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# PLANNING JUSTIFICATION REPORT

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## **APPLICATION FOR ZONING BY-LAW AMENDMENT & DRAFT PLAN OF SUBDIVISION**

National Homes (1240 Britannia) Inc.  
1240 Britannia Road West  
City of Mississauga

March 25, 2020  
GSAI File #815-008

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**Planning Justification Report  
Zoning By-law Amendment and  
Draft Plan of Subdivision  
1240 Britannia Road  
City of Mississauga**

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## **1.0 INTRODUCTION**

Glen Schnarr & Associates Inc. was retained by National Homes (1240 Britannia) Inc., to provide professional planning advice and assist in obtaining the necessary planning approvals to allow for the redevelopment of the property municipally addressed as 1240 Britannia Road (the subject property) for a residential development consisting of 1 detached dwelling, 48 dual frontage townhouse dwellings and 60 standard townhouse dwellings including 6 secondary suites.

The purpose of this report is to outline the details of the proposed development and to evaluate it in the context of the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City of Mississauga Official Plan and Zoning By-law 0225 - 2007.

## **2.0 PUBLIC ENGAGEMENT & COORDINATION WITH CITY STAFF**

In addition to other statutory requirements, the *Planning Act* requires that a public consultation strategy be submitted with planning applications. The following provides a summary of the public engagement strategy for the proposed Zoning By-law Amendment and Draft Plan of Subdivision Applications.

Section 34 of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, requires a Council or Planning Authority to hold a least one statutory public meeting before deciding on such development applications to give the public an opportunity to make representations on the proposed development. A notice of the statutory public meeting will be given in accordance with City policy and application notice signs will be erected in appropriate locations on the property to raise awareness to interested parties and passersby.

As directed by City staff through the DARC meeting held January 22, 2020, a community open house was held on March 10, 2020 at the River Grove Community Centre to obtain informal public feedback on the preliminary development concept prior to the formal planning submission. The proposed development concept enclosed with this submission includes feedback obtained through the DARC process and from the community open house.

### **3.0 SITE DESCRIPTION & SURROUNDING LAND USES**

The subject property is located south of Britannia Road West and between the intersections of Whitehorn Avenue/Bidwell Trail and Britannia Road and Brookhaven Way/Douguy Boulevard and Britannia Road West (See *Figure 1 – Aerial Context*). The subject property has an area of approximately 2.24 hectares (5.54 acres) and lot frontages of approximately 126 metres (413.4 feet) on Britannia Road West and 120 metres (393.7 feet) on Galesway Boulevard. The property is currently occupied by two vacant detached dwellings. The property is legally described as:

PART OF LOT 5, CONCESSION 3, W.H.S., ALL OF LOTS 60 TO 69, BOTH INCLUSIVE & ALL OF BLOCKS 70 & 71, ALL OF BLOCK 75 (0.3 RESERVE), CABRERA CRESCENT, REGISTERED PLAN 43M-1563, CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL.

The adjacent lands to the east, south and west of the subject property are occupied by existing detached residential dwellings and lands to the north of Britannia Road West are occupied by townhouse dwellings. Within the broader area, the subject property is in close proximity to two existing commercial plazas generally located at the intersection of Britannia Road and Creditview Road to the west and Douguy Boulevard to the east. Collectively these plazas contain a mix of large format and specialty grocers, pharmacies, banks, medical/health services, restaurants and other services within an approximate 5-minute walk from the subject property.

A number of schools are located in the area including the following public and separate schools within a 10 to 25-minute walk from the subject property:

- Whitehorn Public Elementary School
- St. Raymond Catholic Elementary School
- Britannia Public Elementary School
- Ray Underhill Public Elementary School
- St. Gregory Catholic Elementary School
- St. Joseph Catholic Secondary School
- Our Lady of Good Voyage Catholic School
- Hazel McCallion Senior Public School
- Three public secondary schools are located within a 45-minute walk (or alternatively a 15-minute bike) from the subject property and include Streetsville Secondary School, Rick Hansen Secondary School, Mississauga Secondary School

The nearest public open spaces within a 5 to 10-minute walk of the subject property include Bidwell Trail Common, Mighty Oak Park, Garcia Park, Swinbourne Meadows. Collectively these parks provide access to sports fields, trails and play areas. In the broader community future residents will have access to other public parks, the park and trail network associated with the Credit River to the west and other public open spaces associated with the various nearby schools. In addition, the subject property is located near to the public Breabon Golf Course located to the south.



# FIGURE 1

## AERIAL CONTEXT PLAN

NATIONAL HOMES (1240 BRITANNIA) INC.  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

 Subject Property



Scale: N.T.S.  
March 25, 2020

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The nearest community centre is River Grove Community Centre located within a 25-minute walk or 7-minute bike of the subject property. The centre offers a range of services and activities including a fitness centre, indoor pool, gymnasium, rental spaces and planned programming.

The subject property is currently serviced by MiWay bus routes 37, 39, 43, and 314 which have nearby stops on Britannia Road at Whitehorn Avenue/ Bidwell Trail, Douguy Boulevard/ Brookhaven Way. Routes 37, 39 and 43 provide 20-30-minute headways between consecutive vehicles in both directions. Bus Route 314 is a school bus route, operating before and after school from Rick Hansen Secondary School, north to Britannia Road West and then south down Creditview Road. Collectively these routes provide service to local and regional destinations including the Erindale GO station, the Meadowvale Town Centre and Meadowvale Centre Transit Terminal.

The subject property is located directly adjacent to a multi-use trail along Britannia Road West and a signed bike route along Galesway Boulevard. In the broader area, these cycling networks connect to other multi-use trails and cycling facilities including along on Terry Fox Way and Creditview Road.

#### **4.0 PROPOSED DEVELOPMENT CONCEPT**

As shown on *Figure 2 – Development Concept Plan*, National Homes (1240 Britannia) Inc. is proposing to redevelop the subject property for a total of 109 residential dwellings including 1 detached dwelling, 48 dual frontage townhouse dwellings and 60 standard townhouse dwellings. Dual frontage townhouses are to be located along Britannia Road West and Galesway Boulevard. A total of 6 secondary suites are proposed within the end units of the townhouse blocks facing Britannia Road West (Lots 17, 24, 25, 30, 31, and 38) and are provided as an affordable housing option. The proposed secondary suites are discussed further in context of housing affordability in the Housing Report under separate cover enclosed with this application.

The proposed secondary suites are provided with a separate access from the external side yard and include one bedroom, kitchen, live space, bathroom and one dedicated parking spot. These units will offer rental options in the neighbourhood as well as flexibility for future homeowners in the use and financing of their homes. Each secondary suite will be approximately 55.7 m<sup>2</sup> (600 ft<sup>2</sup>) in size.

One vehicular access is proposed from Galesway Boulevard to provide access to the proposed townhouse dwellings via a common element condominium road. The proposed detached dwelling will have access from Cabrera Crescent. No public vehicular access is proposed between the terminus of Cabrera Crescent and the proposed condominium road. Parking is provided at a rate of two resident spaces per dwelling unit and a total of 27 visitor parking spaces inclusive of 2 barrier free space in accordance with the City's requirements.

A 606.9 m<sup>2</sup> (6,532.6 ft<sup>2</sup>) outdoor amenity area is provided in a central location with open access and visibility to the proposed condominium road. The outdoor amenity area is proposed to contain a shade structure, benches, tot lot and play area as well as 225m<sup>2</sup> (2,421.9 ft<sup>2</sup>) of open lawn which will provide for a flexible range of activities. The proposed standard townhouses are provided with private outdoor amenity space in the form of a back yard and patio off the second story. The proposed dual frontage townhouses are provided with private patio spaces.



**FIGURE 2**  
**DEVELOPMENT CONCEPT PLAN**

NATIONAL HOMES (1240 BRITANNIA) INC.  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

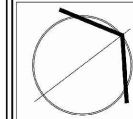
**GENERAL NOTES**

VERIFY ALL DIMENSIONS.  
DO NOT SCALE DRAWINGS.  
REPORT ANY DISCREPANCIES, DISCOVERED  
ERRORS, OR OMISSIONS TO THE LANDSCAPE  
ARCHITECT BEFORE PROCEEDING.  
IT IS ADVISED THAT CONTRACTORS CONTACT  
THE LANDSCAPE ARCHITECT PRIOR TO  
CONSTRUCTION TO ENSURE THE USE OF THE  
LATEST REVISED DRAWINGS.  
DRAWINGS AND SPECIFICATIONS ARE THE  
PROPERTY OF THE LANDSCAPE ARCHITECT.

**LEGEND**

- PROPOSED DECIDUOUS TREE
- BOULEVARD TREES TO BE PLANTED BY CITY
- EXISTING TREE TO BE PRESERVED
- PROPOSED CONIFEROUS TREE
- PROPOSED SHRUB
- SODDING AREA
- WOOD PRIVACY FENCE
- EXISTING WOOD PRIVACY FENCE
- BLACK VINYL CHAIN LINK FENCE
- COMMUNITY MAILBOX
- UNIT PAVING
- PRECAST CONCRETE PATIO

It is the responsibility of the Contractor and/or Owner to ensure that the drawings with the latest revisions are used for construction.



**SBK**  
STRYBOS BARRON KING  
LANDSCAPE ARCHITECTURE

PROJECT:  
**BRITANNIA ROAD  
RESIDENTIAL DEVELOPMENT  
CONDOMINIUM TOWNHOUSES**  
REGIONAL MUNICIPALITY OF PEEL  
BRITANNIA ROAD, MISSISSAUGA

DRAWING TITLE:  
**LANDSCAPE CONCEPT PLAN**

SCALE:  
1: 300  
DATE:  
MARCH 2020  
DRAWN BY:  
SS  
CHECKED BY:  
BB  
PROJECT No.  
20-5406  
DRAWING No.  
L000



Scale: N.T.S.  
March 25, 2020

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## 5.0 LAND USE POLICY ANALYSIS

As explained in the introduction, the purpose of this report is to outline the proposed development and evaluate the proposal in the context of the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City of Mississauga Official Plan. The following provides an overview of these land use policy documents and how consistency and conformity with these documents is achieved.

### 5.1 PROVINCIAL POLICY STATEMENT (2014)

Section 3 of the *Planning Act* requires that planning authorities be consistent with the Provincial Policy Statement (the PPS) when exercising any authority that affects planning matters.

The PPS provides planning direction on matters of provincial interest related to land use planning and development. It sets the policy foundation for regulating the development and use of land. The intent of the PPS is to provide for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment.

As set out in the PPS, Ontario's long-term prosperity, environmental health, and social well-being depend on a coordinated approach to wisely managing change and promoting efficient land use and development patterns to build strong and healthy communities. This is achieved by promoting environmental protection, public health and safety, economic growth, and strong, livable, healthy and compete communities (Section 1.0). The PPS must be read in its entirety, while considering all applicable policies and how they work together.

The PPS promotes efficient development patterns by directing growth to settlement areas and discouraging the unnecessary and inefficient expansion of these areas, encouraging the effective use of existing and planned infrastructure and by providing a range and mix of residential uses. Specifically, the PPS states that:

#### *1.1.1 Healthy, liveable and safe communities are sustained by:*

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;*
- f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;*

- g) *ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and,*
- h) *promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.*

*1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area.*

*Within settlement areas, sufficient land shall be made available through intensification and development and if necessary, designated growth areas.*

Section 1.1.3 contains policies for development within settlement areas. These policies are intended to ensure that land and resources are used wisely, development patterns are efficient, resources are protected, green spaces are promoted, and infrastructure and public service facilities are effectively used. Land use patterns within settlement areas shall be planned based on densities that will efficiently use land and resources. Appropriate locations and opportunities for intensification and development are to be promoted. Development standards that facilitate intensification, development and a compact form are also to be supported. Policies applicable to the proposed development indicate that:

*1.1.3.1 Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.*

*1.1.3.2 Land use patterns within settlement areas shall be based on:*

*a) densities and a mix of land uses which:*

- 1. efficiently use land and resources;*
- 2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- 3. minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- 4. support active transportation; and*
- 5. are transit-supportive, where transit is planned, exists or may be redeveloped.*

*b) a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated;*

*1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*

*Intensification and redevelopment shall be directed in accordance with the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety; and*

*1.1.3.4 Appropriate redevelopment standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*

*1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.*

The settlement area policies of the PPS direct growth management objectives to require infrastructure and to facilitate redevelopment in areas well serviced by infrastructure and public facilities. As noted in 1.1.3.6, new development should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities.

