

November 10, 2020**Via Digital Submission**

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

**Re: Addendum No. 2 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
Existing City File # OZ 19/018 W10 & File # 21T-M 19006 W10**

Dear Ms. Rivet-Boyle,

Please accept this 2nd Addendum to our Planning Justification Report (November 2019) and Addendum 1 (May 2020) 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. The development concept has been revised in response to the comments and discussions with staff through the review process. 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 2nd Addendum is intended to supplement and be read in conjunction with the original report and Addendum for the subject lands. The following updated studies are enclosed under separate cover:

- | | |
|---|--------------------------|
| • Building Elevations & Floor Plans | – Q4 Architects |
| • Concept Plan / Phasing Plan | – Korsiak Urban Planning |
| • Draft Plan of Subdivision | – Korsiak Urban Planning |
| • Environmental Impact Study (EIS) | – SAVANTA |
| • Landscape Plans | – NAK Urban Strategies |
| • Urban Design Study | – NAK Urban Strategies |
| • Functional Servicing Report & Stormwater Management | – Urbantech Consulting |
| • Noise Study | – YCA Engineering |
| • Traffic Impact Study & TDM Strategy | – Crozier Engineering |

- Heritage Impact Study – ARA Consultants
- Archaeological Assessment – Stage 2 & Record of Filing – ASI Consultants

1.0 The Proposed Development

The initial Draft Plan concept, dated October 2019, 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, which included a 14.0 metre building setback along the western limits of the subject lands. The concept plan proceeded with the first Phase of the development at 119 units. In May 2020, a refinement to MTO Transitway Corridor increased the Phase 1 area to 3.45 ha with a revised proposal of 133 units, for a total of 181 units including the future Phase 2.

The revised proposal (Figure 1) includes 127 units for the current Phase 1 application, for a total of 174 units with 45 units in the future Phase 2. The new concept reflects an increase to the communal private amenity area serves both Phases, an increase to the landscape buffer along the Woodlot, and increased front yard setbacks for the front-loaded and back-to-back townhouses. The street townhouses have also been revised to include a larger mix of at-grade entrances, and in doing so, will allow more opportunities for landscaping in the front yards. A new 5-metre wide mid-block connection is provided from Street 'A' to CEC Road 'G', for increased pedestrian connectivity and serves as a secondary emergency route for Fire response vehicles. A temporary easement is also provided through Block 3 as a temporary secondary emergency vehicle route in the event the intersection at Street 'A' and Ninth Line is obstructed. Block 3 will remain frozen until a secondary fire route is provided through development of abutting lands.

Phase 1 achieves a net density of 43.5 uph and 102 residents per net hectare based on 2.92 hectare developable area (i.e., excludes public road, woodlot buffer, Phase 2 lands), using the Region of Peel 2041 Growth Management forecast of 2.33 persons per townhouse unit (year 2031). For the lands currently zoned "Development" (D), a Zoning By-law Amendment is required. The revised *Draft Plan of Subdivision* (Figure 2) is largely consistent with the previous version, reflecting the above changes on Phase 1.

Phase 1 Unit Counts – Oct 2019, May 2020 and Oct 2020 Concept Plans

Unit Type	October 2019	May 2020	October 2020
Dual Frontage Towns	15	17	17
Street Towns	63	71	67
Street Towns - Freehold	17	19	17
Back-to-back Townhouse	24	29	26
TOTAL	119	133	127

The Transitway Corridor Study area is proposed to be developed following the completion of the TPAP, which received the Minister's approval for the Environmental Assessment on October 13, 2020. The concept plan reflects the proposed layout of development on Phase 2, which requires a complete separate application. The lands within the MTO Transitway Corridor study area will be accessed via an Easement Agreement facilitated under the same Condominium Corporation for both phases 1 and 2. The entire developable area is contemplated as shown in the Composite Plan (*Figure 3*). A temporary turning circle is shown on the Draft Plan and Concept Plan where Street 'A' is to continue south with the future development for the lands at 5080 Ninth Line. This temporary turning circle has been revised to the east intersection of Street 'A' and CEC Road 'B' to be finalized during detailed design.

To protect the woodlot to the north, a 10-metre buffer has been provided with a 2.8 metre landscape buffer. The increased landscape buffer allows for 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. The buffer will be zoned Greenlands (G1).

