



**NOTICE OF PASSING OF
AN OFFICIAL PLAN AMENDMENT AND A ZONING BY-LAW AMENDMENT**

DATE OF NOTICE	April 24, 2025	
OPA NUMBER	OPA 194 (By-law 0071-2025)	
ZONING BY-LAW NUMBER	0072-2025	
DATE PASSED BY COUNCIL	April 16, 2025	
LAST DATE TO FILE APPEAL	May 14, 2025	
FILE NUMBER	OZ-OPA 18-8	Ward 5
APPLICANT	Weston Consulting	
PROPERTY LOCATION	The lands affected by this Amendment are located south of Morning Star Drive, on the east side of Airport Road. The subject lands are located in the Malton Neighbourhood Character Area, as identified in Mississauga Official Plan. 7211 and 7233 Airport Road.	

TAKE NOTICE that on April 16, 2025 the Council of the Corporation of the City of Mississauga passed the above noted Official Plan Amendment OPA 194 and Zoning By-law Amendment, under Section 17 or 21 of the Planning Act, R.S.O., 1990, c.P.13, as amended. Council has considered the written and oral submissions from the public on this matter.

THE PURPOSE AND EFFECT of the Official Plan Amendment is to change the land use designation of the subject lands from Residential Low Density II to Residential High Density and Greenlands to permit a six storey apartment building and addition to abutting Greenlands.

The purpose of the Zoning By-law Amendment is to permit a six storey rental apartment with 125 dwelling units and ground floor retail space, and an addition to the abutting Greenlands. A description of the lands to which the By-law applies and/or a key map showing the location of the lands to which the By-law applies are attached.

The Zoning By-law shall not come into force until Mississauga Official Plan Amendment Number 194 is in full force and effect.

The proposed official plan amendment is exempt from approval by the Minister of Municipal Affairs and Housing. The decision of Council is final if a Notice of Appeal is not received on or before the last date of appeal noted above.

IF YOU WISH TO APPEAL, a copy of an appeal form is available from the Ontario Land Tribunal (OLT) website at <https://olt.gov.on.ca/>. An appeal may be filed using the OLT e-file service <https://olt.gov.on.ca/e-file-service/> (first-time users will need to register for a My Ontario Account) by selecting **Mississauga (City): Clerk and Secretary–Treasurer** as the Approval Authority. Alternatively, you may submit an appeal to the City Clerk in person or by registered mail/courier addressed to the City Clerk, City of Mississauga, Attention: Diana Rusnov, 300 City Centre Drive, 2nd Floor, Mississauga, ON L5B 3C1 no later than **4:30pm** on **May 14, 2025**. The filing of an appeal after 4:30pm will be deemed to have been received the next business day. If the e-file service is down, you can submit your appeal to city.clerk@mississauga.ca. An appeal will be processed once all fees are received.

WHO CAN FILE AN APPEAL

Only the applicant, the Minister, or an owner of land affected by the planning application, a specified person or a public body who made written or oral submissions to the Council of the City of Mississauga prior to Council's decision may appeal a decision of the City of Mississauga to the Ontario Land Tribunal.

No person or public body shall be added as a party to the hearing of the appeal unless, before the official plan amendment and/or by-law was passed, the person or public body made oral submissions at a public meeting or written submissions to the City of Mississauga Council or, in the opinion of the Ontario Land Tribunal, there are reasonable grounds to add the person or public body as a party.

The Notice of Appeal must:

1. set out the reasons for the appeal and the specific part of the proposed official plan amendment to which the appeal applies;
2. be accompanied by the fee prescribed under the *Ontario Land Tribunal Act* in the amount of \$1,100.00 per application, payable to the Minister of Finance. Payment can be made directly to the OLT if using the e-file service to file an appeal or by certified cheque or money order if filing with the City Clerk. (An appellant may [request a reduction of the filing fee](#) to \$400.00. The request for a reduction of the filing fee must be made at the time of filing the appeal. For more information and a copy of the OLT Fee Schedule go to <https://olt.gov.on.ca/appeals-process/fee-chart/>.)
3. include the processing fee prescribed under the User Fees and Charges By-law in the amount of \$328.88 per application, payable by certified cheque to the City of Mississauga. This fee must be paid directly to the City of Mississauga in person, or by mail/courier, in addition to the OLT fee (Minister of Finance).

MORE INFORMATION: A copy of the Official Plan Amendment and Zoning By-law Amendment in their entirety can be found at www.mississauga.ca/portal/cityhall/publicnotices or from Emma Bunting of the City of Mississauga, Planning and Building Department at (905) 615-3200 ext. 5759.



Sacha Smith,
Manager/Deputy Clerk
Secretariat and Access & Privacy
300 City Centre Drive, Mississauga ON L5B 3C1

Amendment No. 194
to
Mississauga Official Plan

By-law No. 0072-2025
0071

A by-law to Adopt Mississauga Official Plan Amendment No. 194

WHEREAS in accordance with the provisions of sections 17 or 21 of the Planning Act, R.S.O. 1990, c.P.13, as amended, ("Planning Act") Council may adopt an official plan amendment thereto;

AND WHEREAS in accordance with O Reg 525/97, an official plan amendment is exempt from the approval of the Minister of Municipal Affairs and Housing;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding a change in land use designation from Residential Low Density II to Residential High Density and Greenlands in the Malton Neighbourhood Character Area.

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. The document attached hereto, constituting Amendment No. 194 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this 16th day of April, 2025.

Signed 
MAYOR

Signed 
CLERK

Amendment No. 194
to
Mississauga Official Plan

The following text and Maps "A" to "E" attached constitute Amendment No. 194.

Also attached but not constituting part of the Amendment are Appendices I and II.

Appendix I is a description of the Public Meeting held in connection with this Amendment.

Appendix II is a copy of the Planning and Building Department report dated December 23, 2024, pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to change the land use designation of the subject lands from Residential Low Density II to Residential High Density and Greenlands to permit a six storey apartment building and addition to abutting Greenlands.

LOCATION

The lands affected by this Amendment are located south of Morning Star Drive, on the east side of Airport Road. The subject lands are located in the Malton Neighbourhood Character Area, as identified in Mississauga Official Plan.

BASIS

Mississauga Official Plan came into effect on November 14, 2012, save and except for the outstanding site specific appeals to the Ontario Land Tribunal.

The subject lands are designated Residential Low Density II in the Malton Neighbourhood Character Area which permits detached dwellings, semi-detached dwellings and duplex dwellings.

An Official Plan Amendment is required to change the land use designation of the subject lands from Residential Low Density II to Residential High Density and Greenlands to permit a six storey apartment building and addition to abutting Greenlands.

The proposed Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposal represents an appropriate form of intensification and has been designed to be compatible with and sensitive to the surrounding area.
2. The proposal provides appropriate transition to the existing adjacent land uses and provides a compatible built form while continuing to respect the character of Malton Neighbourhood Character Area.
3. The existing municipal infrastructure is adequate to support the proposed development, while the development adds to the variety of housing options, which aligns with the goals and objectives of the Mississauga Official Plan.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Schedule 1, Urban System, of Mississauga Official Plan, is hereby amended by adding lands to the Green System, as shown on Map "A" of this Amendment.
2. Schedule 1a, Urban System - Green System, of Mississauga Official Plan, is hereby amended by adding lands to the Green System, as shown on Map "B" of this Amendment.
3. Schedule 3, Natural System, of Mississauga Official Plan, is hereby amended by adding lands to the Natural System, as shown on Map "C" of this Amendment.
4. Schedule 4, Parks and Open Spaces, of the Mississauga Official Plan, is hereby amended by adding lands to the Public and Private Open Spaces, as shown on Map "D" of this Amendment.
5. Schedule 10, Land Use Designations, of Mississauga Official Plan, is hereby amended by changing the land use designation of the subject lands from Residential Low Density II to Residential High Density and Greenlands, as shown on Map "E" of this Amendment.

IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, Mississauga Official Plan will be amended in accordance with this Amendment.

