



# Corporate Report

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Files CD.06.POR

**PDC FEB 25 2013**

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**DATE:** February 5, 2013

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: February 25, 2013

**FROM:** Edward R. Sajecki  
Commissioner of Planning and Building

**SUBJECT:** **Proposed Zoning By-law Amendments**  
**Port Credit Infill Housing Study – Hiawatha Neighbourhood**

**Public Meeting** **Ward 1**

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- RECOMMENDATION:**
1. That the report dated February 5, 2013, from the Commissioner of Planning and Building, titled "Proposed Zoning By-law Amendments, Port Credit Infill Housing Study – Hiawatha Neighbourhood", south of Lakeshore Road East, east of Elmwood Avenue South, be received for information.
  2. That the Planning and Building Department report back on any public submissions received and make specific recommendations to amend the existing "R15" (Detached Dwellings – Port Credit) zone standards in the Port Credit Infill Housing Study area in order to retain neighbourhood character and improve compatibility between existing housing and replacement housing and detached dwelling additions.

**REPORT  
HIGHLIGHTS:**

- Background information is provided on a review of existing zoning standards in the Port Credit Infill Housing Study area;
- Proposed solutions are discussed for retaining the neighbourhood character within the study area and addressing compatibility and massing issues associated with replacement

- housing and additions to existing detached dwellings;
- Comments received to date from neighbourhood residents through the public engagement process are summarized.

**BACKGROUND:**

In February 2012, as a consequence of a new detached dwelling being constructed at 90 Cumberland Drive and resulting public expressions of concerns, Ward 1 Councillor, Jim Tovey requested the Planning and Building Department to review the matter. This resulted in staff conducting a review of the existing Zoning By-law standards for the area, a public engagement process with area residents and suggesting various alternatives. The issue is replacement housing and large additions that are significantly larger than existing houses, thereby changing the character of this established neighbourhood.

**COMMENTS:****Port Credit Infill Housing Study**

The concept of regulating replacement housing and new additions through Zoning By-law standards is not new in Mississauga. The infill housing areas in Clarkson-Lorne Park, Mineola, the Port Credit and Meadowvale Village Heritage Conservation Districts and most recently in Streetsville are subject to specific Zoning By-law regulations that are designed to retain the character of these areas and reduce the incompatibility between existing houses and new houses and additions. In these areas, the Zoning By-law was modified from the base zone standards to include regulations that reduced lot coverage and dwelling heights, increased side yard setbacks, restricted garage projections, imposed a maximum dwelling unit depth and restricted the amount of gross floor area permitted to be built.

The Port Credit Infill Housing Study area comprises the residential neighbourhood located south of Lakeshore Road East, east of Elmwood Avenue South, as delineated on Appendix I-1.

### **Mississauga Official Plan Designation and Policies for the Port Credit Local Area Plan (November 14, 2012)**

Mississauga Official Plan (2011) was adopted by City Council on September 29, 2010 and partially approved by the Region of Peel on September 22, 2011. The Plan was appealed in its entirety, however, on November 14, 2012, the Ontario Municipal Board issued a Notice of Decision approving Mississauga Official Plan, as modified, save and except for certain appeals which have no effect on the Port Credit Infill Housing Study area.

The study area is located within a Neighbourhood Area (Port Credit Local Area Plan) and within the portion of the South Residential Precinct east of Elmwood Avenue South. The lands within the study area are designated "**Residential Low Density I**" which permits detached dwellings.

Mississauga Official Plan (Port Credit Local Area Plan) contains the following applicable policies with respect to the South Residential Precinct:

#### **2.1.2.2 South Residential**

These stable residential areas should be maintained while allowing for infill which is compatible with and enhances the character of the area.

- a. The predominant characteristics of these areas should be preserved including: the one to two storey building heights; the combination of small building masses on small lots (i.e. the scale of the neighbourhood is of modest detached dwellings); the physical and visual access to Lake Ontario; the well landscaped streetscapes; and the irregular street grid.
- b. Any development between the lake and the continuous lakefront trail should provide ample side yards to ensure visual access to the lake between buildings.

### **Draft Port Credit Local Area Plan**

At the September 17, 2012 Planning and Development Committee meeting, the Planning and Building Department presented a report titled "Draft Port Credit Local Area Plan", dated August 28, 2012. The meeting constituted the statutory Public Meeting under the *Planning Act* for the revised Plan. The draft Plan carries forward many existing policies and land use designations found in the existing Plan. The land use designation for the study area, which continues to fall within the South Residential Precinct, remains unaffected. It is expected that a report on comments to the Local Area Plan will be considered at a Planning and Development Committee meeting early in the new year.