A communal private outdoor private amenity space (734 m²) 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. A conceptual amenity area design provided in this re-submission was reviewed by City Landscape staff and is considered generally accepted. Further details will be provided at the Site Plan stage. Larger, more active recreation opportunities are supported by the 55-acre *Churchill Meadow Community Centre and Park* 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.

2.0 Planning Policies

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 provided an analysis of how the proposal addresses the need for ground related housing stock, while meeting the Region and City's housing targets.

Mattamy is of the opinion there will be greater opportunities to address the provision of affordable middle-income housing units in the adjacent Derry Britannia project, located north of the subject site within the Ninth Line corridor. We request the City defer the provision of affordable middle-income housing units from the 5150 Ninth Line development (Phase 1 & future Phase 2) to the Derry Britannia development (File No. 21T-M 19 003 & OZ 19 012), which is a 26.7 ha (66-acre) subdivision, comprised of a mix of dwelling types, including single-detached, townhouses, stacked townhouses and apartment units. By re-allocating the affordable housing provision to the Derry Britannia project there will be opportunities to distribute affordable housing units.

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 through additional mid-block connections, landscaped open spaces and central amenity area. 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. The UDS analyzes how to enhance the community and reinforces the notion of eyes on the street with strong streetscapes for a comfortable pedestrian environment.

4.0 Zoning By-Law Amendment

The proposal seeks to rezone the lands to site specific Residential Medium Density for 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 I*) and Zoning Compliance Matrices (*Appendix II*) identify the proposed zones and requested variances. The nature of the requested variances reflects an urban 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.

