



MISSISSAUGA

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

DATE OF NOTICE	May 26, 2022	
OPA NUMBER	OPA 136 (By-law 0099-2022)	
ZONING BY-LAW NUMBER	0100-2022	
DATE PASSED BY COUNCIL	May 18, 2022	
LAST DATE TO FILE APPEAL	June 15, 2022	
FILE NUMBER	OZ 18/015	Ward 7
APPLICANT	W.E. Oughtred & Associates Inc.	
PROPERTY LOCATION	The lands affected by this Amendment are located north of Dundas Street East, west of Cawthra Road. The subject lands are located in the Cooksville Neighbourhood Character Area, as identified in Mississauga Official Plan.	

TAKE NOTICE that on May 18, 2022 the Council of the Corporation of the City of Mississauga passed the above noted Official Plan Amendment OPA 136 and Zoning By-law, under Section 17 or 21 of the Planning Act, R.S.O., 1990, c.P.13, as amended. Council has considered the written and oral submissions from the public on this matter.

THE PURPOSE AND EFFECT of the Official Plan Amendment is to permit a range of commercial and employment uses and to change the land use designation of the subject lands from Utility and no designation to Mixed Use.

The purpose of the Zoning By-law is to permit a range of commercial and employment uses and regularize the existing buildings on the land. This By-law amends the zoning of the property outlined on the attached Schedule "A" from "U" (Utility) and no zone to "C3-12" (General Commercial - Exception).

The Zoning By-law shall not come into force until Mississauga Official Plan Amendment Number 136 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 Ontario Land Tribunal, a copy of an appeal form is available from the OLT website at olt.gov.on.ca. An appeal may be filed by registered mail or courier addressed to the Clerk of the City of Mississauga, Attention: Diana Rusnov, 300 City Centre Drive, Mississauga, Ontario L5B 3C1 no later than **June 15, 2022**.

Only individuals, corporations and public bodies may appeal a by-law to the Ontario Land 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 Ontario Land 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 prescribed under the *Ontario Land Tribunal Act* in the amount of \$1,100.00 per application, payable by certified cheque or money order to the Minister of Finance. A copy of the Ontario Land Tribunal Fee Schedule may be found at <https://olt.gov.on.ca/appeals-process/fee-chart/>
- 3) be accompanied by a fee in the amount of \$300.00, payable to the City of Mississauga.

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 **Adam Lucas** of the City of Mississauga, Planning and Building Department at (905) 615-3200 X 5525.

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



THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER 0100-2022

A by-law to amend By-law Number 0225-2007, as amended.

WHEREAS pursuant to section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the council of a local municipality may pass a zoning by-law;

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

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

6.2.4.12	Exception: C3-12	Map # 21	By-law:
In a C3-12 zone the applicable regulations shall be as specified for a C3 zone except that the following uses /regulations shall apply:			
Permitted Uses			
6.2.4.12.1	Lands zoned C3-12 shall only be used for the following:		
	(1)	Retail Store	
	(2)	Motor Vehicle Sales, Leasing and/or Rental Facility - Commercial Motor Vehicle	
	(3)	Motor Vehicle Sales, Leasing and/or Rental Facility - Restricted	
	(4)	Motor Vehicle Rental Facility	
	(5)	Take-out Restaurant	
	(6)	Veterinary Clinic	
	(7)	Service Establishment	
	(8)	Commercial School	
	(9)	Repair Establishment	
	(10)	Office	
	(11)	Motor Vehicle Wash Facility - Restricted	
	(12)	Motor Vehicle Repair Facility - Restricted	
	(13)	Self Storage Facility	
	(14)	Contractor Service Shop	
Regulations			
6.2.4.12.2	Minimum number of parking spaces per 100 m ² of gross floor area - non-residential for uses contained in Sentence 6.2.4.12.1 of this Exception		4.1
6.2.4.12.3	All site development plans shall comply with Schedule C3-12 of this Exception		

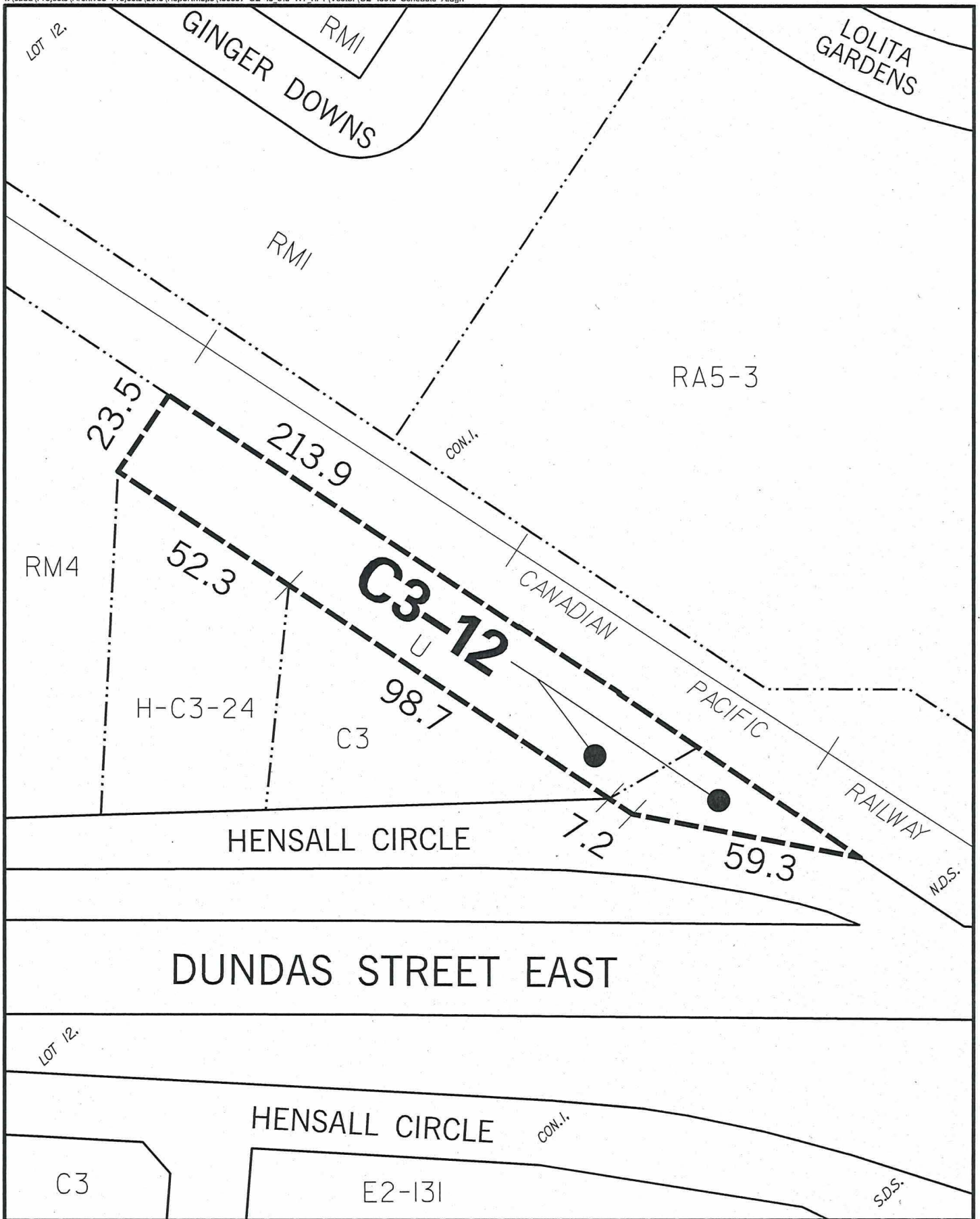
2. Map Number 21 of Schedule "B" to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by changing thereon from "U" and no zone to "C3-12", the zoning of Part Lot 12, Concession 1, North of Dundas Street, in the City of Mississauga, PROVIDED HOWEVER THAT the "C3-12" zoning shall only apply to the lands which are shown on the attached Schedule "A", which is deemed to be an integral part of this By-law, outlined in the heaviest broken line with the "C3-12" zoning indicated thereon.
3. This By-law shall not come into force until Mississauga Official Plan Amendment Number 136 is in full force and effect.

ENACTED and PASSED this 18th day of May 2022.

Approved by Legal Services City Solicitor City of Mississauga
MEM
Michal E. Minkowski
Date: May 5, 2022
File: OZ 18/015 W7

Bonnie Crombie
MAYOR

LOPUSH
CLERK



0 10 20 30 40
metres

● ——— Arrow for Proposed Zoning

This is not a Plan of Survey. Dimensions shown taken from Survey prepared by Tony Stauskas Surveying Inc. (OLS) dated May 4, 2015, P1.

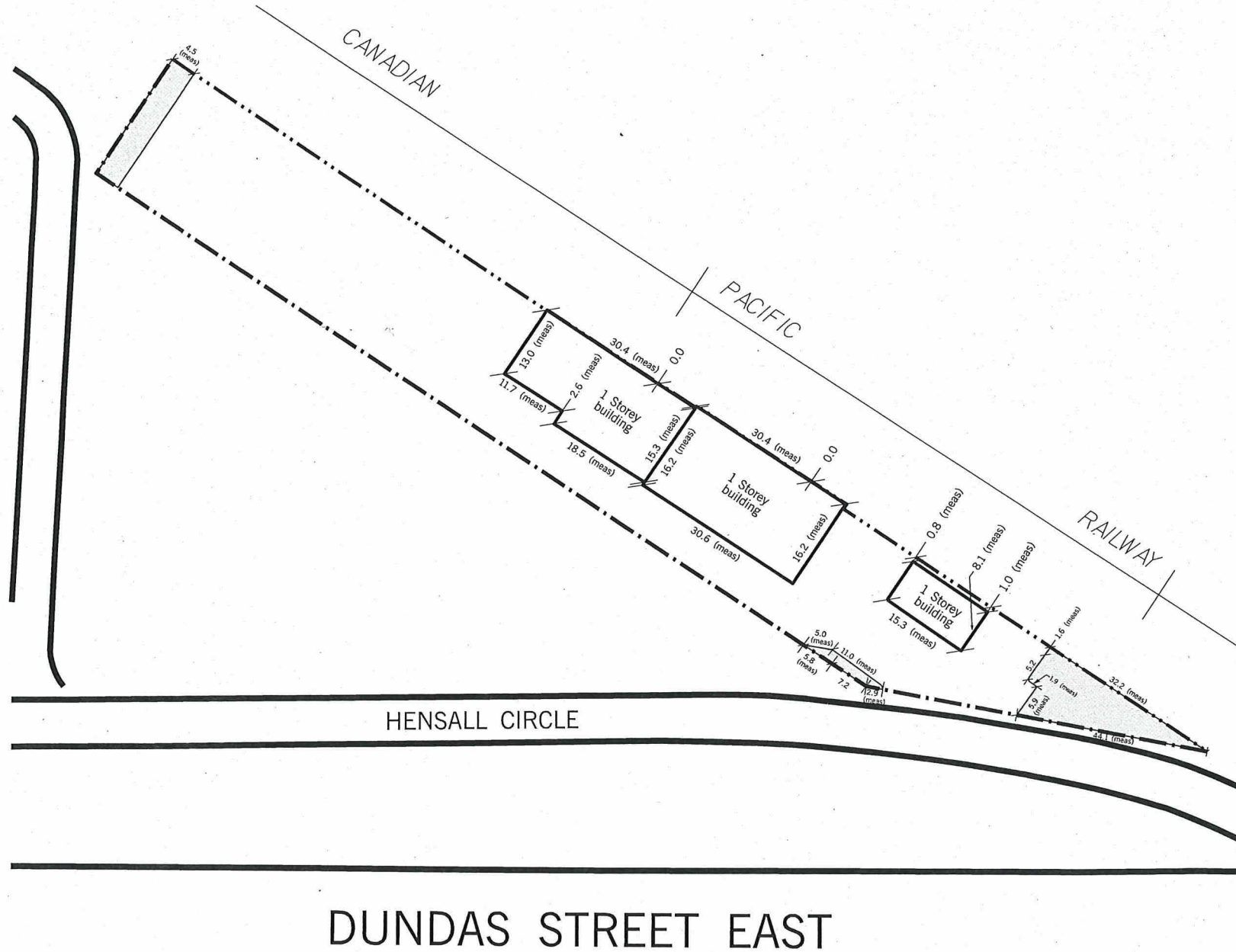
CITY OF MISSISSAUGA

THIS IS SCHEDULE "A" TO

BY-LAW 0100-2022

PASSED BY COUNCIL ON

May 18, 2022



Note:
All measurements are in metres
and are minimum setbacks,
unless otherwise noted.

