



Corporate Report

Clerk's Files

Originator's
Files OZ 10/009 W5

PDC FEB 28 2011

DATE: February 8, 2011

TO: Chair and Members of Planning and Development Committee
Meeting Date: February 28, 2011

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Information Report**
Rezoning Application
To permit employment uses including offices, manufacturing
and warehousing
6250 Hurontario Street
West side of Hurontario Street, north of Highway 401
Owner: Heartland (Seven) Limited
Applicant: Goldberg Group
Bill 51

Public Meeting

Ward 5

RECOMMENDATION: That the Report dated February 8, 2011, from the Commissioner of Planning and Building regarding the application to change the Zoning from "D" (Development) to "E1 - Exception" (Employment in Nodes), to permit employment uses under file OZ 10/009 W5, Heartland (Seven) Limited, 6250 Hurontario Street, west side of Hurontario Street, north of Highway 401, be received for information.

BACKGROUND: The purpose of the application is to rezone a remnant parcel of land, once the homestead of the Madill family, for employment purposes consistent with the surrounding lands (see Appendix I-4). The matter has been circulated for technical comments.

Given the small size of the parcel, the subject lands may be developed in conjunction with surrounding properties under the same ownership as shown in the concept plans contained in Appendix I-5. At this time, no site plan applications have been filed for these lands. To demonstrate how the lands may be developed, the applicant has provided a general concept plan based on either an office block or industrial warehouse scenario, which were also supplied for a recent Ontario Municipal Board Hearing connected with those lands (see below chart and Appendix I-5 for details). Depending on tenant needs, these plans may change. As current information is preliminary, no building elevations are available.

The purpose of this report is to provide preliminary information on the application and to seek comments from the community. There have been no Community Meetings for this application.

COMMENTS:

Details of the proposal are as follows:

Development Proposal	
Application submitted:	November 15, 2010 (deemed complete)
Concept Building Height:	Office Proposal: 10 storeys Industrial Proposal: 1 storey
Concept Landscaped Area:	Office Proposal: 25.63% Industrial Proposal: 24.14%
Concept Gross Floor Area:	Office Proposal: 21 367.70 m ² (230,007.53 sq. ft.) Industrial Proposal: 12 904.23 m ² (138,904.52 sq. ft.)
Concept Parking Provided:	Office Proposal: 692 spaces Industrial Proposal: 166 spaces
Supporting Documents:	Planning Report Functional Servicing Report Heritage Impact Statement Phase I and II Environmental Site

Development Proposal	
	Assessment Supplementary Environmental Site Assessment Traffic Impact Study

Site Characteristics	
Frontage:	213 m (699 ft.) - Hurontario Street 94 m (308 ft.) - Kateson Drive
Depth:	219 m (719 ft.)
Net Lot Area:	1.85 ha (4.57 ac.)
Existing Use:	The lands are currently vacant.

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

Neighbourhood Context

The subject property is located in the developing Heartland Business Community on the west side of Hurontario Street, immediately north of the Highway 401 westbound on-ramp and south of Capston Drive. It is surrounded by existing and future employment uses, mainly industrial and office. The site was originally part of the Madill Farm lands. The buildings associated with the farm, including a designated barn that burned in 2008, have been demolished and the site is currently vacant. Surrounding lands to the north, south and west, registered by Orlando in September 2008, are also vacant pending development. Information regarding the history of the site is found in Appendix I-1.

The surrounding land uses are described as follows:

- North: Vacant, most recently having been used as a driving range
- East: Beyond Hurontario Street, a warehouse and office building, a remnant homestead, and a commuter parking lot
- South: Highway 401 (which is currently under reconstruction to permit an expansion of the core-collector highway system,

along with the Hurontario/401 interchange including on ramps), beyond which are office and retail uses
West: Vacant, with existing industrial warehouse uses beyond to the northwest

Current Mississauga Plan Designation and Policies for Gateway (May 5, 2003)

"Business Employment" which permits an integrated mix of business activities that operate mainly within enclosed buildings. The designation permits a range of employment uses that includes industrial uses, including, manufacturing, assembling, processing, fabricating, research and development, warehousing, distributing and wholesaling, and offices, in addition to accessory uses and all types of restaurants.

