

REVISED PLANNING JUSTIFICATION REPORT

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1.0 INTRODUCTION

KP Consultants has been retained by n Architecture Inc (the "applicant"), with respect to the development of their lands municipally known as 1480 Derry Rd E, in the City of Mississauga (the "subject lands") (refer to Figure 1) and legally described as Part of LOT 10, COSESSION 3, EAST OF HURONTARIO STREET, 43R31711, PTS 5,6 (Geographical Township of Toronto), City of Mississauga, Regional Municipality of Peel.

The owner has submitted an application for a Zoning By-law Amendment to facilitate the development of the lands for a gas bar, with an associated The proposed development consists of a gasoline / 3 gasoline pumps with 6 fueling positions and a one-storey, with an accessory convenience store (167.25 sqm) and take-out restaurant use (92.92 sqm). The regulations of the Site Plan Control By-law require that the owner receive site plan approval from the Development and Design Division for any new development on-site or addition. This requirement is necessary prior to the issuance of a building permit. An application for Site Plan Approval would be submitted to the City at a later date.

This report is intended to provide a planning analysis and justification in support of the proposed development and the application submitted.

2.0 SITE AND SURROUNDING AREA

Shape and Size:

- The subject lands is irregular in shape.
- The lands have an area of 0.17ha (0.43 ac) and frontages of 55.57 m (182.31 ft) on Derry Road East.
- Entrance to the Site is via Dixie Road

Current Condition/use:

- The Site consists of a gravel lot with a mobile office trailer located along the west property line. Limousine vehicles are parked on the west and south areas of the Site.

Grading:

Existing topography shows that this is relatively flat land with the north-east corner slopes towards south-west corner of the site. The difference between elevations of north-east to south- west is around 0.08m.

Location and Surrounding use:

- The subject lands are located at the southwesterly corner of Derry Road East and Dixie Road (See **Figures 1 and 2**).
- The area context is a variety of business employment and airport uses, as well as parcels of undeveloped land.
- The lands are subject to the site plan control by-law.
- The Toronto Pearson Airport is located approximately 570 m southeast, Highway 410 is 1.7 km west and Highway 407 is 1.8 km north of the Site. The West Branch of Etobicoke Creek is located approximately 150 m east of the Site, flowing south to the southeast towards Lake Ontario.
- The Site is located in an area consisting primarily of industrial and commercial land use. A commercial condominium building is located west adjacent to the Site; Petro-Canada is located east of the Site across Dixie Road, Deery Feeder station on the north and vacant parcel on the South.

FIGURE 1 – LOCATION MAP

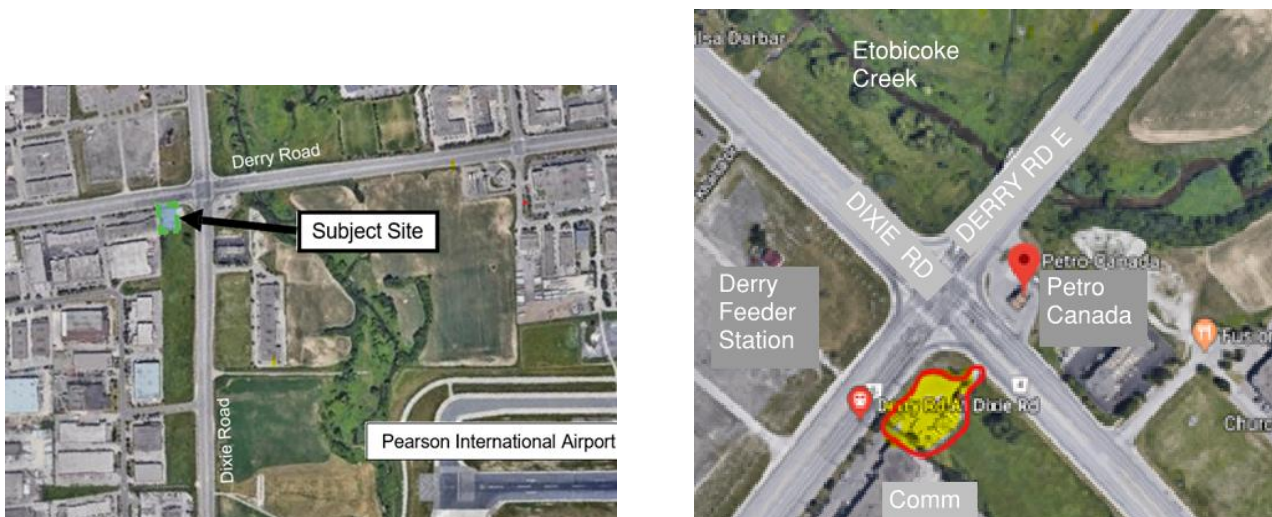


FIGURE 2 –SITE PICTURE



3.0 DEVELOPMENT PROPOSAL

As stated above, application for a Zoning By-law Amendment has been submitted to the City of Mississauga. The application has been submitted to facilitate the development of the site for gas bar, with an accessory convenience store and take-out restaurant use.

The proposed Zoning By-law Amendment is required to rezone the lands from "Development (D)" Zone to "Commercial Exception (C5- X)" Zone, under the provisions of By-law No. 0225-2007, as amended. This amendment is required to permit the development on the site for gas bar, with an accessory convenience store and take out restaurant use.

Figures 4 below show a Conceptual Site Plan for the development of the subject lands and provides site details. The proposed development consists of a gasoline/service station with an accessory convenience store, and take -out restaurant use.

Uses: The site plan includes 3 pumps with 6 fueling positions , 92.90 m² of take out restaurant use and 167.25 sqm of convenience market. The take out restaurant and convenience market is a one-storey building.

Parking:

- The site plan includes 13 parking spaces, two of which are designed as accessible (see Figure 3).
- Three post and ring bike rack are illustrated adjacent to the site's refuse collection area in the southwest corner.
- convenience store is short of two parking spaces.

