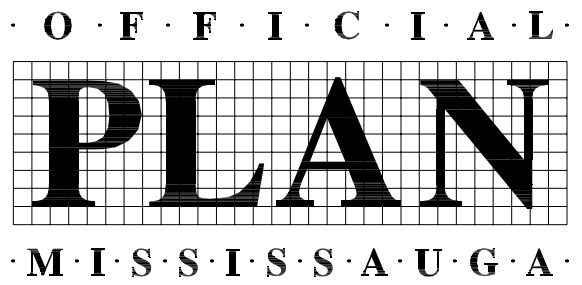


NOTE:

THE POLICIES IN THIS DOCUMENT ARE SPECIFIC TO THE CLARKSON-LORNE PARK PLANNING DISTRICT OF CITY PLAN, AND MUST BE READ IN CONJUNCTION WITH ALL THE POLICIES OF CITY PLAN

PLEASE REFER TO CITY PLAN FOR ADDITIONAL CITY-WIDE POLICIES WHICH APPLY TO THIS DISTRICT.

THE CLARKSON-LORNE PARK DISTRICT POLICIES OF CITY PLAN CAME INTO EFFECT 1999 OCTOBER 20, EXCEPT FOR THE AREAS MARKED AND OUTLINED IN THIS PLAN, WHICH HAVE BEEN APPEALED TO THE ONTARIO MUNICIPAL BOARD.



**SECTION 6.8
CLARKSON-LORNE PARK
DISTRICT POLICIES
OF
CITY PLAN**

2002 March

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Clarkson-Lorne Park District Policies of City Plan

OFFICE CONSOLIDATION

This is an office consolidation of the Clarkson-Lorne Park District Policies of City Plan, Amendment No. 6 to City Plan, as amended, prepared for the purpose of convenience only. For accurate reference, the "originals" should be consulted.

The number in brackets and italics, eg. (*CPA-123*), at the end of a section, subsection, paragraph, subparagraph, etc., is the number of the Amendment or By-law amending the Clarkson-Lorne Park District Policies of City Plan.

The following text and map, attached hereto, constitute the Clarkson-Lorne Park District Policies of City Plan, Amendment No. 6 to City Plan, for the City of Mississauga Planning Area, being an office consolidation of the original Clarkson-Lorne Park District Policies of City Plan, Amendment No. 6 to City Plan, as modified and approved by the Regional Municipality of Peel, 1999 October 20, save and except certain parts of the District Policies that were appealed to the Ontario Municipal Board.

	SECTION	DATE	STATUS	APPROVED BY
Amendment 6	Clarkson-Lorne Park District Policies and District Land Use Map	1999 Oct. 20	Partially approved with modification and appeals to OMB	Region of Peel
District Policies subsequently further approved or amended by:				
AMENDED BY	SECTION	DATE	STATUS	APPROVED BY
Amendment 75	District Policies and District Land Use Map	2000 Feb. 22	All approved	Region of Peel
Amendment 78	District Policies and District Land Use Map	2000 Apr. 12	All approved	Region of Peel
Amendment 6	Appeal B3	2000 June 09	Further approval with modifications	Ontario Municipal Board Order No. 0869
Amendment 6	Appeal B3	2000 June 23	Amended OMB Order	Ontario Municipal Board Order No. 0920
Amendment 6	Appeal B1	2001 Mar. 26	Further approval appeal withdrawn All approved	Ontario Municipal Board Order No. 0452
Amendment 83	District Policies and District Land Use Map	2001 Mar. 26	All approved	Ontario Municipal Board Order No. 0452
Amendment 105	District Policies	2001 Aug. 08	All approved	City of Mississauga

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Specific policies in this section must be read in conjunction with all the policies in this Plan.

Clarkson-Lorne Park District Policies of City Plan

PREFACE

The adopting By-law and Regional Municipality of Peel approval certificate for the Clarkson-Lorne Park District Policies of City Plan, Amendment No. 6 to City Plan, is on file in the Planning and Building Department.

CITY OF MISSISSAUGA APPROVAL

The Clarkson-Lorne Park District Policies of City Plan, Amendment No. 6 to City Plan, for the City of Mississauga Planning Area, was adopted by By-law Number 315-99 by City Council on the 14th day of July, 1999.

REGION OF PEEL APPROVAL

Pursuant to sections 17(34) and (35) of the *Planning Act*, the Regional Municipality of Peel made a Decision on 1999 Sept. 29, to modify and approve all of the Clarkson-Lorne Park District Policies of City Plan, Amendment No. 6 to City Plan, for the City of Mississauga Planning Area as adopted by By-law Number 315-99.

Dated at Brampton this 29th day of Sept. 1999.

"PETER E. ALLEN"

Commissioner of Planning
Planning Department
Regional Municipality of Peel

This Notice of Decision was issued 1999 Sept. 29 with the Last Date of Appeal being 1999 Oct. 19.

ONTARIO MUNICIPAL BOARD APPEALS

THE CLARKSON-LORNE PARK DISTRICT POLICIES OF CITY PLAN, AMENDMENT NO. 6 TO CITY PLAN, CAME INTO EFFECT 1999 OCTOBER 20, EXCEPT FOR THE FOLLOWING WHICH HAVE BEEN APPEALED TO THE ONTARIO MUNICIPAL BOARD.

Pursuant to section 17(42) of the *Planning Act*, the Regional Municipality of Peel is forwarding to the Ontario Municipal Board the following parts of the Clarkson-Lorne Park District Policies of City Plan, Amendment No. 6 to City Plan, which have been appealed as set out in Part B, and indicated in the Clarkson-Lorne Park District Policies of City Plan text and on the Clarkson-Lorne Park District Land Use Map and labelled as **B#**.

THE FOLLOWING PARTS OF THE CLARKSON-LORNE PARK DISTRICT POLICIES OF CITY PLAN, AMENDMENT NO. 6 TO CITY PLAN, HAVE BEEN APPEALED:

- B1.** The following as they apply to the lands situated at 1155 Birchview Drive (1304326 Ontario Inc. and the MAC Corp.):
- Section 6.8.4.1.1 - Residential Low Density I, Residential, Land Use;
 - Clarkson-Lorne Park District Land Use Map, shown as Residential Low Density I.

