

Detailed Information and Preliminary Planning Analysis

Owner: 2862505 Ontario Limited

5, 7, 9 Beverley Street

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1. Proposed Development

The applicant proposes to develop the property with 16, three storey back to back townhouse units. 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: December 12, 2022 Deemed Incomplete: January 13, 2023 Deemed complete: February 2, 2023	
Developer/ Owner:	2862505 Ontario Limited	
Applicant:	M. Behar Planning & Design Limited	
Number of units:	16 townhouse units	
Proposed Gross Floor Area:	1,792 m ² (19,289 ft ²)	
Height:	Three storeys / 12.3 m (1230 ft.)	
Lot Coverage:	48%	
Floor Space Index:	1.0 FSI	
Landscaped Area:	25%	
Road Type:	Public	
Anticipated Population:	48* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	31	17
visitor spaces	4	2
total	35	19
Green Initiatives:	<ul style="list-style-type: none"> Considering stormwater collection for onsite irrigation Considering permeable pavement 	

Supporting Studies and Plans

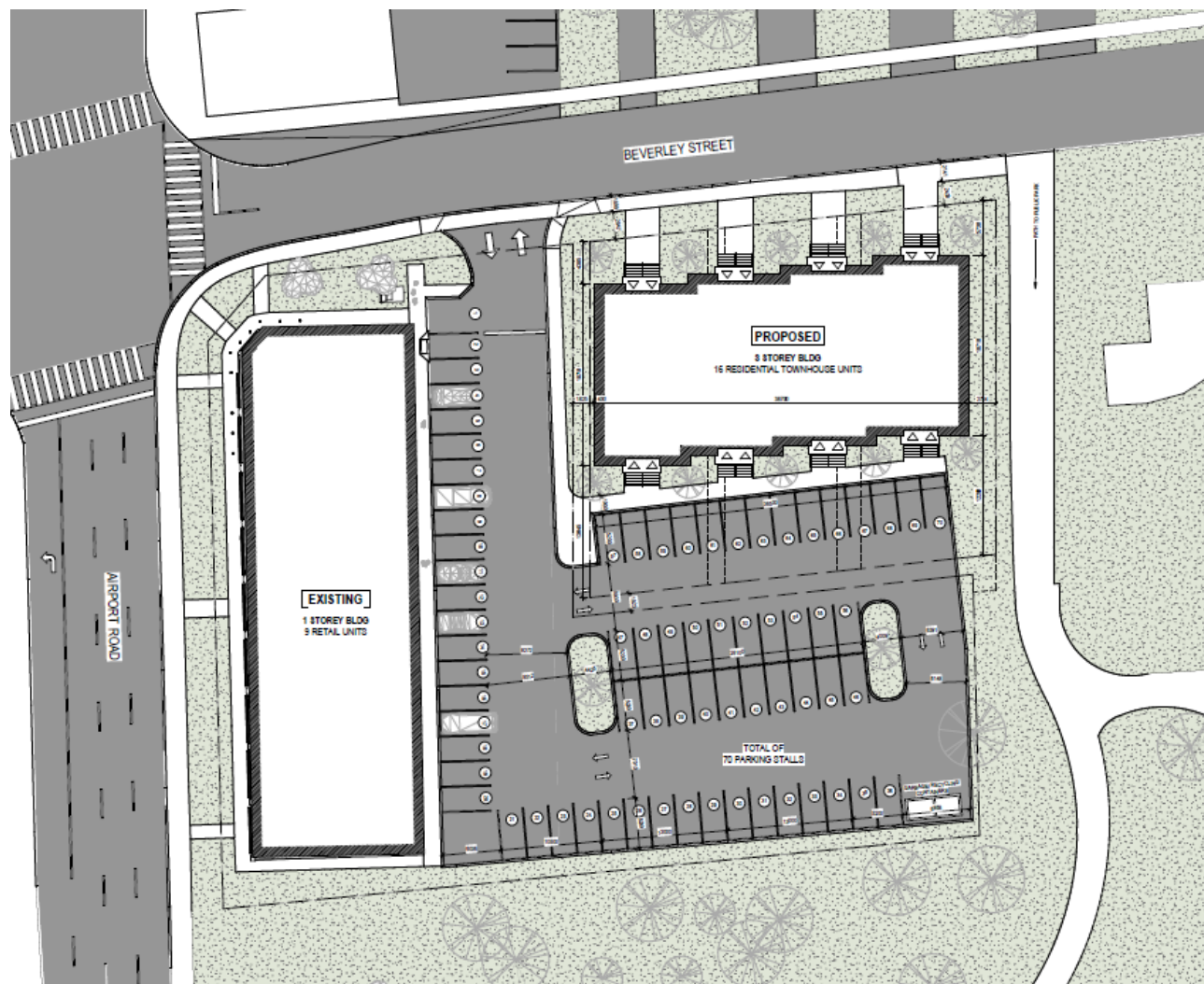
The applicant has submitted the following information in support of the applications which can be viewed at <http://www.mississauga.ca/portal/residents/development-applications>:

- Planning Justification Report
- Site Plan, Floor Plans, Elevations and Renderings
- Noise Feasibility Study
- Sun/Shadow Analysis
- Draft Official Plan and Zoning By-law Amendments
- Functional Servicing and Stormwater Management Report
- Transportation Impact Study
- Phase 1 Environmental Site Assessment
- Hydrogeological Investigation
- 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



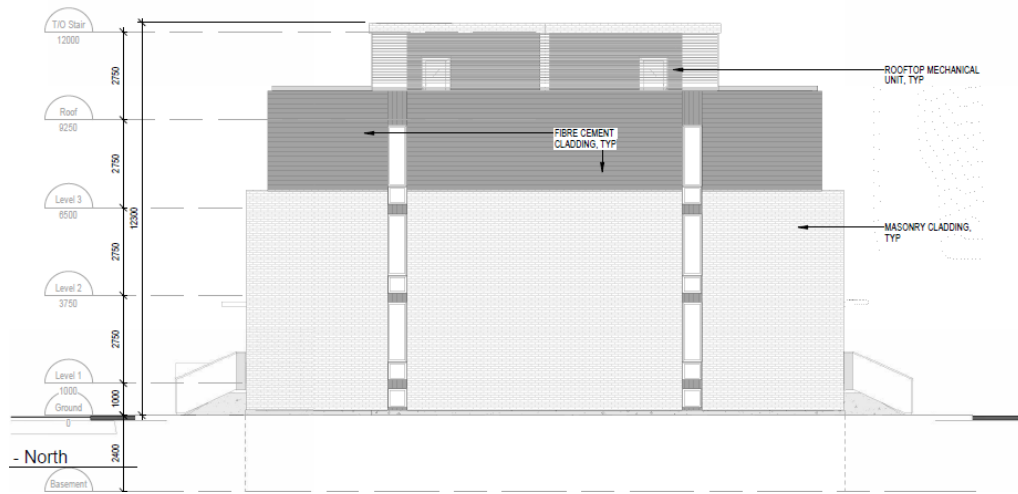
Site Plan



East Elevation



West Elevation



North Elevation



South Elevation



Applicant's Renderings

2. Site Description

Site Information

The property is located north of Derry Road East, west of Airport Road within the Malton Character Area. The area contains a mix of detached homes, apartment buildings, parkland, commercial and other community uses. The site is currently occupied by detached dwellings on 5 and 7 Beverley Street and 9 Beverley Street is vacant.



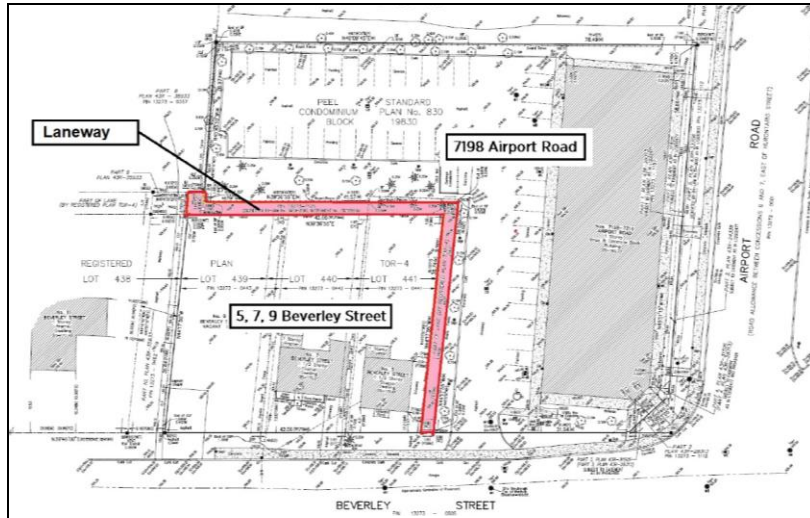
Aerial Photo of 5, 7, 9 Beverley Street

Property Size and Use	
Frontages:	43.9 m (144 ft.)
Depth:	40 m (131.2 ft.)
Gross Lot Area:	0.18 ha. (0.8 ac.)
Existing Uses:	5 – Detached dwelling 7 – Detached dwelling 9 – Vacant lot



