

Amendment No. 130

to

Mississauga Official Plan

By-law No. 0260-2021

A by-law to Adopt Mississauga Official Plan Amendment No. 130

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, ("*Planning Act*") Council may adopt an Official Plan 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 councils 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. 130, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding a change in land use designation from Office to Residential Medium Density and Greenlands within 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. 130 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this 8th day of December, 2021.

Signed Bonnie Crombie

MAYOR

Signed W. J. Rubin

CLERK

Amendment No. 130
to
Mississauga Official Plan

The following text and Maps "A" to "C" attached constitute Amendment No. 130.

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

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

Appendix II is a copy of the Planning and Building Department report dated October 22, 2021, pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to change the land use designation of the subject lands from Office to Residential Medium Density and Greenlands.

LOCATION

The lands affected by this Amendment are located northwest of Lakeshore Road West and Lorne Park Road, at Albertson Crescent and Bramblewood Lane. The subject lands are located in the Clarkson-Lorne Park Neighbourhood Character Area, as identified in Mississauga Official Plan.

BASIS

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

The subject lands are designated Office which permits Secondary Office and Accessory Uses.

An Official Plan Amendment is required to permit the proposed residential development of six townhouse dwellings on the subject lands and to dedicate a portion of the lands to the City as Greenlands.

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

1. The proposed Residential Medium Density designation is compatible with the surrounding land uses, as they are predominantly Residential Low Density. The proposed townhouse dwellings represent a modest infill project that is respectful of the existing neighbourhood.
2. The development has been designed in a manner that provides an appropriate built form with respect to setbacks and height that is compatible with the surrounding area.
3. Changing the land use for the portion of the site to be dedicated to the City from Office to Greenlands is appropriate in order to preserve the adjacent mature tree.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Schedule 1, Urban System, of Mississauga Official Plan, is hereby amended by adding lands to the Green System, as shown on Map "A" of this Amendment.
2. Schedule 1a, Urban System - Green System, of Mississauga Official Plan, is hereby amended by adding lands to the Urban System - Green System, as shown on Map "B" of this Amendment.
3. Schedule 10, Land Use Designations, of Mississauga Official Plan, is hereby amended by changing the land use designation of the subject lands from Office to Residential Medium Density and Greenlands, as shown on Map "C" of this Amendment.

IMPLEMENTATION

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

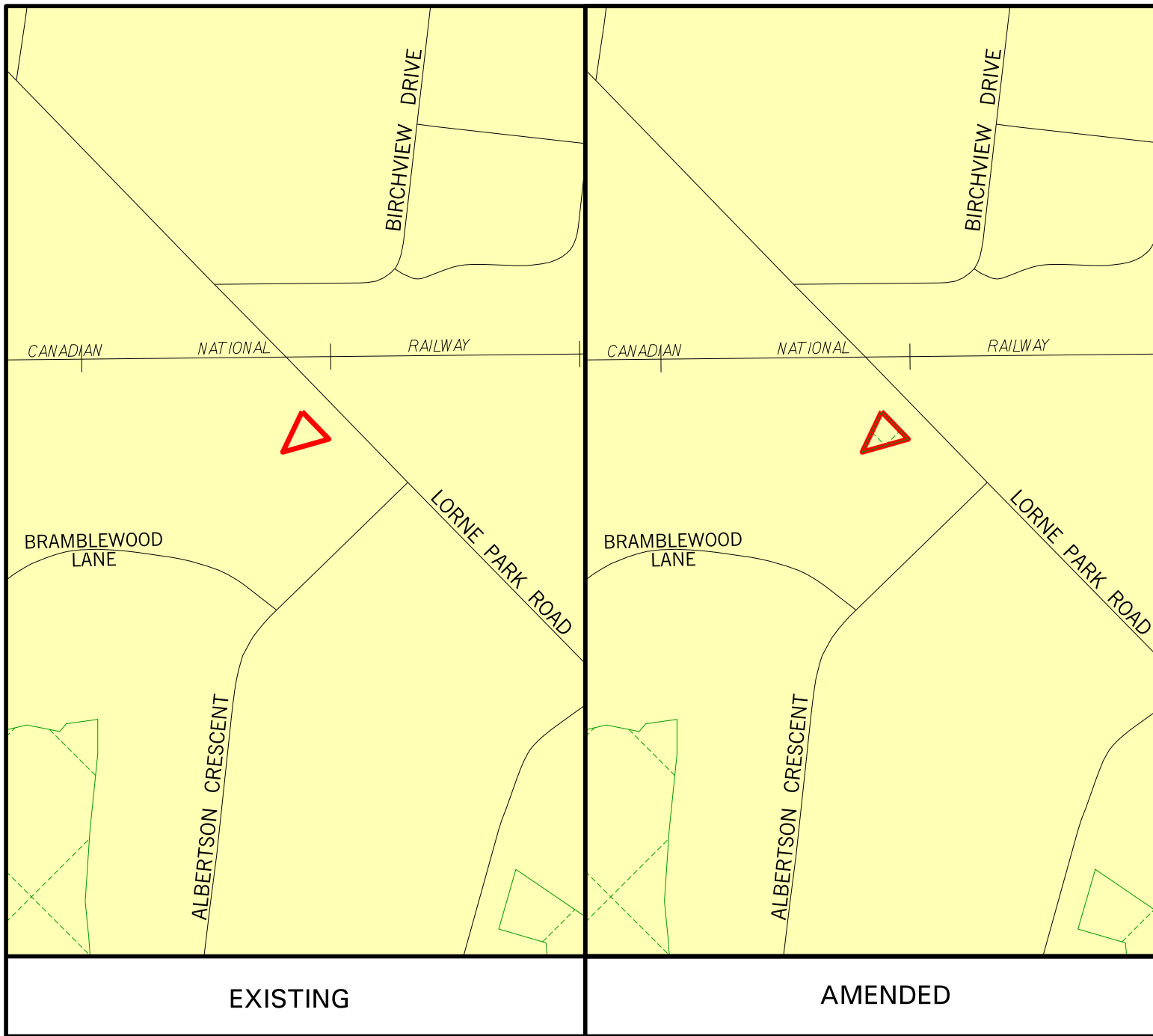
The lands will be rezoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan April 8, 2021.

INTERPRETATION

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

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



LEGEND


GREEN SYSTEM

 Green System

CITY STRUCTURE

 Downtown


 Major Node

 Community Node

 Neighbourhood


 Corporate Centre


 Employment Area

 Special Purpose Area

CORRIDORS

 Corridor

 Intensification Corridor

 AREA OF AMENDMENT

Note:

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

0 15 30 45 60
metres



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





LEGEND:

 Green System

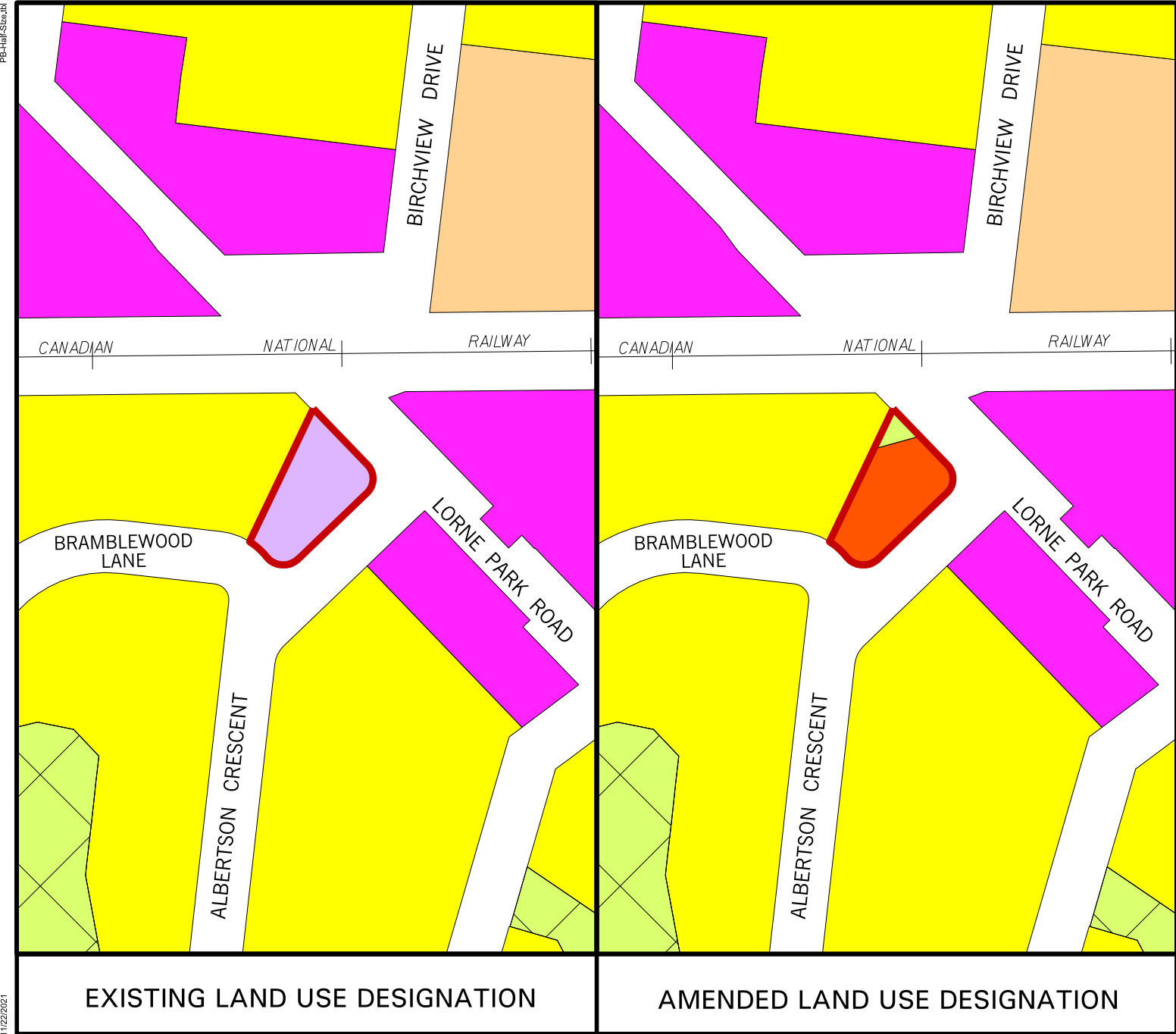
 AREA OF AMENDMENT

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



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





LAND USE DESIGNATIONS

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

BASE MAP INFORMATION

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

City Structure

Downtown	Corporate Centre
Major Node	Employment Area
Community Node	Special Purpose Area
Neighbourhood	Public Open Space

AREA OF AMENDMENT

FROM:
 OFFICE

TO:
 RESIDENTIAL MEDIUM DENSITY
 GREENLANDS

0 15 30 45 60 metres

MAP 'C'

Part of Schedule 10
Land Use Designations
of Mississauga Official Plan

MISSISSAUGA

APPENDIX I

PUBLIC MEETING

All property owners within a radius of 120 m of the subject lands were invited to attend a Public Meeting of the Planning and Development Committee held on October 28, 2019, in connection with this proposed Amendment.

