



# 5, 7, 9 Beverley Street, Mississauga

## Planning & Urban Design Justification Report

Applications for Official Plan Amendment and  
Zoning By-law Amendment

Prepared for 2862505 Ontario Limited





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# 1 Introduction

M. Behar Planning & Design Limited (MBPD) has been retained by 2862505 Ontario Ltd., (the Owner) to provide land use planning and urban design consulting services for the redevelopment of 5, 7 & 9 Beverley Street, in the City of Mississauga. The proposal seeks to redevelop the site with 16, back-to-back 3-storey townhouses with frontage onto Beverley Street.

It is noted that these lands form part of a wider consolidation by the same owner. While the proposed land use change pertains to the Beverly Street properties, the overall parking supply at the site plan level is provided by the Beverly lands and 7198 Airport Road. A permanent easement is proposed to secure access as well as the five parking spaces proposed to be utilized on the 7198 Airport Road lands.

This report provides planning and urban design justification in support of the proposed redevelopment and associated applications for Official Plan Amendment and Zoning By-law Amendment.

- Provides a description of the subject lands, existing built form context as well as emerging context
- Describes the proposed development's characteristics and attributes, including Site Organization, Architecture and Landscaping
- Reviews and assesses the development proposal against the applicable planning and urban design policies and standards, including:
  - The Provincial Policy Statement (2020)
  - The Growth Plan for the Greater Golden Horseshoe (2020)
  - The Regional Municipality of Peel Official Plan (September 2021 Office Consolidation)
  - City of Mississauga Official Plan (October 2021 Office Consolidation)
  - Mississauga Zoning By-law 0225-2007
  - Mississauga Back-to-Back and Stacked Townhouse Design Guidelines (2018)
  - Mississauga Low-Rise Multiple Dwellings Design Guidelines (2015)
- Provides summary conclusions of the planning and urban design rationale for the proposed development

This report demonstrates the appropriateness of the proposed development from a land use planning and urban design perspective and discusses how the proposed development is consistent with Provincial Policy, the Peel Region Official Plan, the City of Mississauga Official Plan, Affordable Housing policies and applicable Urban Design Guidelines.



Figure 1.0 - View from Beverley Street.

# 2 Site Description & Context Area

## 2.1 Site Description

The subject lands are located along the west side of Airport Road, north of Derry Road E and south of Steeles Avenue E. The subject property is municipally known as Lots 439, 440, 441, Registered Plan TOR-4 and Peel Standard Condominium Plan No. 830, City of Mississauga, Regional Municipality of Peel.

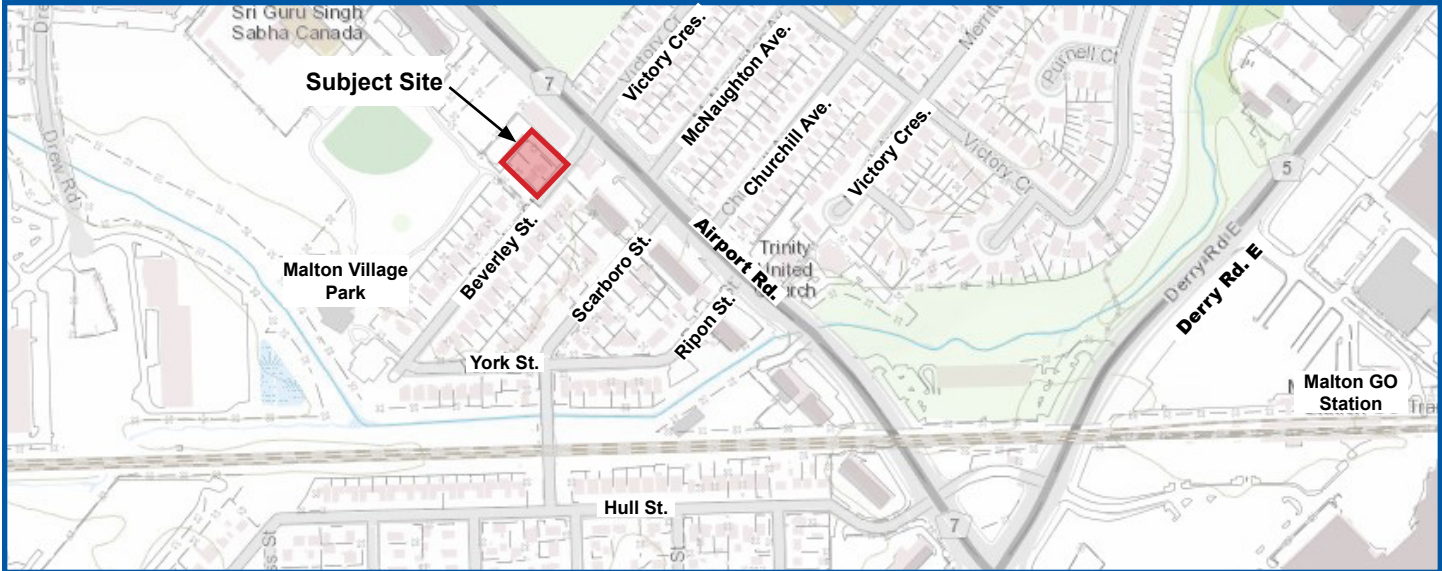


Figure 2.0a - Map of Subject Site and surrounding area.

