

## Detailed Information and Preliminary Planning Analysis

**Owner: Airstar Holdings Inc.**

**7211 and 7233 Airport Road**

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## 1. Proposed Development

The applicant proposes to develop the property with a six storey, rental apartment building (for seniors) with 128 units and ground floor retail space. Official plan amendment and rezoning applications are required to permit the proposed development (refer to Section 4 for details concerning the proposed amendments).

Development Proposal		
Applications submitted:	Received: March 16, 2018 Deemed incomplete: April 18, 2018 Deemed complete: April 26, 2018 Revised: February 21, 2020 Revised: November 4, 2021	
Developer/ Owner:	Airstar Holdings Inc.	
Applicant:	Weston Consulting	
Number of units:	128 rental dwelling units	
Proposed Gross Floor Area (Commercial):	230 m <sup>2</sup> (2,476 ft <sup>2</sup> )	
Height:	Six storeys / 18.6 m (61.0 ft.)	
Lot Coverage:	25%	
Floor Space Index:	1.78	
Landscaped Area:	52%	
Road Type:	Public	
Anticipated Population:	280* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	153	92
visitor spaces	26	26
commercial spaces	13	n/a
Total	192	118
Green Initiatives:	<ul style="list-style-type: none"> <li>Rainwater collection for onsite</li> </ul>	

### Development Proposal

irrigation
<ul style="list-style-type: none"> <li>Permeable pavement</li> </ul>

### Supporting Studies and Plans

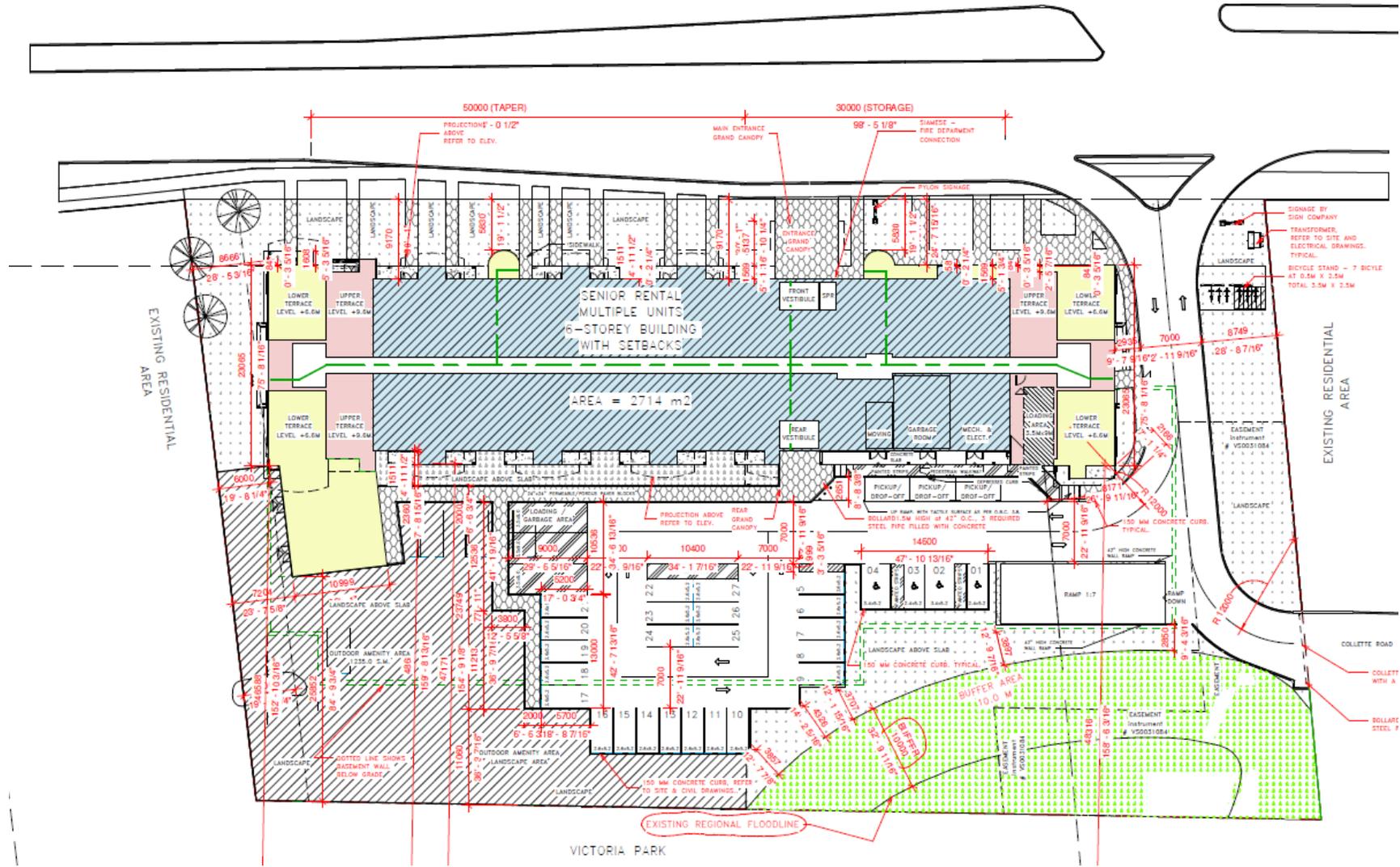
The applicant has submitted the following information in support of the applications which can be viewed at <http://www.mississauga.ca/portal/residents/development-applications>:

- Planning Justification Report
- Site Plan, Floor Plans, Elevations and Renderings
- Acoustic Study
- Sun/shadow Study
- Archaeological Assessment
- Draft Official Plan and Zoning By-law Amendments
- Functional Servicing and Stormwater Management Report
- Traffic Impact Study
- Environmental Impact Study
- Arborist Report and Tree Preservation Plans
- Grading and Servicing Plans

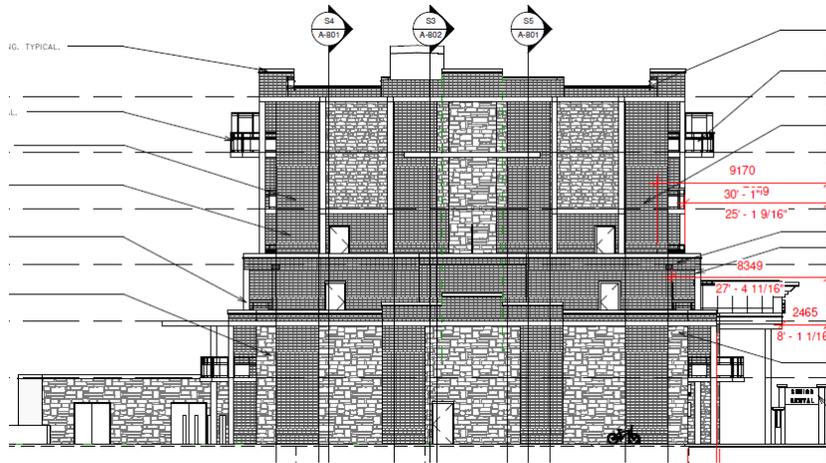
### Application Status

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

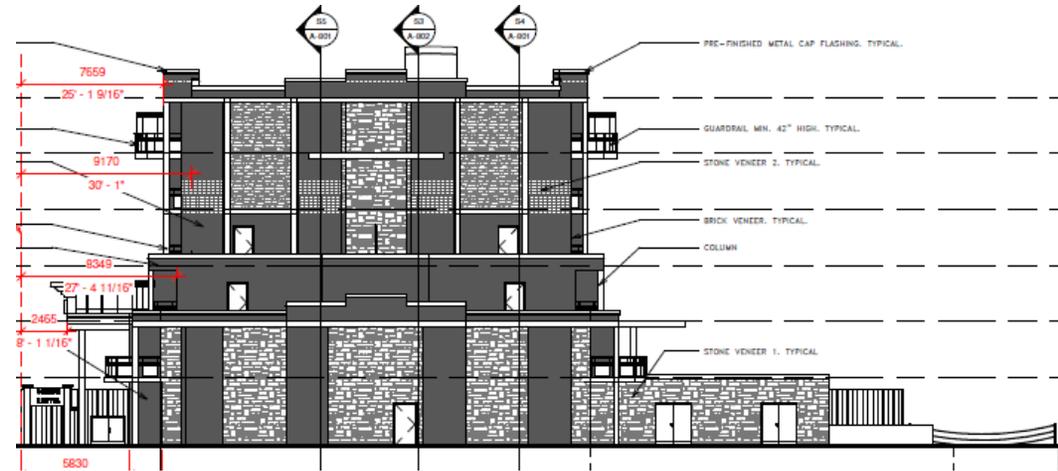
### Concept Plan, Elevations and Renderings



Site Plan



North Elevation



South Elevation



West Elevation



East Elevation



Applicant's Rendering



**Applicant's Rendering**

## 2. Site Description

### Site Information

The property is located south of Morning Star Drive, on the east side of Airport Road within the Malton Neighbourhood Character Area. The area contains a mix of detached homes, apartment buildings, parkland, commercial and other community uses. The site is currently vacant.



Aerial Photo of 7011 and 7033 Airport Road

Property Size and Use	
Frontages:	77 m (252.6 ft.)
Depth:	75 m (246.0 ft.)
Gross Lot Area:	0.87 ha (2.1 ac.)
Existing Uses:	The site is currently vacant



Image of existing conditions facing east

### Site History

- 1860 – 2000 – Northern part of subject property was occupied by residential buildings associated with agricultural use. Buildings were demolished in 2000 and have since remained vacant.
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **R3-69** (Detached Dwellings – Typical Lots, Exception) which permits detached homes.
- November 14, 2012 – Mississauga Official Plan (MOP) came into force except for those site/policies which have been appealed. The subject lands are designated **Residential Low Density II** in the Malton Neighbourhood Character Area.

## 3. Site Context

### Surrounding Land Uses

The neighbourhood contains a mix of housing types with detached homes located immediately to the north and south of the property. Victory Park is located to the east. A six storey residential apartment building is located to the west of the site, across Airport Road. Commercial uses including a grocery store, restaurants and retail are also located west of the site.

The surrounding land uses are:

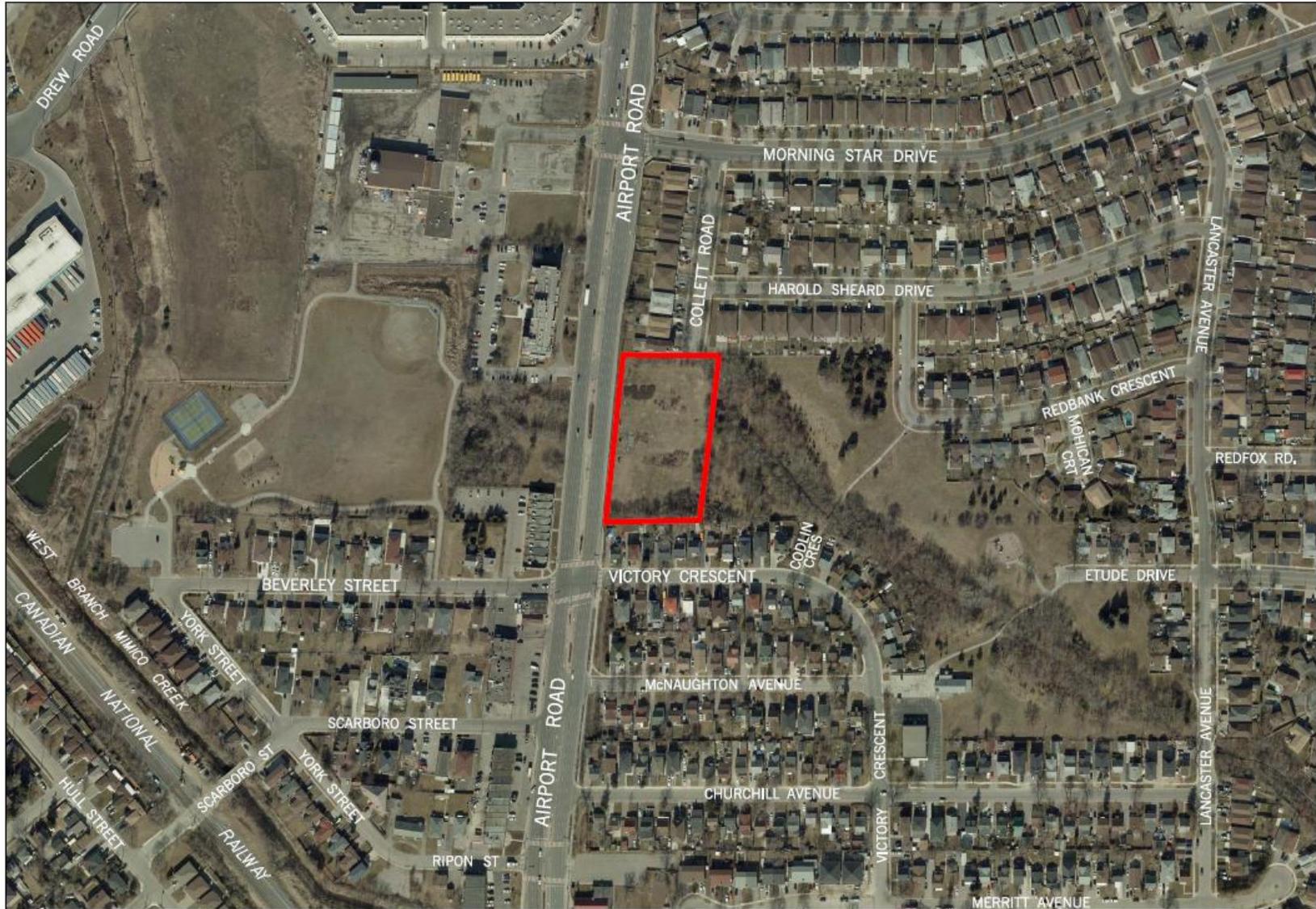
- North: Detached homes  
 East: Victory Park

South: Detached homes

West: Six storey apartment building, restaurants, retail, grocery store

### Neighbourhood Context

The site is located south of Morning Star Drive, on the east side of Airport Road. The area was originally developed for residential and agricultural uses in the 1800s. The area was largely redeveloped during the 1950s and 1970s for residential uses.



Aerial Photo of 7211 and 7233 Airport Road

## Demographics

Based on the 2016 census, the existing population of the Malton Community Node area is 2,885 with a median age of this area being 31 (compared to the City's median age of 40). 66% of the neighbourhood population is of working age (15 to 64 years of age), with 25% children (0-14 years) and 9% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 3,100 and 3,400 respectively. The average household size is 3 persons with 28% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 70 units (7%) owned and 895 units (93%) rented with a vacancy rate of approximately 0.9%. In addition, the number of jobs within this Character Area is 983. Total employment combined with the population results in a PPJ for Malton Community Node of 102 persons plus jobs per ha (252 persons plus jobs per acre).

## Other Development Applications

There are no active development applications in the vicinity of the subject property.

## Community and Transportation Services

This application will have minimal impact on existing services in the community. Victoria Park is located directly to the east of the subject property, which contains a playground and a bike path.

The following major Zum bus routes currently service the site:

- Route 5A – Bovaird WestRoute 505 – Zum Bovaird West

The following major MiWay bus routes currently service the site:

- Route 24 – NorthwestRoute 30 – Rexdale

#### 4. Summary of Applicable Policies, Regulations and Proposed Amendments

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

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

Policy Document	Legislative Authority/Applicability	Key Policies
<p><b>Provincial Policy Statement (PPS)</b></p>	<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> <p>Natural features and areas shall be protected for the long term. (PPS 2.1.1)</p>
<p><b>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</b></p>	<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 on 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>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>Municipalities will continue to protect any natural heritage features and areas in a manner that is consistent with the PPS and may continue to identify new systems in a manner that is consistent with the PPS. (Growth Plan 4.2.2.6)</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>
<p><b>Region of Peel Official Plan (ROP)</b></p>	<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>