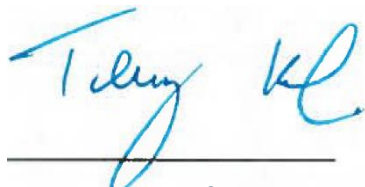
6.0 Planning Opinion

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,

KORSIAK 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

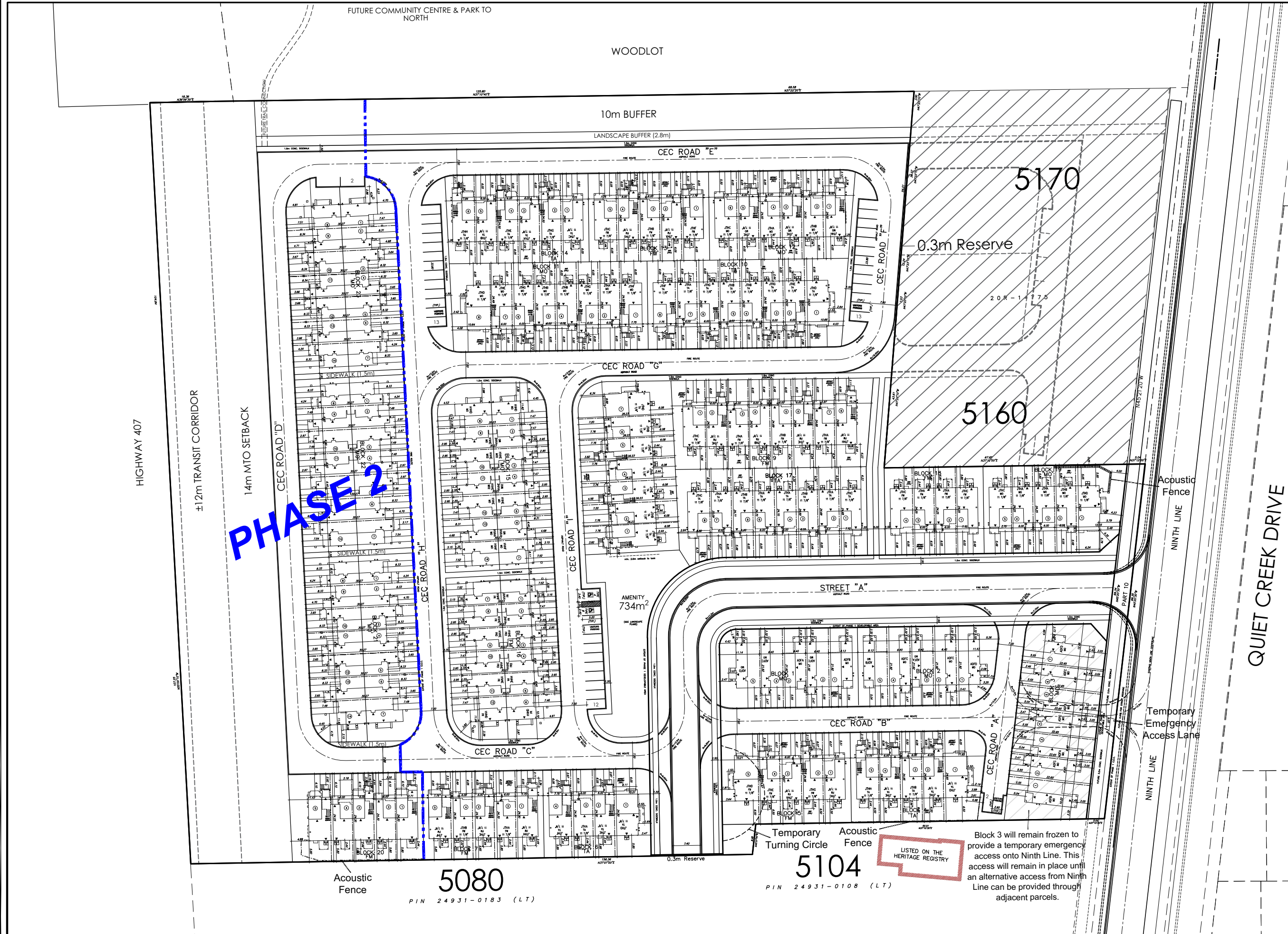
FIGURE 3: COMPOSITE PLAN

List of Attachments

APPENDIX I: DRAFT ZONING BY-LAW AMENDMENT SCHEDULE

APPENDIX II: ZONING COMPLIANCE MATRICES

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5150 NINTH LINE
FIGURE 1
CONCEPT PLAN
Phase 1

Product Type	Phase 1	Phase 2
Dual Frontage Towns	17	0
Towns	67	5
Towns - Freehold	17	0
Back to Backs	26	42
Total	127	47

Phase 1 Total Area: ±3.45 ha
Phase 1 Developable Area: ±2.92 ha (excludes 10m Buffer and public road)
Phase 1 Density: 43.5 UPH

Phase 2 Total Area: ±1.38 ha
Phase 2 does not form part of this application
Phase 2 sitings are preliminary. Further details will be provided at a later stage.

Visitor Parking Required (excludes freehold):
Phase 1: 110 units x 0.25 spaces/unit = 28 spaces
Phase 2: 47 units x 0.25 spaces/unit = 12 spaces

Visitor Parking Provided: 42 total
40 spaces within Phase 1
2 spaces within Phase 2

Amenity Area (Both Phases):
Amenity Area Required for B2B units is the greater of 5% of lot area or 2.8 m2/unit

Amenity Provided: 734 m² (10.79 m²/unit)

GFA per Unit Type:
Front Loaded Towns: 202 m² - 218 m²
Dual Fronts: 171 m² - 187 m²
B2B: 149 m² - 152 m²



Scale 1:1000

November 3, 2020



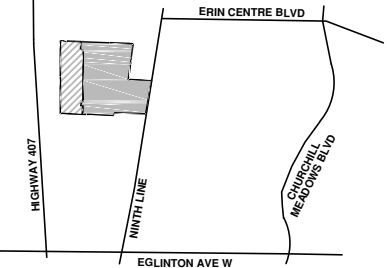
206-277 Lakeshore Road East
Oakville, Ontario L6J 1H9
T: 905-237-0227
info@korsiak.com

Block 3 will remain frozen to provide a temporary emergency access onto Ninth Line. This access will remain in place until an alternative access from Ninth Line can be provided through adjacent parcels.

LISTED ON THE HERITAGE REGISTRY

FIGURE 2

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 PEE



Key Plan
N.T.S.