The site is square shaped and measures approximately 1,775 m<sup>2</sup> (0.8 acres) in area. The site maintains approximately 43.9m of frontage onto Beverley Street and an average depth of 40m. The site is currently comprised of two single-detached dwellings at #5 and #7 Beverley and one vacant lot at #9 Beverley Street. There is a 1.83 metre wide strip of municipal lands, legally described as PIN13273-1125, that separates 5, 7, 9 Beverley Street from 7198 Airport Road. On June 8, 2022, General Council of the City of Mississauga authorized and consented through By-law 0156-2022, to allow the owner to include these municipal lands within development application (See Appendix A for Authorization Letter).



Figure 2.0b -Aerial imagery of Subject Site.

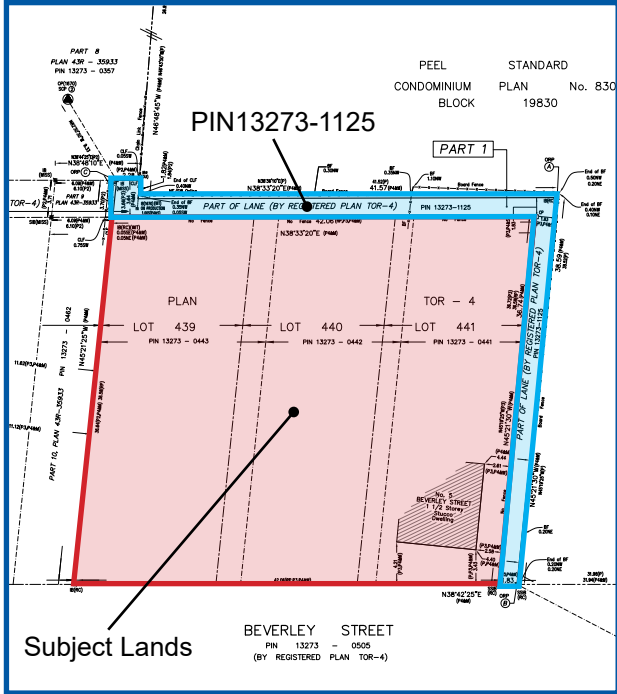


Figure 2.0c - R-Plan showing Public Easement.





Figure 2.0d - View of Subject Lands from Beverley St.



Figure 2.0e - Existing dwelling typology on Beverley St.



Figure 2.0f- Existing dwelling typology on Beverley St.



Figure 2.0g - Detached dwellings on York St.



Figure 2.0h - Multi-unit dwelling on Scarboro St.



## 2.2 Surrounding Area Context

The subject property is located within the established neighbourhood of Malton. The immediate area is generally comprised of 1-2 storey detached dwellings within the neighbourhood interiors. It is noted that this context does also include multiple dwelling, walk-up style units on Rippon Street and Scarboro Street to the south of the subject site. There is a notable departure from this typology along the Airport Road corridor. The built form character along the corridor is comprised of retail and mixed use plaza's with rental units above. In addition, there is also a high-density – mid-rise apartment building north of the site, fronting onto Airport road.



Figure 2.0i - Existing Commercial uses on Airport Rd.



Figure 2.0j - 6-Storey Apartment building on Airport Rd.

Infil and intensification by way of apartment rentals is underway on the adjacent property at 7198 Airport Road. It is noted that the owner of the Beverley Street properties is the same as 7198 Airport Road. On January 13, 2022, Committee of Adjustment heard and approved application "A" 6-22, which allowed a maximum of 3 storeys, whereas one storey was permitted. The additional storeys provide a total of 10, two storey rental apartment units creating a common mixed use condition along the corridor.

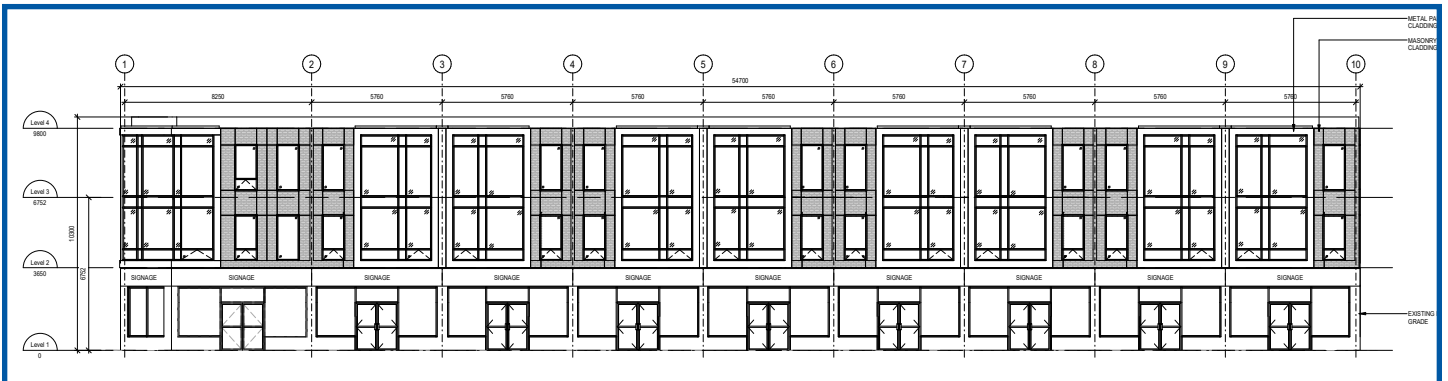


Figure 2.0k - Airport Road Elevation - 7198 Airport Road

# 3 Description of Proposed Development

## 3.1 Overview and Statistics

The proposed development is comprised of 16, three storey, back-to-back townhouses organized into one block with frontage onto Beverley Street. The tenure of the townhouse units are to be rental.

