

Detailed Information and Preliminary Planning Analysis

Owner: National Homes (1240 Britannia) Inc. and Mattamy (Country Club) Ltd.

1240 Britannia Road West

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1. Site History

- August 14, 2002 – Council approved a zoning by-law amendment for the lands known municipally as 0, 5939, 5961, 5965, 5969, 5973, 5977, 5981, 5985, 5989 Cabrera Crescent and 1295 Galesway Boulevard to permit detached and semi-detached homes
- November 13, 2002 – Council executed a Servicing Agreement which deeded the lands known municipally as 0, 5939, 5961, 5965, 5969, 5973, 5977, 5981, 5985, 5989 Cabrera Crescent and 1295 Galesway Boulevard to the City until such time that Cabrera Crescent is completed to Galesway Boulevard
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **R1** (Detached Dwellings – Typical Lots) which permits single detached homes, **RM2-23** (Semi-Detached) which permits semi-detached homes and **RM2-29** (Semi-Detached) which permits detached and semi-detached homes
- November 14, 2012 – Mississauga Official Plan (MOP) came into force except for those site/policies which have been appealed. The subject lands are designated Residential Medium Density in the East Credit Character Area

2. Site and Neighbourhood Context

Site Information

The property is located within the East Credit Neighbourhood Character Area on the south side of Britannia Road West, east of Whitehorn Avenue. The subject lands are currently occupied by two detached homes. In November 2002 Council executed a Servicing Agreement under File T-M98012 which deeded the western portion of the site known municipally as 0, 5939, 5961, 5965, 5969, 5973, 5977, 5981, 5985, 5989 Cabrera Crescent and 1295 Galesway Boulevard to the City of Mississauga by Mattamy (Country Club) Limited. The lands are to be held in escrow by the City until such time that the eastern portion of Cabrera Crescent (presently terminating in a temporary turning circle), is extended to Galesway Boulevard, and the lands can be developed to accommodate detached homes. In order to carry out the construction of the easterly leg of Cabrera Crescent a section of the lands known municipally as 1240 to 1310 Britannia Road West is required to be dedicated to the City as public highway.

On October 24, 2019 the lands known municipally as 1240 to 1310 Britannia Road West were purchased by National Homes (1240 Britannia) Incorporated. In consultation with Mattamy (Country Club) Ltd. the proposal put forward by National Homes (1240 Britannia) Inc. consists of the above properties as well as those lands currently held in escrow by the City of Mississauga. The application proposes to upgrade the existing turning circle on Cabrera Crescent to a standard cul-de-sac to permit frontage for one additional detached home. The

remaining lands would be developed as standard townhomes with access onto a proposed common element condominium road, with a single entry point onto Galesway Boulevard, thereby eliminating the completion of Cabrera Crescent as originally intended.

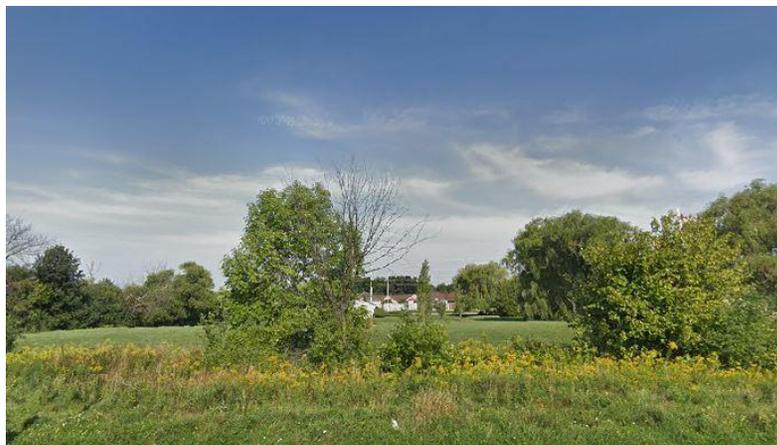


Image of existing conditions facing north

Property Size and Use	
Frontages:	
Britannia Road West	129.8 m (425.8 ft.)
Galesway Boulevard	169.5 m (556.1 ft.)
Depth:	135.2 m (443.5 ft.)
Gross Lot Area:	2.14 ha (5.28 ac.)
Existing Uses:	Two detached homes

Surrounding Land Uses

The surrounding area is characterized by a mix of residential, commercial and community uses. The broader surrounding area located to the east and west of the site is largely comprised of detached, semi-detached and townhomes. A one storey commercial plaza is located northeast of the site and is approximately a 2 minute walk from the subject lands, while the Credit Valley Town Plaza is located an approximate seven minute walk northwest of the property. The plazas provide a range of services including a grocery store, walk-in clinic and restaurants. Detached and semi-detached homes are located directly south of the site, which border BraeBen Golf Course, Whitehorn Public School and St. Raymonds Elementary School. Heartland Town Centre is located a two minute drive east of the site and provides a wide range of retail, commercial and dining options to area residents.

The surrounding land uses are:

- North: Townhomes, Credit Valley Town Plaza and a one story commercial plaza
- East: Semi-detached and detached homes
- South: Semi-detached homes, detached homes and BraeBen Golf Course
- West: Detached homes and townhomes



Aerial Photo of the subject lands

The Neighbourhood Context

The site is located within the East Credit Neighbourhood Character Area south of Britannia Road West and east of Whitehorn Avenue. The Character Area is adjacent to Heartland Town Centre, which contains a range of commercial and industrial uses in close proximity to the site. These uses include employment, retail and restaurant establishments located along Britannia Road West to the east of the subject lands. The surrounding residential area was largely developed during the early 2000s.

