

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

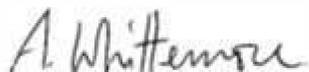
All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

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.

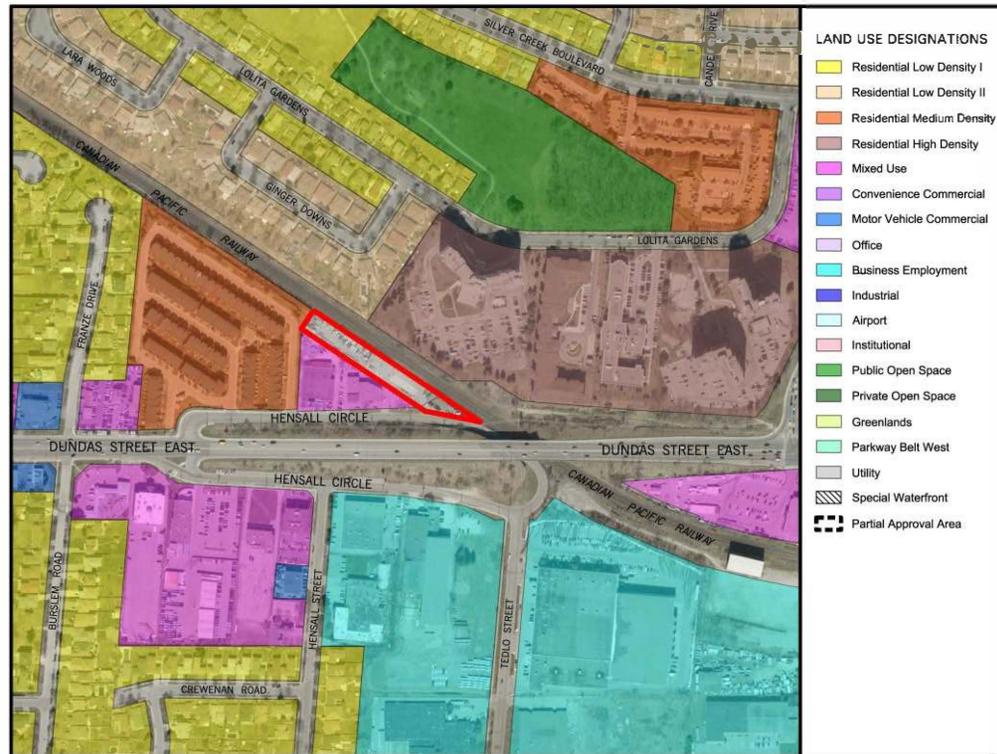
Property Size and Use	
Frontages:	59.28 m (194.49 ft.)
Depth:	23.49 m (77.07 ft.)
Gross Lot Area:	0.43 ha. (1.06 ac.)
Existing Uses:	Two 1 storey commercial buildings and outdoor storage of motor vehicles.

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 Hensall 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

