



Corporate Report

Clerk's Files

Originator's
Files OZ 07/019 W1

PDC JUN 28 2010

DATE: June 8, 2010

TO: Chair and Members of Planning and Development Committee
Meeting Date: June 28, 2010

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Official Plan Amendment and Rezoning Applications**
To permit 80 standard condominium townhouse dwellings and
two detached dwellings
1125, 1135, 1153, 1157 and 1161 Haig Boulevard
East side of Haig Boulevard, north of Lakeshore Road East
Owner: Weldon Properties (Haig) Inc.
Applicant: Glen Schnarr and Associates Inc.
Bill 51

Supplementary Report

Ward 1

RECOMMENDATION: That the Report dated June 8, 2010, from the Commissioner of Planning and Building regarding applications under File OZ 07/019 W1, Weldon Properties (Haig) Inc., 1125, 1135, 1153, 1157 and 1161 Haig Boulevard, east side of Haig Boulevard, north of Lakeshore Road East, be adopted in accordance with the following:

1. That the application to amend Mississauga Plan from "Residential - Low Density I" and "Public Open Space" to "Residential - Medium Density I" and "Public Open Space" to permit 80 standard condominium townhouse dwellings and two detached dwellings, be refused.
2. That the application to change the Zoning from "R3" (Detached Dwellings - Typical Lots) and "OS2 - 1" (City

Park) to "RM4" (Townhouse Dwellings), "R5 - Exception" (Detached Dwellings - Typical Lots) and "OS2 - 1" (City Park) to permit 80 standard condominium townhouse dwellings and two detached dwellings in accordance with the proposed zoning standards described in the Zoning Section of this report, be refused.

3. That City Council direct Legal Services, representatives from the appropriate City Departments and any necessary consultants to attend any Ontario Municipal Board proceedings which may take place in connection with these applications, in support of the recommendations outlined in the report dated June 8, 2010.
4. That City Council provide the Planning and Building Department with the authority to instruct Legal Services staff on any modifications deemed necessary, where required, through the Ontario Municipal Board hearing process.

REPORT SUMMARY:

The applicant appealed the subject applications to the OMB in letters dated March 18, 2010 and April 21, 2010. As of the date of preparation of this report a hearing date has not yet been scheduled. The Planning and Building Department has reviewed and evaluated the materials submitted by the applicant in support of the applications and the appeals in the context of: relevant Provincial policies, including Bill 51, the Growth Plan for the Greater Golden Horseshoe, Provincial Policy Statement; local policies including Mississauga Plan and the Region of Peel Official Plan and Zoning By-law 0225-2007; comments received from various City Departments, agencies and the public; the applicant's planning rationale; and, other technical supporting documents for the development.

The report concludes that the applications do not represent good planning, are premature and should be refused. While it can be concluded that the subject lands could reasonably be developed for townhouse dwellings, the development as proposed is not consistent and compatible with the existing established neighbourhood. In addition, there are numerous outstanding

technical requirements which have not yet been addressed, despite the applicant's appeal to the OMB, which may affect the concept plan and exacerbate identified concerns.

Therefore it has not been satisfactorily demonstrated that the proposal represents good planning and Legal Services and appropriate City Departments should be directed to attend any upcoming OMB proceedings in support of the recommendations outlined in this report.

BACKGROUND:

A public meeting was held by the Planning and Development Committee on June 29, 2009, at which time a Planning and Building Department Information Report (Appendix S-1) was presented and received for information.

At the public meeting, the Planning and Development Committee passed Recommendation PDC-0065-2009 which was subsequently adopted by Council and is attached as Appendix S-2.

Subsequent to the public meeting, the applicant has secured additional lands and formally amended the subject applications in a letter and resubmission dated October 21, 2009 which included modifications to the concept plan and proposed Official Plan and Zoning By-law amendments. The current concept plan, dated September 25, 2009, is attached as Appendix S-6. The applicant is proposing to develop the larger land holding for 80 standard condominium townhouse units, retain 2 freehold detached dwellings and to sever the rear portion of the existing lots of record for inclusion in the condominium development. Details pertaining to the policies and zone standards are described within the Official Plan and Zoning sections of this report.

The applicant has submitted the following new or revised reports: Noise Control Feasibility Study; Phase 1 Environmental Site Assessment; Limited Phase II Environmental Site Assessment; Geotechnical Investigation; Traffic Impact Study; Functional Servicing and Stormwater Management Report; Archaeological Assessment; Tree Inventory and Preservation Plan and Heritage Impact Statement/Golf Course Interface Study.

In addition, the applicant's proposal includes approximately 0.045 ha (0.11 ac.) of City owned lands at the southeast corner of the site. It is the applicant's intent on negotiating the acquisition of these lands through the development review process.

The Transportation and Works, Community Services and Planning and Building Departments, as well as Credit Valley Conservation have identified significant outstanding materials or deficiencies with the supporting materials which draw into question the appropriateness of the development as proposed. Written comments have been provided to the applicant articulating the deficiencies from the time of the initial review of the applications, however, satisfactory responses have not been received to address the substantive issues.

A Statutory Public Information Meeting has not been held for the newly acquired lands which were incorporated into the development proposal with the October 2009 amendments. To ensure that Council has received appropriate input from concerned residents and that appropriate direction is provided to staff prior to the OMB hearing, the Information and Supplementary Reports have been combined into one.

COMMENTS:

See Appendix S-1 - Information Report prepared by the Planning and Building Department.

COMMUNITY ISSUES

Area residents and other stakeholders became engaged in the development of the subject lands through the Community Meetings hosted by Ward 1 Councillor, Carmen Corbasson and the initial statutory Public Meeting of the Planning and Development Committee held on June 29, 2009.

At these meetings, and in numerous letters, phone calls, emails and petitions received by the City, area residents have expressed their views on the applicant's proposal and its potential impact on the Lakeview Community. A number of issues raised by the community have been addressed within the Updated Agency and

Department Comments and Planning Comments sections of this report including: implications of a noise barrier proposed along the north side of the CN Rail line from a visual and sound reflection perspective; flood management concerns including up and downstream impacts of the proposed works and changes to the natural drainage patterns; concerns related to the proposed density and development standards for the townhouses that are inconsistent with existing development in the area; built form inconsistencies with the existing established character; loss of naturalized areas and urban tree canopy; maintaining the existing streetscape condition of detached dwellings along Haig Boulevard; and resolution of technical issues pertaining to the flood hazards of the Applewood and Serson Creeks.

Additional comments and concerns are addressed below.

Comment

The proposed vehicular entrance is too close to the railway tracks, specifically with respect to the sight lines and safety.

Response

The concept plan has been modified to move the southerly most driveway as far north as possible. In addition, the applicant has obtained additional lands to the north and modified the concept plan further to incorporate a second driveway near the northern extent of the lands. There are no significant issues with regard to the safety of the proposed driveway configuration.

Comment

Recent installation of traffic lights at Haig Boulevard and South Service Road has increased traffic volume and speed of traffic on Haig Boulevard thereby increasing safety concerns associated with the proposed access to the subject lands and the need for traffic calming measures.

Response

The proposed development is not anticipated to result in any safety related concerns which would warrant the need for traffic calming devices or measures.

Comment

A concern was raised regarding whether fire and emergency services vehicles would be able to access the development.

Response

Initial comments provided by Fire and Emergency Services advised of no issues with access. As noted earlier, the revised concept plan now includes 2 driveways connecting with Haig Boulevard which address the concern of one driveway access being obstructed.

Comment

The proposed parkland dedication should provide a community benefit and not just an addition to Lakeview Golf Course.

Response

The public recreational needs of the neighbourhood are currently met by the existing Community Parks, Serson Park (P-002) and Petrescue Park (P-104) which are located within 800 m (2,625 ft.) of the proposed development. The proposed parkland dedication on the west side of the Lakeview Golf Course would provide an environmental benefit to the community by maintaining a natural area and habitat within public ownership, as supported by the Future Directions – Parks and Natural Areas Master Plan (2009).

Comment

Fencing along the edge of the Lakeview Golf Course would impact the movement of deer which frequent the area.