This is not a Plan of Survey



BUILDABLE AREA



LANDSCAPED BUFFER

THIS IS SCHEDULE "C3-12"

AS ATTACHED TO BY-LAW 0100-2022

PASSED BY COUNCIL ON May 18 2022

APPENDIX "A" TO BY-LAW NUMBER 0100-2022

Explanation of the Purpose and Effect of the By-law

The purpose of this By-law is to permit a range of commercial and employment uses and regularize the existing buildings on the land.

This By-law amends the zoning of the property outlined on the attached Schedule "A" from "U" (Utility) and no zone to "C3-12" (General Commercial - Exception).

"U" permits a utility building, water treatment building, sewage treatment plant and electric transformer and distribution facility.

"C3-12" (General Commercial - Exception) will permit a range of commercial and employment uses.

Location of Lands Affected

North of Dundas Street East, southwest side of the Canadian Pacific Railway in the City of Mississauga, as shown on the attached Map designated as Schedule "A".

Further information regarding this By-law may be obtained from Adam Lucas of the City Planning and Building Department at 905-615-3200 ext. 5525.

[http://teamsites.mississauga.ca/sites/18/Bylaws/OZ 18 015 W7.by-law.al.jmcc.docx](http://teamsites.mississauga.ca/sites/18/Bylaws/OZ%2018%20015%20W7.by-law.al.jmcc.docx)



THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER 0099-2022

A by-law to Adopt Mississauga Official Plan Amendment No. 136

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 and Housing 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. 136, 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 regarding a change in the land use designation from Utility and no designation to Mixed Use within the Cooksville Neighbourhood 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. 136 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this 18th day of May, 2022.

Approved by Legal Services City Solicitor City of Mississauga
MEM
Michal E. Minkowski
Date: May 5, 2022
File: OZ 18/015 W7

Bonnie Crombie
MAYOR

L. D. Brown
CLERK

Amendment No. 136

to

Mississauga Official Plan

By-law No. 0099-2022

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ENACTED and PASSED this 18th day of May, 2022.

Signed

Bonnie Crombie

MAYOR

Signed

WOT Ruan

CLERK

Amendment No. 136
to
Mississauga Official Plan

The following text and Map "A" attached constitute Amendment No. 136.

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 August 27, 2021, pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to permit a range of commercial and employment uses and to change the land use designation of the subject lands from Utility and no designation to Mixed Use.

LOCATION

The lands affected by this Amendment are located north of Dundas Street East, west of Cawthra Road. The subject lands are located in the Cooksville Neighbourhood 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 Ontario Land Tribunal.

The subject lands are designated Utility and no designation for a small portion located at the eastern boundary. The Utility designation permits parking and accessory uses.

The proposed Amendment is required to redesignate the subject lands from Utility and no designation to Mixed Use to permit a range of commercial and employment uses.

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

1. The proposal is to regularize a property currently designated and zoned Utility, which contains existing commercial and employment uses within the railway corridor, by redesignating it to Mixed Use.
2. The proposal is compatible with adjacent uses and maintains the goals of the City Structure by providing a mix of uses along an Intensification Corridor.
3. The existing municipal infrastructure is adequate to support the proposed development.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Schedule 10, Land Use Designations, of Mississauga Official Plan, is hereby amended by changing the land use designation of the subject lands from Utility and no designation to Mixed Use, as shown on Map "A" of this Amendment.

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.

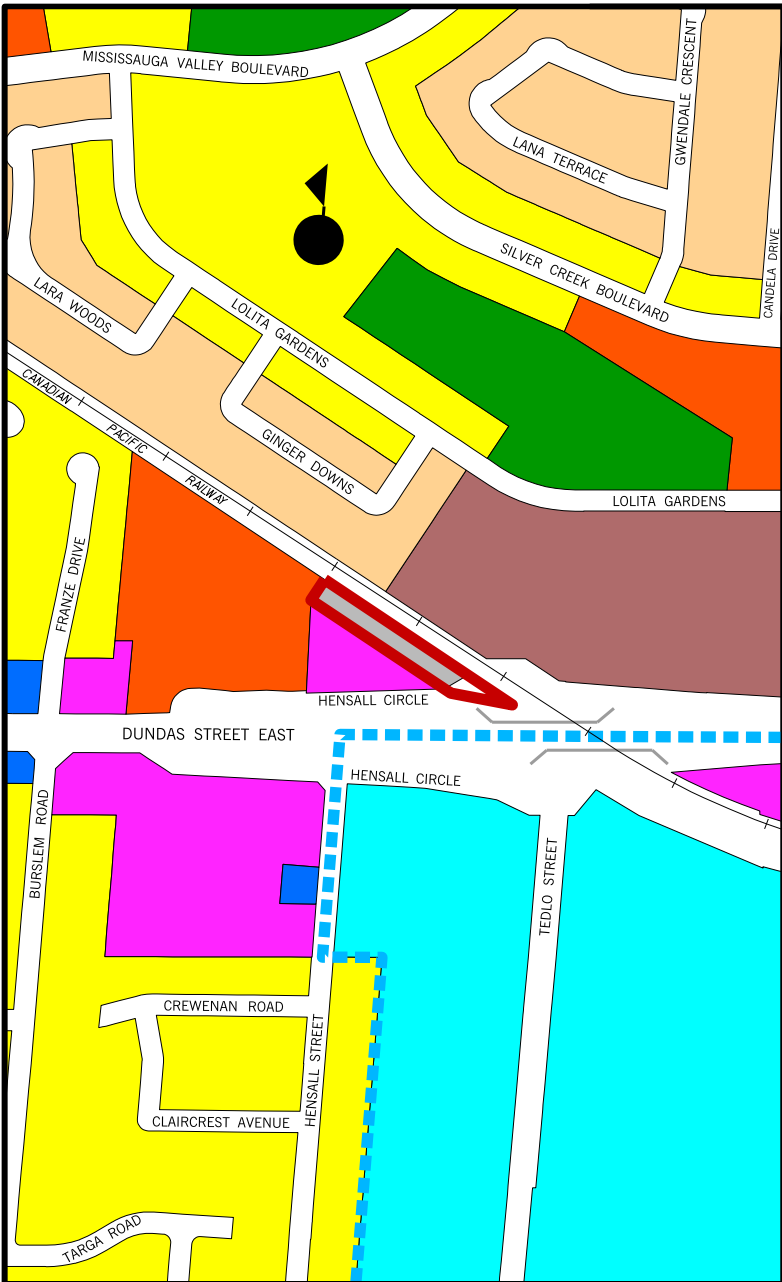
The lands will be rezoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan October 21, 2021.

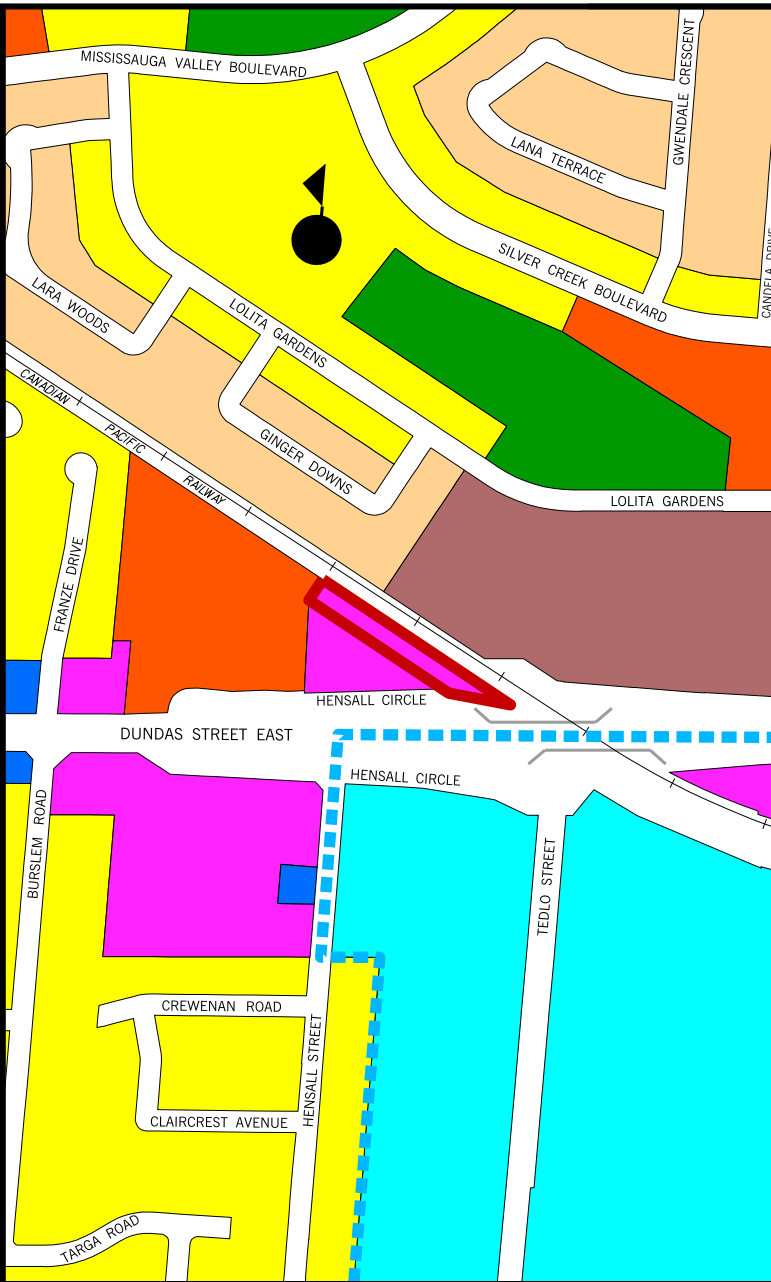
INTERPRETATION

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

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



EXISTING LAND USE DESIGNATION



PROPOSED LAND USE DESIGNATION

LAND USE DESIGNATIONS

- | | |
|----------------------------|---------------------|
| Residential Low Density I | Business Employment |
| Residential Low Density II | Industrial |
| Residential Medium Density | Airport |
| Residential High Density | Institutional |
| Mixed Use | Public Open Space |
| Downtown Mixed Use | Private Open Space |
| Downtown Core Mixed Use | Greenlands |
| Convenience Commercial | Parkway Belt West |
| Motor Vehicle Commercial | Utility |
| Office | |

BASE MAP INFORMATION

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

City Structure

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

AREA OF AMENDMENT

- FROM:
- | | |
|--|----------------|
| | UTILITY |
| | NO DESIGNATION |
- TO:
- | | |
|--|-----------|
| | MIXED USE |
|--|-----------|



MAP 'A'
Part of Schedule 10
Land Use Designations
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 June 24, 2019 in connection with this proposed Amendment.

