

Summary of Comments

A-013-2025

A-014-2025

A-015-2025

A-016-2025

2456 Bowman St



COMMITTEE OF ADJUSTMENT MEMORANDUM

APPLICATION NUMBER: A-013-2025, A-014-2025, A-015-2025, A-016-2025

MEETING DATE: May 15, 2025

TO: Sarah Burton Hopkins
Secretary Treasurer Committee of Adjustment

FROM: Ingrid Li, Development Planner

SUBJECT: Minor variance applications seeking relief from Section 6.2 (2) b) of the Zoning By-law to decrease the required minimum landscape strip depth abutting the street line (Bowman Street) from 6m to 4m on the subject land (A-013-2025), from Section 3.25 b) of the Zoning By-law to decrease the required minimum landscape strip width from 3m to approximately 2.2m in areas of the north and south side yards for approximately 2m in length (A-014-2025), from Section 3.28.6 of the Zoning By-law to permit loading spaces in the front yard (A-015-2025), and from Section 3.35 of the Zoning By-law to decrease the required minimum number of parking spaces from 63 parking spaces to 46 parking spaces (A-016-2025) for a proposed second-storey industrial building (warehouse/manufacturing and office space) on the subject land

PROPERTY INFORMATION:

Municipal Address	2456 Bowman Street
Legal Description	PLAN 51M806 LOT 16
Official Plan	Employment Area (Schedule B6)
Zoning By-law	Industrial Business Park Exception 5 (IBP-5) Zone

RECOMMENDATION:

The Planning Department recommends approval of A-013-2025, A-014-2025, A-015-2025, and A-016-2025 subject to the following condition(s).

CONDITIONS:

1. That the variances only apply to the submitted drawings and that any future development of the lands be subject to *Planning Act* regulations.
2. That the Traffic Impact Brief be updated based on the accurate required parking spaces (63) to the satisfaction of the Town.

REASON FOR APPLICATION:

The applicant is proposing a second-storey industrial building (warehouse/manufacturing and office space) on the subject land and is seeking relief from Section 6.2 (2) b), Section 3.25 b), Section 3.28.6 and Section 3.35 of Zoning By-law due to various requested variances as shown below. A Planning Justification Report (PJR) prepared by Innovative Planning Solutions and a Traffic Impact Brief and Swept Path Assessment prepared by Traffic+ Engineering Ltd. have been received. Please note that the proposed industrial building is also subject to a concurrent site plan control process SP-2023-005.

Application Number	By-law Section	By-law Requirement	Proposed	Difference
A-013-2025	Section 6.2 (2) b)	Minimum landscape strip depth abutting the street line (Bowman St): 6m	4m	2m
A-014-2025	Section 3.25 b)	Minimum landscape strip width: 3m	Approx. 2.2m (North and South side yards approx. 2m in length)	0.8m
A-015-2025	Sections 3.28.6	No loading space shall be located in the front or exterior side yards of any zone	Loading spaces are proposed in the yards facing Bowman St (front yard)	To permit loading spaces in the yards facing Bowman St (front yard)
A-067-2023	Section 3.35	Minimum Parking Spaces: 63	46 spaces	17 spaces

SURROUNDING LANDS:

North	Land zoned IBP-5 with Strada Aggregates Inc (2494 Bowman St)
East	Land zoned IBP-5 with glass recycling operation (2429 Bowman St)
South	Land zoned IBP-5 with concrete haulage business (2438 Bowman St)
West	Doral Drive; Lands zoned IBP-5

ANALYSIS:

Site Inspection Date	May 1, 2025
Maintains the purpose and intent of the Official Plan: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<p>The subject lands are designated Employment Area on Schedule B6 in the Town Official Plan. Section 12.2.2 permits industrial warehouses, logistics facilities and ancillary offices on the subject land. The subject lands are not within Primary Visual Impact Area. The proposed industrial use conforms with Section 9.6 Innisfil Heights Strategic Settlement Employment Area policies.</p> <p>Section 12.9.9 states that the location of parking is a major determinant for the layout of a development that is pedestrian friendly and transit supportive. Where appropriate, the Town shall encourage the provision of surface parking areas in locations not visible from the public street, and if they are visible, they shall be screened from view from the street. Electric vehicle charging stations will be required for</p>

	<p>both employees and the traveling public. The proposed parking space is well screened from the street and 10 EV stations are proposed.</p> <p>The proposed design, massing and siting and functionality of the proposed industrial facility would achieve the intended design objectives of the Official Plan in the Site Plan design stage. Staff have spent many months in site plan pre-consultation and formal submission review with the applicant reviewing required variances and layout of the proposal and are satisfied with the rationale provided in the submitted PJR and Traffic Impact Brief and Swept Path Assessment. Loading spaces would be well-screened from roadways by setting them back within the building envelope. In addition, the proposed vegetation buffer and opaque fencing would assist in mitigating visual impact along Bowman Street.</p> <p>Considering the above, Staff are of the opinion the applications maintain the Town of Innisfil Official Plan, subject to the proposed conditions.</p>
<p>Maintains the purpose and intent of the Zoning By-law: <input checked="" type="checkbox"/>Yes <input type="checkbox"/>No</p>	<p>The subject land is zoned Industrial Business Park Exception 5 (IBP-5) in Zoning By-law 080-13, which permits industrial warehouse, logistics facility and office uses. Within the IBP-5 Zone, industrial uses are permitted, subject to specific use provisions contained in the Zoning By-law (i.e. Section 6.3.2.4 architectural controls) which would be reviewed and addressed during the Site Plan design stage.</p> <p>Minimum landscape strip depth abutting the street line (Bowman St) Section 6.2.(2) b) of the Zoning By-law requires every lot within an IBP Zone which abuts any other street must provide a strip of land having a minimum depth of 6 m immediately abutting the street line, to be used only for landscaped open space. The intent of the required landscaped depth is to accommodate landscaping and screening buffer that soften the industrial appearance from the visual impact and to support effective stormwater management. The PJR noted that the reduced landscape strip depth of 4 metres it to accommodate functional loading vehicle turning movements for the proposed industrial use. Vegetation buffers and a chain link fence are proposed to separate the proposed industrial use from the street view. Consideration is also given to the proposed 19.5m front yard setback of the building well beyond the minimum 8m requirement, which provides additional separation from the street view.</p> <p>Minimum landscape strip width along interior side lot line (North and South) Section 3.25 b) of the Zoning By-law requires a landscaped strip with a minimum of 3m in width to be provided in all institutional zones. It is noted in the PJR that “The majority of the north and south side yards contain a landscape strip of 4 metres except for two (2) specific areas where Barrier Free access is provided. These specific areas contain a reduced landscape strip width of 2.2 metres for approximately 2 metres in length.” Considering the variances are only for two specific areas along the side lot lines abutting properties with industrial</p>

