



# Corporate Report

Clerk's Files

Originator's  
Files OZ 07/019 W1

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**DATE:** June 9, 2009

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: June 29, 2009

**FROM:** Edward R. Sajecki  
Commissioner of Planning and Building

**SUBJECT:** **Information Report**  
**Official Plan Amendment and Rezoning Applications**  
**To permit 47 townhouse dwellings under standard**  
**condominium tenure**  
**1125 and 1135 Haig Boulevard**  
**East side of Haig Boulevard, north of Lakeshore Road East**  
**Owner: Weldan Properties (Haig) Inc.**  
**Applicant: Glen Schnarr and Associates Inc.**  
**Bill 51**

**Public Meeting** **Ward 1**

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**RECOMMENDATION:** That the Report dated June 9, 2009, from the Commissioner of Planning and Building regarding the applications to amend the Official Plan from "Residential Low Density I" to "Residential Medium Density I" and "Public Open Space" and to change the Zoning from "R3" (Detached Dwellings - Typical Lots) to "RM4 - Exception" (Townhouse Dwellings) and "OS2-1" (City Park) to permit 47 townhouse dwellings under standard condominium tenure under file OZ 07/019 W1, Weldan Properties (Haig) Inc., 1125 and 1135 Haig Boulevard, be received for information.

**BACKGROUND:** The above-noted applications have been circulated for technical comments and two community meetings have been held. Correspondence was submitted by the applicant on July 15, 2008

and March 16, 2009 outlining revisions to the applications which included a substantial modification of the concept plan from that which was initially submitted with the applications. Notable revisions included two detached dwellings along the Haig Boulevard street edge, two semi-detached units immediately behind the detached dwellings and a revised internal road network. In addition, the applicant proposed a land exchange with the City, that would see a portion of the Lakeview Golf Course at the southeast corner of the site exchanged for lands along the common property line, the purpose of which was two fold, first to maximize the distance separation between the active area of play on the golf course and second, to regularize the east property line to better address site layout and technical issues. These changes resulted in a reduction in the unit count from 70 to 58 units.

A further amendment to the applications was made on April 23, 2009. The applicant has abandoned the proposed land exchange, has reconfigured the site layout to move the site access further north, and has eliminated the single and semi-detached units in proximity to Haig Boulevard. The revised concept now proposes a townhouse block with an end unit condition and parallel visitor parking spaces adjacent to Haig Boulevard. These changes result in a further reduction in the unit count from 58 to 47.

The applicant's revised concept plan depicting the most recent changes to the site layout is attached as Appendix I-4.

The purpose of this report is to provide preliminary information on the applications and to seek comments from the community.

**COMMENTS:**

Details of the proposal are as follows:

<b>Development Proposal</b>	
Applications submitted:	October 1, 2007 (submitted) October 22, 2007 (deemed complete) July 15, 2008 / March 16, 2009/ April 23, 2009 (applications revised)
Height:	2 and 3 storeys

<b>Development Proposal</b>	
Lot Coverage:	20%
Landscaped Area:	40%
Net Density:	34.1 units/ha (13.8 units/ac.)
FSI (Floor Space Index)	0.6 * Based upon preliminary unit design.
Number of units:	47
Anticipated Population:	139 *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2005 Growth Forecasts for the City of Mississauga.
Parking Required:	94 resident spaces @ 2.0 spaces/unit 12 visitor spaces @ 0.25 spaces/unit Total: 106 spaces
Parking Provided:	106 spaces
Supporting Documents:	Railway Vibration Measurements; Noise Control Feasibility Study; Phase I Environmental Site Assessment; Phase II Environmental Site Assessment; Record of Site Condition; Traffic Impact Study; Functional Servicing Report; Preliminary Servicing and Stormwater Management Report; Concept Plan; Planning Justification Report; Tree Inventory/Preservation Plan; Archaeological Assessment Stage 1-2; Hydraulic Assessment; Lakeview Golf Course 7 <sup>th</sup> Hole/ Haig Boulevard Interface Study.

**Site Characteristics**

Frontage:	61.7 m (202.4 ft.) on Haig Boulevard
Depth:	Variable – 131.0 m (429.7 ft.) to 151.9 m (498.5 ft.)
Gross Lot Area:	1.5 ha (3.8 ac.)
Net Lot Area:	To be determined
Existing Use:	2 detached dwellings and accessory buildings

Additional information is provided in Appendices I-1 to I-8.

**Green Development Initiatives**

There have been no green development initiatives identified by the applicant at this time.

**Neighbourhood Context**

The subject property is located in the Lakeview District, on the east side of Haig Boulevard, north of Lakeshore Road East, directly north of the Canadian National Railway tracks. The property is in a stable residential community characterized by detached dwellings on very deep lots with minimum 15 m (49.2 ft.) lot frontages. The site is currently occupied by two detached dwellings, a shed, a frame building and is well treed. The Lakeview Golf Course, a City owned facility and a heritage designated property, abuts the lands on the east side.

The surrounding land uses are described as follows:

North: Detached dwellings  
East: Lakeview Golf Course  
South: Detached dwellings beyond the  
Canadian National Railway tracks  
West: Detached dwellings beyond Haig Boulevard

### **Current Mississauga Plan Designation and Policies for the Lakeview District (May 5, 2003)**

**"Residential Low Density I"** which permits detached, semi-detached and duplex dwellings to a maximum density of 17 units per net residential hectare (6.9 units per net residential acre).

As townhouse dwellings are proposed, the applications are not in conformity with the existing land use designation.

