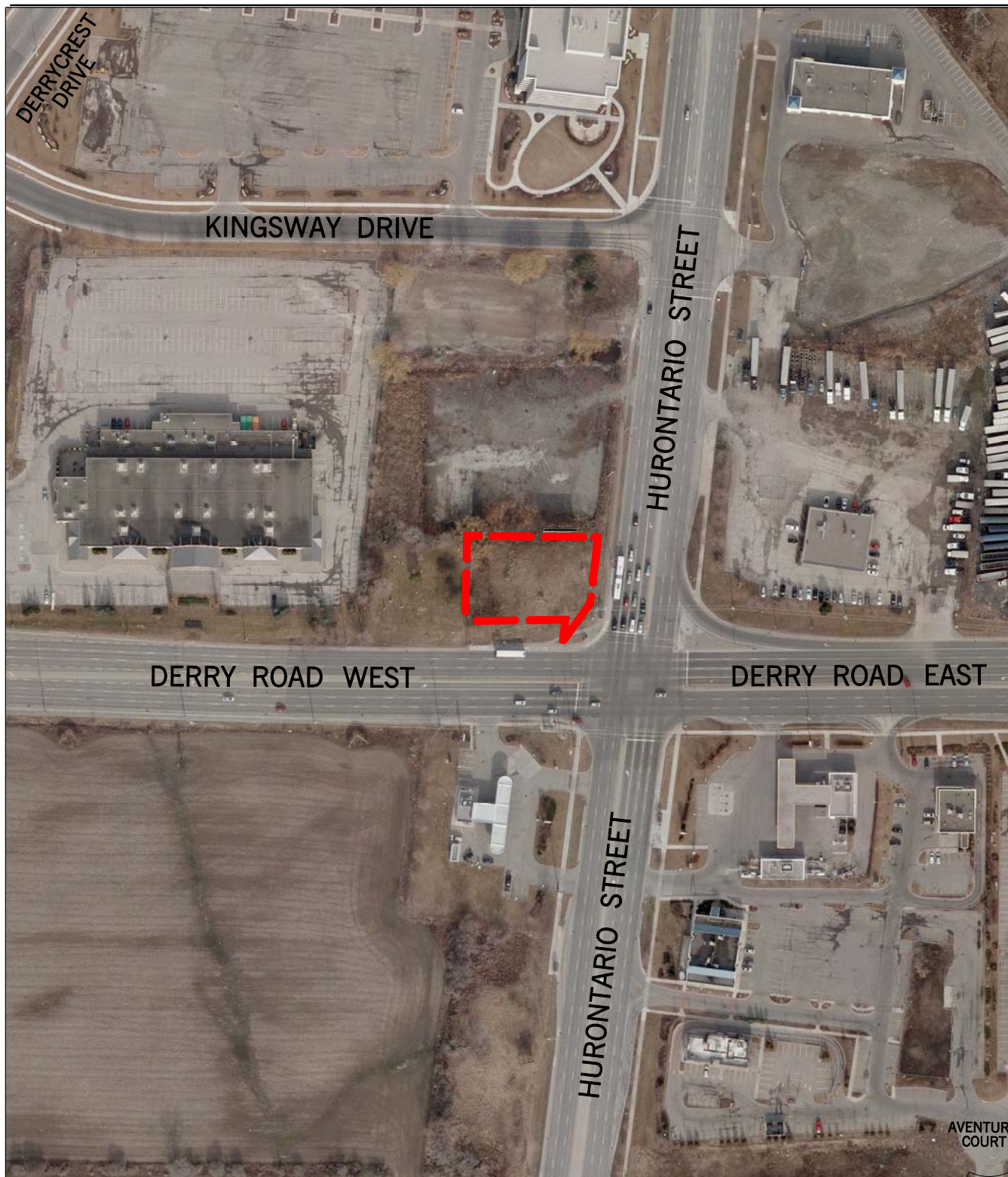
Prepared By: Jeff Markowiak, Development Planner

Antorisa Investments Inc.

File: OZ 11/018 W5

Site History

- May 5, 2003 – The Gateway District Policies and Land Use Map are approved by the Region of Peel, designating the lands as Business Employment.
- June 20, 2007 – Zoning By-law 0225-2007 came into force zoning the subject lands "D" (Development).
- December 1, 2009 – Mississauga Plan 40 came into effect, adding further policies and urban design principles to the Gateway District Policies.



LEGEND:



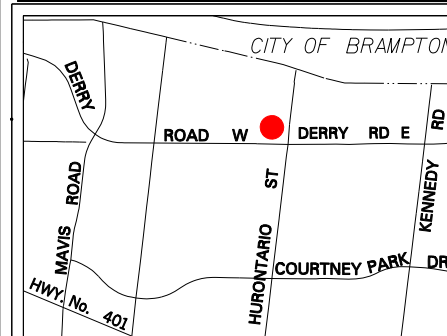
SUBJECT LANDS

DATE OF AERIAL PHOTO: 03 2011



SUBJECT:

ANTORISA INVESTMENTS LTD.