Image of existing conditions facing northeast

There is an irregularly shaped untraveled laneway between 5, 7, 9 Beverley Street and the adjacent property at 7198 Airport Road that is owned by the City. The City passed By-law 0156-2022 on July 6, 2022 permitting the inclusion of this property in this proposed development application. The applicant is working with the City's Realty Services Department to acquire the property that was declared as surplus lands by Council in the report dated January 11, 2023.



City Owned Laneway between 5, 7, 9 Beverley Street
 and 7198 Airport Road

Site History

- January 28, 1980 – Zoning by-law 5500 came into force. The properties are zoned **R4** (Detached).
- May 16, 2000 – A demolition permit was issued for 9 Beverley Street. The property is now vacant.
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject properties 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 properties are designated **Residential Low Density I** 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 south and west of the property.

The adjacent property located to the east (7198 Airport Road) contains a one storey multi-unit retail plaza and is also owned by the developer/owner of the Beverley Street properties. On January 20, 2023, the Committee of Adjustment approved a minor variance application (A 6/22) to permit a two storey addition above the existing plaza (9 retail units) to facilitate the development of 10 dwelling units. A shared parking arrangement is intended for the proposed development and the retail plaza.

Malton Village Park is located immediately north of the properties and includes a baseball field, volleyball and tennis courts.

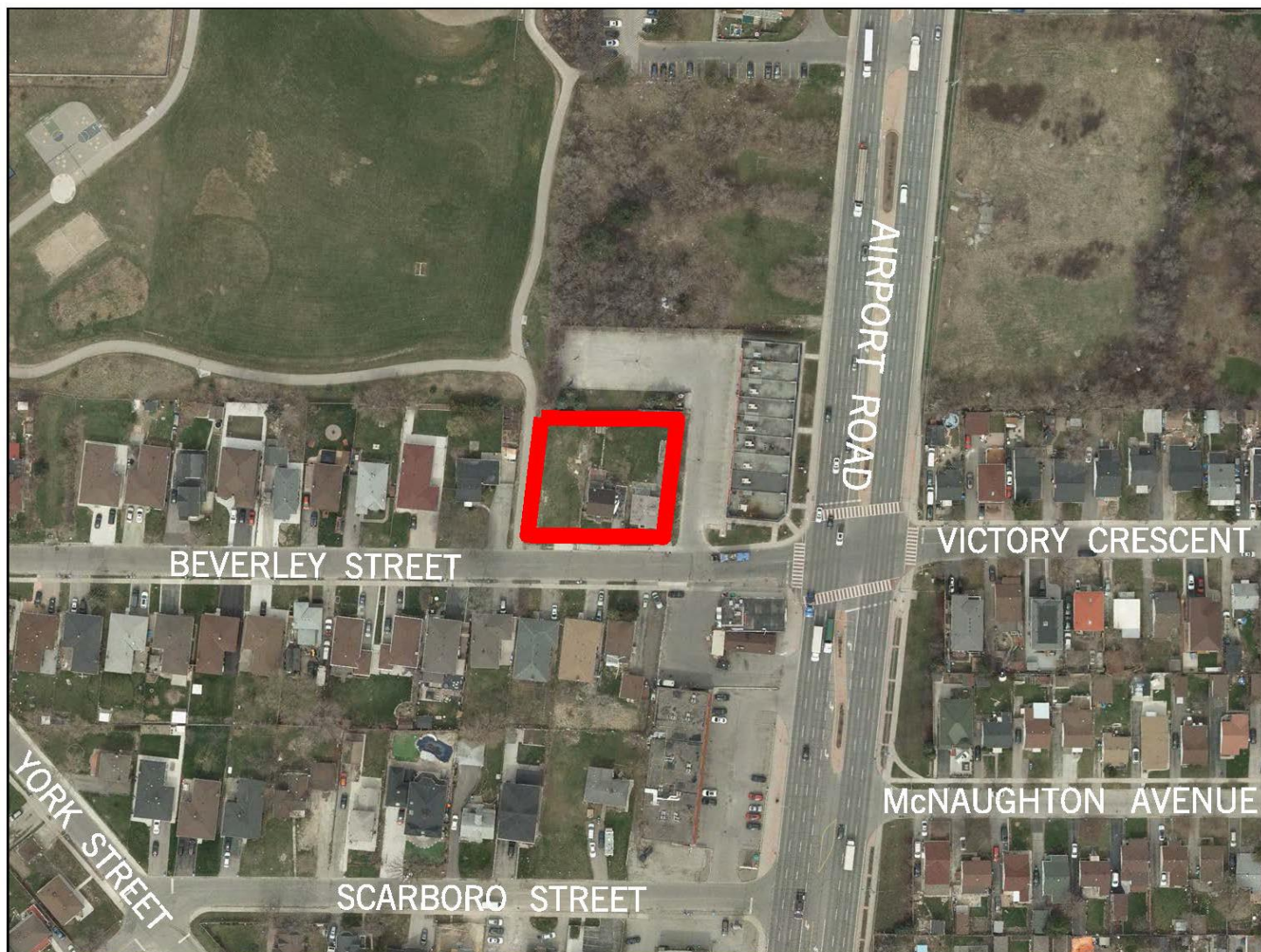
The surrounding land uses are:

North: Malton Village Park
East: Retail uses
South: Detached homes
West: Detached homes

Neighbourhood Context

The site is located north of Derry Road East, west of Airport Road on the north side of Beverly Street in the Malton Neighbourhood Character Area. 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.

Airport Road is identified as a Corridor in the Mississauga Official Plan (MOP). The Airport Road Corridor functions as an arterial road servicing major and minor collector roads. Section 5.4.1 of MOP defines a Corridor as including the lands on either side of the Road. Although Airport Road is classified as a Corridor, the subject properties do not have direct frontage onto Airport Road.



Aerial Photo of 5, 7, 9 Beverley Street

Demographics

Based on the 2016 census, the existing population of the Malton Neighbourhood area is 35,555 with a median age of this area being 36 (compared to the City's median age of 40). 67% of the neighbourhood population are of working age (15 to 64 years of age), with 19% children (0-14 years) and 14% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 37,700 and 38,500 respectively. The average household size is 3 persons with 9% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 7,225 units (69%) owned and 3,260 units (31%) rented with a vacancy rate of approximately 0.9%*. In addition, the number of jobs within this Character Area is 1,707. Total employment combined with the population results in a PPJ for Malton Neighbourhood of 59 persons plus jobs per hectare.

*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 application is in process in the immediate vicinity of the subject property:

- File OZ 18/008 W5 – 7211 and 7233 Airport Road – application in process for a six storey rental apartment building (for seniors) with 128 units and ground floor retail space.

Community and Transportation Services

Malton Village Park is located directly north of the subject properties, which contains a baseball field, volleyball and tennis courts.

The subject properties are located within 300 m (984 ft.) of GO's Weston Subdivision, which carries Kitchener GO service.

The following Zum bus routes currently service the site:

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

The following MiWay bus routes currently service the site:

- Route 24 – Northwest Route 30 – Rexdale
- Route 30 – Beverley St. at Airport Rd.

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
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>On April 6, 2023 the Ministry of Municipal Affairs and Housing released the new Provincial Planning Statement for comment. The Provincial Planning Statement will replace both the Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe. At the time of writing this report, the new Provincial Planning Statement is not in force and effect.</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</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>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>
Region of Peel Official Plan (ROP)	<p>With the approval from the Ministry of Municipal Affairs and Housing, the Region of Peel's new Official Plan came into effect on November 4, 2022 and will be used to evaluate the proposal.</p> <p>MOP 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 application meets 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 5.6, include:</p> <ul style="list-style-type: none"> • achieving sustainable development; • establishing healthy complete communities; • achieving intensified and compact built form and a 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; • achieving an urban form and densities that are pedestrian-friendly and transit supportive; • promoting crime prevention and improvement in the quality of life; • protecting, restoring, and enhancing the natural environment; • allowing opportunities for residents to live in their own communities as they age; • preserving and protecting lands adjacent to highways, rail corridors, rail yards and major truck terminals for employment lands and infrastructure uses, where appropriate; and, providing for a wide range of goods and services to meet the needs of those living and working in the Urban System.

