

City of Mississauga Department Comments

Date Finalized: 2023-10-18	File(s): A348.23 Ward: 5
To: Committee of Adjustment	
From: Committee of Adjustment Coordinator	Meeting date:2023-10-26 1:00:00 PM

Consolidated Recommendation

The City recommends the application be deferred for redesign.

Application Details

The applicant requests the Committee to approve a minor variance to allow an addition proposing:

1. A drive aisle width of 5.47m (approx. 17.95ft) whereas By-law 0225-2007, as amended, requires a minimum drive aisle width of 5.50m (approx. 18.04ft) in this instance;
2. A landscape buffer of 0m whereas By-law 0225-2007, as amended, requires a minimum landscape buffer of 4.50m (approx. 14.76ft) in this instance; and,
3. 20 tandem parking spaces whereas By-law 0225-2007, as amended, requires 0 tandem parking spaces in this instance.

Background

Property Address: 1677 Aimco Blvd

Mississauga Official Plan

Character Area: Northeast Employment Area (West)
Designation: Business Employment

Zoning By-law 0225-2007

Zoning: E2- Employment

Other Applications: None

Site and Area Context

The subject property is located north-east of the Eglinton Avenue East and Matheson Boulevard intersection. It currently contains a one storey industrial building with an associated surface parking. The lot has a lot area of 11,751.45m² (126,491.55ft²) with limited landscaping and vegetative elements present on the subject property. The surrounding area consists exclusively of industrial uses on lots of varying sizes.

The applicant is proposing variances for drive aisle width, landscape buffer and tandem parking.



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:

The subject property is located in the Northeast Employment Character Area (West) and is designated Business Employment. The designation permits a variety of employment and industrial uses.

Variance 1 requests a reduction in parking aisle width. The intent of this regulation is to ensure there is sufficient space for vehicles to access and exit parking stalls and allow for circulation within the subject property. Although Planning staff do not have concerns with the size of the proposed parking aisle width, Transportation & Works staff have noted in their comments that they have concerns with the new access. The concerns focus on the proposed third access and

its proximity to the existing westerly access location as well as maintaining adequate setbacks to the existing street light and utility box located in the front yard of the property. Furthermore, Transportation & Works staff note the applicant should contact the Traffic Section to discuss the access in more depth.

While Planning staff are not in a position to interpret the zoning by-law, staff note an additional variance for driveway width may be required for a drive aisle. Staff note a one-way aisle, as per the zoning by-law, requires a minimum aisle width of 5.5m, which the applicant has sought a variance for. However, the by-law requires a 7m minimum aisle width for a two-way driving aisle. In review of the drawing submitted with the application, staff note the applicant is proposing a reduced parking aisle width of 6.401m along the west and east side of the subject property, and a reduced parking aisle width of 5.471m along the rear side. Staff have contacted the applicant to confirm whether the drive aisles along the west, east and rear yard are planned to be one-way or two-way and have not received a response.

Variance 2 requests a reduction of the landscaped buffer. The intent of this portion of the by-law is to ensure an appropriate buffer exists abutting all lot lines and that the on site parking area is separate from the municipal right of way. Staff note the reduced landscaped buffer of 0m is triggered by the proposed third access, and not the site as a whole. The 0m landscaped buffer is measured from the access point of the driveway but increases as you move away from the driveway.

Given the above, and noting variance 1 and 2 are directly correlated to the proposed new access, planning staff recommend that the application be deferred for redesign and further consultation with Transportation & Works staff.

Comments Prepared by: Daniel Grdasic, Committee of Adjustment Planner

Appendices

Appendix 1 – Transportation and Works Comments

This department cannot support the request as submitted as we have concerns with the proposed third access. From the variances requested and from the information depicted on Site Plan DWG A100 submitted, we note that parallel parking spaces are being proposed in front of the proposed second floor addition, a new drive aisle across the frontage of the property is proposed within close proximity to the property line, and a new access is proposed to Aimco Boulevard. We also note that there is a significant sized hydro transformer vault, which may prevent the proposed drive aisle to be extended west to the existing access.

The proposed third access point is in very close proximity to the existing westerly access location, which is problematic. The new access is in close proximity to the existing street light and the utility box and adequate setbacks would need to be maintained. In addition, there is a grade difference along the front of the property, which would may require the construction of a retaining wall. No information was provided to address drainage being self-contained within the site.

Our recommendation would be that the proposed third access be eliminated and the proposal be re-designed. Should the applicant wish to pursue with the variance request as submitted, we would recommend that this application be deferred and the applicant contact a representative of our Traffic Section to discuss further. Should our Traffic Section support the request with revisions, an Access Modification Permit Application would be required for any modifications/re-instatement works. Upon an approval of an Access Modification Permit, the applicant could proceed with the request for any required variances, acknowledging that arrangements have been made to support the request.







Comments Prepared by: Tony Iacobucci, Development Engineering Technologist

Appendix 2 – Zoning Comments

We note that a Building Permit is required. In the absence of a Building Permit we are unable to confirm the accuracy of the information provided, or determine whether additional variance(s) may be required. It should be noted that a zoning review has NOT been completed.

The applicant is advised that should they choose to proceed without zoning verification, a full zoning review may result in further variances being required in the future.

Comments Prepared by: Candice Williams, Zoning Examiner

Appendix 3 – Region of Peel

Minor Variance: A-23-348M / 1677 Aimco Blvd

Development Engineering: Brian Melnyk (905)-791-7800 x3602

Comments:

- Please be advised that service connection sizes shall be in compliance with Ontario Building Code and Region of Peel Design Criteria. An upgrade of your existing service

may be required. Regional site servicing connection approvals are required prior to the local municipality issuing full building permit. All works associated with the servicing of this site will be at the applicant's expense. For more information, please contact Servicing Connections at 905.791.7800 x7973 or by email at siteplanservicing@peelregion.ca

Comments Prepared by: Ayooluwa Ayoola, Junior Planner