



MISSISSAUGA

NOTICE OF THE PASSING OF AN OFFICIAL PLAN AMENDMENT Subsection 17(24) of the Planning Act

DATE OF NOTICE	December 15, 2022	
OPA NUMBER	OPA 153 (By-law 0253-2022)	
DATE PASSED BY COUNCIL	December 07, 2022	
LAST DATE TO FILE APPEAL	January 04, 2023	
FILE NUMBER	OZ 21/003 – OPA 153	Ward 7
APPLICANT	City of Mississauga	
PROPERTY LOCATION	The lands affected by this Amendment are located on the southeast corner of King Street East and Camilla Road. The subject lands are located in the Cooksville Neighbourhood Character Area, as identified in Mississauga Official Plan.	

A decision was made on the date noted above to approve Official Plan Amendment Number 153 to the **Mississauga Official Plan** for the City of Mississauga as adopted by **By-law 0253 -2022**. Council has considered the written and oral submissions from the public on this matter.

THE PURPOSE AND EFFECT of this amendment is to remove the subject lands from Special Site 7, within the Cooksville Neighbourhood Character Area, to permit nine freehold detached dwellings and 13 detached dwellings on a common element condominium road. A copy of By-Law 0253-2022 adopting this Amendment is attached.

WHEN THE DECISION IS FINAL

The proposed official plan amendment is exempt from approval by the Regional Municipality of Peel. The decision of the City of Mississauga is final if a Notice of Appeal is not received on or before the last date of appeal noted above.

IF YOU WISH TO APPEAL to the Ontario Land Tribunal, a copy of an appeal form is available from the OLT website at <https://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 **January 04, 2023**

WHO CAN FILE AN APPEAL

Only individuals, corporations or public bodies may appeal a decision of the City of Mississauga 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 made 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 plan was adopted, the person or public body made oral submissions at a public meeting or written submissions to the Council of the City of Mississauga 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 the specific part of the proposed official plan amendment to which the appeal applies;
- (2) set out the reasons for the request for the appeal;
- (3) 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/>; and
- (4) be accompanied by a fee in the amount of \$300.00 payable to the City of Mississauga.

MORE INFORMATION

A copy of this amendment in its entirety can be found at www.mississauga.ca/portal/cityhall/publicnotices, or from **Tori Stockwell** of the City of Mississauga, Planning and Building Department at (905) 615-3200 X 5531.

Sacha Smith, Manager and Deputy Clerk
Legislative Services,
Corporate Services Department
905-615-3200 ext. 4516

Amendment No. 153

to

Mississauga Official Plan

By-law No. 0253-2022

A by-law to Adopt Mississauga Official Plan Amendment No. 153

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. 153, 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 to remove the subject lands from Special Site 7, 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. 153 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this 7th day of December, 2022.

Signed Bonnie Cranberry

MAYOR

Signed LOP [Signature]

CLERK

Amendment No. 153
to
Mississauga Official Plan

The following text attached constitutes Amendment No. 153.

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 November 11, 2022, pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to remove the subject lands from Special Site 7, within the Cooksville Neighbourhood Character Area, to permit nine freehold detached dwellings and 13 detached dwellings on a common element condominium road.

LOCATION

The lands affected by this Amendment are located on the southeast corner of King Street East and Camilla 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 Residential Low Density I, which permits detached, semi-detached and duplex dwellings and are within an area subject to Special Site policies. The Special Site 7 policies provide direction for development along Camilla Road, north of Queensway East and south of King Street East.

An official plan amendment is required to permit the development of nine freehold detached dwellings and 13 detached dwellings on a common element condominium road with increased hard surface area permitted in the front yard.

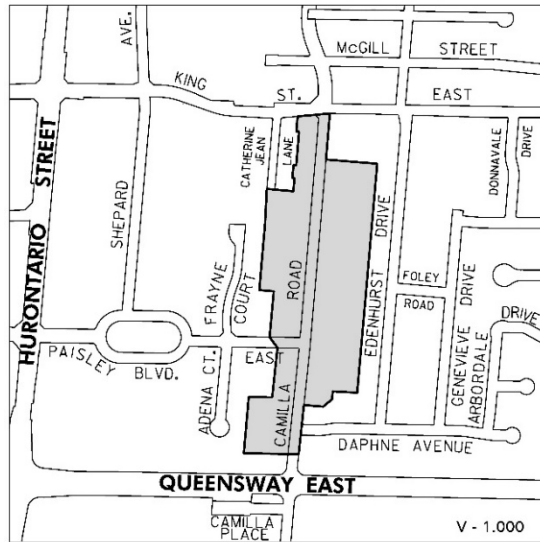
The proposed Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposal is consistent in built form and scale to surrounding development within the neighbourhood.
2. The proposal intensifies the use of an existing Residential Low Density I site by introducing compatible development on underutilized lands.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 16.6.5, Special Site Policies, Cooksville Neighbourhood Character Area, of Mississauga Official Plan, is hereby amended by removing the subject lands (south of King Street East, east side of Camilla Road) from the Special Site 7 map and replacing the map with the following:

16.6.5.7 Site 7



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 regard to this Amendment.

This Amendment supplements the intent and policies 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 February 14, 2022 in connection with the Rezoning and Plan of Subdivision Applications.

Two oral submissions were made at the Public Meeting. Issues raised at the meeting related to increased density and the need for additional green space. These issues have been addressed in the Planning and Building Department Report dated November 11, 2022 attached to this amendment as Appendix II.

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 being held on December 5, 2022 in connection with this Amendment. Planning and Development Committee will make a decision about this project at this meeting.

No members of the public were present or made deputations at the Public Meeting. No concerns were raised.

City of Mississauga

Corporate Report



<p>Date: November 11, 2022</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's files: OZ 21-3 W7 and T-M21002 W7</p> <hr/> <p>Meeting date: December 5, 2022</p>
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Subject

PUBLIC MEETING RECOMMENDATION REPORT (WARD 7)

Rezoning and Draft Plan of Subdivision applications and City-initiated Official Plan Amendment to permit 9 freehold detached homes and 13 detached homes on a common element condominium (CEC) road

0 King Street East, 0 Camilla Road and 2487 Camilla Road, southeast corner of King Street East and Camilla Road

Owner: City Park Holdings Inc.

Files: OZ 21-3 W7 and T-M21002 W7

Recommendation

1. That the City-initiated official plan amendment to remove the subject lands from Site 7, Special Site Policies, Cooksville Neighbourhood Character Area be approved in conformity with the provisions outlined in Appendix 2 of the staff report dated November 11, 2022 from the Commissioner of Planning and Building.
2. That City Council direct Legal Services, representatives from the appropriate City Departments and any necessary consultants to attend the Ontario Land Tribunal hearing on the subject applications under Files OZ 21-3 W7 and T-M21002 W7, City Park Holdings Inc., 0 King Street East, 0 Camilla Road and 2487 Camilla Road, to permit 9 freehold detached homes and 13 detached homes on a common element condominium (CEC) road in support of the recommendations outlined in the report dated November 11, 2022 from the Commissioner of Planning and Building, that concludes that the proposed rezoning and draft plan of subdivision are acceptable from a planning standpoint and should be approved subject to the provisions outlined in Appendices 2 and 3, and to the City-initiated official plan amendment coming into force and effect.

3. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
4. That notwithstanding subsection 45.1.3 of the *Planning Act*, and should the subject applications be approved by the Ontario Land Tribunal, the applicant can apply for a minor variance application, provided that the height and FSI shall not increase, and that landscape buffers are not reduced.

Executive Summary

- The applications are to change the zoning by-law and permit a plan of subdivision to allow 9 freehold detached homes and 13 detached homes on a CEC road
- The rezoning and subdivision applications have been appealed to Ontario Land Tribunal (OLT) by the applicant for failure to make a decision. A second case management conference is scheduled for February 15, 2023
- The applicant has made minor revisions to the proposal to address issues raised at the Public Meeting and by staff, including reducing the total number of units proposed and reconfiguring the lotting pattern and condominium road
- Staff have determined that an official plan amendment is required to support the zoning change because the internal condominium lots do not front onto a public road. As an amendment was not part of the applications appealed to OLT, a City-initiated official plan amendment is before Council for a decision and recommended for approval
- Staff require direction from Council to attend the OLT proceedings in connection with the rezoning and draft plan of subdivision applications and in support of the recommendations outlined in this report
- Staff are satisfied with the changes to the revised proposal and find them to be acceptable from a planning standpoint and recommend that the applications be approved

Background

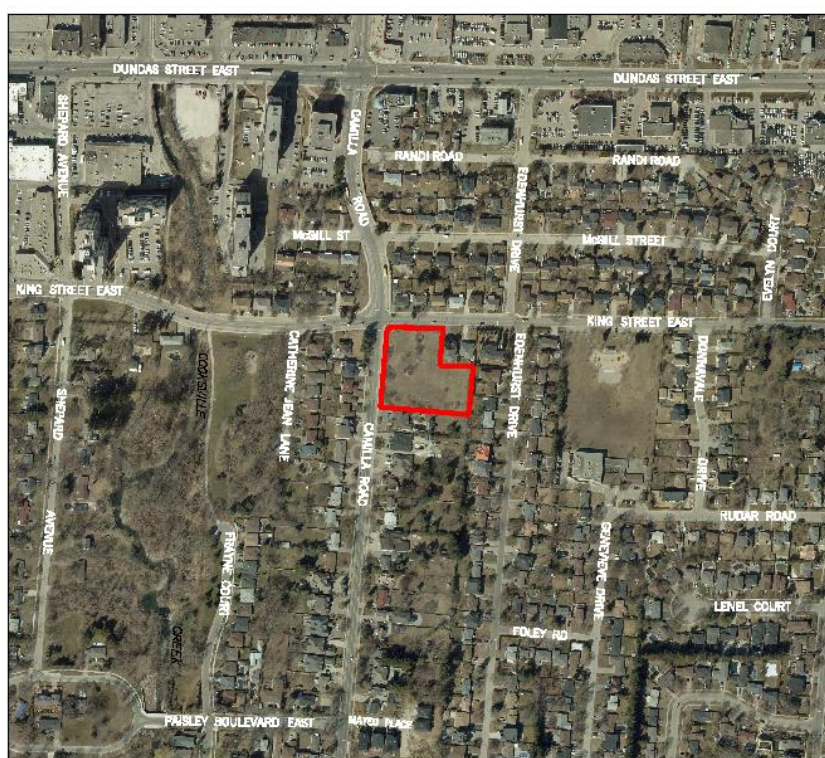
A public meeting was held by the Planning and Development Committee on February 14, 2022, at which time an Information Report ([eSCRIBE Agenda Package \(escribemeetings.com\)](https://www.escribemeetings.com)) was received for information.