No deputations were made with respect to this Official Plan Amendment.

City of Mississauga

Corporate Report



Date: August 27, 2021 To: Chair and Members of Planning and Development Committee From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Originator's file: OZ 18/015 W7 Meeting date: September 21, 2021
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Subject

PUBLIC MEETING RECOMMENDATION REPORT (WARD 7)

Official Plan Amendment and Rezoning applications to permit a range of commercial and employment uses within and outside existing buildings and to regularize the existing buildings on the land

473 and 505 Hensall Circle, north of Dundas Street East, west of Cawthra Road

Owner: Canadian Pacific Railway

File: OZ 18/015 W7

Recommendation

1. That the applications under File OZ 18/015 W7, Canadian Pacific Railway, 473 and 505 Hensall Circle, to amend Mississauga Official Plan to **Mixed Use** and to change the zoning to **C3-Exception** (General Commercial - Exception) to permit a range of commercial and employment uses within and outside existing buildings and regularize the existing buildings on the land in conformity with the provisions outlined in Appendix 2, be approved subject to the conditions referenced in the staff report dated August 27, 2021 from the Commissioner of Planning and Building.
2. That the applicant agrees to satisfy all the requirements of the City and any other external agency concerned with the development.
3. 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.
4. 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.

Executive Summary

- The applications are to amend the policies of the official plan and change the zoning by-law to allow a number of commercial uses
- The applicant has made minor revisions to the proposal to address issues raised by staff, including landscaping and parking
- 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 June 24, 2019, at which time an Information Report:

(https://www7.mississauga.ca/documents/committees/pdc/2019/2019_06_24_PDC_Evening_Agenda.pdf)

was received for information. Recommendation PDC-0057-2019 was then adopted by Council on July 5, 2019.

1. That the report dated May 31, 2019, from the Commissioner of Planning and Building regarding the applications by Canadian Pacific Railway to permit motor vehicle body repair facility, motor vehicle repair facility, motor vehicle sales, leasing and/or rental facility, contractor service shop and contractor's yard uses within and outside existing buildings, under File OZ 18/015 W7, 473 and 505 Hensall Circle, be received for information.

There were some technical matters that needed to be resolved before the Planning and Building Department could make a recommendation on the applications. Given the amount of time since the public meeting, full notification was provided.



Aerial Image of 473 and 505 Hensall Circle

Comments

REVISED DEVELOPMENT PROPOSAL

The applicant has made some minor modifications to the proposed concept plan including:

- Increase the front and rear yard landscape areas
- Expand the list of permitted commercial and employment uses on the land

COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed official plan and zoning change. All property owners within 120 m (393 ft.) were notified of the application on October 30, 2018. A community meeting was held by Ward 7 Councillor Dipika Damerla on June 4, 2019. Two people attended the meeting. No written submissions were received. Supporting studies were posted on the City's website at

<http://www.mississauga.ca/portal/residents/development-applications>.

The public meeting was held on June 24, 2019. No members of the public made deputations regarding the applications and no written comments were received by the Planning and Building Department. Responses to the issues raised at the public meeting and from correspondence received can be found in Appendix 2.

PLANNING ANALYSIS SUMMARY

The *Planning Act* allows any property owner within the Province of Ontario the ability to make a development application to their respective municipality in order to accommodate a particular development proposal on their site. Upon the submission of mandated technical information, the municipality is obligated under the *Planning Act* to process and consider the application within the rules set out in the Act.

The Province identifies through its *Provincial Policy Statement* matters that are of provincial interest, which require the development of efficient land use patterns and sustainability in urban areas that already exist. The Province has also set out the *Growth Plan for the Greater Golden Horseshoe*, which is designed to promote economic growth, increase housing supply and build communities that are affordable and safe, among other items. The Growth Plan requires municipalities to manage growth within already existing built up areas to take advantage of existing services to achieve this mandate. In order to meet required housing supply projections, the *Planning Act* instructs municipalities to make planning decisions that are consistent with the *Provincial Policy Statement* and the Growth Plan.

A detailed Planning Analysis is found in Appendix 2. The applications are consistent with the *Provincial Policy Statement* and conform to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan. An official plan amendment is

required to change the designation from **Utility** to **Mixed Use** and to add a special site policy to permit commercial school, repair establishment, office, motor vehicle repair facility, motor vehicle wash facility, contractor's service shop, self storage facility and veterinary clinic. A zoning by-law amendment is required from **U (Utility)** to **C3-Exception** (General Commercial - Exception).

The proposed official plan amendment and rezoning was analyzed using the following criteria:

- Directing Growth: Are the proposed commercial uses consistent with the Mixed Use designation in MOP?
- Compatibility with Neighbourhood Character: Is the proposed built form appropriate?
- Services and Infrastructure: Is there adequate infrastructure to support the proposal?

The proposed commercial and employment uses have been found acceptable, based upon the following:

- The proposal is to regularize a property currently designated and zoned Utility, which contains existing commercial and employment uses within the railway corridor, by redesignating it Mixed Use
- The proposal is compatible with adjacent uses and maintains the goals of the City Structure by providing a mix of uses along an Intensification Corridor
- The existing municipal infrastructure is adequate to support the proposed development

Strategic Plan

The applications are consistent with the Connect Pillar of the Strategic Plan by contributing a choice of employment opportunities to residents that supports the principle of building complete communities to accommodate growth.

Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion

In summary, the proposed uses are appropriate for the site and are compatible with the adjacent area. The proposed official plan amendment and rezoning are acceptable from a planning standpoint and should be approved.

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: Detailed Planning Analysis



Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Adam Lucas, Development Planner

City of Mississauga

Corporate Report



Date: 2019/05/31

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Originator's file:
OZ 18/015 W7

Meeting date:
2019/06/24

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 7)

Official plan amendment and rezoning applications to permit motor vehicle body repair facility, motor vehicle repair facility, motor vehicle sales, leasing and/or rental facility, contractor service shop and contractor's yard uses within and outside existing buildings and regularize the existing buildings on the land

473 and 505 Hensall Circle, north of Dundas Street East, west of Cawthra Road

Owner: Canadian Pacific Railway

File: OZ 18/015 W7

Bill 139

Recommendation

That the report dated May 31, 2019, from the Commissioner of Planning and Building regarding the applications by Canadian Pacific Railway to permit motor vehicle body repair facility, motor vehicle repair facility, motor vehicle sales, leasing and/or rental facility, contractor service shop and contractor's yard uses within and outside existing buildings, under File OZ 18/015 W7, 473 and 505 Hensall Circle, be received for information.

Background

The applications have been deemed complete and circulated for technical comments. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community. The report consists of two parts, a high level overview of the applications and a detailed information and preliminary planning analysis (Appendix 1).

PROPOSAL

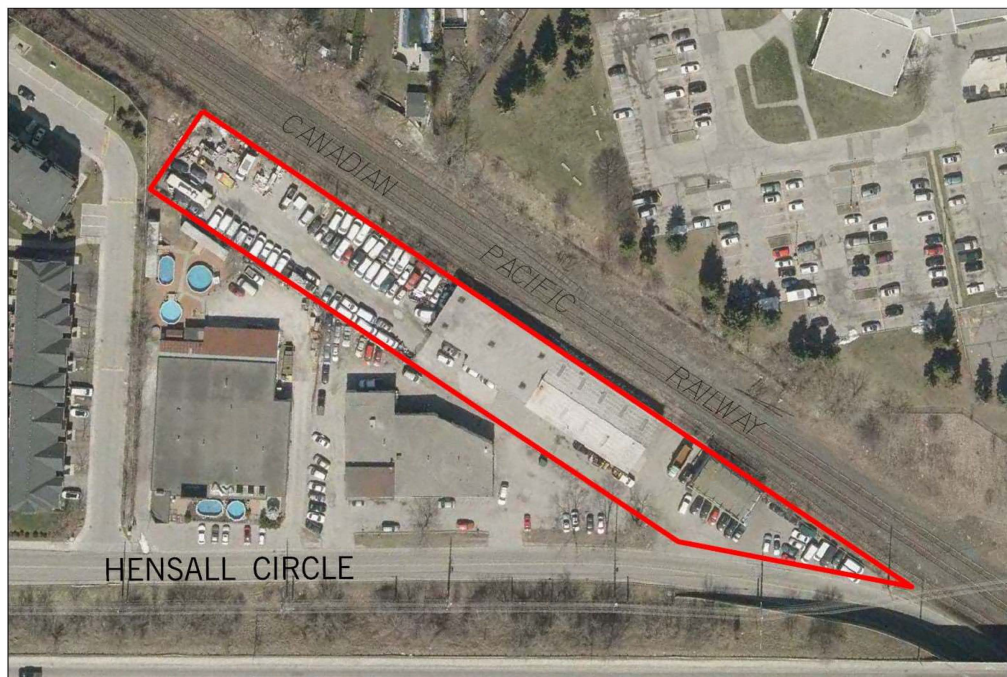
The official plan amendment and rezoning applications are required to permit the proposed motor vehicle body repair, motor vehicle repair facility, motor vehicle sales, leasing and/or rental facility, contractor service shop and contractor's yard uses within and outside existing buildings. The property and buildings are currently owned by Canadian Pacific Railway, a federal railway operation, and are under a purchase and sale agreement to sell to a private landowner. The

official plan amendment and zoning by-law amendment are being sought to permit the uses within the official plan and zoning by-law under new ownership. The applicant is proposing to amend the official plan to **Mixed Use – Special Site** to permit the uses. The zoning by-law will also need to be amended from **U (Utility)** to **C3-Exception (General Commercial)** to implement this development proposal.

During the ongoing review of these applications, staff may recommend different land use designations and zoning categories to implement the proposal.

Comments

The property is located on the north side of Hensall Circle, which is north of Dundas Street East and west of Cawthra Road within the Cooksville Neighbourhood Character Area. The site is currently occupied by 2, one storey industrial/commercial buildings that were formally used by CP Rail in relation to the maintenance of the railway.



Aerial image of 473 and 505 Hensall Circle

LAND USE POLICIES AND REGULATIONS

The relevant policies of Mississauga Official Plan are consistent with the *Provincial Policy Statement (PPS)*, *Growth Plan for the Golden Horseshoe (Growth Plan)* and *Region of Peel Official Plan (ROP)*. The *Greenbelt Plan* and *Parkway Belt Plan* policies do not apply. The proposed development is generally consistent with the PPS and conforms to the Growth Plan and the ROP. The conformity of this proposal with the policies of Mississauga Official Plan is under review.

Additional information and details are found in Appendix 1, Section 5.

AGENCY AND CITY DEPARTMENT COMMENTS

Agency and department comments are summarized in Appendix 1, Section 7.

Financial Impact

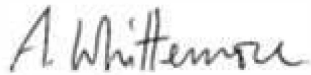
All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

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. The matters to be addressed include: compatibility of the proposed uses with the surrounding area; provision of additional technical information, and review of the proposed zoning by-law standards.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: Adam Lucas, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: Canadian Pacific Railway Company

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1. Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **U (Utility)** which permits utility buildings, water and sewage treatment plants, and electronic transformer and distribution facilities.
- November 14, 2012 – Mississauga Official Plan came into force and except for those site/policies which have been appealed. The subject lands were designated **Utility** in the Cooksville Neighbourhood Character Area.