FILE NO:
OZ 11/018 W5

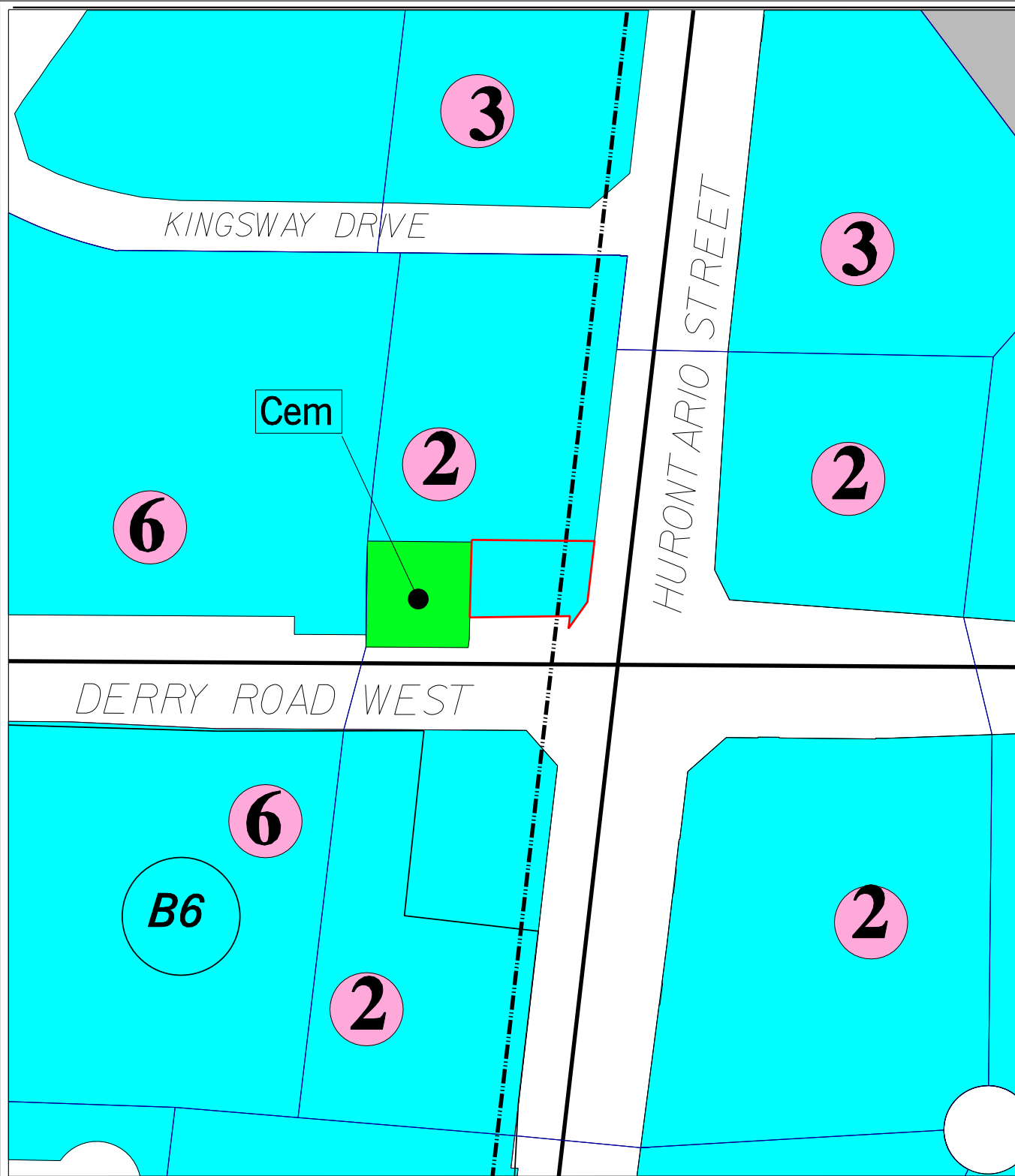
DWG. NO:
11018A

SCALE:
1:2500

PDC DATE:
2012 09 04

DRAWN BY:
K. PROKOP

APPENDIX I-2



PART OF GATEWAY DISTRICT LAND USE MAP GATEWAY DISTRICT POLICIES OF MISSISSAUGA PLAN

LAND USE DESIGNATIONS

- General Retail Commercial
- Motor Vehicle Commercial
- Business Employment
- Industrial
- Public Open Space
- Private Open Space
- Greenbelt
- Parkway Belt West
- Utility

TRANSPORTATION LEGEND

- Provincial Highway and Interchange
- Arterial
- Major Collector
- Major Collector (Scenic Route)
- Future Major Collector (conceptual)
- Minor Collector
- Local Road
- Major Transit Corridor

LAND USE LEGEND

- Regulatory Floodplain
- LBPIA Operating Area Boundary – See Aircraft Noise Policies
Note: In Gateway, all lands are within the LBPIA Operating Area
- Node Boundary
- Cem – Cemetery
- Existing Stormwater Management Facility
- Proposed Stormwater Management Facility
- Special Site Areas (See Special Site Policies)

SUBJECT LANDS

Amendment No. 95 Appealed to the Ontario Municipal Board

(B#) Appealed to the Ontario Municipal Board

*Amendment No. 95 Appealed to the Ontario Municipal Board.
Delete and replace with Higher Order Transit Corridor*

1996 NEP/2000 NEF Composite Noise Contours

Planning District

MISSISSAUGA Planning and Building

Produced by T&W, Geomatics

SUBJECT:
ANTORISA INVESTMENTS LTD.