Six residents attended the meeting and raised questions and concerns related to traffic and on-site drainage. These issues have been addressed in the Planning and Building Department Report dated October 22, 2021 attached to this amendment as Appendix II.

City of Mississauga

Corporate Report



<p>Date: October 22, 2021</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's file: OZ 19/006 W2</p>
	<p>Meeting date: November 15, 2021</p>

Subject

PUBLIC MEETING RECOMMENDATION REPORT (WARD 2)

**Official Plan Amendment and Rezoning applications to permit 6 townhomes
1110 Lorne Park Road, northwest of Lakeshore Road West and Lorne Park Road, at
Albertson Crescent and Bramblewood Lane**

Owner: Jacan Construction Ltd. (LJM Developments)

File: OZ 19/006 W2

Recommendation

1. That the applications under File OZ 19/006 W2, Jacan Construction Ltd. (LJM Developments), 1110 Lorne Park Road to amend Mississauga Official Plan to **Residential Medium Density** and **Greenlands**; to change the zoning to **H-RM5-60** (Street Townhouses) and **G2** (Greenlands) to permit 6 street townhouses, be approved subject to the conditions referenced in the staff report dated October 22, 2021 from the Commissioner of Planning and Building.
2. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
3. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.
4. That the "H" holding symbol is to be removed from the **H-RM5-60** (Street Townhouses) zoning applicable to the subject lands, by further amendment upon confirmation from applicable agencies and City Departments that matters as outlined in the report dated October 22, 2021, from the Commissioner of Planning and Building have been satisfactorily addressed.

Executive Summary

- The applications are to amend the policies of the official plan and change the zoning by-law to allow 6 townhouses.
- The applicant has made revisions to the proposal to address issues raised at the Public Meeting and by staff, including removing one unit, increasing setbacks and deleting access points onto Lorne Park Road and Bramblewood Lane.
- Staff are satisfied with the changes to the proposal and find them to be acceptable from a planning standpoint, and recommend that the applications be approved.

Background

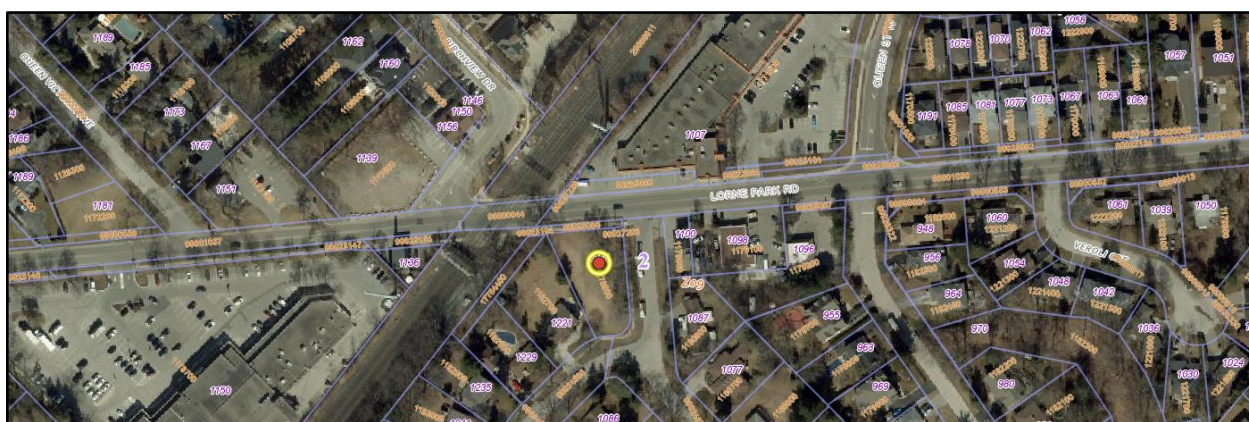
A public meeting was held by the Planning and Development Committee on October 28, 2019, at which time an Information Report

(https://www7.mississauga.ca/documents/committees/pdc/2019/2019_10_28_PDC_Agenda.pdf) was received for information.

Recommendation PDC-0079-2019 was then adopted by Council on November 6, 2019.

1. That the report dated October 4, 2019, from the Commissioner of Planning and Building regarding the applications by Jacan Construction Ltd. (LJM Developments) to permit seven townhomes, under File OZ 19/006 W2, 1110 Lorne Park Road, be received for information.
2. That six oral submissions be received.

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



Aerial Image

Comments

REVISED DEVELOPMENT PROPOSAL

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

- Reducing number of overall townhouse units from 7 to 6
- deleting access points onto Lorne Park Road and Bramblewood Lane
- increasing building setbacks to Lorne Park Road and Bramblewood Lane
- including storm water tank to address on site drainage

COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed official plan and zoning change. All property owners within 120 m (393 ft.) were notified of the applications on July 12, 2019. A community meeting was held by Ward 2 Councillor Karen Ras on September 12, 2019. Approximately 25 people attended the meeting. Supporting studies were posted on the City's website at <http://www.mississauga.ca/portal/residents/development-applications>.

The public meeting was held on October 28, 2019. Six members of the public made deputations regarding the applications. Responses to the issues raised at the public meeting and from correspondence received can be found in Appendix 2.

PLANNING ANALYSIS SUMMARY

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

The Province identifies through its *Provincial Policy Statement* matters that are of provincial interest, which require the development of efficient land use patterns and sustainability in urban areas that already exist. The Province has also set out the *Growth Plan for the Greater Golden Horseshoe*, which is designed to promote economic growth, increase housing supply and build communities that are affordable and safe, among other items. The Growth Plan requires municipalities to manage growth within already existing built up areas to take advantage of existing services to achieve this mandate. In order to meet required housing supply projections, the *Planning Act* instructs municipalities to make planning decisions that are consistent with the *Provincial Policy Statement* and the Growth Plan.

A detailed Planning Analysis is found in Appendix 2. The applications are consistent with the *Provincial Policy Statement* and conform to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan. An official plan amendment is required to change the designation from **Office** to **Residential Medium Density** and

Greenlands. A Zoning By-law Amendment is required to change the zoning from **O1-14** (Minor Office - Exception) to **H-RM5-60** (Street Townhouses) and **G2** (Greenlands). The zoning requires an "H" Holding Provision that can be removed once a number of technical details have been resolved and are deemed satisfactory by staff.

The proposed official plan amendment and rezoning applications to permit 6 townhouses have been found acceptable. The applicant has addressed the criteria for site specific applications as set out in Mississauga Official Plan. Staff are supportive of the proposal for the following reasons:

- The proposed 6 townhomes add to the range of housing in the Clarkson Lorne Park Neighbourhood and makes more efficient use of the subject property, aligning with the goals and objectives of the *Provincial Policy Statement* and *Growth Plan*, as well as Mississauga Official Plan.
- The proposed land use and built form is not without precedence in the neighbourhood and represents a modest infill project that fronts onto a minor collector road and fits within the surrounding area.
- The proposed townhouse block has been designed in a manner that compliments the immediate vicinity and is sensitive to its massing impact on adjacent properties. The proposed height is within the existing zoning permissions for building heights applicable to the Clarkson Lorne Park Neighbourhood.

Strategic Plan

The applications are consistent with the Connect Pillar of the Strategic Plan by contributing a choice of housing type to residents that supports the principle of building complete communities to accommodate growth.

Financial Impact

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

Conclusion

In summary, the proposed development represents a modest infill project that fits within the surrounding neighbourhood. The proposed official plan amendment and rezoning applications are acceptable from a planning standpoint and should be approved.

Should the applications be approved by Council, the implementing official plan amendment and zoning by-law will be brought forward to Council at a future date.

Attachments

Appendix 1: Information Report

Appendix 2: Detailed Planning Analysis



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

Prepared by: David Ferro, Development Planner, MCIP, RPP

City of Mississauga

Corporate Report



Date: 2019/10/04

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Originator's file:
OZ 19/006 W2

Meeting date:
2019/10/28

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 2)

Official plan amendment and rezoning applications to permit seven townhomes
1110 Lorne Park Road, northwest of Lakeshore Road West and Lorne Park Road, at
Albertson Crescent and Bramblewood Lane

Owner: Jacan Construction Ltd. (LJM Developments)

File: OZ 19/006 W2

Recommendation

That the report dated October 4, 2019, from the Commissioner of Planning and Building regarding the applications by Jacan Construction Ltd. (LJM Developments) to permit seven townhomes, under File OZ 19/006 W2, 1110 Lorne Park Road, be received for information.

Background

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

PROPOSAL

The official plan amendment and rezoning applications are required to permit seven townhomes. The applicant is proposing to amend the official plan designation from **Office** to **Residential Medium Density**. The zoning by-law will also need to be amended from **O-14** (Office) to **RM5-Exception** (Street Townhouses) to implement this development proposal.

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

Comments

The property is located at the intersection of Lorne Park Road and Albertson Crescent within the Clarkson-Lorne Park Neighbourhood Character Area. The Metrolinx Lakeshore West GO Corridor/Canadian National (CN) Railway tracks are located immediately north of the site. The area is predominantly residential with some neighbourhood commercial uses. The site is currently vacant.



Aerial image of 1110 Lorne Park Road



Applicant's elevations of the proposed townhomes

LAND USE POLICIES AND REGULATIONS

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

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

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

The *Planning Act* requires that municipalities' decisions regarding planning matters be consistent with the PPS and conform with the applicable provincial plans and the Region of Peel Official Plan (ROP). Mississauga Official Plan is generally consistent with the PPS and conforms with the Growth Plan, the *Greenbelt Plan*, the *Parkway Belt West Plan* and the ROP.

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

Additional information and details are found in Appendix 1, Section 5.

AGENCY AND CITY DEPARTMENT COMMENTS

Agency and department comments are summarized in Appendix 1, Section 8.