Recommendation PDC-0010-2022 was then adopted by Council on March 2, 2022.

That the report dated December 17, 2021, from the Commissioner of Planning and Building regarding the applications by City Park Holdings Inc., to permit 9 freehold detached homes and 15 detached homes on a common element condominium road, under Files OZ 21-3 W7 and T-M21002 W7, 0 King Street East, 0 Camilla Road and 2487 Camilla Road, be received for information.

On January 7, 2022, the owner appealed applications OZ 21-3 W7 and T-M21002 W7 to OLT due to Council not making a decision within 120 days of application submission. A second case management conference date has been scheduled on February 15, 2023. The purpose of this report is to make a recommendation to Planning and Development Committee on the development applications and City-initiated official plan amendment, hold a public meeting on the City-initiated official plan amendment, and to seek direction with respect to the appeal.

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 and the requirement to hold a public meeting on the City-initiated official plan amendment, full notification was provided.



Aerial Image of 0 King Street East, 0 Camilla Road and 2487 Camilla Road

Comments

REVISED DEVELOPMENT PROPOSAL

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

- The total number of units proposed has been reduced from 24 homes to 22 homes. The revised proposal accommodates a site triangle at the corner of King Street East and Camilla Road, reconfigures the lotting pattern and condominium road to provide a landscaped buffer adjacent to the property located east of the subject lands.

- While an official plan amendment application was not originally applied for, a portion of the development is located on a condominium road and the proposed lots and setbacks are smaller than what is existing in the surrounding neighbourhood. Based on this, staff have determined that an amendment is necessary to remove the lands from the provisions of the Special Site 7 policies in the Cooksville Neighbourhood Character Area.

COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed zoning change and draft plan of subdivision. All property owners within 120 m (393 ft.) were notified of the applications on May 28, 2021. A community meeting was held by Ward 7 Councillor, Dipika Damerla, on May 26, 2021. Twenty-five people attended the meeting. Six 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 on the rezoning and plan of subdivision applications was held on February 14, 2022. Two members of the public made deputations regarding the applications. Responses to the issues raised at the public meeting and from correspondence received can be found in Appendix 2.

The public meeting for the City-initiated official plan amendment is December 5, 2022 and full notification was provided.

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. A City-initiated official plan

amendment is recommended to remove the subject lands from Site 7, Special Site Policies, Cooksville Neighbourhood Character Area to allow homes to front onto a condominium road.

A draft plan of subdivision is also necessary in order to develop the site. A list of City Conditions of Approval can be found in Appendix 3. The evaluation of the City-initiated official plan amendment and proposed rezoning was analyzed using the following criteria:

- Directing Growth: Are detached homes on a CEC - road consistent with the Residential Low Density I 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 City-initiated official plan amendment and the proposed rezoning application to permit 9 freehold detached homes and 13 detached homes on a CEC-road has been found acceptable based upon the following:

- The proposal represents intensification that is compatible with the neighbourhood context and conforms to existing MOP Residential Low Density policies
- The proposal provides appropriate transition to the existing land uses and provides a compatible built form while continuing to respect the character of the area
- 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 housing type 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 development is compatible with adjacent uses and provides for a built form that is considered sensitive to the existing and planned context as the proposed detached dwelling lots are permitted in the Residential Low Density I designation of the Official Plan and represent the same land use as the surrounding neighbourhood.

Attachments

- Appendix 1: Information Report
- Appendix 2: Detailed Planning Analysis
- Appendix 3: City Conditions of Approval



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

Prepared by: Tori Stockwell, Development Planner, RPP, MCIP

City of Mississauga

Corporate Report



<p>Date: December 17, 2021</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's files: OZ 21-003 W7 and 21T-M21-002 W7</p>
	<p>Meeting date: February 14, 2022</p>

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 7)

Rezoning and Draft Plan of Subdivision applications to permit 9 freehold detached homes and 15 detached homes on a common element condominium road

0 King Street East, 0 Camilla Road and 2487 Camilla Road, southeast corner of King Street East and Camilla Road

Owner: City Park Holdings Inc.

Files: OZ 21-003 W7 and 21T-M21-002 W7

Recommendation

That the report dated December 17, 2021, from the Commissioner of Planning and Building regarding the applications by City Park Holdings Inc., to permit 9 freehold detached homes and 15 detached homes on a common element condominium road, under Files OZ 21-3 W7 and 21T-M21-002 W7, 0 King Street East, 0 Camilla Road and 2487 Camilla Road, 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 rezoning and subdivision applications are required to permit 9 freehold detached homes and 15 detached homes on a common element condominium road. The zoning by-law will also need to be amended from **R3** (Detached Dwellings – Typical Lots) to **R5 – Exception** (Detached Dwellings – Typical Lots) and **R16 – Exception** (Detached Dwellings on a CEC – Road) to implement this development proposal. A draft plan of subdivision is required to create 9 lots for detached homes and one block for the common element condominium.

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 within the Cooksville Neighbourhood Character Area at the southeast corner of King Street East and Camilla Road. The site is currently vacant.



Aerial image of 0 King Street East, 0 Camilla Road, and 2487 Camilla Road



Applicant's rendering of the proposed detached homes

LAND USE POLICIES AND REGULATIONS

The *Planning Act* allows any person within the Province of Ontario to submit development applications to the local municipality to build or change the use of any property. Upon submitting all required technical information, the municipality is obligated under the *Planning Act* to process and consider these applications within the rules set out in the Act.

The *Provincial Policy Statement* (PPS) establishes the overall policy directions on matters of provincial interest related to land use planning and development within Ontario. It sets out province-wide direction on matters related to the efficient use and management of land and infrastructure; the provision of housing; the protection of the environment, resources and water; and, economic development.

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) builds upon the policy framework established by the PPS and provides more specific land use planning policies which support the achievement of complete communities, a thriving economy, a clean and healthy environment and social equity. The Growth Plan establishes minimum intensification targets and requires municipalities to direct growth to existing built-up areas and strategic growth areas to make efficient use of land, infrastructure and transit.

The *Planning Act* requires that municipalities' decisions regarding planning matters be consistent with the PPS and conform with the applicable provincial plans and the Region of Peel Official Plan (ROP). Mississauga Official Plan is generally consistent with the PPS and conforms with the Growth Plan, the *Greenbelt Plan*, the *Parkway Belt West Plan* and the ROP.

Conformity of this proposal with the policies of Mississauga Official Plan is under review.

Additional information and details are found in Appendix 1, Section 4.

AGENCY AND CITY DEPARTMENT COMMENTS

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

Financial Impact

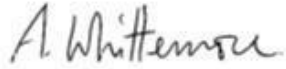
All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

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: provision of additional technical information, ensuring compatibility of new buildings and community consultation.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Tori Stockwell, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: City Park Holdings Inc.

0 King Street East, 0 Camilla Road, and 2487 Camilla Road

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1. Proposed Development

A rezoning application is required to permit 9 freehold detached homes and 15 detached homes on a common element condominium road (refer to Section 4 for details concerning the proposed amendments). A draft plan of subdivision application has also been submitted to create 9 lots for detached homes and one condominium block.

Development Proposal		
Applications submitted:	Received: May 3, 2021 Deemed complete: May 13, 2021	
Developer/ Owner:	City Park Holdings Inc.	
Applicant:	Glen Schnarr and Associates Inc.	
Number of units:	24 detached homes	
Height:	11.0 m (36 ft.)	
Lot Coverage:	46 %	
Road Type:	Public / Common element condominium private road (CEC)	
Anticipated Population:	85* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	48	60
visitor spaces	4	4
Total	52	64
Green Initiatives:	<ul style="list-style-type: none"> • Permeable pavement • Oil/grit interceptor • Increased topsoil depth • Goss traps on road catch basins 	

Supporting Studies and Plans

The applicant has submitted the following information in support of the applications which can be viewed at <http://www.mississauga.ca/portal/residents/development-applications>:

- Planning Justification Report
- Preliminary Environmental Noise Report
- Functional Servicing & Stormwater Management Report
- Phase 1 Environmental Site Assessment
- Transportation Impact Study
- Draft Zoning By-law Amendment
- Land Registry Parcel Documents
- Plan of Survey
- Context and Site Plans
- Draft Plan of Subdivision
- Servicing and Grading Plans
- Building Elevations
- Tree Removal and Preservation Plan
- Arborist Report
- Green Development Strategy

Application Status

Upon deeming the applications complete, the supporting studies and plans were circulated to City departments and external agencies for review and comment. These comments are summarized in Section 7 of this appendix and are to be addressed in future resubmissions of the applications.