FILE NO:
OZ 11/018 W5

DWG. NO:
11018R

SCALE:
1:2500

PDC DATE:
2012 09 04

DRAWN BY:
K. PROKOP

APPENDIX I-3

CITY OF BRAMPTON

DERY ROAD

MAVIS ROAD

HWY No. 401

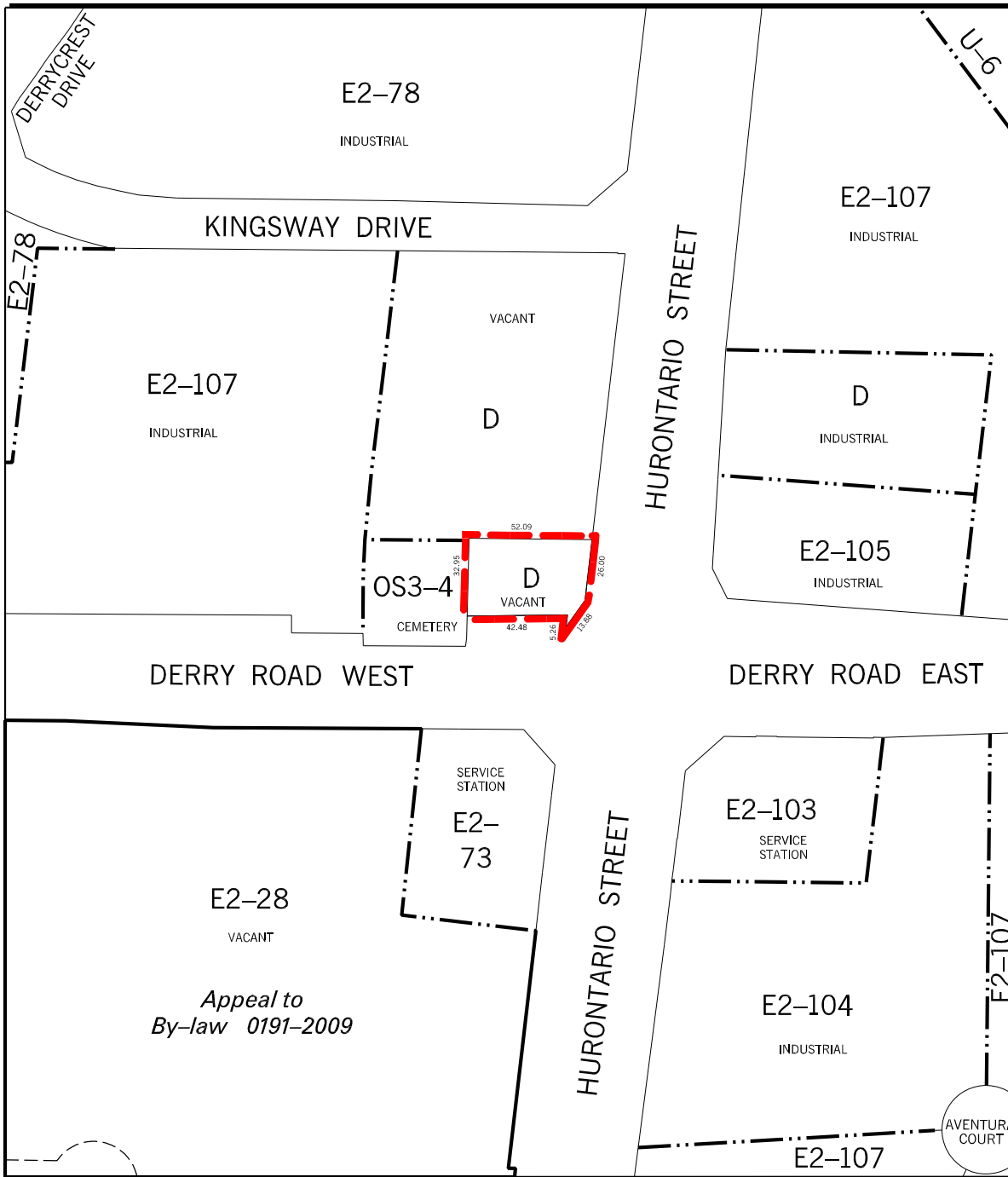
ROAD W

ST


DERY RD E

KENNEDY RD


COURTNEY PARK DR



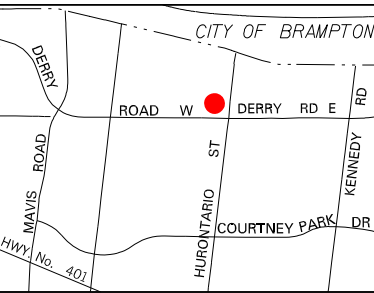

LEGEND:

 PROPOSED REZONING FROM 'D' (DEVELOPMENT) TO 'E2-EXCEPTION' (EMPLOYMENT) TO PERMIT A TWO STOREY MOTOR VEHICLE REPAIR FACILITY - RESTRICTED.

