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## Planning Justification Report



Airstar Holdings Inc.  
7211 & 7233 Airport Road  
City of Mississauga

March, 2018  
File 7383





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## **1 Introduction**

Weston Consulting has been retained to provide planning support to Airstar Holdings Inc., the registered owner of the properties located at 7211 and 7233 Airport Road in the City of Mississauga (herein referred to as the 'subject lands'). The client is proposing to develop the subject property for an infill development to be utilized as a five-storey 'active lifestyle' residential condominium building with 119 units and approximately 119.4 m<sup>2</sup> of accessory commercial area on the first floor with the potential for providing a portion of the development at '*affordable*' rates, and/or seniors housing. This will require an agreement with the Region of Peel.

Applications for an Official Plan Amendment, and Zoning By-law Amendment are being submitted to the City to permit the proposed development on the subject lands. These applications and supporting materials are submitted in accordance with the Development Application Review Committee List of Required Information issued December 9<sup>th</sup>, 2015 and the Region of Peel Pre-Consultation meeting on February 26<sup>th</sup>, 2016, thus constituting a complete application as prescribed under the Planning Act.

This report is submitted in support of the proposed development of the subject lands and provides the planning rationale in support of the applications for an Official Plan Amendment and Zoning By-law Amendment which are required to facilitate the proposed development in accordance with good planning principles.

## **2 Site Description of Context**

### **Description of Subject Lands**

The subject lands are located north of the major intersection of Derry Road and Airport Road in the City of Mississauga. The lands are on the east side of Airport Road, north of the intersection of Airport Road and Victory Crescent in the Malton Community area. The subject lands have direct frontage on Airport Road. Airport Road is a Regional Arterial Road with an ultimate right-of-way width of 45 m as referenced in the Peel Region Official Plan.

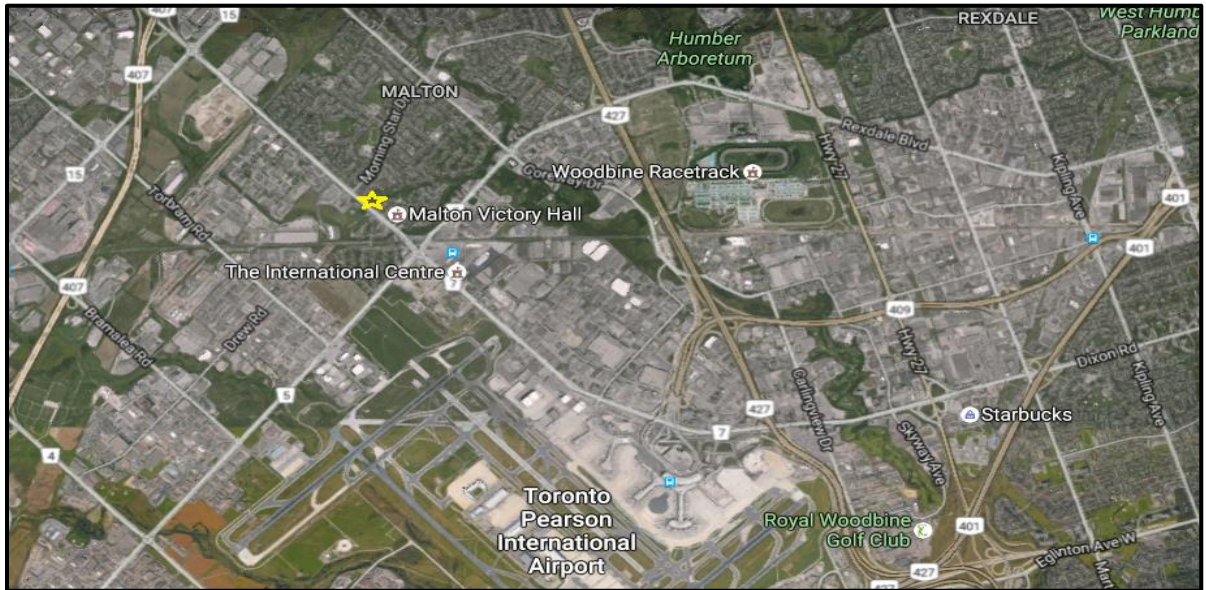
The subject lands are comprised of 2 parcels of land known municipally as 7211 and 7233 Airport Road. The subject lands are rectangular in shape occupying an area of approximately 2.14 acres (.867 hectares) in area. The subject lands are currently vacant and have been for some time. There are a small number of trees outlining the property boundary of the subject lands.

### **Region and Neighbourhood Context**

From a Regional perspective, the subject lands are within a designated settlement area and within the built boundary of the Region of Peel and the City of Mississauga. The subject lands are located east of Airport Road within the Malton Community Area and in the north-east section of Mississauga. The Malton community is predominantly comprised of low-rise residential

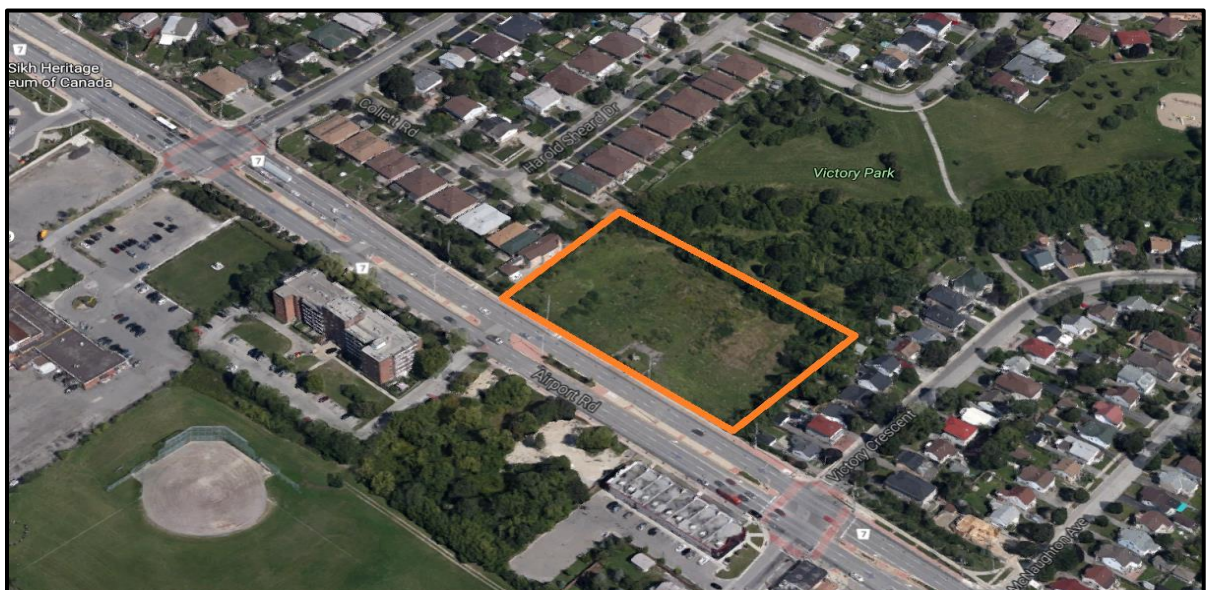


dwelling. Higher density townhouse and high-rise development currently occupy corridors along Goreway Drive and Derry Road. Commercial plazas and places of worship are located along the Airport Road corridor. Adjacent to the east is Victory Park, a prominent feature of the Malton Cultural Heritage area. The subject lands are located 3 kilometres from Highway 407 and 4 kilometres from Highway 427.



*Figure 1 - Municipal Context*

The subject lands are located north of the intersection of Victory Crescent and Airport Road. The surrounding land uses are comprised primarily of single and semi-detached residential units. A 6-storey residential apartment building is located on the west side of Airport Road, directly across from the subject lands.



*Figure 2 - Neighbourhood Context*



## Surrounding Land Uses

Land uses and built form characteristics in the near vicinity are as follows:

**North:** Directly north of the subject lands are semi-detached residential units backing onto Airport Road. The residential dwellings are a part of a residential subdivision on the east side of Airport Road. Further north of the subject property is Morning Star Middle School and employment uses on the west side of Airport Road.

**East:** To the east of the subject lands is Victory Park, which extends eastward, creating a natural corridor. The Victory Park Corridor is surrounded by existing single and semi-detached residential development.

**South:** South of the subject lands is an existing residential subdivision consisting of single detached residential dwellings is named 'Victory Village'. Further south of the subject lands is the Malton GO Station which is nestled within an employment district.

**West:** To the west of the subject lands is a vacant lot adjacent to an existing six-storey residential apartment building. Further west of the subject lands, land uses include recreational open space and a place of worship (Gurdwara).

## Transportation

The subject lands have approximately 124 metres of frontage onto Airport Road. The City of Mississauga Official Plan identifies Airport Road as a Regional Arterial Road with a designated Right-of-Way (ROW) width of 45m as per Schedule 5 and Schedule 8 of the City of Mississauga Official Plan. The Peel Region Official Plan also identifies a planned ROW width of 45 metres.