### **Existing Zoning**

"R15" (Detached Dwellings - Port Credit), which permits detached dwellings on lots with a minimum frontage of 12.0 m (39.4 ft.) and a minimum lot area of 460 m<sup>2</sup> (4,951 sq. ft.). Appendix I-4 outlines the existing "R15" zone regulations.

### **Credit Valley Conservation (CVC) Restrictions**

In addition to the zone regulations, the lands immediately abutting Lake Ontario are regulated by CVC. Generally they require that dwelling units not be placed closer than 30 m (100 ft.) to the shore line. In addition, a 6.0 m (19.7 ft.) buffer setback will be required. Each individual property will be assessed on its own merits as it goes through the development process, however these general rules apply until further information is obtained.

### **Proposed Zoning By-law Amendments**

At this point the Planning and Building Department are considering the following combination of Zoning By-law amendments, subject to further community input:

For all standard "R15" zoned lots (see Appendix I-1):

- Maximum garage projection beyond the front face of a dwelling of 3.0 m (9.8 ft.);
- Maximum height from 9.2 m (30.2 ft.) to the midpoint of the roof to 9.5 m (31.2 ft.) to the peak of the roof (maximum height of the eaves 6.4 m (21 ft.) and a maximum height of 7.5 m (24.6 ft.) for a flat roof); and
- Maximum dwelling depth of 20 m (65.6 ft.) for all lots.

For most of the waterfront lots along Lake Ontario (see Appendix I-1):

- Maximum garage projection beyond the front face of a dwelling of 3.0 m (9.8 ft.);
- Maximum height from 9.2 m (30.2 ft.) to the midpoint of the roof to 9.5 m (31.2 ft.) to the peak of the roof (maximum height of the eaves 6.4 m (21 ft.) and a maximum height of 7.5 m (24.6 ft.) for a flat roof);
- Maximum permitted lot coverage from 40% to 30%; and
- Minimum front yard setback from 6.0 m (19.7 ft.) to 9.0 m (29.5 ft.) or where a lot abuts a lot with an existing front yard of 12 m (39.3 ft.) or more, the minimum front yard shall be 12 m (39.3 ft.).

### **Projecting Garages**

A review of dwellings within the study area indicates that few dwellings have attached garages that project beyond the main face of the dwelling. In order to maintain this design characteristic, it is proposed that a regulation which prohibits the face of an attached garage from projecting beyond the main face of the dwelling more than 3.0 m (9.8 ft.) be included, thereby reducing the prominence of garages. Allowing a partial garage projection will adequately protect the general character of the area while providing sufficient flexibility in design for replacement dwellings and additions.

### **Reduction in Height**

The existing "R15" zone permits a maximum height of 9.2 m (30.2 ft.) to the midpoint of the roof which is measured from average grade of the lot to the mid-point of the roof of a sloped roof. This means that the highest point of a roof can be significantly higher depending upon the pitch of the roof. For the infill housing areas in Clarkson-Lorne Park, Mineola and Streetsville, the maximum dwelling height is measured as the distance between the average grade of the lot and the highest ridge of a sloped roof. The maximum height in these areas has also been reduced to 9.0 m (29.5 ft.) and 9.5 m (31.2 ft.) depending upon lot frontage. There is another zoning regulation that requires a maximum height to the underside of the roof eaves of 6.4 m (21 ft.). This regulation simply brings the edge of the roof closer to the ground, which significantly lessens the visual massing of a dwelling.

The existing "R15" zone permits a flat roof of 9.2 m (30.2 ft.) measured between the average grade of a lot to the highest point of a flat roof. This existing height regulation would permit a 3 storey dwelling which would be out of character with the dwellings in this neighbourhood. In addition to the above-noted reduced heights for dwellings with sloped roofs, the infill residential areas of Clarkson-Lorne Park, Mineola and Streetsville are also subject to a reduced maximum height provision of 7.5 m (24.6 ft.) for a flat roof.

### **Maximum Dwelling Depth**

The majority of lot depths within the study area are 46 m (150 ft.). The existing "R15" zone permits a detached dwelling to have continuous dwelling depth as long as the proposed dwelling complies with the minimum front yard setback of 6.0 m (19.6 ft.) and the minimum rear yard setback of 7.5 m (24.6 ft.). A new dwelling was constructed on Oakwood Avenue South which is over 30 m (100 ft.) in length and is out of character with the adjacent dwellings.

The infill residential areas of Clarkson-Lorne Park, Mineola, and Streetsville include a maximum dwelling depth standard of 20 m (65.5 ft.). This provision effectively regulates the overall mass of dwellings and encourages attached garages to be incorporated into the mass of the dwelling, rather than projecting beyond or behind the dwellings.