Demographics

The property is located in an area undergoing moderate growth. Based on the 2016 census, the existing population of the East Credit Neighbourhood area is 65,920 with a median age of this area being 39 (compared to the City's median age of 40). 72% of the neighbourhood population are of working age (15 to 64 years of age), with 16% children (0-14 years) and 12% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 70,900 and 71,600 respectively. The average household size is 4 persons with 5% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 15,140 units (84%) owned and 2,820 units (16%) rented with a vacancy rate of approximately 0.9%*. In addition, the number of jobs within this Character Area is 5,711. Total employment combined with the population results in a PPJ for East Credit Neighbourhood of 45 persons plus jobs per ha.

*Please note that vacancy rate data does not come from the census. This information comes from CMHC which demarcates three geographic areas of Mississauga (Northeast, Northwest, and South). This specific Character Area is located within the Northeast geography. Please also note that the vacancy rate published by CMHC is ONLY for apartments.

Other Development Applications

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

- OZ 13/013 W6 – 5855 Terry Fox Blvd, 950 Plymouth Drive and 850 Matheson Blvd West – application in process to permit a commercial mall.

- OZ 19/001 W6 – 5510 Mavis Road – approval was obtained to increase the height and density for a future retirement home and hospice in November 2019.

Community and Transportation Services

This application will have minimal impact on existing services in the community. The site is located 220 m (721 ft.) northeast of Garcia Park which contains a community playground and two soccer pitches. Pickwick Green is located 510 m (1673 ft.) south of the subject lands and contains a community playground and four soccer pitches. The property is located 1.9 km (1.18 mi.) from River Grove Community Centre, which includes an indoor pool, gymnasium and fitness centre. The site is also located 1.6 km (1 mi.) from the BraeBen Public Golf Course clubhouse. There is a multi-use trail located on Britannia Road West extending from Queen Street South to Hurontario Street. Galesway Boulevard is designated as an on-road bicycle route extending from Whitehorn Avenue to Terry Fox Way.

The following major Miway bus routes currently service the site:

- Route 37 – Creditview - Erindale
- Route 39 – Britannia
- Route 43 – Matheson – Argentia
- Route 68 – Terry Fox
- Route 314 – Rick Hansen - Creditview

3. Project Details

The applications are to permit one detached home and 108 townhomes.

Development Proposal		
Applications submitted:	Received: March 31, 2020 Deemed complete: June 22, 2020	
Developer/ Owner:	National Homes Inc.	
Applicant:	National Homes Inc.	
Number of units:	109 units	
Lot Coverage:	62.5%	
Landscaped Area:	28.4%	
Road Type:	Common element condominium private road (CEC)	
Anticipated Population:	331 * *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	218	218
visitor spaces	27	27
Total	245	245

