

City of Mississauga
Additional Agenda



Council

Date

September 28, 2016

Time

9:00 a.m.

Location

Council Chamber, 2nd Floor Civic Centre
300 City Centre Drive, Mississauga, ON L5B3C1

12. **CORRESPONDENCE**

12.1. *Information Items*

- 12.1.4 A letter from the Premier of Ontario regarding the September 2016 Mandate letter to the Minister of Municipal Affairs.

Receive for information

- 12.1.5 A letter from the Premier of Ontario regarding the September 2016 Mandate for the Minister of Transportation.

Receive for information

- 12.1.6 A letter from the Premier of Ontario regarding the September 2016 Mandate for the Minister of Infrastructure.

Receive for information

- 12.1.7 A memorandum from the Commissioner of Planning and Building regarding sloped roofs, eave height, dwelling depth and flat roofs.

Receive for information

15. INTRODUCTION AND CONSIDERATION OF BY-LAWS

- 15.7 A by-law to authorize the execution of a Development Agreement between Daniels HR Corporation, the Corporation of the City of Mississauga and the Regional Municipality of Peel southwest corner of Eglinton Avenue West and Erin Mills Parkway (OZ 13/005W8) Owner and Applicant: Daniels HR Corporation (Ward 8).

PDC-0061-2016/September 6, 2016

- 15.8 A by-law to adopt Mississauga Official Plan Amendment No. 45 (OZ 13/005 W8) Owner and Applicant: Daniels HR Corporation (Ward 8).

PDC-0061-2016/September 6, 2016

- 15.9 A by-law to amend By-law 0225-2007, as amended being the Zoning By-law from Residential High Density to Residential High Density – Special Site, RA5 (Apartment Dwellings) to RA5 – Exemption (Apartment Dwellings) (OZ 13/005 W8) Owner and Applicant: Daniels HR Corporation (Ward 8).

PDC-0061-2016/September 6, 2016



September 2016 Mandate letter: Municipal Affairs

Premier's instructions to the Minister on priorities.

September 23, 2016

The Honourable Bill Mauro
Minister of Municipal Affairs
777 Bay Street, 17th Floor
Toronto, Ontario
M5G 2E5

Dear Minister Mauro:

Welcome to your role as Minister of Municipal Affairs. As we mark the mid-point of our mandate, we have a strong and new Cabinet, and are poised to redouble our efforts to deliver on our top priority — creating jobs and growth. Guided by our balanced plan to build Ontario up for everyone, we will continue to work together to deliver real benefits and more inclusive growth that will help people in their everyday lives.

We embark on this important part of our mandate knowing that our four-part economic plan is working — we are making the largest investment in public infrastructure in Ontario's history, making postsecondary education more affordable and accessible, leading the transition to a low-carbon economy and the fight against climate change, and building retirement security for workers.

Building on our ambitious and activist agenda, and with a focus on implementing our economic plan, we will continue to forge partnerships with businesses, educators, labour, communities, the not-for-profit sector and with all Ontarians to foster economic growth and to make a genuine, positive difference in people's lives. Collaboration and active listening remain at the heart of the work we undertake on behalf of the people of Ontario — these are values that ensure a common purpose, stimulate positive change and help achieve desired outcomes. With this in mind, I ask that you work closely with your Cabinet colleagues to deliver positive results on initiatives that cut across several ministries, such as our Climate Change Action Plan, Business Growth Initiative, and the Highly Skilled Workforce Strategy. I also ask you to collaborate with the Minister Responsible for Digital Government to drive digital transformation across government and modernize public service delivery.

We have made tangible progress and we have achieved the following key results:

- The *Smart Growth for Our Communities Act* (Bill 73) was passed by the Legislative Assembly in December 2015, and introduced reforms to the *Planning Act* and *Development Charges Act* to help create more complete communities and to provide citizens a greater, more meaningful say in how their neighbourhoods grow.
- The *Municipal Elections Modernization Act* (Bill 181) was passed by the Legislative Assembly in June 2016, and introduced reforms to the *Municipal Elections Act* to give municipalities the option of using ranked ballot voting, to increase transparency and accountability for campaign financing and third-party advertising, and to ban corporate and union contributions.
- The Ontario Disaster Relief Assistance Program was replaced with two new disaster recovery programs for municipalities and citizens. The new programs, Disaster Recovery Assistance for Ontarians and Municipal Disaster

Recovery Assistance, launched in early 2016, are faster, fairer and more responsive to the needs of individuals and communities following a natural disaster.