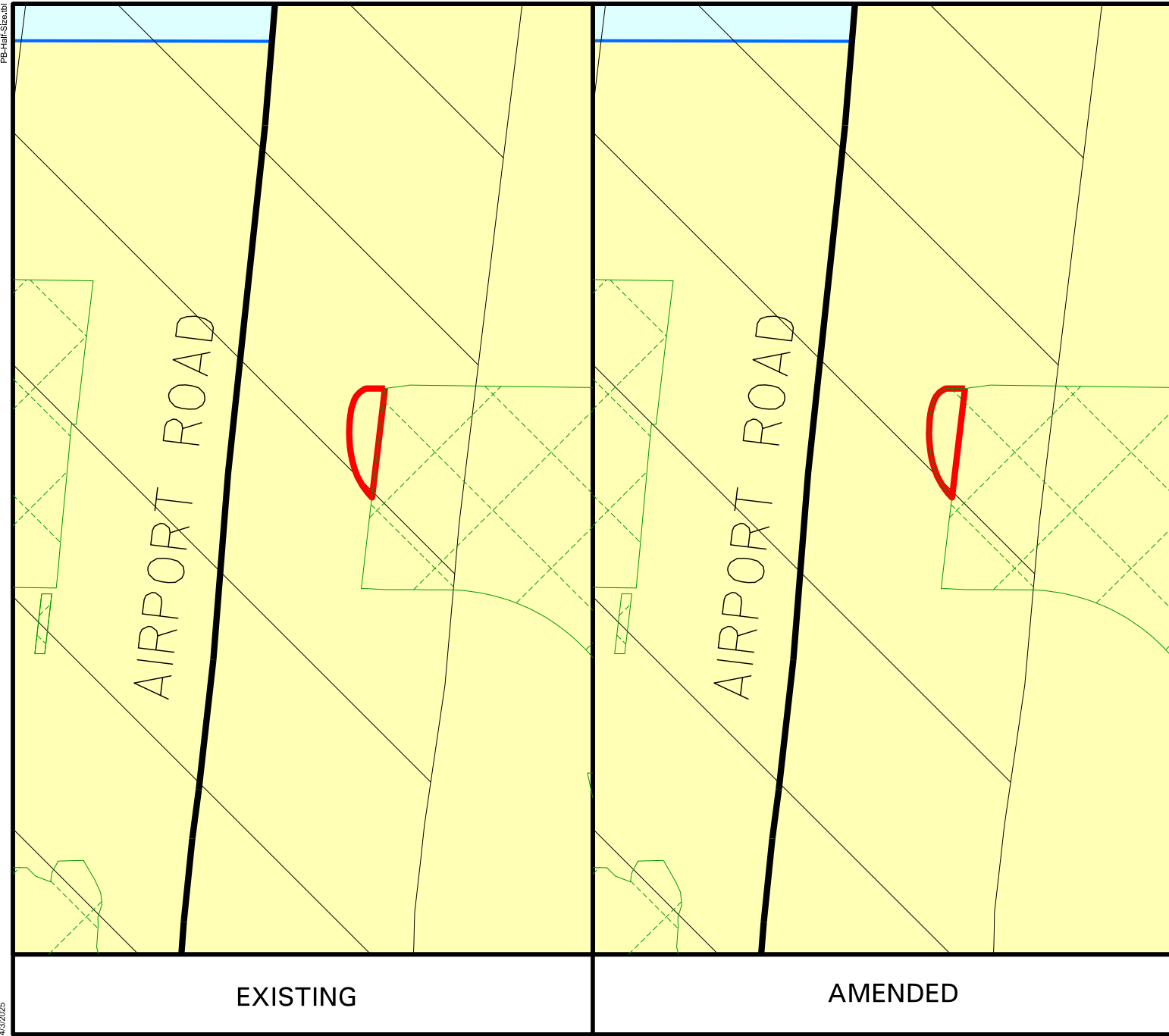
The lands will be rezoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan dated August 7, 2024.

INTERPRETATION

The provisions of Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, will apply in regard to this Amendment.

This Amendment supplements the intent and policies of Mississauga Official Plan.



LEGEND

GREEN SYSTEM

 Green System

CITY STRUCTURE

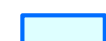
 Downtown

 Major Node

 Community Node

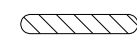
 Neighbourhood

 Corporate Centre

 Employment Area

 Special Purpose Area

CORRIDORS

 Corridor

 Intensification Corridor

 AREA OF AMENDMENT

Note:

Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.



MAP 'A'
Part of
Schedule 1-Urban System
of Mississauga Official Plan





LEGEND:

 AREA OF AMENDMENT

Note:
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.



MAP 'B'
Part of Schedule 1a
Urban System - Green System
of Mississauga Official Plan





LEGEND

Natural Heritage System:

-  Significant Natural Areas and Natural Green Spaces
-  Special Management Areas
-  Linkages
-  Residential Woodlands
-  Provincially Significant Wetlands
-  Other Wetlands
-  Areas of Natural and Scientific Interest Provincial Significance
-  Areas of Natural and Scientific Interest Regional Significance

Natural Hazards:

-  Natural Hazards
-  Two Zone Floodplain Regulations
-  Special Policy Area Floodplain
-  AREA OF AMENDMENT

Notes:

1. The entire Green System is shown on Schedule 1a.
2. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
3. The limits of the Natural Hazards shown on this Schedule are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.



MAP 'C'

Part of Schedule 3
Natural System
of Mississauga Official Plan





LEGEND

-  Public and Private Open Spaces
-  Parkway Belt West
-  Educational Facilities
-  Utilities
-  AREA OF AMENDMENT

- Notes:
1. The entire Green System is shown on Schedule 1a.
 2. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
 3. The Public and Private Open Spaces identified on this Schedule include lands designated Public Open Space, Private Open Space and Greenlands as shown on Schedule 10.



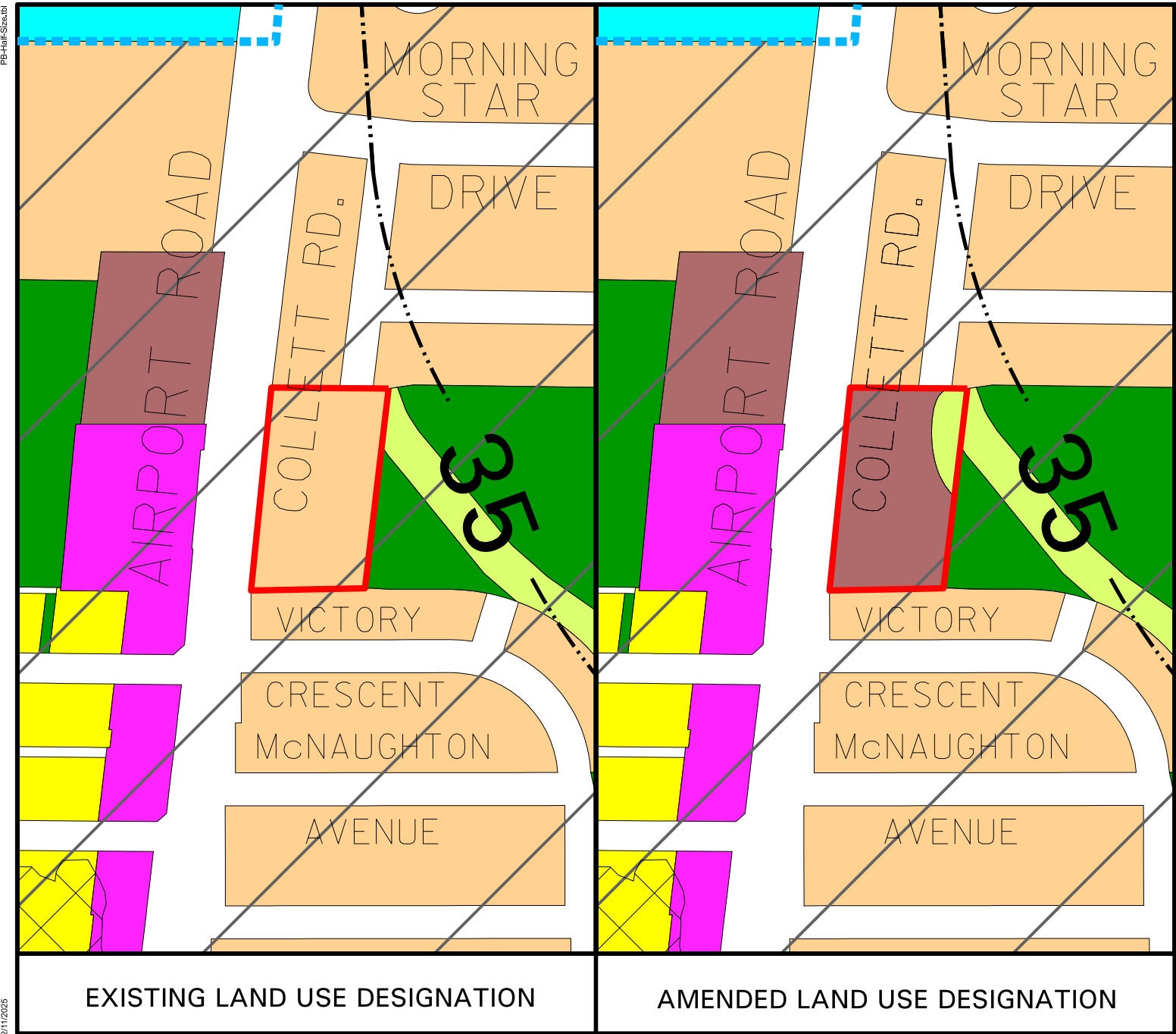
MAP 'D'
Part of Schedule 4
Parks and Open Spaces
of Mississauga Official Plan