There are other policies in the Official Plan which are applicable in the review of these applications including:

#### **Residential Policies**

Section 3.2.3.1 – Residential lands will be developed to achieve a compact, orderly urban form generally characterized by lower densities in the interior of communities and higher densities along major roads and near concentrations of commercial, community, and transportation facilities.

Section 3.2.3.2 – High quality and innovative residential design will be promoted in a form which reinforces and enhances the local community character, respects its immediate context and creates a quality living environment. Innovative housing types and zoning standards will be encouraged. Design issues related to built form, scale, massing, orientation, parking, overshadowing, and the quantity and quality of open space will be priorities in assessing the merits of residential development. Broader urban design issues related to the creation of an urban street character, developing a sense of gateway into the community and highlighting district focal points will also be considered in assessing residential development.

Section 3.2.4 – Residential Intensification (Interim Policies) indicates that the focus of intensification will be directed to the "Urban Growth Centre" and intensification outside of the "Urban Growth Centre" will occur through the development of vacant or underutilized lands in accordance with the intent of this Plan. The

subject lands are located outside of the "Urban Growth Centre" and as such the following policies are applicable to the review of such a proposal:

Section 3.2.4.3. a. – ...Increases in density may be considered where the proposed development is compatible in built form and scale to the surrounding development, enhances the existing or planned community and is consistent with the intent of this Plan.

Section 3.2.4.4. a. – Development should be compatible with the scale and character of a planned residential area by having regard for the following elements: natural environment; natural hazards (flooding and erosion); natural heritage features/Natural Areas Systems; lot frontages and areas; street and block patterns; building height; coverage; massing; architectural character; streetscapes; heritage features; setbacks; privacy and overview; the pedestrian environment; parking.

Section 3.2.4.4. b. – Development proposals will demonstrate compatibility and integration with surrounding land uses by ensuring that an effective transition in built form is provided between areas of different development densities and scale. Transition in built form will act as a buffer between the proposed development and planned uses, and should be provided through appropriate height, massing, character, architectural design, siting, setbacks, parking, and open and amenity space.

### **Urban Design Policies in Mississauga Plan**

Section 3.18.2.4 – Building and site design will be compatible with site conditions, the surrounding context, features and surrounding landscape and the intended character of the area.

Section 3.18.2.5 – Building, landscaping and site design will create visual and functional relationships between individual buildings, groups of buildings and open spaces.

Section 3.18.2.6 – Building, landscaping and site design will minimize the effects of noise, unattractive views, other negative impacts and will buffer adjacent land uses.

Section 3.18.3.7 – A distinct character for each community will be created or enhanced through the road pattern, building massing and height, streetscape elements, preservation and incorporation of heritage buildings and prominent placement of institutions and open spaces.

Section 3.18.5.2 – Buildings should address the street with main entrances facing the street, with strong pedestrian connections and landscape treatments that connect buildings to the street.

Section 3.18.5.10 – Building and site designs will locate and design parking, loading and storage areas to minimize their presence from the street.

Section 3.18.9.3 – Buildings and site designs will be in harmony with the scale, proportion, continuity, rhythms and texture of adjacent buildings and streets.

### **Rail Policies in Mississauga Plan**

Section 3.17.9.2 – Rail Noise, Safety, and Vibration indicates that where residential and other land uses sensitive to noise are proposed in proximity to rail lines, it may be necessary to mitigate noise impacts. There are specific policies outlining the requirements for mitigating the impacts appropriately.

### **Criteria for Site Specific Official Plan Amendments**

Section 5.3.2 of Mississauga Plan contains criteria which require an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:

- 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 land is suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;
- there are adequate infrastructure and community services to support the proposed development.

### **Proposed Official Plan Designation and Policies**

**"Residential Medium Density I"** to permit 47 townhouse dwellings within a density range of 30-57 units per net residential hectare (12–23 units per net residential ac.).

**"Public Open Space"** to permit lands to be dedicated to the City and added to the existing golf course in fulfillment of the applicant's parkland dedication requirement.

### **Existing Zoning**

**"R3" (Detached Dwellings – Typical Lots)** which permits detached dwellings on lots with a minimum lot frontage of 15.0 m (49.2 ft.) and a minimum lot area of 550 m<sup>2</sup> (5,920 sq. ft.).

### **Proposed Zoning By-law Amendment**

**"RM4 - Exception" (Townhouse Dwellings)** to permit 47 townhouse dwellings under standard condominium tenure. The exception zone is necessary to accommodate a 2.38 m (7.8 ft.) setback between a visitor parking space and the side lot line, whereas 3.0 m (9.8 ft.) is required.

**"OS2-1" (City Park)** to permit lands to be dedicated to the City and added to the existing golf course in fulfillment of the applicant's parkland dedication requirement.



## COMMUNITY ISSUES

An initial community meeting was held by Ward 1 Councillor Carmen Corbasson on September 30, 2008 based on the applicant's earlier revised concept plan for a total of 58 units.

The following is a summary of issues raised by the community during this community meeting and through subsequent correspondence received:

- The proposed vehicular entrance to the site is too close to the railway tracks, specifically with respect to the sight lines and safety;
- There is concern regarding the noise from the adjacent railway tracks and the implications with constructing a noise barrier only on the north side of the railway tracks;
- Drainage and potential flooding on site is a concern as currently the rear yards drain naturally in a north-south pattern. The proposed development may result in flooding to the north;
- There is concern with the density and height of the development as well as some of the setbacks. The proposed 3-storey height of some units will affect the use and privacy of backyards for adjacent homes;
- The development will set the tone for future development in the Lakeview District. There is a desire for the development to be consistent with existing land uses in the surrounding areas;
- A concern was raised regarding whether fire and emergency services vehicles would be able to access the development; and,
- Environmental concerns were raised with respect to the loss of green space, mature trees and wildlife as well as the loss of a wetlands area. It is noted that the subject lands are not

identified on the City's Natural Areas Survey or within Mississauga Plan as a natural hazard.