NOTE: EXISTING ZONING DELINEATED ON THE PLAN
PROPOSED ZONING INDICATED BY SHADING WITHIN
THE APPLICATION AREA.
THIS IS NOT A PLAN OF SURVEY.

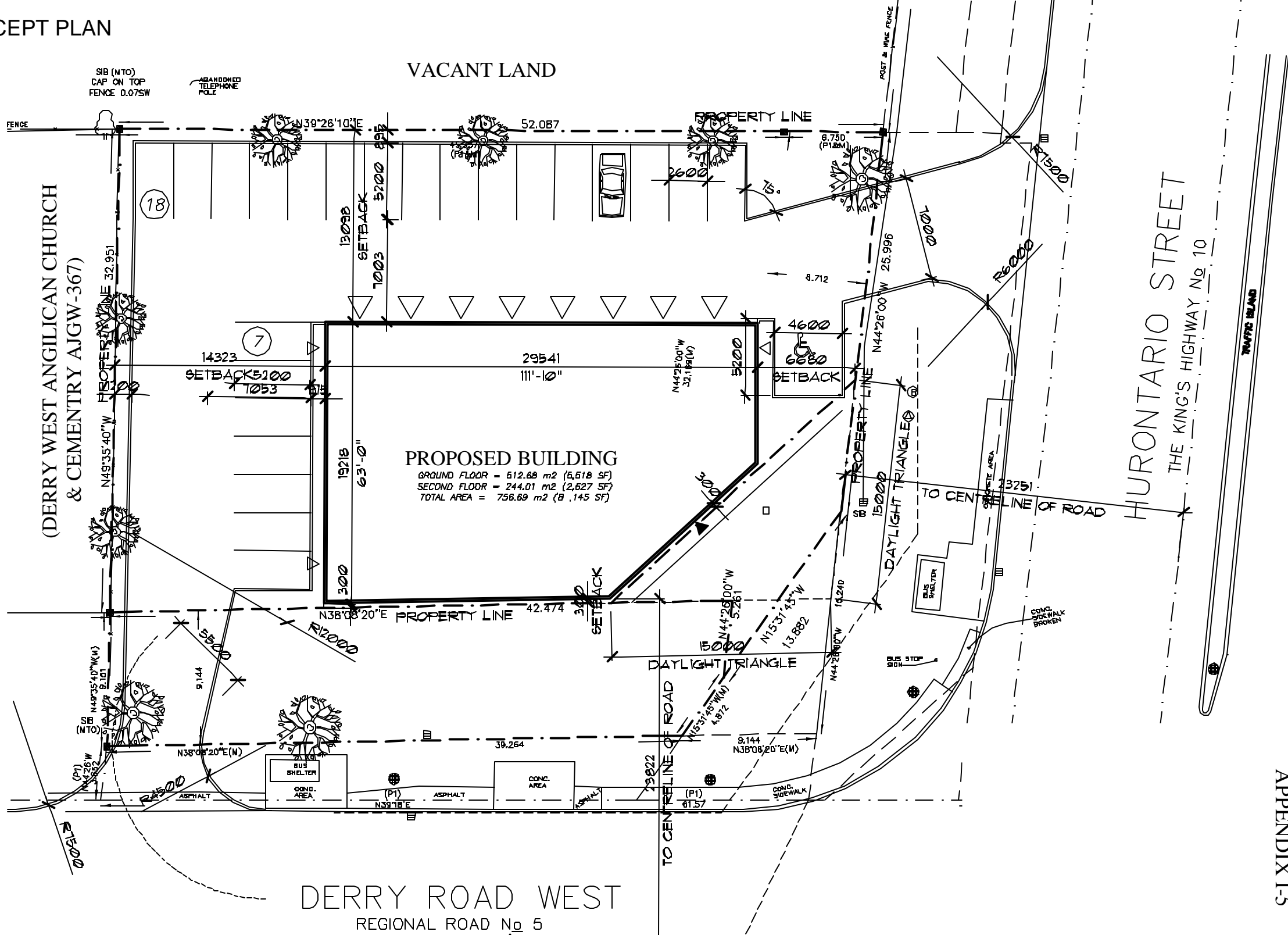


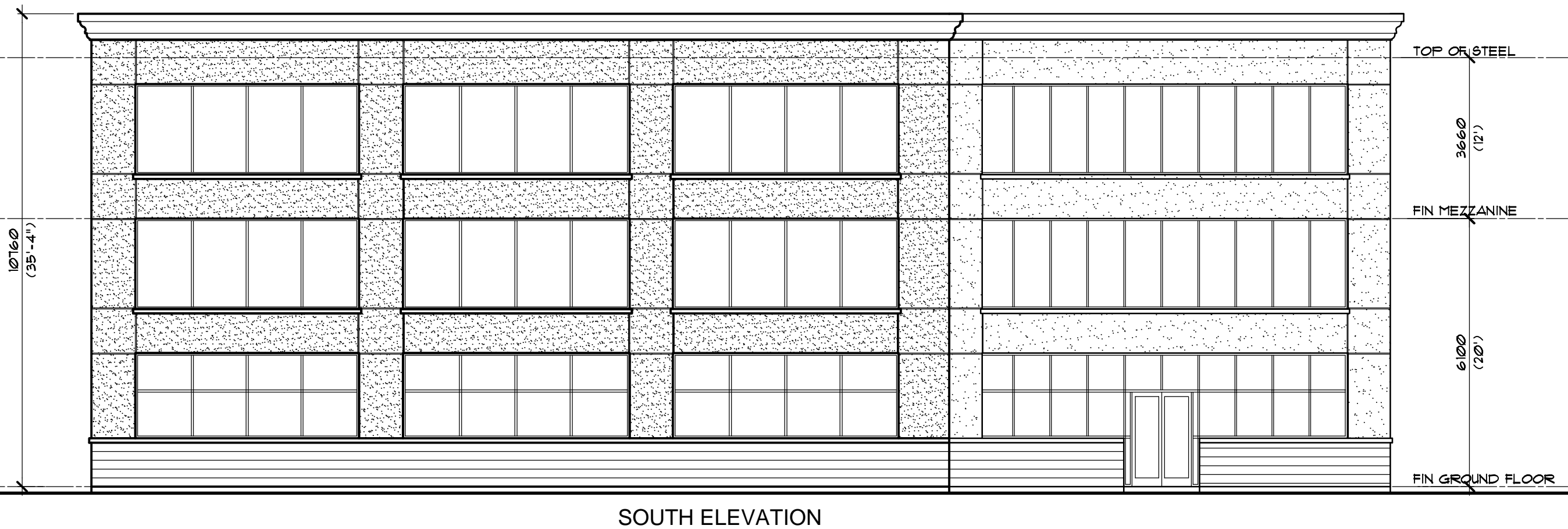
SUBJECT:
ANTORISA INVESTMENTS LTD.

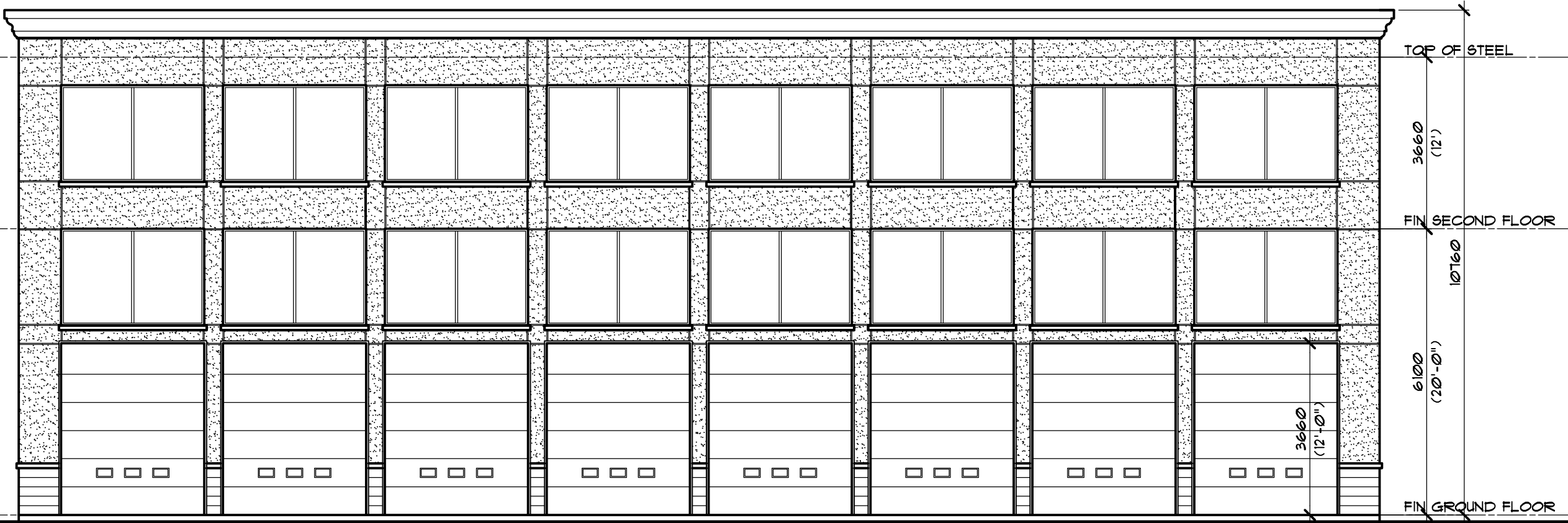
	FILE NO: OZ 11/018 W5	APPENDIX I-4
	DWG. NO: 11018R	
	SCALE: 1:2500	
	PDC DATE: 2012 09 04	
	DRAWN BY: K. PROKOP	
 MISSISSAUGA Planning and Building		Produced by T&W, Geomatics