WITHDRAWN

OMB Order No. 0452 - 2001 March 26

- B2.** The following as it applies to the lands situated at 640 Kedelston Way (Rob-co Importing and Trading Ltd.)
- Clarkson-Lorne Park District Land Use Map, shown as Residential Low Density I.

- B3.** The following as they apply only to the lands owned by Mattamy (Lorne Park) Limited:
- Section 6.8.2, third sentence, first paragraph - Development Concept;
 - Section 6.8.2, last sentence, third paragraph - Development Concept;
 - Section 6.8.4.1.1.c - Residential Low Density I, Residential, Land Use;
 - Section 6.8.6.1.d - Road System, Transportation;
 - Sections 6.8.8.5.d and f - Site 4, Special Site Policies;

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Clarkson-Lorne Park District Policies of City Plan

- Clarkson-Lorne Park District Land Use Map, shown as Existing Stormwater Management Facilities and Elementary Separate School symbols on the land located south of Indian Road and west of Kane Road.

APPROVED AS MODIFIED

OMB Order No. 0869 - 2000 June 09 and

OMB Order No. 0920 - 2000 June 23.

"PETER E. ALLEN"

Commissioner of Planning

Planning Department

Regional Municipality of Peel

NOTE:

FOR THOSE PARTS OF THE CLARKSON-LORNE PARK DISTRICT POLICIES OF CITY PLAN, AMENDMENT NO. 6 TO CITY PLAN, THAT ARE SUBJECT TO THE APPEALS FORWARDED TO THE ONTARIO MUNICIPAL BOARD, THE RELEVANT PARTS OF THE CITY PLAN APPROVED 1997 JULY 08, AND SUBSEQUENTLY AMENDED, AND THE OFFICIAL (PRIMARY) PLAN APPROVED 1981 APRIL 16, AND SUBSEQUENTLY AMENDED, OR DISTRICT PLANS, AS AMENDED, WILL APPLY UNTIL THE MATTERS IN QUESTION HAVE BEEN DECIDED.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Clarkson-Lorne Park District Policies of City Plan



Specific policies in this section must be read in conjunction with all the policies in this Plan.

Clarkson-Lorne Park District Policies of City Plan

6.8 CLARKSON-LORNE PARK (CPA-6)

6.8.1 Planning Context

The Clarkson-Lorne Park area was originally designated for residential, commercial, industrial, open space, greenbelt, golf course, and cemetery uses in the Official Plan for the Township of Toronto Planning Area approved in 1953.

The Official (Primary) Plan approved in 1981 and the Clarkson-Lorne Park Secondary Plan approved in 1986 established the current configuration of the Clarkson-Lorne Park District.

City Plan which came into effect on July 5, 1997 established the area as predominantly residential and identified a multiple-use centre on Lakeshore Road West.

Clarkson-Lorne Park is a stable residential community with two distinct character areas - the east and west sides of Southdown Road.

Lands east of Southdown Road are developed largely for detached dwellings, predominately one storey (more recent construction is generally two storeys) in height on large lots with low lot coverage and generous setbacks, resulting in a low density development pattern.

The streets, many of which have natural shoulders without curbs and sidewalks in older areas, developed in a highly variable pattern ranging from a grid to crescents and culs-de-sac, which is discontinuous due to the numerous well defined watercourse valleys with steep slopes.

In many areas, and particularly in watercourse valleys, remnants of the original forest species remain, and mature poplar, oak, white birch, and maple are abundant, with several heavily forested areas.

The lands west of Southdown Road developed in a pattern more typical of post war community planning, consisting of a broad range and mix of housing built with full services on a road pattern dominated by crescents and culs-de-sac. It was one of the first areas in Mississauga with underground wiring, full services, and comprehensively planned school, recreation and commercial facilities.

The Clarkson Village Multiple Use Centre, generally between Southdown Road and Meadow Wood Road, provides a focus for the District with a mixture of street related shops, strip commercial/residential plazas, and a traditional neighbourhood shopping centre. Also, a mixture

of apartment and townhouses have developed in the vicinity of the GO Transit station. The District is also served by a mixture of neighbourhood and convenience centres, including those at Lorne Park Road, Clarkson Road and Truscott Drive. The latter, combined with a nearby Community Centre, apartment buildings and institutional uses provides a focus for the Park Royal neighbourhood.

The District is divided into eight subwatershed areas and contains an abundance of environmental features that are shown on Schedule 3, Environmental Areas, and the *Mississauga Natural Areas Survey*. The Rattray Marsh and Turtle Creek Reed Swamp are Provincially Significant Wetlands. There are also a number of Environmentally Significant Areas and Areas of Natural and Scientific Interest within the District including the Credit River, Lorne Park Prairie, Fudger's Marsh and the Rattray Marsh. The Credit River which forms a portion of the eastern boundary of the District is the main natural corridor within the City stretching from Lake Ontario northward. The Lake Ontario shoreline forms the south boundary and provides a natural link to west and east of the City. Lorne Park Estates is recognized as a Residential Woodland providing stopover for migratory species. These natural areas are complemented by an open space system of waterfront and community parks. (CPA-78)

Most of the lands are developed in the District with the exception of the vacant Imperial Oil lands (former Texaco Tank Farm) on the south side of Indian Road, west of Mississauga Road. Small scale industrial and commercial uses have developed along the south side of the South Sheridan Way, west of Southdown Road.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Clarkson-Lorne Park District Policies of City Plan

6.8.2 Development Concept

The Clarkson Lorne Park Planning District is generally a stable, established residential district which has, in many parts, evolved into a unique area which is characterized by low density housing on large, spacious and often heavily treed lots. The focus of these policies is on preserving the low density, low intensity character of existing neighbourhoods, and identifying areas for appropriate development and redevelopment. To satisfy compatibility concerns, infill development on detached dwelling lots will be required to recognise and enhance the scale and character of existing residential areas by having regard to the natural features, lot frontages and areas, building height, coverage, mass, setbacks, streetscape, privacy and overview. While these policies designate sites for limited redevelopment and intensification where it is deemed appropriate, new development will be required to be compatible with the existing residential area.