PB-Half-Size.tbl

2/11/2025

breric



LAND USE DESIGNATIONS

Residential Low Density I	Airport
Residential Low Density II	Institutional
Residential Medium Density	Public Open Space
Residential High Density	Private Open Space
Mixed Use	Greenlands
Convenience Commercial	Parkway Belt West
Motor Vehicle Commercial	Utility
Office	
Business Employment	
Industrial	

BASE MAP INFORMATION

Heritage Conservation District	Civic Centre (City Hall)
1996 NEP/2000 NEF Composite Noise Contours	City Centre Transit Terminal
LBPIA Operating Area Boundary See Aircraft Noise Policies	GO Rail Transit Station
Area Exempt from LBPIA Operating Area	Public School
Natural Hazards	Catholic School
	Hospital
	Community Facilities

City Structure

Downtown	Corporate Centre
Major Node	Employment Area
Community Node	Special Purpose Area
Neighbourhood	

AREA OF AMENDMENT

FROM:

 RESIDENTIAL LOW DENSITY II

TO:

 RESIDENTIAL HIGH DENSITY
 GREENLANDS

0 25 50 75 100 meters

MAP 'E'

Part of Schedule 10
Land Use Designations
of Mississauga Official Plan

APPENDIX I

PUBLIC MEETING

All property owners within a radius of 120 m of the subject lands were invited to attend a Public Meeting of Council held on March 28, 2022, in connection with this proposed Amendment.

Two deputations from the public were made at the public meeting. Comments from the public were directed at the impact of a six storey building on adjacent low rise residential properties, increased traffic, and support for the proposal. These concerns were addressed at the meeting and in the Planning and Building Department report dated December 23, 2024 attached to this Amendment as Appendix II.

City of Mississauga

Corporate Report



Date: December 23, 2024 To: Mayor and Members of Council From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Originator's file: OZ/OPA 18-008 W5 Meeting date: January 15, 2025
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Subject

PUBLIC MEETING RECOMMENDATION REPORT (WARD 5)

Official Plan Amendment and Rezoning applications to permit a six storey rental apartment building with 125 units and ground floor retail space, and an addition to the abutting greenlands

7211 and 7233 Airport Road, south of Morning Star Drive, east side of Airport Road

Owner: Airstar Holdings Inc.

File: OZ 18/008 W5

Recommendation

1. That notwithstanding that subsequent to the public meeting, changes to the applications have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
2. That the applications under File OZ/OPA 18-008 W5, Airstar Holdings Inc., 7211 - 7233 Airport Road, to amend Mississauga Official Plan to **Residential High Density** and **Greenlands**; to change the zoning to **H-RA2-Exception** and **G1** to permit a six storey, rental apartment building with 125 units and ground floor retail space, along with an addition to the abutting greenlands, be approved in conformity with the provisions outlined in Appendix 2.
3. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
4. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.

5. That the "H" holding provision is to be removed from the **RA2-Exception** (Apartments) zoning applicable to the subject lands, by further amendment upon confirmation from applicable agencies and City Departments that matters as outlined in the report dated December 23, 2024, from the Commissioner of Planning and Building have been satisfactorily addressed.

Executive Summary

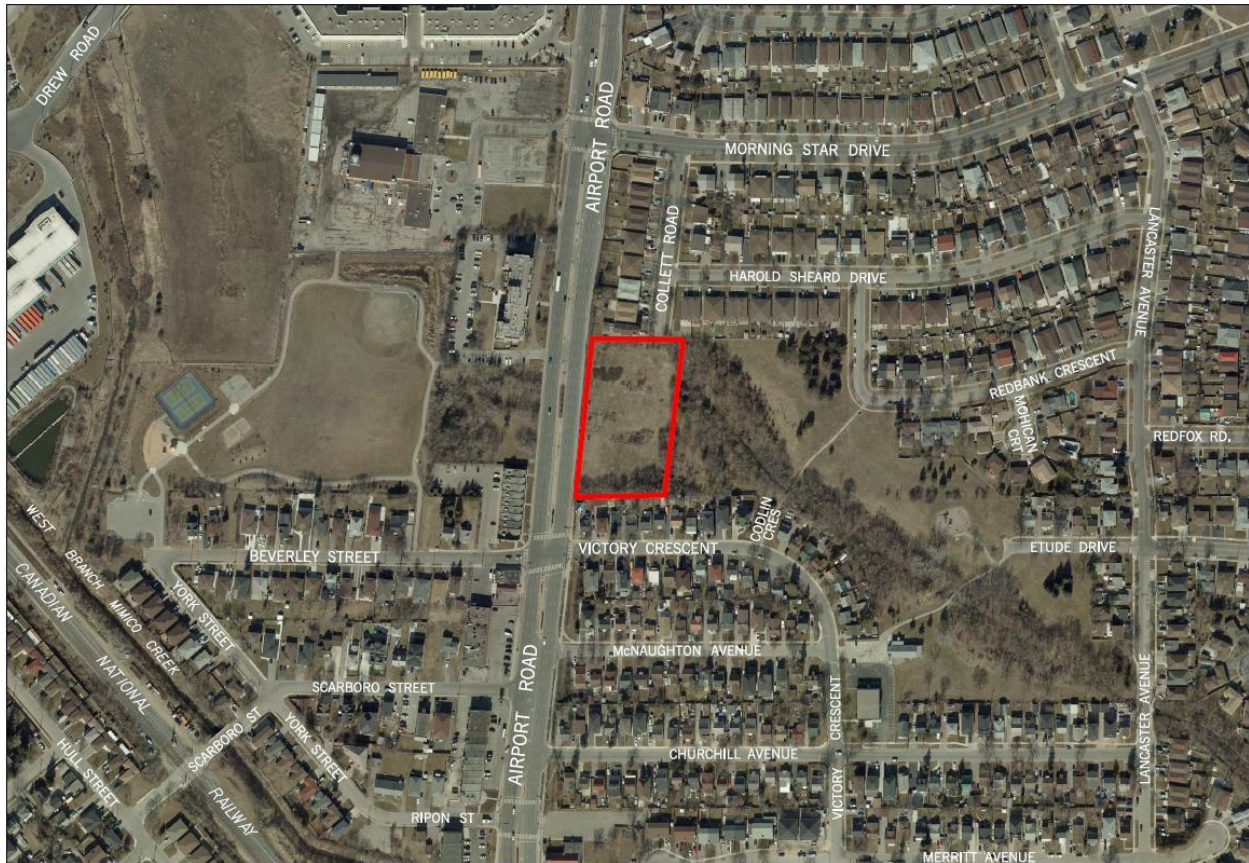
- Staff recommend approval of this development proposal which will facilitate new housing, commercial space, and lands for flood management
- Upon approval, the lands will support a six storey, rental apartment building with 125 units and ground floor retail space
- The applicant has made minor revisions to the proposal to address issues raised by staff, including the removal of the proposed access from Collett Road, additional restoration planting and landscaping and the reconfiguration of the waste storage and loading areas
- Based on staff's evaluation the development applications conform with the relevant planning policies and are supportable from a planning perspective

Background

A public meeting was held by the Planning and Development Committee on March 28, 2022, at which time an Information Report (<https://pub-mississauga.escribemeetings.com/FileStream.ashx?DocumentId=22116>) was received for information. Recommendation PDC-0024-2022 was then adopted by Council on April 6, 2022.

That the report dated March 4, 2022, from the Commissioner of Planning and Building regarding the applications by Airstar Holdings Inc. to permit a six storey, rental apartment building (for seniors) with 128 units and ground floor retail space, under Files OZ 18/008 W5, 7211 and 7233 Airport Road, be received for information, and notwithstanding planning protocol, that the Recommendation Report be brought directly to a future Council meeting.

There were some technical matters that needed to be resolved before the Planning and Building Department could make a recommendation on the applications. Given the amount of time since the public meeting, full notification was provided.