The lands form part of Special Site 4 within the Gateway District Policies of Mississauga Plan, of which the following additional policies apply:

- a) the District Gateway should provide the principal entry feature into the abutting Business Employment areas from Provincial Highway 401 and areas to the south. Development in this area should promote a quality image for this business community and reinforce its upscale image as a corporate address and destination. Opportunities for secondary landmark buildings should be promoted in order to highlight the entry point and provide orientation points. Built form should provide for a transition in scale from the broad expanses of Provincial Highway 401 to the more contained urban corridor appropriate to Hurontario Street;
- b) regard will be given to the design guidelines as outlined in the urban design manual entitled "Upper Hurontario Corridor - A Design Mandate for Excellence" during the processing of development applications.
- c) For the lands identified as 4A, notwithstanding Section 4.15.3.2, Hurontario Street Corridor Development Policies, one

row of parking between the building(s) and Hurontario Street, will be permitted subject to the following:

- a generous landscape buffer be incorporated along the streetline to screen vehicle parking areas;
- the building(s) be located close to the Hurontario Street frontage;
- the building be designed with the main front entrance facing Hurontario Street; and
- a visual and functional pedestrian link be incorporated between the building entrance and the public sidewalk to encourage transit usage.

The following uses will not be permitted on land adjacent to Hurontario Street:

- a) waste processing or transfer stations, and composting facilities;
- b) trucking terminals;
- c) drive-throughs which are not substantially screened from Hurontario Street by a building in place at the time of development;
- d) single-storey financial institutions and free-standing restaurants of all types which are not substantially screened from Hurontario Street by a building in place at the time of development;
- e) outdoor storage of materials;
- f) car washes.

The application appears to be in conformity with the land use designation and no official plan amendments are proposed at this time.

There are other policies in the Official Plan which also are applicable in the review of this application including:

Urban Design Policies

Design matters related to built form, scale, massing, orientation, parking, will be priorities in assessing the merits of the application, along with building compatibility, streetscape and context.

New Mississauga Official Plan

Mississauga Official Plan was adopted by City Council on September 29, 2010. Until the new Mississauga Official Plan is approved by the Region of Peel and comes into force, Mississauga Plan continues to be in effect. While the existing Official Plan is the plan of record against which the application is being reviewed, regard should also be given to the new Mississauga Official Plan. Under the new Mississauga Official Plan, the subject lands are designated "Business Employment", within a Corporate Centre and Employment Area. The proposed business employment uses appear to conform with the land use designation contained in the new Mississauga Official Plan and associated policies.

Corporate Centres will develop a mix of employment uses with a focus on office development and uses with high employment densities. Additional permitted uses in Business Employment areas include major offices while prohibited uses include cardlock fuel dispensing, outdoor storage, and self storage facilities.

Additional gateway policies that apply to the lands also include the following:

- Gateway Corporate Urban Design Policies that promote a high quality urban design and built form for the corridor;
- Gateway Corporate Land use Policies that prohibit drive-throughs and single storey financial institutions;
- Site 3 Policies, similar to the Special Site 4 Policies of the existing Official Plan noted above.

The lands are also located within an Intensification Corridor. Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding

Employment Area. Intensification areas will be attractive mixed use areas, developed at densities that are sufficiently high to support frequent transit service and a variety of services and amenities.

Hurontario/Main Street Corridor Master Plan

On June 30, 2010, the Master Plan for the Hurontario/Main Street Corridor was presented to the General Committee. This document provides for a comprehensive vision for the corridor from Port Credit north to downtown Brampton as one of a unified concept for mobility, integrating urban design, land use and transportation. As approved by Council on July 7, 2010, the following key recommendations, amongst others, were adopted:

- That Light Rapid Transit (LRT) be endorsed as the recommended rapid transit solution for Hurontario Street;
- That the general alignment as shown for the LRT, including station locations, be adopted as the basis for more detailed planning of the corridor;
- That revisions be considered to the Draft Mississauga Official Plan, and Zoning By-law, to implement the findings of the study, in particular the land use and design strategy contained in the Master Plan, to support the vision for the corridor.

Within the Master Plan, the subject lands are located within the Mississauga Employment Character Area. The nearest proposed LRT Transit stops are at Britannia Road to the south and at Courtneypark Drive to the north. Key recommendations contained within this section that have some applicability to the subject lands, include the following (policies for a portion of the lands are silent as they directly abut the 401 interchange):

- Permitted Uses - Permitted uses on Hurontario Street shall include the full range of employment, office, accessory commercial, institutional, cultural, health and medical, entertainment uses and related public uses. Warehousing, storage and industrial uses shall not be permitted on lands fronting Hurontario Street. Mixed use buildings that include

industrial uses may be permitted if the industrial use is not located along the Hurontario Street frontage. Drive-through uses would be prohibited in the corridor, while automotive uses would not be permitted closer than 100 m (328 ft.) of Hurontario Street.

