

# City of Mississauga Department Comments

Date Finalized: 2023-12-07	File(s): A486.23
To: Committee of Adjustment	Ward: 7
From: Committee of Adjustment Coordinator	Meeting date:2023-12-14 3:30:00 PM

## Consolidated Recommendation

The City recommends the application be deferred.

## Application Details

The applicant requests the Committee to approve a minor variance to allow parking on the property proposing:

1. 0.5 resident parking spaces per dwelling unit for Apartments (CC2) whereas By-law 0225-2007, as amended, requires 0.8 resident parking spaces per dwelling unit in this instance; and,
2. 0.1 visitor parking spaces per dwelling unit for Apartments (CC2) whereas By-law 0225-2007, as amended, requires 0.15 visitor parking spaces per dwelling unit in this instance.

## Background

**Property Address:** 3600 Hurontario Street

### Mississauga Official Plan

Character Area: Downtown Core  
Designation: Downtown Mixed Use

### Zoning By-law 0225-2007

**Zoning:** CC2-7- City Centre

**Other Applications:** SP-09-27

### Site and Area Context

The subject property is located on the west side of Hurontario Street, south of the Mathews Gate intersection in the Downtown Core Character Area. It is currently a vacant site with a lot area of +/- 3,945.99m<sup>2</sup> (42,474.28ft<sup>2</sup>). There are no landscaping elements present on the subject property. The surrounding area consists of a mix of uses, including commercial, open space, and various residential built forms.

The applicant is proposing the construction of a 51-storey mixed-use building requiring a variances for a parking deficiency.



## 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 variance proposes a reduction in the required parking rate. The intent of the zoning by-law in quantifying the required number of parking spaces is to ensure that each lot is self-sufficient in providing adequate parking accommodations based on its intended use. Section 8.4 of the official plan contemplates potential reductions in parking requirements and alternative parking arrangements in appropriate situations. Municipal Parking staff have reviewed the variance request and note as follows:

With respect to Committee of Adjustment application 'A' 486.23, 3600 Hurontario Street, the Applicant is requesting the Committee to approve a minor variance to allow reduced parking for the subject property and proposing:

1. 0.5 resident parking spaces per dwelling unit for Apartments (CC2) whereas By-law 0225-2007, as amended, requires 0.8 resident parking spaces per dwelling unit in this instance;
2. 0.1 visitor parking spaces per dwelling unit for Apartments (CC2) whereas By-law 0225-2007, as amended, requires 0.15 visitor parking spaces per dwelling unit in this instance.

Per the materials provided by the Applicant, the subject property is currently vacant. The proposed development consists of a 51-storey Condominium Apartment building with a total of 587 units and a Gross Floor Area (GFA) of 36,498.2 square meters. In addition, a retail space with a GFA of approximately 228.5 square meters is also included at grade. The subject site is located within CC2-7 Zoning Area, Parking Precinct 1.

Per Section 3.1.1.2 of Mississauga Zoning By-law, Apartment uses located in CC1 to CC4 Zoning Areas require a minimum of 0.8 resident spaces per unit and 0.15 visitor spaces per unit. A shared parking arrangement for retail spaces is used to incorporate the required spaces into visitor parking pursuant to Section 3.1.2.1.3 of the Zoning By-law. Therefore, with a proposed number of 587 units, a minimum of 470 resident spaces and 88 visitor spaces with a total of 558 parking spaces would be required. The Applicant proposes a total of 353 parking spaces, including 294 resident spaces and 59 visitor spaces. As such, 558 parking spaces are required whereas 353 parking spaces can be accommodated, which generates a parking deficiency of 205 spaces or 36.7%.

As the proposed parking deficiency exceeds 10%, a satisfactory Parking Utilization Study (PUS) is required as per the City's Parking Terms of Reference provision.

The Applicant submitted a Traffic Impact Study dated October 31, 2023, prepared by GHD Group. A five-day survey that concentrated on visitor parking at two proxy sites was undertaken from September to October 2023. The results of the survey indicate that the peak demand for visitor parking at 156 Enfield Place was observed on a Saturday at 6:30 p.m., with a total of 34 occupied parking spaces on site, which represents a utilization rate of 56% and a demand ratio of 0.12 spaces per residential unit. Compared to the proposed visitor parking rate of 0.1 visitor space per residential unit, the observed peak parking ratio at the proxy site suggests a higher parking demand for a comparable development. In addition, no survey for resident parking was included in the study, staff advise that both resident and visitor parking surveys should be provided as the deficiency of both proposed rates exceeds 10%.

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Zoning staff have advised that more information is required to verify the accuracy of the requested variance.

Given the above, Municipal Parking staff recommend that the application be deferred pending the submission of a satisfactory Parking Utilization Study (PUS).

Planning staff echo Municipal Parking's comments and recommend the application be deferred.

Comments Prepared by: Daniel Grdasic, Committee of Adjustment Planner

## Appendices

### Appendix 1 – Transportation and Works Comments

We are noting that any Transportation and Works Department concerns/requirements for the proposed dwelling will be addressed through the Site Plan Application process, SP 9-27.

Comments Prepared by: Joe Alava, T&W Development Engineering

### Appendix 2 – Zoning Comments

In the absence of a Development application 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.

For scope of work that does not require Site Plan Approval/Building Permit/Zoning Certificate of Occupancy Permit, the applicant may consider applying for a Preliminary Zoning Review application. A detailed site plan drawing and architectural plans are required for a detailed zoning review to be completed. A minimum of 6-8 weeks is required depending on the complexity of the proposal and the quality of information submitted.

Comments Prepared by: Minan Song, Planner in Training

### Appendix 3 – Metrolinx

#### **3600 Hurontario Street - A486.23**

Metrolinx is in receipt of the minor variance application for 3600 Hurontario St to permit a reduced residential and visitor parking rate in support of the 51-storey mixed-use development comprising of 587 residential units and retail space at grade. Metrolinx's comments on the subject application are noted below:

- The subject property is located within 60m of the proposed Hurontario LRT.
- Please note that Metrolinx is a key stakeholder engaged in the comprehensive application of this site. Any comments/requirements previously provided by Metrolinx are still applicable
- Please continue to engage Metrolinx as the development progresses.

#### Construction Coordination

- The applicant should be advised that Metrolinx and its contractors will be utilizing the Hurontario Street right-of-way, and its intersections, during the project's Construction Period. Based on the location of the subject property, there is potential for construction coordination and traffic staging conflicts.
  - Should construction of the Hurontario LRT and the proposed development occur simultaneously, Metrolinx will require the developer to submit schedule or staging plans to coordinate access to both parties.

Comments Prepared by: Farah Faroque, Project Analyst

#### **Appendix 4 – Region of Peel**

We have no comments or objections.

Comments Prepared by: Ayooluwa Ayoola, Junior Planner