Response

It is not anticipated that the proposed development and associated fencing changes would affect the movement of wildlife in the area as the subject lands are already fenced along the east and south

boundaries by chain-link and post and wire fences which may restrict movement from the golf course to the subject lands.

Comment

There is a lack of amenity space proposed given that many purchasers could be young families with children.

Response

The applicant is proposing to provide a communal amenity area internal to the development. The applicant has been requested to clarify the figures used for calculating its size. All units within the proposed condominium have been deemed to have 2 bedrooms for the purpose of this calculation, contrary to the applicant advising during the processing of the applications that the development will include 3 bedroom units. As such, additional amenity area may be required.

Comment

The proposed Serson Creek culvert works may result in extensive disturbance, including tree removal on adjacent lands, inconveniencing the owners of these lands.

Response

All proposed works would be undertaken on CN owned lands and on privately owned lands, for which an existing storm drainage easement in favour of the City is in effect. The proposed works would result in disturbance, which may include tree removal, consistent with the terms of the existing easement.

**UPDATED AGENCY AND CITY DEPARTMENT
COMMENTS****City Community Services Department - Park Planning Section**

In comments updated on May 14, 2010, Community Services advised that they are in receipt of a revised development concept plan dated September 25, 2009. A safety buffer is proposed between the future townhouses and Lakeview Golf Course that consists of lands to be dedicated as public parkland. The revised

concept plan relies on the use of City owned lands located along the southern boundary of the subject property to achieve the proposed townhouse development configuration and to accommodate the required noise attenuation barrier. A surplus declaration request remains outstanding for these City lands.

A revised Heritage Impact Statement/Golf Course Interface Study, dated March 2010 has also been submitted and reviewed. The revised study does not satisfactorily demonstrate and prove that the proposed safety buffer and setback from the City-owned Lakeview Golf Course is sufficient. This determination has been made based on reference to current golf course design guidelines and consultation with City golf course operations staff. Public safety concerns remain associated with the continued operation of the golf course, and the approval of additional residential units as proposed.

In addition, there are a number of outstanding issues including tree preservation, site grading and drainage for lands proposed to be dedicated for public parkland purposes.

In the absence of the above-noted information, it is not possible to assess whether the proposed buffer setback between the Lakeview Golf Course and the proposed development is appropriate, or determine whether the land area and configuration of the lands to be acquired for public parkland purposes is acceptable.

City Community Services Department - Heritage Section

The Heritage Impact Statement (HIS) requirement remains outstanding as the document has not yet been accepted. The HIS does not meet the terms of reference set out for the subject applications. The supporting documentation on Herbert Strong, the original designer of Lakeview Golf Course, submitted with the first submission, should be included in the revision. Additionally, the HIS must include the qualifications of the author.

Moreover, mitigation measures to conserve the heritage resource have not been exhaustively examined. The report proposes a land

exchange and relies on existing vegetation to serve as a buffer. However, the health of this vegetation is questionable and the proposed development may enact further hardship. Accordingly, other measures, such as altering the development layout, should be investigated to ensure that the fairway design and routing plan are not jeopardized in the future.

City Transportation and Works Department

In comments updated on May 26, 2010, Transportation and Works advised that the development of the lands is dependant upon the placement of additional fill to ensure that the property will be removed from the flooding hazards associated with the Applewood and Serson Creeks. Preliminary studies have confirmed that the reconstruction of the Haig Boulevard storm sewer and downstream storm sewer systems including increasing the capacity of the culvert crossing the CN Rail line will be required to facilitate this development proposal. Additional technical storm drainage details requested by staff have not been provided by the applicant.

The development proposal will require the approval of CVC with respect to flood hazard management and the downstream impacts associated with the necessary storm drainage improvements.

Due to the proximity of the CN Rail line, the development is also impacted by noise associated with the railway's operations. The applicant has provided an acoustical study dated October, 2009 by SS Wilson and Assoc. which proposes central air conditioning systems and the construction of acoustic berm/fence barriers ranging in height from 5.5 m (18 ft.) to 2.5 m (8.2 ft.) to attenuate railway noise for the townhouse units around the southerly and easterly perimeter of the site, respectively. Part of Block L and a portion of the adjacent acoustical berm/fence barrier are proposed to be located within City property and will require that additional land be acquired by the applicant. The applicant has also been requested to update the acoustic analysis to define the impact of reflected noise from the proposed 3.0 m (10 ft.) high acoustic fence on the residential community to the south.

Transportation and Works has requested that the applicant provide a detailed grading plan and cross-sections to address the impacts to the adjacent lands, existing features, overland flow routes and infrastructure as a result of the additional fill required for the lands, including the proposed acoustical earth berm works. The grading plan and updated acoustical information requested from the applicant have not been provided. In addition, an updated Environmental Site Screening Questionnaire and Declaration, Phase 1 Environmental Site Assessment and Record of Site Condition required from the applicant have not been provided.

The Traffic Study dated August, 2009 submitted by C F Crozier and Assoc. confirms that the existing transportation system has sufficient capacity to accommodate the increased traffic to be generated by this development.

In the event these applications are approved by Council, prior to passage of the amending zoning by-law, the applicant will be required to provide all outstanding reports and technical information to the satisfaction of Transportation and Works and satisfy the applicable conditions for rezoning, including entering into a Servicing Agreement for Municipal Works Only with the City for the construction of the necessary downstream sewer improvements.

Credit Valley Conservation

In comments updated on May 20, 2010, CVC advised that the technical submission received on March 1, 2010 does not satisfactorily address CVC's concerns related to the necessary flood reduction measures in support of the proposed development. These measures include the construction of an off-site culvert under the CN Rail line and the placement of fill on the subject lands to eliminate the flood hazard. The technical submission is also required to demonstrate that no adverse flooding or erosion impacts will occur upstream or downstream of the subject lands. Until such time as these technical requirements have been satisfactorily addressed, CVC cannot support the current proposal and maintain the planning applications are premature. CVC's

Information Report comments on the original proposal continue to apply for the revised proposal which has expanded onto additional lands to the north.

School Accommodation

In comments, updated on May 17, 2010, the Dufferin-Peel Catholic District School Board and the Peel District School Board indicated 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 educational facilities need not be applied for these development applications.

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.

Both School Boards have revised the school accommodation numbers, which are attached as Appendix S-8.

PLANNING COMMENTS

Provincial Policy Statement

The Policies state that "planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock or areas, including brownfield sites," and "appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety."

The proposed development as depicted on the revised concept plan does not take into account the existing context and identified concerns from a public safety perspective. The applicant is now proposing a 60 m (197 ft.) safety buffer between the 7th hole of the

Lakeview Golf Course and the development. The applicant's supporting materials have not documented and demonstrated that adequate or appropriate mitigation measures are being proposed in appropriate locations to reduce the incidence and minimize the potential impacts of errant golf shots. Accordingly, it cannot be concluded that an appropriate level of public safety will be maintained.

Further, the applicant has not coordinated the provided materials in regard to site grading. The proposed development standards, as a result, cannot be considered in regard to their appropriateness.

Growth Plan for the Greater Golden Horseshoe

The Growth Plan encourages intensification generally throughout built up areas while recognizing that intensification must be of an appropriate type and scale.

The proposed development is within Mississauga's built up area and the townhouses provide a level of intensification that is deemed generally appropriate and meet the intent of the Growth Plan. However, specific details regarding the removal of the lands from flood hazards, proposed grading and how acoustical requirements can be met have not been provided in order to satisfactorily address these uses. Until this information is provided to a sufficient level of detail to support mitigation measures, staff cannot confirm the appropriateness of the concept plan as proposed.

Official Plan

The proposal requires an amendment to the Mississauga Plan Policies for the Lakeview District. Through the October 21, 2009, application revision, it is proposed that the designation of the majority of the subject lands be changed from "Residential - Low Density I" to "Residential - Medium Density I" and "Public Open Space" (see Appendix S-4). In addition, the applicant now proposes to change the designation of City owned lands, presently part of the Lakeview Golf Course at the southeast corner of the

subject lands from "Public Open Space" to "Residential - Medium Density I". The two existing detached dwellings fronting on Haig Boulevard are proposed to retain a "Residential - Low Density I" designation.