FIGURE 3 –PARKING DETAILS

PARKING CALCULATIONS

	REQUIRED-MIN.	PROVIDED
C-STORE (5.4/100 SQM.)	9	7
TAKE-OUT RESTAURANT (6/100 SQM.)	6	6
TOTAL	15	13
BARRIER FREE PARKING	2	2 (3400X5200MM) (2400X5200MM)
LOADING SPACE MIN.	1	1

Vehicular access

- Vehicular Access is provided by a right-in/right-out (RIRO) driveway to Derry Road East at the west limit of the site's frontage located approximately 85 metres from centerline of the east of Dixie Road. Region of Peel was consulted while designing traffic operation for the proposed development. Region of Peel has indicated in their correspondence (*Sean –Stefan, email dated May 30, 2019*) that they would only allow one a right-in/right-out (RIRO) driveway on the westerly limit of the site due to safety concerns resulting from the close proximity of the Dixie Road intersection. Please refer to the attached Traffic Report Paradigm Transportation Solutions Limited, dated September 2019 for more details.
- The on-site drive aisles surrounding the 3-pump canopy measure at least 6.0 m in width.
- The drive aisle width adjacent to the canopy's northeast corner measures 5.4 m in width
- When the fueling position on the northeast corner is occupied, the driveway aisle may temporarily function as a single lane two-way drive aisle.
- The site's fuel tanks are located on the western property line and have been integrated into the site's loading zone area.

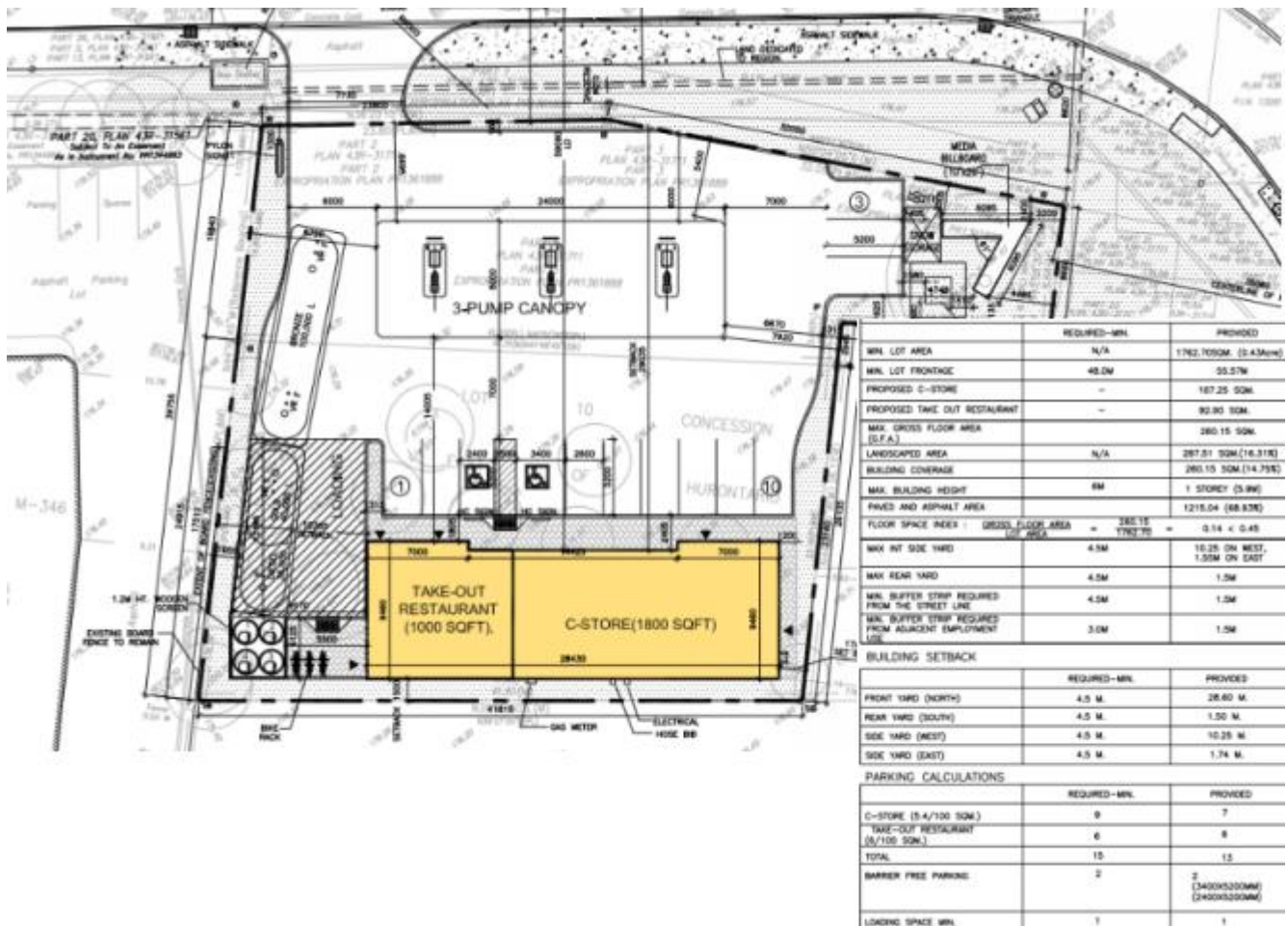
Pedestrian connection:

- There are no dedicated pedestrian facilities linking the convenience market to the sidewalks along Derry Road East or Dixie Road.

Waste collection:

- The site's waste collection is anticipated to be completed privately.
- Four Molok waste containers are located in the site's southwest corner.
- No circulation issues are anticipated to occur for the waste collection vehicle.

