Corporate Report

Clerk's Files

Originator's Files OZ 08/018 W9
T-M08006 W9

DATE: May 26, 2009

TO: Chair and Members of Planning and Development Committee
Meeting Date: June 15, 2009

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Information Report**
Rezoning and Draft Plan of Subdivision Applications
To permit an industrial subdivision consisting of industrial lots, storm water management ponds, a drainage channel and the westerly extension of Argentia Road
Parts of Lots 13 and 14, Concession 10, formerly in the Township of Trafalgar, County of Halton, City of Mississauga
North of St. Lawrence and Hudson Railway between Ninth Line and Tenth Line West
Owner: ProLogis (Meadowvale) Canada and Erin Mills Development Corporation
Applicant: MMM Group Limited
Bill 51

Public Meeting **Ward 9**

RECOMMENDATION: That the Report dated May 26, 2009, from the Commissioner of Planning and Building regarding the application under file OZ 08/018 W9 to change the Zoning from "D" (Development), "D-8" (Development Exception), to "E2" (Employment), "G1" (Greenbelt) and to retain the "PB1" (Parkway Belt) Zoning, and a Draft Plan of Subdivision under file T-M08006 W9, to permit industrial lots, stormwater management ponds, a drainage channel and the westerly extension of Argentia Road, ProLogis

(Meadowvale) Canada and Erin Mills Development Corporation, Parts of Lots 13 and 14, Concession 10, formerly in the Township of Trafalgar, County of Halton, City of Mississauga, north of St. Lawrence and Hudson Railway between Ninth Line and Tenth Line West, be received for information.

BACKGROUND: The above-noted applications have been circulated for technical comments. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community.

COMMENTS: The applications are proposing a 3 block industrial plan of subdivision. To facilitate the development, the drainage swales be combined to create a drainage channel supported by storm water management ponds running through the middle of the site in a north to south direction. Also it is proposed that Argentia Road be constructed through the hydro corridor from the intersection at Tenth Line West through the middle of the site to Ninth Line.

Details of the proposal are as follows:

Development Proposal	
Applications submitted:	November 18, 2008
Proposed Gross Floor Area:	Block 1: 84 617.6 m^2 (910,816 sq. ft.) Block 2: To be determined Block 3: To be determined
Number of Blocks:	3 industrial blocks, 2 storm water management blocks, 5 open space blocks, 1 reserve block.
Parking	As per Zoning By-law
Supporting Documents:	Planning Justification Report Municipal Services Report Traffic and Access Report Noise Impact Study Stormwater Management Report Geotechnical Report Phase 1 Environmental Report Tree Inventory

Development Proposal	
Site Characteristics	
Frontages:	122.47 m (401.8 ft.) along Tenth Line West 260.27 m (853.9 ft.) along Ninth Line
Depth:	349 m (1,145 ft.) and 703 m (2,306 ft.)
Gross Lot Area:	46.8 ha (115.6 ac.)
Net Lot Area:	38.4 ha (94.9 ac.)
Existing Use:	Vacant

Additional information is provided in Appendices I-1 to I-9.

Green Development Initiatives

It is the intent of ProLogis to construct facilities to an industrial LEED core and shell standard, incorporating sustainable features wherever possible.

Neighbourhood Context

The subject property is located in close proximity to the north west limit of the City and within the Meadowvale Business Park District. The lands front on both Ninth Line and Tenth Line West. They are mostly vacant with limited vegetation near the centre of the site and a drainage channel. The topography of the lands is generally flat with grading changes surrounding the tributaries of the Sixteen Mile Creek Watershed.

Information regarding the history of the site is found in Appendix I-1.

The surrounding land uses are described as follows:

North: Agricultural and the proposed Garry W. Morden Fire and Emergency Training Centre and the heritage farm property fronting on Tenth Line West. The Churchill Meadows Christian Church is proposed to the northeast of the property.

East: Hydro corridor and retail plaza on the east side of Tenth Line.
South: Hydro corridor and the Lisgar GO Station.
West: Agricultural on the west side of Ninth Line and Rural Residential on the east side of Ninth Line.