As outlined in the Information Report, Mississauga Plan provides criteria for evaluating site specific Official Plan Amendments (Section 5.3.2). Each criterion is summarized below along with a discussion of how the proposed applications address the intent of the criteria.

"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 proposed land use changes would not in and of themselves adversely impact the ability of the City to achieve the overall intent, goals, objectives and policies of Mississauga Plan. The proposed redesignation of the bulk of the lands to "Residential Medium Density I" would support many of the broad goals and objectives of Mississauga Plan which call for compact and orderly urban form supportive of a high level of transit usage, the provision of a mix of residential unit types and tenures and a variety of levels of affordability.

Where the development as proposed runs afoul of the general goals, objectives and specific policies of Mississauga Plan is in demonstrating an appropriate transition in built form, respecting the existing built context, community vernacular and streetscape design and in addressing objectives of public safety. Appendix S-7 - Relevant Mississauga Plan Policies and the Information Report detail the most significant goals, objectives and policies considered in the review of these applications.

The revised concept plan proposes a streetscape condition along Haig Boulevard which is not in keeping with the existing streetscape and community vernacular in this established neighbourhood which is characterized by varied forms of low

density housing on large often heavily treed lots. A noise wall and berm, visitor parking spaces and an end townhouse unit front Haig Boulevard in a manner which does not exist elsewhere within the immediate context. Concept plan revisions are necessary to better address the contextual design related policy objectives of Mississauga Plan.

The June 9, 2009 Information Report identified concerns with the Heritage Impact Statement/Golf Course Interface Study and general issues related to the interface of the subject lands and the Lakeview Golf Course. A revised Heritage Impact Statement/Golf Course Interface Study has been provided addressing in part the increased land area and outlining an increase in the size of the proposed safety buffer from 50 m (164 ft.) to 60 m (197 ft.). The revised report continues to be deficient in two areas: it does not clearly articulate the basis and support for the concluding recommendations; and, it fails to identify additional measures beyond distance separation as a means of reducing the frequency and severity of impacts caused by errant golf shots entering the subject lands. Further, the revised Interface Study identified the number of errant shots which entered the subject lands and where they landed relative to the common property line, but the study was not updated to reflect the incorporation of additional development lands or to address the stated technical shortcomings. The concerns previously identified in the Information Report have not been satisfactorily addressed and continue to raise concerns about the interface of the development with adjacent lands and public safety for potential residents.

Further, it must be recognized that the Lakeview Golf Course is a heritage designated property and Mississauga Plan policies call for the development not to have a deleterious effect on the heritage resource and to preserve, maintain and enhance the resource. The resolution of issues of interface, including public safety, is essential to the preservation, maintenance and enhancement of Lakeview Golf Course as a heritage resource.

"The land is suitable for the proposed uses, and compatible with the existing and future uses of surrounding lands."

CVC have advised that the subject applications are premature pending the submission and acceptance of technical materials supporting flood reduction measures. These matters include the submission of a satisfactory hydraulic flood model, the confirmation of no downstream impacts demonstrated by a fluvial geomorphology report for Serson Creek, confirmation of the proposed CN relief culvert installation and an updated site grading plan to reflect the required placement of fill. Therefore, it cannot be concluded at this time that the flood mitigation measures are satisfactory and that the lands are suitable for the proposed use.

The applicant will, amongst other matters, be required to place fill on the site to raise the elevation of the lands in accordance with acceptable hydraulic flood modeling, adjacent to the CN Rail line, in order to eliminate the Applewood Creek flood hazard from the lands.

As noted in Transportation and Works updated comments, numerous supporting materials, including the grading plan, revised concept plan and acoustical report may be impacted by the placement of fill on the lands. Depending upon the required depth of fill, these technical submissions may need to be updated further. There are concerns that the placement of fill on the subject lands may result in complex grading, servicing and noise mitigation measures, which may include retaining walls and grading works both on and off site. Until such time as the technical submissions related to the placement of fill and flood mitigation are satisfactory to the City and CVC, the appropriateness of setbacks between existing residential properties and the proposed townhouse dwellings and parking areas illustrated on the revised concept plan cannot be evaluated. The implications of such works have not been demonstrated by the applicant which may result in a negative impact on the visual and functional compatibility of the proposed development with surrounding lands.

It should be noted that many of the identified concerns could reasonably be addressed through the submission of coordinated supporting materials and appropriate revisions to the concept plans.

"There are adequate infrastructure and community services to support the proposed development."

Transportation and Works and CVC have advised that stormwater system improvements are necessary, including sewer upgrades under Haig Boulevard and the upsizing of the Serson Creek culvert under the CN Rail line to accommodate the proposed development. The applicant has not yet provided the required information to determine the extent of work necessary and to address the potential impacts of the proposed works. Until such time as the outstanding technical requirements have been addressed and the culvert works are complete, it can only be concluded that inadequate infrastructure is in place to support the proposed development.

The proposed development in its current form is not consistent with the general goals, objectives, intent and policies of Mississauga Plan, is not compatible with the existing and future uses of the surrounding lands and has failed to adequately support required infrastructure improvements. In view of the preceding, the proposed development is considered to be premature as it has not been satisfactorily demonstrated how the development complies with the provisions for evaluating site specific Official Plan Amendments as outlined in Section 5.3.2.1 of Mississauga Plan.

Zoning

The applicant has requested the development lands be zoned "RM4" (Townhouse Dwellings) and "R5 - Exception" (Detached Dwellings – Typical Lots). The lands immediately abutting the Lakeview Golf Course intended to be conveyed to the City in fulfillment of parkland dedication requirements are proposed to be zoned "OS2 - 1" (City Park) and a small portion of City owned

lands abutting the southeast corner of the subject lands are proposed to be zoned "RM4" (Townhouse Dwellings).

The proposed "R5-Exception" (Detached Dwellings - Typical Lots) zoning requires exception provisions to accommodate the existing 0.61 m (2 ft.) interior side yards. The applicant has not adequately dimensioned the concept plans to confirm that additional exception provisions are not required to accommodate the existing dwellings and the proposed lot boundaries.

Additional details have been requested of the applicant pertaining to the proposed "RM4" (Townhouse Dwellings) zone. Detailed plans, including elevations have not been provided, particularly in regard to the 3 townhouse blocks backing onto the CN Rail line, where the required outdoor living areas are proposed on the north side of the units, above the driveway. It is not yet clear what the exact configuration the outdoor living areas will take and whether exception provisions will be necessary to accommodate the unusual built form characteristics of these units.

In the absence of the requested information and further revisions to the revised concept plan which would likely follow the submission of satisfactory technical materials, the Planning and Building Department cannot support the applicant's requested rezoning of the subject lands.

To further clarify the outstanding issues and impacts that have not yet been addressed, additional discussions are provided under specific subject headings below:

Parkland Conveyance and Purchase of City Lands

The applicant is proposing to purchase and utilize a portion of City owned lands, presently forming part of the Lakeview Golf Course to accommodate 2 townhouse dwellings. Within the Information Report, staff advised that the concept of an exchange of lands, including the lands presently proposed for purchase, was supportable, upon the satisfactory resolution of identified technical concerns. The applicant has not yet addressed the stated concerns.

In addition, the current concept plan is reliant upon additional lands, not subject to a request for purchase, to accommodate portions of the necessary crash berm and noise wall. This would result in long term maintenance and liability responsibilities for the City. This is not a satisfactory solution as all required site facilities should be contained on the applicant's lands and/or lands for which satisfactory arrangements have been made.

Should the development be approved as presently proposed, the applicant would be required to initiate and carry through the surplus declaration process to obtain City owned lands.