Financial Impact

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

Conclusion

Most agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved. The matters to be addressed include: provision of additional

technical information, review of the proposed setback to the rail corridor, noise and vibration impacts, submission of a new environmental study, submission of a revised arborist report, ensuring compatibility of new buildings and community consultation.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Robert Ruggiero, Development Planner

Detailed Information and Preliminary Planning Analysis**Owner: Jacan Construction Ltd. (LJM Developments)****1110 Lorne Park Road****Table of Contents**

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1. Site History

- Based on available aerial photography, 1110 Lorne Park Road has been vacant since at least 1954
- The lands were historically zoned residential and part of a plan of subdivision
- October 3, 1972 – Certificate of Occupancy issued for snowmobile sales
- August 22, 1985 – Committee of Adjustment application "A" 434/85 to sever the subject lands to create a new residential lot was refused
- June 20, 2007 – Zoning By-law 0225-2007 came into force; the subject lands were zoned **R2-1**
- September 23, 2009 – Official plan amendment and rezoning applications for a two storey office building were submitted and then approved on October 24, 2012
- The subject lands are designated **Office** in the Clarkson – Lorne Park Neighbourhood Character Area and zoned **O-14** (Office - Exception); which only permits an office building
- Building Permit application under file BP 15-7487, for a two storey office building was submitted in 2015 but never approved

2. Site and Neighbourhood Context

Site Information

The property is an irregular shape with frontages on Lorne Park Road, Albertson Crescent and Bramblewood Lane. The property is located within the Clarkson-Lorne Park Neighbourhood Character Area, which is predominately residential. The Metrolinx Lakeshore West GO Corridor/Canadian National (CN) Railway tracks are located immediately north of the site. The site is generally flat and contains several mature trees.



Image of existing condition of 1110 Lorne Park Road taken from Albertson Crescent looking north

Property Size and Use	
Frontages:	
Lorne Park Road	37.4 m (122.7 ft.)
Albertson Crescent	44 m (144.3 ft.)
Bramblewood Lane	22.4 m (73.4 ft.)
Gross Lot Area:	0.14 ha (0.35 ac.)
Existing Uses:	Vacant

Surrounding Land Uses

The surrounding area is characterized by mostly detached homes on large lots and some neighbourhood commercial uses. In the immediate area fronting Lorne Park Road are retail, personal service, restaurant, office, and automotive repair uses. Birchwood Creek is located a block southwest of the site.

The surrounding land uses are:

North: Metrolinx/CN Rail Corridor and Centennial Commercial Plaza (Battaglia's Lorne Park Marketplace, CIBC, and others)

East: Commercial plaza (Cuda's Tap and Grill, Lily's Pizza and Pasta, animal hospital and others)

South: M Salon and Spa, Rankin Automotive Repair, and detached homes

West: Detached homes

The Neighbourhood Context

The subject property is located within an established residential area characterized by detached homes on large

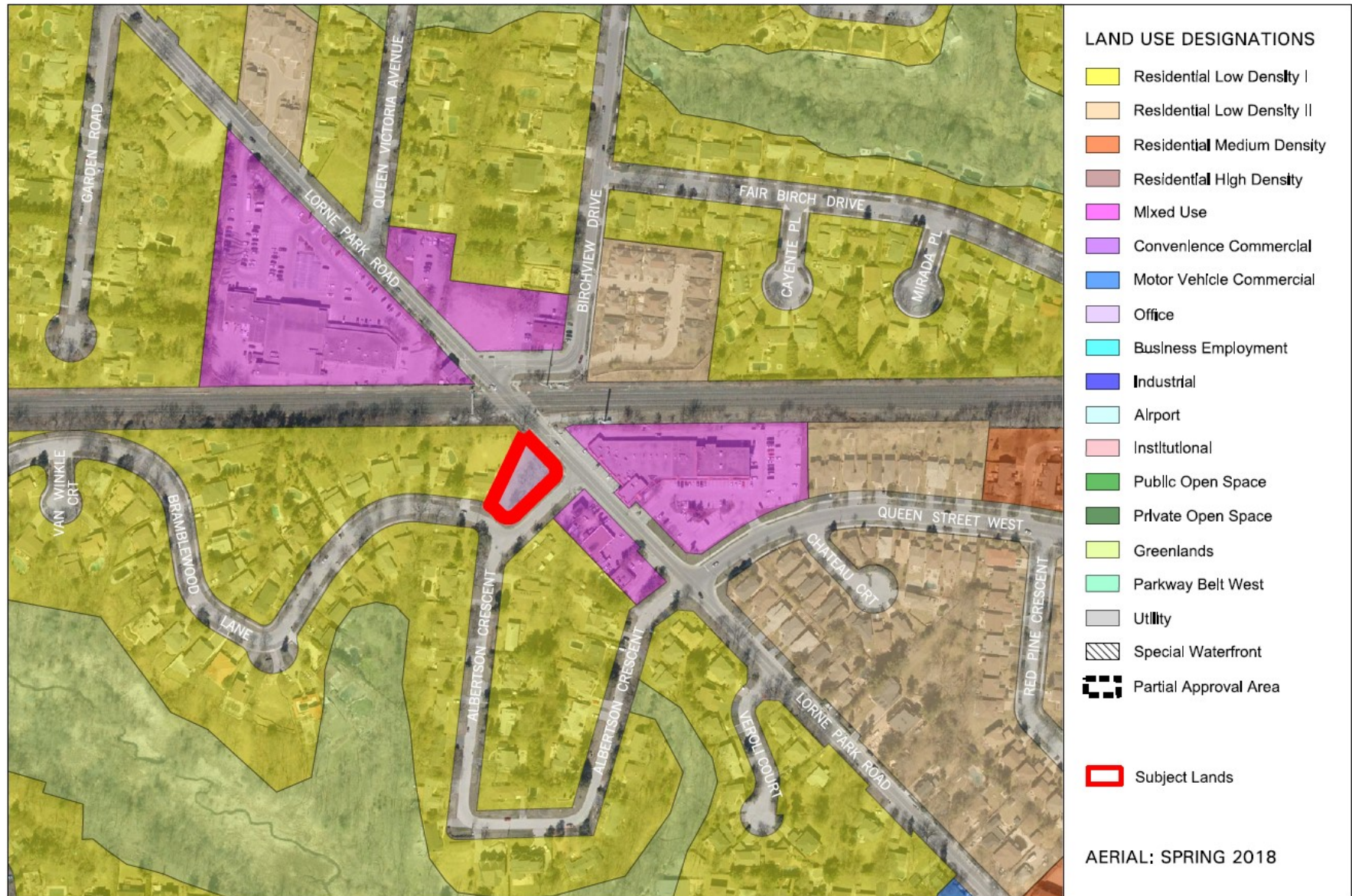
lots. Lorne Park Road is visible on Peel County maps dating from 1859. Albertson Crescent was developed in the 1950s. Lorne Park Station, located at Lorne Park Road and the rail corridor was an active rail station until 1967.

Development is generally denser south of the Metrolinx/CN Rail Corridor. Smaller townhome developments are located on Lorne Park Road north and south of the site, and larger townhome developments are located east of Lorne Park Road.

Demographics

Based on the 2016 census, the existing population of the Clarkson - Lorne Park Neighbourhood Character Area is 36,635 with a median age of this area being 43 (compared to the City's median age of 40). 68% of the neighbourhood population are of working age (15 to 64 years of age), with 16% children (0-14 years) and 16% seniors (65 years and over). From 2011 to 2016, the population decreased; however, modest population growth is expected to occur by 2031. The average household size is 3 persons with 7% of people living in apartment buildings that are five storeys or more. The mix of housing tenure for the area is 10,475 units (83%) owned and 2,205 units (17%) rented with a vacancy rate of approximately 0.8%*. In addition, the number of jobs within this Character Area is approximately 2,018.

*Please note that vacancy rate data does not come from the census. This information comes from CMHC which demarcates three geographic areas of Mississauga (Northeast, Northwest, and South). This specific Character Area is located within the South geography. Please also note that the vacancy rate published by CMHC is ONLY for apartments.



Aerial Photo of 1110 Lorne Park Road

Other Development Applications

The following development applications are in process or were recently approved in the immediate vicinity of the subject property:

- SP 18/88 – 1139 Lorne Park Road – under review for a 3 storey mixed use building with 12 residential units
- OZ 16/014 – 1190 and 1200 Lorne Park Road – approved in 2019 by the Local Planning Appeal Tribunal (LPAT) for 3 detached, 4 semi-detached, and 6 townhomes
- OZ 07/020 – 1195 Lorne Park Road – approved in 2010 for 4 semi-detached and 5 townhomes, constructed in 2011
- OZ 00/040 – 1011 Lorne Park Road – approved for 6 townhomes, constructed in 2007
- OZ 99/036 – 1155 Birchview Drive – approved in 2001 for 8 detached and 4 semi-detached, constructed in 2006
- Numerous site plan infill applications for replacement dwellings are located in the area

The proposed development applications are well within the anticipated population forecasted for the Clarkson-Lorne Park Character Area.



Other development applications in the area

Community and Transportation Services

This development is anticipated to have minimal impact on existing services in the community. The area is well served by major city facilities including Jack Darling Memorial Park located within a half kilometer radius (0.3 miles) of the site and Lorne Park Library located within a kilometer and a half radius (0.9 miles). Jack Darling Memorial Park is a destination park with a wide range of services and amenities including leash free zone, toboggan hill, spray area, picnic areas, playground, tennis courts, washrooms, parking, and beach and waterfront access.

The site is well served by transit. MiWay bus route 14/14A currently services the site via on Lorne Park Road. MiWay route 23 on Lakeshore Road is within 500 m (0.3 miles) of the site, and connects to Port Credit GO and Clarkson GO stations.

Lorne Park Road is a signed bike route connecting to multi-use trails and bicycle lanes on Lakeshore Road and Truscott Drive.

This section of Lorne Park Road is generally a minor collector road, as defined in the official plan. Lorne Park Road is a major collector road between Truscott Drive and Indian Road.

3. Project Details

The applications are to amend the official plan and zoning by-law to permit seven townhomes fronting on to Albertson Crescent.