The above-noted comments will be considered in the evaluation of the applications and will be addressed as part of the Supplementary Report.

In addition, concerns were raised regarding adequate resident and visitor parking on site. Parking is proposed to be provided in accordance with minimum Zoning By-law requirements. The collection of garbage was also identified as a concern. The Region of Peel has indicated that curbside garbage collection will be provided. Snow storage and removal was also questioned, to which it was noted that the future condominium corporation would be responsible for the clearing and removal of snow.

A second community meeting was held on June 4, 2009, at which the applicant presented the current revised concept plan. The following additional comments were provided:

- The proposed parkland dedication should provide a community benefit and not just be an addition to Lakeview Golf Course;
- Fencing along the edge of the Lakeview Golf Course would impact the movement of deer which frequent the area;
- There is a lack of amenity space proposed due to the likelihood that many purchasers will be young families with children;
- The proposed development will result in significant tree loss on site;
- The proposed Serson Creek works may result in extensive disturbance, including tree removal on adjacent lands, inconveniencing the owners of these lands;
- Recent installation of traffic lights at Haig Boulevard and South Service Road has increased the volume and speed of traffic on Haig Boulevard thereby increasing safety concerns

associated with the proposed access to the subject lands and increasing the need for traffic calming on Haig Boulevard;

- The proposed revisions do not improve the relationship of lands with Haig Boulevard. It was suggested that the applicant should consider revisions which incorporate the positive attributes of both plans, such as detached dwellings along the Haig Boulevard frontage, two storey units near Haig Boulevard and abutting existing homes and move the visitor parking to a more internal location on the site;
- The proposed revisions have resulted in the need for a noise attenuation barrier atop an earthen berm, whereas previously only a berm was required. The noise attenuation barrier is visually unappealing, will encourage vandalism and graffiti, may reduce visibility for vehicles entering and exiting the site and may result in increased noise levels to the south, due to the reflection of noise off the barrier. Changes should be made to the site layout to eliminate or reduce the noise attenuation barrier;
- The applicant should consider detached dwellings as they are more in keeping with the character of the neighbourhood; and,
- Additional information was requested regarding the existing limits of the regional storm flood line and flood spill zone associated with Serson Creek and the flood spill zone associated with Applewood Creek. Residents noted that the development should not move forward until Credit Valley Conservation (CVC) issues associated with the Serson and Applewood Creeks both up and down stream have been satisfactorily addressed.

These additional comments will be considered in the evaluation of the applications and will be addressed as part of the Supplementary Report.

## **DEVELOPMENT ISSUES**

Agency comments are summarized in Appendix I-6 and school accommodation information is contained in Appendix I-7. Based on the comments received and the applicable Mississauga Plan policies, the following matters will have to be addressed:

### **Streetscape**

Changes to the concept plan have been requested to ensure that the proposed development addresses Haig Boulevard in an appropriate fashion. The revised concept plan (Appendix I-4) presently depicts vehicular access at the northerly most extent of the frontage, parallel visitor parking spaces, the end elevation of the westerly most block of townhouses and rear yard privacy fencing along the Haig Boulevard frontage. Specifically, the applicant has been requested to modify the concept plan to accommodate a similar type of built form and lot pattern to that which already exists along Haig Boulevard and to minimize the visual impact which may be associated with the proposed noise barrier.

It is noted that due to CN Rail setback requirements, residential dwellings are not permitted within 30 m (100 ft.) of the rail corridor.

### **Serson Creek**

The subject lands fall within the regional storm floodplain for the Serson Creek. The applicant is proposing physical improvements to the culvert which runs under the CNR line to reduce the size of the floodplain north of the CNR line. Credit Valley Conservation in their comments (Appendix I-6) have advised that there are numerous outstanding technical matters which must be resolved in advance of the preparation of a Supplementary Report for Council consideration. The applicant has been advised of the need to address these matters expeditiously.

### **Interface with Lakeview Golf Course**

The subject lands abut the 7th hole of the Lakeview Golf Course on their eastern extent. The centre line of the 7th hole runs within 22 m (72 ft.) of the common property line. The proximity, orientation of the hole and the typical field of play all contribute to golf balls leaving the course and entering onto the subject property with some degree of regularity. The applicant has prepared a Heritage Impact Statement/Golf Course Study in support of the proposed development to in part evaluate the impact of the proposed development on this heritage resource and to determine the level of impact associated with ejected golf balls on the subject lands. The report recommends a 50 m (164 ft.) setback to the nearest residential property from the centre line of the 7th hole. Also in support of this setback, the applicant has prepared an interface study which counted the number of ejected golf balls and their general location relative to the number of rounds played.

The Planning and Building Department and Community Services Department have reviewed these materials and are not satisfied with the provided information. The studies fail to address the terms of reference for preparation of such studies, satisfactorily support the proposed 50 m (164 ft.) setback recommendation or outline other measures which could be implemented to mitigate the potential impacts of ejected golf balls on the personal health and safety of new residents. The shortcomings in the studies are significant enough that conclusions cannot be made about the appropriateness of the proposed 50 m (164 ft.) centre line setback, the location and orientation of rear yard amenity spaces and dwelling units and whether additional mitigation measures are necessary to ensure an acceptable level of personal safety of potential residents.