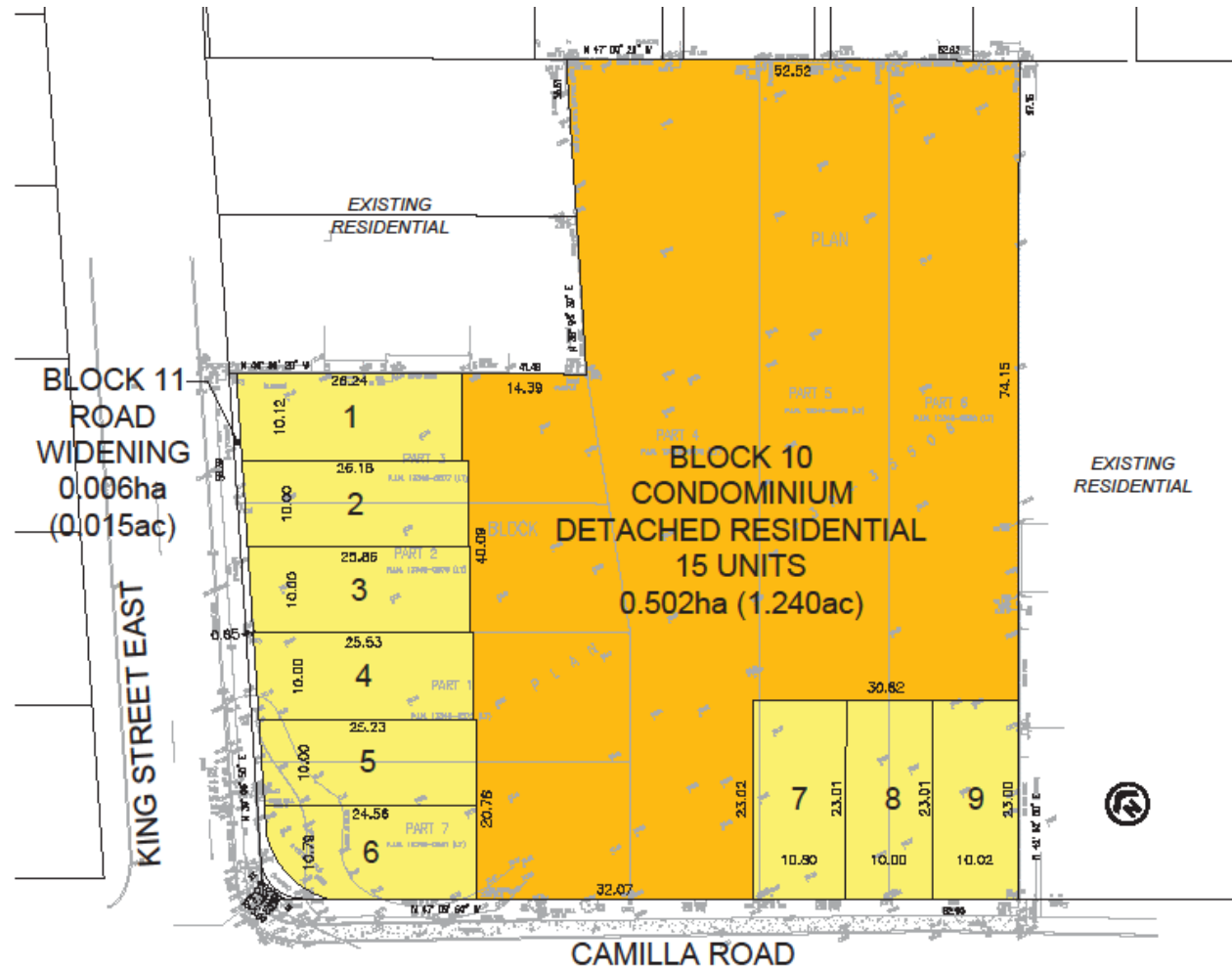
A community meeting was held by Ward 7 Councillor, Dipika Damerla on May 26, 2021. Refer to Section 6 of this appendix for a summary of comments received at the community meeting

and from written submissions received about the applications. Approximately 25 residents attended the community meeting.

Site Plan, Draft Plan of Subdivision, Elevations



Site Plan



Draft Plan of Subdivision



Elevations



Applicant's Rendering

2. Site Description

Site Information

The property is located within the Cooksville Neighbourhood Character Area at the southeast corner of King Street East and Camilla Road. The area contains a mix of detached homes and other residential and community uses. The site is currently vacant.



Aerial Photo of 0 King Street East, 0 Camilla Road, and 2487 Camilla Road

Property Size and Use	
Frontages:	
King Street East	56.4 m (185 ft.)
Camilla Road	82.9 m (272 ft.)
Depth:	97.1 m (318 ft.)
Gross Lot Area:	0.73 ha (1.8 ac.)
Existing Uses:	The site is currently vacant



Image of existing conditions facing east

Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **R3** (Detached Dwellings – Typical Lots) which permits detached homes
- November 14, 2012 – Mississauga Official Plan (MOP) came into force except for those site/policies which have been appealed. The subject lands are designated Residential Low Density I in the Cooksville Neighbourhood Character Area

3. Site Context

Surrounding Land Uses

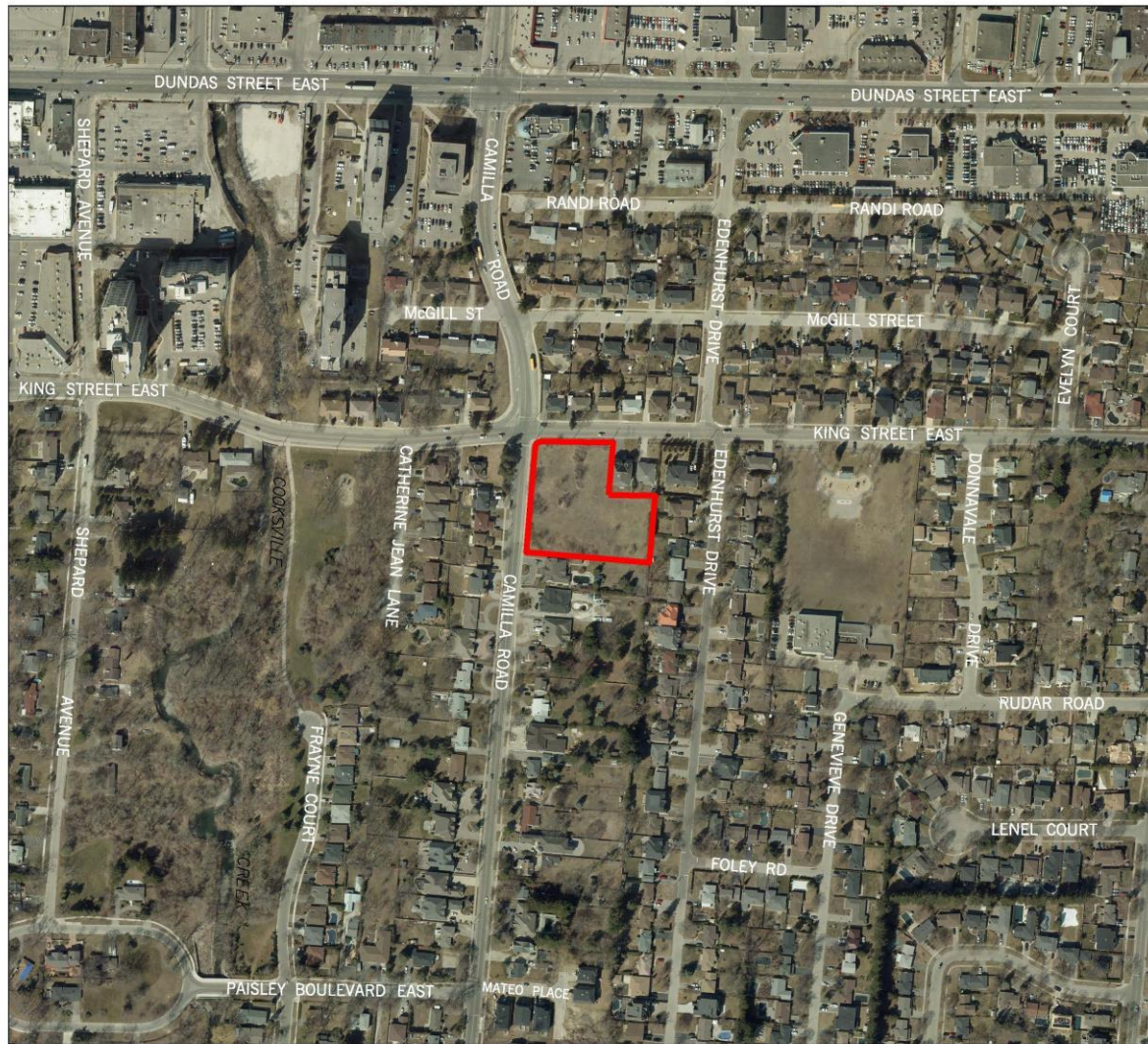
The neighbourhood contains a mix of housing types with detached homes located immediately to the north, south, west and east of the property. Cooksville Park is located further west of the subject lands. An apartment building, retirement residence and medical office buildings are located further north and northwest of the property. The site is located in close proximity (seven minute walk) to Hurontario Street. A number of retail plazas are located on Hurontario Street at King Street East, which provides a range of services including a grocery store, drug store, bank and restaurants.

The surrounding land uses are:

North: Detached homes
East: Detached homes and Red Oaks Park
South: Detached homes
West: Detached homes and Cooksville Park

Neighbourhood Context

The site is located on the southeast corner of King Street East and Camilla Road in the Cooksville Neighbourhood Character Area. The surrounding area is predominantly detached homes and apartment buildings. The area was largely developed during the 1950s and 1960s.