Aerial Image of 7211 – 7233 Airport Road

Comments

REVISED DEVELOPMENT PROPOSAL

The applicant has made some minor modifications to the proposed concept plan including:

- Removing the proposed emergency access from Collett Road
- Providing additional landscaping and screening at the terminus of Collett Road
- Providing restoration plantings along the east property line
- Site layout modifications to accommodate the planned widening of Airport Road
- Addition of a **Greenlands** designation and **G1** (Greenlands) zone to the subject site for the purposes of flood mitigation

COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed official plan and zoning change. All property owners within 120 m (393 ft.) were notified of the applications on March 3, 2022. Eight written submissions were received. Supporting studies were posted on the City's website at <http://www.mississauga.ca/portal/residents/development-applications>.

The public meeting was held on March 28, 2022. Two members of the public made deputations regarding the applications. Responses to the issues raised at the public meeting and from correspondence received can be found in Appendix 2.

No additional community meetings were held for the subject application. Two comments were made at the public meeting and eight comments have been received by the Planning and Building Department.

PLANNING ANALYSIS SUMMARY

The *Planning Act* allows any property owner within the Province of Ontario the ability to make a development application to their respective municipality in order to accommodate a particular development proposal on their site. Upon the submission of mandated technical information, the municipality is obligated under the *Planning Act* to process and consider the application within the rules set out in the Act.

The *Provincial Planning Statement (PPS)* 2024 came into effect on October 20, 2024, replacing the *Provincial Policy Statement* 2020 and the *Growth Plan for the Greater Golden Horseshoe*. This new policy statement marks a significant shift in Ontario's land use planning by 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 planning public infrastructure. The *Planning Act* instructs municipalities to make planning decisions that are consistent with the *PPS*.

A detailed Planning Analysis is found in Appendix 2. The applications are consistent with the *Provincial Planning Statement* and conform to the Region of Peel Official Plan and Mississauga Official Plan. An official plan amendment is required to change the land use designation from **Residential Low Density II** to **Residential High Density** and **Greenlands**. A zoning by-law amendment is required to change the zoning from **R3-69** (detached dwelling) to **H-RA2 - Exception** (apartments) and **G1** (greenlands).

Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

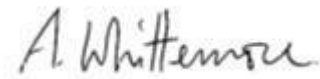
Conclusion

In summary, the proposed development makes efficient use of underutilized lands, infrastructure and public service facilities. It has been designed to be sensitive to the existing character of the neighbourhood and provides rental dwellings. The proposal will not result in any adverse impacts to the community and is generally consistent with other infill developments in the City. The proposed official plan amendment and rezoning are acceptable from a planning standpoint and should be approved.

Attachments

Appendix 1: Information Report

Appendix 2: Detailed Planning Analysis



Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Emma Bunting, Development Planner

City of Mississauga Corporate Report

Date: March 4, 2022 To: Chair and Members of Planning and Development Committee From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Originator's file: OZ 18/008 W5
	Meeting date: March 28, 2022

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 5)

**Official Plan Amendment and Rezoning applications to permit a six storey, rental apartment building (for seniors) with 128 units and ground floor retail space
7211 and 7233 Airport Road, South of Morning Star Drive, East side of Airport Road
Owner: Airstar Holdings Inc.
Files: OZ 18/008 W5**

Recommendation

That the report dated March 4, 2022, from the Commissioner of Planning and Building regarding the applications by Airstar Holdings Inc. to permit a six storey, rental apartment building (for seniors) with 128 units and ground floor retail space, under Files OZ 18/008 W5, 7211 and 7233 Airport Road, be received for information.

Background

The applications have been deemed complete and circulated for technical comments. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community. The report consists of two parts, a high level overview of the applications and a detailed information and preliminary planning analysis (Appendix 1).

PROPOSAL

The official plan amendment and rezoning applications are required to permit a six storey, rental apartment building (for seniors) with 128 units and ground floor retail space and a proposed floor space index of 1.8. The applicant is proposing to amend the property from **Residential Low Density II to Residential High Density** to permit the proposed apartment building with ground floor retail space. The zoning by-law will also need to be amended from **R3-69** (Detached Dwelling – Exception 69) to **RA4-Exception** (Residential High Density - Exception) to implement this development proposal.

During the ongoing review of these applications, staff may recommend different land use designations and/or zoning categories to implement the proposal.

Comments

The property is located south of Morning Star Drive on the east side of Airport Road within the Malton Neighbourhood District Character Area. The site is currently vacant.



Aerial image of 7211 and 7233 Airport Road



Applicant's rendering of the proposed apartment building

LAND USE POLICIES AND REGULATIONS

The *Planning Act* allows any person within the Province of Ontario to submit development applications to the local municipality to build or change the use of any property. Upon submitting all required technical information, the municipality is obligated under the *Planning Act* to process and consider these applications within the rules set out in the Act.

The *Provincial Policy Statement* (PPS) establishes the overall policy directions on matters of provincial interest related to land use planning and development within Ontario. It sets out province-wide direction on matters related to the efficient use and management of land and infrastructure; the provision of housing; the protection of the environment, resources and water; and, economic development.

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) builds upon the policy framework established by the PPS and provides more specific land use planning policies which support the achievement of complete communities, a thriving economy, a clean and healthy environment and social equity. The Growth Plan establishes minimum intensification targets and requires municipalities to direct growth to existing built-up areas and strategic growth areas to make efficient use of land, infrastructure and transit.

The *Planning Act* requires that municipalities' decisions regarding planning matters be consistent with the PPS and conform with the applicable provincial plans and the Region of Peel

Official Plan (ROP). Mississauga Official Plan is generally consistent with the PPS and conforms with the Growth Plan, the *Greenbelt Plan*, the *Parkway Belt West Plan* and the ROP.

Conformity of this proposal with the policies of Mississauga Official Plan is under review.

Additional information and details are found in Appendix 1, Section 4.

AGENCY AND CITY DEPARTMENT COMMENTS

Agency and department comments are summarized in Appendix 1, Section 7.

Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion

Most agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved. The matters to be addressed include: provision of additional technical information, review of reduced parking standards, access and site circulation, ensuring compatibility of new buildings, including setbacks, feasibility of waste collection and community input.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Caleigh McInnes, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: Airstar Holdings Inc.

7211 and 7233 Airport Road

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1. Proposed Development

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

Development Proposal		
Applications submitted:	Received: March 16, 2018 Deemed incomplete: April 18, 2018 Deemed complete: April 26, 2018 Revised: February 21, 2020 Revised: November 4, 2021	
Developer/ Owner:	Airstar Holdings Inc.	
Applicant:	Weston Consulting	
Number of units:	128 rental dwelling units	
Proposed Gross Floor Area (Commercial):	230 m ² (2,476 ft ²)	
Height:	Six storeys / 18.6 m (61.0 ft.)	
Lot Coverage:	25%	
Floor Space Index:	1.78	
Landscaped Area:	52%	
Road Type:	Public	
Anticipated Population:	280* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	153	92
visitor spaces	26	26
commercial spaces	13	n/a
Total	192	118
Green Initiatives:	Rainwater collection for onsite	

Development Proposal

irrigation
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>:

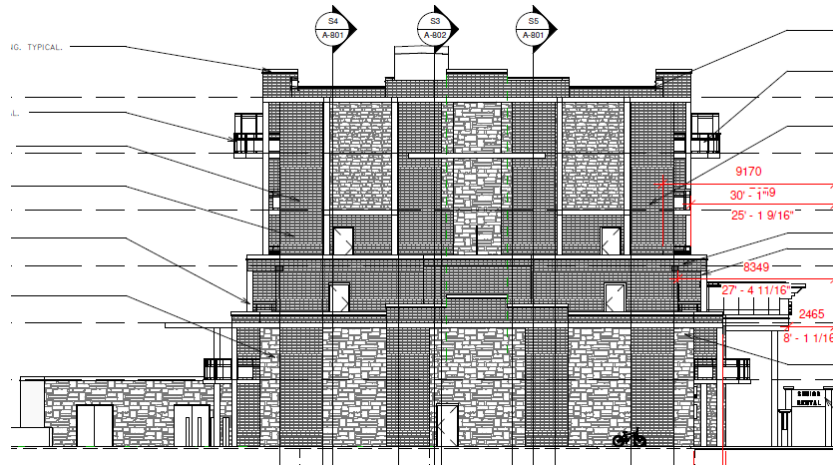
- Planning Justification Report
- Site Plan, Floor Plans, Elevations and Renderings
- Acoustic Study
- Sun/shadow Study
- Archaeological Assessment
- Draft Official Plan and Zoning By-law Amendments
- Functional Servicing and Stormwater Management Report
- Traffic Impact Study
- Environmental Impact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