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 Character Area and are designated **Residential Low Density I**. The **Residential Low Density I** designation permits detached dwellings, semi-detached dwellings, and duplex dwellings.

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 Medium Density** to permit back to back townhouses. The applicant will need to demonstrate consistency with the intent of MOP and shall have regard 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.

	General Intent
Chapter 5 Direct Growth	<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>Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas (Section 5.3.5.2)</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>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. (Section 5.3.5.5)</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>
Chapter 6 Value The Environment	<p>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. (Section 6.10.2.1)</p>

	<p>General Intent</p> <p>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. (Section 6.10.2.2)</p> <p>A noise warning clause will be included in agreements that are registered on title, including condominium disclosure statements and declarations. (Section 6.10.2.3)</p> <p>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> <ul style="list-style-type: none"> a. lands identified as "Exception Area", as shown on Map 6-1; and 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. (Section 6.10.2.4) <p>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> <ul style="list-style-type: none"> 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; b. a detailed noise impact study will be required prior to final development application approval; 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 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. (Section 6.10.2.5)
<p>Chapter 7 Complete Communities</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>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 the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.2.2) <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>

	General Intent
Chapter 9 Build A Desirable Urban Form	<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>The city vision will be supported by site development that:</p> <ul style="list-style-type: none"> 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. (Section 9.1.10) <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"> 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. (Section 9.2.2.3) <p>Development on Corridors will be encouraged to:</p> <ul style="list-style-type: none"> a. Assemble small land parcels to create efficient development parcels; 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; f. Support transit and active transportation modes; h. Provide concept plans that show how the site can be developed with surrounding lands. (Section 9.2.2.6) <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 (Section 9.5.1.1)</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>

	General Intent
	Development proponents will be required to ensure that pedestrian circulation and connections are accessible, comfortable, safe and integrated into the overall system of trails and walkways (Section 9.5.2.3)
Chapter 11 General Land Use Designations	<p>Lands designated Residential Low Density will permit the following uses:</p> <ul style="list-style-type: none"> a. detached dwelling; b. semi-detached dwelling; and c. duplex dwelling. (Section 11.2.5.3) <p>Lands designated Residential Medium Density will permit the following uses:</p> <ul style="list-style-type: none"> a. all forms of townhouse dwellings. (Section 11.2.5.5)
Chapter 16 Neighbourhoods	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)
Chapter 19 Implementation	<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"> • 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; • that a municipal comprehensive review of the land use designation or a five year review is not required; • the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; • 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)