Accordingly, the applicant has been requested to revise the studies to accurately map the location of errant golf balls exiting the golf course, to conduct a more fulsome review of applicable and accepted standards, to investigate additional mitigation measures which could be utilized and to have a qualified consultant make

conclusions and recommendations based upon the full breadth of information being requested.

### **Conceptual Site Layout**

The applicant has been advised of concerns with the proposed site layout. However, detailed comments pertaining to the ultimate site layout may be premature pending the determination of the most appropriate setback from the Lakeview Golf Course. On this basis, the applicant has been requested to consider modifications which would accommodate a more appropriate rear yard to rear yard interface with existing dwellings along Haig Boulevard, orient units to minimize noise barrier requirements, locate the required play space in a more appropriate location, a layout which would better accommodate redevelopment of adjacent lands to the north, alternative road configuration and would interface with the golf course in a more appropriate fashion. In regard to the interface of these lands with the golf course, such considerations will include setbacks, building orientation, location of private and communal amenity areas, road pattern and intervening structures and landscaping.

In addition, the applicant has been requested to prepare an area master plan which depicts how adjacent lands to the north, with similar lot depths could redevelop in a similar fashion, interconnecting with the subject lands and providing additional vehicular connection(s) to Haig Boulevard. A satisfactory master plan has not been provided to date.

### **Land Exchange**

The previous concept plan relied on a proposed exchange of land with the City and the conveyance of the parkland dedication requirement to regularize the rear property line of the subject lands and provide a 50 m (164 ft.) setback from the centre line of the 7th hole. The City presently owns a rectangular piece of land situated at the southeast corner of the subject lands. These lands are not actively utilized by the golf course at present time. The land exchange relied upon the portion of these lands beyond the 50 m

(164 ft.) centre line setback of the 7th hole being conveyed to the applicant in exchange for lands currently owned by Weldon Properties (Haig) Inc. immediately to the north of the City owned lands, running along the east property boundary of the subject lands that fall within the 50 m (164 ft.) centre line setback.

The revised concept plan is not reliant upon a land exchange and the applicant has abandoned discussions with staff in this regard. As there remain numerous outstanding site layout issues in need of resolution, including the interface between the subject lands and the Lakeview Golf Course, there may be benefits to the consideration of a land exchange prior to the preparation of a Supplementary Report for these applications. Staff continue to support the concept of a land exchange, upon satisfactory resolution of identified concerns.

## **OTHER INFORMATION**

### **Development Requirements**

In conjunction with the proposed development, there are certain other engineering and conservation matters with respect to the replacement of the Serson Creek culvert and other servicing requirements, which will require the applicant to enter into appropriate agreements with the City.

Should the applications be approved by Council, a Site Plan application will be required to accommodate the proposed development. To date, a Site Plan application has not been submitted.

### **FINANCIAL IMPACT:**

Development charges will be payable in keeping with the requirements of the applicable Development Charges By-law of the City as well as financial requirements of any other official agency concerned with the development of the lands.

**CONCLUSION:** All agency and City department comments have been received and after the public meeting has been held and all issues are resolved, the Planning and Building Department will be in a position to make a recommendation regarding these applications.

**ATTACHMENTS:** Appendix I-1 - Aerial Photograph  
Appendix I-2 - Excerpt of Lakeview District Land Use Map  
Appendix I-3 - Excerpt of Existing Land Use Map  
Appendix I-4 - Concept Plan  
Appendix I-5 - Elevations  
Appendix I-6 - Agency Comments  
Appendix I-7 - School Accommodation  
Appendix I-8 - General Context Map

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Edward R. Sajecki  
Commissioner of Planning and Building

*Prepared By: John Hardcastle, Development Planner*





ATWATER AVE

ATWATER AVENUE

HAIG BOULEVARD

CANADIAN

NATIONAL

RAILWAY

ST MARY'S AVENUE

ORCHARD ROAD

HAIG BOULEVARD

ST JAMES AVENUE

SEARSON CREEK

LEGEND:

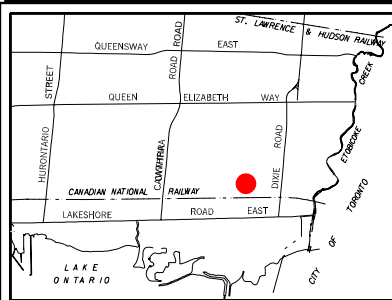


SUBJECT LANDS



SUBJECT:

**WELDAN PROPERTIES (HAIG) INC.**



FILE NO:  
OZ 07/019 W1

DWG. NO:  
07019A

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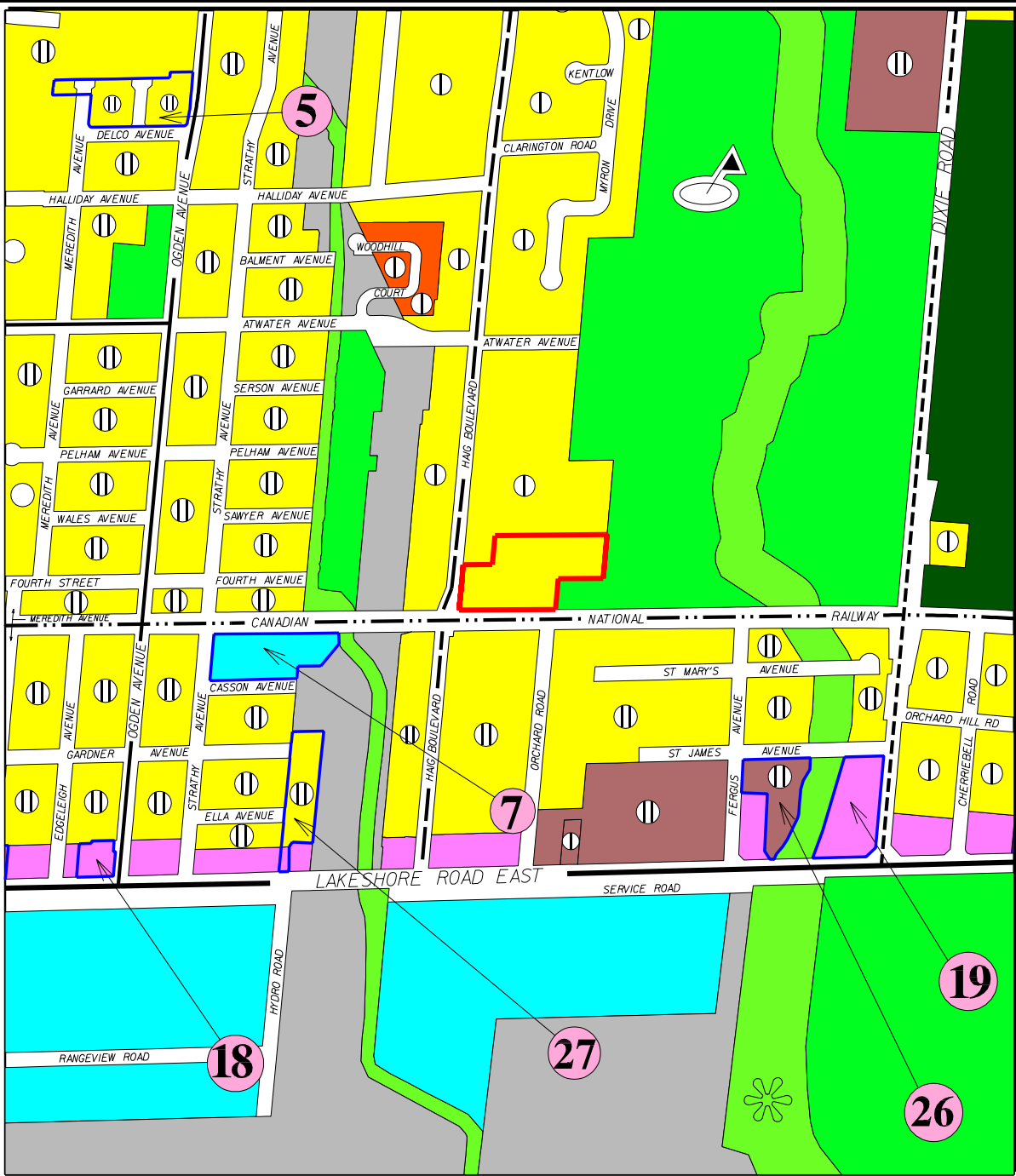
PDC DATE:  
2009/06/29

DRAWN BY:  
B. KRUGER

**MISSISSAUGA**  
Planning and Building

Produced by  
T&W, Geomatics

APPENDIX I-1



**PART OF LAKEVIEW DISTRICT LAND USE MAP  
LAKEVIEW DISTRICT POLICIES OF MISSISSAUGA PLAN**

- LAND USE DESIGNATIONS**

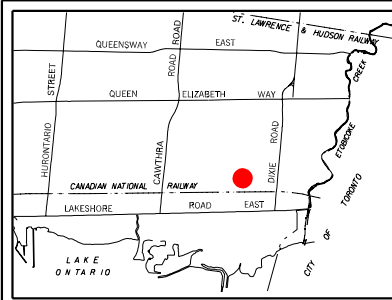
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  - Residential – Low Density II
  - Residential – Medium Density I
  - Residential – High Density I
  - Residential – High Density II
  - Mainstreet Commercial
  - General Commercial
  - Convenience Commercial
  - Motor Vehicle Commercial
  - Business Employment
  - Public Open Space
  - Private Open Space
  - Greenbelt
  - Utility
- TRANSPORTATION LEGEND**

  - Provincial Highway and Interchange
  - Arterial
  - Major Collector
  - Major Collector (Scenic Route)
  - Minor Collector
  - Local Road
  - Existing Commuter Rail
  - GO Transf Station
- LAND USE LEGEND**

  - Regulatory Floodplain
  - Golf Course
  - Proposed Stormwater Management Facility
  - Planning District
  - Special Site Areas (See Special Site Policies)

