

May 15, 2020**Via Digital Submission**

Attn: Ashlee Rivet-Boyle BES, MCIP, RPP
Planner, Development South
City of Mississauga
Planning and Building Department
300 City Centre Drive
Mississauga, Ontario, L5B 3C1

**Re: Addendum to Planning Justification Report
Applications for a Zoning Bylaw Amendment and Plan of Subdivision (Phase 1)
Mattamy (5150 Ninth Line) Limited
5150 Ninth Line
Parts 1,2,6,7,9,10 on Plan 20R-21132
City of Mississauga
Existing City File # OZ 19/018 W10 & File # 21T-M 19006 W10**

Dear Ms. Rivet-Boyle,

Please accept this Addendum to our Planning Justification Report (November 2019) in support of Zoning By-law Amendment and Draft Plan of Subdivision applications (OZ 19/018 W10 and 21T-M 19006 W10) on the above noted lands.

By way of background, the development concept has been revised to reflect the refined alignment of the MTO Transitway Corridor, as provided at the second Public Information Centre held in February 2020. The revised applications represent the ultimate land to be developed following the completion of the Transit Project Assessment Process (TPAP). The purpose of this addendum report is to outline the nature of the revised proposal and requested special provisions to the proposed zoning categories in the City of Mississauga's comprehensive Zoning By-Law.

This Addendum is intended to supplement, and be read in conjunction with, the original report prepared for the subject lands. The following studies were also updated and enclosed under separate cover:

- Building Elevations & Floor Plans – Q4 Architects
- Concept Plan / Phasing Plan – Korsiak Urban Planning
- Draft Plan of Subdivision – Korsiak Urban Planning
- Composite Plan – Korsiak Urban Planning
- Environmental Impact Study (EIS) – SAVANTA

- Landscape Plans – NAK Urban Strategies
- Sun / Shadow Study – NAK Urban Strategies
- Urban Design Study – NAK Urban Strategies
- Functional Servicing Report & Stormwater Management – Urbantech Consulting
- Housing Report – Altus Group Economic Consulting
- Noise Study – YCA Engineering
- Traffic Impact Study & Transportation Demand Management Strategy – Crozier Engineering
- Right of Way Justification Report – Crozier Engineering
- Decommissioning Letter – DS Consultants
- Reliance Letter (Environmental Site Assessment) – DS Consultants
- Heritage Impact Study – ARA Consultants
- Status Update Letter on Stage 2 Archaeological Assessments – ASI Consultants

1.0 The Proposed Development

The initial Draft Plan concept proposed a combination of traditional front loading, back-to-back, and dual-front townhouses for a total of 164 residential units. The development was divided in two phases based on the Transitway Corridor Study Zone of 74 metres in depth, which included a 14.0 metre building setback. Lands outside of this MTO study area were the subject of the original application as the first Phase of development with a total of 119 townhouse units.

The revised proposal (*Figure 1*) reflects the refined MTO Transitway Corridor of approximately 14 metres in depth and includes a 14-metre building setback, which allows for a combined total development of 180 units on the subject lands. The revised *Draft Plan of Subdivision (Figure 2)* is largely consistent with the original submitted in November 2019, with minor re-alignment to the 20-metre Street ‘A’ to allow continuation with the future development to the south.

Phase 1 Unit Counts – Oct 2019 Plan and May 2020 Plan

Unit Type	October 2019 Plan	May 2020 Plan
Dual Frontage Towns	15	17
Street Towns	63	71
Street Towns - Freehold	17	19
Back-to-back Townhouse	24	29
TOTAL	119	133

The 60-metre Transitway Corridor Study area is proposed to be developed following the completion of the TPAP in approximately 3 months. As such, the entire developable area is contemplated with an updated composite plan (Figure 3). The lands within the MTO Transitway Corridor study area could be accessed via an Easement Agreement, which will be facilitated under the same Condominium Corporation.

A temporary turning circle is shown on the Draft Plan where Street 'A' is to continue south with the future development for the lands at 5080 Ninth Line. This temporary turning circle and intersection with Street 'A' and CEC Road 'C' will be finalized during detailed design.

To protect the woodlot to the north, a 10-metre buffer has been provided with an additional 2.1 metre landscape buffer. The design and function of this buffer will incorporate a modified infiltration swale that will maintain the existing infiltration function of groundwater flows from the woodlot and provide opportunities for pooling to support amphibian habitat. As such, provisions for a variable-width zone (VPZ) has also been considered to demonstrate that the City woodlot will be sufficiently protected in the post-development landscape. Further details regarding the modified infiltration swale and the VPZ is discussed in the revised EIS.

A communal private outdoor private amenity space is provided in a central location, which further functions to house Low Impact Development (LID) features as detailed in the revised FSR/SWM Report and the Urban Design Study (UDS). This amenity space is sized and programmed to allow passive recreation for the local residents. Larger, more active recreation opportunities are supported by the 55-acre City Park 459 located north of this development. Pedestrian connectivity is facilitated through strategic placements of sidewalks and mid-block connections to enhance circulation internal and external of the site.

Using the Region of Peel 2041 Growth Management forecast of 2.33 persons per townhouse unit (year 2031), the 180 development achieves a net density of 48.4 uph and 113 residents per net hectare based on 3.72 hectares of developable land (i.e., excluding the public road, Transitway Corridor and 14.0 metre building setback, and woodlot buffer). The first phase is proposed at 133 units over 3.16 ha, achieving approximately 42.1 uph and 98 residents per hectare.

For the lands currently zoned "Development" (D), a Zoning By-law Amendment is required.

2.0 Planning Policies

On February 28, 2020, the Government of Ontario released the Provincial Policy Statement (PPS) 2020, which will come into full force and effect on May 1, 2020. New PPS policies applicable to the proposal are described in *Appendix I*.

The City of Mississauga has requested that all new medium and high-density development applications containing 50 or more units that are within neighbourhoods outside of designated mall-based nodes provide a minimum rate of 10% of “affordable middle-income housing units”. It is noted that inclusionary zoning policies are not yet in place to legally require these quotas. Notwithstanding this, a Housing Report prepared by Altus Group provides an analysis of how the proposal addresses the need for ground related housing stock, while meeting the Region and City’s housing targets.

Within the Ninth Line Neighbourhood Character Area in the City’s Official Plan, the proposed three-storey townhouse development will ensure a range and mix of housing options, in addition to the high-density housing options around the Major Transit Station Areas located at Britannia Road West and Derry Road West and the future high-density development proposed to the south. The different types of townhouse products offer a range in unit size, bedrooms, and affordability. Further to this, the study demonstrates how the proposal achieves the targets as set out in the current Official Plan policies.