The Clarkson Village Commercial area will continue to function as a retail centre for the District and generally extends from Meadow Wood Road to Inverhouse Drive, including the apartments east of the Sheridan Creek. Thus, it is intended to preserve and strengthen the Clarkson Village Commercial Area along Lakeshore Road West by concentrating commercial and residential development within it, and ensuring that proposals for new retail commercial uses in the vicinity do not adversely affect the planned function of the Clarkson Village Commercial Area. Since the Clarkson Village Commercial Area is the primary focus for retail development in the District, these Policies recognise the existing retail commercial development in the vicinity of Lorne Park Road and the CNR tracks, and Clarkson Road and the CNR tracks, but provide for no additional retail commercial development in these two areas.

This Plan recognises the transportation constraints imposed by the Credit River, Lakeshore Road West and the Queen Elizabeth Way, and limited opportunities for improvement. The capacity of the transportation system is a constraint on development.

6.8.3 Urban Design Policies

6.8.3.1 Community Identity and Focus

- a. New developments should be compatible with and enhance the character of Clarkson-Lorne Park as a diverse established community by integrating with the surrounding area.
- b. New developments or redevelopments should be designed to reflect and enhance the Clarkson Village Commercial Area streetscape.
- c. The Clarkson Multiple-Use Centre, will be the focus of activity for the District, combining residential uses, cultural activities, shopping, dining, commerce and recreation.

6.8.3.2 Character Areas

For the purposes of this Plan parts of Clarkson-Lorne Park have been divided into Character Areas because of the unique characteristics which set them apart from each other and the remainder of the District. The Character Areas are divided into two distinct groups:

- C Mixed-Use/Linear Character Areas which have a commercial focus (Clarkson Village Commercial Area and Lorne Park Road Corridor);
- C Residential Character Areas which are stable residential neighbourhoods comprised mainly of detached dwellings (Clarkson Road Corridor, Lorne Park Estates, Meadow Wood, White Oaks, Tecumseh and Mississauga Road Corridor).

The location of these Character Areas are identified on Figure 1, Character Areas - Clarkson-Lorne Park District.

6.8.3.2.1 Mixed-Use/Linear Character Areas

6.8.3.2.1.1 Clarkson Village Commercial Area

- a. Encourage pedestrian walkways and elements along the edge of Turtle Creek to connect to the parking areas and the shopping street to encourage the visual enjoyment and surveillance of this natural creek feature.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Clarkson-Lorne Park District Policies of City Plan

- b. Encourage the development of symbolic gateways to define entry to and exit from Clarkson Village.
- c. Encourage more on-street parking and promote the introduction of well-lit on-site parking to be located at the rear of buildings with clear visibility and sight lines through to Lakeshore Road West.
- d. Encourage 2 to 3 storey, zero street lot line, mixed use development.
- h. Preserve existing mature high quality trees to maintain the existing mature nature of these areas.

6.8.3.2.1.2 Lorne Park Road Corridor

- a. This streetscape should emphasize older buildings which are close to the street.
- b. Encourage 2 storey, zero street lot line development, with buildings designed to de-emphasize height, and to be consistent with the residential character of the neighbourhood.

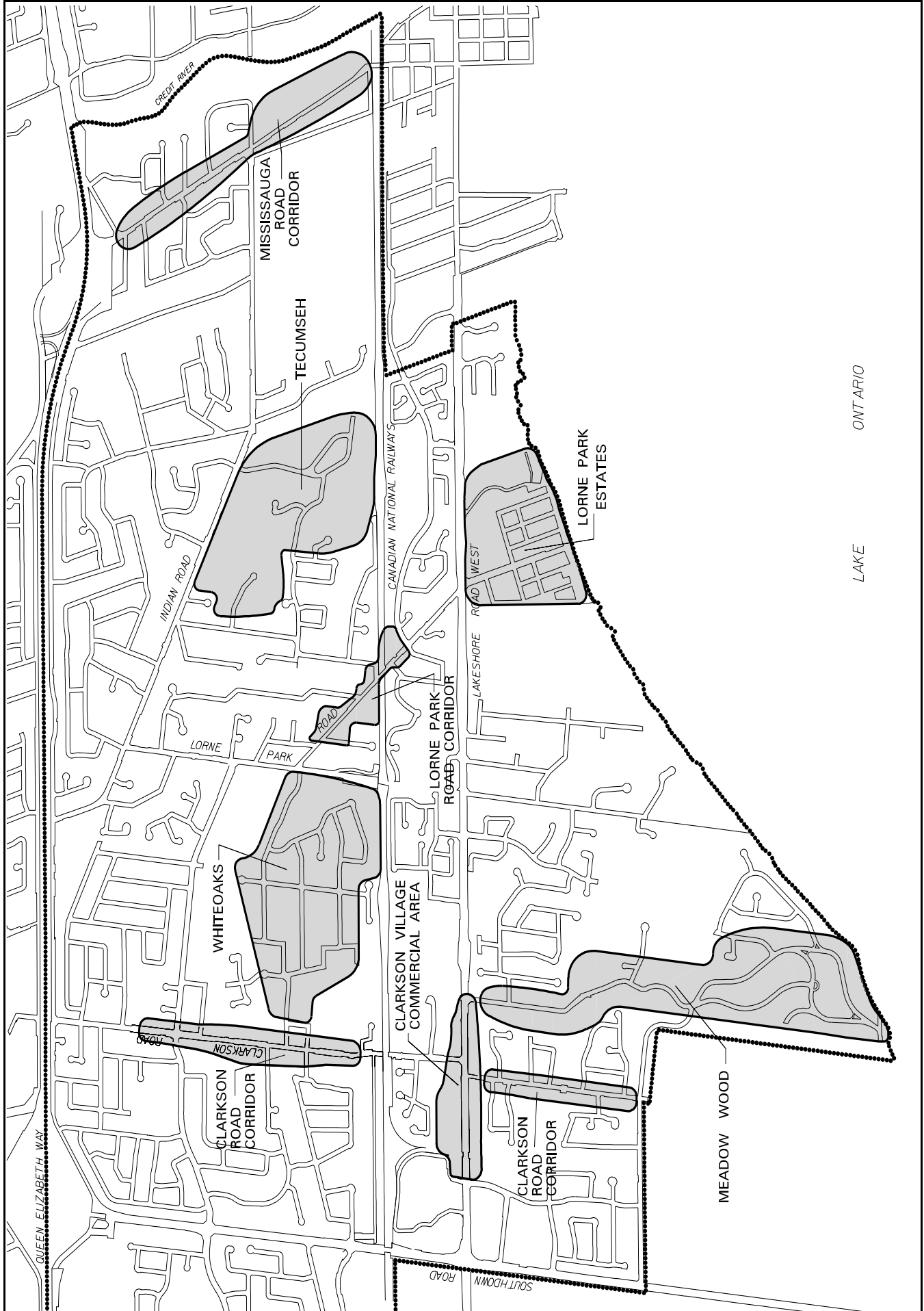
6.8.3.2.2 Residential Character Areas General Policies