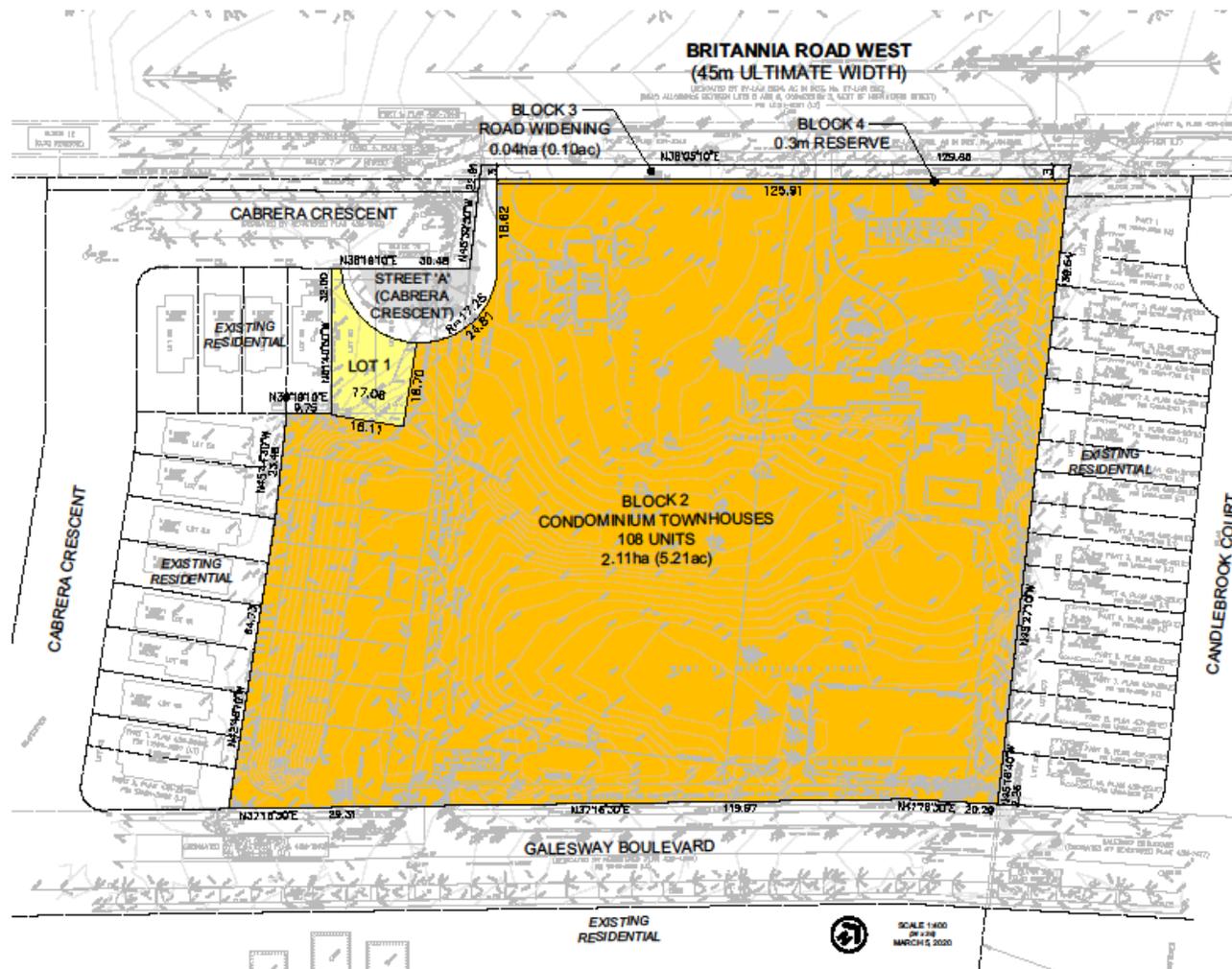
Supporting Studies and Plans

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

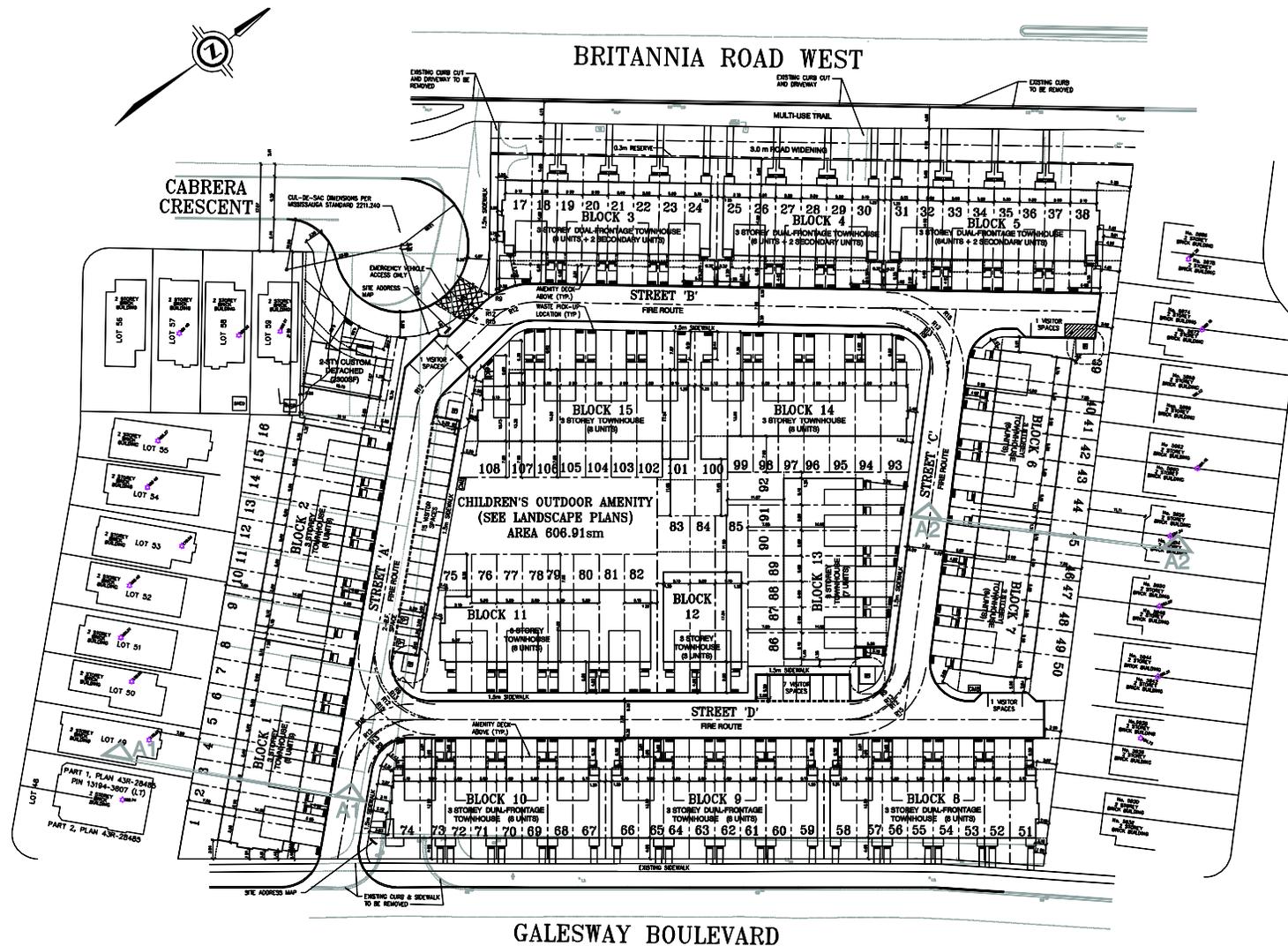
- Survey
- Site Plan and Context Plan
- Draft Plan of Subdivision

- Building Elevations and Floor Plans
- Grading and Servicing Plans
- Sanitary and Storm Drainage Plans
- Landscape Concept Plan
- Tree Preservation Plan
- Draft Zoning By-law Amendment
- Parcel Abstracts
- Planning Justification Report
- Arborist Report
- Functional Servicing Brief
- Geotechnical Investigation
- Phase One Environmental Site Assessment
- Housing Report
- Noise Feasibility Study
- Urban Transportation Considerations

