
PLANNING JUSTIFICATION REPORT

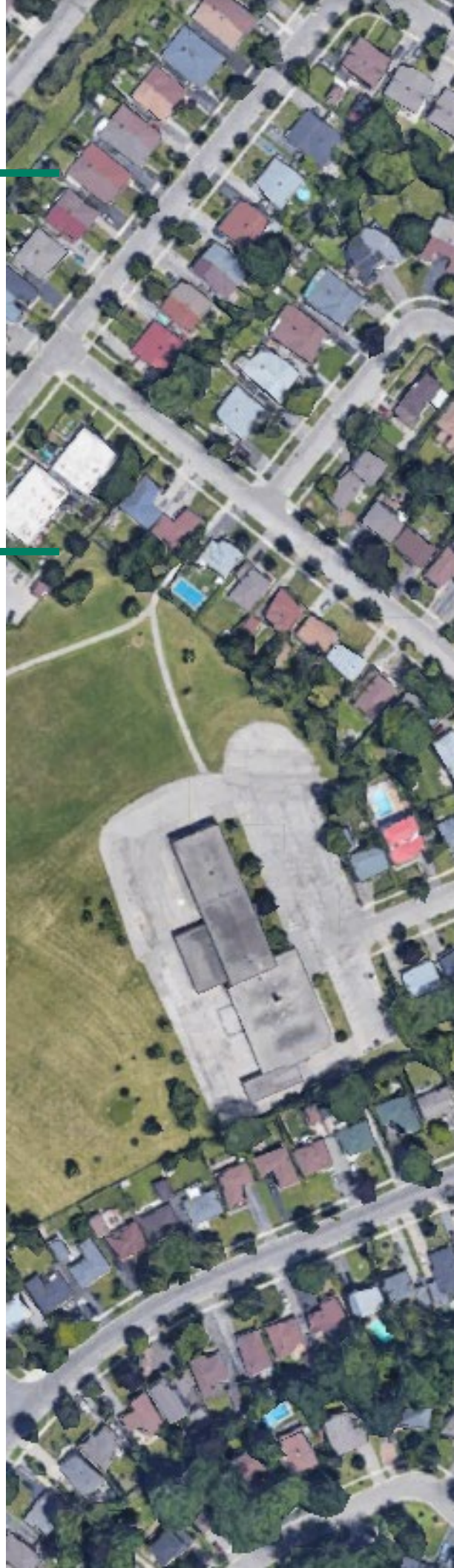
IN SUPPORT OF

OFFICIAL PLAN
AMENDMENT & ZONING
BY-LAW AMENDMENT
APPLICATIONS

PREPARED FOR
1672735 Ontario Inc.

2620 Chalkwell Close
City of Mississauga
Regional Municipality of Peel

January 2024
GSAI File # 1033-011



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Planning Justification Report
1672735 Ontario Inc.
Official Plan Amendment & Zoning By-law Amendment
2620 Chalkwell Close
City of Mississauga

1 / INTRODUCTION

Glen Schnarr & Associates Inc. ('GSAI') has been retained by 1672735 Ontario Inc. (the 'Owner') of the lands municipally known as 2620 Chalkwell Close, in the City of Mississauga (the 'Subject Lands' or 'Site'). The Subject Lands are located on the west side of Chalkwell Close, north of Truscott Drive and is legally described as:

BLK B, PL 619; City of Mississauga

The Site is currently vacant.

This Planning Justification Report ('PJR' or 'Report') has been prepared on behalf of the Owner in support of an Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA, or the 'Amendments') application to facilitate redevelopment of the Subject Lands. More specifically, the proposed development is to facilitate a high-quality, compact, residential development that integrates with the surrounding area. The proposed Amendments have been prepared to implement more contextually appropriate development for an appropriate location, than the current local policy permissions allow.

This Report demonstrates that the proposal and corresponding Amendments serve to implement the Provincial policy directions which support compact development in proximity to transit services, amenities and services. This Report also demonstrates that the in-effect permissions provided by the Mississauga Official Plan ('MOP') and the City of Mississauga Zoning By-law 0225 – 2007 ('By-law 0225 – 2007') are outdated with respect to the Subject Lands.

Various Reports and Studies have been undertaken to identify policy changes for the City over the past ten years. When considered collectively, these initiatives emphasize the importance of compact, transit-supportive and higher density development occurring within in key strategic locations across the City. As such, the Subject Lands are identified as an appropriate and desirable location for higher density, compact development to occur.

This Report outlines the nature of the proposed development and presents a comprehensive assessment and justification for the proposed changes to the Mississauga Official Plan ('MOP') and By-law 0225 – 2007 in relation to the current policy and regulatory framework and existing physical conditions.

1.1 / PROPOSED OFFICIAL PLAN AMENDMENT

The Subject Lands are located within the Clarkson – Lorne Park Neighbourhood Character Area and are designated ‘Low Density Residential II’ by the in-effect MOP. A site-specific Official Plan Amendment (‘OPA’) is required to implement the proposal.

The proposed OPA seeks to re-designate the Subject Lands to ‘Residential Medium Density’ in order to allow for modified development forms to be permitted. A draft OPA has been prepared and a copy is provided in **Appendix I** of this Report.

This Report presents an analysis of the proposed OPA and demonstrates its consistency and conformity with the Provincial Policy Statement (2020), A Place to Grow (2020), Region of Peel Official Plan (2022) and the Mississauga Official Plan (2023).

1.2 / PROPOSED ZONING BY-LAW AMENDMENT

The Subject Lands are subject to the City of Mississauga Zoning By-law 0225 – 2007 (‘By-law 0225 – 2007’), as amended, and are currently zoned as ‘Detached Dwellings – Typical Lots (R2)’. The current zoning reflects existing conditions, but not the proposed development. A site-specific Zoning By-law Amendment (‘ZBA’) is required.

The proposed ZBA seeks to re-zone the Subject Lands to the ‘Back-to-Back Townhouses On A CEC – Road (RM11)’ Zone category and implement modified site-specific permissions. More specifically, the ZBA seeks to introduce the following site-specific permissions:

- To rezone the Site from ‘R2’ to ‘RM11-XX’;
- To permit site-specific building envelope standards;
- To permit a site-specific visitor parking standard;; and,
- To permit a site-specific landscaping standard.

A summary of the in-effect and requested RM11 zone provisions has been prepared. A copy of this summary, referred to as the ‘Zoning By-law Table’, has been prepared and a copy is provided in **Appendix II** of this Report.

This Report presents an analysis of the proposed ZBA and demonstrates its consistency and conformity with the Provincial Policy Statement (2020), A Place to Grow (2020), the Region of Peel Official Plan (2022) and the Mississauga Official Plan (2023).

2 / PROCESS & ENGAGEMENT

The proposed strategy for consulting with the public with respect to the Application will follow the requirements of the *Planning Act*, as amended, for statutory meetings as well as the City of Mississauga's Official Plan Amendment and Zoning By-law Amendment process. It is anticipated that the Owner, in collaboration with the City, will host a Councillor-led Community Meeting and the statutory Public Meeting with nearby residents and provide Notices concerning advancements related to the proposed development. This communication program will assist in better informing local stakeholders and manage the implementation of the planning and redevelopment of the Subject Lands.

We note that a Development Application Review Committee ('DARC') meeting was held on September 27, 2023 to present a preliminary concept for the Subject Lands and to determine submission requirements. These submission requirements have been prepared and are provided under separate cover. See **Section 4.2** of this Report for further detail.

3 / SITE & CONTEXT

This Section of the Report provides an analysis of the Subject Lands in relation to the surrounding Clarkson – Lorne Park community.

3.1 / SITE CONTEXT

As demonstrated in **Figure 1** on the next page, the Subject Lands are located on the west side of Chalkwell Close, north of Truscott Drive. It has a site area of approximately 1.99 hectares (4.9 acres), with a frontage of 96.18 metres along Chalkwell Close.

The Site is generally flat and is currently vacant. Access is provided via a driveway extending from Chalkwell Close.

3.2 / SITE DEVELOPMENT HISTORY

We note that the Subject Lands were previously improved with a 2-storey elementary school, referred to as Elmcrest Public School. While operating as Elmcrest Public School, the property was improved with the school facility, a surface parking area and landscaped open spaces. Overall, Elmcrest Public School was operational for decades, but ceased operations in 2016. In late 2021, the former school was demolished and the land was declared surplus by the Peel District School Board. Following this declaration, the Site was sold. The Owner purchased the Subject Lands in early 2023.

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FIGURE
1

AERIAL CONTEXT PLAN
MISSISSAUGA, ONTARIO

LEGEND

 Subject Lands

2620 CHALKWELL CLOSE,
BLOCK B, REGISTERED PLAN 618,
CITY OF MISSISSAUGA,
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
NOVEMBER 28, 2023

3.3 / AREA CONTEXT

The Subject Lands are located within the Clarkson – Lorne Park community of the City. Surrounding land uses are as follows:

NORTH Sandgate Park is immediately north. Further north is Sandgate Crescent and a segment of the established Clarkson – Lorne Park Neighbourhood. This segment of the Neighbourhood is predominantly comprised of low-rise residential dwellings, including a series of 2-storey townhouse dwellings on lands north, west and east of Sandgate Park. North of the Neighbourhood is a segment of the Clarkson – Lorne Park Employment Area which is comprised of low-rise industrial structures and surface parking areas.

SOUTH Detached dwellings fronting onto Truscott Drive are immediately south. The established Clarkson – Lorne Park Neighbourhood continues to the south and is comprised of low-rise residential dwellings, an elementary school and landscaped open spaces.

WEST Detached dwellings fronting onto Lockhart Road are immediately west. The Clarkson – Lorne Park Neighbourhood, comprised of low-rise residential dwellings, continues further west. Winston Churchill Boulevard and the City of Mississauga limit are located to the west.

EAST Detached dwellings fronting onto Karenza Road are immediately east. Further east, the established Clarkson – Lorne Park Neighbourhood continues and is comprised of low-rise residential dwellings, the Clarkson Library and Community Centre as well as a local retail plaza comprised of various multi-tenant structures and surface parking areas.

3.4 / SURROUNDING DESTINATIONS

As demonstrated on **Figure 2** on the next page, the Subject Lands are well-served by multitude of recreational and commercial amenities. There are several parks and greenspaces located within a comfortable walking distance of the Subject Lands, including Sandgate Park, Willow Glen Park, Hillside Community Garden, and Hillside Park. The Site is also located within a comfortable walking distance of the Clarkson Library and Community Centre and a retail area along Truscott Drive. This retail area contains a diversity of uses and services which support the day-to-day needs of residents.