**SUBJECT LANDS**

**SUBJECT:**  
**WELDAN PROPERTIES (HAIG) INC.**



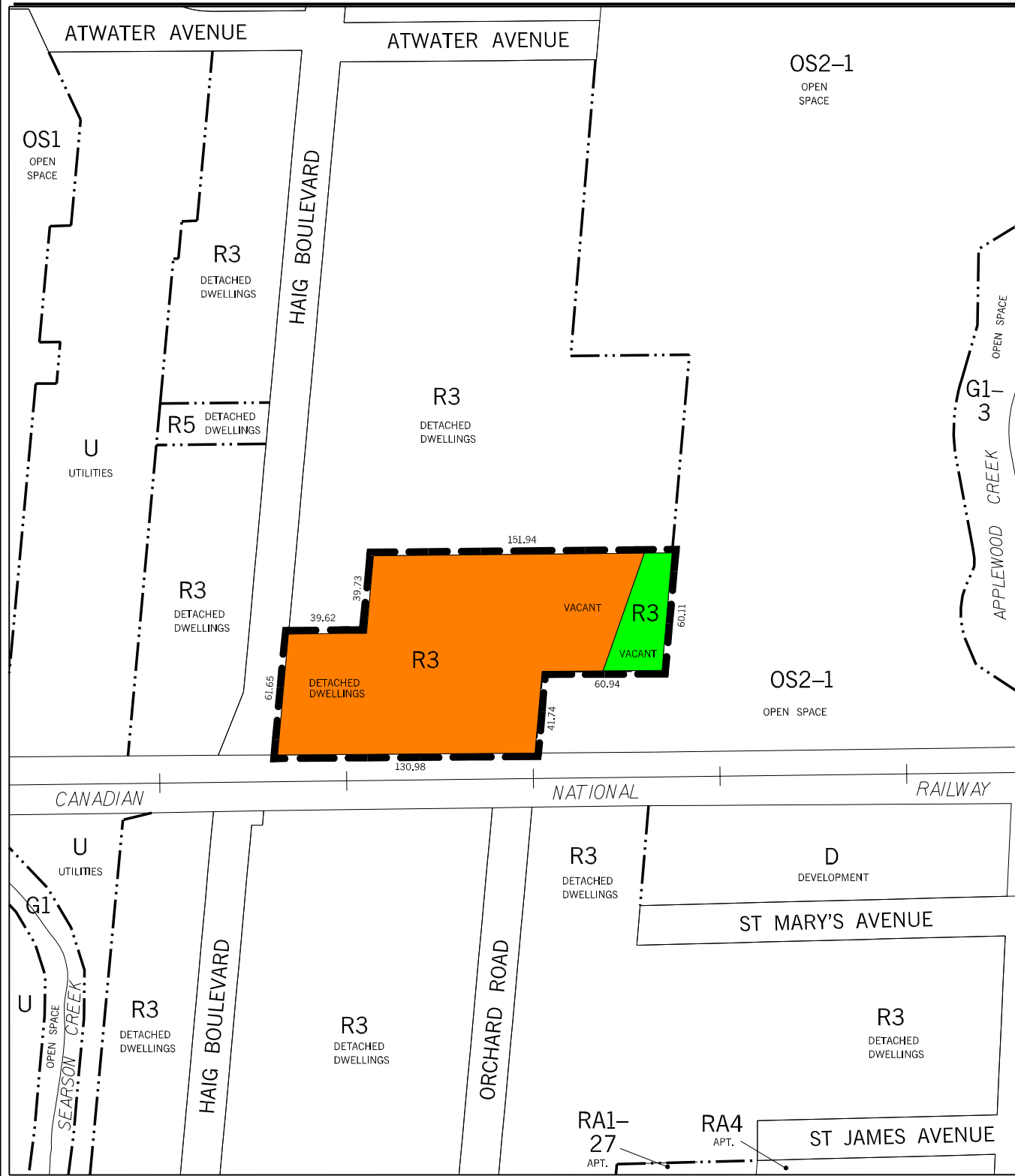
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OZ 07019 W1

**DWG. NO:**  
07019L


**SCALE:**  
N.T.S.


**PDC DATE:**  
2009/06/29


**DRAWN BY:**  
B. KRUGER




**LEGEND:**

 **SUBJECT LANDS**

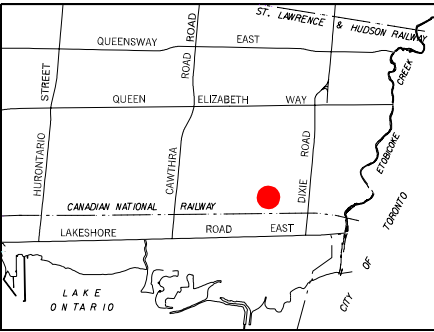

 **PROPOSED OFFICIAL PLAN AMENDMENT FROM "RESIDENTIAL LOW DENSITY I" TO "RESIDENTIAL MEDIUM DENSITY I" AND PROPOSED REZONING FROM "R3" (DETACHED DWELLINGS - TYPICAL LOTS) TO "RM4-EXCEPTION" (TOWNHOUSE DWELLINGS) TO PERMIT 47 TOWNHOUSE DWELLINGS.**

 **LANDS OWNED BY THE APPLICANT WHICH ARE PROPOSED TO BE CONVEYED TO THE CITY. PROPOSED OFFICIAL PLAN AMENDMENT FROM "RESIDENTIAL LOW DENSITY I" TO "PUBLIC OPEN SPACE" AND PROPOSED REZONING FROM "R3" (DETACHED DWELLINGS - TYPICAL LOTS) TO "OS2-1" (CITY PARK) TO INCORPORATE THE LANDS INTO THE LAKEVIEW GOLF COURSE.**

**NOTE: EXISTING ZONING DELINEATED ON THE PLAN PROPOSED ZONING INDICATED BY SHADING WITHIN THE APPLICATION AREA.**



**SUBJECT:**  
**WELDAN PROPERTIES (HAIG) INC.**

		<b>FILE NO:</b> <b>OZ 07/019 W1</b>
<b>DWG. NO:</b> <b>07019R</b>		
<b>SCALE:</b> <b>1:3000</b>		
<b>PDC DATE:</b> <b>2009/06/29</b>	<b>APPENDIX I-3</b>	
<b>DRAWN BY:</b> <b>B. KRUGER</b>		
 <b>Produced by</b> <b>T&amp;W, Geomatics</b>		



CONCEPT PLAN

APPENDIX I-4



ORCHARD ROAD

RESIDENTIAL

EXISTING

CANADIAN NATIONAL RAILWAY

RESIDENTIAL

EXISTING

HAIG BOULEVARD



# SAMPLE ELEVATIONS



The Empire Elev-A  
1804 Sq.Ft.