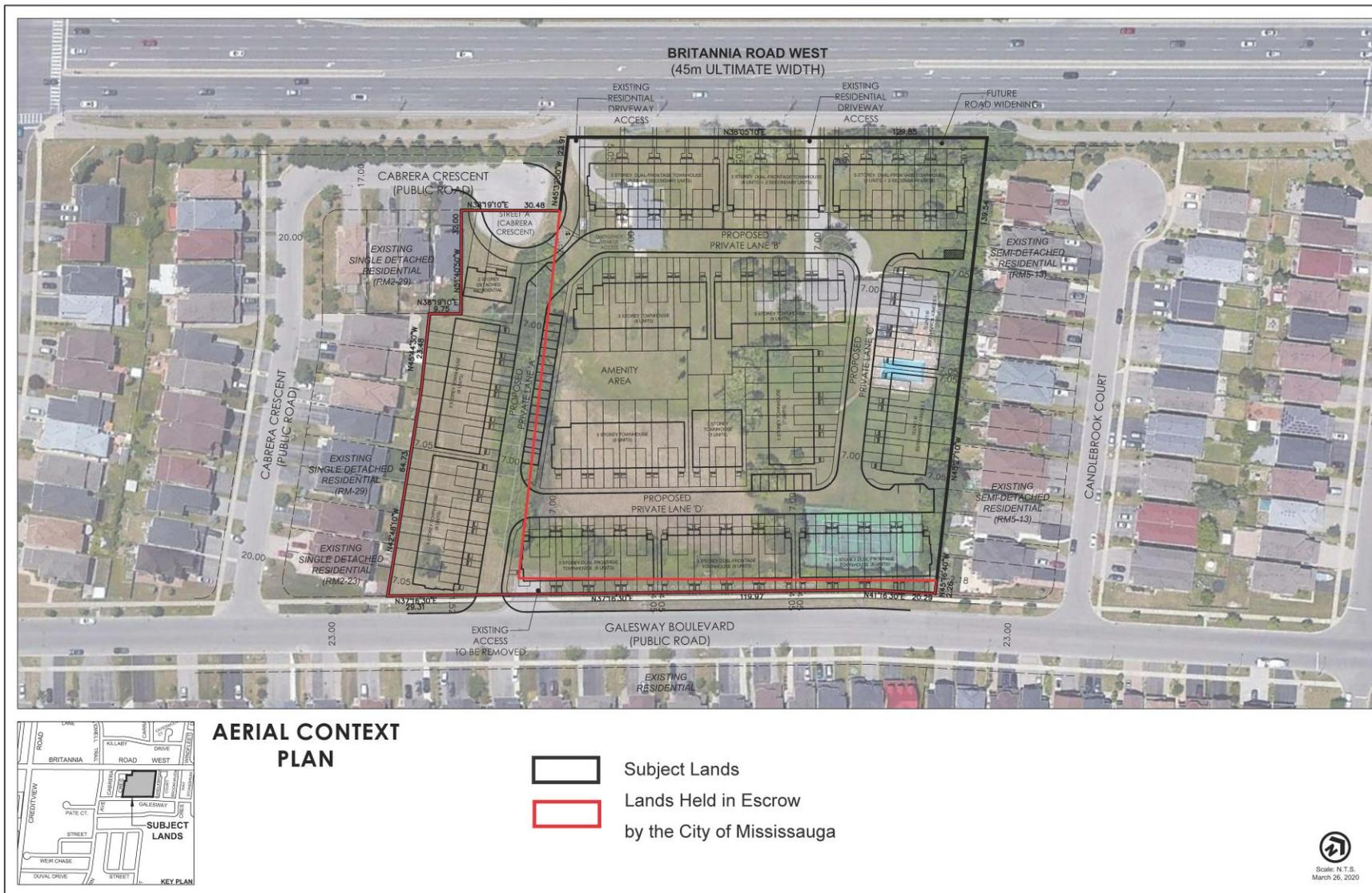
Draft Plan of Subdivision, Concept Plan and Elevations



