



## DECLARATION

Section 17 of the Planning Act

**Applicant:** Queenscorp (Mona II) Inc.

**Municipality** City of Mississauga

**Our File:** OPA 200

I, Sacha Smith, Deputy Clerk, solemnly declare,

1. That the decision in respect of the above-noted matter was made on June 25, 2025 when By-law Number 0108-2025 was enacted and that notice as required by Section 17 of the Planning Act was given on July 3, 2025.
2. That no appeal to the Ontario Land Tribunal of the decision in respect of the above-noted matter was received under Section 17 of the Planning Act within the time specified for submitting an appeal.

And I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath.

Declared before me

at the City of Mississauga

in the Regional Municipality of Peel

this 24<sup>th</sup> day of July, 2025.

Lindsey Anne Raykoff, a Commissioner, etc.,  
Province of Ontario, for the  
Corporation of the City of Mississauga.  
Expires September 14, 2025.

Commissioner of Oaths

Declarant  
Sacha Smith, Manager & Deputy Clerk





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

Date of Notice	July 3, 2025	
OPA Number	OPA 200	OPA By-law 0108-2025
Zoning By-law Number	0109-2025	
Date Passed by Council	June 25, 2025	
Last Day to Appeal	July 23, 2025	
File Number	OZ-OPA 25-2	Ward: 1
Applicant	Queenscorp (Mona II) Inc.	
Property Location	West side of Mona Road, south of Inglewood Drive, in the City of Mississauga. The subject lands are located in the Mineola Neighbourhood Character Area, as identified in Mississauga Official Plan. 1148 and 1154 Mona Road	

**TAKE NOTICE** that on June 25, 2025 the Council of the Corporation of the City of Mississauga passed the above noted Official Plan Amendment OPA 200 and Zoning By-law Amendment, under Section 17 or 21 of the Planning Act, R.S.O., 1990, c.P.13, as amended. Council has considered the written and oral submissions from the public on this matter.

**THE PURPOSE AND EFFECT** of the Official Plan Amendment is to amend Special Site policies in the Mineola Neighbourhood Character Area.

The purpose of the Zoning By-law is to permit six townhouses on a common element condominium road and four semi-detached. A description of the lands to which the By-law applies and/or a key map showing the location of the lands to which the By-law applies are attached.

**The Zoning By-law shall not come into force until Mississauga Official Plan Amendment Number 200 is in full force and effect.**

**When the decision is final**

The proposed official plan amendment is exempt from approval by the Minister of Municipal Affairs and Housing. 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**, a copy of an appeal form is available from the Ontario Land Tribunal (OLT) website at <https://olt.gov.on.ca/>. An appeal may be filed using the OLT e-file service <https://olt.gov.on.ca/e-file-service/> (first-time users will need to register for a My Ontario Account) by selecting **Mississauga (City): Clerk and Secretary–Treasurer** as the Approval Authority. Alternatively, you may submit an appeal to the City Clerk in person or by registered mail/courier addressed to the City Clerk, City of Mississauga, Attention: Diana Rusnov, 300 City

Centre Drive, 2<sup>nd</sup> Floor, Mississauga, ON L5B 3C1 no later than 4:30pm on **July 23, 2025**. The filing of an appeal after 4:30pm will be deemed to have been received the next business day. If the e-file service is down, you can submit your appeal to [city.clerk@mississauga.ca](mailto:city.clerk@mississauga.ca) . An appeal will be processed once all fees are received.

### **Who can file an appeal**

Only the applicant, the Minister, or an owner of land affected by the planning application, a specified person or a public body who made written or oral submissions to the Council of the City of Mississauga prior to Council's decision may appeal a decision of the City of Mississauga to the Ontario Land Tribunal.

No person or public body shall be added as a party to the hearing of the appeal unless, before the official plan amendment and/or by-law amendment was passed, 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 reasons for the appeal and the specific part of the proposed official plan amendment to which the appeal applies;
2. be accompanied by the fee prescribed under the *Ontario Land Tribunal Act* in the amount of \$1,100.00 per application, payable to the Minister of Finance. Payment can be made directly to the OLT if using the e-file service to file an appeal or by certified cheque or money order if filing with the City Clerk. (An appellant may [request a reduction of the filing fee](#) to \$400.00. The request for a reduction of the filing fee must be made at the time of filing the appeal. For more information and a copy of the OLT Fee Schedule go to <https://olt.gov.on.ca/appeals-process/fee-chart/>.)
3. include the processing fee prescribed under the User Fees and Charges By-law in the amount of \$328.88 per application, payable by certified cheque to the City of Mississauga. This fee must be paid directly to the City of Mississauga in person, or by mail/courier, in addition to the OLT fee (Minister of Finance).

### **Additional Information**

A copy of the Official Plan Amendment and Zoning By-law Amendment in their entirety can be found on the City's website at [www.mississauga.ca/portal/cityhall/publicnotices](http://www.mississauga.ca/portal/cityhall/publicnotices).

Further information regarding these Amendments may be obtained from **Lucas Petricca** of the City Planning and Building Department at 905-615-3200 ext. **5733**.



Sacha Smith  
Manager/Deputy Clerk,  
Secretariat and Access & Privacy  
300 City Centre Drive, Mississauga ON L5B 3C1

**Amendment No. 200**

**to**

**Mississauga Official Plan**

By-law No. 0108-2025

A by-law to Adopt Mississauga Official Plan Amendment No. 200

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 in accordance with O Reg 525/97, an official plan amendment is exempt from the approval of the Minister of Municipal Affairs and Housing;

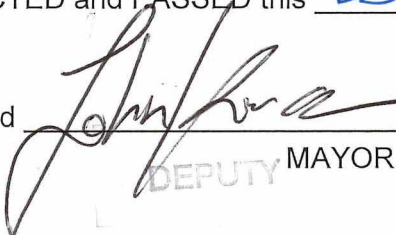
AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding amending Special Site policies in the Mineola Neighbourhood Character Area;

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


1. The document attached hereto, constituting Amendment No. 200 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this 25 day of June, 2025.

