

# City of Mississauga

## Memorandum:

### City Department and Agency Comments

Date Finalized: 2021-03-31	File(s): A111.21 Ward: 1
To: Committee of Adjustment	
From: Committee of Adjustment Coordinator	Meeting date:2021-04-08 1:00 PM

## Consolidated Recommendation

The City has no objections to the requested variances.

## Application Details

The applicants request the Committee to approve a minor variance to allow a triplex on the subject property proposing:

1. A triplex use whereas By-law 0225-2007, as amended, permits only a detached dwelling in this instance;
2. 3 parking spaces whereas By-law 0225-2007, as amended, requires a minimum of 4 parking spaces in this instance;
3. A landscape buffer of 3.0m (approx. 9.8ft) whereas By-law 0225-2007, as amended, requires a minimum landscape buffer of 4.5m (approx. 14.8ft) in this instance; and
4. A driveway width of 2.4m (approx. 7.9ft) whereas By-law 0225-2007, as amended, requires a minimum driveway width of 2.6m (approx. 8.5ft) in this instance.

## Recommended Conditions and Terms

Issuance of a heritage permit.

## Background

**Property Address:** 14 Front Street South

### Mississauga Official Plan

Character Area: Port Credit Neighbourhood (West)  
Designation: Mixed Use

**Zoning By-law 0225-2007**

**Zoning:** C4-48 (Commercial)

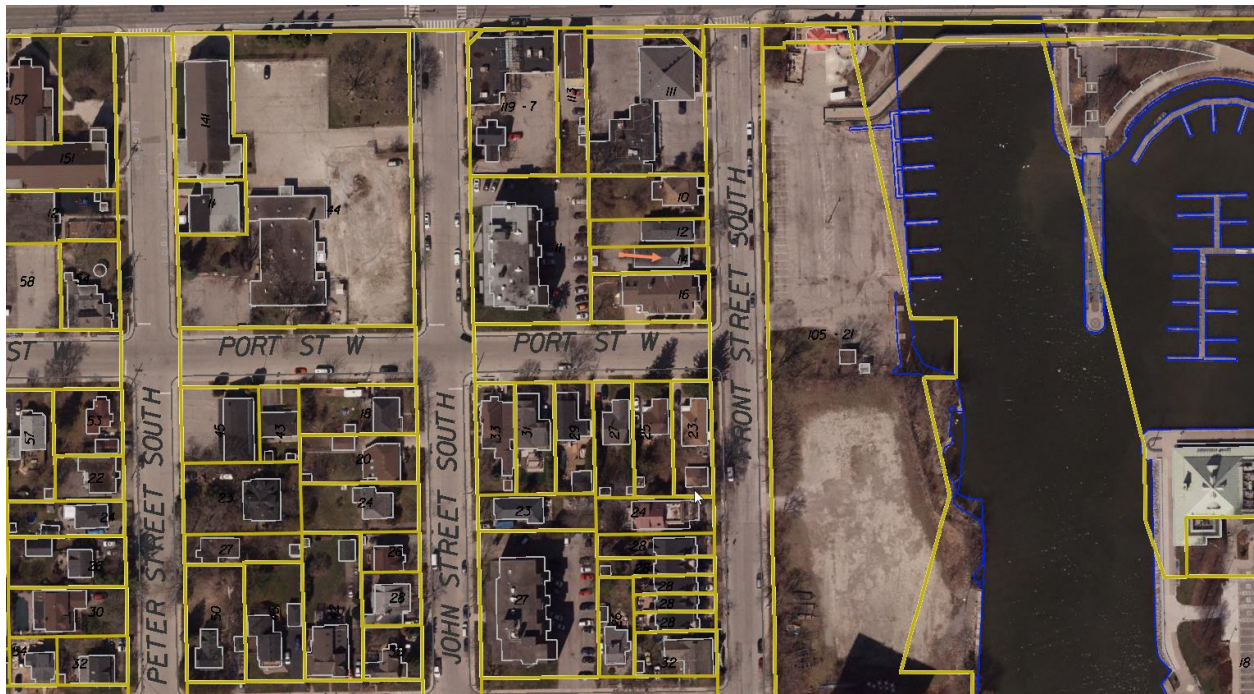
**Other Applications**

Pre-Application: 20-4234

**Site and Area Context**

The subject property is located within the Port Credit Heritage Conservation District of the Port Credit Neighbourhood Character Area, south of the Lakeshore Road West and Front Street South intersection. The immediate area contains a mix of low and high density residential and commercial uses. Immediately east of the subject property is a public parking lot. The subject property contains an existing two storey detached dwelling with a drive aisle leading to the rear yard.

The applicant is proposing to convert the existing detached dwelling into a triplex with no external changes being made to the dwelling. Variances are required to permit the triplex use, reduced parking, landscape buffer and driveway width.