The subject property is located within a Settlement Area and the Built-Up Area where growth and development are to occur. The proposed development achieves a compact, intensified mix of residential uses in an area with existing infrastructure and public services facilities (including servicing, transit and various community services and amenities). As such, the proposed development will contribute to the intensification targets established by the Province for the built-up area.

The proposed development will contribute to an appropriate mix of housing options including family-oriented housing and secondary suites which will offer affordable rental options in the community.

Public health and safety requirements are addressed by locating the proposed building outside of the municipal easements in accordance with minimum setback requirements for the respective easements. A Noise Feasibility Study, Urban Transportation Considerations Report and Phase I Environmental Impact Assessment were also prepared to assess impacts on public health and safety. From a noise perspective, the proposed development will meet required noise standards subject to recommended standard noise control measures. The Urban Transportation Considerations Report confirmed that the single access from Galesway Boulevard was enough to provide needed access to the proposed development and that projected vehicular trips can be safely accommodated by the existing signalized and unsignalized intersections of the surrounding area.

A Phase One ESA has identified that further investigation is required to assess its findings and give direction for addressing identified sources of contamination. These studies indicate that the proposed development is expected to meet all applicable criteria through the preparation of a Phase Two ESA and as such will not negatively impact public health and safety. Please see Section 7.0 of this report for a summary of the conclusions and recommendations from these reports or refer to the enclosed reports directly for greater detail.

The proposed development represents an efficient and compact use of land in an area desirable for intensification. In addition, the site is located within walking distance to a number of daily community amenities which will encourage the use of lower carbon modes of transportation including transit and active transportation. The proposal therefore supports the creation of a complete community, achieves a sustainable land use pattern and promotes sustainable travel behaviours. As identified within the enclosed Arborist Report, 71 existing trees require removal due to the proposed development and 10 trees will be preserved. The enclosed Concept Landscape Plan illustrates a total of 160 new trees as well as various shrubs, perennials and ornamental grasses are proposed throughout the subject property (to be confirmed through the site plan approval process and subject to change). This represents a near doubling of the existing number of trees on the subject property which will positively contribute to local biodiversity and climate change mitigation including shade and carbon sequestration in an urbanized area.

Housing policies are found in Section 1.4 of the PPS. These policies provide for an appropriate range and mix of housing typologies and densities as follows:

- 1.4.1 To provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*
- a) maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
  - b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

To achieve this, the PPS encourages, in part, the redevelopment of new housing through residential intensification and redevelopment in locations where it can take advantage of existing and planned infrastructure and public services facilities. The applicable policies indicate that:

- 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:*
- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households. However, where planning is conducted by an upper-tier municipality,*

*the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*

*b) permitting and facilitating:*

- 1. all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements; and*
- 2. all forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3;*

*c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*

*d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be redeveloped; and*

*e) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

The proposed residential development is consistent with the housing policies of the PPS. It increases the inventory of family-friendly housing options on the property through intensification where there are appropriate levels of infrastructure, public service facilities, transit and active transportation facilities available. The proposed density will in turn support the use and sustained operation of public infrastructure and facilities including public transit. In addition, the proposal contains the provision of 6 secondary suites which contribute to the mix of housing options in terms of tenure, affordability and size. It also provides future potential purchasers of these primary units with flexibility in the use and financing of their home.

Section 1.6.7 contains policies for the provision of transportation systems that are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs. The transportation policies applicable to the proposed development indicate that:

*1.6.7.2      Efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible;*

*1.6.7.4      A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*

*1.6.7.5      Transportation and land use considerations shall be integrated at all stages of the planning process.*

The proposal is consistent with the applicable policies of Section 1.6 of the PPS as it will be serviced through the extension of existing water and wastewater infrastructure, which is the preferred form of servicing in settlements areas. The proposed development therefore contributes to the optimization of the use of existing infrastructure. This is demonstrated in the Functional Servicing and Stormwater Management Report prepared by Urbantech Consulting enclosed with this submission which confirms that the proposed development can be accommodated by existing municipal sanitary, water and storm sewer infrastructure.

The proposed development also supports the use of existing transit, and future dedicated cycling lanes along Britannia Road by providing an intensified development that provides additional dwelling units that are connected to these routes. Alternative modes of transportation are therefore supported in accordance with the policies of the PPS.

Given the close proximity to a wide range of community amenities including transit, shops, parks and schools, future residents are provided the option to use active modes of transportation and transit to conveniently access these services. Opportunities for decreased reliance on private automobile travel are therefore provided, consistent with the policies of the PPS.

Based on the above analysis, it is our opinion that the proposed development is consistent with the PPS.

It should be noted that the updated PPS (2020) will come into effect on May 1, 2020. The policies of the PPS (2014) reviewed in this Section reflect the policies of the PPS (2020), and as such the proposed development continues to be consistent with the policies of the PPS (2020).

## **5.2 THE GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (MAY 2019)**

The Growth Plan for the Greater Golden Horseshoe (the Growth Plan) builds on the policy directions contained in the PPS and in this regard, is intended to function as a policy framework for achieving complete communities, a thriving economy, a clean and healthy environment, and social equity by managing growth in the Greater Golden Horseshoe (GGH) Region. Complete communities offer and support opportunities for people of all ages and abilities to conveniently access most of the needs for daily living, including an appropriate mix of jobs, local stores, services, and a full range of housing, recreation and public service facilities, and active transportation options. They are age friendly and may take different forms and shapes appropriate to their context.

The Growth Plan facilitates this vision by reinforcing the need to direct growth to settlement areas that have the capacity to accommodate growth, and prioritizing intensification within these areas. A range and mix of housing options, including affordable housing, to serve all sizes, incomes and ages of households is supported. Promoting transit and ensuring that there are adequate water and wastewater services to support growth are also key components of the Growth Plan. The policies contained in the Growth Plan guide infrastructure, transportation and land use planning in the GGH. The goal of the Growth Plan is to enhance the quality of life for residents. The policies of the Growth Plan must be read in a manner that recognizes that it is an integrated policy framework. It must also be read in conjunction with other provincial plans and the PPS.

Specifically, Sections 2.2.1 – Managing Growth and 2.2.2 – Delineated Built-Up Areas state:

*2.2.1 Managing Growth*

2. *Forecasted growth to the horizon of this Plan will be allocated based on the following:*
  - a. *the vast majority of growth will be directed to settlement areas that:*
    - i. *have a delineated built boundary;*
    - ii. *have existing or planned municipal water and wastewater systems; and*
    - iii. *can support the achievement of complete communities;*
  - c. *within settlement areas, growth will be focused in:*
    - i. *delineated built-up areas;*
    - ii. *strategic growth areas;*
    - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
    - iv. *areas with existing or planned public service facilities;*
  - d. *development will be directed to settlement areas, except where the policies of this Plan permit otherwise; and*

The development concept proposes an increase in residential density within an existing Settlement Area and the Delineated Built-Up Area and will utilize existing municipal infrastructure and services. The proposal will also support the use of existing transit and active transportation infrastructure. The proposal will contribute to the creation of a complete community by expanding the options for housing in the community and promoting intensification within a well serviced area containing a range of commercial, institutional, recreational and other uses that will meet the daily needs of future residents.

The Growth Plan recognizes that well planned and optimized infrastructure is important to the viability of communities and to economic competitiveness, quality of life, and the delivery of public services. It provides the framework to guide and prioritize infrastructure planning and investments in the GGH to support and accommodate forecasted growth.

With respect to the establishment of complete communities, Policy 2.2.1.4 Managing Growth provides that:

3. *Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:*
  - c. *provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form.*
4. *Applying the policies of this Plan will support the achievement of complete communities that:*
  - a. *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*

- b. *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c. *provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d. *expand convenient access to:*
  - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
  - ii. *public service facilities, co-located and integrated in community hubs;*
  - iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
  - iv. *healthy, local, and affordable food options, including through urban agriculture;*
- e. *provide for a more compact built form, and a vibrant public realm, including public open spaces; and*
- f. *mitigate and adapt to climate change impacts, improve resilience, and reduce greenhouse gas emissions, and contribute to environmental sustainability.*

The proposed development delivers a mix of residential units that are conveniently located close to existing local stores, services, schools, recreational opportunities, and transportation options. The inclusion of affordable secondary suites contributes to a greater mix of housing options that suite various housing needs and income levels. Opportunities to live, work and play are therefore provided.

It contributes to the creation of an attractive public realm along Britannia Road West and Galesway Boulevard by providing landscaped frontages, high quality architectural design and residential uses facing these streets. The proposed outdoor amenity area is centrally located with open access from the proposed condominium road and contains an open lawn and play structure which will support a range of activities.

As shown in the Site Section drawings enclosed with this submission, grading is planned to match the adjacent properties to the west and east on Cabrera Crescent and Candlebrook Court. In addition to the proposed rear yard setbacks, fencing, and existing and future new trees, the proposed development will provide an appropriate transition to the adjacent properties and minimize overlook.

The proposed development conforms to the Growth Plan as it supports existing transit and active transportation options in an area that is appropriately serviced. Given the location of the subject property adjacent to these transportation options, opportunities for reduced dependence on the automobile and a reduction in green-house gas emissions are provided.

Section 2.2.2 - Delineated Built-up Areas, establishes the growth targets for development within delineated built-up areas. The policies applicable to the proposed development indicate that:

### *2.2.2 Delineated Built-Up Areas*

- 1. By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:
  - a. A minimum of 50% of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area.**
- 2. Until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply.*
- 3. All municipalities will redevelop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:
  - c. encourage intensification generally throughout the delineated built-up area;*
  - d. ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
  - e. prioritize planning and investment in infrastructure and public service facilities that will support intensification; and*
  - f. be implemented through official plan policies and designations, updated zoning and other supporting documents.**

The proposed development represents a desirable form of intensification in an ideal location to accommodate growth. The subject property is located within the Region of Peel Urban Area and the City of Mississauga Urban System. The proposed development therefore contributes to the achievement of the City's minimum intensification targets within the built-up area and conforms to the policy encouraging intensification generally throughout that area. As described previously, the proposal ensures that the property is design in a manner that supports the achievement of a complete community and will achieve a level of intensification that optimize the use of existing infrastructure and public service facilities.

The Section 2.2.6 of Growth Plan provides the following policy direction for housing:

- "1. Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:
  - a. support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:
    - i. identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents; and***

- ii. *establishing targets for affordable ownership housing and rental housing;*
  - b. *identify mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a);*
  - c. *align land use planning with applicable housing and homelessness plans required under the Housing Services Act, 2011; and*
  - d. *implement policy 2.2.6.1 a), b) and c) through official plan policies and designations and zoning by-laws.*
2. *Notwithstanding policy 1.4.1 of the PPS, 2014, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:*
- a. *planning to accommodate forecasted growth to the horizon of this Plan;*
  - b. *planning to achieve the minimum intensification and density targets in this Plan;*
  - c. *considering the range and mix of housing options and densities of the existing housing stock; and*
  - d. *planning to diversify their overall housing stock across the municipality.*

The proposed development contributes to a mix and range of housing options by increasing the inventory of family-friendly housing as well as 6 secondary suites that can offer new affordable rental opportunities that expand to meet more diverse housing needs, in particular that of middle income households and smaller household sizes.

The proposed secondary suites will contribute to the mix of housing options in terms of tenure, affordability and size and therefore can suite the needs of young adults, older adults as well as provide options for multi-generational living within the local community. As indicated previously, it provides future potential purchasers of these primary units with flexibility in the use and financing of their home, therefore may support some households in their ability to afford homeownership.