Aerial Photo of 0 King Street East, 0 Camilla Road, and 2487 Camilla Road

Demographics

Based on the 2016 census, the existing population of the Cooksville Neighbourhood (East) area is 8,650 with a median age in this area being 44 (compared to 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 area is forecasted to be 8,600 and 9,400 respectively. The average household size is 3 persons with 20% of people living in apartment buildings that are five storeys or more. The mix of housing tenure for the area is 2,300 units (75%) owned and 780 units (25%) rented with a vacancy rate of approximately 0.8%* and 0.9%*. In addition, the number of jobs within this Character Area is 1,032. Total employment combined with the population results in a PPJ for Cooksville Neighbourhood (East) of 32 persons plus jobs 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). This specific Character Area is located within the South and Northeast geography. Please also note that the vacancy rate published by CMHC is ONLY for apartments.

Other Development Applications

The following development applications are in process or were recently approved in the immediate vicinity of the subject property:

- OZ 21/005 W7 – 3016, 3020, 3026 and 3032 Kirwin Avenue and 3031 Little John Lane – application in process for an 8 storey apartment building with 148 residential units

- H-OZ 20/005 W7 – 86 - 90 Dundas Street East – application in process for a 17 storey residential apartment building with ground floor commercial uses
- The City is considering a review of current zone regulations in the east Cooksville Neighbourhood Character Area by conducting an infill study that relates to detached dwellings. The study area is delineated by Dundas Street East to the north, Queensway East to the south, Cooksville Creek to the west and Hensall Street to the east.

These applications are well within the anticipated population forecasted for the neighbourhood.

Community and Transportation Services

This application will have minimal impact on existing services in the community. The site is located 114 metres (374 ft.) from Cooksville Park, which contains a playground and woodland. Red Oaks Park is located 137 metres (449 ft.) from the subject lands and contains a play site, multi-use pad, shade structure and soccer field.

The following major MiWay bus routes currently service the site:

- Route 1 – Dundas
- Route 2 – Hurontario
- Route 4 – Sherway Gardens
- 101 - Dundas Express
- 103 - Hurontario Express

4. Summary of Applicable Policies, Regulations and Proposed Amendments

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and summarized in the table below. Only key policies relevant to the applications have been

included. The table should be considered a general summary of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development application will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p>
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)
Region of Peel Official Plan (ROP)	The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. 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 <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> 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 8 of this Appendix.	<p>The ROP identifies the subject lands as being located within Peel's Urban System.</p> <p>General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p>

Mississauga Official Plan

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019 and Amendment No. 1 (2020).

Existing Designation

The lands are located within the Cooksville Neighbourhood Character Area and are designated **Residential Low Density I**. The **Residential Low Density I** designation permits detached, semi-detached and duplex homes. The lands are also subject to the Special Site 7 policies in the Cooksville Neighbourhood Character Area, which require that:

- the lotting, building mass, side yards and rear yards should respect and relate to those of adjacent lots;
- new lots should front onto existing public streets;
- new housing will be encouraged to fit the scale and character of the surrounding development and take advantage of the features of a particular site;
- house designs which fit with the scale and character of the local area, and take advantage of the particular site are encouraged. The use of standard, repeat designs is discouraged;
- new development will have minimal impact on adjacent development with respect to shadowing and overlook;
- buildings will be encouraged to be one to two storeys in height. The design of the building should de-emphasize the height of the house and be designed as a composition of small architectural elements, e.g. projecting dormers and bay windows;

- hard surface areas in the front yard will be less than half of the front yard; and
- existing high quality trees will be preserved to maintain the existing mature nature of the area.

The subject property is not located within a Major Transit Station Area (MTSA).

Proposed Designation

The applicant is not proposing to change the **Residential Low Density I** designation.

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



6.4

Relevant Mississauga Official Plan Policies

The following policies are applicable in the review of these applications. In some cases the description of the general intent summarizes multiple policies.

	General Intent
Chapter 5 Direct Growth	<p>Mississauga will protect and conserve the character of stable residential neighbourhoods. (Section 5.3.5)</p> <p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.(Section 5.3.5.1)</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. (Section 5.3.5.5)</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale. (Section 5.3.5.6)</p>
Chapter 7 Complete Communities	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (Section 7.1.6)</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. (Section 7.2.1)</p> <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies. (Section 7.2.3)</p>
Chapter 9 Build A Desirable Urban Form	<p>Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill "fits" within the existing urban context and minimizes undue impacts on adjacent properties. (Section 9.1)</p> <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. (Section 9.1.1)</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character. (Section 9.1.3)</p> <p>Neighbourhoods are stable areas where limited growth is anticipated. Development in Neighbourhoods will be required to be context sensitive and respect the existing or planned character and scale of development. (Section 9.2.2)</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p>

	<p>General Intent</p> <ul style="list-style-type: none"> a. respect existing lotting patterns; b. respect the continuity of front, rear and side yard setbacks; c. respect the scale and character of the surrounding area; d. minimize overshadowing and overlook on adjacent neighbours; e. incorporate stormwater best management practices; f. preserve mature high quality trees and ensure replacement of the tree canopy; and g. be designed to respect the existing scale, massing, character and grades of the surrounding area. (Section 9.2.2.3) <p>Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area. (Section 9.5.1.1)</p> <p>Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by:</p> <ul style="list-style-type: none"> a. providing walkways that are connected to the public sidewalk, are well lit, attractive and safe; b. fronting walkways and sidewalks with doors and windows and having visible active uses inside; c. avoiding blank walls facing pedestrian areas; and d. providing opportunities for weather protection, including awnings and trees. (Section 9.5.2.2)
Chapter 11 General Land Use Designations	<p>The use and development of land will reflect all components of the Urban System: The Green System; City Structure and Corridors. (Section 11.1)</p> <p>Lands designated Residential Low Density I will permit the following uses:</p> <ul style="list-style-type: none"> a. detached dwelling; b. semi-detached dwelling, and duplex dwelling. (Section 11.2.5.3)
Chapter 16 Neighbourhoods	<p>For lands within Neighbourhoods, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements. (Section 16.1.1.1)</p>
Chapter 19 Implementation	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <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; • that a municipal comprehensive review of the land use designation or a five year review is not required; • 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. (Section 19.5.1)

Mississauga Zoning By-law

Existing Zoning

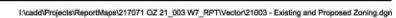
The subject property is currently zoned **R3** (Detached Dwellings – Typical Lots), which permits detached homes.

Proposed Zoning

The applicant is proposing to zone the property **R5 – Exception** (Detached Dwellings – Typical Lots), to permit detached homes and **R16 – Exception** (Detached Dwellings on a CEC – Road), to permit

detached dwellings on a common element condominium road.

Through the processing of the applications, staff may recommend a more appropriate zone category for the development in the Recommendation Report.



6.4

Proposed Zoning Regulations

Zone Regulations	Existing R3 Zone Regulations	Proposed R5 Base Zone Regulations	Proposed R5 Amended Zone Regulations
Minimum lot area - interior lot	550 m ² (5,920 ft. ²)	295 m ² (3,175 ft. ²)	230 m ² (2,475 ft. ²)
Minimum lot area - corner lot	720 m ² (7,750 ft. ²)	415 m ² (4,467 ft. ²)	245 m ² (2,637 ft. ²)
Minimum lot frontage – corner lot	19.5 m (64 ft.)	13.5 m (44 ft.)	10 m (33 ft.)
Maximum lot coverage	35%	40%	45%
Minimum exterior side yard	6.0 m (19.6 ft.)	4.5 m (15 ft.)	2.0 m (6.5 ft.)
Minimum interior side yard – corner lot	1.2 m (4 ft.) plus 0.61 m (2 ft.) for each additional storey above one storey	1.2 m (4 ft.)	0.61 m (2 ft.)
Minimum rear yard – interior lot	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)	6.0 m (19.6 ft.)
Minimum front yard * corner lot	6.0 m (19.6 ft.)	4.5 m (15 ft.)	1.5 m (5 ft.)
Maximum encroachment of a porch , located at and accessible from the first storey or below the first storey , inclusive of stairs into the required front yard * corner lot	1.6 m (5 ft.)	1.6 m (5 ft.)	0.8 m (2.6 ft.)
Maximum encroachment of a porch , located at and accessible from the first storey or below the first storey , inclusive of stairs into the required front yard	1.6 m (5 ft.)	1.6 m (5 ft.)	2.0 m (6.5 ft.)
Maximum height	10.7 m (35 ft.)	10.7 m (35 ft.)	11.0 m (36 ft.)

Zone Regulations	Existing R3 Zone Regulations	Proposed R16 Base Zone Regulations	Proposed R16 Amended Zone Regulations
Minimum lot area – interior lot	550 m ² (5,920 ft. ²)	550 m ² (5,920 ft. ²)	230 m ² (2,475 ft. ²)
Minimum lot area – corner lot	720 m ² (7,750 ft. ²)	720 m ² (7,750 ft. ²)	227 m ² (2,443 ft. ²)
Minimum lot frontage – interior lot	15.0 m (49 ft.)	15.0 m (49 ft.)	6.8 m (22 ft.)
Minimum lot frontage – corner lot	19.5 m (64 ft.)	19.5 m (64 ft.)	10 m (33 ft.)
Maximum lot coverage	35%	35%	46 %
Minimum front yard – interior lot	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)	4.5 m (15 ft.)
Minimum front yard setback from a garage face to a street, CEC – private road or CEC – sidewalk	N/A	7.5 m (24.6 ft.)	6.0 m (19.6 ft.)
Minimum exterior side yard abutting a street, CEC – private road or CEC – sidewalk	N/A	6.0 m (19.6 ft.)	2.0 m (6.5 ft.)
Minimum exterior side yard abutting a CEC – sidewalk	N/A	3.3 m (11 ft.)	2.0 m (6.5 ft.)
Minimum interior side yard – interior lot	1.2 m (4 ft.) plus 0.61 m (2 ft.) for each additional storey or portion thereof above one storey	1.2 m (4 ft.) plus 0.61 m (2 ft.) for each additional storey or portion thereof above one storey	1.2 m (4 ft.) on one side, 0.61 m (2 ft.) on the other side
Minimum interior side yard – corner lot	1.2 m (4 ft.) plus 0.61 m (2 ft.) for each additional storey above one storey	1.2 m (4 ft.) plus 0.61 m (2 ft.) for each additional storey or portion thereof above one storey	0.61 m (2 ft.)
Maximum projection of a porch or deck inclusive of stairs			