### **Increased Front Yard Setback**

The existing "R15" zone requires a minimum 6.0 m (19.6 ft.) front yard setback. Front yard setback means a yard extending across the full width of a lot between the front lot line and the nearest part of any building or structure on the lot. The majority of standard lot dwellings in the study area are at or close to this setback. However, the waterfront lot dwellings on the south side of Cumberland Drive have a significantly larger setback. While some new dwellings have been constructed to the minimum 6.0 m (19.6 ft.) setback, the majority of the dwellings are within a range of 10 m (32.8 ft.) to 28 m (91.8 ft.) with the average being approximately 22 m (72.2 ft.). A new dwelling having a setback of 6.0 m (19.6 ft.) was recently constructed on the south side of Cumberland Drive which is much closer to the street than the adjacent neighbour that is setback approximately 25 m (82 ft.) and not in keeping with the existing character of the neighbourhood.

The "R1" (Detached Dwellings) zone category includes a requirement for a minimum front yard setback of 9.0 m (29.5 ft.) or where a lot abuts a lot with an existing front yard of 12 m (39.3 ft.) or more, the minimum front yard shall be 12 m (39.3 ft.). This provision will better protect the character of the existing waterfront lots.

### **Reduced Lot Coverage**

Maximum lot coverage is the percentage of the lot area that is covered by all buildings and structures. The existing "R15" zone permits a maximum lot coverage of 40%. Although lot coverage does reduce the permitted size of the dwelling, it does not address height incompatibilities and, if reduced significantly, may not allow

the construction of a one storey addition if the existing dwelling and any accessory structures are at or close to the maximum lot coverage permitted.

Reducing the lot coverage from 40% to 30% for most of the waterfront lots in combination with the various proposed zone regulations for these lots, as noted above, could be a very effective method for addressing compatibility and character concerns. A reduction in the size and height of replacement dwellings and additions would better respect the scale of the existing dwellings on abutting lots, thereby maintaining the character of the neighbourhood. A new dwelling having a lot coverage of 36% was recently constructed at 90 Cumberland Drive which is excessively larger than other dwellings in the neighbourhood.

**COMMUNITY ISSUES:** Ward 1 Councillor, Jim Tovey held two community meetings on March 3, 2012 and November 22, 2012. Approximately 200 residents attended the first community meeting and approximately 150 attended the second community meeting. In addition, the Ward 1 Councillor arranged 3 focus group meetings which were held on April 3, 2012, May 23, 2012 and October 3, 2012. The focus group consisted of approximately 30 interested residents from the immediate neighbourhood who signed up at the first community meeting or contacted the Councillor's office following the meeting. Everyone who expressed an interest in the Port Credit Infill Housing Study was permitted to be on the focus group. The focus group identified several issues related to built form. These included:

- Some residents felt that the waterfront lots along the south side of Cumberland Drive were different than the lots in the rest of the neighbourhood and should, therefore, be separated out and have different restrictions;
- Consistency of minimum front yard setback in particular to 90 Cumberland Drive;
- Overall massing of the dwellings;
- Maximum dwelling height;
- Maximum lot coverage;
- Minimum side yard setbacks;



- Maximum dwelling depth;
- Overall dwelling size;
- Character; and
- Two storey projecting garages.

At the November 22, 2012 community meeting, City staff distributed a survey (see Appendix I-5) that was intended to gauge the interest of the community in revising the existing Zoning By-law regulations. Surveys were distributed by the Councillor's office to every home within the Port Credit Infill Housing Study area. A total of 147 surveys were returned from 106 households. Of the surveys submitted, 88% (88% of individual households) indicated they would like to see changes to the existing Zoning By-law regulations.

The following additional information was obtained from the surveys.

- 74% (74% of households) felt that a change in minimum **front yard setback** was required;
- 65% (63% of households) felt a change in minimum **side yard setbacks** was required;
- 81% (81% of households) felt a change in maximum **dwelling height** was required;
- 80% (79% of households) felt a change in **overall size of the dwelling** was required;
- 77% (75% of households) felt a change in maximum **lot coverage** was required;
- 76% (74% of households) felt a change in **maximum dwelling depth** was required;
- 75% (75% of households) felt a change in **maximum garage projection** beyond the front wall of the dwelling was required.

In addition, the community was surveyed to determine if they felt the waterfront lots along the south side of Cumberland Drive should have different zoning restrictions than the rest of the neighbourhood. 57% (50% of households) felt these lots should be treated differently.