Application Status

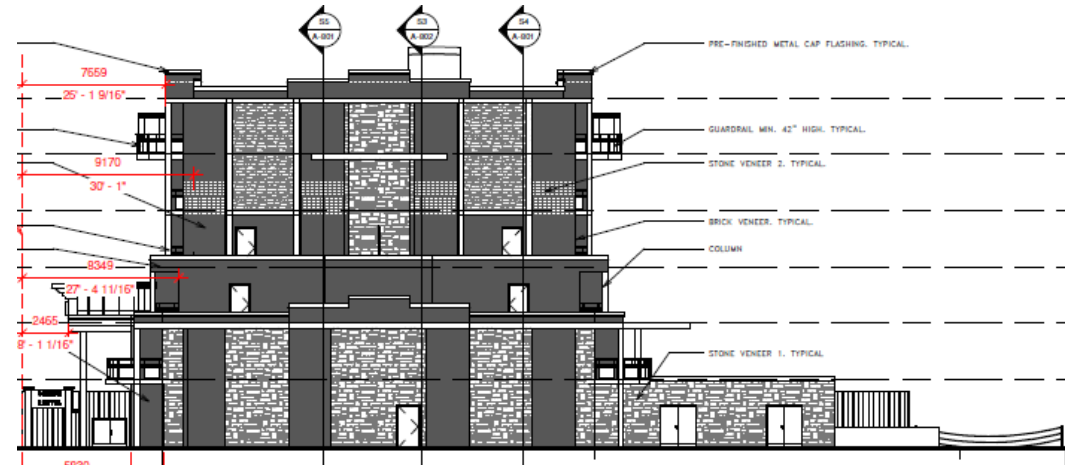
Upon deeming the applications complete, the supporting studies and plans were circulated to City departments and external agencies for review and comment. These comments are summarized in Section 7 of this appendix and are to be addressed in future resubmissions of the applications.

Concept Plan, Elevations and Renderings





North Elevation



South Elevation



West Elevation



East Elevation



Applicant's Rendering

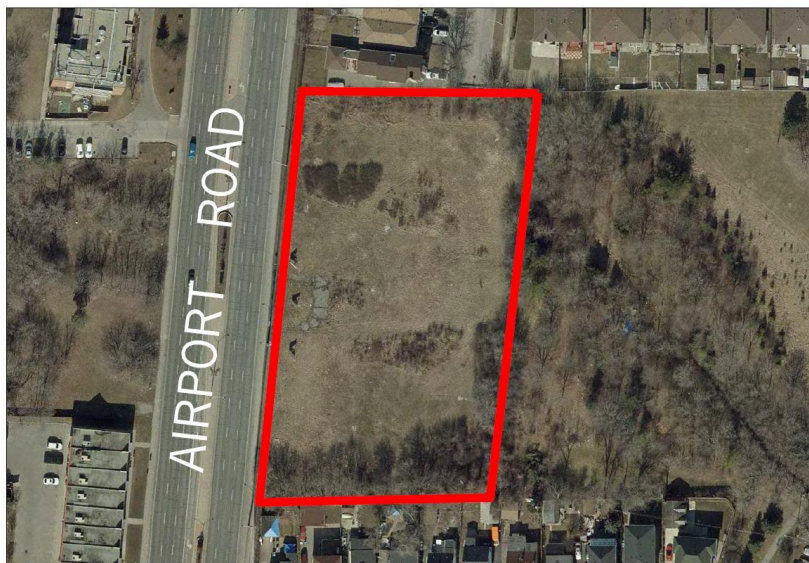


Applicant's Rendering

2. Site Description

Site Information

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



Aerial Photo of 7011 and 7033 Airport Road

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



Image of existing conditions facing east

Site History

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

3. Site Context

Surrounding Land Uses

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

The surrounding land uses are:

North: Detached homes

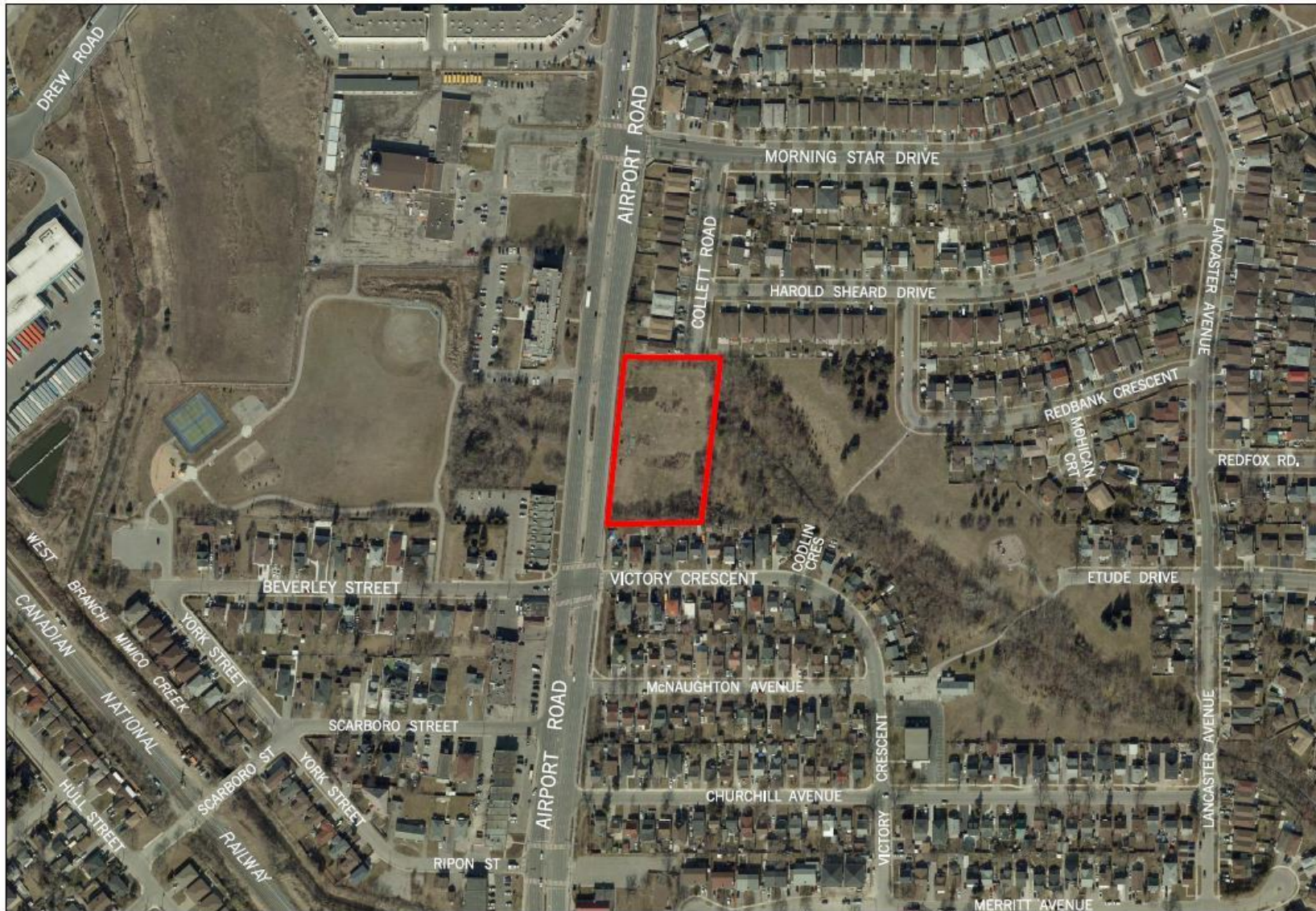
East: Victory Park

South: Detached homes

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

Neighbourhood Context

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



Aerial Photo of 7211 and 7233 Airport Road

Demographics

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

Other Development Applications

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

Community and Transportation Services

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

The following major Zum bus routes currently service the site:

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

The following major MiWay bus routes currently service the site:

- Route 24 – NorthwestRoute 30 – Rexdale

4. Summary of Applicable Policies, Regulations and Proposed Amendments

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

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

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV) Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1) The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)	Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1) 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) Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3) 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) Natural features and areas shall be protected for the long term. (PPS 2.1.1)
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	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)	Within settlement areas, growth will be focused on delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c) Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)

Policy Document	Legislative Authority/Applicability	Key Policies
		Municipalities will continue to protect any natural heritage features and areas in a manner that is consistent with the PPS and may continue to identify new systems in a manner that is consistent with the PPS. (Growth Plan 4.2.2.6) 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)
Region of Peel Official Plan (ROP)	The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.	The ROP identifies the subject lands as being located within Peel's Urban System. General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.