For these reasons, the proposal demonstrates conformity with the Growth Plan's objectives for promoting intensification, complete communities and the efficient use of and support for infrastructure and public service facilities. The locational advantages of the subject property provide ease of access to a mix of uses and transportation options.

### **5.3 REGION OF PEEL OFFICIAL PLAN (Office Consolidation December 2018)**

The Region of Peel Official Plan (the ROP) outlines policies and strategies that reflect and conform to the policy directions of the PPS, Growth Plan and other provincial plans. The ROP indicates that the Region's primary role is to provide broad policy directions on strategic matters such as the management of land and natural resources, growth strategies, housing, economic development, water and wastewater services, solid waste management, transportation, and health and social services. The structuring of communities and neighbourhoods and their internal configuration are the responsibilities of the local municipalities provided the overall planning vision for Peel and the policies of the ROP are adhered to.

The policies and strategies contained in the ROP support growth and development that takes place in a sustainable manner by integrating physical, environmental, economic, social, and cultural considerations. To achieve this framework, the Plan defines a Regional land use structure and allocates growth to the four local municipalities within Peel. This structure represents Peel's basic position on the use of land within its planning area and is the framework within which Local Official Plans, amendments and by-laws are prepared. The following sections demonstrate the proposed development's conformity with the Region of Peel Official Plan.

It is the goal of the Region of Peel to:

- 5.1.2 *To provide a diversity of healthy complete communities for those living and working in Peel Region, offering a wide range and mix of housing, employment, and recreational and cultural activities. These communities will be served and connected by a multi modal transportation system and provide an efficient use of land, public services, finances and infrastructure, while respecting the natural environment, hazards, and resources and the characteristics of existing communities in Peel.*

As shown in *Figure 3 – Schedule D – Regional Structure*, the subject property is located within the Regional Urban Boundary, where urban growth is to occur. Development and redevelopment within the Regional Urban Boundary will take place in a timely, orderly and sequential manner, making the efficient use of available services. Lands within the Regional Urban Boundary are identified as the Urban System.


Section 5.3 of the ROP notes that the Urban System is comprised of a variety of communities that contain diverse living, working and cultural opportunities. The Region has general objectives and policies for lands in the Urban System, which include the following:

- 5.3.2.2 *Direct urban development and redevelopment to the Urban System within the 2021 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans; and*
- 5.3.2.3 *Plan for the provision and financing of Regional services so as to efficiently use existing services and infrastructure, and generally accommodate a pattern of compact forms or urban development and redevelopment.*
- 5.3.2.6 *Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:*
- a) *support the Urban System objectives and policies in this Plan;*
  - b) *support pedestrian-friendly and transit-supportive urban development;*
  - c) *provide transit-supportive opportunities for redevelopment, intensification and mixed land use.*



**FIGURE 3**  
**REGION OF PEEL**  
**SCHEDULE D, REGIONAL STRUCTURE**

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- d) *support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles.*

The proposed development contributes to the development of a healthy community by providing compact residential use on an underutilized parcel of land that is in close proximity to a variety of commercial, recreational, service and other uses. It is immediately adjacent to existing transit routes on Britannia Road West and provides additional opportunities for residents to use, and therefore support, existing transit and future transit/active transportation initiatives to reduce dependency on the private automobile.

The proposed development is pedestrian friendly as it offers pedestrian connections to Britannia Road West and Galesway Boulevard and provides sidewalks along the length of all proposed roads. The proposed outdoor amenity area is directly open and accessible from the sidewalk. Landscape treatments along the public roads and proposed private roadway will contribute to a pleasant and attractive public realm. The proposed development creates a new north-south pedestrian access from Galewasy Boulevard and Britannia Road West that will enhance walkability for the broader community.

The proposed density and housing typology are compatible with the surrounding neighbourhood context. The proposed townhouse dwellings and single detached dwelling are permitted housing forms as per the Mississauga Official Plan and are a desirable form of intensification for the area, particularly given its location along Britannia Road West, a major roadway with existing transit routes. With regards to transition to the adjacent residential properties to the west and east on Cabrera Crescent and Candlebrook Court, respectively, the proposed development provides a rear yard setback of 7.0m as well as deciduous tree plantings (existing trees to be preserved as well as future new additional trees). As shown in the Site Section drawings enclosed with this submission, grading is planned to match the adjacent properties to the west and east on Cabrera Crescent and Candlebrook Court, which will achieve an appropriate transition in height. These measures provide for an appropriate separation as well as visual screening to prevent concerns of overlook.

Policies for managing growth are found in Section 5.5 of the ROP. These policies speak to providing complete communities. Decision-making regarding land development is to ensure that compact, vibrant and complete communities are achieved. To ensure growth management objectives are achieved, the ROP identifies specific growth management policy areas such as urban growth centres, built-up areas and complete communities. General objectives for growth management applicable to the subject property include the following:

- 5.5.1.1 *To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly the urban growth centres, intensification corridors and major transit service areas.*
- 5.5.1.5 *To optimize the use of existing and planned infrastructure and services.*
- 5.5.1.6 *To support planning for complete communities in Peel that are compact,*

*well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.*

The proposed development conforms to the growth policies of the ROP. It directs growth to the built-up area and optimizes the use of existing infrastructure and services through intensification of currently underutilized land. Through intensification, the proposed development also achieves a transit-supportive density. The proposed development also contributes to a complete community as it is transit-supportive, will improve the availability and mix of unit types including secondary suites and provide convenient access to transit, retail, services, parks and other community amenities.

The Region's general policies for growth management:

- 5.5.2.1 *Direct the area municipalities to incorporate official plan policies to redevelop complete communities that are compact, well-designed, transit oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and services.*
- 5.5.2.2 *Direct a significant portion of new growth to the built-up areas of the community through intensification.*

The proposal conforms to Section 5.5.2. of the ROP by accommodating growth that supports multiple transportation modes and through intensification of an existing site within an already built up area. An appropriate form of compact housing, as supported by the City of Mississauga Official Plan is provided in an area with convenient access to retail, services and public parks among other uses.

Section 5.5.3 - Intensification indicates that a significant portion of new growth should be directed to built-up areas. Compact urban form and intensification are also promoted. The general intensification objectives relevant to the proposed development include the following:

- 5.5.3.1.1 *To achieve compact and efficient forms.*
- 5.5.3.1.2 *To optimize the use of existing infrastructure and services.*
- 5.5.3.1.4 *To intensify development on underutilized lands.*
- 5.5.3.1.5 *To reduce dependence on the automobile through the development of mixed use, transit-supportive, pedestrian-friendly urban environments.*
- 5.5.3.1.6 *To optimize all intensification opportunities across the region.*

The Region's general policies for intensification relevant to the proposed development include the following:

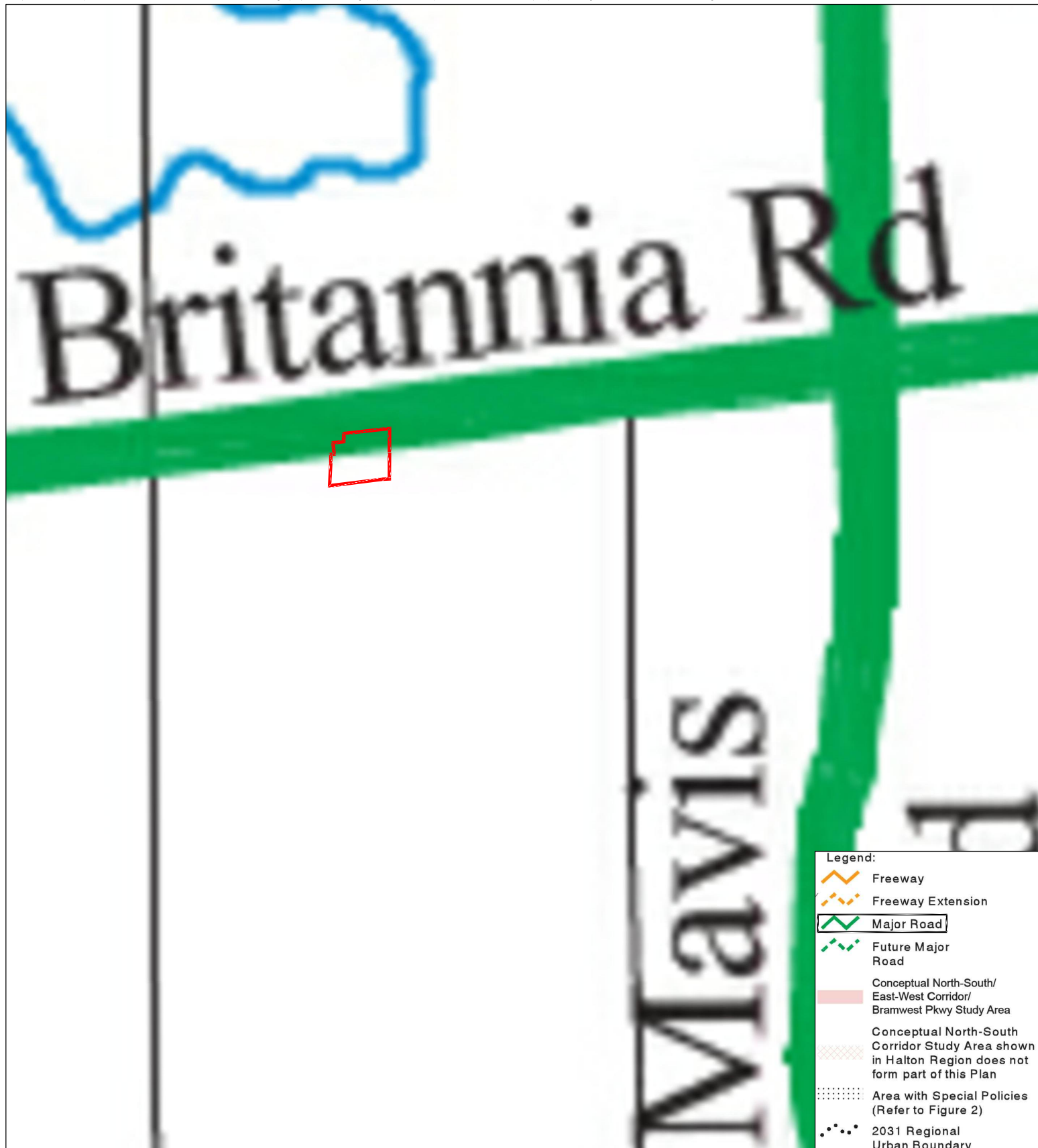
*It is the policy of Regional Council to:*

- 5.5.3.2.2 *Facilitate and promote intensification*
- 5.5.3.2.3 *Accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area.*
- 5.5.3.2.5 *Require that by 2016 and for each year thereafter, a minimum of 50 percent of the Region's residential development be within the built-up area.*
- 5.5.3.2.7 *Require the area municipalities to redevelop intensification strategies that, among other things, identify intensification areas such as urban growth centres, intensification corridors, urban nodes, major transit station areas and other intensification areas to support a mix of residential, employment, office, institutional and commercial development where appropriate, and to ensure development of a viable transit system.*

For the reasons stated previously, the proposed development conforms to the policies contained within Sections 5.3 and 5.5 of the ROP. The subject property is within the Urban System and the proposed development directs growth to the built-up area through intensification of an underutilized parcel of land, which will utilize existing infrastructure and services and capitalize on infrastructure investment.


The proposed development provides residential intensification in an area identified for this type of development. The location of the subject property along existing public transit routes provides an opportunity to realize the lands' planned function for intensification in accordance with the growth management and intensification policies of the ROP.

The ROP contains policies for the transportation system in Peel and for Regional Services. Objectives and policies related to the transportation system are set out in Section 5.9, which indicates that the transportation system in Peel is comprised of a network of freeways, major roads, local roads, high occupancy vehicle lanes, public transit systems, airports, rail lines, intermodal terminals, sidewalks, and bikeways and trails that serve the communities in Peel Region. As shown in *Figure 4 - Schedules E – Major Road Network* indicate that Britannia Road West is a Major Road in the Region's transportation system.