Subject Lands
Additional Lands Owned by Applicant

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 27, 2020
Tim Warner

MATTAMY (5150 NINTH LINE) LIMITED
7800 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 27, 2020
Sunil Perera, O.L.S. Project Supervisor



ADDITIONAL INFORMATION (UNDER SECTION 51 (17) OF THE PLANNING ACT)
A) SHOWN ON PLAN
B) SHOWN ON PLAN
C) SHOWN ON PLAN
D) SHOWN ON PLAN
E) SHOWN ON PLAN
F) SHOWN ON PLAN
G) SHOWN ON PLAN
H) MUNICIPAL AND PIPED WATER TO BE PROVIDED
I) CLAYEY SILT TO SANDY SILT
J) SHOWN ON PLAN
K) SANITARY AND STORM SEWERS TO BE PROVIDED
L) SHOWN ON PLAN

LAND USE SCHEDULE				
Land Use	Blocks	Block Total	Area (ha)	Units
Townhouses	1-5	5	2.90	127
Woodlot Buffer	6	1	0.15	
Temporary Turning Circle	7	1	0.02	
0.3m Reserve	8	1	0.00	
20.0m ROW (187m)			0.38	
Total	8	8	3.45	127

Nov 11, 2020	Resubmission	A	EC
Oct 10, 2019	Original Submission	A	EC
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 November 11, 2020

DRAWN BY: EC CHECKED BY: KC

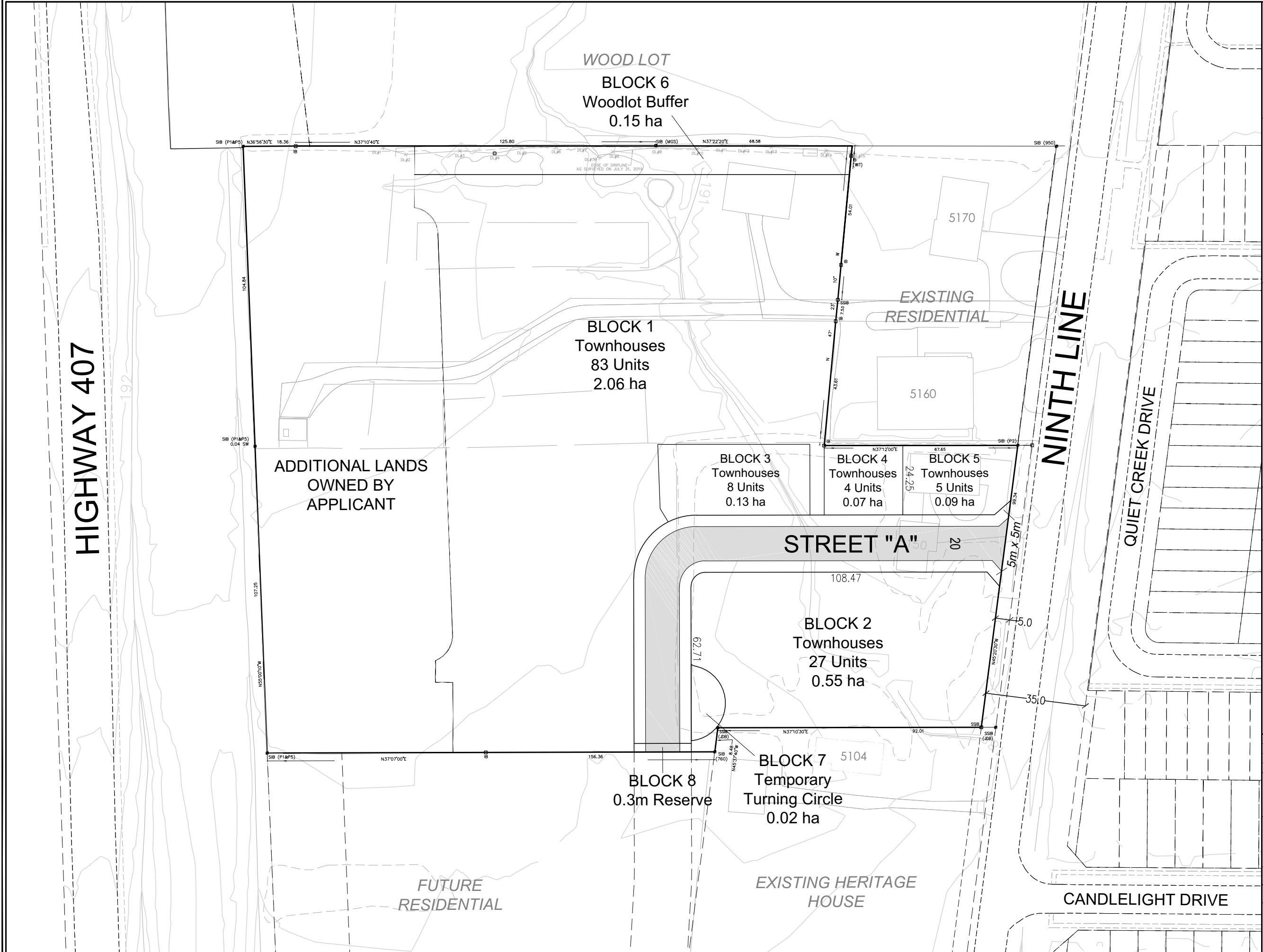
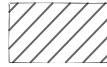