FIGURE 4 –SITE PLAN AND SITE STATISTICS



4.0 POLICY ANALYSIS

4.1 PROVINCIAL POLICY

4.1.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: building strong communities; wise use and management of resources; and, protecting public health and safety. City Council’s planning decisions are required to be consistent with the PPS.

In accordance with Section 1.1.3 of the PSS, new development has been encouraged to locate in Settlement Areas. Specifically, it is stated that:

1.1.3.1 Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.

1.1.3.2 Land use patterns within settlement areas shall be based on:

a) densities and a mix of land uses which:

1. efficiently use land and resources;

2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;

3. minimize negative impacts to air quality and climate change, and promote energy efficiency;

4. support active transportation;

5. are transit-supportive, where transit is planned, exists or may be developed; and,

6. are freight-supportive; and,

b) a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

1.1.3.3 Planning Authorities shall identify appropriate locations and promote opportunities of intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including Brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities require to accommodate projected needs.

Intensification and redevelopment shall be directed in accordance with the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety.

1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risk to public health and safety.

The proposed development is to occur in a designated Settlement Area, within the City of Mississauga. It is intended that the development will contribute to the ongoing growth of the area by providing a motor vehicle commercial land uses on the regional road.

Through the proposed zoning by-law amendment will ensure functional site design, safety and efficiency for patrons accessing the site through a range of transportation options and an appropriate transition to the more sensitive land uses (rural residential) to the north.

In this regard and based on the aforementioned review of the relevant policies of the PPS, the proposed land uses are consistent with these policies and is therefore consistent with the vision of the Province and how it has directed new development to occur within its municipalities.

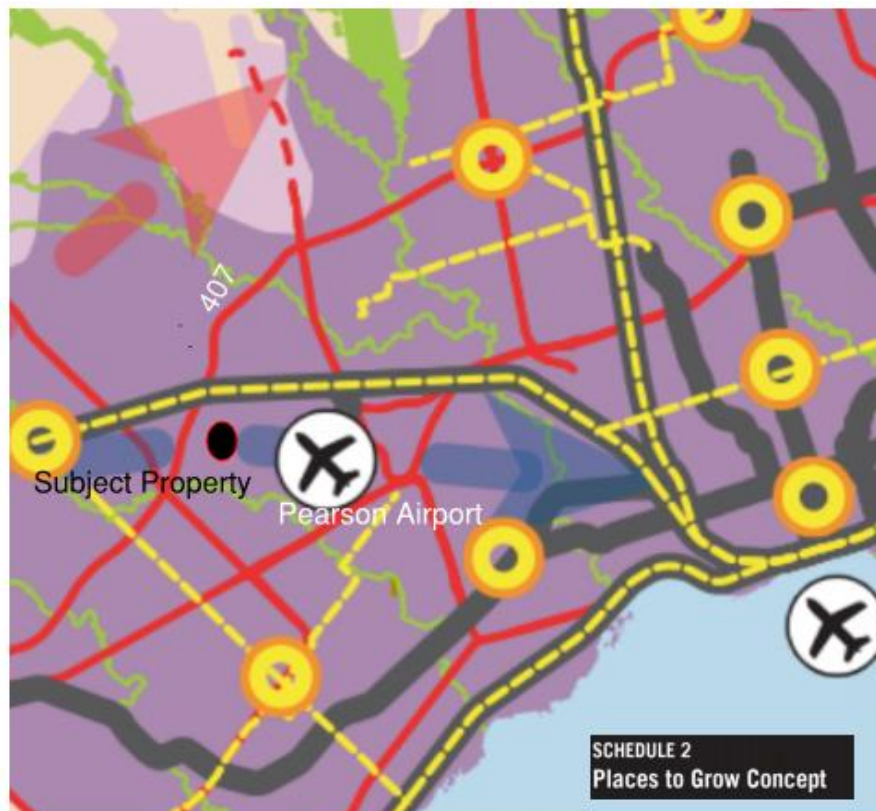
4.1.2 Growth Plan for the Greater Golden Horseshoe, 2017

The Growth Plan builds on the policies set out in the Provincial Policy Statement (PPS) and must be read in conjunction with it to establish complete communities, prioritize intensification and higher densities to make efficient use of land and infrastructure while providing for different approaches to manage growth within the Greater Golden Horseshoe (GGH).

Section 2.2.1 4. a) states applying the policies of the Plan will support the achievement of complete communities that feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities. The subject lands are located within the Delineated Built-Up Area (**See Figure 5**).

The proposed development will provide an opportunity to provide employment opportunities in the City and commercial services to those existing residents of the surrounding area as well as local operational and commercial businesses.