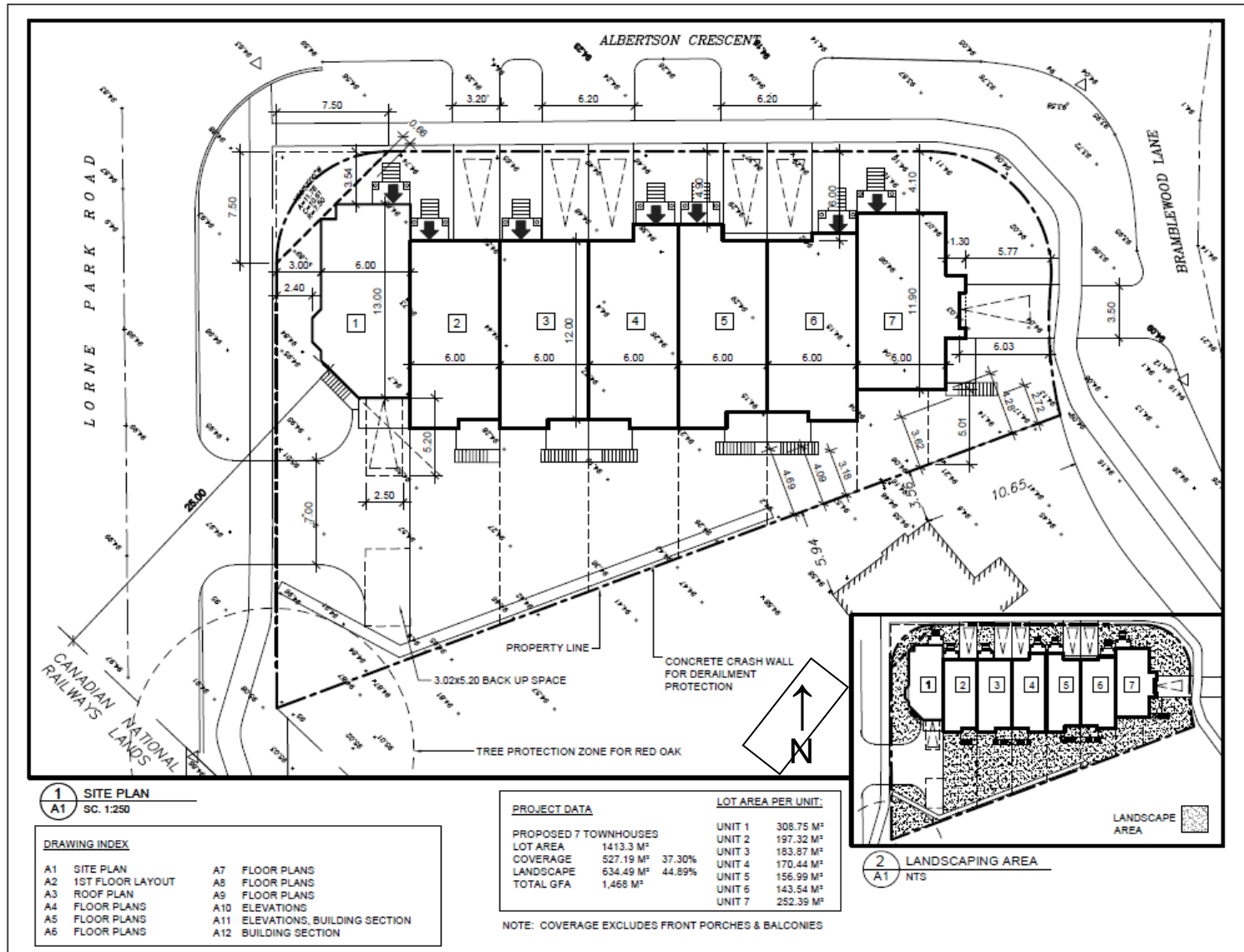
Development Proposal		
Applications submitted:	Received: April 25, 2019 Deemed complete: July 2, 2019	
Developer/ Owner:	Jacan Construction Ltd. (LJM Developments)	
Applicant:	Franz Kloibhofer, A.J. Clarke and Associates Ltd.	
Number of units:	7 units	
Proposed Gross Floor Area:	1 459 m ² (15,704.6 ft ²)	
Height:	2.5 storeys	
Lot Coverage:	37.3 %	
Floor Space Index:	1.03	
Landscaped Area:	44.9%	
Anticipated Population:	22* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	2 spaces per unit	2 spaces per unit
visitor spaces	0 spaces per unit	0 spaces per unit
Total	14	14

Supporting Studies and Plans

The applicant has submitted the following information in support of the applications:

- Planning Justification Report
- Context Plan
- Concept, Floor plans, Elevation and Site Plans
- Grading and Site Servicing Plans
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment
- Shadow Study
- Phase I and II Environmental Site Assessment
- Acoustical and Vibration Feasibility Study
- Arborist Report and Addendum Letter
- Tree Preservation Plan
- Functional Servicing, Stormwater Management Report and Low Impact Design Features
- Archeological Assessment and letter from Ministry of Tourism, Culture and Sport
- Geotechnical Investigation

Draft Concept Plan and Elevations



Site Plan



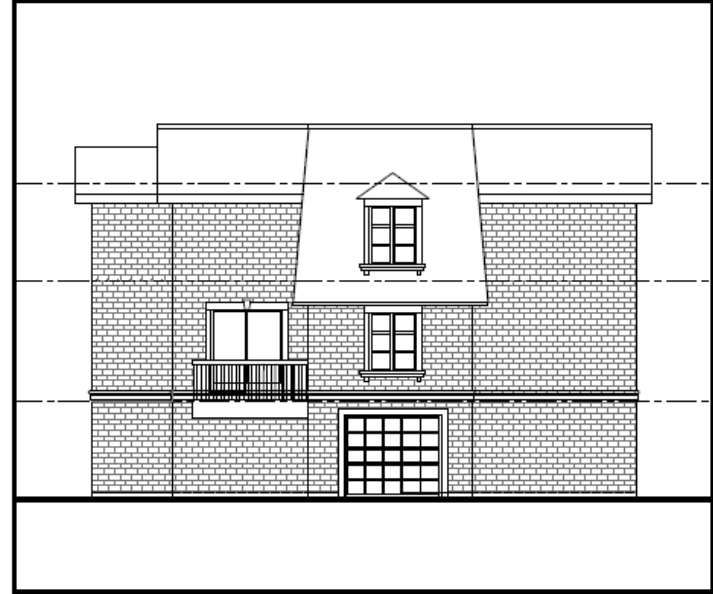
East Elevation – View from Albertson Crescent



West Elevation – View from rear yards



North Elevation



South Elevation

Elevations

4. Land Use Policies, Regulations & Amendments

Mississauga Official Plan

Existing Designation

The site is designated **Office** which permits offices and accessory uses.

Proposed Designation

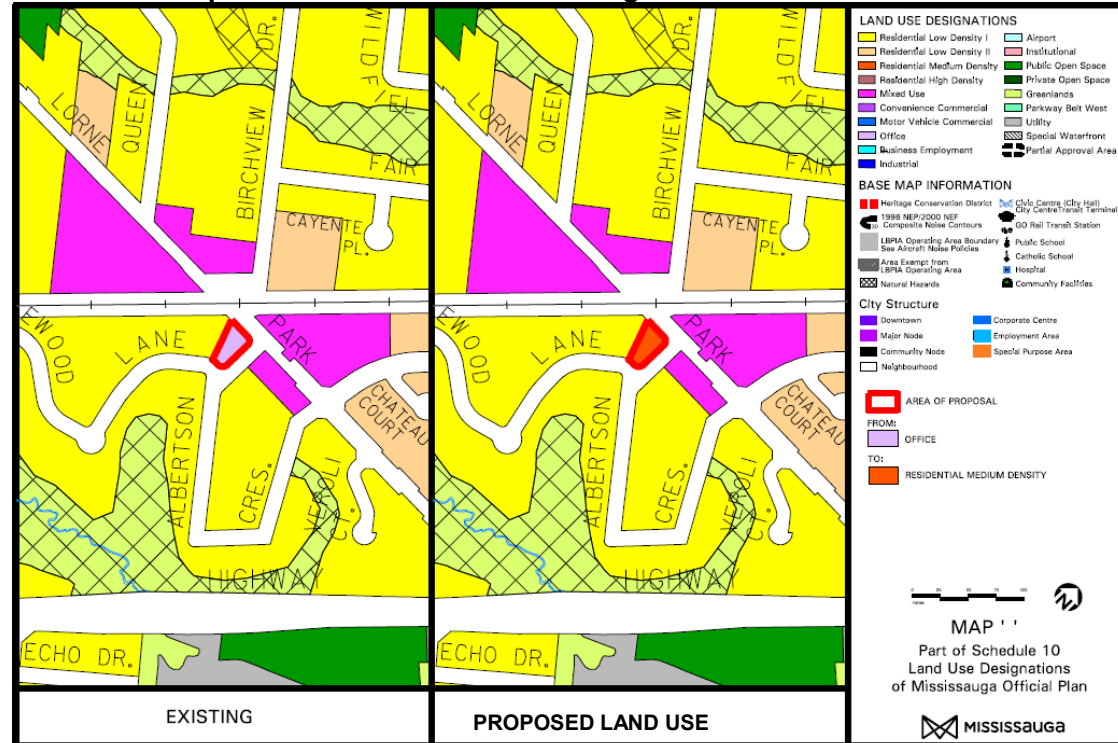
The proposed land use is **Residential Medium Density**. Lands designated **Residential Medium Density** permits all forms of townhomes.

Previous Designation

The previous designation was **Residential Low Density I**. The **Residential Low Density I** designation permits detached, semi-detached, and duplex dwelling.

Note: Detailed information regarding relevant Official Plan policies are found in Section 5.

Excerpt of Clarkson-Lorne Park Neighbourhood Character Area



Mississauga Zoning By-law

Existing Zoning

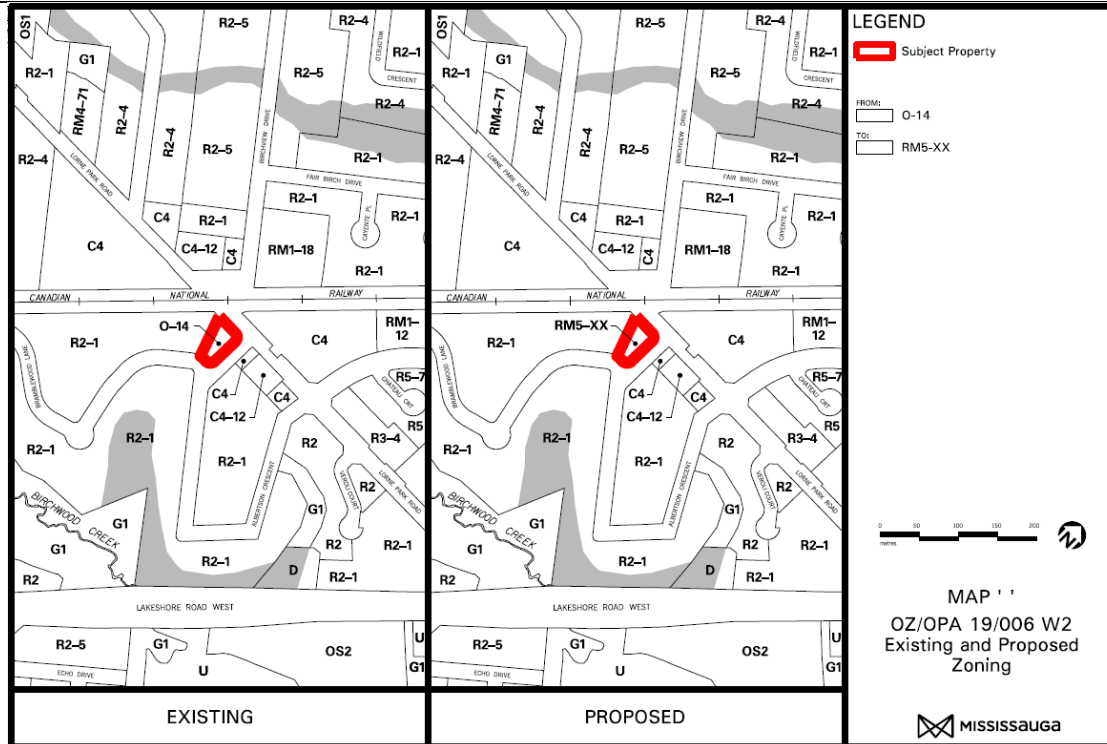
The site is currently zoned **O-14** (Office), which only permits an office. Accessory uses are not permitted in this exception zone.