**FIGURE 4**  
**REGION OF PEEL**  
**SCHEDULE E, MAJOR ROAD NETWORK**

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The Region's general objectives and policies for the transportation system relevant to the proposed development include:

*5.9.1 General Objectives*

*5.9.1.2 To develop and promote a sustainable, safe, efficient, effective and integrated multi-modal transportation system.*

*5.9.1.4 To promote and encourage the increased use of public transit and other sustainable modes of transportation.*

*5.9.1.5 To optimize the use of the Region's transportation infrastructure and services.*

*5.9.1.7 To minimize adverse environmental and human health impacts caused by transportation and support transportation alternatives that foster improved health and well-being in the Region.*

*5.9.2 General Policies*

*5.9.2.5 Optimize the use of existing and new Regional transportation infrastructure to support growth in an efficient, compact form, and encourage the area municipalities to do the same for infrastructure under their jurisdiction.*

*5.9.2.11 Ensure, in accordance with the requirements of the Region and the area municipalities, that development only proceed with adequate existing or committed improvements to regional transportation capacity and, if necessary, development be phased until that capacity is or will be available.*

As indicated previously, the proposed development supports the existing multi-modal transportation system as it provides additional density adjacent to a Major Road. It is transit supportive as it provides convenient access to Britannia Road West, which is serviced by existing transit options that provide connectivity to the surrounding area and regional transit connections. Transit supportive intensification is therefore provided as noted by the ROP. The proposed development contributes to maximizing the capacity of the transportation systems and supports transportation alternatives that improves sustainable and healthy travel behaviours in the region. As confirmed through the Urban Transportation Considerations Report enclosed with this submission, the proposed development can be accommodated by the existing transportation network with a single access on Galesway Boulevard. Further, the Noise Feasibility Study enclosed with this submission concluded that the proposal is feasible from a noise perspective subject to the implementation of recommended noise mitigation measures.

Section 5.9.4, 5.9.5 and 5.9.10 of the Regional Official Plan provides policies and objectives related to the Major Road Network, Inter- and Intra-Municipal Transit Network and active transportation, respectively. The Major Road Network in Peel provides for inter- and intra-municipal travel, including transit, within Peel and for connections to other regions/municipalities

and the Provincial Freeway Network. Section 5.9.10 indicates that active transportation offers an alternative to trips made by automobile, especially for trips covering short distances. Increasing the share of trips made by active transportation would also help increase the sustainability of the transportation system, reduce transportation related pollutant emissions, provide health benefits and increase peoples' connection to their communities.

In particular, the ROP refers to supporting the use of sustainable modes of transportation and ensure safe vehicular access to the Region's major road network. Section 5.9.4, 5.9.5 and 5.9.10 provide the following applicable policies:

- "5.9.4.2.11 Control frontage development and vehicular access onto Regional roads consistent with relevant Regional By-laws.*
- 5.9.4.2.12 Control access to Regional roads so as to optimize traffic safety and carrying capacity, and control the number and location of intersections with Regional roads in consultation with the affected area municipality.*
- 5.9.4.2.13 Protect residential development adjacent to Regional roads from vehicular noise through appropriate noise mitigation, planning and design, and by ensuring the provision of noise attenuation measures at the time of development.*
- 5.9.5.2.10 Encourage the intensification of residential and non-residential development at nodes and mobility hubs and along corridors to support a higher level of transit services and other sustainable modes.*
- 5.9.10.1.1 To increase the share of trips made using active transportation.*
- 5.9.10.1.2 To encourage and support the development of a safe, attractive, accessible and integrated network of bicycle and pedestrian facilities that enhances the quality of life, and promotes the improved health, of Peel residents.*
- 5.9.10.2.4 Encourage the area municipalities to promote land uses which foster and support the use of active transportation."*

The proposed development conforms to the above policies of the ROP. Vehicular access to Britannia Road West is not provided, and therefore contributes to the control, safety and function of the Region's major road. As demonstrated in the Urban Transportation Considerations Report prepared by BA Group, a secondary access to Britannia Road West is not required and projected traffic demand from the proposed development can be adequately accommodated by the proposed private condominium road network and single access to Galesway Boulevard.

The Noise Feasibility Study prepared by HCG Engineers Ltd. identifies noise exceedances along Britannia Road West that can be mitigated through a number of required noise control measures such as central air conditioning for townhouses along Britannia Road West, among others. With

the implementation of the recommended noise mitigation strategies, the proposed development will meet MECP noise guidelines.

As indicated in the Mississauga Official Plan, the subject property is located within the Britannia Road Corridor with existing transit service. As noted previously, the proposed development achieves a transit-supportive density that will encourage a higher level of transit use and other sustainable modes of transportation.

The proposed development achieves a land use pattern, site design and urban form that will foster and support the use of active transportation and contribute to a safe, convenient and accessible active transportation network. The subject property is within convenient walking distance to transit options on Britannia Road West as well as existing commercial, educational, public open space and other uses in the local area. The proposed development will implement bike parking to encourage cycling and the use of the existing multi use trail along Britannia Road West.

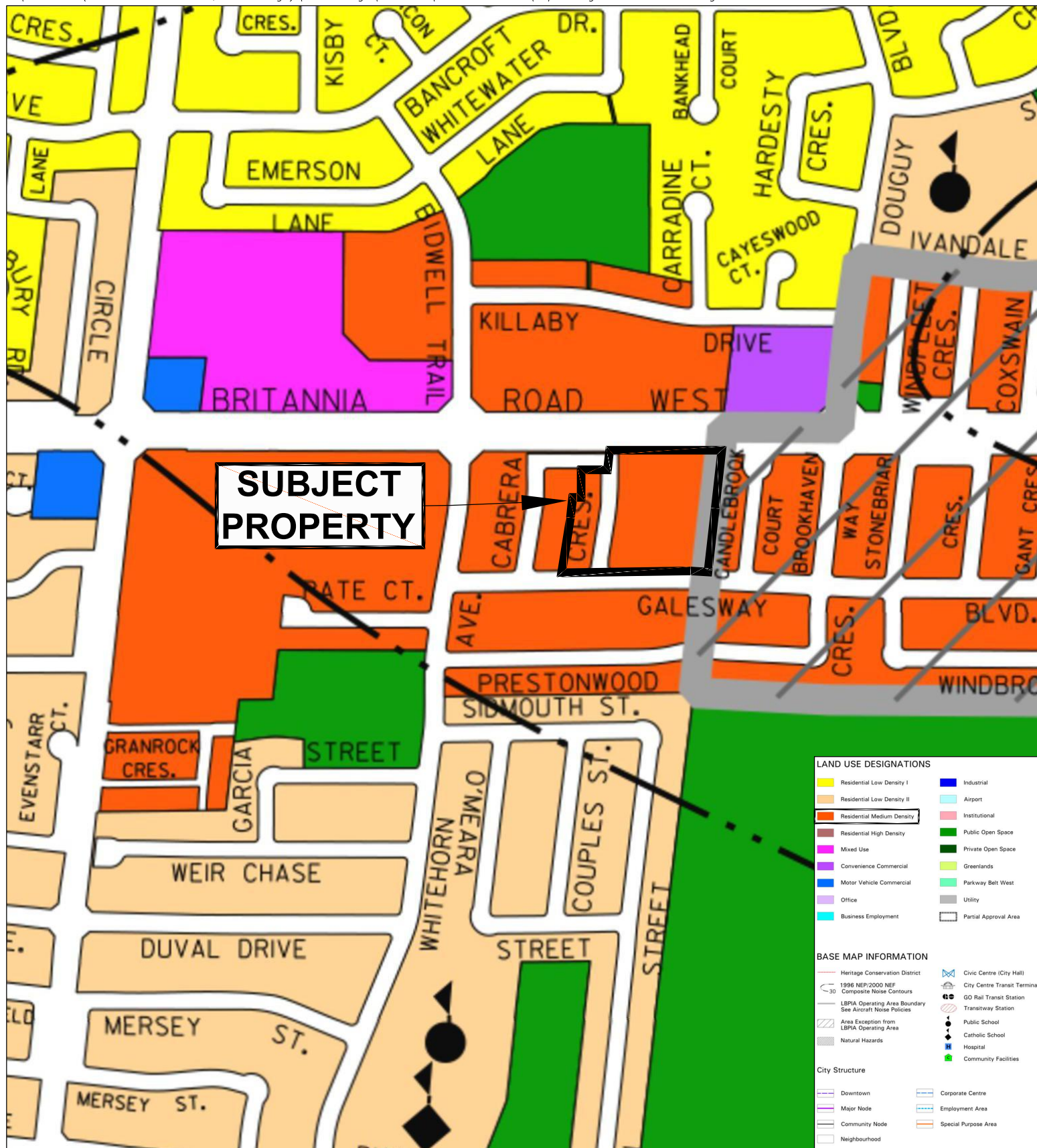
As per the rationale provided in this Section, it has been demonstrated that the proposed development in its current configuration is in conformity with the intent and applicable policies of the Region of Peel Official Plan.

#### **5.4 CITY OF MISSISSAUGA OFFICIAL PLAN (Office Consolidation March 13, 2019)**

The City of Mississauga Official Plan (the MOP) provides direction for the City's growth and articulates a vision for a future Mississauga through specific guidance in the ongoing evolution of the city. The MOP provides planning policies to guide the city's development to the year 2031, as required by Provincial legislation. The MOP provides policies to manage and direct the physical change of the city and the effects of such change on the social, economic, cultural and natural environment as well as to set out the goals, objectives and policies to guide future development, development and intensification within the City. It also forms the basis for detailed land use designations and urban design policies.


As shown on *Figure 5 – Schedule 10, General Land Use Designations*, the subject property is designated Residential Medium Density. They are also designated Neighbourhood as per *Figure 6 – Schedule 1, Urban System*. The site is also located within the Britannia Road West Corridor as shown on *Figure 7 – Schedule 1c, Urban System- Corridors*.

The following sections demonstrate how the proposed development aligns with the overall objectives and policies of the City of Mississauga Official Plan.



**FIGURE 5**  
**CITY OF MISSISSAUGA - OFFICIAL PLAN**  
**SCHEDULE 10, GENERAL LAND USE**

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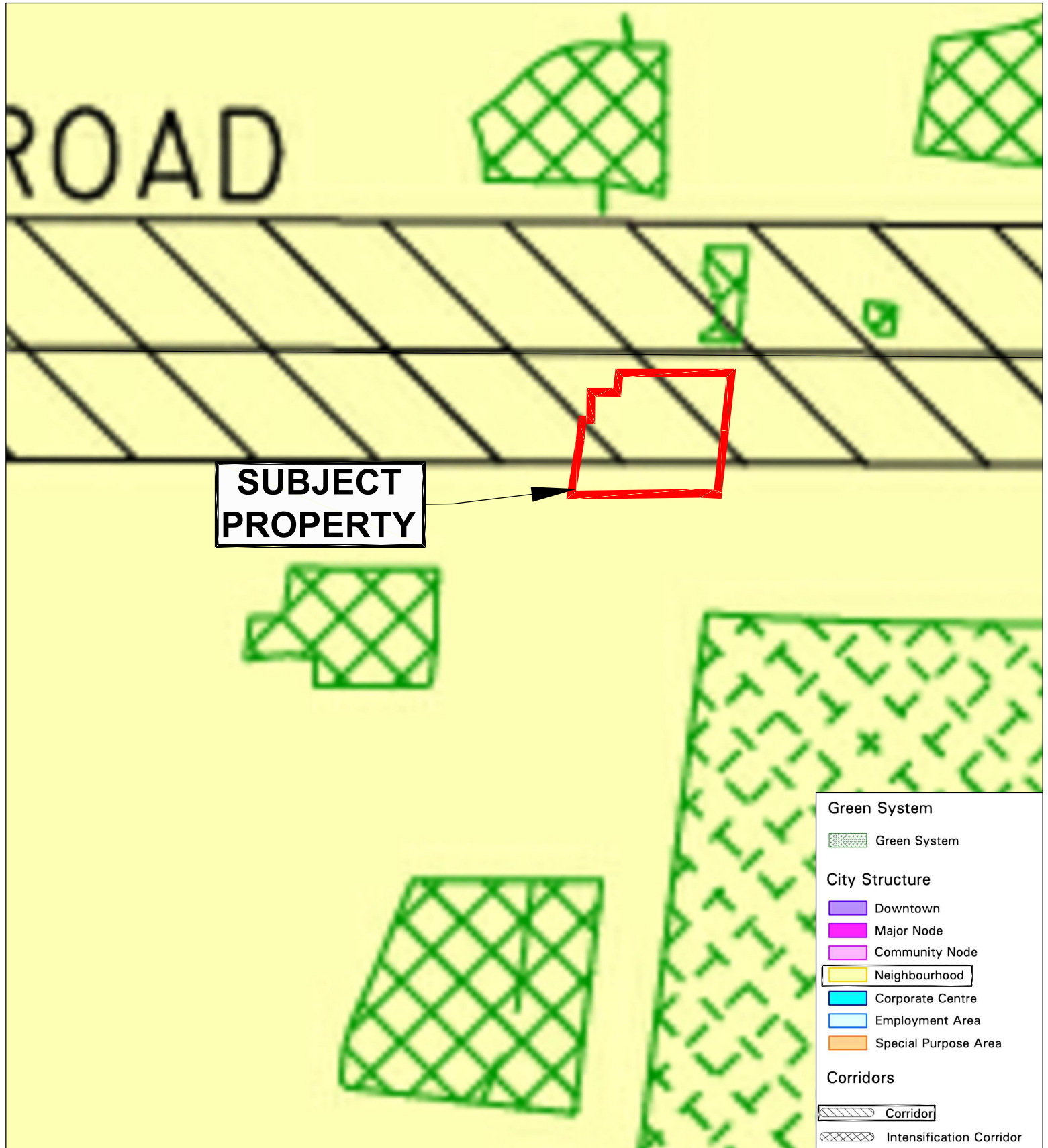
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# FIGURE 6