FIGURE 5 –GROWTH PLAN EXCERPT



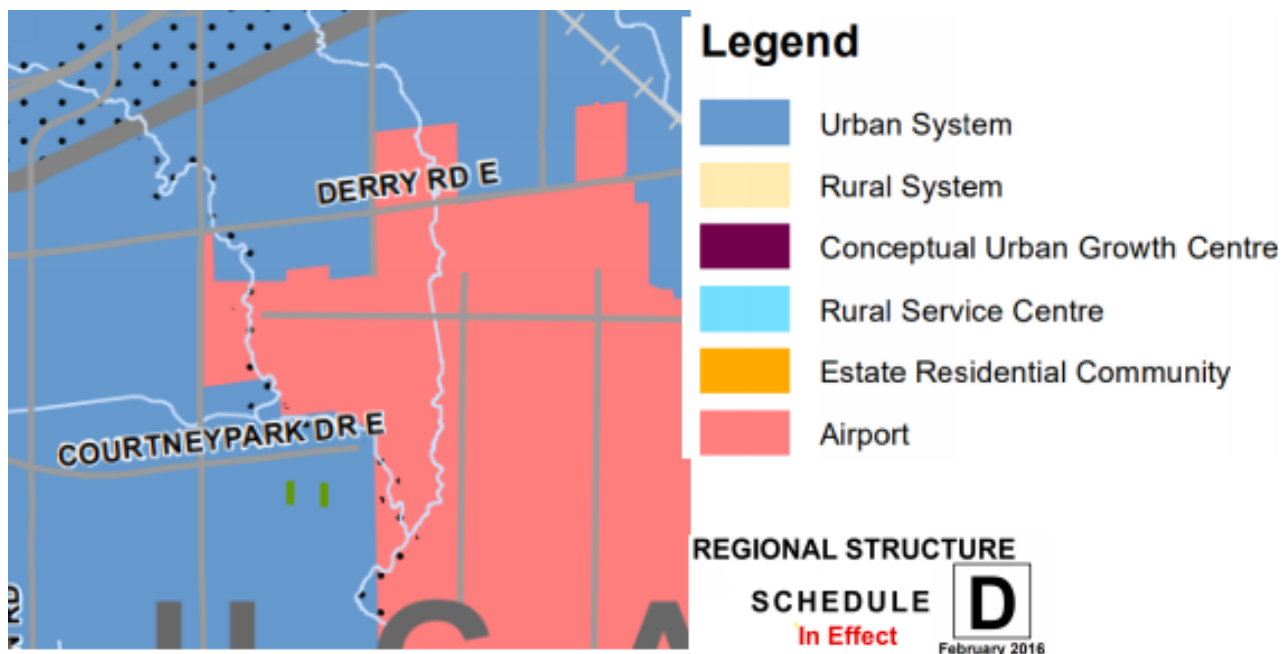
- | | |
|---|---|
|  Built-Up Area – Conceptual |  Greenbelt Area [†] |
|  Designated Greenfield Area – Conceptual |  Greater Golden Horseshoe Growth Plan Area ^{**} |

4.2 REGIONAL POLICY

4.2.1 Region of Peel Official Plan, 2018

The Region of Peel Official Plan contains broad planning and land-use policies to guide growth and development in the Region. The Regional Official Plan's Schedule D - Regional Structure, designates the majority of the City of Mississauga, including the subject property, as being part of the Region's Urban System (Figure 6 - Region Of Peel Official Plan - Schedule D). The general Urban System policies are outlined in Section 5.3 of the regional plan and include goals and objectives to achieve intensified, efficient and sustainable use of land and encourages development that would recognize the integrity and physical characteristics of existing communities. It is our opinion that the proposed development conforms to the general policies of the Region of Peel Official Plan.

FIGURE 6 –REGIONAL OFFICIAL EXCERPT

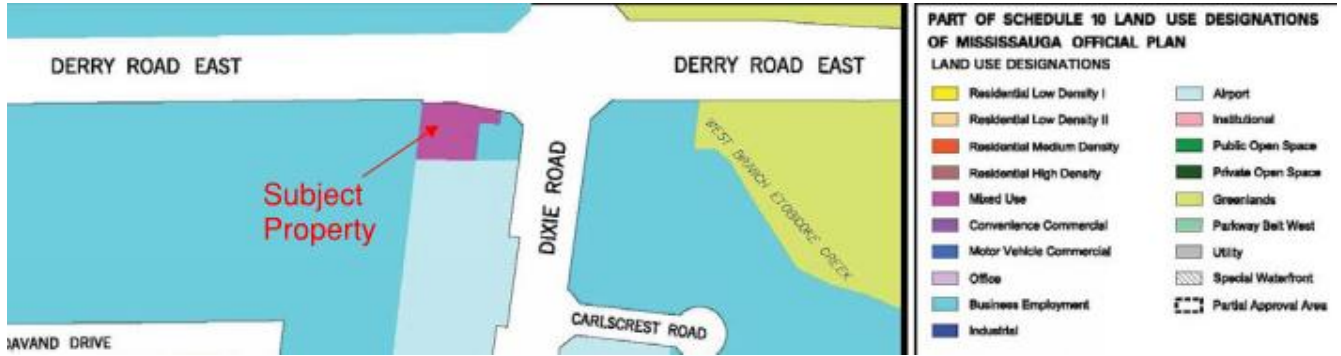


4.3 LOCAL OFFICIAL PLAN

4.3.1 City of Mississauga Official Plan

The subject lands are located within the Northeast Employment Area and are designated "Mixed Use" under Schedule 10 of the Mississauga Official Plan (Figure 7 - Mississauga Official Plan - Schedule 10). This designation envisions a planning district to accommodate a mix of general commercial and retail uses such as conference centre, entertainment, recreation and sports facility, financial institution, office, restaurant, retail store including motor vehicle rental and sales. The proposed development conforms to the specific policies of the mixed-use designation.