Your mandate is to build safe and strong urban and rural communities with dynamic local economies, abundant greenspace and a quality of life that is second to none. Your specific priorities include:

Reforming the Ontario Municipal Board

- Working with the Attorney General, lead a review of the scope and effectiveness of the Ontario Municipal Board (OMB) by engaging municipalities, the public and all interested stakeholders, in order to recommend reforms to improve the OMB's (Ontario Municipal Board's) role within the broader land use planning system and introduce legislation by spring 2017.

Reviewing Provincial Growth and Greenbelt Plans

- Finalizing the Co-ordinated Review of the Growth Plan for the Greater Golden Horseshoe, Greenbelt Plan, Oak Ridges Moraine Conservation Plan, and working with the Minister of Natural Resources and Forestry, the Niagara Escarpment Plan early in winter 2017. You will ensure these plans work in harmony to manage growth, build complete communities, curb sprawl, protect our agricultural lands and natural heritage systems, protect the Greenbelt, and support economic development in Ontario's Greater Golden Horseshoe.
- Working with the Minister of Natural Resources and Forestry, Minister of Transportation, Minister of Agriculture, Food and Rural Affairs, and stakeholders, municipalities and the public, you will recommend opportunities to grow the Greenbelt on the outer edge, improve alignment across provincial plans and transit investments, and support more complete communities across the province. This includes continuing the work to protect prime agriculture lands and natural heritage systems by supporting the work of the relevant ministries in their efforts to complete the mapping of these areas in summer 2017.

Reviewing Municipal Legislation

- Introducing legislative changes to the *Municipal Act*, *City of Toronto Act* and *Municipal Conflict of Interest Act* in fall 2016.
- Working with municipal partners, you will recommend reforms to support municipal accountability and transparency and to ensure responsive and flexible municipal governments.

Addressing Municipal Fiscal Sustainability

- Building on the work of the Provincial Municipal Fiscal and Service Delivery Review, continue dialogue with municipalities, AMO (Association of Municipalities of Ontario) and the other municipal associations on improving long-term municipal fiscal sustainability, including the role of revenue tools, recognizing that municipalities are mature, accountable and responsible local governments.

Supporting Low-Carbon Communities

- Strengthening climate change policies in the municipal land use planning process.
- Supporting the work of the Minister of the Environment and Climate Change, you will engage with municipalities to empower them to take action to fight climate change and provide the tools to ensure land use planning proposals support greenhouse gas pollution reductions.

Updating the Building Code to Support Climate Change Action Plan

- Leading a review of the Building Code to support low-carbon standards for new buildings and to ensure that buildings continue to be safe and accessible. This includes continuing to focus on building Ontario up as a leader in energy efficiency, safety, and climate resistant and environmentally efficient construction.
- Supporting the work of the Minister of the Environment and Climate Change, you will work with stakeholders to recommend a new edition of the Building Code by spring 2017.

Strengthening Partnerships with Municipalities

- Continuing to facilitate the strong relationship between the province and municipalities, including the ongoing implementation of the Memorandum of Understanding with the Association of Municipalities of Ontario (AMO), as well as the Toronto-Ontario Co-operation and Consultation Agreement. You will consult with AMO (Association of Municipalities of Ontario), the City of Toronto and other municipal organizations on matters of mutual interest.
- Working with municipalities outside of formal agreements to ensure their perspectives are also heard. This includes meeting with municipal leaders and touring the province to help strengthen these relationships.

Improving Municipal Services

- Working with municipalities to identify opportunities to improve municipal services to make everyday life easier for Ontarians.

In addition to the priority activities above, I ask that you also deliver results for Ontarians by driving progress in the following areas:

- Continue to apply a municipal lens to decisions made across government, ensuring the impact on municipalities is carefully considered.
- Work collaboratively with the Minister of Housing and the Minister of Finance, as well as the federal government, to explore various measures relating to housing affordability.

As you know, taking action on the recommendations contained in the Truth and Reconciliation Commission report is a priority for our government. That is why we released *The Journey Together*, a document that serves as a blueprint for making our government's commitment to reconciliation with Indigenous peoples a reality. As we move forward with the implementation of the report, I ask you and your fellow Cabinet members to work together, in co-operation with our Indigenous partners, to help achieve real and measurable change for Indigenous communities.

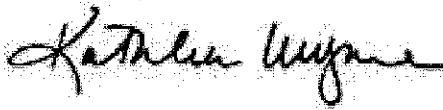
Having made significant progress over the past year in implementing our community hubs strategy, I encourage you and your Cabinet colleagues to ensure that the Premier's Special Advisor on Community Hubs and the Community Hubs Secretariat, at the Ministry of Infrastructure, are given the support they need to continue their vital cross-government work aimed at making better use of public properties, encouraging multi-use spaces and helping communities create financially sustainable hub models.