Proposed Zoning

The proposed zone is **RM5-Exception** (Street Townhouses), which only permits townhomes.

Previous Zoning

The previous zone was **R2-1** (Detached Dwellings), which only permits detached homes. Home occupations are permitted accessory uses in this zone.



Proposed Zoning Regulations

Zone Regulations	RM5 Zone Regulations	Proposed Amended RM5-Exception Zone Regulations
Minimum Lot Area (Interior Lot)	200 m ² (2,153 ft ²)	143 m ² (1,539.24 ft ²)
Minimum Lot Area (Exterior Lot)	280 m ² (3,013.89 ft ²)	250 m ² (2,690.98 ft ²)
Minimum Lot Frontage (Interior Lot)	6.8 m (22.3 ft.)	6 m (19.69 ft.)
Minimum Lot Frontage (Exterior Lot)	9.8 m (32.15 ft.)	9 m (29.53 ft.)
Minimum Front Yard	4.5 m (14.76 ft.)	3.5 m (11.48 ft.)
Minimum Exterior Side Yard	4.5 m (14.76 ft.)	2.3 m (7.55 ft.)
Minimum Rear Yard	7.5 m (24.6 ft.)	4.9 m (16.98 ft.)
Maximum Gross Floor Area	0.75 times the lot area	1.05 times the lot area
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.		

5. Summary of Applicable Policies

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

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

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.2)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.7)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p>
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>Municipalities will continue to protect any natural heritage features and areas in a manner that is consistent with the PPS and may continue to identify new systems in a manner that is consistent with the PPS. (Growth Plan 4.2.2.6)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and</p>

Policy Document	Legislative Authority/Applicability	Key Policies
Region of Peel Official Plan (ROP)	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix. The existing policies of MOP are consistent with ROP.</p>	<p>other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p> <p>The ROP identifies the subject lands as being located within Peel's Urban System. General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p> <p>The proposed application is exempt from Regional approval.</p>

Relevant Mississauga Official Plan Policies

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019.

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

The lands are located within the Clarkson-Lorne Park Neighbourhood and are designated **Office**. The **Office**

designation permits office uses.

The applicant is proposing to change the designation to **Residential Medium Density** to permit townhomes. The applicant will need to demonstrate consistency with the intent of MOP and shall have regard for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

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

	Specific Policies	General Intent
Chapter 4 Vision		Mississauga will provide the guiding principles that are to assist in implementing the long-term land use, growth and development plan for Mississauga and sets out how the City will achieve these guiding principles.
Chapter 5 Direct Growth	Section 5.1.6 Section 5.1.7 Section 5.3.5.1 Section 5.3.5.3 Section 5.3.5.5 Section 5.3.5.6	<p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.</p> <p>Mississauga will protect and conserve the character of stable residential Neighbourhoods.</p> <p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.</p> <p>Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres.</p> <p>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.</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale.</p>
Chapter 6 Value The Environment	Section 6.10.4.1 Section 6.10.4.2	Where residential uses sensitive to noise are proposed in close proximity to rail lines, it may be necessary to mitigate noise impact, in part by way of the building and site design. Any development that includes outdoor living

	Specific Policies	General Intent
		<p>areas will generally not be permitted in locations where the mitigated outdoor noise levels are forecast to exceed the limits specified by the applicable Provincial Government environmental noise guideline. A detailed noise impact study will be required to demonstrate that every effort has been made to achieve the sound level limits specified by the applicable Provincial Government environmental noise guideline, for an outdoor living area (55 dBA or less). Only in cases where the required noise attenuation measures are not feasible for technical, economic, aesthetic or administrative reasons would excess noise above the limit (55 dBA) be acceptable, with a warning clause to prospective purchasers, consistent with the applicable Provincial Government environmental noise guideline. In these situations, any excess noise above the limit will not be acceptable if it exceeds 60 dBA.</p> <p>Development which includes bedrooms, sleeping quarters, living rooms, reading rooms and other noise sensitive uses which will be subject to high levels of railroad noise, will only be permitted if it includes structural features that result in interior noise levels that comply with the indoor standards specified by the applicable noise guideline.</p>
Chapter 7 Complete Communities	Section 7.1.1 Section 7.1.3 Section 7.1.6 Section 7.2.1 Section 7.2.2 Section 7.2.3 Section 7.3.2	<p>The official plan supports the creation of complete communities that meet the day-to-day needs of people through all stages of their life offering a wide assortment of housing options and employment opportunities as well as numerous commercial and social venues. The provision of suitable housing is important to ensure that youth, older adults and immigrants thrive.</p> <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.</p> <p>Mississauga will provide opportunities for:</p> <ol style="list-style-type: none"> the development of a range of housing choices in terms of type, tenure and price; the production of a variety of affordable dwelling types for both the ownership and rental markets; and the production of housing for those with special needs, such as housing for the elderly and shelters. <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies.</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.</p>
Chapter 9 Build A Desirable Urban Form	Section 9.1.1 Section 9.1.3 Section 9.2.2 Section 9.2.2.3 Section 9.2.3.2 Section 9.3.1.3 Section 9.3.1.4 Section 9.3.1.7 Section 9.3.1.8 Section 9.3.1.10	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System.</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character. Neighbourhoods are stable areas where limited growth is anticipated. Where increases in density and a variety of land uses are considered in Neighbourhoods, they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required.</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ol style="list-style-type: none"> Respect existing lotting patterns;

	Specific Policies	General Intent
	Section 9.4.3.1 Section 9.5.1.1 Section 9.5.1.2 Section 9.5.1.9 Section 9.5.1.12 Section 9.5.2.4 Section 9.5.2.5 Section 9.5.2.6 Section 9.5.2.7	<ul style="list-style-type: none"> 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 the tree canopy; and g. Be designed to respect the existing scale, massing, character and grades of the surrounding area. <p>All development will utilize sustainable design practices.</p> <p>Major roads and their streetscapes should be designed to create spaces that are integral parts of the adjacent communities, thus serving to link communities.</p> <p>Development will be designed to:</p> <ul style="list-style-type: none"> a. meet universal design principles; g. be pedestrian oriented and scaled and support transit use; h. be attractive, safe and walkable; i. accommodate a multi-modal transportation system; <p>Streetscapes will be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting and signage.</p> <p>The design of developments at intersections and along major streets should be of a highly attractive urban quality, recognizing that streets are important civic spaces and linkages.</p> <p>Consideration will be given to the location of utilities on private property and the public right-of-way. Utilities will be grouped or located underground where possible to minimize visual impact. The City encourages utility providers to consider innovative methods of containing utility services.</p> <p>Mississauga is committed to the creation of an accessible city. The design of the physical and built environment will have regard for universal design principles.</p> <p>Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area.</p> <p>Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:</p> <ul style="list-style-type: none"> e. meet universal design principles; f. continuity and enhancement of streetscapes; g. the size and distribution of building mass and height; h. front, side and rear yards; i. the orientation of buildings, structures and landscapes on a property; j. views, sunlight and wind conditions; k. the local vernacular and architectural character as represented by the rhythm, textures and building

	Specific Policies	General Intent
		<p>materials;</p> <p>l. privacy and overlook; and</p> <p>m. the function and use of buildings, structures and landscapes.</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy, sunlight and sky views are maintained.</p> <p>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged.</p> <p>Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways.</p> <p>Development proponents may be required to upgrade the public boulevard and contribute to the quality and character of streets and open spaces by providing:</p> <p>a. street trees and landscaping, and relocating utilities, if required;</p> <p>Development proponents will be required to demonstrate the successful application of universal design principles and compliance with legislated standards.</p> <p>Site development should respect and maintain the existing grades on-site.</p>
Chapter 11 General Land Use Designations	Section 11.2.5.5 Section 11.2.7.1	<p>Lands designated Residential Medium Density will permit the following uses:</p> <p>a. all forms of townhome dwellings.</p> <p>In addition to the Uses Permitted in all Designations, lands designated Office will also permit the following uses:</p> <p>a. major office;</p> <p>b. secondary office; and</p> <p>c. accessory uses.</p>
Chapter 16 Neighbourhoods	Section 16.1.1.1	For lands within Neighbourhoods, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements.
Chapter 19 Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.

6. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>1 Kindergarten to Grade 6 1 Grade 7 to Grade 8 1 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Owenwood Public School</p> <p>Enrolment: 111 Capacity: 130 Portables: 0</p> <p>Glade Green Senior School</p> <p>Enrolment: 303 Capacity: 336 Portables: 0</p> <p>Lorne Park Secondary School</p> <p>Enrolment: 961 Capacity: 1,236 Portables: 0</p>	<p>Student Yield:</p> <p>1 Kindergarten to Grade 8 1 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>St. Luke Elementary</p> <p>Enrolment: 445 Capacity: 602 Portables: 0</p> <p>Iona Catholic Secondary School</p> <p>Enrolment: 744 Capacity: 723 Portables: 12</p>

7. Community Comments

A pre-application meeting was held in the community by the applicant on January 16, 2019. A community meeting was held by Ward 2 Councillor, Karen Ras on September 10, 2019. There were 26 residents in attendance. Four written submissions have been received by the Planning and Building Department.

The following comments made by the community as well as any others raised at the public meeting will be addressed in the Recommendation Report, which will come at a later date.