3.0 Urban Design

An updated Urban Design Study has been prepared in support of this revised development proposal, which demonstrates how it is consistent with the vision and principles of the Official Plan and Ninth Line Character Area and the Shaping Ninth Line Urban Design Guidelines. The UDS highlights how the variety in built form and layout provides for an urban nature of the site, while ensuring adequate pedestrian connectivity and open spaces. The cross-sections and plan views of the housing products demonstrate how the block designs allow for unencumbered landscaping, sustainable LID features, and an appropriately designed communal outdoor amenity space. Furthermore, the UDS also analyzes how the proposed development will enhance the community and reinforces the notion of eyes on the street. Strong streetscapes are provided along the public roads to provide for a comfortable pedestrian environment, while still achieving the City’s targeted massing and land uses that are compatible to the Lisgar neighbourhood to the east. Further details of townhouse block design and architectural elevations that achieve both an attractive streetscape and provides for a range of housing options will be reviewed at the detailed design and site plan stage.

4.0 Right-of-Way Justification Letter

As requested from the City's Traffic Reviewer, a Right-of-Way Justification Letter has been prepared in addition to the Traffic Impact Study and Transportation Demand Management Plan. The letter considers public transit facilities, pedestrian facilities, cycling facilities, on-street parking and curbside management and traffic calming measures. The letter presents additional rationale for all proposed street hierarchy, which are sufficient to allow vehicle maneuverability for vehicles of all classification and can accommodate utilities and civil services without adversely impacting the functionality from a traffic and safety perspective. The ROW Justification includes turning diagrams, cross sections for proposed laneways, rear lane product parking diagram, and typical laneway standard drawings samples.

5.0 Zoning By-Law Amendment

The proposal seeks to rezone the lands to site specific Residential Medium Density zones for the street townhouses (RM5-xx zone), traditional front load and dual-front / rear-lane townhouses on a condominium road (RM6-xx zone), and back-to-back townhouses on a condominium road (RM11-xx zone). The buffer to the woodlot will be zoned open space (G1). Relief is required from respective parent zones in order to facilitate the proposed development and accommodate a range of housing types and built forms.

The draft Zoning Schedule (*Appendix II*) and Zoning Compliance Matrices (*Appendix III*) identify the proposed zones and requested variances. Although the City's zoning provisions for back to back townhouse zones have been recently updated, the updates were envisioned for infilling and redevelopment of existing sites, not greenfield development. Therefore, the nature of the requested variances are appropriate to emphasize a walkable community with compact built form, which conforms to the intent of Provincial Growth Policies and the density objectives in the City of Mississauga Official Plan for the Ninth Line Character Area. Please refer to the Zoning Compliance Matrices for further justification on the requested variances. A Zoning By-Law Amendment will be provided following additional review, as requested by the City.

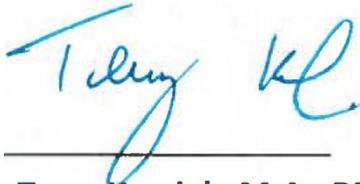
6.0 Planning Opinion

The proposed Zoning By-law Amendment and Draft Plan of Subdivision for development of the land is justified and represents good planning for the following reasons:

1. The proposal continues to be consistent with the Provincial Policy Statement and conforms to the City of Mississauga Official Plan;
2. The revised proposal further contributes to the achievement of minimum density numbers required by the Province, Region and City;
3. The proposal introduces a mix of residential townhouse building types to accommodate families of different sizes and incomes;
4. The development continues to make efficient use of existing and planned hard and soft services;
5. The proposal protects lands to be used for the proposed 407 transitway and accommodates an appropriate buffer;
6. The density of development and road fabric is supportive of existing and future transit services and active transportation;
7. The highly interconnected modified grid road pattern will establish an efficient and safe pedestrian movement system via sidewalks, walkways and trails;
8. The proposal complements and benefits from many of the adjacent services and amenities; and
9. The proposal reduces the dependence on the automobile as it contributes to the development of a mixed-use, transit supportive and pedestrian friendly environment.

Respectfully submitted,

KORSIK URBAN PLANNING



Terry Korsiak, M.A., RPP



Wayne Coutinho, MPI, BSc Env.

List of Figures

FIGURE 1: CONCEPTUAL SITE PLAN

FIGURE 2: DRAFT PLAN OF SUBDIVISION

FIGURE 3: COMPOSITE PLAN

List of Attachments

APPENDIX I: NEW APPLICABLE PROVINCIAL POLICY STATEMENT 2020 POLICIES

APPENDIX II: DRAFT ZONING BY-LAW AMENDMENT SCHEDULE

APPENDIX III: ZONING COMPLIANCE MATRICES

5150 NINTH LINE

CONCEPT PLAN
Option 1

Product Type	Unit Count
Dual Frontage Towns	17
Towns	76
Towns - Freehold	19
Back to Backs	68
Total	180

Developable Area = ±3.72 ha (excluding transit corridor, 14m MTO setback, 10m Buffer, public road)
Density = 48.6 UPH

Visitor Parking Required (excluding freehold):
161 units x 0.25 spaces/unit = 41 spaces

Visitor Parking Provided: 42 spaces

Amenity Area Required (excluding freehold):
68 B2B units x 2.8 m²/unit = 190.4 m²
93 Condo townhouses x 5.6 m²/unit = 520.8 m²
Total Required = 711.2 m²

Amenity Provided = 668 m² (4.15 m²/unit)