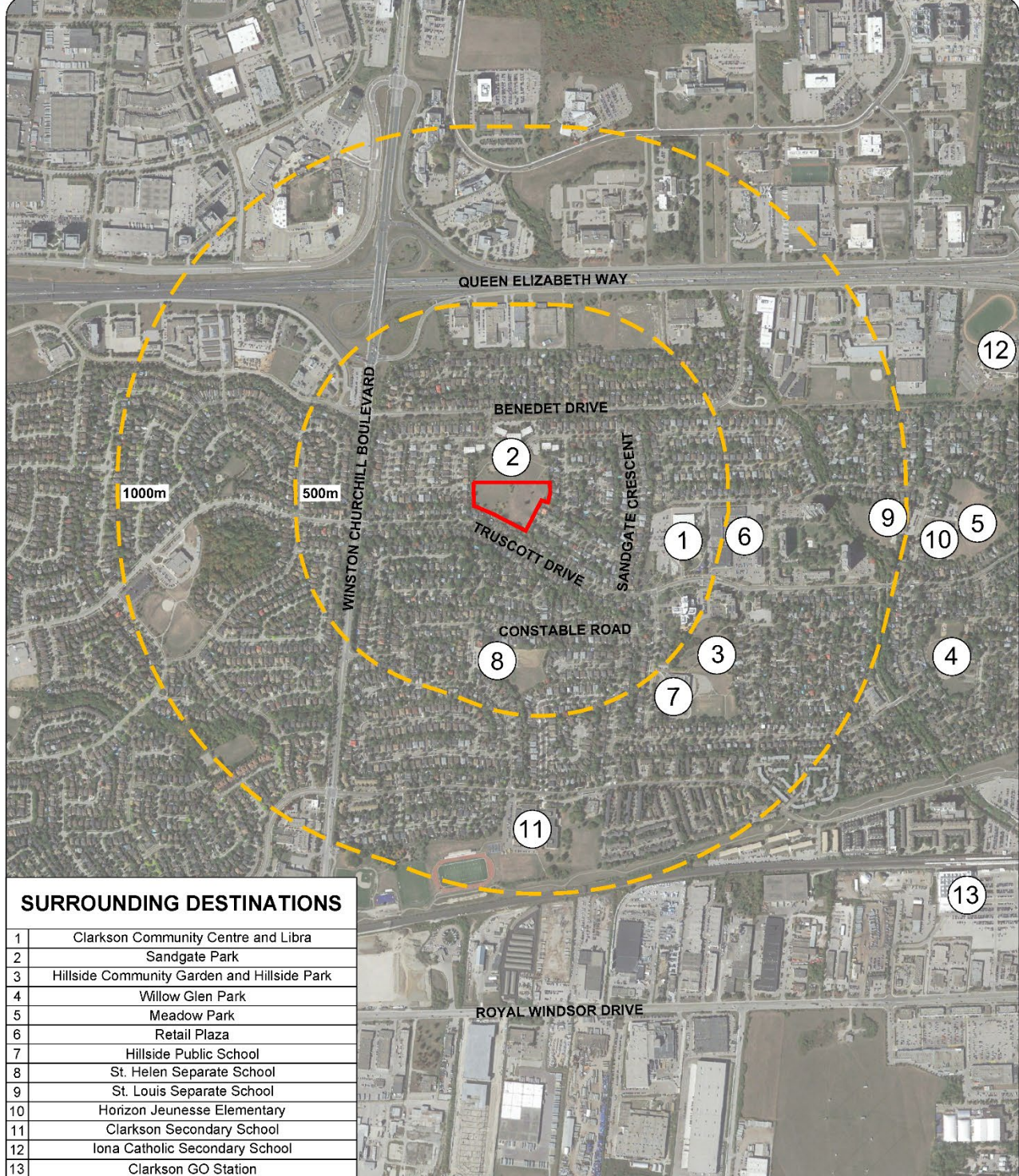
3.5 / TRANSIT CONTEXT

As demonstrated in **Figure 3** on page 9, the Subject Lands are well-served by transit services. A summary of these transit services is provided below.

LOCAL PUBLIC TRANSIT

The Subject Lands are served by an existing bus route (Route 29) operated by Mississauga Transit ('MiWay'). Route 29 (Park Royal – Homelands) has an existing bus stop in proximity to the Subject Lands, approximately 317 metres southeast of the Site, at the intersection of Truscott Drive and Sandgate Crescent. Route 29 has a service frequency of approximately 30 minutes and operates between Clarkson GO Station and South Common Centre.

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SURROUNDING DESTINATIONS



1	Clarkson Community Centre and Libra
2	Sandgate Park
3	Hillside Community Garden and Hillside Park
4	Willow Glen Park
5	Meadow Park
6	Retail Plaza
7	Hillside Public School
8	St. Helen Separate School
9	St. Louis Separate School
10	Horizon Jeunesse Elementary
11	Clarkson Secondary School
12	Iona Catholic Secondary School
13	Clarkson GO Station

FIGURE 2 **SURROUNDINGS DESTINATION**
MISSISSAUGA, ONTARIO

2620 CHALKWELL CLOSE,
BLOCK B, REGISTERED PLAN 618,
CITY OF MISSISSAUGA,
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
NOVEMBER 28, 2023

- LEGEND**
-  Subject Lands
 -  Buffer (500m, 1000m)

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FIGURE 3
TRANSIT CONTEXT
MISSISSAUGA, ONTARIO

- LEGEND**
- MiWay Route 14
 - MiWay Route 110
 - Subject Lands
 - MiWay Route 29
 - Clarkson GO Station
 - MiWay Route 13
 - MiWay Route 45

2620 CHALKWELL CLOSE,
BLOCK B, REGISTERED PLAN 618,
CITY OF MISSISSAUGA,
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
NOVEMBER 28, 2023

4 / PROPOSAL

Additional existing bus routes operate in the surrounding area. Collectively, the Subject Lands are within a comfortable walking distance of various existing bus routes. Residents are able to easily access street-level transit services. As such, residents are able to easily transfer to a variety of routes, providing easy, convenient access to various destinations and areas of Mississauga and beyond.

REGIONAL PUBLIC TRANSIT

The Clarkson GO Station, located approximately 2.1 kilometres southeast of the Subject Lands, is on the Lakeshore West GO Transit Line (Route 18) with service to Downtown Toronto. Route 18, operated by Metrolinx, has a service frequency of approximately 20 minutes during the a.m. and p.m. peak periods, and a service frequency of approximately 60 minutes during the off-peak periods, daily.

Based on the above, the Subject Lands are connected by existing local and regional transit networks.

ROAD NETWORK

Chalkwell Close is classified as a 'Local Road' with an ultimate Right-of-Way ('ROW') width not specified by the in-effect Mississauga Official Plan ('MOP'). The Subject Lands have frontage on Chalkwell Close, which has a current approximate width of 10 metres.

This Section of the Report provides a summary of the proposed development and the supporting studies.

4.1 / THE PROPOSAL

The proposed development is the result of careful planning and design undertaken by the Project Team, including consideration of the Provincial, Regional and local policy frameworks for managing and directing growth, and the evolving physical landscape of Mississauga and the Clarkson – Lorne Park community context.

The proposed development contemplates a compact, high-quality, residential development (see **Figure 4** on the next page). Specifically, the development is to be comprised of back-to-back townhouse dwellings arranged in twelve (12) development blocks (Blocks 'A', 'B', 'C', 'D', 'E', 'F', 'G', 'H', 'I', 'J', 'K' and 'L'). Each Block is to contain a varying number of 3-storey, back-to-back townhouse dwellings. The proposed blocks are organized around a fine-grain, private road network and landscaped open spaces. Overall, the proposed development is to have a gross floor area ('GFA') of approximately 26,252 square metres (282,574.18 square feet), resulting in a density of approximately 1.32 Floor Space Index ('FSI').

Blocks 'A', 'B' and 'C' are proposed to be located in the Site's northwestern quadrant and collectively contain 40 back-to-back townhouse dwellings. Blocks 'D', 'E' and 'F' are proposed to be located in the Site's northeastern quadrant and collectively contain 40 back-to-back townhouse dwellings. Blocks 'I' and 'J' are centrally located on the Site, south of Blocks 'D', 'E' and 'F'. Collectively, Blocks 'I' and 'J' contain and collectively contain 30 back-to-back townhouse dwellings.

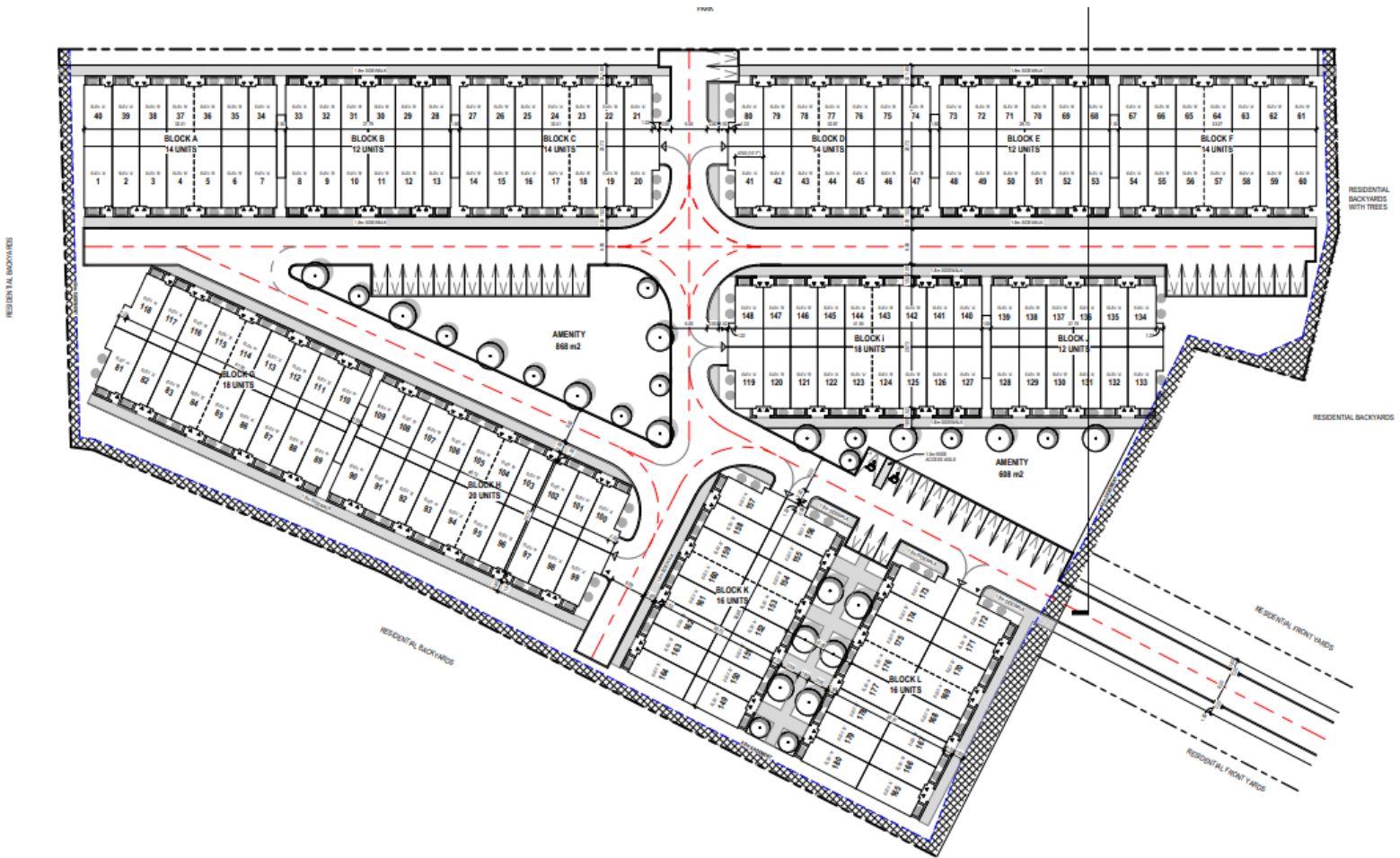


FIGURE 4
CONCEPTUAL SITE PLAN
 PREPARED BY DUNPAR

Blocks 'K' and 'L' are proposed in the Site's southeastern quadrant, south of Blocks 'I' and 'J'. Collectively, Blocks 'K' and 'L' contain 34 back-to-back townhouse dwellings. Additionally, Block 'K' and 'L' are separated by a landscaped, pedestrian mews.

Finally, Blocks 'G' and 'H' are proposed in the Site's southwestern quadrant of the Site and collectively contain 38 back-to-back townhouse dwellings. We highlight that Blocks 'G' and 'H' are located south of Blocks 'A', 'B' and 'C'. Overall, a total of 180 back-to-back townhouse dwellings of varying size and configurations

are to be provided across the twelve (12) development blocks. Furthermore, each dwelling unit has been planned and designed to have direct access to the public realm, with units opening onto a landscaped pedestrian mews or linear landscaped open space area. This enables units to maintain a direct relationship to the public realm, an attribute that is common to the surrounding Neighbourhood.