- Permitted Use At Grade Level - The lands are identified within the Convertible Employment Frontage area for street level uses, which means that initially employment uses can occupy the ground floor but as the number of pedestrians increase over time, accessory retail and street related commercial uses can be added.
- Density - A maximum Floor Space Index of 2.5.
- Building Heights - A maximum building height of 33 m (108 ft.)/10 storeys.
- Street Frontage - Intermittent streetwall at 70%
- Setbacks - Building to be built within 5.0 m (16.4 ft.) of the streetline, with buildings above the podium set back a minimum of 2.5 m (8.2 ft.).

Existing Zoning

"D" (Development), which allows for a building or structure, including the existing legal use, on the date of passing of the subject Zoning By-law.

Proposed Zoning By-law Amendment

"E1-Exception" (Employment in Nodes), to allow for the following exceptions:

- to permit outdoor storage accessory (along with applicable zoning provisions for such) to a manufacturing facility, science and technology facility or warehouse/distribution facility;
- minimum depth of a landscaped buffer along the lot line abutting Hurontario Street - 8.4 m;
- minimum depth of a landscaped buffer along the lot line of any street other than Hurontario Street - 3.0 m;
- maximum setback to the first storey of a streetwall of the first building erected on a lot abutting Hurontario Street - 43.0 m;

- maximum of 30% of the length of a streetwall of the first storey of a building may be set back beyond the maximum setback of 30.0 m;
- parking spaces shall be permitted between the exterior wall of an office building or medical office building and the lot line abutting Hurontario Street;
- maximum number of courier/messenger service delivery vehicles permitted to be stored outside - 10;
- the provisions of Section 6.2 regarding a setback to the first three storeys of a building constructed within 50 m (164 ft.) of Hurontario Street shall not apply

Appendix I-7 provides a comparison of the above exceptions with what the “E1” zone category requires, in addition to those zones located adjacent to the property to the north (“E1-6”) and south (“E1-21”).

COMMUNITY ISSUES

No Community Meetings were held and no written correspondence has been received by the Planning and Building Department.

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:

- Review of the most appropriate zone category and associated exceptions for the lands, relative to the existing Official Plan designation and zoning in place both to the north and south of the subject lands, determined through a recent Ontario Municipal Board Hearing.
- Impact of the Hurontario/Main Street Corridor Master Plan recommendations on the development proposal.
- Further review of details presented on the submitted concept plans, as it relates to appropriate setbacks, location of parking, landscaping and grading.

- The identification of any sustainable green technology to be used in the proposed development.

OTHER INFORMATION

Development Requirements

In conjunction with the proposed development, there are certain other engineering and conservation matters with respect to noise warning and other issues, which will require the applicant to enter into appropriate agreements with the City.

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: Once all agency and City department comments have been received and after the public meeting has been held, the Planning and Building Department will be in a position to make a recommendation regarding this application.

ATTACHMENTS:

- Appendix I-1 - Site History
- Appendix I-2 - Aerial Photograph
- Appendix I-3 - Excerpt of Gateway District Land Use Map
- Appendix I-4 - Excerpt of Existing Land Use Map
- Appendix I-5 - Concept Plans
- Appendix I-6 - Agency Comments
- Appendix I-7 - Proposed Zoning Standards
- Appendix I-8 - General Context Map

Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Rob Hughes, Development Planner

Site History

- May 5, 2003 - The Region of Peel approved the Mississauga Plan Policies for the Hurontario District, designating the subject lands as “Business Employment” in conjunction with certain Special Site Provisions.
- 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).
- September 29, 2010 - The City of Mississauga adopted a new Official Plan, which has been forwarded to the Region of Peel for approval. The new plan designates the subject lands as “Business Employment” within the Gateway Corporate Centre, in conjunction with certain Special Site Provisions.



