



Corporate Report

Clerk's Files

Originator's
Files OZ 07/013 W2

DATE: August 26, 2008

TO: Chair and Members of Planning and Development Committee
Meeting Date: September 15, 2008

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Information Report**
Official Plan Amendment and Rezoning Applications
To permit a 7 storey, 156 unit retirement dwelling and a
convenience restaurant
1829 and 1865 Lakeshore Road West
North side of Lakeshore Road West, west of Clarkson Road
Owner: RioCan (Clarkson) Inc. and McDonald's Restaurants
of Canada Inc.
Applicant: Glen Schnarr and Associates Inc.
Bill 51

Public Meeting **Ward 2**

RECOMMENDATION: That the Report dated August 26, 2008, from the Commissioner of Planning and Building regarding the applications to amend the Official Plan from "Mainstreet Commercial" to "Mainstreet Commercial - Special Site" and to change the Zoning from "C4" (Mainstreet Commercial) to "C4 - Exception" (Mainstreet Commercial), of By-law 0225-2007 to permit a 7 storey, 156 unit retirement dwelling and a convenience restaurant under file OZ 07/013 W2, RioCan (Clarkson) Inc. and McDonald's Restaurants of Canada Inc., 1829 and 1865 Lakeshore Road West, be received for information.

BACKGROUND:

The above-noted applications have been circulated for technical comments and community meetings have been held.

In a letter dated May 6, 2008, the proposed Official Plan Amendment application was appealed to the Ontario Municipal Board (OMB) by RioCan (Clarkson) Inc. In a subsequent letter dated May 30, 2008, the proposed Zoning By-law Amendment application was also appealed to the OMB. The OMB has since scheduled a prehearing conference for September 18, 2008.

The description of the subject lands outlined in this report references both 1829 and 1865 Lakeshore Road West. It is noted, however, that the applicant has not provided a letter of authorization from McDonald's Restaurants of Canada Inc., who are the owners of 1829 Lakeshore Road West, and therefore does not represent the interests of this land owner. Although the initial applications submitted did not include 1829 Lakeshore Road West, a revised draft zoning by-law amendment recently submitted by the applicant includes the McDonald's property. The draft by-law proposes that the existing convenience restaurant be recognized as a permitted use with a reduced parking standard.

The purpose of this report is to provide preliminary information on the applications and to seek comments from the community. Due to pending OMB proceedings, the applications must continue through the prescribed review process, despite several matters such as the landowner's authorization noted above, and other details outlined later in the report which have not been satisfactorily addressed.

COMMENTS:

The subject lands comprise two abutting parcels of land under separate ownership, namely 1865 Lakeshore Road West, owned by RioCan (Clarkson) Inc. and 1829 Lakeshore Road West, owned by McDonald's Restaurants of Canada Inc..

On the RioCan lands, it is proposed that all buildings be removed and replaced with a 7 storey, 156 unit retirement dwelling with ground level commercial on the westerly most portion of this site, and two buildings on the easterly portion of the site, namely a new HomeSense store to the rear and a multiple tenancy commercial building along the frontage of the site with a surface parking lot

between the two buildings (see Appendix I-5 - Concept Plan). The applicant has advised that the retirement dwelling will ultimately be severed from the remainder of the RioCan lands and held under a separate ownership. The ground level commercial space below the retirement dwelling is to remain in RioCan ownership.

On the McDonald's lands, the existing convenience restaurant is proposed to be retained without any modifications.

Details of the proposal on both sites are as follows:

Development Proposal	
Applications submitted:	July 10, 2007 (submitted) August 17, 2007 (deemed complete)
Height:	7 storeys (Retirement Dwelling) 1 storey (HomeSense Building) 2 storeys with false second storey (Commercial Building) 1 storey (Existing McDonald's Restaurant)
Lot Coverage:	43% (Retirement Dwelling on westerly portion of 1865 Lakeshore Road West) 29% (Retirement Dwelling on entirety of 1865 Lakeshore Road West) 8% (Existing McDonald's Restaurant – 1829 Lakeshore Road West)
Residential Floor Space Index:	1.54 (Retirement Dwelling on westerly portion of 1865 Lakeshore Road West) 0.7 (Retirement Dwelling on entirety of 1865 Lakeshore Road West)
Total Floor Space Index:	0.9 (All Proposed Buildings – 1865 Lakeshore Road West)
Landscaped Area:	22% (Retirement Dwelling on westerly portion of 1865 Lakeshore Road West)