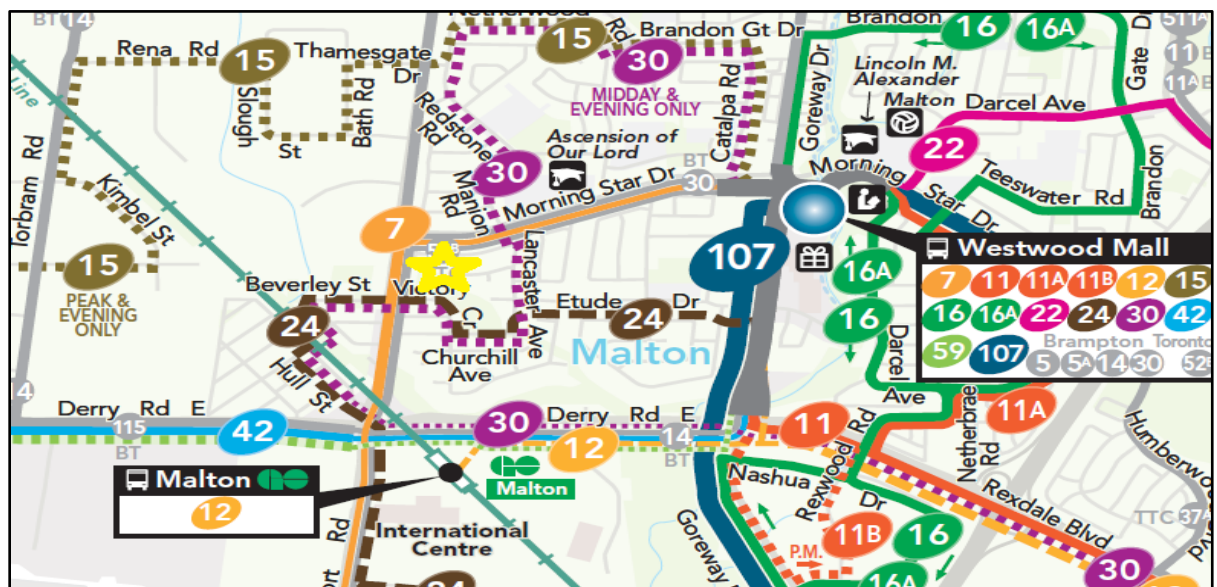


Figure 3 - Transit Map



As shown in Figure 3 - Transit Map, the subject lands are well serviced by transit in the form of bus routes and the Malton Go Station. Bus Transit and Bus Rapid Transit routes in the vicinity are provided by MiWay (Mississauga transit service), Brampton Transit and the Toronto Transit Commission (TTC). The subject lands are within close proximity to MiWay Route 7, Route 30 and Route 24, Brampton Transit's Route 30 and TTC Route 52B.

The subject lands are approximately 800 metres from the Malton Go Transit Station located at the south-east corner of the intersection of Airport Road and Derry Road East. This facility provides regional connections between Toronto and Kitchener-Waterloo on the Kitchener Line. VIA Rail service between Sarnia and Toronto is also provided at this location.

### **Recent Development Activity**

There has been limited development activity within the immediate vicinity. However, the following development applications have been submitted in the area:

#### **3233 Brandon Gate Drive**

Applications for Rezoning, Official Plan Amendment and Draft Plan of Subdivision were submitted for a property located at 3233 Brandon Gate Drive, north of the subject lands. If approved, the proposed Official Plan Amendment and Rezoning applications would permit 30 semi-detached dwellings to be constructed on the subject property.

#### **North Side of Drew Road, West of Airport Road**

To the west of the subject lands, an application for Site Plan approval has been submitted to permit the development of a banquet hall on a property located on the north side of Drew Road.

#### **West Side of Torbram Road, South of Highway 407**

An application for Site Plan approval has been submitted to allow for the construction of an addition to an existing industrial building on a property located on the west side of Torbram Road, west of the subject property.

#### **7205 Goreway Drive**

An application for Site Plan approval has been submitted and approved to permit the expansion and renovation of the existing commercial mall (Westwood Mall) including three (3) commercial buildings at the property located at 7205 Goreway Drive to the northeast of the subject property.

#### **Northwest Corner of Goreway Drive & Derry Road East**

To the east of the subject lands, an application for Site Plan approval was submitted to permit the construction of an additional commercial building with a total GFA of 389 m<sup>2</sup>, on the property located at the northwest corner of Goreway Drive and Derry Road East.

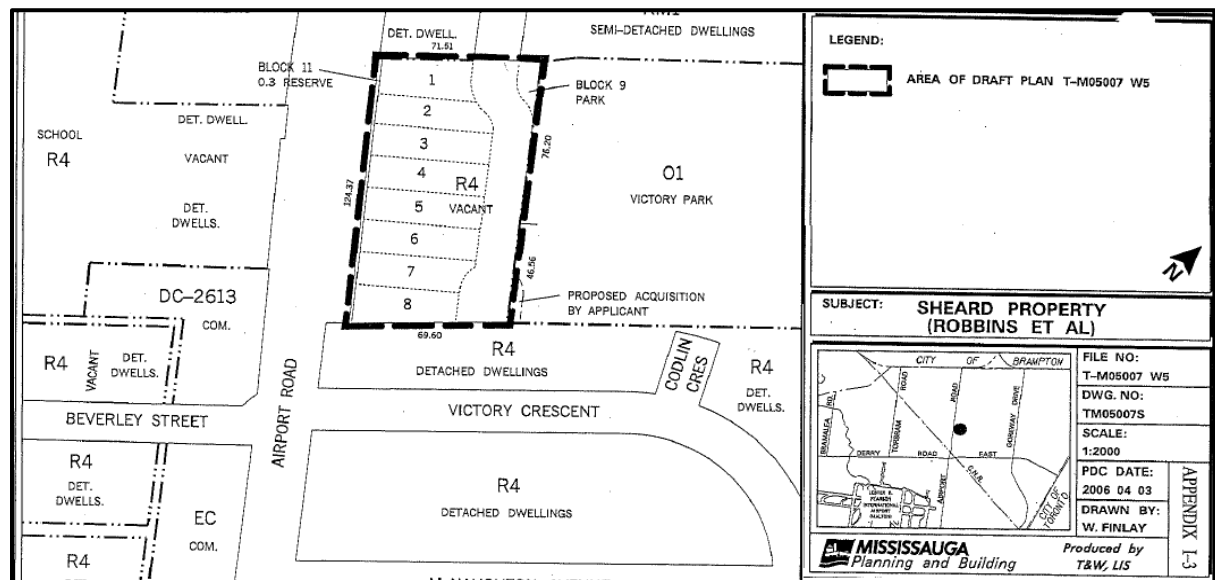


## Previous Applications on the Subject Lands

In May of 2000 a Zoning By-law Amendment and Draft Plan of Subdivision Application (OZ 00/018 W5 and T-M0003 W5) were submitted to the City of Mississauga. The proposed development included 16 semi-detached residential dwellings on the subject lands. These applications were cancelled by the applicant due to GTAA's objection to the proposal.

In 2005 development applications were submitted to develop the subject lands for residential uses through a Draft Plan of Subdivision to develop eight (8) single-detached residential dwellings with access to the site via the extension of Collett Road south.

In 2006 an information report was received by Council. Figure 4 - Sheard Property Development Concept (2005) represents the proposed development on the subject lands. It is our understanding that the proposed development applications were cancelled/discontinued by the applicant.

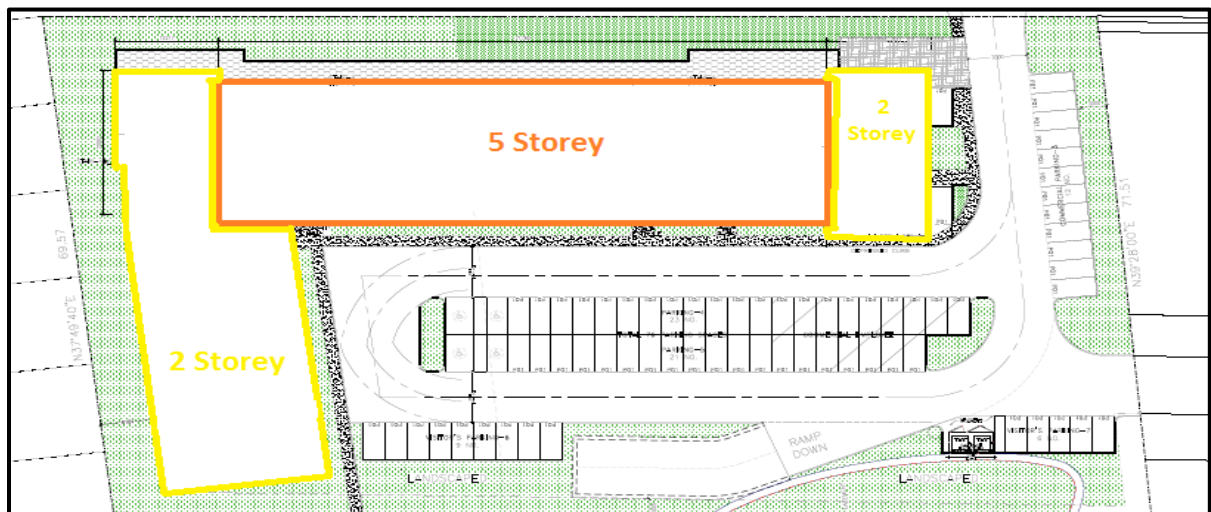


## 3 Proposed Development

### Description of Development Proposal

The submitted applications propose to develop the subject lands with an 'active lifestyle' residential condominium building containing 119 residential condominium units with 119 m<sup>2</sup> of commercial GFA on the ground floor. There is a total of 181 parking spaces provided with a total of 67 above ground spaces and 114 underground spaces in 1 level of underground parking. Amenity space is provided on the ground floor as well as a rooftop amenity area. The proposed development will be accessed from Airport Road (via a right-in right-out access) and with a proposed full moves access through the extension of Collett Road.





*Figure 5 - Conceptual Built Form*

In terms of massing, the 5-storey component of the building is located on the central portion of the lands in order to keep the majority of the building mass aligned to the Airport Road frontage. This provides for an appropriate transition to the adjacent residential low-rise development. As shown in Figure 5 - Conceptual Built Form the proposed building is stepped down to 2 storeys on the north and south portions of the lands to ensure that there is an appropriate transition to the adjacent 2 storey single detached dwellings. This will minimize the impacts to the adjacent properties.

### **Supporting Materials**

A Development Application Review Committee (DARC) meeting was held at the City of Mississauga on December 9th, 2016 in order to determine the required planning applications to develop the lands for the proposed development. It was determined that Regional Official Plan Amendment, Local Official Plan Amendment and Zoning By-law Amendment applications would be required, with a Site Plan Application to follow. A Pre-Consultation Meeting was held in respect of the proposed development with the Region of Peel on February 26th, 2016.

In accordance with the DARC meeting and the Pre-Application Consultation Meeting, the following section outlines the studies and reports submitted in support of the proposed development applications.