## 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 subject property is designated Mixed Use in Schedule 10 of the Mississauga Official Plan (MOP) which permits residential, retail and personal service establishments, among other uses. The subject property is located within Special Site 6 of the Port Credit Local Area Plan which states:

“Buildings, including amenities and signage, whether new or modified, will have a single detached residential appearance consistent with the form, design and scale of the low density residential land use in the Old Port Credit Village Heritage Conservation District. In addition, the use will have a limited impact on the low density residential character of the area. New buildings or modified buildings will comply with the development standards of the adjacent low density residential area;”

Furthermore, the policy states that any required additional parking should be accommodated within the rear yard. The application does not propose any exterior alterations to the subject property, therefore, the building will have the appearance of a single residential dwelling consistent within the Old Port Credit Village Heritage Conservation District. Additionally, the parking will be completely located in the rear yard and hidden from the street. As such, staff is of the opinion that the application maintains the low density residential character of the surrounding area and that the general intent and purpose of the official plan is maintained.

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

Variance #1 proposes a triplex use whereas a detached dwelling is permitted. The subject property is zoned C4-48 (Commercial) which permits a mix of uses ranging from an office, personal service establishment and an apartment building. The exception zone allows for one additional use being a detached dwelling. The intent of the zoning by-law is to allow for a mix of uses that respects the low density residential character of the neighbourhood and also the Heritage District. Generally, staff do not support new residential uses where only a detached dwellings are permitted. However, in this instance, the subject property contains a Mixed Use designation in the official plan and commercial zoning in the by-law. The zoning by-law also permits an apartment dwelling which is defined as a building having more than three units within it. As of right, the applicant is permitted two units, one being the primary unit of the detached

dwelling and the other being a second unit. The application proposes one additional unit without altering the appearance of the proposed detached dwelling, thereby maintaining the current streetscape. Furthermore, the subject property is located in close proximity to Lakeshore Road Corridor and adjacent to an office use and larger residential apartment dwelling. As such, the proposal for a triplex is appropriate in this instance and will not negatively impact the character of the Old Port Credit Village Heritage Conservation District. Staff is of the opinion that the general intent and purpose of the zoning by-law is maintained.

Variance #2 proposes 3 parking spaces whereas a minimum of 4 spaces are required. 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 City Planning Strategies Division reviews variances related to parking and their comment is as follows:

Generally, City Planning Strategies is supportive of built forms that permit additional residential units given proposed policies in Bill 108 and the City's Housing Strategy, assuming the necessary parking requirements can be reasonably accommodated.

The subject property is located in the Port Credit Community Node, a neighbourhood which supports alternate modes of transit with walkable amenities, access to rapid transit (Port Credit GO Station and future Hurontario LRT), and multiple MiWay bus routes, which reduces the dependency on the car. The applicant is proposing to provide parking at a rate of 1.0 spaces per unit. As such, staff is of the opinion that the general intent and purpose of the zoning by-law is maintained.

Variances #3 and #4 propose a deficient landscape buffer and driveway width. The deficient landscape buffer is adjacent to a parking lot and low-rise apartment building which also has a deficient landscape buffer from the parking area. The proposed 3 m buffer is sufficient in providing a visual buffer between the subject property and the adjacent property. Regarding the driveway width, the proposed variance represents a minor deviation from what is required and will not create any additional undue impact from what is permitted. As such, staff is of the opinion that these variances are appropriate to be handled through the minor variance process and raise no concerns of a planning nature.

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

The Port Credit Local Area Plan states that buildings will have a single detached residential appearance that is consistent in form, design and scale of the low density residential land uses within the Heritage District. As the existing detached dwelling does not require any exterior alterations in order to accommodate a triplex, the appearance of the dwelling remains consistent with the existing and planned character of the surrounding neighbourhood. The subject property is zoned C4-48 which allows a mix of uses and is located in close proximity to the Lakeshore Road Corridor. Furthermore, the site abuts a mix of uses including an office use and low-rise

residential apartment building, limiting the impact of the proposed triplex. As such, staff is of the opinion that the application represents orderly development of the lands and is minor in nature.

## **Conclusion**

The Planning and Building Department has no objections to the requested variances.

Comments Prepared by: Lucas Petricca, Committee of Adjustment Planner

## Appendices

### Appendix 1 – Transportation and Works Comments

This Department has no objections, comments or requirements with respect to C.A. 'A' 111/21.

Comments Prepared by: John Salvino, Development Engineering Technologist

### Appendix 2 – Zoning Comments

The Building Department is currently processing a Zoning Pre-Application Review under file 20-4234. Based on review of the information currently available in this application, the variances, as requested are correct.

Please note that comments reflect those provided through the above 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: R. Thompson, Zoning Examiner

### Appendix 4 – Heritage

The subject property is designated under Part V of the Ontario Heritage Act as it forms part of the Old Port Credit Village Heritage Conservation District (HCD). Demolition, as well as the installation of new cladding, requires a heritage permit. As the proposal requires the demolition of an outbuilding, if approval is granted, it should be conditional upon the issuance of a heritage permit. The applicant is advised to visit our website for details on the process at [www.mississauga.ca/heritageplanning](http://www.mississauga.ca/heritageplanning).

Comments Prepared by: P. Wubbenhorst, Heritage Planner

### Appendix 5 – Region of Peel Comments

We have no comments or objections.

Comments Prepared by: Diana Guida, Junior Planner