The MacIntosh Elev-B  
1746 Sq.Ft.

The MacIntosh Elev-C<sup>(rev)</sup>  
1765 Sq.Ft.

The MacIntosh Elev-D  
1767 Sq.Ft.

The Cortland Elev-A<sup>(rev)</sup>  
1769 Sq.Ft.

The MacIntosh Elev-A  
1754 Sq.Ft.

The Empire Elev-A<sup>(rev)</sup>  
1804 Sq.Ft.



# SAMPLE ELEVATIONS





## SAMPLE ELEVATIONS





## SAMPLE ELEVATIONS





**Weldan Properties (Haig) Inc.****File: OZ 07/019 W1****Agency Comments**

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

<b>Agency / Comment Date</b>	<b>Comment</b>
Region of Peel (May 11, 2009)	<p>The Region of Peel provided the following comments for the applicant's information:</p> <ul style="list-style-type: none"> <li>• The submitted Planning Justification Report has identified the appropriate Regional and Provincial policies for urban development and intensification.</li> <li>• Regional staff is in agreement with the analysis and conclusion of the submitted Phase II Environmental Site Assessment.</li> <li>• It is recommended that a Soil Management Plan to excavate and dispose of any contaminated fill material located on the subject lands be submitted.</li> <li>• Regional staff has no objection to the Functional Servicing Report with respect to water and sanitary servicing, however, a hydrant flow test will be required prior to final site plan approval.</li> <li>• An existing 150 mm (6 in.) diameter watermain and an existing 825 mm (32 in.) diameter sanitary sewer are located on Haig Boulevard.</li> <li>• Through the Draft Plan of Condominium application process, the applicant will be required to enter into a Condominium Water Servicing Agreement with the Region of Peel.</li> <li>• Curbside waste collection will be provided by the Region of Peel.</li> <li>• The subject land is not located within the vicinity of a landfill site.</li> </ul>
Dufferin-Peel Catholic District School Board and the Peel District School Board (March 5, 2009 and March 4, 2009, respectively)	<p>Both School Boards responded, indicating 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 the City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding educational facilities need not be applied for these development applications.</p> <p>In addition, if approved, both School Boards require that warning clauses with respect to temporary school accommodation and transportation arrangements be included in the Development and/or Servicing Agreement.</p>

Weldan Properties (Haig) Inc.

File: OZ 07/019 W1

Agency / Comment Date	Comment
Credit Valley Conservation (CVC) (May 19, 2009)	<p>CVC staff advise that the subject properties are affected by the Regional Storm floodplain and flood spill zone associated with Serson Creek and the flood spill zone associated with Applewood Creek. It is the general policy of the Province of Ontario, Region of Peel, City of Mississauga and CVC to not permit new development to occur that would subject life and property to flood risks associated with Regional Storm conditions.</p> <p>A Hydraulic Assessment Report prepared by Philips Engineering Ltd. has been reviewed which examined the extent of the flooding hazard areas on the subject properties and the various options to manage flood waters to facilitate development. The report recommends that the Serson Creek CN Rail culvert crossing should be upgraded to remove the properties from the Serson Creek flood risk and that the buildings be dry-floodproofed to minimize impacts from the Applewood Creek flood spill waters.</p> <p>The report demonstrates that it is technically feasible to remove the hazards attributed to the flood spill zones through site grading and flood proofing measures. CVC policy does not support the above option to facilitate development within the Regional Storm floodplain. However, limited works may be permitted given the significant public benefit of reducing flood risk to other homes in the area.</p> <p>The applicant has advised that materials supporting the feasibility of physical improvements to the Serson Creek CN Rail culvert crossing have been provided to CN Rail for their review. Upon completion of CN's review, an updated Hydraulic Assessment will be required which must demonstrate that there are no off-site impacts associated with proposed works, in addition to other CVC technical comments and any additional requirements coming out of CN's review.</p> <p>Accordingly, prior to the preparation of a Supplementary Report, CVC requires the following:</p> <ul style="list-style-type: none"> <li>• Applicant is to meet with City and CVC staff to clarify process and timing of required works to remove the subject lands from the floodplain;</li> <li>• Submission of satisfactory technical reports, plans and</li> </ul>

Weldan Properties (Haig) Inc.