- a. Preserve and enhance the generous front, rear and side yard setbacks.
- b. Ensure that existing grades and drainage conditions are preserved.
- c. Encourage new housing to fit the scale and character of the surrounding area, and take advantage of the features of a particular site, ie. topography, contours, mature vegetation.
- d. Garages should be recessed or located behind the main face of the house. Alternatively, garages should be located in the rear of the property.
- e. Ensure that new development has minimal impact on its adjacent neighbours with respect to overshadowing and overlook.
- f. Encourage buildings to be 1-2 storeys in height. The design of the building should de-emphasize the height of the house and be designed as a composition of small architectural elements, ie. projecting dormers and bay windows.
- g. Reduce the hard surface areas in the front yard.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Clarkson-Lorne Park District Policies of City Plan

Figure 1: Character Areas - Clarkson-Lorne Park District



Specific policies in this section must be read in conjunction with all the policies in this Plan.

Clarkson-Lorne Park District Policies of City Plan

6.8.4 Land Use

6.8.4.1 Residential

Notwithstanding the general City Plan policies, the following will apply:

6.8.4.1.1 Residential Low Density I

- a. Applications for infill residential development should have regard for the existing density of surrounding lands within the permitted density range.
- b. The Low Density I designation permits only detached dwellings, to a maximum density of 10 units per net hectare.
- c. To preserve the character of the area, the minimum frontage and area of new lots proposed along the periphery of a draft plan of subdivision, or which are subject to a consent application, will generally represent the **greater** of:
 - C the average lot frontage and lot area of lots on both sides of the same street within 120 m of the subject property. In the case of a corner lot, lots on both streets within 120 m will be considered; or
 - C the requirements of the Zoning By-law.

6.8.4.1.2 Residential Low Density II

- a. Applications for infill residential development should have regard for the existing density of surrounding lands within the permitted density range.
- b. The Low Density II designation permits only detached dwellings, for the area east of Southdown Road, with the exception of Special Sites 1, 7 and 13, at a maximum density of 15 units per net hectare. (CPA-83)
- c. The Low Density II designation permits detached, semi-detached and duplex dwellings, for the area west of Southdown Road, at a density of 11-30 units per net hectare provided, however, that any lot occupied by a detached dwelling at the time these policies come into effect will only be developed for a detached dwelling. (CPA-78)

- d. To preserve the character of the area, the minimum frontage and area of new lots proposed along the periphery of a draft plan of subdivision, or which are subject to a consent application, will generally represent the **greater** of:
 - C the average lot frontage and lot area of lots on both sides of the same street within 120 m of the subject property. In the case of a corner lot, lots on both streets within 120 m will be considered; or
 - C the requirements of the Zoning By-law.

6.8.4.1.3 Residential Medium Density I

The Medium Density designation permits townhouse dwellings within a net density range of 30-50 units per hectare.

6.8.4.1.4 Residential High Density I

The High Density I designation permits medium-rise apartment buildings at a maximum Floor Space Index of 1.0.

6.8.4.1.5 Residential High Density II

The High Density II designation permits apartment buildings at a maximum Floor Space Index of 2.5.

6.8.4.1.6 Intensification of Existing Apartment Sites

In addition to the policies regarding medium and high density development in this Plan, proposals for additional development on lands with existing apartment buildings will be subject to the following:

- a. on lands designated Residential High Density I or II other than those located within the Multiple Use Centre, development in addition to existing buildings will be restricted to the uses permitted in the Medium Density I designation, up to the maximum density specified for the high density designation;
- b. as a condition of development, the site in its entirety must meet current site plan and landscaping requirements.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Clarkson-Lorne Park District Policies of City Plan

6.8.4.2 Business Employment

6.8.4.2.1 Permitted Uses

Notwithstanding the Business Employment Policies of this Plan, only the following uses will be permitted:

- a. industrial uses within enclosed buildings including manufacturing, assembling, processing, fabricating, repairing, warehousing, distributing and wholesaling;
- b. uses accessory to the main industrial use including office, retail, daycare, cafeteria and recreational facilities, either within industrial buildings or in separate buildings within a complex of associated industrial buildings, provided that they are clearly accessory and occupy a small area in terms of floor space or site coverage relative to the size of the industrial plant;
- c. offices up to a maximum Floor Space Index of 0.5.

6.8.5 Natural Areas System

6.8.5.1 Residential Woodlands

Notwithstanding the Natural Areas System policies of this Plan concerning Residential Woodlands, sites with mature trees will be subject to a review of a tree preservation plan prior to consideration of proposed development.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Clarkson-Lorne Park District Policies of City Plan

6.8.6 Transportation

6.8.6.1 Road System

- a. No major changes to Clarkson Road, Truscott Drive, Lorne Park Road, and Indian Road will be undertaken except possibly minor channelization, reconstruction, bus-bay construction, and improvements of a similar nature.
- b. Notwithstanding the classification of Clarkson Road, Lorne Park Road, Indian Road and Mississauga Road, these roads will be limited to no more than two through lanes.
- c. Mississauga Road, in addition to being designated a Major Collector, is also identified as a scenic route and is subject to the scenic route policies of this Plan. The scenic route designation ensures that any maintenance or physical modification of the route reinforces or enhances the scenic route qualities of the roadway. In the event that planned major modifications are expected to have an adverse impact on the scenic route qualities, an Official Plan amendment will be required.
- d. No approvals for development on the south side of South Sheridan Way, west of Southdown Road, and for the former Tank Farm lands, will be given until the proponent has submitted an acceptable traffic impact study to the satisfaction of the City.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Clarkson-Lorne Park District Policies of City Plan

6.8.6.2 Road Classification

The transportation system for the District is illustrated on the Clarkson-Lorne Park District Land Use Map, and described in Table 1, Basic Road Characteristics, Clarkson-Lorne Park District.

