

Recommendation Report Detailed Planning Analysis

Owner: Airstar Holdings Inc.

7211 and 7233 Airport Road

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1. Community Comments

Comments from the public were generally directed towards the impact of a six storey building on adjacent low rise residential properties, increased traffic, and support for the proposal. Below is a summary and response to the specific comments heard.

Comment

The proposed six storey building will negatively impact the low rise residential properties to the north of the site.

Response

The proposed building is set back 18.6 m (61 ft.) from the property line shared with the detached dwellings to the north. This greatly exceeds the **RA2** (Apartments) zone standard for interior side yards abutting detached and semi-detached dwellings. Additionally, the proposed building is stepped down along both the north and south elevations, with a height of 10 m (32.9 ft.), a 12 m (39.4 ft.) setback, rising to a maximum height of 18.6 m (61 ft.). The building has been designed to reduce the impact of the height on the neighbouring detached dwellings.

Comment

The proposed development and the resulting increased population will cause negative impacts to traffic in the immediate area.

Response

A Traffic Impact Study (TIS) was provided by C.F. Crozier & Associates Inc. in support of the proposed development. The

study concluded that the proposed development is anticipated to generate 23 and 36 total site trips for the weekday AM and PM peak hours.

Transportation and Works staff advise that with the additional traffic generated by the proposed development, the study area intersections and proposed access are expected to operate at acceptable levels of service, with minimal impact to existing traffic conditions.

2. Updated Agency and City Department Comments

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The applications were first circulated to all City departments and commenting agencies on May 5, 2018 and the further revised proposal was recirculated to outstanding City departments and commenting agencies on October 8, 2024. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation and Works Department

Comments updated December 5, 2024, state that based on a review of the information submitted to date, staff are generally satisfied that the materials submitted are in accordance with City requirements. However, additional technical details are required to facilitate the implementation of the engineering requirements, as follows:

Stormwater

The Functional Servicing and Stormwater Management Report provided by Ram Engineering Inc. dated October 15, 2023, indicates that an increase in stormwater runoff will occur with the redevelopment of the site. To mitigate the change in impervious area from the proposed development and its impact on the receiving municipal drainage system, on-site stormwater management controls for the post-development discharge are required.

In general, the applicant has demonstrated a satisfactory stormwater servicing concept. The applicant has proposed multiple area drains within the parking lot and a stormwater tank to address stormwater drainage. The site's private storm sewer systems will connect into the existing municipal storm sewers on Collett Road. An on-site stormwater tank is proposed to address the site's stormwater storage requirements for quantity control and runoff volume control.

Traffic

Five (5) TIS submissions were provided by C.F. Crozier & Associates Inc. in support of the proposed development. Each submission was reviewed and audited by the City's Transportation and Works Department. Based on the fifth submission, dated October 2023, the study complied with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 23 (9 in, 14 out) and 36 (19 in, 17 out) two-way site trips for the weekday AM and PM peak hours in 2026, respectively.

With the additional traffic generated by the proposed development, the study area intersections and proposed vehicular access are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.

Environmental Compliance

A Phase One Environmental Site Assessment (ESA) Update dated December 11, 2021, and Phase Two ESA dated June 13, 2022, both prepared by Toronto Inspect Ltd., have been received in support of the proposed development. The documents indicate that the site is suitable for the proposed use, and no further investigation is required at this time.

Noise

A Noise Report prepared by HGC Engineering dated November 15, 2022, was submitted in support of the proposed development. The Noise Report evaluated the potential acoustical impact to the proposed development and recommended mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic from Airport Road and air traffic from Pearson International Airport. The submitted noise assessment confirms that noise mitigation will be required, including ventilation requirements such as provisions for central air conditioning, upgraded building materials, and 1.5 m (4.9 ft.) high acoustic barriers for the northwest and southwest third floor terraces, the details of which will be confirmed through the site plan and building permit processes.