*Appeal to
By-law 0191-2009*

CONCEPT PLAN



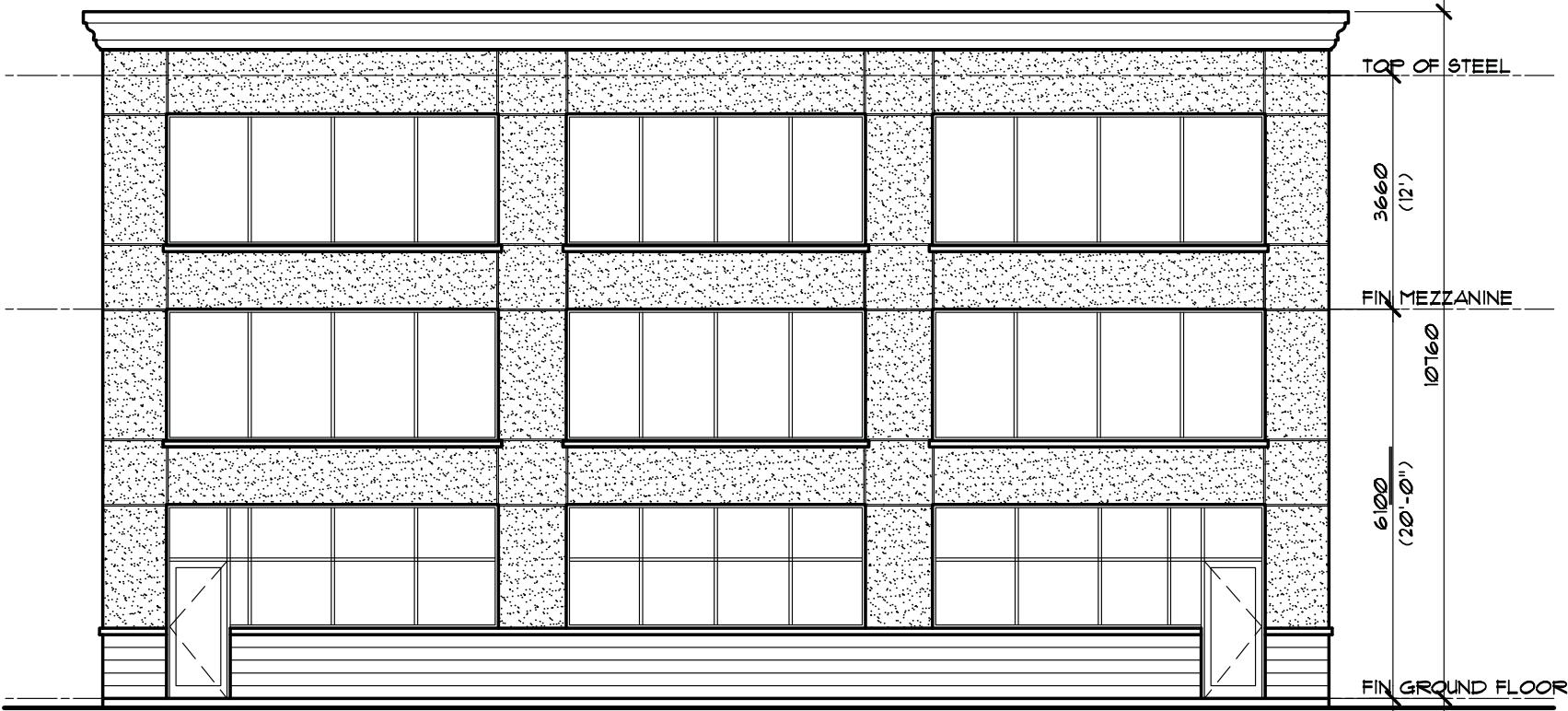




NORTH ELEVATION



EAST ELEVATION



WEST ELEVATION

Antorisa Investments Inc.

File: OZ 11/018 W5

Agency Comments

The following is a summary of comments from agencies and departments regarding these applications.

Agency / Comment Date	Comment
Region of Peel (April 25, 2012)	<p>The Traffic Engineering section has reviewed a Traffic Impact Review memorandum prepared by LEA Consulting Ltd. dated September 13, 2011. The intersection of Derry Road West and Hurontario Street has an approved Environmental Assessment which requires additional auxiliary lanes (specifically dual left turns and right turn lanes with channels in all directions) that will result in a reduced tangent curb line along Derry Road West and, consequently, affect the feasibility of a Derry Road West access point.</p> <p>Further, until such time as land requirements required to accommodate the Hurontario Main Street Study have been determined, and that any associated increase or reduction of curb frontage along Derry Road West can accommodate a vehicular entrance/exit at the westerly limits of the property without preventing the option for a westbound bus stop as close to the intersection as possible, the Region will not support a vehicular access point on Derry Road West. Should this proposal proceed with a site plan application, the Region will require a scoped traffic impact study including, but not limited to, a revised functional design assessing the feasibility of the Derry Road West access based on known property impacts at that time.</p> <p>The applicant is encouraged to pursue reciprocal access easements with properties to the north to gain access to the surrounding road network.</p> <p>The Region of Peel will be undertaking intersection improvements at Derry Road West and Hurontario Street. The Owner/Developer will be required to gratuitously convey additional lands above and beyond the Official Plan requirements to accommodate the intersection improvement works, including temporary and permanent easements.</p>

Antorisa Investments Inc.