Development Proposal	
	<p>13% (Retirement Dwelling on entirety of 1865 Lakeshore Road West)</p> <p>19% (Existing McDonald's Restaurant – 1829 Lakeshore Road West)</p>
Net Density:	<p>198 units/ha (80 units/ac.) – Retirement Dwelling on westerly portion of 1865 Lakeshore Road West</p> <p>83 units/ha (33.6 units/ac.) – Retirement Dwelling on entirety of 1865 Lakeshore Road West</p>
Gross Floor Area:	<p>12 169 m² (130, 990 sq. ft.) - Retirement Dwelling</p> <p>1 542 m² (16,600 sq. ft.) – Ground Level Commercial Retirement Dwelling</p> <p>2 508 m² (27,000 sq. ft.) - HomeSense Building</p> <p>608 m² (6,545 sq. ft.) - Free Standing Commercial</p> <p>390 m² (4,200 sq. ft.) - Existing McDonald's Restaurant</p> <p>17 217 m² (185,328 sq. ft.) - Total</p>
Number of units:	156 Retirement Dwelling Units
Anticipated Population:	180 persons (based upon applicant's forecasts)
Parking Required:	<p>Retirement Dwelling:</p> <p>78 spaces @ 0.5 spaces per unit</p> <p>Retail Commercial</p> <p>186 spaces @ 4.0 spaces per 100 m² (1,076.4 sq. ft.) GFA</p> <p>Existing McDonald's Restaurant</p> <p>62 spaces @ 16 spaces per 100 m² (1,076.4 sq. ft.) GFA</p> <p>Total: 326 spaces</p>

Development Proposal	
Parking Provided:	Retirement Dwelling: 62 @ 0.4 spaces per unit Retail Commercial 186 spaces @ 4.0 spaces per 100 m ² (1,076.4 sq. ft.) GFA Existing McDonald's Restaurant 21 spaces @ 5.4 spaces per 100 m ² (1,076.4 sq. ft.) GFA Total: 269 spaces (actual proposed on site - 285 spaces)
Supporting Documents:	Concept Plan and Elevation Drawings Planning Justification Report Urban Design Report Phase 1 Environmental Site Assessment Record of Site Condition Parking and Traffic Study Preliminary Arborist Report Shadow Study Environmental Noise Feasibility Study

Site Characteristics	
Frontage:	197.8 m (649 ft.)
Depth:	124 m (407 ft.)
Net Lot Area:	West portion of 1865 Lakeshore Road West - 0.79 ha (1.95 ac.) Remainder of 1865 Lakeshore Road West - 1.1 ha (2.71 ac.) 1829 Lakeshore Road West - 0.54 ha (1.33 ac.) Total: 2.43 ha (6.00 ac.)
Existing Use:	1865 Lakeshore Road West - Strip plaza, including HomeSense store 1829 Lakeshore Rd. W. - McDonald's restaurant with drive through

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

Neighbourhood Context

The subject properties are located on the north side of Lakeshore Road West, west of Clarkson Road and are part of a mainstreet commercial area which runs along Lakeshore Road West through Clarkson Village. A strip plaza containing a HomeSense store is situated on the west portion of the lands and is currently served by two access driveways onto Lakeshore Road West, the easterly most being at a signalized intersection. A McDonald's drive through restaurant is located at the rear of the easterly most site with its own independent access driveway onto Lakeshore Road West. Although separate parcels, these properties function for the most part as one property.

The surrounding land uses are described as follows:

- North: Detached dwellings
- East: Clarkson Motel, beyond which is a mix of Mainstreet Commercial uses fronting Lakeshore Road West
- South: Chartwell Baptist Church and Mainstreet Commercial uses, beyond Lakeshore Road West
- West: Vacant lands approved for an 8 storey seniors building, beyond the rail spur line

Current Mississauga Plan Designation and Policies for Clarkson-Lorne Park Planning District (May 5, 2003)

"Mainstreet Commercial" which permits establishments for the sale of goods and services, recreation, entertainment and accommodation to the general public. Residential, community and office uses will also be permitted. Compatible development is encouraged which recognizes the scale and enhances the character of Mainstreet Commercial areas. Infilling is the preferred form of pedestrian-oriented street-related commercial development, including the combination of commercial and residential uses.

Commercial uses with drive-through facilities will not be permitted. These uses which exist in areas designated Mainstreet

Commercial at the time Mississauga Plan is approved (2004 March 29) will be permitted until such time as they cease operation.

The subject lands are located within the Clarkson Village Node. Section 3.13.3 - Nodes, generally indicates that these areas are intended to act as the focus of activity for the surrounding community, benefiting from good accessibility, visibility and relatively high level of existing and potential transit service. A high quality, compact and urban built form will be encouraged to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent land uses, and distinguish the significance of nodes from surrounding areas.

The subject lands are also located within the Clarkson Village Mainstreet Commercial Area where development is encouraged which is 2 to 3 storeys in height, which promotes the use of on-street and rear yard parking solutions and the development of symbolic gateways to define entry to and exit from Clarkson Village.