'H' Holding Provision

Should the application be approved, the outstanding technical feasibility matters, and the remaining engineering items required to facilitate the implementation of the zoning by-law must be addressed further through an 'H' Holding Provision, which may be lifted upon:

- Delivery of an executed Development Agreement in a form and on terms satisfactory to the City of Mississauga;
- Receipt of any outstanding, updated, or additional technical reports, studies, documents, drawings/plans, including:
 - Updated Servicing Plan, Grading Plan, and Basement/Underground Parking Plan;
 - Retaining wall design drawing and details to ensure pedestrian connectivity to Collett Road, signed and sealed by a Professional Engineer.

Region of Peel

Comments updated November 28, 2024, state the following:

Water and Wastewater Infrastructure:

The Region had an opportunity to review the Functional Servicing Report (FSR), prepared by Ram Engineering Inc. and dated October 15, 2023. The report was found to be unsatisfactory. The commercial population equivalent was incorrectly calculated using OBC Table 3.1.17.1 instead of the 2023 Sanitary Design Criteria, which requires 50 persons/ha (20 persons/ac) for commercial areas. Additionally, while a hydrant flow test was referenced, the results were not included in the submission. Lastly, fire flow calculations were based on

outdated 1999 Fire Underwriter Survey (FUS) criteria, and the applicant must instead use the 2020 FUS standards. Prior to lifting the Holding Provision, the Region requests a revised report to proceed with capacity modelling.

Transportation Development:

The Region requests the gratuitous dedication of lands to meet the Regional Official Plan requirement for Regional Road 7 (Airport Road). This right of way is 50.5 m (165.7 ft.), and 25.2 m (82.7 ft.) from the centreline of the road allowance, within 245 m (803.8 ft.) of intersections to protect for the provision of but not limited to: utilities, sidewalks, multiuse pathways and transit bay/shelters. Furthermore, the Region will require the gratuitous dedication of a 0.3 m (1 ft.) reserve along the frontage of Regional Road 7 (Airport Road) behind the property line except at any approved access point. The dedication should be clearly and accurately demonstrated, from the centreline of the roadway to the new property line, on the site plan.

Waste Management:

Prior to lifting the Holding Provision, the applicant must demonstrate that the turning radius from the centreline along the waste collection vehicle access route meets the minimum 13 m (42.7 ft.) requirement on all turns, including ingress and egress, to ensure waste feasibility. The waste collection vehicle access route must be clearly shown and labelled throughout the complex.

Regional Easement:

There is a Regional easement (VS31084) on the subject property. The easement must be kept free and clear of any

trees, buildings, structures, or obstructions; unauthorized encroachments are not permitted. The Region requests updated landscaping drawings to confirm that encroachments such as landscaping materials and paving are not being proposed over this easement.

Community Services Department

Comments updated December 5, 2024, state that the subject property is adjacent to City owned lands identified as Victory Park (P-001) which contains a playground and is zoned **G1** (Greenlands - Natural Hazards) and **OS1** (Open Space - Community Park). The City lands to the east of the site are identified as a Significant Natural Area within the City's Natural Heritage System and include the channelized flood plain of Mimico Creek. A portion of the development site is recommended to be rezoned Greenlands zoned **G1** (natural hazard) as identified in the Environmental Impact Study in accordance with City OP Policy 6.3.26.

Should this application be approved, through the review of future site plan application, securities for protection of adjacent City owned lands including the Greenlands will be required. Further, 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 Region Conservation Authority (TRCA)

TRCA staff have no objection to the approval of the OPA and ZBA applications subject to the floodplain and associated buffer being redesignated greenlands and zoned **G1** (natural hazard).

Recognizing that the subject lands are located within the Regulatory Floodplain, it is recommended that a holding provision be included within the Zoning By-law Schedule until such time that the subject lands are removed from the Regulatory Floodplain. The "H" Holding Provision shall not be removed until the owner submits to the satisfaction of Toronto and Region Conservation Authority the following:

- Confirmation from a qualified engineer that demonstrates the floodplain remediation on site has occurred in accordance with a TRCA permit
- Confirmation that the development is located outside of the Regulatory Floodplain, to the satisfaction of the TRCA.

