

# City of Mississauga

Memorandum:

## City Department and Agency Comments

Date Finalized: 2024-11-14	File(s): A524.24 Ward: 5
To: Committee of Adjustment	
From: Committee of Adjustment Coordinator	Meeting date: 11/21/2024 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:

1. A landscaped buffer of 1.7m (approx. 5.6ft) whereas By-law 0225-2007, as amended, requires a minimum landscaped buffer of 4.5m (approx. 14.8ft) in this instance; and
2. 131 parking spaces whereas By-law 0225-2007, as amended, requires a minimum of 171 parking spaces in this instance.

### Amendments

The Building Division is processing Condo Conversion application 21CDM-M 24-4. Based on the review of the information available in this application, the requested variances are correct.

We also advise that additional variance is required:

- A parking aisle of 6.33m (approx. 20.77ft) whereas By-law 0225-2007, as amended, requires a minimum parking aisle of 7.0m (approx. 22.97ft) in this instance.

### Background

Property Address: 1935 Drew Rd

### Mississauga Official Plan

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

## Zoning By-law 0225-2007

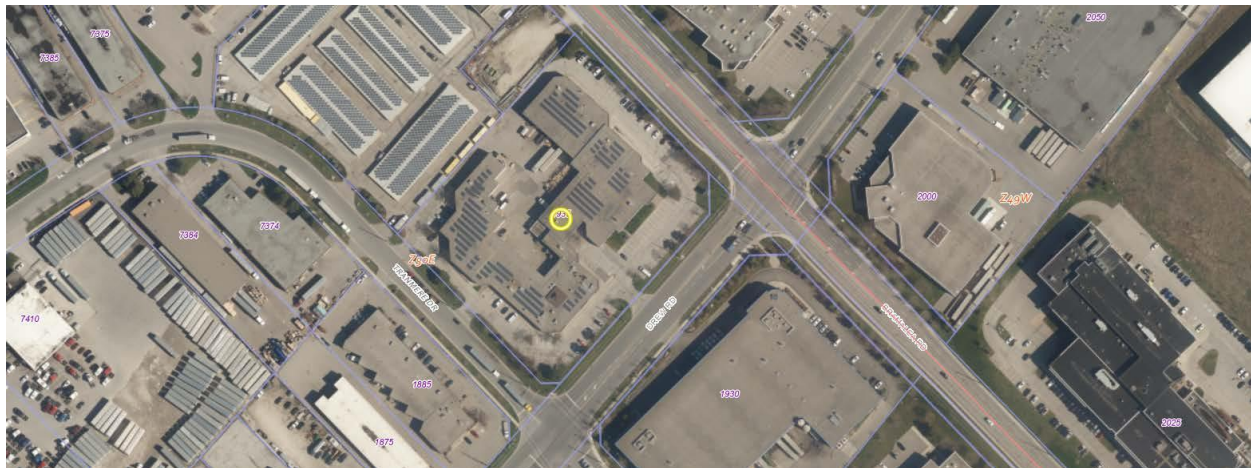
**Zoning:** E2 - Employment

**Other Applications:** 21CDM-M 24-4

### Site and Area Context

The subject property is located on the north-west corner of Bramalea Road and Drew Road in the Northeast Employment Character Area. It is a corner lot containing a one-storey multi-tenant industrial building. Limited landscaping and vegetative elements are present on the subject property. The surrounding context includes industrial buildings on varying sized lots.

The applicant is proposing a condominium conversion application on the subject property requiring variances for a reduced landscape buffer and 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 subject property is located in the Northeast Employment Character Area and is designated Business Employment in Schedule 10 of the Mississauga Official Plan (MOP). Staff note there is no proposed development on the subject property as the proposal relates to existing conditions that have been identified through the condominium conversion process.

Variance 1 pertains to a reduced landscaped buffer along the Tranmere Drive frontage. The intent of this portion of the by-law is to ensure an appropriate buffer exists abutting all lot lines and between the street frontage and parking area. The proposed 1.7m buffer is measured to a pinch point at the corner of a single parking stall and increases from that point onwards. There is also an additional landscape buffer that is provided on the municipal right-of-way. Staff note the variance represents an existing condition which does not have any notable impact on streetscape.

Variance 2 requests a reduction in the total number of parking spaces. 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 upon 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' 524/24, 1935 Drew Road, the Applicant is requesting the Committee to approve a minor variance to allow a reduction of parking proposing:

1. 131 parking spaces whereas By-law 0225-2007, as amended, requires a minimum of 171 parking spaces in this instance.

Per the submitted site plan, issued September 16, 2024, the Applicant has 131 existing parking spaces on-site. The proposal is to convert the existing 28-unit industrial rental building into an industrial condominium building. A variety of uses presently operate within the multi-tenant building. A Parking Utilization Study (PUS), prepared by NexTrans Consulting Engineers, dated October 1, 2024, was submitted in support of the application.

Per the submitted materials, 131 parking spaces are proposed, whereas 171 parking spaces are required. This is a 40-parking space or 24% deficiency.

NexTrans undertook 6 days of parking surveys of the subject site in September 2024. Total occupied GFA at the time was 7,813 m<sup>2</sup> out of an available 7,983 m<sup>2</sup> GFA. The observed peak demand of occupied GFA was 1.08 parking spaces per 100 m<sup>2</sup> GFA, or 84 parking spaces. Municipal Parking staff applied the applicable zoning by-law parking rate of 1.6 parking spaces per 100 m<sup>2</sup> GFA to the 170 m<sup>2</sup> GFA of unoccupied space, resulting in an additional 3 parking spaces. The overall parking need in this instance is 87 parking spaces, whereas 131 parking spaces are available.

The Building Department is processing Condo Conversion application 21CDM-M 24-4. Based on the review of the information available in this application, the requested variances are correct.

Given the above, Municipal Parking staff can support the proposed parking reduction to permit a total of 131 parking spaces whereas By-law 0225-2007, as amended, requires a total of 171 parking spaces in this instance.

Planning staff echo Municipal Parking staff's comments and support the proposed parking reduction.

Variance 3 requests a reduced 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. As this is an existing condition and has been operating adequately, staff are of the opinion that the reduced drive aisle allows sufficient space for vehicles to park and appropriate vehicular circulation can be maintained.

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

Comments Prepared by: Daniel Grdasic, Committee of Adjustment Planner

## Appendices

### Appendix 1 – Transportation and Works Comments

This Department has no objections to the applicant's request.







Comments Prepared by: Tony Iacobucci, Development Engineering

## Appendix 2 – Zoning Comments

The Building Division is processing Condo Conversion application 21CDM-M 24-4. Based on the review of the information available in this application, the requested variances are correct.

We also advise that additional variance is required:

- A parking aisle of 6.33m (approx. 20.77ft) whereas By-law 0225-2007, as amended, requires a minimum parking aisle of 7.0m (approx. 22.97ft) in this instance.

Our comments may no longer be valid should there be changes in the Committee of Adjustment application that have yet to be submitted and reviewed through the Building Division application. To receive updated comments, the applicant must submit any changes to information or drawings separately through the above application.

Comments Prepared by: Alana Zheng, Supervisor Zoning Examination

**Appendix 3 – Region of Peel Comments**

We have no comments or objections.

Comments Prepared by: Petrele Francois, Junior Planner