

**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 adaptation, 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	<b>Retail Store;</b>  <b>Motor Vehicle Sales, Leasing and/or Rental Facility;</b>  <b>Motor Vehicle Rental Facility;</b>  <b>Restaurant;</b>  <b>Convenience Restaurant;</b>  <b>Take-out Restaurant;</b>  <b>Veterinary Clinic;</b>	<b>Retail Store;</b>  <b>Motor Vehicle Sales, Leasing and/or Rental Facility;</b>  <b>Motor Vehicle Rental Facility;</b>  <b>Motor Vehicle Repair Facility;</b>  <b>Motor Vehicle Wash Facility</b>  <b>Take-out Restaurant;</b>  <b>Veterinary Clinic;</b>

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

Zone Regulations	C3 Zone Regulations	Proposed C3-Exception Zone Regulations
	University / College;	
Minimum <b>Interior Side Yard</b>	4.5 m (14.8 ft.)	0.0 m (0.0 ft.)
Minimum depth of <b>landscaped buffer</b> measured from a <b>lot line</b> that is a <b>street line</b>	4.5 m (14.8 ft.)	0.0 m (0.0 ft.)
Minimum number of <b>parking spaces</b>	0.6 spaces – 6.0 spaces per 100 m <sup>2</sup> <b>GFA – non - residential</b>	4.1 spaces per 100 m <sup>2</sup> <b>GFA – non - residential</b>
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.		

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.

## 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