Haig Boulevard Streetscape and Concept Plan Revisions

Planning and Building Department's concerns with the proposed site layout, interface with Haig Boulevard and interface with abutting lands to the north and south were outlined within the June 9, 2009 Information Report. Despite a revised concept plan being submitted which incorporates additional lands, these concerns remain substantially unchanged. Detailed technical submissions and technical comments received from CVC and Transportation and Works have reinforced that should the lands require substantial fill to alleviate flooding issues, the resulting treatment of the crash berm and noise wall combination adjacent to the CN Rail line would be a more significant concern than previously thought. The inclusion of additional fill to raise the lands and the need for a 6.0 m (19.7 ft.) long return of the berm and fence along Haig Boulevard would contribute to a visually prominent and unacceptable streetscape condition along Haig Boulevard which would not be in keeping with the existing context.

The need for fill also raises issues in regard to the interface with abutting residential lands. Units are proposed in several locations with 2.5 m (8.2 ft.) setbacks from exterior property lines. Such setbacks are typically used for drainage swales, landscape planting, fencing and rear yard access, which may not be possible, should retaining walls and slopes be necessary to transition grades and contain stormwater. The revised concept plan does not provide sufficient detail to assess the practicality of such facilities.

A more appropriate design layout would include a service road condition parallel to the CN Rail line, with units facing the rail line. Such a modification may eliminate the need for a noise wall as the units in conjunction with secondary barriers between blocks would provide the majority of the acoustic protection for the outdoor living areas. Service road conditions adjacent to rail lines are not uncommon for infill condominium developments with at least three recent developments in Wards 1 and 2 successfully utilizing this design layout.

A service road condition running parallel to the 7th hole of Lakeview Golf Course, with units facing the course would also be a more appropriate treatment in this instance, which would increase the distance separation from the active area of golf play to rear yard amenity areas and protect these amenity areas from errant shots by using the built form as a protective barrier. In addition, there may be an opportunity to eliminate the noise barrier along the east boundary, opening up views to the golf course and increase opportunities to preserve existing vegetation by minimizing land disturbance.

In addition to increasing the opportunity for additional detached dwellings and internalizing visitor parking spaces from the Haig Boulevard frontage, changes to the internal layout should strive to create a rear yard to rear yard interface with existing homes and provide a second connection opportunity to abutting lands to the north. Further, the applicant has not provided an overall concept plan that addresses the potential development of the abutting lands to the north for similar type uses which is required to assess interface issues with these lands.

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:

The subject applications have been under review by the City since October 2007. Following a review of the submission materials, significant issues were identified and articulated to the applicant. Four major revisions have been made to the conceptual site layout and formal responses provided to the applicant subsequent to each major revision. Concerns from City agencies and departments were further articulated within the Information Report, dated June 9, 2009, however, these concerns remain substantially unresolved. Further, supporting materials submitted with the applications have not been adequately coordinated, specifically in regard to outlining necessary fill and grading requirements, to place reliance on these materials for the purpose of making recommendations to Council. Accordingly, it has not been demonstrated that the proposed Official Plan Amendment and Rezoning are acceptable from a planning standpoint and therefore the applications should not be approved for the following reasons:

1. The development as proposed, based on the applicant's revised concept plan, does not support the overall intent, goals and objectives of Mississauga Plan.
2. It has not been demonstrated that the proposed zoning standards are appropriate to accommodate the requested uses based on a lack of details necessary to evaluate the requested standards.
3. The proposed development is considered premature as flood reduction measures have not been satisfactorily addressed, including required mitigation, which could have significant impacts upon other aspects of site design and servicing.
4. The applicant has not satisfactorily addressed public safety concerns as identified in the Provincial Policy Statement.
5. Numerous outstanding technical concerns have not been addressed as of the preparation of this report.

ATTACHMENTS:

Appendix S-1 - Information Report
Appendix S-2 - Recommendation PDC-0065-2009
Appendix S-3 - Aerial Photograph
Appendix S-4 - Excerpt of Lakeview District Land Use Plan
Appendix S-5 - Excerpt of Existing Land Use Map
Appendix S-6 - Revised Concept Plan
Appendix S-7 - Relevant Mississauga Plan Policies
Appendix S-8 - Revised - School Accommodation
Appendix S-9 - General Context Map

Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: John Hardcastle, Development Planner



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PDC JUN 29 2009

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**

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:

| Development Proposal | |
|-----------------------------|--|
| 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 |

| Development Proposal | |
|-----------------------------|---|
| 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 th 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 m² (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:

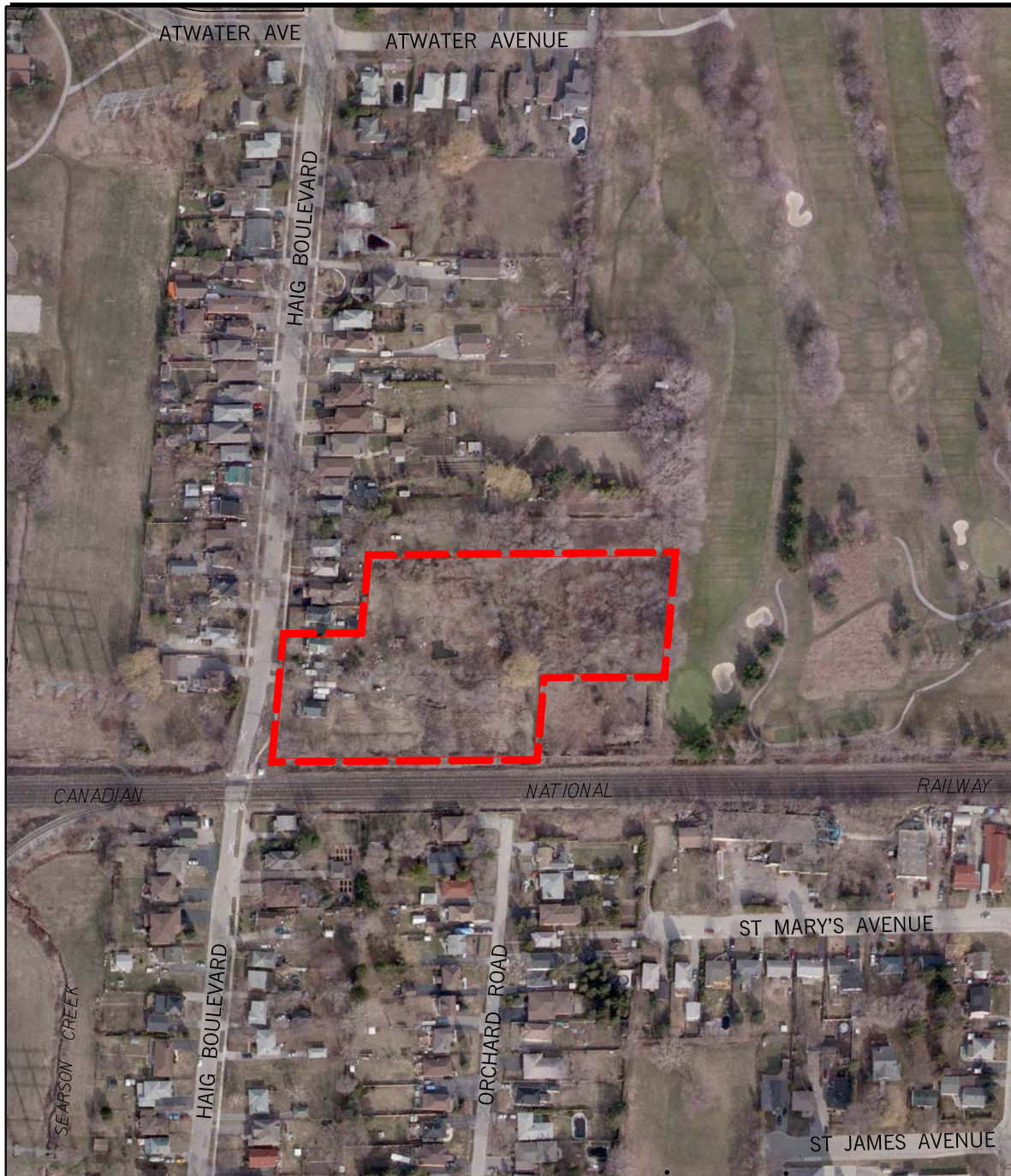
Development charges will be payable in keeping with the requirements of the applicable Development Charges By-law of the City as well as financial requirements of any other official agency concerned with the development of the lands.

