

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

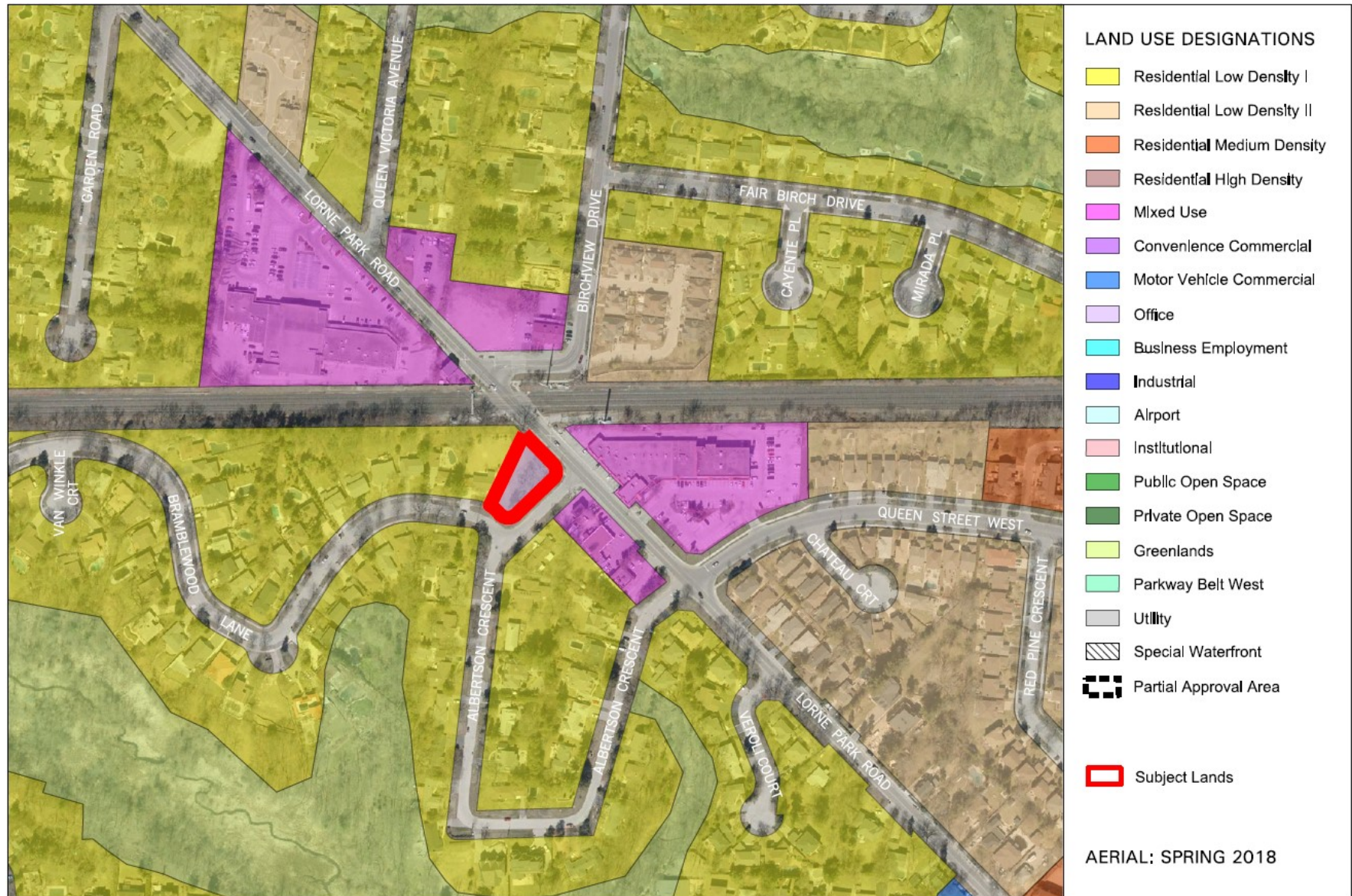
lots. Lorne Park Road is visible on Peel County maps dating from 1859. Albertson Crescent was developed in the 1950s. Lorne Park Station, located at Lorne Park Road and the rail corridor was an active rail station until 1967.

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.