The proposal incorporates the following features and statistics:

- Total GFA of 1792 sq.m.
- 22 New parking spaces in addition to the 48 existing on 7198 Airport Road, totaling 70 stalls
- Minimum unit widths of 4.8m
- Consistent 4.5m minimum setback along Beverley Street
- A maximum of 3 storeys or 9.35m, excluding the mechanical penthouse
- A maximum density of 1.0 FSI

## 3.2 Site Organization

The proposed townhouse block has been organized on site to efficiently utilize the site geometry and have regard for the immediate context. In this regard, the 3 storey units maintain a consistent 4.5m setback which provides a pedestrian supportive streetscape character that balances built form presence and landscaping opportunities. This also assists in transitioning towards the neighbourhood interior of primarily 1-2 storey dwellings. The proposed development's built form and setbacks are appropriate for a medium density use and once coupled with the approximately 6m wide pedestrian park access between 11 Beverley Street, creates a gradual and sensitive transition.

The north side of the townhouse blocks maintains entrances onto a new proposed walkway. This walkway extends around the building and provides direct pedestrian access to the Beverley Street sidewalk. The north side of the plan shows a new row of parking. A permanent easement is intended to secure access to the subject lands as well as the five parking spaces proposed to be utilized on the 7198 Airport Road lands. All parking is contained on the surface. The proposal seeks to utilize any excess parking on 7198 Airport Road. Surface parking on site is either existing, or has now been screened from public view to the full extent feasible. The existing site access from 7198 Airport Road will continue to function as the primary vehicular access for the site.

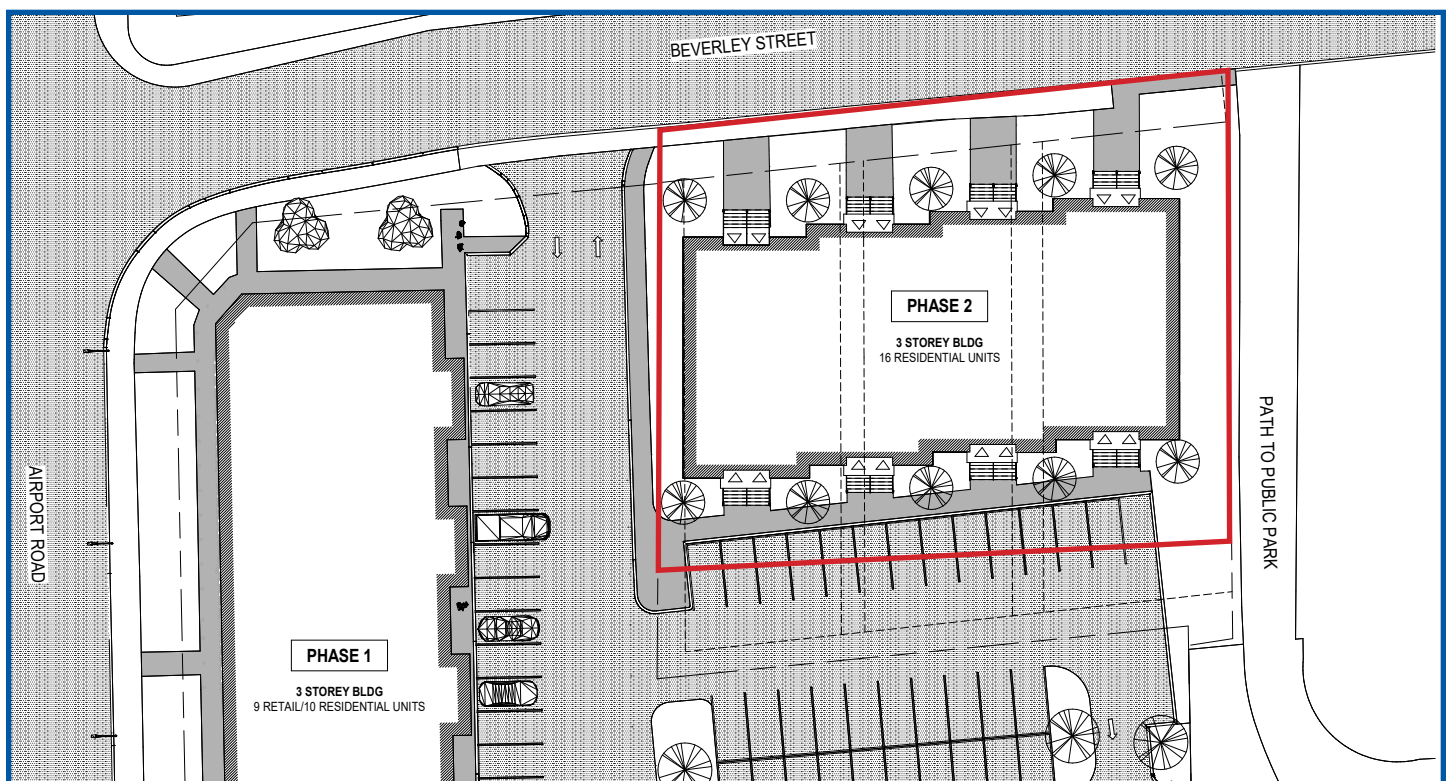


Figure 3.0a - Site Plan.