Landscaping and streetscaping enhancements are to be provided. This includes a pedestrian mews, centrally located outdoor amenity areas, landscaped open spaces along the property lines and streetscape

treatments along the proposed fine-grain private road network. Collectively, these enhancements and features will provide for a high-quality, inviting, pedestrian-oriented environment. A network of pedestrian pathways and sidewalks are also to be provided across the Site in order to facilitate safe, comfortable and convenient access the Site and beyond.

A total of 402 parking spaces are to be provided. These spaces are to be provided via integral, private garage areas and surface parking areas to accommodate visitors. Access to the integrated private garages is to be provided via drive aisles through the adjoining development blocks, extending off of the private road network. This site design enables an optimal site design to be maintained, minimizes the number of driveway curb cuts and reduces pedestrian-vehicular conflicts. Access to the surface parking areas is also to be provided off of the private road network, which is to be an extension of Chalkwell Close.

Overall, the proposed development has been designed to integrate with the surrounding community. This includes consideration being given to the existing and future uses both on the Subject Lands and in the surrounding area as well as the creation of Clarkson – Lorne Park as a complete community. The proposed development has, to the greatest extent possible, provided an appropriate and desirable interface with and transition to the surrounding area. The components of the proposed development are identified in **Table 2** below

Table 2 / Summary of Proposed Development Statistics

<i>DEVELOPMENT CHARACTERISTIC</i>	<i>DESCRIPTION</i>
Total Site Area	1.99 hectares (4.9 acres)
Proposed Gross Floor Area ('GFA')	26,252 square metres (282,574.18 square feet)

<i>DEVELOPMENT CHARACTERISTIC</i>	<i>DESCRIPTION</i>
<i>Block 'A' GFA</i>	2,026 square metres (21,807.68 square feet)
<i>Block 'B' GFA</i>	1,739 square metres (18,718.44 square feet)
<i>Block 'C' GFA</i>	2,055 square metres (22,119.84 square feet)
<i>Block 'D' GFA</i>	2,055 square metres (22,119.84 square feet)
<i>Block 'E' GFA</i>	1,739 square metres (18,718.44 square feet)
<i>Block 'F' GFA</i>	2,026 square metres (21,807.68 square feet)
<i>Block 'G' GFA</i>	2,628 square metres (28,287.56 square feet)
<i>Block 'H' GFA</i>	2,914 square metres (31,366.03 square feet)
<i>Block 'I' GFA</i>	2,628 square metres (28,287.56 square feet)
<i>Block 'J' GFA</i>	1,765 square metres (18,998.3 square feet)
<i>Block 'K' GFA</i>	2,339 square metres (25,176.79 square feet)
<i>Block 'L' GFA</i>	2,339 square metres (25,176.79 square feet)
Proposed Density	1.32 FSI
Proposed Building Height	3 storeys, 12.0 metres exclusive of parapet
Proposed Parking Spaces	402 spaces
<i>Resident Spaces</i>	360 spaces
<i>Visitor Spaces</i>	42 spaces
Proposed Amenity Space	1,476 square metres (15,887.53 square feet)
Proposed Private Amenity Space	6,330 square metres (68,135.55 square feet)

5 / POLICY CONTEXT

4.2 / SUPPORTING STUDIES

In order to ensure the proposed development fully addresses all policy and technical requirements, a number of required supporting studies have been completed and are provided under separate cover. These include the following:

- An Arborist Report, prepared by Kuntz Forestry Consulting Inc., dated November 14, 2023;
- A Functional Servicing and Stormwater Management ('FS – SWM') Report, prepared by Arcadis, dated December 2023;
- A Housing Report; prepared by GSAI, dated January 2024;
- A Noise Impact Study, prepared by RWDI, dated December 5, 2023;
- A Phase One Environmental Site Assessment, prepared by Arcadis, dated January 2024;
- A Shadow Impact Study, prepared by WSP, dated December 13, 2023;
- A Transportation Impact Study, prepared by WSP, dated December 14, 2023; and,
- A Waste Management Plan, prepared by RWDI, dated January 11, 2024.

This Section of the Report provides an overview and analysis of the relevant Provincial, Regional and local policies and regulations that apply to the Subject Lands. This Section also provides a rationale for how the proposed development and proposed Amendments align with and serve to better implement the in-effect policy and regulatory framework.

5.1 / PROVINCIAL POLICY STATEMENT, 2020

The Provincial Policy Statement ('PPS'), 2020 was issued under Section 3 of the *Planning Act*, as amended, and came into effect on May 1, 2020. The PPS provides policy direction on matters of provincial interest related to land use planning and development with the goal of enhancing the quality of life for all Ontarians. The *Planning Act*, as amended, requires that decisions affecting a planning matter be 'consistent with' the policies of the PPS.

Overall, the PPS provides Provincial policy direction related to Building Strong Healthy Communities (Section 1.0), the Wise Use and Management of Resources (Section 2.0) and Protecting Public Health and Safety (Section 3.0). When considered together, the PPS strongly encourages developments that provide for long-term prosperity, environmental health, and social well-being, while also making the best use of available land, infrastructure and resources as well as facilitating economic growth.

An analysis of the applicable PPS policies that apply to the Subject Lands and how the proposed development, together with the corresponding Amendments, are consistent with these policies is provided below.

1.0 / Building Strong Healthy Communities

Section 1 of the PPS establishes the Provincial policy framework on how growth and development is to be managed. Accordingly, the policies outline the need for efficient land use and development patterns so that strong, livable, healthy and resilient communities that protect the environment and public health are attained. This is to be achieved by directing growth and development to appropriate locations. The following policies apply to redevelopment of the Subject Lands.

'1.1.1. Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long-term;*
- b) accommodating an appropriate and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional ... recreation, park and open space and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health or 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 the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective*

development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) promoting development and land use patterns that conserve biodiversity; and*
- i) preparing for the regional and local impacts of a changing climate.'*

The Subject Lands are located within a Settlement Area, as defined by the PPS, and are on full municipal services. The proposal supports the Provincial objectives for healthy, liveable and safe communities in the following ways:

- by proposing higher density development on lands that is currently underutilized;
- by locating residential uses within the City of Mississauga, on a site designated for redevelopment and intensification by both the Region of Peel Official Plan and the Mississauga Official Plan;
- by introducing 180 residential dwelling units of varying size and configurations in an area well-served by surrounding uses and transit networks;
- by introducing development forms that will integrate with the surrounding environment, and will serve to implement the development vision established by local policies for Clarkson – Lorne Park as a vibrant, compact, complete community;

- by introducing a compact development form that supports public health and safety through active frontages and landscaped open spaces;
- by making better, higher use of land and existing infrastructure networks; and,
- by incorporating contextually appropriate sustainable design strategies, including additional plantings and landscaped open spaces in order to respond to a changing climate and to promote biodiversity.

1.1.3 Settlement Areas

As stated above and in accordance with the PPS, the Subject Lands are located within a Settlement Area. As such, the following policies apply.

'1.1.3.1. Settlement areas shall be the focus of growth and development.'

'1.1.3.2. Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and / or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation; [...]*

Land use patterns within settlement areas shall also be based on 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.'

'1.1.3.4. Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.'

The Subject Lands are located within a Settlement Area. As such, the proposed development has been planned and designed to facilitate high-quality, compact built forms that make efficient use of land, infrastructure and public service facilities. It will provide for development that provides for residential intensification at an appropriate location, at an appropriate density, to support the achievement of Clarkson – Lorne Park as a complete community.

Additionally, the provision of various landscaped areas will advance climate change goals. Finally, as further described in the accompanying Functional Servicing and Stormwater Management ('FS – SWM') Report, the proposal can be accommodated by municipal infrastructure networks.

1.5 Public Spaces, Recreation, Parks, Trails & Open Space

'1.5.1. Healthy, active communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and where practical, water-based resources [...]*

The proposed development has been carefully planned and designed to provide for a series of landscape and public realm enhancements. This includes the provision of landscaped open spaces across the Site, centrally located outdoor amenity areas and high-quality, refined sidewalk zones across the Site.

Overall, the landscaped areas have been planned and designed to provide safe, comfortable, and convenient access for residents, visitors and the public to enjoy. As demonstrated on the accompanying Conceptual Site Plan, landscaped areas have been strategically located to facilitate space for the use and enjoyment of residents and visitors and to foster social interaction. Furthermore, the proposed development is to provide for a network of sidewalks and pedestrian pathways that offer safe, comfortable, and convenient access across the Site and beyond. Finally, active streetscapes are to be provided. This will enable direct pedestrian connections and front doors that face the street and other public realm enhancements to be provided.

The Site has been planned and designed to implement vibrant and inviting, pedestrian-oriented streetscapes, capable of accommodating pedestrian activity and the daily needs of residents, visitors and community members.

1.6.6. Sewage, Water & Stormwater

'1.6.6.1. Planning for sewage and water services shall:

- a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:*
 - 1. municipal sewage services and municipal water services [...].'*

'1.6.6.2. Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of services.'

As further demonstrated in the accompanying FS – SWM Report, the proposed development will make better use of existing municipal infrastructure services. Furthermore, the proposal can be serviced by the existing municipal sewage and water systems.

1.6.7. Transportation Systems

'1.6.7.2. Efficient use should be made of existing and planned infrastructure...'

'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 Lands are well-served by transit services and active transportation networks. More specifically, there are existing street-level transit services in the surrounding area. This includes various bus routes operating within walking distance of the Site. Furthermore, there is an existing network of sidewalks along the Site's frontages and within the surrounding area, providing safe, easy, convenient access for residents and visitors. Finally, the Site is situated within a comfortable walking distance of the Truscott Drive corridor which features a range of uses, services and facilities to meet the daily needs of residents.

Based on the above, the proposal for a medium density development will support current and future transit ridership, the provision of local housing opportunities and the use of active transportation and enable residents and visitors alike to walk to destinations.

1.8. Energy Conservation, Air Quality & Climate Change

'1.8.1. Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

- a) promote compact form ...;*
- e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*
- f) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure.*

[...]

As stated above, the Subject Lands are well-served by transit services. Furthermore, the proposal will facilitate a compact development, at an appropriate location and at an appropriate density. Based on the Site's locational characteristics, the proposed development will support compact development in proximity to transit and active transportation networks. It will also support energy conservation objectives. Opportunities to provide a variety of sustainable design features in efforts to maximize conservation efforts will be further explored during the detailed design stage.

4.0 / Implementation & Interpretation

Section 4 of the PPS contains policy directions meant to guide how land use planning and development decisions are made. More specifically, this Section of the PPS contains policy directions which state how the PPS is to be applied in order to ensure that decisions affecting a planning matter are 'consistent with' the PPS.

'4.6. The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans.

Official plans shall identify provincial interest and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required.

In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan.'

As further described in Section 5.4 of this Report, the Mississauga Official Plan ('MOP) outlines the land use designations and policies applicable to the Subject Lands. The MOP, as amended, does not provide policy permissions that enable redevelopment of the Subject Lands as contemplated. The corresponding Official Plan Amendment and Zoning By-law Amendment ('Amendments') seek to update the MOP by introducing site-specific permissions which will facilitate a high-quality, compact, pedestrian-oriented and transit-supportive development that is permitted by Provincial policy and the Region of Peel Official Plan.

5.2 / A PLACE TO GROW, 2020

SUMMARY / CONFORMITY STATEMENT

The Provincial Policy Statement ('PPS'), 2020 outlines a series of guiding policies meant to direct land use planning and development across Ontario. As such, the PPS focuses on ensuring growth and development is directed to appropriate locations, with an emphasis on development occurring in areas well-served by transit and infrastructure while not adversely affecting protection of the natural environment.