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

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:

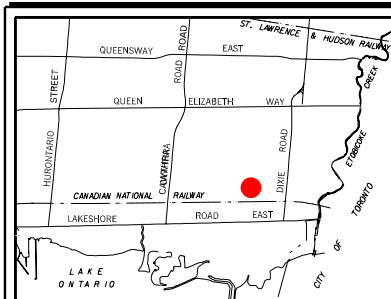


SUBJECT LANDS



SUBJECT:

WELDAN PROPERTIES (HAIG) INC.



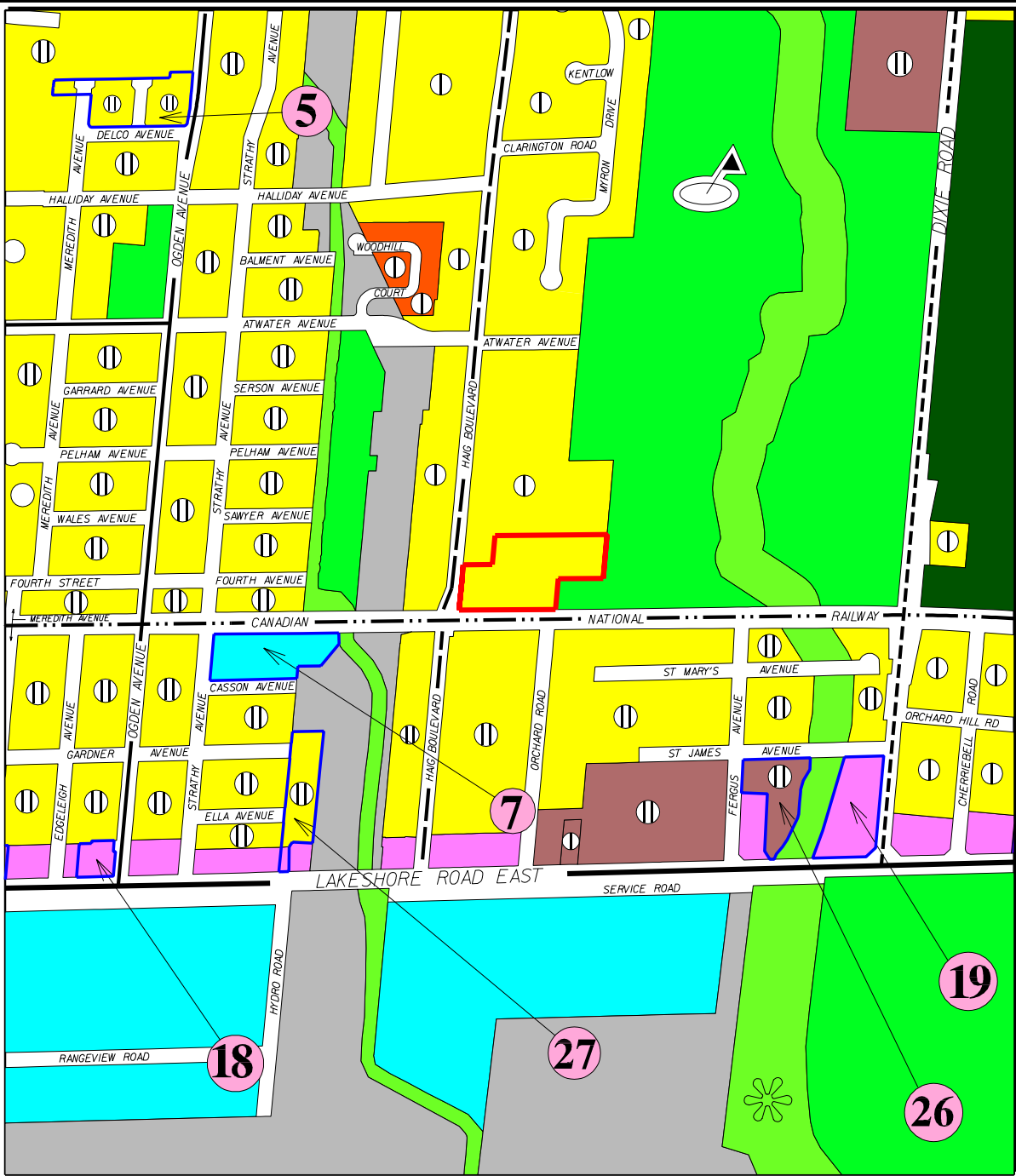
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DWG. NO:
07019A
SCALE:
1:3000

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**

 - Residential – Low Density I
 - 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**

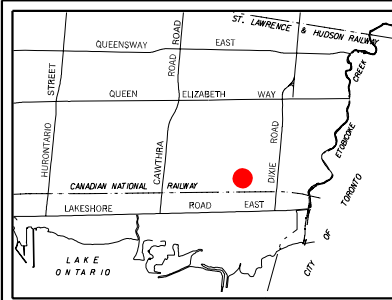
 - Provincial Highway and Interchange
 - Arterial
 - Major Collector
 - Major Collector (Scenic Route)
 - Minor Collector
 - Local Road
 - Existing Commuter Rail
 - GO Transf Station
- LAND USE LEGEND**

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

 **SUBJECT LANDS**



SUBJECT:
WELDAN PROPERTIES (HAIG) INC.



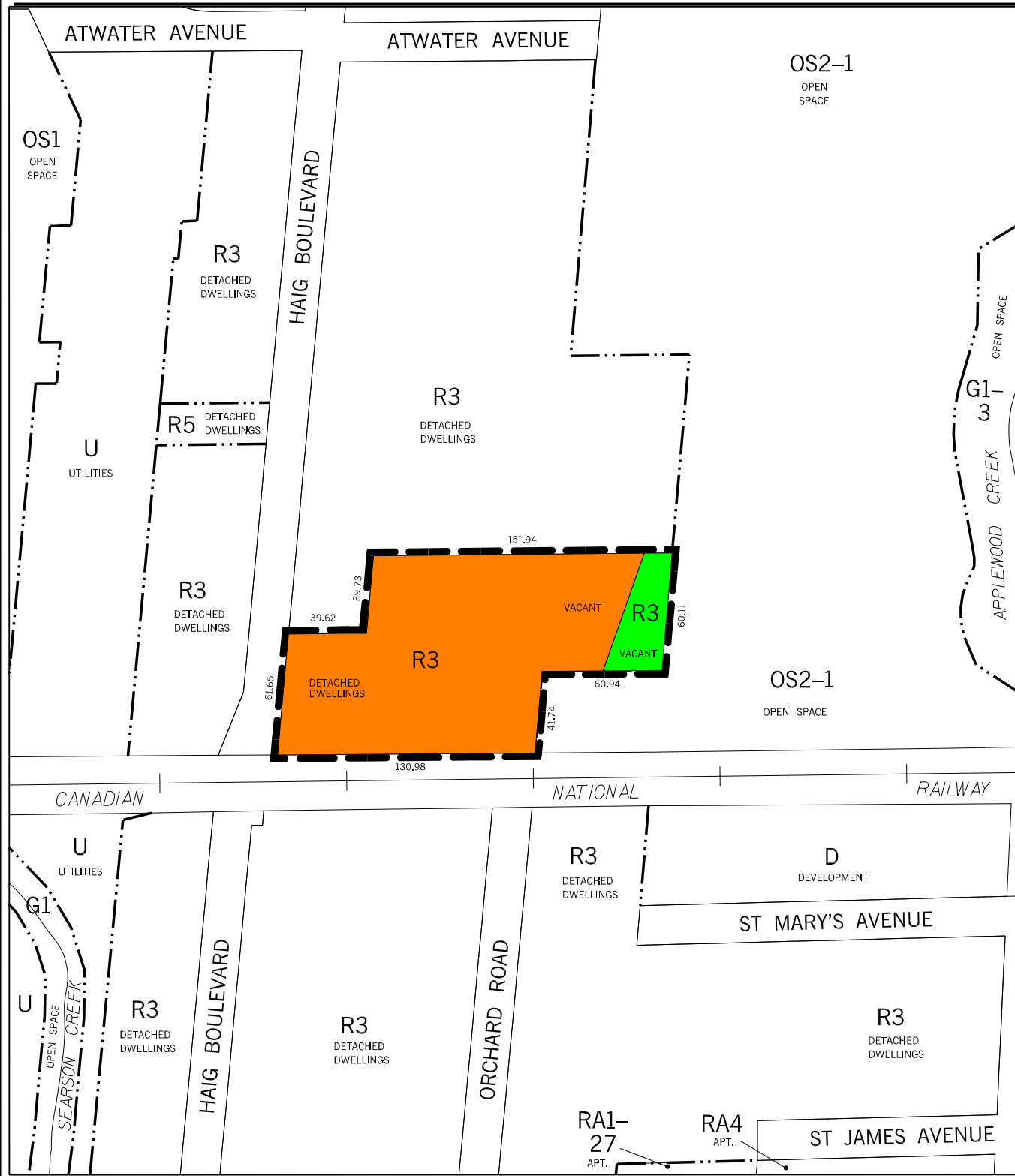
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2009/06/29