#### **3.1.1 Archeological Assessment Report**

An Archeological Assessment, stages 1 and 2, has been undertaken by ASI Archeological Inc., in support of the proposed development on the subject lands. Stage 1 of the assessment identified the need for further study. Stage 2 of the assessment identified no archeological resources, warranting no further investigation on the subject lands. The report has been submitted to the Ministry of Culture. A letter dated July 31, 2017 has been received from the Ministry indicating acceptance of the report. This letter has been included as part of the application submission.



### **3.1.2 *Acoustical Feasibility Study***

A Noise Feasibility Study was prepared by HGC Engineering in support of the proposed development. The study determined that the traffic noise from Airport Road and air traffic noise from Lester B. Pearson International Airport were the dominant noise sources.

The subject lands are located within the Noise Exposure Forecast (NEF) of 35 to 40 at approximately at NEF 36. The results of this study indicated that with the proper noise control measures integrated into the design of the proposed development, that to the proposed development will achieve the indoor MOECC guidelines for sound levels.

### **3.1.3 *Arborist Report***

An Arborist Report has been prepared for the subject lands by 7 Oaks Tree Care and Urban Forestry Consultants Inc., which provides a detailed tree inventory to identify trees that are to be preserved and replaced on the subject lands. A total of 10 trees are required to be removed to facilitate the construction of the proposed development. All trees scheduled to be preserved will have their critical root zones protected through the installation of tree protection barriers to form Tree Protection Zones.

### **3.1.4 *Heritage Impact Statement***

The Heritage Impact Statement has been prepared by Su Murdoch Historical Consulting. The purpose of this report is to determine the potential heritage impacts of the proposed development on 7211 and 7233 Airport Road. With the demolition of the Hepton-Sheard House in 2000, rendering the site vacant, the Heritage Impact Statement suggests that the subject lands have no historical or associative design or physical value or interest as prescribed by O. Reg. 9/06. The conclusions of the study indicated that the impact of the proposed development on the character and heritage integrity of the Wartime Housing (Malton) Cultural Heritage Landscape would be minimal.

### **3.1.5 *Environmental Impact Study***

An Environmental Impact Study was prepared in support of the proposed development on the subject lands by Dillon Consulting Limited. The purpose of the report is to document the existing condition of the natural environment of the subject lands and evaluate the potential environmental impacts (if any) associated with the proposed development. The findings of the report direct that the appropriate compensation for removal of trees be provided for and that potential impacts to the adjacent natural heritage system be mitigated by utilizing tree protection zones, stormwater management and erosion and sediment control.

### **3.1.6 *Functional Services & Storm Water Management Study***

The Functional Servicing & Storm Water Management Report has been prepared in support of proposed development by Design Fine Ltd. The report addresses the management of stormwater, drainage and the sanitary and water servicing of the proposed development. The conclusions of the report indicate that the proposed development can be readily serviced through connections to existing infrastructure within the Airport Road right of way adjacent to the



site. Overall, the report recommends the approval of the planning applications from the perspective of site grading, stormwater management, and engineering service requirements.

#### **3.1.7 *Environmental Assessment Phase 1***

The Environmental Assessment Phase 1 report has been prepared in support of the proposed development by Toronto Inspection Ltd. for the proposed development. The findings of the phase 1 identified the need for a phase 2 assessment due to onsite and offsite potentially contaminating activities. A phase 2 report is proposed to be submitted with a future site plan application.

#### **3.1.8 *Shadow Study***

A Shadow Study has been prepared by Weston Consulting in support of the proposed development. Due to the separation of the highest portion of the development from the neighbouring residents, and the terracing on the north side, the study has determined that there are no shadow impacts on the existing residents.

#### **3.1.9 *Traffic Impact Study***

The Traffic Impact Study was prepared by C.F. Crozier & Associates Inc. in support of the proposed development at 7211 & 7233 Airport Road. The purpose of this report is to analyze traffic operations and to ensure the capacity to support future traffic volume growth. The intersection analysis of the existing traffic volumes indicate that the boundary road network has the capacity to support future traffic volume growth. The proposed development can be supported from a traffic perspective as the boundary road system can accommodate the increase in traffic volumes.

#### **3.2.10 *Collett Road Flood Study***

The Collett Road Flood Study has been prepared by AECOM for the proposed development on the subject lands. The subject lands have been identified as being located within or adjacent to the Toronto and Region Conservation Authority regulation limits, and requires a detailed analysis to determine more detailed flood elevations. We note that an updated Flood study is currently being undertaken and that it will be submitted under separate cover when completed.

The appropriate boundaries have been staked in cooperation with TRCA staff. The detailed analysis has determined the actual Regional flood line and this has been indicated on the submitted site plan. An appropriate development setback, recognizing the constraints of the location of the public road, has also been included in the plans.

## **4 Policy Context**

The following sections analyze the relevant statutory policy documents to determine if the proposed development is supported by the applicable planning framework and represents good planning. The following policy documents have been considered: Provincial Policy Statement (2014), the Growth Plan for the Greater Golden Horseshoe (2017), the Peel Region Official Plan



(2010), the City of Mississauga Official Plan (2010) and the City of Mississauga Zoning By-law 0225-2007.

## **The Provincial Policy Statement 2014**

The Provincial Policy Statement (PPS) provides policy direction in relation to land use planning and development within the Province of Ontario to address matters of provincial interest. The PPS requires that all land use planning decisions “*shall be consistent with*” the policies outlined in the PPS. Policies in the PPS promote efficient land use planning and growth management to create and maintain strong communities, a healthy environment and to promote long-term economic growth. The PPS also encourages the efficient use of existing infrastructure and public service facilities and planning for an appropriate range and mix of land uses throughout the Province.

The policies of Section 1.0 of the PPS include policy direction related to “*Building Strong Healthy Communities*” which is applicable to the subject lands. These policies promote a variety of land uses in communities and encourage efficient use of infrastructure with an emphasis on redevelopment and intensification.

Section 1.1 of the PPS details policies for “*Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns*”. The following policies are relevant to the proposed development:

### **Section 1.1.1:**

*Healthy, livable and safe communities are sustained by:*

- a) Promoting efficient development and land uses patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) Accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, parks and open space use, and other uses to meet long-term needs;*
- c) Avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;*
- f) Improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;*
- h) Promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.*



Section 1.1.2:

*Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area.*

*Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.*

The proposed development conforms to the policies of Section 1.1.1 and 1.1.2 of the PPS as the development promotes efficient land use through intensification. The development contributes toward the growth and intensification objectives established within the PPS. Section 1.1.3 of the PPS includes policies for settlement areas and the promotion of efficient land use and development patterns. The following policies are relevant:

Section 1.1.3.1:

*Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.*

Section 1.1.3.2:

*Land use patterns within settlement areas shall be based on:*

- a) Densities and a mix of land uses which:*
  - 1. Efficiently use land and resources;*
  - 2. Are appropriate for, and efficiently use, the infrastructure and public services facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
  - 3. Minimize negative impacts to air quality and climate change, and promote energy efficiency;*
  - 4. Support active transportation;*
  - 5. Are transit-supportive, where transit is planned, exists or may be developed; and,*
  - 6. Are freight-supportive; and*
- b) A range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.*

Section 1.1.3.3:

*Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*



*Intensification and redevelopment shall be directed in accordance with the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety.*

**Section 1.1.3.5:**

*Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.*

The PPS encourages planning authorities to promote intensification and redevelopment within the built-up area in order to achieve minimum targets established by provincial policies.

Policies related to housing are addressed in Section 1.4 of the PPS relates to housing which encourages a range and mix of housing types and densities in order to meet the current and projected needs of residents. The following policies found below are relevant:

**Section 1.4.1:**

*To provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*

- a) maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

**Section 1.4.3:**

*Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:*

- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate-income households. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*
- b) permitting and facilitating:*
  - 1. all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements; and*
  - 2. all forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3;*



- c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and*
- e) *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

Section 1.4.3 of the PPS recognizes the importance of effectively utilizing existing infrastructure and public service facilities that are, or will be, available to support current and projected needs. The proposed development is consistent with the above policies of the PPS as it provides new housing in an existing settlement area that is well serviced by public transit and municipal infrastructure, water and sanitary services.

Section 1.6.7 of the PPS speaks to the provision of efficient utilization of existing transportation infrastructure and the promotion of alternative modes of transportation; the following policies are relevant to the proposed development:

Section 1.6.7.2:

*Efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*

Section 1.6.7.4:

*A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*

The subject property is located along Airport Road and has direct access to existing and accessible transit and transportation infrastructure to support the needs of the future residents. In addition, the transit system on Airport Rd provides direct access to the Malton GO station to the south which provides access to the Inter-regional transit system.

Section 1.6.9 of the PPS recognizes policies in relation land uses in the vicinity of airports and other facilities.

Section 1.6.9.1

*Planning for land uses in the vicinity of airports, rail facilities and marine facilities shall be undertaken so that:*

- a) *their long-term operation and economic role is protected; and*
- b) *airports, rail facilities and marine facilities and sensitive land uses are appropriately designed, buffered and/or separated from each other, in accordance with policy 1.2.6.*

Section 1.6.9.2

*Airports shall be protected from incompatible land uses and development by:*



- a) prohibiting new residential development and other sensitive land uses in areas near airports above 30 NEF/NEP;*
- b) considering redevelopment of existing residential uses and other sensitive land uses or infilling of residential and other sensitive land uses in areas above 30 NEF/NEP only if it has been demonstrated that there will be no negative impacts on the long-term function of the airport; and*
- c) discouraging land uses which may cause a potential aviation safety hazard.*

As discussed, a noise study has been undertaken in support of these development applications. The proposed development on the subject property will not have any negative impacts on the function of the airport. Additionally, the building has been designed to address the noise impact of the existing airport.

Section 3.1 of the PPS, provides direction on Natural Hazards and includes the following policy:

Section 3.1.1.

*Development shall generally be directed to areas outside of:*

- a) Hazardous lands adjacent to the shorelines of the Great Lakes- St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and or dynamic beach hazards;*
- b) Hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and*
- c) Hazardous sites.*

The subject property is adjacent to and contains a small portion of an existing flood plain. All development will be located outside of hazard lands, with an appropriate buffer from the Regional flood line. A full 10m setback from the Regional flood line is not fully achievable due to the extension of Collett Road onto the subject lands. Additional lands are available at the southern end of the development as compensation for the reduced flood plain buffer.