2. Site and Neighbourhood Context

Site Information

The subject property is located within the Cooksville Neighbourhood Character Area northwest of the intersection of



Image of existing conditions facing west

Dundas Street East and Cawthra Road. This property and the two to the south are the last remaining industrial / commercial lands on the north side of Dundas Street East in this quadrant. The area is cut off from the Dixie Employment Area due to the grade separation of Dundas Street East and the rail line. The larger area contains a mix of residential, commercial and community uses. The site currently contains two 1 storey non-residential buildings with associated asphalt and gravel parking areas. The westerly building is occupied by a motor vehicle repair use and the easterly building is used for storage for a general contractor. The subject property is currently owned by the Canadian Pacific Railway, a federal railway operation, and is adjoined to the railway corridor, which is located directly to the north of the subject land. It is the applicant's intent to sever to the subject lands to create a separate parcel at a later date.

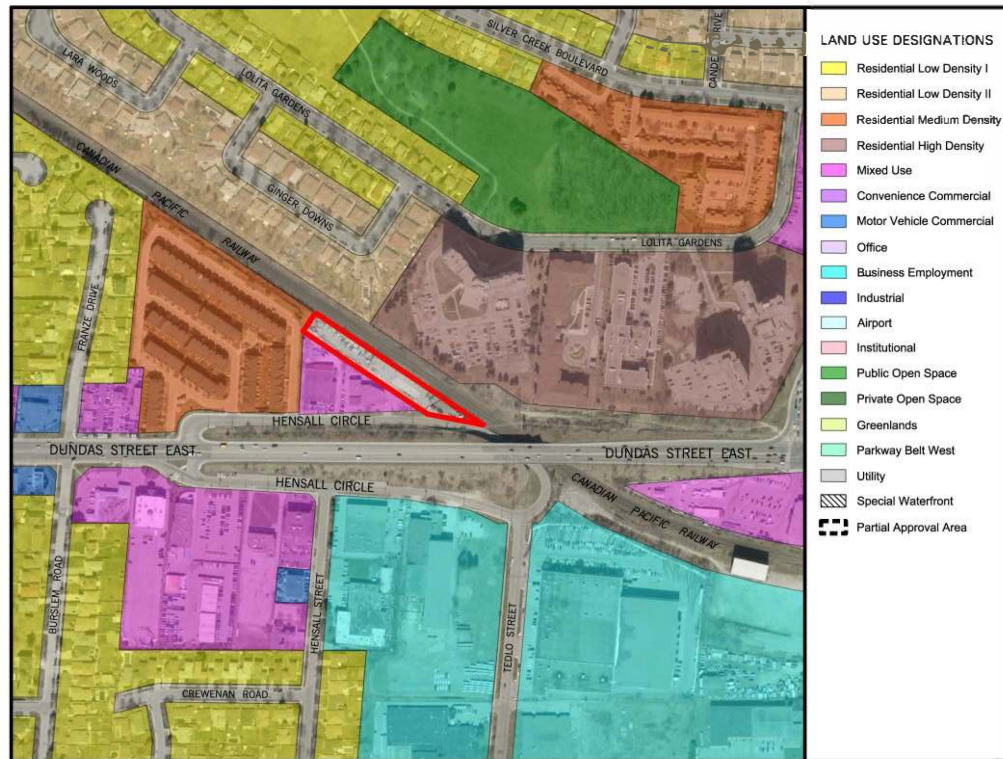
Property Size and Use	
Frontages:	59.28 m (194.49 ft.)
Depth:	23.49 m (77.07 ft.)
Gross Lot Area:	0.43 ha. (1.06 ac.)
Existing Uses:	Two 1 storey commercial buildings and outdoor storage of motor vehicles.

Surrounding Land Uses

The Canadian Pacific Railway forms the northern boundary of the site north of the subject property. To the south are two commercial buildings. The easterly building is a two storey building containing several businesses related to automotive repair. The westerly building contains a hot tub sales warehouse. West of the subject lands is a condominium development with three storey townhomes.

The surrounding land uses are:

- North: Canadian Pacific Railway. Beyond the railway there is a 19 storey apartment building and single detached dwellings.
- East: Hensall Circle and Dundas Street East. Beyond that is an industrial building containing CJ's Skatepark
- South: Recreational Warehouse Mississauga, Target Automotive, Canadian Sky Motors and Henall Auto
- West: Three storey townhomes



Aerial Photo of 473 and 505 Hensall Circle

The Neighbourhood Context

The subject property is located in the former Township of Cooksville, which is an area that has evolved over centuries and was eventually amalgamated with other former townships to form the Town of Mississauga in 1968. The surrounding area contains commercial uses along Dundas Street East, as well as a variety of residential building types, including a number of apartment buildings developed in the 1950s and

1960s.

The site is located on the north side of Hensall Circle in the Cooksville Neighbourhood Character Area. Given its proximity to Dundas Street East, the subject land is identified as part of the Dundas Street Intensification Corridor in Mississauga Official Plan. The corridor has commercial and retail storefronts lining Dundas Street East, while a mixture of

housing types are located within the Corridor. The property is located within the Cooksville Neighbourhood Character Area.

Demographics

Based on the 2016 census, the existing population for Cooksville NHD East is 8,650 with a median age of 44 (greater than the City's median age of 40). 66% of the neighbourhood population are of working age (15 to 64 years of age), with 15% children (0-14 years) and 19% seniors (65 years and over). By 2031 and 2041, the population for this character area is forecasted to be 8,600 and 9,400 respectively. The average household size is 3 persons with 49% of people living in detached homes (higher than the City's average of 38%). The mix of housing tenure for the node is 2,300 units (75%) owned and 780 units (25%) rented with a vacancy rate of approximately 0.8%*. In addition, the number of jobs within this CA is 1,032. Total employment combined with the population results in a PPJ for Cooksville NHD East of 32 persons plus job per ha.

*Please note that vacancy rate data does not come from the census. This information comes from [CMHC](#) which demarcates three geographic areas of Mississauga (Northeast, Northwest, and South). A majority of this specific CA is located within the Northeast geography. Please also note that the vacancy rate published by CMHC is ONLY for apartments.

Other Development Applications

The City is currently processing a standard condominium conversion at 400 Dundas Street East for nine commercial units, located on the south east corner of Burslem Road and Dundas Street East.

Community and Transportation Services

This application will have minimal impact on existing services in the community.

On June 20, 2018, the Dundas Connects Master Plan was endorsed by Council. The plan sets a vision for a Bus Rapid Transit (BRT) on Dundas Street and land uses to support the BRT. A station is proposed just west of Cawthra Road approximately 340 m (1,116 ft.) from the site.

This area is served by Ashwood Park located to the south of the subject site, approximately 850 m (0.53 miles) away. Ashwood Park contains playground equipment.

The site is within 400 m (1,312 ft.) of east and westbound bus stops. The following major Miway bus routes currently service the site:

- Route 1 – Dundas
- Route 101 – Dundas Express

3. Project Details

The applications are to permit the proposed motor vehicle body repair, motor vehicle repair facility, motor vehicle sales, leasing and/or rental facility, contractor service shop and contractor's yard uses within and outside existing buildings. No additional buildings or uses are proposed as result of the applications. Access to the site will continue to be from Hensall Circle. Given that the subject land is adjoined to the Canadian Pacific Railway corridor, a future Committee of Adjustment

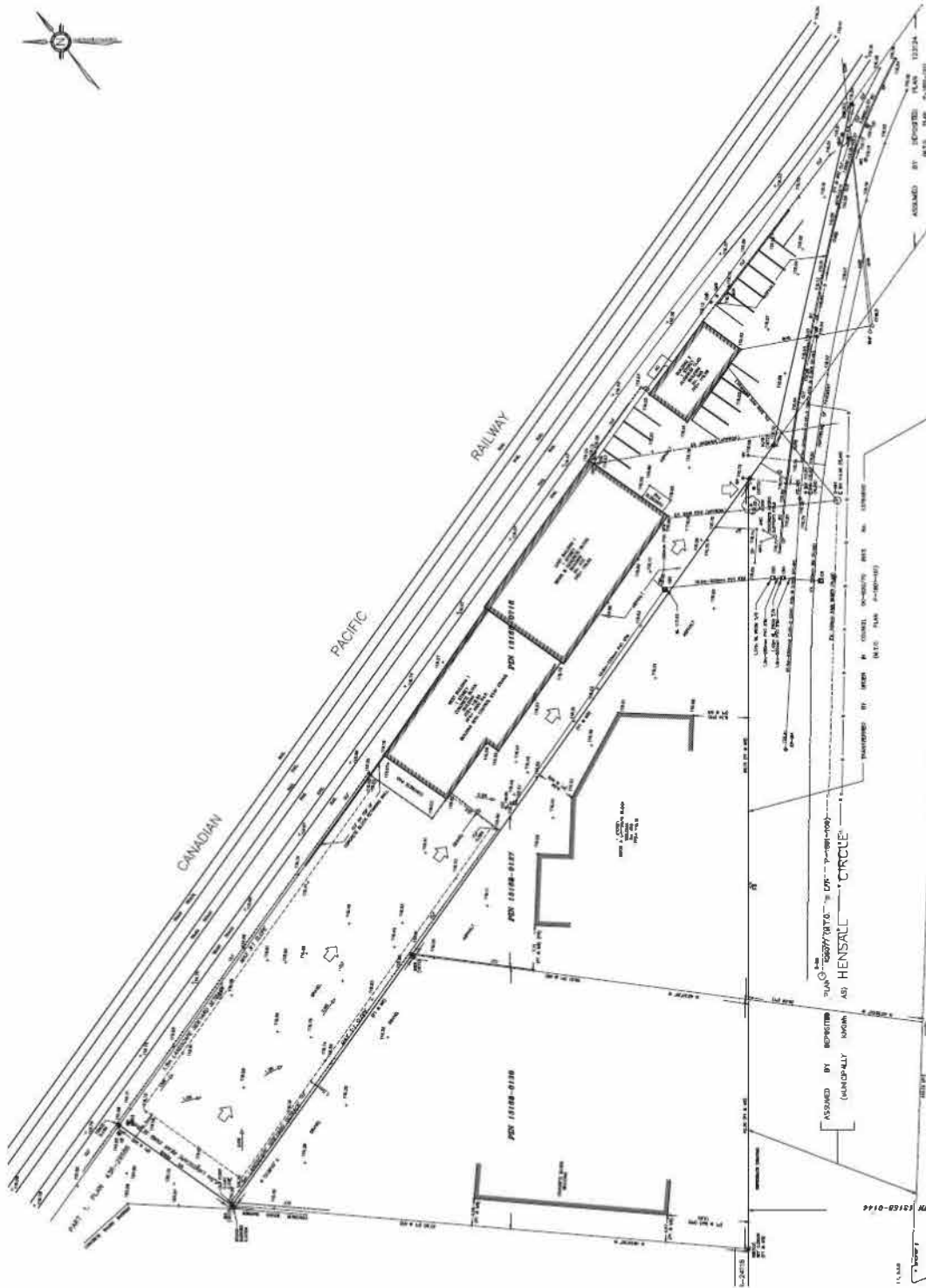
application will be submitted to create a separate parcel of land from the railway corridor.