FIGURE 7--OFFICIAL PLAN DESIGNATION

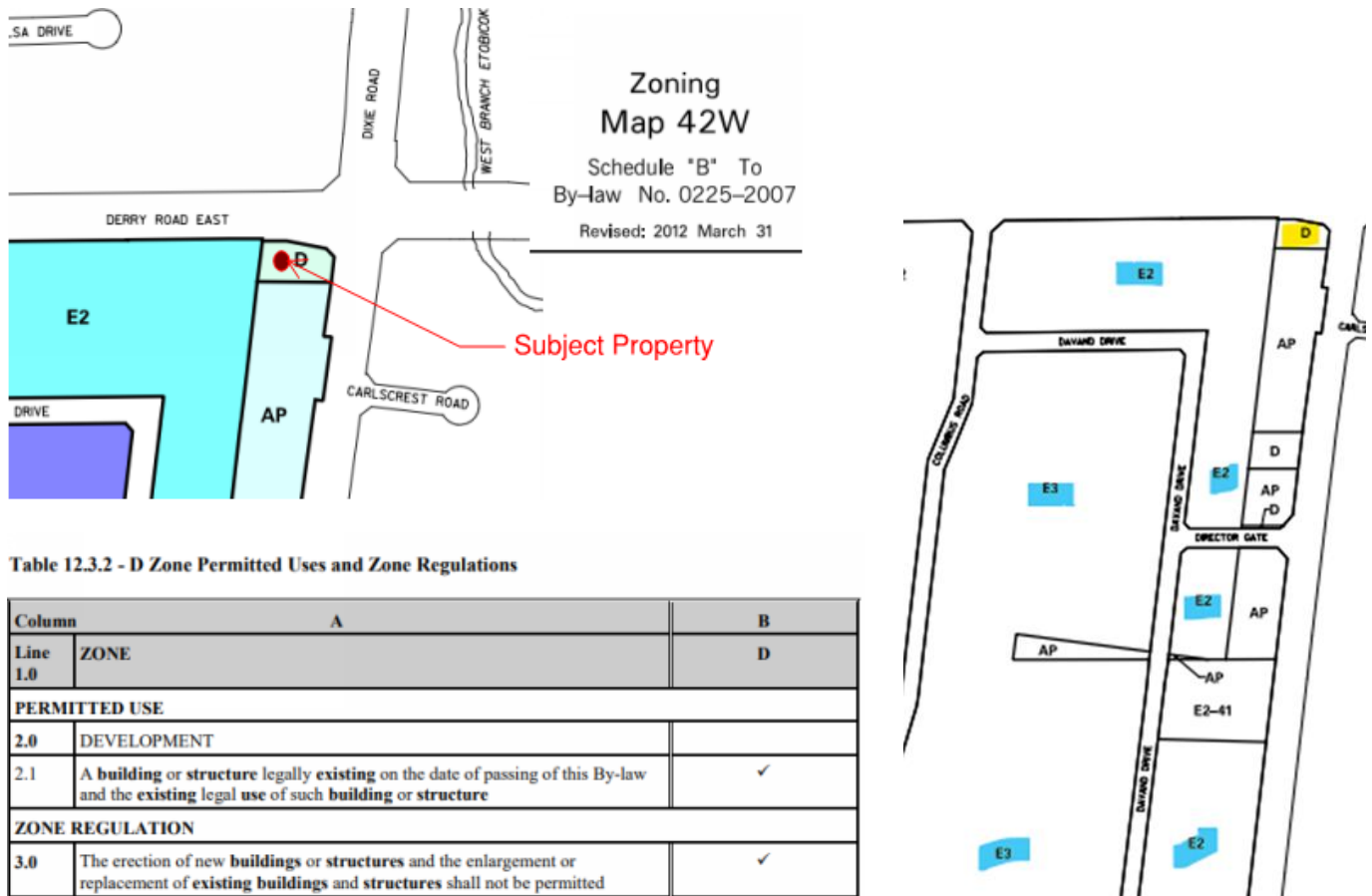


5.0 Zoning

Current zoning:

The subject property is presently zoned "Development D" under the City's Zoning By-Law No. 0225-2007 (See Figure 8).

FIGURE 8--ZONING EXCERPT



Previous Zoning

Previously, the site was zoned "A" for agriculture in Zoning By-law 5500. An agricultural zone did not permit the proposed uses

Permissions of the Current zoning

The provisions of the "D" zone only permit uses that legally existed at the date of the enactment of the By-Law that is 2007.

Property Use Directories

Directories for the Site and Study Area were available for review at the Mississauga Public Library located in Mississauga, Ontario. The Site and Study Area were reviewed in approximately five-year increments for the years 1981 to 2001 when a publication was ceased. Tables 1 and 2 and figure 9 below summarizes the land uses of the Site:

Table 1: Property Use Directories, Site Use

Site		
Address	Property Use	Years Occupied
	Not listed	2001
	Traditional Carpet Cleaning	1996
	Not listed	1991
	Raebinloft Antiques	1983
	Rae, J. D.	1980-1983

Table 2: Aerial Photograph study

Year	Site Description
1975	The Site appears to be undeveloped.
1985	
1989	A driveway appears to access the property from Derry Road East at the north portion of the Site. Due to the scale of the photograph, buildings on Site cannot be distinguished.
2002	The Site appears to be developed with a building at the north portion of the property. The east portion of the property appears to be used for storage.

2017

The Site appears to be vacant, no buildings are located on Site.

FIGURE 9 –Aerial Picture 2007 at the time of passing of the by-law



Reason for the Zoning Application

The “Development D” zone recognizes vacant land and existing outmoded land uses and is not intended to prohibit development or redevelopment. The primary objective of this zoning category is to ensure that the ultimate land use would comply with the City’s prevailing development standards. Effectively, properties that are zoned “Development D” must be rezoned to an appropriate category that conforms to the applicable land-use policies and development criteria of the Official Plan.

Proposed Zoning:

The proposed “Motor Vehicle Commercial (C5)” zone is identical to the existing zoning of the majority of the neighbouring lands which are zoned as Employment-2 “E2” zone which permits a range of commercial uses.

As per Planning Staff suggestion (DARC 17-15 W5) we have designed site on C5 zoning standards. As per the Table 6.2.1 of the Zoning By-law, the C5 zone do not permit convenience store, hence an exception to C5 zoning is required to facilitate the proposed development (See Figure 10).

FIGURE 10 –ZONING EXCERPT (C5 ZONE)

Column	A	B	C	D	E	F
Line 1.0	ZONES	C1 Convenience Commercial	C2 Neighbourhood Commercial	C3 General Commercial	C4 Mainstreet Commercial	C5 Motor Vehicle Commercial
Table 6.2.1 continued from previous page						
2.5	MOTOR VEHICLE SERVICE					
2.5.1	Gas Bar (0018-2015)					✓ (3)(1)
2.3.2	Office	✓	✓	✓	✓	
2.1.1	Retail store less than or equal to 600 m² GFA - non-residential	✓	✓	✓	✓	
2.2.3	Take-out Restaurant	✓ (1)	✓ (1)	✓ (1)	✓ (1)	

Motor Vehicle Zone with Exception C5-X : When compared to C5 development standards, exceptions are required for interior side yard setback, landscape buffer and height. The lot line abutting Derry Road East is proposed to be deemed to be the front lot line (**See Table 3 below**).