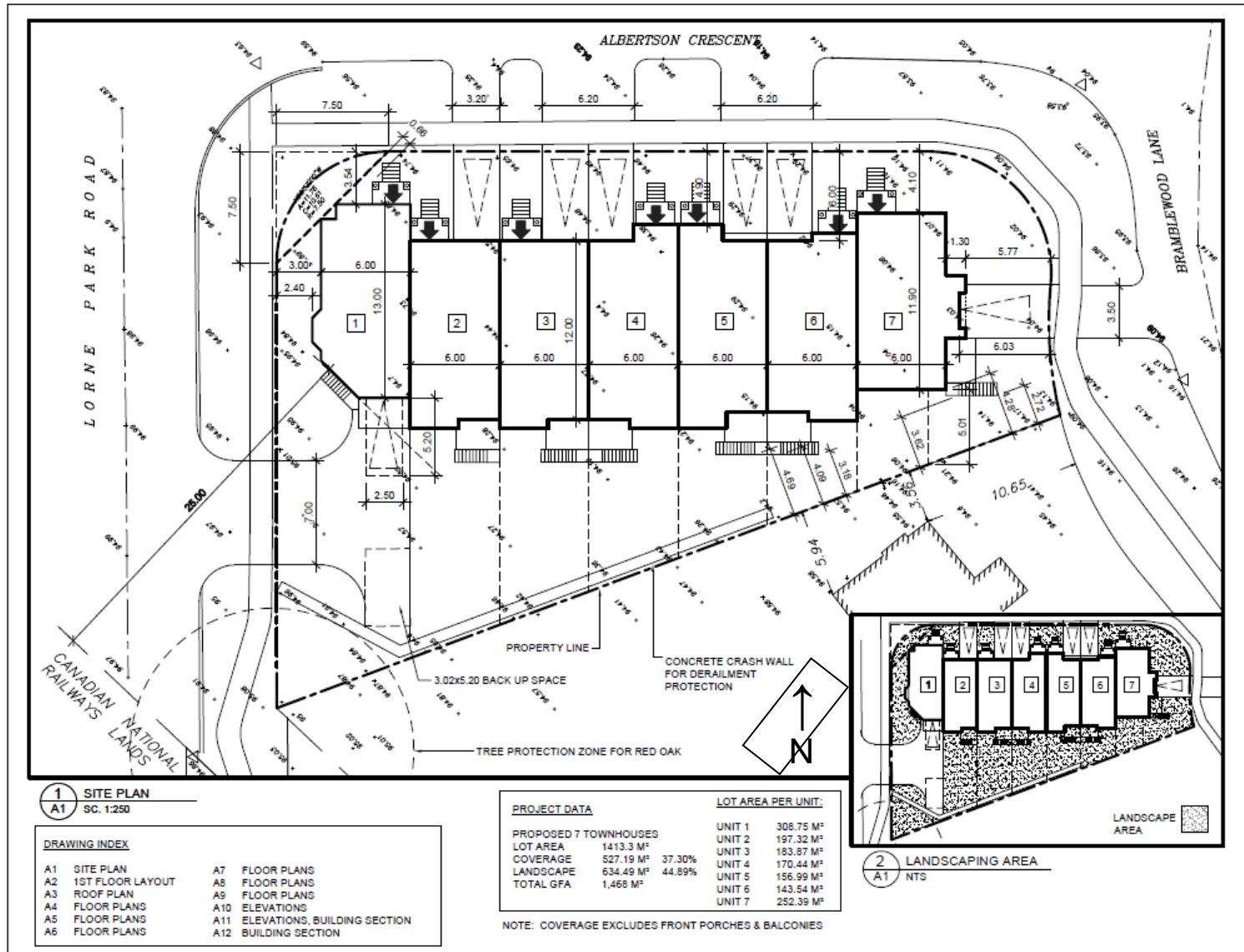
Development Proposal		
Applications submitted:	Received: April 25, 2019 Deemed complete: July 2, 2019	
Developer/ Owner:	Jacan Construction Ltd. (LJM Developments)	
Applicant:	Franz Kloibhofer, A.J. Clarke and Associates Ltd.	
Number of units:	7 units	
Proposed Gross Floor Area:	1 459 m ² (15,704.6 ft 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