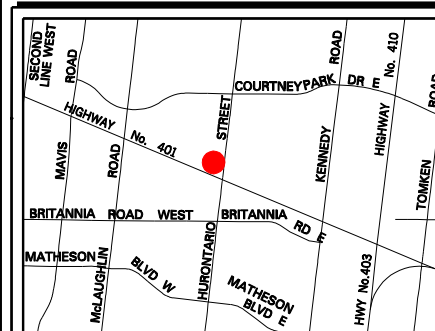
LEGEND:

 **SUBJECT LANDS**

DATE OF AERIAL PHOTO: SPRING 2010



SUBJECT: HEARTLAND (SEVEN) LIMITED



FILE NO:
OZ 10009 W5

DWG. NO:
10009A

SCALE:
1:3000

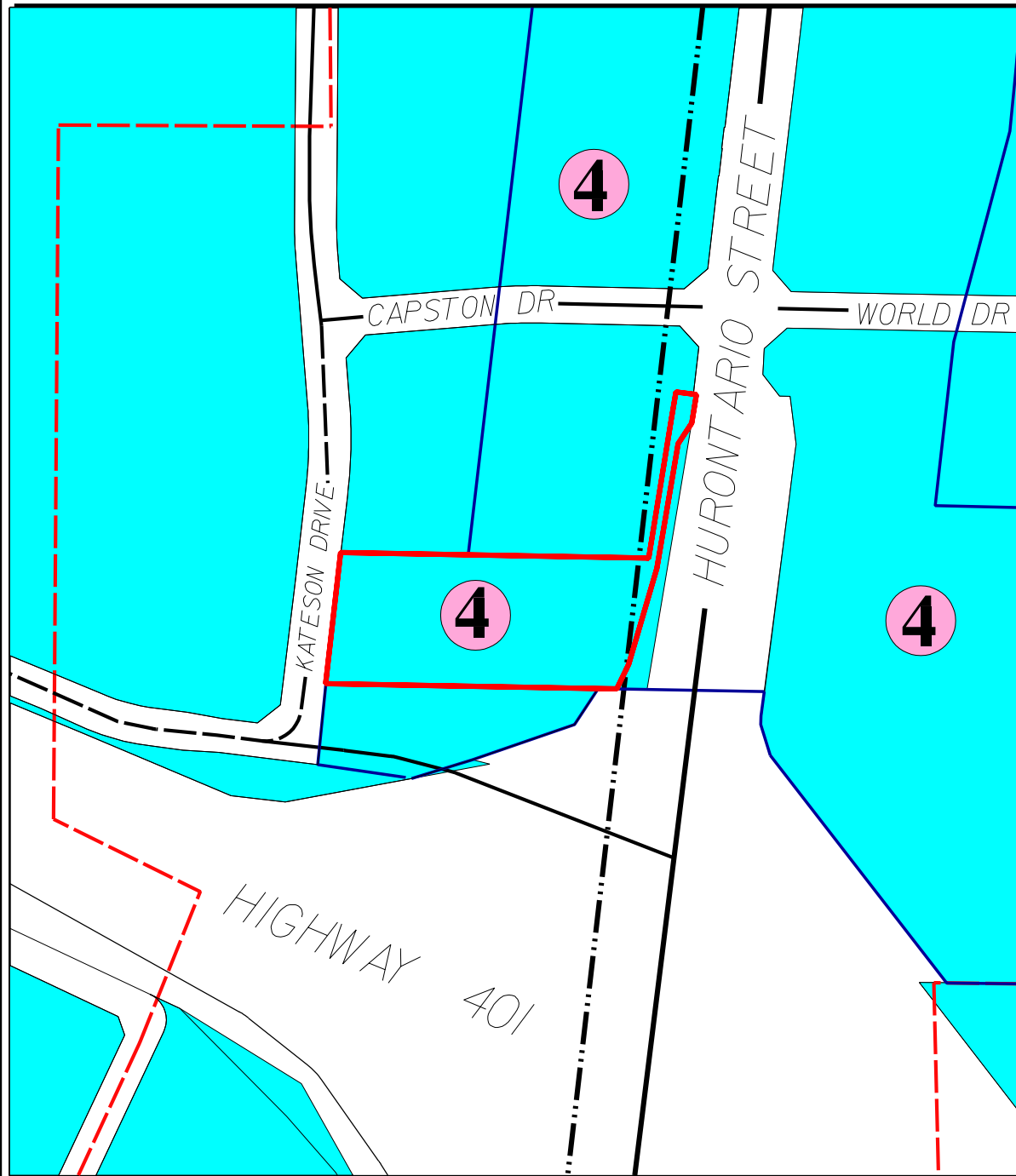
PDC DATE:
2011 02 28

DRAWN BY:
W. FINLAY

APPENDIX I-2

 **MISSISSAUGA**
Planning and Building

Produced by
T&W, Geomatics



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

- LAND USE DESIGNATIONS**
- General Retail Commercial
 - Motor Vehicle Commercial
 - Business Employment
 - Industrial
 - Public Open Space
 - Private Open Space
 - Greenbelt
 - Parkway Belt West
 - Utility
- LAND USE LEGEND**
- Regulatory Floodplain
 - LBPIA Operating Area Boundary - See Aircraft Noise Policies
Note: In Gateway, all lands are within the LBPIA Operating Area
 - Node Boundary
 - Cem - Cemetery
 - Existing Stormwater Management Facility
 - Proposed Stormwater Management Facility
 - 1996 NEP/2000 NEF Composite Noise Contours
 - Planning District