Additional comments received from the survey are summarized below and will be taken into consideration when preparing the Supplementary Report:

- Some lots on the south side of Cumberland Drive are not as deep as others and more restrictive Zoning By-law standards would be too onerous and deem most of the properties undevelopable, and therefore need to be looked at individually;
- Lots that are narrower than the required minimum frontage of 12 m (39.4 ft.) would have a difficult time constructing a reasonably sized house with the proposed new maximum dwelling depth restriction;
- At the focus group meeting, residents made a presentation showing that dwelling height was not an issue but rather the design and overall massing of the dwelling was the issue and, therefore some residents felt a height restriction was not required;
- Site Plan Control was not something the residents wanted;
- A maximum dwelling depth restriction on the waterfront lots is required to ensure that a long and linear dwelling such as 90 Cumberland Drive does not happen again;
- The waterfront lots should not be treated any different than the other lots in the neighbourhood and should also have a dwelling depth restriction; and
- There are currently no projecting garages on the standard lots and therefore, new restrictions should not allow for any garage projection.

**FINANCIAL IMPACT:** Not applicable.

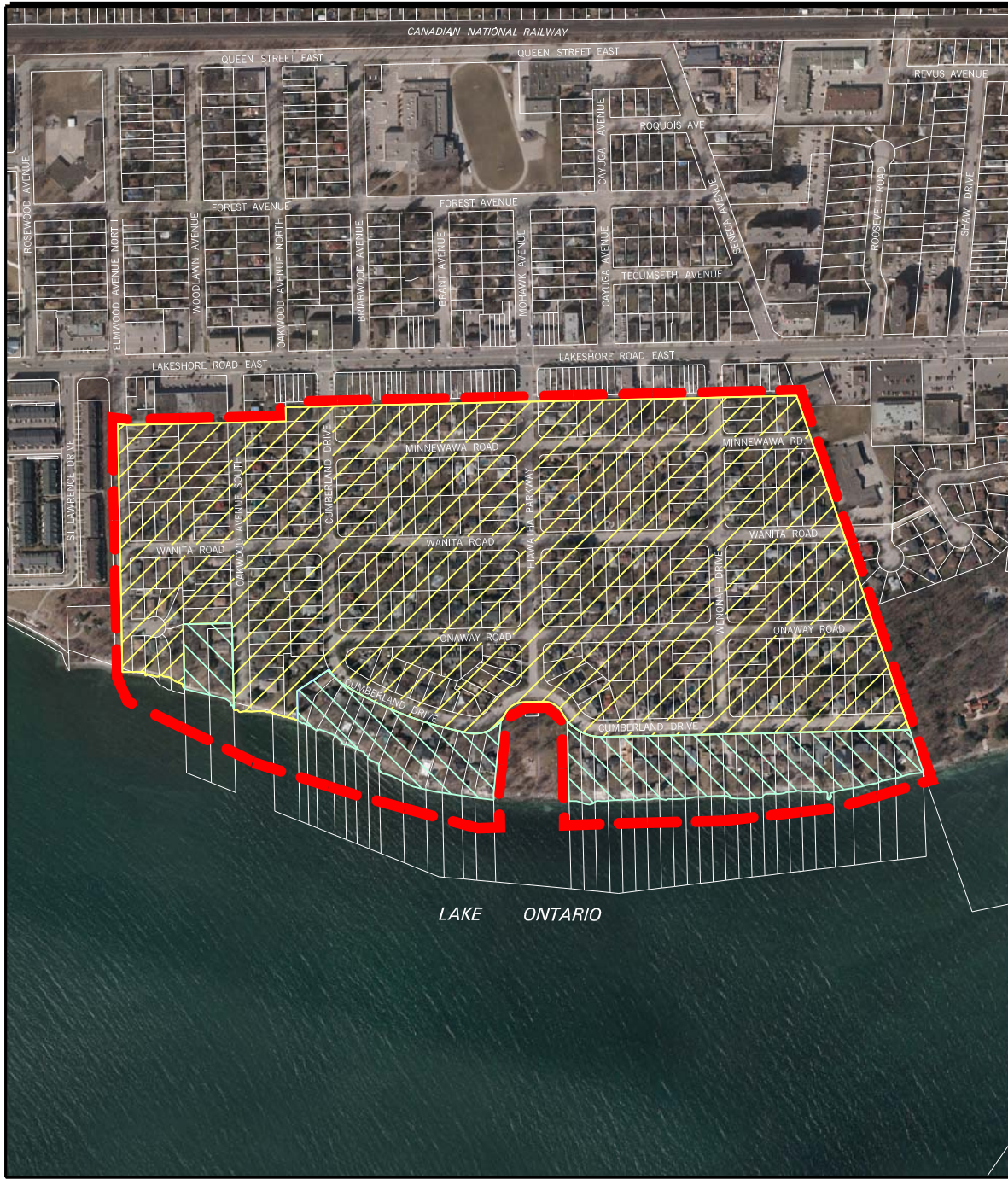
**CONCLUSION:** Once public input has been received, and all issues are identified the Planning and Building Department will be in a position to make recommendations regarding the proposed amendments to the Zoning By-law for the "R15" (Detached Dwellings – Port Credit) zone within the Port Credit Infill Housing Study area.