## **Summary**

Based on this analysis of the applicable policies of the PPS, the proposed development is consistent with the PPS as it promotes efficient infill development on a site that is located within an existing settlement area on land that is currently underutilized and is in close proximity to transit.

The proposed development makes efficient use of existing infrastructure and public facilities and transportation infrastructure in the area and will support key PPS policies that seek to minimize the length of vehicle trips and support alternative transportation modes.

Further to the above, the proposed development is consistent with the policies of the PPS in relation to development efficiency, housing provisions, transportation, and intensification as the subject property is located within the urban built-up area. The PPS supports development in such locations that have appropriate regard for surrounding land uses, support efficient use of



land and existing infrastructure and transportation options, and provides additional housing options within the community.

In summary, the proposed development is consistent with the PPS as it will offer additional housing options in the Malton community in proximity to transit and other amenities.

### **Growth Plan for the Greater Golden Horseshoe 2017**

The Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) provides direction on the development and growth of communities within the Greater Golden Horseshoe (“GGH”). The Growth Plan for the Greater Golden Horseshoe, 2017 was prepared and approved under the Places to Grow Act, 2005 and came into effect on July 1, 2017.

Section 2 of the Growth Plan outlines where and how growth is to be accommodated within the GGH and places an emphasis on “*building compact and complete communities*”. Section 2.1 of the Growth Plan establishes that complete communities are supported by carefully selecting where growth and how growth occurs.

The Growth Plan directs that the vast majority of growth should occur in settlement areas. Section 2.2.1. states:

*“2. a) The vast majority of growth will be directed to settlement areas that:*

- I. have a delineated built boundary;*
- II. have existing or planned municipal water and wastewater systems; and*
- III. can support the achievement of complete communities...”*

*d) within settlement areas, growth will be focused in:*

- i. delineated built-up areas;*
- ii. strategic growth areas;*
- iii. locations with existing or planned transit, with a priority on higher order transit where*
- iv. it exists or is planned; and iv. areas with existing or planned public service facilities;*

#### **Section 2.2.2.1**

*By the year 2031, and for each year thereafter, a minimum of 60 per cent of all residential development occurring annually within each upper- or single-tier municipality will be within the delineated built-up area*

Policies in Section 2.2.1.4 of the Growth Plan are intended to be applied to support the achievement of “*complete communities*” that serve to provide the following benefits:

- a) Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and public service facilities;*
- b) Improve social equity and overall quality of life including human health, for people of all ages, abilities and incomes;*



- c) *Provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) *Expand convenient access to:*
  - i. *A range of transportation options, including options for safe, comfortable and convenient use of active transportation;*
  - ii. *Public service facilities, co-located and integrated in community hubs;*
  - iii. *An appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
  - iv. *Healthy, local and affordable food options, including through urban agriculture;*
- e) *Ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards;*

The Growth Plan encourages intensification and a diverse mix of housing options. The subject lands represent an under-utilized parcel within an existing community. The built form offers a relatively new choice of housing to the community. The subject lands are located in an area with existing municipal services and on lands which are currently underutilized. The development of the subject lands will contribute to the achievement of a complete community as it provides new housing options for the community.

### **Summary:**

The Growth Plan promotes redevelopment and intensification within the built-up area recognizing the need for efficient use of lands, especially within proximity to transit and existing infrastructure. The proposed development is within the built boundary with access to transportation and existing municipal services promoting the development of complete communities. It contributes to the creation of a complete community as it introduces residential intensification on a priority transit corridor. The proposed development does not impede or conflict with primary goods movement and function. Based on the analysis above, it is our opinion that the proposed development conforms to the policies of the Growth Plan.

### **Region of Peel Official Plan**

The Region of Peel Official Plan (ROP) was adopted by Council on July 11<sup>th</sup> 1996 and sections of the Plan deemed not under appeal became effective on October 1, 1997. It has been largely approved by the OMB with the exception of some region-wide and area/site specific appeals that are not applicable to the subject lands.

The ROP provides the long-term policy framework for decision making in a Regional context. It provides direction on growth and development in Peel, having regard for the environment, and outlining a regional structure to manage growth in an effective and efficient manner.

As identified in Schedule 6 of the ROPA, the subject lands are located within the Toronto Pearson International Airport Operating Area Boundary as shown in Figure 6 below. Figure 7 of the ROP identifies the lands as with the 35+ Composite Noise Contours.



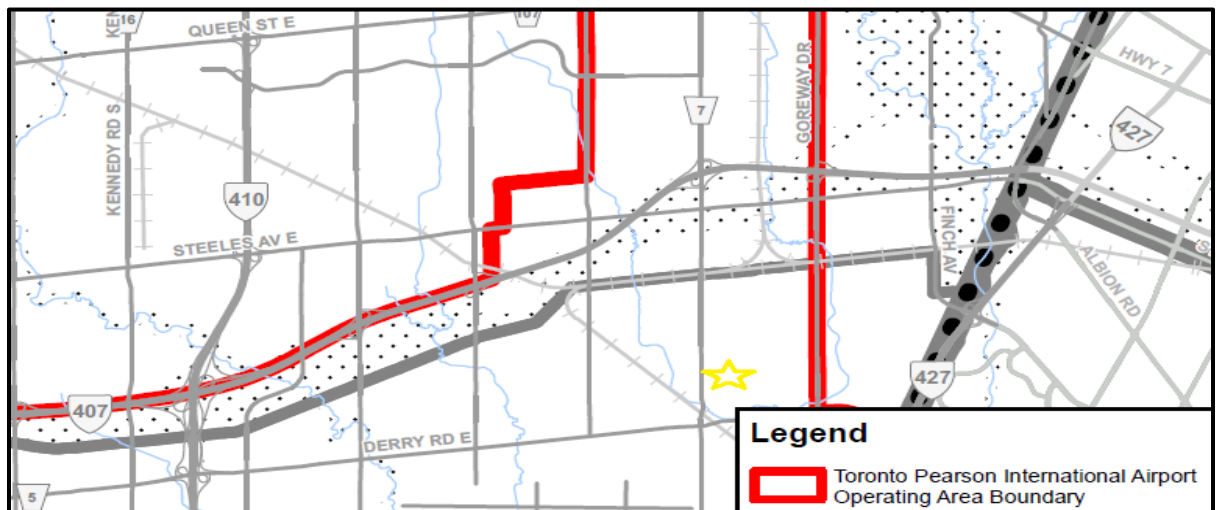


Figure 6 - Schedule H (Toronto Pearson International Airport Operating Area) Extract

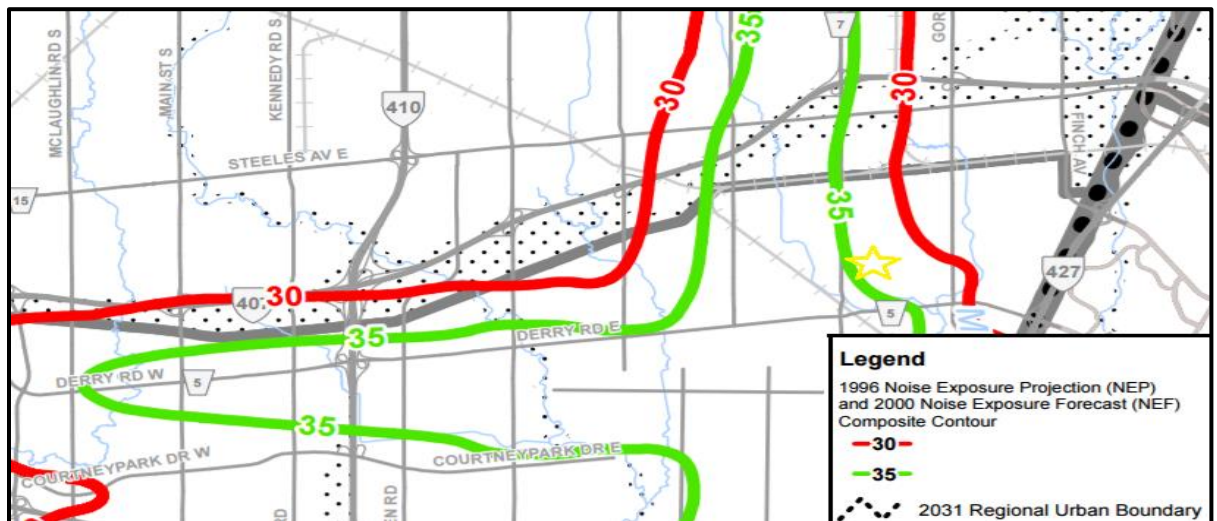


Figure 7 – Aircraft Noise Exposure Composite Contours (Figure 6 ROP) Extract

Section 5.9 of the ROP 'The Transportation System in Peel' provides policy direction in relation to the transportation network and all modes of transport. Specifically, this Section 5.9.6 provides policies in relation to airports which is applicable to the proposed development shown below:

#### Section 5.9.6.2.1

*Support the improvement and enhancement of the facilities, access to and capacity of Toronto – Lester B. Pearson International Airport, taking into account the concerns of existing and future residents, industries, businesses and employees of Peel Region, to maintain the importance of the Airport to the Region of Peel, the Greater Toronto and Hamilton Area, the Province and Canada.*

#### Section 5.9.6.2.4

*Prohibit the development, redevelopment and infill of new residential and sensitive land uses such as hospitals, nursing homes, daycare facilities and public and private schools in the*



*Airport Operating Area as shown on Schedule H. The Airport Operating Area uses existing geographical features such as roads, land use boundaries and natural features to represent the boundaries of Transport Canada's 30 NEF/NEP contour.*

#### Section 5.9.6.2.6

*Direct the Cities of Mississauga and Brampton, in consultation with the Greater Toronto Airport Authority and the Region, to define specific exceptions to Policy 5.9.6.2.4 within the Toronto – Lester B. Pearson International Airport Operating Area in their municipal official plans, provided however, that:*

- a) such exceptions are limited to redevelopment of existing residential use and other sensitive land uses or infilling of residential and other sensitive land uses;*
- b) such exceptions prohibit, above the 35 NEF/NEP contours, redevelopment or infilling which increases the number of dwelling units, and redevelopment and infill for new sensitive land uses, specifically hospitals, nursing homes, daycare facilities and public and private schools;*
- c) development proponents demonstrate that there will be no negative impacts to the long-term function of the airport;*
- d) the Cities of Mississauga and Brampton define the areas to which the exception would apply;*
- e) MOE acoustical design standards are met; and*
- f) development proponents may be required to demonstrate that proposed new sensitive land uses are appropriately designed, separated and/or buffered from major facilities to prevent adverse effects from noise and other contaminants and minimize risk to public health and safety. The need to satisfy this requirement shall be determined in consultation with the Region.*

It was previously understood that a Regional Official Plan Amendment (ROPA) was required to seek relief from Section 5.9.6.2.4 b) prohibiting new residential development, however based on our discussions with Regional and Municipal Staff, we have been informed that the City of Mississauga has submitted a ROPA in order to amend Section 5.9.6.2.4 to permit residential development (sensitive land uses) with the 35 + noise composite contour.