Responsible fiscal management remains an overarching priority for our government — a priority echoed strongly in our 2016 Budget. Thanks to our disciplined approach to the province's finances over the past two years, we are on track to balance the budget next year, in 2017–18, which will also lower the province's debt-to-GDP (Gross Domestic Product) ratio. Yet this is not the moment to rest on our past accomplishments: it is essential that we work collaboratively across every sector of government to support evidence-based decision-making to ensure programs and services are effective, efficient and sustainable, in order to balance the budget by 2017–18, maintain balance in 2018–19, and position the province for longer-term fiscal sustainability.

Marathon runners will tell you that an event's halfway mark is an opportunity to reflect on progress made — but they will also tell you that it is the ideal moment to concentrate more intently and to move decisively forward. At this halfway mark of this government's mandate, I encourage you to build on the momentum that we have successfully achieved over the past two years, to work in tandem with your fellow ministers to advance our economic plan and to ensure that Ontario remains a great place to live, work and raise a family.

I look forward to working together with you to build opportunity and prosperity for all Ontarians.

Sincerely,



Kathleen Wynne
Premier

Updated: September 23, 2016
Published: September 23, 2016

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September 2016 Mandate letter: Transportation

Premier's instructions to the Minister on priorities.

September 23, 2016

The Honourable Steven Del Duca
Minister of Transportation
77 Wellesley Street West
3rd Floor, Ferguson Block
Toronto, Ontario
M7A 1Z8

Dear Minister Del Duca:

Welcome back to your role as Minister of Transportation. As we mark the mid-point of our mandate, we have a strong and new Cabinet, and are poised to redouble our efforts to deliver on our top priority — creating jobs and growth. Guided by our balanced plan to build Ontario up for everyone, we will continue to work together to deliver real benefits and more inclusive growth that will help people in their everyday lives.

We embark on this important part of our mandate knowing that our four-part economic plan is working — we are making the largest investment in public infrastructure in Ontario's history, making postsecondary education more affordable and accessible, leading the transition to a low-carbon economy and the fight against climate change, and building retirement security for workers.

Building on our ambitious and activist agenda, and with a focus on implementing our economic plan, we will continue to forge partnerships with businesses, educators, labour, communities, the not-for-profit sector and with all Ontarians to foster economic growth and to make a genuine, positive difference in people's lives. Collaboration and active listening remain at the heart of the work we undertake on behalf of the people of Ontario — these are values that ensure a common purpose, stimulate positive change and help achieve desired outcomes. With this in mind, I ask that you work closely with your Cabinet colleagues to deliver positive results on initiatives that cut across several ministries, such as our Climate Change Action Plan, Business Growth Initiative, and the Highly Skilled Workforce Strategy. I also ask you to collaborate with the Minister Responsible for Digital Government to drive digital transformation across government and modernize public service delivery.

We have made tangible progress and we have achieved the following key results:

- Worked closely with municipalities and local governments to build an integrated transportation network that will strengthen Ontario's economy and build Ontario up.
- Ongoing delivery of \$31.5 billion under Moving Ontario Forward investments in transit, transportation and other priority infrastructure projects across the province, including Regional Express Rail (RER).
- Announced funding for the Hamilton, Hurontario and Ottawa Phase 2 Light Rail Transit (LRT) projects and annual funding of \$15 million for the Connecting Links program.

- Announced Ontario's plans to further expand GO (Government of Ontario) rail service to communities such as Kitchener-Waterloo, Bowmanville and Niagara Falls, and build more GO (Government of Ontario) stations as part of the implementation of RER (Regional Express Rail).
- Announced the extension of Highway 407 and opened Phase 1 in June 2016.
- Launched a pilot project for High Occupancy Toll lanes on the Queen Elizabeth Way.
- Passed the *Making Ontario's Roads Safer Act* to improve safety for all road users through measures including increased penalties for distracted driving, higher fines for dooring and a one-metre passing rule to protect cyclists.
- Launched a distracted driving awareness advertising campaign.
- Announced the \$20 million investment from Ontario's Green Investment Fund to build nearly 500 electric vehicle (EV) charging stations at over 250 locations in Ontario by March 2017.
- Modernized the Electric Vehicle Incentive Program to make EVs (electric vehicles) more affordable and to provide additional incentives for vehicles with larger batteries and greater capacity to carpool.
- Announced a \$10 million investment to help 37 municipalities to build new or improve existing cycling infrastructure through the Ontario Municipal Cycling Infrastructure Program.