Signed

  
DEPUTY MAYOR

Signed

  
CLERK

**Amendment No. 200**  
**to**  
**Mississauga Official Plan**

The following text attached constitutes Amendment No. 200.

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 May 7, 2025 pertaining to this Amendment.

## **PURPOSE**

The purpose of this Amendment is to amend Special Site policies in the Mineola Neighbourhood Character Area.

## **LOCATION**

The lands affected by this Amendment are located south of Mineola Road West and west of Hurontario Street. The subject lands are located in the Mineola 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.

An Official Plan Amendment is required to amend the existing Special Site map and policies to permit additional townhouse dwellings.

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

1. The proposed land use is compatible with the surrounding land uses and incorporates sufficient setbacks and urban design standards that provide an appropriate transition to the neighbourhood.
2. The policies within MOP support gentle intensification within neighbourhoods provided that development is sensitive to and maintains the existing and planned character of the neighbourhood.



1. Section 16.18.5, Special Site Policies, Special Site 5, Mineola Neighbourhood Character Area, of Mississauga Official Plan, is hereby amended by deleting the Special Site 5 map and replacing it with the following:

A detailed street map of a residential area. The map shows a network of streets including Minaki Road, Inglewood Drive, Kenollie Creek, Sandham Road, and various other roads like Lakeshore Road West and East. A shaded rectangular area is located on Sandham Road, between Mona Road and Kenollie Creek. The map also shows the location of Kenollie Creek and the Sandham Road bridge. The map is oriented with North at the top.

Streets shown include: MINAKI ROAD, INGLEWOOD DRIVE, KENOLLIE CREEK, SANDHAM ROAD, MONA ROAD, VESTA DRIVE, COTTON DRIVE, ORIOLE AVENUE, ROSEBUD ROAD, STATEBANK ROAD, CANADIAN, NATIONAL, RAILWAY, QUEEN STREET EAST, PARK STREET EAST, HIGH STREET EAST, ELIZABETH STREET NORTH, EILENE STREET NORTH, ANN STREET, HURONTARIO STREET, LAKESHORE ROAD WEST, and LAKESHORE ROAD EAST.

- 16.18.5.5.2 Notwithstanding the policies of the Residential Low I designation, townhouse dwellings will also be permitted.

## **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 August 7, 2024.

## **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.

[http://teamsites.mississauga.ca/sites/18/mopa/oz-opa 25-2 w1.mopa 200.lp.jmcc.docx](http://teamsites.mississauga.ca/sites/18/mopa/oz-opa%2025-2%20w1.mopa%20200.lp.jmcc.docx)

## **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 May 26, 2025 in connection with this proposed Amendment.

There were no members of the public that made a deputation. The concerns raised by the public, prior to the application being submitted have been addressed in the Planning and Building Department report dated May 7, 2025, attached to this Amendment as Appendix II.

# City of Mississauga

## Corporate Report



<p>Date: May 7, 2025</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Originator's file: OZ/OPA 25-2 W1</p> <hr/> <p>Meeting date: May 26, 2025</p>
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## Subject

### **PUBLIC MEETING RECOMMENDATION REPORT (WARD 1)**

**Official Plan Amendment and Rezoning applications to permit 6 townhomes on a common element condominium road and 4 semi-detached dwellings fronting Mona Road 1148 and 1154 Mona Road, south of Mineola Road West, west of Hurontario Street**

**Owner: Queenscorp (Mona II) Inc.**

**File: OZ/OPA 25-2 W1**

## Recommendation

1. That the applications under File OZ/OPA 25-2 W1, Queenscorp (Mona II) Inc., 1148 and 1154 Mona Road to amend Mississauga Official Plan, Special Site Policies of the Mineola Neighbourhood Character Area; to change the zoning to **H-RM6-41** (Townhouses on a CEC - Road – Exception) and **H-RS-255** (Residential Small Lot – Exception) to permit 6 townhomes on a CEC road and 4 semi-detached dwellings, be approved in conformity with the provisions outlined in the staff report dated May 7, 2025 from the Commissioner of Planning and Building.
2. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
3. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.
4. That the "H" holding provision is to be removed from the **H-RM6-41** (Townhouses on a CEC - Road – Exception) and **H-RS-255** (Residential Small Lot – Exception) zoning applicable to the subject lands, by further amendment upon confirmation from applicable agencies and

City Departments that matters as outlined in the report dated May 7, 2025, from the Commissioner of Planning and Building have been satisfactorily addressed.

## Executive Summary

- The applications are to amend the policies of the official plan and change the zoning to permit 6 townhomes on a Common Element Condominium (CEC) road and 4 semi-detached dwellings fronting Mona Road
- The applications contribute to adding additional housing options within an established neighbourhood, in proximity to transit and community infrastructure
- The existing municipal infrastructure, public transit and community facilities are adequate to support the proposal
- The massing of the proposed townhomes and semi-detached dwellings maintain the characteristics of the existing neighbourhood, limiting the visual impact to the character streetscape
- Staff are satisfied with the proposal and find it to be acceptable from a planning standpoint, and recommend that the applications be approved

## Background

Official plan amendment and rezoning applications were deemed complete on January 23, 2025 and subsequently circulated for technical comments. The purpose of this report is to provide information on the applications and to provide a detailed planning analysis, including recommendations for the Planning and Development Committee's consideration.

## Present Status

### 1. Site Information

#### (a) Site Location and Description

The site is located at 1148 and 1154 Mona Road, on the west side on Hurontario Street, south of Mineola Road West, in the Mineola Neighbourhood Character Area. The site is rectangular in shape and contains mature vegetation throughout. The properties contain detached dwellings which are planned to be demolished to accommodate the proposal.