Table 3 Development Standards			
Standards	C5 standards	Provided	Complies
Min Lot Frontage	48.0 m	55.57 m	Yes
Min Front yard	4.5 m	28.60m	Yes
Max GFA	NA	260.15 sqm	Yes
Max int side yard	4.5 m	10.5 on West 1.55 on East	Yes No
Max Rear Yard	4.5 m	1.5 m	No
Max height	6 m	5.9 m	Yes
Min Buffer strip required from the street line	4.5 m	1.5 m	No
Min Buffer strip required from adjacent employment use.	3.0 m	1.5 m	No

Parking: Relief is required for a reduction in parking by two spaces (see Table 4 below).

Table 4, Parking Calculation Required vs. Provided

PARKING CALCULATIONS

	REQUIRED--MIN.	PROVIDED
C-STORE (5.4/100 SQM.)	9	7
TAKE-OUT RESTAURANT (6/100 SQM.)	6	6
TOTAL	15	13
BARRIER FREE PARKING	2	2 (3400X5200MM) (2400X5200MM)
LOADING SPACE MIN.	1	1

Table 3.1.2.1 - Required Number of Parking Spaces for Residential Uses

Column	A	B
Line 1.0	TYPE OF USE	MINIMUM OFF-STREET PARKING REGULATIONS
11.0	Convenience Retail and Service Kiosk (0018-2015)	5.4 spaces per 100 m ² GFA - non-residential plus a stacking lane where a drive-through is provided ⁽²⁾
31.1	Office ⁽³⁾ (0308-2011)	3.2 spaces per 100 m ² GFA - non-residential Where the non-office uses, including medical office and real estate office, are greater than 10% of the total GFA - non-residential of the building, separate parking will be required for all of such uses in accordance with the regulations contained in Table 3.1.2.2 of this By-law
42.3	Take-out Restaurant (0212-2015)	6.0 spaces per 100 m ² GFA - non-residential

Accessible Parking:

- One parking space of "Type A" parking space of 3.6 m wide and 5.6 m in length is provided as per the AODA Accessibility Standard for the Design of Public Spaces. It also conforms to Amendment # 8 to Zoning By-law 0225- 2007.
- Accessible parking stall is located close to a barrier-free access walkway and convenience store entrance.
- The stall is located within 6.0 m of the main entrance of the convenient building.
- A barrier-free path of travel is provided to connect the designated stall space to a proposed barrier-free entrance of the convenience store.
- The ramp is provided for the proposed entrance, details are included on the site plan.

Justification for the Zoning Application:

The proposed convenience store is consistent with the function of Motor Vehicle Commercial use and are only subordinate use to the already permitted main use which is a gas station. Being located in a high traffic area, the gas bar with ancillary retail use would provide a service for area residents and local businesses and general traffic through the area. The proposal is the appropriate development and use of the underdeveloped land.

Regarding the reduction in landscape buffer from 4.5 m to 1.5 m and setbacks from 4.5 to 1.5m from adjacent commercial use, the convenience store is proposed to be located at the rear of the property closer

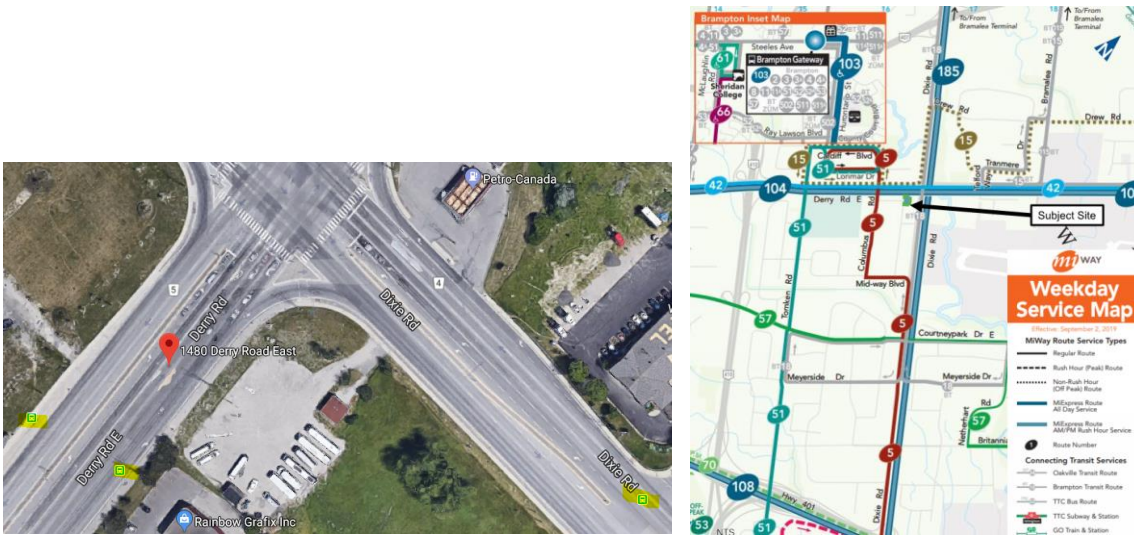
to the adjacent lands zoned as employment areas to reduce the adverse impact. Also, the proposed convenience store would be compatible with the adjacent commercial condominium building to the west.

