

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:

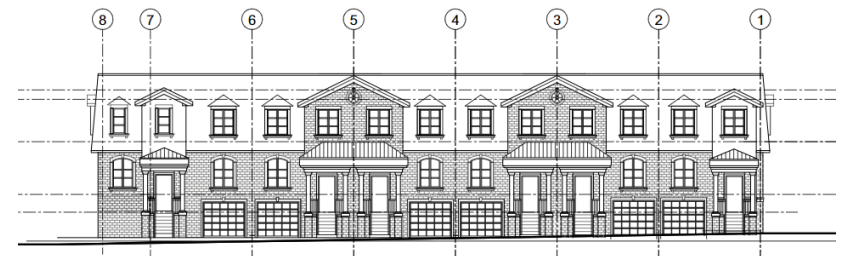
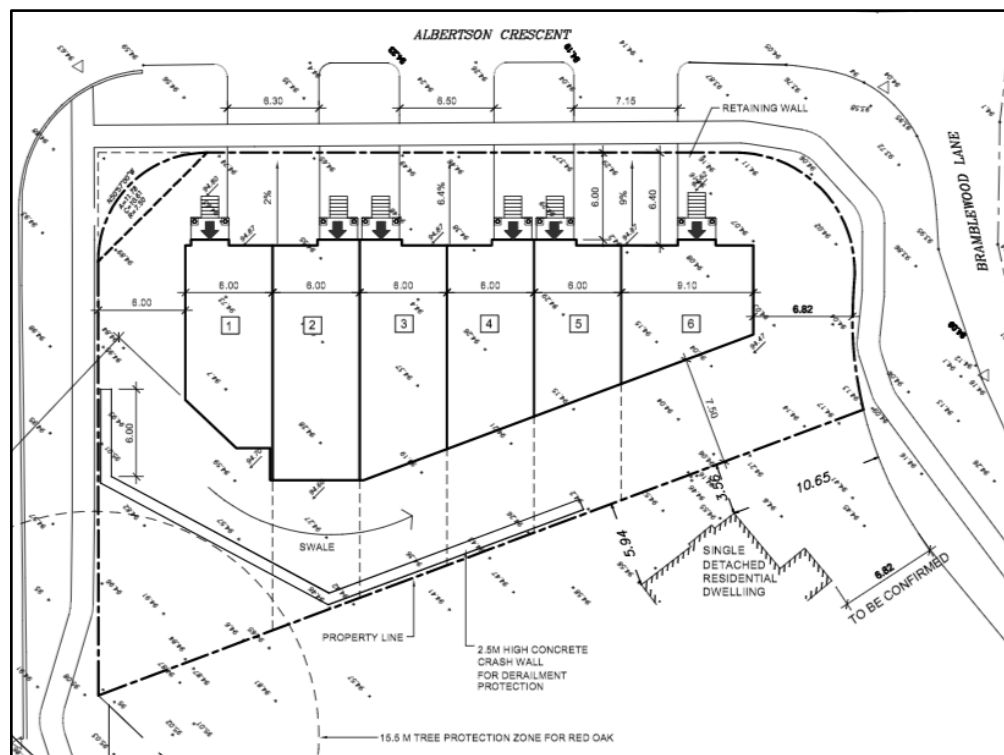
- Number 14/14A on Lorne Park Road having direct access to Indian Road and Truscott Road and connecting to the Clarkson GO Station.
- Number 23 on Lakeshore Road is within 500 m (1,640.4 ft.) of the site and provides access to Port Credit and Clarkson GO Stations, as well as future Hurontario LRT and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

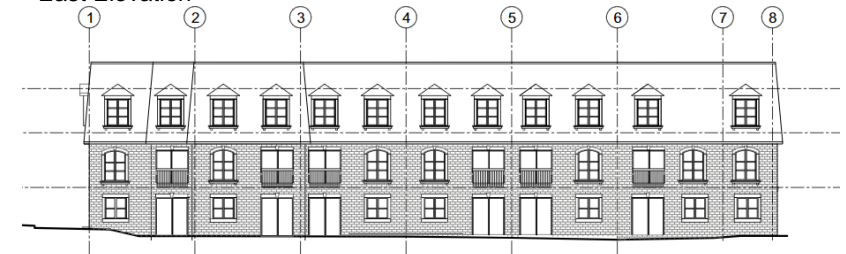
For these reasons, these applications are consistent with MOP, the Region of Peel Official Plan, the Growth Plan for the Greater Horseshoe and the PPS.

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.