- ATTACHMENTS:
- Appendix I-1: Location of Study Area
  - Appendix I-2: Excerpt of Port Credit Local Area Plan  
Land Use Map
  - Appendix I-3: Excerpt of Existing Zoning Map
  - Appendix I-4: Existing "R15" Zone Regulations
  - Appendix I-5: Neighbourhood Survey

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Edward R. Sajecki  
Commissioner of Planning and Building

*Prepared By: Sharon Mittmann, Urban Designer*



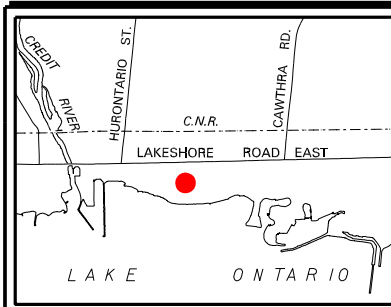
**LEGEND:**

-  Location of Study Area
-  Standard Lots
-  Waterfront Lots

Date of Aerial Photo: May 2012



**SUBJECT: PORT CREDIT INFILL HOUSING STUDY-  
HIAWATHA NEIGHBOURHOOD**



FILE NO: CD-06-POR	<b>APPENDIX I-1</b>
DWG. NO: HIAWATHA_H	
SCALE: 1:7000	
PDC DATE: 2013 02 25	
DRAWN BY: N. BISKARIS	

# Part of Schedule 10 Land Use Designations of Mississauga Official Plan

## LAND USE DESIGNATIONS

- |                            |                     |
|----------------------------|---------------------|
| Residential Low Density I  | Business Employment |
| Residential Low Density II | Industrial          |
| Residential Medium Density | Airport             |
| Residential High Density   | Institutional       |
| Downtown Mixed Use         | Public Open Space   |
| Downtown Core Commercial   | Private Open Space  |
| Mixed Use                  | Greenbelt           |
| Convenience Commercial     | Parkway Belt West   |
| Motor Vehicle Commercial   | Utility             |
| Office                     | To Be Determined    |

## LAND USE LEGEND

- |   |                              |
|---|------------------------------|
| Heritage Conservation District                            | Civic Centre (City Hall)     |
| 1996 NEP/2000 NEF Composite Noise Contours                | City Centre/Transit Terminal |
| LBPIA Operating Area Boundary See Aircraft Noise Policies | GO Rail Transit Station      |
| Area Exempt from LBPIA Operating Area                     | Public School                |
| Natural Hazards   | Catholic School              |
|   | Hospital                     |
|   | Community Facilities         |

## CITY STRUCTURE

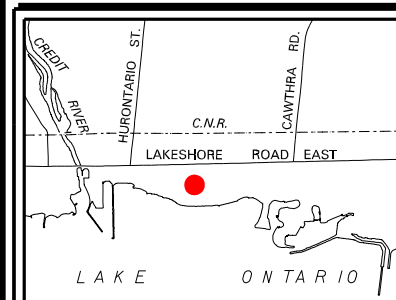
### Elements

- |                |                      |
|----------------|----------------------|
| Downtown       | Corporate Centre     |
| Major Node     | Employment Area      |
| Community Node | Special Purpose Area |
| Neighbourhood  |                      |