## CITY OF MISSISSAUGA - OFFICIAL PLAN SCHEDULE 1, URBAN SYSTEM

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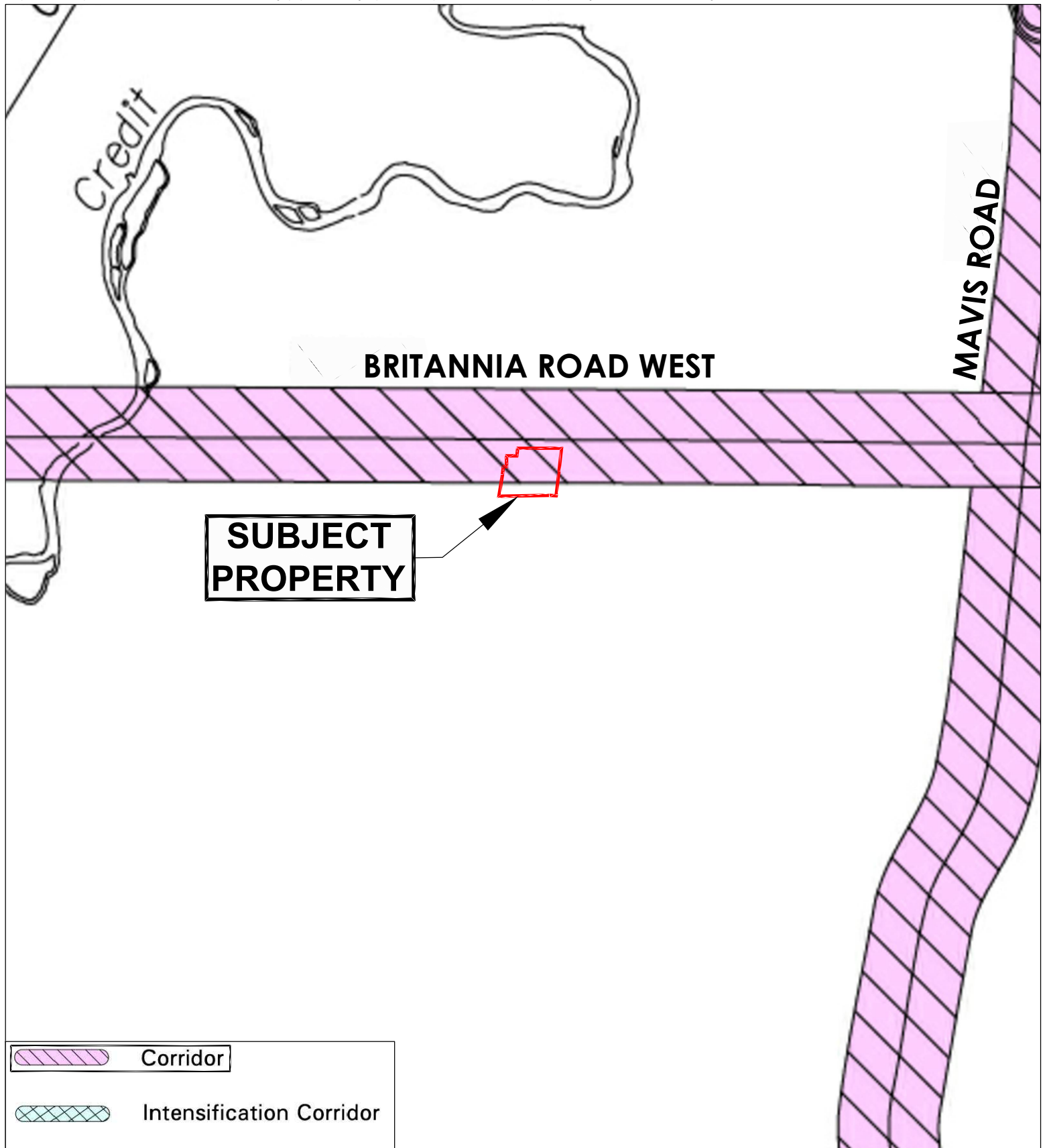
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# FIGURE 7

## CITY OF MISSISSAUGA - OFFICIAL PLAN SCHEDULE 1C, URBAN SYSTEM - CORRIDORS

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Section 4.5 Vision of the MOP outlines the following policies related to the proposed development:

*Mississauga will direct growth by:*

- *focusing on locations that will be supported by planned and higher order transit, higher density, pedestrian oriented development and community infrastructure, services and facilities;*

*Mississauga will complete communities by:*

- *promoting an urban form and development that supports public health and active living;*
- *ensuring that communities include or provide easy access to a range of uses and services required to meet all or most of the daily needs of residents through all stages of their lives; e.g., housing, transportation, employment, recreation, social interaction and education;*

*Mississauga will create a multi-modal city by:*

- *developing and promoting an efficient, safe and accessible transportation system for all users;*
- *promoting a transportation network that connects nodes with a range of transportation modes, to reduce dependency on cars for local trips;*
- *promoting transit as a priority for moving people;*
- *implementing a viable and safe active transportation network for cyclists and pedestrians of all abilities;*
- *encouraging transportation demand management (TDM) practices;*
- *redeveloping an integrated and seamless network of mobility transportation hubs and higher order transit stations.*

The proposed development promotes a desirable urban form consisting of an intensified residential use and is located within an area planned to accommodate higher densities along a Corridor with existing public transit. Intensification and support of transit are major goals of the Official Plan to ensure that growth is managed to efficiently use land in the built-up area and minimize the infrastructure requirements of new development such as water and wastewater systems, and public service facilities.

The subject property is located in walking distance to existing transit, commercial, institutional services and public open spaces that contribute to the development of a complete and healthy community. The proximity of existing services and amenities, and the mix thereof, provides the future residents with easy access between options to live, work, shop, learn, play and interact with others without the need for a personal automobile. The proposed development therefore supports the City's objectives for complete communities by proposing an appropriate form of intensification in a well serviced area.

The proposed development supports a multi-modal transportation system through the provision of bicycle parking, uninterrupted pedestrian pathways with access to existing public sidewalks, and proximity to existing transit and cycling routes. The MOP and ROP place priority on utilizing investments in infrastructure, such as transit. The subject property has immediate access to a

number of local bus routes which are able to connect users to the local and regional transportation networks and destinations. The proposed development is appropriate in this location due to its close proximity to existing transit infrastructure and a great variety of services that will support an improved transit modal split, foster long term transit use as well as promote the use of active transportation.

Section 5 - Direct Growth of the MOP details policies that are used to manage change wisely and direct growth strategically throughout the City of Mississauga. Policies from Section 5 relevant to the proposal are as follows:

- 5.1.3 *Forecast growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner to:*
- b) utilize existing and proposed services and infrastructure such as transit and community infrastructure;*
  - c) minimize environmental and social impacts;*
  - d) meet long term needs;*
  - e) build strong, livable, universally accessible communities; and*
  - f) promote economic prosperity.*
- 5.1.6 *Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.*

The proposed development will achieve a desirable compact form and density on an underutilized site that will utilize existing servicing and infrastructure including transit as well as existing businesses and community services in the local area. The proposal further supports long term housing needs, transit viability and the diverse mix of land uses that benefit from a larger user base through appropriate density and mix of housing typologies.

Section 5.3.3 - Neighbourhoods of the MOP outlines several policies related to growth and development of sites located within Neighbourhoods. As such, the following policy excerpts from section 5.3.5 are relevant:

- 5.3.5.2 *Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas.*
- 5.3.5.3 *Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres.*
- 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.*

5.3.5.7 *Transportation planning within Neighbourhoods will give priority to active transportation modes.*

Intensification in neighbourhoods is generally directed toward lands within Corridors, which are identified as areas appropriate to host higher density development. This supports upper tier investments in transit infrastructure and the achievement of provincial and region intensification targets. The proposed development is located within a Corridor with existing transit and therefore represents an appropriate location for intensification. Active transportation is prioritized through site design including ensuring continuous sidewalks and convenient pedestrian connectivity internal to the site and external to Britannia Road and Galesway Boulevard.

The proposed development is compatible with the existing context of the surrounding area. The proposed townhouse dwellings and single detached dwelling are permitted housing forms as per the Mississauga Official Plan and townhouses are an existing housing typology found in the neighbourhood. With regards to transition to the adjacent residential properties to the west and east on Cabrera Crescent and Candlebrook Court, respectively, the proposed development provides a rear yard setback of 7.0m as well as deciduous tree plantings (existing trees to be preserved as well as future new additional trees). As shown in the Site Section drawings enclosed with this submission, grading is planned to match the adjacent properties to the west and east on Cabrera Crescent and Candlebrook Court, which will achieve an appropriate transition in height. These measures provide for an appropriate separation as well as visual screening to prevent concerns of overlook.

The development proposal therefore conforms to the Neighbourhood policies of MOP as it contemplates an intensified infill development on currently underutilized site in a form and scale that is compatible with the existing context of the area and supports the use of transit and active transportation.

Section 5.4 of the MOP outlines the ways in which Corridors connect various elements of the city to each other. Corridors will be designed to evolve and accommodate multi-modal transportation and specific densities and land uses in accordance with the City Structure element in which they are located in. Section 5.4 Corridors contains the following policies that are applicable to the proposed development:

5.4.4 *Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.*

5.4.5 *Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.*

- 5.4.6 *Land use and design policies and the delineation of Corridor boundaries will be determined through local area reviews.*
- 5.4.8 *Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies. Except along Intensification Corridors and within Major Transit Station Areas, the minimum building height requirement will not apply to Employment Areas.*

For reasons previously stated in this report, the proposed development conforms to the Corridor policies of Section 5.4 and is appropriate based on its location within a Corridor with existing transit service. These areas are intended to provide higher densities than other areas throughout Neighbourhood areas, the City and Region. The proposed development conforms to the Corridors policies and are consistent with the vision, goals and objectives of the MOP by providing for intensification in a suitable area which is well serviced by existing and planned infrastructure and capitalizes on public sector investments.