**Mississauga Official Plan**

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

**Existing Designation**

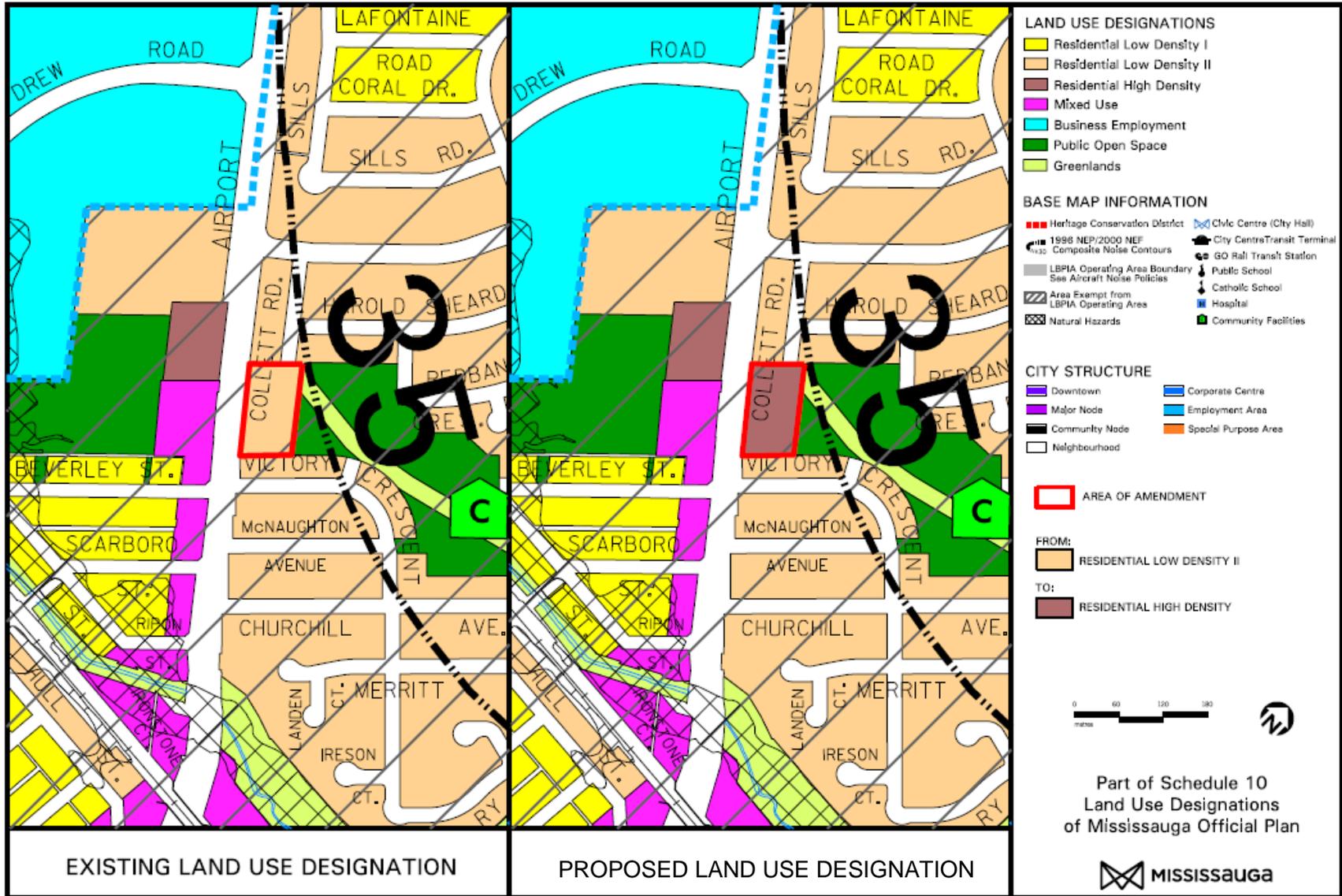
The lands are located within the Malton Neighbourhood District Character Area and are designated **Residential Low Density II**. The **Residential Low Density II** designation permits detached dwellings, semi-detached dwellings, duplex dwellings, triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.

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

**Proposed Designation**

The applicant is proposing to change the designation to **Residential High Density** to permit the proposed apartment building with ground floor retail space. The applicant will need to demonstrate consistency with the intent of MOP and shall have regards for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

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



### Excerpt of Malton Neighbourhood Character Area

#### Relevant Mississauga Official Plan Policies

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

	<b>General Intent</b>
<b>Chapter 5 Direct Growth</b>	<p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Section 5.1.6)</p> <p>Mississauga will protect and conserve the character of stable residential Neighbourhoods. (Section 5.1.7)</p> <p>Mississauga will establish strategies that protect, enhance and expand the Green System. (Section 5.2.1)</p> <p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved. (Section 5.3.5.1)</p> <p>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. (Section 5.3.5.3)</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale. (Section 5.3.5.6)</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood. (Section 5.4.4)</p> <p>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. (Section 5.4.5)</p>
<b>Chapter 6 Value The Environment</b>	<p>Buffers are vegetated protection areas that provide a physical separation of development from the limits of natural heritage features and Natural Hazard Lands. Buffers will be determined on a site specific basis as part of an Environmental Impact Study to the satisfaction of the City and conservation authority. (Section 6.3.7 and Section 6.3.8)</p> <p>The exact limit of components of the Natural Heritage System will be determined through site specific studies such as an Environmental Impact Study. (Section 6.3.10)</p> <p>The Natural Heritage System will be protected, enhanced, restored and expanded by ensuring that development in or adjacent to the Natural Heritage System protects and maintains natural heritage features and their ecological functions and placing those areas into</p>