Location of Study Area



## SUBJECT: PORT CREDIT INFILL HOUSING STUDY-HIAWATHA NEIGHBOURHOOD



FILE NO:  
CD-06-POR

DWG. NO:  
HIAWATHA\_L

SCALE:  
1:7000

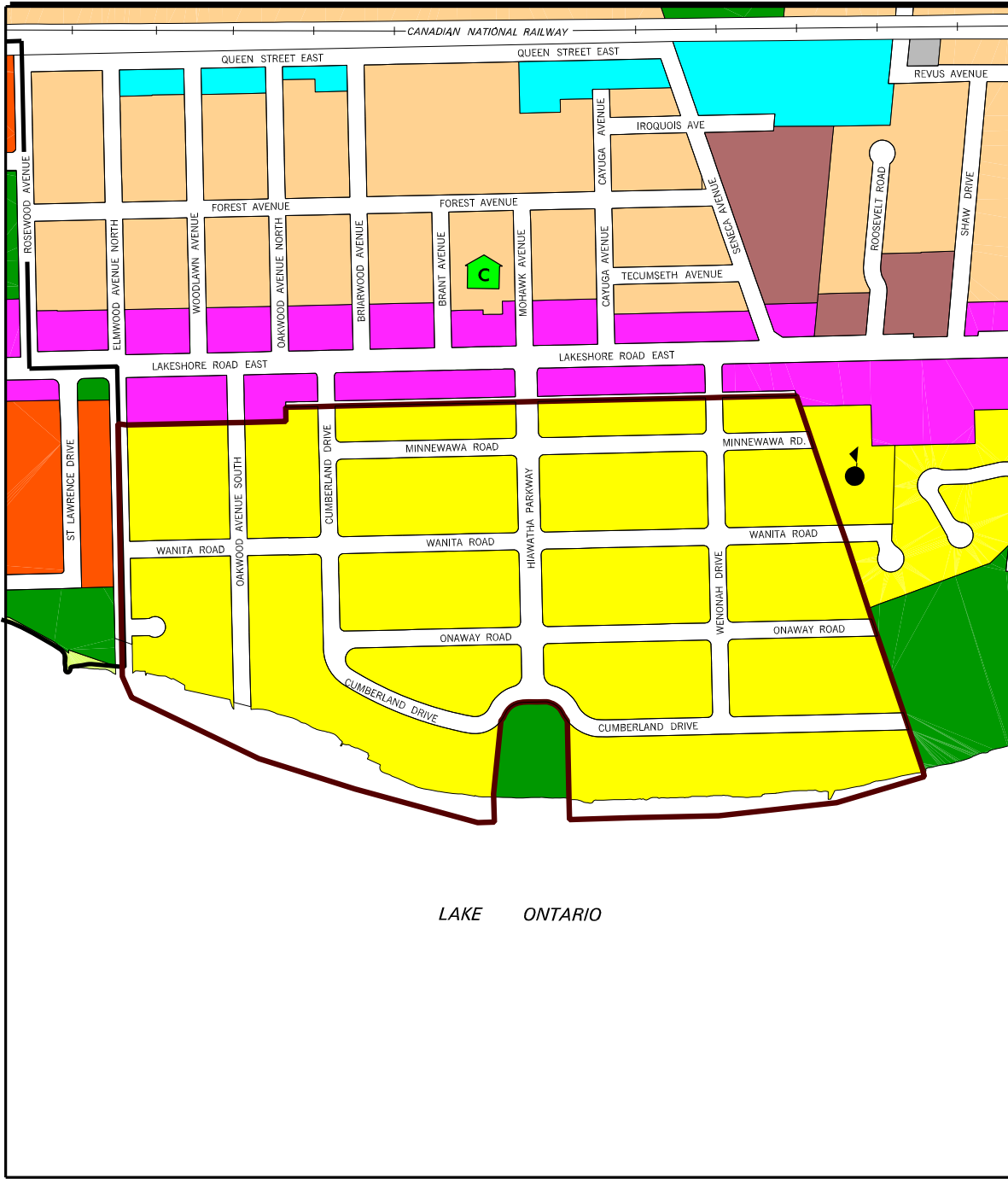
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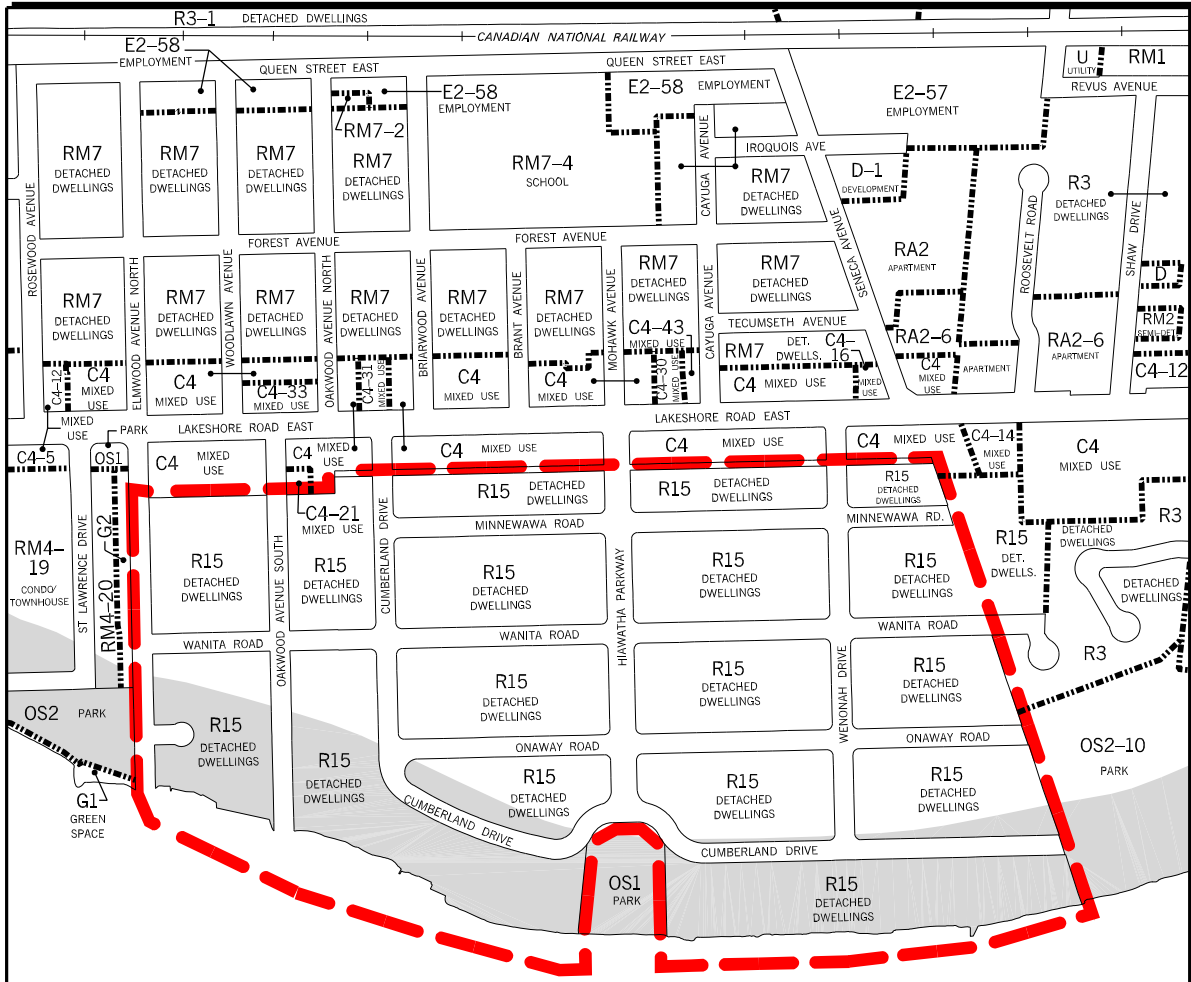
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N. BISKARIS