Mississauga Zoning By-law

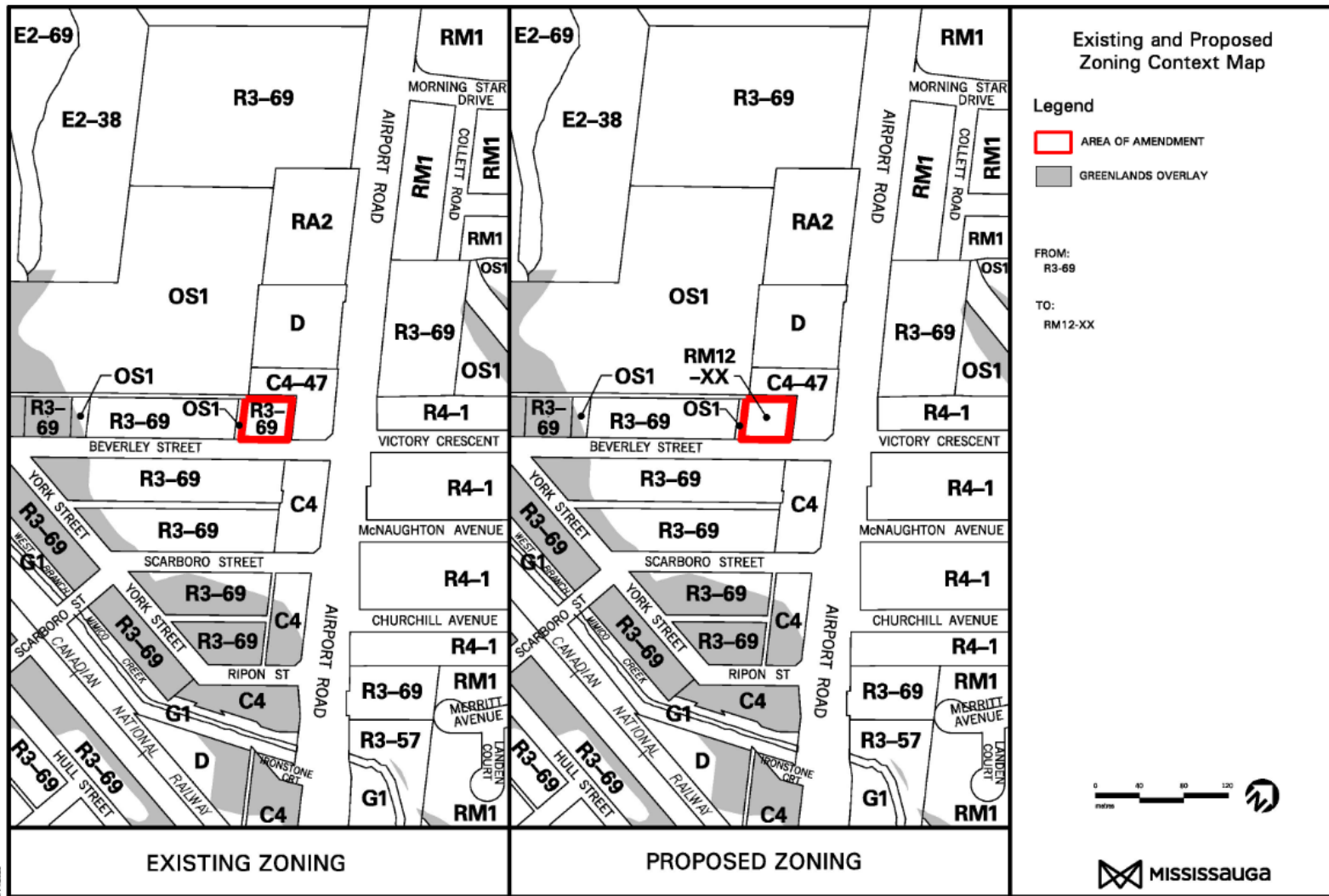
Existing Zoning

The subject properties are 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 **RM12 – Exception** (Back to Back Townhouses on a Street) to permit 3-storey back to back townhouses.

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

Zone Regulations Z48W	Existing R3-69 (Detached Dwelling – Exception) Zone Regulations	RM12 Base Zone Regulations	Proposed RM12-Exception Amended Zone Regulations
Maximum number of Dwelling Units in a Back to Back Townhouse Block	n/a	12	16
Minimum Lot Frontage	15.0 (49.2 ft.)	Interior Lot – 6.0 m (19.7 ft.) Corner Lot – 10.5 m (35 ft.)	--
Minimum Front Yard	7.5 m (24.6 ft.)	4.5 m (14.7 ft.)	4.3 m (14.1 ft.)
Minimum Side Yard	1.2 m (3.93 ft.) + 0.61 m (2.0 ft.) for each additional storey or portion thereof above one (1) storey	Exterior Side Yard – 4.5 m (14.7 ft.) Interior Side Yard: Attached Side – 0.0 m (0 ft.) Unattached Side – 1.5 m (4.92 ft.)	Interior Side Yard Setback for a lot with an exterior side lot line abutting a CEC Private Driveway – 0.4 m (1.31 ft.) Interior Side Yard: 2.7 m (8.8 ft.)
Maximum gross floor area	150 m ² (1,614.6 sq. ft.) plus 0.2 times the lot area	n/a	1,792 m ² (19,289 sq. ft.)
Maximum height	Sloped roof 9.0 m (26.5 ft.) Flat roof 7.5 m (24.6 ft.)	Highest Ridge – Sloped Roof – 15.0 m (49.2 ft.) and 3 storeys Flat Roof – 11.0 m (36 ft.) and 3 storeys	12.3 m (40.3 ft.) and 3 storeys
Required Number of Parking Spaces for rental apartment buildings	n/a		Residential: 1.04 spaces / unit Visitor: 0.14 spaces / unit
	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.		