In support of the proposed application a 'Noise Feasibility Study' has been prepared which indicates that the proposed development will meet the MOECC indoor guidelines for sound levels with suitable noise control measures as prescribed in the report. In addition, the owner of the subject lands will enter into an '*Aircraft Noise Warning Agreement*' with the City and the Greater Toronto Airport Authority (GTAA) as well as include appropriate warning clauses in the purchase and sales agreements.

#### **Summary:**

The proposed development supports the general goals and objectives of ROP by considering the policies of the transportation system in Peel, specifically, the airport and airport operating area policies. With the ROPA submitted by the City which includes the subject lands as an exception area to the ROP policies, the proposed residential development on the subject lands



will be permitted. This proposed development is supported by a detailed noise study which addresses any adverse noise impacts generated by the airport. The owner of the subject lands will include the necessary noise warning clauses and enter into the appropriate agreements with the City and the GTAA.

### **City of Mississauga Official Plan (MOP)**

The City of Mississauga Official Plan was adopted by Council on Mississauga Official Plan (MOP) was adopted by City Council on September 29, 2010 and partially approved by the Region of Peel on September 22, 2011 (subsequently, there were 19 appeals to MOP, referred to as “Original Appeals”). MOP came into partial effect on November 14, 2012, when the Ontario Municipal Board (OMB) approved MOP with some modifications and except for those policies still under appeal.

The City of Mississauga Official Plan provides the policy framework to support its guiding principles which are outlined below:

1. *Mississauga will promote development decisions that support the sustainability of our Natural Heritage System and enhance the quality of life for our present and future generations;*
- 5 *Mississauga will provide a range of mobility options (e.g., walking, cycling, transit, vehicular) for people of all ages and abilities by connecting people with places through coordinated land use, urban design and transportation planning efforts;*

Chapter 5 of the City of Mississauga Official Plan outlines policies to “*Direct Growth*” in Mississauga. With strong employment and population growth over the next 25 years, this chapter provides insight on how to direct growth and promote future patterns that are sustainable.

Section 5.3.5 policies to promote development while maintaining the neighbourhood’s existing and planned character:

#### **Section 5.3.5.1**

*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 5.3.5.2**

*Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed-use areas.*

#### **Section 5.3.5.3**

*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 5.3.5.5

*Intensification within Neighbourhoods may be considered where the proposed development is compatible in-built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.*

#### Section 5.3.5.6

*Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.*

#### Section 5.3.5.7

*Transportation planning within Neighbourhoods will give priority to active transportation modes.*

The subject property is currently vacant and is underutilized. The client is proposing to develop the property for an infill mixed-use development comprised of a five-storey mixed-use development with commercial uses on the ground floor. The development proposes intensification that is in keeping with the character of the area and which has minimal impact on the surrounding residents. The proposed development does not significantly change or alter the existing community. Rather, it enhances the community by providing a different form of housing along a well-served transit corridor.

Section 5.4 provides policies relating to existing corridors which connect various elements of the city to each other which make up important elements of the public realm linking communities and people. The following policies are relevant:

#### Section 5.4.1

*A Corridor is generally comprised of the road right-of-way as well as the lands on either side of the road. The Corridors are shown conceptually on Schedule 1c: Urban System - Corridors.*

#### Section 5.4.4

*Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.*

#### Section 5.4.5

*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 5.4.7

*Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.*

#### Section 5.4.8

*Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative*



*building heights are determined through planning studies. Except along Intensification Corridors and within Major Transit Station Areas, the minimum building height requirement will not apply to Employment Areas.*

The subject lands are located on the west side of Airport Road, which is designated as a corridor with an ultimate right-of-way width of 45 metres as shown on schedule 8 of the MOP. The proposed development provides for additional density along Airport Road in a compact format providing for residential and commercial uses. The proposed development respects the character of the area and is located on a transit route.

Section 6 of the MOP provides policy direction relating to the natural environment as the city continues to grow; emphasising that growth should not compromise the natural environment or climate. The policies in 6.1 relate to protecting, enhancing and promoting the natural heritage system while protecting life and property from natural and human made hazards.

Section 6.3 of the MOP provides specific policy framework regarding the Green System. The subject lands are adjacent to a Greenlands feature as shown on the MOP Schedule 10. The following policies are relevant:

#### Section 6.3.7

*Buffers which are vegetated protection areas that provide a physical separation of development from the limits of natural heritage features and Natural Hazard Lands, will be provided to perform the following:*

- *maintenance of slope stability and reduction of erosion on valley slopes;*
- *attenuation of stormwater runoff;*
- *reduction of human intrusion into Significant Natural Areas and allowance for predation habits of pets, such as cats and dogs;*
- *protection of tree root zones to ensure survival of vegetation;*
- *provision of a safety zone for tree fall next to woodlands;*
- *enhancement of woodland interior and edge areas through native species plantings;*
- *enhanced wildlife habitat and corridors for wildlife movement; and*
- *opportunities for passive recreational activities, in appropriate locations.*

#### Section 6.3.8

*Buffers shall be determined on a site-specific basis as part of an Environmental Impact Study or other similar study, to the satisfaction of the City and appropriate conservation authority.*

#### Section 6.3.10

*The exact limit of components of the Natural Heritage System will be determined through site specific studies such as an Environmental Impact Study.*

#### Section 6.3.27

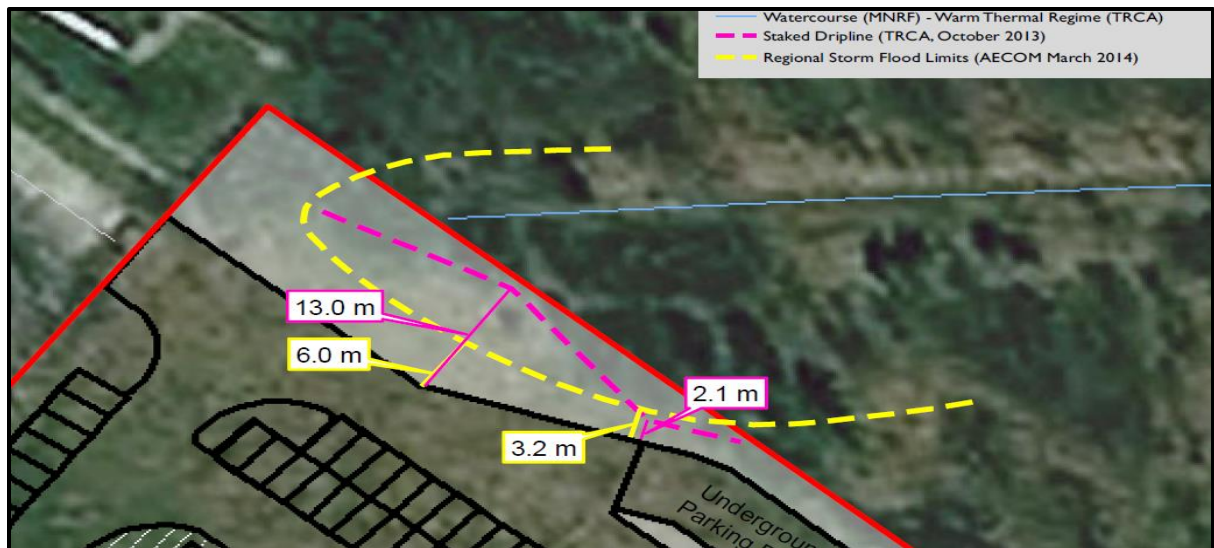
*Development and site alteration as permitted in accordance with the Greenlands designation within or adjacent to a Significant Natural Area will not be permitted unless all reasonable alternatives have been considered and any negative impacts minimized. Any negative impact*



*that cannot be avoided will be mitigated through restoration and enhancement to the greatest extent possible. This will be demonstrated through a study in accordance with the requirements of the Environmental Assessment Act. When not subject to the Environmental Assessment Act, an Environmental Impact Study will be required.*

The proposed development has appropriately considered the policies of Section 6.3. A site staking exercise was conducted with the TRCA in order to determine the limit of natural features on site. An Environmental Impact Study has been prepared for the proposed development which examines the natural features on the subject lands in support of the policies of the MOP. The study identifies that impacts to the natural heritage system will be mitigated and that any resulted loss of vegetation and tree cover will be compensated with a tree planting plan.

A proposed development buffer has been provided to the regional storm flood line limit and dripline which varies from 2.1 metres to 6 metres from development between both features as shown on Figure 8 below.



*Figure 8 - Site Plan - Flood Plain overlay (Dillion EIS Report Extract)*

The proposed buffer is reduced in order to accommodate the secondary access to the subject lands to Collett Road, as requested by Mississauga Staff. There is the potential to accommodate the loss of buffer area in other areas of the subject lands in order to compensate for the reduced buffer adjacent to the flood plain boundary. We note that an updated flood study is currently being undertaken in consultation with the TRCA data and will be submitted under separate cover.