Mississauga Official Plan

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

Existing Designation

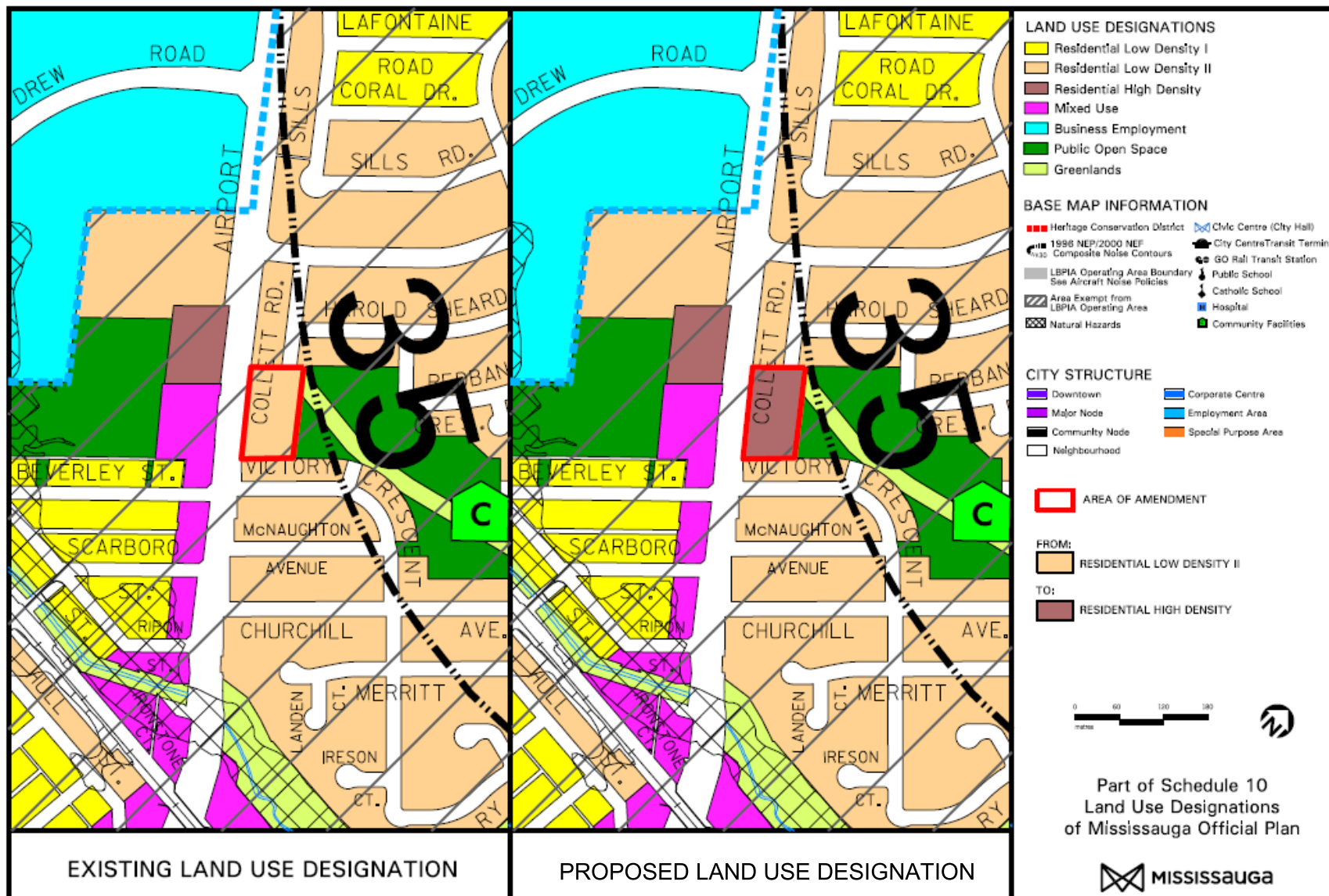
The lands are located within the Malton Neighbourhood District Character Area and are designated **Residential Low Density II**. The **Residential Low Density II** designation permits detached dwellings, semi-detached dwellings, duplex dwellings, triplexes, street townhouses and other forms of low-rise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

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

Proposed Designation

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

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



Excerpt of Malton Neighbourhood Character Area

Relevant Mississauga Official Plan Policies

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

	General Intent
Chapter 5 Direct Growth	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) Mississauga will protect and conserve the character of stable residential Neighbourhoods. (Section 5.1.7) Mississauga will establish strategies that protect, enhance and expand the Green System. (Section 5.2.1) 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) 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) 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) Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood. (Section 5.4.4) 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)
Chapter 6 Value The Environment	Buffers are vegetated protection areas that provide a physical separation of development from the limits of natural heritage features and Natural Hazard Lands. Buffers will be determined on a site specific basis as part of an Environmental Impact Study to the satisfaction of the City and conservation authority. (Section 6.3.7 and Section 6.3.8) The exact limit of components of the Natural Heritage System will be determined through site specific studies such as an Environmental Impact Study. (Section 6.3.10) The Natural Heritage System will be protected, enhanced, restored and expanded by ensuring that development in or adjacent to the Natural Heritage System protects and maintains natural heritage features and their ecological functions and placing those areas into

	General Intent public ownership. (Section 6.3.24.a & b) Development and site alteration will not be permitted within erosion hazards associated with valleylands and watercourse features. In addition, development and site alteration must provide appropriate buffer to erosion hazards, as established to the satisfaction of the City and conservation authority. (Section 6.3.4.7) 6.10.2.1 Land uses located at or above the corresponding 1996 noise exposure projection (NEP)/2000 noise exposure forecast (NEF) composite noise contour as determined by the Federal Government, will require a noise study as a condition of development. The noise study is to be undertaken by a licensed professional engineer with acoustical expertise in accordance with the applicable Provincial Government environmental noise guideline to the satisfaction of the City prior to development approval to determine appropriate acoustic design criteria. 6.10.2.2 Mississauga will require tenants and purchasers to be notified when a proposed development is located at the noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contour of 25 and above. 6.10.2.3 A noise warning clause will be included in agreements that are registered on title, including condominium disclosure statements and declarations. 6.10.2.4 Residential and other sensitive land uses within the Airport Operating Area will not be permitted as a principal or an accessory use with the following exceptions: 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. 6.10.2.5 Development applications for sensitive land uses including new residential dwellings, with the exception of replacement detached and semidetached dwellings, for lands where permitted within the Airport Operating Area, may be processed for approval provided that all of the following are satisfied: 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.
Chapter 7 Complete Communities	Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (Section 7.1.6) 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)

	General Intent Mississauga will provide opportunities for: 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) 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)
Chapter 9 Build A Desirable Urban Form	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) Infill and redevelopment within Neighbourhoods will respect the existing and planned character. (Section 9.1.3) 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) 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) While new development need not mirror existing development, new development in Neighbourhoods will: - Respect existing lotting patterns; - Respect the continuity of front, rear and side yard setbacks; - Respect the scale and character of the surrounding area; Development on Corridors will be encouraged to: - Assemble small land parcels to create efficient development parcels; - Face the street, except where predominate development patterns dictate otherwise; - Not locate parking between the building and the street; - Site buildings to frame the street; - Support transit and active transportation modes; - Provide concept plans that show how the site can be developed with surrounding lands. (Section 9.2.2.6) Where cul-de-sac and dead end streets exist, accessible paths that provide shortcuts for walking and cycling and vehicular access should be created, where possible. (Section 9.3.1.6) Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy, sunlight and sky views are maintained. (Section 9.5.1.9) 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)

	General Intent
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) Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that: - An appropriate transition in heights that respects the surrounding context will be achieved; - The development proposal enhances the existing or planned development; - The City Structure hierarchy is maintained; and - The development proposal is consistent with the policies of this Plan (Section 16.1.1.2)
Chapter 19 Implementation	This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows: - 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; - 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