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B. KRUGER



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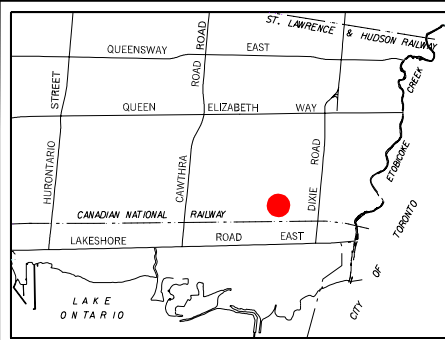
 **SUBJECT LANDS**

 **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.



| | |
|--|---------------------|
| FILE NO: OZ 07/019 W1 | |
| DWG. NO: 07019R | |
| SCALE: 1:3000 | |
| PDC DATE: 2009/06/29 | APPENDIX I-3 |
| DRAWN BY: B. KRUGER | |

CONCEPT PLAN

APPENDIX I-4



ORCHARD ROAD

RESIDENTIAL

EXISTING

CANADIAN NATIONAL RAILWAY

RESIDENTIAL

EXISTING

SAMPLE ELEVATIONS



The Empire Elev-A
1804 Sq.Ft.

The MacIntosh Elev-B
1746 Sq.Ft.

The MacIntosh Elev-C^(rev)
1765 Sq.Ft.

The MacIntosh Elev-D
1767 Sq.Ft.

The Cortland Elev-A^(rev)
1769 Sq.Ft.

The MacIntosh Elev-A
1754 Sq.Ft.

The Empire Elev-A^(rev)
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:

| Agency / Comment Date | Comment |
|--|--|
| 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"> • The submitted Planning Justification Report has identified the appropriate Regional and Provincial policies for urban development and intensification. • Regional staff is in agreement with the analysis and conclusion of the submitted Phase II Environmental Site Assessment. • It is recommended that a Soil Management Plan to excavate and dispose of any contaminated fill material located on the subject lands be submitted. • 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. • An existing 150 mm (6 in.) diameter watermain and an existing 825 mm (32 in.) diameter sanitary sewer are located on Haig Boulevard. • 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. • Curbside waste collection will be provided by the Region of Peel. • The subject land is not located within the vicinity of a landfill site. |
| 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"> • 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; • Submission of satisfactory technical reports, plans and |

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"> • Satisfactory implementation plan outlining how the flood hazard will be mitigated on the subject properties; • Satisfactory site concept, site grading, storm drainage and erosion and sediment control plans; • Confirmation from all affected regulatory bodies and agencies that the implementation plan is satisfactory and all required approvals have been received; • Complete CVC Permit application is submitted once the above items have been finalized. |
| <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> |

Weldan Properties (Haig) Inc.

File: OZ 07/019 W1

| Agency / Comment Date | Comment |
|--|--|
| | 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"> • Residential development adjacent to the railway right-of-way is not appropriate without impact mitigation measures to reduce the incompatibility. • The proposed residential use would be expected to comply |

Weldan Properties (Haig) Inc.

File: OZ 07/019 W1

| Agency / Comment Date | Comment |
|--|--|
| | <p>with the Principal Main Line Requirements to achieve the required 30 m (98.4 ft.) setback.</p> <ul style="list-style-type: none"> • 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. |
| 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> |

Weldan Properties (Haig) Inc.

File: OZ 07/019 W1

School Accommodation

| The Peel District School Board | The Dufferin-Peel Catholic District School Board |
|---|--|
| <ul style="list-style-type: none"> Student Yield: <ul style="list-style-type: none"> 5 Kindergarten to Grade 5 3 Grade 6 to Grade 8 4 Grade 9 to Grade 12/OAC School Accommodation: <ul style="list-style-type: none"> Neil C. Matheson Public School <ul style="list-style-type: none"> Enrolment: 260 Capacity: 354 Portables: 0 Allan A. Martin Senior Public School <ul style="list-style-type: none"> Enrolment: 432 Capacity: 538 Portables: 0 Gordon Graydon Secondary School <ul style="list-style-type: none"> Enrolment: 1,125 Capacity: 1,125 Portables: 6 <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"> Student Yield: <ul style="list-style-type: none"> 7 Junior Kindergarten to Grade 8 6 Grade 9 to Grade 12/OAC School Accommodation: <ul style="list-style-type: none"> Queen of Heaven Elementary School <ul style="list-style-type: none"> Enrolment: 421 Capacity: 561 Portables: 0 St. Paul Secondary School <ul style="list-style-type: none"> Enrolment: 808 Capacity: 807 Portables: 0 |

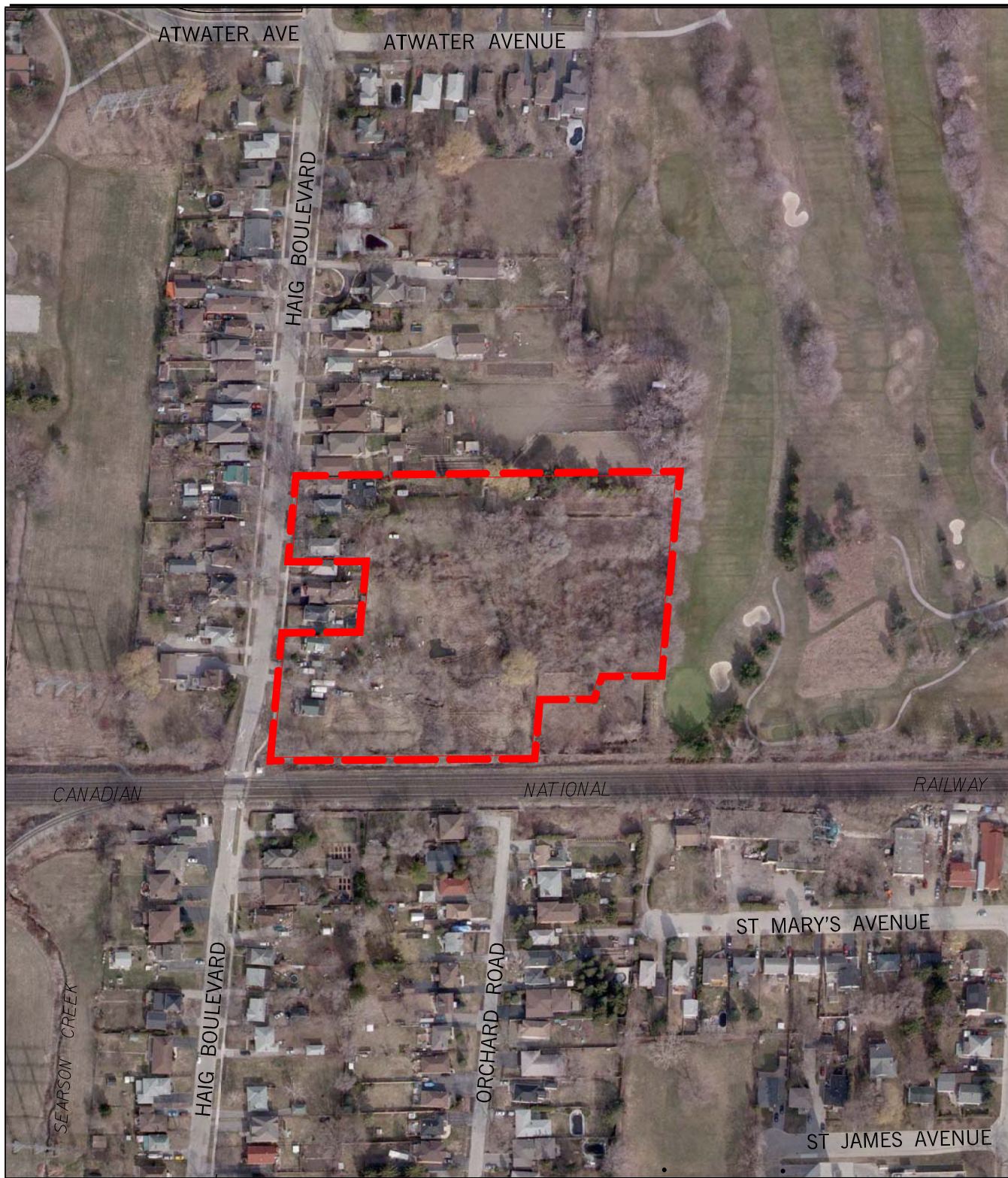
Weldan Properties (Haig) Inc.