Based on the existing information, the applications are not in conformity with the Mississauga Plan policies for the Clarkson-Lorne Park District and changes are proposed to accommodate the height of the proposed retirement residence and to recognize the existing McDonald's restaurant.

There are other policies in the Official Plan which are also applicable in the review of these applications including, but not limited to:

Urban Design Policies for the Clarkson Lorne Park District

Section 4.7.3.1 – Community Identity and Focus

- a. Developments should be compatible with and enhance the character of Clarkson-Lorne Park as a diverse established community by integrating with the surrounding area.
- b. Development should be designed to reflect and enhance the Clarkson Village Mainstreet Commercial area and streetscape.

- c. The Clarkson Node, will be the focus of activity for the District, combining residential uses, cultural activities, shopping, dining, commerce and recreation.

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 3.18.3.7 - 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 3.18.5.3 - On abutting lands, the interconnection and integration of vehicular access is encouraged to facilitate safe and efficient traffic movement to and from the public road network. In this regard, the following will be encouraged:

- a. reduce the number of access points to and from arterial and major collector roads;
- b. facilitate traffic to signalized locations;
- c. provide continuity of the streetscape and minimize visual clutter.

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 3.18.5.15 - Major roads and their streetscapes should create spaces which are integral parts of the adjacent communities thus serving to link communities rather than creating barriers between them.

Rail Policies in Mississauga Plan

Section 3.14.9.2 - Rail Noise, Safety, and Vibration is applicable to the proposed development. This section 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 requires 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 proposed land use is suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;
- there is adequate infrastructure and community services to support the proposed development.

Proposed Official Plan Designation and Policies

"Mainstreet Commercial – Special Site" to accommodate the building height proposed for the 7 storey retirement dwelling. The applicant has failed to acknowledge the existing McDonald's restaurant as a convenience restaurant, which is not permitted within the "Mainstreet Commercial" land use designation. The proposed draft zoning by-law is requesting that a convenience restaurant use be permitted and, therefore, based on the existing information, the proposed zoning by-law is in conflict with the "Mainstreet Commercial" policies of Mississauga Plan and the draft official plan amendment provided in support of this development proposal. The applicant has been requested to clarify

this situation, but as of the date of finalization of this report has failed to respond to this request.

Existing Zoning

"C4" (Mainstreet Commercial), which permits a wide range and mix of service commercial, office, entertainment/recreation and residential uses. The "C4" zone regulations include a minimum height of the lesser of 2 storeys or 10.7 m (35.1 ft.) for a sloped roof and 9.0 m (29.5 ft.) for a flat roof, and a maximum height of the lesser of 3 storeys or 16.0 m (52.5 ft.) for a sloped roof and 12.5 m (41.0 ft.) for a flat roof.

Proposed Zoning By-law Amendment

"C4 - Exception" (Mainstreet Commercial), to permit a 7 storey retirement dwelling building with ground level commercial uses and a convenience restaurant.

As part of the rezoning, the applicant is proposing that the following standards be applied:

	Required Zoning By-law Standard	Proposed Standard
Maximum Retirement Dwelling Units	N/A	156
Maximum Gross Floor Area - Total	N/A	18 400 m ² (198,062 sq. ft.)
Maximum Gross Floor Area – Residential	N/A	12 200 m ² 131,324 sq. ft.)
Setbacks (As shown on Appendix I-5 – Concept Plan)		
Minimum Front Yard Setback	0.0 m (0.0 ft.)	No change
Maximum Front Yard Setback	3.0 m (9.8 ft.)	53.7 m (176.2 ft.) - Existing McDonald's restaurant

			Required Zoning By-law Standard	Proposed Standard
Minimum Setback	Rear	Yard	4.5 m (14.8 ft.)	No change
Minimum Setback	Side	Yard	0.0 m (0.0 ft.)	13.7 m (45 ft.) (east) 22.0 m (72 ft.) (west)

COMMUNITY ISSUES

A community meeting was held by the Ward 2 Councillor, Patricia Mullin on February 21, 2008. Subsequent to this, a Focus Group was established and to date three (3) meetings have been held on April 29, 2008, May 7, 2008 and May 20, 2008 respectively. A further Focus Group meeting has been scheduled for September 8 2008. A summary of the issues raised at this meeting will be outlined in an Addendum Report.

The following is a summary of issues raised by the Community through scheduled meetings and correspondence received to date:

- The westerly access location appears to be too close to the rail spur line to be safe and should be eliminated.
- Is the proposed development consistent with and support the findings of the Clarkson Village Visioning Study?
- Is there adequate on-site parking proposed to support the development?
- Will the long term interface issues of noise, odour and lighting impacts on the northerly abutting homes be addressed with the redevelopment of these lands?
- The proposed landscape setbacks do not appear to be adequate to preserve existing trees and to permit additional landscape materials to be planted.