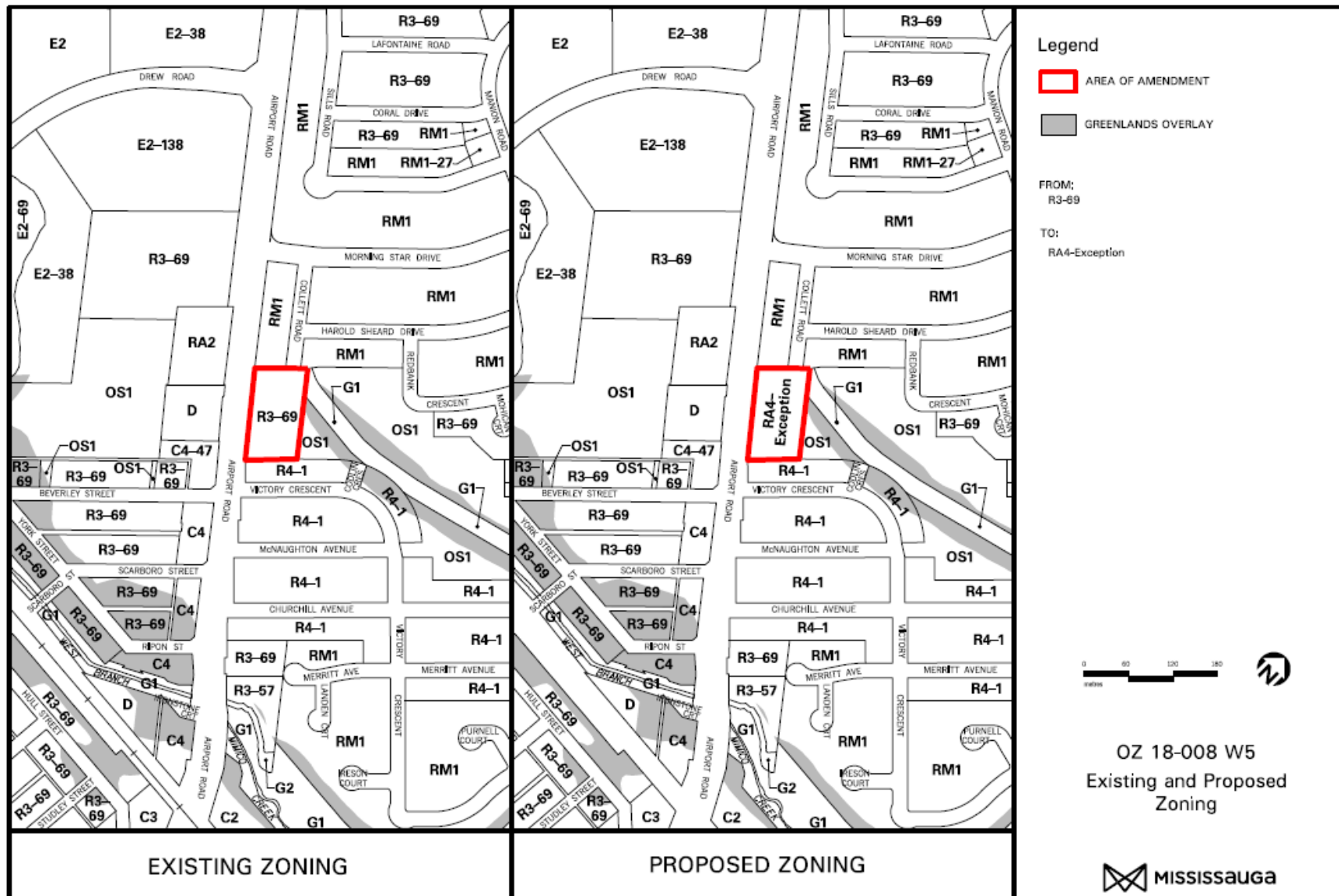
The subject property is currently zoned **R3-69** (Detached Dwellings – Exception), which permits detached dwellings with frontages of 15.0 m (49.2 ft.).

Proposed Zoning

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

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

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



Excerpt of Zoning Map Z48W
Proposed Zoning Regulations

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

Zone Regulations Z48W	Existing R3-69 (Detached Dwelling – Exception) Zone Regulations	RA4 Base Zone Regulations	Proposed RA4-Exception Amended Zone Regulations
the exception of an Apartment zone			
Minimum depth of a landscaped buffer along any other lot line	n/a	3.0 m (9.83 ft.)	3.0 m (9.83 ft.)
Minimum amenity area	n/a	The greater of 5.6 m ² per dwelling unit or 10% of the site area	A minimum of 1,450 m ² (11.33 m ² per dwelling unit), approximately 9.5% of the site area
Required Number of Parking Spaces for rental apartment buildings	n/a	188 parking spaces (total required) 153 resident parking spaces 26 visitor parking spaces 13 commercial spaces 1 loading space 7 accessible spaces	111 parking spaces (total provided) 85 resident parking spaces 26 visitor parking spaces 0 commercial spaces 3 loading spaces 7 accessible spaces
	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.		

Affordable Housing

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

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

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

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

5. School Accommodation

The Peel District School Board

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

The Dufferin-Peel Catholic District School Board

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

6. Community Questions and Comments

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

7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (January 10, 2022)	A Region of Peel Official Plan Amendment is not required. An existing 300 mm (3.94 in.) diameter watermain and an existing 525 mm (20.7 in.) diameter sanitary sewer are located on Airport Road. An existing 150 mm (5.91 in.) diameter watermain and an existing 250 mm (9.84 in.) diameter sanitary sewer are located on Collette Road. Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. All works associated with the servicing of this site will be at the applicant's expense. The applicant will also be responsible for the payment of applicable fees, development charges, legal costs and all other costs associated with the development of this site. Servicing of the proposed development must comply with the City's requirements for the Ontario Building Code and current Region of Peel standards. Regional Site Servicing approvals are required prior to the local municipality issuing building permit. There is a Regional easement on the subject property. Unauthorized encroachments on Regional easements will not be permitted. Certain restrictions apply with respect to Regional easements as per the documents registered on title. It is strongly recommended that all efforts be made to remove encroachments within the Region's easement. The Region reviewed the Storm Water Management Report prepared by Designfine Consulting Engineers, dated November 2019, and offer the following comments: - No stormwater flows will be accepted into Region of Peel Right-of-Way (Airport Rd.) - All flows must be directed away from the Region of Peel Right-of-Way (Airport Rd.) - A drainage plan is required for review in future revisions

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

Agency / Comment Date	Comments
	Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act
Toronto and Region Conservation Authority (January 14, 2022)	Minor revisions to the Functional Servicing Report are required to address TRCA's outstanding concerns.
City Transportation and Works Department (February 7, 2022)	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. 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: Stormwater A Functional Servicing Report & Stormwater Management Report, prepared by DesignFine Ltd. and dated September 2021, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include new infrastructure and/or on-site stormwater management controls. The applicant is proposing to construct a private storm sewer to service the development lands with a connection to the Region of Peel's infrastructure, as well as on-site stormwater management controls for the post development discharge. Approval of the proposed plan is also required from the Toronto and Region Conservation Authority (TRCA). The applicant is required to provide further technical information to: • demonstrate the feasibility of the proposed storm sewer and outlet; • demonstrate that there will be no impact on the existing drainage system including how groundwater will be managed on-site; • demonstrate that the 5 mm (0.20 in.) water balance through Low Impact Development (LID) will be achieved; and • provide a Drainage Proposal to demonstrate the above. Traffic A Traffic Impact Study Addendum prepared by Crozier and dated October 2021 was submitted in support of the proposed development. Based on the information provided to date, staff are not satisfied with the study and require further clarification on the information provided. The applicant is required to provide the following information as part of subsequent submissions: • an updated Traffic Impact Study addressing all staff comments;

Agency / Comment Date	Comments
	• revised plans to illustrate the required cul-de-sac at the terminus of Collett Road and the associated land dedication requirements; • revised plans to be able to safely accommodate fire and waste collection trucks; • updated turning movement diagrams to evaluate the internal site circulation; and • responses to address any traffic concerns from the community related to the proposed development. Environmental Compliance A Phase I Environmental Site Assessment (ESA), dated January 11, 2018 and prepared by TIL, was submitted in support of the proposed development. The report indicates that areas of potential environmental concern were identified on the site as a result of onsite and offsite potentially contaminating activities. Investigation of soil and groundwater will be required at the site. Therefore, the following is to be submitted for review: • A letter of reliance for the Phase I ESA; • A Phase II ESA; • A Temporary Discharge Commitment letter; and • A letter certified by a Qualified Person, stating that land to be dedicated to the City is environmentally suitable for the proposed use. Noise A Noise Feasibility Study prepared by HGC Engineering (Ltd.), dated October 29, 2021 was submitted for review. The noise study evaluates the potential impact both to and from the proposed development and recommends mitigation measures to reduce any negative impacts. Further information is required to assess the impacts of noise levels from existing and proposed stationary sources on this development. Additionally, the proposed residential development is located at aircraft noise contour/noise exposure forecast (NEF) 36, therefore, GTAA approval will be required and the owner will be required to enter into an Aircraft Noise Warning Agreement to be registered on title, addressing various GTAA warning clauses and provisions. Engineering Plans/Drawings The applicant has submitted a number of technical plans and drawings (i.e. grading and servicing plans), which need to be revised as part of subsequent submissions in accordance with City Standards, and to clearly demonstrate the infrastructure required for Collett Road.
Other City Departments and External Agencies	The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner: - Mississauga Transit - Heritage