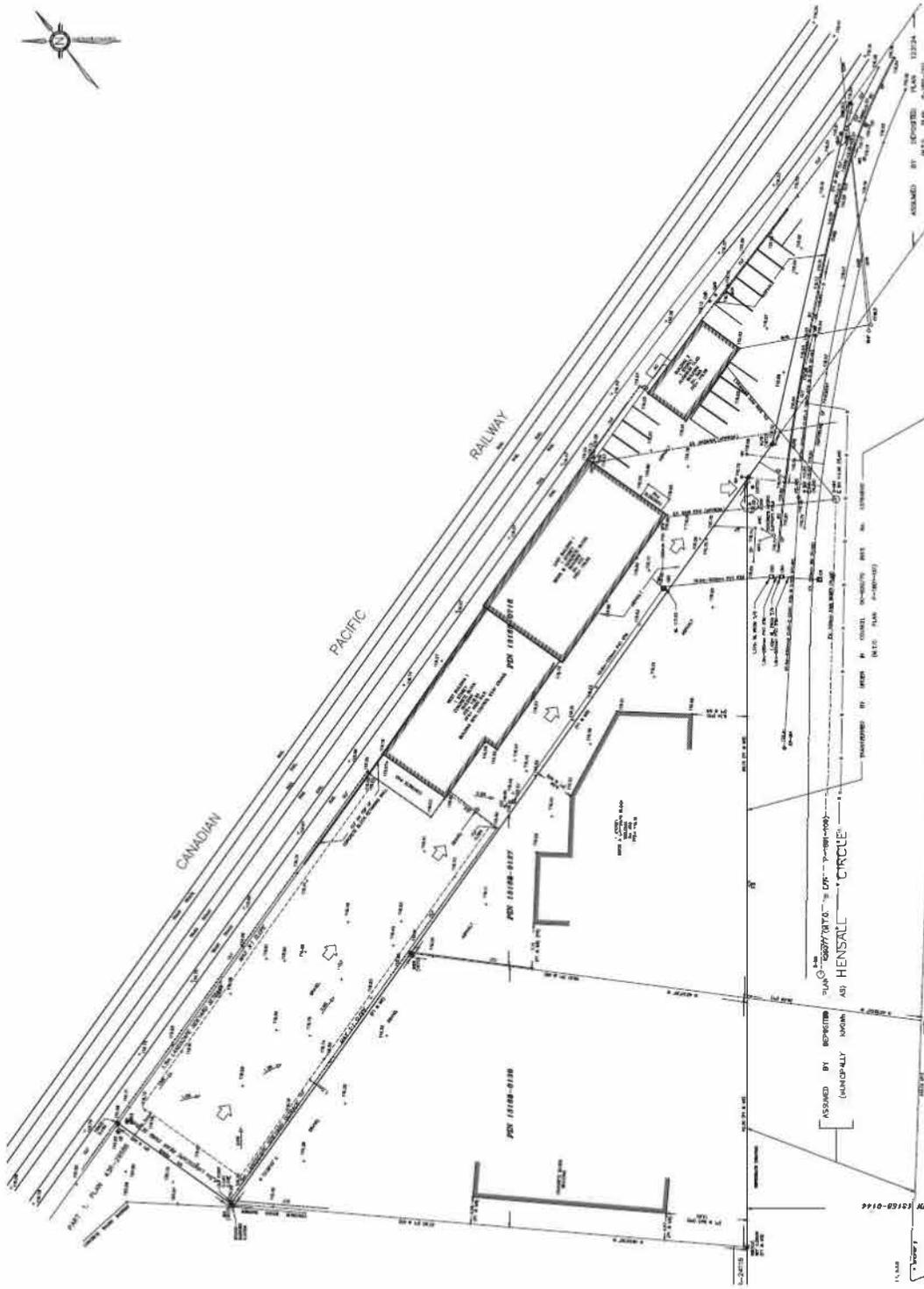
application will be submitted to create a separate parcel of land from the railway corridor.