### 3.3 Built Form and Architecture

The proposal employs a contemporary architectural vocabulary. Each townhouse unit contains large windows and ample fenestration which contribute to a dynamic massing and facade articulation. The building is further articulated by layering the facades with contemporary cladding materials, including masonry and fibre cement cladding. Unit entrances have been paired between units. This maximizes opportunities for landscaping and also clearly delineates these entrances from the public sidewalk. The proposed flat roof and horizontal articulation work in concert to emphasize the street-related, and pedestrian supportive elevation. Additionally, a maximum of 6 risers are contemplated ensuring the street relationship is maintained.



Figure 3.0b - East Elevation.



Figure 3.0c - West Elevation.





Figure 3.0d - North-East View.



Figure 3.0e - South-West View.



### 3.4 Landscape Features

The proposal incorporates a variety of landscape and amenity opportunities for residents. In this regard, each unit maintains a rooftop amenity area to provide outdoor space. In terms of the planting of the site, the proposal utilizes a variety of planting to work in concert with the site layout and orientation of the townhouses, providing sustainable and pedestrian-focused landscape design. Careful examination has been taken of the existing landscape conditions, and the significant trees along the West and South-West property lines are being preserved.

The street-facing unit entrances and walkways along Airport Road have been adjusted to preserve the only city owned tree, a mature Cupressus nootkatensis. Where there was previously open sod or asphalt, six large shade trees are proposed along sidewalks or in the parking lot to provide canopy cover to reduce the effect of urban heat islands. The front of each entrance is provided with a dense planting area to provide visual appeal and highlight the proposed entrances and walkways. Each of these planted areas is designed with varying textures and multi-season interest to give the site definition and character.

A linear pollinator garden is proposed along the North side of the building and will feature bicycle rings and seatwalls. This amenity takes advantage of its proximity to adjacent retail and parking, being used as both a pedestrian through way, and a place to rest. Given the site is nearby Victory Park, no invasive species are to be planted on site. Special consideration is given to native and drought-tolerant plants across the entire site to further promote the development of hardy, urban landscapes of ecological value.