	<p>business and the overall landscaped open space requirement is met, staff have no concerns regarding the proposed variance.</p> <p>Loading Space Section 3.28.6 of the Zoning By-law states that loading spaces shall not be located in the front or exterior side yards of any zone. The variance related to permitting loading spaces within the front yard is considered unavoidable based on the configuration of the building envelope and proposed parking areas. Detailed analysis regarding the functionality and accessibility of the loading spaces is provided in the PJR. The proposed loading spaces will be approximately screened with a recessed covered area and proposed vegetation buffer and opaque fencing.</p> <p>Parking Spaces Section 3.35.1.1 of the Zoning By-law provides the minimum parking space rates as follows:</p> <ul style="list-style-type: none"> • The parking rate for warehouses is 1 space per 100 square metres for the first 7,000 square metres. Minimum 35 parking spaces are required • The parking rate for office uses is 1 space per 28 square metres on the first floor plus 1 space for per 37 square metres above the first floor. Minimum 28 parking spaces are required. <p>Based on these rates, a total of 63 parking spaces are required for the proposed industrial development, whereas 46 parking spaces are proposed.</p> <p>The applicant has provided sufficient support for the variance reduction to 46 parking spaces in the Traffic Impact Brief in the opinion of Staff. The user only requires 25 spaces for employees, and 46 spaces far exceed anticipated demand in their view for visitors and future employment growth. The proposed accessible parking spaces are in compliance with the AODA standards, and electric vehicle charging stations are provided in accordance with per Official Plan Section 12.9.9.</p> <p>Overall, in consideration of the above, the requested four (4) variances maintain the purpose and intent of the Zoning By-law, subject to the proposed conditions.</p>
<p>The variance is desirable for the appropriate/orderly development or use of the land: <input checked="" type="checkbox"/>Yes <input type="checkbox"/>No</p>	<p>In the opinion of Staff, the above-mentioned variances are considered desirable for appropriate/orderly development of the land, subject to the proposed conditions. The subject lands are envisioned for employment uses, and municipal services are available and planned for the area. The proposed facility is strategically designed, massed and sited in a manner will not result in any detrimental impacts to the surrounding lands. The proposed building is in compliance with the balance of zoning standards such as side yard setbacks, height, lot coverage and landscaped open space. Site Plan Control is required, and the development is currently going through this process with Town Staff.</p>

The variance is minor in nature: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	The proposed variances are not expected to cause any substantial impact to surrounding properties as detailed herein. Staff are of the opinion that the variances are minor in nature in the context of the justification provided, including the parking brief, and subject to the recommended conditions. As stated, the development of the lands is also undergoing thorough review through the site plan control process, through which the requested variances arose.
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CONCLUSION:

The Planning Department recommends approval of application **A-013-2025, A-014-2025, A-015-2025 & A-016-2025** , subject to the proposed conditions

PREPARED BY:

Ingrid Li
Development Planner

REVIEWED BY:

Steven Montgomery, MCIP, RPP
Supervisor of Development Planning



Building Department

MEMORANDUM TO FILE

DATE: May 8, 2025

FROM/CONTACT: Jocelyn Penfold ex 3506 jpenfold@innisfil.ca

FILE/APPLICATION: A-013, 014, 015, 016-2025

SUBJECT: 2456 Bowman St.

Comments to applicant/owner for information purposes (Comments help provide additional information regarding the development of the subject lands to the applicant. Comments are not conditions of approval):

No comments.

Condition of Approval (Conditions of Approval are specific enforceable conditions regarding the subject lands should the Committee of Adjustment approve the application. For example: The applicant/owner shall apply for a building permit for the construction of a new dwelling to the satisfaction of the Building Department)

1. No comments.



Engineering

MEMORANDUM TO FILE

DATE: May 8, 2025

FROM/CONTACT: Adil Khan ex 3244 akhan@innisfil.ca

FILE/APPLICATION: A-013-2025

SUBJECT: 2456 Bowman Street

Comments to applicant/owner for information purposes (Comments help provide additional information regarding the development of the subject lands to the applicant. Comments are not conditions of approval):

1. No comment.

Condition of Approval (Conditions of Approval are specific enforceable conditions regarding the subject lands should the Committee of Adjustment approve the application. For example: The applicant/owner shall apply for a building permit for the construction of a new dwelling to the satisfaction of Community Development Standards Branch)

1. No comment.