Development Proposal	
Applications submitted:	Received: October 15, 2018 Deemed complete: October 16, 2018
Developer/ Owner:	Canadian Pacific Railway
Applicant:	W.E. Oughtred & Associates
Existing Gross Floor Area:	922 sq m. (9924.33 sq. ft.)
Proposed Gross Floor Area:	N/A
Height:	One storey
Lot Coverage:	21.42%
Landscaped Area:	Unknown
Road Type:	Public
Parking:	Required 42 Proposed 14
Green Initiatives:	None

Supporting Studies and Plans

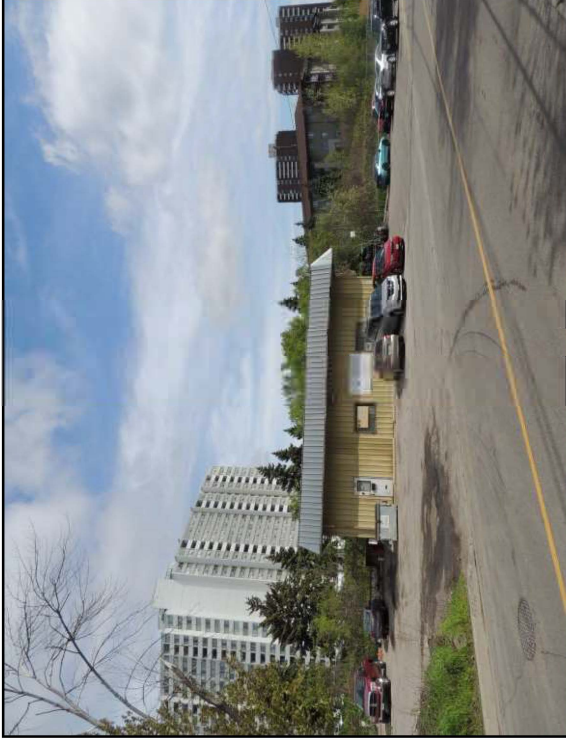
The applicant has submitted the following information in support of the applications:

- Planning Justification Report
- Context Plan
- Elevation Drawings
- Noise and Vibration Study
- Existing Site Plan with topographic information
- Stage 1 Archaeological Assessment
- Draft Official Plan and Zoning By-law Amendments
- Survey
- Traffic Operational Analysis
- Stormwater Management Brief

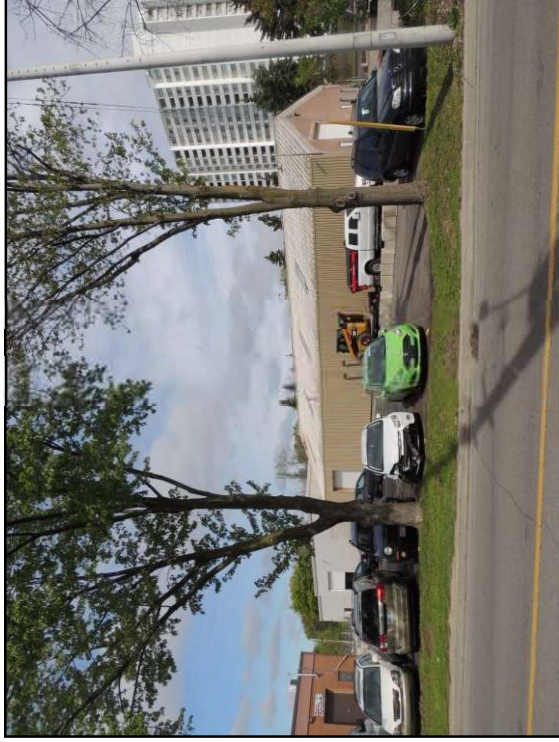


Concept Plan

Easterly Building



Westerly Building



Photos of Existing Buildings

4. Land Use Policies, Regulations & Amendments

Mississauga Official Plan

Existing Designation

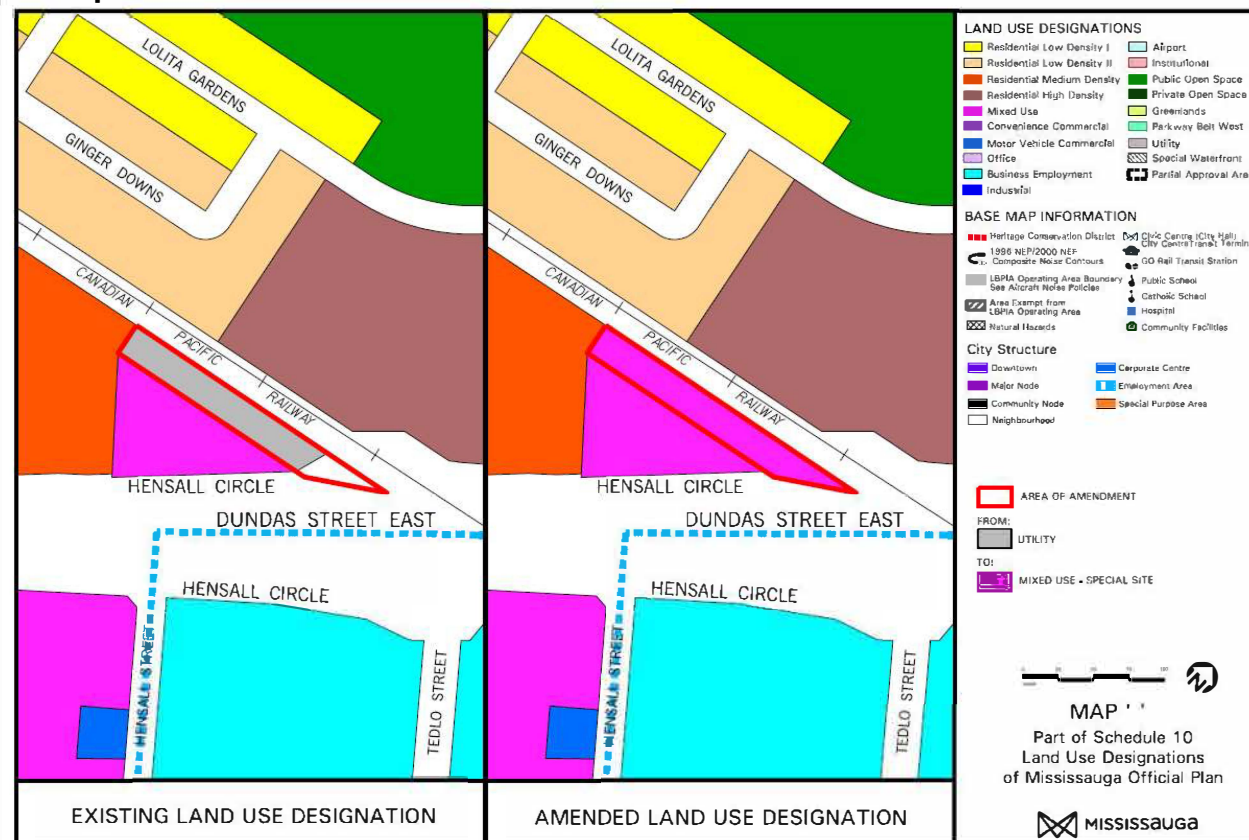
The site is designated **Utility** which permits parking and accessory uses, in addition to transportation infrastructure and other community and servicing infrastructure uses.

Proposed Designation

Mixed Use – Special Site to permit commercial and residential uses, in addition to motor vehicle body repair, motor vehicle repair facility, motor vehicle sales, leasing and/or rental facility, contractor service shop and contractor's yard uses.

Through the processing of the applications, staff may recommend a more appropriate designation to reflect the proposed development in the Recommendation Report.

Excerpt of Cooksville Character Area Land Use



Mississauga Zoning By-law

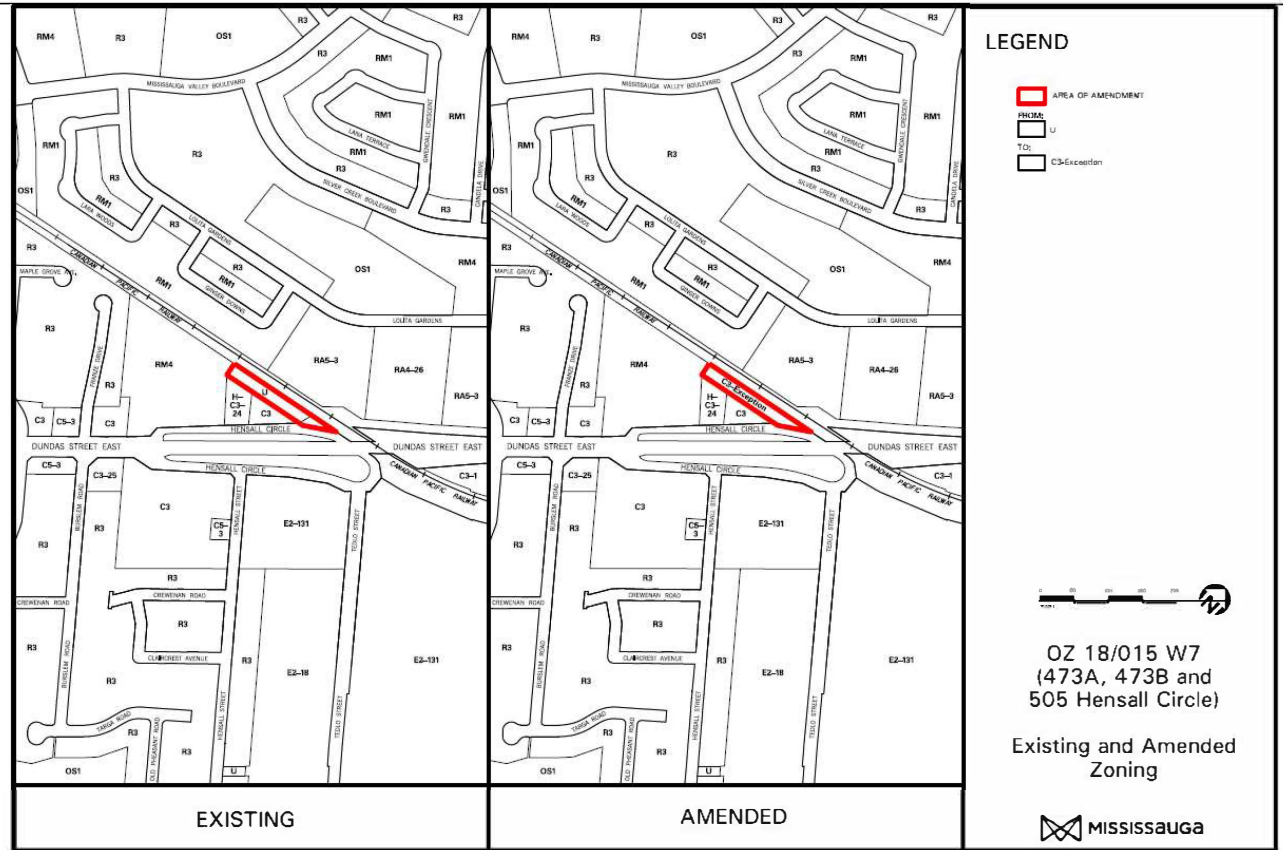
Existing Zoning

The site is currently zoned **U (Utility)** which permits utility buildings, water and sewage treatment plants and electronic transformer and distribution facilities.

Proposed Zoning

The applicant is proposing to rezone the subject land to **C3-Exception** (General Commercial) zone, in order to permit motor vehicle body repair facility, motor vehicle repair facility, motor vehicle sales, leasing and/or rental facility, contractor service shop and contractor's yard uses, and regularize the existing buildings on the land.

Through the processing of the applications, staff may recommend a more appropriate zone and/or regulations to reflect the proposed development in the Recommendation Report.



Proposed Zoning Regulations

Zone Regulations	Zone Regulations	Proposed Amended Zone Regulations
Minimum depth of landscape buffer measured from a lot line that is a street line	4.5 m (14.76 ft.)	0.0 m (0.0 ft.)
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.		