- Is the proposed retirement dwelling of a height, scale and character which is appropriate for this location within Clarkson Village?
- The commercial components of the proposed development should be developed with the theories of intensification in mind, more efficiently utilizing the ground area with smaller building footprints, structured parking and increased building heights.
- Residential intensification of this kind should be supported on this site and elsewhere in Clarkson Village.
- The proposed development should be designed in a more integrated fashion where the retirement dwelling is incorporated into the development from an aesthetic and functional perspective.
- Why hasn't the McDonald's restaurant been included in the redevelopment plans?

The above noted issues will be addressed in the Supplementary Report upon the receipt and review of all outstanding matters.

In addition, questions were asked about construction phasing and completion timeframes to which the applicant indicated that a phasing plan for redevelopment had not been finalized and the phasing of development would impact the length of construction.

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix I-7. Based on the comments received and the applicable Mississauga Plan policies the following matters will have to be addressed.

Impacts Associated with Height and Massing

Planning staff have expressed concerns about the deployment of building height on site and massing proposed for the retirement dwelling and how the proposed development relates to the

surrounding context. The applicant has been requested to reduce and/or redeploy the residential building height on site and demonstrate how the proposed development will not detract from the existing established character of the area and fulfill the planned function of the area for Mainstreet Commercial purposes.

Clarkson Village Visioning Study

The Planning and Building Department has initiated a review of the Mississauga Plan Policies for the Clarkson-Lorne Park District as they pertain to a defined area around Clarkson Village and Lakeshore Road West. The purpose of the review is to update the existing land use policies/designation in the District and to ensure a current and relevant vision for the District, to reflect changes in local circumstances and to be consistent with recent Provincial planning initiatives. This review has included consultation with City departments and agencies as well as local community stakeholder groups.

Notwithstanding the ongoing review, the subject applications will be evaluated on their own merits but also with regard to relevant work that will have been undertaken on the study at the time of the Supplementary Report for these applications.

Parking

The provided draft zoning by-law proposes a reduction in the applicable parking standard for the retirement dwelling and for the existing McDonald's convenience restaurant. The applicant has provided a parking justification report to support the proposed reduction in the required standard for the retirement dwelling which meets our review requirements and will be commented on in the subsequent Supplementary Report.

The proposed reduction in the parking standard for the existing convenience restaurant has not been supported by a justification report. Also, as noted previously, the applicant has not provided any authorization to act on behalf of McDonald's Restaurants of Canada Inc., the owners and operators of the restaurant for which the parking standard reduction is proposed.

The parking scenario proposed would allow the applicant to maintain the 4.0 spaces per 100 m² (1,076.4 sq. ft.) parking standard applicable to most uses in the "C4", Mainstreet Commercial zone without providing the required parking spaces on the same site. Instead, parking spaces would be provided on the McDonald's lands. Without a justification report prepared by a qualified consultant, it cannot be determined if all of the parking spaces provided at 1829 Lakeshore Road West are necessary to accommodate the existing restaurant, and therefore be available for the patrons of the proposed commercial establishments. Furthermore, the applicant has not provided any details on mutual use easements for parking and access which would be necessary to support such a parking scenario.

The applicant has been requested to provide clarification on the parking situation and to address these concerns. At the time that this report was finalized, the applicant had not responded to this request.

Site Design and Interface with Adjacent Lands

A number of issues related to site design need to be addressed, including the following:

- appropriate location and size for a plaza or public gathering space;
- orientation of buildings relative to the plaza or public gathering space;
- reduced reliance and prominence of surface parking;
- the provision of appropriate quantities of parking;
- design, function and number of vehicular driveways - specifically the elimination of the westerly most driveway access;

- relationship of built form to the sidewalk - ensure street relationship and not orientation of building to the internal parking area;
- deployment of height on site and transition in built form from abutting properties.

Site Access

The applicant is proposing a vehicular access at the westerly most part of the site to service only the proposed retirement dwelling. Although this access is proposed for only right-in and right-out vehicle movements, the City's Transportation and Works Department has identified safety concerns, specifically in regard to sight lines and conflicts with pedestrians and vehicles when entering the road from the site.

The applicant has been requested to address these matters, but at the time of finalization of this report they have not been addressed.

OTHER INFORMATION

Development Requirements

In conjunction with the proposed development, there are certain other engineering and conservation matters with respect to site access, mutual parking and access arrangements, streetscape and utility requirements, which will require the applicant to enter into appropriate agreements with the City. The applicant will also be required to obtain site plan approval for the proposed development.