The above analysis demonstrates that the proposed development conforms to the PPS by facilitating development, at an appropriate location, that will make better use of existing land, resources and infrastructure. It is our opinion that the proposal and corresponding Amendments are consistent with the policies of the PPS.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe ('A Place to Grow') was prepared and approved under the *Places to Grow Act, 2005* and updated on August 28, 2020. A Place to Grow builds on the policy foundations of the PPS, 2020 in order to respond to key challenges faced in the Greater Golden Horseshoe ('GGH') region. As such, it establishes a long-term framework for managing growth and development across the GGH up to the year 2051.

Overall, A Place to Grow encourages the efficient use of land through the development of complete communities that are compact, transit supportive and provide a range of housing opportunities. An analysis of the policies applicable to the proposed development and how they have been addressed is provided below.

Section 2 / Where and How to Grow

Section 2 of A Place to Grow establishes the policy framework for how forecasted growth is to be managed. Overall, growth is to be directed to settlement areas which can support the achievement of complete communities. Limited growth is also expected to occur within rural areas. The following policies apply to redevelopment of the Subject Lands.

'2.21.2 Forecasted growth to the horizon of this Plan will be allocated based on the following:

- 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;*
- [...]*

- c) *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 it exists or is planned.*
 [...]’*
- d) *expand convenient access to:

 - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails and other recreational facilities;**

In accordance with Schedule 2 of A Place to Grow, the Subject Lands are located within the Built-Up Area of the City of Mississauga. Built-Up Area lands are areas where growth and development are forecasted to occur. Redevelopment of the Subject Lands, as contemplated, is supported as the proposal will provide for reinvestment of the Site and will facilitate development that is in an appropriate location, is serviced by existing municipal water and wastewater infrastructure and transit services and will support the achievement of Clarkson – Lorne Park as a complete community.

- e) *provide for a more compact built form and a vibrant public realm, including public open spaces;*
- f) *mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- g) *integrate green infrastructure and appropriate low impact development.’*

‘2.2.1.4. *Applying the policies of this Plan will support the achievement of complete communities that:*

- 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... to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*

The proposed development supports the achievement of complete communities by providing for a compact development that includes a mixture of residential units, located in proximity to transit, services and amenities to meet daily needs.

Additionally, the proposal will provide for 180 new residential dwelling units of varying size and configurations in order to support housing choice for households of varying size, incomes, life stages and lifestyle preferences. The provision of townhouse-style housing units will further support the range and mix of housing options available in the community, while also supporting greater housing opportunities and facilitating the ability for residents to remain in their community of choice.

Finally, the proposed development contemplates high-quality, compact built forms that will foster a vibrant public realm through architectural and urban design elements as well as active street frontages. A series of landscaped open spaces, outdoor amenity areas and a

5.3 / REGION OF PEEL OFFICIAL PLAN, 2022

network of pedestrian pathways and sidewalks are to be provided.

SUMMARY / CONFORMITY STATEMENT

A Place to Grow, 2020 guides land use planning and development across Ontario. The above analysis demonstrates that the proposed development and corresponding Amendments conform to and serve to further implement the policies of A Place to Grow by facilitating contextually appropriate redevelopment on lands that are served by transit and active transportation networks. It will also provide for a range of residential uses which are well-served by existing community services, parks and local businesses. Furthermore, the proposal and corresponding Amendments will provide for better utilization of land, resources and infrastructure in a manner that advances complete community objectives and Provincial policy objectives. Therefore, it is our opinion that the proposal and corresponding Amendments serve to implement the applicable policies of A Place to Grow.

The Region of Peel Official Plan ('ROP'), as amended, serves as Peel's long-term guiding document for how land use planning and growth is to be managed across the three (3) member municipalities (Town of Caledon, City of Brampton and City of Mississauga).

Overall, the ROP outlines strategies for managing growth and development across Peel up to the year 2051 in accordance with a Regional Structure (Schedule E-1. Schedule E-1 designates the Subject Lands as 'Urban System' (see **Figure 5** on the next page).

'Urban System' is a high-level designation intended to accommodate the majority of growth in a manner that supports the ROP's Urban System goals.

For the purpose of this Report, the recently approved November 2022 Region of Peel Official Plan was reviewed and assessed. The following is a summary of the in-effect Regional policies applicable to the proposed development. The following analysis also demonstrates how the proposed Official Plan and Zoning By-law Amendments work to implement the ROP.

5.4 Growth Management

The ROP directs that development and redevelopment is to occur in strategic locations through intensification. As lands within the Region's Built-Up Area, the following apply.

It is Regional objectives to:

- '5.4.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the Delineated Built-Up Areas through intensification...'*

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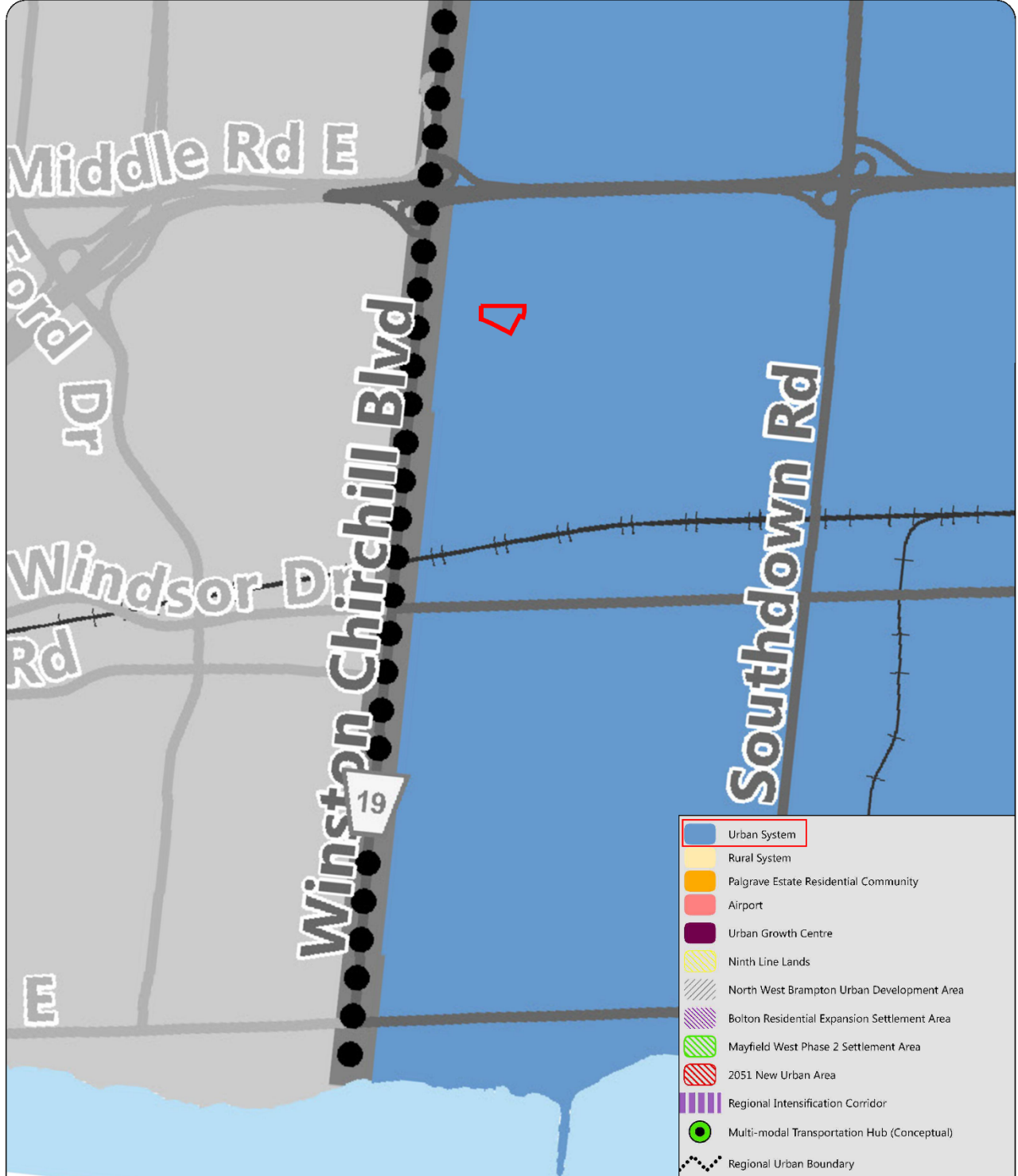


FIGURE
5

REGION OF PEEL OFFICIAL PLAN
SCHEDULE E-1 - REGIONAL STRUCTURE

LEGEND

Subject Lands

2620 CHALKWELL CLOSE,
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- '5.4.6 To optimize the use of the existing and planned infrastructure and services.'
- '5.4.18.1 To achieve efficient and compact built forms.'
- '5.4.18.2 To optimize the use of existing infrastructure and services.'
- '5.4.18.4 To intensify development on underutilized lands.'
- '5.4.18.8 To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.'

It is the policy of Regional Council to:

- '5.4.10. Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services.'
- '5.4.18.10 Facilitate and promote intensification.'

The proposal contemplated intensification of underutilized lands, at an appropriate location within the Region's Delineated Built-Up Area. Furthermore, the proposed development has been planned and designed to facilitate a high-quality, compact development at an appropriate density. Overall, the proposal supports the above-noted Growth Management objectives and policies by contemplating a compact, high-quality development in proximity to transit services. This will contribute to the creation of Clarkson – Lorne Park as a complete community where

residents and visitors are provided safe, comfortable, convenient access to a range of travel modes, facilities and services to meet daily needs.

5.6 The Urban System

As demonstrated in **Figure 5**, the Subject Lands are located within the 'Urban System' component of the ROP. As such, the ROP directs that growth and development is permitted, and is to be directed to appropriate locations such as the Subject Lands. The following apply to redevelopment of the Subject Lands.

The Regional objectives are:

- '5.6.2 To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.'
- '5.6.3 To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.'
- '5.6.4 To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.'
- '5.6.7 To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.'

It is the policy of Regional Council to:

'5.6.10. Define the Urban System, as shown on Schedule E-1, to include: all lands within the Regional Urban Boundary ...'

'5.6.11. Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.'

The proposed development will contribute to achieving the above-noted Urban System objectives and policies by facilitating a compact, pedestrian-oriented development on underutilized lands in close proximity to transit networks, active transportation infrastructure and nearby amenities that support daily living. Furthermore, the proposal will provide for new dwelling units in compact forms that supports the creation of Clarkson – Lorne Park as a complete community. As further discussed in the accompanying Housing Report, the proposal will contribute to housing choice for current and future residents.

SUMMARY / CONFORMITY STATEMENT

The Region of Peel Official Plan ('ROP') guides land use planning and development across Peel. The above analysis demonstrates that the proposed development and corresponding Amendments conform to the policies and objectives of the ROP by providing for a high-quality, compact, pedestrian-oriented development that facilitates intensification at an appropriate location, at an appropriate density. Furthermore, the proposed development will result in built forms that are consistent and compatible with the envisioned evolution of the Clarkson – Lorne Park community as outlined by the Growth Management and Urban System policies. In our opinion, the proposed development, and corresponding Amendments are in conformity with the applicable policies and objectives of the Region of Peel Official Plan.

5.4 / MISSISSAUGA OFFICIAL PLAN, 2023

The Mississauga Official Plan ('MOP'), as amended, was adopted by City Council in September 2010 and approved by the Region of Peel, with modifications, in September 2011. The MOP was appealed to the Ontario Municipal Board ('OMB', now Ontario Land Tribunal, 'OLT'), and was partially approved, save and except for those parts deferred or under appeal, in November 2012. Since this time, the MOP has been updated via a series of Tribunal Orders, approvals and Official Plan Amendments ('OPAs').