- TRANSPORTATION LEGEND**
- Provincial Highway and Interchange
 - Arterial
 - Major Collector
 - Major Collector (Scenic Route)
 - Future Major Collector (conceptual)
 - Minor Collector
 - Local Road
 - Major Transit Corridor

Amendment No. 95 Appealed to the Ontario Municipal Board

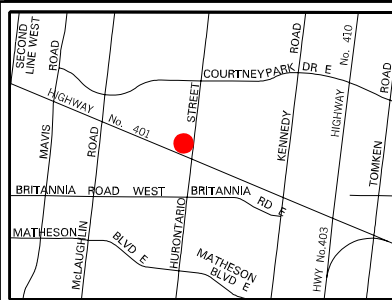
6.0 Appealed to the Ontario Municipal Board

Delete and replace with Higher Order Transit Corridor

SUBJECT LANDS

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: HEARTLAND (SEVEN) LIMITED



FILE NO:
OZ 10/09 W5

DWG. NO:
10009R

SCALE:
NTS

PDC DATE:
2011 02 28

DRAWN BY:
W. FINLAY

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics

APPENDIX 1-3



LEGEND:

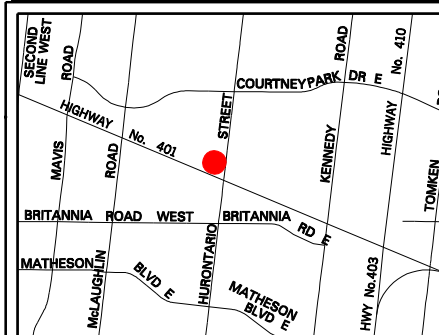


PROPOSED REZONING FROM "D" (DEVELOPMENT) TO "E1-EXCEPTION" (EMPLOYMENT IN NODES) TO PERMIT EMPLOYMENT USES INCLUDING OFFICES, MANUFACTURING AND WAREHOUSING.