	<p><b>General Intent</b></p> <p>public ownership. (Section 6.3.24.a &amp; b)</p> <p>Development and site alteration will not be permitted within erosion hazards associated with valleylands and watercourse features. In addition, development and site alteration must provide appropriate buffer to erosion hazards, as established to the satisfaction of the City and conservation authority. (Section 6.3.4.7)</p> <p>6.10.2.1 Land uses located at or above the corresponding 1996 noise exposure projection (NEP)/2000 noise exposure forecast (NEF) composite noise contour as determined by the Federal Government, will require a noise study as a condition of development. The noise study is to be undertaken by a licensed professional engineer with acoustical expertise in accordance with the applicable Provincial Government environmental noise guideline to the satisfaction of the City prior to development approval to determine appropriate acoustic design criteria.</p> <p>6.10.2.2 Mississauga will require tenants and purchasers to be notified when a proposed development is located at the noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contour of 25 and above.</p> <p>6.10.2.3 A noise warning clause will be included in agreements that are registered on title, including condominium disclosure statements and declarations.</p> <p>6.10.2.4 Residential and other sensitive land uses within the Airport Operating Area will not be permitted as a principal or an accessory use with the following exceptions:</p> <p>a. lands identified as "Exception Area", as shown on Map 6-1; and</p> <p>b. daycare facilities accessory to an employment use in the Corporate Centre Character Areas known as Gateway Corporate and Airport Corporate, on lands located below the 35 noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contour.</p> <p>6.10.2.5 Development applications for sensitive land uses including new residential dwellings, with the exception of replacement detached and semidetached dwellings, for lands where permitted within the Airport Operating Area, may be processed for approval provided that all of the following are satisfied:</p> <p>a. a feasibility noise impact study will be submitted as part of a complete development application to verify that mitigated indoor and outdoor noise levels would not exceed the sound level limits established by the applicable Provincial Government environmental noise guideline;</p> <p>b. a detailed noise impact study will be required prior to final development application approval;</p> <p>c. appropriate conditions relating to noise mitigation that are consistent with the findings of the detailed noise impact study, are included in the final approval; and</p> <p>d. an Aircraft Noise Warning Agreement between the City of Mississauga, the Greater Toronto Airports Authority (or its successor) and the Developer, are included in the approval.</p>
<p><b>Chapter 7 Complete Communities</b></p>	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (Section 7.1.6)</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. (Section 7.2.1)</p>

	<p><b>General Intent</b></p> <p>Mississauga will provide opportunities for:</p> <ol style="list-style-type: none"> <li>a. the development of a range of housing choices in terms of type, tenure and price;</li> <li>b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and</li> <li>c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.2.2)</li> </ol> <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies. (Section 7.2.3)</p>
<p><b>Chapter 9 Build A Desirable Urban Form</b></p>	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. (Section 9.1.1)</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character. (Section 9.1.3)</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. (Section 9.1.5)</p> <p>Neighbourhoods are stable areas where limited growth is anticipated. Where increases in density and a variety of land uses are considered in Neighbourhoods, they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required. (Section 9.2.2)</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ul style="list-style-type: none"> <li>Respect existing lotting patterns;</li> <li>Respect the continuity of front, rear and side yard setbacks;</li> <li>Respect the scale and character of the surrounding area;</li> </ul> <p>Development on Corridors will be encouraged to:</p> <ul style="list-style-type: none"> <li>Assemble small land parcels to create efficient development parcels;</li> <li>Face the street, except where predominate development patterns dictate otherwise;</li> <li>Not locate parking between the building and the street;</li> <li>Site buildings to frame the street;</li> <li>Support transit and active transportation modes;</li> <li>Provide concept plans that show how the site can be developed with surrounding lands. (Section 9.2.2.6)</li> </ul> <p>Where cul-de-sac and dead end streets exist, accessible paths that provide shortcuts for walking and cycling and vehicular access should be created, where possible. (Section 9.3.1.6)</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy, sunlight and sky views are maintained. (Section 9.5.1.9)</p> <p>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged. (Section 9.5.1.12)</p>

	<b>General Intent</b>
<b>Chapter 16 Neighbourhoods</b>	<p>For lands within Neighbourhoods, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements. (Section 16.1.1.1)</p> <p>Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that:</p> <ol style="list-style-type: none"> <li>An appropriate transition in heights that respects the surrounding context will be achieved;</li> <li>The development proposal enhances the existing or planned development;</li> <li>The City Structure hierarchy is maintained; and</li> <li>The development proposal is consistent with the policies of this Plan (Section 16.1.1.2)</li> </ol>
<b>Chapter 19 Implementation</b>	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> <li>the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;</li> <li>the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> <li>there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</li> <li>a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant. (Section 19.5.1)</li> </ul>