Section 7 of the MOP provides direction for complete communities and include the following relevant policies including policy direction for housing:

- 7.1.1 *Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga.*
- 7.1.2 *The creation of complete communities and the implications for public health will be considered by Mississauga when making planning decisions.*
- 7.1.3 *In order to create a complete community and redevelop a built environment supportive of public health, 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;*
  - c. *encourage environments that foster incidental and recreational activity; and*
  - d. *encourage land use planning practices conducive to good public health.*
- 7.1.6 *Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.*
- 7.2.1 *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.*

- 7.2.2 *Mississauga will provide opportunities for:*
- a. *the development of a range of housing choices in terms of type, tenure and price;*
  - b. *the production of a variety of affordable dwelling types for both the ownership and rental markets; and*
  - c. *the production of housing for those with special needs, such as housing for the elderly and shelters.*

- 7.2.3 *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.”*

Future residents will be well served by existing and future services and amenities accessible by foot, bicycle or transit. The proximity of the subject property to a mix of uses will provide convenient access to services, shopping, housing and recreation choices for people living and working in the area and will assist in ensuring that the needs of residents can be met within the local community. The proposed development contributes to the creation of a complete community by improving the availability and mix of housing options, including affordable secondary suites at a density that supports the viability of transit, commercial uses and services.

The proposed development conforms to the above noted policies related to housing. Regional and Provincial policies are met by achieving an appropriate level of intensification that is transit-supportive, will optimize the use of existing and planned infrastructure and will contribute a desirable mix of housing options.

Section 9 - Build a Desirable Urban Form, sets out a policy framework which speaks to principles associated with building a desirable urban form. Section 9 provides the following general policies:

- “9.1.3 *Infill and redevelopment within Neighbourhoods will respect the existing and planned character.*
- 9.1.5 *Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.*
- 9.1.9 *Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes.*
- 9.1.10 *The city vision will be supported by site development that:*
- a. *respects the urban hierarchy;*
  - b. *utilizes best sustainable practices;*
  - c. *demonstrates context sensitivity, including the public realm;*
  - d. *promotes universal accessibility and public safety; and*
  - e. *employs design excellence.*

- 9.1.15 *New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities.”*

The proposed development conforms to the general policies of Section 9. The proposed housing typologies are compatible with the character of the surrounding area and will achieve an appropriate transition to adjacent land uses through appropriate setbacks and landscaping. The proposal achieves an urban form and density that will support the creation of an efficient multi-modal transportation system by encouraging greater utilization of existing transit and active transportation infrastructure.

Section 9.2 goes on to provide policy direction for Non-Intensification Areas, which include Neighbourhoods and Corridors. The subject property is identified within a Neighbourhood and Corridor and as such are subject to the following applicable policies:

- 9.2.2.3 *While new development need not mirror existing development, new development in Neighbourhoods will:*
- 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.*
- 9.2.2.6 *Development on Corridors will be encouraged to:*
- b. face the street, except where predominate development patterns dictate otherwise;*
  - c. not locate parking between the building and the street;*
  - d. site buildings to frame the street and where nonresidential uses are proposed to create a continuous street wall;*
  - f. support transit and active transportation modes;*
  - g. consolidate access points and encourage shared parking, service areas and driveway entrances;”*

The proposed development provides an appropriate form and scale of residential intensification for this location. The proposed townhouses are a permitted housing form within the MOP. An appropriate rear yard setback, preservation of existing mature trees, planting of additional new trees, the use of fencing and consistent grading between the site and adjacent properties will minimize shadow and overlook on adjacent rear yards and provide an appropriate transition in built form. Although a total of 71 trees on the subject property are to be removed due to grading, servicing and construction activities required to accommodate the proposed development,

replacement trees will be provided. The Concept Landscape Plan enclosed with this submission illustrated approximately 160 new trees across the site (to be confirmed through the site plan process and is subject to change). This includes along the west and east property line. Where feasible trees have been preserved including 5 trees along the City's boulevard along Britannia Road West and 5 existing trees located on a neighbouring property to the east. Preserved trees will be provided with protective tree hoarding on site to ensure its protection through site works. This approach therefore ensures the replacement of mature trees and will contribute to the overall tree canopy of the site. Further information regarding the tree removals, preservation, and replacement is provided in the Arborist Report and Concept Landscape Plan enclosed with this application.

As confirmed in the Functional Servicing and Stormwater Management Report prepared by Urbantech, the proposed development can be graded to match existing grades at all property lines and is feasible from a stormwater management perspective.

The proposal achieves a desirable form of development for the Britannia Road Corridor. All proposed dwellings face either a public street or condominium road. Parking is provided in an appropriate manner for the proposed townhouse development and no parking is proposed between buildings and Britannia Road West and Galesway Boulevard. The proposed number of vehicular access points has been minimized to one access on Galesway Boulevard, as supported by the Urban Transportation Consideration Report enclosed with this submission. The proposed dual frontage townhouses provide appropriate setbacks and landscaping features to create an attractive public realm and frame the public streets including Britannia Road West and Galesway Boulevard.

As demonstrated in this Section, the proposed development conforms to the applicable policies of the MOP.

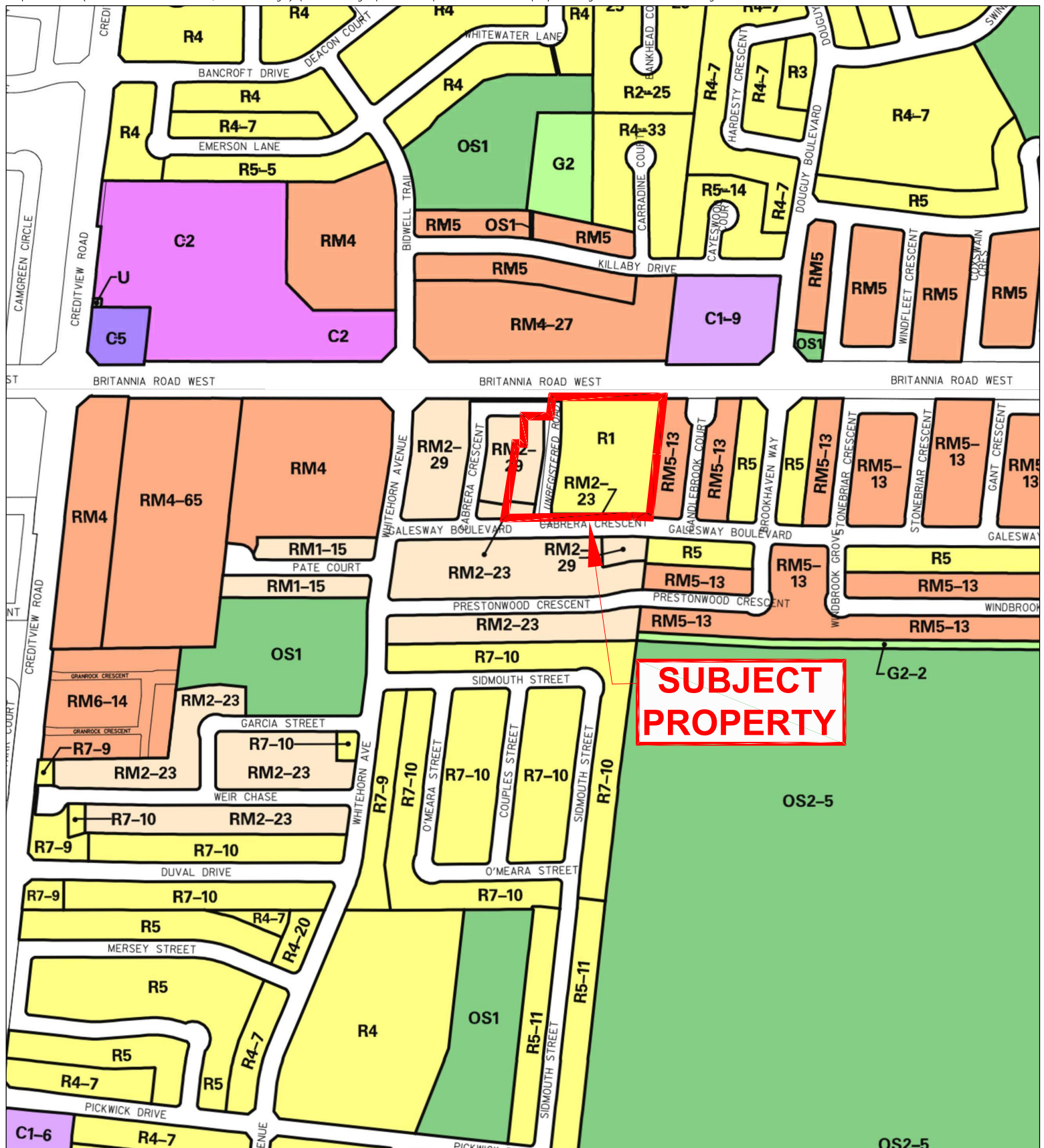
## **6.0 PROPOSED AMENDMENT TO CITY OF MISSISSAUGA ZONING BY-LAW 0225-2007**

As shown on *Figure 8 – City of Mississauga Zoning By-law*, the subject property is zoned “RM2-29”, “R1” and “RM2-23” which permits residential uses. The proposed townhouses are not permitted within the existing zoning.

To facilitate the proposed development, a Zoning By-law Amendment is proposed to rezone the subject property to “RM6 – Special Exception Zone” to facilitate the proposed townhouses on a common element condominium road and “R7- Special Exception Zone” to facilitate the proposed single detached dwelling fronting on Cabrera Crescent. Relief from the parent RM6 and R7 zones is required to accommodate the characteristics of the development proposal, including the provision of 6 secondary suites, and achieve an efficient site layout.

It is our opinion that the requested Zoning By-law Amendment aligns with and implements the objectives of the PPS, Growth Plan and the ROP. It should also be noted that the Zoning By-law, in this instance, is currently not in conformity with the MOP. As such, the proposed amendment will align the Zoning By-law with the current intent and vision for the subject property outlined in the MOP.


The proposed Zoning By-law Amendment is provided in *Appendix I* of this Report.



# FIGURE 8

## CITY OF MISSISSAUGA ZONING BY-LAW

NATIONAL HOMES (1240 BRITANNIA) INC.  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

 Subject Property



Scale: N.T.S.  
March 25, 2020

**NATIONAL**  
HOMES

You are the blueprint™

**GSAI**

Glen Schnarr & Associates Inc.

## **7.0 PROPOSED DRAFT PLAN OF SUBDIVISION**

The Draft Plan of Subdivision is provided in *Appendix II* and has been filed concurrently in order to establish blocks for the proposed residential uses. The Draft Plan of Subdivision includes one block for condominium townhouses, one block for detached residential and blocks associates with required road widenings and reserves for public streets. A series of Draft Plan Conditions will be prepared in conjunction with the review and comments from the agencies.

## **8.0 TECHNICAL REPORTS**

In support of the proposed development, a number of technical reports and plans were prepared in order to ensure compatibility with the existing neighbourhood was achieved and that appropriate infrastructure services, including water, wastewater and transportation services are available. These reports are summarized below.

### **8.1 Phase I Environmental Site Assessment, dated March 11, 2020**

In support of the proposed development, a Phase I Environmental Site Assessment (ESA) was prepared by DS Consulting Ltd. The objective of the Phase I ESA is to identify the presence or absence of potentially contaminating activities (PCAs) on the subject property, if any PCAs identified are likely to result in an area of potential environmental concern (APEC) and to determine if further investigation is required.

The study identified three (3) PCAs on the subject property considered to contribute to one (1) APEC on, in or under the subject property. As such further investigation in the form of a Phase II ESA will be required to meet the requirements of O.Reg.153/04 (as amended).

### **8.2 Functional Servicing and Stormwater Management, dated March 24, 2020**

In support of the proposed development, a Functional Servicing and Stormwater Management Report was prepared by Urbantech Consulting and presents a site servicing and stormwater management strategy for the subject property.

The report confirms that the proposed development can be accommodated by existing municipal sanitary, water, and storm sewer systems along Galesway Boulevard, Britannia Road West and Cabrera Crescent. The SWM pond downstream of the proposed development will provide adequate water quantity and quality controls. From a grading perspective, the site can be graded to match existing grades along all property lines while adhering to the City of Mississauga's standards and specifications.