Zone Regulations	Existing R3 Zone Regulations	Proposed R16 Base Zone Regulations	Proposed R16 Amended Zone Regulations
located at and accessible from the first storey or below the first storey into the required front yard	1.6 m (5 ft.)	1.5 m (5 ft.)	1.5 m (5 ft.)
Minimum setback of a detached dwelling to a CEC - visitor parking space	N/A	3.3 m (11 ft.)	1.2 m (4 ft.)
Accessible Parking Regulations	N/A	One Type A accessible parking space shall be required	One Type B accessible parking space shall be required
Maximum height	10.7 m (35 ft.)	10.7 m (35 ft.)	11.0 m (36 ft.)
Minimum width of a CEC – road	N/A	7.0 m (23 ft.)	6.0 m (19.6 ft.)
Minimum width of a sidewalk	N/A	2.0 m (6.5 ft.)	1.5 m (5 ft.)
Maximum driveway width	Width of garage door opening(s) plus 2.0 m (6.5 ft.) up to a maximum of 6.0 m (19.6 ft.); if no garage door maximum width of 6.0 m (19.6 ft.)	Lesser of 8.5 m (28 ft.) or 50% of the lot frontage	5.2 m (17 ft.)
	Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. 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.		

Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019) and Amendment No. 1 (2020), *Provincial Policy Statement* (2020), Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

Applicants proposing non-rental residential developments of 50 units or more – requiring an official plan amendment or rezoning for additional height and/or density beyond as-of-right permissions – will be required to demonstrate how the proposed development is consistent with/conforms to Provincial, Regional and City housing policies. The City's official plan indicates that the City will provide opportunities for the provision of a mix of housing types, tenures and at varying price points to accommodate households. The City's annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028

<https://www.peelregion.ca/housing/housinghomelessness/pdf/plan-2018-2028.pdf>.

To achieve these targets, the City is requesting that a minimum of 10% of new ownership units be affordable. The 10% contribution rate will not be applied to the first 50 units of a development. The contribution may be in the form of on-site or off-site units, land dedication, or financial contributions to affordable housing elsewhere in the city. As this proposal is less than 50 units, the requirement for affordable housing will not apply.

5. School Accommodation

The Peel District School Board

Student Yield	School Accommodation		
	Clifton P.S.	Camilla Road Senior P.S.	Cawthra Park S.S.
3 Kindergarten to Grade 5	Enrolment: 327	Enrolment: 588	Enrolment: 1,293
1 Grade 6 to Grade 8	Capacity: 468	Capacity: 655	Capacity: 1,044
2 Grade 9 to Grade 12	Portables: 0	Portables: 3	Portables: 5

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
	St. Timothy Elementary School	St. Paul Secondary School
3 Kindergarten to Grade 8	Enrolment: 616	Enrolment: 503
3 Grade 9 to Grade 12	Capacity: 366	Capacity: 807
	Portables: 12	Portables: 0

6. Community Questions and Comments

A community meeting was held by Ward 7 Councillor, Dipika Damerla, on May 26, 2021.

The following comments made by the community, as well as any others raised at the public meeting, will be addressed in the Recommendation Report, which will come at a later date.

- There is too much traffic currently and the proposed development will make it worse
- The proposal will have an adverse impact on traffic safety for pedestrians, children and cyclists
- There have been a number of vehicular accidents and the proposed development will make it worse
- There will be increased noise pollution
- The site is not large enough to accommodate the amount of density proposed
- The proposal does not respect the existing neighbourhood context, including lot sizes and pattern
- The proposal is not in keeping with the character of the area
- The proposal will decrease the land values of the surrounding properties
- There is a concern that the proposed parking will be insufficient

7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (June 18, 2021)	Municipal sanitary sewers consist of a 250 mm (9.8 in.) sewer located on King Street East and a 250 mm (9.8 in.) sewer located on Camilla Road. Municipal water infrastructure consists of a 400 mm (15.7 in.) water main located on King Street East and a 150 mm (6.0 in.) water main located on Camilla Road.
Dufferin-Peel Catholic District School Board and the Peel District School Board (June 2021)	<p>The Peel District School Board and the Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications.</p> <p>In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions be added to the applicable Development Agreements and to any purchase and sale agreements.</p>
City Community Services Department – Park Planning Section (May 21, 2021)	This Department notes that the proposed development is approximately 114 m (374 ft.) from Cooksville Park, which includes a playground and woodland. The site is also 137 m (449 ft.) from Red Oaks Park which includes a play site, multi-use pad, shade structure and soccer pitch. Prior to the issuance of building permits for each lot or block, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act and in accordance with the City's Policies and By-laws.
City Transportation and Works Department (July 14, 2021)	<p>Stormwater A Functional Servicing Report prepared by Skira and Associates Ltd., dated March 22, 2021, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls. The applicant is proposing to replace and upsize the storm sewer on Camilla Road in order to service the development lands, as well as on-site stormwater management controls for the post-development discharge.</p> <p>The applicant is required to provide further technical information to demonstrate the feasibility of the storm sewer outlet and proposed storm sewer; Develop an acceptable strategy to accommodate external drainage from the adjacent property, if any; and demonstrate that there will be no impact to the City's existing drainage system including how groundwater will be managed on-site.</p> <p>Traffic A Traffic Impact Study (TIS), prepared by Nextrans Consulting Group Inc., dated April 5 2021, was submitted in support of the proposed development. Based on the information provided to date, staff are not satisfied with the study and require further clarification on the information provided. The applicant is to submit the following information as part of subsequent</p>

Agency / Comment Date	Comments
	<p>submissions: An updated Traffic Impact Study addressing all staff comments; Review the driveway accesses to ensure King Street East, Camilla Road, and the private driveways can operate efficiently; Provide the future property line due to the road allowance widening towards the ultimate 20.0 m (65.6 ft.) right-of-way of King Street East and associated sight triangles as identified in the Official Plan; and address any traffic concerns from the Community related to the proposed development.</p> <p>Environmental Compliance A Phase One Environmental Site Assessment (ESA), dated December 22, 2020, and prepared by Bruce A. Brown Associates Limited Consultants, has been received. Based on the Phase One ESA, no further investigation is warranted. However, prior to the Recommendation Report, the following documents must be submitted, Reliance letter for the Phase One ESA; Certification Letter (related to land dedications); and Commitment Dewatering Letter.</p> <p>Noise A Preliminary Environmental Noise Report prepared by Jade Acoustics Inc., dated March 23, 2021, was submitted for review. The Noise Report evaluates the potential impact both to and from the proposed development and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic from King Street East and Camilla Road. Further information is required to assess the impacts of noise levels, and identify appropriate mitigation measures for this development.</p> <p>Engineering Plans/Drawings The applicant has submitted a number of technical plans and drawings (i.e. grading and servicing plans), which are to be revised as part of subsequent submissions, in accordance with City Standards.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Alectra Utilities - Forestry, Community Services Department - Bell Canada - Canada Post - Enbridge - Fire Prevention - GTAA - Heritage, Community Services Department - Rogers Cable

Development Requirements

There are engineering matters including: noise, grading, servicing, stormwater management, traffic and environmental compliance 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.

8. Section 37 Community Benefits (Bonus Zoning)

Should these applications be approved by Council, staff will report back to Planning and Development Committee on the provision of community benefits as a condition of approval.

The Planning Act was amended by Bill 197, COVID-19 Economic Recovery Act, 2020, S.O. 2020, c. 18. Section 37 height and density bonus provisions have been replaced with a new Community Benefit Charge (CBC). According to the Planning Act, the former density bonusing provisions continue to apply to development applications until the earlier of the City passing a CBC by-law, or September 18, 2022. If City Council passes a CBC by-law, the charge would be applied City-wide to developments that are 5 storeys or more and with 10 or more residential units whether or not there is an increase in permitted height or density. The timing of the recommendation report and Council's adoption of a zoning by-law amendment, if any, will determine whether density bonusing or the CBC by-law will apply. Should these applications be approved by Council, staff will report back to Planning and Development

Committee on the provision of community benefits or density bonusing (Section 37) as a condition of approval.

9. Next Steps

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

- Is the proposed development compatible with the existing and planned character of the area given the proposed massing, lotting fabric and density?
- Are the proposed zoning by-law exception standards appropriate?

Upon satisfying the requirements of various City departments and external agencies, the Planning and Building Department will bring forward a recommendation report to a future Planning and Development Committee meeting. It is at this meeting that the members of the Committee will make a decision on the applications.

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Recommendation Report Detailed Planning Analysis

Owner: City Park Holdings Inc.

0 King Street East, 0 Camilla Road, and 2487 Camilla Road

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1. Community Comments

Written comments received, and comments made at the community meeting and public meeting were generally directed towards traffic volume, overdevelopment of the site and existing neighbourhood context. Below is a summary and response to the specific comments heard.

Comment

Increased traffic generated by the development will negatively impact the surrounding community. Concerns were raised about pedestrian and cyclist safety along King Street East and Camilla Road, specifically in relation to vehicular collisions.

Response

A Traffic Impact Study (TIS) was submitted in support of the application. The study investigated the anticipated impact of the proposed development on the existing traffic network and concludes that the development will not create undue impacts on the surrounding traffic network. In addition, Urban Design staff are satisfied that the pedestrian sidewalk promotes a safe active transportation environment.