## Mississauga Zoning By-law

### Existing Zoning

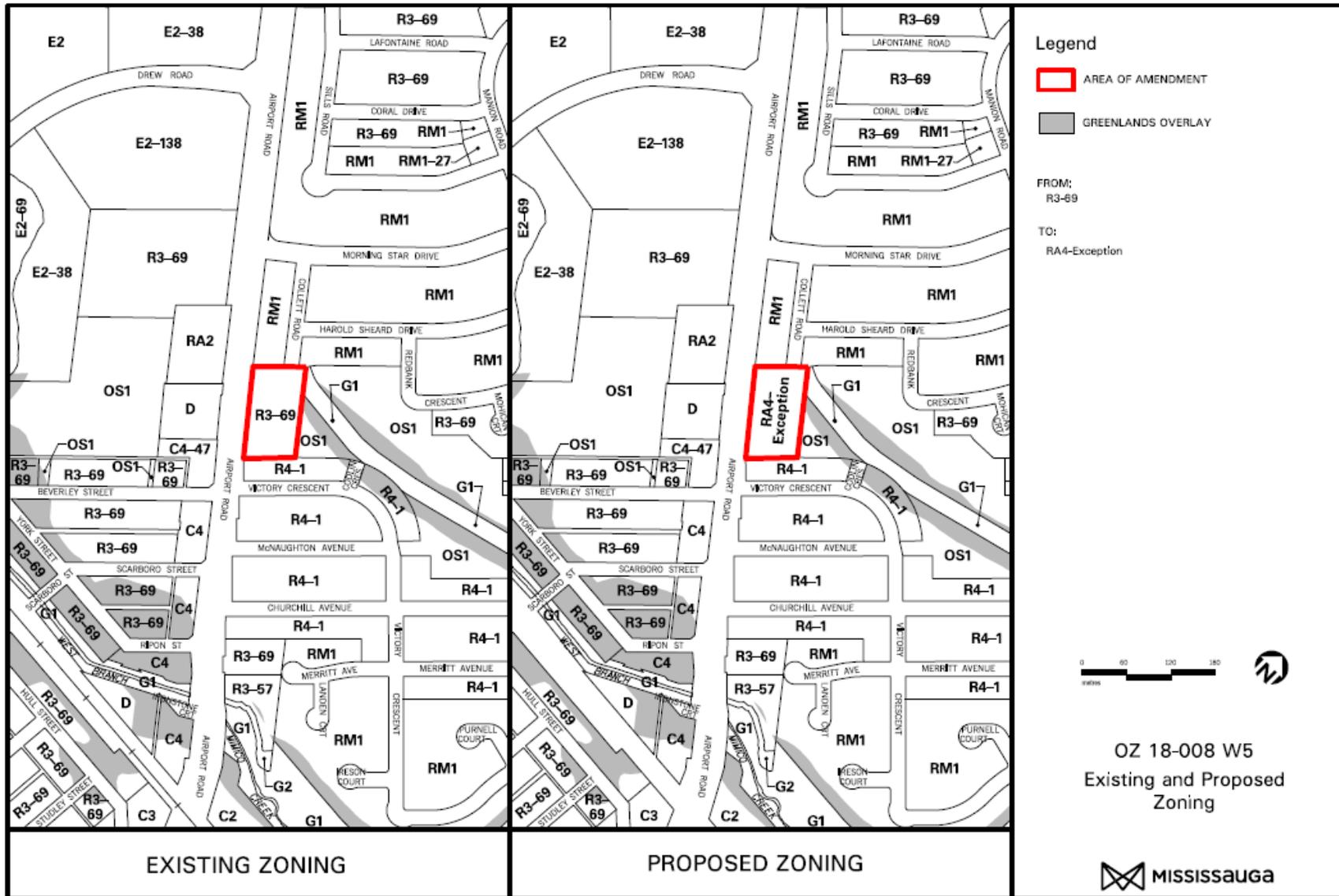
The subject property is currently zoned **R3-69** (Detached Dwellings – Exception), which permits detached dwellings with frontages of 15.0 m (49.2 ft.).

### Proposed Zoning

The applicant is proposing to zone the property **RA4 – Exception** (Residential High Density – Exception) to permit the proposed apartment building with ground floor retail space. The applicant has indicated that they intend to build a six storey, rental apartment

building for seniors with a floor space index of 1.8. However, their proposal may change over time, and a condition that the apartments be only occupied by seniors cannot be made a requirement by the municipality.

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



Excerpt of Zoning Map Z48W  
**Proposed Zoning Regulations**

<b>Zone Regulations Z48W</b>	<b>Existing R3-69 (Detached Dwelling – Exception) Zone Regulations</b>	<b>RA4 Base Zone Regulations</b>	<b>Proposed RA4-Exception Amended Zone Regulations</b>
Maximum <b>Floor Space Index (FSI)</b>	n/a	1.8	1.8
Maximum <b>Lot Coverage</b>	30%	n/a	n/a
Minimum <b>Lot Frontage</b>	15.0 (49.2 ft.)	30.0 m (98.4 ft.)	77 m (252.6 ft.)
Minimum <b>Front Yard</b>	7.5 m (24.6 ft.)	7.5 m – 8.5 m (24.6 ft. – 27.9 ft.)	5.5 m (18.0 ft.)
Minimum <b>Rear Yard</b>	7.5 m (24.6 ft.)	7.5 m – 10.0 m (24.6 ft. – 32.8 ft.)	26 m (85.3 ft.)
Minimum <b>Side Yard</b>	1.2 m + 0.61 m for each additional <b>storey</b> or portion thereof above one (1) <b>storey</b>	7.5 m (24.6 ft.) plus 1.0 m (3.28 ft.) of dwelling <b>height</b> or portion thereof, exceeding 10.0 m (32.8 ft.) to a maximum setback requirement of 25.5 m (83.7 ft.)	6.0 m (19.7 ft.)
Maximum <b>gross floor area</b>	150 m <sup>2</sup> (1,614.6 sq. ft.) plus 0.2 times the <b>lot area</b>	1,000 m <sup>2</sup> (10,763.9 ft. <sup>2</sup> )	15,500 m <sup>2</sup> (166,840.6 ft. <sup>2</sup> )
Maximum <b>height</b>	Sloped roof 9.0 m (26.5 ft.)  Flat roof 7.5 m (24.6 ft.)	56.0 m (183.7 ft.) and 18 storeys	18.6 m (61 ft.) 6 storeys
Minimum <b>landscaped area</b>	40% of the <b>front yard</b> and/or <b>exterior side yard</b>	40% of the <b>lot area</b>	52.2% of the <b>lot area</b>
Minimum depth of a <b>landscaped buffer</b> abutting a <b>lot line</b> that is a <b>street line</b> and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with	n/a	4.5 m (14.8 ft.)	3.0 m (9.83 ft.)