TABLE 1: BASIC ROAD CHARACTERISTICS, CLARKSON-LORNE PARK DISTRICT				
ROAD TYPE	NAME	SECTION	JURISDICTION	RIGHTS-OF-WAY*
ARTERIAL	Lakeshore Road West	Southdown Road to Boundary of Port Credit District	City of Mississauga	35 m
	Winston Churchill Boulevard	Queen Elizabeth Way to Canadian National Railway tracks	Region of Peel Region of Halton	36/45 m (45 m at intersections)
	Southdown Road	Queen Elizabeth Way to Orr Road	City of Mississauga	35 m
MAJOR COLLECTOR	South Sheridan Way	Winston Churchill Boulevard to Mississauga Road	City of Mississauga	20 m
	Truscott Drive	Winston Churchill Boulevard to Sandgate Crescent	City of Mississauga	20 m
	Truscott Drive	Sandgate Crescent to Lorne Park Road	City of Mississauga	26 m
	Lorne Park Road	Indian Road to Truscott Drive	City of Mississauga	20 m
	Indian Road	Lorne Park Road to Mississauga Road	City of Mississauga	20 m
	Clarkson Road	South Sheridan Way to Lakeshore Road West	City of Mississauga	22 m
	Mississauga Road (Scenic Route)	Queen Elizabeth Way to Canadian National Railway tracks	City of Mississauga	26 m
MINOR COLLECTOR	As shown on District Land Use Map		City of Mississauga	20-26 m
LOCAL ROAD	As shown on District Land Use Map		City of Mississauga	17-20

* These are considered basic rights-of-way. At major intersections, grade separations, or major physical or topographical constraints, wider rights-of-way may be required to accommodate bus bays, auxiliary lanes, side slopes, bicycle paths, streetscape works, etc.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Clarkson-Lorne Park District Policies of City Plan

6.8.6.3 Parking

- a. Existing surface parking displaced by development will be replaced by equivalent or more convenient parking serving the same user groups. Additional public parking may be required for minor infill projects and additions to Lakeshore Road West commercial uses, where parking cannot be supplied on-site. To encourage compatible infilling and redevelopment as well and additions and improvements, City Council may support reduction in the parking requirements through the Payment-in-Lieu of Off-Street Parking Program, provided that adequate off-site parking is available close to the site; the Committee of Adjustment is encouraged not to support parking variances, but to refer these matters to City Council. However, should the Committee of Adjustment approve a variance from the required parking, entry into a payment-in-lieu agreement with the City should be made a condition of approval.
- b. The City will also encourage and promote better utilization of the existing parking inventory within the Clarkson Village Commercial Area through discussions with the members of the Clarkson Village Business Improvement Area.

6.8.7 Physical Services and Utilities

Prior to approval of development applications, a functional drainage report may be required to identify stormwater management strategies necessary to support the development proposal, to the satisfaction of the City of Mississauga, and the CVC. The drainage proposals for the development are also to be in accordance with the Tecumseh Creek Drainage Study, Birchwood Creek Drainage Study, and the Mississauga Stormwater Quality Control Strategy.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

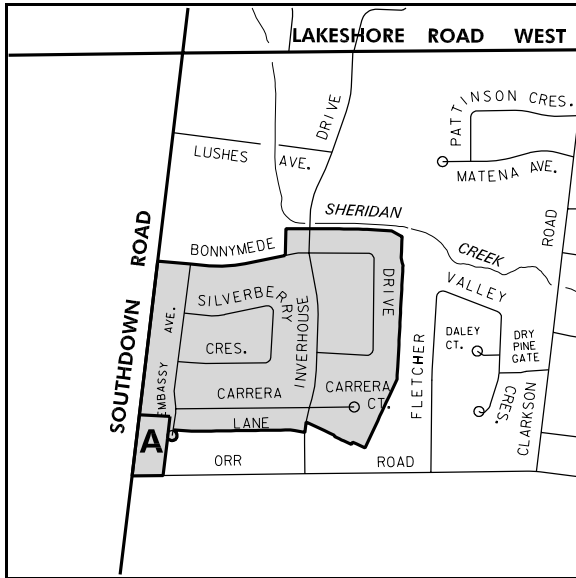
Clarkson-Lorne Park District Policies of City Plan

6.8.8 Special Site Policies

6.8.8.1 Introduction

Although most of the Clarkson-Lorne Park District is developed, there are sites which merit special attention. Any application for development of lands affected by a Special Site Policy will be subject to all City Plan policies, Site Development Plan requirements, and the provisions of this section.

6.8.8.2 Site 1 (CPA-105)

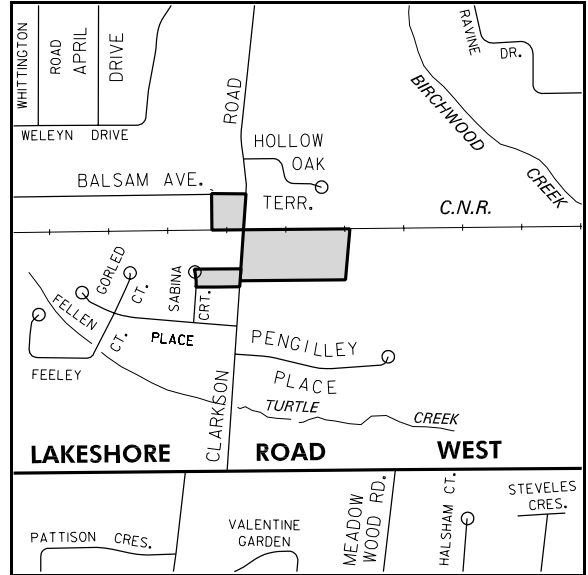


The lands identified as Special Site 1 are located east of Southdown Road, south of Bonnymede Drive. Notwithstanding the provisions of the Residential Low Density II designation as it applies to the area east of Southdown Road, semi-detached dwellings will also be permitted at a density of 11-30 units per net hectare.

a. Area 1A

The lands identified as Area 1A are located at the northeast corner of Southdown Road and Orr Road. A Shelter for Victims of Family Violence in the form of a building composed of office and residential uses with a maximum total gross floor area of 2 100 m² will also be permitted. (CPA-105)