**Aerial image of 1148 and 1154 Monar Road**

Property Size and Use	
Frontages:	41 m (134.51 ft.)
Depth:	61 m (200.13 ft.)
Gross Lot Area:	2 844 m <sup>2</sup> (30,612.56 ft <sup>2</sup> )



**Applicant Photo of 1148 and 1154 Monar Road**

**(b) Site History**

- June 24, 1943 – Plan of Subdivision 323 is registered
- 1953 – detached dwellings are constructed on 1148 and 1154 Monar Road

- June 20, 2007 – Zoning By-law 0225-2007 came into force and the subject lands were zoned **R3-1** (Detached Dwellings – Exception)
- November 14, 2012 – Mississauga Official Plan came into force which designated the lands **Residential Low Density I**
- December 9, 2024 – Official Plan and Zoning Amendment applications received and were deemed complete on January 23, 2025
- April 2, 2025 – Zoning By-law 0048-2025 came into force and the subject lands were zoned **RL-9** (Residential Large Lot – Exception)

### (c) Site Context

The site is located within the Mineola Neighbourhood Character Area, which is predominantly residential, with commercial uses located on the east side of Hurontario Street and further south of the site on Lakeshore Road East. The site is located within an established residential area, characterized by one and two storey detached dwellings with mature vegetation throughout the neighbourhood.

The surrounding area is characterized by detached dwellings with townhomes abutting the site on the south and west side. Along Hurontario Street, east of the site are commercial and service uses. Further south of the site is the Port Credit GO Station and high-rise residential apartments. The Lakeshore Corridor is located approximately 750 m (2,460.63 ft.) south of the subject site which contains additional commercial uses.

The surrounding land uses are:

North: detached dwellings

East: detached dwellings, commercial and service uses

South: townhomes and the railway corridor

West: townhomes, significant mature vegetation, Kenollie Creek, and detached dwellings

## 2. Surrounding Development Applications

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

- OZ/OPA 16-6 and SP 20-92 – formerly 1130, 1136 and 1138 Mona Road – Official Plan and Zoning Amendment applications approved by the Ontario Land Tribunal (OLT) for 17 townhomes on a CEC road and one detached dwelling fronting Mona Road. The site plan application was approved on June 15, 2023
- OZ/OPA 22-10 – 88 Park Street East – applications appealed to the OLT for two high-rise apartment dwellings with heights of 36 and 29 storeys with ground floor commercial space
- OZ/OPA 23-3 – 70 Park Street East – applications appealed to the OLT to redevelop the northern portion of the site with a 38 storey, mixed use building

### 3. Official Plan

The lands are located within the Mineola Neighbourhood Character Area and are designated **Residential Low Density I**. The **Residential Low Density I** designation permits detached, semi-detached and duplex dwellings.

The subject site is not located within a Major Transit Station Area (MTSA) and is not identified as an Intensification Area in Mississauga Official Plan (MOP). MOP contains policies to guide intensification within neighbourhoods while still respecting the existing and planned context of the neighbourhood. Refer to Appendix 1 for the existing Official Plan map.

### 4. Zoning

The subject property is currently zoned **RL-9** (Residential Large Lot – Exception), which permits detached dwellings and semi-detached dwellings with exception regulations related to side yard setbacks, gross floor area and garage projection.

Refer to Appendix 1 for the existing and proposed Zoning Map.

### 5. Proposed Development

#### (a) Description

The applicant proposes to develop the property with 6 townhomes on a CEC road and 4 semi-detached dwellings fronting onto Mona Road. Official plan amendment and rezoning applications are required to permit the proposed development. Refer to Appendix 1 for details of the proposed development.



**Elevation of the townhouse block**





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 *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 assessed in the context of the proposed development applications. The following section summarizes how the proposed development is consistent with the applicable policy and regulatory documents.

**(a) Provincial Policy Statement, 2024**

The *Provincial Policy Statement* (PPS) provides 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.

The PPS recognizes 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".

*Consistency with the PPS, 2024*

Section 2.2 (1) of the PPS requires development to reflect densities and a mix of land uses which efficiently use land, resources and infrastructure. Additionally, the PPS promotes appropriate development standards that facilitate intensification, redevelopment and compact built forms while maintaining appropriate levels of public health and safety.

Section 2.3.1 (3) of the PPS states that planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including a range of housing options.

Section 4.1 (1) of the PPS states the natural features and areas shall be protected for the long term.

The proposal is consistent with the PPS as it promotes gentle intensification on an underutilized site while maintaining compatibility with the existing character of the neighbourhood.

**(b) Regional Official Plan**

General objectives of ROP, as outlined in Section 5.6, 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.

The proposed development does not require an amendment to the ROP. The site is located within the Urban System and conforms to the policies of ROP. The proposal efficiently uses land and achieves a compact built form that promotes intensification within an established neighbourhood, while maintaining the character of the existing low rise dwelling context.

### **(c) Mississauga Official Plan**

The proposal requires an amendment to the Mississauga Official Plan Policies for the Mineola Neighbourhood Character Area, to permit 6 townhomes and 4 semi-detached dwellings. 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 Mississauga Official Plan against this proposed development application.

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

#### **(i) Directing Growth**

The subject site is located in the Mineola Neighbourhood Character Area and is designated **Residential Low Density I**, which permits detached, semi-detached and duplex dwellings. The immediate neighbourhood mostly contains detached dwellings on larger lots. The adjacent property to the south was approved to permit 17 townhomes and 1 detached dwelling. While the greater neighbourhood primarily contains detached dwellings, there are examples of townhomes integrated within the neighbourhood while still respecting the existing low-rise dwelling context.

Residential intensification within Neighbourhoods is subject to specific criteria set forth in MOP, including:

- 5.3.5.5 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
- 5.3.5.6 Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale

While the Mineola neighbourhood is not intended to accommodate significant intensification, this doesn't mean that they will remain static and that new development can only imitate previous development patterns, but rather when development occurs, it should be sensitive to the existing and planned character. While the proposed townhomes and semi-detached dwellings are a different built form to the detached dwellings that are seen throughout the immediate area, the proposed massing of the units represent the characteristics of the neighbourhood and the layout of the site minimizes impacts to the adjacent residential properties. The townhomes are located at the rear of the site and semi-detached dwellings fronting onto Mona Road, ensuring an appropriate transition in height and built form to the existing neighbourhood.