The in-effect MOP (July 2023) identifies where and how the City of Mississauga is to grow up to the year 2031 based on a City Structure (Schedule 1) comprised of seven (7) components, including Neighbourhoods. The Subject Lands are located within the Neighbourhood and Green System components of the City Structure, and within the Clarkson – Lorne Park Neighbourhood Character Area (Schedule 9, Character Areas).

We note that the City of Mississauga is presently completing an Official Plan Review exercise, that will culminate in City-initiated Official Plan Amendments ('OPAs') to ensure the MOP conforms to the 2051 planning horizon of Provincial Plans, incorporates the outcomes of the recent Region of Peel Official Plan review initiative, and implements key policy recommendations arising from the completion of recent City initiatives and ongoing City initiatives.

The following is an analysis of the applicable in-effect MOP policies and an evaluation of how the proposed development and corresponding Amendments serve to implement these policies.

5/ Direct Growth

Chapter 5 of the MOP establishes the policy framework for how growth is to be managed. Specifically, growth is to be directed to key components of the City Structure. Collectively, these areas which are to receive the majority of Mississauga's future growth are referred to as Intensification Areas. In accordance with Schedule 2, Intensification Areas, the Subject Lands are identified as being located outside of an Intensification Area. As such, the following policies apply.

'5.1.5. Mississauga will ensure that the City's natural, environmental, and cultural resources are maintained for present and future generations.'

'5.1.6. Mississauga encourages compact, mixed-use development that is transit supportive, in appropriate locations, to provide a range of local live / work opportunities.'

'5.1.7. Mississauga will protect and conserve the character of stable residential Neighbourhoods.'

As a Site located within a Neighbourhood component of the City Structure, the Subject Lands are recognized as an appropriate location for contextually appropriate, sensitive growth to occur. The proposed development has been planned and designed to facilitate a compact development that provides for a range and mixture of residential uses to meet the needs of residents. This will contribute to the creation of Clarkson – Lorne Park as a complete community where residents are able to live, work, play and shop within the community. The proposal has also been planned and designed to be a logical, natural extension of the surrounding established Clarkson – Lorne Park Neighbourhood so that the neighbourhood character is protected and conserved.

5.3.5. Neighbourhoods

As demonstrated on Schedule 1, the City is comprised of various Neighbourhoods, each with its own identity. As a Site located with the Neighbourhood component of the City Structure, the following policies apply.

'5.3.5.2 Residential intensification within Neighbourhoods will generally occur through infilling ...'

'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.'

'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.'

As stated throughout this Report, the Subject Lands are recognized as an appropriate location for gentle density and infill development to occur. The proposed development has been planned and designed to facilitate a compact, refined development that provides for sophisticated built forms that will facilitate development that is complimentary to and compatible with the established character of the Clarkson – Lorne Park community. Furthermore, the proposed massing, scale and built forms provide for a sensitive development that respects the character of the surrounding community.

7/ Complete Communities

Chapter 7 of the MOP establishes the policy framework with regards to complete communities, housing, community infrastructure, cultural heritage, and community character. The following apply:

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

'7.1.6 Mississauga will encourage that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.'

As further described in the accompanying Housing Report, the proposal supports the above-noted policy objectives through the provision of new dwelling units of varying sizes and configurations which will facilitate housing choice.

As further described below, MOP policy objectives make reference to compatible development. We note that in accordance with Section 1.1.4.r of the MOP, 'compatible' is defined as follows:

'means development, which may not necessarily be the same as, or similar to, the existing or desired development, but nonetheless enhances an established community and coexists with existing development without unacceptable adverse impact on the surrounding area.'

As discussed below, it is our opinion that the proposed development and corresponding Amendments will facilitate compatible development and can in fact seamlessly coexist with the surrounding community, without causing unacceptable adverse impact.

7.7. Distinct Identities

In terms of community character, the following apply.

- '7.7.1.1. *Mississauga will strive to protect and enhance the desirable character of areas with distinct character of areas with distinct identities and encourage the development of distinct identities for other areas'*
- '7.7.1.3. *A distinct identity will be maintained for each Character Area by encouraging common design themes and compatibility in scale and character of the built environment.'*
- '7.7.1.5. *New development will be compatible with the physical, social and environmental attributes of the existing community.'*

The Subject Lands are located within the Clarkson – Lorne Park community. The proposed development has been planned and designed to provide for high-quality, refined built forms that integrate with and are complimentary to the established and evolving character of the Clarkson – Lorne Park community. As further described throughout this Report, the proposal provides for development that is appropriate, desirable and maintains compatibility with the surrounding community.

9/ Build a Desirable Urban Form

Chapter 9 of the MOP establishes the City's built form policy framework. It is understood that the City's built form policies pertain to the physical layout and design of lands across the City. The following policies apply to redevelopment of the Subject Lands.

- '9.1.3. *Infill and redevelopment within Neighbourhoods will respect the existing and planned character.'*
- '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.'*
- '9.1.11. *A distinct character for each community will be created or enhanced through the road pattern, building massing and height, streetscape elements, preservation and incorporation of heritage resources and prominent placement of institutions and open spaces.*
- '9.1.13. *Development will have positive, restorative, ecological benefits on a site through the practice of sustainable building and site design.'*

The proposed development has been planned and designed to further implement the City's urban form policy objectives. More specifically, the proposal implements the above-noted policy objectives through the introduction of a compact, refined residential development. Furthermore, the proposal has been planned to facilitate high-quality, sophisticated built forms that are complimentary to and compatible with the character of the Clarkson – Lorne Park community. Additionally, a range of sustainable building strategies are to be implemented as further described in the accompanying Low Impact Development ('LID') Features Letter.

9.2.2. Non-Intensification Areas

In terms of urban form considerations, the following policies apply.

'9.2.2.3. While new development need not minor existing development, new development in Neighbourhoods will:

- a. respect existing lotting patterns;*
- b. respect the continuity of front, rear and side yard setbacks;*
- c. respect the scale and character of the surrounding area;*
- d. minimize overshadowing and overlook on adjacent neighbours;*
- e. incorporate stormwater best management practices;*
- f. preserve mature high quality trees and ensure replacement of tree canopy; and*
- g. be designed to respect the existing scale, massing, character and grades of the surrounding area.'*

The proposed development will facilitate high-quality, refined, compact built forms that provide for appropriate transition to the surrounding community. Furthermore, the proposed development is situated towards the periphery of the established community and is visually screened by existing, mature vegetation and landscaped open spaces associated with the adjacent park. The presence of this vegetation, combined with the placement of the proposed dwellings, will effectively mitigate overshadowing and overlook concerns from the adjacent neighbouring properties. Finally, the proposal will facilitate the creation of built forms that have complimentary massing, scale and built form features as built forms found in the surrounding community and will facilitate a consistent pattern of front, rear and side yard setbacks. Overall, the proposed development is appropriately designed and planned to be a sensitive, contextually appropriate infill development within an established, evolving community.

9.3. Public Realm

Section 9.3 of the MOP contains the City's public realm policy directions. The following policies apply.

'9.3.1.4. Development will be designed to:

- a) respect the natural heritage features, such as forests, ridges, valleys, hills, lakes, rivers, streams and creeks;*
- c) accentuate the significant identity of each Character Area, its open spaces, landmarks and cultural heritage resources;*
- d) achieve a street network that connects to adjacent streets and neighbourhoods at regular intervals, wherever possible;*
- e) meet universal design principles;*
- f) address new development and open spaces;*
- g) be pedestrian oriented and scaled and support transit use;*
- h) be attractive, safe and walkable.'*

'9.3.5.4. Open spaces will be designed as places where people can socialize, recreate and appreciate the environment.'

'9.3.5.5. Private open space and / or amenity areas will be required for all development.'

'9.4.1.3. Development will support transit and active transportation by:

- a) locating buildings at the street edge, where appropriate;*
- b) requiring front doors that open to the public street;*
- c) ensuring active / animated building facades and high-quality architecture;*
- d) ensuring buildings respect the scale of the street;*
- e) ensuring appropriate massing for the context;*

- f) *providing pedestrian safety and comfort; and*
- g) *providing bicycle destination amenities such as bicycle parking, shower facilities and clothing lockers, where appropriate.'*

The proposed development supports the above-noted City's public realm policy objectives by providing for a high-quality, compact, pedestrian-oriented form. Furthermore, the proposal complies with the City's public realm policy objectives through the provision of built forms that address the public realm, provide direct pedestrian connections and facilitate a pedestrian-scaled development. Additionally, the development has also been planned and organized around landscaped open spaces and a fine-grain road network.

We note that the City's Public Realm policy directions are further implemented by site development and building-related policy directions outlined in Section 9.5 of the MOP. Collectively, Policies 9.5.1.1 through 9.5.1.15 require developments to be compatible and integrate with the surrounding area. The proposal and corresponding Amendment will facilitate a high-quality, refined development that is compatible and integrates with the surrounding area.

11 / Land Use Designations

Chapter 11 of the MOP establishes the policy framework for how lands are to be used. More specifically, the MOP establishes policies based on nineteen (19) land use designations. As demonstrated in **Figure 6** on the next page, the Subject Lands are currently designated 'Residential Low Density II' by the in-effect MOP. In our opinion, the 'Residential Medium Density' designation is the most appropriate and will facilitate the proposal. The following policies apply.

11.2.5. Residential

'11.2.5.5. Lands designated Residential Medium Density will permit the following uses:

- a. all forms of townhouse dwellings.*

As demonstrated on the accompanying Conceptual Site Plan, the proposal contemplates the introduction of new compact, back-to-back townhouse dwellings, in a location where gentle density and infill residential development ought to occur. The proposal also represents an appropriate form and advances the City's development objectives. Re-designation of the Site to the 'Residential Medium Density' designation is appropriate, particularly given the form of development is a permitted use. For the reasons outlined above, the proposed development and corresponding Official Plan Amendment conform to the in-effect Residential and Residential Medium Density policy objectives.

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FIGURE 6 MISSISSAUGA OFFICIAL PLAN
SCHEDULE 10 - LAND USE DESIGNATIONS

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LEGEND

Subject Lands

16 / Neighbourhoods

Chapter 16 of the MOP establishes the policy framework for how growth and development is to be managed in the City's Neighbourhood components of the City Structure. This is achieved through policies that are focused on individual Neighbourhood Character Areas across the City, given each Neighbourhood is unique. As stated, the Subject Lands are located within the Neighbourhood component of the City Structure and are located within the Clarkson – Lorne Park Neighbourhood Character Area (see **Figure 7** on the next page). As such, the following policies apply.

16.5.1. Community Identity and Focus

'16.5.1.1. Developments should be compatible with and enhance the character of Clarkson-Lorne Park as a diverse established community by integrating with the surrounding area.'

The proposed development supports the above-noted Clarkson-Lorne Park Neighbourhood's community identity and focus policy objectives by providing for a high-quality, compact, pedestrian-oriented built form. Furthermore, the proposed built forms have been carefully planned and designed to ensure an appropriate and desirable transition to the surrounding area is provided, while also maintaining and respecting the established Clarkson-Lorne Park community character. Through the use of architectural and built form features, the proposal will facilitate the creation of built forms that have a complimentary mass, scale and built form features as built forms found in the surrounding community. Overall, the proposed development is appropriately designed and planned to be a sensitive, contextually appropriate infill development within an established, evolving community.

16.5.2. Land Use

16.5.2.4. Notwithstanding the Residential Medium Density policies of this Plan, the Residential Medium Density designation permits only townhouses.'