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

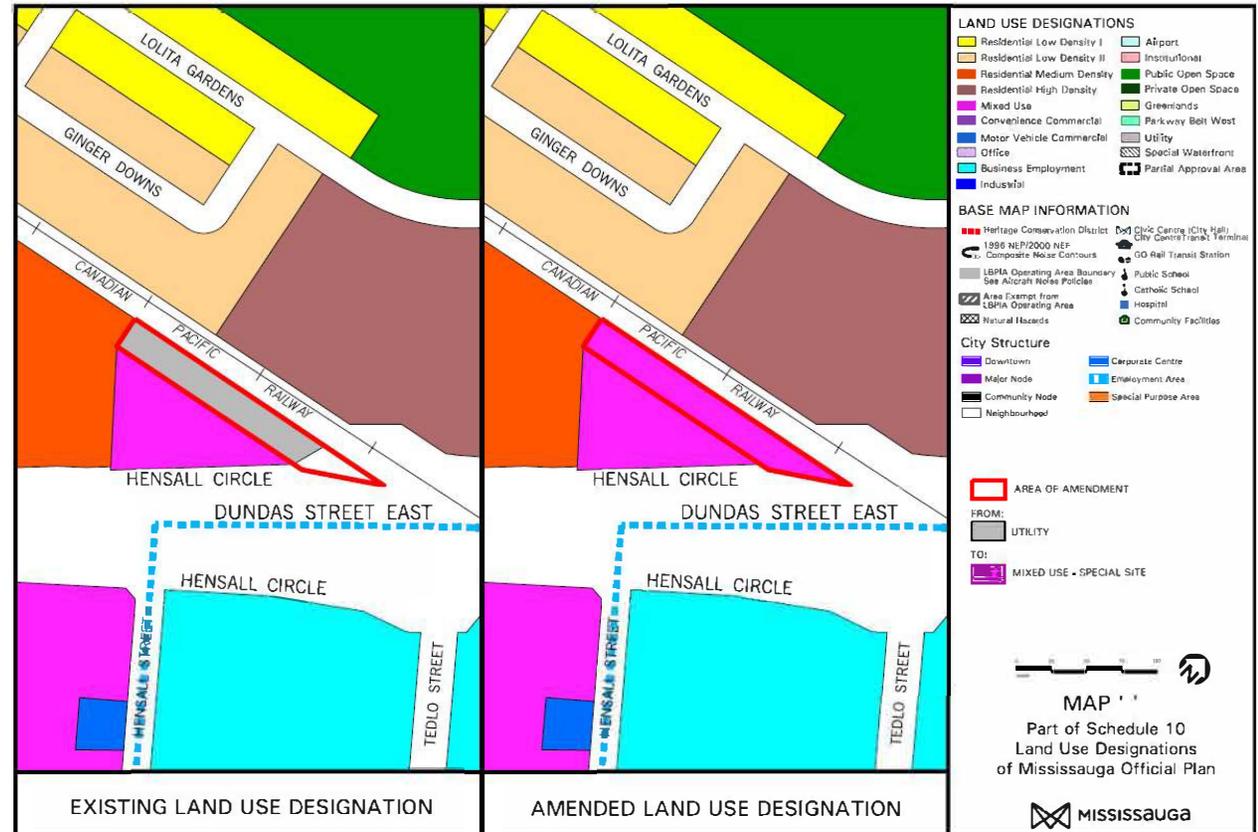
The site is designated **Utility** which permits parking and accessory uses, in addition to transportation infrastructure and other community and servicing infrastructure uses.

