

City of Mississauga

Memorandum:

City Department and Agency Comments

Date Finalized: 2021-02-10	File(s): A42.21 Ward 5
To: Committee of Adjustment	
From: Committee of Adjustment Coordinator	Meeting date:2021-02-18 1:00:00 PM

Consolidated Recommendation

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

Application Details

The applicant requests the Committee to approve a minor variance to allow the construction on a 8 storey hotel proposing:

1. 240 parking spaces whereas By-law 0225-2007, as amended, requires a minimum of 272 parking spaces in this instance;
2. 1 loading space whereas By-law 0225-2007, as amended, requires a minimum of 4 loading spaces in this instance; and
3. A landscape buffer of 1.28m (approx. 4.20ft) whereas By-law 0225-2007, as amended, requires a minimum landscape buffer of 4.50m (approx. 14.76ft) in this instance.

Amendments

Zoning advises that the following variance(s) should be amended as follows:

3. A landscape buffer of 2.6m for that portion of the property line along Skymark Ave west of the driveway whereas By-law 0225-2007, as amended requires a minimum landscape buffer of 4.5m.

And the following be added:

4. A bike rack and a patio within the landscape buffer along Satellite Drive whereas By-law 0225-2007, as amended does not permit a bike rack or patio within a landscape buffer.

Background

Property Address: 5100 Satellite Drive

Mississauga Official Plan

Character Area: Airport Corporate Centre

Designation: Business Employment

Zoning By-law 0225-2007

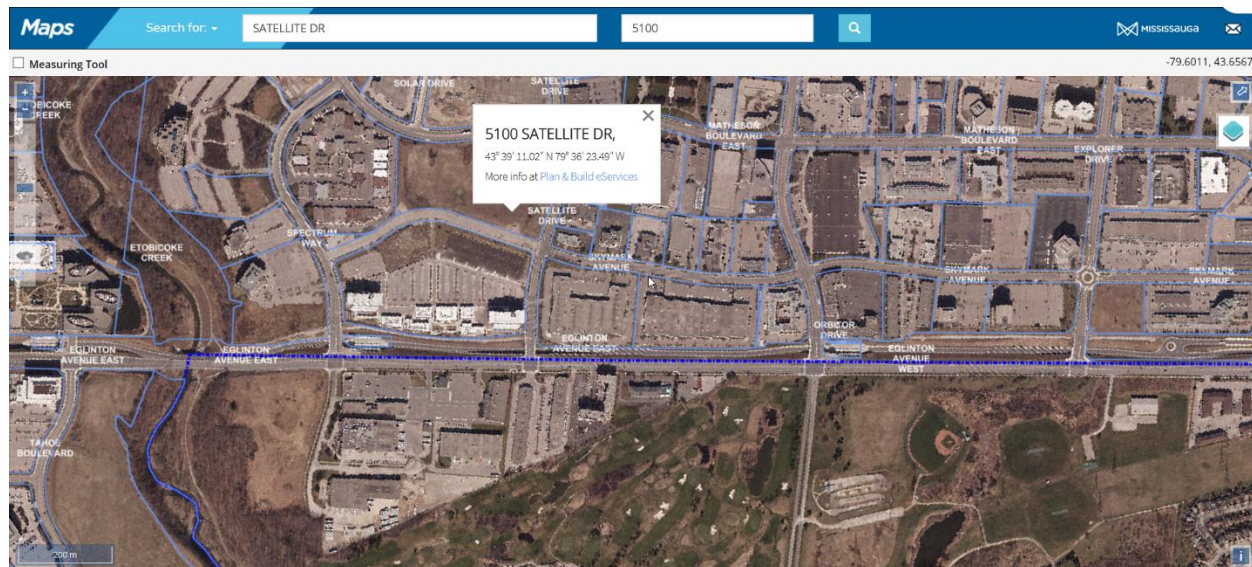
Zoning: E1-19 - Employment

Other Applications: SP 19-11 W5

Site and Area Context

The subject property is currently vacant land located north-east of the Eglinton Ave, E. and Spectrum Way intersection. The property is an exterior parcel, with a lot area of +/- 14, 651.00m² and a lot frontage of +/- 90.61m. From a land-use perspective, the surrounding context is a mix of business and commercial uses including restaurants, office buildings and some retail. These properties possess minimal vegetation and landscaping near the periphery the lot line and lot frontages of +/- 100.0m

The applicant is proposing an 8 storey hotel which requires variances for parking, landscape buffer and load space.



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 Airport Corporate Centre Character Area, and is designated Business Employment by the Mississauga Official Plan (MOP). Pursuant to Section 11.2.11 (Business Employment), an overnight accommodation use is permitted. The Applicant's proposal of a hotel meets the purpose and general intent of the Official Plan.