Current Mississauga Plan Designation and Policies for Meadowvale Business Park District (September 7, 2007)

"**Business Employment**" an integrated mix of business activities that operate mainly within enclosed buildings such as manufacturing, research and development, warehousing, distributing and wholesaling; all types of restaurants, including banquet halls; financial institutions; offices; overnight accommodations and conference centres; self-storage facilities; transportation facilities; trucking terminals; waste processing or transfer stations and composting facilities.

The policies of the Meadowvale Business Park District state that outdoor storage related to permitted industrial uses adjacent to Provincial Highway 401 and motor vehicle body repair facilities, are not permitted.

"Greenbelt" which permits flood and/or erosion works; conservation; other uses which complement the principal conservation functions; facilities which by their nature must locate near water or traverse watercourses (i.e. bridges, storm sewer outlets and stormwater management facilities); passive recreation activities; existing legal non-conforming facilities, buildings, and structures. The drainage swales that are being combined are not currently part of the Natural Areas System.

"Parkway Belt"
Lands designated Parkway Belt will be governed by the Provisions of the Parkway Belt West Plan 1978. The Parkway Belt Plan designates the lands a "Public Use" which permits linear transportation, community uses and utility facilities including accessory facilities. Also greenspace and recreational uses are permitted.

It should also be noted that the Meadowvale Business Park District Land Use Map shows the westerly extension and alignment of Argentia Road. The proposed extension and alignment of the Argentia Road has been shown on the applicant's Draft Plan of Subdivision.

The applications are in conformity with the land use designation and no official plan amendments are proposed.

The urban design policies in Section 4.22.3 of the Meadowvale Business Park District Policies and Sections 3.18.1, 3.18.2 and 3.18.5 will be used to evaluate the merits of the proposal in order to ensure compatibility in site design, maximize landscaping and minimize any negative impacts from the development.

Existing Zoning

"D" (Development) which permits a building or structure legally existing on the date of passing of the By-law and the existing legal use of such building or structure.

"D-8" (Development Exception) which permits detached dwellings legally existing on the date of passing of the By-law accessory to an agricultural use, and an agricultural use legally existing on the date of passing of the By-law.

"PB1" (Parkway Belt) which permits passive recreational and conservation uses.

Proposed Zoning By-law Amendment

"E2" (Employment), to permit business employment uses and implement the draft plan of subdivision under file T-M08006 W9.

"G1" (Greenbelt) to permit open space, a drainage channel, and stormwater management ponds.

"PB1" (Parkway Belt) to remain unchanged.

As part of the rezoning, the applicant intends to develop these lands in accordance with the proposed "E2" (Employment) and "G1" (Greenbelt) zone standards and no changes to any standards and minimum parking requirements have been requested. Accordingly, building setbacks and minimum landscaped buffers will be in accordance with Table 8.2.1 of the Zoning By-law, and on site parking and loading will be provided based on Table 3.1.2.2 and Table 3.1.4.3, respectively.

COMMUNITY ISSUES

No community meetings were held and no written comments were received by the Planning and Building Department.

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix I-8 . Based on the comments received and the applicable Mississauga Plan policies the following matters will have to be addressed prior to the finalization of the Supplementary Report:

- location of parking, loading and service areas;
- preservation of natural features and forested areas;
- archaeological assessment;
- heritage impact statement;
- noise attenuation; and
- landscape buffers.

In addition, the proposed westerly extension of Argentia Road is in part located outside the subject lands and traverses through provincially owned lands within the Parkway Belt West Plan and used as a hydro corridor. Background information explaining the importance of this proposed road has been submitted to the Province. The Province is currently reviewing this matter and has not formally agreed to the proposed crossing. Also, Transportation and Works is reviewing the alignment of the Argentia Road extension to ensure it meets City Standards. The Supplementary Report will not be prepared until an agreement is received that the proposed extension is satisfactory to the Province.