File: OZ 11/018 W5

Agency / Comment Date	Comment
	<p>The Region will require a daylight triangle and reserve at the intersection of Derry Road West at Hurontario Street.</p> <p>An existing 750 mm (30") diameter watermain is located on Derry Road and an existing 400 mm (16") diameter watermain is located on Hurontario Street. There is no existing municipal sanitary sewer to service this site. The closest existing sanitary sewer is a 250 mm (10") diameter sanitary sewer located on Kingsway Drive.</p> <p>A Storm water Management Report is required for our review to determine the affect of the proposal on the existing structures and drainage along the existing regional right-of-way.</p>
<p>City Community Services Department – Planning, Development and Business Services Division/Park Planning Section (March 7, 2012)</p>	<p>This Section notes that the subject property is adjacent to municipally owned Derry West Cemetery (P-407). As such, satisfactory arrangements regarding matters such as grading, tree preservation, hoarding and securities shall be made. Further, this Section notes that should these applications be approved, prior to the issuance of building permits, payment of cash-in-lieu of parkland dedication is required pursuant to Section 42 of the <i>Planning Act</i> (R.S.O.1990, c.P.13, as amended) and in accordance with the City's Policies and By-laws.</p>
<p>City Community Services Department – Culture Division (January 26, 2012)</p>	<p>The adjacent property, Derry West Cemetery, is designated under the <i>Ontario Heritage Act</i>. Accordingly, a Heritage Impact Statement is required. The submitted statement does not meet the terms of reference provided.</p>
<p>City Transportation and Works Department (May 8, 2012)</p>	<p>The Transportation and Works Department confirms receipt of a Site Plan, Stormwater Management Report, Site Servicing and Grading Plan, Traffic Impact Review and Environmental Site Assessment Phases 1 and 2.</p> <p>The applicant has been requested to provide a planning rationale letter indicating how the proposed development supports the proposed Hurontario Light Rail Transit as per the Hurontario/Main Street Corridor Master Plan adopted by Council.</p>

Antorisa Investments Inc.

File: OZ 11/018 W5

Agency / Comment Date	Comment
	<p>Prior to the Supplementary Report meeting, the applicant has been requested to revise the plans to address certain grading concerns and encroachment issues.</p> <p>The applicant has also been requested to update the Stormwater Management Report, the Traffic Impact Review, and validate the Environmental Site Assessment Phases 1 and 2, dated August 2000.</p> <p>Further detailed comments/conditions will be provided prior to the Supplementary Report meeting pending receipt and review of the foregoing.</p>
City Arborist (February 24, 2012)	<p>The willow tree on the abutting Cemetery lands is adjacent to a very low lying parcel of land which is prone to wet conditions. The large willow is an asset in terms of water absorption. It is advisable, due to the tree's health and water absorption capabilities, to retain and prune this tree at the Developer's expense.</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> <p>City Community Services Department – Fire and Emergency City Economic Development Office Enersource Canada Post Rogers Cable</p>
	<p>The following external agencies were circulated the applications but provided no comments:</p> <p>Bell Canada City of Brampton Enbridge Greater Toronto Airport Authority (GTAA)</p>

Antorisa Investments Inc.

File: OZ 11/018 W5

Mississauga Plan Policies

Gateway District – Special Site 2

4.15.6.3 The site is also subject to the Special Site 2 provisions of the Gateway District, which apply to the four corners of Hurontario Street and Derry Road East/Derry Road West and Hurontario Street and Courtneypark Drive East/Courtneypark Drive West. Notwithstanding the Business Employment designation and the Urban Design Policies in Section 4.15.3.2, the following additional policies will apply to lands located within Special Site 2:

- a. existing motor vehicle service station/gas bar sites at the southeast and southwest corners of Derry Road East/Derry Road West and Hurontario Street are recognized, but are encouraged to be redeveloped for other permitted uses;
- b. expansion of the existing motor vehicle service station/gas bar sites at the southeast and southwest corners of Derry Road East/Derry Road West and Hurontario Street will be permitted. As part of the expansion of the existing gas bar at the southeast corner of Derry Road East and Hurontario Street, a car wash will also be permitted.

The reconstruction or alteration of the existing car wash at the south-east corner of Hurontario Street and Derry Road East may be permitted if the proposal results in a visual or functional improvement of the site which achieves the intent and policies of the Gateway District Policies;

- c. accessory retail commercial uses will generally be limited to a maximum of 30% of the total Gross Floor Area (GFA).

Free-standing accessory retail commercial uses will not be permitted. Accessory retail commercial uses must be contained within the same building as the principal use;

- d. assembly of lands at the Hurontario/Derry intersection is encouraged;
- e. prior to development of the lands at the Hurontario/Derry intersection, an internal access concept will be prepared to the satisfaction of the Transportation and Works Department;
- f. these lands represent the principal intersections along the Hurontario corridor north of Provincial Highway 401 (Derry Road East/Derry Road West and Courtneypark Drive

Antorisa Investments Inc.**File: OZ 11/018 W5**

East/Courtneypark Drive West). Development abutting the intersections should highlight these locations as focal points within the streetscape, given their high profile and visibility.