Residents were concerned with:

- Storm drainage because existing streets have a rural cross section with ditches
- Increased traffic because existing traffic and school bus routes are heavy
- Additional driveways will negatively impact the sidewalk and the safety of pedestrians
- New driveway on Lorne Park Road creates a conflict with Metrolinx's long range plan for a grade

- separated rail corridor
- Proposal has too many units, too much massing, and generally does not fit in with character of the community
- Loss of on street parking on Albertson Crescent
- Townhomes are high density in a low density community
- Large city owned red oak tree will block views of the proposed driveway on Lorne Park Road
- Future electrified rail will impact the future residents
- Loss of (privately owned) green space and trees
- Proposed townhomes do not have sufficient storage or adequate garage space, which will result in unsightly garbage bins in the front yard
- Properties are too shallow and narrow for snow storage
- Ownership tenure

8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (August 6, 2019)	<p>An existing 300 mm (11.8 in) diameter water main is located on Lorne Park Road. An existing 200 mm (7.9 in) diameter water main is located on Albertson Crescent and an existing 200 mm (7.9 in) diameter water main is located on Bramblewood Lane.</p> <p>The site will require looping to municipal watermain. Please revise the water servicing proposal to reflect the Region's standard 1-8-2.</p>

Agency / Comment Date	Comments
	<p>A satisfactory Functional Servicing Report must be submitted to determine the adequacy of the existing services on site. The report dated March 1, 2019 has been received and will be sent for modelling for fire flow only and may require further revisions.</p> <p>Regional Site Servicing approvals are required prior to the local municipality issuing building permit.</p> <p>Provision(s) for the installation of the property line sanitary manhole and water valve and chamber must be made where parking structures abut property lines.</p> <p>The site is eligible for curbside collection provided that future site plan submissions satisfy the requirements of Sections 2.0 and 3.0 of the Waste Collection Design Standards Manual.</p>
Metrolinx (September 10, 2019)	<p>While the subject site is not immediately adjacent to the rail corridor, the intervening Lorne Park Road right-of-way and rear yard of 1221 Bramblewood Lane are effectively open space, meaning the subject site has direct exposure to passing trains. Given the circumstances, consideration of the rail corridor setback remains a relevant concern. The established mitigation requirement for residential development is a 30 m (98.4 ft.) horizontal setback (measured from the edge of the rail corridor to building face). A reduction to the setback of up to 5 m (16.4 ft.) can be contemplated when a higher-order safety barrier is provided (i.e. crash wall or larger earthen berm). The proposed 25 m (82 ft.) setback will require a higher-order safety barrier to be incorporated into the final design.</p> <p>A 2.5 m (8.2 ft.) high safety barrier is to be provided in conjunction with the established 30 m (98.4 ft.) horizontal setback for residential development. The proposed setback of 25 m (82 ft.) falls short of the established setback and a higher-order safety barrier is required. The proposed safety barrier will be located along the rear property line of Units 1 to 6. The eastern and northern walls of Unit 1 will have direct exposure to the rail corridor and the safety barrier shall be extended to provide full protection for Unit 1. The ultimate design will need to be reviewed and to the satisfaction of Metrolinx and our engineer, AECOM. We request further information in this regard.</p> <p>The proposal contemplates a new driveway for Unit 1 within 30 m (98.4 ft.) of the existing Lorne Park Road at-grade road/rail crossing. We note, Transport Canada does not advise the installation of a driveway/entryway within 30 m (98.4 ft.) of an existing at-grade rail crossing as it would be a contravention of Grade Crossing Regulations (GCR) Section 33, which references Section 11 of the Grade Crossing Standards (GCS). For Metrolinx to further evaluate the driveway proposal for unit 1, requires written consent and direction from Transport Canada. If the new driveway was to be realized within the setback, Metrolinx would not be responsible for any costs associated with the driveway and all Metrolinx costs incurred would be charged back to the proponent. This would include flagging protection and engineering design costs if required. Additionally, although no announcements, plans and/or timelines have been established as of yet, protecting for a possible grade separation at Lorne Park Road remains a relevant consideration in the context of reviewing the proposed development. We recommend that the proponent consider redesigning the driveway access for Unit 1 to an alternative location.</p> <p>We are in receipt of the Noise and Vibration Impact Study prepared by HGC Engineering dated April 12th, 2019. The consultant has modeled GO Train trips as both diesel and electric. For acoustical analyses for adjacent development, it shall be assumed that electrified and diesel trains are equivalent, The consultant shall update the Study to model all GO Train trips as diesel. The consultant notes that the Measured Vibration Levels exceed established guideline criteria. The</p>

Agency / Comment Date	Comments
	<p>consultant has proposed the use of a vibration warning clause which is not an accepted mitigation measure. The consultant shall provide an alternative engineered solution that shall be incorporated into the final development design. We request further information in both these regards.</p> <p>The following warning clause shall be inserted in all development agreements, offers to purchase and agreements of Purchase and Sale or Lease of each residential dwelling unit within 300 m (984 ft.) of the railway right-of-way:</p> <p>“Warning: Metrolinx, carrying on business as GO Transit, and its assigns and successors in interest has or have a right-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the rail facilities on such right-of-way in the future including the possibility that GO Transit or any railway entering into an agreement with GO Transit to use the right-of-way or their assigns or successors as aforesaid may expand their operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). Metrolinx will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid right-of-way.”</p> <p>The Owner shall enter into an agreement with Metrolinx stipulating how applicable concerns will be addressed. The agreement will include an environmental easement for operational emissions, to be registered on title against all residential dwellings within 300 m (984 ft.) of the rail corridor and in favour of Metrolinx.</p>
Dufferin-Peel Catholic District School Board (July 31, 2019) and the Peel District School Board (July 25, 2019)	<p>The Peel District School Board and the Dufferin-Peel Catholic District School Board advised that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p> <p>Both school boards require their standard warning clauses to be placed within the Development Agreement to advise that some of the children from the development may have to be accommodated in temporary facilities or bused to schools.</p> <p>In addition, if approved, the school boards may also require certain conditions be added to the applicable Development Agreements and to any purchase and sale agreements.</p>
City Community Services Department – Park Planning Section (August 17, 2019)	<p>Community Services notes the proposed development is within walking distance of Jack Darling Memorial Park, P-012 which is approximately 400 m (1,312.3 ft.) from the subject property. This 34.41 ha (85.02 ac) park provides community recreational facilities such as a neighbourhood playground, washroom facilities, tennis courts, toboggan hill, lease free zone, picnic area, splash pad and open space opportunities. The park is zoned OS2 and G1 and is located at Lakeshore Road West and Lorne Park Road, directly south of the subject property. Twin Oaks Park (P-009) zoned OS1, is located approximately 500 m (1,640.4 ft.) from the subject site, and contains a community playground including open space. This 0.42 ha (1.03 ac) park along with Jack Darling Memorial Park will serve the neighbourhood needs of future residents. Street tree contributions to cover the cost of planting street trees, up to 60 mm (2.4 in) caliper, will be required for street frontage on Albertson Crescent and Lorne Park Road in accordance with current City standards.</p> <p>The developer will be required to provide securities for tree preservation of public street trees in an amount to be determined by the Community Services Department - Park Planning Section in coordination with Forestry.</p> <p>Furthermore, prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> (R.S.O. 1990, c.P.13, as amended) and in accordance with</p>

Agency / Comment Date	Comments
	<p>City's Policies and Bylaws.</p> <p>Forestry</p> <p>A significant City of Mississauga oak tree is located adjacent to the site. The applicant must expand the tree protection zone to ensure the tree is successfully preserved. A revised arborist report is required.</p>
Economic Development Office (July 25, 2019)	No comments or concerns from an economic development perspective.
City Transportation and Works Department (August 20, 2019)	<p>Development Engineering</p> <p>Clarify status of triangular area adjacent "back up space" and crash wall adjacent Lorne Park Rd. How is future maintenance of this land to be administered? Access appears to be restricted due to the location of the crash wall. A warning clause addressing this situation may be required.</p> <p>Noise Study</p> <p>Noise mitigation measures will be required for this proposed development with associated warning clauses included in the Development Agreement. The Study includes a supporting drawing by JSW & Associates in Appendix "A" that appears to be an older development concept. If so, remove the drawing from the Study.</p> <p>Grading Plan</p> <p>Revised plans required. Developer to construct curb and gutter along frontage of Albertson Crescent and Bramblewood Lane. Revise all plans accordingly.</p> <p>Environmental Storm</p> <p>A drainage proposal is required to verify the sewer outlet and sewer capacity. See drawing plan C102. Municipal Infrastructure schedules to the development agreement may be required.</p> <p>This section doesn't support the proposed storm sewer outlet, as this site not designed to drain to Lorne Park storm sewer and the sewer on Lorne Park Rd. 250 mm (9.8 in) has no capacity to accept any extra flow. A revised concept is required.</p> <p>Environmental</p> <p>The Phase I ESA report was prepared eleven (11) years ago, and the Phase II; Due Diligence Subsurface Investigation report was prepared eight (8) years ago. Some of the information and resultant conclusions of this report are time sensitive, which could alter the recommendations of the report. Therefore, the findings of the assessment must be re-evaluated. A new environmental report (e.g. Phase I ESA/Phase II ESA) must be prepared and submitted to the City for review.</p> <p>Traffic</p> <p>The applicant is advised that access of Lorne Park Rd will not be permitted due to close proximity to the railway. Transport</p>

Agency / Comment Date	Comments
	<p>Canada does not advise the installation of an entryway within 30 m (98.4 ft.) of an existing at-grade crossing as it would be a contravention of Grade Crossing Regulations (GCR) Section 33, which references Section 11 of the Grade Crossing Standards (GCS).</p> <p>Sight line analysis will be required.</p> <p>The above aspects are to be addressed prior to the recommendation meeting.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Fire Prevention - Canada Post - Mississauga Transit - Heritage Planning
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Community Services, Public Art - Mississauga, Realty Services - Alectra Utilities - Bell Canada - CN Rail - Conseil Scolaire de District Catholique Centre-Sud - Conseil Scolaire Viamonde

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

- Are the policies and principles of the Mississauga Official Plan maintained by this project?
- Is the proposal compatible with the planned character of the area given the project's land use, massing, density, setbacks and building configuration?
- Is the proposed setback to the rail corridor sufficient?
- Is the driveway on Lorne Park Road appropriate given it is within 30 m (98.4 ft.) of the rail corridor?
- How will the maintenance of the proposed crash wall be administered?
- Are the proposed zoning by-law exception standards appropriate?
- What are the expected traffic impacts?
- How will privacy and overlook be mitigated?
- Submission of a new Phase I and II Environmental Site Assessment
- Submission of a revised arborist report

Development Requirements

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

9. Section 37 Community Benefits (Bonus Zoning)

Should these applications be approved by Council, staff will report back to Planning and Development Committee on the provision of community benefits as a condition of approval.