As described above, the proposal contemplates the introduction of compact, refined back-to-back townhouse dwellings. As such, the proposal complies with not only the above-noted Clarkson-Lorne Park Neighbourhood Character Area policy but the in-effect 'Residential Medium Density' designation policy objectives as well. The proposal, corresponding Official Plan Amendment and corresponding Zoning By-law Amendment are necessary to implement an appropriate built form for the Subject Lands that is permitted. Based on the above, it is our opinion that the proposal and corresponding Amendments are appropriate, respect the City Structure hierarchy, conform to the policy objectives of the MOP and will allow for development that is appropriately located, of appropriate density and of appropriate built form to occur.

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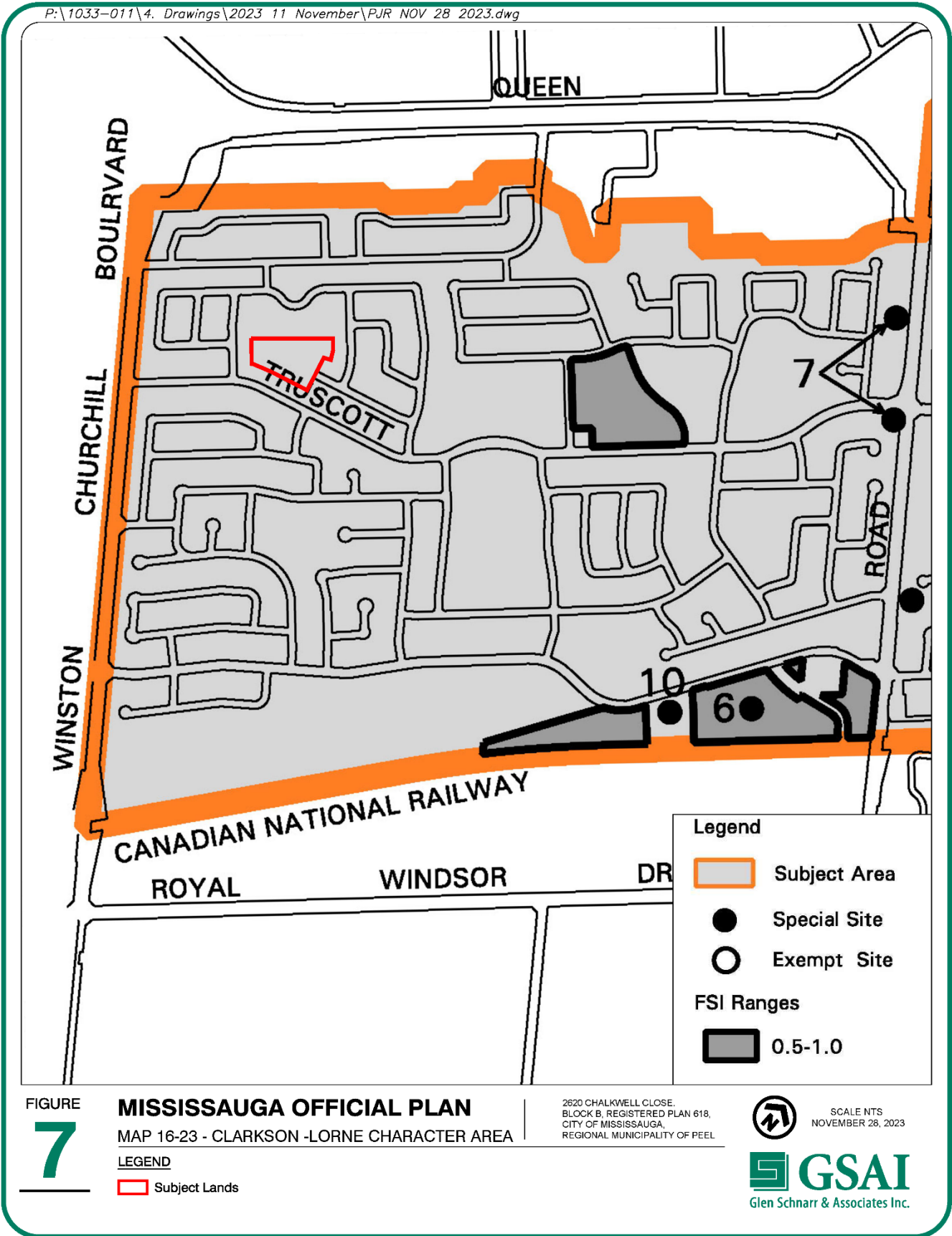


FIGURE 7 MISSISSAUGA OFFICIAL PLAN
MAP 16-23 - CLARKSON -LORNE CHARACTER AREA
LEGEND
Subject Lands

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5.5 / INCREASING HOUSING CHOICES IN NEIGHBOURHOODS STUDY, 2023

SUMMARY / CONFORMITY STATEMENT

The Mississauga Official Plan ('MOP'), as amended, guides land use planning and development across the City. The above analysis demonstrates that the proposed development conforms to the policies and objectives of the MOP, as amended, by providing for a high-quality, compact, pedestrian-oriented development that facilitates a mixture of residential uses at an appropriate location and density. The proposal also directs better utilization of land, resources and infrastructure to facilitate a development that will contribute to Clarkson – Lorne Park as a complete community and that is in proximity to transit networks, services and facilities. Furthermore, the proposed development will result in a built form that is consistent and compatible with the envisioned evolution of the Clarkson – Lorne Park Neighbourhood Character Area. Therefore, the proposed development and corresponding Amendments serve to better implement the applicable policies and objectives for lands designated 'Residential Medium Density' and within the Clarkson – Lorne Park Neighbourhood Character Area of the Mississauga Official Plan.

In April 2021, the City of Mississauga initiated the Increasing Housing Choices In Neighbourhoods Study ('IHCN') initiative. The IHCN initiative is being undertaken as a planning study and is meant to guide how development and re-development can occur across the established Neighbourhood Character Areas of the City. Specifically, the IHCN initiative is analyzing, evaluating and will culminate in policy guidance, via a City-initiated Official Plan Amendment, for how a greater diversity of housing forms and residential uses are to be accommodated within the City's established Neighbourhood Character Areas. When complete, the IHCN initiative will culminate in a City-initiated Official Plan Amendment that will modify policy permissions for Neighbourhood lands across the City, including the Subject Lands.

The IHCN initiative is currently evaluating policy modifications to enable gentle density and contextually appropriate infill development to occur across the City. The IHCN is understood as representing evolving policy. In our opinion, the proposed development conforms to this evolving policy direction given the proposal contemplates the introduction of a residential use that is permitted in Neighbourhoods, it will facilitate greater housing choice in an established Neighbourhood and contemplates gentle infill development at an appropriate location.

5.6 / ZONING

The City of Mississauga Zoning By-law 0225 – 2007 ('By-law 0225 – 2007') currently zones the Subject Lands as 'Detached Dwellings (R2)' (see **Figure 8** on the next page). The current zoning permits current conditions, but not the proposal. A site-specific Zoning By-law Amendment ('ZBA') is requested to re-zone the Site to 'Back-to-Back Townhouses on a Common Element Condominium Road (RM11)' with site-specific provisions.

A draft Zoning By-law Table with the requested site-specific provisions has been prepared and a copy is provided in **Appendix II** of this Report. More specifically, the ZBA seeks to introduce the following site-specific permissions to the proposed RM11 Zone:

- To permit site-specific building envelope regulations;
- To permit site-specific visitor parking standards; and,
- To permit site-specific landscaping standards.

Table 3 below and on the right summarizes the proposed site-specific exceptions to the RM11 Zone and the rationale for these exceptions.

Table 3 / Summary of Requested RM11 Exceptions & Rationale

REQUESTED EXCEPTION	RATIONALE
<i>Modified Building Envelope</i>	To implement the desired built forms, while maintaining appropriate compatibility and transition to the surrounding Clarkson – Lorne Park community

REQUESTED EXCEPTION	RATIONALE
<i>Modified Visitor Parking Standard</i>	In order to implement the desired built forms and optimal site design, a site-specific visitor parking standard is requested. As further demonstrated in the accompanying Transportation Impact Study ('TIS'), the requested visitor parking standard is appropriate given the Site's proximity to transit services and active transportation networks. The requested standard is also capable of accommodating the proposed visitor parking demands, will serve to further implement Council's direction to encourage developments which support increased transit ridership and sustainable modes and will facilitate an optimized site design
<i>Modified Landscape Standard</i>	In efforts to accommodate the desired built forms and sustainable building strategies, a site-specific landscaping standard is requested. The requested standard seeks to implement reduced landscape buffer widths in certain instances in order to accommodate a safe, comfortable and attractive pedestrian environment that includes streetscaping and landscaped open spaces. As demonstrated on the accompanying Conceptual Site Plan, a variety of landscape enhancements are to be provided. These enhancements, coupled with the requested landscaping standard, will enable a development that is well-designed, appropriate and desirable

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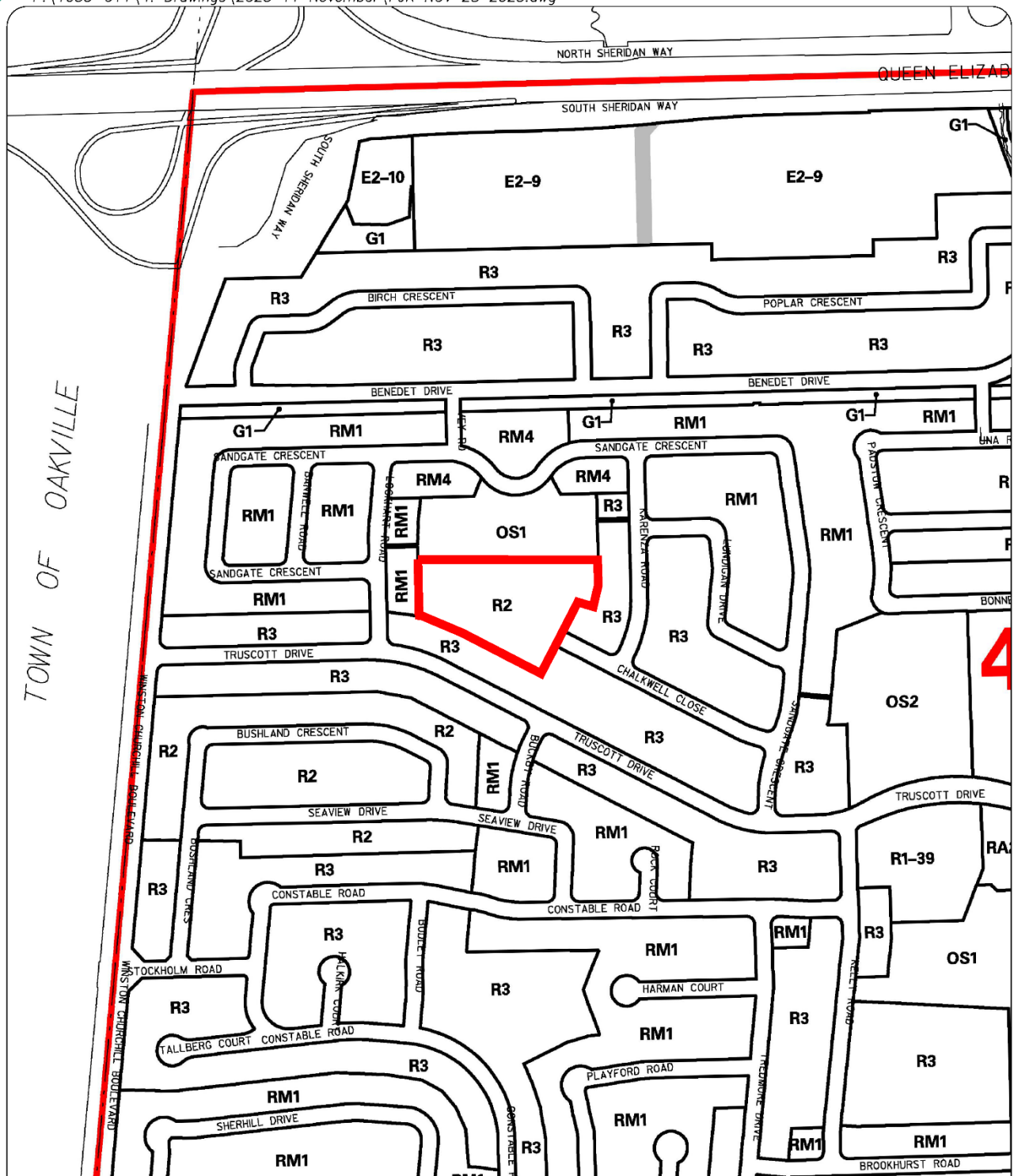