APPENDIX I-2



**MISSISSAUGA**  
Planning and Building


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T&W, Geomatics



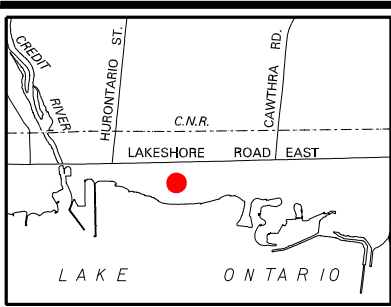


**LEGEND:**

-  Location of Study Area
-  Greenbelt Overlay

**NOTE:** EXISTING ZONING DELINEATED ON THE PLAN 

**SUBJECT: PORT CREDIT INFILL HOUSING STUDY-  
HIAWATHA NEIGHBOURHOOD**



FILE NO: CD-06-POR	<b>APPENDIX I-3</b>
DWG. NO: HIAWATHA_R	
SCALE: 1:7000	
PDC DATE: 2013 02 25	
DRAWN BY: N. BISKARIS	

**MISSISSAUGA**  
Planning and Building

Produced by  
**T&W, Geomatics**

## Part 4 - Residential Zones

<b>4.6</b>	<b>R15 ZONE (DETACHED DWELLINGS - PORT CREDIT)</b>
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**4.6.1 R15 Permitted Uses and Zone Regulations**

All buildings and structures shall comply with the provisions contained in Parts 1 to 3 and Section 4.1 of this By-law, and the uses and zone regulations specified within the applicable zone column contained in Table 4.6.1 - R15 Permitted Uses and Zone Regulations.