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

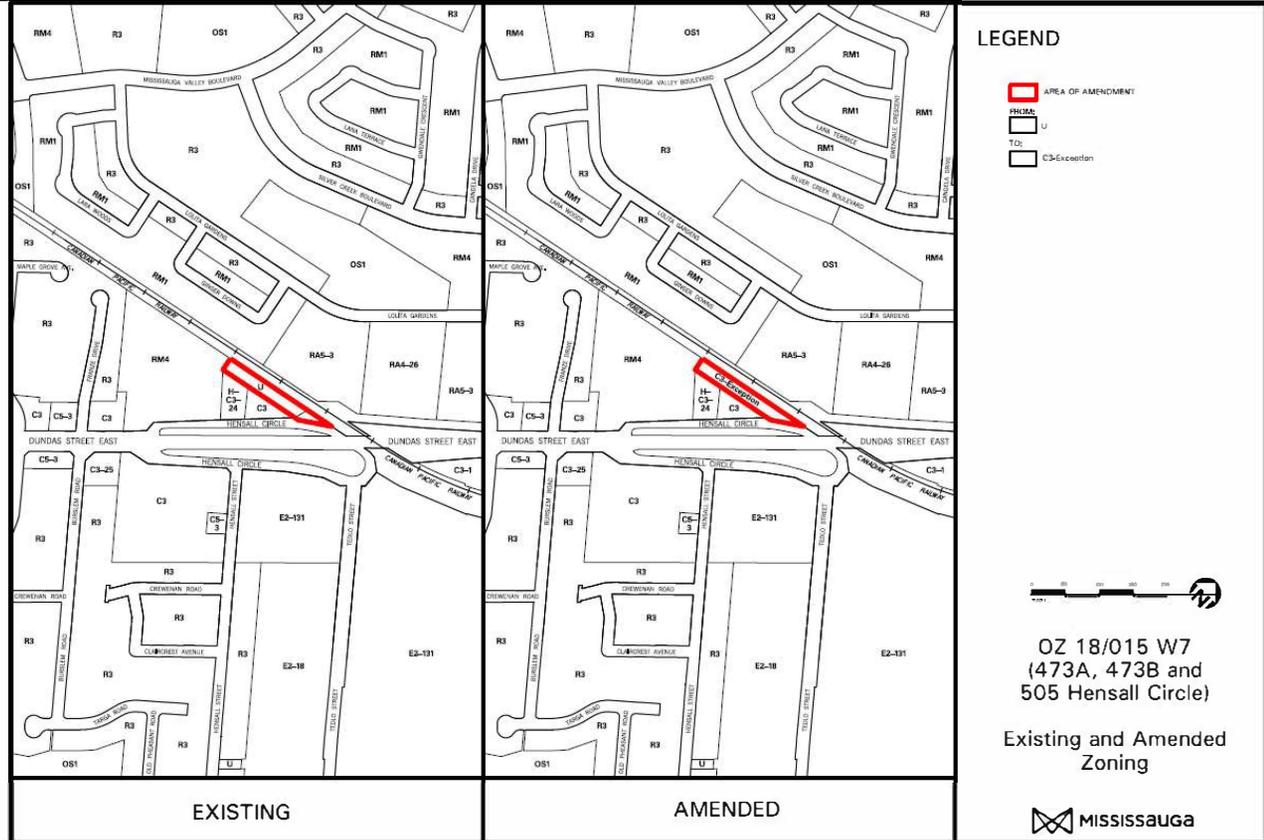
Existing Zoning

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 Zone Regulations	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

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	File OZ 18/015 W7 Consistency
1.0 Building Strong Healthy Communities		
<p>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.</p>	<p>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.</p>	<p>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.</p>
<p>1.1.3.2 Land use patterns within settlement areas shall be based on:</p> <ul style="list-style-type: none"> a) Densities and a mix of land uses which: <ul style="list-style-type: none"> 1. efficiently use land and resources 2. are appropriate for and efficiently use infrastructure and public service facilities 3. minimize negative impacts to air quality and climate change and promote energy efficiency 4. support active transportation 5. are transit supportive b) A range of uses and opportunities for 	<p>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.</p> <p>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).</p>	<p>Development within Neighbourhoods can occur subject to meeting MOP policies with respect to appropriate design and sensitivity to the surrounding context.</p> <p>The proposal seeks to permit existing uses on an existing underutilized parcel of land that is in proximity to surrounding services and infrastructure.</p>

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	File OZ 18/015 W7 Consistency
<p>intensification and redevelopment in accordance with criteria in 1.1.3.3</p> <p>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.</p>		
<p>1.1.3.4 Appropriate development standards should facilitate intensification, redevelopment and compact form, while mitigating risks to public health and safety.</p>	<p>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).</p>	<p>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.</p>
1.3 Employment		
<p>1.3.1 Planning Authorities shall promote economic development and competitiveness by:</p> <ul style="list-style-type: none"> 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. 	<p>MOP recognizes the importance of identifying and protecting lands for a diversity of employment and institutional uses to meet current and future needs.</p>	<p>The proposed development is consistent with these MOP policies.</p>
3.0 Protecting Public Health and Safety		
<p>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.</p>	<p>MOP contains policies that ensure the protection of life and property from natural and human made hazards (MOP policy 6.1.1).</p>	<p>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</p>