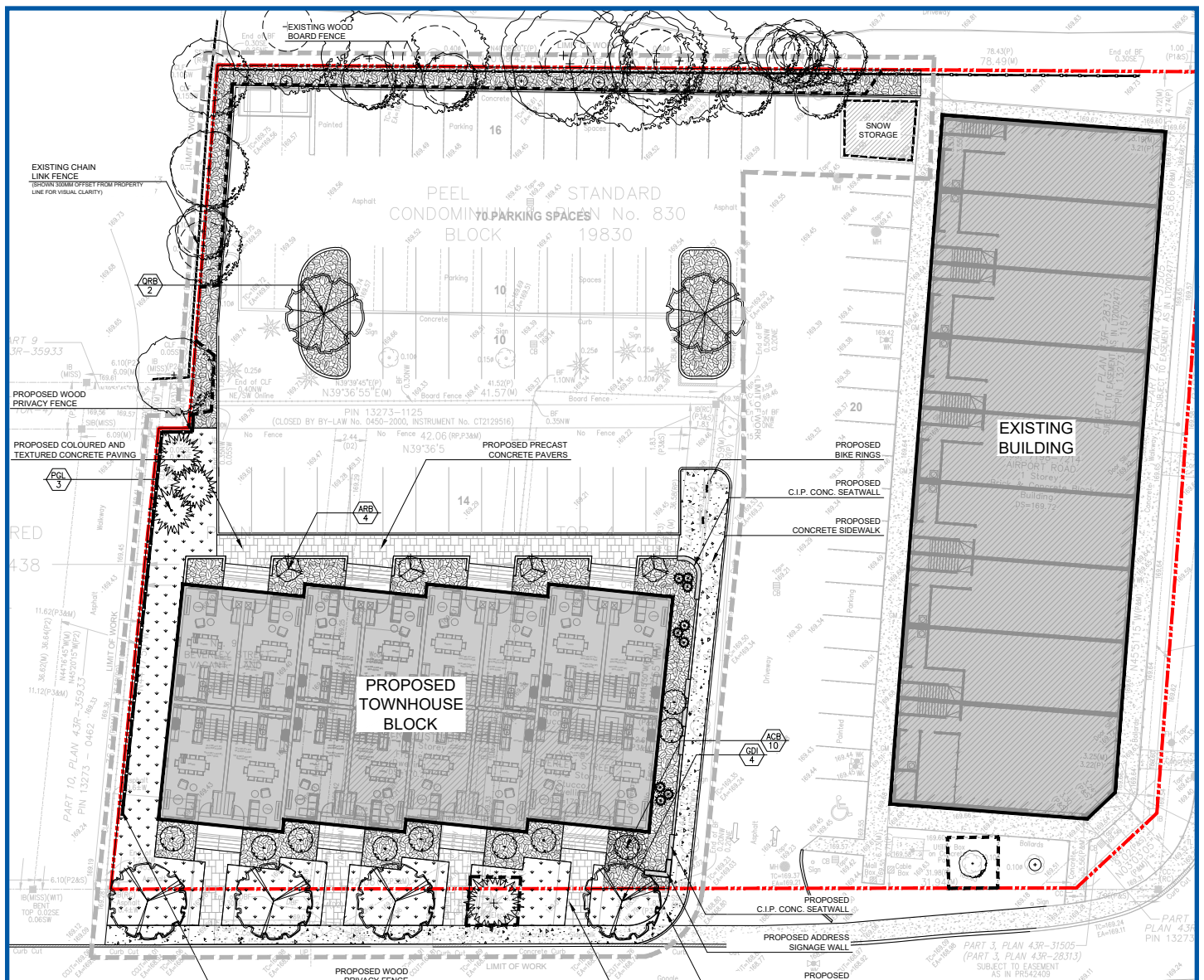


Figure 3.0f - Landscape Plan.

# 4 Planning & Urban Design Parameters

## 4.1 Planning Act R.S.O. 1990

The Planning Act, R.S.O. 1990, is the legislation that governs land use planning in Ontario and outlines how land is controlled, the roles of various levels of government and the public in regard to land use matters. Section 2 of the Planning Act describes all matters of provincial interest that the Minister, the council of a municipality, a local board, a planning board, and the Tribunal must have regard to, when carrying out their responsibilities. The relevant provisions include:

- (e) the supply, efficient use and conservation of energy and water;
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- (h) the orderly development of safe and healthy communities;
- (i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- (j) the adequate provision of a full range of housing;
- (o) the protection of public health and safety;
- (p) the appropriate location of growth and development.

### Assessment:

*The proposed development has regard for matters of Provincial Interest by optimizing existing servicing and community infrastructure and amenities; providing appropriate and gentle intensification on underutilized lands within the delimitated urban area of Mississauga; providing rental and housing options, adding to the mixture of housing typology in the area to accommodate the diverse needs of the population while supporting and facilitating the creation of healthy and safe complete communities.*

## 4.2 Provincial Policy Statement (2020)

The Provincial Policy Statement 2020 (“PPS”) provides policy direction on matters of provincial interest regarding land use planning and is the foundation for development. This vision of the PPS is to build strong communities by ensuring efficient land use and development patterns in terms of optimizing the use of land, resources, and public investment in infrastructure and public service facilities. Land use patterns should promote a mix of housing for all ages and abilities, employment, parks and open spaces, and transportation choices that facilitate pedestrian mobility and other modes of travel. In addition, cost-effective development standards are promoted to minimize land consumption and servicing costs. Municipal planning decisions are required to be “consistent with” the PPS.

Section 1.1 - Managing and Directing Land Use to Achieve Efficient Land Use Patterns requires municipalities to manage and direct land uses to achieve efficient development and land use patterns. The PPS states healthy, liveable and safe communities are sustained by promoting cost-effective development patterns to minimize land consumption and servicing costs, to accommodate an appropriate range of housing with a view to meeting long-term needs.

Section 1.1.3 - Settlement Areas states that these areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted. Land use patterns within Settlement Areas shall be based on densities and a range of land uses which; efficiently use land and resources, are appropriate for, and efficiently use, the planned for or available infrastructure and public service facilities and avoid the need for unjustified and/or uneconomical expansion and support active transportation. Planning authorities are to identify appropriate locations and promote opportunities for intensification and redevelopment. New development in designated growth areas should occur in the built-up area and shall have a compact form and mix of uses and densities to efficiently use land and infrastructure.

The policies of Section 1.4 provide direction for the provision for an appropriate range and mix of housing types and densities that are required to meet the projected allocations and requirements. The policies also direct housing to areas where appropriate levels of infrastructure are available.

The objective of Section 1.6 - Infrastructure and Public Service Facilities ensures that infrastructure is provided in a coordinated, efficient, and cost-effective manner that is financially viable over their entire life cycle and will meet current and projected needs.



Assessment:

*The proposed development is consistent with Section 1.1 of the PPS. It proposes a development form that within an established Urban Area of the City of Mississauga and is indicative of a highly efficient development that fits the area's current and emerging contexts. It provides for a higher residential development density, which optimizes the use of land and minimizes servicing costs.*

*In keeping with Section 1.4, the proposal contributes to the housing supply/type within the Malton neighbourhood character area. The proposal provides an appropriate level of intensification while providing a suitable transition to the surrounding area. The additional housing stock and rental options contributes to a complete community. The proposed townhomes have been oriented towards Beverley Street to address the streetscape and has also been massed to provide an appropriate transition to lower density dwellings.*

#### **4.3 Growth Plan for the Greater Golden Horseshoe (2020)**

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) is a framework to implement the Provincial vision of building stronger communities and better managing growth. The Growth Plan further emphasizes the policy themes expressed through the PPS, with specific direction to built-up areas where the capacity exists.

