

# City of Mississauga Department Comments

Date Finalized: 2024-01-04	File(s): A11.24
To: Committee of Adjustment	Ward: 7
From: Committee of Adjustment Coordinator	Meeting date:2024-01-11 1:00:00 PM

## Consolidated Recommendation

The City has no objections to the application.

## Application Details

The applicant requests the Committee to approve a minor variance to allow the construction of a fire station proposing an interior side yard setback of 1.20m (approx. 3.94ft) whereas By-law 0225-2007, as amended requires a minimum interior side yard setback of 4.50m (approx. 14.76ft) in this instance.

## Background

**Property Address:** 2524 Cawthra Road

### Mississauga Official Plan

Character Area: Dixie Employment Area  
Designation: Business Employment

### Zoning By-law 0225-2007

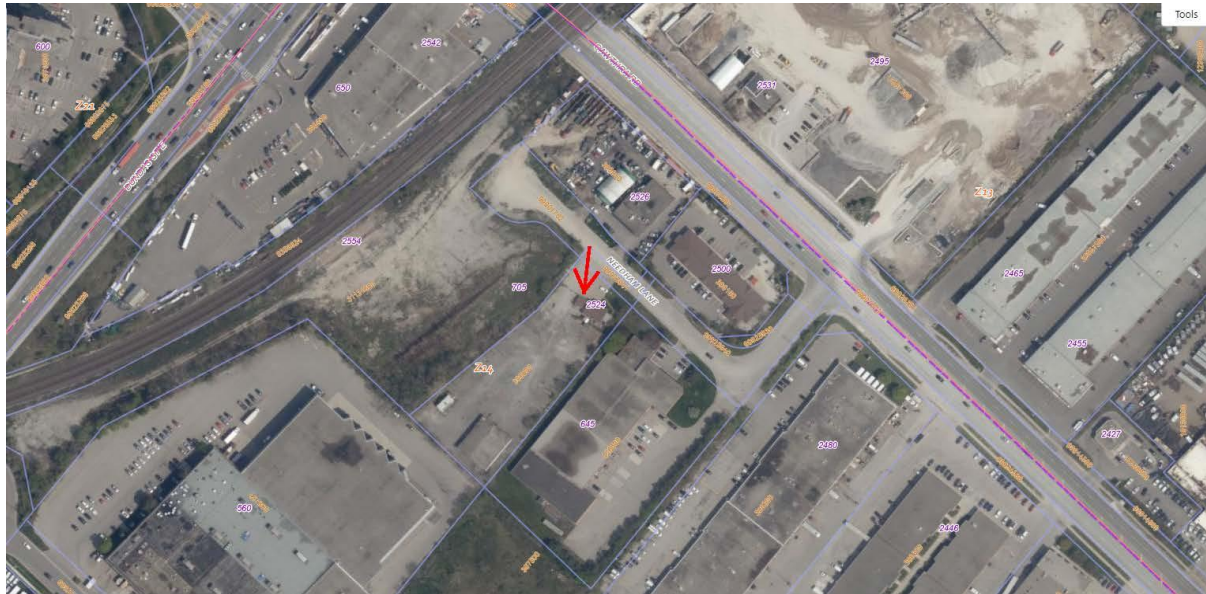
**Zoning:** E2-131- Employment

**Other Applications:** Independent Zoning Review application IZR SP23-9348

### Site and Area Context

The subject property is located south of the Dundas Street East and Cawthra Road intersection, on the Needham Lane cul-de-sac. The lot is currently vacant. Limited landscaping/vegetative elements are present on the property. The property has a lot area of +/- 5919 m<sup>2</sup> (+/-1.46 acres).

The immediate surrounding area consists of a mix of commercial and employment uses with varying built forms and lot sizes. The applicant is proposing to construct a fire station requesting a variance for interior side yard setback.



## 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 are as follows:

The subject property is located in the Dixie Employment Area Character Area and is designated Business Employment in Schedule 10 of the Mississauga Official Plan (MOP). The proposed fire station represents community infrastructure and is permitted in all designations within the official plan.

The sole variance requested pertains to a reduced interior side yard. The intent of the side yard provisions in the by-law are to ensure that access can be maintained around the structure, appropriate drainage patterns can be provided, and that an appropriate buffer between structures on abutting properties can be maintained. The side yard is measured at a pinch point due to the shape of the lot and the orientation of the structure. The setback gradually increases up to 3.5m (11.48ft) as we move further along the building towards the front lot line. Staff note that proposed structure is one storey in height and abuts vacant land with no variances requested for height or gross floor area that would result in additional massing impacts.

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Planning staff are satisfied that access to the rear yard can be appropriately provided and that there are sufficient setbacks to allow for appropriate drainage. Furthermore Transportation and Works staff have not raised any drainage related concerns.

Given the above Planning staff are satisfied that the proposal maintains the general intent and purpose of both the official plan and zoning by-law, is minor in nature, and represents appropriate development of the subject property.

Comments Prepared by: Shivani Chopra, Planner in Training

## Appendices

### Appendix 1 – Transportation and Works Comments

We are noting for Committee's information that any Transportation and Works Department concerns/requirements for the proposed new fire station will be addressed through the Building Permit Process.

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



### Appendix 2 – Zoning Comments

The Building Department is processing Independent Zoning Review application IZR SP23-9348. Based on review of the information available in this application, we advise that the variances, as requested, are correct.

Please note that comments reflect those provided through the above application. These comments may no longer be valid should there be changes contained within this Committee of Adjustment application that have not been submitted and reviewed through the application

noted above. The applicant must submit any changes and/or updates to information and/or drawings separately through the above application in order to receive updated comments.

Comments Prepared by: Brooke Herczeg, Zoning Examiner

### **Appendix 3- Region of Peel**

#### **Minor Variance: A-24-011M / 2524 Cawthra Road**

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](mailto:siteplanservicing@peelregion.ca).

Comments Prepared by: Ayooluwa Ayoola, Junior Planner

### **Appendix 4- Metrolinx**

#### **2524 Cawthra Road - A11.24**

Metrolinx is in receipt of the Minor Variance applications for 2524 Cawthra Rd to facilitate the construction of a fire station with a reduced side yard setback. Metrolinx's comments on the subject application are noted below:

- The subject property is located within 300m of the CP Galt Subdivision which carries Metrolinx's Milton GO Train service.

##### **Advisory Comments:**

- The Proponent is advised of the following:
  - **Warning:** Metrolinx and its assigns and successors in interest operate commuter transit service within 300 metres from the subject land. In addition to the current use of these lands, there may be alterations to or expansions of the rail and other facilities on such lands in the future including the possibility that Metrolinx or any railway entering into an agreement with Metrolinx or any railway assigns or successors as aforesaid may expand their operations, which expansion may affect the environment of the occupants in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual units. Metrolinx will not be responsible for any

complaints or claims arising from use of such facilities and/or operations on, over or under these lands.

Comments Prepared by: Farah Faroque, Project Analyst