### **8.3 Urban Transportation Considerations Report, dated March 2020**

In support of the proposed development, an Urban Transportation Considerations Report was prepared by BA Group. The Report contains analysis in support of the DARC requirements for a transportation impact study, transportation demand management strategy, operations and safety assessment

The internal private road has been designed appropriately as per the Ontario Building Code and City of Mississauga engineering standards. The proposal meets the parking requirements of the City of Mississauga Zoning By-law. From a traffic perspective, the proposed development is anticipated to generate approximately 70 and 95 two-way vehicle trips during the weekday morning and afternoon peak hours, respectively. An analysis of intersection operations of the study area confirmed that under projected total traffic conditions including the proposed development, all signalized and unsignalized intersections are anticipated to operate within their theoretical capacity. As such, no road network infrastructure improvements are required to accommodate the proposed development.

In addition, the Report validates the proposed cul-de-sac at the current terminus of Cabrera Crescent. It was the intent that Cabrera Crescent would eventually continue to connect to Galesway Boulevard. However, the Report confirms that the proposed cul-de-sac condition is more appropriate for the subject property and surrounding neighbourhood. The Report determined that there is no demand from a traffic capacity perspective or vehicular access perspective to warrant the extension of Cabrera Crescent. The proposed cul-de-sac is designed to required City standards and provides access for emergency vehicles and pedestrians.

The Report therefore concludes that the proposed development is feasible from a traffic, parking and operations perspective.

#### **8.4 Noise Feasibility Study, dated March 24, 2020**

A Noise Feasibility Study was prepared by HCG Engineering to assess impacts of noise to and from the proposed development.

The study determined that daytime and nighttime sound levels of the proposed townhouse blocks 1-10, 14 and 15 and the proposed single detached dwelling will exceed MECP sound guidelines but can be mitigated using noise control measures. The study concluded that the following mitigation measures are required to mitigate noise exceedances including central air conditioning for townhouses adjacent to Britannia Road West, forced air ventilation systems for all other dwelling units, upgrading building constructions as well as the use of warning clauses in future property and tenancy agreements.

With the implementation of the noted noise mitigation strategies, the study concludes that the proposed development is feasible from noise and vibration perspective and is consistent with MECP guidelines.

#### **8.5 Arborist Report & Tree Preservation Plan, dated March 20, 2020**

An Arborist Report and Tree Preservation Plan was prepared by Strybos Barron King Ltd for the proposed development.

The report concludes that 71 trees on the subject property will need to be removed to accommodate the proposed development. A total of 10 existing trees are to be preserved including 5 existing boulevard trees along the north side of the existing cul de sac at the end of Cabrera Crescent (Tree

#462, #463, #464, #465, and #466) as well as 5 trees along the east property line (Tree #2, #242, #243, #244, and #259) as shown on the Tree Preservation Plan) are to be preserved. Tree protection is to be installed as shown in the report and protective hoarding is to remain in place throughout the duration of construction.

## **9.0 CONCLUSION**

As outlined above, the proposed development is consistent with the PPS and conform to the GP, ROP and MOP. It provides a mix of residential uses in a built form that is appropriate for and compatible with the surrounding area. It represents appropriate intensification of an underutilized property that is located within a Corridor with convenient access to existing transit and various community amenities.

It is our opinion that the proposed Zoning By-law Amendment and Draft Plan of Subdivision are justified and represent good planning for the following reasons:

1. The proposal is consistent with, conforms to and promotes the policies of the Provincial Policy Statement, the Growth Plan, and the Region of Peel Official Plan.
2. The proposed development contributes to the Region's intensification target for the City of Mississauga by proposing increased density on the subject property.
3. The proposal directs intensification to Mississauga's built-up area and maintains the intent of the functional and land use policies in the Mississauga Official Plan.
4. The proposed uses are compatible with the surrounding land uses and built form and are desirable in fulfilling the vision of the PPS, GP, ROP and the current designations in the MOP.
5. The proximity of the proposed development to community amenities such as parks, schools, shopping, and transit contributes to the reduction in reliance on automobile use, encourages active transportation, and contributes to the development of complete communities.
8. The proposed development contributes to an availability and mix of housing options, including the provision of affordable secondary suites that provides housing choices for City of Mississauga residents.
9. The proposed development is compatible and approximately interfaces with the adjacent residential uses by providing appropriate setbacks and landscaping.
10. The proposed development makes efficient use of existing and planned infrastructure including water, wastewater and stormwater services, as well as transportation and community infrastructure.
11. The proposed development is supported by technical studies that confirm that existing intersections will operate in a reasonable manner, required noise attenuation levels can be achieved through mitigation, and there is adequate water, wastewater, stormwater and transit infrastructure available.

Respectfully submitted,

GLEN SCHNARR & ASSOCIATES INC.

A handwritten signature in black ink, consisting of a large loop at the top and a horizontal line below it.

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Colin Chung, M.C.I.P., R.P.P.  
Partner

A handwritten signature in blue ink, consisting of a large loop at the top and a horizontal line below it.

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Arleigh Hack, M.Pl.  
Planner

**Appendix I**  
**Draft Zoning By-law Amendment**

A By-law to amend By-law 0225-2007, as amended.

WHEREAS pursuant to section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the Council may amend a Zoning By-law;

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

1. By-law 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Exception Table:

4.3.2.XX	Exception: R7-XX	Map # 38E	By-law:
In a R7-XX zone the permitted uses and applicable regulations shall be as specified for a R7 Zone except that the following <b>uses</b> /regulations shall apply:			
<b>Regulations</b>			
4.12.2.XX.2	The regulations of Line 11.4 contained in Table 4.3.1 of this By-law shall not apply		
4.12.2.XX.3	Minimum rear yard		6.0 m

2. By-law 0225-2007, as amended, being a City of Mississauga Zoning By-law, is further amended by adding the following Exception Table:

4.12.2.XX	Exception: RM6-XX	Map # 38E	By-law:
In a RM6-XX zone the permitted uses and applicable regulations shall be as specified for a RM6 Zone except that the following <b>uses</b> /regulations shall apply:			
<b>Regulations</b>			
4.12.2.XX.1	The regulations of Subsection 2.1.14 and Lines 7.1, 7.2 and 8.3 contained in Table 4.12.1 of this By-law shall not apply		
4.12.2.XX.2	Minimum <b>lot area CEC – corner lot</b>		178 m <sup>2</sup>
4.12.2.XX.3	Minimum <b>lot frontage CEC – corner lot</b>		6.5 m
4.12.2.XX.4	Minimum <b>exterior side yard</b> setback to a CEC – sidewalk		1.2 m
4.12.2.XX.5	Minimum <b>interior side yard</b> , unattached side		1.2 m
4.12.2.XX.6	Minimum <b>rear yard</b>		7.0 m
4.12.2.XX.7	Minimum <b>rear yard</b> abutting a <b>street</b>		4.0 m
4.12.2.XX.8	Minimum setback of a <b>townhouse</b> to a CEC – visitor <b>parking space</b>		2.5 m
4.12.2.XX.9	Minimum setback to an internal walkway		0.8 m
4.12.2.XX.10	Minimum <b>front yard</b> setback to a balcony located over a <b>driveway</b>		3.5 m
4.12.2.XX.11	Minimum width of a sidewalk		1.5 m
4.12.2.XX.12	Maximum <b>driveway</b> width for end <b>dwelling units</b> located on a lot abutting Britannia Road		6.2 m
4.12.2.XX.13	Maximum <b>rear yard</b> encroachment of a <b>balcony</b>		1.9 m
4.12.2.XX.14	External heating and air conditioning equipment may be located in a <b>front yard</b> provided they are located on a <b>balcony</b>		

3. Map Number 38E of Schedule “B” to By-law 0225-2007, as amended, being the City of Mississauga Zoning By-law, is amended by changing thereon from “R1”, “RM2-23” and “RM2-29” to “RM6-XX” and “RM2-29” to “R7-XX” PROVIDED HOWEVER THAT the “RM6-XX” and “R7-XX” zoning shall only apply to the lands which are shown on the attached Schedule “A” outlined in the heaviest broken line with the “RM6-XX” and “R7-XX” zoning indicated thereon.

ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_ 2020.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Clerk

APPENDIX “A” TO BY-LAW NO. \_\_\_\_\_

Explanation of the Purpose and Effect of the By-law

This By-law amends the zoning of the property outlined on the attached Schedule “A” from “R1”, “RM2-23” and “RM2-29” to “RM6-XX” and “R7-XX”.

“R1” permits a detached dwelling on a lot having a minimum lot frontage of 22.5 m (73.81 ft) and a minimum lot area of 750 m<sup>2</sup> (8,073 sq ft)

“RM2-23” permits a semi detached dwelling on a lot having a minimum lot frontage of 6.8 m (22.3 ft) and a minimum lot area of 200 m<sup>2</sup> (2,152 sq ft)

“RM2-29” permits a semi detached dwelling on a lot having a minimum lot frontage of 6.8 m (22.3 ft) and a minimum lot area of 200 m<sup>2</sup> (2,152 sq ft) or a detached dwelling on a lot having a minimum lot frontage of 9.75 m (31.98 ft) and a minimum lot area of 295 m<sup>2</sup> (3,175 sq ft)

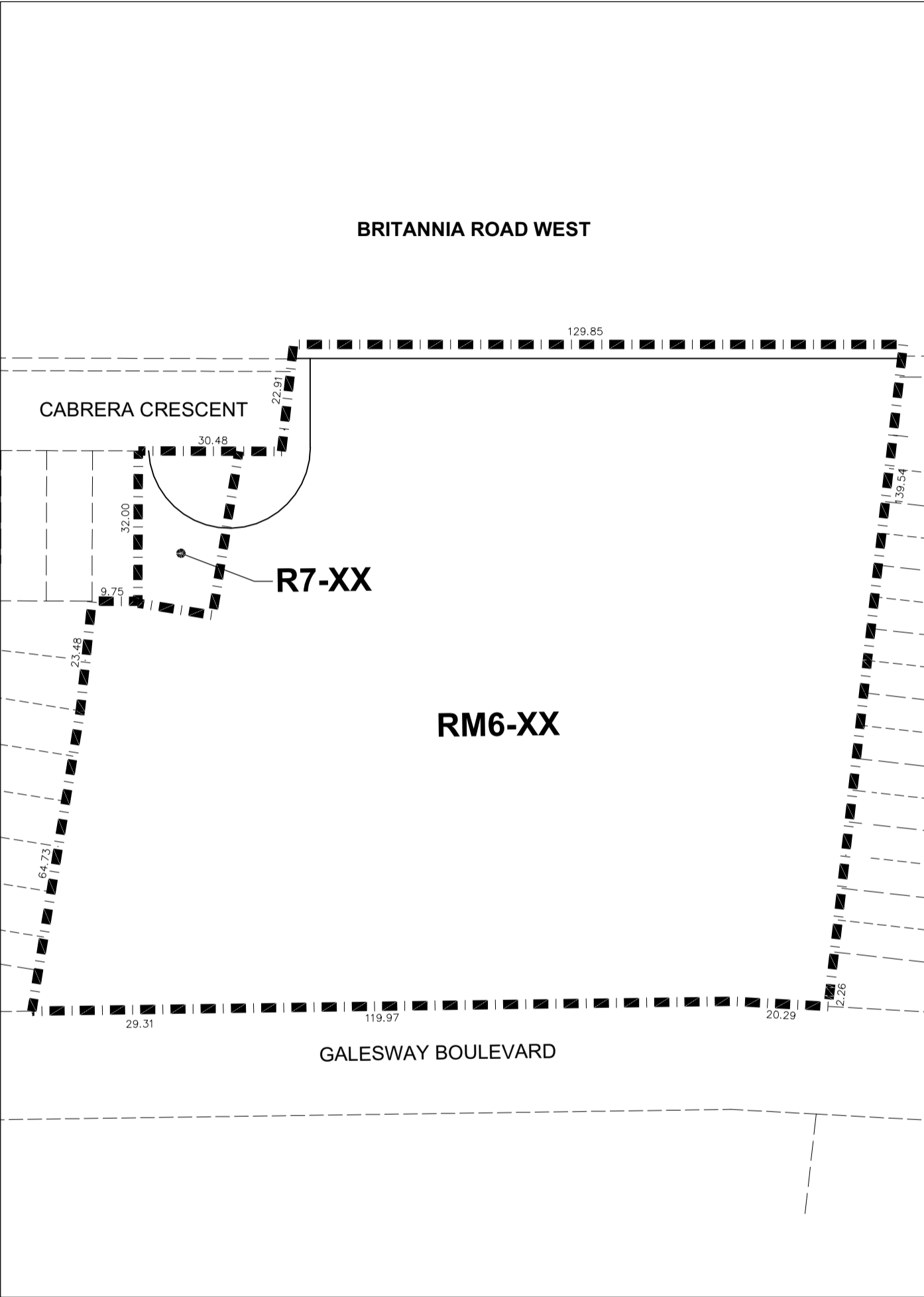
“RM6-XX” permits townhouses on a Common Element Condominium private road, each lot having a minimum lot frontage of 5.0 m (16.4 ft) and a minimum lot area of 115 m<sup>2</sup> (1,237 sq ft)

“R7-XX” permits a detached dwelling on a lot having a minimum lot frontage of 9.75 m (31.98 ft) and a minimum lot area of 200 m<sup>2</sup> (2,152 sq ft)

Location of Lands Affected

South side of Britannia Road West, east of Cabrera Crescent, as shown on the attached Map designated as Schedule “A”.