5. Summary of Applicable Policies

The policy and regulatory documents that affect this application have been reviewed and summarized in the table below. In the sub-sections that follow, a preliminary assessment is provided regarding:

- consistency with the Provincial Policy Statement;
- conformity with the Growth Plan;
- conformity with the Region of Peel Official Plan; and
- identification of relevant Mississauga Official Plan policies.

The Provincial Policy Statement and the Growth Plan evaluations assess both MOP policies (to reaffirm their appropriateness) as well as the proposed development (to ensure it is supportive of the Provincial policy direction). An overview of the Region of Peel Official Plan has also been provided as the Region approved the city's official plan which is the primary instrument used to evaluate applications. Finally, relevant Mississauga Official Plan policies have been identified that will inform the subsequent recommendation report.

Policy Document	Mississauga Official Plan (MOP) Policies	Proposal
Provincial Policy Statement (PPS)	The existing policies of MOP are consistent with the PPS	The proposed development is being evaluated for consistency with the PPS.
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	Mississauga Official Plan is in general conformity with the Growth Plan, however, certain aspects are undergoing conformity exercises to reflect the new changes in the <i>Growth Plan</i>	The proposed development is being evaluated with its conformity to the <i>Growth Plan</i> .
Greenbelt Plan	n/a	n/a
Parkway Belt Plan	n/a	n/a
Region of Peel Official Plan	The existing policies of MOP are consistent with the ROP	The proposed application is exempt from Regional approval
Mississauga Official Plan	The lands are located within the Cooksville Neighbourhood Character Area and is designated Utility which permits parking and accessory uses, in addition to transportation infrastructure and other community and servicing infrastructure uses.	The applicant is proposing to change the designation to Mixed Use – Special Site to permit commercial and residential uses, in addition to motor vehicle uses and industrial (contractor's shop and yard) uses. The applicant will need to demonstrate consistency with the intent of MOP with regard to built form policies outlined in the development issues section below.
Zoning By-law 225-2007	The lands are currently zoned U (Utility)	A rezoning is proposed to change to a C3-Exception (General Commercial) zone to permit motor vehicle body repair facility, motor vehicle repair facility, motor vehicle sales, leasing and/or rental facility, contractor service shop and contractor's yard uses, and regularize the existing buildings on the land.

Consistency with *Provincial Policy Statement 2014*

The *Provincial Policy Statement 2014* (PPS) is issued under Section 3 of the *Planning Act* and all decisions affecting land use planning matters "shall be consistent" with the *Provincial Policy Statement*.

The following table has been prepared to demonstrate how MOP policies are consistent with the relevant PPS policies (i.e. "Mississauga Official Plan Policies" column). In addition, the table provides a preliminary assessment as to how the

proposed development is consistent with PPS and MOP policies (i.e. OZ 18/015 W7 Consistency" column). Only key policies relevant to the application have been included, and the table should be considered a general summary of the intent of the policies.

Official Plan Amendment No. 47 to MOP added and amended policies in the Official Plan so that it is consistent with the PPS. This amendment came into force on May 18, 2016.

Consistency with the *PPS Analysis*

<i>Provincial Policy Statement (PPS)</i>	<i>Mississauga Official Plan Policies (MOP)</i>	<i>File OZ 18/015 W7 Consistency</i>
1.0 Building Strong Healthy Communities		
General Statement of Intent: Promoting efficient land use and development patterns are important to sustainable, liveable, healthy, resilient communities, protecting the environment, public health and safety and facilitating economic growth.	The development of Neighbourhoods (as defined in Mississauga Official Plan (MOP)) by infilling with a mix of uses supports the general intent of the PPS with respect to building strong healthy communities.	The proposed development is located within the Cooksville Neighbourhood Character Area and seeks to permit non-residential uses within an area identified for increased intensification. The appropriateness of the proposed land use and built form is being evaluated.
1.1.3.2 Land use patterns within settlement areas shall be based on: - Densities and a mix of land uses which: - efficiently use land and resources - are appropriate for and efficiently use infrastructure and public service facilities - minimize negative impacts to air quality and climate change and promote energy efficiency - support active transportation - are transit supportive - A range of uses and opportunities for	MOP policies establish the framework for planning policies that guide development in different areas of the City, including the locations for and level of intensification. Consistent with the PPS, available and planning infrastructure are key in determining where growth should occur. The Cooksville Neighbourhood Character Area is identified as a Non-intensification area. However, the subject property is located along Dundas Street Intensification Corridor where the focus of intensification will occur (MOP 5.5.1).	Development within Neighbourhoods can occur subject to meeting MOP policies with respect to appropriate design and sensitivity to the surrounding context. The proposal seeks to permit existing uses on an existing underutilized parcel of land that is in proximity to surrounding services and infrastructure.

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	File OZ 18/015 W7 Consistency
intensification and redevelopment in accordance with criteria in 1.1.3.3 1.1.3.3 Planning authorities shall identify appropriate locations for intensification and redevelopment where it can be accommodated taking into account building stock, brownfields, availability of infrastructure and public service facilities required to accommodate projected needs.		
1.1.3.4 Appropriate development standards should facilitate intensification, redevelopment and compact form, while mitigating risks to public health and safety.	The Built Form policies of MOP (MOP policies contained in section 9) provide direction on appropriate standards to facilitate intensification with respect to transition, sun/shadow impacts, compact urban form and public realm. MOP includes policies that require development applications to provide appropriate height and built form transitions between sites and their surrounding area (9.2.1.10).	The proposal seeks to occupy two one storey buildings that have existing on the subject land. According to the applicant, the buildings have existing on the property since the 1960s. The proposal is being evaluated on its built-form and land use compatibility with the surrounding neighbourhood, which includes an assessment relating to MOP policies. This will be included in the Recommendation Report.
1.3 Employment		
1.3.1 Planning Authorities shall promote economic development and competitiveness by: a) providing for an appropriate mix and range of employment and institutional use to meet the long-term needs; b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses.	MOP recognizes the importance of identifying and protecting lands for a diversity of employment and institutional uses to meet current and future needs.	The proposed development is consistent with these MOP policies.
3.0 Protecting Public Health and Safety		
3.2.2 Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.	MOP contains policies that ensure the protection of life and property from natural and human made hazards (MOP policy 6.1.1).	A Phase One Environmental Site Assessment (ESA) has been requested as part of staff's evaluation of the development applications. As of the writing of this report, a Phase One ESA has not been submitted. Once submitted, the applicant will be required to address

		contamination and remediation requirements through the process.
4.0 Implementation and Interpretation		
General Statement of Intent: Provides direction on how the <i>Provincial Policy Statement</i> is to be implemented and interpreted. 4.2 Decisions of the council of a municipality shall be consistent with the <i>Provincial Policy Statement</i> 4.7 The Official Plan is the most important vehicle for implementation of the <i>Provincial Policy Statement</i>	As outlined in the table, relevant MOP policies are consistent with the PPS.	The intensification of the site for motor vehicle body repair, motor vehicle repair facility, motor vehicle sales, leasing and/or rental facility, contractor service shop and contractor's yard uses in the Neighbourhood Character Area are supportive of a number of PPS policies. However, the applications are being further evaluated on adherence to specific MOP policies including those related to land use compatibility and site design.

Conformity with *Growth Plan 2017*

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) (2017) was issued under Section 7 of the *Places to Grow Act* and all decisions affecting lands within this area will conform with this Plan.

The following table has been prepared to demonstrate how MOP policies conform with the relevant Growth Plan policies (i.e. "Mississauga Official Plan Policies" column). In addition, the table provides a preliminary assessment as to how the proposed development conforms with Growth Plan and MOP

policies (i.e. "file no. sample: OZ 18/015 W7 Conformity" column). Only key policies relevant to the application(s) have been included, and that table should be considered a general summary of the intent of the policies.

MOP was prepared and approved in accordance with the Growth Plan 2006. Mississauga is in the process of reviewing MOP policies to ensure conformity with the new Growth Plan 2017. The development application has been reviewed against Growth Plan 2017 policy direction to ensure conformity.

Conformity with the *Growth Plan* Analysis

<i>Growth Plan for the Greater Golden Horseshoe</i>	<i>Mississauga Official Plan Policies (MOP)</i>	<i>OZ 18/015 W7 Conformity</i>
1.1 The Greater Golden Horseshoe		
General Statement of Intent: The Greater Golden Horseshoe plays an important role in accommodating growth, however, the magnitude of anticipated growth will present challenges to infrastructure, congestion, sprawl, healthy communities, climate change and healthy environment	MOP directs growth to Intensification Areas and contains direction on how intensification occurs based on the City's Urban Hierarchy. However, for areas identified as non-intensification areas, MOP provides policies that relate to limited intensification through sensitive and modest infilling. This direction helps in fulfilling the goals and objectives in MOP that guide Mississauga to develop in a manner that provides for complete communities that area healthy and efficient (MOP policy 4.3).	The development applications are seeking to permit new and existing commercial employment uses within the existing urban boundary. The subject property is located within the Cooksville Neighbourhood Character Area and more specifically along the Dundas Street intensification corridor. The proposal provides the surrounding neighbourhood with more choice for commercial uses as well as employment opportunities in close proximity. However, any potential issues associated with compatibility with the surrounding area will be further evaluated.
1.2 The <i>Growth Plan</i> for the Greater Golden Horseshoe		
General Statement of Intent: The Vision for the Greater Golden Horseshoe is that it will be a great place to live, supported by a strong	The Vision for Mississauga is that it will be a beautiful sustainable city that protects its natural and cultural heritage resources and its	The proposal will increase the variety of commercial and employment opportunities available in the Neighbourhood Designation. The appropriateness of the proposed uses

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/015 W7 Conformity
economy, a clean and healthy environment, and social equity, with an extraordinary waterfront.	established stable neighbourhoods (MOP section 4). The City is planning for a strong economy supported by a range of mobility options and a variety housing and community infrastructure to create distinct, complete communities. MOP directs growth to areas that support existing and planned transit facilities and other infrastructure improvements (MOP policy 4.5). Further the intent is to develop complete communities in intensification areas such as Community Nodes by promoting an urban form and development that supports public health and active living.	as it relates to implementing the Vision will be further evaluated.
1.2.1 Guiding Principles		
General Statement of Intent for this Section: The policies of this Plan are based on the following principles: a. Complete communities b. Prioritize intensification c. Provide flexibility to capitalize on new employment opportunities d. Support a range and mix of housing options e. Integrate land use planning and investment in infrastructure f. Provide different approaches to manage growth that recognize diversity of communities g. Protect natural heritage, hydrologic, landforms h. Conserve and promote cultural heritage i. Integrate climate change considerations	The Vision and Guiding Principles of the Growth Plan are incorporated into MOP, including the following: Section 5 – Direct Growth (addresses prioritizing intensification) Section 6 – Value the Environment (addresses protecting natural heritage and responding to climate change) Section 7 – Complete Communities (addresses housing, cultural heritage and complete communities) Section 8 – Creating a Multi-modal City (addresses transportation infrastructure) Section 9 – Build A Desirable Urban Form (provides direction on how to accommodate growth)	The applications are supportive of many Growth Plan principles; however, the manner in which the applications implement those principles will be evaluated against official plan policies and city guidelines.
1.2.2 Legislative Authority		
General Statement of Intent: All decisions made on or after July 1, 2017 will conform with this Plan	As illustrated through this table, MOP generally conforms to the <i>Growth Plan</i> .	As the decision on the application will occur after July 1, 2017, it must conform to the Growth Plan 2017.
1.2.3 How to Read this Plan		
General Statement of Intent for this Section:	MOP has been reviewed in respect to the	The applications have been reviewed accordingly.