		contamination and remediation requirements through the process.
4.0 Implementation and Interpretation		
<p>General Statement of Intent: Provides direction on how the <i>Provincial Policy Statement</i> is to be implemented and interpreted.</p> <p>4.2 Decisions of the council of a municipality shall be consistent with the <i>Provincial Policy Statement</i></p> <p>4.7 The Official Plan is the most important vehicle for implementation of the <i>Provincial Policy Statement</i></p>	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		
<p>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</p>	<p>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 polices that relate to limited intensification through sensitive and modest infilling.</p> <p>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).</p>	<p>The development applications are seeking to permit new and existing commercial employment uses within the existing urban boundary.</p> <p>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.</p> <p>However, any potential issues associated with compatibility with the surrounding area will be further evaluated.</p>
1.2 The Growth Plan for the Greater Golden Horseshoe		
<p>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</p>	<p>The Vision for Mississauga is that it will be a beautiful sustainable city that protects its natural and cultural heritage resources and its</p>	<p>The proposal will increase the variety of commercial and employment opportunities available in the Neighbourhood Designation. The appropriateness of the proposed uses</p>

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		
<p>General Statement of Intent for this Section: The policies of this Plan are based on the following principles:</p> <ul style="list-style-type: none"> 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 	<p>The Vision and Guiding Principles of the Growth Plan are incorporated into MOP, including the following:</p> <p>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)</p>	<p>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.</p>
1.2.2 Legislative Authority		
<p>General Statement of Intent: All decisions made on or after July 1, 2017 will conform with this Plan</p>	<p>As illustrated through this table, MOP generally conforms to the <i>Growth Plan</i>.</p>	<p>As the decision on the application will occur after July 1, 2017, it must conform to the Growth Plan 2017.</p>
1.2.3 How to Read this Plan		
<p>General Statement of Intent for this Section:</p>	<p>MOP has been reviewed in respect to the</p>	<p>The applications have been reviewed accordingly.</p>

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		
<p>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.</p>	The MOP policies conform with the general intent, as summarized in the Vision and Guiding Principle section of the document.	<p>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.</p> <p>Growth will be directed to intensification corridors and areas, in addition to within 500 m of Major Transit Stations.</p> <p>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.</p>
2.2 Policies For Where and How To Grow		
2.2.1 Managing Growth		
<p>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.</p>	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.
<p>Summary of policies within 2.2.1 Managing Growth:</p> <ul style="list-style-type: none"> a. Growth should be primarily directed to settlement areas that: <ul style="list-style-type: none"> 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
<p>(2.2.1.2 a i, ii, iii)</p> <ul style="list-style-type: none"> 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) <p>b. Integrated planning to manage forecasted growth will:</p> <ul style="list-style-type: none"> 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) <p>c. Applying the policies of this Plan will support the achievement of complete communities that:</p> <ul style="list-style-type: none"> I feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and public service facilities. 	<p>key determinants in directing growth within MOP.</p> <ul style="list-style-type: none"> 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		
<p>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.</p> <p>The policies of this section address implementation matters such as: how to interpret the plan, supplementary direction on how the Province will</p>	<p>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).</p>	<p>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.</p>

<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	<p>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.</p> <p>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.</p>
Section 5.3.5 Neighbourhoods	Section 5.3.5.1 Section 5.3.5.5	<p>Neighbourhoods will not be the focus of intensification and should be regarded as stable residential areas where the existing character is to be preserved.</p> <p>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.</p>
Section 5.4 Direct Growth- Corridors	Section 5.4.4 Section 5.4.8	<p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.</p> <p>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.</p>
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	<p>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.</p> <p>Intensification Areas will be planned to reflect their role in the City Structure hierarchy.</p> <p>Development will promote the qualities of complete communities.</p> <p>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.</p>

	Specific Policies	General Intent
		<p>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.</p> <p>Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged.</p>
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	<p>Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga.</p> <p>In order to create a complete community and develop a built environment supportive of public health, the City will:</p> <ul style="list-style-type: none"> 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	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System.</p> <p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character.</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.</p> <p>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 from surrounding areas.</p> <p>Appropriate height and built form transitions will be required between sites and their surrounding areas.</p> <p>Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive.</p>

	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: <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> - Revisions to the site plan; - A functional servicing report; - An overall drainage plan; and, - A Phase One Environmental Site Assessment <p>The above aspects will be addressed in detail prior to the Recommendation Report.</p>
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: <ul style="list-style-type: none"> - 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: <ul style="list-style-type: none"> - 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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