The general intent of current Provincial Policy is to direct growth to existing areas, provide a healthy mix of land uses that meet the community's needs and build compact, vibrant and complete communities which optimize the use of existing and new infrastructure. The Growth Plan places particular emphasis on Major Transit Station Areas, the 800 metre radius around a transit stations, stating that these areas are to be planned in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.

Section 2.2.2 - Delineated Built-up Areas directs the vast majority of growth and development to settlement areas which have a delineated built boundary, have existing or planned municipal water and wastewater systems, and support the achievement of complete communities. Intensification is expected to account for a minimum of 60% of growth and development by the year 2031.

Section 2.2.4 - Transit Corridors and Major Transit Station Areas (MTSAs), encourage the redevelopment of Regional Corridors. As per the Growth Plan, MTSAs will be identified in municipal official plans. Planning is to be prioritized around these areas including zoning that implements the policies of the Plan. Furthermore, these areas are to be planned in a transit-supportive manner that maximizes the potential transit users that are within walking distance of the subject lands.

Sections 2.2.6.1 & 2.2.6.3 of the housing policies of the Growth Plan promote a diverse range and mix of housing options and densities that support the goals of intensification and contribute to the creation of complete communities.

Assessment:

*The proposed development conforms to the Growth Plan as it provides a modest increase of density, and a built form that is compatible with the surrounding community context. As per policy 2.2.2, the subject lands are located within the built-up area and are able to utilize existing infrastructure, community facilities and transportation services.*

*A significant feature of the townhouses is their location adjacent to a regional corridor, which is well served by surface transit, as well as being within 800 metres of the Malton GO Station. The density and built form of the proposal will be transit-supportive, enabling the optimization of existing higher-order transit infrastructure.*

*As per Section 2.2.6.1, the proposed development provides appropriate intensification that will assist in supporting the planned function of the Regional Corridors with appropriate intensification and built form. Additionally, as per Section 2.2.6.3, the provision of a townhouse built form will seamlessly integrate into the built form context of the neighbourhood and fulfil the planned function intended along the corridor, thereby contributing to the creation of complete communities.*

## 4.4 Peel Region Official Plan (PROP)

The Peel Region Official Plan (September 2021 Office Consolidation) provides the policy framework for the Region to guide economic, environmental and community building decisions to manage growth within Peel Region. Development within the Region must conform with the policies of the Regional Official Plan.

The subject lands are located within the 2031 Regional Urban Boundary and are identified as Urban System, as indicated on Schedule D – Regional Structure. The Urban System designation permits a range and mixture of uses, including residential, commercial, institutional, and open space uses. These Urban System areas are expected to accommodate the large majority of redevelopment and intensification within the Region. This will be accomplished through a compact built form and mix of land uses, that utilize existing infrastructure and services, while considering the characteristics of existing communities.

The PROP recognizes Airport Road as an Other Rapid Transit Corridor, with GORail Express service available within 800m of the subject lands. Policy 5.9.5.2.10 of the PROP encourages intensification of both residential and non-residential development at nodes, mobility hubs and along corridors to support transit services and other sustainable modes.

Section 5.5 Growth Management – Directs municipalities to optimize the use of existing land supply in the Region, by guiding a significant portion of growth to the built-up areas through intensification. This section also directs municipalities to incorporate official plan policies to develop complete communities that are compact, of high-quality design, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space as well as easy access to retail and services.

Section 5.8 Housing – Promotes the provision of housing to meet the full range of needs in Peel Region and affirms the commitment to achieving a supply of accessible, adequate, and appropriate housing of all types, sizes, densities, and tenures in order to meet the existing and projected needs. The policy direction provided encourages sustainable development patterns to limit the environmental impacts of development, while acknowledging the diversity of housing needs such as affordable and rental housing to foster livable and vibrant communities and individual well-being .

Relevant urban design policies pertaining to the proposed development are specifically contained within sections 5.3, 5.5, 7.4, 7.5. The general intent of these policies is to encourage development proposals which provide which provide pedestrian scale, safety, comfort, accessibility and connectivity; complement the character of existing areas; promote sustainable and attractive buildings that minimize energy use; promote landscaping, public spaces and streetscapes; support the design of communities to minimize crime through the use of Crime Prevention Through Environmental Design (CPTED) principles; ensure compatibility with and transition to surrounding land uses; emphasize walkability and accessibility through strategic building placement and orientation; and create well-defined, centrally-located urban public spaces.