Draft Plan of Subdivision



Site Plan



Concept Plan



CONCEPTUAL ELEVATION A
REGULAR TOWNHOUSES - TYPICAL 8 UNIT
BLOCK



CONCEPTUAL PRIVATE ROAD SIDE ELEVATION A
DUAL-FRONTAGE TOWNHOUSES - TYPICAL 8 UNIT
BLOCK



CONCEPTUAL ELEVATION B
REGULAR TOWNHOUSES - TYPICAL 8 UNIT
BLOCK



CONCEPTUAL PUBLIC ROAD SIDE ELEVATION A
DUAL-FRONTAGE TOWNHOUSES - TYPICAL 8 UNIT
BLOCK

Elevations



Applicant's Rendering

4. Land Use Policies, Regulations & Amendments

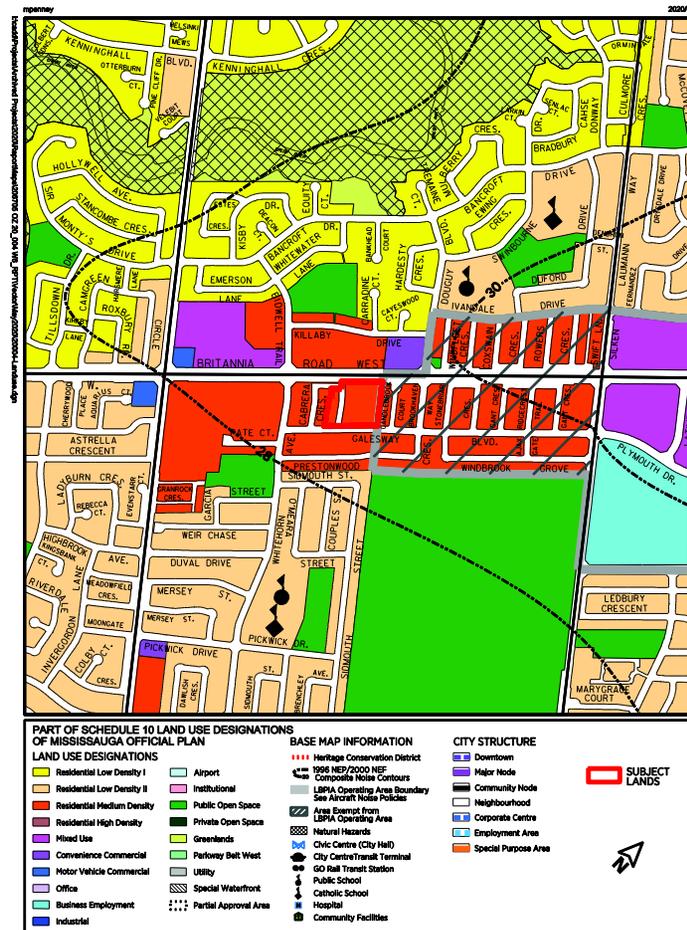
Mississauga Official Plan

Existing Designation

The site is designated **Residential Medium Density** which permits all forms of townhouse dwellings.

Note: Detailed information regarding the other relevant Official Plan policies are found in Section 5.

Excerpt of East Credit Neighbourhood Character Area



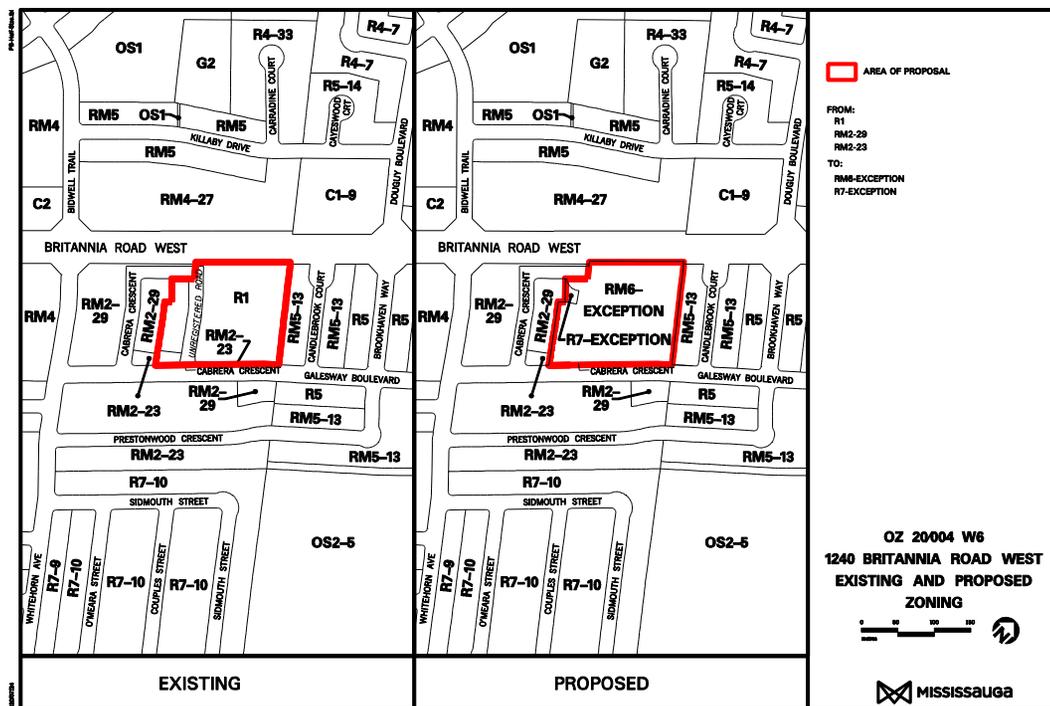
Mississauga Zoning By-law

Existing Zoning

The site is currently zoned **R1** (Detached Dwellings – Typical Lots), which permits detached homes, **RM2-23** (Semi-detached), which permits semi-detached homes and **RM2-29** (Semi-Detached), which permits detached and semi-detached homes.

Proposed Zoning

The applicant is proposing two zones on the property. The proposed zoning for the detached home on Cabrera Crescent is **R7 – Exception** (Detached Dwellings – Shallow Lots). The proposed zoning for the townhome blocks is **RM6 - Exception** (Townhouses on a CEC - Road).



1240 Britannia Road West Project 2020/Supporting 2020/01 CE 20_004 W6_PPT/1240/004/2020/004-Zoning and Proposed Zoning.dwg

Proposed Zoning Regulations

Zone Regulations	Zone Regulations	Proposed R7 - Exception Zone Regulations
Minimum Rear Yard – Interior Lot	7.0 m (22.9 ft.)	6.0 m (19.6 ft.)
Maximum width of an attached garage : measured from the inside face of the garage walls	Lesser of 5.5 m (18 ft.) or 50% of lot frontage	Not Applicable
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.		
Zone Regulations	Zone Regulations	Proposed RM6 - Exception Zone Regulations
Where a lot abuts a right-of-way or a 0.3 metre reserve abutting a right-of-way identified on Schedules 2.1.14(1) and (2) of this Subsection, the minimum distance required between the nearest part of any building or structure to the centreline of the right-of-way shall be as contained in Table 2.1.14.1 - Centreline Setbacks.	22.5 m +(74 ft.) required yard/setback	Not Applicable
Minimum Lot Area – CEC corner lot	190 m ² (2,045 ft. ²)	178 m ² (1,915 ft. ²)
Minimum Lot Frontage - CEC corner lot	8.3 m (27.2 ft.)	6.5 m (21.3 ft.)
Lot with an exterior side lot line that is a street line of a designated right-of-way 20.0 m or greater identified in		