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



SUBJECT: HEARTLAND (SEVEN) LIMITED



FILE NO:
0Z 10009 W5

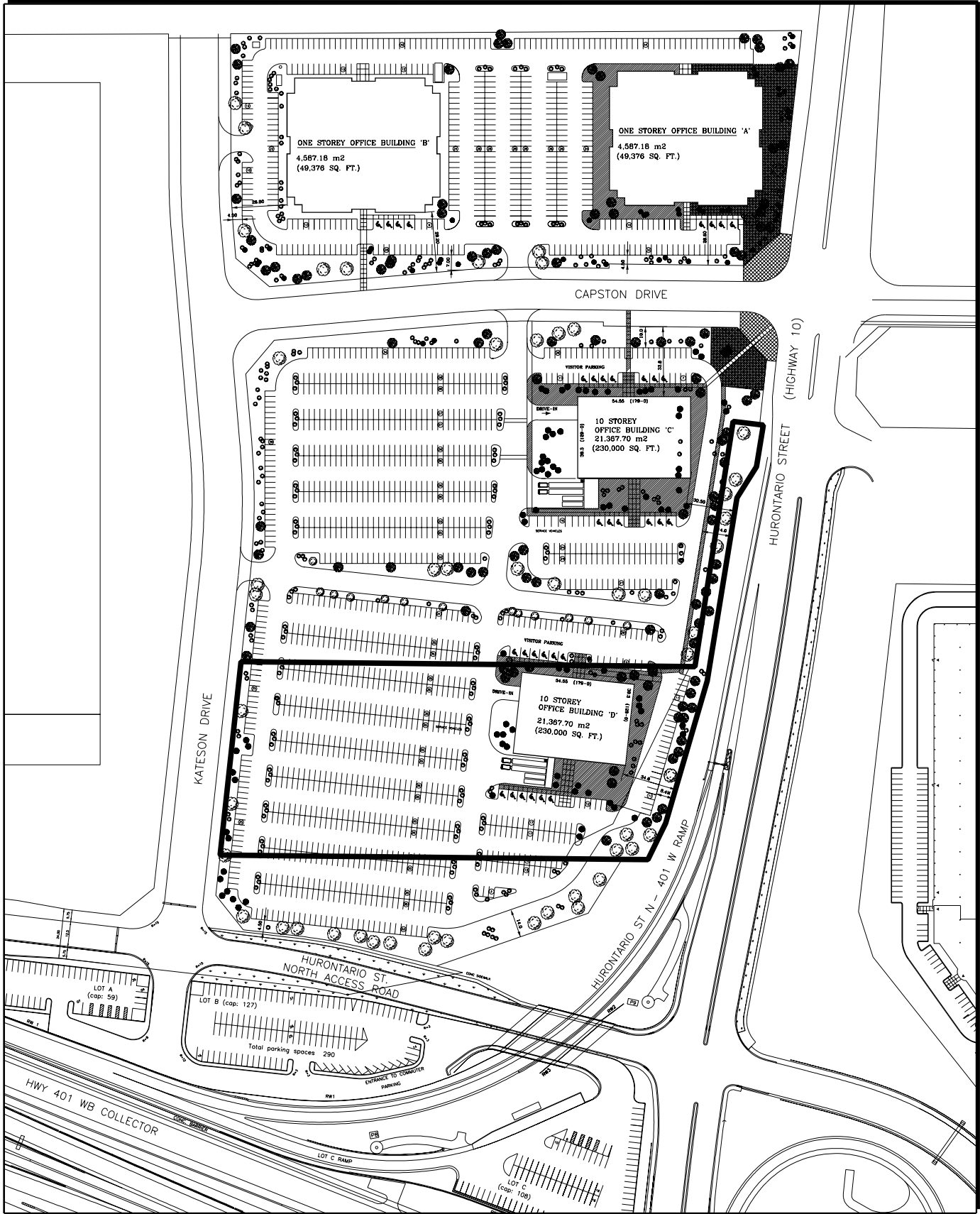
DWG. NO:
10009R

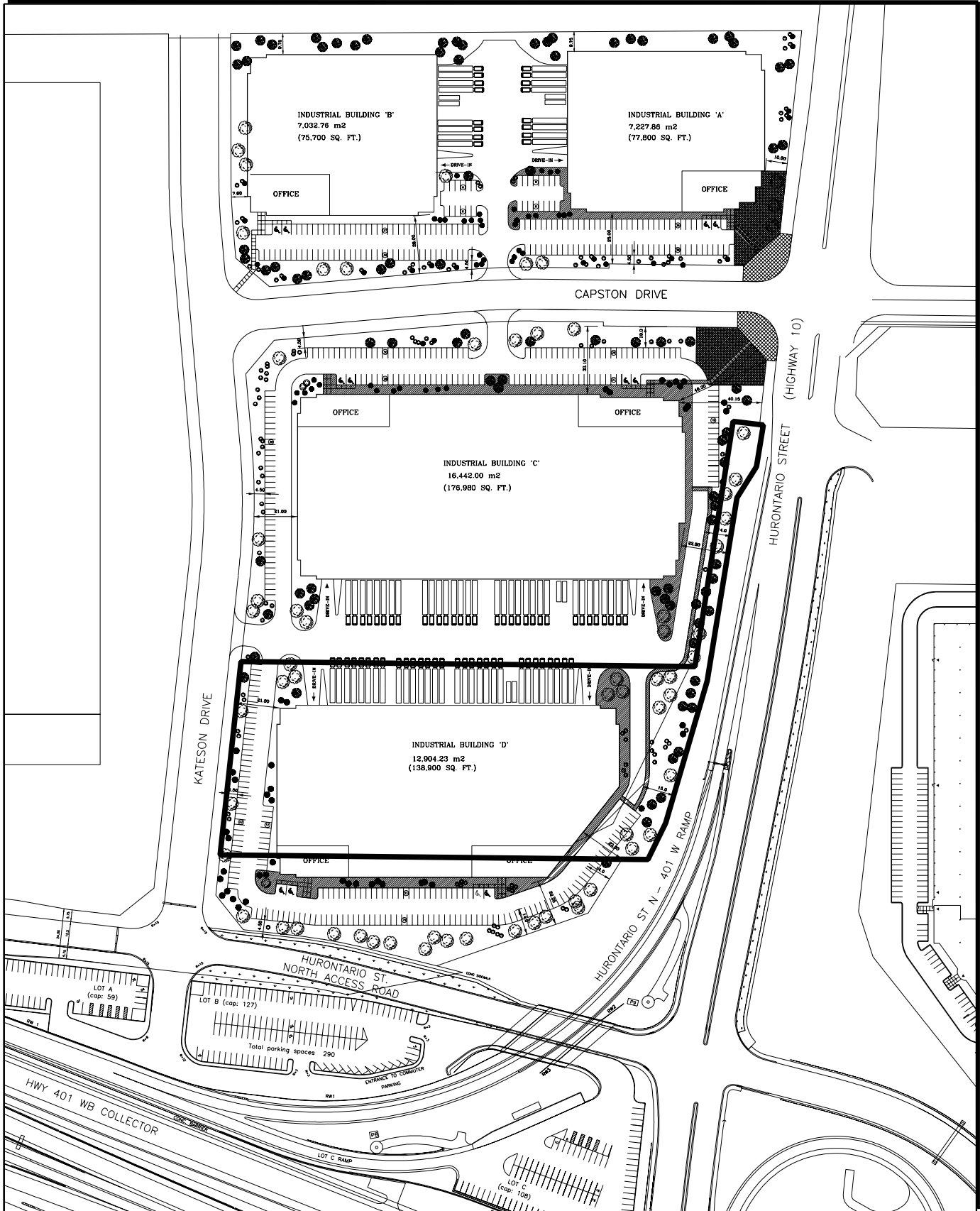
SCALE:
1:3000

PDC DATE:
2011 02 28

DRAWN BY:
W. FINLAY

APPENDIX I-4





Heartland (Seven) Limited

File: OZ 10/009 W5

Agency Comments

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

Agency / Comment Date	Comment
Greater Toronto Airport Authority (December 3, 2010)	<p>Airport Zoning Restrictions: According to Airport Zoning Regulations for Toronto Pearson International Airport, development elevations on the subject property are not affected by any airport restrictions related to obstacle zoning. The only restriction applicable is the Bird Hazard Zone requiring owners of properties to ensure that food waste is managed so as not to attract birds within the vicinity of the airport.</p> <p>Noise Impacts: The proposed building is located within the 30-35 NEF/NEP of the composite contour map for Toronto Pearson International Airport and within the Airport Operating Area (AOA). Noise contours depicting the Noise Exposure Forecast (NEF) and Noise Exposure Projection (NEP) are produced to encourage compatible land use planning in the vicinity of airports. Acoustic design features should be incorporated in the building components to the satisfaction of the City of Mississauga.</p>
Ministry of Transportation (January 4, 2011)	<p>The ministry has no objection in principle to amend the zoning By-law from "D-Development to E1-Exception" to permit the development on the subject property. However, the future development of the rezoned land located at 6250 Hurontario Street is within the ministry permit control area and therefore an MTO Building and Land Use permit will be required prior to the start of construction.</p> <p>In general, any proposed development or changes to the site, including any new permanent buildings for both above and below ground, sewers and stormwater management facilities and parking lots, requires Ministry review and approval. As part of the review and approval process, the applicant will be</p>