OTHER INFORMATION

Development Requirements

In conjunction with the proposed development, there are certain other engineering and conservation matters with respect to land dedication, easement requirements and stormwater management which will require the applicant to enter into the appropriate agreements with the City, the details of which will be dealt with during the processing of the plan of subdivision under file T-M08006 W9, if the applications are approved.

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 Meadowvale Business Park District Land Use Map
Appendix I-4 - Excerpt of Existing Land Use Map
Appendix I-5 - Draft Plan of Subdivision
Appendix I-6 - Concept Plan
Appendix I-7 - Elevations
Appendix I-8 - Agency Comments
Appendix I-9 - General Context Map

Edward R. Sajecki
Commissioner of Planning and Building
Prepared By: Haig Yeghouchian, Development Planner

ProLogis (Meadowvale) Canada and Erin Mills Development Corp. **File: OZ 08/018 W9**
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Site History

- January 1990 – Master Drainage Plan East Tributary of the Sixteen Mile Creek prepared by Rand Engineering Corporation which considered industrial development within the District as future developments. The report recommended the provision of a stormwater management facility to manage runoff from this potential land use.

- March 16, 2000 – Amendment A-126 of the Parkway Belt West Plan approved which deleted the subject lands from the Parkway Belt West Plan.

- May 5, 2003 – The Region of Peel approved Mississauga Plan Policies for the Meadowvale Business Park District which came into full force and effect except for matters under appeal to the Ontario Municipal Board. The appeals were unrelated to the subject lands, therefore, the new policies in Mississauga Plan apply. The hydro corridor lands were designated as Parkway Belt West instead of the previous designation of utility and contemplated the extension of Argentia Road. The removal of the Parkway Belt West designation from the majority of the Meadowvale Business Park District allows for the development of these lands for employment uses as well as some commercial uses related to employment activities.

- December 21, 2004 – North Sixteen District Scoped Subwatershed Study and Ninth Line District Floodplain Mapping conducted by Philips Engineering Ltd. (retained by the City of Mississauga) identified the preferred approach to manage storm water drainage through the development of the area. The findings and recommendations of the Study were accepted by the members of the City's Steering Committee and the Ministry of Natural Resources and Fisheries and Oceans Canada. The Study contemplated the extension of Argentia Road to facilitate servicing in the remaining areas of the District.

- June 20, 2007 – Zoning By-law 0225-2007 came into force except for those sites which have been appealed. As no appeals have been filed the provisions of the new By-law apply. The subject lands are zoned "D" (Development),"D-8" (Development Exception) and "PB1" (Parkway Belt).

- September 10, 2007 – OPA 25 came into force except for the pending site specific appeals that are not related to the subject lands. OPA 25 dealt with the shifting of the proposed extension of Argentia Road northwards to centralize the road to the development block in order to facilitate development of the employment lands and to avoid existing utilities.

- February 15, 2008 – Master Servicing Study for the Mississauga Fire and Emergency Services Training Centre completed by Sernas Associates contemplated the extension of Argentia Road from a servicing perspective to facilitate water, sanitary and storm drainage servicing for the area.

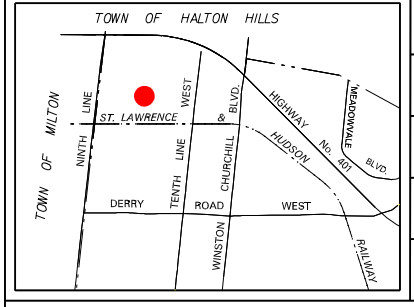
- August 27, 2008 – Detailed Design: Sanitary, Water, and Stormwater Services for the Mississauga Fire and Emergency Services Training Centre completed by Sernas Associates is a follow-up study to the Master Servicing Study.

LEGEND:

SUBJECT LANDS

DATE OF AREIAL PHOTO: APRIL 2008

SUBJECT: PROLOGIS (MEADOWVALE) CANADA & ERIN MILLS DEVELOPMENT CORP.