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

Variance #1 pertains to parking spaces:

As per Zoning By-law 0225-2007, the subject property is zoned E1-19 (Employment). In accordance with Table 3.1.2.2 (Required Number of Parking Spaces for Non-Residential Uses), these provisions regulate the required parking rates for various uses permitted on this site. The intent in quantifying this amount is to ensure that each structure is self-sufficient in providing adequate parking accommodations based upon its intended use.

City Planning Strategies Staff note that the proposed 8-storey hotel will provide a total of 248

units and 739.14m² of public use areas, requiring a total of 272 parking spaces. The requested variance is to reduce the parking provided by 32 spaces or 12% . A Transportation Study, prepared by NexTrans Consulting Engineers, dated, August 6, 2020, has been submitted in support of the application. NexTrans Consulting surveyed three proxy hotel sites with a similar site context as the proposed development. The proxy sites are as follows::

- 5515 Eglinton Avenue West
- 231 Carlingview Drive
- 3279 Caroga Drive

The three proxy sites were surveyed on:

- Friday, August 16, 2019, from 6:00pm to 1:00am
- Saturday, August 17, 2019, from 6:00pm to 1:00am

The peak parking demand was observed at 3279 Caroga Drive with a total of 156 parking spaces. The peak demand rate at this proxy site was 0.93 parking spaces per suite.

Based on the observed demand rate of 0.93 per suite, the proposed hotel would be required to provide a total of 231 parking spaces. The application is proposing a parking rate of 0.97 parking spaces per suite or a total of 240 parking spaces. The proposed parking rate exceeds the highest peak demands of the proxy hotel sites reviewed against this application.

Based upon the parking survey results, City Planning Strategies Staff as well as Planning Staff can support the requested variance to provide a total of 240 parking spaces.

Variance #2 pertains to loading spaces:

The intent of this portion of the bylaw is to ensure that temporary parking is adequately available to commercial motor vehicles for the loading and unloading of merchandise or materials with the appropriate means of access. The applicant deems one loading space to be sufficient to conduct their business based on anticipated delivers to the site. Planning Staff have no concerns of a planning nature.

Variance #3 pertains to minimum landscape buffer:

The intent of this portion of the by-law is to ensure that an appropriate buffer exists abutting all lot lines. Planning Staff note the requested variance is for a small portion of the landscaped area located along Skymark Ave, west of the main entry driveway. The proposed reduction of the minimum landscape buffer is nominal in nature and poses no significant impact. Planning Staff echo Zoning's comments and recommend variance #3 be amended to the following:

3. A landscape buffer of 2.6m for that portion of the property line along Skymark Ave west of the driveway whereas By-law 0225-2007, as amended requires a minimum landscape buffer of 4.5m.

And the following be added:

4. A bike rack and a patio within the landscape buffer along Satellite Drive whereas By-law 0225-2007, as amended does not permit a bike rack or patio within a landscape buffer.

Planning staff note that Zoning has identified an additional variance for a bike rack and patio whereas the By-law does not permit either within a landscape buffer. Planning staff are of the opinion that the patio poses no significant impact to the surrounding land uses and advise no concerns of a planning nature. However, the bike rack shall be relocated to another area of the site, Staff recommending this be done through the site plan process.

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

While the Applicant is required to seek relief from multiple portions of the By-law, when viewed either individually or collectively, these are nominal in nature, and do not pose any significant negative impacts. Through a detailed review, Staff is of the opinion that the application raises no concerns of a planning nature.

Conclusion

The City has no objection to the variances, as amended. 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

We note for Committee's information that the City is currently processing a Site Plan Application for this property, Reference SP 19-11. Transportation and Works Department concerns/requirements for this property will be addressed through the Site Plan Process.



Comments Prepared by: Tony Iacobucci, Development Engineering Technologist

Appendix 2 – Zoning Comments

The Building Department is currently processing a site plan approval application under file 19-11. Based on review of the information currently available for this application, we advise that the following variance(s) should be amended as follows:

3. A landscape buffer of 2.6m for that portion of the property line along Skymark Ave west of the driveway whereas By-law 022-2007, as amended requires a minimum landscape buffer of 4.5m.

4. A bike rack and a patio within the landscape buffer along Satellite Drive whereas By-law 0225-2007, as amended does not permit a bike rack or patio within a landscape buffer.

Our comments are based on the plans received by Zoning staff on 09/04/2020 for the above captioned site plan 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: Sandra Morrison, Zoning Examiner

Appendix 5 – Region of Peel Comments

Regional Planning staff have reviewed the applications listed on the February 18th, 2021 Committee of Adjustment Agenda. We have no comments or objections to the following applications:

Deferred Applications: DEF-A-217/20, DEF-A-358/20, DEF-A-379/20, DEF-A-394/20

Minor Variance Applications: A-27/21, A-31/21, A-38/21, A-39/21, A-42/21, A-44/21, A-45/21

Comments Prepared by: Diana Guida, Junior Planner