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Recommendation Report Detailed Planning Analysis

Owner: Jacan Construction Ltd. (LJM Developments)

1110 Lorne Park Road

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1. Community Comments

Comments from the public were generally directed towards the proposed density, built form and traffic. Below is a summary and response to the specific comments heard.

Comment

Concerns were expressed with the accommodation of storm drainage on site

Response

The applicant has submitted a Stormwater Management Report and a site grading plan to address initial City comments related to stormwater retention. Throughout the application process, the applicant has updated this information to reflect on going discussions with Transportation and Works Staff.

The most up to date report and plans propose a stormwater retention tank that will be constructed in accordance with City of Mississauga standards and will be located within the rear yards of the dwelling units. The stormwater retention tank will collect the required controlled water runoff on site. The tank will be maintained within the common element space by way of a future CEC – Condominium application.

In addition, the proposal incorporates a combination of drainage swales and grading to accommodate the portion of the uncontrolled stormwater on site.

Transportation and Works Staff are satisfied with the stormwater retention measures proposed to accommodate on

site drainage. Further details will be worked out prior to lifting of the H Provision and/or site plan approval.

Comment

Traffic generated from site and additional driveways will have a negative impact on the surrounding area.

Response

Since the original concept plan submission, the applicant has removed the access onto Lorne Park Road and with the reduction of one unit, the driveway access onto Bramblewood Lane has also been eliminated, which leaves the current proposal of 3 driveway access points onto Albertson Crescent. The reduction of the access points will ensure minimal conflict with traffic circulation in the immediate vicinity of the site.

The applicant has submitted a Traffic Impact Study that has been reviewed by Traffic Planning staff. It has been found that the trips generated by the proposed 6 townhouse dwellings will not generate any undue impacts onto the existing road network.

Comment

The proposed number of units and massing does not fit in with the character of the area.

Response

The applicant has reduced the number of units from 7 to 6 townhomes. As demonstrated in Section 7, similar densities and built form already exists in the surrounding neighbourhood along Lorne Park Road. The townhomes have been designed to compliment and have regard for the character of the area by

providing increased building setbacks and landscaped areas while utilizing a traditional style of architecture. Staff are of the opinion that the proposal is appropriate for the subject property.

Comment

The design of the townhouses may pose issues with adequate garage space and the storage of garbage bins and snow.

Response

The applicant is not seeking relief from the City's standard garage size in the Zoning By-law and is therefore subject to ensuring that the garage sizes comply with the standards that are required City wide. With respect to snow removal from driveways and storage during the winter, the driveway configuration is common throughout the City and residents have successfully been able to clear their driveways and store snow on the sides of the driveway where sod is located during the winter months.

Comment

Concern was expressed with the loss of green space and trees.

Response

To accommodate any development on the subject property, the removal of existing trees is required in order to allow for the construction of any building, whether it be a detached dwelling, office building or townhouse block.

The current **O1-14** (Office – Exception) zoning allows the property owner to construct an office building and parking area that results in a greater amount of site area taken up by hard

surfaces and building. In contrast, in comparison to the proposed townhouse concept plan, there is an overall smaller overall footprint, which increases space for the planting of new vegetation and future trees.

In addition, through the required site plan approval process, staff will require replacement tree planting and vegetation to be included in the landscape plan.

Comment

Concern with the loss of on-street parking on Albertson Crescent.

Response

The proposed townhouse concept plan shows three driveway access points along the west side of Albertson Crescent. Currently, the northwestern edge of Albertson Crescent is available for on-street parking. With the inclusion of the proposed driveways, the amount of on street parking on the northwestern edge will be reduced. However, the driveway access points provide for an ability for on-street parking in between the driveways. Additional on-street parking opportunities exist on the surrounding streets including, the eastern edge of Albertson Crescent and along Bramblewood Lane.

Comment

Concern was expressed with potential future plans for Metrolinx railway grade separation.

Response

While Metrolinx has adopted a general position to avoid at-grade crossings, the Lorne Park Road crossing is not identified as a "priority crossing". It has not been determined whether the Lorne Park Road railway grade separation will materialize in the near future. However, the two improvements that have been made along the Lorne Park Road edge of the site (removal of access onto Lorne Park Road and increased building setback) supports the potential for grade separation. Metrolinx has been involved in the review of this development application.

2. Updated Agency and City Department Comments

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The application was circulated to all City departments and commenting agencies on July 12, 2019. A summary of the comments are contained in the Information Report attached as Appendix 1. The most recent resubmission was circulated July 26, 2021. Below include any updated comments.

Parks Planning – Community Services Department

Comments updated September 16, 2021, state that Parks Planning advises that the applicant has agreed to gratuitously dedicate the northern "triangle" portion of the subject property to the City. Parks Planning supports the redesignation, rezoning and dedication of this parcel to **Greenlands** and **G2** (Greenlands). There is a large red oak tree within the municipal boulevard that is adjacent to the triangle parcel and the land

dedication will provide a suitable buffer to ensure long term preservation of the tree.

Furthermore, prior to the issuance of building permits for each lot or block, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the *Planning Act* and in accordance with City's Policies and Bylaws.

Transportation and Works Department

Comments updated on October 18, 2021, state the following:

Noise

The evaluation of the noise sources that may have an impact on this development include road and rail traffic. The results of the preliminary noise feasibility and vibration impact study indicate that suitable noise control measures integrated into the design of the buildings are feasible to achieve the required indoor MECP sound levels. Noise mitigation measures including an acoustic barrier will be required, the details of which will be confirmed through the required removal of the Holding Provision, site plan approval and building permit processes.

Stormwater Management

A Functional Servicing Report (FSR) was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development's impact on the municipal drainage system (e.g. storm sewers, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls.

The applicant is proposing to control the 100-years storm event on site with the use of a storage tank, which will infiltrate the rain water in to the ground to service the development lands. As well, the applicant is including stormwater management controls for the post development discharge.

The stormwater management report indicates that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the change in impervious area from the proposed development and/or impact to the receiving municipal drainage system, on-site stormwater management controls for the post development discharge is required.

The applicant is required to provide further information as follows:

- For the catch basin storm connection to Lorne Park Road, additional technical information and an updated SWM report will be required prior to lifting the holding provision.
- The stormwater servicing concept is feasibly accepted by staff and additional technical information is required prior to lifting of the holding provision.

Traffic

With the traffic generated by the proposed development, the intersections in the area are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.

Environmental Compliance

Based on the Phase I ESA review, dated January 14, 2008, prepared by AME-Materials Engineering, and the Phase II ESA, dated May 12, 2020, prepared by TRY Environmental Services Inc., no further investigation is required. The site is suitable for the proposed land use.

Engineering Plans/Drawings

The applicant has submitted a number of technical plans and drawings (i.e. Grading and Servicing Plans), which will need to be updated upon the submission of the removal of the Holding Provision application.

3. *Provincial Policy Statement, 2020 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019 and Amendment No. 1 (2020)*

The *Provincial Policy Statement* (PPS) and the *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) provide policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these

policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

4. Consistency with PPS

The Information Report dated October 28, 2019 (Appendix 1) provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including:

Section 1.1.3.2 of the PPS requires development to reflect densities and a mix of land uses which efficiently use land and resources, are appropriate for and efficiently use infrastructure and public service facilities and are transit supportive.

Section 1.1.3.3 of the PPS states that planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock.

Section 1.1.3.4 of the PPS states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.

MOP policies are consistent with this PPS direction. Section 5 of MOP (Direct Growth) includes policies that indicate

intensification may be considered within Neighbourhoods where it is compatible. Section 7.2 of MOP (Housing) includes policies that encourage a range of housing choices which vary by type, tenure and price. Section 9 of MOP (Build a Desirable Urban Form) has policies that encourage an urban form that respects the urban hierarchy and city structure and provides for appropriate transitions to neighbouring uses.

The subject site and proposal represents an opportunity to modestly intensify and increase the range of housing in the area by providing for a land use that makes more efficient use of the subject property while maintaining compatibility with the existing neighbourhood. As outlined in this report, the proposed development supports the general intent of the PPS.

5. Conformity with Growth Plan

The Growth Plan was updated May 16, 2019, in order to support the "More Homes, More Choice" government action plan that addresses the needs of the region's growing population. The new plan is intended, amongst other things, to increase the housing supply and make it faster and easier to build housing. Pertinent changes to the Growth Plan include:

- The Vision for the Growth Plan now includes the statement that the Greater Golden Horseshoe will have sufficient housing supply that reflects market demand and what is needed in local communities.
- Section 2.2.2.3 requires municipalities to encourage intensification generally throughout the delineated built-up area. Previous wording referred to encouraging

intensification to generally achieve the desired urban structure.

- Section 2.2.2.3 also directs municipalities to identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.

Section 2.2.2.4 b) in the Growth Plan directs municipalities to "identify the appropriate type and scale of development in intensification areas". It states that intensification areas will be planned and designed to "achieve an appropriate transition of built form to adjacent areas". The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

MOP policies generally conform with the Growth Plan. Section 5 of MOP (Direct Growth) includes policies that direct growth to appropriate locations. Section 5.3 provides for a city structure where some elements will be the focus of growth (e.g. Downtown) while other areas will accommodate some development but will not be the primary location for future growth (e.g. Neighbourhoods). Section 5.3.5.6 of MOP requires development in Neighbourhoods to be sensitive to the existing and planned context and include appropriate transitions in use, built form, density and scale

The proposed development conforms to the Growth Plan as it is modestly intensifying an underutilized site that fronts onto a Minor Collector Road (Lorne Park Road) and is designed to appropriately respond and transition to the adjacent low rise context. The built form proposed provides for better utilization of

existing infrastructure and adds more housing choice to the surrounding neighbourhood.

The policies of the Greenbelt Plan and the Parkway Belt Plan are not applicable to these applications.

6. Region of Peel Official Plan

As summarized in the public meeting report dated October 4, 2019 (Appendix 1), the proposed development does not require an amendment to the Region of Peel Official Plan.

The subject property is located within the Urban System of the Region of Peel. General Objectives in Section 5 direct development and redevelopment to the Urban System to achieve complete communities that represent a more efficient use of land that is compatible in built form.

The relevant MOP policies in this report are in conformity with the Region of Peel Official Plan. Section 9.1 of MOP emphasizes where growth will be directed and other areas where limited growth will occur. Established residential Neighbourhoods will be protected and strengthened with infill development that is compatible with the existing and planned character.