FIGURE 3
COMPOSITE
PLAN
MATTAMY HOMES /
YOUR HOME
DEVELOPMENTS

 Development scenario
not part of this proposal

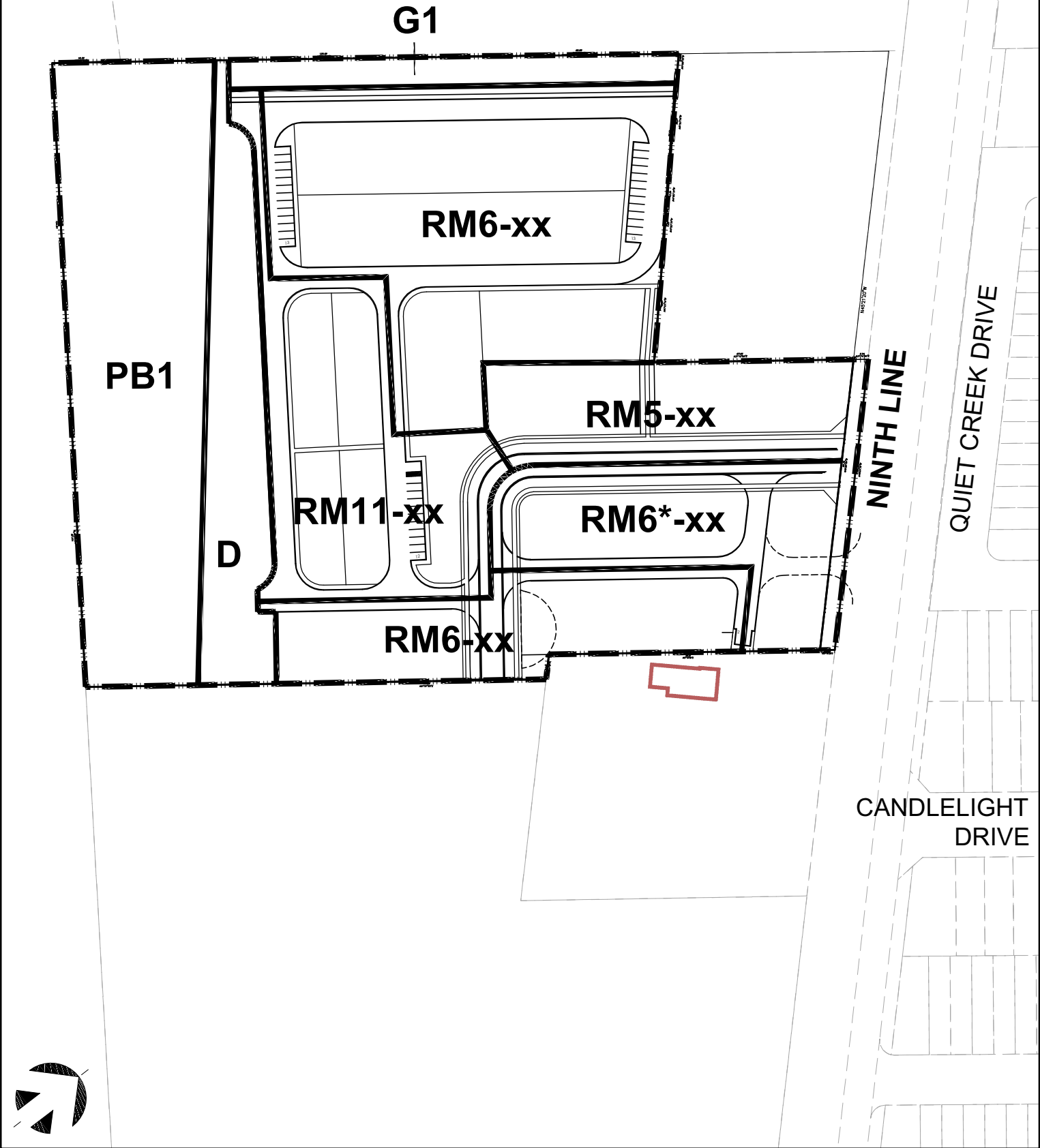


Scale 1:2000
October 28, 2020



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APPENDIX I: 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

Zoning Matrix 1: RM5 – for Street Townhouses (Front Load Units) onto a Public Road (Blocks 17, 18, 19)

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 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	298.0 m ²	
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	12.2 m	
5-8	MINIMUM SETBACKS			
5.0	Front Yard to Building (min)	4.5 m ⁽¹⁾	4.3 m	For 1 Corner Lot at the pinch point to the sight triangle. For All units, the setback from building face to the parallel front line is 5.4 or 6.0 m.
5.1	Garage face to Front Lot Line (min)	6.0 m	6.0 m	From garage face to front lot line (not at Pinch point to Sight Triangle)
6.0	Exterior Side Yard to Building (min)	4.5 m ⁽¹⁾	5.4 m	Measured to ext. porch. Setback to building face is 5.4 m
6.1	Garage face to Exterior Lot Line (min)	6.0 m	5.6 m	For 1 Corner Lot, with double car garage due to Irregular (pie) shaped lot
	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⁾	1.5 m	
8.0	Rear Yard (min)	7.5 m ⁽¹⁾	5.7 m	For 9 units at 5.80 m less construction leeway. The large front yard and 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	To peak of roof with leeway for potential changes in elevation/grading. In line with permitted B2B heights. Refer to individual block elevations.
10.0	Landscaped Area (min) - of the Lot area	25%	30%	
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. Includes 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⁾	6.3 m	For 1 unit with double car garage at corner (Block 19) to sight triangle.

Footnotes to RM5 Zoning Table

(1) Subsection 4.1.8 (Setbacks to Greenland Zones) = N/A

(3) Part 3 of this By-law (Parking Regulations)

(4) Subsection 4.1.9 (Gen. Regulations for Residential Driveways and Parking)