File: OZ 07/019 W1

Recommendation PDC-0065-2009

PDC-0065-2009

- "1. 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.
2. That correspondence from: Krys and Steve Curtis dated October 6, 2008; Brenda & Frank Culmone dated October 16, 2008; John King dated April 16, 2009; Victoria Stewart-Gardner and Victor Stewart dated June 26, 2009, with respect to the development applications under file OZ 07/019 W1, be received."

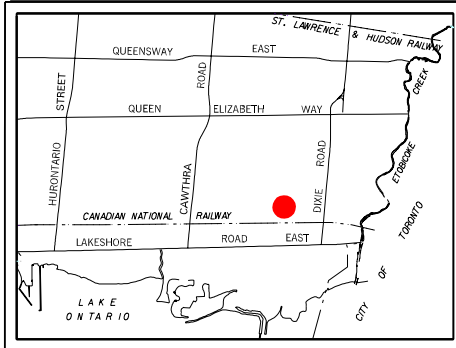


LEGEND:

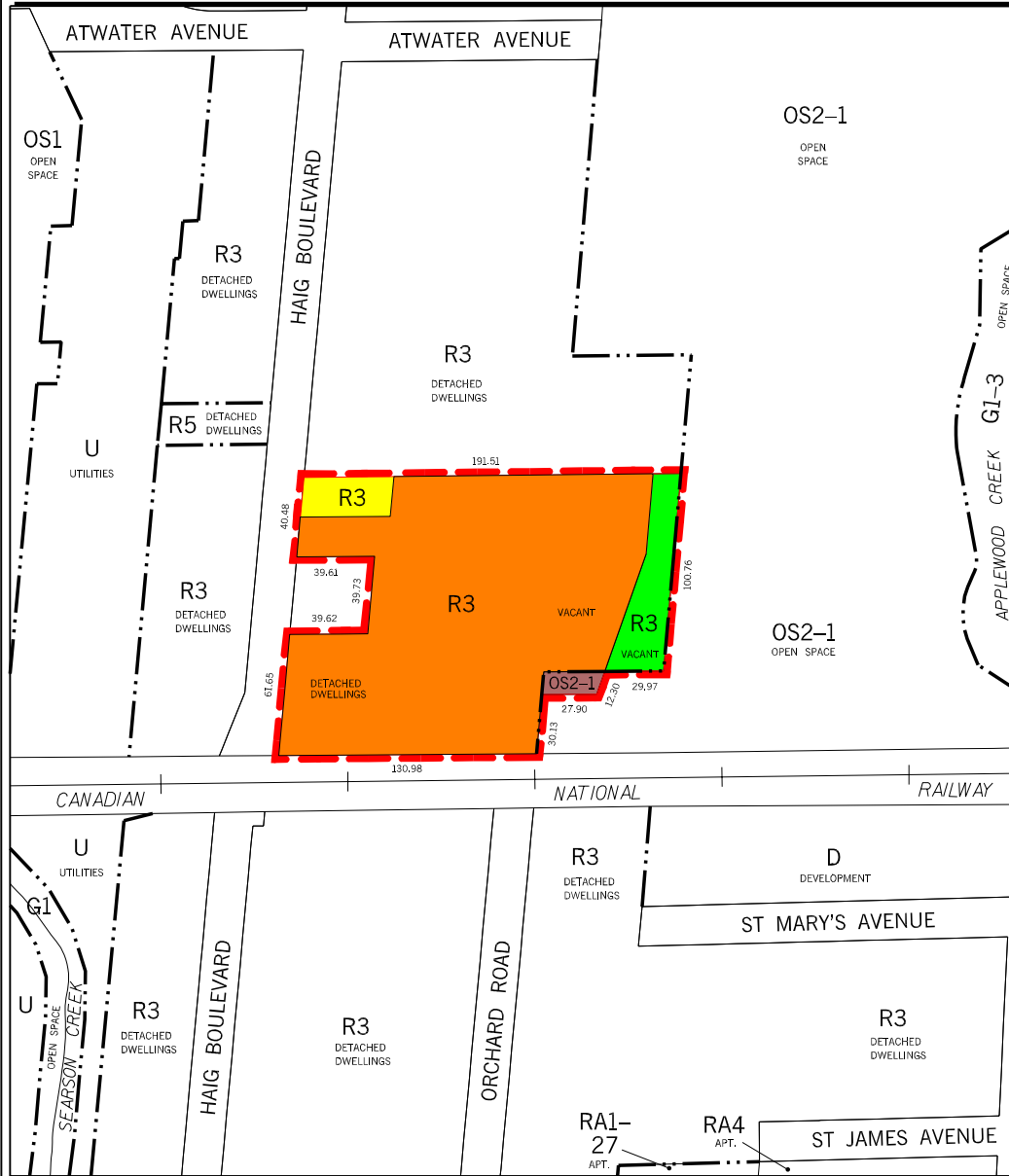
 **SUBJECT LANDS**



SUBJECT:
WELDON PROPERTIES (HAIG) INC.



| | |
|---------------------------------|---------------------|
| FILE NO: OZ 07/019 W1 | |
| DWG. NO: 07019A | |
| SCALE: 1:3000 | |
| PDC DATE: 2009/06/29 | APPENDIX S-3 |
| 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" (TOWNHOUSE DWELLINGS) TO PERMIT 80 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.



PROPOSED REZONING FROM "R3" (DETACHED DWELLINGS - TYPICAL LOTS) TO "R5-EXCEPTION" (DETACHED DWELLINGS - TYPICAL LOTS) TO PERMIT 2 DETACHED DWELLINGS.



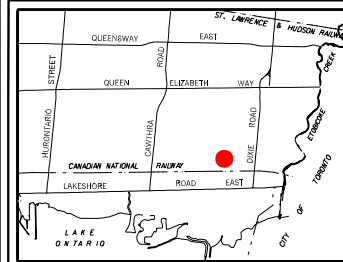
LANDS OWNED BY THE CITY WHICH ARE PROPOSED TO BE CONVEYED TO THE APPLICANT. PROPOSED OFFICIAL PLAN AMENDMENT FROM "PUBLIC OPEN SPACE" TO "RESIDENTIAL MEDIUM DENSITY I" AND PROPOSED REZONING FROM "OS2-1" (CITY PARK) TO "RM4" (TOWNHOUSE DWELLINGS) TO INCORPORATE THE LANDS INTO THE DEVELOPMENT.