Your mandate is to oversee a world-class provincial transit and transportation system that moves people and goods safely, efficiently and sustainably to support a globally competitive economy and a high quality of life. Your specific priorities include:

Building the Next Generation of Transit and Transportation Infrastructure

- Continuing to transform the existing GO (Government of Ontario) Transit rail network into GO (Government of Ontario) RER (Regional Express Rail) with electrified, 15-minute service along core segments, and finalizing a procurement strategy in 2017 for the design and construction of the entire GO (Government of Ontario) RER (Regional Express Rail) program.
- With Metrolinx, implementing a comprehensive community engagement strategy, ensuring early and easy access to information, and the opportunity to provide feedback throughout the entire process — from project design to end of construction — by the public and all affected stakeholder groups.
- Ensuring greater transparency to the public and GO (Government of Ontario) users in relation to the progress of GO RER (Regional Express Rail) and LRT (Light Rail Transit) projects through the development of web-based reporting on the status of each project including approvals, planning and construction.
- Continuing discussions with municipalities, local governments and transit riders with a view to create an integrated travel experience in the Greater Toronto and Hamilton Area through fare integration.
- Initiating discussions with municipalities and the public on what is needed to improve accessible transit within and across municipal borders, and report back by end of 2017.
- Increasing the number of Ontarians using PRESTO by enhancing the PRESTO service to make it easier and more convenient for cardholders. Explore opportunities to expand services that can be accessed with PRESTO cards and report back by mid-2017.
- Continuing investment in our provincial highway network — in 2016-17, we are committing more than \$2.7 billion to continue to design, repair and expand provincially owned highways and bridges across Ontario.

Modernizing Transportation Policy

- Completing consultations and report on the review of the *Metrolinx Act* by 2017. As part of the review, identify ways to ensure stronger links between transit investments and transit supportive development.

- Working with the Minister of Municipal Affairs, as that ministry completes the Co-ordinated Review of Provincial Plans, to ensure there is policy alignment and support for environmentally sensitive infrastructure between the plans and the Ministry of Transportation's Transit Supportive Guidelines and other policy directives including the Provincial Policy Statement.
- Continuing to support the Special Advisor on High Speed Rail in the development of his report back on the economic development opportunities, financing models and feasibility for delivering high speed rail in Southwestern Ontario, in fall 2016. You will also issue the Request for Proposal for the Environmental Assessment related to this project in 2017.
- Developing recommendations for an improved intercommunity transportation regime by 2017 that also considers options to take advantage of opportunities afforded by the sharing economy with special consideration to the needs of those northern, rural and First Nations communities where currently available intercity bus transport is not in line with demand.
- Continuing work on establishing Ontario as a leader in building multi-modal linkages, connecting roads, rail, air and marine transportation, through work such as the Northern Ontario Multimodal Strategy, to be delivered by 2017 that includes consideration of all-season roads in the Far North, the Greater Golden Horseshoe Multimodal Strategy and Plan to be delivered by 2018 and the Great Lakes-St. Lawrence River Maritime Transportation System Strategy.
- Working with the Minister of Economic Development and Growth, leading the development of a Centre of Excellence for autonomous vehicles by 2018.

Strengthening Road Safety to Maintain Ontario's Ranking as One of the Lowest Fatality Rate Jurisdictions in North America

- Leading the development of measures to ensure safety for all road users, particularly by addressing areas of highest risk including pedestrian, cycling and truck safety, driver distraction and impaired driving.

Supporting Implementation of Ontario's Climate Change Action Plan

- As part of helping to achieve greenhouse gas emission reductions in the transportation sector, supporting implementation of relevant actions in the Climate Change Action Plan including:
 - Increasing the uptake of electric vehicles by annually reviewing the Electric Vehicle Incentive Program for 2017 and delivering additional rounds of the EV (electric vehicle) Chargers Ontario program to help make Ontario the easiest jurisdiction in North America to charge an electric car.
 - Supporting the Minister of Energy and the Minister of Economic Development and Growth in the deployment of natural gas and hydrogen and fueling stations for commercial vehicles.
 - Working with the Minister of Education and the Minister of the Environment and Climate Change, launch an electric school bus pilot in at least five communities, including urban, suburban, northern and rural, to reduce costs, reduce toxic emissions, and fight climate change.
- Building on the success of the province's first-ever cycling strategy, #CycleON, lead efforts to make commuter cycling easier and safer throughout the province using up to \$225 million being funded through Cap and Trade proceeds, supported by other relevant ministries, including the Ministry of Tourism, Culture and Sport.

In addition to the priority activities above, I ask that you also deliver results for Ontarians by driving progress in the following areas:

- Continue to support priority transportation initiatives through *Moving Ontario Forward*, including local and regional transit, roads, bridges and strategic highway improvements.