### Assessment:

*The proposed development is in conformity with the PROP. Located within the 2031 Regional Urban Boundary along a portion of Airport Road that is identified as a Regional and Rapid Transit Corridor, the proposal represents an appropriate level of intensification of the site. In addition to the transit service provided on Airport Road, Malton GO is located within 800m of the subject lands, and is approximately a 10 minute walk. Higher order transit service provides connections within Mississauga and Peel Region, as well as to other major destination centres throughout the GTHA, such as downtown Toronto and beyond.*

*The design of the proposed development will support complete communities through a compact built form, to maximize existing municipal services and reduce associated costs, while introducing a new built form and housing typologies on the subject lands that are compatible with the existing residential character of the neighbourhood. The surrounding context includes a variety of uses, such as commercial, open spaces, employment, and institutional (places of worship, schools, etc.) uses. This will provide future residents with optimal access to retail, jobs and services in order to meet daily needs. The proposed townhouse built form will diversify the existing housing supply with Malton, which mostly consists of single-detached dwellings, low-rise mixed used and apartment buildings. The configuration of tenure has not been finalized, however, offering a range of unit sizes will foster the availability of housing for a diversity of needs within the Malton community.*

*With regard to urban design, the proposal would assist in creating a pedestrian supportive scale along Beverley Street while providing a transition away from the Airport Road corridor. The streetscape is further augmented with the use of a 4.5m setback which maintains landscaping opportunities. The proposal also supports CPTED design principles by creating safe and pedestrian firendly streetscape, providing pedestrian entrances at the street and ensures pedestrian surveillance for safety purposes.*

*The proposed development is entirely aligned with and significantly advances Regional policy objectives.*

## 4.5 City of Mississauga Official Plan

The City of Mississauga Official Plan was partially approved by order of the Ontario Municipal Board (now Ontario Land Tribunal) in November of 2012, except for certain policies still under appeal. There are no site-specific appeals which apply to the subject lands. The current office consolidated version includes all OLT decisions to October 2021. The Official Plan provides policies to manage growth and physical change within Mississauga, as well as land uses and urban design policies, and sets forth a vision for the future.

The subject site is designated Residential Low Density I, as per Official Plan Schedule 10 – Land Use Designations. According to Official Plan section 11.2.5.1, this designation permits detached, semi-detached and duplex dwellings. The site is located in the Pearson International Airport Operating Area and within the 35 NEF/NEP contour, which restricts residential development. However, the City of Mississauga has identified the Malton Neighbourhood Character Area and the subject site in the Airport Operating and Exception Area Map 6-1 of the Official Plan.

Official Plan Chapter 5 contemplates the end of greenfield development within Mississauga, but still projects significant growth of the city. Therefore, redevelopment and intensification of existing areas is identified to manage and accommodate future employment and population growth. Compact, mixed use development directed along corridors with existing or planned higher-order transit service will provide for greater opportunities to live and work in Mississauga and reduce extensive travel, as well as encouraging sustainable and active modes.

Chapter 7 of the Official Plan, sets forth policies for achieving complete communities within Mississauga, encouraging the provision of services, facilities, infrastructure, and housing that support the population living and working in the city. A mixture of housing is emphasized to be an important factor to facilitate complete communities. This wide range of housing typology, in terms of type, tenure and price, will accommodate people with diverse preferences and socioeconomic characteristics and needs. Moreover, it is equally important that this housing is provided in a manner that optimizes existing community and servicing infrastructure.

The general urban design policies of the Mississauga Official Plan are found in Chapter 9. The intent of these policies is to create a sustainable urban form for Mississauga, with a high quality urban environment and to create a strong sense of place that is vibrant, attractive, livable and functional. Depending on the neighbourhood area, a district character for each community will be created or enhanced through building placement, massing and height, streetscape elements and the preservation or incorporation of heritage resources.

Chapter 16 – Neighbourhoods, further specifies the community vision for Malton and the subject lands, highlighting the support for continued revitalization efforts in the neighbourhood to achieve a complete community. Some relevant urban design policies include the provision of open space connections, larger side walks and landscape buffers, placement of new buildings closer to the street, etc.

### Assessment:

*The proposed development complies with the general intent of the Mississauga Official Plan, through the redevelopment and gentle intensification of an underutilized site. A compact, townhouse built form will be introduced in close proximity to a regional corridor with a mix of uses. Existing transit services on Airport Road enable intracommunity mobility, and the proximity to a Major Transit Station, Malton GO, allows for access to other regional destination centres.*

*The proposal represents an appropriate infill development, that will help to reduce municipal servicing costs and optimize existing community infrastructure. Importantly, the higher density dwelling typology will provide more housing choices to accommodate a diversity of preferences and needs at various pricing points, particularly through the provision of rental units, while maintaining compatibility and fit within the context of the existing residential character of the neighbourhood.*

*In keeping with the urban design policies found in the Official Plan and those for the Malton Community, the proposal improves the streetscape character of the site, providing high-quality, contemporary architectural design and articulation. In addition, the proposal maintains a balance of building presence and landscaping, while also ensuring a continuous streetscape condition that is consistent with the surrounding area. The result is a development proposal that will enhance and improve the surrounding area along Beverley Street and Airport Road, as well as positively contribute towards the vision of the Malton community. Appropriate noise and design considerations have been incorporated to ensure consistency with applicable guidelines.*

*As the subject lands are designated Residential Low Density I, an Official Plan Amendment will be needed to redesignate the site to Residential Medium Density, in order to permit the contemplated dwelling typology.*



#### 4.6 City of Mississauga Zoning By-Law 0225-2007

The subject lands are currently zoned Residential 3, with a site-specific exemption (R3-69) under By-law 0225-2007. This zone permits detached dwellings and the site-specific exemption outlines performance standards for detached dwellings such as lot coverage, gross floor area, height, and garage projections as well as structure depth.

