

City of Mississauga

Memorandum:

City Department and Agency Comments

| | |
|---|----------------------------|
| Date Finalized: 2021-02-17 | File(s): A52.21 Ward: 5 |
| To: Committee of Adjustment | |
| From: Committee of Adjustment Coordinator | Meeting date:2021-02-25 |

Consolidated Recommendation

The City has no objection to the variances, as requested. 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 an addition proposing:

1. 38 parking spaces whereas By-law 0225-2007, as amended, requires a minimum of 51 parking spaces in this instance;
2. A rear yard of 4.50m (approx. 14.76ft) whereas By-law 0225-2007, as amended, requires a minimum rear yard of 7.50m (approx. 24.61ft) in this instance;
3. An aisle width of 6.00m (approx.19.69ft) whereas By-law 0225-2007, as amended, requires a minimum aisle width of 7.00m (approx. 22.97ft) in this instance; and
4. An aisle width abutting the northern parallel parking of 3.00m (approx. 9.84ft) whereas By-law 0225-2007, as amended, requires a minimum aisle width abutting the northern parallel parking of 7.00m (approx. 22.97ft) in this instance.

Background

Property Address: 7170 Tranmere Drive

Mississauga Official Plan

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

Zoning By-law 0225-2007

Zoning: E3 - Employment

Other Applications: None

Site and Area Context

The subject property is an industrial building located north-west of the Derry Rd E and Bramalea Rd intersection. The subject property is an interior parcel with a lot area of +/- 5941.85m² and a lot frontage of +/- 61.40m and processes minimal vegetation and landscape elements along the lot line. From a land-use perspective, the immediate neighbourhood is exclusively industrial employment uses with minimal vegetation and landscaping kept to the periphery of the property. Properties within the immediate vicinity possess lot frontages of +/- 35.00m

The applicant has proposed an addition to the existing industrial structure that requires variances for reduced parking spaces, a reduced rear yard and reduced drive aisles.



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 Northeast Employment Character Area, and is designated Industrial by the Mississauga Official Plan (MOP). Pursuant to Section 11.2.12 (Industrial), this designation permits manufacturing. The Applicant's proposal of a steel manufacturing company 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 as requested pertains to parking spaces:

The intent in quantifying the required number of parking spaces is to ensure that each structure is self-sufficient in providing adequate parking accommodations based upon its intended use. The applicant is seeking to provide a total of 38 parking spaces, whereas By-law 0225-2007, as amended, requires a minimum of 51 spaces in this instance. This is a reduction of 13 parking spaces.

City Planning Strategies Staff note, a Parking Justification Study, prepared by Tranplan Associates, dated December 2020, has been submitted in support of the application for the requested parking variance. The Parking Justification Study, dated December 2020, states that the existing manufacturing facility is 2740 m². The applicant is proposing to add an additional 892 m² of GFA to the existing work space for new equipment that requires processing materials to be stored indoors which are currently being stored outdoors. The total proposed GFA is 3632.63 m². The submitted site plan shows a GFA of 3559.98 m² which represents a 2% variance from what has been submitted through the minor variance application.

The subject property was surveyed at 30 minute intervals on three separate occasions. Based on the observed demand ratio, the proposed additional GFA of 892.21m² will require 8 parking spaces. A total of 51 spaces are required for the industrial building, including the addition, to which the applicant is proposing 38 parking spaces onsite.

The Parking Justification Study states that not all parked vehicles belong to the subject property and that during the peak demand, four of the parked vehicles belonged to visitors/students of the neighbouring property. Staff note that survey data from December 3 and December 8, 2020, also observed a total of 24 parking spaces were utilized which suggests the parking lot is

occupied at close to capacity during its daily operations with only two or three marked parking spaces unoccupied.

The Parking Utilization Study states that the additional GFA is for work space only which has limited to no impact on the parking demand. However, the Parking Justification Study also notes that the parking demand may be impacted by 3 to 5 additional employees, which suggests that the additional maximum parking demand would increase by 5 parking spaces.

Based on the submitted site plan, dated November 14, 2020, the applicant is proposing to formalize the 11 parallel parking spaces. In this instance, the observed demand of 25 parking spaces can be accommodated onsite, which would equate to a 66% utilization, and accommodate the additional parking demand in the future.

Planning Staff echo City Planning Strategies recommendation, that based on the submitted information and survey results staff can support the application. However, the applicant may wish to defer the application to confirm the accuracy of the requested variances.

Variance #2 as requested pertains to a reduced rear yard:

The intent of the rear yard setback is to ensure that both an adequate buffer exists between the massing of primary structures on adjoining properties, as well as create an appropriate space within the rear yard. While the applicant has proposed a 4.50m rear yard the reduced setback is an adequate amount to space for one-way traffic. Additionally, the setback will not create a significant visual impact because of the orientation on the proposed addition and the abutting properties. Through a detailed review of the application, staff is of the opinion that the application is appropriate to be handled through the minor variance process. Further, the application raises no concerns of a planning nature.

Variance #3 and #4 as requested pertains to a reduced drive aisle:

The intent of the zoning by-law is to ensure there is adequate space for vehicle passageway within parking areas. The applicant is proposing a reduction in drive aisle in two isolated locations of the site. The proposed aisle width of 6.00m is located at the entrance to the site along Tranmere Dr providing access to the accessibility spaces. The applicant is also requesting an aisle width reduction of 3.00m on the north side of the site for access to a parallel parking area. The proposed variances are located in isolated sections of the site and Staff find the deviation from the by-law to be minor in nature and pose no significant impact to the functionality of the property. As such, Planning Staff are of the opinion that the proposed variances meet the general intent and purpose of the zoning bylaw. Furthermore we do not have concerns of a planning nature.

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

The proposed reduction in parking spaces and drive aisle to accommodate an increase in GFA for additional storage and workspace pertaining to the existing manufacturing use located onsite. The decrease in parking spaces and driveway aisles width will not affect the overall

functionality of the site because the increase in GFA is mainly for equipment and materials and will only resulting in a neglegable increase in additional employees. Planning Staff have determined the proposal can be supported; and find the proposal represents the orderly development of the lands, and is minor in nature.

Conclusion

The City has no objection to the variances, as requested. 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 are noting for Committee's information that any Transportation and Works Department concerns/requirements for the proposed addition will be addressed through the Building Permit process.





Comments Prepared by: Tony Iacobucci, Development Engineering Technologist

Appendix 2 – Zoning Comments

The Building Department is currently processing a PREAPP under file 20-3103. Based on review of the information currently available in this permit application, the variances, as requested are correct.

Please note that comments reflect those provided through the above permit application and should there be any changes contained within this Committee of Adjustment application that have not been identified and submitted through the application file noted above, these comments may no longer be valid. Any changes and/or updates to information and/or drawings must be submitted, as per standard resubmission procedures, separately through the application process in order to receive updated comments.

Comments Prepared by: Brandon Eidner, Zoning Examiner

Appendix 5 – Region of Peel Comments

Regional Planning staff have reviewed the applications listed on the February 25th, 2021 Committee of Adjustment Agenda. We have no comments or objections to the following applications:

Deferred Applications: DEF-A-290/20, DEF-A-354/20, DEF-A-377/20.

Minor Variance Applications: A-46/21, A-47/21, A-49/21, A-50/21, A-52/21, A-53/21, A-61/21.

Comments Prepared by: Diana Guida, Junior Planner