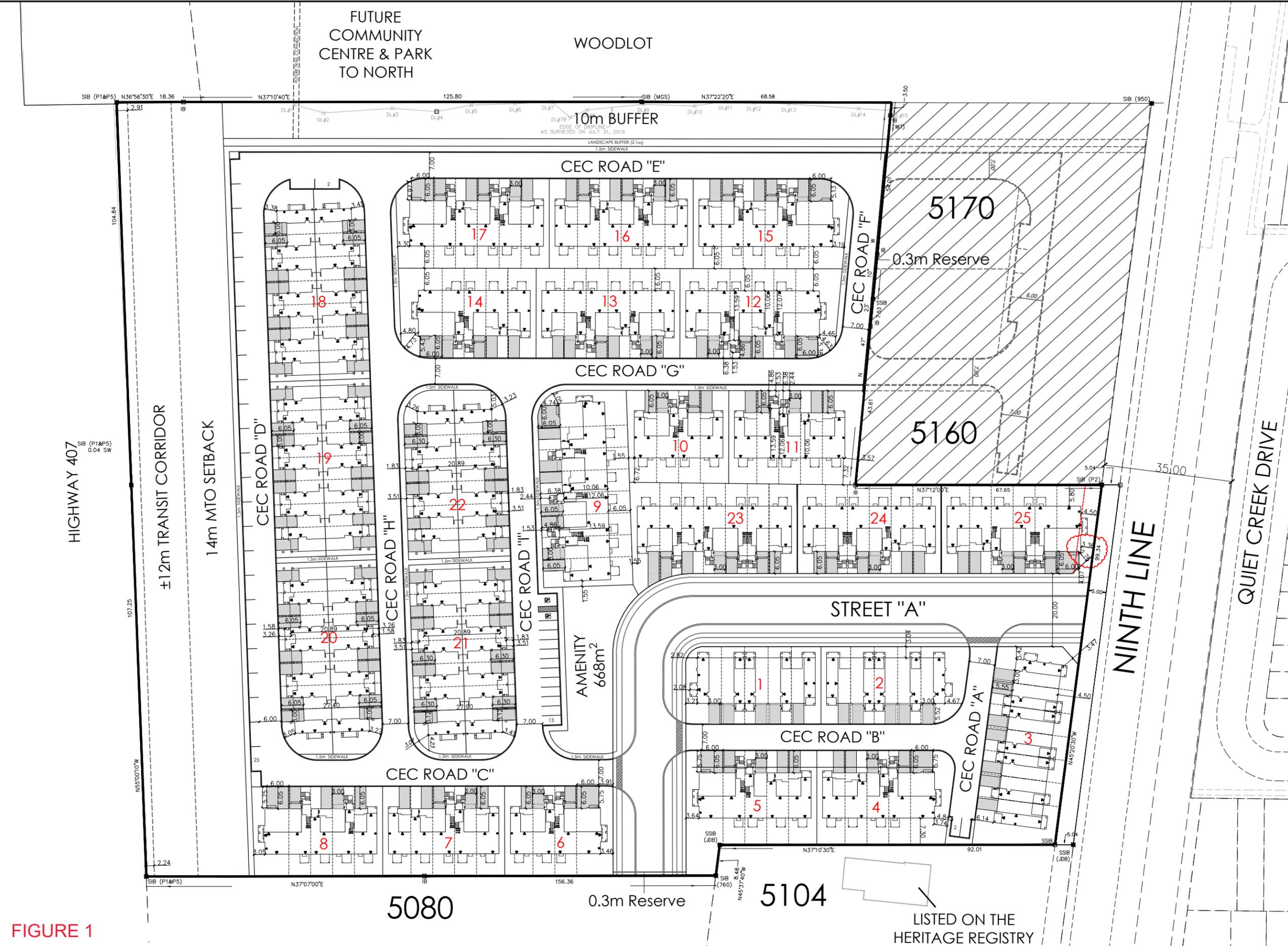


FIGURE 1

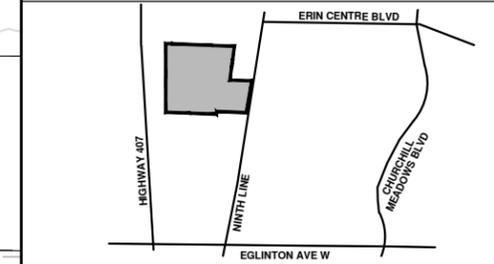
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May 6, 2020

206-277 Lakeshore Road East
Oakville, Ontario L6J 1H9
T: 905-237-0227
info@korsiak.com

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**DRAFT PLAN OF SUBDIVISION
FILE 21T-
5150 Ninth Line**

PART OF LOT 1,
CONCESSION 9, NEW SURVEY
(GEOGRAPHIC TOWNSHIP OF TRAFALGAR)
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL



**Key Plan
N.T.S.** Subject Lands

OWNER'S AUTHORIZATION
I HEREBY AUTHORIZE KORSIAK URBAN PLANNING TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF MISSISSAUGA FOR APPROVAL.

SIGNED DATE **October 29, 2019**
Tim Warner
MATTAMY (5150 NINTH LINE) LIMITED
7880 KEELE STREET, SUITE 500
VAUGHAN, ON L4K 4G7

SURVEYOR'S CERTIFICATE
I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY AND ACCURATELY SHOWN.

SIGNED DATE **October 29, 2019**
Sunil Perera, O.L.S. Project Supervisor

ADDITIONAL INFORMATION (UNDER SECTION 51 (17) OF THE PLANNING ACT)

A) SHOWN ON PLAN	G) SHOWN ON PLAN
B) SHOWN ON PLAN	H) MUNICIPAL AND PIPED WATER TO BE PROVIDED
C) SHOWN ON PLAN	I) CLAYEY SILT TO SANDY SILT
D) SHOWN ON PLAN	J) SHOWN ON PLAN
E) SHOWN ON PLAN	K) SANITARY AND STORM SEWERS TO BE PROVIDED
F) SHOWN ON PLAN	L) SHOWN ON PLAN

LAND USE SCHEDULE

Land Use	Blocks	Block Total	Area (ha)	Units
Townhouses	1-5	5	3.16	133
407 Transitway	6	1	0.31	
Other Lands	7	1	0.96	
Temporary Turning Circle	8	1	0.02	
0.3m Reserve	9	1	0.00	
20.0m ROW (187m)			0.38	
Total	9	9	4.83	133

May 14, 2020	Original Submission	A	SE
DATE	REVISION	DWG	BY

NOTES:
 - Pavement illustration is diagrammatic
 - Local/Arterial corner daylight triangle = 5m
 - Local to Local and Local to Collector corner radii = 5m
 - Existing buildings to be removed

SCALE 1:1250 May 14, 2020

DRAWN BY: SE CHECKED BY: KC **A**

206-277 Lakeshore Road East
Oakville, Ontario L6J 1H9
T: 905-257-0227
info@korsiak.com