FIGURE 8 MISSISSAUGA ZONING BY-LAW

ZONING BY-LAW NO. 0225-2007 - MAP 11

LEGEND

Subject Lands

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SCALE NTS
NOVEMBER 28, 2023

6 / SUMMARY & CONCLUSION

As outlined above, together with the supporting studies, the proposed development and associated Official Plan Amendment and Zoning By-law Amendment ('ZBA', or the 'Amendments'), represent an appropriate development for the Subject Lands that is in keeping with the policies and intent of the Region of Peel Official Plan and the Mississauga Official Plan. Furthermore, based on the existing physical context and surrounding Clarkson – Lorne Park community, a technical assessment of the proposal as well as an analysis of the proposal within the current policy and regulatory context of the Province, Region and City, we conclude the following:

1. The proposed Official Plan Amendment and Zoning By-law Amendment represent appropriate development on the Subject Lands given the existing use of the Site, planned evolution of the Subject Lands and surrounding context;
2. The proposal provides an appropriately designed and compatible infill development for the Clarkson – Lorne Park community that will contribute to the provision of new housing options and the achievement of a complete community;
3. The proposed Amendments are consistent with the Provincial Policy Statement, 2020;
4. The proposal conforms to A Place to Grow: A Growth Plan for the Greater Golden Horseshoe, 2020;
5. The proposal conforms to the policy directions of the Region of Peel Official Plan, 2022;
6. The proposal can be adequately serviced by existing municipal services;
7. The proposed development will not create adverse impacts to existing uses or the surrounding area;
8. The proposal is in keeping with the character and planned context of the Clarkson – Lorne Park community, and it provides an opportunity for contextually appropriate, gentle density and infill residential development within the City's Built-Up Area; and,
9. The proposal upholds the overall City Structure and further implements the development objectives as identified by the Mississauga Official Plan.

Accordingly, we conclude that the proposed Amendments are appropriate, represent good planning and implement the City, Regional and Provincial vision for the Subject Lands.

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.




Jim Levac, MCIP, RPP
Partner

Stephanie Matveeva, MCIP, RPP
Associate

APPENDIX I / Draft Official Plan Amendment

Amendment No. XXX
to
Mississauga Official Plan

The following text constitutes Amendment No. XXX

PURPOSE

The purpose of this Amendment is to amend Schedule 10, Land Use Designations.

LOCATION

The lands affected by this Amendment are located on the west side of Chalkwell Close, north of Truscott Drive. The land is municipally addressed as 2620 Chalkwell Close. The Subject Lands are located within the Clarkson – Lorne Park Neighbourhood Character Area, as identified in the Mississauga Official Plan.

BASIS

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

The Mississauga Official Plan ('MOP') contains a City Structure which outlines where growth ought to be encouraged and discouraged within the City. The City Structure is comprised of Intensification Areas and Non-Intensification Areas. Non-Intensification Areas include Neighbourhoods. The Subject Lands are located within a Neighbourhood, where contextually appropriate, compact, pedestrian-oriented development is encouraged.

As per the in-effect Clarkson – Lorne Park Neighbourhood Character Area policies, a maximum building height and density are not specified. The overall, City-wide Neighbourhood policies require a maximum height of four (4) storeys be maintained. The City requires that the Site be re-designated to accommodate the proposed built form: this has been included in the enclosed implementing Official Plan Amendment.

The Subject Lands are currently designated 'Residential Low Density II'. Permitted uses on the Subject Lands include detached dwellings, semi-detached dwellings, duplex dwellings, triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.

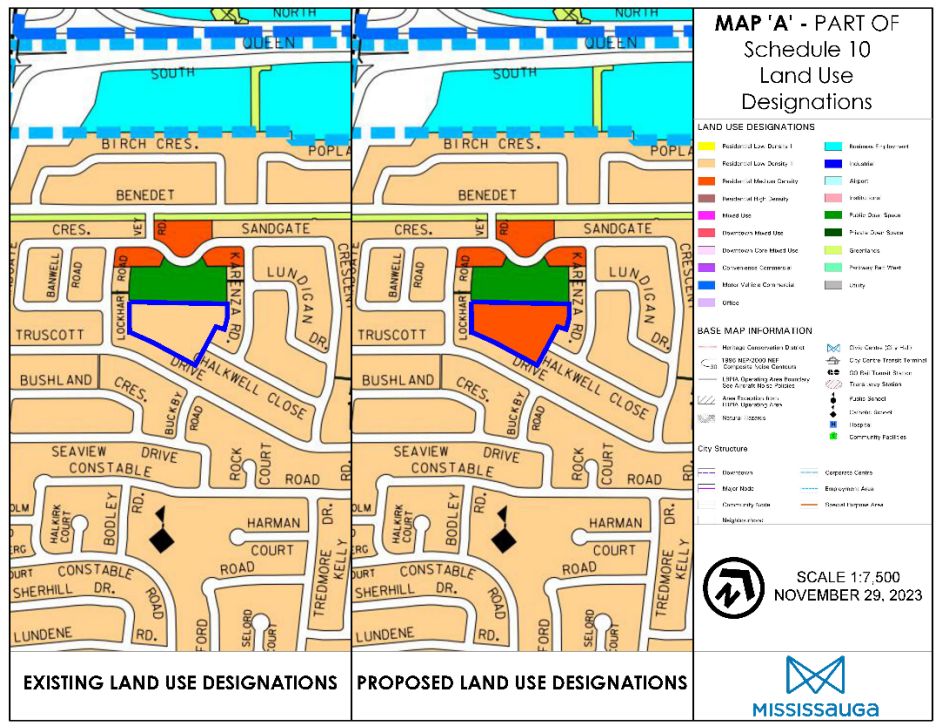
The Official Plan Amendment is required to amend Schedule 10, Land Use Designations to apply a Residential Medium Density designation to the Site. The Official Plan Amendment is required to permit the proposed built form. Overall, the proposed Official Plan Amendment is to further implement City Council's direction as outlined in the recent City initiatives to promote contextually appropriate development within Neighbourhoods. The proposed Official Plan Amendment is acceptable from a planning perspective and should be approved for the reasons as follows:

1. The proposed development is consistent with the Provincial Policy Statement (2020) and conforms to and does not conflict with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). In addition, the proposed development will bring the Peel Regional Official Plan (2022) and the Mississauga Official Plan (2023) into consistency with the Provincial Policy Statement and into conformity with A Place to Grow. The proposed development represents reinvestment and intensification of an underutilized site.

2. The Subject Lands are located within a Built-Up Area of the City and within a comfortable 5 to 10-minute walking distance of transit stops as well as services and facilities to meet daily needs. As noted in A Place to Grow, the Peel Regional Official Plan and the Mississauga Official Plan, Built-Up Area lands are areas for intensification and compact, pedestrian-oriented development to occur.
3. The proposed development will utilize existing servicing and future servicing can be provided in an efficient, cost-effective manner.
4. The proposal with heights of 3 storeys is a compact, compatible development on lands that are well-served by existing transit networks. The Site is also well-served by existing greenspace, active transportation networks and service and retail establishments in the surrounding area. Bringing additional residents to this otherwise underutilized parcel will bring families and households within a comfortable walking distance to an abundance of services, facilities and amenities which will support the creation of Clarkson – Lorne Park as a complete, vibrant, walkable community.
5. The proposed development will improve and contribute to the evolution of Clarkson – Lorne Park as a complete, vibrant community with housing choice.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Schedule 10, Land Use Designations, is hereby amended by re-designating the Site to 'Residential Medium Density'.



IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, the 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 the Mississauga Official Plan dated July 27, 2023.

INTREPRETATION

The provisions of the 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 the Mississauga Official Plan.

A By-law to Adopt Mississauga Official Plan Amendment No. XXX

WHEREAS in accordance with the provisions of Sections 17 and 21 of the *Planning Act*, R.S.. 1990, c.P. 13, as amended (*Planning Act*), Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing authorized the Regional Municipality of Peel ('Region' or 'Regional') an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, Regional Council passed By-law Number 1 – 2000 which exempted all Local Municipal Official Plan Amendments adopted by local Council in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. XXX, in his or her opinion the Amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desired to adopt certain amendments to the Mississauga Official Plan regarding a change to land use and to the Clarkson – Lorne Park 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. XXX to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this _____ day of _____, 20XX.

Mayor

Clerk

APPENDIX II / Draft Zoning By-law Table

2620 Chalkwell Close

City File: DARC 23-155 W2

Type of Application: Zoning By-law Amendment

NOTE: Nothing in this document precludes our ability to add and / or change provisions throughout the planning process. We reserve the right to review any final By-law(s) prior to approval.

Notwithstanding the Section(s) outlined under the 'Required Zoning Standard / Regulation', the standard(s) shown under 'Proposed Zoning Standard / Regulation' shall apply.

BY – LAW SECTION	REGULATION	REQUIRED (RM11 Zone) STANDARD	REQUESTED (RM11-XX) STANDARD
3.1.1.12.1	Minimum Number of Required Electric Vehicle Ready Parking Spaces	Precinct 4 Back-to-Back Townhouse with exclusive use garage and / or driveway: 20% of the total required parking spaces or 1.0 space, whichever is greater	Provision met
3.1.2.1.1	Required Number of Parking Spaces for Residential Uses	Precinct 4 Back-to-Back Townhouse with exclusive use garage and driveway 2.0 resident spaces per unit 0.25 visitor spaces per unit	Delete provision – permit a visitor parking standard of 0.23 spaces per unit
3.1.3.1.	Required Number of Accessible Parking Spaces	4% of the total visitor parking spaces required	Provision met
3.1.3.1.2	Accessible Parking Spaces	Where more than one accessible parking space is required: (1) If an even number of accessible parking spaces is required, an equal number of Type A and Type B accessible parking spaces must be provided	Provision met
4.1.1.3	Dwelling Unit	A dwelling unit shall be located within a storey, but not below the first storey	Provision met
4.1.14.1	Common Element	CEC-visitor parking spaces shall be provided within a common element area	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RM11 Zone) STANDARD	REQUESTED (RM11-XX) STANDARD
	Condominium (CEC)		
4.1.14.2	Common Element Condominium (CEC)	The width of the paved portion of a CEC-road shall be the perpendicular distance measured between the inside faces of opposing curbs. At the point where a CEC-visitor parallel parking space abuts a CEC-road, the width of the paved portion of the CEC-road shall be the perpendicular distance measured between the CEC-visitor parallel parking space and the inside face of the opposing curb	Provision met
4.14A.1	RM11 – Permitted Uses	Back to back townhouses on a CEC – Road	Provision met
4.14A.1	RM11 – Zone Regulations	Minimum Lot Frontage – Interior Lot – 5.0 m	Delete provision – a minimum interior lot frontage of 4.5 metres is requested
4.14A.1	RM11 – Zone Regulations	Minimum Lot Frontage – CEC - Corner Lot – 8.3 m	Delete provision – a minimum corner lot frontage of 4.7 m is requested in accordance with Schedule B of this By-law
4.14A.1	RM11 – Zone Regulations	Minimum Dwelling Unit Width – 5.0 m	Delete provision – a minimum dwelling unit width of 4.5 m is requested in accordance with Schedule B of this By-law
4.14A.1	RM11 – Zone Regulations	<i>Maximum Height</i>	
4.14A.1	RM11 – Zone Regulations	Highest Ridge Sloped Roof – 15.0 m and 3 storeys	Not Applicable
4.14A.1	RM11 – Zone Regulations	Highest Ridge Flat Roof – 11.0 m and 3 storeys	Delete provision – a maximum height of 12.0 m and 3 storeys is requested in accordance with Schedule B of this By-law
4.14A.1	RM11 – Zone Regulations	Calculation of maximum height shall be exclusive of structures for rooftop access, provided that the structure complies with the following:	Delete provision – a rooftop structure shall be permitted in