FILE NO: OZ 08/018 W9 T-M08006 W9	
DWG. NO: 08018A	
SCALE: 1:10000	
PDC DATE: 2009 06 15	APPENDIX 1-2
DRAWN BY: B. KRUGER	

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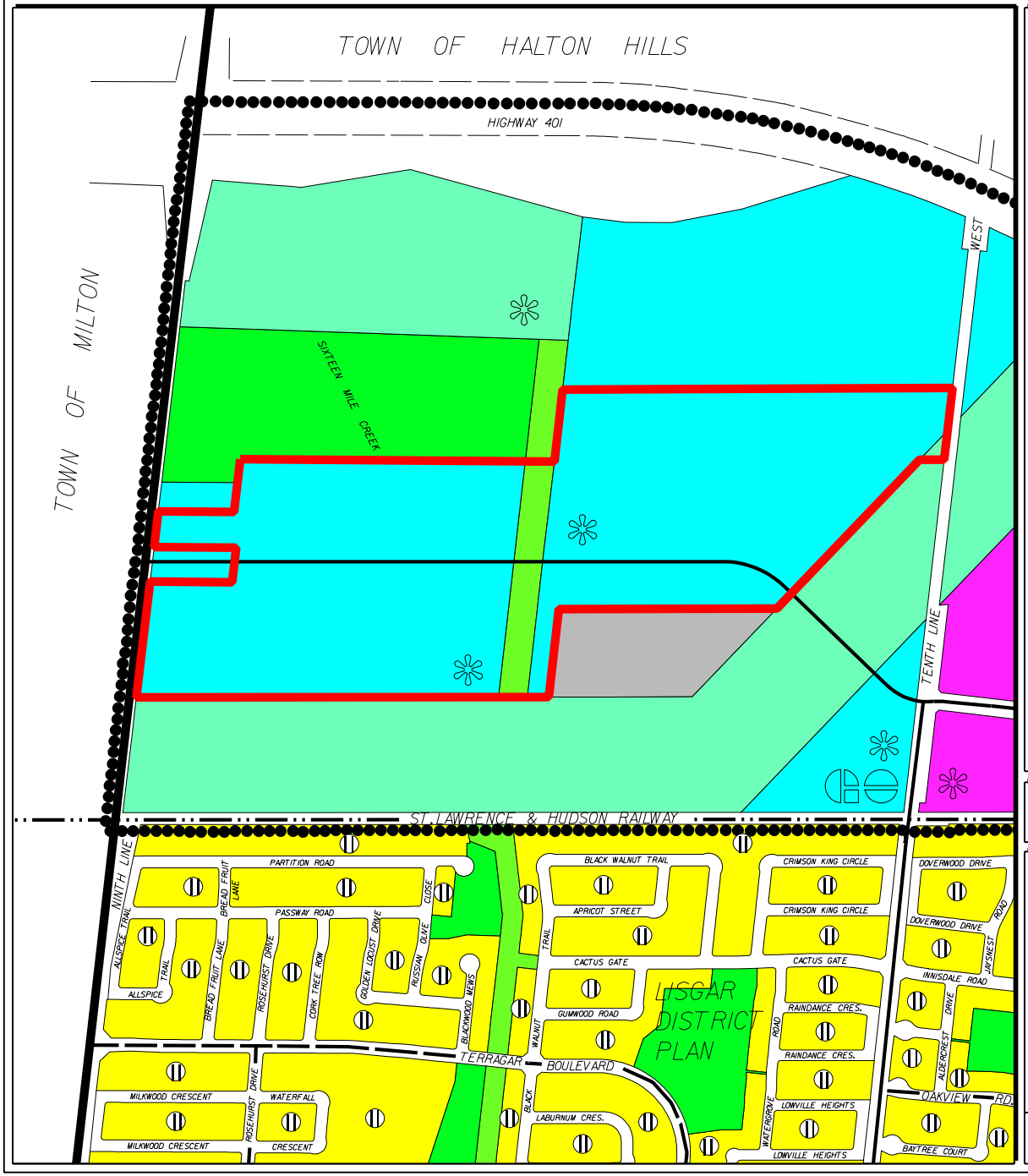