5. School Accommodation

The Peel District School Board

Student Yield	School Accommodation		
3 Kindergarten to Grade 5 1 Grade 6 to Grade 8 1 Grade 9 to Grade 12	Marvin Heights Public School	Morning Star Middle School	Lincoln Alexander Secondary School
	Enrolment: 290 Capacity: 513 Portables: 0	Enrolment: 468 Capacity: 699 Portables: 0	Enrolment: 901 Capacity: 1,470 Portables: 0

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
2 Kindergarten to Grade 8 1 Grade 9 to Grade 12	St. Raphael Elementary School	Ascension of Our Lord Catholic Secondary School
	Enrolment: 219 Capacity: 340 Portables: 0	Enrolment: 640 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 (February 28, 2023)	<p>A Region of Peel Official Plan Amendment is not required.</p> <p>An existing 200 mm (7.87 in) diameter water main is located on Beverley Street as well as an existing 300 mm (11.8 in) diameter water main is located on Airport Road. This proposal requires connection to a minimum municipal watermain size of 300mm (11.8 in), modeling will confirm if the proposal can be serviced by the 200 mm (7.87 in) diameter water main. An existing 525 mm (20.6 in) diameter sanitary sewer is located on Airport Road and an existing 250 mm (9.84 in) diameter sanitary sewer is located on Beverley Street.</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, DC charges, legal costs and all other costs associated with the development of this site.</p> <p>Servicing for the proposed development must comply with the Local Municipality's Requirements for the Ontario Building Code and most current Region of Peel standards.</p> <p>The SWMR dated February 16, 2022 prepared by Jain Infrastructure Consulting/Y.Ayub P.Eng was reviewed. The Report is approved in principle.</p> <p>The site does not have direct frontage to a Region of Peel Right of Way (ROW).</p> <p>There are Regional easements on the subject property. No encroachments will be permitted.</p>
Greater Toronto Airport Authority (GTAA) (March 7, 2023)	<p>Airport Zoning Restrictions: According to the Airport Zoning Regulations for Toronto Pearson International Airport, development elevations on the subject property are affected by the following obstacle zoning restriction: the Outer Surface. The maximum allowable development elevation under this restriction is 219.46 metres Above Sea Level Based on the information provided by the applicant in ePlans, the proposed townhouses would be within the height limits associated with the Regulations.</p> <p>Noise Impacts: If the Rezoning application is approved, the GTAA requests, as a condition of approval, a noise study from a qualified noise engineer that the proposed buildings will be in compliance with all applicable Ministry of the Environment and Climate Change (MOECC) noise guidelines (Publication NPC-300). Furthermore, the GTAA requires the completion of a tripartite</p>

Agency / Comment Date	Comments
	<p>Aircraft Noise Warning Agreement (between the developer, City of Mississauga and the GTAA). Should the City of Mississauga's Planning and Building Department proceed with rezoning approval to permit 16 townhouse units on the subject property, it should only do so once it has been established that the conditions stated in the previous paragraph will be met.</p> <p>Crane Operations: Any crane or other equipment used for construction on the site would be limited to the Maximum Allowable Development Elevations. Use of a crane or other such equipment during the period of construction is also restricted by airport operations at Toronto Pearson Airport.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (February 7, 2023 and March 7, 2023)	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 the 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.
City Community Services Department – Park Planning Section (March 29, 2023)	<p>In comments dated March 29, 2023, Park Planning Section, Community Services Department notes that the subject property is located on the north side of Beverly Street just west of Airport Road within the Malton Neighbourhood Character Area.</p> <p>The 2022 Parks Plan identifies a 9.0 ha (22.8 ac) parkland deficiency in this character area. The 2019 Future Directions Parks and Forestry Master Plan and the 2022 Parks Plan also establishes a walking distance requirement of 800 metres (2,624.7 ft) to a City owned playground for residential areas, unimpeded by major pedestrian barriers. Although the Malton Neighbourhood Character Area is deficient in parkland, Malton Village Park (P-270) abuts the subject property, zoned OS1 (Open Space) and contains a playground within 800 metres of the site and will service the future residents of this development.</p> <p>Requirement for a parkland dedication has not be imposed on this development given the site constraint to achieve unencumbered parkland and given that the subject property abuts a City park.</p> <p>Through future site plan application, securities for hoarding, fencing and park clean-up will be required. A street tree contribution will also be required for the installation of street trees along Beverly Street. 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 <i>Planning Act</i> and in accordance with City's Policies and By-laws.</p>
City Transportation and Works Department (April 17, 2023)	<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>

