



Report

Subject: Planning Report – A12-21 – SW Corner of C Line and Alder Street

Department: Infrastructure Services

Division: Planning

Meeting Date: 2021-08-04

Recommendations

That Planning Report – A12-21 – SW Corner of C Line and Alder Street be received;

And that Minor Variance Application (File No. A12-21) to reduce the number of required parking spaces from 191 to 178, and to increase the coverage for all buildings and hard-surfaced areas from 70% to 80%, be approved.

Introduction

Legal Description: Part of Lot 3, Concession C, designated as Parts 1-3 on Reference Plan 7R-5739

Municipal Address: SW Corner of C Line and Alder Street

Applicant(s): 2679504 Ontario Inc.

Official Plan Designation: 'Neighbourhood Commercial' (Schedule 'C')

Zoning (By-law 22-90): Neighbourhood Commercial (C2) Zone, S.P. 24.147

Purpose: The applicant is requesting minor variances to reduce the number of required parking spaces from 191 to 178, and to increase the coverage for all buildings and hard-surfaced areas from 70% to 80%.

Background

The subject property is located on the southwest corner of Alder Street and C Line. The property is approximately 1.28 hectares (3 acres) in area, with 121 metres (397 feet) of frontage along Alder Street and 109 metres (358 feet) of frontage along C Line. The

subject lands are currently vacant. The location of the subject lands is indicated on Attachment No. 1.

The applicant is proposing to construct three 1-storey (5 metre) commercial buildings, with a total gross floor area of 3,846 square metres (41,400 square feet), as shown on Attachment No. 2. The applicant has submitted a Site Plan application (SPA-2019-08) which is in its' final review stages, pending the approval of the required variances.

The Zoning By-law requires that a minimum of 191 spaces be provided (Section 5.17.1), and prescribes a maximum coverage for all building and hard surfaced areas of 70%. (Special Provision 24.147).

In order to permit the development as proposed, a reduction in parking and an increase in coverage is required. Therefore, the purpose of this application is to reduce the number of required parking spaces from 191 to 178, and to increase the coverage for all buildings and hard-surfaced areas from 70% to 80%.

Pending approval by the Committee of Adjustment of this application, the proposed development will comply with the Zoning By-law; however, will still require Site Plan approval, and applicable permits under the Ontario Building Code.

Analysis

Section 45(1) of the Planning Act, R.S.O. 1990, as amended, outlines four tests that the Committee of Adjustment must be satisfied have been met when considering an application for a minor variance. Planning Division staff offer the following comments for the Committee's consideration in review of these four tests:

1. Conformity with the Official Plan

The subject property is designated "Neighbourhood Commercial" in the Town of Orangeville Official Plan. Neighbourhood Commercial areas are distributed in various parts of Orangeville, primarily in response to the location of residential uses. These areas accommodate retail and service commercial uses at moderate scale, usually in the form of shopping centres with consolidated parking (Section E2.6). The reduced parking and increased coverage do not conflict with, or offend any high-level policy direction of the Official Plan.

The proposed variances are considered to conform with the intent of the Official Plan.

2. General Intent of the Zoning By-law is Maintained

The subject lands are zoned Neighbourhood Commercial (C2) Zone with Special Provision 24.147 on Schedule 'A' of Zoning By-law 22-90, as amended. The C2 Zone permits a mix of residential and commercial uses. The Special Provision removes permissions for residential and automotive uses, as well as drive-through facilities.

The Zoning By-law (Section 5.17.1) stipulates the required parking rates based on use. The following table summarizes the parking requirement for the proposed development.

Proposed Use	By-law Requirement	Parking Calculation
Retail (2,660.90 sq. m)	1 space per 20 sq. m	133 spaces
Restaurant (448 sq. m)	1 space per 9 sq. m	49 spaces
Daycare (9 classroom)	1 space per classroom	9 spaces
		Total: 191 spaces

Based on the proposed uses, a total of 191 parking spaces are required. The applicant is requesting a minor variance to reduce the number of required parking spaces from 191 to 178.

As part of the Site Plan application, the applicant has submitted a Transportation Study, which speaks to the requested parking reduction. The study demonstrates that the retail, office, restaurant uses and other personal service establishments have different parking peaks, therefore opportunities exist to share parking spaces among these different land uses. It concluded that the proposed 178 parking spaces are sufficient to meet the parking demand requirements of the development. As such, staff are satisfied that the reduced parking will not have an adverse impact on the functionality of the proposed development or the surrounding area.

Special Provision 24.147 prescribes a maximum coverage for all building and hard surfaced areas of 70%. The applicant is requesting a minor variance to increase the coverage for all buildings and hard-surfaced areas from 70% to 80%.

The purpose of the lot coverage restriction is to ensure that adequate landscaping is provided, that the parking is setback and/or screened from the street, and that pervious areas are maintained on the property in order to promote groundwater infiltration.

Per the Site Plan included as Attachment No. 2, the proposed buildings are pulled up to the street line. This provides a 3.0 metre landscape strip between the sidewalk and the front of the buildings, while screening the parking spaces located behind the buildings. The parking lot itself also includes landscaped medians, further breaking up the hardscape. The total proposed landscape area is 2,606 square metres (28,000 square feet).

As part of the Site Plan application, the applicant must demonstrate how pre-development groundwater infiltration rates will be maintained post-development, which is typically accomplished through the incorporation of softscape and Low Impact Development (LID) features. The submitted studies conclude that due to the physical constraints of the property, which include a high water table, the incorporation of LID features is not feasible. As such, in order to compensate for the inability to infiltrate groundwater through LID features, the applicant will be required to pay cash-in-lieu. This will subsidize the design and construction of suitable infiltration enhancement features off-site, where conditions

would be more favourable for such features. The cash-in-lieu compensation will be collected through the Site Plan Agreement.

The requested variances maintain the general intent of the Zoning By-law.

3. Desirable Development or Use of the Land, Building or Structure

A range of retail and commercial uses are permitted pursuant to the policies of the Zoning By-law No. 22-90. The proposed variances will not have adverse impacts on surrounding properties.

The requested variances are considered desirable and appropriate for the use of the land.

4. Minor in Nature

In consideration of the foregoing, the application for minor variances to Zoning By-law No. 22-90 is deemed minor in nature.

Infrastructure Services – Transportation & Development Comments:

Infrastructure Services has reviewed the Notice of Hearing for minor variances for the property described as Part of Lot 3, Concession C, Designated as parts 1-3 on Reference Plan 7R-5739, municipally known as the SW corner of “C” Line and Alder Street in the Town of Orangeville. The request for minor variances is to reduce the number of required parking spaces from 191 to 178, and to increase the coverage of all buildings and hard surfaced areas from 70% to 80%.

Infrastructure Services is not aware of any grading, drainage or servicing issue that would preclude the granting of these minor variances. Concluding, Infrastructure Services, Transportation and Development Division does not object to the minor variances to reduce the number of required parking spaces from 191 to 178, and to increase the coverage of all buildings and hard surfaced areas from 70% to 80%.

Strategic Alignment

Orangeville Forward – Strategic Plan

Priority Area: Sustainable Infrastructure

Objective: Plan for Growth

Sustainable Neighbourhood Action Plan

Theme: Land Use and Planning

Strategy: Co-ordinate land use and infrastructure planning to promote healthy, liveable and safe communities

Prepared by

Larysa Russell, MCIP, RPP
Senior Planner, Infrastructure Services

Reviewed by

Brandon Ward, MCIP, RPP
Planning Manager, Infrastructure Services

Attachment(s): 1. Location Map
2. Site Plan