Heartland (Seven) Limited

File: OZ 10/009 W5

Agency / Comment Date	Comment
	<p>required to submit a site plan, site-specific Traffic Impact Study and site-specific SS&G plan and Stormwater Management Report. All submitted reports and plans must be signed and stamped by a Professional Engineer of Ontario.</p> <p>All proposed buildings must be set back a minimum of 14m (46 ft.) from the highway's property limits. In addition, all above and below grade structure/facilities vital to the site must be located beyond the ministry's setback limit. The highway, ROW and setback must be clearly indicated on the plans. Further, any parking located within the required setback must be surplus to site requirements and such must be indicated on a site plan. The provided two alternative plans show a landscape buffer within the 14m setback limit, adjacent to the proposed parking lot. Please advise the applicant that this landscape strip will be lost in the future if the MTO acquire the 14m (46 ft.) setback limit for Hwy 401 improvements and the ministry will not compensate the property owner for removal or relocation costs.</p> <p>Sign permits are required for signage within 400m (1,312 ft.) of Hwy 401. All access to the subject land will be restricted only via the municipal road system other than Hurontario Street. Access to the Hwy. 401 will not be permitted now or in the future.</p>
Region of Peel (January 7, 2011)	<p>The Region of Peel does not have any objection to the approval of this application and offers the following comments:</p> <ul style="list-style-type: none"> - There is an existing 400 mm (1.5 in) diameter watermain and 250 mm (1 in) diameter sanitary sewer located on World Drive and an existing 300 mm (1.12 in) diameter sanitary sewer located between Foster Crescent and Madill Boulevard. - The applicant is advised external easements and/or construction will be required at the applicant's expense.