3. Provincial Policy Statement, 2024 (PPS)

The Provincial Planning Statement, 2024 (PPS) was released on August 20, 2024, and came into effect on October 20, 2024, replacing the Provincial Policy Statement, 2020. This new document replaces both the Provincial Policy Statement, 2020, and the Growth Plan for the Greater Golden Horseshoe, consolidating the two frameworks into a single, province-wide document. The update aims to streamline policies and place greater responsibility on municipalities to manage growth locally, with a focus on intensification, housing development, and transit-supportive communities. The new PPS provides direction on land use planning by ensuring that municipal decisions align with provincial interests such as promoting efficient land use, encouraging diverse housing options, and supporting sustainable development by coordinating land use with existing and planned public infrastructure.

The PPS recognizes that municipal official plans are the most important vehicle for implementation of the policies of the PPS and for achieving "comprehensive, integrated and long-term planning".

Under the *Planning Act*, all planning decisions must be consistent with the PPS.

4. Consistency with PPS

The Information Report dated March 4, 2022 (Appendix 1) provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including:

Section 2.1.6 of the PPS states that planning authorities should support the achievement of complete communities by accommodating a range of land uses and housing options, improving accessibility for people of all ages and abilities, and improving social equity and overall quality of life for all people of varying abilities and incomes.

Section 2.2.1 of the PPS states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents by accommodating affordable housing needs, permitting and facilitating all housing options and all types of residential intensification, including redevelopment of underutilized commercial and institutional sites.

Section 3.1 of the PPS establishes the general policies for infrastructure and public service facilities and states that these shall be provided in an efficient manner while accommodating projected needs. It also states that existing infrastructure and public service facilities are to be optimized before consideration is given to new development.

The subject site and proposal represent an opportunity to modestly intensify and increase the range of housing in the area. The development represents an efficient land use pattern and optimizes existing infrastructure, public service facilities and transit. As outlined in this report, the proposed development supports the general intent of the PPS.

5. Region of Peel Official Plan

As summarized in the public meeting report dated March 4, 2022 (Appendix 1), the proposed development does not require an amendment to the Region of Peel Official Plan. The subject property is located within the Urban System of the Region of Peel. General Objectives in Section 5.3.1 and General Policies in Section 5.5 direct development and redevelopment to the Urban System to achieve an intensified and compact form of development and provide 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 infrastructure.

The proposed development conforms to the ROP as it is an appropriate form of development that efficiently uses land to contribute to housing choices in the neighbourhood.

6. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies for the Malton Neighbourhood Character Area, to permit an apartment building with a height of six storeys. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***
- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***
- ***Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?***

Planning staff have undertaken an evaluation of the relevant policies of the PPS, Growth Plan and MOP, including those found in Section 19.5.1 against this proposed development application.

The following is an analysis of the key policies and criteria:

Directing Growth

The subject site is located within the Malton Neighbourhood District Character Area, south of Morning Star Drive and east of Airport Road. The area is characterized by a variety of residential built forms, including detached dwellings, townhouses and low and mid-rise apartments. The Neighbourhood also contains retail and service commercial uses and benefits from many public facilities including schools, parks, athletic fields and places of religious assembly.

Although Neighbourhoods are generally not identified as areas for significant intensification, MOP acknowledges that Neighbourhoods will not remain static and that new development should be sensitive to the existing and planned character. Intensification within Neighbourhoods is to be compatible to surrounding development in built form and scale and enhance the existing and planned development (S.5.3.5.5 and S.5.3.5.6). In accordance with MOP, higher density uses are to be directed to specific locations, including along Corridors (S.5.3.5.3).

Chapter 5 of MOP (Direct Growth) indicates that intensification within neighbourhoods may be considered where the proposed

development is compatible in built form and scale to surrounding development, is sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale. Chapter 7 of MOP (Complete Communities) supports the creation of complete communities that meet the day-to-day needs of people through all stages of their life, offering a wide assortment of housing options. Chapter 9 of MOP (Build a Desirable Urban Form) addresses the need for appropriate infill in both Intensification Areas and Non-Intensification Areas to help revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures.

The subject site is designated **Residential Low Density II**, which permits detached, semi-detached and duplex dwellings, triplexes, street townhouses and other forms of low-rise dwellings with individual frontages. The subject site has frontage onto Airport Road, which is a designated Corridor and location for higher density uses.