PART OF MEADOWVALE BUSINESS PARK DISTRICT LAND USE MAP MEADOWVALE BUSINESS PARK DISTRICT POLICIES OF MISSISSAUGA PLAN

LAND USE DESIGNATIONS

- Residential – Low Density I
- Residential – Low Density II
- General Commercial
- Motor Vehicle Commercial
- Business Employment
- Industrial
- Public Open Space
- Greenbelt
- Parkway Belt West
- Utility

Special Site Areas (See Special Site Policies)

TRANSPORTATION LEGEND

- Provincial Highway and Interchange
- Arterial
- Major Collector
- Minor Collector
- Local Road
- Existing Commuter Rail
- GO Transit Station
- Future Commuter Rail Station

LAND USE LEGEND

- Node Boundary
- Existing Stormwater Management Facility
- Proposed Stormwater Management Facility
- 1996 NEP/2000 NEF Composite Noise Contours
- Planning District

NOTE:
ANY PART OF THE ROAD NETWORK SHOWN OUTSIDE THE CITY BOUNDARIES IS SHOWN FOR INFORMATION PURPOSES ONLY.

Note:
The 1996 Noise Exposure Projection (NEP)/2000 Noise Exposure Forecast (NEF) Composite Noise Contours are shown for information purposes only and are not part of the District Land Use Map. These contours will change from time to time as new information becomes available.
For accurate reference the composite NEP/NEF map produced by Transport Canada at a scale of 1:50 000 should be consulted.

SUBJECT LANDS

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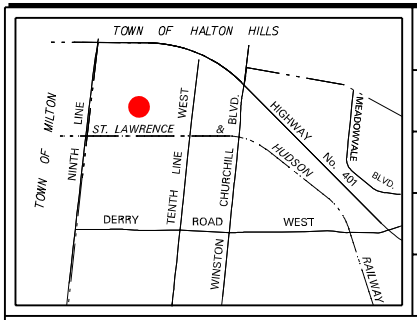
SUBJECT: PROLOGIS (MEADOWVALE) CANADA & ERIN MILLS DEVELOPMENT CORP.



