

# City of Mississauga

## Memorandum:

### City Department and Agency Comments

Date Finalized: 2025-06-05	File(s): A159.25
To: Committee of Adjustment	
From: Committee of Adjustment Coordinator	Meeting date:6/12/2025 1:00:00 PM

## Consolidated Recommendation

The City recommends that the application be refused.

## Application Details

The applicant requests the Committee to approve a minor variance to allow parking and a change of use proposing:

1. 366 parking spaces whereas By-law 0225-2007, as amended, requires a minimum of 593 parking spaces in this instance;
2. 5 accessible parking spaces whereas By-law 0225-2007, as amended, requires a minimum of 14 accessible parking spaces in this instance; and
3. A Motor Vehicle Sales, Leasing and/or Rental Facility – Restricted use whereas By-law 0225-2007, as amended, does not permit this use on the subject property in this instance.

## Background

**Property Address:** 2359 Royal Windsor Dr Unit 16

### Mississauga Official Plan

Character Area: Southdown Employment Area  
Designation: Business Employment

### Zoning By-law 0225-2007

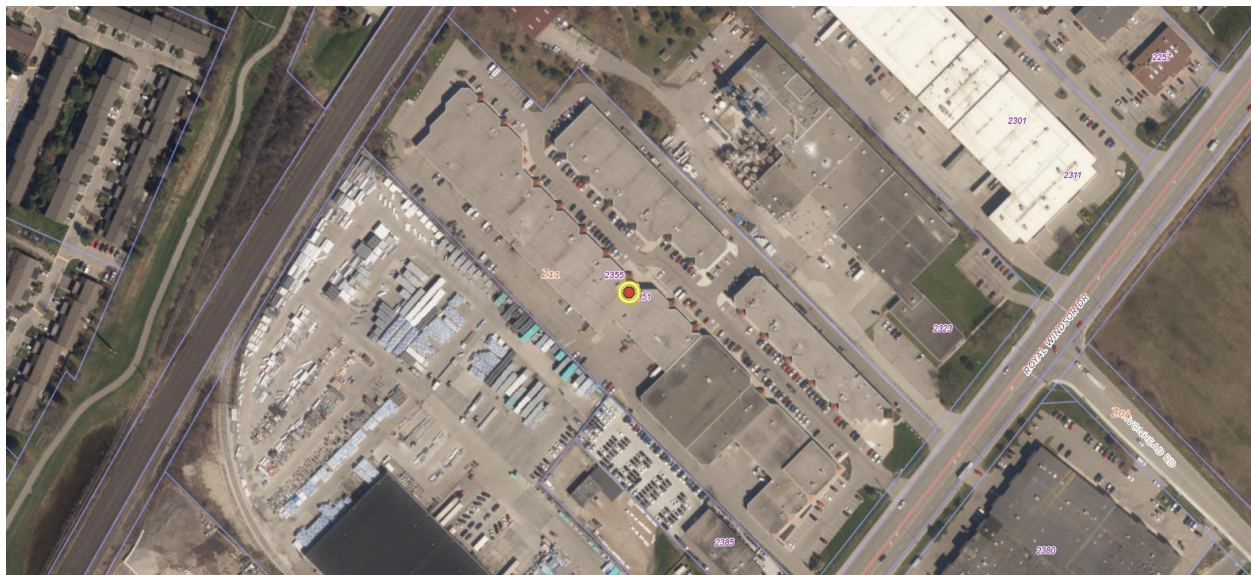
**Zoning:** E2-108 - Employment

**Other Applications:** Certificate of Occupancy under file C 25-5707

## Site and Area Context

The subject unit is located within a plaza north-east of the Winston Churchill Boulevard and Royal Windsor Drive intersection. The property contains 3 buildings with employment uses. The subject property is an interior parcel possessing minimal vegetation and landscape elements. Properties within the immediate vicinity possess minimal vegetation and landscaping elements at the periphery of each parcel. The surrounding use is primarily industrial.

The applicant is proposing a Motor Vehicle Sales, Leasing and/or Rental Facility use in Unit 16 of the subject property requesting variances for the use and reduced parking.



## Comments

### Planning

Section 45 of the *Planning Act* provides the Committee of Adjustment with the authority to grant relief from the requirements of a municipal zoning by-law. Approval of applications must meet the requirements set out under 45(1) and/or 45(2) (a) or (b) in the *Planning Act*.

Staff comments concerning the application of the four tests to this minor variance request are as follows:

**Does the proposal maintain the general intent and purpose of the Official Plan?**

The subject site is designated "Business Employment" in Schedule 10 of the Mississauga Official Plan. The Business Employment designation permits several motor vehicle related uses including service, repair, wash, and rental, however it specifically does not permit motor vehicle sales uses. The official plan only allows motor vehicle sales uses on properties with a 'Mixed Use' designation. As the use is not permitted within the official plan, staff are of the opinion that the general intent and purpose of the official plan is not maintained.