The subject site and development proposal represents an opportunity to modestly intensify and increase the range of housing in the area. Based on the location of the property within the Malton Neighbourhood District Character Area and along a designated Corridor, City staff consider the subject site appropriate for modest residential intensification.

Compatibility with the Neighbourhood

Intensification within Neighbourhoods will be compatible in built form and scale to surrounding development and will be sensitive

to the existing and planned context. The site is located within the Malton Neighbourhood District Character Area. A range of residential uses are permitted in the Neighbourhood as well as Mixed Use, Business Employment and Open Space. The lands to the west of the subject site are designated **Residential High Density** and **Mixed Use**, which permits apartment buildings and a variety of commercial uses. There is presently a six storey residential apartment building and commercial uses to the west of the subject site. The surrounding lands to the north and south of the subject site are designated **Residential Low Density II**. The property to the east of the subject site is designated **Open Space** and **Greenlands**, which permits public open space.

Policy 6.10.2 of the MOP outlines which areas of Mississauga are subject to high levels of aircraft noise, and where sensitive land uses are permitted. The subject site is within the Airport Operating Area Exception Area where, despite proximity to the airport, residential land uses are permitted subject to the inclusion of noise mitigation features.

The proposed amendment to the **Residential High Density** designation would permit all forms of apartment dwelling, while the proposed **Greenlands** designation will permit lands for flood control and erosion management. This allows for an appropriate level of intensification within an area that features a variety of residential densities.

The proposed intensification is predominately focused along the designated Corridor, which allows a different built form to be accommodated while respecting existing character. The proposed development need not replicate existing structures

but should respect the scale and character of the area, which in staff's opinion is varied.

The Official Plan states that new developments in Neighbourhoods must minimize overshadowing and overlook on adjacent neighbours, and be designed to respect the scale, massing, character and grades of the surrounding area. The proposed development meets these policies through the provision of a consistent building setback along the side, rear and front yards. These setbacks support the appropriate transition to the surrounding low rise residential neighbourhood. The proposed development meets the directives of MOP regarding compatibility with the Malton Neighbourhood Character Area.

Services and Infrastructure

Based on the comments received from the applicable City Departments and external agencies, the existing infrastructure is adequate to support the proposed development.

The Region of Peel has advised that there is adequate water and sanitary sewer capacity to service this site.

The site is currently serviced by the following Zum Brampton Transit route:

- Route 505 – Bovaird

The site is currently serviced by the following MiWay Transit routes:

- Route 7 – Airport
- Route 24 – Northwest
- Route 30 – Rexdale

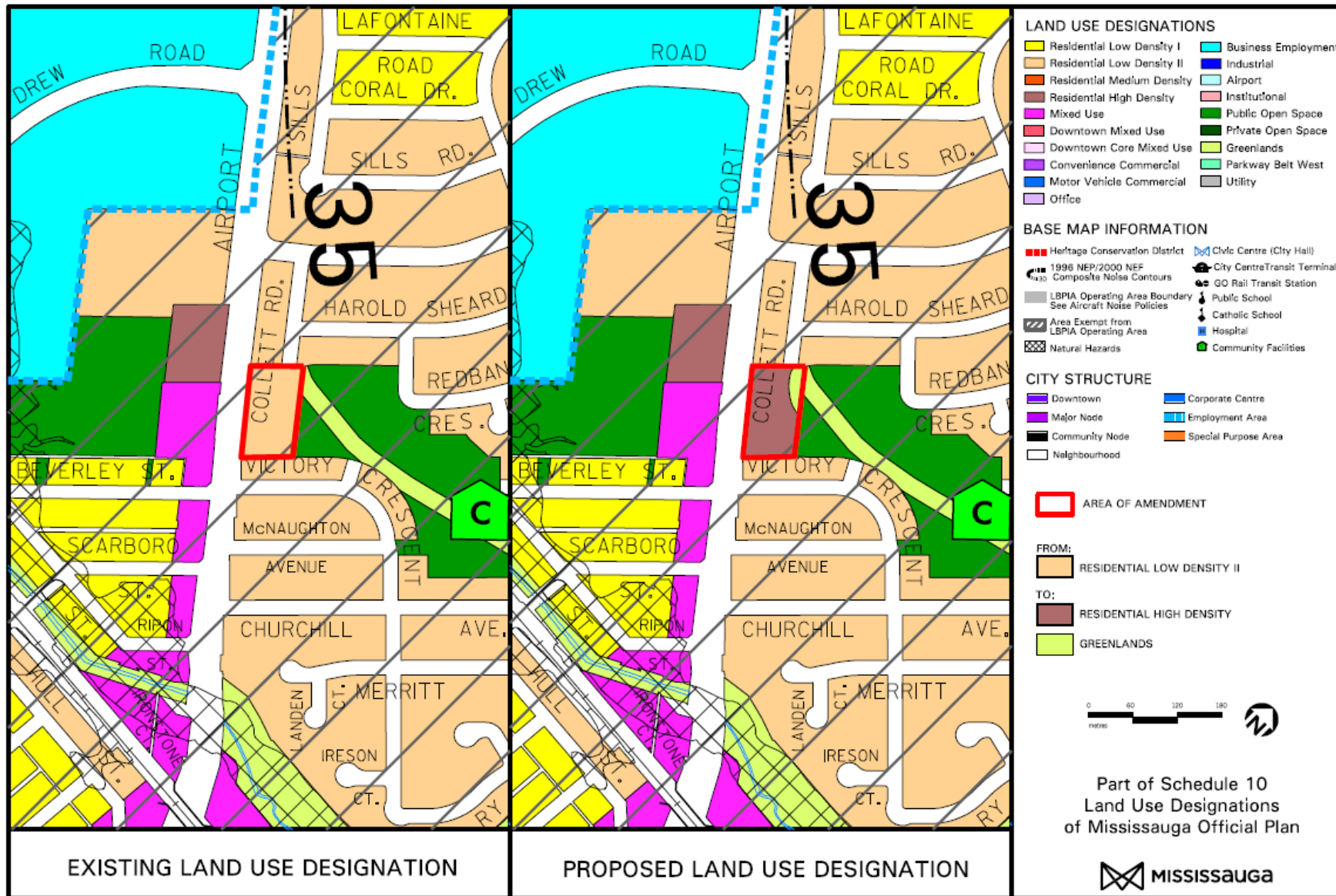
The site is currently serviced by the following Toronto Transit Commission route:

- Route 52B – Lawrence West

The area is served by several trails, parks, and community facilities, including Victory Park, Green Tree Park, the Derry Greenway and Paul Coffey Arena and Park. Commercial uses including a grocery store, restaurants and retail that are located west of the site. Victory Park is located to the east.

Policy 11.2.5.6 of the MOP permits convenience commercial uses at grade within **Residential High Density** designations. Policy 10.4.3 supports retail uses within Neighbourhoods when they are convenient for residents and conform to the Character Area. The proposed development includes commercial and retail uses on the ground floor, which would provide services to new and existing residents, while being compatible with the surrounding commercial uses along Airport Road. The location of the proposed development has adequate access to services and infrastructure.

For these reasons, the proposed development is consistent with the MOP, the Region of Peel Official Plan and the PPS.



Excerpt of Malton Neighbourhood Character Area Land Use



Proposed Render

8. Zoning

The proposed **H-RA2-Exception** (Apartments - Exception) and **G1** (Greenlands) zones are appropriate to accommodate the proposed six storey, rental apartment building with 125 units and ground floor retail, and an addition to the abutting greenlands.

Below is an updated summary of the proposed site specific zoning provisions:

Proposed H-RA2-Exception (Apartments - Exception) Zone

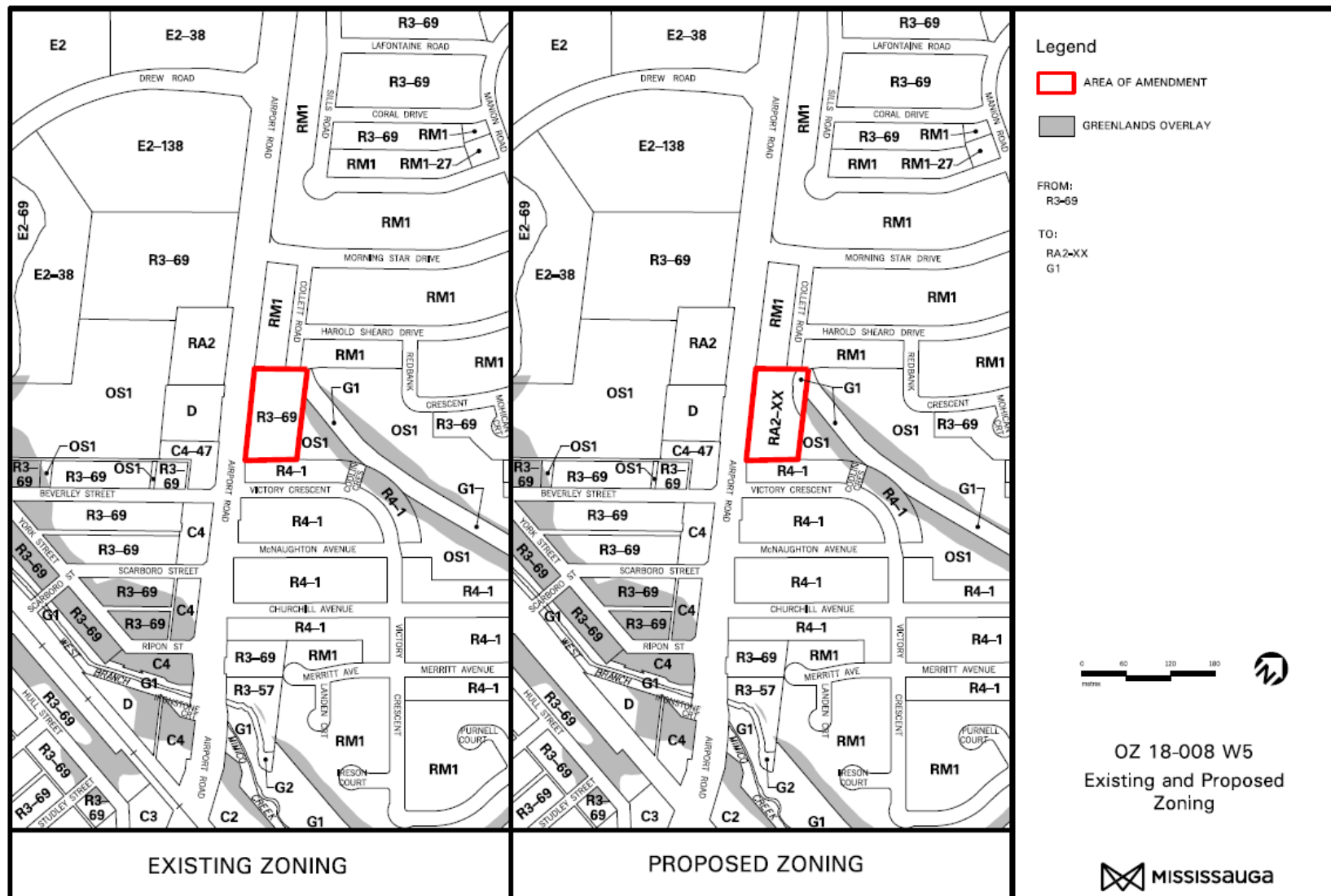
Zone Regulations	Existing R3-69 Zone Regulations	Proposed RA2 Base Zone Regulations	Proposed H-RA2-Exception Zone Regulations
Minimum Front and Exterior Side Yard for that portion of the dwelling with a height less than or equal to 13.0 m (42.7 ft.)	N/A	7.5 m (24.6 ft.)	4 m (13.1 ft.)
Minimum Front and Exterior Side Yard for that	N/A	8.5 m (27.9 ft.)	4 m (13.1 ft.)