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APPENDIX I-3

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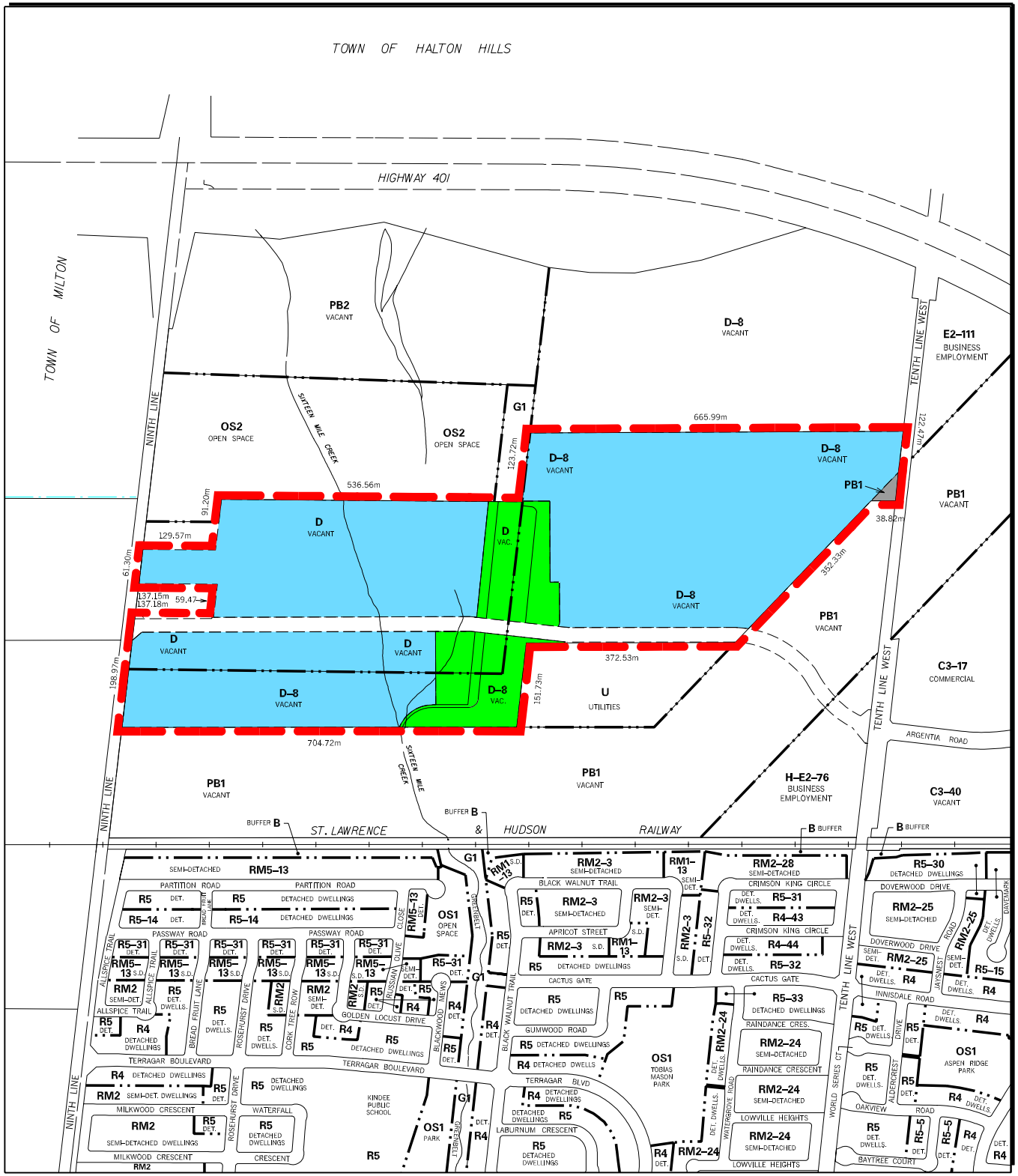
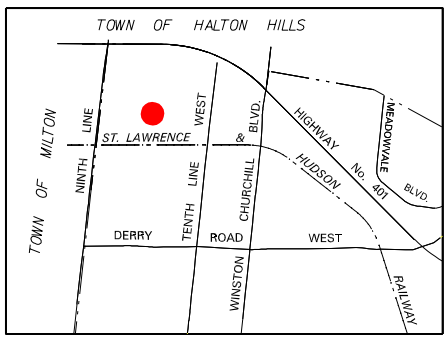


LEGEND:

- SUBJECT LANDS
- 'PROPOSED REZONING FROM "D" (DEVELOPMENT) AND "D8" (DEVELOPMENT) TO "E2" EMPLOYMENT TO PERMIT BUSINESS EMPLOYMENT USES.
- 'PROPOSED REZONING FROM "D" (DEVELOPMENT) AND "D8" (DEVELOPMENT) TO "G1" (GREENBELT) TO PERMIT AN OPEN SPACE, DRAINAGE CHANNEL AND STORMWATER MANAGEMENT POND.
- TO REMAIN "PB1" (Parkway Belt).

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

SUBJECT: PROLOGIS (MEADOWVALE) CANADA & ERIN MILLS DEVELOPMENT CORP.



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APPENDIX 1-4

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ProLogis (Meadowvale) Canada and Erin Mills Development Corp. **File OZ 08/018 W9**
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Agency Comments

The following is a summary of comments from agencies and departments regarding the application.