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:

Most 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 - Site History
Appendix I-2 - Aerial Photograph
Appendix I-3 - Excerpt of Clarkson-Lorne Park District Land
Use Map
Appendix I-4 - Excerpt of Existing Land Use Map
Appendix I-5 - Concept Plan
Appendix I-6 - Elevations
Appendix I-7 - Agency Comments
Appendix I-8 - General Context Map

Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: John Hardcastle, Development Planner

**RioCan (Clarkson) Inc. and
McDonald's Restaurants of Canada Inc.**

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Site History

- 1984 – Subject lands were zoned for a strip mall, including a food supermarket and a free-standing convenience restaurant. The former Zoning By-law required that a food supermarket exist on-site in order to allow for the other permitted commercial uses.
- May 5, 2003 – The Region of Peel approved the Mississauga Plan Policies for the Clarkson-Lorne Park District, designating the subject lands “Mainstreet Commercial” Modifications were adopted through Official Plan Amendment 25 which were subsequently approved by the OMB on September 10, 2007, with the exception of individual sites that are the subject of active appeals.
- August 2003 – Modifications to the portion of the plaza previously occupied by a Dominion grocery store were approved to permit both a HomeSense and Sportmart store. A minor variance was required and granted by the Committee of Adjustment to exclude the former Zoning By-law provisions requiring a food supermarket on-site.
- May 2006 – Approval was issued for the McDonald's convenience restaurant to relocate its garbage storage enclosure away from the north property line to address residents' complaints pertaining to noise, odour and vermin.
- January 2007 – Preliminary consultation undertaken with applicant regarding the redevelopment of the western portion of the existing plaza for a retirement dwelling. No other modifications to the eastern portion of the RioCan lands or inclusion of the McDonald's lands were contemplated by the applicant at that time.
- June 20, 2007 – By-law 0225-2007 came into force (September 2007 OMB decision), changing the zone category applicable to the RioCan and McDonald's lands to "C4", Mainstreet Commercial, as it remains today.

**RioCan (Clarkson) Inc. and
McDonald's Restaurants of Canada Inc.**

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- July 10, 2007 – Official Plan Amendment and Rezoning applications received to redevelop the western portion of the site for a retirement dwelling. Submission did not include a draft zoning by-law nor was it clear from the supporting materials the extent of the lands which were subject to the applications. Although the former "DC", District Commercial zoning for these lands under By-law 5500, as amended, required that the lands be developed in a comprehensive fashion and any partial redevelopment required the rezoning of the entire parcel to ensure that zoning on the remaining portions would continue to be functional, the implementation of By-law 0225-2007 was imminent and therefore any concerns about the remaining lands under the former Zoning By-law were no longer applicable.
- May 6, 2008 - Proposed Official Plan Amendment application was appealed to the Ontario Municipal Board (OMB) by RioCan (Clarkson) Inc.
- May 30, 2008 - Proposed Zoning By-law Amendment application appealed to the OMB by RioCan (Clarkson) Inc.
- July 30, 2008 – A revised draft zoning by-law was received by the Planning and Building Department indicating that a change in zoning was proposed for both the RioCan and McDonald's land holdings. However, the original draft Official Plan Amendment pertaining only to the RioCan land holdings remains the amendment of record.



LEGEND:

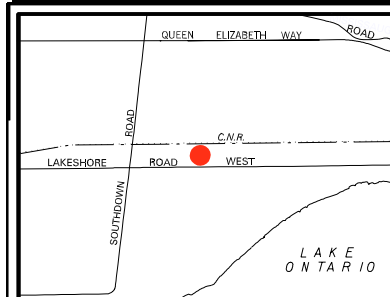


SUBJECT LANDS

DATE OF AERIAL PHOTO: JULY 2008



**SUBJECT: RIOCAN (CLARKSON) INC AND
MCDONALD'S RESTAURANTS OF CANADA INC.**

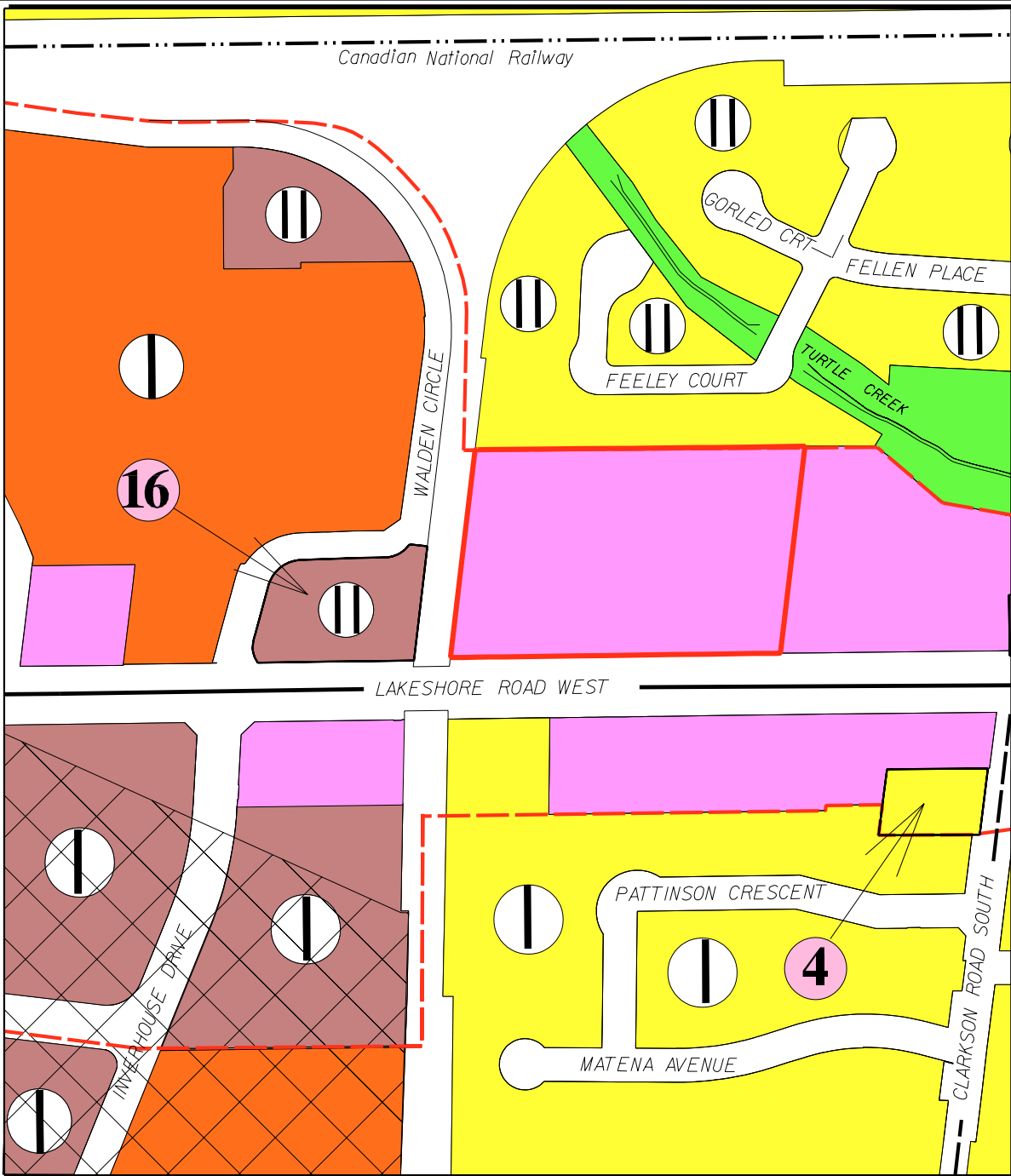


FILE NO:
OZ 07013 W2
DWG. NO:
07013R
SCALE:
NTS
PDC DATE:
2008 09 15
DRAWN BY:
R.DICOSOLA

APPENDIX I-2

MISSISSAUGA
Planning and Building

*Produced by
T&W, Geomatics*



**PART OF CLARKSON-LORNE PARK DISTRICT LAND USE MAP
CLARKSON-LORNE PARK 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
- Office
- 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 Transit Station

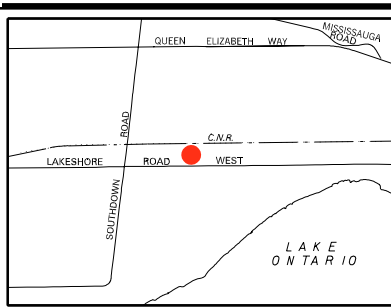
LAND USE LEGEND

- Regulatory Floodplain
- Node Boundary
- Cem - Cemetery
- Existing Stormwater Management Facility
- Planning District
- Special Site Areas (See Special Site Policies)