Comment

There will be an increase in noise and environmental pollution as a result of the development.

Response

While there may be some disturbances associated with the construction of the houses, these impacts will be temporary. In

addition, the Region will provide curbside garbage/recycling collection.

Comment

The site will be overdeveloped and is not in keeping with the character of the area as it does not respect the existing neighbourhood context, including lot sizes and pattern.

Response

Although MOP states that neighbourhoods will not be the focus for intensification this does not mean they will remain static. MOP policies allow for some intensification to occur in neighbourhoods where it is considered to have a compatible built form, and is sensitive to the existing and planned context.

Although the proposed lots and homes are smaller than those in the surrounding neighbourhood, they are considered sensitive to the surrounding area as the proposed detached homes are permitted in the official plan and represent the same land use (i.e. low density ground related residential uses) as the surrounding neighbourhood.

Comment

Concerns raised that the proposal will decrease the land values of the surrounding properties.

Response

MOP indicates that the city will provide opportunities for the development of a range of housing choices in terms of type, tenure and price. The proposed detached homes on smaller lots

represents an opportunity to increase the variety of housing forms within the neighbourhood.

Comment

Concerns raised that the proposed parking will be insufficient.

Response

The number of parking spaces and visitor parking spaces provided on-site complies with Zoning By-law 0225-2007.

2. Updated Agency and City Department Comments

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The application was circulated to all City departments and commenting agencies on May 18, 2021. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation and Works

Comments updated October 27, 2022, state that detailed 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.

Stormwater

The Functional Servicing Report (FSR) and Stormwater Management Report indicate that an increase in stormwater runoff will occur with the redevelopment of the site. In order to

mitigate the change in impervious area from the proposed development and/or impact to the receiving Municipal drainage system, on-site stormwater management controls for the post development discharge are required.

The applicant has demonstrated a satisfactory servicing concept and is proposing to upgrade the storm sewer along the Camilla Road frontage. Further details related to the drainage requirements can be addressed as part of the detailed design and form part of the Subdivision Agreement.

Traffic

Two (2) traffic impact study (TIS) submissions were provided by NexTrans Consulting Engineers Inc. in support of the proposed development. The final study, dated July 27, 2022 complied with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 22 (6 in, 16 out) and 26 (16 in, 10 out) two-way site trips for the weekday AM and PM peak hours in 2028, respectively.

With the estimated traffic generated by the proposed development, the study area intersections are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.

Environmental Compliance

A Phase I Environmental Site Assessment (ESA) Update report, dated July 19, 2022, and a Limited Phase II ESA report, dated July 20, 2022, both prepared by Bruce A. Brown Associates Limited, have been received. The Limited Phase II

ESA identified lead impacts in surficial soil, and as such, site remediation is required.

The following shall be addressed through the clearing of Draft Plan Conditions or the Subdivision Agreement:

- A Remedial Action Plan and Remediation Report
- A Temporary Discharge to Storm Sewer Commitment Letter, and
- A certification letter stating that land to be dedicated to the City is environmentally suitable for the proposed use.

Noise

A Noise Report prepared by Jade Acoustics Inc., dated March 2021 and updated on August 2022 was submitted in support of the proposed development. The Noise Report evaluates the potential impact both to and from the proposed development and recommends mitigation measures to reduce any negative impacts. The submitted noise assessment confirms that noise mitigation will be required, including acoustical barriers for side yards along Camilla Road, ventilation requirements such as provisions for air conditioning and upgraded building materials, the details of which will be confirmed through the site plan and building permit processes.

Other Engineering Matters

Any outstanding engineering matters required in support of this development will be completed as part of the review and approval of the related Draft Plan of Subdivision application and finalization of the required Subdivision Agreement. Site specific details will include, but will not be limited to, grading,

municipal infrastructure design and construction, servicing, land dedications, easements and road/boulevard works.

School Accommodation

In comments, dated June 2021, the Peel District School Board and the Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area. As such, the school accommodation condition, as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities, need not be applied for this development application.

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 December 17, 2021 (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 1.1.3.3 of the PPS states that planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock.

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.

Chapter 5 of MOP (Direct Growth) indicates that intensification within neighbourhoods may be considered where the proposed

development is compatible in built form and scale to surrounding development, is sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.

Chapter 7 of MOP (Complete Communities) supports the creation of complete communities that meet the day-to-day needs of people through all stages of their life, offering a wide assortment of housing options.

Chapter 9 of MOP (Build a Desirable Urban Form) addresses the need for appropriate infill in both Intensification Areas and Non-Intensification Areas in order to help revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures.

The relevant MOP policies in this report are consistent with the PPS.

The amount of intensification proposed as part of the subject development supports the general intent of the PPS, the Growth Plan and MOP. The proposed development can utilize surrounding community infrastructure and has access to adequate servicing.

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 the statement that the Greater Golden Horseshoe will have sufficient housing supply that reflects market demand and what is needed in local communities.
- Section 2.2.2.3 requires municipalities to encourage intensification generally throughout the delineated built-up area. Previous wording referred to encouraging intensification to generally achieve the desired urban structure.
- Section 2.2.2.3 also directs municipalities to identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.

The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

The relevant MOP policies in this report conform to the Growth Plan for the Greater Golden Horseshoe. The proposed development conforms to the Growth Plan as it is completing the neighbourhood fabric in a built up area, utilizing existing infrastructure.

The policies of the Greenbelt Plan and the Parkway Belt Plan are not applicable to this application.

6. Region of Peel Official Plan

As summarized in the public meeting report dated December 17, 2021 (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 of the Region of Peel. General Objectives in Section 5.3 direct development and redevelopment to the Urban System to conserve the environment, achieve sustainable development, establish healthy complete communities and intensification in appropriate areas that efficiently use land, services, and infrastructure, while taking into account the characteristics of existing communities.

The proposed development conforms to the ROP as it is an appropriate development that efficiently uses land to contribute to housing choices in the neighbourhood.

7. Mississauga Official Plan (MOP)

The subject site is designated Residential Low Density I which permits detached homes. The proposal for 9 freehold detached dwellings and 13 detached dwellings on a CEC-road requires an amendment to the official plan. A City-initiated official plan amendment is required to remove the lands from Site 7, Special Site Policies, Cooksville Neighbourhood Character Area, of MOP. In the event this amendment to Special Site 7 proceeds and comes into force and effect, then the development proposal will be in conformity with Mississauga Official Plan.

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. Neighbourhoods are stable areas where limited

growth is anticipated. Development in Neighbourhoods will be required to be context sensitive and respect the existing or planned character and scale of development.

The subject site is designated **Residential Low Density I**, which permits detached dwellings, semi-detached dwellings and duplex dwellings. The subject lands are also subject to Special Site 7 policies in the Cooksville Neighbourhood Character Area. These policies were approved by Council in 2013 and came into effect in 2017 and encourage that lot areas and frontages be consistent with existing lots in the neighbourhood and require new lots to front onto existing public streets. Since the approval of these policies, Council has approved other smaller lot homes on condominium roads within stable neighbourhoods in the City having regard to the Growth Plan policies of using land efficiently and supporting intensification within the built-up area of the city. While not meeting the policies of Special Site 7, the proposal generally meets the objectives of the neighbourhood policies within the Cooksville Neighbourhood Character Area. It is recommended that these lands be removed from the Special Site 7 policies of MOP.

Although Neighbourhoods are identified in MOP as non-intensification areas, this does not mean they will remain static or that new development must imitate previous development patterns, but rather when development does occur it should be sensitive to the Neighbourhood's existing and planned character (MOP 5.3.5).

As the OP designation also permits semi-detached homes and duplexes, some variation in the level of intensity in the built form (e.g. side yard setbacks, frontage, and density) can be considered in appropriate locations when reviewing development proposals.

The proposed detached homes represent a ground related, low density residential use which, while not mirroring adjacent homes, is sufficiently similar to be considered consistent with existing land uses. The appropriateness of the subject lands for the proposed infill and the sensitivity of the built form to the surrounding area are discussed in subsequent sections of this report.

MOP indicates that the City will provide opportunities for the development of a range of housing choices in terms of type, tenure and price (MOP 7.2.2). The proposed detached homes on smaller lots represents an opportunity to increase the variety of built housing forms within the neighbourhood while maintaining compatibly.

MOP indicates that within neighbourhoods, development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale (MOP 5.3.5.6).

Although the proposed development is different from the existing development (i.e. seven existing lots vs 22 proposed lots), it is considered sensitive to the existing and planned context as the proposed detached dwelling lots are permitted in the official plan and represent the same land use (i.e. low

density ground related residential uses) as the surrounding neighbourhood.

In addition, the site is in close proximity to the Downtown Cooksville Character Area and the future Hurontario Light Rail Transit (LRT) Corridor. While Neighbourhoods are not the focus for intensification, some intensification is anticipated through infilling as long as new development is compatible in built form and scale with the surrounding development.

Compatibility with the Neighbourhood

Intensification within Neighbourhoods is to be compatible in built form and scale with surrounding development and will be sensitive to the existing and planned context. The built form of the proposed development is compatible with the neighbourhood character.

Although the proposed detached homes are somewhat taller and are situated on smaller lots, they are compatible with the existing ground related residential homes. The proposal constitutes a land assembly of seven lots, representing 0.73 ha (1.8 ac), which provides sufficient land area to design an infill development that is compatible and sensitive to surrounding lands.

A total of 9 out of the 22 proposed homes have direct frontages on King Street East and Camilla Road. The proposed homes will provide consistent frontages, which will help minimize any impacts on the surrounding area from the proposed common element condominium road component of the development.

The general direction provided in MOP is that intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale with surrounding development, enhances the existing or planned development and is consistent with the policies of this plan (MOP 5.3.5.5).