Agency / Comment Date	Comment
Ontario Realty Corporation (April 17, 2009)	A small triangular piece of land owned by the applicant, located within the Parkway Belt West Plan area and designated "Utility", represents a gap in Provincial ownership along the utility corridor. Ontario Realty Corporation (ORC) requests that this property be dedicated to the Province in order to provide for contiguous public ownership along the corridor and a contiguous utility/infrastructure corridor as per the direction and intent of the Parkway Belt West Plan. ORC is currently working to obtain approval from the Ministry of Energy and Infrastructure (MEI) to accept this land dedication. Once approved, ORC requests that dedication to the Province within 18 months be included as a condition of draft plan of subdivision approval. Acceptance of the dedication will be contingent upon the applicant completing any due diligence work required as part of ORC's Class EA, to the satisfaction of ORC and MEI. The developer will also be required to cover all legal costs for the transaction.
Greater Toronto Airport Authority (January 26, 2009)	The subject property lies outside both the 25 NEF/NEP of the composite contour map for Toronto Pearson International Airport and the Toronto Pearson Airport Operating Area. According to the Airport Zoning Regulations for Toronto Lester B. Pearson International Airport, development elevations on the subject property are affected by the Approach Surface for Runway 05 (future designation 05L) and the Approach Surface for proposed Runway 05R. The maximum allowable development elevation under the greater restriction (Approach Surface for proposed Runway 05R) ranges from approximately 439 m (1,440 ft.) Above Sea Level (A.S.L.) along the eastern boundary of the property (Tenth Line West) to approximately 465 m (1,525 ft.) A.S.L. at the westernmost boundary (Ninth Line). To calculate the maximum allowable height available for a structure on a property, the Finished Floor Elevation (FFE) of the structure would have to be subtracted from the maximum allowable development elevation stated for the property; in this case, the Approach Surface restriction for Runway 05R.

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Agency / Comment Date	Comment
Hydro One (February 26, 2009 March 31, 2009)	The proposed subdivision abuts both a high voltage Hydro One easement corridor and the Meadowvale Transformer Station, which is Hydro One owned lands. Hydro One is satisfied with the Argentia Road realignment and appropriate conditions of draft plan approval have been provided.
Conservation Halton (February 19, 2009 March 9, 2009 April 14, 2009)	Concerns have been noted with respect to the overall system design and the lack of provision for effective stormwater management controls. Further discussion is required to ensure the stormwater management ponds are sized appropriately.
Region of Peel (March 23, 2009)	Municipal sanitary sewer facilities consist of a 375 mm (14.8 in.) diameter sanitary stub at Partition Road, 300 mm (12 in.) sanitary sewer within an easement from Crimson King Circle and 250 mm (9.8 in.) diameter sanitary sewer on Argentia Road. Municipal water facilities consist of a 300 mm (11.8 in.) diameter watermain and a 400 mm (15.7 in.) diameter watermain located on Tenth Line, and a 400 mm (15.7 in.) watermain on Argentia Road. The proposed construction of a 400 mm (15.7 in.) watermain on Ninth Line south of Argentia Road will commence in 2009 and is the financial responsibility of the Region. Servicing of this subdivision will require the construction of 400 mm (15.7 in.) watermain looping through the development from 400 mm (15.7 in.) watermain on Tenth Line to proposed 400 mm (15.7 in.) watermain on Ninth Line. These works are projected in the Region's Capital Budget for 2010. There is no indication of the existence of a municipal waste disposal site or hazardous wastes in the vicinity of the subject lands.
Trans Canada Pipeline	No permanent building or structure may be located within 7 m (23 ft.) of the pipeline right-of-way. Accessory structures shall have a minimum setback of at least 3 m (9.8 ft.) from the limit of the right-of-way. No building or structure is permitted within 3 m (9.8 ft.) of the right-of-way.
City Community Services Department – Planning and Heritage Section (March 6, 2009)	This Department notes the subject lands are adjacent to a property listed on the City's Heritage Register, identified as 7435 Ninth Line West. As such, the submission and approval of a Heritage Impact Statement is required. The subject lands have a high potential for archaelogicial resources. Prior to the preparation of the Supplementary Report, the applicant shall submit an archaelogical assessment. No grading or other soil