SUBJECT LANDS



**SUBJECT: RIOCAN (CLARKSON) INC AND
MCDONALD'S RESTAURANTS OF CANADA INC.**



FILE NO:
OZ 07013 W2

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PDC DATE:
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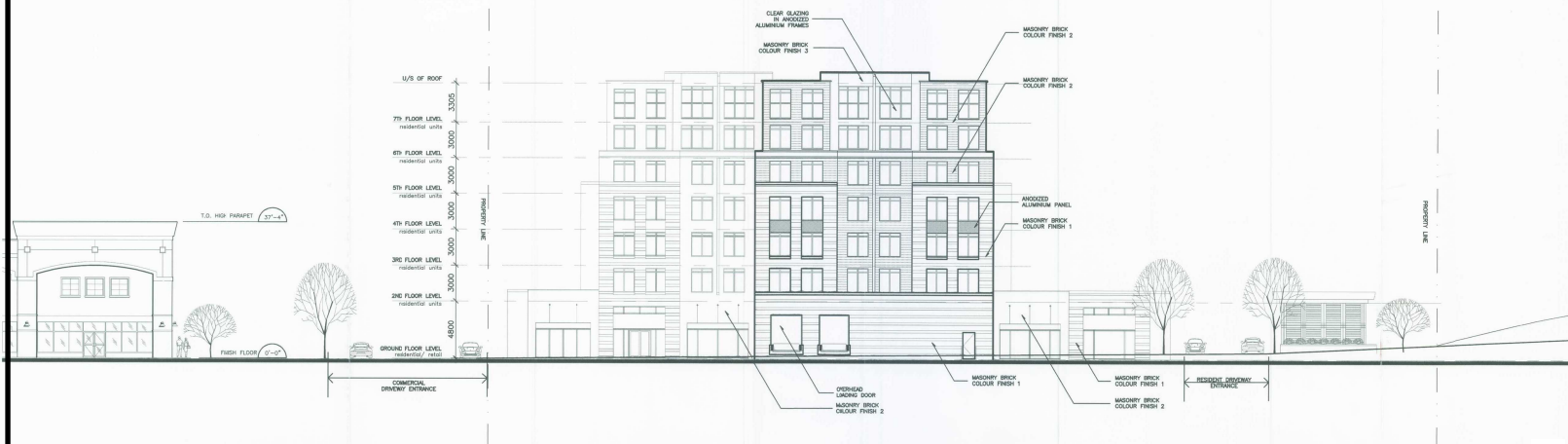
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R.DICOSOLA

APPENDIX I-3

MISSISSAUGA
Planning and Building

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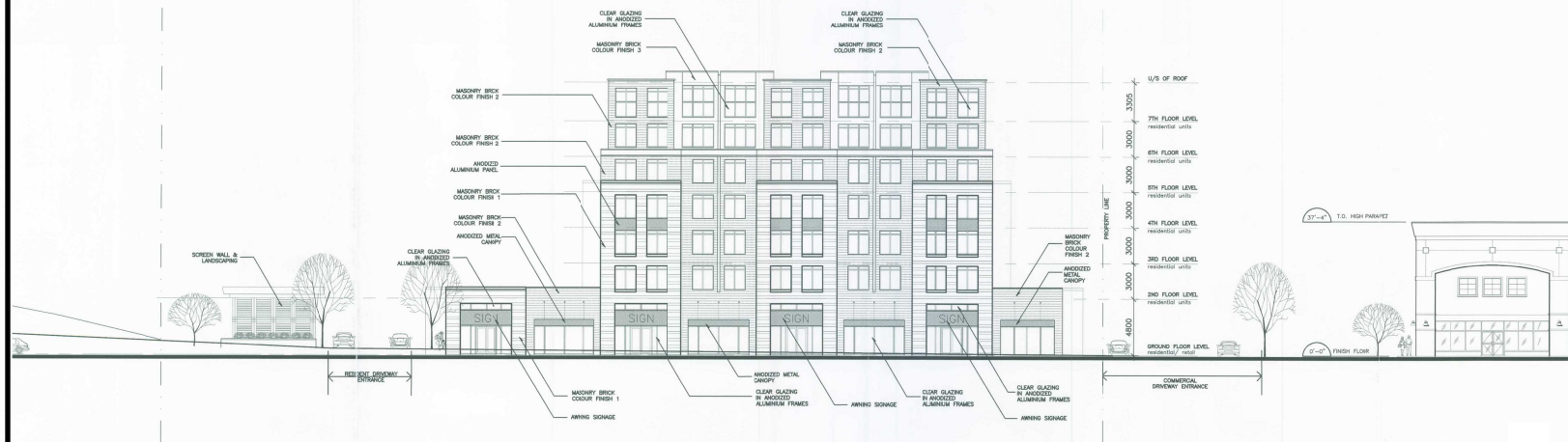