The policies within Section 6.10 provide direction in relation to noise indicating that special attention shall be paid to noise and noise attenuation methods as excessive noise levels can adversely impact quality of life. The following policies are relevant to the proposed development:



#### Section 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.*

#### Section 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.*

#### Section 6.10.2.3

*A noise warning clause will be included in agreements that are registered on title, including condominium disclosure statements and declarations.*

#### Section 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.*

#### Section 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.*



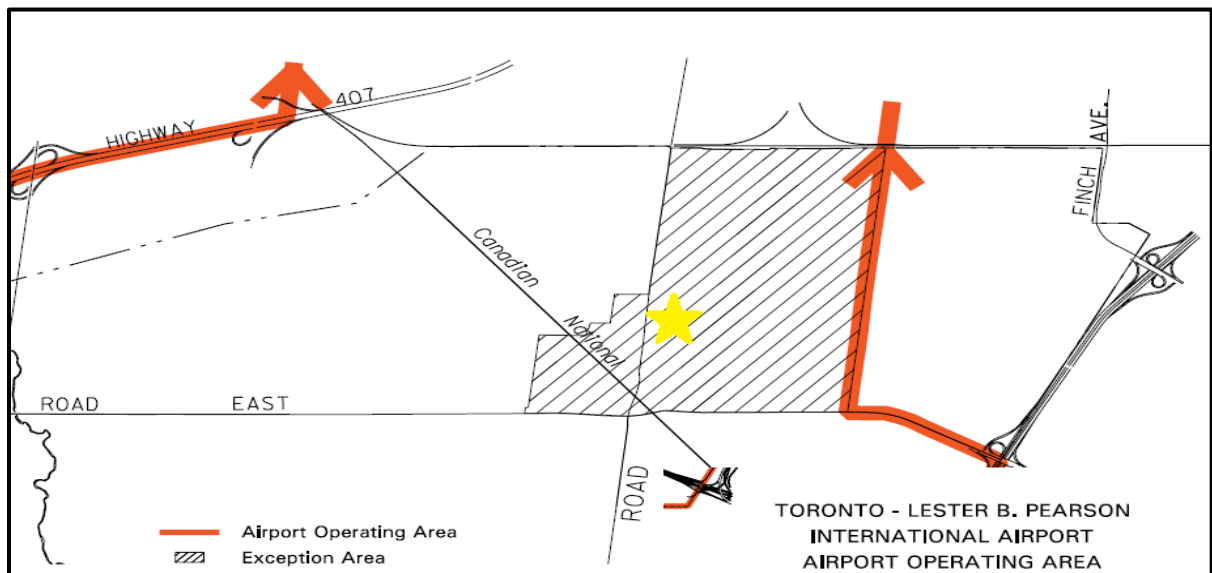


Figure 9 - Map 6.1 Extract Airport Operating and Exception Area

#### Section 6.10.2.7

*For the purposes of this section, infilling means an application for approval under the Planning Act for:*

- a. the creation of one or more new lots;*
- b. the creation of one or more new dwelling units;*
- c. a change in land use;*
- d. the construction of buildings or structures; and*
- e. where the subject lands comprise less than two ha and the lands have no buildings erected thereon and are located in an area having existing uses of the same or similar character as the use proposed.*

#### Section 6.10.2.9

*Mississauga will require tenants and purchasers to be notified when the proposed development or redevelopment is located at the noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contours of 30 and above, as determined by Transport Canada. Notice is also to be provided regarding the requirement for the installation of central air conditioning.*

#### Section 6.10.2.10

*Uses listed in Table 6-1 that are located at or above the corresponding 1996 noise exposure projection (NEP)/2000 noise exposure forecast (NEF) contour as determined by Transport Canada, will require a noise study as a condition of development. The noise study is to be undertaken by a qualified acoustical consultant in accordance with Provincial Government policy to the satisfaction of the City prior to development approval to determine appropriate acoustic design criteria.*

In 2017, the City of Mississauga amended its Official Plan (OPA 67) to replace the Aircraft Noise Policies to create exception areas, which included lands in the Malton Community Node and



Neighbourhood Character Areas. This includes the subject lands. The effect of this amendment is to allow for development of 'sensitive' land uses within the 35 + NEP and noise exposure contour areas subject to meeting the prescribed requirements. This Amendment is subject to approval from Peel Region.

The subject lands are located within the "Exception Area" as identified in Map 6-1. In conformity with the policies of Section 6.10, a Noise Feasibility Study was prepared which indicated that noise levels which exceed the Ministry standards can be mitigated and that warning clauses will be identified to unit purchasers. The owner of the subject lands will enter into an agreement with the City and GTAA in respect of aircraft noise warning. Based on the new policy framework brought forth by the City of Mississauga found in Section 6.10.2.5, the proposed development has satisfied policy requirements at this stage of the planning process.

Section 7 of the MOP provides policies in relation to community building which will create communities that enable people to not only live and work, but also thrive. The following sections are relevant:

#### Section 7.1.1

*Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga.*

#### Section 7.1.2

*The creation of complete communities and the implications for public health will be considered by Mississauga when making planning decisions.*

#### Section 7.1.3

*In order to create a complete community and develop a built environment supportive of public health, the City will:*

- a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses;*
- b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking;*
- c. encourage environments that foster incidental and recreational activity; and*
- d. encourage land use planning practices conducive to good public health.*

#### Section 7.1.6

*Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.*

#### Section 7.1.7

*In cooperation with the appropriate public and private agencies and other levels of government, Mississauga will provide community infrastructure, supportive of complete communities, to meet the civic, cultural, educational, recreational, religious, social and emergency service needs of residents, employees and visitors.*



#### Section 7.1.10

*When making planning decisions, Mississauga will identify, maintain and enhance the distinct identities of local communities by having regard for the built environment, natural or heritage features, and culture of the area.*

The proposed development satisfies the policy framework found in Section 7.1 by providing for a compact format of development with a mix of uses that encourages transit use and supports the goal of developing complete communities. The proposed development will provide for an opportunity to support the housing needs of the municipality with the ability to accommodate affordable housing and the possibility of seniors housing in the Malton Community.

Section 7.2 has regard for housing in Mississauga. The policies in this section aim to provide for housing which meets the needs of all demographics. New housing format is expected to be higher density. The following policies are relevant:

#### Section 7.2.1

*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 7.2.2

*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 7.2.3

*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 7.2.5

*The onus will be placed on the applicant/developer to address Provincial and Regional housing requirements.*

#### Section 7.2.8

*Design solutions that support housing affordability while maintaining appropriate functional and aesthetic quality will be encouraged.*

#### Section 7.2.9

*The provision of housing that meets the needs of young adults, older adults and families will be encouraged in the Downtown, Major Nodes and Community Nodes.*



#### Section 7.2.10

*Mississauga will encourage the Region to provide social housing in appropriate locations to meet the needs of the local population.*

The proposed development provides a form of housing which meets the needs of the existing demographic at a higher density with easy access to transit. This proposal has the potential to offer alternate housing solutions within the Malton Community, providing for affordable housing and the possibility of seniors housing.

Section 7.4 of the MOP outlines policy requirements related to heritage planning. A cultural heritage impact assessment and archeological report have been undertaken for the subject lands meeting the requirements of Section 7.4.

Section 8 of the MOP outlines policies relating to transportation planning which will compliment environmental planning, land use planning and urban design. The following policies are applicable to the proposed development:

#### Section 8.1.16

*In reviewing development applications, Mississauga will require area wide or site-specific transportation studies to identify the necessary transportation improvements to minimize conflicts between transportation and land use, and to ensure that development does not precede necessary road, transit, cycling and pedestrian improvements. Transportation studies will consider all modes of transportation including auto traffic, truck traffic, transit, walking and cycling.*

As per Section 8.1.16 of the MOP A site specific transportation study has been prepared for the proposed development in consultation with Mississauga and Regional Staff.

Section 9 of the MOP provides a vision for achieving sustainable urban forms with high quality urban design and a strong sense of place. Redevelopment in non-intensification areas should revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. Sites will be developed to:

- respect the experience, identity and character of the surrounding context;
- ensure the sustainability of natural systems and urban living;
- protect the quality of life of residents, employees and visitors;
- ensure the connectivity and integration of surrounding uses; and
- require properties to develop in a manner that contributes to the overall vision for the city.

The following policies are relevant to the proposed development:

#### Section 9.1.3

*Infill and redevelopment within Neighbourhoods will respect the existing and planned character.*



#### Section 9.1.5

*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 9.1.6

*The urban form of the city will ensure that the Green System is protected, enhanced and contributes to a high quality urban environment and quality of life.*

#### Section 9.1.9

*Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes.*

#### Section 9.1.10

*The city vision will be supported by site development that:*

- a. respects the urban hierarchy;*
- b. utilizes best sustainable practices;*
- c. demonstrates context sensitivity, including the public realm;*
- d. promotes universal accessibility and public safety; and*
- e. employs design excellence.*

#### Section 9.2.2.1

*Heights in excess of four storeys will be required to demonstrate that an appropriate transition in height and built form that respects the surrounding context will be achieved.*

#### Section 9.2.2.6

*Development on Corridors will be encouraged to:*

- a. assemble small land parcels to create efficient development parcels;*
- b. face the street, except where predominate development patterns dictate otherwise;*
- c. not locate parking between the building and the street;*
- d. site buildings to frame the street and where non-residential uses are proposed to create a continuous street wall;*
- e. provide entrances and transparent windows facing the street for non-residential uses;*
- f. support transit and active transportation modes;*
- g. consolidates access points and encourage shared parking, service areas and driveway entrances; and*
- h. provide concept plans that show how the site can be developed with surrounding lands.*

#### Section 9.2.3.1

*Development will be sensitive to the site and ensure that Natural Heritage Systems are protected, enhanced and restored.*

The proposed development on the subject lands conforms to the policies of Section 9 by providing for a development which will revitalize the character of the area with a new building which accommodates commercial uses at grade animating the Airport Road Corridor. The



proposed development provides for the appropriate transitioning by stepping the building down to two (2) storeys where adjacent to single detached dwelling units on the north and south sides of the subject property. The proposed also accommodates a 6-metre setback to the residential lots.