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

RM6 zone suggested by Planning staff. No zoning category exists for dual-front units with frontage on public street and driveways via a CEC road.

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	140.0 m ²	
3.2	Lot Area (min) – CEC Corner Lot	190 m ²	225.0 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	11.1m	
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 or CEC – corner lot (min)	4.5 m ⁽³⁾	3.8 m	For units fronting Street 'A' to building face. Units at Ninth Line setback is 4.58 m. The boulevard provides 10 m to public road adequate for landscaping and sidewalk. Dual-front unit provide a pedestrian friendly urban environment.
6.2	Garage Face to a street, CEC – road or CEC - sidewalk (min)	6.0 m	5.3 m	For 1 corner unit (Block 2) at curve pinch-point due to wide driveway (3.43m). All units at 5.5 m to rear lane.
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⁾	4.4 m	For 1 corner unit (Block 1). Boulevard provides over 10 m to Public Road for landscaping and sidewalk. Est. Side yard setbacks are consistent with the rest of the community.
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	3.2 m	For 1 corner unit (Block 2) at pinch point of pie-shaped lot. Ext. side yard flares out to 5.2 m at front of building.
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	6.4 m	All Garages are internal to unit
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	2.8 m	For 1 corner unit (Block 2) at pinch point of pie-shaped lot. All dual frontage units at 5.5m to rear lane from the garage, adequate for parking space and landscape area.
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	To peak of roof with leeway for potential changes in elevation/grading. In line with permitted B2B heights. Refer to individual block elevations.
11.0	Landscaped Area (min) of Lot Area	25%	21 %	For internal units. Boulevard on public road provides for additional adequate landscape area in front of units.