Justification for reduction for commercial space including convenience store and take out restaurant in parking by two spaces:

Transit Supportive

- The subject lands are located in close proximity to public transit routes and bus stops and will promote the continued investment into the Region of Peel's public transportation infrastructure.
 - ✓ The eastbound and westbound bus stops are located adjacent to the subject site on the north and south side of Derry Road East. The northbound bus stops are located on Dixie Road approximately 175 meters north and south of the Derry Road East intersection (see **Figure 11**).
- Mississauga Transit (MiWay) currently operates 6 bus routes near the subject site:
 - ✓ Route 5 (Dixie) services the Dixie Road corridor between Cardiff Boulevard and Long Branch Go Terminal. The route operates on 10-minute headways during weekday peak hour periods and 20-minute headways during all other periods;
 - ✓ Route 15 (Drew) services the Drew Road and Rena Road corridor between Tomken Road and Westwood Square. The route operates on 30-minute headways during weekdays and does not operate on weekends;
 - ✓ Route 42 (Derry) services the Derry Road corridor between Meadowvale Town Centre and Westwood Square. The route operates on 10-minute headways during weekday peak hour periods, 20-minute headways weekday off-peak periods, and 30-35-minute headways on weekends;
 - ✓ Route 104 (Derry Express) services the Derry Road corridor between Meadowvale Town Centre and Westwood Square. The route operates on 15-minute headways during weekdays and does not operate on weekends; and
 - ✓ Route 185 (Dixie Express) services the Dixie Road corridor between Bramalea Terminal and Dixie Terminal. The route operates on 15-minute headways during weekdays and does not operate on weekends.
 - ✓ Brampton Transit operates Route 18 near the subject site, which services the Dixie Road corridor between Bramalea Terminal and Meyerside Drive. The route operates on 10-minute headways during weekday peak hour periods, 20-25-minute headways during all other periods.
 - ✓ Consequently, the impact of reduction in parking space by two spaces would be negligible.

FIGURE 11 –BUS STOP LOCATION AND TRANSIT ROUTES



6.0 Site Plan Approval

The proposed development is currently within a site plan control area. A site plan control application has been submitted.

7.0 Public Consultation Strategy

The Public Engagement Strategy of the City of Mississauga is in accordance with the requirements stipulated by the Planning Act. The above-noted applications will have a public engagement strategy in accordance with the City's public engagement process outlined above.

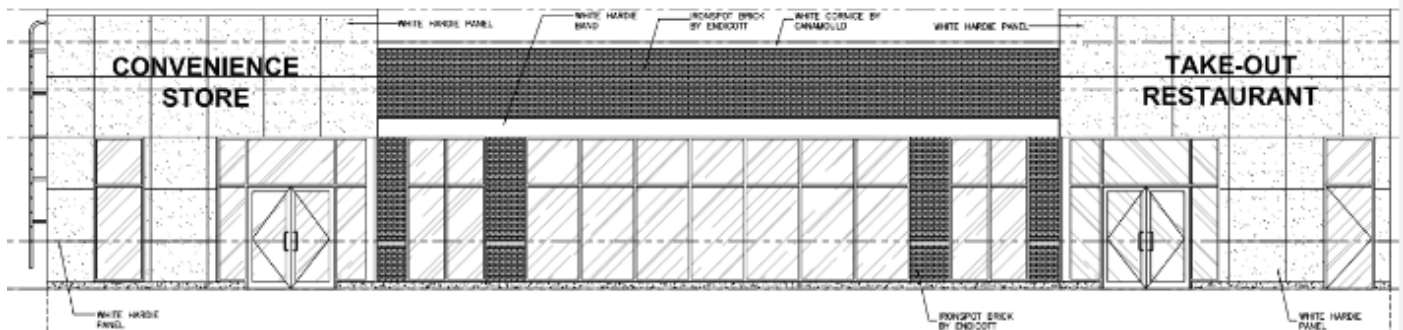
The City of Mississauga undertakes the following public engagement process for all development application:

- Placing an advertisement in the local newspapers to meet the minimum notice requirements of the Planning Act.
- The City uses social media, including Facebook and Twitter, and the City's website for general public notification and consultation for a number of Planning applications.
- The City follows the mandatory requirement of the Planning Act, including mailing out a notice to surrounding property owners.
- The City requires the applicant to post public notice signs on the subject site.

8.0 Urban Design and Landscaping

- The height and massing are sensitive to the surrounding area and are appropriate for the site.
- the fuel storage tanks and truck lay-by area would be located to the rear of the property along with the screened moloks, away from the street edge.
- Accessible parking and bicycle parking are places near the main entrance of the retail store and connected by 2.1 m wide walkway to the main entrance of the building.
- An automatic doors opener will be installed at the main doors of the retail store.
- Vents and underground storage tanks should not be located within the required landscape areas.
- A site plan control application is submitted with the subject application. Details regarding appropriate plant selection, soil volumes, and pedestrian walkway materials will be addressed during the site plan approval process.
- A Tree Survey & Inventory and Tree Preservation Plan is required to identify existing trees to be preserved, removed or transplanted.

FIGURE 12 –Convenience Store and Take out Restaurant Elevation



9.0 Supporting Materials

A Pre-Application Consultation (PAC) meeting with the Development Application Review Committee was held on April 23, 2019, with Peel Region and City of Mississauga staff to discuss the proposed development and determine the studies, plans and other supporting materials required in support of the proposed development applications. In accordance with the Application for Rezoning and Site Plan Approval, the following provides a brief summary of the submitted supporting studies and reports.

TABLE 5- REPORTS/SUPPORTING DOCUMENTS		
Report	Author/Consultant	Dated
Archaeological Assessment-Phase 1	Detritus Consulting Ltd.	August 2017
Environmental Site Assessment	G2S Environmental Consulting	July 2018

Functional Servicing	n Architects Inc.	October 2019
Stormwater Management Report	n Architects Inc.	November 2019
Transportation Impact Study	Paradigm Transportation Solutions Ltd.	September 2019

Archaeological Assessment

An Archaeological Assessment was prepared by Detritus Consulting Limited in support of the proposed development. The purpose of the assessment was to determine if the lands have any areas of archaeological significance. Stage 1 of the assessment determined that the Study Area retains no potential for the identification and recovery of archaeological resources.