Agency / Comment Date	Comments
	<p>Stormwater A Functional Servicing Report, prepared by Jain Infrastructure Consultants Ltd., dated February 16, 2022, 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, watercourses, 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 modify an existing private storm sewer to service the development lands, with an existing outlet to a municipal storm sewer on Beverly Street, as well as on-site stormwater management controls for the post-development discharge.</p> <p>The applicant is required to provide further technical information to demonstrate the feasibility of the proposed storm modifications, and that there will be no impact on the City's existing drainage system.</p> <p>Traffic A Traffic Impact Study (TIS), prepared by NexTrans Consulting Engineers, dated October 5, 2022 was submitted in support of the proposed development and a full review and audit was completed. Based on the information provided to date, staff are not satisfied with the study and require further clarification on the information provided.</p> <p>In addition, a qualified traffic consultant was retained to conduct a peer review of the TIS report and provide additional comments that are to be addressed. The applicant is required to provide the following information as part of subsequent submissions:</p> <ul style="list-style-type: none"> • an updated TIS addressing all staff comments; • review and provide confirmation that the driveway access to Beverly Street and the internal driveway can operate efficiently; and, • address any traffic concerns from the Community related to the proposed development. <p>Environmental Compliance A Phase One Environmental Site Assessment (ESA) report, dated March 22, 2022, prepared by Orbit Engineering Limited was submitted in support of the proposed development. The report indicates that a further investigation is required to assess the subsurface conditions at the site. Therefore the following is to be submitted for review:</p> <ul style="list-style-type: none"> • a letter of reliance for the Phase One ESA report; • a Phase Two ESA report along with a letter of reliance; • a Storm Sewer Use By-law Acknowledgement form; and, • a written documentation prepared by a Qualified Person (as defined in Section 5 of Ontario Regulation 153/04, as amended) stating the geotechnical and environmental suitability of the fill materials located on-site.

Agency / Comment Date	Comments
	<p>Noise A Noise Feasibility Study prepared by HGC Engineering, dated February 10, 2022 was submitted for review. The Noise Report evaluates the potential impact both to and from the proposed development, and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic from Airport Road, rail traffic on the CP Railway Line and air traffic noise from the Lester B. Pearson International Airport. Further information via a revised noise study is required to address staff comments regarding the assessment of noise levels, and to identify appropriate mitigation measures for this development.</p> <p>Engineering Plans/Drawings The applicant has submitted a number of technical plans and drawings (i.e. Grading and Servicing Plans), which are to be revised as part of subsequent submissions, in accordance with City Standards.</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"> - Alectra Utilities - Arborist – City Property - Arborist – Private Property - Canada Post Corporation - CS Viamonde - Enbridge - Rogers Cable - Mississauga Transit
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Arborist - Streetscape - Bell Canada - Canadian National Railway - Public Art - Trillium Health Partners

Development Requirements

There are engineering matters including: grading, environmental, aircraft noise warning agreement, land dedication, 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. Community Benefits Charge

Schedule 17 of Bill 197, *COVID-19 Economic Recovery Act*, 2020, amended the *Planning Act*. The Section 37 Height/Density Bonus provisions are replaced with the Community Benefit Charge (CBC) provisions, implemented by a CBC By-law passed by Council. Section 37 of the *Planning Act* now allows municipalities to impose a CBC on land to fund costs related to growth. Funds collected under CBC will be to fund projects City-wide and Council will be requested at budget time each year to spend or allocate CBC funds to specific projects in accordance with the CBC Strategy and Corporate Policy.

In response to this legislative change, Council passed the City's new CBC By-law on June 22, 2022, which will be administered by the Corporate Services Department, Finance Division. The by-law specifies to which types of development and redevelopment the charge applies, the amount of the charge, exemptions and timing of charge payment. The CBC is 4% of

the value of the land. A land appraisal is required in order to determine the applicable CBC in each case.

As the subject proposal is not more than 5 storeys the CBC is not applicable.

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?
- Is the proposed development compatible with the existing and planned character of the area given the proposed massing, building height, and lotting fabric?
- Are the transitions to the neighbouring properties appropriate?
- Is the proposed waste collection plan feasible?
- Are the proposed zoning by-law exception standards appropriate to accommodate the development?
- Are the following issues satisfactorily addressed:
 - Confirmation of property boundaries and ownership arrangements,
 - Shared access to the properties. and
 - Shared parking agreement for both parcels
- Has the surplus lands owned by the City been acquired by the owner?

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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