Table 4.12.1	RM6 ZONE (TOWNHOUSES on CEC – Road) Zone Regulations	RM6 Required	Provided & Proposed	Clarifications & Rationale for Dual Front Towns
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	<i>For side porch to exterior side yard that is reduced due to irregular pie-shaped lots.</i>
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⁾	2.1 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	24 m	
13.0	ATTACHED GARAGE, PARKING AND DRIVEWAY			
13.3	Parking Spaces (min)	2 per unit ⁽⁵⁾⁽⁶⁾	2-3 per unit	<i>2 in tandem within garage + 1 on driveway (owner option to convert 1 garage space into living area)</i>
13.4	Visitor Parking Spaces (min)	0.25 per unit ⁽⁵⁾	0.25 / unit	<i>In addition to 0.25 per unit, a potential 3rd parking space on driveway may be used for visitors.</i>
13.5	Driveway width (max)	3.0 m ⁽⁷⁾	3.5 m	<i>To accommodate larger & slightly wider tandem garages in these innovative townhouse units</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⁾	n/a	
14.4	Width of a sidewalk (min)	2.0 m	n/a	<i>Within boulevard of public roads</i>

Footnotes: see end of Zoning Matrix 3

Zoning Matrix 3: RM6 zone – for Front Load Townhouses on a CEC Road (Blocks 4 to 14)

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	187.0 m ²	For 1 corner unit (Block 14) abutting CEC sidewalk.
4.1	Lot Frontage (min) – Interior Lot	5.0 m	6.0 m	
4.1	Lot Frontage (min) – CEC Corner Lot	8.3 m	7.8 m	For 1 corner lot (Block 14) to CEC sidewalk.
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 or CEC – corner lot (min)	4.5 m ⁽³⁾	4.8 m	For units with front raised entrance, measured to building. To porch is 3.3 m (exclusive of stairs/landing)
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⁾	3.1 m	For 2 units (Blocks 5 & 6) beside Street A to building at Porch. Boulevard adds 5.8 m to road for landscaping.
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	3.5 m	For 1 unit (Block 4) at pinch point of irregular shaped lot at rear before CEC visitor parking. At front is 5.1 m.
7.4	Exterior Side Lot Line abutting a CEC – sidewalk (min)	3.3 m	1.2 m	At pinch point of irregular shaped lots (Blocks 12 & 14) to CEC sidewalk. Increases to 1.7 m and 2.5 m at front.
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	2.5 m	
9.0	REAR YARD - SETBACKS			
9.1	Interior lot / CEC corner lot (min)	7.5 m	5.8 m	For units at Blocks 6 and 7, rest of units at 6.05m
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	To peak of roof with leeway for potential changes in elevation/grading. In line with permitted B2B heights. Refer to individual block elevations.
11.0	Landscaped Area (min) of Lot Area	25%	24 %	For only 5 internal units (Blocks 6 and 7). All others > 25%
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⁾	2.5 m	For few units with raised porch (into Front yard). This adds variety to the streetscape and contributes to “eyes on the street” and 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⁾	0.6 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	4.8 m	
12.7	Setback of a townhouse to a CEC – amenity area (min)	1.5 m	1.5 m	<i>For 1 unit (Block 8) to building, articulations at 1.3m</i>
13.0	ATTACHED GARAGE, PARKING AND DRIVEWAY			
13.3	Parking Spaces (min)	2 per unit ⁽⁵⁾⁽⁶⁾	2	<i>Corner lots with 3-4 parking spaces (double car garage)</i>
13.4	Visitor Parking Spaces (min)	0.25 per unit ⁽⁵⁾	0.25 / unit	
13.5	Driveway width (max)	3.0 m ⁽⁷⁾	6.2 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⁾	N/A	
14.4	Width of a sidewalk (min)	2.0 m	1.5 m	<i>Consistent with B2B and Subdivision</i>

Footnotes to RM6 Zoning Tables

- (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 15, 16)