- Continue to support the expert panel reviewing the GTA (Greater Toronto Area) West Corridor project, with the aim to make a decision on the future of the GTA (Greater Toronto Area) West Corridor by the end of 2016.
- Improve consumer convenience by discounting the price of two-year vehicle validation tags by the end of 2017.
- Implement a modernized Ontario 511 traveler information services program.

As you know, taking action on the recommendations contained in the Truth and Reconciliation Commission report is a priority for our government. That is why we released *The Journey Together*, a document that serves as a blueprint for making our government's commitment to reconciliation with Indigenous peoples a reality. As we move forward with the implementation of the report, I ask you and your fellow Cabinet members to work together, in co-operation with our Indigenous partners, to help achieve real and measurable change for Indigenous communities.

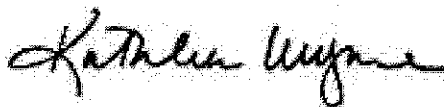
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I look forward to working together with you to build opportunity and prosperity for all Ontarians.

Sincerely,



Kathleen Wynne
Premier

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September 2016 Mandate letter: Infrastructure

Premier's instructions to the Minister on priorities.

September 23, 2016

The Honourable Bob Chiarelli
Minister of Infrastructure
900 Bay Street
5th Floor, Mowat Block
Toronto, Ontario
M7A 2E1

Dear Minister Chiarelli:

Welcome to your role as Minister of Infrastructure. As we mark the mid-point of our mandate, we have a strong and new Cabinet, and are poised to redouble our efforts to deliver on our top priority — creating jobs and growth. Guided by our balanced plan to build Ontario up for everyone, we will continue to work together to deliver real benefits and more inclusive growth that will help people in their everyday lives.

We embark on this important part of our mandate knowing that our four-part economic plan is working — we are making the largest investment in public infrastructure in Ontario's history, making postsecondary education more affordable and accessible, leading the transition to a low-carbon economy and the fight against climate change, and building retirement security for workers.

Building on our ambitious and activist agenda, and with a focus on implementing our economic plan, we will continue to forge partnerships with businesses, educators, labour, communities, the not-for-profit sector and with all Ontarians to foster economic growth and to make a genuine, positive difference in people's lives. Collaboration and active listening remain at the heart of the work we undertake on behalf of the people of Ontario — these are values that ensure a common purpose, stimulate positive change and help achieve desired outcomes. With this in mind, I ask that you work closely with your Cabinet colleagues to deliver positive results on initiatives that cut across several ministries, such as our Climate Change Action Plan, Business Growth Initiative, and the Highly Skilled Workforce Strategy. I also ask you to collaborate with the Minister Responsible for Digital Government to drive digital transformation across government and modernize public service delivery.

We have made tangible progress and we have achieved the following key results:

- Passed the *Infrastructure for Jobs and Prosperity Act*, which enshrines evidence-based, long-term infrastructure planning in Ontario.
- Ensured that new major provincial infrastructure assets built by Infrastructure Ontario (including hospitals, courthouses, colleges and detention centres) use alternative financing and procurement, including value for money and full life-cycle costing assessments.
- Continued supporting strong communities across Ontario by expanding the Ontario Community Infrastructure Fund from \$100 million to \$300 million per year by 2018-2019 for investment in roads, highways and water infrastructure projects in Ontario's small- and mid-sized communities.

- Since 2015, we have announced support for more than 475 projects that will keep people and goods moving, connect communities and improve quality of life — all part of the largest infrastructure investment in Ontario's history, which is supporting 110,000 jobs every year across the province.

Your mandate is to guide Ontario's historic infrastructure plan and lead projects that strengthen our communities and economy, such as hospitals, schools, transit systems, roads and bridges. Your specific priorities include:

Guiding the Province's Historic 12-year, \$160-billion Infrastructure Plan

- Refining infrastructure programs to respond to the needs of municipalities and local communities.
- Leading the development of new regulations under the *Infrastructure for Jobs and Prosperity Act* to set out the requirements for long-term infrastructure planning for the broader public sector by spring 2017.
- Developing reporting standards that will better track infrastructure investments across government and improve public transparency by introducing a web-based reporting on the progress of infrastructure projects.
- Consulting with municipal partners on asset management plans and develop regulations to promote standardization and consistency by January 2017.

Leading the Province's Negotiations with the Federal Government on New Infrastructure Agreements

- Working to align funding under the federal government's historic investments in infrastructure with existing provincial programs and develop new infrastructure programs that drive Ontario's economic and social growth, including through the New Building Canada Fund.