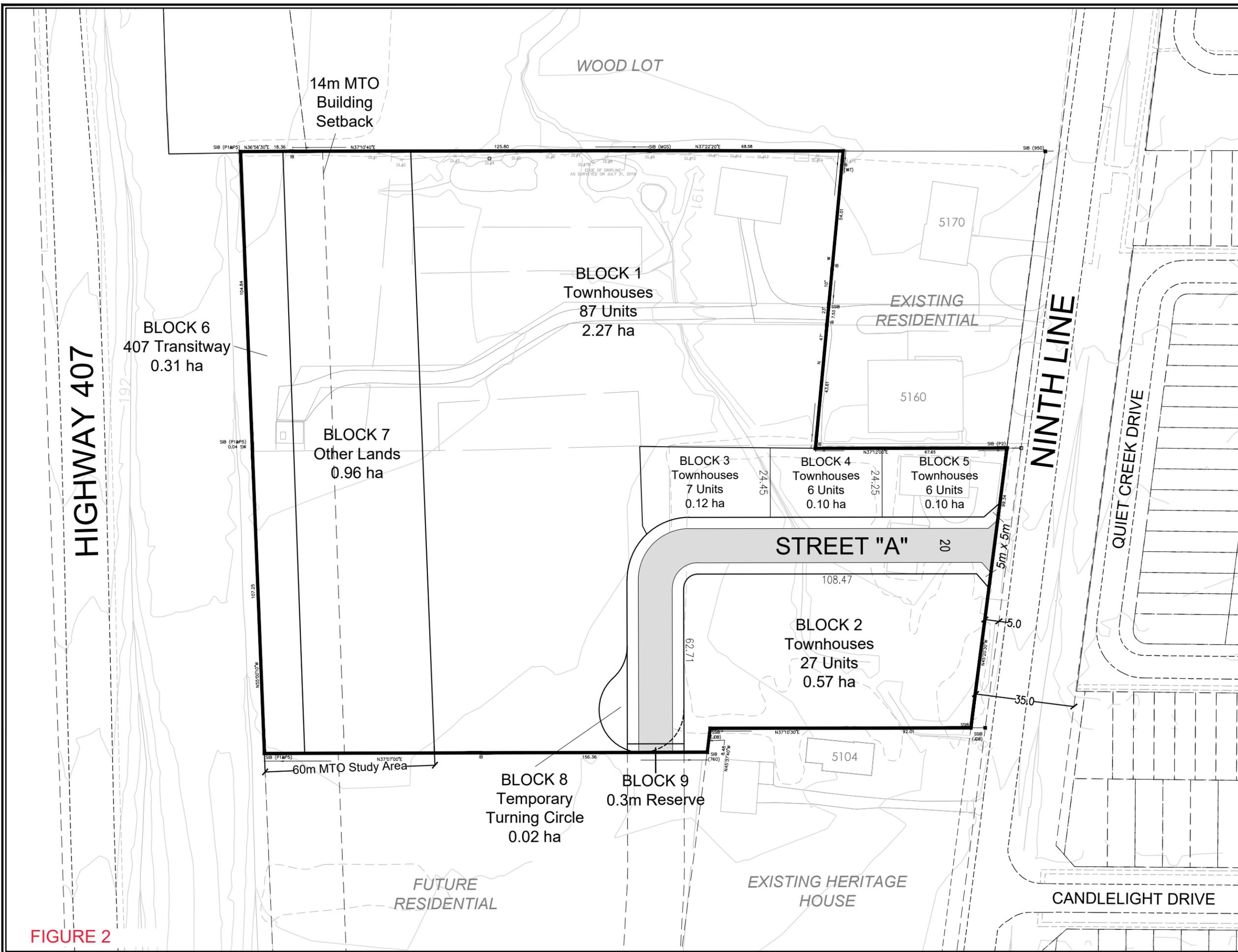


FIGURE 2



COMPOSITE PLAN
MATTAMY HOMES / YOUR HOME DEVELOPMENTS

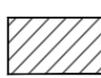
 Development scenario not part of this proposal

FIGURE 3

mattamyHOMES YOUR HOME
 Scale 1:2000
 May 8, 2020
KORSIAK Urban Planning
 206-277 Lakeshore Road East
 Oakville, Ontario L6J 1H9
 T: 905-237-9227
 info@korsiak.com

APPENDIX I: NEW PROVINCIAL POLICIES APPLICABLE TO THE PROPOSAL

The following sections and which contain new or revised policies of the Provincial Policy Statement (PPS) 2020 are applicable to this proposal:

Policies in the ‘Settlement Areas’ section state:

1.1.3.2 [...] Land use patterns within settlement areas shall also be based on a range of land uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

The proposed development conforms to the ‘Settlement Areas’ policies as the location of the development is within a defined Settlement Area and provides transit-supportive development and increased densities along an identified transit corridor, an appropriate location for intensification.