MOP also implements policies to create complete communities. Section 7.1.3 a and b, states that the City will:

- a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses;
- b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking;

Additionally, Section 7.2.2a states that Mississauga will provide opportunities for the development of a range of housing choices in terms of type, tenure and price.

The development will be served by transit along the Hurontario and Lakeshore Corridor. The site is also within 200 m (656.17 ft.) of a MTSA and the Port Credit GO Station. Additionally, the application contributes to the growing variety of housing options within an established neighbourhood.

## **(ii) Compatibility**

While Neighbourhoods aren't intended for significant intensification, new development is to be compatible in built form and scale to surrounding development. MOP defines "compatibility" as,

*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 impacts.*

Further, MOP guides development within Non-Intensification Areas such as neighbourhoods to ensure that developments can coexist. Chapter 9, Section 9.2.2.3 states, while new development need not mirror existing development, new development in Neighbourhoods will:

- 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.

The townhomes will front onto a CEC road thereby, lessening the visual impact from Mona Road. Only the two pairs of semi-detached homes will front directly onto Mona Road. The semi-detached dwellings and townhomes contain architectural features such as gables and dormers to break up the overall massing of the dwellings. The third storey is also contained within the roofline, minimizing overlook and shadowing conditions to adjacent neighbours and reducing the impact to the streetscape character. The proposed side yard setbacks are generally in-keeping with the surrounding area, limiting the impact to adjacent properties.

While the townhomes and semi-detached homes are a different built form and represent a higher density than detached dwellings, the overall design enhances and is compatible with the neighbourhood. The proposed development represents an appropriate level of intensification in close proximity to an MTSA. As such, the proposed applications meet the directives of MOP regarding compatibility within the Mineola Neighbourhood Character Area.

### **(iii) Value the environment**

Chapter 6 of MOP helps to guide development to ensure that development does not compromise the natural environment.

- 6.3.10 The exact limit of components of the Natural Heritage System will be determined through site specific studies such as an Environmental Impact Study.
- 6.3.19 Development proposals and site alteration for lands within a Residential

Woodland will have regard for how existing tree canopy and understorey are protected, enhanced, restored and expanded. A site development plan may be required to demonstrate how the following, among other matters, have been addressed:

- a. existing topography and drainage patterns;
- b. maintenance of a high proportion of permeable ground cover to facilitate ground water recharge;
- c. habitat for tolerant canopy birds (both in migration and for breeding);
- d. habitat for urban wildlife; and
- e. connections to other elements within the Green System.

An Environmental Impact Study (EIS), Arborist Report and Planning Justification Study have been submitted in support of the application. Approximately 23 trees are proposed to be removed while 10 trees will be preserved. The EIS states, while there are some trees cover within the site, these trees are not part of an ecological feature and that the proposed development does not encroach into a significant natural area.

#### **(iv) 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 following community services are located in proximity to the site:

- Port Credit Memorial Arena
- Port Credit Memorial Park
- Port Credit Library
- Port Credit Memorial Park
- Huron Park Recreation Centre

The site is located 240 m (787.4 ft.) from the Port Credit GO Station, which is served by several routes, including the following:

- Route 2 – Hurontario
- Route 8 – Cawthra
- Route 14 – Lorne Park
- Route 23 – Lakeshore

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

**(d) Zoning By-law**

The proposed **RM6 – 41** (Townhouses on a CEC - Road – Exception) and **RS – 255** (Residential Small Lot – Exception) zone is appropriate to accommodate the proposal.

A table summarizing the proposed zoning regulations can be found in Appendix 1.

**(e) "H" Holding Provision**

Should this application be approved by Council, staff will request an "H" Holding Provision which can be lifted upon:

- Receipt of a revised servicing, grading and site plan
- Receipt of a signed Development Agreement
- Receipt of a letter from the Ministry confirming that all archaeological resource concerns have been met
- Receipt of a revised Noise and Vibration Feasibility study
- Receipt of a registered easement with Metrolinx

**3. Other Relevant Documents and Guidelines****Draft Mississauga Official Plan 2051**

Mississauga Official Plan 2051 (MOP 2051) will replace the current MOP. As of writing this report, the new MOP 2051 has been adopted by Council but has not been approved by the Ministry of Municipal Affairs and Housing and the policies are not yet in effect.

The recommendations made in this report are based on the current MOP, however, it is important to note that the draft MOP 2051 policies are also supportive of the proposal for 6 townhomes and 4 semi-detached dwellings. In MOP 2051, the lands would be designated **Residential Low Rise I**, which permits all low-rise street facing dwellings up to 3 storeys. The semi-detached dwellings would be permitted within MOP 2051 if not amended. However, due to the CEC road, an official plan amendment would still be required for the townhome portion of this development to redesignate this portion of the site to **Residential Low Rise II**. If the townhomes were fronting onto Mona Road, an amendment to MOP 2051 would not be required.

**4. Departmental and Agency Comments**

The applications were circulated to all City departments and commenting agencies on January 23, 2025. The following section summarizes the comments received. Refer to Appendix 1 for detailed comments.

**(a) Region of Peel**

Comments dated March 18, 2025, state that the Functional Servicing Report is satisfactory. The servicing drawing is to be revised to indicate how the townhomes will be metered which may require a Common Water Servicing Agreement. Additionally, the waste management plan is to be revised to include measurements regarding the CEC road.

**(b) City Transportation and Works Department**

Comments dated April 23, 2025, state that technical reports and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

Based on a review of the materials submitted, staff are generally satisfied with the details to confirm the engineering feasibility of the development proposal. A Development Agreement and additional technical details and revisions are required to comply with City requirements from an engineering standpoint.

**(c) Community Services**

Comments dated April 25, 2025, state the Mineola Neighbourhood Character Area is achieving a surplus of the parkland provision that was established in the 2022 Parks Plan. As such, a Cash-in-Lieu of Parkland Dedication will be required prior to the issuance of building permit.