The proposed built form respects the urban hierarchy of the City and achieves a positive relationship with adjacent land uses. The built form considers and respects the existing and planned character of the area promoting a net ecological benefit where feasible. The bulk of the density fronts onto Airport Road which is a corridor with ground related parking accommodated at the rear of the site. The project will incorporate sustainable design features where possible.

Chapter 11 provides the general policy framework for the land use designations found in MOP Schedule 10 – Land Use Designations as shown in figure 10. The subject lands are designated as Residential Low Density II.

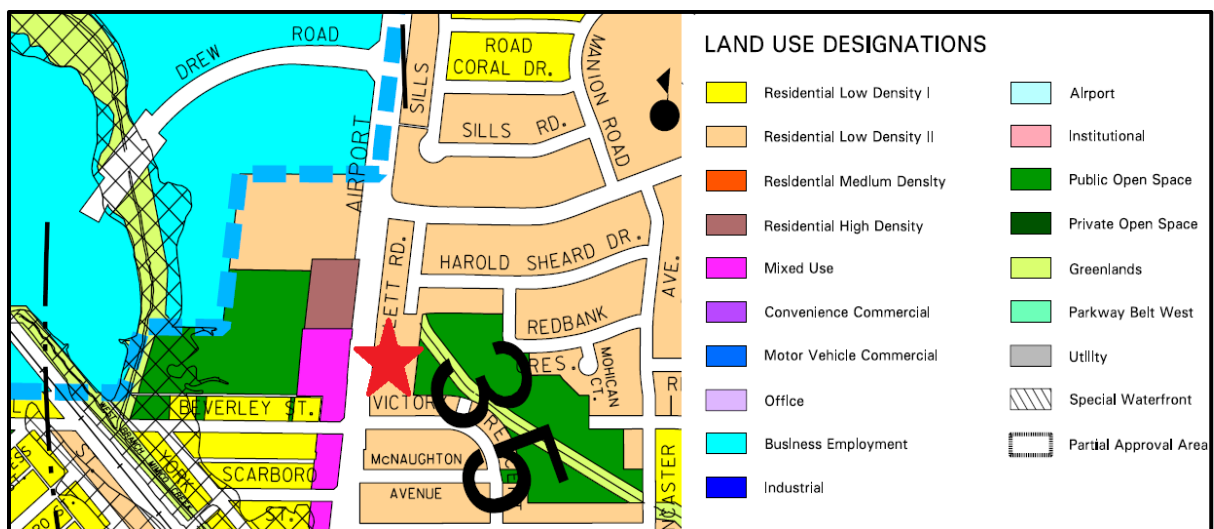


Figure 10 - MOP Land Use Designation Extracts Schedule 10

#### Section 11.2.5.2

*In addition to the Uses Permitted in all Designations, residential designations will also permit the following uses:*

- a. residential dwelling;*
- b. accessory office for physicians, dentists, health professionals and drugless practitioners;*
- c. home occupation;*
- d. special needs housing; and*
- e. urban gardening.*

#### Section 11.2.5.4

*Lands designated Residential Low Density II will permit the following uses:*

- a. detached dwelling;*
- b. semi-detached dwelling;*
- c. duplex dwelling; and*



- d. triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.*

The development proposes a built form which does not conform to the Low-Density II land use designation. An Official Plan Amendment will be required to permit the proposed development on the subject lands. Please refer to Section 5.2 of this Report.

The subject lands are designated as Neighbourhood fronting onto a Corridor in the MOP Schedule 1: Urban Structure, as shown in figure 11 below.



Figure 11 - MOP Urban Structure Extract Schedule 1

Section 16 of the MOP provides policies regarding the Neighbourhood designation detailed for the Malton Neighbourhood. The following policies are relevant to the proposed development:

#### Section 16.1.1.1

*For lands within a Neighbourhood, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.*

#### Section 16.1.1.2

*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:*

- a. an appropriate transition in heights that respects the surrounding context will be achieved;*
- b. the development proposal enhances the existing or planned development;*
- c. the City Structure hierarchy is maintained; and*
- d. the development proposal is consistent with the policies of this Plan.*



### Section 16.1.2.3

*Where the Residential Medium Density policies of this Plan permit low-rise apartment dwellings, they will be encouraged to locate on Corridors.*

### Section 16.15.1.1

*The following principles should be encouraged during the evaluation of any development proposal:*

- a. the provision of open space connections that link commercial developments with public parks and community facilities through use of walkways, underpasses, bridges, streetscape development, and enhancement of pedestrian and cyclist access to Greenlands lands, wherever possible;*
- b. the preservation and conservation of the former Village of Malton, bounded by Derry Road East to the south, Airport Road to the east, and Cattrick Street to the west, be maintained with respect to its housing character, street pattern and that all public works should enhance the heritage elements; and*
- c. the conservation of the Victory War Time Housing cultural landscape, bounded by Victory Crescent on the north, Airport Road on the west, Meritt Avenue on the south and Lancaster Avenue on the east. The neighbourhood arose, as a planned community, out of the need for affordable housing for the thousands of employees in the adjacent airplane manufacturing plants and related industries at the beginning of World War II. There is a strong character of modest one to one and a half storey residential structures, mature trees and consistent setbacks.*

### Section 16.15.2.1

*Lands designated Residential Low Density II will not permit the following uses:*

- a. triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.*

The proposed development provides for a building height of over 4 storeys located on a corridor. The proposal appropriately considers the policies of Section 16 by providing for a development which accommodates a transition in building heights which respects adjacent dwelling heights as well as the existing apartment building on the west side of Airport Road. The bulk of the density is located across the Airport Road frontage along the Corridor. The subject lands are located adjacent to Victory park to the east which provides for the possibility creating linkages to public open spaces and parks. We note that an Official Plan Amendment is required to permit the mixed-use development on the subject lands.

Section 19 provides for implementation policies of MOP governing how the policies are translated into programs. Section 19.5 of the MOP provides policy direction with respect to Site Specific Official Plan Amendments, which is required for the proposed development. The following policies are relevant:



#### Section 19.5.1

*City Council will consider applications for site specific amendments to this Plan within the context of the policies and criteria set out throughout this Plan. The proponent of an official plan amendment will be required to submit satisfactory reports to demonstrate the rationale for the amendment; including, among other matters:*

- a. that the proposed re-designation would not adversely impact or destabilize the following:*
  - the achievement of the overall intent, goals, objectives, and policies of this Plan; and*
  - the development or functioning of the remaining lands that have the same designation, or neighbouring lands; and*
- b. that a municipal comprehensive review of land use designations or a five-year review is not required;*
- c. that the lands are suitable for the proposed use, and a planning rationale with reference to the policies of this Plan, other applicable policies, and sound planning principles is provided, setting out the merits of the proposed amendment in comparison with the existing designation;*
- d. land use compatibility with the existing and future uses of surrounding lands; and*
- e. the adequacy of engineering services, community infrastructure and multi-modal transportation systems to support the proposed application.*

#### Section 19.5.2

*Mississauga may initiate site specific amendments to this Plan through local area reviews or other planning studies. In order to demonstrate the viability of a proposal, development proponents may be required to submit satisfactory studies prior to the development of the site.*

The proposed development of the subject lands satisfies the policies of Section 19.5 by proposing a development which does not destabilize the intent of the MOP or the lands adjacent to the proposed development. A Municipal Comprehensive Review is not required and there is a strong planning rationale based on the policies of the MOP (See Section 4.5 of this report). The proposal is compatible with the existing and planned context of the area providing appropriate buffers and building heights. The subject lands are situated in proximity to transit and supported by existing infrastructure and services.

#### **Summary:**

The proposed development respects the existing character of the area providing for the development of an underutilized lot with a compact and efficient form of development, located along a corridor with access to transit. The proposal considers the natural heritage and Greenland system and satisfies the new noise requirement policies which are currently before the Region for approval. The proposed mixed-use development contributes to the vitality of the Malton Community.

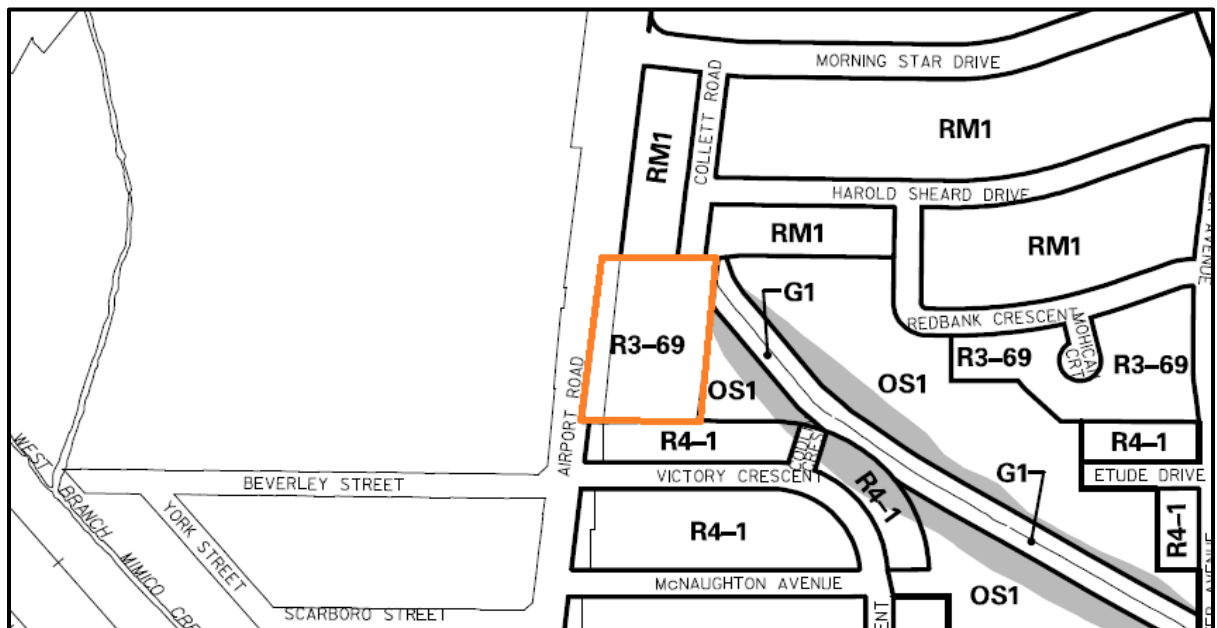
The proposal is intended to provide for affordable housing / seniors housing, thus creating an alternative form of housing to support the residents of the Malton Community. The majority of the



density of the development is located along Airport Road which has access to transit and is located in proximity to an existing Go Station. We note that an Official Plan Amendment is required to allow for mixed use development.