Environmental Site Assessment- Phase 1

The Environmental Site Assessment (EAS) was prepared by G2S Environmental Limited in support of the proposed development. The purpose of the EAS was to determine the potential for impacts on the Site from present or past Site activities or from surrounding properties.

Several Potentially Contaminating Activities (PCAs) were identified within the Study Area, and were assessed based on observations of their operations, location relative to the Site with respect to the inferred groundwater flow direction, and tenures. The PCAs identified were judged to represent low risk to the property with respect to environmental impact, and as such, the need for further environmental investigation (i.e. a Phase Two ESA) has not been identified at this time.

Functional Servicing Report

The Functional Servicing Report in support of the proposed development was prepared by n Architects Inc.. The report presents analysis of existing infrastructure, proposed development concept and servicing demands. The surrounding streets contain water and sanitary services at adequate depths. A stormwater management strategy has been proposed which provides the required quality and quantity controls.

Storm water Management Report:

Stormwater Management Report in support of the proposed development was prepared by n Architects Inc. Currently, there is no internal stormwater system within the property and the general overland flow is in the south direction, towards the adjacent green area. There is 450 mm dia. storm sewer, 300 mm dia. sanitary sewer available on Derry Rd East and 750 mm dia. Watermain available on Dixie Road have a 50 mm diameter plug provided by the city for the site. The proposed development shall follow the respective criteria/guidelines of the "*Development Requirement Manual, Effective September 2016*", City of Mississauga

Traffic Impact Study

The Traffic Impact Study was prepared by Paradigm Transportation Solutions Ltd. in support of the proposed development. The purpose of this report is to analyze traffic operations and to ensure the capacity to support future traffic volume growth.

The swept path analysis suggests that the layout and design of the site is appropriately designed to accommodate the design vehicle. However, the design vehicle may cause short delays to vehicles accessing or maneuvering on-site.

Fuel deliveries is recommended to be scheduled by the site operator to occur during off-peak hours to minimize the impact to both the site operations and the operations of the Derry Road East driveway; and A traffic controller be on site to assist the reversing maneuver of the design vehicle.

10.0 Conclusion

- The proposal conforms to the policies of the Provincial Policies.
- The proposed development conforms to the general policies of the Region of Peel Official Plan under the "Urban System" designation.
- The proposed development for retail / commercial uses conforms to the policies of the City of Mississauga Official Plan for lands designated "Mixed Use".
- The proposed development complies with the general intent of Zoning By-Law No. 0225- 2007 which requires lands that are zoned "Development D" to be rezoned to reflect the City's current development standards.
- The proposed Exception "C5- X" zone is compatible to the existing zoning of the majority of the surrounding commercial lands.
- Following are other reason demonstrating the proposed use is an appropriate use of underutilized vacant land:
 - ✓ Sanitary, stormwater and water services are readily available and have sufficient capacity to accommodate the proposed development. The proposed use of the subject property for retail / commercial purposes, will not negatively impact the area's existing municipal infrastructure
 - ✓ The swept path analysis suggests that the layout and design of the site are appropriately designed to accommodate the design vehicle. Fuel deliveries are recommended to be scheduled by the site operator to occur during off-peak hours to minimize the impact to both the site operations and the operations of the Derry Road East driveway, and A traffic controller is on-site to assist the reversing maneuver of the design vehicle.
 - ✓ adequate space available to accommodate internal vehicle movements.



- ✓ To support the submission of the requisite development applications, a Phase I Environmental Site Assessment, Functional Servicing Report, and Traffic Impact Study have been submitted. These documents demonstrate that the proposed development is appropriate from a technical perspective.

Submitted by:

Katie Pandey, MAES, MCIP RPP

Appendix 1: Draft Zoning By-law*February xx, 2020 Version*

WHEREAS pursuant to Section 34 of the Planning Act, R.S.O. 1990, c.P.13, as amended, the Council
may amend a Zoning By-law;

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

1. By-law 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by
adding the following Exception Table:

6.2.6.XX	Exception: C5-XX	Map	By-law
In a C5-xx zone the applicable regulations shall be as specified for a C5 zone except that the following uses/regulations shall apply:			
Permitted uses:			
6.2.6.XX Lands zoned C5-XX shall only be used for the following:			
(1) Gas Bar			
(2) Accessory Convenience retail			
(3) Accessory Take out restaurant			
Regulations:			
6.2.6.XX.1	The lot line abutting Derry Rd E Road shall be deemed to be the front lot line.		
6.2.6.XX.2	Minimum exterior side yard	1.55 m	
6.2.6.XX.3	Minimum interior side yard	1.5 m	
6.2.6.XX.4	Minimum rear side yard	1.5 m	
6.2.6.XX.5	Minimum landscape buffer	1.5 m	
6.2.6.XX.6	Maximum gross floor area of a convenience retail and service kiosk	353.08 sq,	
6.2.6.XX.7	Maximum gross floor area – non-residential used for a takeout restaurant within a convenience retail and service kiosk	92.92 sqm	
6.2.6.XX.8	A convenience retail and service kiosk may include accessory convenience and take out restaurant uses. The accessory take out restaurant use may include the sale of food prepared on the premises and providing with a maximum of Six(6) seating as defined under Zoning By-law.		
Row 11.0 of Table 3.1.2.2 - Required Number of Parking Spaces for Non-Residential Uses be appended to:			
11.0 XX.1	Convenience Retail and Service Kiosk (including accessory convenience and take out restaurant uses) (0018-2015)	4.2 spaces per 100 m2 GFA - non-residential plus a stacking lane where a drive-through is provided.	

Location of Lands Affected

The lands are generally located are located at the southwesterly corner of Derry Road East and Dixie Road, as shown on the attached Map designated as Schedule "A".

Further information regarding this By-law may be obtained from XXXX of the City Planning and

Building Staff at (905) 615-3200 ext. XXXX.