Zone Regulations Z48W	Existing R3-69 (Detached Dwelling – Exception) Zone Regulations	RA4 Base Zone Regulations	Proposed RA4-Exception Amended Zone Regulations
the exception of an <b>Apartment</b> zone			
Minimum depth of a <b>landscaped buffer</b> along any other <b>lot line</b>	n/a	3.0 m (9.83 ft.)	3.0 m (9.83 ft.)
Minimum <b>amenity area</b>	n/a	The greater of 5.6 m <sup>2</sup> per <b>dwelling unit</b> or 10% of the site area	A minimum of 1,450 m <sup>2</sup> (11.33 m <sup>2</sup> per <b>dwelling unit</b> ), approximately 9.5% of the site area
Required Number of <b>Parking Spaces</b> for rental apartment buildings	n/a	188 parking spaces (total required) 153 resident parking spaces 26 visitor parking spaces 13 commercial spaces 1 loading space 7 accessible spaces	111 parking spaces (total provided) 85 resident parking spaces 26 visitor parking spaces 0 commercial spaces 3 loading spaces 7 accessible spaces
	<p>Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.</p>		

### Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019) and Amendment No. 1 (2020), *Provincial Policy Statement* (2020), *Regional Official Plan* and *Mississauga Official Plan (MOP)*, the City requests that

proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

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

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

## 5. School Accommodation

### The Peel District School Board

Student Yield	School Accommodation		
5 Kindergarten to Grade 6 0 Grade 7 to Grade 8 0 Grade 9 to Grade 12	Ridgewood Public School	Morning Star Middle School	Lincoln M. Alexander Secondary School
	Enrolment: 603 Capacity: 784 Portables: 1	Enrolment: 514 Capacity: 699 Portables: 0	Enrolment: 921 Capacity: 1,470 Portables: 0

### The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
3 Kindergarten to Grade 8 2 Grade 9 to Grade 12	St. Raphael Elementary	Ascension of Our Lord Secondary School
	Enrolment: 213 Capacity: 340 Portables: 0	Enrolment: 690 Capacity: 774 Portables: 0

## 6. Community Questions and Comments

No community meetings were held and no written comments were received by the Planning and Building Department.

## 7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (January 10, 2022)	<p>A Region of Peel Official Plan Amendment is not required.</p> <p>An existing 300 mm (3.94 in.) diameter watermain and an existing 525 mm (20.7 in.) diameter sanitary sewer are located on Airport Road. An existing 150 mm (5.91 in.) diameter watermain and an existing 250 mm (9.84 in.) diameter sanitary sewer are located on Collette Road.</p> <p>Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. All works associated with the servicing of this site will be at the applicant's expense. The applicant will also be responsible for the payment of applicable fees, development charges, legal costs and all other costs associated with the development of this site.</p> <p>Servicing of the proposed development must comply with the City's requirements for the Ontario Building Code and current Region of Peel standards.</p> <p>Regional Site Servicing approvals are required prior to the local municipality issuing building permit.</p> <p>There is a Regional easement on the subject property. Unauthorized encroachments on Regional easements will not be permitted. Certain restrictions apply with respect to Regional easements as per the documents registered on title. It is strongly recommended that all efforts be made to remove encroachments within the Region's easement.</p> <p>The Region reviewed the Storm Water Management Report prepared by Designfine Consulting Engineers, dated November 2019, and offer the following comments:</p> <ul style="list-style-type: none"> <li>- No stormwater flows will be accepted into Region of Peel Right-of-Way (Airport Rd.)</li> <li>- All flows must be directed away from the Region of Peel Right-of-Way (Airport Rd.)</li> <li>- A drainage plan is required for review in future revisions</li> </ul>

Agency / Comment Date	Comments
	<p>The submitted Functional Servicing Report (FSR), last revised April 5, 2021 is not satisfactory. The FSR must be revised to connect to water and sanitary infrastructure on Airport Road.</p> <p>Regional Traffic Engineering reviewed the Traffic Impact Study. The functional design of the right-in/right-out access onto Airport Road is acceptable.</p> <p>Additional revisions to the waste submission are required to demonstrate its feasibility. Please ensure that all Region of Peel waste requirements are shown on revised drawings for review and comment.</p> <p>Property dedication along Airport Road is required prior to Site Plan Approval.</p>
<p>Greater Toronto Airport Authority (GTAA) (January 31, 2022)</p>	<p>Should applications be approved, The GTAA requires the following conditions of approval:</p> <p>Establishment of a tripartite Aircraft Noise Warning Agreement (to include the developer/property owner, the City of Mississauga and the GTAA) for the subject property. The Aircraft Noise Warning Agreement, the terms of which are to be enforced by the City, would stipulate that as a condition of approval, the Developer must enter into a Development Agreement, registerable on title. The noise warning agreement will contain but is not limited to elements such as construction conditions and warning clauses for redevelopment on the site. Furthermore, the agreement would require such warning clauses, acknowledging potential interference with both indoor and outdoor activities and to be made available to all prospective users and residents of the subject property.</p> <p>In addition, the GTAA requests post-construction inspection and certification from a qualified acoustical engineer, to the satisfaction of the City of Mississauga, that the building is in compliance with all applicable Ministry of Environment interior noise guidelines.</p>
<p>Dufferin-Peel Catholic District School Board and the Peel District School Board (February 17, 2022 and February 25, 2022)</p>	<p>The Peel District School Board and the Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications.</p>
<p>City Community Services Department – Park Planning Section (February 2, 2022)</p>	<p>The subject site is adjacent to City owned lands identified as Victory Park (P - 001) which contains a playground and is zoned <b>G1</b> (Greenlands - Natural Hazards) and <b>OS1</b> (Open Space - Community Park).</p> <p>The City lands to the east of the site is identified as Significant Natural area within the City's Natural Heritage System and comprises of the channelized flood plain of Mimico Creek. It is recommended that a 10 m (32.8 ft.) buffer from the natural feature be dedicated gratuitously to the City for conservation purposes and zoned <b>G1</b>. A revised Environmental Impact Study addressing limits of natural features and associated buffers is outstanding.</p> <p>Should this application be approved, through the review of Site Plan application, securities for protection of adjacent City owned lands including the Greenlands will be required.</p>