MOP states that compatibility "means development, which may not necessarily be the same as, or similar to, the existing or desired development, but nonetheless enhances an established community and coexists with existing development without unacceptable adverse impact on the surrounding area". MOP addresses the issue of compatibility and respecting character in a number of policies.

MOP policy 9.2.2.3 provides a summary of criteria that can be used to assess impact. The following discussion identifies evaluation criteria along with an assessment of the proposed development:

9.2.2.3 While new development need not mirror existing development, new development in Neighbourhoods will:

- Respect existing lotting pattern: The proposed lots will accommodate detached homes which reflect typical suburban design (front yards with attached garages).

Although the proposed lot frontages are smaller than surrounding lots on King Street East and Camilla Road, they still represent detached dwelling lots and are considered respectful of the existing and planned character of the area.

- Respect continuity of front, rear and side yard setbacks: The proposed lots have smaller front, rear and side yard setbacks than existing homes; however, they still provide acceptable standards.
- Respect the scale and character of the surrounding area: The proposed development of detached residential homes reflects the character of the area.
 - A key deviation from current zoning is the proposed height of the buildings which are 11 m (36 ft.) as compared to the 10.7 m (35 ft.) height permission for the area as specified in the zoning by-law. This difference is considered acceptable given the proposed layout (limited properties adjacent to buildings).
- Minimize overshadowing and overlook on adjacent neighbours: The assembly of lots creates a development block that helps mitigate impacts as:
 - The development block allows a layout which helps internalize the proposed changes (i.e. there are limited areas where new homes are side by side with existing homes).
 - The width of King Street East and Camilla Road will mitigate impacts (shadow and overlook) to existing homes.

- Incorporate stormwater best management practices: Low impact Development practices will be incorporated into the development.
- Preserve high quality trees and ensure replacement of tree canopy: A total of 10 trees are to be removed from the subject lands. Through the site plan approval process staff will require additional trees/planting including 10 replacement trees.

Respect the existing scale, massing, character and grades of the surrounding area: The proposed intensification is predominately focused internally around the proposed common element condominium road, which allows a different built form to be accommodated while respecting existing character. The width of King Street East and Camilla Road will help mitigate any impacts associated with proposed scale and massing.

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 2 - Hurontario
- Route 4 - Sherway Gardens
- Route 101 - Dundas Express
- Route 103 - Hurontario Express

There is a transit stop on Dundas Street East at Camilla Road within 300 m (984 ft.) of the site.

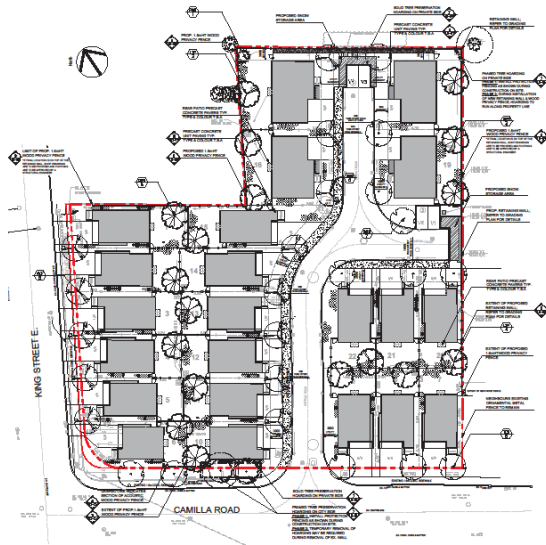
The site is within 100 metres of the Dundas Priority Major Transit Station Area (PMTSA) located along the Hurontario Light Rail Transit (HuLRT) corridor on Hurontario Street.

A Traffic Impact Study (TIS) was submitted in support of the application. The study investigated the impact of the proposed development on the existing traffic network and concludes that the development will not create undue impacts on the surrounding traffic network. In addition, Urban Design staff are satisfied that the pedestrian sidewalk promotes a safe active transportation environment.

Although the immediate area is predominately residential, there are a range of facilities and services in the broader area. The site is located in close proximity (seven minute walk) to Hurontario Street. A number of retail plazas are located on Hurontario Street at King Street East, which provide a range of services including a grocery store, drug store, bank and restaurants.

8. Revised Site Plan

The applicant has provided a revised site plan as follows:



9. Zoning

The proposed **R5-50** (Detached Dwellings – Typical Lots) and **R16-12** (Detached Dwellings on a CEC-Road) zones are appropriate to accommodate the 9 freehold detached dwellings and 13 detached dwellings on a CEC-road.

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

Proposed Zoning Regulations R5-50

Zone Regulations	R5 Zone Regulations	Proposed R5-50 Zone Regulations
Minimum lot area – interior lot	295 m ² (3,175 ft ²)	229 m ² (2,465 ft ²)
Minimum lot area – corner lot	415 m ² (4,467 ft ²)	228 m ² (2,454 ft ²)
Minimum lot frontage – interior lot	9.75 m (32 ft.)	10.0 m (33 ft.)
Minimum lot frontage – corner lot	13.5 m (44 ft.)	10.0 m (33 ft.)
Maximum lot coverage	40%	45%
Minimum exterior side yard	4.5 m (15 ft.)	3.0 m (10 ft.)
Minimum interior side yard – corner lot	1.2 m (4 ft.)	0.61 m (2 ft.)
Minimum rear yard – interior lot	7.5 m (24 ft.)	6.0 m (20 ft.)
Minimum rear yard – corner lot	7.5 m (24 ft.)	6.0 m (20 ft.)
Maximum height	10.7 m (35 ft.)	11.0 m (36 ft.)

Zone Regulations	R5 Zone Regulations	Proposed R5-50 Zone Regulations
Maximum encroachment of a porch or deck inclusive of stairs located at and accessible from the first storey or below the first storey into the required front yard	1.6 m (5.2 ft.)	1.5 m (5 ft.)
Maximum encroachment of a porch or deck inclusive of stairs located at and accessible from the first storey or below the first storey into the required rear yard	5.0 m (16 ft.)	3.5 m (11 ft.)
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.		

Proposed Zoning Regulations R16-12

Zone Regulations	R16 Zone Regulations	Proposed R16-12 Zone Regulations
Minimum lot area – interior lot	550 m ² (5,920 ft ²)	230 m ² (2,476 ft ²)
Minimum lot area – CEC - corner lot	720 m ² (7,750 ft ²)	239 m ² (2,572 ft ²)
Minimum lot frontage – interior lot	15.0 m (49 ft.)	10.0 m (33 ft.)
Minimum lot frontage – CEC - corner lot	19.5 m (64 ft.)	10.0 m (33 ft.)
Maximum lot coverage	35%	46%
Minimum front yard – interior lot/CEC – corner lot	7.5 m (24 ft.)	4.5 m (15 ft.)
Minimum setback from a garage face to a street, CEC - road or CEC - sidewalk	7.5 m (24 ft.)	6.0 m (20 ft.)
Minimum exterior side yard – lot with an exterior side lot	6.0 m (20 ft.)	3.0 m (10 ft.)

Zone Regulations	R16 Zone Regulations	Proposed R16-12 Zone Regulations
line abutting a CEC - road		
Minimum interior side yard – interior lot	1.2 m (4 ft.) plus 0.61 m (2 ft.) for each additional storey or portion thereof above one storey	1.2 m (4 ft.) on one side, 0.61 m (2 ft.) on the other side
Minimum interior side yard – corner lot	1.2 m (4 ft.) plus 0.61 m (2 ft.) for each additional storey or portion thereof above one storey	0.61 m (2 ft.)
Where interior side lot line is the rear lot line of abutting parcel	2.5 m (8 ft.)	3.0 m (10 ft.)
Minimum rear yard – interior lot/CEC - corner lot	7.5 m (24 ft.)	6.0 m (20 ft.)
Maximum height	10.7 m (35 ft.)	11.0 m (36 ft.)
Minimum setback of a detached dwelling to a CEC - visitor parking space	3.3 m (11 ft.)	1.7 m (5.5 ft.)
Maximum encroachment of a porch or deck	5.0 m (16 ft.)	3.5 m (11 ft.)

Zone Regulations	R16 Zone Regulations	Proposed R16-12 Zone Regulations
inclusive of stairs located at and accessible from the first storey or below the first storey into the required rear yard		
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.		

10. Community Benefits Charge

The subject lands are currently zoned **R3** (Detached Dwellings – Typical Lots) which permits detached dwellings on lots with a minimum of 15.0 m lot frontage. The **R5-50** (Detached Dwellings – Typical Lots) and **R16-12** (Detached Dwellings on a CEC-Road) zones allow 9 freehold detached dwellings and 13 detached dwellings on a CEC – road with a minimum of 10.0 m lot frontage.

The *Planning Act* was amended by Bill 197, COVID-19 *Economic Recovery Act*, 2020, S.O. 2020, c. 18. Section 37 height and density bonus provisions have been replaced with a new Community Benefit Charge (CBC). As City Council passed a CBC by-law on June 22, 2022, the charge would be applied City-wide to developments that are 5 storeys or more and with 10 or more residential units whether or not there is an increase

in permitted height or density. As this development is not 5 storeys or more, the CBC charge will not be applicable.