Heartland (Seven) Limited

File: OZ 10/009 W5

Agency / Comment Date	Comment
	<p>- The subject site is not within the vicinity of a landfill site and on-site waste collection will be provided through a private waste hauler.</p> <p>- Regional Planning staff note that the subject land is located within the Airport Operating Area. Policy 5.9.6.2.6 of the Region of Peel Official Plan (ROP) prohibits development, redevelopment and infill for new residential and sensitive land uses. The ROP provides an exemption to this general provision under Policy 5.9.6 that recognizes approved land uses and other considerations.</p>
<p>City Community Services Department – Planning, Development and Business Services Division/Park Planning Section (December 15, 2010)</p>	<p>This Department advises that during the processing of the plan of subdivision application for M-1776, the parkland dedication requirements were satisfied through a Parkland Conveyance Agreement between the City of Mississauga and Heartland (Seven) Limited, authorized through By-law 232-90.</p>
<p>City Community Services Department – Culture Division (December 9, 2010)</p>	<p>Heritage Impact Statement has been received and has not yet been reviewed. More comments may be forthcoming once the Heritage Impact Statement is accepted.</p>
<p>City Community Services Department – Fire and Emergency Services Division (December 2010)</p>	<p>Fire has reviewed the application from an emergency response perspective and has no concerns. Emergency response time to the site and water supply available are acceptable.</p>
<p>City Transportation and Works Department (January 25, 2011)</p>	<p>This Department advises that a Traffic Impact Study dated June 2010 has been submitted to this department and is currently under review. Notwithstanding the findings of the traffic report MTO approval is required as the site is adjacent to HWY 401.</p> <p>In addition, prior to a Supplementary Report proceeding to Council the applicant has been requested to resubmit the ESSQD form as it is incorrect and a Phase 1 and Phase 2 Environmental Site Assessment and Letter of Reliance as they are incomplete.</p>

Heartland (Seven) Limited**File: OZ 10/009 W5**

Agency / Comment Date	Comment
	<p>Furthermore, the applicant has been requested to revise the concept plans to clarify the limits of development and MTO right-of-way as well as provide addition details with respect to ownership and any easements. In addition, the applicant has been requested to provide a planning rational and updated concept plan in support of the Hurontario/Main Street Corridor Master Plan.</p> <p>Further detailed comments/conditions will be provided prior the supplementary meeting pending the review of the revised material.</p>
Other City Departments and External Agencies	<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> <ul style="list-style-type: none"> -Bell Canada -Development Services, City of Mississauga -Enbridge Gas -Enersource Hydro Mississauga Inc. -Rogers Cable - Economic Development Office, City of Mississauga

Heartland (Seven) Limited

File: OZ 10/009 W5

**Proposed Zoning Exception Standards and a Comparison
with Abutting Zoning**

	Required E1 Standard	Proposed E1 Standard	E1-6 Standard *	E1-21 Standard
Minimum landscaped buffer along the lot line abutting Hurontario Street	Not specified, general provision is 4.5 m (14.7 ft.)	8.4 m (27.5 ft.)	10.0 m (32.8 ft.)	As per E1 standard
Minimum Landscaped Buffer along the lot line of any street other than Hurontario Street	Not specified, general provision is 4.5 m (14.7 ft.)	3.0 m (9.8 ft.)	3.0 m (9.8 ft.)	As per E1 standard
Maximum setback to the first three storeys of a streetwall of the first building erected on Hurontario Street	10 m (32.8 ft.)	43.0 m (141.ft), first storey only	35.0 m 115 ft., first storey only	N/A
A maximum of 30% of the length of a streetwall of a building may be set back beyond the maximum setback	Yes, for the first three storeys	Yes, first storey only, beyond a maximum setback of 30 m (98 ft.)	Yes, first storey only, beyond a maximum setback of 35 m (115 ft.)	N/A
Parking spaces shall be permitted between the exterior wall of an office building or medical office building and the lot line abutting Hurontario Street	N/A	Yes	No	N/A
Maximum number of courier/messenger service delivery vehicles permitted to be stored outside	N/A	10	10	N/A
Permission of Open Storage	Outdoor storage not permitted	Yes	Yes	Outdoor storage not permitted

* Other site specific provisions for this zone category also require a minimum distance from a surface parking space to Hurontario Street (35 m or 115 ft.), with the exception of one row of parking for manufacturing or warehouse facilities. In addition, where a building is located within 35 m (115 ft.) of Hurontario Street, the pedestrian street entrance shall face Hurontario Street.

GENERAL CONTEXT MAP

OZ 10009 W5

APPENDIX I-8