### **Does the proposal maintain the general intent and purpose of the Zoning By-law?**

Variance #3 proposes 'Motor Vehicle Sales – Restricted' use whereas the use is not permitted within the E2-108 (Employment) zone. The intent and purpose of the zoning by-law is to generally limit the motor vehicle retail uses for regular cars to Commercial zones, specifically the C3 zone, with other retail uses and not in Employment zones as of right. That said, the commercial vehicle sales and rentals permitted within the E2 zone are to support the surrounding businesses regarding their commercial vehicle needs. Given the City's active decision to remove the proposed use from the permissions of the E2 zone, staff are of the opinion that the intent and purpose of the zoning by-law are not maintained.

Variances #1 and #2 propose a reduction in the parking. Municipal staff have reviewed the application and provide the following comments:

The Building Department is currently processing a Certificate of Occupancy under file C 25-5707. Based on review of the information currently available in this permit application, the variances, as requested are correct.

The proposed use results in a 38% parking deficiency on-site; or in other words 227 parking spaces. As per the City's Parking Terms of Reference (ToR) the City requires the submission of a Parking Utilization Study (PUS) to justify parking reductions of generally more than 10% from current Zoning By-law standards. A PUS was not submitted as part of this application.

Municipal Parking staff conducted a site visit on Friday, May 23<sup>rd</sup>, 2025. Staff observed a large volume of parking spaces occupied throughout the site. Without a satisfactory PUS confirming observed peak parking demands on-site, staff are unable to assure there won't be an undersupply of parking spaces on-site and that access and circulation may be compromised on the site, resulting in spillover problems for surrounding uses.

Municipal staff recommend deferring this application:

- A satisfactory Parking Utilization Study (PUS) is required to be submitted in accordance with the City's Parking Terms of Reference:
  - The consultant should confirm survey dates and times with the City's Municipal Parking section by email to [ParkingStudy.Review@mississauga.ca](mailto:ParkingStudy.Review@mississauga.ca) and prior to conducting any additional parking surveys.

Planning staff are of the opinion that as staff are recommending that the use be refused; the accompanying variances related to parking to implement the use should be refused as well.

**Is the proposal desirable for the appropriate development of the subject lands and minor in nature?**

Planning staff are of the opinion that the variance requested is not minor in nature and does not represent orderly development of the subject property.

Comments Prepared by: Shivani Chopra, Committee of Adjustment Planner

## Appendices

### Appendix 1 – Transportation and Works Comments

Enclosed are pictures that show the existing parking areas. We have no drainage related concerns.

Comments Prepared by: John Salvino, Development Engineering Technologist















## Appendix 2 – Zoning Comments

The Building Department is currently processing a Certificate of Occupancy under file C 25-5707. Based on review of the information currently available in this permit application, the variances, as requested are correct.

Please note that comments reflect those provided through the above permit application and should there be any changes contained within this Committee of Adjustment application that have not been identified and submitted through the application file noted above, these comments may no longer be valid. Any changes and/or updates to information and/or drawings must be submitted, as per standard resubmission procedures, separately through the application process in order to receive updated comments.

Comments Prepared by: Tage Crooks, Planner Zoning Examination

**Appendix 3 – Metrolinx**

The subject property is located adjacent of the Metrolinx Oakville Subdivision which carries Metrolinx's Lakeshore West GO Train service. We note the specific Unit 16 is not directly adjacent to the Lakeshore West Corridor.

**GO/HEAVY-RAIL – ADVISORY COMMENTS**

We note that the subject site is directly adjacent to the Metrolinx GO Lakeshore West corridor however, we note that Unit 16, the unit specified for the current minor variance, is not directly adjacent to the corridor. As such, since requested variances are minor in nature and would have minimal impact on Metrolinx property (i.e. Oakville Subdivision/Lakeshore West corridor), Metrolinx has no objections to the specified variances should the Committee grant approval.

The Proponent is advised of the following: Warning: The Applicant is advised that the subject land is located within Metrolinx's 300 metres railway corridor zone of influence and as such is advised that Metrolinx and its assigns and successors in interest has or have a right-of-way within 300 metres from the subject land. The Applicant is further advised that there may be alterations to or expansions of the rail or other transit facilities on such right-of-way in the future including the possibility that Metrolinx or any railway entering into an agreement with Metrolinx to use the right-of-way or their assigns or successors as aforesaid may expand or alter their operations, which expansion or alteration may affect the environment of the occupants in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual lots, blocks or units.

Should you have any questions or concerns, please do not hesitate to contact me.

Comments Prepared by: Farah Faroque, Project Analyst