While the subject property is no longer part of a contiguous woodland, there are concerns with the loss of mature vegetation. It is recommended that the applicant explore alternative layouts of the site to prioritize the preservation of the mature tree canopy.

**(d) Dufferin-Peel Catholic District School Board and Peel District School Board**

Comments dated January 31, 2025, state that the Dufferin-Peel Catholic District School Board is requesting that warning clauses be entered into the Development Agreement, stating sufficient accommodation may not be available for all anticipated students from the area and students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood.

Comments dated February 6, 2025 from the Peel District School Board state that sufficient accommodation may not be available for all anticipated students from the area and students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood. The Peel District School Board is requesting that warning clauses be placed in the Development Agreement.

**5. 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 the application proposes 10 units, the contribution rate for affordable housing is not applicable.

## 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.

## Engagement and Consultation

### 1. Community Feedback

A community meeting was held by Ward 1 Councillor, Stephen Dasko, on July 9, 2024. Approximately 30 people were in attendance at the community meeting and 3 pieces of written correspondence have been received. The following summarizes comments received on the applications:

#### Comment

Concerns regarding the impact of increased traffic on the surrounding streets.

#### Response

The applicant has submitted a traffic impact study prepared by GHD Ltd. which was reviewed by the Transportation and Works Department. It has been determined that the additional trips generated by this development will not significantly impact the operations of the existing road network.

#### Comment

Concerns regarding the loss of the mature vegetation within the site.

**Response**

An Environmental Impact Study (EIS) by Beacon Planning was submitted in support of the application. The purpose of the EIS is to evaluate the natural features on-site and recommend mitigation measures to avoid, minimize and compensate for potential impacts.

Additionally, an Arborist report was submitted which found that there are a total of 33 trees on site, 23 of which will be required to be removed in order to accommodate the development. To compensate for the loss of vegetation, a total of 88 trees are required to be planted. Any trees that cannot be planted on site due to the spacing requirements, will be compensated through cash-in-lieu.

**Comment**

Concerns associated with noise, dust and mud tracking during construction.

**Response**

The applicant will be required to submit a road occupancy permit, development securities, erosion and sediment control plan that will address access, safety, dust and road cleanup concerns that have been raised by the community. In addition, the City's Noise Control By-law governs the hours of work on-site and any contravention can be addressed through By-law Enforcement.

**Comment**

The proposed development is too dense and not compatible with the surrounding area.

**Response**

The proposed development modestly intensifies the site while maintaining appropriate design standards such as adequate setbacks, massing, height and the positioning of the townhomes in relation to adjacent properties. New development can look different while still respecting the planned function of a neighbourhood. While the land use and built form is different, the proposal still represents a low density use within a neighbourhood characterized by detached dwellings.

The adjacent site, formerly known as 1130, 1136 and 1138 Mona Road, was approved by the Ontario Land Tribunal proposed 17 townhomes and 1 detached dwelling. The Tribunal stated that townhomes can coexist within the established community without unacceptable adverse impacts on the surrounding area.

**Comment**

Concerns regarding how waste collection would occur and if there is only curbside pickup along Mona Road.

**Response**

The Region of Peel has advised that there will be curbside pickup for each unit rather than a singular collection point on Mona Road. The semi-detached dwellings will have curbside pickup along Mona Road and the townhomes will have curbside pickup along the CEC road.

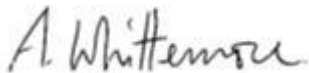
**Conclusion**

In conclusion, City staff has evaluated the applications to permit 6 townhomes on a CEC road and 4 semi-detached dwellings, against the *Provincial Policy Statement*, Region of Peel Official Plan and Mississauga Official Plan.

The proposed townhomes and semi-detached dwellings, modestly intensify the site while maintaining appropriate design standards such as adequate setbacks, height and the positioning of the townhomes in relation to residential neighbourhood. The proposal provides for an appropriate transition to the existing low-rise residential dwellings and is compatible with the Mineola Neighbourhood Character Area. The applications will also add to the range of housing options within an established neighbourhood that is located close to a MTSA. Therefore, staff is of the opinion that the applications conform to and maintain the goals and general objectives of the *Provincial Policy Statement*, Regional Official Plan, and Mississauga Official Plan.

**Attachments**

Appendix 1: Supplementary Information



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

Prepared by: Lucas Petricca, Development Planner

## **Supplementary Information**

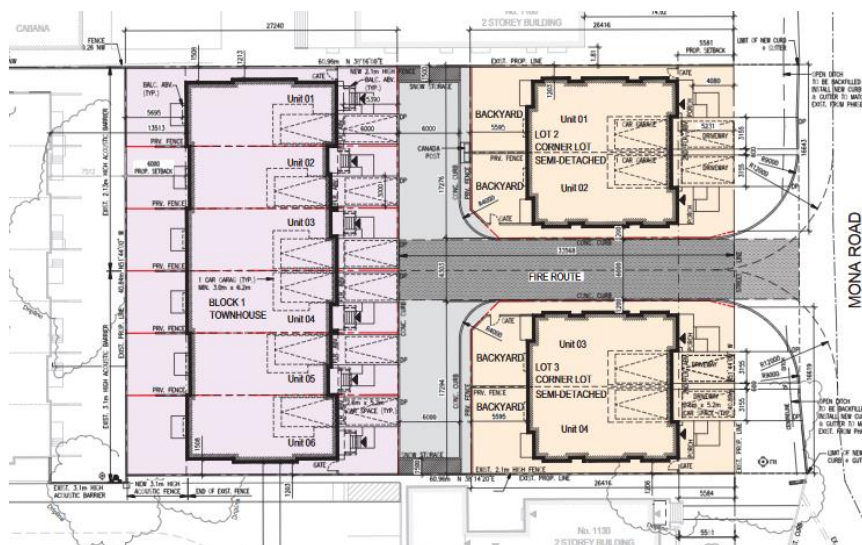
**Owner: Queenscorp (Mona II) Inc.**

**1148 and 1154 Mona Road**

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## 1 Concept Plan and Elevations