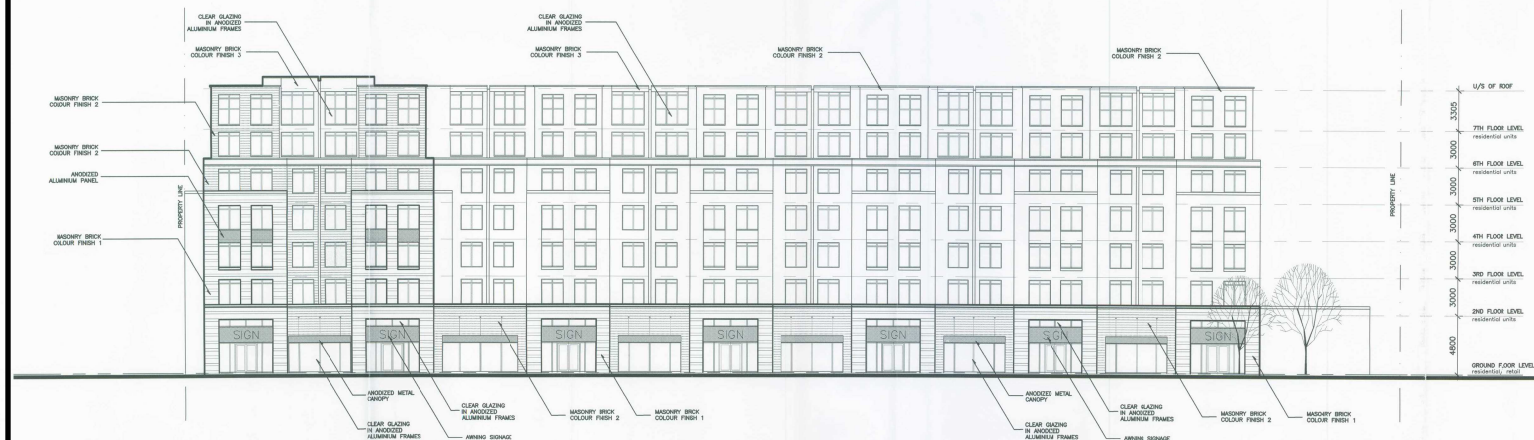
1 NORTH ELEVATION
A302 SCALE: 1:200



2 WEST ELEVATION
A302 SCALE: 1:200



1 SOUTH ELEVATION (LAKESHORE ROAD) A301 SCALE: 1:200



2 EAST ELEVATION A301 SCALE: 1:200

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Agency Comments

The following is a summary of comments from agencies and departments regarding these applications.

Agency / Comment Date	Comment
Dufferin-Peel Catholic District School Board and the Peel District School Board (July 30, 2008)	Both school boards have reviewed the applications and have no comments at this time as no students are anticipated to be generated from a retirement dwelling. However, should an alternative form of residential development be proposed, additional comments may be forthcoming from both school boards.
Credit Valley Conservation (July 30, 2008)	Although CVC staff note no concerns with the proposed development and no objection to its approval at this time, they recommend that Low Impact Development (LID) Best Management Practices (BMPs) be employed, where feasible, to assist in addressing Storm Water Management needs related to the proposed new development. This issue may be addressed as part of the site plan approval process associated with the proposed new development.
City Community Services Department – Planning, Development and Business Services Division (July 30, 2008)	Should these applications be approved, prior to the issuance of building permits, cash-in-lieu of parkland for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> (R.S.O.1990, c.P. 13, as amended) and in accordance with the City's Policies and By-laws.
City Community Services Department – Fire and Emergency Services Division (July 30, 2008)	The subject applications have been reviewed from an emergency response perspective and have no concerns. Emergency response times to the site and water supply available are acceptable.
City Transportation and Works Department (August 5, 2008)	A supporting Traffic Impact Study is currently under review and comments on this study will be finalized prior to the preparation of a Supplementary Report. Notwithstanding, the proposed westerly access to Lakeshore Road West is to be eliminated from the concept plan due to sight line constraints created by the existing CN rail structure.

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Agency / Comment Date	Comment
	<p>Prior to the preparation of a Supplementary Report, the applicant has been requested to provide a revised Environmental Site Screening Questionnaire and Declaration (ESSQD) form and a Reliance Letter in support of the submitted Phase I Environmental Site Assessment (ESA).</p> <p>Further comments will be provided pending the receipt and review of the above items.</p>
<p>Trans-Northern Pipelines Inc. (July 30, 2008)</p>	<p>This agency confirmed that a petroleum products transmission pipeline crosses the southwest corner of the subject lands within an existing easement.</p> <p>They have no objections to the proposed changes in land use and zoning, however note that the existing development is located some 16 m (52.5 ft.) from the existing pipeline right-of-way. The associated construction activities would be significant and require consideration under the Pipeline Crossing Regulations of the <i>National Energy Board Act</i>.</p> <p>A new permit would be necessary to accommodate any construction activities within the existing right-of-way as presently depicted on the supporting drawings. Further, a new structure is shown within the existing pipeline right-of-way. It is noted that no new structures will be permitted.</p>
<p>Other City Departments and External Agencies</p>	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <p>Region of Peel Rogers Cable Enersource - Hydro Mississauga Enbridge Gas Distributions Bell Canada Canada Post Credit Valley Hospital Mississauga Economic Development Office Hydro One Networks</p>

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McDonald's Restaurants of Canada Inc.**

File: OZ 07/013 W2

Agency / Comment Date	Comment
	<p>The following external agencies were circulated the applications but provided no comments:</p> <p>French District Catholic School Board Conseil Scolaire de District Catholique Centre-Sud Conseil Scolaire de District Centre-Sud-Ouest GO Transit CN Rail The Trillium Health Centre</p>