Zone Regulations	Zone Regulations	Proposed RM6 - Exception Zone Regulations
Subsection 2.1.14 of this By-law	7.5 m (24.6 ft.)	Not Applicable
Lot with an exterior side lot line abutting a street	4.5 m (14.7 ft.)	Not Applicable
Lot with an exterior side lot line abutting a CEC - sidewalk	3.3 m (10.8 ft.)	1.2 m (3.9 ft.)
Minimum Interior Side Yard - Unattached side	1.5 m (4.9 ft.)	1.2 m (3.9 ft.)
Where interior side lot line is the rear lot line of an abutting parcel	2.5 m (8.2 ft.)	Not Applicable
Minimum Rear Yard – Interior lot/CEC – corner lot	7.5 m (24.6 ft.)	7.0 m (22.9 ft.)
Lot with an exterior side lot line abutting a street	4.5 m (14.7 ft.)	rear yard lot line abutting a street 4.0 m (13.1 ft.)
Minimum setback of a townhouse to a CEC - visitor parking space	3.3 m (10.8 ft.)	2.5 m (8.2 ft.)
Lot with an exterior side lot line abutting a CEC – sidewalk	3.3 m (10.8 ft.)	Minimum setback to an internal walkway 0.8 m (2.6 ft.)
Minimum front yard setback to a balcony located over a driveway	Not Applicable	3.5 m (11.4 ft.)
Minimum width of a sidewalk	2.0 m (6.5 ft.)	1.5 m (4.9 ft.)
Maximum driveway width	3.0 m (9.8 ft.)	Maximum driveway width for end dwelling units abutting Britannia Road West 6.2 m (20.3 ft.)

Zone Regulations	Zone Regulations	Proposed RM6 - Exception Zone Regulations
Maximum encroachment of a balcony , window, chimney , pilaster or corbel, window well, and stairs with a maximum of three risers, into the required rear yard	1.0 m (3.2 ft.)	Maximum encroachment of a balcony , into the required rear yard 1.9 m (6.2 ft.)
External Heating, Air Conditioning, Home Back-up Generator, and Pool Heating/Filtering Equipment	External heating, air conditioning, home back-up generator, and pool heating/filtering equipment may be located in a required yard , other than a front yard , provided that it is not closer than 0.61 m (2.0 ft.) to any lot line .	External heating and air conditioning equipment may be located in a front yard provided that it is located on a balcony
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.		

5. Summary of Applicable Policies

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

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

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p>
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
Greenbelt Plan	<p>Mississauga is not located within the Greenbelt Area and therefore the <i>Greenbelt Act</i>, 2005 does</p>	<p>There are no natural features on this site. Therefore, the lands are not subject to the policies of the Greenbelt Plan.</p>

Policy Document	Legislative Authority/Applicability	Key Policies
	<p>not apply in Mississauga. However, the Greenbelt Plan does recognize natural heritage systems contained within the Greenbelt are connected to systems beyond the Greenbelt, including the Credit River.</p> <p>The portion of the lands which forms part of the Credit River and associated valleylands is captured within the Urban River Valleys designation of the Greenbelt Plan.</p> <p>Until such time as the portion of the lands within the Urban River Valleys designation come into the City's ownership, the policies of the Greenbelt Plan do not apply.</p>	
Parkway Belt West Plan (PBWP)	<p>The policies of MOP generally conform with the PBWP. Lands within the PBWP are within the City's Green System and are therefore intended to be preserved and enhanced through public acquisition.</p> <p>The portions of the lands that contain the valleylands associated with the Credit River are designated Public Open Space and Buffer Area in the PBWP.</p>	The Parkway Belt West Plan does not apply to this site.
Region of Peel Official Plan (ROP)	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.</p>	<p>The ROP identifies the subject lands as being located within Peel's Urban System.</p> <p>General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p> <p>The proposed application is exempt from Regional approval.</p>

Relevant Mississauga Official Plan Policies

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019.

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

The lands are located within the East Credit Neighbourhood Character Area and are designated **Residential Medium Density**. The **Residential Medium Density** designation permits all forms of townhouse dwellings. The applicant is proposing to maintain the **Residential Medium Density** designation on the subject lands.

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

	Specific Policies	General Intent
Chapter 4 Vision	Section 4.4.2 Section 4.4.5 Section 4.5	Mississauga will provide the guiding principles that are to assist in implementing the long-term land use, growth and development plan for Mississauga and sets out how the City will achieve these guiding principles.
Chapter 5 Direct Growth	Section 5.3.5 Section 5.3.5.1 Section 5.3.5.5 Section 5.3.5.6	<p>Mississauga will protect and conserve the character of stable residential neighbourhoods.</p> <p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.</p> <p>Intensification within neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.</p>
Chapter 7 Complete Communities	Section 7.1.1 Section 7.1.3 Section 7.1.6 Section 7.2.1 Section 7.2.2	<p>The official plan supports the creation of complete communities that meet the day-to-day needs of people through all stages of their life, offering a wide assortment of housing options and employment opportunities as well as numerous commercial and social venues. The provision of suitable housing is important to ensure that youth, older adults and immigrants thrive.</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.</p>