Proposed Concept Plan



Proposed semi-detached dwellings

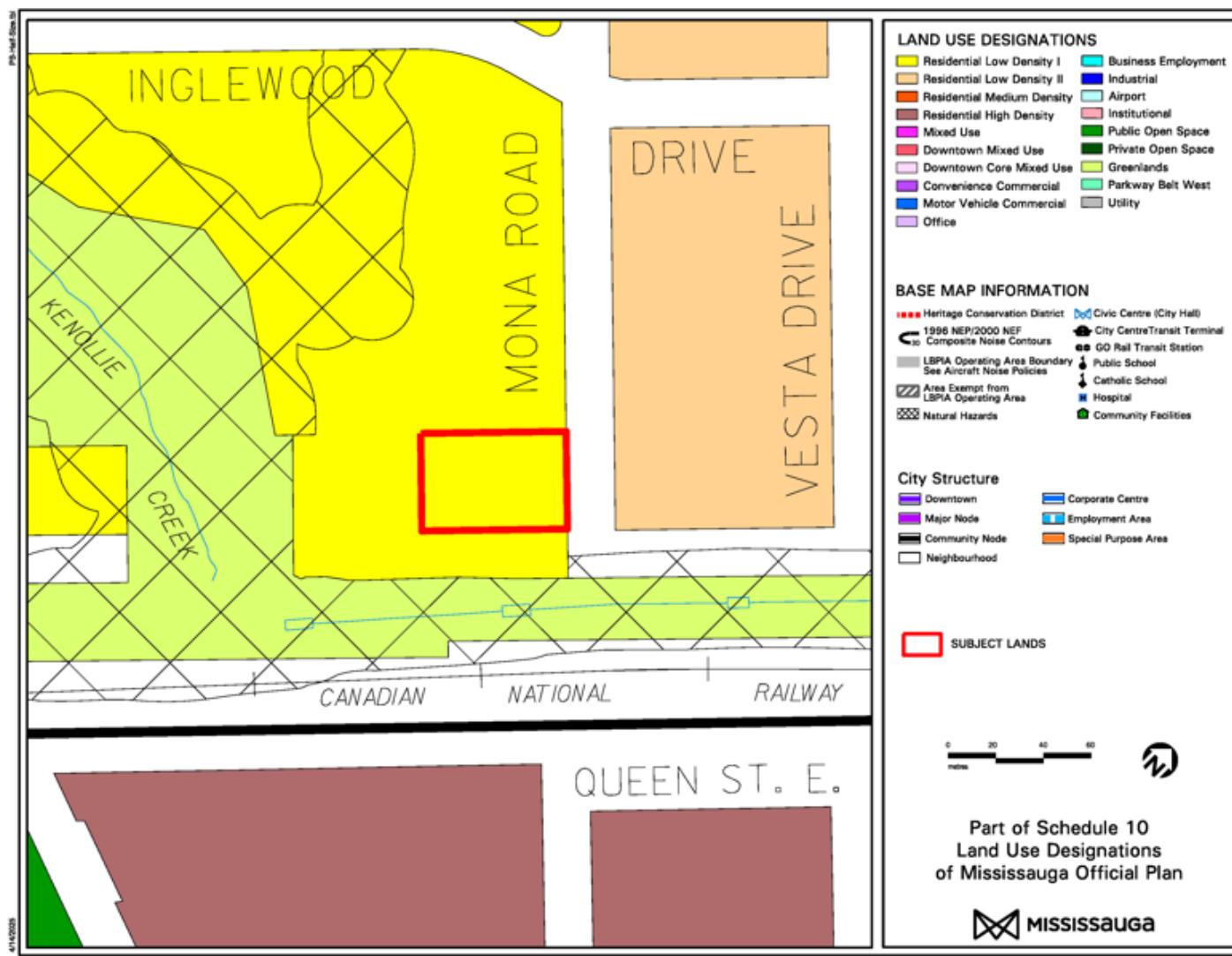


Proposed townhomes

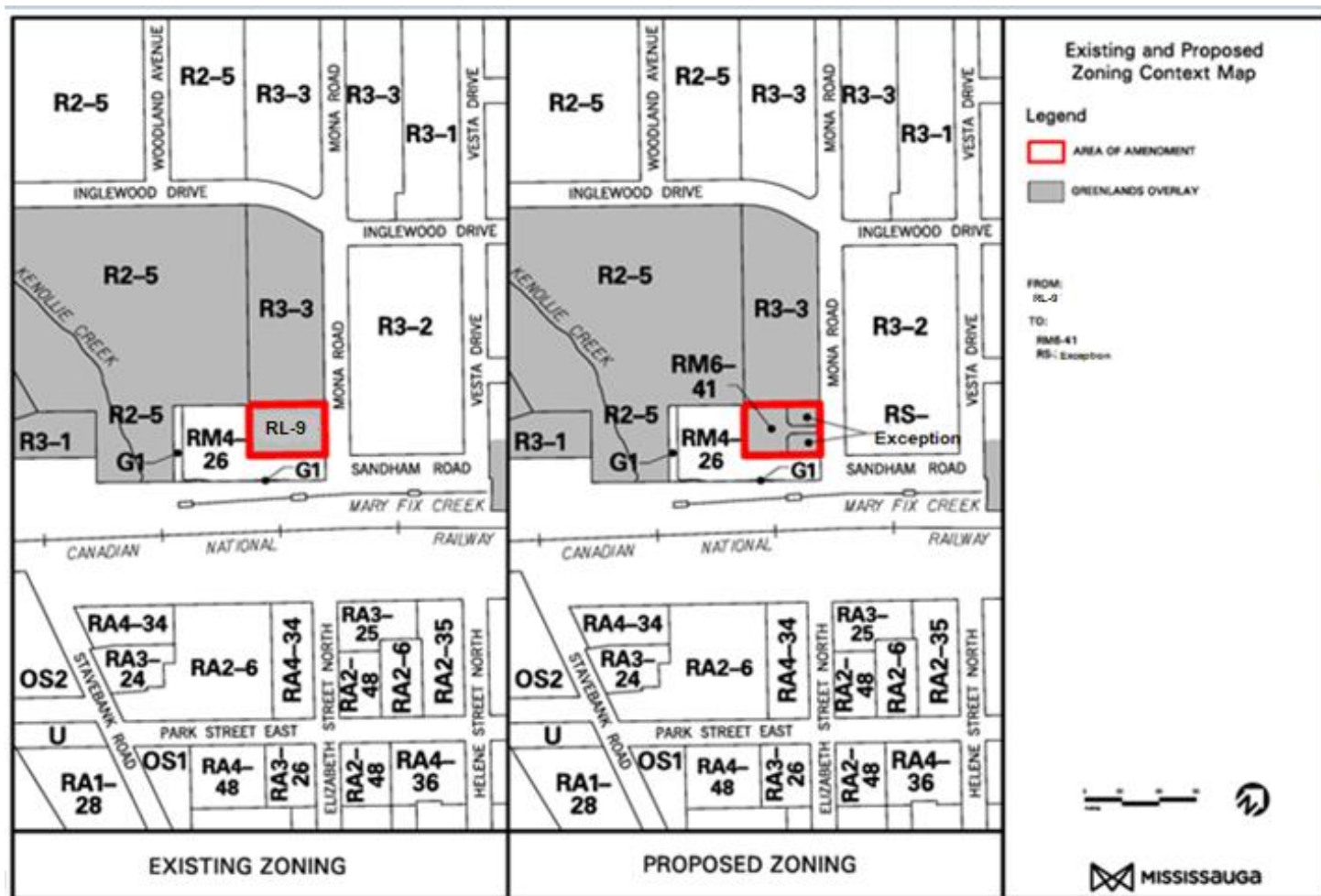
## 2. Development Proposal Statistics

Applications submitted:	Received: December 9, 2024 Deemed complete: January 23, 2025 120 days from complete application: May 22, 2025	
Developer/ Owner:	Queenscorp (Mona II) Inc.	
Applicant:	Queenscorp Inc.	
Site Area:	2 488.44 m <sup>2</sup> (30,617.3 ft <sup>2</sup> )	
Lot Coverage (per lot)	50%	
Total Number of Units:	10 units	
Height:	3 storeys / approximately 11 m (36.09 ft.)	
Landscaped Area:	Approximately 30-43% per lot	
Road Type:	Common element condominium private road (CEC)	
Anticipated Population:	32 *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
Resident Spaces	20	20
Visitor Spaces	2	0
Total	22	20

### 3. Existing Development Official Plan Map



#### 4. Existing and Proposed Development Zoning By-law Map





## 5. Applicant Proposed Zoning Regulations

Zone Regulations	Existing RL (Residential Large Lot) Zone Regulations	Proposed RM6 (Townhouses on CEC – Road) Zone Regulations	Proposed RM6-41 Exception Zone Regulations	Proposed RS– Exception Zone
Minimum Lot Frontage (Interior / Corner)	9 m (29.53 ft.) / 12 m (39.37 ft.)	5 m (16.4 ft.)	6 m (19.69 ft.)	7.9 m (25.92 ft.)
Minimum Lot Area	340 m <sup>2</sup> (3,659.73 ft <sup>2</sup> ) / 400 m <sup>2</sup> (4,305.56 ft <sup>2</sup> )	115 m <sup>2</sup> (1,237.85 ft <sup>2</sup> )	169 m <sup>2</sup> (1,819.1 ft <sup>2</sup> )	220 m <sup>2</sup> (2,368.06 ft <sup>2</sup> )