Assessment:

*In order to facilitate the proposed development, a Zoning By-Law amendment is required. The draft Zoning By-Law amendment seeks to rezone the site from R3-69 to RM12, with site-specific exemptions, to permit the back-to-back townhouses on a municipal street.*

#### 4.7 Mississauga Back-to-Back and Stacked Townhouses Design Guidelines (2018)

The Back-to-Back and Stacked Townhouses Guidelines is a document intended to help implement the policies of the Official Plan by achieving the appropriate design of townhomes. This ensures compatibility of new townhouse development with the established context, and to minimize impacts on adjacent properties.

Section 2 provides a checklist of principles to be considered when designing townhomes and are intended to ensure high-quality design and encourage developments to be well organized, provide good building configuration while enhancing the public realm. Townhomes should frame and address the street to fit the existing context. The height, scale and massing should be designed to transition to lower-scale areas and the façades of new buildings should have a variety of articulation, building materials and colours to create visual interest.

Assessment:

*The front façade of the building aligns well with the adjacent mixed use building, providing for transition to the detached dwellings on Beverley Street. The main façade and pedestrian entrances have been oriented towards the street, thereby providing direct access to the adjacent sidewalk and establishing a pedestrian supportive streetscape.*

*As this is a back to back townhouse configuration, unit entrances are also located on the north side of the building. A dedicated pedestrian connection has been provided with landscaping and lighting to provide safe access to units. Upgraded landscaping is provided adjacent to the building façade, paved areas and around the perimeter of the site on all setbacks, to provide adequate relief.*

*Vehicular access to the site is limited to the single existing entrance on Beverley Street, with consolidated parking at the rear. The combination of back to back townhouse units and parking at the rear, contributes to increased safety and informal surveillance of the common parking area, through an 'eyes on the street' condition.*

#### 4.8 Mississauga Low-Rise Multiple Dwellings Design Guidelines (2015)

In addition to the more recent Back-to-Back and Stacked Townhouse Guidelines, the Low-Rise Multiple Dwellings Design Guidelines also provides relevant direction for townhouses, with regard to organization, function and the overall quality of low-rise dwellings in Mississauga.

Emphasis is placed on achieving compatibility (Building mass, height, positioning, light, views, and privacy) and connectivity (Street and laneways, streetscape pedestrian pathway connections, open space/ amenity areas etc.).

Assessment:

*The proposed development incorporates the Design Guidelines and enhances the existing streetscape character using appropriate building scale, setbacks and upgraded landscaping, to ensure the townhouses define the street edges with front doors, while transitioning to existing dwellings.*

*Adequate building separation is provided, which maximizes natural light for all units and maintains the privacy of adjacent dwellings. The façade fronting Beverley Street has a high-quality contemporary design and has been articulated to create an active street frontage consistent with the direction of the guidelines.*

*The development features private terrace amenity space for each unit as well as enhanced pedestrian connections to Malton Village Park, through which future residents could access this community infrastructure. Moreover, there is direct pedestrian access to the retail and commercial use adjacent to the development site on Airport Road.*



Figure 4.0 - Axonometric Site View

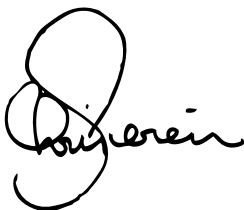
# 5 Summary & Conclusions

The proposed 16 unit back-to-back townhouse development is a high-quality addition to Beverley Street and to the Malton Community. The proposal complies with applicable planning and urban design policies for the subject site. The proposal:

- Is consistent with the policy framework provided by the Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe, through the provision of a compact and efficient built form of development within a settlement area that can be accommodated within the existing servicing parameters.
- Complies with and advances the policies of the Peel Regional Official Plan and applicable Regional policies through appropriate infill development and intensification to support existing higher-order transit and contribute to complete communities. In addition, the proposed will diversify the dwelling typology and provide to the Regional housing supply to meet the diverse needs of people within the Region.
- Complies with the design policies of the City of Mississauga Official Plan by providing a high-quality built environment and ensuring a suitable transition from the built form along Airport Road, to the interior of the neighbourhood west of the subject site. Moreover, the urban design policies for the Malton Community are incorporated, further improving the streetscape character of Beverley Street and the surrounding area. Thus, positively contributing towards the vision of the Malton Community. Notwithstanding the need for an OPA, the proposal implements many aspects of the official plan.
- Provides an appropriate fit with the existing and emerging built form contexts. The massing and placement of the townhouses edges the street, creating a street-oriented development that enables an 'eyes on the street' condition for pedestrian comfort and safety.
- Implements the City of Mississauga's Back-to-Back and Stacked Townhouses Guidelines and the Low-Rise Multiple Dwellings Design Guidelines by:
  - Providing a well-designed and street-oriented back-to-back townhouse development which provides a pedestrian supportive scale along Beverley Street and provides a transition between Airport Road and the internal neighbourhood.
  - Demonstrating good site planning practices, using appropriate building scale, setbacks and upgraded landscaping as well as dedication dedicated pedestrian walkways for internal circulation.
  - Ensuring significant façade articulation, fenestration, entrance features and architectural detailing to create a fitting and high-quality contemporary addition to the area.

Therefore, it is concluded that in the context of this planning and urban design assessment, the Official Plan and Zoning By-law Amendments for the proposed development are supportable.

Respectfully submitted,



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Principal  
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