BY – LAW SECTION	REGULATION	REQUIRED (RM11 Zone) STANDARD	REQUESTED (RM11-XX) STANDARD
		Maximum height – 3.0 m Maximum floor area – 20.0 sq m Minimum setback from the exterior edge of the building – 3.0 m	accordance with the following: A maximum height of 4 m; A maximum floor area of 20 sq m; A 1.0 m minimum setback from the exterior edge of the building
4.14A.1	RM11 – Zone Regulations	<i>Minimum Front Yard</i>	
4.14A.1	RM11 – Zone Regulations	Interior Lot / CEC – corner lot – 4.5 m	Delete provision – a minimum front yard of 1.45 m is requested
4.14A.1	RM11 – Zone Regulations	Minimum setback from a garage face to a street, CEC – road or CEC-sidewalk – 6.0 m	Not Applicable
4.14A.1	RM11 – Zone Regulations	<i>Minimum Exterior Side Yard</i>	
4.14A.1	RM11 – Zone Regulations	Lot with an exterior side lot line that is a street line – 7.5 m	Not Applicable
4.14A.1	RM11 – Zone Regulations	Minimum setback from a garage face to a street, CEC-road or CEC – sidewalk – 6.0 m	Not Applicable
4.14A.1	RM11 – Zone Regulations	<i>Minimum Interior Side Yard</i>	
4.14A.1	RM11 – Zone Regulations	Attached side – 0.0 m	Provision met
4.14A.1	RM11 – Zone Regulations	Unattached side – 1.5 m	Provision met
4.14A.1	RM11 – Zone Regulations	Where interior side lot line abuts a CEC – landscaped buffer – 4.5 m	Provision met
4.14A.1	RM11 – Zone Regulations	<i>Encroachments, Projections and Setbacks</i>	

BY – LAW SECTION	REGULATION	REQUIRED (RM11 Zone) STANDARD	REQUESTED (RM11-XX) STANDARD
4.14A.1	RM11 – Zone Regulations	Maximum encroachment of an awning, window, chimney, pilaster or corbel, window well into the required front and exterior side yards – 0.6 m	Provision met
4.14A.1	RM11 – Zone Regulations	Maximum projection of a balcony or deck, exclusive of stairs, from the outermost face or faces of the building – 2.0 m	Provision met
4.14A.1	RM11 – Zone Regulations	Minimum setback from a lot with any side lot line abutting a CEC-road – 4.5 m	Delete provision – a 2.0 m setback to a lot with any side lot line abutting a CEC-road is requested in accordance with Schedule B of this By-law
4.14A.1	RM11 – Zone Regulations	Minimum setback from a lot with any side lot line abutting a CEC-sidewalk – 1.5 m	Delete provision – permit a 0.5 m setback from a lot with any side lot line abutting a CEC-sidewalk
4.14A.1	RM11 – Zone Regulations	Minimum setback from a porch, exclusive of stairs, located at and accessible from the first storey, to a CEC-road, sidewalk or parking space – 2.5 m	Provision met
4.14A.1	RM11 – Zone Regulations	Minimum setback from a side wall of a building to a CEC-road, sidewalk or parking space – 3.0 m	Delete provision – permit a 2.0 m setback from a side wall of a building to a CEC-road, sidewalk or parking space
4.14A.1	RM11 – Zone Regulations	Minimum setback of a building to a CEC-amenity area – 1.5 m	Provision met
4.14A.1	RM11 – Zone Regulations	Minimum setback between a parking space and a street – 3.0 m	Not Applicable
4.14A.1	RM11 – Zone Regulations	<i>Attached Garage, Parking and Driveway</i>	
4.14A.1	RM11 – Zone Regulations	Attached garage – required	Provision met
4.14A.1	RM11 – Zone Regulations	Minimum parking spaces – required	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RM11 Zone) STANDARD	REQUESTED (RM11-XX) STANDARD
4.14A.1	RM11 – Zone Regulations	Minimum visitor parking spaces – required	Delete provision – a reduced visitor parking standard of 0.23 spaces per unit is requested
4.14A.1	RM11 – Zone Regulations	Maximum driveway width – 2.6 m	Provision met
4.14A.1	RM11 – Zone Regulations	<i>MINIMUM LANDSCAPE AREA & PRIVATE OUTDOOR SPACE</i>	
4.14A.1	RM11 – Zone Regulations	Minimum required landscaped soft area per lot – 3.0 sq m	Provision met
4.14A.1	RM11 – Zone Regulations	Minimum contiguous private outdoor space per lot – 6.0 sq m	Provision met
4.14A.1	RM11 – Zone Regulations	Minimum setback of a rooftop amenity spaces from all exterior edges of a building within 7.5 m, or less, of a zone which permits detached dwellings and / or semi-detached – 1.0 m	Provision met
4.14A.1	RM11 – Zone Regulations	<i>CEC – Road, Aisles and Sidewalks</i>	
4.14A.1	RM11 – Zone Regulations	Minimum width of a CEC-road – 7.0 m	Delete provision – permit a 6.0 m CEC-road width
4.14A.1	RM11 – Zone Regulations	Minimum width of a CEC-road with an abutting parallel visitor parking space – 6.0 m	Provision met
4.14A.1	RM11 – Zone Regulations	CEC-road and aisles are permitted to be shared with abutting lands with the same Base Zone and/or Exception Zone – required	Provision met
4.14A.1	RM11 – Zone Regulations	Minimum width of a sidewalk traversed by a driveway – 2.0 m	Delete provision – permit a 1.8 m width of a sidewalk traversed by a driveway
4.14A.1	RM11 – Zone Regulations	Minimum width of a sidewalk not traversed by a driveway – 1.5 m	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RM11 Zone) STANDARD	REQUESTED (RM11-XX) STANDARD
4.14A.1	RM11 – Zone Regulations	Minimum CEC-landscaped buffer abutting any side and rear lot line – 3.0 m	Delete provision – permit a reduced landscaped buffer in accordance with Schedule B of this By-law
4.14A.1	RM11 – Zone Regulations	Minimum contiguous CEC-amenity area – the greater of 2.8 sq m per dwelling unit or 5% of the lot area	Provision met

DRAFT

LOCKHART ROAD

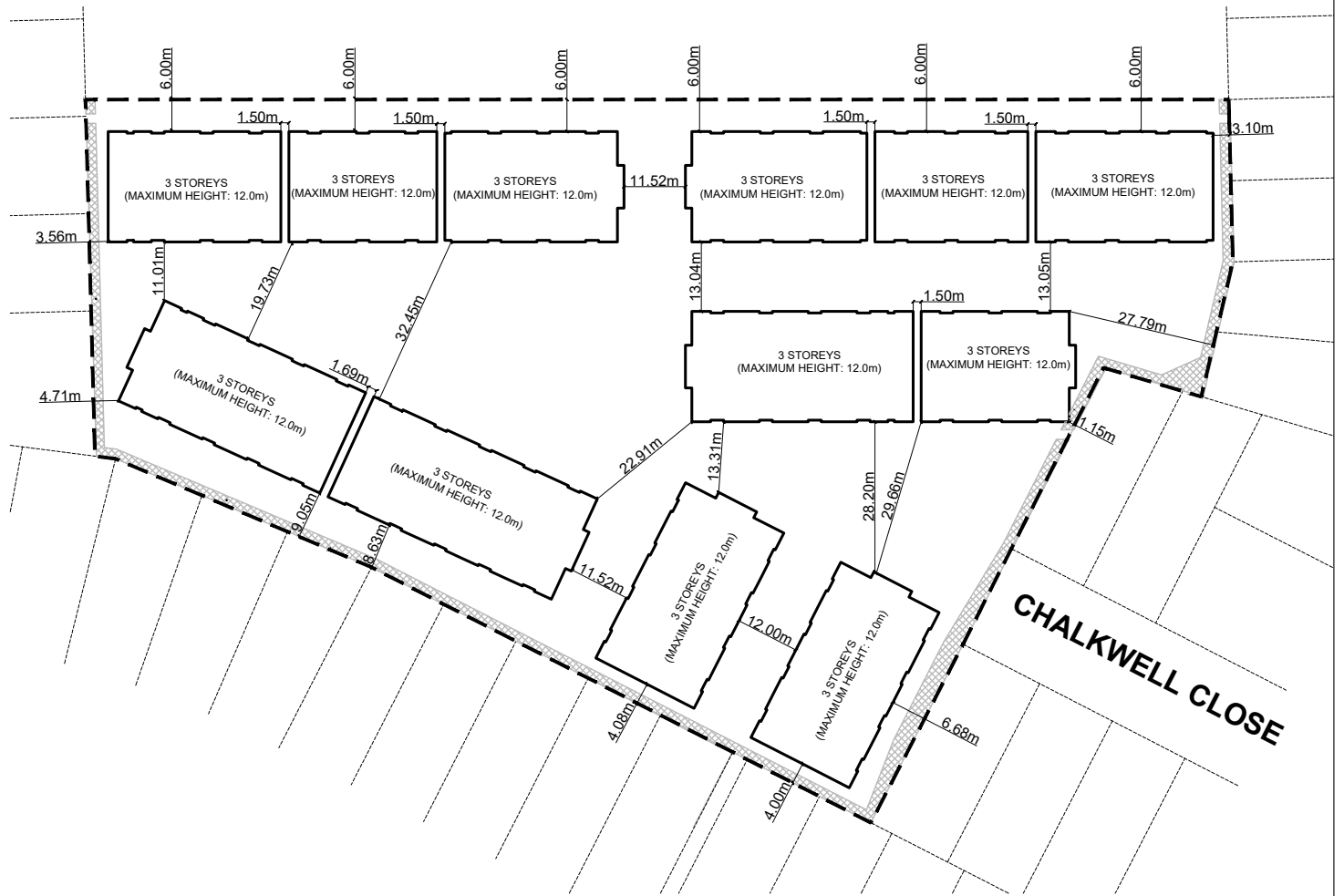
RM-11XX

CHALKWELL CLOSE



BLOCK B, REGISTERED PLAN 618
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

THIS IS SCHEDULE 'A' TO
BY-LAW _____
PASSED BY COUNCIL



NOTES:

- ALL MEASUREMENTS ARE IN METRES AND ARE MINIMUM SETBACKS, UNLESS OTHERWISE NOTED.
- HEIGHT MEASURED BASED ON THE CALCULATION OF ESTABLISHED GRADE.

LEGEND

- BUILDABLE AREA
- LANDSCAPE BUFFER

BLOCK B, REGISTERED PLAN 618
 CITY OF MISSISSAUGA
 REGIONAL MUNICIPALITY OF PEEL

THIS IS SCHEDULE 'B' TO
 BY-LAW _____
 PASSED BY COUNCIL