Agency / Comment Date	Comments
	- Arborist – City Property - Arborist – Private Property - Arborist - Streetscape - Public Art - Fire and Emergency Services - Bell Canada - Canada Post - Enbridge Gas
	The following City Departments and external agencies were circulated the applications but provided no comments: - Fire and Emergency Services - Canadian National Railway - Rogers Cable - Alectra Utilities

Development Requirements

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

8. Section 37 Community Benefits (Bonus Zoning)

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

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

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

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9. Next Steps

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

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

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

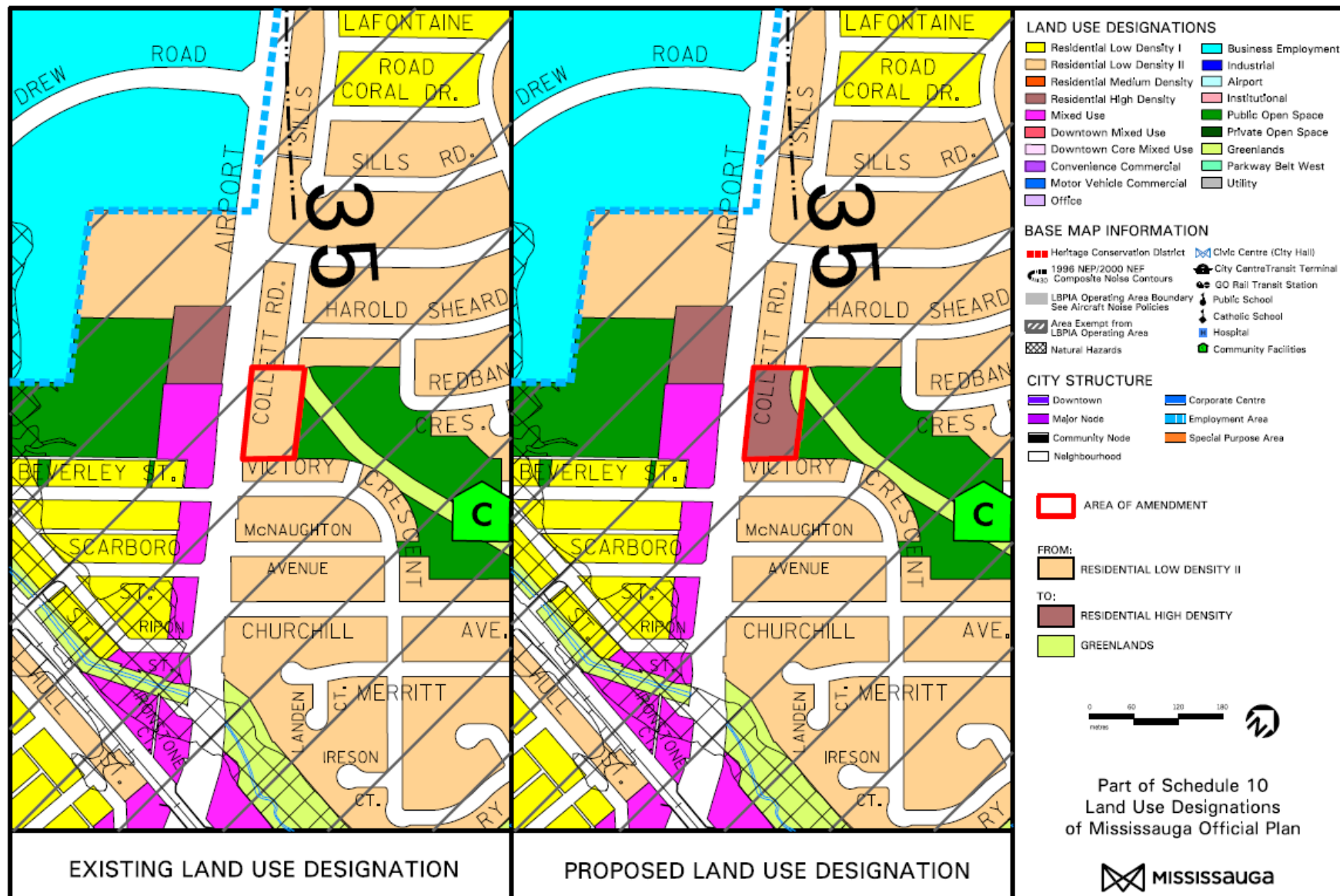
The site is currently serviced by the following Toronto Transit Commission route:

- 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

The applicant has provided a revised site plan and elevations as follows:





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

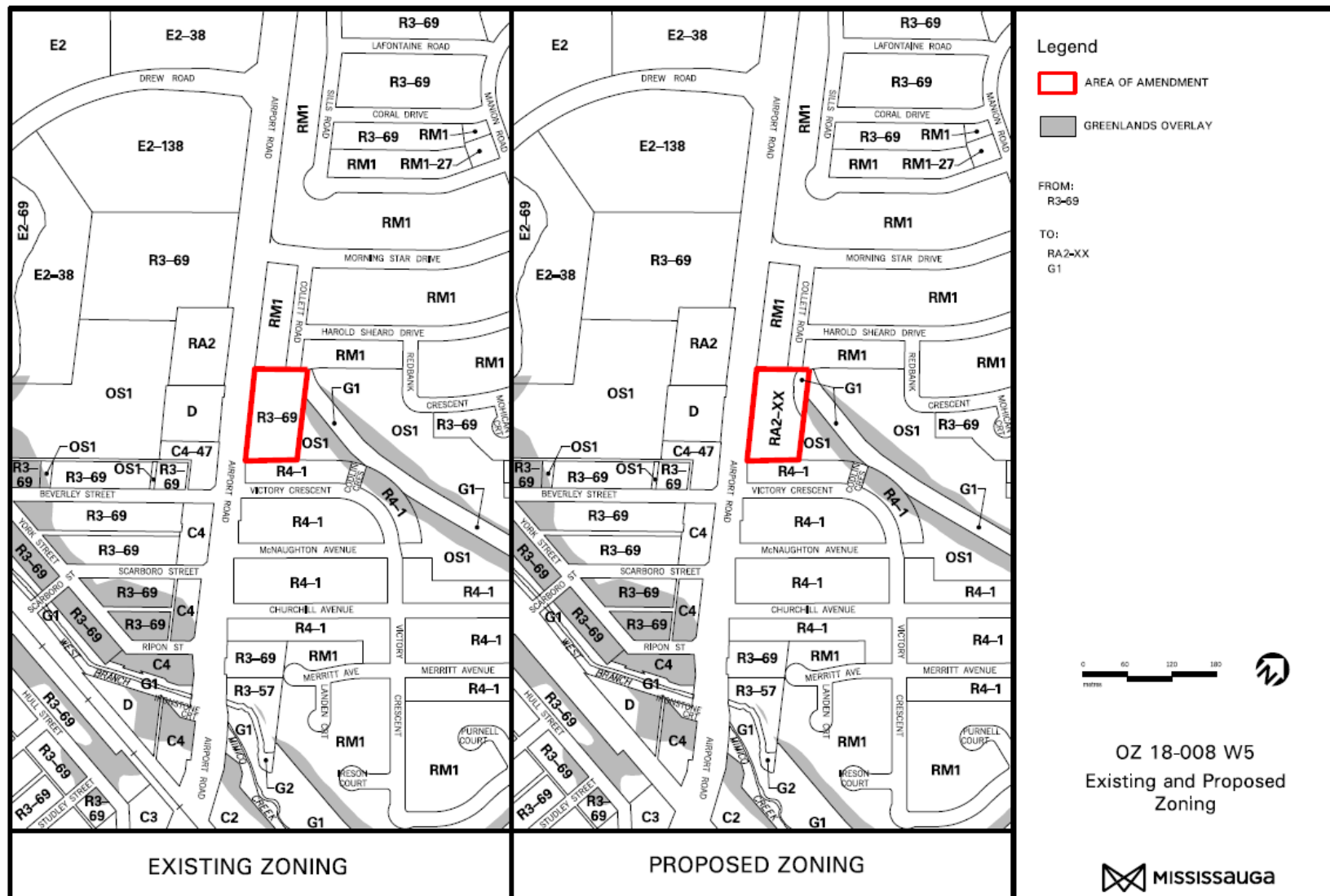
Zone Regulations	Existing R3-69 Zone Regulations	Proposed RA2 Base Zone Regulations	Proposed H-RA2-Exception Zone Regulations
Minimum Front and Exterior Side Yard for that portion of the dwelling with a height less than or equal to 13.0 m (42.7 ft.)	N/A	7.5 m (24.6 ft.)	4 m (13.1 ft.)
Minimum Front and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