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	11.6 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	Storeys includes a mezzanine level
6.0	MINIMUM FRONT YARD			
6.1	Interior lot / CEC – corner lot (min)	4.5 m ⁽³⁾	3.7 m	For 1 unit (Block 16) at pinch point to curve. Others at 4.4 m with construction leeway.
6.2	Minimum setback from a garage face to a street, CEC - road or CEC - sidewalk (min)	6.0 m	7.4m	
7.0	MINIMUM EXTERIOR SIDE YARD			
7.1	Lot with an Exterior Side Lot Line that is street line (min)	7.5 m ⁽³⁾	4.4 m	For 1 unit (Block 16) at pinch point to curve. To CEC sidewalk (6.0 m to CEC road)
7.2	Minimum setback from a garage face to a street, CEC - road or CEC - sidewalk (min)	7.5 m ⁽³⁾	8.3 m	
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	1.5 m	
9.3	Setback from a lot with any side lot line abutting a CEC – road (min)	4.5 m	5.4 m	
9.4	Setback from a lot with any side lot line abutting a CEC – sidewalk (min)	1.5 m	4.5 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	2.9 m	
9.6	Setback from a side wall of a building to a CEC - road, sidewalk or parking space (min)	3.0 m	4.5 m	
9.7	Setback of a building to a CEC - amenity area (min)	1.5 m	13.0 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⁾	3.4 m	Provides increase spacing for driveway partially below balcony
11	LANDSCAPED AREA AND PRIVATE OUTDOOR SPACE			
11.1	Required Landscaped Soft Area per lot (min)	3.0 m ²	7.4 m ²	interior units

Table 4.14.1	RM11 ZONE (Back-to-Back Townhouses) Zone Regulations	RM11 Required	Provided & Proposed	Clarifications & Rationale for B2B Towns
11.2	Contiguous private outdoor space per lot (min)	6.0 m ²	9.4 m ²	<i>interior units</i>
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⁾	N/A	
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	N/A	
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⁾	10.9 m ² per B2b unit or 736m ²	<i>Communal area (Phase 1 and 2)</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.

Zoning Matrix 5: General Provisions – for All Zones & Townhouses Types

	General Zoning Regulations	Required	RM5 Street Provided	RM6* Dual front Provided	RM6 Front Load Provided	RM11 B2B Provided	Clarifications & Rationale for Street Townhouses
	GENERAL PROVISIONS						
2.1.14	Distance from building to centreline of <i>Ninth Line</i> designated ROW width for front yard setback (min)	17.5 m + 4.5 m	n/a	TBD	n/a	n/a	<i>To Be Determined following the Ninth Line EA (in progress).</i> <i>Note: RM5 & RM6 zones have min. front yard & ext. side yard setbacks that address separation distances.</i>
2.1.14	Distance from building to centreline of <i>Ninth Line</i> designated ROW width for exterior side yard setback (min)	17.5 m + 4.5 m	TBD	n/a	n/a	n/a	
2.1.30	Rooftop balcony setback from all exterior edges of a building (max)	1.2 m	n/a	n/a	n/a	n/a	<i>N/A no roof top balconies</i>
	GENERAL PROVISIONS FOR RESIDENTIAL ZONES						
4.1.1.1	Dwelling unit permitted on a lot (max)	1	1	>1	>1	n/a	<i>RM6 dwelling units are part of CEC blocks per Draft Plan.</i>
4.1.5.1 (1)	Encroachment of a porch or a deck located from first storey inclusive of stairs into front and/or exterior yard (max)	1.6 m	0.3 m	2.1 m	2.4 m	1.6 m	<i>RM6 into front yard setback for units with raised entries & turned stairs/landings.</i> <i>RM6* for 1 ext. side yard porch.</i>
4.1.5.2 (1)	Setback of a porch or a deck located from first storey inclusive of stairs from rear lot line (min)	1.5 m	3.3 m	3.4 m	4.5 m	n/a	
4.1.5.3	Setback of a porch or deck located from first storey inclusive of stairs to interior side yard lot line (min)	1.2 m	n/a	n/a	n/a	n/a	
4.1.9.4	Setback of a driveway or any other parking area for an end unit of a street townhouse to any side lot line other than the common side lot line (min)	0.6 m	3.0 m	n/a	n/a	n/a	
4.1.12.3	A deck is not permitted on top, above or projecting from an attached garage		n/a	n/a	n/a	n/a	<i>N/A Only Balconies (not decks) located on upper floors.</i>

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