Developing the Province's Long-Term Infrastructure Plan

- Developing a strategic approach to capital planning based on strong analytics that will guide the province's investments in infrastructure, strengthen the capital planning process and develop a robust infrastructure plan as required by legislation.
- Co-ordinating provincial infrastructure spending, using evidence-based criteria and analytics that assesses current and future needs.
- Working with the Minister of the Environment and Climate Change and the President of Treasury Board to incorporate life cycle assessment and life cycle cost assessment into the capital planning process.
- Ensuring that infrastructure priorities for the province align with provincial priorities relating to growth planning and community benefit agreements.
- Publishing a robust profile of planned capital investments and demonstrate progress on infrastructure planning.
- Publishing the Long-Term Infrastructure Plan by the end of 2017.

Helping to Integrate the Province's Commitments in the Climate Change Action Plan Across the Province's Infrastructure Plan

- Working with the Minister of the Environment and Climate Change, ensuring that the infrastructure priorities for the province align with provincial priorities relating to the Climate Change Action Plan, including:
 - Developing and initiating a program in 2017 to reduce greenhouse gas emissions from heritage properties.

- Working with the Minister of Research, Innovation and Science, develop a program to demonstrate low carbon technologies using government assets.
- Incorporating climate change into existing and future municipal funding programs.
- Working with the President of the Treasury Board, develop an approach to make the Ontario government carbon neutral by 2018.
- Developing a strategy to reduce emissions from the Macdonald Block, with funding to be considered in future action plans.
- Requiring consideration of climate change in municipal asset management planning and regulations under the *Infrastructure for Jobs and Prosperity Act*.
- Working with the Minister of Transportation, develop a plan for the installation of electric vehicle charging infrastructure at government owned and leased properties for public and workforce use beginning in 2017 and completed at the majority of locations in 2018.

Managing the Government's Realty Program in a Manner that Focuses on Program Needs and Considered the Market Value of Provincially Owned Properties

- Identifying opportunities to reduce the footprint of government offices throughout the province.
- Driving forward the implementation of the *Forfeited Corporate Property Act, 2015*.
- Ensuring that the infrastructure priorities for the province align with provincial priorities relating to community hubs.

Working with the Special Advisor to the Premier, Lead the Government-wide Implementation of the Community Hubs Strategic Framework and Action Plan

- Establishing a body that will align decision-making for capital and service planning decisions to support community hubs.
- Making recommendations to improve the government's process for assessing, circulating and divesting surplus public properties.
- Developing a "one window" inventory of public property, including surplus properties that can be expanded to include other sectors, making information publicly available to community partners to support the government's Open Data initiative. This will also support better local decision-making and community hub development, and build on work underway related to the *Infrastructure for Jobs and Prosperity Act, 2015*.
- Working with the Special Advisor to the Premier and ministry partners to drive a whole of government approach to implement the Community Hubs Strategic Framework and Action Plan.

In addition to the priority activities above, I ask that you also deliver results for Ontarians by driving progress in the following areas:

- Engage in continuous refinement of Ontario's highly effective Alternative Financing and Procurement (AFP) model with consideration for best practices and improvements to the model.
- Lead the development and implementation of Moving Ontario Forward projects located outside of the Greater Toronto and Hamilton Area, including non-transit projects.
- Support the goals and mandate of Waterfront Toronto in its revitalization of Toronto's waterfront.

- Implement the new Natural Gas Access Loan program to help communities partner with utilities to extend access to natural gas supplies and the Natural Gas Economic Development Grant to accelerate projects with clear economic development potential.
- Work with the Minister of Economic Development and Growth on expanding broadband infrastructure and improving connectivity in communities across the province.
- Work with the Minister of Indigenous Relations and Reconciliation in support of policies that consider the interest of First Nation communities.

As you know, taking action on the recommendations contained in the Truth and Reconciliation Commission report is a priority for our government. That is why we released *The Journey Together*, a document that serves as a blueprint for making our government's commitment to reconciliation with Indigenous peoples a reality. As we move forward with the implementation of the report, I ask you and your fellow Cabinet members to work together, in co-operation with our Indigenous partners, to help achieve real and measurable change for Indigenous communities.

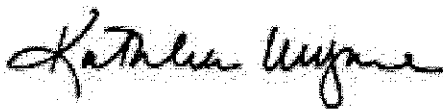
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Sincerely,



Kathleen Wynne
Premier

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City of Mississauga
Memorandum



Date: September 21, 2016
File: CD.06.REP W1
To: Madame Mayor and Members of Council
From: Ed Sajecki, Commissioner, Planning and Building
Subject: PDC Recommendation-0068-2016 Sloped Roofs, Eave Height, Dwelling Depth and Flat Roof Report

This memorandum was prepared for the Mayor and Members of Council to clarify and address an item that was brought forward by a deputant regarding the above noted recommendation report considered at the September 6, 2016 Planning and Development Committee meeting.