In addition to the Urban Design Policies in Section 4.15.3.2, these lands will be subject to the following:

- built form at the corners of the intersections should have prominence, occupy a majority of the streetline and be a minimum of three (3) storeys. The reconstruction of the service stations at the south east and south west corners of Hurontario Street and Derry Road East/West for motor vehicle commercial purposes may be permitted if it results in an improvement of the site by meeting the spirit and intent of this Plan by providing, for example, the massing, height and built form of a two (2) storey mezzanine building.
 - buildings with minimal frontal setbacks with active street-oriented elevations, main front doors and fenestration integrated with the streetscape;
- g. regard will be given to the design guidelines as outlined in the urban design manual entitled Upper Hurontario Corridor – a Design Mandate for Excellence during the processing of development applications.

Gateway District – Hurontario Street Corridor Development Policies

4.15.3.2 The purpose of these policies is to promote high quality urban design and built form. These policies are also intended to reinforce and enhance the image of Hurontario Street as the main north-south corridor through the City.

- a. Encourage a high quality urban design in the built form which is distinctive and urban in character, and which contributes to the identity of Hurontario Street as a principal City thoroughfare.
- b. Encourage a high standard of public and private realm streetscape design that is coordinated and comprehensive which includes street furniture, public art, building forecourts, open space, bus shelters, tree planting, and the sensitive location of utilities.
- c. Ensure buildings are street-related with pedestrian entrances, active building elevations, and fenestration forming an integrated link between the building and the sidewalk.

Antorisa Investments Inc.

File: OZ 11/018 W5

- d. Encourage the development of a unique Hurontario Street character, and enhance its image through the creation of streetscape design, prominent intersections built form features, an integrated public and private realm and gateway features.
- e. Orient the most active and architecturally detailed building facaded to the public street by use of main entrances and a large percentage of fenestration addressing the streetscape.
- f. Locate parking facilities at the rear and/or side of buildings instead of between the front of the building and the public street.
- g. Design buildings with sufficient height, mass and width of street frontage to define and frame the street.
- h. Complete the road system to improve cyclist and pedestrian movement, vehicular and servicing access, and to create usable and accessible development parcels.
- i. Integrate the principal and the accessory uses, within individual buildings.
- j. Encourage the continued development of varied and innovative prestige buildings.
- k. Encourage development that provides a safe and convenient pedestrian environment that promotes the use of Hurontario Street as a major transit corridor.
- l. Minimize building setbacks from the streetline(s) while balancing continuous landscaping between the building and the street and pedestrian linkages to the public sidewalk.
- m. Encourage the appropriate transition of built form between buildings.
- n. Provide for safe, pleasant and convenient pedestrian movement from the public sidewalk and on-site parking area to the principal building entrance(s).
- o. Discourage the fragmentation of land parcels that will inhibit the eventual development of employment uses. Encourage land consolidation, in particular at the principal intersections to facilitate useable development parcels.

Antorisa Investments Inc.

File: OZ 11/018 W5

- p. Priority will be given to pedestrian movement when accommodating both pedestrian and vehicular traffic. Design efficient parking facilities to avoid circuitous routes and dead end aisles.
- q. Encourage built form (outside the gateway and main intersection areas) to incorporate a high level of physical continuity, cohesion and linkage between buildings, from block to block, and from street to street.
- r. Create a sense of prominence at the intersections of Hurontario Street, in addition to those subject to Special Site Policies, by integrating features such as, tall, more distinctive buildings located close to the street, unique landscape and streetscape treatment, elevated and distinguished rooflines.
- s. Internalize, screen and minimize visual impacts of the service and loading facilities from the streetscape(s), public view, pedestrian walkways, and abutting uses.
- t. The submission of a concept plan will be required for all development applications to demonstrate how the urban design policies will be implemented.
- u. Development applications will also have regard for the urban design guidelines in the urban design manual entitled Upper Hurontario Corridor – A Design Mandate for Excellence.

Mississauga Official Plan (2011) Policies

The language for the Special Site 2 and Urban Design Policies of the Gateway District in the Mississauga Plan, as outlined above, have been carried forward into the new Mississauga Official Plan under the Gateway Corporate – Special Site 1 policies (15.3.3.1) and Urban Design Policies (15.3.1).

Antorisa Investments Inc.

File: OZ 11/018 W5

Proposed Zoning Standards – "E2-Exception" (Employment)

	Required Zoning By-law Standard	Proposed Standard
Parking	33 spaces (2 designated for persons with disabilities)	23 spaces (1 designated for persons with disabilities)
Minimum Front Yard Setback	7.5 m (24.6 ft.)	0 m (0 ft.)
Minimum depth of a landscape buffer measured from any other lot line	4.5 m (14.8 ft.)	1.5 m (4.9 ft.)

