

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.

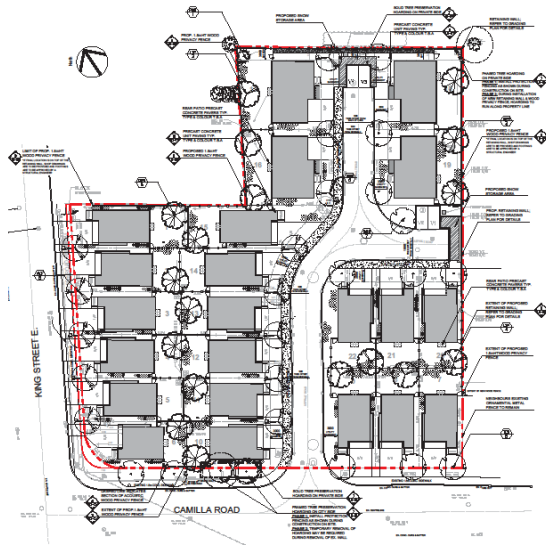
The site is within 100 metres of the Dundas Priority Major Transit Station Area (PMTSA) located along the Hurontario Light Rail Transit (HuLRT) corridor on Hurontario Street.

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

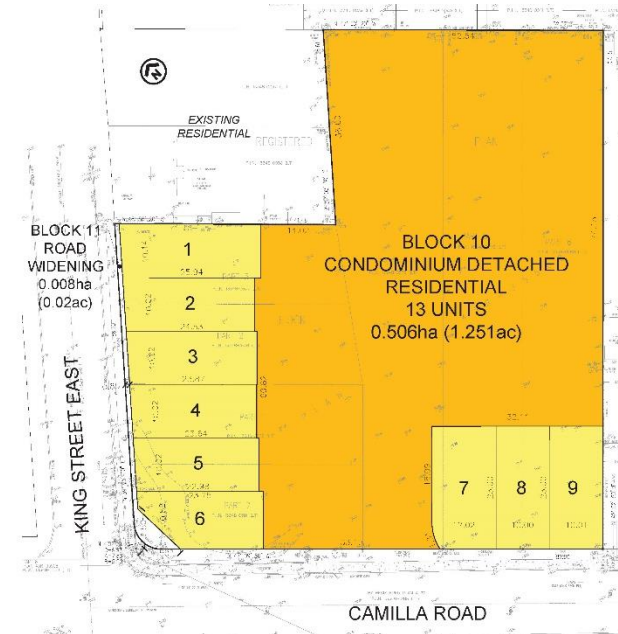
Prior to development of the lands, the applicant will be required to obtain site plan approval. No site plan application has been submitted to date for the proposed development.

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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