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/015 W7 Conformity
Outlines the relationship between the <i>Growth Plan</i> and other planning documents, and how to read the plan	<i>Growth Plan</i> and other applicable Provincial planning documents.	
2. Where and How to Grow		
2.1 Context		
General Statement of Intent: This Plan is about building compact and complete communities. Better use of land and infrastructure can be made by prioritizing intensification, building compact and complete communities, and increasing the modal share for transit and active transportation.	The MOP policies conform with the general intent, as summarized in the Vision and Guiding Principle section of the document.	The subject property is located within a built-up area of the City and will allow for better utilization of existing infrastructure. The applications are seeking to permit new and existing commercial employment uses within an intensification area and help optimize the use of existing infrastructure and reduce the need for expansion of municipal services. Growth will be directed to intensification corridors and areas, in addition to within 500 m of Major Transit Stations. The extent to which growth can be accommodated on site is being evaluated. It is important to ensure the manner in which these uses are planned and designed are appropriate and subject to further analysis in the next staff report.
2.2 Policies For Where and How To Grow		
2.2.1 Managing Growth		
General Statement of Intent for this Section: Growth will be primarily directed to appropriate locations that support complete communities and infrastructure, as directed by the upper tier municipality.	Intensification Corridors are identified as an area for intensification to provide a range of housing, employment and community infrastructure for the surrounding neighbourhoods. It also includes many transit options and a variety of community infrastructure amenities.	The subject property is located within the Cooksville Neighbourhood Area and more specifically within the Dundas Street Intensification Corridor, where development is encouraged to be located.
Summary of policies within 2.2.1 Managing Growth: a. Growth should be primarily directed to settlement areas that: i. Are within the built boundary and have planned municipal water and wastewater systems and support complete communities	City Structure MOP policies establish the framework for planning policies that guide development in different areas of the City, including the locations for and level of intensification (MOP policy 5.3). Conforming to the Growth Plan, available and planned infrastructure as well as the existing context are	The proposal is supporting the achievement of complete communities by recognizing existing commercial employment while providing a mix of employment uses in within a settlement area. However, the appropriateness of proposed uses and site design will be addressed in the next staff report.

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/015 W7 Conformity
(2.2.1.2 a i, ii, iii) ii. that are in delineated built-up areas, strategic growth areas, locations with existing or planned transit and public service facilities (2.2.1.2. c i, ii, iii, iv), iii. that is generally away from hazardous lands (2.2.1.2. e) b. Integrated planning to manage forecasted growth will: i. Be supported by planning for infrastructure and public service facilities that consider the full life cycle cost and payment (2.2.1.3.b) ii. Provide direction for an urban form that will optimize infrastructure (2.2.1.3.c) iii. Support the environment (2.2.1.3.d) iv. Be implemented through a municipal comprehensive review (2.2.1.3.e) c. Applying the policies of this Plan will support the achievement of complete communities that: I feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and public service facilities.	key determinants in directing growth within MOP. a. The Cooksville Neighbourhood Character area is an existing mixed use area with sufficient infrastructure to accommodate growth. b. The subject property is further located within the Dundas Street Intensification Corridor which is an appropriate location for growth as it is within the delineated boundary of a settlement area, with access to municipal water and wastewater, and is planned to provide a range of land uses to support a complete community. c. MOP ensures forecasted growth is properly managed as development may be phased if satisfactory arrangements for infrastructure are not made.	
5.0 Implementation		
Statement of Intent: Comprehensive municipal implementation is required to implement the <i>Growth Plan</i>. Where a municipality must decide on planning matters before its official plan has been updated it must still consider impact of decision as it relates to the policy of the plan. The policies of this section address implementation matters such as: how to interpret the plan, supplementary direction on how the Province will	MOP must conform with a hierarchy of policy and legislation at the federal, provincial, regional and municipal levels. In particular, provincial policy initiatives provide strong direction for the growth management and development strategies (MOP Policy Section 2.0).	Not directly applicable, as these policies speak to interpretation and how to read the plan and are contained in Section 1.0 of the Mississauga Official Plan.

<i>Growth Plan for the Greater Golden Horseshoe</i>	Mississauga Official Plan Policies (MOP)	OZ 18/015 W7 Conformity
implement, co-ordination of the implementation, use of growth forecasts and targets, performance indicators and monitoring, interpretation of schedules and appendices.		

Region of Peel Official Plan

The Region of Peel approved MOP on September 22, 2011. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the *Provincial Policy Statement* and applicable Provincial

Plans, where the City Clerk has certified that processing was completed in accordance with the *Planning Act* and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 7 of this Appendix.

Relevant Mississauga Official Plan Policies

There are other policies in Mississauga Official Plan (MOP) that are also applicable in the review of these applications,

some of which are found below. In some cases the description of the general intent summarizes multiple policies.

	Specific Policies	General Intent
Chapter 5 Direct Growth	Section 5.1.4 Section 5.1.6 Section 5.1.9	Most of Mississauga's future growth will be directed to Intensification Areas. Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of live/work opportunities. New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.
Section 5.3.5 Neighbourhoods	Section 5.3.5.1 Section 5.3.5.5	Neighbourhoods will not be the focus of intensification and should be regarded as stable residential areas where the existing character is to be preserved. Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.
Section 5.4 Direct Growth- Corridors	Section 5.4.4 Section 5.4.8	Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area. Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building heights or until such time as alternative building heights area determined through planning studies.
Section 5.5 Intensification Areas	Section 5.5.1 Section 5.4.4 Section 5.5.5 Section 5.5.6 Section 5.5.7 Section 5.5.8	The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas, as shown on Schedule 2: Intensification Areas. Intensification Areas will be planned to reflect their role in the City Structure hierarchy. Development will promote the qualities of complete communities. Development applications within Intensification Areas proposing a change to the designated land uses, which results in a significant reduction in the number of residents or jobs that could be accommodated on the site, will not be permitted unless considered through a municipal comprehensive review.

	Specific Policies	General Intent
		A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these areas will be permitted in all areas. Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged.
Chapter 6 Value the Environment	Section 6.10.1.2	Industrial, commercial or utility development will not be permitted where the noise transmitted to existing or proposed residential areas, or other noise sensitive use, exceeds the mitigated outdoor and plan of window noise criteria established by the applicable Provincial Government environmental noise guideline.
Chapter 7 Complete Communities	Section 7.1.1 Section 7.1.3	Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga. In order to create a complete community and develop a built environment supportive of public health, the City will: a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses; b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking; c. encourage environments that foster incidental and recreational activity; and d. encourage land use planning practices conducive to good public health.
Chapter 9 Build A Desirable Urban Form	Section 9.1.1 Section 9.1.2 Section 9.1.3 Section 9.1.5 Section 9.2.1.4 Section 9.2.1.10 Section 9.2.21 Section 9.2.25 Section 9.2.37 Section 9.5	Mississauga will develop and urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required. Infill and redevelopment within Neighbourhoods will respect the existing and planned character. Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. A high quality, compact urban built form will be encouraged to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of Intensification Areas form surrounding areas. Appropriate height and built form transitions will be required between sites and their surrounding areas. Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive.

	Specific Policies	General Intent
		Development will face the street and have active facades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections.
Section 9.3.5 Open Spaces and Amenity Areas	Section 9.3.5.8	Landscaped, outdoor on-site amenity areas will be encouraged for employment uses.
Section 9.5 Site Development and Buildings	Section 9.5.1.10	Where employment and commercial uses are adjacent to noise sensitive uses, noise mitigation should be provided at the source of the noise to ensure compatibility and acceptable noise levels.
Chapter 10 Foster a strong economy	Section 10.1.1 Section 10.1.5	Mississauga will encourage a range of employment opportunities to reflective of the skills of the resident labour force. Mississauga will provide for a wide range of employment activities including office and diversified employment uses.
Chapter 11 General Land use Designations	Section 11.2.6.2	Lands designated Mixed Use will be encouraged to contain a mixture of permitted uses.
Chapter 19 Implementation	Section 19.5.1	This section 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 are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; • 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 has been provided by the applicant.

6. Community Comments

A community meeting is scheduled for June 4, 2019. One piece of correspondence was received from an adjacent land

owner requesting additional information on the application.

7. Development Issues

The following is a summary of comments from agencies and departments regarding the applications:

Agency / Comment Date	Comments
Region of Peel (November 13, 2018)	Waste Collection On-site waste collection will be required through a private waste hauler.
City Transportation and Works Department (December 7, 2018)	The Transportation and Works Department has requested the following information: - Revisions to the site plan; - A functional servicing report; - An overall drainage plan; and, - A Phase One Environmental Site Assessment The above aspects will be addressed in detail prior to the Recommendation Report.
Community Services Department – Heritage Planner (May 28, 2019)	The Community Services Department has indicated that an archaeological assessment has been completed on the subject land. However, they are waiting for the Ministry's sign off on the assessment at this time.
Other City Departments and External Agencies	The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner: - Fire and Emergency Services Division - Community Services - Greater Toronto Airport Authority - Alectra Utilities - Economic Development Office - Canadian Pacific Railway
	The following City Departments and external agencies were circulated the applications but provided no comments: - Realty Services - Bell Canada - Canada Post - Ratepayers Association

Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the proposed zoning by-law exception standards appropriate?
- Are the uses proposed compatible with the surrounding area?

Development Requirements

There are engineering matters including: grading and stormwater management that will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

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Recommendation Report Detailed Planning Analysis

Owner: Canadian Pacific Railway Company

473 and 505 Hensall Circle

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1. Community Comments

Through the community and public meetings held there were no comments from the public.

2. Updated Agency and City Department Comments

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The applications were circulated to all City departments and commenting agencies on May 29, 2019. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation and Works

Comments updated June 24, 2021, state that technical reports and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance have been satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

Noise

The noise sources that may have an impact on this development include road and rail traffic. However, as the intended mixed commercial uses of this site include automotive and retail commercial in the existing buildings, which are not

noise sensitive uses as per the Ministry of Environment Conservation and Parks (MOECP) guidelines, a noise report was not required to be submitted for review. Should the use change to a noise sensitive use, the owner of the site shall comply with the MOECP requirements and provide any required report to confirm that the indoor/outdoor noise levels are met, all of which can be confirmed at site plan stage.

Stormwater

The functional servicing and stormwater management report indicate that there are no existing storm services located within the property. However, the applicant has demonstrated a satisfactory stormwater servicing concept and that there will be no impact on the City's storm sewer system. Infiltration of stormwater on site is being pursued to achieve City's water balance criteria, and the applicant will be required to construct a new storm connection.

Traffic

As there are no proposed changes to the existing building or use of the lands, a traffic impact study was not required to be submitted for review as there would be no new trips generated to/from the site. Any site specific requirements can be addressed prior to consent approval, prior to site plan approval, and/or prior to the issuance of the building permit.

Environmental Compliance

Based on the review of the Phase II Environmental Site Assessment (ESA), dated March 2019, prepared by Fisher

Environmental Ltd, impacts to the soil were identified on the subject property. A remedial plan, dated October 30, 2019, and prepared by Fisher Environmental Ltd, provides a satisfactory plan to address the soil impacts, prior to a future redevelopment of the property.

Prior to By-law enactment, the applicant is required to enter into a development agreement to address the required environmental works.

Transportation and Works is satisfied that the information reviewed to date is satisfactory and in accordance with City requirements. Additional clauses related with the development of the lands will be captured in the related Development Agreement prior to By-Law enactment and any outstanding items required to facilitate the implementation of the zoning by-law can be addressed through the Site Plan and Building Permit review process.