	Specific Policies	General Intent
		<p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> 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
<p>Chapter 9 Build A Desirable Urban Form</p>	<p>Section 9.1 Section 9.1.1 Section 9.1.3 Section 9.2.2 Section 9.2.2.3 Section 9.5.1.1 Section 9.5.2.2</p>	<p>Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill "fits" within the existing urban context and minimizes undue impacts on adjacent properties.</p> <p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. Infill and redevelopment within Neighbourhoods will respect the existing and planned character.</p> <p>Neighbourhoods are stable areas where limited growth is anticipated. Development in Neighbourhoods will be required to be context sensitive and respect the existing or planned character and scale of development.</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ul style="list-style-type: none"> a. respect existing lotting patterns; b. respect the continuity of front, rear and side yard setbacks; c. respect the scale and character of the surrounding area; d. minimize overshadowing and overlook on adjacent neighbours; e. incorporate stormwater best management practices; f. preserve mature high quality trees and ensure replacement of the tree canopy; and g. be designed to respect the existing scale, massing, character and grades of the surrounding area. <p>Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area.</p> <p>Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by:</p> <ul style="list-style-type: none"> a. providing walkways that are connected to the public sidewalk, are well lit, attractive and safe; b. fronting walkways and sidewalks with doors and windows and having visible active uses inside; c. avoiding blank walls facing pedestrian areas; d. and providing opportunities for weather protection, including awnings and trees.

	Specific Policies	General Intent
Chapter 11 General Land Use Designations	Section 11.1 Section 11.2.5.5	<p>The use and development of land will reflect all components of the Urban System: The Green System; City Structure and Corridors.</p> <p>In addition to the Uses Permitted in all Designations, lands designated Residential Medium Density will also permit the following uses:</p> <ul style="list-style-type: none"> • all forms of townhouse dwellings.
Chapter 19 Implementation	Section 19.4.1 Section 19.4.3	<p>Development applications will be evaluated and processed in accordance with the policies of this Plan, approved streetscape studies and design guidelines and other relevant City Council policies and Provincial policies.</p> <p>To provide consistent application of planning and urban design principles, all development applications will address, among other matters:</p> <ol style="list-style-type: none"> a) the compatibility of the proposed development to existing or planned land uses and forms, including the transition in height, density, and built form; b) conformity with the policies in this Plan; c) the sustainability of the development to support public transit and to be oriented to pedestrians; d) in circumstances where medium and high density residential uses are in proximity to developments of a lower density, measures, such as increased setback; sensitive building location, transition and design; and landscaping, may be required to ensure compatibility with the lower density designations; e) the adequacy of engineering services; f) the adequacy of community infrastructure; g) the adequacy of the multi-modal transportation systems; h) the suitability of the site in terms of size and shape, to accommodate the necessary on site functions, parking, landscaping, and on site amenities; i) the relationship of the proposed development to the street environment and its contribution to an effective and attractive public realm; j) the impact of the height and form of development, in terms of overshadowing and amenity loss, on neighbouring residential and park uses; k) site specific opportunities and constraints; l) sustainable design strategies; and m) urban form and public health.

Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019), *Provincial Policy Statement* (2020), Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

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

To achieve these targets, the City is requesting that a minimum of 10% of new ownership units be affordable. The 10% contribution rate will not be applied to the first 50 units of a development. The contribution may be in the form of on-site

or off-site units, land dedication, or financial contributions to affordable housing elsewhere in the city.

6. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>21 Kindergarten to Grade 5 9 Grade 6 to Grade 8 12 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Whitehorn P.S.</p> <p>Enrolment: 673 Capacity: 744 Portables: 0</p> <p>Hazel McCallion Sr. P.S.</p> <p>Enrolment: 742 Capacity: 671 Portables: 4</p> <p>Rick Hansen S.S.</p> <p>Enrolment: 1,672 Capacity: 1,725 Portables: 0</p>	<p>Student Yield:</p> <p>7 Kindergarten to Grade 8 6 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>St Raymond Elementary School</p> <p>Enrolment: 350 Capacity: 651 Portables: 0</p> <p>St. Joseph Secondary School</p> <p>Enrolment: 1,267 Capacity: 1,269 Portables: 4</p> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p>

7. Community Comments

A pre-application community meeting was held by National Homes on March 10, 2020. Ward 6 Councillor, Ron Starr, was in attendance.

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

- Increased traffic on Galesway Boulevard will negatively impact the surrounding community and reduce pedestrian safety
 - An additional vehicular access point should be provided onto Britannia Road West in order to mitigate increased traffic on Galesway Boulevard
 - The mature trees and bushes located adjacent to the east lot line of the subject lands should be maintained for environmental and privacy reasons
 - A fence should be provided along the interior lot lines to maintain privacy, mitigate increased noise levels and provide additional neighbourhood safety
 - In order to reduce overlook and maintain privacy, windows, terraces and balconies should not be permitted above the second storey on elevations adjacent to existing rear yards
 - The increased number of dwelling units will have an adverse impact on neighbourhood safety
 - The proposed development will increase pollution and noise
- The site will be overdeveloped and the increased population will adversely impact the surrounding parkland amenities which are currently oversubscribed