Agency / Comment Date	Comments
	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
Toronto and Region Conservation Authority (January 14, 2022)	Minor revisions to the Functional Servicing Report are required to address TRCA's outstanding concerns.
City Transportation and Works Department (February 7, 2022)	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p>Stormwater</p> <p>A Functional Servicing Report &amp; Stormwater Management Report, prepared by DesignFine Ltd. and dated September 2021, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include new infrastructure and/or on-site stormwater management controls.</p> <p>The applicant is proposing to construct a private storm sewer to service the development lands with a connection to the Region of Peel's infrastructure, as well as on-site stormwater management controls for the post development discharge. Approval of the proposed plan is also required from the Toronto and Region Conservation Authority (TRCA).</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> <li>• demonstrate the feasibility of the proposed storm sewer and outlet;</li> <li>• demonstrate that there will be no impact on the existing drainage system including how groundwater will be managed on-site;</li> <li>• demonstrate that the 5 mm (0.20 in.) water balance through Low Impact Development (LID) will be achieved; and</li> <li>• provide a Drainage Proposal to demonstrate the above.</li> </ul> <p>Traffic</p> <p>A Traffic Impact Study Addendum prepared by Crozier and dated October 2021 was submitted in support of the proposed development. Based on the information provided to date, staff are not satisfied with the study and require further clarification on the information provided.</p> <p>The applicant is required to provide the following information as part of subsequent submissions:</p> <ul style="list-style-type: none"> <li>• an updated Traffic Impact Study addressing all staff comments;</li> </ul>

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> <li>• revised plans to illustrate the required cul-de-sac at the terminus of Collett Road and the associated land dedication requirements;</li> <li>• revised plans to be able to safely accommodate fire and waste collection trucks;</li> <li>• updated turning movement diagrams to evaluate the internal site circulation; and</li> <li>• responses to address any traffic concerns from the community related to the proposed development.</li> </ul> <p>Environmental Compliance</p> <p>A Phase I Environmental Site Assessment (ESA), dated January 11, 2018 and prepared by TIL, was submitted in support of the proposed development. The report indicates that areas of potential environmental concern were identified on the site as a result of onsite and offsite potentially contaminating activities. Investigation of soil and groundwater will be required at the site. Therefore, the following is to be submitted for review:</p> <ul style="list-style-type: none"> <li>• A letter of reliance for the Phase I ESA;</li> <li>• A Phase II ESA;</li> <li>• A Temporary Discharge Commitment letter; and</li> <li>• A letter certified by a Qualified Person, stating that land to be dedicated to the City is environmentally suitable for the proposed use.</li> </ul> <p>Noise</p> <p>A Noise Feasibility Study prepared by HGC Engineering (Ltd.), dated October 29, 2021 was submitted for review. The noise study evaluates the potential impact both to and from the proposed development and recommends mitigation measures to reduce any negative impacts. Further information is required to assess the impacts of noise levels from existing and proposed stationary sources on this development.</p> <p>Additionally, the proposed residential development is located at aircraft noise contour/noise exposure forecast (NEF) 36, therefore, GTAA approval will be required and the owner will be required to enter into an Aircraft Noise Warning Agreement to be registered on title, addressing various GTAA warning clauses and provisions.</p> <p>Engineering Plans/Drawings</p> <p>The applicant has submitted a number of technical plans and drawings (i.e. grading and servicing plans), which need to be revised as part of subsequent submissions in accordance with City Standards, and to clearly demonstrate the infrastructure required for Collett Road.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> <li>- Mississauga Transit</li> <li>- Heritage</li> </ul>

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> <li>- Arborist – City Property</li> <li>- Arborist – Private Property</li> <li>- Arborist - Streetscape</li> <li>- Public Art</li> <li>- Fire and Emergency Services</li> <li>- Bell Canada</li> <li>- Canada Post</li> <li>- Enbridge Gas</li> </ul>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>- Fire and Emergency Services</li> <li>- Canadian National Railway</li> <li>- Rogers Cable</li> <li>- Alectra Utilities</li> </ul>

### Development Requirements

There are engineering matters including: grading, noise mitigation, aircraft noise warning agreement, land dedication environmental, engineering, servicing and stormwater management that will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

### 8. Section 37 Community Benefits (Bonus Zoning)

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

permitted height or density. The timing of the recommendation report and Council's adoption of a zoning by-law amendment, if any, will determine whether density bonusing or the CBC bylaw will apply. Should these applications be approved by Council, staff will report back to Planning and Development Committee on the provision of community benefits or density bonusing (Section 37) as a condition of approval.

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

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## 9. Next Steps

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

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Do the proposed building heights appropriately address the City Structure?
- Is the proposed development compatible with the existing and planned character of the area given the proposed land use, massing, building height, setbacks and built form?
- Are the transitions to neighbouring properties appropriate?
- What are the expected traffic impacts?
- Is the proposed site access/egress and internal circulation appropriate?
- Are the proposed zoning by-law exception standards appropriate?
- Is the proposed waste collection plan feasible?
- Is the proposed amenity area appropriate?
- Have NAV Canada requirements been met?