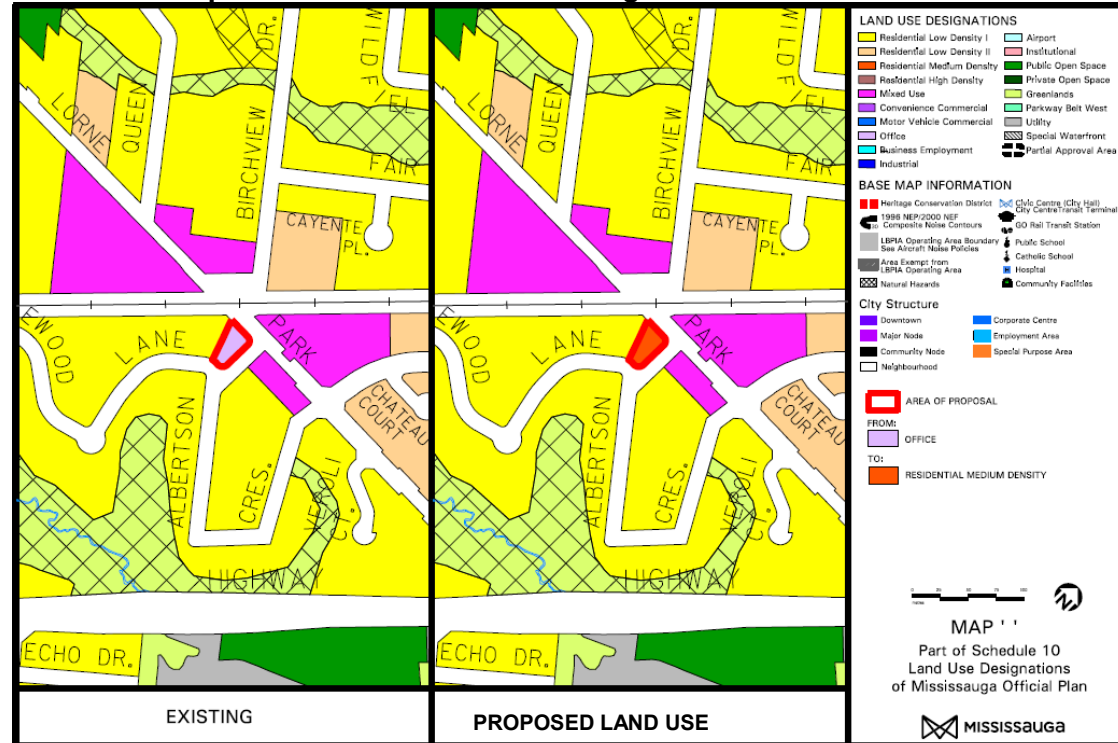
The proposed land use is **Residential Medium Density**. Lands designated **Residential Medium Density** permits all forms of townhomes.

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

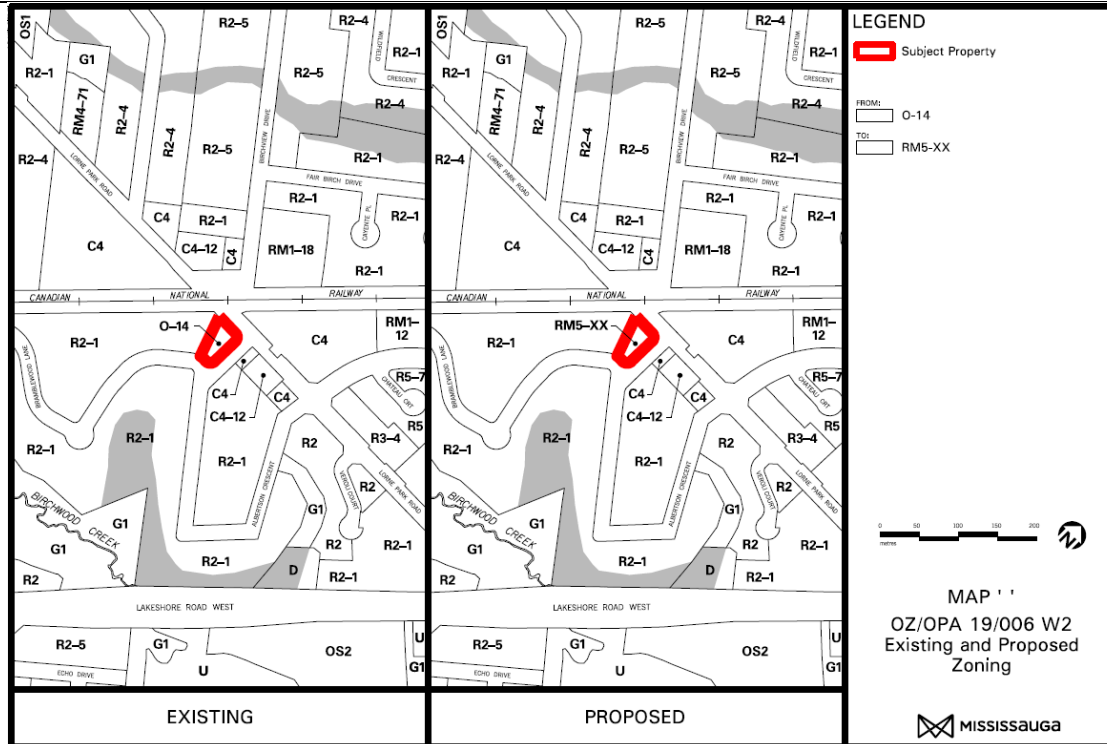
The site is currently zoned **O-14** (Office), which only permits an office. Accessory uses are not permitted in this exception zone.

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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