11. Site Plan

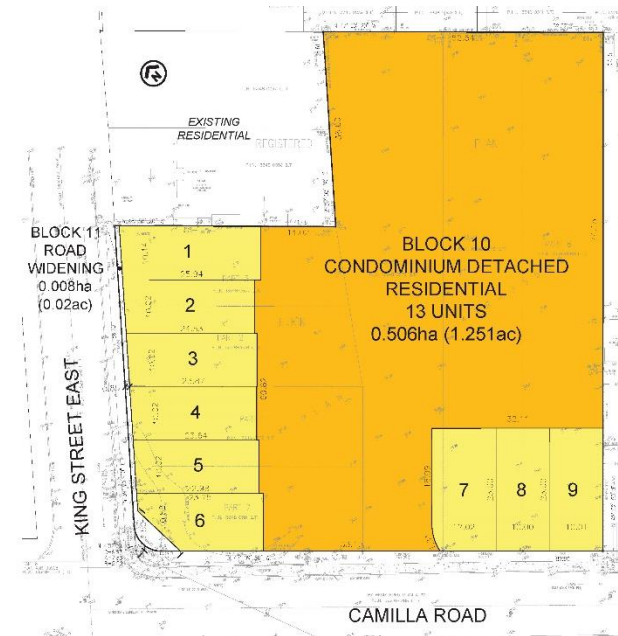
Prior to development of the lands, the applicant will be required to obtain site plan approval. No site plan application has been submitted to date for the proposed development.

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address matters such as tree removal permissions and architectural design.

12. Draft Plan of Subdivision

The proposed plan of subdivision was reviewed by City Departments and agencies and is acceptable subject to certain conditions attached as Appendix 3, and subject to approval of the City-initiated official plan amendment.

The lands are the subject of a Draft Plan of Subdivision. Development will be subject to the completion of services and registration of the plan.



13. Conclusions

In conclusion, City staff has evaluated the applications and the City-initiated official plan amendment to permit 9 freehold detached dwellings and 13 detached dwellings on a CEC – road against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The application is seeking to intensify an underutilized parcel within the Cooksville Neighbourhood Character Area in accordance with the **Residential Low Density I** Designation of MOP. The proposed detached homes represent a ground

related, low density residential use which, while not mirroring adjacent homes, is sufficiently similar to be considered consistent and compatible with the existing land uses. Although the lots and frontages are smaller than existing lots in the neighbourhood, the built form is consistent with the area and the proposed development represents reasonable intensification that is compatible with the surrounding area.

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

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**SCHEDULE A
CONDITIONS OF APPROVAL**

FILE: T-M21002 W7

SUBJECT: Draft Plan of Subdivision
Part of Lot 14, Concession 1, South of Dundas Street
City of Mississauga
City Park Holdings Inc. 0 King Street East, 0 Camilla Road and 2487 Camilla Road

Approval of a draft plan of subdivision granted under Section 51 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, is valid until approval is either withdrawn or the plan is registered. Approval may be withdrawn by the Commissioner, Planning and Building Department if approval of the final plan has not been given three (3) years after the date of approval of the draft plan.

NOTE: City is "The Corporation of the City of Mississauga"
Region is "The Regional Municipality of Peel"

The City has not required either the dedication of land for park or other public recreational purposes, or a payment of money in lieu of such conveyance as a condition of subdivision draft approval authorized by Section 51.1 of the *Planning Act*, R.S.O. 1990, c.P13 as amended. The City will require payment of cash-in-lieu for park or other public recreational purposes as a condition of development for each lot and block, prior to the issuance of building permits pursuant to Section 42(6) of the *Planning Act*, R.S.O. 1990, c.P13, as amended, and in accordance with the City's policies and by-laws.

- 1.0 Approval of the draft plan applies to the plan dated October 20, 2022.
- 2.0 That the owner agree, in writing, to satisfy all the requirements, financial and otherwise of the City and the Region.
- 3.0 The applicant/owner shall enter into a Subdivision Agreement including Municipal Infrastructure Schedules, and any other necessary agreements, in a form satisfactory to the City, Region or any other appropriate authority, prior to ANY development within the plan. These agreements may deal with matters including, but not limited to, the following: engineering matters such as municipal services, road widenings, land dedications, public easements, construction and reconstruction, signals, grading, fencing, noise mitigation, and warning clauses; financial issues such as cash contributions, levies (development charges), land dedications or reserves, securities or letters of credit; planning matters such as residential reserve blocks, buffer blocks, site development plan and landscape plan approvals; conservation and environmental matters; phasing and insurance. THE DETAILS OF THESE REQUIREMENTS ARE CONTAINED IN COMMENTS FROM AUTHORITIES, AGENCIES, AND DEPARTMENTS OF THE CITY AND REGION AS CONTAINED IN THE APPLICATION STATUS REPORT DATED NOVEMBER 16, 2022 THAT CORRESPONDS WITH THE

RESUBMISSION DATED AUGUST 26, 2022 AND REMAIN APPLICABLE. THESE COMMENTS HAVE BEEN PROVIDED TO THE APPLICANT OR THEIR CONSULTANTS AND FORM PART OF THESE CONDITIONS.

- 4.0 All processing and administrative fees shall be paid prior to the registration of the plan. Such fees will be charged at prevailing rates of approved City and Regional Policies and By-laws on the day of payment.
- 5.0 The applicant/owner shall pay in full, all assessments levied against the property, as well as the current years taxes and/or local improvement charges, prior to the registration of the plan.
- 6.0 Prior to the execution of the Subdivision Agreement, should there be any mortgagees, the City will require that the mortgagees execute in duplicate, a Consent and Postponement.
- 7.0 Prior to final approval, the applicant/owner is required to register restrictions on title to all the lots/blocks prohibiting the transfer of the lots/blocks until such time as the common element condominium road is registered. A copy of the Registered Restriction is to be submitted to the Development and Design Division.
- 8.0 The applicant/owner shall agree to convey/dedicate, gratuitously, any required road or highway widening, 0.3 m (1 ft.) reserves, walkways, sight triangles, buffer blocks and utility or drainage easements to the satisfaction of the City, Region or other authority.
- 9.0 The applicant/owner shall provide the Transportation and Works Department a Remedial Action Plan (RAP) for review. The RAP must include without limitation the details for remediating the development lands/lands to be dedicated to the City, such as the timing of the remedial work and the remedial approach.
- 10.0 The applicant/owner shall provide all outstanding reports, plans or studies required by agency and departmental comments.
- 11.0 That a Zoning By-Law for the development of these lands shall have been passed under Section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, and be in full force and effect prior to registration of the plan.
- 12.0 The proposed streets shall be named to the satisfaction of the City and the Region. In this regard, a list of street names shall be submitted to the City Transportation and Works Department as soon as possible after draft plan approval has been received and prior to any servicing submissions. The owner is advised to refer to the Region of Peel Street Names Index to avoid proposing street names which conflict with the approved or existing street names on the basis of duplication, spelling, pronunciation, and similar sounding.
- 13.0 Prior to final approval, the Engineer is required to submit, to the satisfaction of the Region, all engineering drawings in Micro-Station format as set out in the latest version of the Region of Peel "Development Procedure Manual".
- 14.0 Prior to final approval, the developer will be required to monitor wells, subject to the homeowner's permission, within the zone of influence, and to submit results to the satisfaction of the Region.

- 15.0 Prior to final approval, payment in cash or certified cheque will be required by Community Services Department to cover the cost of planting 10 street trees, up to 60 mm caliper on the Camilla Road frontage. Such fees will be charged at prevailing rates of approved City policies and by-laws on the day of payment.
- 16.0 Prior to final approval, the City shall be advised by the School Boards that satisfactory arrangements regarding educational facilities have been made between the developer/applicant and the School Boards for this plan.
- 17.0 Prior to final approval, the Dufferin-Peel Catholic District School Board is to be satisfied that the applicant has agreed to include in the Subdivision Agreement and all offers of purchase and sale for all residential lots, the following warning clauses:
- 17.1 Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school.
- 17.2 That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board.
- 18.0 That the Subdivision Agreement shall contain a clause satisfactory to the Dufferin-Peel Catholic District School Board that the developer will erect and maintain signs at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bussed to schools, according to the Board's Transportation Policies. These signs shall be to the School Board's specifications and at locations determined by the Board.
- 19.0 Prior to final approval, the Peel District School Board is to be satisfied that the following provision is contained in the Subdivision Agreement and on all offers of purchase and sale for a period of five years after registration of the plan:
- 19.1 Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bussed to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the Planning and Resources Department of the Peel District School Board to determine the exact schools.
- 20.0 That the Subdivision Agreement shall contain a clause satisfactory to the Peel District School Board that the developer will erect and maintain signs at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bussed to schools, according to the Board's Transportation Policies. These signs shall be to the School Board's specifications and at locations determined by the Board.
- 21.0 Prior to final approval, confirmation be received from Canada Post Corporation that the applicant has made satisfactory arrangements for the installation of any central mail facilities required in this development.

- 22.0. Prior to execution of the Subdivision Agreement, the developer shall name to the satisfaction of the City Transportation and Works Department the telecommunications provider.
- 23.0. Prior to execution of the Subdivision Agreement, the developer under separate arrangements or agreements with the various utility companies, is to determine the precise extent of their requirements.
- 24.0. Prior to execution of the Subdivision Agreement, the developer must submit in writing, evidence to the Commissioner of the City Transportation and Works Department, that satisfactory arrangements have been made with the telecommunications provider, Cable TV and Hydro for the installation of their plant in a common trench, within the prescribed location on the road allowance.
- 25.0. That prior to signing of the final plan, the Commissioner of Planning and Building is to be advised that all of the above noted conditions have been carried out to the satisfaction of the appropriate agencies and the City.

THE REQUIREMENTS OF THE CITY WILL BE EFFECTIVE FOR THIRTY-SIX (36) MONTHS FROM THE DATE THE CONDITIONS ARE APPROVED BY THE COMMISSIONER, PLANNING AND BUILDING DEPARTMENT. AFTER THIS DATE REVISED CONDITIONS WILL BE REQUIRED. NOTWITHSTANDING THE SERVICING REQUIREMENTS MENTIONED IN SCHEDULE A, CONDITIONS OF APPROVAL, THE STANDARDS IN EFFECT AT THE TIME OF REGISTRATION OF THE PLAN WILL APPLY.