File: OZ 07/019 W1

Agency / Comment Date	Comment
	<p>agreements to CVC for all proposed works (i.e. CN Rail culvert, City Municipal Works Only);</p> <ul style="list-style-type: none"> <li>• Satisfactory implementation plan outlining how the flood hazard will be mitigated on the subject properties;</li> <li>• Satisfactory site concept, site grading, storm drainage and erosion and sediment control plans;</li> <li>• Confirmation from all affected regulatory bodies and agencies that the implementation plan is satisfactory and all required approvals have been received;</li> <li>• Complete CVC Permit application is submitted once the above items have been finalized.</li> </ul>
<p>City Community Services Department – Planning, Development and Business Services Division (May 20, 2009)</p>	<p>This Department indicated that the proposed development is within a 500 m (1,640 ft.) walking distance to Serson Park (P-002) which contains the Lakeview Library Branch, soccer fields, spray pad and pathways.</p> <p>Prior to the Supplementary Report, this Department requires that the applicant address this Section's parkland dedication requirements and the feasibility of a land exchange between the owner of the subject lands and the City in order to mitigate any potential impacts on the continued use of Lakeview Golf Course.</p> <p>Lakeview Golf Course is a Heritage Designated Golf Course within the City's park system. It should be noted that the golf course is significant because of its routing layout and landscape character. Residential land uses adjacent to golf courses must be planned such that potential conflicts are minimized. Designing the subject residential site to incorporate an increased buffer separation distance from hole #7 is appropriate in this instance.</p> <p>This Department advises that it will require parkland dedication at the rate of 1 hectare for every 300 units, in accordance with the requirements of Section 42 of the <i>Planning Act</i>, R.S.O. 1990, c.P.13 and City of Mississauga Policies. Land dedicated for park and public recreational purposes will be added to the Lakeview Golf Course along the easterly limits of the proposed development.</p> <p>Prior to the Supplementary Report, the applicant is to submit a revised Heritage Impact Statement assessing how the</p>

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	development will have respect for the adjacent Heritage resource, Lakeview Golf Course (Park 173); a revised golf course interface study (including mapping) that analyses the pattern of play at hole #7; a professional opinion prepared by a golf course design expert outlining how the proposed development addresses golf design safety guidelines and the pattern of play at hole #7; a design concept for the safety buffer/parkland between the development and the Lakeview Golf Course; a revised development concept mitigating any potential impacts on the Lakeview Golf Course; and preliminary grading plans and a revised tree preservation plan.
City Community Services Department – Fire and Emergency Services Division (March 6, 2009)	The applications have been reviewed from an emergency response perspective and there are no concerns. Emergency response time to the site and water supply availability are acceptable.
City Transportation and Works Department (May 22, 2009)	<p>This Department advised that the applicant has provided a supporting Traffic Impact Study which is currently being reviewed by staff. Comments on this study will be finalized prior to the Supplementary Meeting. Prior to the preparation of a Supplementary Report, the applicant is to provide an updated Functional Servicing Report, a grading plan (including the appropriate cross-sections) and an updated Noise Feasibility Study.</p> <p>It was also noted that an updated Environmental Site Screening Questionnaire and Declaration (ESSQD), a Reliance Letter in support of the submitted Phase I and Phase II Environmental Site Assessments (ESAs) and the Soil Cleanup Report previously prepared for 1125 and 1135 Haig Boulevard are required for review and approval.</p> <p>Further comments will be provided pending the receipt and review of the above items.</p>
CN Rail (March 6, 2009)	<p>CN Rail provided the following comments for the applicant's information:</p> <ul style="list-style-type: none"> <li>• Residential development adjacent to the railway right-of-way is not appropriate without impact mitigation measures to reduce the incompatibility.</li> <li>• The proposed residential use would be expected to comply</li> </ul>

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	<p>with the Principal Main Line Requirements to achieve the required 30 m (98.4 ft.) setback.</p> <ul style="list-style-type: none"> <li>• CN Rail requests that the City include the 30 m (98.4 ft.) setback and berm requirement in the Zoning By-law Amendment and that the Owner register on title an Agreement with CN Rail, stipulating how CN Rail's concerns will be addressed.</li> </ul>
Other City Departments and External Agencies	<p>The following external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <p>Bell Canada  Canada Post Corporation  Credit Valley Hospital  Enbridge Gas Distribution Inc.  Enersource Hydro Mississauga  Hydro One Network</p>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <p>Realty Services Section, Corporate Services Department  French Catholic District School Board  Conseil Scolaire de District Catholique Centre-Sud  Conseil Scolaire de District Centre-Sud-Ouest  Rogers Cable  GO Transit  The Trillium Health Centre</p>

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**School Accommodation**

<b>The Peel District School Board</b>	<b>The Dufferin-Peel Catholic District School Board</b>
<ul style="list-style-type: none"> <li>Student Yield: <ul style="list-style-type: none"> <li>5 Kindergarten to Grade 5</li> <li>3 Grade 6 to Grade 8</li> <li>4 Grade 9 to Grade 12/OAC</li> </ul> </li> <li>School Accommodation: <ul style="list-style-type: none"> <li>Neil C. Matheson Public School <ul style="list-style-type: none"> <li>Enrolment: 260</li> <li>Capacity: 354</li> <li>Portables: 0</li> </ul> </li> <li>Allan A. Martin Senior Public School <ul style="list-style-type: none"> <li>Enrolment: 432</li> <li>Capacity: 538</li> <li>Portables: 0</li> </ul> </li> <li>Gordon Graydon Secondary School <ul style="list-style-type: none"> <li>Enrolment: 1,125</li> <li>Capacity: 1,125</li> <li>Portables: 6</li> </ul> </li> </ul> </li> </ul> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p>	<ul style="list-style-type: none"> <li>Student Yield: <ul style="list-style-type: none"> <li>7 Junior Kindergarten to Grade 8</li> <li>6 Grade 9 to Grade 12/OAC</li> </ul> </li> <li>School Accommodation: <ul style="list-style-type: none"> <li>Queen of Heaven Elementary School <ul style="list-style-type: none"> <li>Enrolment: 421</li> <li>Capacity: 561</li> <li>Portables: 0</li> </ul> </li> <li>St. Paul Secondary School <ul style="list-style-type: none"> <li>Enrolment: 808</li> <li>Capacity: 807</li> <li>Portables: 0</li> </ul> </li> </ul> </li> </ul>