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



SUBJECT:

WELDAN PROPERTIES (HAIG) INC.



| | |
|------------------------------|--|
| FILE NO: OZ 07019 W1 | |
| DWG. NO: APPX_S3REZONING | |
| SCALE: 1:3000 | |
| PDC DATE: 2010 06 28 | |
| DRAWN BY: B. KRUGER, W.F. | |
| APPENDIX S-5 | |

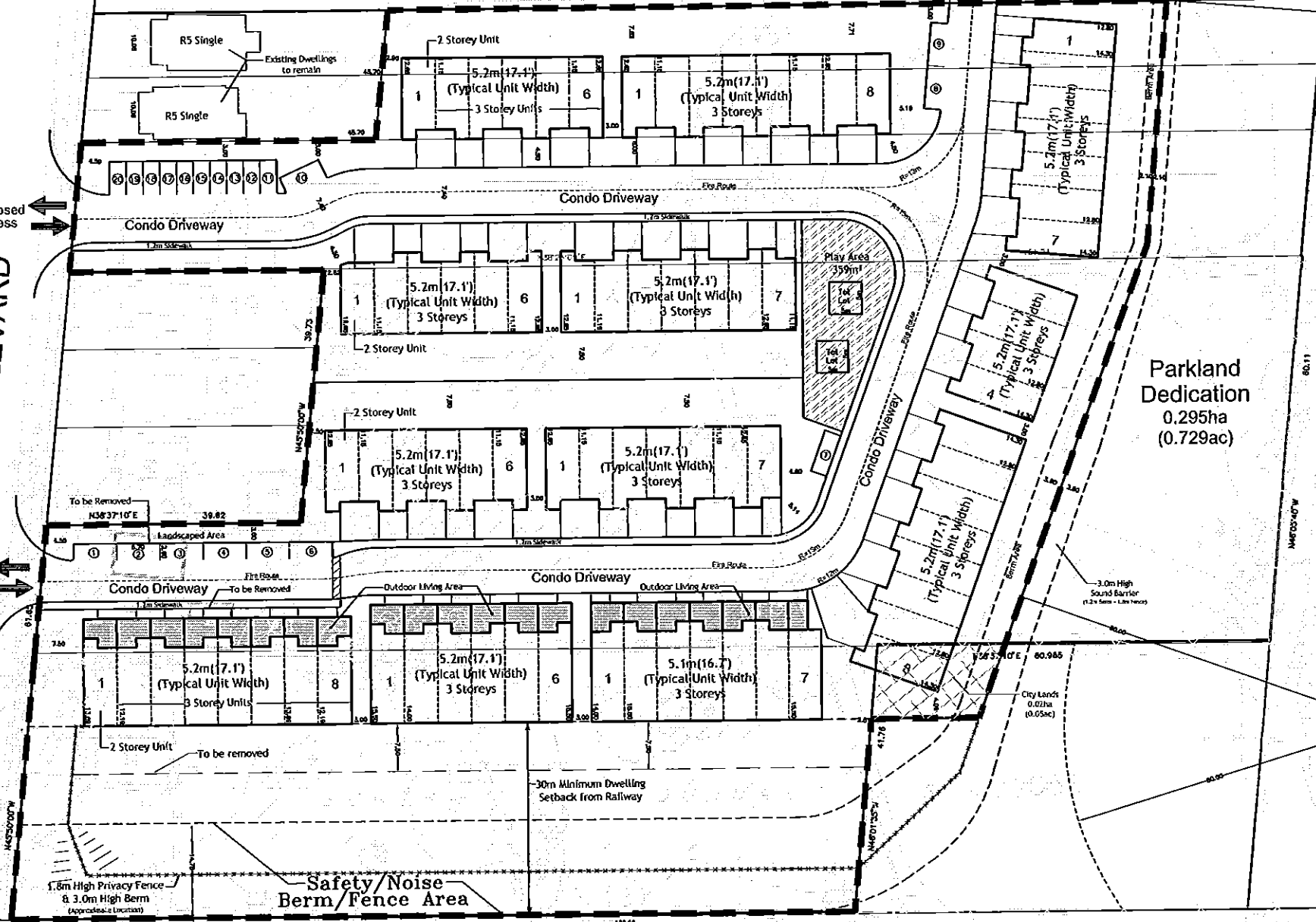
MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics

EXISTING RESIDENTIAL

HAIG BOULEVARD

Proposed Access



CANADIAN NATIONAL RAILWAY

EXISTING

RESIDENTIAL

ORCHARD ROAD

APPENDIX S-6

REVISED CONCEPT PLAN

Lakeview Golf Course
(City of Mississauga)

Hole #7

Parkland Dedication
0.295ha
(0.729ac)

Weldan Properties (Haig) Inc.

File: OZ 07/019 W1

Relevant Mississauga Plan Policies

- 2.2.1.2 Mississauga will have an urban form based on the urban form hierarchy of Centres, Nodes and Corridors. The City Centre will be the main focal point in terms of intensity of uses (density and height of development) followed by Nodes and Corridors and recognizable communities.
- 2.2.2.3 To maintain a distinct identity for each local community by encouraging common design themes and compatibility in scale and character of the built environment.
- 2.4.2.4 To encourage compatible residential intensification.
- 2.7.2.2 To protect people and property where such areas constitute a hazard.
- 2.7.2.8 To ensure incompatible land uses such as sensitive land uses and those uses that are sources of noise, odour and dust are separated and/or nuisances are mitigated so they do not interfere with each other.
- 2.8.2.3 To provide a system of public open space areas which can adapt to changing public needs and preferences for recreational facilities and opportunities.
- 3.18.2.2 Road and lotting patterns will retain and incorporate established patterns of development and heritage resources.
- 3.18.2.3 Heritage resources should be conserved and incorporated into community design and new development in a manner that enhances the heritage resources and makes them focal points for the community.
- 3.18.3.6 Buildings and streetscapes will be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping and signage.
- 3.20.1.2 b Heritage resources of significant value will be identified, protected, and preserved.
- 3.20.2.2 Applications for development involving heritage resources will be required to include a Heritage Impact Statement which will be prepared to the satisfaction of the City and other appropriate authorities having jurisdiction.
- 3.20.2.6 Heritage resources must be maintained in a manner that prevents deterioration and protects the heritage qualities of the resource.
- 3.20.2.8 Mississauga will regulate use and other matters, as appropriate, for heritage preservation through Zoning By-laws.

Weldan Properties (Haig) Inc.

File: OZ 07/019 W1

Revised - School Accommodation

| The Peel District School Board | The Dufferin-Peel Catholic District School Board |
|---|--|
| <ul style="list-style-type: none"> Student Yield: <ul style="list-style-type: none"> 5 Kindergarten to Grade 5 3 Grade 6 to Grade 8 4 Grade 9 to Grade 12/OAC School Accommodation: <ul style="list-style-type: none"> Neil C. Matheson Public School <ul style="list-style-type: none"> Enrolment: 266 Capacity: 354 Portables: 9 Allan A. Martin Senior Public School <ul style="list-style-type: none"> Enrolment: 416 Capacity: 538 Portables: 0 Gordon Graydon Secondary School <ul style="list-style-type: none"> Enrolment: 1,058 Capacity: 1,125 Portables: 6 <p><i>Peel District School Board has advised: Neil C. Matheson Public School and Allan A. Martin Senior Public School were involved in an Accommodation Review. As of Sept. 1/10, grades 6-8 will be attending Allan A. Martin. Neil C. Matheson will be the holding school for the newly renamed Hartsdale Avenue Public School which is expected to open in Sept. 2011 on the former Lyndwood Public School site.</i></p> | <ul style="list-style-type: none"> Student Yield: <ul style="list-style-type: none"> 7 Junior Kindergarten to Grade 8 2 Grade 9 to Grade 12/OAC School Accommodation: <ul style="list-style-type: none"> Queen of Heaven Elementary School <ul style="list-style-type: none"> Enrolment: 425 Capacity: 561 Portables: 0 St. Paul Secondary School <ul style="list-style-type: none"> Enrolment: 794 Capacity: 807 Portables: 0 <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p> |