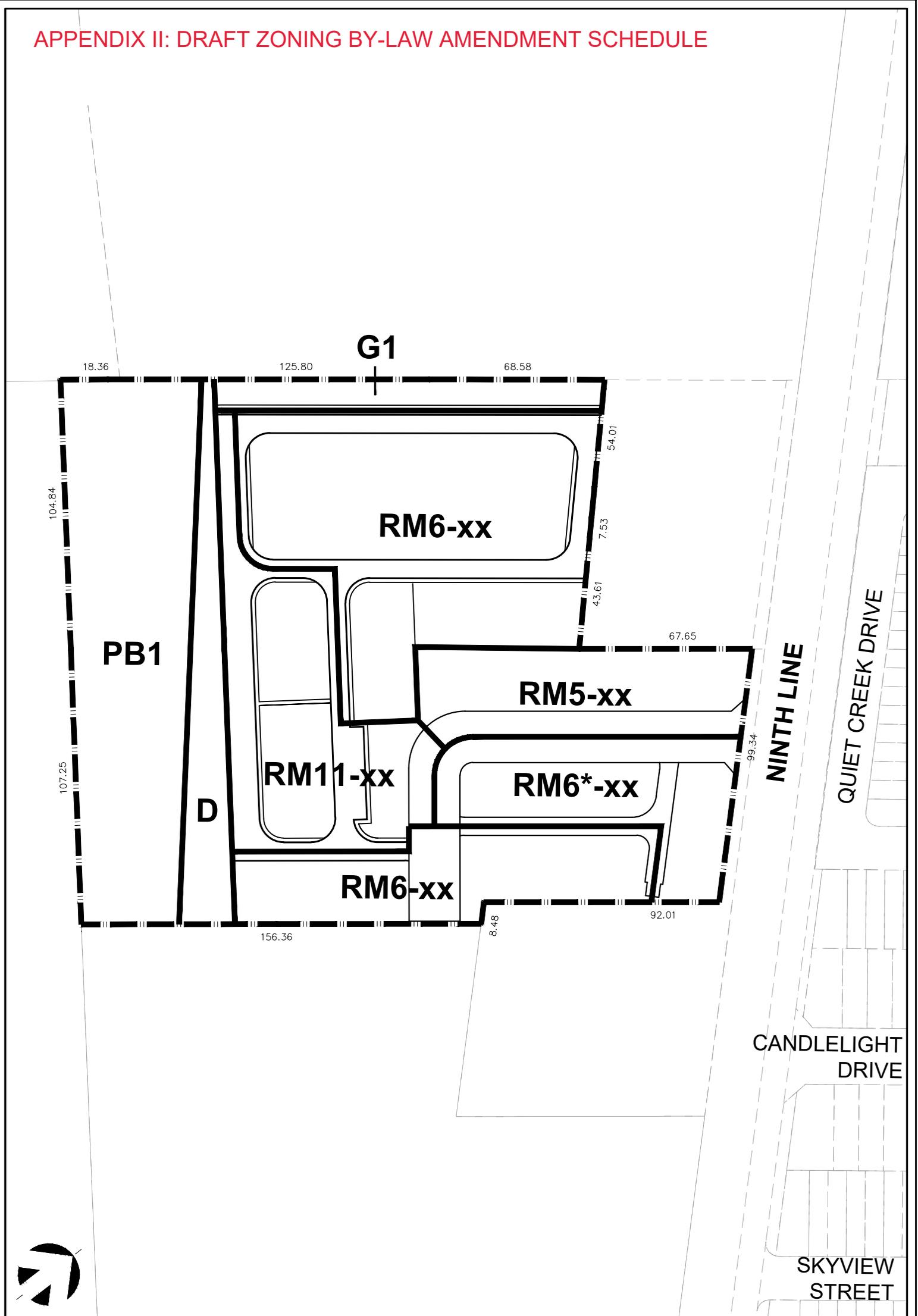
Policies in the ‘Housing’ section state:

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations;

By proposing compact townhouses in the form of back-to-back and rear-lane dual front townhouses an overall density of 48.4 uph is provided, with the first phase achieving 42.1 uph, which ensures that appropriate transit supportive development is sited along an identified transit corridor (Ninth Line).

APPENDIX II: DRAFT ZONING BY-LAW AMENDMENT SCHEDULE



PART OF LOT 1
CONCESSION 9, N.S.
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

THIS IS SCHEDULE "A" TO
BY-LAW _____
PASSED BY COUNCIL

APPENDIX III: ZONING COMPLIANCE MATRICES

Zoning Matrix 1: RM5 – for Street Townhouses (Front Load Units) onto a Public Road (Blocks 23, 24, 25)

Table 4.11.1	RM5 ZONE (Street Townhouses) Zone Regulations	RM5 Required	Provided & Proposed	Clarifications & Rationale for Street Townhouses
3.0	MINIMUM LOT AREAS			
3.1	Lot Area – Interior lot (min)	200 m ²	145.0 m ²	For All interior lots, to provide for more efficient and compact layout that will help to achieve density targets. Units front onto public road, which will provide for additional area to the front of the unit with landscaping.
3.2	Lot Area – Corner lot (min)	280 m ²	248.0 m ²	1 corner lot, due to sight triangle provided and public road, which will provide for additional areas for landscaping.
4.0	MINIMUM FRONTAGES			
4.1	Lot Frontage – Interior lot (min)	6.8 m	6.0 m	To provide for more compact and efficient layout of townhouse product, which helps to achieve the density for the Ninth Line Character Area.
4.2	Lot Frontage – Corner Lot (min)	9.8 m	9.8 m	
5-8	MINIMUM SETBACKS			
5.0	Front Yard to Building (min)	4.5 m ⁽¹⁾	2.7 m	For 1 Corner Lot at the pinch point of due to the sight triangle (5m x 5m). Setback to rest of unit and the garage; and All others lots is at 6.0 m
5.1	Garage face to Front Lot Line to (min)	6.0 m	6.0 m	
6.0	Exterior Side Yard to Building (min)	4.5 m ⁽¹⁾	3.3 m	For 1 Corner Lot, at a pinch point due to the irregular shape of the property. The building setback tapers from 4.5 m at rear towards the front (minor area impacted).
6.1	Garage face to Exterior Lot Line (min)	6.0 m	3.8 m	For 1 Corner Lot at the pinch point due to Sight Triangle (5m x 5m); Rest is at 6.0 m
	Interior Side Yard – Attached Side (min)	0.0 m	0.0 m	
7.2	Interior Side Yard – Unattached Side (min)	1.5 m ⁽¹⁾	1.5 m	
7.3	Interior Side Yard – Garage on Unattached Side (min)	1.2 m ⁽¹⁾	n/a	
8.0	Rear Yard (min)	7.5 m ⁽¹⁾	5.8 m	The public road boulevard provides for additional landscape area/unit. Additional private amenity is provided through a second storey balcony in the rear yard.
9 - 11	BUILDING & LANDSCAPING			
9.0	Height (max)	10.7 m & 3 storeys	15.0 m, & 3 storeys, mezzanine	All lots (to potential peak of roof with leeway for potential changes in elevation/grading)
10.0	Landscaped Area (min) - of the Lot area	25%	25 %	
11.0	Gross Floor Area – Residential (max) - of the Lot Area	75%	150 %	Compact and efficient layout provides for more affordable housing options and helps to achieve desired density. May include an optional ground floor guest suite.
12	PARKING AREAS			
12.2	Parking Spaces (min)	2 per unit ⁽³⁾⁽⁴⁾	2	
12.3	Driveway Width (max)	5.2 m ⁽⁴⁾	6.0 m	For 1 Corner lot with a double car garage. Rest is at 3.0 m

Zoning Matrix 2: RM6 zone – for Dual Frontage Townhouses on a Public Road and rear-lane access to CEC Road (Blocks 1, 2, 3)

***Please note that the City of Mississauga does not have a zoning category for dual-front townhouses, nor does it have one for units that have frontage on a public street, with driveways that are accessed via a CEC road. The RM6 zone was suggested by Planning staff for these units.*