**Table 4.6.1 - R15 Permitted Uses and Zone Regulations**

Column	A	B
Line 1.0	ZONES	R15
<b>PERMITTED USES</b>		
2.0	RESIDENTIAL	
2.1	Detached Dwelling	✓ <sup>(1)</sup>
<b>ZONE REGULATIONS</b>		
3.0	MINIMUM LOT AREA	460 m <sup>2</sup>
4.0	MINIMUM LOT FRONTAGE	12.0 m
5.0	MAXIMUM LOT COVERAGE	40%
6.0	MINIMUM FRONT YARD	6.0 m <sup>(2)</sup>
7.0	MINIMUM EXTERIOR SIDE YARD	4.5 m <sup>(2)</sup>
8.0	MINIMUM INTERIOR SIDE YARD	
8.1	Detached dwelling with an attached garage	1.2 m <sup>(2)</sup>
8.2	Detached dwelling without an attached garage	3.0 m on one side of the lot and 1.2 m on the other side <sup>(2)</sup>
9.0	MINIMUM REAR YARD	7.5 m <sup>(2)</sup>
10.0	MAXIMUM HEIGHT	9.2 m
11.0	ATTACHED GARAGE, PARKING AND DRIVEWAY	
11.1	Attached garage	Permitted <sup>(3)</sup>
11.2	Minimum parking spaces	✓ <sup>(4) (5)</sup>
11.3	Maximum driveway width	Lesser of 8.5 m or 50% of lot frontage <sup>(4)</sup>
12.0	ACCESSORY BUILDINGS AND STRUCTURES	✓ <sup>(6)</sup>

- NOTES:**
- (1) See Subsections 4.1.1, 4.1.16 and 4.1.17 of this By-law.
  - (2) See also Subsections 4.1.7 and 4.1.8 of this By-law.
  - (3) See also Subsection 4.1.12 of this By-law.
  - (4) See also Subsection 4.1.9 of this By-law.
  - (5) See also Part 3 of this By-law.
  - (6) See Subsection 4.1.2 of this By-law.

## Port Credit Infill Housing Hiawatha Neighbourhood Survey

Do you want changes to the Zoning By-law in your neighbourhood?

Yes	No
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How important are these issues to you? (1 = not important 3 = very important)

Issue	1	2	3
The water lots along the south side of Cumberland Drive should have different restrictions than the rest of the neighbourhood;			
Character of the Neighbourhood			
Overall size of the dwelling			
Front yard setback			
Lot coverage			
Side yard setbacks			
Maximum depth of a dwelling			
Dwelling height			
Garages that project beyond the front wall of the dwelling			

**Additional Comments:** \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Name:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**Phone/email:** \_\_\_\_\_

Please submit survey only, by mail/email to the City by December 06, 2012

Sharon Mittmann  
 City of Mississauga  
 Planning and Building Department  
 Development and Design Division  
 300 City Centre Drive  
 Mississauga, Ontario L5B 3C1

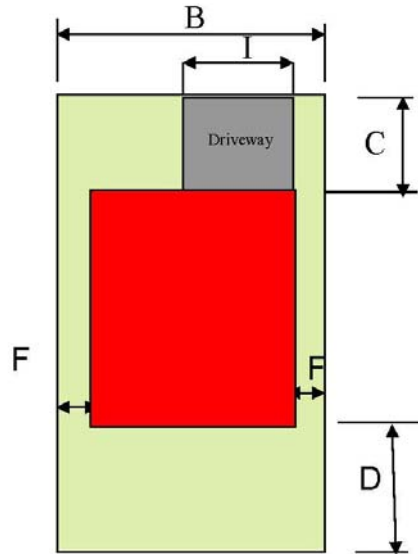
Or email to [sharon.mittmann@mississauga.ca](mailto:sharon.mittmann@mississauga.ca)



**Existing R15 Zone Provisions**

Typical lot in the area is approximately  
 15.2 m x 46 m (50 ft. x 151 ft.)  
 (700 m<sup>2</sup> (7,536 ft<sup>2</sup>))

Average Water lot is approximately  
 15.2 x 75 m (50 ft. x 246 ft. )  
 1140 m<sup>2</sup> (12, 271 ft<sup>2</sup>)



<b>A = Minimum Lot Area</b>	<b>460 m<sup>2</sup> (4,952 ft<sup>2</sup>.)</b>
<b>B = Minimum Lot Frontage:</b>	<b>12m (39 ft.)</b>
<b>C = Minimum Front Yard Setback:</b>	<b>6.0 m (19.6 ft.)</b>
<b>D = Minimum Rear Yard Setback:</b>	<b>7.5m (24.6 ft.)</b>
<b>E = Maximum Lot Coverage:</b>	<b>40%</b>
<b>F = Minimum Side Yards:</b>	<b>1.2 m (4.0 ft.)</b>
<b>G = Maximum Height:</b>	<b>9.2 m (30 ft.) - mid-point of roof</b>
<b>I = Maximum Driveway Width:</b>	<b>Lesser of 8.5 m (27.88 ft.) or 50% of lot</b>