The proposed development conforms to the ROP as it represents an infill project in an established and mature neighbourhood that has demonstrated compatibility with the surrounding context.

7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies for the Clarkson Lorne Park Neighbourhood Character Area, to permit 6 townhouses. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***
- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***
- ***Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?***

Planning staff have undertaken an evaluation of the relevant policies of the PPS, Growth Plan and MOP, including those found in Section 19.5.1 against this proposed development application.

The following is an analysis of the key policies and criteria:

The subject site is located in the Clarkson - Lorne Park Neighbourhood Character Area, which is a predominantly low rise neighbourhood that contains dwellings on large lots with ample setbacks and mature vegetation. The site is currently vacant and fronts onto Lorne Park Road (Minor Collector Road), Alberston Crescent and Bramblewood Lane. As a result of a previous Official Plan Amendment and Rezoning application undertaken by the same property owner, the subject site is designated **Office**, which permits an office building.

Directing Growth

MOP states that within neighbourhoods, where higher density uses are proposed, the following policies are applicable:

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.

The subject site is located along a minor collector road and is close to two commercial plazas that contain retail and commercial uses. While the area character is predominantly

detached dwellings, the proposed density, built form and land use is not unique to the immediate neighbourhood. There are other townhouse sites located along Lorne Park Road and within the vicinity. In addition, the applicant has removed one unit from the original submission concept plan in order to increase the ability for larger setbacks and opportunities for landscaping and vegetation, aspects that are in keeping with typical lot conditions of the Clarkson - Lorne Park Neighbourhood.

In consideration of the above, the density proposed is sensitive to and fits within the surrounding area while taking advantage of nearby commercial opportunities. The concept employs a built form that exists in the area and deploys a design that is sensitive to the character of the neighbourhood. As such, it is staff's opinion that the proposal meets the directive of Mississauga Official Plan regarding intensification within established Neighbourhood Character Areas.

Compatibility with the Neighbourhood

Intensification within Neighbourhoods is to be compatible in built form and scale to surrounding development and will be sensitive to the existing and planned context.

MOP states that compatibility "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".



Townhouse elevation

The proposed built form is respectful of the surrounding context by providing for a building height that reads to be 2 and a half storeys in height, which is consistent with dwelling heights in the Clarkson - Lorne Park Neighbourhood. The dwelling height of the townhouse block is approximately 9.5 m (31.2 ft.) measured from average grade, which is the maximum allowable height that is allowed for detached homes by the zoning by-law in the area. The roofline of the townhouse block has been designed to relate to the lower density built form types within the vicinity. The architecture of the proposal matches the dominant traditional building design character by providing for a bricked façade and dormer windows.

In addition, with large setbacks and ample vegetation a strong characteristic in the overall neighbourhood, the proposed layout provides for increased setbacks to public roads and neighbouring properties, preserving additional space for landscaping.



Aerial Image – ★ Subject Property, ● Existing or Planned Townhouses and Semi-Detached Houses, ● Commercial Plaza

In a neighbourhood that predominantly consists of detached dwellings, there are examples of higher density land uses and built forms along Lorne Park Road that exist successfully and compliment the neighbourhood. In consideration of the design merits of the proposal and recognizing the contribution to more housing choice in the area, the proposed townhouses fit within the land use and built form context of surrounding site. As such, it is staff's opinion that the proposal meets Mississauga Official Plan's requirements for new development to be compatible with the existing Neighbourhood.

Services and Infrastructure

The Region of Peel has advised that there is adequate water and sanitary sewer capacity to service this site.

The applicant is proposing to incorporate a storm water retention tank within the rear yards of the proposed units in order to accommodate storm water and on site drainage. Maintenance requirements for this storm water tank will be tied

to the individual units through the common element condominium registration process.

Due to the close proximity of the railway, the applicant will be required to construct a noise attenuation and crash wall, which will be further reviewed and assessed by City staff and Metrolinx as part of the application to remove the proposed Holding Provision.

The site is currently serviced by the following MiWay Transit routes:

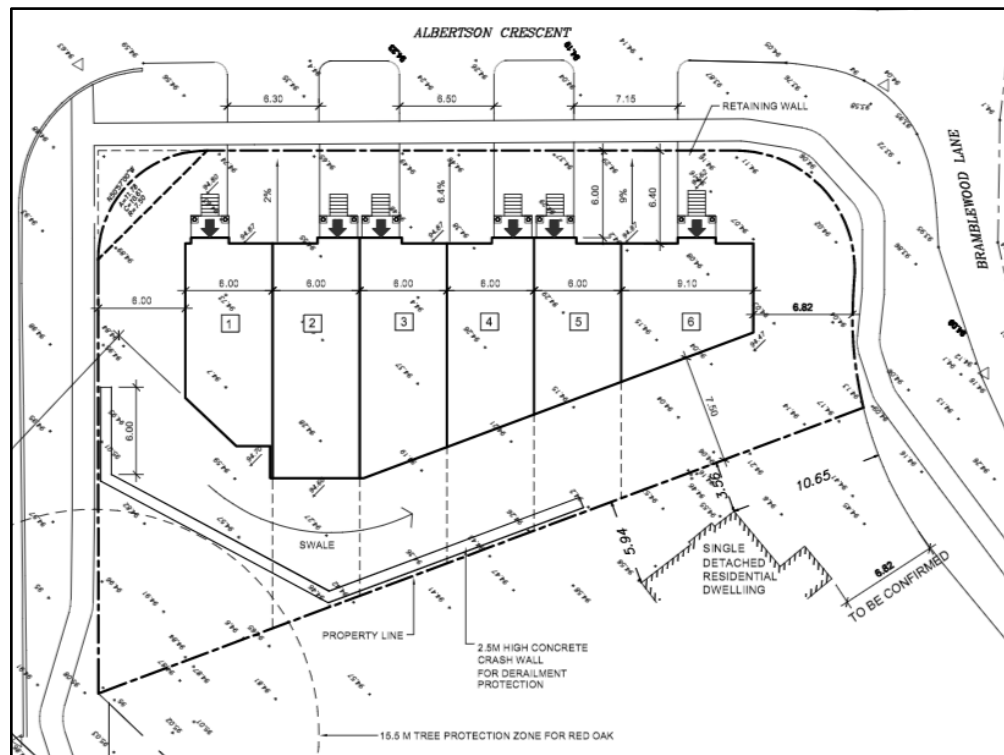
- Number 14/14A on Lorne Park Road having direct access to Indian Road and Truscott Road and connecting to the Clarkson GO Station.
- Number 23 on Lakeshore Road is within 500 m (1,640.4 ft.) of the site and provides access to Port Credit and Clarkson GO Stations, as well as future Hurontario LRT and Lakeshore BRT service.

The site is close to two commercial plazas that contain a variety of commercial and retail uses, such as a grocery store.

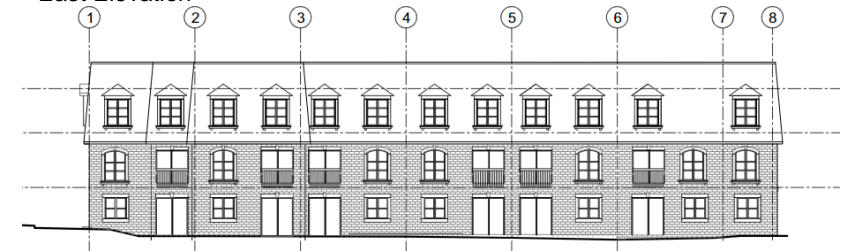
For these reasons, these applications are consistent with MOP, the Region of Peel Official Plan, the Growth Plan for the Greater Horseshoe and the PPS.

8. Revised Site Plan and Elevations

The applicant has provided revised site plan and elevation drawings as follows:



East Elevation



West Elevation



North Elevation

South Elevation

9. Zoning

The proposed **H-RM5-60** (Street Townhouse - Exception) is appropriate to accommodate the proposed 6 townhouses.

Below is an updated summary of the proposed site specific zoning provisions:

Proposed Zoning Regulations

Zone Regulations	RM5 Zone Regulations	Proposed RM5-60 Regulations
Minimum Lot Frontage	6.8 m (22.3 ft.) – interior lot 9.8 m (32.2 ft.) – corner lot	6.0 m (19.7 ft.) – interior lot and corner lot
Maximum gross floor area (GFA) - residential	0.7 FSI	1 470 m ² (15, 823.0 ft ²)
Maximum Dwelling Height – Flat Roof	10.7 m (35.1 ft.)	9.6 m (31.2 ft.)
Minimum landscaped area	25 % of lot area	N/A – no change
Maximum driveway width	5.2 m (17.1 ft.)	3.6 m (11.8 ft.)
In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.		

10. Bonus Zoning

Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning on September 26, 2012. In accordance with Section 37 of the *Planning Act* and policies contained in the Official Plan, this policy enables the City to secure community benefits when increases in permitted height and/or density are deemed to be good planning by Council through the approval of a development application.

As the proposed development contains a total gross floor area (GFA) of less than 5 000 m² (54,000 ft²), the subject proposal does not meet the policy criteria for a Section 37 Community Benefits contribution.

11. "H" Holding Symbol

Should this application be approved by Council, staff will request an "H" Holding Provision which can be lifted upon:

1. delivery of an executed Development Agreement satisfactory to the City
2. satisfactory arrangements with Metrolinx, Transportation and Works and Planning and Building regarding the required crash/noise wall
3. satisfactory arrangements with the Transportation and Works Department with respect to on site storm water management
4. satisfactory arrangements with the Transportation and Works Department and Community Services Department

with respect to any land dedications

5. submission of updated grading and site servicing drawings satisfactory to the Transportation and Works Department

12. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. No site plan application has been submitted to date for the proposed development.

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address matters such as grading, stormwater, noise mitigation, tree replacement and landscaping details.

Plan of Condominium and Part Lot Control applications will be required to create the Parcels of Tied Land (POTLs) and establish shared common elements.

13. Conclusions

In conclusion, City staff has evaluated the applications to permit 6 townhouses against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

- The proposed 6 townhouses add to the range of housing in the Clarkson - Lorne Park Neighbourhood Character Area and make more efficient use of the subject property, aligning with the goals and objectives of the *Provincial Policy*

Statement and Growth Plan, as well as Mississauga Official Plan.

- The proposed land use and built form is not unique to the neighbourhood and represents a modest infill project that fits within the surrounding area.
- The proposed townhouse block has been designed in a manner that compliments the character in the vicinity and mitigates against any massing impacts on adjacent properties.