Table 4.12.1	RM6 ZONE (TOWNHOUSES on CEC – Road) Zone Regulations	RM6 Required	Provided & Proposed	Clarifications & Rationale for Dual Front Towns
3.1	Lot Area (min) – Interior Lot	115 m ²	145.0 m ²	
3.2	Lot Area (min) – CEC Corner Lot	190 m ²	200.0 m ²	
4.1	Lot Frontage (min) – Interior Lot	5.0 m	6.4 m	
4.1	Lot Frontage (min) – CEC Corner Lot	8.3 m	9.9 m	
5.0	Dwelling Unit Width (min)	5.0 m ⁽²⁾	6.4 m	
6.0	FRONT YARD - SETBACKS			
6.1	Front Yard to Interior lot (min)	4.5 m ⁽³⁾	3.0 m	<i>For 10 units fronting Street 'A'. The public road boulevard provides adequate landscaping in front. A dual-front unit is intended to provide a more pedestrian friendly and urban environment with a shorter front yard setback.</i>
6.1	Front Yard to CEC – corner lot (min)	4.5 m ⁽³⁾	2.3 m	<i>Units front a Public Road, the pinch point at the curve of 1 unit is reduced, but boulevard provides adequate setback.</i>
6.2	Garage Face to a street, CEC – road or CEC - sidewalk (min)	6.0 m	5.5 m	<i>Dual Front units, with garage at rear lane that accommodates for a 3rd parking space. No impact to other units in the Condominium with minor reduction.</i>
7.0	EXTERIOR SIDE YARD - SETBACKS			
7.1	Exterior Side Lot Line that is a street line of a 20.0m ROW or greater (min)	7.5 m ⁽³⁾	2.8 m	<i>For 1 corner unit at the pinch point of Block 1. The public road boulevard provides for adequate landscaped area and the reduced side yard provides consistency of built form with the rest of the community.</i>
7.2	Exterior Side Lot Line abutting a street (min)	4.5 m ⁽³⁾	n/a	
7.3	Exterior Side Lot Line abutting a CEC – road (min)	4.5 m	4.6 m	
7.4	Exterior Side Lot Line abutting a CEC – sidewalk (min)	3.3 m	n/a	
7.5	Garage Face to a street, CEC - road or CEC sidewalk (min)	6.0 m	n/a	<i>Garages are internal to unit</i>
8.0	INTERIOR SIDE YARD - SETBACKS			
8.1	Attached Side (min)	0.0 m	0.0 m	
8.2	Unattached Side (min)	1.5 m ⁽³⁾	1.5 m	
8.3	Interior side lot line is the rear lot line of an abutting parcel (min)	2.5 m	n/a	
9.0	REAR YARD - SETBACKS			
9.1	Interior lot / CEC corner lot (min)	7.5 m	3.0 m	<i>For 1 corner unit by curve of rear lane (CEC Road B). All units have 5.5m to rear lane from the garage, which serves as sufficient space for a passenger vehicle.</i>
9.2	Wing wall (min)	3.0 m	n/a	
10-11	BUILDING & LANDSCAPING			

Table 4.12.1	RM6 ZONE (TOWNHOUSES on CEC – Road) Zone Regulations	RM6 Required	Provided & Proposed	Clarifications & Rationale for Dual Front Towns
10.0	Height (max)	10.7 m & 3 storeys	15.0 m & 3 storeys	All lots (to potential peak of roof with leeway for potential changes in elevation/grading)
11.0	Landscaped Area (min) of Lot Area	25%	15 %	The boulevard on public road provides for adequate landscape area in front of units to public street.
12.0	ENCROACHMENTS, PROJECTIONS AND SETBACKS			
12.1	Encroachment of Porch or deck inclusive of stairs located at and accessible from the first storey or below the first storey into the required front & exterior side yards (max)	1.5 m ⁽³⁾	2.1 m	Porch on exterior side yard to 20 m public road
12.2	Encroachment of an awning, window, chimney , pilaster or corbel, window well, & stairs with a max. of 3 risers, into the required front and exterior side yards (max)	0.6 m ⁽³⁾	0.6 m	
12.3	Encroachment of Porch or deck inclusive of stairs located at and accessible from the first storey or below the first storey or awning into the required rear yard (max)	5.0 m ⁽³⁾	2.5 m	
12.4	For a lot with a townhouse requiring a 0.0 m interior side yard , the setback to the interior side yard lot line from a porch or deck inclusive of stairs permitted in the rear yard , shall also be 0.0 m (max)	0.0 m	0.0 m	
12.5	Encroachment of a balcony , window, chimney , pilaster or corbel, window well, & stairs with a max. of 3 risers, into the required rear yard (max)	1.0 m ⁽³⁾	1.0 m	
12.6	Setback of a townhouse to a CEC - visitor parking space (min)	3.3 m	6.0 m	
12.7	Setback of a townhouse to a CEC – amenity area (min)	1.5 m	23 m	
13.0	ATTACHED GARAGE, PARKING AND DRIVEWAY			
13.3	Parking Spaces (min)	2 per unit ⁽⁵⁾⁽⁶⁾	3	2 in tandem within garage, 1 on driveway
13.4	Visitor Parking Spaces (min)	0.25 per unit ⁽⁵⁾	0.25 / unit	
13.5	Driveway width (max)	3.0 m ⁽⁷⁾	3.0 m	
14.0	CEC – ROAD, AISLES AND SIDEWALKS			
14.1	Width of a CEC - road (min)	7.0 m ⁽⁸⁾	7.0 m	
14.2	Width of a CEC - road abutting parallel visitor parking space (min)	6.0 m ⁽⁸⁾	n/a	
14.4	Width of a sidewalk (min)	2.0 m	n/a	Within boulevard of public roads

Zoning Matrix 3: RM6 zone – for Front Load Townhouses on a CEC Road (Blocks 4 to 17)