Maximum Lot Coverage	35%	N/A	N/A	51%
Minimum Front Yard (to garage face)	6 m (19.69 ft.)	6 m (19.69 ft.)	6 m (19.69 ft.)	6 m (19.69 ft.)
Minimum Interior Side Yard	1.8 m (5.91 ft.) unattached side	1.5 m (4.92 ft.) unattached side	1.2 m (3.94 ft.)	1.2 m (3.94 ft.)
Minimum Exterior Side Yard	6 m (19.69 ft.)	4.5 m (14.76 ft.)	N/A	1.2 m (3.94 ft.)
Minimum Rear Yard	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)	6 m (19.69 ft.)	5.5 m (18 ft.)
Maximum Height – Highest Ridge (sloped roof)	10.7 m (35.1 ft.)	10.7 m (35.1 ft.)	9.07 m (29.76 ft.)	11.69 m (35.35 ft.)
Maximum Driveway Width	5.2 m (17.06 ft.)	3 m (9.84 ft.)	3 m (9.84 ft.)	3.15 m (10.33 ft.)

<b>Zone Regulations</b>	<b>Existing RL (Residential Large Lot) Zone Regulations</b>	<b>Proposed RM6 (Townhouses on CEC – Road) Zone Regulations</b>	<b>Proposed RM6-41 Exception Zone Regulations</b>	<b>Proposed RS– Exception Zone</b>
Minimum Width of CEC road	N/A	7 m (22.97 ft.)	6 m (19.69 ft.)	N/A
Maximum encroachment of a porch or deck inclusive of stairs in the front yard	N/A	1.5 m (4.92 ft.)	3 m (9.84 ft.)	1.8 m (5.91 ft.)
Projection of a balcony in the front yard	1 m (3.28 ft.)	1 m (3.28 ft.)	1.2 m (3.94 ft.)	1.5 m (4.92 ft.)
Minimum width of sidewalk	N/A	2 m (6.56 ft.)	0.75 m (2.64 ft.)	N/A
Projection of the second and third storey	N/A	N/A	0.65 m (2.13 ft.)	1 m (3.28 ft.)
<p>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.</p>				