The report recommended approval of the proposed Zoning By-law amendments to reduce the overall sloped roof height of low density dwellings and introduce a maximum regulation for eave height, dwelling depth and flat roof height for the areas within Ward 1 that are not subject to infill regulations.

At the meeting, a resident appeared before Committee and put forth a submission stating that, under the interpretation of a sloped roof as per the Zoning By-law, a mansard style roof could potentially be constructed in a manner that meets the proposed by-law regulations but still projects a massing impact intended to be minimized through the sloped roof and flat roof studies recently conducted. In light of this submission, Planning and Development Committee asked Planning staff to investigate this issue further before bringing the implementing by-law forward.

The Zoning by-law identifies two roof types associated with low density dwellings; sloped roofs and flat roofs. What distinguishes the two roof types is the degree of slope. If the slope of a roof is 15 degrees or greater, it is considered a sloped roof and the sloped roof regulations are applicable. If the slope is less than 15 degrees, it is considered a flat roof and a different set of regulations are applicable. Appendix 1 illustrates these interpretations.

After the PDC recommendation was passed by Council on September 14, 2016, staff discussed the issue at length and concluded that it would not be appropriate to amend the implementing by-law and recommend it proceed forward as presented for the following reasons:

- A potential change to the sloped roof interpretation should apply city wide and not only to the areas subject to the proposed by-law amendments.
- A comprehensive study will have to be conducted in order to identify the viability of regulating mansard roofs and to appropriately address the interpretation as a general provision within the Zoning By-law.
- Any change to the subject implementing by-law will require the full public notification process and will result in a major delay in implementing the proposed amendments.


Given the above, staff will conduct further investigation into the matter and will follow up with a report to Planning and Development Committee in the future.

If you have any questions, please feel free to contact David Ferro, Planner, Development & Design, at extension 4554 or email: david.ferro@mississauga.ca.