Table 4.12.1	RM6 ZONE (TOWNHOUSES on CEC - Road) Zone Regulations	RM6 Required	Provided & Proposed	Clarifications & Rationale for Front Load Towns
3.1	Lot Area (min) – Interior Lot	115 m ²	145.0 m ²	
3.2	Lot Area (min) – CEC Corner Lot	190 m ²	228.0 m ²	
4.1	Lot Frontage (min) – Interior Lot	5.0 m	6.0 m	
4.1	Lot Frontage (min) – CEC Corner Lot	8.3 m	9.9 m	
5.0	Dwelling Unit Width (min)	5.0 m ⁽²⁾	6.0 m	
6.0	FRONT YARD - SETBACKS			
6.1	Front Yard to Interior lot (min)	4.5 m ⁽³⁾	4.8 m	To building
6.1	Front Yard to CEC – corner lot (min)	4.5 m ⁽³⁾	3.0 m	For 1 corner lot at pinch point of curve (Block 9)
6.2	Garage Face to a street, CEC – road or CEC - sidewalk (min)	6.0 m	6.0 m	
7.0	EXTERIOR SIDE YARD - SETBACKS			
7.1	Exterior Side Lot Line that is a street line of a 20.0m ROW or greater (min)	7.5 m ⁽³⁾	3.4 m	For 2 units beside Street A. Boulevard provides adequate landscaping buffer.
7.2	Exterior Side Lot Line abutting a street (min)	4.5 m ⁽³⁾	n/a	
7.3	Exterior Side Lot Line abutting a CEC – road (min)	4.5 m	3.7 m	For 1 unit at pinch point to CEC visitor parking (Block 4)
7.4	Exterior Side Lot Line abutting a CEC – sidewalk (min)	3.3 m	3.0 m	For 1 corner lot at pinch point of curve (Block 9)
7.5	Garage Face to a street, CEC - road or CEC sidewalk (min)	6.0 m	6.0 m	
8.0	INTERIOR SIDE YARD - SETBACKS			
8.1	Attached Side (min)	0.0 m	0.0 m	
8.2	Unattached Side (min)	1.5 m ⁽³⁾	1.5 m	
8.3	Interior side lot line is the rear lot line of an abutting parcel (min)	2.5 m	1.5 m	For 1 unit at pinch point (Block 10)
9.0	REAR YARD - SETBACKS			
9.1	Interior lot / CEC corner lot (min)	7.5 m	6.0 m	For 2 rows of units, to accommodate additional landscape buffer to woodlot and Public Road. Allows for more efficient and compact layout to achieve desired density.
9.2	Wing wall (min)	3.0 m	n/a	
10-11	BUILDING & LANDSCAPING			
10.0	Height (max)	10.7 m & 3 storeys	15.0 m & 3 storeys	All lots (to potential peak of roof with leeway for potential changes in elevation/grading)
11.0	Landscaped Area (min) of Lot Area	25%	24 %	For few lots with front porch and turned stairs. Does not include rear yard area below 2 nd storey balcony.
12.0	ENCROACHMENTS, PROJECTIONS AND SETBACKS			
12.1	Encroachment of Porch or deck inclusive of stairs located at and accessible from the first storey or below the first storey into the required front & exterior side yards (max)	1.5 m ⁽³⁾	3.0 m	For few units with raised porch and turned stairs (into the required Front yard). This adds variety to the streetscape and contributes to the notion of “eyes on the street”. When viewed in context of all units in a block, the raised porches and turned stairs achieves an attractive streetscape.
12.2	Encroachment of an awning, window, chimney, pilaster or corbel, window well, & stairs with a max. of 3 risers, into the required front and exterior side yards (max)	0.6 m ⁽³⁾	3.0 m	

Table 4.12.1	RM6 ZONE (TOWNHOUSES on CEC - Road) Zone Regulations	RM6 Required	Provided & Proposed	Clarifications & Rationale for Front Load Towns
12.3	Encroachment of Porch or deck inclusive of stairs located at and accessible from the first storey or below the first storey or awning into the required rear yard (max)	5.0 m ⁽³⁾	2.5 m	
12.4	For a lot with a townhouse requiring a 0.0 m interior side yard , the setback to the interior side yard lot line from a porch or deck inclusive of stairs permitted in the rear yard , shall also be 0.0 m (max)	0.0 m	0.0 m	
12.5	Encroachment of a balcony , window, chimney , pilaster or corbel, window well, & stairs with a max. of 3 risers, into the required rear yard (max)	1.0 m ⁽³⁾	2.5 m	<i>All units, for 2nd storey balcony.</i>
12.6	Setback of a townhouse to a CEC - visitor parking space (min)	3.3 m	4.5 m	
12.7	Setback of a townhouse to a CEC – amenity area (min)	1.5 m	1.5 m	
13.0	ATTACHED GARAGE, PARKING AND DRIVEWAY			
13.3	Parking Spaces (min)	2 per unit ⁽⁵⁾⁽⁶⁾	2	<i>Corner lots with 3 parking spaces (2 within a double car garage, 1 on driveway)</i>
13.4	Visitor Parking Spaces (min)	0.25 per unit ⁽⁵⁾	0.25 / unit	
13.5	Driveway width (max)	3.0 m ⁽⁷⁾	6.0 m	<i>For corner lots with double garage. Others at 3.0 m</i>
14.0	CEC – ROAD, AISLES AND SIDEWALKS			
14.1	Width of a CEC - road (min)	7.0 m ⁽⁸⁾	7.0 m	
14.2	Width of a CEC - road abutting parallel visitor parking space (min)	6.0 m ⁽⁸⁾	6.0 m	
14.4	Width of a sidewalk (min)	2.0 m	1.5 m	<i>Consistent with B2B and Subdivision</i>

Footnotes to RM6 Zoning Table

- (2) Measured from the exterior of outside walls and the midpoint of interior walls.
- (3) Subsections 4.1.7 and 4.1.8 (Setbacks to Greenland Zones) = N/A.
- (4) Subsection 4.1.12 (Attached Garage Regulations).
- (5) Part 3 of this By-law (Parking Regulations).
- (6) Article 4.1.14.1 (CEC - visitor parking spaces shall be provided within a common element area).
- (7) Article 4.1.9.1 (Gen. Regulations for Residential Driveways and Parking).
- (8) Article 4.1.14.2 (width of paved CEC - road measured perpendicular to curbs or visitor parking space).
- (9) Subsection 4.1.2 (Gen. Regulations for Residential Second Units).