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Agency / Comment Date	Comment
	disturbances shall take place on the site prior to the approval authority and the Ministry of Culture confirming that all archaelogical resources have met licensing and resource conservation requirements. In conjunction with the review of these applications, review and approval of a grading plan is required. Should these applications be approved, the applicant will be required to provide contributions for street trees and trail signage. Also, hoarding and associated securities will be required to ensure protection of the adjacent City lands. Prior to the issuance of building permits, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the *Planning Act* (R.S.O. 1990, c.P. 13, as amended) and in accordance with City Policies and By-laws.
City Community Services Department – Fire and Emergency Services Division (February 17, 2009)	This area is not located close to an existing fire station. At the present time the expected average response time to emergencies in this area will be 6.5 minutes based on normal traffic and weather conditions. This indicates a greater average response time to this area relative to the average response time for the City in total. As there are no watermains installed in this area, the potential flow for extension to this new development could not be assessed. Confirmation from the Region of Peel will be required indicating the proposed watermain system for this area will be adequate for this proposal.
City Transportation and Works Department (May 12, 2009)	In comments dated May 8, 2009 this department noted that due to the location of the Hydro One Networks Inc. (HONI) property and existing hydro towers within the Ontario Realty Corporation (ORC) lands, a number of alignment options have had to be reviewed and considered for the proposed Argentia Road between Ninth Line and Tenth Line West. The draft plan provided with the original circulation of January, 2009 proposed an alignment for Argentia Road which required the acquisition of a portion of the HONI lands. This original proposal provided the most technically feasible alignment option for Argentia Road immediately west of Tenth Line West however, in comments dated February 26, 2009 HONI confirmed their preference that any alignment options for Argentia Road avoid the hydro station lands and respect minimum setback distances to hydro towers and energized conductors.

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Agency / Comment Date	Comment
	On March 26, 2009 a revised draft plan was circulated proposing an alternate alignment for Argentia Road which addressed the comments and concerns of HONI, as note above. The revised alignment incorporates tighter centreline radii and super elevated cross-sections through the "S" curve portion immediately west of Tenth Line West. The preliminary design is in compliance with the Transportation Association of Canada's Design Guideline for Canadian Roads and is considered acceptable for a low speed collector roadway. There are a number of design details yet to be finalized. The appropriate planning and technical justification reports have been submitted by the applicant and the City to ORC requesting approval for the extension of Argentia Road across ORC lands. Prior to the supplementary meeting, the necessary approvals shall be received from the Ontario Realty Corporation and Hydro One Networks Inc. for the final alignment of Argentia Road. This department is in receipt of a Traffic Impact Study dated December 2008, by MMM Group Limited, which is currently under review. However, based on a brief initial review, it is apparent that a number of technical issues have not been adequately addressed in the report (summer counts, traffic distribution, intersection lane requirements, etc…) The applicant's traffic consultant has been requested to meet with staff to resolve these issues prior to scheduling a Supplementary meeting. Detailed comments will be provided in the supplementary report. A noise report has been provided by the MMM Group intended to address the acoustic impact of the Prologis warehousing/distribution operations on the nearby residential receptor locations. A number of technical concerns have been addressed to the acoustic consultant and a revised report has been requested prior to the supplementary meeting. The revised report shall also be updated to include an analysis of the impact of the proposed Argentia Road traffic noise on the existing residential properties on Ninth Line immediately adjacent to the site. In addition, stormwater management and functional servicing reports have also been provided by the applicant's consulting engineer. Following preliminary review of these reports, staff have requested additional technical information concerning the

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Agency / Comment Date	Comment
	design of storm sewers, stormwater management facilities and overland flow drainage systems. The development of this site will be subject to the design and construction of the ultimate storm channel for this area by the City of Mississauga.
Corporate Services Department - Facilities & Property Management Division/Realty Services (March 26, 2009)	Discussions are ongoing with respect to the purchase of lands and securing of easements in connection with development of the Garry W. Morden Fire Training Centre on City-owned lands north of the subject property.
Other City Departments and External Agencies	The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner: City Manager's Office, Economic Development; Canada Post Corporation; Ministry of Transportation; Region of Halton; Bell Canada
	The following City Departments and external agencies were circulated the applications but provided no comments: Ministry of Municipal Affairs and Housing; GO Transit; CP Rail; Peel Regional Police; Town of Milton; Lisgar Ratepayers Association; Enersource Hydro Mississauga; Rogers Cable