3. *Provincial Policy Statement, 2020 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019 and Amendment No. 1 (2020)*

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.

4. Consistency with PPS

The public meeting report dated June 24, 2019 (Appendix 1) provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including:

Section 1.1.3.2 of the PPS requires development to reflect densities and a mix of land uses which efficiently use land and resources, are appropriate for and efficiently use infrastructure and public service facilities and are transit supportive.

Section 1.1.3.4 of the PPS states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.

The proposal seeks to permit a range of non-residential uses within and outside of existing buildings on-site, as follows:

retail store, motor vehicle sales, leasing and/or rental facility, take out restaurant, veterinary clinic, personal service establishment, commercial school, repair establishment, office, self storage facility, and contractor's yard. No additional buildings are proposed as a result of these applications. The proposed development will regularize existing commercial and employment uses that are currently part of the railway corridor as being part of the commercial and employment lands on Hensall Circle. The requested additional uses are appropriate for and efficiently use land within the city. As outlined in this report, the proposed development is consistent with the general intent of the PPS.

5. Conformity with Growth Plan

The Growth Plan was updated May 16, 2019, in order to support the "More Homes, More Choice" government action plan that addresses the needs of the region's growing population. The new plan is intended, amongst other things, to increase the housing supply and make it faster and easier to build housing. Pertinent changes to the Growth Plan include:

- The Vision for the Growth Plan now includes a statement to ensure urban centres will be vibrant and characterized by more compact development patterns that support climate change mitigation and adaption, and provide a diversity of opportunities for living, working and enjoying culture.
- Section 2.2.1.4 requires the achievement of complete communities that feature a diverse mix of land uses, including residential and employment, and convenient access to local stores, services and public service facilities.

- Section 2.2.2.3 also directs municipalities ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities.
- Section 2.2.5.1 promotes economic development and competitiveness in the Greater Golden Horseshoe by ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan.

The proposed development conforms to the Growth Plan as it is contributing to the diverse range of commercial and employment uses within the City and utilizing existing municipal infrastructure.

The policies of the Greenbelt Plan and the Parkway Belt West Plan are not applicable to these applications.

6. Region of Peel Official Plan

As summarized in the public meeting report dated June 24, 2019 (Appendix 1) the proposed development does not require an amendment to the Region of Peel Official Plan. The subject property is located within the Urban System within the Region of Peel. General Objectives in Section 5.3.1 and General Policies in Section 5.3.2 direct development and redevelopment to the Urban System to achieve an urban structure, form and densities which are pedestrian oriented, transit supportive and context appropriate.

The proposed development conforms to the ROP as it is an appropriate development that efficiently uses land to contribute

to employment opportunities in the Cooksville Neighbourhood Character Area.

7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies for the Cooksville Neighbourhood Character Area, to permit a range of commercial and employment uses including: retail store, motor vehicle sales, leasing and/or rental facility, motor vehicle repair facility, motor vehicle wash facility, take out restaurant, veterinary clinic, service establishment, commercial school, repair establishment, office, self storage facility, and contractor's service shop.

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 relevant policies of the PPS, Growth Plan and MOP, including those found in Section 19.5.1 against this proposed development application.

The following is an analysis of the key policies and criteria:

Directing Growth

The subject site is located in the Cooksville Neighbourhood Character Area and contains two existing buildings that are occupied by non-residential uses that are not currently permitted on the land.

The subject site, which is currently part of the CP Railway corridor is designated **Utility**, which permits parking and accessory uses. The proposed **Mixed Use** designation permits commercial parking facility, financial institution; funeral establishment, makerspaces, motor vehicle rental, motor vehicle sales, overnight accommodation, personal service establishment, post-secondary education facility, residential, restaurant and retail store. The applications propose to redesignate the site to **Mixed Use – Special Site** to permit the existing motor vehicle repair and sales use and contractor service shop, and to permit retail store, motor vehicle sales,

leasing and/or rental facility, take out restaurant, veterinary clinic, personal service establishment, commercial school, repair establishment, office and self storage facility. This application contributes to the provision of jobs along an intensification corridor and in proximity to current and future housing supply.

Compatibility with the Neighbourhood

Intensification within Neighbourhoods is to be compatible in built form and scale to surrounding development and will be sensitive to the existing and planned context. The site is located within the Cooksville Neighbourhood Character Area, which forms part of an Intensification Area in the City. A range of uses are permitted in this character area including residential and commercial uses. The surrounding lands include the Canadian Pacific Railway and residential uses to the north, Hensall Circle, Dundas Street and an industrial building containing CJ's Skatepark to the east, Recreational Warehouse Mississauga, Target Automotive, Canadian Sky Motors and Hensall Auto to the south, and three storey townhouses to the west. The proposed amendment will allow uses that are compatible to the existing and planned context of the surrounding area.

Services and Infrastructure

Based on the comments received from the applicable City Departments and external agencies, the existing infrastructure is adequate to support the proposed development.

The Region of Peel has advised that there is adequate water and sanitary sewer capacity to service this site.

The site is currently serviced by the following MiWay Transit routes:

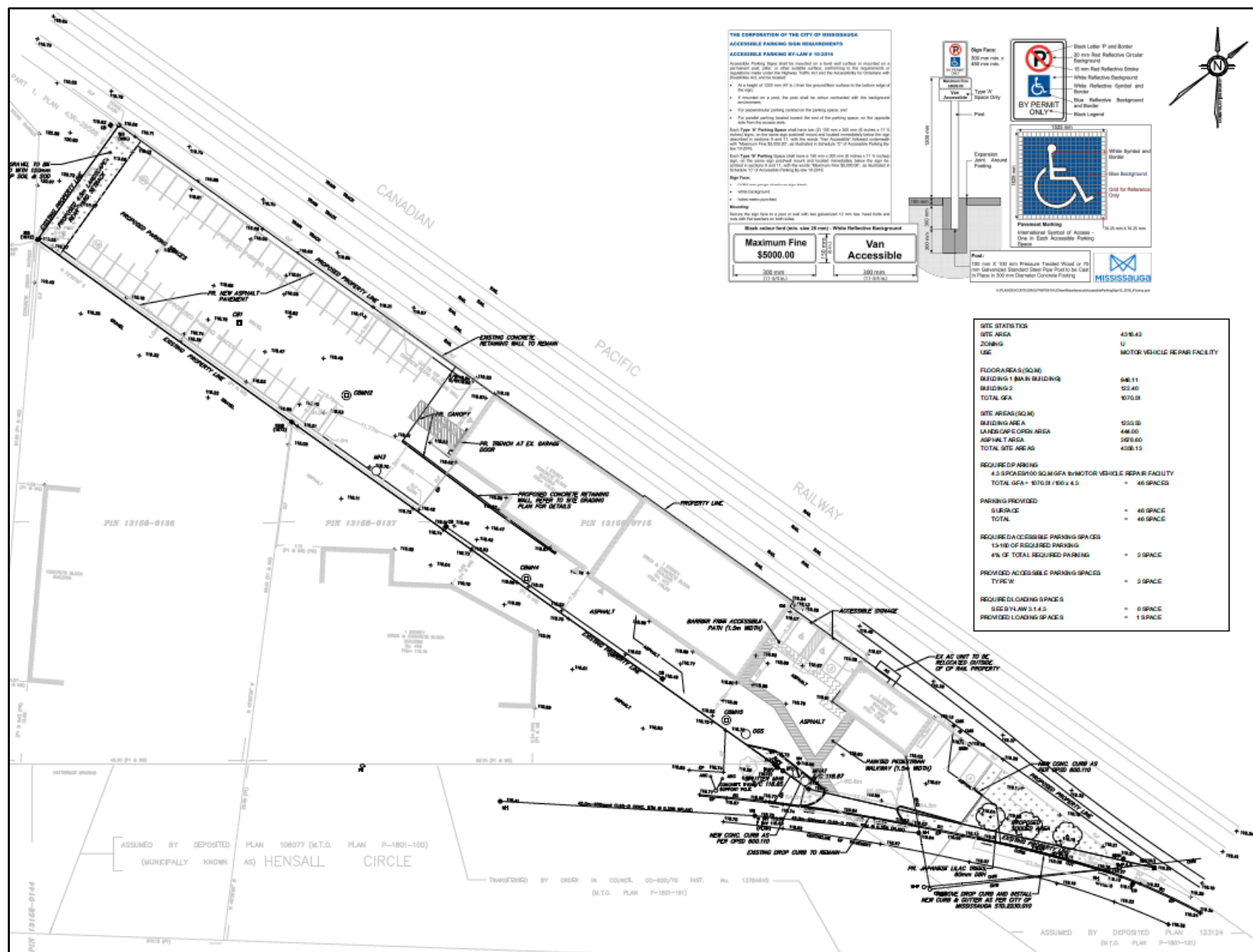
- Route 1 – Dundas
- Route 101 – Dundas Express

There are two transit stops on Dundas Street East within 400 m (1,312 ft.) which provide both east and westbound bus service.

The applications are consistent with MOP, the Region of Peel Official Plan, the Growth Plan for the Greater Horseshoe and the PPS.

8. Revised Site Plan and Elevations (if applicable)

The applicant has provided a revised site plan as follows:



9. Zoning

The site is currently zoned **U** (Utility). A zoning by-law amendment is required to rezone the lands from **U** (Utility) to **C3-Exception** (General Commercial - Exception) to accommodate the existing and proposed uses on the property, regularize the existing buildings on the land and propose a combined parking rate.

Below is an updated summary of the proposed site specific zoning provisions:

Proposed Zoning Regulations

Zone Regulations	C3 Zone Regulations	Proposed C3-Exception Zone Regulations
Permitted uses	Retail Store; Motor Vehicle Sales, Leasing and/or Rental Facility; Motor Vehicle Rental Facility; Restaurant; Convenience Restaurant; Take-out Restaurant; Veterinary Clinic;	Retail Store; Motor Vehicle Sales, Leasing and/or Rental Facility; Motor Vehicle Rental Facility; Motor Vehicle Repair Facility; Motor Vehicle Wash Facility Take-out Restaurant; Veterinary Clinic;

Zone Regulations	C3 Zone Regulations	Proposed C3-Exception Zone Regulations
	Animal Care Establishment; Funeral Establishment; Service Establishment; Commercial School; Financial Institution; Repair Establishment; Medical Office; Office; Overnight Accommodation; Banquet Hall / Conference Centre / Convention Centre; Recreational Establishment; Entertainment Establishment; Private Club;	Service Establishment; Commercial School; Repair Establishment; Office; Self Storage Facility; Contractor Service Shop;

Zone Regulations	C3 Zone Regulations	Proposed C3-Exception Zone Regulations
	University / College;	
Minimum Interior Side Yard	4.5 m (14.8 ft.)	0.0 m (0.0 ft.)
Minimum depth of landscaped buffer measured from a lot line that is a street line	4.5 m (14.8 ft.)	0.0 m (0.0 ft.)
Minimum number of parking spaces	0.6 spaces – 6.0 spaces per 100 m ² GFA – non - residential	4.1 spaces per 100 m ² GFA – non - residential
In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.		

11. Conclusions

In conclusion, City staff have evaluated the applications to permit the aforementioned commercial uses against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The applications are seeking to recognize existing commercial and employment uses on an underutilized parcel within the

Cooksville Neighbourhood Character Area and along an Intensification Corridor. The proposal is compatible with adjacent uses and provides for employment opportunities in the character area.

Staff are of the opinion that the applications are consistent with and conform to Provincial, Regional and City planning instruments. Staff has no objection to the approval of these applications, subject to the recommendations provided in the staff report.