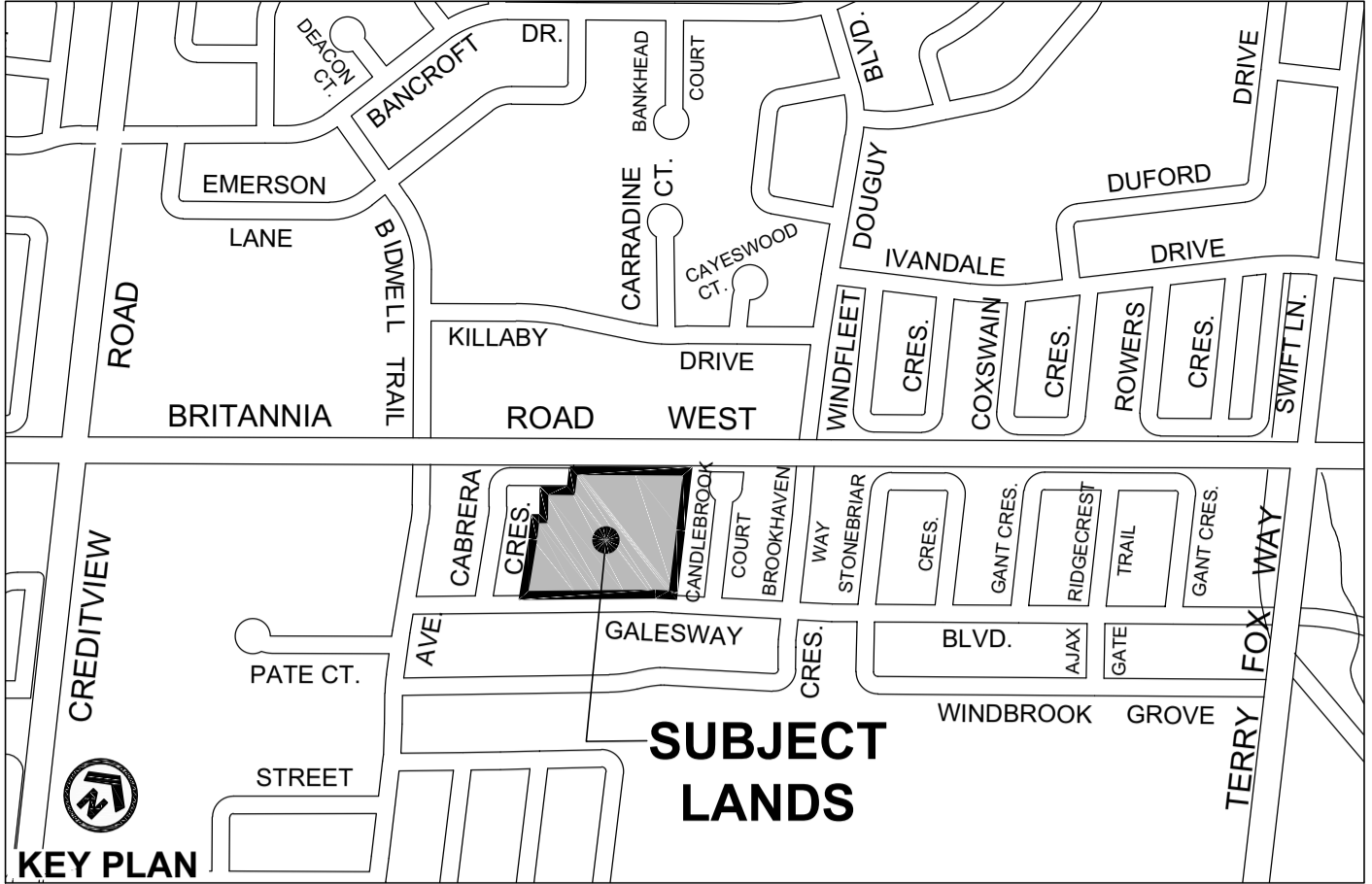
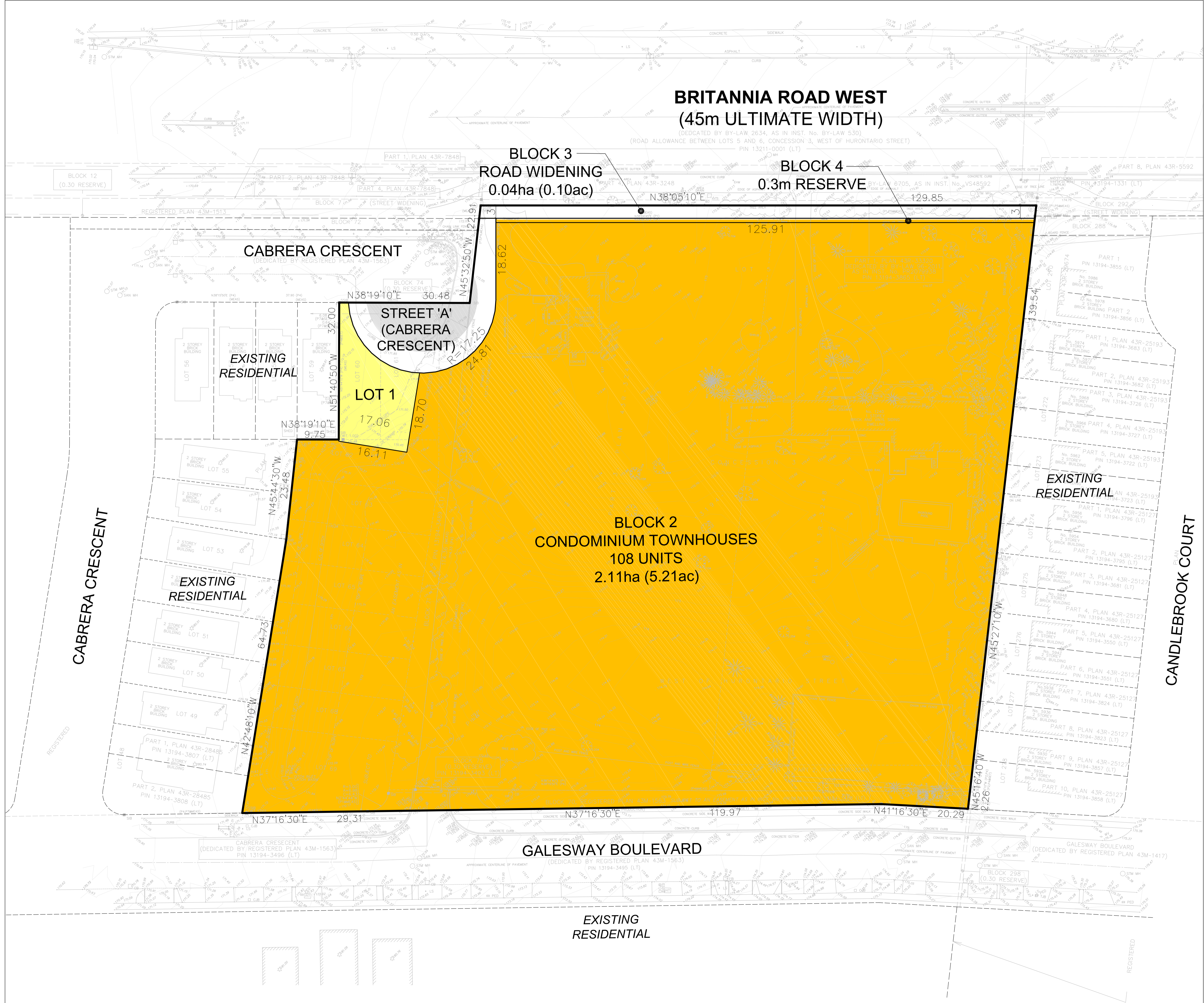
Further information regarding this By-law may be obtained from XXXXXX of the City Planning and Building Staff at (905) 615-3200 x XXXX.



PART OF LOT 5, CONCESSION 3, W.H.S.  
ALL OF LOTS 60 TO 69, BOTH INCLUSIVE &  
ALL OF BLOCKS 70 & 71,  
ALL OF BLOCK 75 (0.3 RESERVE),  
CABRERA CRESCENT,  
REGISTERED PLAN 43M-1563,  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL

THIS IS SCHEDULE "A" TO  
BY-LAW \_\_\_\_\_  
PASSED BY COUNCIL  
\_\_\_\_\_

**Appendix II**  
**Draft Plan of Subdivision**



## DRAFT PLAN OF SUBDIVISION NATIONAL HOMES (1240 BRITANNIA) INC.

FILE #

PART OF LOT 5, CONCESSION 3, W.H.S.  
ALL OF LOTS 60 TO 69, BOTH INCLUSIVE &  
ALL OF BLOCKS 70 & 71,  
ALL OF BLOCK 75 (0.3 RESERVE),  
CABRERA CRESCENT,  
REGISTERED PLAN 43M-1563,  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL

### OWNERS CERTIFICATE


I HEREBY AUTHORIZE GLEN SCHNARR & ASSOCIATES INC. TO PREPARE AND SUBMIT  
THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF MISSISSAUGA FOR APPROVAL.

SIGNED:   
JASON PANTALONE, PRESIDENT  
NATIONAL HOMES (1240 BRITANNIA) INC.

DATE: MARCH 19, 2020

### SURVEYORS CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS  
SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE  
CORRECTLY AND ACCURATELY SHOWN.

SIGNED:   
THOMAS J. SALB, O.L.S.  
J.D. BARNES LIMITED

DATE: MARCH 5, 2020

### ADDITIONAL INFORMATION

(UNDER SECTION 51(17) OF THE PLANNING ACT) INFORMATION REQUIRED BY CLAUSES  
A,B,C,D,E,F,G, & J ARE SHOWN ON THE DRAFT AND KEY PLANS.

- H) MUNICIPAL AND PIPED WATER TO BE PROVIDED  
I) SANDY LOAM AND CLAY LOAM  
K) SANITARY AND STORM SEWERS TO BE PROVIDED

### LAND USE SCHEDULE

LAND USE	LOTS / BLOCKS	AREA (ha)	AREA (ac)	UNITS
DETACHED RESIDENTIAL	1	0.04	0.10	1
CONDOMINIUM TOWNHOUSES	2	2.11	5.21	108
ROAD WIDENING	3	0.04	0.10	
0.3m RESERVE	4	0.00	0.00	
STREET 'A' (CABRERA CRESCENT)		0.05	0.12	
TOTAL	4	2.24	5.54	109

### NOTES

PAVEMENT ILLUSTRATION IS DIAGRAMMATIC ONLY



SCALE 1:400  
(24 x 36)  
MARCH 5, 2020