8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (May 15, 2020)	<p>Municipal sanitary sewers consist of a 250 mm (9.8 in.) sewer located on Galesway Boulevard and a 250 mm (9.8 in.) sewer located on Britannia Road West. Municipal water infrastructure consists of a 150 mm (5.9 in.) water main located on Cabrera Crescent, a 300 mm (11.8 in.) water main located on Galesway Boulevard and a 750 mm (29.5 in.) water main located on Britannia Road West.</p> <p>A satisfactory Functional Servicing Report must be submitted to determine the adequacy of the existing services on site. The report dated March 2020 has been received and will be sent for modeling for the hydrant flow test and may require further revisions.</p> <p>Regional Site Servicing approvals are required prior to the local municipality issuing building permits.</p> <p>A Waste Management Plan must be completed to confirm a satisfactory waste collection access route on site.</p>
Dufferin-Peel Catholic District School Board (April 21, 2020) and the Peel District School Board (May 11, 2020)	<p>The Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications.</p> <p>The Peel District School Board responded that prior to final approval the City of Mississauga shall be advised by the School Board that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board for this plan.</p> <p>In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions be added to the applicable Development Agreements and to any purchase and sale agreements.</p>
City Community Services Department – Park Planning Section (May 12, 2020)	<p>Community Services notes the proposed development is within walking distance of Garcia Park, which is 220 m (721 ft.) from the subject property. This 1.48 ha (3.67ac) park provides neighbourhood recreational facilities such as a community playground, soccer pitches, and open space opportunities. The park is located at the corner of Garcia Street and Whitehorn Avenue, approximately southwest of the subject site and will support the neighbourhood needs of the proposed development. Pickwick Green, is located approximately 510 m (1673 ft.) from the subject property, and contains a community playground, soccer pitches, including open space. This 2.3ha (5.68 ac) park located on Pickwick Drive will serve neighbourhood needs of future residents.</p> <p>Street tree contributions to cover the cost of planting street trees, up to 60mm caliper, will be required for every 10 m (32.8 ft.) of frontage on Galesway Boulevard in accordance with current City standards.</p> <p>Furthermore, prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, C.P.13, as amended) and in accordance with City's Policies and Bylaws.</p>
City Transportation and Works	Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details

Agency / Comment Date	Comments
Department (July 21, 2020)	<p>and revisions prior to the City making a recommendation on the application, as follows:</p> <p>Stormwater A Functional Servicing Brief (FSR), prepared by Urbantech Consulting, dated March 2020, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls.</p> <p>The applicant is proposing to construct a new storm sewer to service the development lands and private road, with outlets to the existing storm sewer on Galesway Boulevard and Britannia Road West, as well as on-site stormwater management controls for the post development discharge. The proposed plan will require the Region of Peel's approval.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> • Demonstrate the feasibility of the proposed storm sewer; • Demonstrate that there will be no impact on the City's existing drainage system; and • Demonstrate that there is no impact to downstream properties by providing a Hydraulic Grade Line analysis. <p>Traffic A traffic impact study (TIS), prepared by BA Consulting Group Ltd. and dated March 2020, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff is not satisfied with the study and require further clarification on the information provided.</p> <p>The applicant is required to provide the following information as part of subsequent submissions:</p> <ul style="list-style-type: none"> • Provide an updated Traffic Impact Study addressing all staff comments; • Provide turning movement templates for fire and emergency vehicles to evaluate the internal site circulation; • Provide satisfactory plans for a future road network including right of way widths and road configuration; • Provide additional information for any proposal that does not include the completion of Cabrera Crescent as intended; • Address any traffic concerns from the Community related to the proposed development. <p>Environmental Compliance A Phase One Environmental Site Assessment (ESA), dated March 11, 2020, prepared by DS Consultants Ltd was submitted in support of the proposed development. The purpose of the report is to identify if actual or potential environmental sources of contamination may be present in soil or groundwater as a result of current or former activities on the site. The report indicates the possibility of contamination of the subject lands. Therefore, a Phase Two ESA is required to be submitted to the Transportation and Works Department for review.</p> <p>Additionally, the applicant is required to provide the following information as part of subsequent submissions:</p> <ul style="list-style-type: none"> • A Certification letter-report for any lands to be dedicated to the City; • A letter of Intention for aboveground tank, septic, and wells decommissioning; • A dewatering commitment letter.

Agency / Comment Date	Comments
	<p>Noise A Noise Feasibility Study prepared by HGC Engineering dated March 24, 2020 was submitted in support of the proposed development. The Noise Study evaluates the potential impact to and from the development, and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic and stationary sources from adjacent buildings and facilities.</p> <p>According to the findings of the report some of the dwellings along Britannia Rd. West require the provision of air conditioning and upgrading glazing construction as noise mitigation measures whereas all other lots will be fitted with forced air ventilation system for the future provision of air conditioning by the occupant, details which will be further reviewed at building design stage.</p> <p>Engineering Plans/Drawings The applicant has submitted a number of technical plans and drawings, which are to be revised as part of subsequent submissions, in accordance with City standards and existing Agreements. The applicant will also be required to provide additional documentation to address additional matters for any required land dedication and road network configuration as part of their development proposal.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Transit Reviewer - Arborist – City Property - Public Art Coordinator - Fire Prevention - Bell Canada - Enbridge - Rogers Cable - Greater Toronto Airport Authority - Alectra Utilities - Arborist - Streetscape
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Realty Services - Peel Regional Police - Conseil Scolaire de District Catholique Centre-Sud - Conseil Scolaire Viamonde - Canada Post - Trillium Health Partners

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

- Are the proposed zoning by-law exception standards appropriate?
- Is the overall site design and layout appropriate?

Development Requirements

There are engineering matters including: noise, grading, servicing, stormwater management, traffic and environmental compliance and resolution of previous subdivision obligations associated with file T-M98012, which will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

9. Section 37 Community Benefits (Bonus Zoning)

Section 37 community benefits (bonus zoning) is not considered applicable for the current proposal as no official plan amendment is required and the net increase in height and density above existing zoning permissions does not meet the eligibility requirements of Corporate Policy 07-03-01 – Bonus Zoning.