### **City of Mississauga Zoning By-law 0225-2007**

The Mississauga Zoning By-law 0225-2007, Mississauga's comprehensive by-law zones the subject lands as "R3" Residential Zone (Detached Dwellings) subject to exception 69 shown on Zoning Map 48W below.



*Figure 12 - City of Mississauga Zoning Map 48W*

Single detached residential dwellings are the only permitted uses in the R3 Zone. Table 4.2.1 of Zoning By-law 0225-2007 outlines specific performance standards and zone regulations for the subject lands.

A Zoning By-law Amendment is required in order to permit the proposed development on the subject lands including a 5-storey residential condominium building. The draft Zoning By-law Amendment is outlined in section 5.3 of this report.

## **5 Proposed Development Applications**

### **City of Mississauga Official Plan Amendment**

Although the proposal conforms to the goals and principles of the Official Plan, the proposed development on the subject lands does not conform to the land use policies of Section 11 of the Mississauga Official Plan. The subject lands are designated as 'Residential Low Density II' as shown on Schedule 10 Land Use. The current land use designation allows for ground oriented residential units. An Official Plan Amendment is required to re-designate the subject lands to



'Mixed Use' to allow for the five (5) storey mixed use building. Please refer to the proposed draft Official Plan Amendment for further details.

### **Zoning By-law Amendment**

The proposed development does not conform to the current provisions of Mississauga Zoning By-law 0225-2007. Zoning By-law 0225-2007 designates the subject lands as "R3" '*Detached Dwelling*' which permits only low rise detached dwellings. A Zoning By-law Amendment is required to amend the Mississauga Zoning By-law in order to rezone the lands from "R3" to "C4" '*Mainstreet Commercial subject to Site Specific Exceptions*'. Please see the proposed draft Zoning By-law Amendment for further details.

## **6 Public Consultation Strategy**

The Smart Growth for Our Communities Act, 2015 (Bill 73) received Royal Assent on December 3, 2015. The Act proposes regulatory amendments to both the Development Charges Act and Planning Act to:

- Help municipalities fund growth;
- Give residents a greater, more meaningful say in how their communities grow;
- Protect and promote greenspaces;
- Make the development charges system more predictable, transparent and accountable;
- Make the planning and appeals process more predictable; and,
- Give municipalities more independence and make it easier to resolve disputes

In addition to the above changes, Bill 73 requires applicants to submit a "public consultation strategy" as part of a complete application as currently set out under the Planning Act. The subject application will adhere to and may exceed requirements stipulated by the Planning Act. Our proposed strategy includes:

- After receiving Staff confirmation advising that the applications are complete, a "Public Notice" sign advising that a Regional and Municipal Official Plan Amendments and Zoning By-law Amendment have been applied for will be posted on the subject lands by the applicant. The wording on the sign will be approved by City staff;
- City staff will send out notices informing the community of the submitted applications and a statutory Public Meeting to all property owners within 120 metres (400 feet) of the subject lands at least 20 days prior to the meeting date and within 15 days of the applications being determined to be complete. In addition, notice of the meeting is to be placed by City staff in one local newspaper and on the City of Mississauga website;
- Should the local Councillor not wish to host an informal residents' Open House, the applicant will host a Community Meeting and provide notice to landowners within 120 metres of the subject lands;



- A Statutory Public Meeting will be held to gather formal feedback from area residents and Council per the requirements of the Planning Act; and
- Input from the Public Meeting will be considered and formal responses will be prepared to address public concerns. Additionally, revisions may be made to the plans, as appropriate, for re-submission.

In addition to the above, the landowner's continued participation in the processing of the applications will include engagement with area owners and responding to inquiries and providing information as needed to interested parties.

It is noted that the client has attended meetings with the Region and the Councillor with respect to providing for affordable housing to meet the needs of area and community residents.

We trust that the forgoing Public Consultation Strategy is satisfactory and in compliance with provincial legislation and implements Official Plan policy. Weston Consulting remains committed to facilitating public engagement and will assist in facilitating the public engagement process.

## **7 Planning Analysis and justification**

The following section contains a rationale of the various planning and policy considerations and provides justification in support of the proposed development and the proposed Region Official Plan and Zoning By-law Amendment Applications.

### **7.1.1 *Planning Policy Framework***

The proposed development of the subject lands is consistent with the policies of the PPS promoting development and intensification within an existing settlement area making efficient use of land and existing infrastructure, providing additional housing options, and possible affordable housing, in proximity to the available transit systems and transportation system.

The proposed development of the subject lands conforms to the policies of the Growth Plan by providing for intensification within the built-up area, recognizing the need for the efficient use of lands that utilize existing infrastructure, and contributing to the development of complete communities.

The proposed development conforms to the policies of the Region of Peel Official Plan through the intensification of underutilized lands in close proximity to transit within the built boundary, making efficient use of existing infrastructure, seeking to provide affordable housing to meet the need of residents, all while ensuring no adverse impacts to the existing airport operation.

The proposed development on the subject lands conforms to policies of the Mississauga Official Plan by providing for intensification of an underutilized site, at a compact density, along a corridor which respects the existing and planned character of the area. The proposed



development is within the Airport Operating Exemption Area and is supported by a Noise Feasibility Study indicating that all MOE requirements for noise mitigation will be met.

#### **7.1.2 Airport Operating Area / Noise Contours**

As indicated in the Regional and Local Official Plan Maps, the subject lands are within the Lester B Pearson Airport Operating area and within the 35 – 40 NEP/NEF composite contour. Provincial, Regional and Local land use policies direct that sensitive land uses, such as residential development, should not be established above the 35+ NEP/NEF. The City of Mississauga has submitted a Regional Official Plan Amendment to amend the aircraft noise policies applicable to the subject lands by including it in an “*Exception Area*” within the Malton Community, in turn allowing for development of residential uses above the 35+ NEF/NEP contours.

The City of Mississauga has revised its Official Plan policies in relation to aircraft noise found in Section 6.10.2 in August of 2017. The subject lands are now designated as within the Airport Operating Exemption Area as shown on the MOP Map 6-1: Airport Operating and Exception Area. This allows for new residential development to be considered within the exemption area subject to an appropriate noise study, compliance with the MOECC, warning clauses and appropriate agreement with the GTAA and the municipality.

A Noise Feasibility Study has been undertaken for the subject lands in support of the proposed development to evaluate whether the proposed development can meet the MOECC guidelines for sound levels from road and air traffic. The results of this study indicate that with suitable noise control measures, which will be integrated into the design of the building, that the MOECC guidelines will be met for sound levels.

Further to the noise mitigation measures, noise warning clauses will be included in the purchase and sale agreements and an Aircraft Noise Warning Agreement will be undertaken between the Greater Toronto Airport Authority, the City of Mississauga and the owner of the subject lands.

Based on the detailed measures above, it is our opinion that the proposed development is appropriate for the subject land and represents good planning.

#### **7.1.3 Land Use and Compatibility**

The proposed development is located on Airport Road which is a Major Road and a Corridor as designated in the MOP. The subject lands are within the Neighbourhood character area and designated *Residential Low Density II*.

The subject lands are a consolidated and underutilized development parcel adjacent to Victory Park and detached residential subdivisions. A 6 storey apartment building and mixed-use development is found on the west side of Airport Road. In order to facilitate the proposed development, an Official Plan Amendment has been submitted to re-designate the subject property to ‘*Mixed Use*’ to support the proposed residential and commercial development. This is similar to the designation found of the west side of Airport Road.



The proposed development provides for a buffer area to the Regional Flood line and the established dripline within the Greenland system adjacent to the subject lands on the east. A reduced buffer is appropriate in this instance in order to allow for the extension of Collett Road into the proposed development, as requested by City staff. There is the potential to provide additional lands to the TRCA as compensation for the reduced buffer. Discussions will be held with TRCA as the development process progresses.

The purposed development is 5 storeys in height along Airport Road which is consistent with the existing apartment building on the west side of Airport Road. It is significantly stepped down in terms of height to the north and south of the subject lands respecting the height of the residential detached subdivisions. This development proposes intensification along a corridor which supports the policies of the Mississauga Official Plan. Appropriate side yard setbacks to the abutting residential properties have also been provided to ensure that there are no adverse effects.

It is our opinion that the proposed development conforms to the policies of the Mississauga Official Plan.

#### **7.1.4 *Affordable Housing / Seniors Housing***

The landowner has been in consultation with the Region and the area Councillor regarding the potential to provide affordable seniors housing. It was determined that there is a growing need for a range of unit types and price points to meet the needs of an aging populations.

The proposed development has been designed to provide for appropriately sized units to provide options for aging residents. The client will be working closely with the Region and the municipality to provide a product which meets the needs of area residents within the Malton Community.

## **8 Conclusion**

The proposed development on the subject lands consists of a 119-unit mixed-use residential building with ground floor commercial uses fronting onto Airport Road. The development is located at 7211 and 7233 Airport Road. The proposed development will be accessed by a right-in-right out onto Airport Road and an access through Collett Road to the north of the property. The proposed development intensifies an underutilized property in close proximity to the municipal and in close proximity to the inter-Regional transit system.

In our opinion, the proposed development of the subject lands for a 5-storey mixed-use development is consistent with and conforms to the Provincial Policy Statement and Growth Plan, conforms to the Peel Region Official Plan and is consistent with the principles and goals and objectives of the Mississauga Official Plan. The proposed planning applications are based on good planning principles, are supported by the various technical studies submitted with these applications, and represent good planning.