Zone Regulations	Existing R3-69 Zone Regulations	Proposed RA2 Base Zone Regulations	Proposed H-RA2-Exception Zone Regulations
portion of the dwelling with a height greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.)			
Minimum Interior Side Yard where an interior lot line, or any portion thereof, abuts a zone permitting detached dwelling and/or semi-detached	N/A	7.5 m (24.6 ft.)	6 m (19.7 ft.)
Required number of Parking Spaces for Apartment uses	N/A	1.0 resident space per unit 0.2 visitor spaces per unit	0.75 resident spaces per unit 0.17 visitor spaces per unit

Zone Regulations	Existing R3-69 Zone Regulations	Proposed RA2 Base Zone Regulations	Proposed H-RA2-Exception Zone Regulations
In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.			

Proposed G1 (Greenlands) Zone

Zone Regulations	Existing R3-69 Zone Regulations	Proposed G1 Base Zone Regulations
Permitted Uses	Detached Dwelling	Flood Control, Stormwater Management, Erosion Management, Natural Heritage Features and Areas Conservation



Excerpt of Zoning Map Z48W

9. Bonus Zoning

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. 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.

On June 22, 2022, Mississauga City Council passed the new Community Benefits Charge (CBC) By-law, which is administered by the Corporate Services Department's Finance Division. This By-law applies to the development and redevelopment of buildings with five or more storeys and ten or more residential units, imposing a charge of 4% of the land value calculated on the day before the building permit is issued. Section 5 of the By-law outlines exemptions for specific uses, including long-term care homes, retirement homes, universities, colleges, Indigenous institutes, Royal Canadian Legion buildings, hospices, non-profit housing, and homes for special care.

As this proposal is more than 5 storeys and does contain 10 or more residential units in total, the CBC is applicable and will be payable at the time of first building permit.

10. "H" Holding Provision

Should this application be approved by Council, staff will request an "H" Holding Provision which can be lifted upon:

- Delivery of an executed Development Agreement in a form and on terms satisfactory to the City of Mississauga and Region of Peel
- Receipt of any outstanding, updated, or additional technical reports, studies, documents, drawings/plans, including:
 - Updated Servicing Plan, Grading Plan, Landscape Plan and Basement/Underground Parking Plan
 - Retaining wall design drawing and details to ensure pedestrian connectivity to Collett Road, signed and sealed by a Professional Engineer
 - Updated Functional Servicing Report to the satisfaction of the City of Mississauga and the Region of Peel
 - An updated Parking Utilization Study
- Confirmation from a qualified engineer that demonstrates that floodplain remediation on site has occurred in accordance with a TRCA permit and that the development is located outside of the Regulatory Floodplain, to the satisfaction of the TRCA

11. Site Plan

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

The applicant has worked with City departments and external agencies to address some site layout related issues through review of the rezoning concept plan. Through the site plan application, further revisions will be needed to address matters such as grading, site servicing, landscaping, and the integration of detailed urban design elements.

12. Green Development Initiatives

The applicant has identified that the following green development initiatives will be incorporated into the development:

- Rainwater collection for onsite irrigation
- Permeable pavement

13. Conclusions

In conclusion, City staff has evaluated the applications to permit a six storey, rental apartment building with 125 units and ground floor retail, along with an addition to the abutting greenlands against the *Provincial Policy Statement*, Region of Peel Official Plan and Mississauga Official Plan. Staff found that the proposed Official Plan Amendment to change the land use

designation from **Residential Low Density II** to **Residential High Density** and **Greenlands** conforms with the relevant provincial, regional and city policies for the appropriate change in land use.

The proposed rezoning to permit **RA2-Exception** (Apartments - Exception) and **G1** (Greenlands) zones contain acceptable performance regulations.

The proposed development maintains the goals and objectives of the Mississauga Official Plan and is compatible with the surrounding context. It provides for an efficient use of an underutilized property on a designated Corridor with access to existing infrastructure, community services and transit. The proposal is well designed and is compatible with adjacent land uses and provides for a built form that supports a mix of housing types including rental apartments. The proposed development is sensitive to the existing character of the neighborhood and provides an appropriate transition to existing adjacent residential developments and public spaces. The proposed development directs growth to an appropriate location along a designated Corridor and supports the gentle intensification of the Malton Neighbourhood Character Area.

The proposed official plan amendment and rezoning applications are acceptable from a planning standpoint and should be approved. Should the applications be approved by Council, the implementing official plan amendment and zoning by-law will be brought forward to Council at a future date.