## 6. Departmental and Agency Comments

Agency / Comment Date	Comments
Region of Peel (March 18, 2025)	The Region of Peel has accepted the Functional Servicing Report and does not require any further revisions. The servicing drawing and waste management plan are missing dimensions which will be required on a revised drawing.
Dufferin-Peel Catholic District School Board and the Peel District School Board (February 6, 2025)	Neither school board raised objections to the proposed development regarding existing school facilities. Both school boards provided warning clauses to be included within the Subdivision Agreement. Refer to Section 7 for a summary of the surrounding school capacity.
Planning and Building Department – Park Planning Section (April 25, 2025)	<p>The parkland provision of 1.2 ha per 1000 people is being achieved with a current surplus of 2.2 ha of parking within the Mineola Neighbourhood Character Area that was established in the 2022 Parks Plan. The subject property is located within 800 m (2,624.67 ft.) of Harold E. Kennedy Park (P-110), however it is impeded by a railroad track to the east and major road to the north. Though the walking distance provision to a city-owned playground is not being met, staff note that due to the limited ability to secure a public park on-site and the surplus of parkland in the Mineola Neighbourhood Character Area, Cash-in-Lieu of Parkland Dedication will be required for this development.</p> <p>While City Forestry acknowledges and does not dispute the applicant's position that the subject property is no longer part of a contiguous woodland within the neighbouring Significant Natural Area (known as site MI7), the current proposal raises concerns relating to the Residential Woodland features within the property. Specifically, the removal of 23 trees – representing 70% of the trees on property (and 74% of the native tree species present) - would result in a significant loss of mature urban canopy. In keeping with the intent of the City's Official Plan policies relating to Residential Woodlands, we strongly recommend the exploration of an alternative buildable envelope that prioritizes the preservation of the existing mature tree canopy to the greatest extent possible. The loss of mature trees, particularly the Eastern White Pines, cannot be meaningfully mitigated through replacement plantings due to their age, size, and the rarity of mature pine stands within the City.</p>

Agency / Comment Date	Comments
<p>City Transportation and Works Department (April 23, 2025)</p>	<p>Two Traffic Impact Study (TIS) submissions were provided by GHD Ltd. in support of the proposed development. Each submission was reviewed and audited by staff. Based on the first submission, dated November 26, 2024, the study complied with the City's TIS guidelines and was deemed satisfactory. The study concluded that the proposed development is anticipated to generate 5 (1 in, 4 out) and 6 (4 in, 2 out) two-way site trips for the weekday AM and PM peak hours in 2029.</p> <p>With the traffic generated by the proposed development, the study area intersections and proposed vehicular access are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.</p> <p><b><u>Stormwater:</u></b></p> <p>The Functional Servicing Report (FSR) and Stormwater Management Report indicates that an increase in stormwater runoff will occur with the redevelopment of the site. To mitigate the change in impervious area from the proposed development and its impact on the receiving municipal drainage system, on-site stormwater management controls for the post-development discharge are required.</p> <p>The applicant has demonstrated a satisfactory stormwater servicing concept. The applicant is proposing to install a 200 mm culvert and headwalls under the new entrance to maintain drainage in the existing ditch along Mona Road. A Holding ('H') provision will be included in the Zoning By-law to ensure the final design meets municipal requirements.</p> <p><b><u>Environmental Compliance:</u></b></p> <p>The Phase One Environmental Site Assessment (ESA) dated June 25, 2024, prepared by Grounded Engineering Inc., has been received in support of the proposed development. The report indicated that the site is suitable for the proposed use and no further investigation is required at this time.</p> <p><b><u>Noise:</u></b></p> <p>A Noise &amp; Vibration Feasibility study prepared by GHD dated Oct. 30, 2024 evaluated the potential impact to and from the development, and recommended mitigation measures to reduce any negative impacts.</p> <p>Noise sources that may have an impact on this development include future rail traffic and vibration impacts due to rail traffic. The submitted noise assessment confirms that noise mitigation will be required, including special construction requirements, acoustic barriers and ventilation requirements</p>

Agency / Comment Date	Comments
	<p>such as central air conditioning, the details of which will be confirmed through the building permit process.</p> <p><b><u>Engineering matters</u></b></p> <p>The applicant has submitted a number of technical reports, plans and drawings, which need to be revised in accordance with City standards and additional technical details are required to comply with City requirements from an engineering standpoint. The application proposes the private utilities within the condominium road, a non standard location for a Common Element Condominium (CEC). This was reviewed by the utility companies and found to generally be acceptable.</p> <p>The Owner will be required to enter into a Development Agreement with the City to construct the required municipal works and include matters such as existing road and boulevard improvements and other municipal works as required.</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"> <li>- Alectra</li> <li>- City of Mississauga – Heritage</li> <li>- City of Mississauga – Fire</li> <li>- City of Mississauga – Parking</li> <li>- City of Mississauga – Arborist</li> <li>- Canada Post Corporation</li> <li>- Metrolinx</li> </ul>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>- Bell Canada</li> <li>- Credit Valley Conservation Authority</li> <li>- City of Mississauga – Transit</li> <li>- City of Mississauga – Urban Design</li> <li>- City of Mississauga – Public Art Coordinator</li> </ul>

Agency / Comment Date	Comments
	<ul style="list-style-type: none"><li>- Greater Toronto Airport Authority</li><li>- Trillium Health Partners</li><li>- CS Viamonde</li><li>- Enbridge</li><li>- Rogers</li></ul>

## 7. School Accommodation Summary

### The Peel District School Board

Student Yield	School Accommodation		
2 Kindergarten to Grade 6	Kenollie Public School	Queen Elizabeth Senior Public School	Port Credit Secondary School
1 Grade 7 to Grade 8			
1 Grade 9 to Grade 12	Enrolment: 185 Capacity: 245 Portables: 0	Enrolment: 337 Capacity: 262 Portables: 5	Enrolment: 1,333 Capacity: 1,203 Portables: 7

### The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
2 Junior kindergarten to Grade 8	St. Timothy Catholic Elementary School	St. Paul Catholic Secondary School
1 Grade 9 to Grade 12	Enrolment: 503 Capacity: 366 Portables: 10	Enrolment: 889 Capacity: 786 Portables: 0