

City of Mississauga

Memorandum:

City Department and Agency Comments

Date Finalized: 2021-03-17	File(s): A67.21 & A68.21 Ward 5
To: Committee of Adjustment	
From: Committee of Adjustment Coordinator	Meeting date:2021-03-25 1:00 PM

Consolidated Recommendation

The City has no objection to the application. The Applicant may wish to defer the application to ensure that all required variances have been accurately identified.

Application Details

A67/21 – 50 Capston Drive

The applicant requests the Committee to approve a minor variance to allow a reduction in required parking proposing 105 parking spaces whereas By-law 0225-2007, as amended, requires a minimum of 125 parking spaces in this instance.

A68/21 – 6305 Kateson Drive

The applicant requests the Committee to approve a minor variance to allow a reduction in required parking proposing 104 parking spaces whereas By-law 0225-2007, as amended, requires a minimum of 112 parking spaces in this instance.

Background

Property Address: 50 Capston Drive & 6305 Kateson Drive

Mississauga Official Plan

Character Area: Gateway Corporate Centre
Designation: Business Employment & Office

Zoning By-law 0225-2007

Zoning: 50 Capston Drive: E1-6 - Employment
6305 Kateson Drive: E1-21 & E1-6 - Employment

Other Applications: S14-115
BP 20-310
BP 20-811

Site and Area Context

The subject properties are vacant land located north-west of the Hurontario St. and Highway 401 possessing no vegetation. The subject properties abut one another and possess lot areas of +/- 66,000m² and 21,772m² and lot frontages of +/- 225.00m and 94.5m. From a land-use perspective, the immediate neighbourhood is comprised of employment uses; specifically large office buildings and restaurants with minimal vegetation and landscaping kept to the periphery of each lot. Generally, properties in the area possess lot frontages of +/- 150.0m

The applicant has proposed two industrial warehouse distribution buildings that require variances for a reduction in parking spaces on both properties.



Comments

Planning

Section 45 of the *Planning Act* provides the Committee of Adjustment with the authority to grant relief from the requirements of a municipal zoning by-law. Approval of applications must meet the requirements set out under 45(1) and/or 45(2) (a) or (b) in the *Planning Act*.

Staff comments concerning the application of the four tests to this minor variance request are as follows:

Does the proposal maintain the general intent and purpose of the Official Plan?

The site is located within the Gateway Corporate Centre Character Area, and is designated Business Employment and Office by the Mississauga Official Plan (MOP). Pursuant to Section 11.2.11 (Business Employment), both warehousing and distributing are permitted within this designation. The Applicant's proposal of an industrial warehouse distribution building on each lot meets the purpose and general intent of the Official Plan.

Does the proposal maintain the general intent and purpose of the Zoning By-law?

The intent in quantifying the required number of parking spaces is to ensure that each structure is self-sufficient in providing adequate parking accommodations based upon its intended use. As per Zoning By-law 0225-2007, the applicant is proposing 105 parking spaces whereas 125 are required at the 50 Capston Drive site and 104 parking spaces whereas 112 are required at 6305 Kateson Drive.

City Planning Strategies (CPS) Staff note, a Parking Justification Study, prepared by the agent, Crozier, dated January 2021, has been submitted in support of the applications for the requested parking variances. Staff have calculated the required parking based on By-law 0225-2007 regulations:

Use	Area (m2)	Required Parking Rate/100m²	Spaces Required
Warehouse (50 Capston)	15,019.36	1.1 x 6,975m²	76.7
		0.6 x 8,044.36m²	48.3
Total spaces Required			125
Warehouse (6305 Kateson)	12,849.7	1.1 x 6,975m²	76.7
		0.6 x 5,874.7m²	35.2

Total Spaces Required (rounded)**112**

The Parking Utilization Study (PUS) indicates that 4 proxy sites containing warehouses and distribution centres were surveyed. These sites were deemed appropriate by staff. The peak parking demands observed on those sites ranged from 0.14 spaces/100m² to 0.61 spaces/100m². Using the most conservative number of 0.61, staff estimates the peak parking demand to be:

Use	Area (m2)	Required Parking Rate/100m ²	Spaces Required
Warehouse (50 Capston)	15,019.36	0.61	92
Warehouse (6305 Kateson)	12,849.7	0.61	78

The applicant is proposing to provide 105 spaces and 104 spaces for the two warehouses, respectively. This is more than the estimated peak demand. Additionally “First Principles” data from Amazon, further explains the peak number of employees on site at any given time. Furthermore, the warehouse at 50 Capston will be used to park Amazon delivery vans only and will not be used for material storage.

CPS Staff conclude that the proposed parking supply poses no concerns and the application can be supported. CPS Staff note, the comments provided are based on the details submitted along with the applications and are subject to change should Zoning identify any additional variances or any changes to the variances with regards to above applications.

The Building Department is currently processing a building permit application under file 21-5272 and advise that more information is required to verify the accuracy of the requested variance or determine whether additional variances will be required. The Building Department finds the application premature as they have not had the opportunity to review the Building Permit and therefore cannot make a sound recommendation on this variance application.

Based on the submitted information Planning Staff echo CPS Staff comments and are of the opinion that the application poses no planning concern and maintains the general intent of the zoning bylaw.

Is the proposal desirable for the appropriate development of the subject lands and minor in nature?

Based on the submitted information detailing the parking demands on both sites, Planning Staff can support the application. Staff find the proposal represents the orderly development of the lands, and is minor in nature.

Conclusion

Based upon the preceding information, Planning Staff have no objection to the approval of this application. However, the Applicant may wish to defer the application to ensure that all required variances have been accurately identified.

Comments Prepared by: Brooke Herczeg RPP, Committee of Adjustment Planner

Appendices

Appendix 1 – Transportation and Works Comments

This Department has no objections; comments or requirements with respect to C.A. 'A 67 & 68/21.

Comments Prepared by: Tony Iacobucci, Development Engineering Technologist

Appendix 2 – Zoning Comments

The Building Department is currently processing a building permit application under file 21-5272. Based on review of the information currently available for this building permit, we advise that more information is required to verify the accuracy of the requested variance(s) or determine whether additional variance(s) will be required.

<variance application is premature. BP 21-5272 created on Feb 26th>

Our comments are based on the plans received by Zoning staff for the above captioned building permit application. Please note that should there be any changes contained within this Committee of Adjustment application that have not been identified and submitted through the site plan approval process, these comments may no longer be valid. Any changes and/or updates to information and/or drawings must be submitted, as per standard resubmission procedure, separately through the site plan approval process in order to receive updated comments.

Comments Prepared by: Ramsen Hedoo

Appendix 5 – Region of Peel Comments

We have no comments or objections to the following applications:

Deferred Application: DEF-A-91/20, DEF-A-413/20.

Minor Variance Applications: A-67/21, A-68/21, A-83/21, A-84/21, A-85/21, A-87/21, A-88/21, A-89/21, A-92/21, A-93/21, A-94/21.

Comments Prepared by: Diana Guida, Junior Planner

Appendix 7 – Ministry of Transportation of Ontario

These 2 sites are within the MTO PCA. For the above addresses, the changes to the parking lot, the MTO has no concerns.

Comments Prepared by: Corey Caple, Corridor Management Officer