6.8.8.3 Site 2

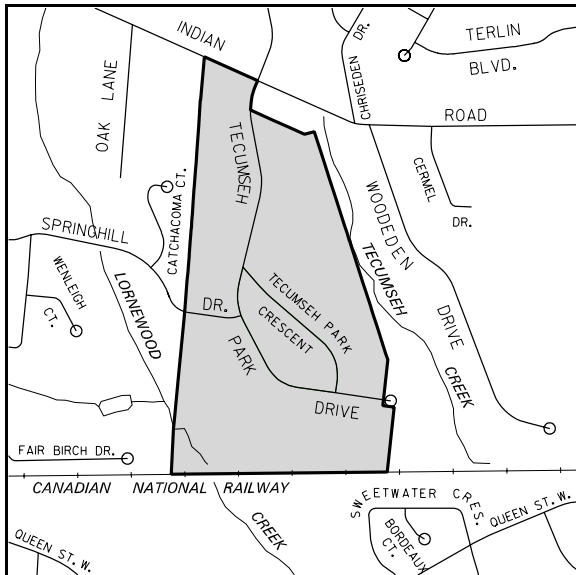


The lands identified as Special Site 2 are on the west and east sides of Clarkson Road, north and south of the CNR Notwithstanding the provisions of the Mixed Commercial designation, all types of restaurants are not permitted.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

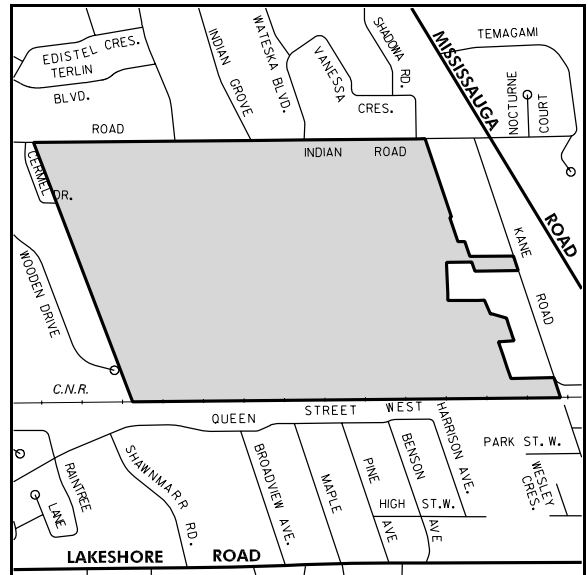
Clarkson-Lorne Park District Policies of City Plan

6.8.8.4 Site 3



The lands designated as Special Site 3 are on Tecumseh Park Drive and Tecumseh Park Crescent. Notwithstanding the provisions of the Residential Low Density I designation, any new lots will have a minimum lot frontage of 30 m.

6.8.8.5 Site 4



The lands identified as Special Site 4 are located between Indian Road and the CNR tracks, west of Kane Road. Notwithstanding their Residential Low Density I designation, the following additional policies will apply:

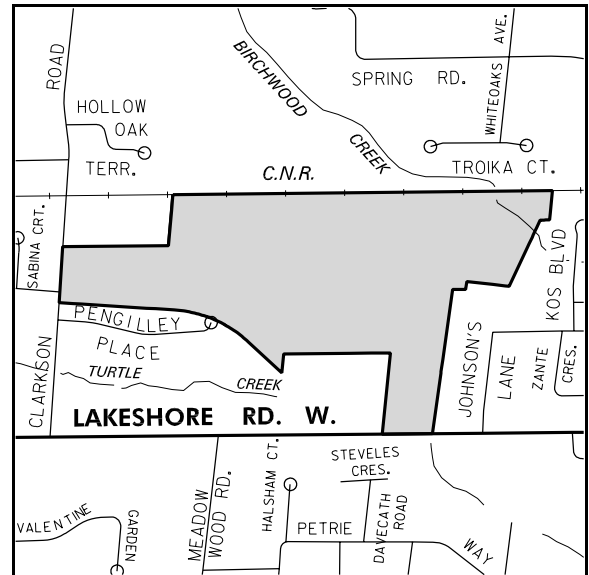
- a. no approvals for development will be given until the proponent has submitted a traffic impact study which is acceptable to the City and which study will demonstrate, among other matters, that there is sufficient capacity in the transportation system to accommodate any proposed development; (*CPA-78*)
- b. vehicular access to Kane Road will not be permitted;
- c. the road pattern should be designed to discourage the use of Indian Grove, Wateska Boulevard and Vanessa Crescent as shortcuts to Mississauga Road and South Sheridan Way. Further, Woodeden Drive and Cermel Drive will not be extended into the site but will remain as culs-de-sac;
- d. development on the periphery of the site will have general regard to *Infill Housing Design Guidelines* and the standards of By-law 610-90; (*OMB Order No. 0869*)
- e. development will be subject to the preparation of an Environmental Impact study which addresses, among other matters, tree preservation including, among other areas, the trees at the northern and western peripheries of the site, the water table and storm water management;
- f. garages should not project beyond the main face of the dwelling;

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Clarkson-Lorne Park District Policies of City Plan

- g. lots which abut Indian Road will have a minimum lot frontage of 22.5 m; (CPA-78)
- h. a pedestrian, or pedestrian/bicycle facility connecting this development site to the existing commercial development on the south side of the Canadian National Railway tracks is encouraged, the feasibility of which is to be reviewed during the development review process;
- i. no approvals for development will be given until the Region of Peel has received a satisfactory servicing study;
- j. the maximum density in Section 6.8.4.1.1.b of these policies will not apply to Special Site 4 and, instead, development of Special Site 4 will be subject to the requirement that the maximum number of detached dwellings will not exceed 395 units; (CPA-78)
- k. Section 6.8.4.1.1.c will not apply to Special Site 4. (OMB Order No. 0869 and OMB Order No. 0920)

6.8.8.6 Site 5



The lands identified as Special Site 5 are north of Lakeshore Road, East of Clarkson Road and commonly known as Birchwood Park