Zoning Matrix 4: RM11 – for Back-to-Back Townhouses on a CEC Road (Blocks 18 to 22)

Table 4.14.1	RM11 ZONE (Back-to-Back Townhouses) Zone Regulations	RM11 Required	Provided & Proposed	Clarifications & Rationale for B2B Towns
3.1	Lot Frontage – Interior Lot (min)	5.0 m	6.4 m	
3.2	Lot Frontage – CEC - corner Lot (min)	8.3 m	11.5 m	
4.0	Dwelling Unit Width (min)	5.0 m	6.4 m	
5.1	Dwelling Height - Sloped Roof (max)	15.0 m ⁽¹⁾ 3 storeys	15.0 m 3 storeys	<i>Storeys includes a mezzanine level</i>
6.0	MINIMUM FRONT YARD			
6.1	Interior lot / CEC – corner lot (min)	4.5 m ⁽³⁾	3.0 m	<i>Pinch point at curve of corner lot</i>
6.2	Minimum setback from a garage face to a street, CEC - road or CEC - sidewalk (min)	6.0 m	6.0 m	
7.0	MINIMUM EXTERIOR SIDE YARD			
7.1	Lot with an Exterior Side Lot Line that is street line (min)	7.5 m ⁽³⁾	4.2 m	<i>Pinch point to sidewalk on corner lot</i>
7.2	Minimum setback from a garage face to a street, CEC - road or CEC - sidewalk (min)	7.5 m ⁽³⁾	n/a	
8.0	MINIMUM INTERIOR SIDE YARD			
8.1	Attached side (min)	0.0 m	0.0 m	
8.2	Unattached side (min)	1.5 m ⁽³⁾	1.5 m	
8.3	Where interior side lot line abuts a CEC – landscape buffer (min)	4.5 m	n/a	
9.0	ENCROACHMENTS, PROJECTIONS AND INTERNAL SETBACKS			
9.1	Encroachment of an awning, window, chimney, pilaster or corbel, window well into the required front and exterior side yards (max)	0.6 m ⁽³⁾	n/a	
9.2	Projection of a balcony or deck, exclusive of stairs, from the outermost face or faces of the building (max)	2.0 m	1.9 m	
9.3	Setback from a lot with any side lot line abutting a CEC – road (min)	4.5 m	5.0 m	
9.4	Setback from a lot with any side lot line abutting a CEC – sidewalk (min)	1.5 m	4.2 m	
9.5	Setback from a porch, exclusive of stairs, located at and accessible from the first storey, to a CEC - road, sidewalk or parking space (min)	2.5 m	1.8 m	<i>To allow for slightly deeper porches on select units. This provides additional private amenity space, adds variety to facades, and contributes to an attractive streetscape.</i>
9.6	Setback from a side wall of a building to a CEC - road, sidewalk or parking space (min)	3.0 m	4.2 m	
9.7	Setback of a building to a CEC - amenity area (min)	1.5 m	12.0 m	
9.8	Setback between a parking space and a street (min)	3.0 m	n/a	
10	ATTACHED GARAGE, PARKING AND DRIVEWAY			
10.2	Parking spaces (min)	2 ⁽⁵⁾	2	
10.3	Visitor parking spaces (min)	0.25 per unit ⁽⁶⁾	0.25 per unit	
10.4	Driveway width (max)	2.6 m ⁽⁷⁾	3.2 m	<i>Parts of some driveways. All units at 3.0 m</i>
11	LANDSCAPED AREA AND PRIVATE OUTDOOR SPACE			
11.1	Required Landscaped Soft Area per lot (min)	3.0 m ²	3.2 m ²	<i>All units</i>
11.2	Contiguous private outdoor space per lot (min)	6.0 m ²	8.4 m ²	<i>Includes balconies</i>

Table 4.14.1	RM11 ZONE (Back-to-Back Townhouses) Zone Regulations	RM11 Required	Provided & Proposed	Clarifications & Rationale for B2B Towns
11.3	Setback of a rooftop amenity space from all exterior edges of a building within 7.5 m, or less, of a zone which permits detached dwellings and/or semi-detached (min)	1.0 m	n/a	
12	CEC – ROAD, AISLES, SIDEWALKS, LANDSCAPED AND AMENITY AREAS			
12.1	Width of a CEC -road (min)	7.0 m ⁽⁸⁾	7.0 m	
12.2	Width of a CEC -road with an abutting parallel visitor parking space (min)	6.0 m ⁽⁸⁾	6.0 m	
12.4	Width of a sidewalk traversed by a driveway (min)	2.0 m	1.5 m	<i>All units consistent with Subdivision</i>
12.5	Width of a sidewalk not traversed by a driveway (min)	1.5 m	1.5 m	
12.6	CEC - landscaped buffer abutting any side and rear lot line (min)	3.0 m	10.0 m	
12.7	Contiguous CEC - amenity area (min) – <i>The Greater of:</i>	2.8 m ² per dwelling unit or 5% of lot area ⁽¹¹⁾	2.8 m ² per unit	<i>Communal area</i>

Footnotes to RM11 Zoning Table

- (1) **Common elements** are permitted within a common element condominium corporation.
- (2) Measured from the exterior of outside walls and the midpoint of interior walls.
- (3) See also Subsections 4.1.7 and 4.1.8 of this By-law. (*Setbacks to Greenland Zones*) = N/A.
- (4) See also Subsection 4.1.12 of this By-law.
- (5) See also Part 3 of this By-law. (*Parking Regulations*)
- (6) See also Article 4.1.14.1 of this By-law.
- (7) See also Article 4.1.9.1 of this By-law. (*Driveways and Parking Regulations*)
- (8) See also Article 4.1.14.2 of this By-law.
- (9) The calculation of **height** shall be exclusive of **structures** for rooftop access, provided that the **structure** has a maximum **height** of 3.0 m; a maximum **floor area** of 20.0 m²; and it is set back a minimum of 3.0 m from the exterior edge of the **building**.
- (10) Measured to the highest ridge of a **sloped roof**.
- (11) Excludes private outdoor space.

SITE STATISTICS TABLE: Typical per LOT / UNIT for each Zone

Product Info	RM5 & RM6 Front Load Towns			RM11 Back to Backs			RM6 Dual Front Towns		
	Interior Lot	End Lot	Corner Lot	Interior Lot	End Lot	Corner Lot	Interior Lot	End Lot	Corner Lot
Lot Area	145 m ²	188 m ²	261 m ²	88 m ²	111 m ²	152 m ²	135 m ²	172 m ²	200 m ²
Lot Frontage	6 m	7.75 m	11.0 m	6.4 m	8.1 m	11.5 m	6.4 m	8.15 m	10.0 m
GFA	212 m ²	219 m ²	212 m ²	150 m ²	153 m ²	152 m ²	202 m ²	172 m ²	209 m ²
Lot Coverage	59.2 %	47.1 %	36.6 %	85.1 %	61.9 %	45.6 %	71.2 %	57.6 %	49.5 %
Landscape Area	34.5 m ²	76.3 m ²	124.5 m ²	3.2 m ²	23.3 m ²	72.1 m ²	17.3 m ²	50.6 m ²	77.5 m ²
Bedroom Count	4	4	4	3	3	3	3	3	3

Note: There may be unique outliers to the typical unit and/or lot based on grading, elevations, etc.