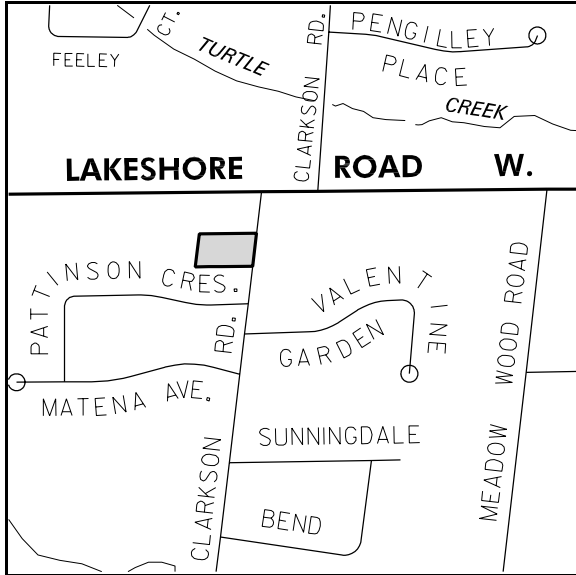
These lands have been identified as a closed waste disposal site. Notwithstanding the provisions of the Open Space designation, the uses permitted on the lands will be subject to the following additional policies:

- a. development within or adjacent to these lands will be restricted where such activity would constitute a hazard to human or ecosystem health;
- b. prior to the consideration of any development proposal on, or in proximity to, these lands, a detailed study will be submitted by the applicant to determine the impacts and area of influence of the waste disposal site. Where no information is available on the influence area of the site, a 500 m radius surrounding the waste cell is recommended by the Provincial Government. Any remediation that must be undertaken will be in accordance with Provincial Government legislation and guidelines; (CPA-78)
- c. development on lands formerly used for the disposal of waste, within a period of twenty five years or less, from last use for waste disposal, requires approval of the Provincial Government.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

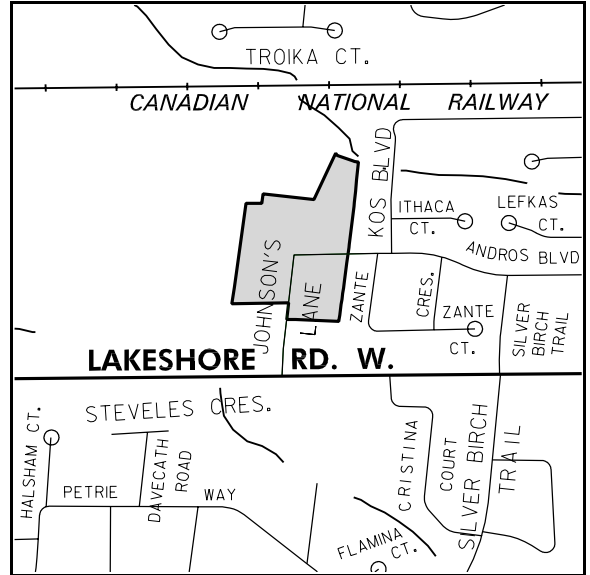
Clarkson-Lorne Park District Policies of City Plan

6.8.8.7 Site 6



The lands identified as Special Site 6 are on the west side of Clarkson Road, south of Lakeshore Road. Notwithstanding their Residential Low Density I designation, a business, professional or administrative office will also be permitted provided that it is designed to be compatible with the abutting residential area.

6.8.8.8 Site 7

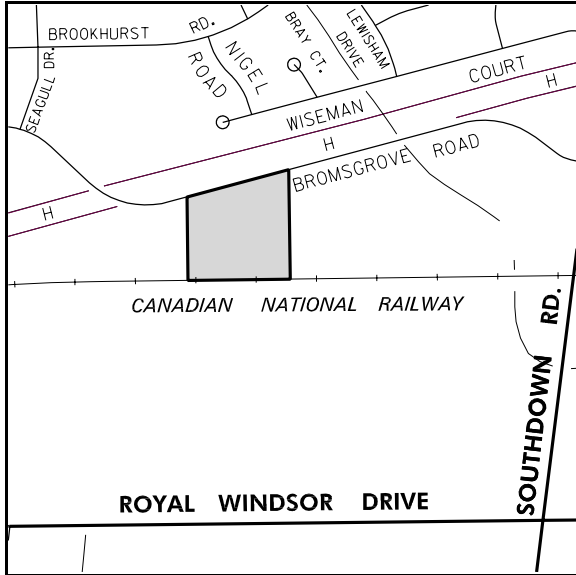


The lands identified as Special Site 7 are on the east and west sides of Johnson's Lane, north of Lakeshore Road. Notwithstanding the Residential Low Density II designation, the lands may be developed for detached and semi-detached dwellings, or any combination of thereof, within a net density range of 11-30 units per net hectare.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Clarkson-Lorne Park District Policies of City Plan

6.8.8.9 Site 8



The lands identified as Special Site 8 are located on the south side of Bromsgrove Road, east of Southdown Road. These lands have been identified as having potential contamination due to the previous use of the property for industrial purposes.

Notwithstanding the Residential High Density I designation of this Plan, the uses permitted on these lands will be subject to preparation of a concept plan for the entire site and the following additional policy:

- a. development applications on, or in proximity to these lands, will be subject to preparation of a concept plan for the entire site, and verification by the proponent of development, that the lands are suitable for the proposed use, in accordance with Provincial Government legislation and guidelines.

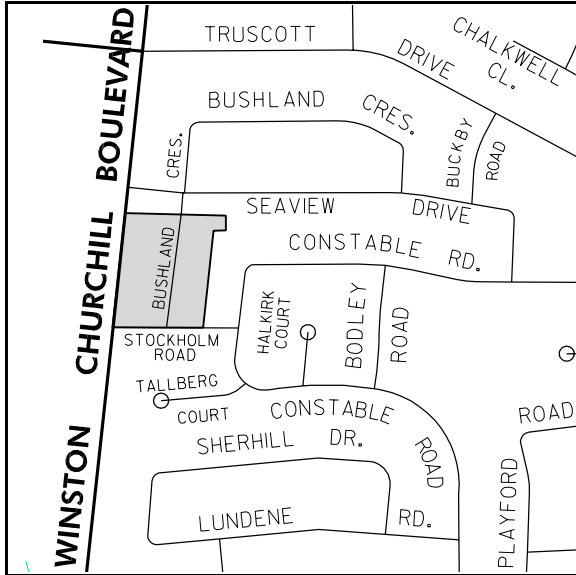
6.8.8.10 Site 9

Deleted by Amendment No. 78. (CPA-78)

Specific policies in this section must be read in conjunction with all the policies in this Plan.

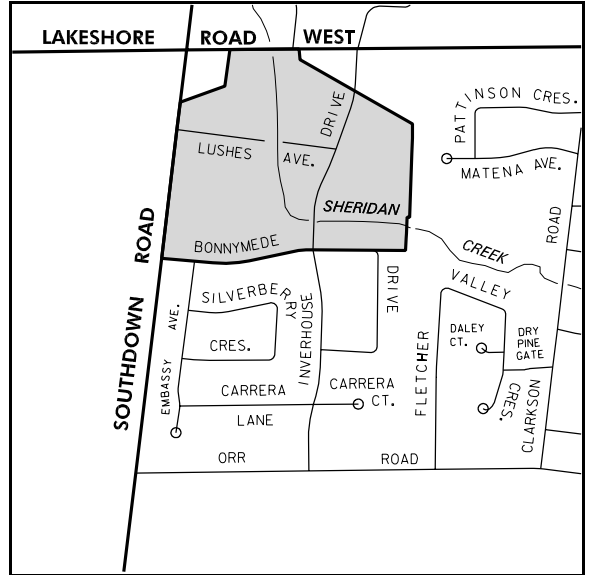
Clarkson-Lorne Park District Policies of City Plan

6.8.8.11 Site 10



The lands identified as Special Site 10 are located on the east and west sides of Bushland Crescent, north of Stockholm Road. Notwithstanding the provisions of the Residential Low Density II designation, the lands may only be used for detached dwellings.

6.8.8.12 Site 11



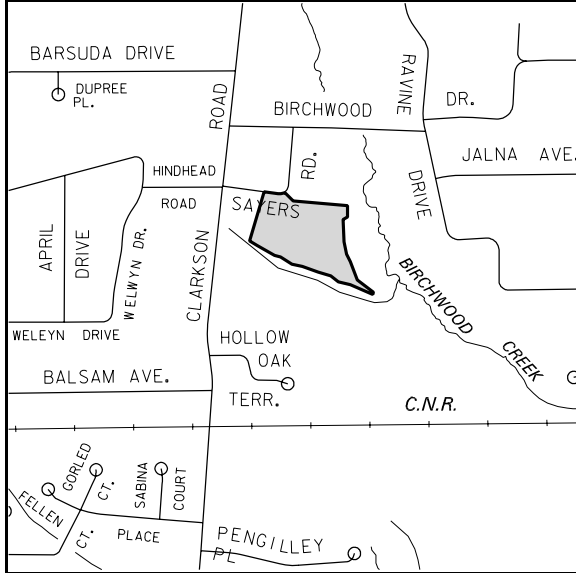
Sheridan Creek has an extensive Regulatory Floodplain and is subject to flash floods. Notwithstanding the land use designations of the Clarkson Lorne Park District Policies, lands within the Regulatory Storm Floodplain, identified as Special Site 11, are subject to the environmental policies contained in this Plan.

Prior to consideration of development proposals within and adjacent to the floodplain, the limits of development will be determined subject to the approval of the City and Credit Valley Conservation. Those lands not deemed suitable for development will be considered to be Greenbelt.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

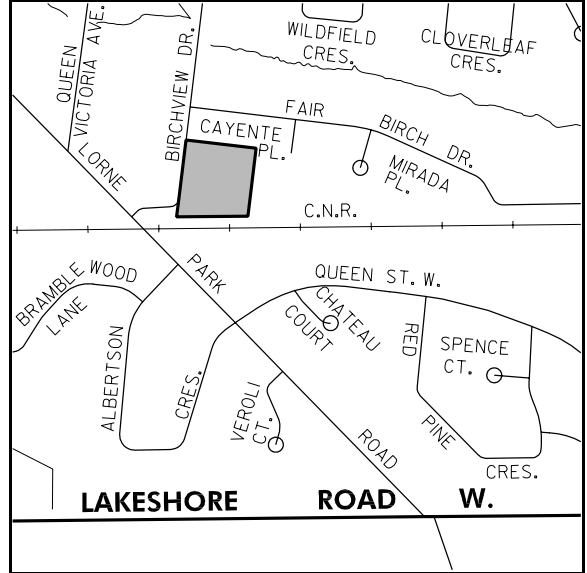
Clarkson-Lorne Park District Policies of City Plan

6.8.8.13 Site 12



The lands identified as Special Site 12 are located on the south side of Sayers Road, East of Clarkson Road. Notwithstanding the provisions of the Residential Low Density I designation, fifteen (15) detached dwellings with a density of approximately 9.5 units per net hectare, minimum lot frontages ranging from 14.50 m to 22.0 m and minimum lot areas ranging from 523 m² to 2 593 m² are permitted. (CPA-75)

6.8.8.14 Site 13 (CPA-83)



The lands identified as Special Site 13 are located on the east side of Birchview Drive, immediately north of the CNR tracks. Notwithstanding the provisions of the Residential Low Density II designation as it applies to the area east of Southdown Road, the subject lands may only be developed for a condominium consisting of detached and semi-detached dwellings or a combination thereof, up to a maximum density of 15 units per net hectare provided that no more than twelve (12) dwelling units shall be permitted, of which no more than four (4) dwelling units shall be in the form of semi-detached dwellings.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Clarkson-Lorne Park District Policies of City Plan

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Clarkson-Lorne Park District Policies of City Plan

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Clarkson-Lorne Park District Policies of City Plan

Clarkson-Lorne Park District Land Use Map

Amended by:

Amendment 75

- Changing the land use designation of the lands south of Sayers Road east of Clarkson Road, from "Residential Low Density II" to "Residential Low Density I".

Amendment 78

- Replacing all "Neighbourhood Park symbols" with "Community Park symbols" and deleting the "Neighbourhood Park symbol" from the Land Use Legend.

Amendment 83

- Changing the land use designation of the lands east of Birchview Drive north of the Canadian National Railway tracks from "Residential Low Density I" to "Residential Low Density II".

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CONSOLIDATIONS\Current Consolidation\CP - Section 6.08 - Clarkson-Lorne
Park.wpd

Specific policies in this section must be read in conjunction with all the policies in this Plan.

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