Attachments

Appendix 1: Roof Type Illustration

Appendix 2: CD.06.REP Recommendation Report dated August 16, 2016



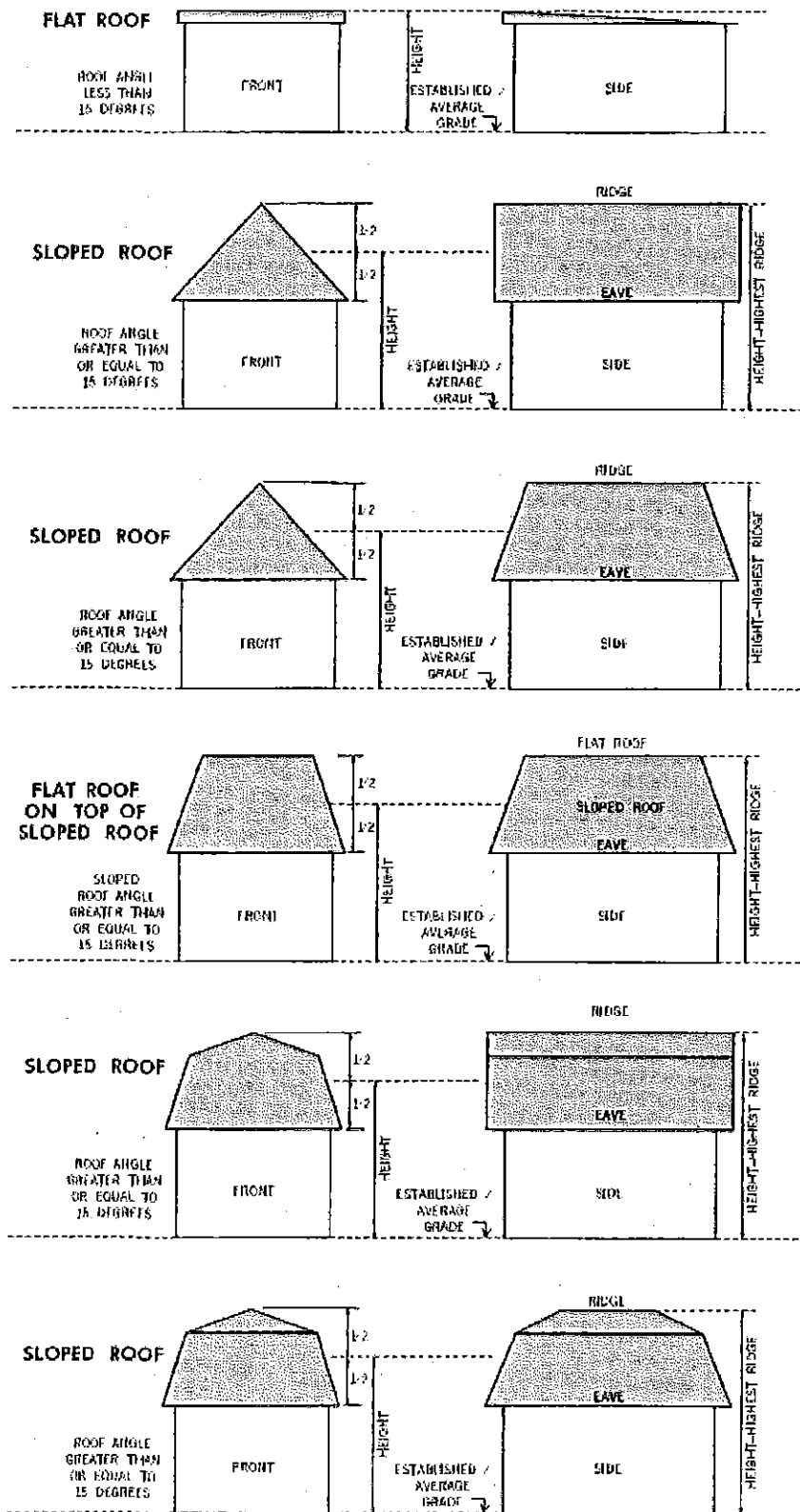
Ed Sajecki

Commissioner

Planning and building

P c: K. Riddell, 512 Richey Crescent [REDACTED]
C. Greer, Office of the City Clerk

Zoning By-law Roof Type Interpretations



4.7 - 1

City of Mississauga

PDC SEP 06 2016



MISSISSAUGA

Corporate Report

Date: August 16, 2016

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's file:

CD.06.REP

Meeting date:

2016/09/06

Subject

RECOMMENDATION REPORT (WARD 1)

Proposal to revise the zoning to restrict the height of sloped roof houses and eaves and add a maximum house depth regulation for residential properties in parts of Ward 1 not subject to infill housing regulations, and to limit the height of flat roof homes for certain residential zones in Ward 1 along Hurontario Street not included in By-law 0171-2015 passed by Council in June 2015

Applicant: City of Mississauga

File: CD.06.REP

Recommendation

That the report dated August 16, 2016, from the Commissioner of Planning and Building recommending approval of proposed amendments to the Zoning By-law under file CD.06.REP, City of Mississauga, be adopted in accordance with the following:

1. That the City-initiated zoning amendments to limit the height of sloped roof houses and eaves, add a maximum house depth regulation and to limit the height of flat roof homes for certain residential properties in Ward 1 be approved in accordance with the proposed zoning standards described in the Information Report and as illustrated in Appendix 2 of this report.

Report Highlights

- At the public meeting in February this year, and a community meeting held by Ward 1 Councillor Tovey on May 4, 2016, comments were received from area residents both in support and in opposition to limiting the height of sloped roof houses and adding a maximum house depth regulation
- No concerns were raised in connection with the proposal to limit the height of flat roof homes for certain residential zones in Ward 1 along Hurontario Street not included in By-law 0171-2015 passed by Council in June 2015

4.7 - 2

Planning and Development Committee	2016/08/16	2
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Originator's file: CD.06.REP

- Staff recommend that the proposed Zoning By-law amendments be approved, as the new and revised regulations will assist in addressing compatibility issues associated with new homes and additions in the Port Credit, Lakeview and Mineola neighbourhoods of Ward 1

Background

A public meeting was held by the Planning and Development Committee on February 22, 2016, at which time a Planning and Building Department Information Report (Appendix 1) was presented and received for information. Recommendation PDC-0010-2016 was then adopted by Council on March 9, 2016:

1. That the report dated February 2, 2016, from the Commissioner of Planning and Building regarding the proposed amendments to the Zoning By-law for residential areas in the Port Credit, Lakeview and Mineola neighbourhoods, be received for information.
2. That the Planning and Building Department report back on any public submissions received and make recommendations on the proposed zoning amendments for residential areas in parts of Ward 1.

Following the public meeting, a community meeting was held by Ward 1 Councillor Tovey on May 4, 2016 to allow another opportunity for community input. Notices were sent by the Ward 1 office to all residential properties that are affected by the contemplated amendments. At the meeting, staff gave a presentation on the proposed Zoning By-law amendments and facilitated a question and answer period. Approximately 140 residents attended this community meeting.

In April, the Ontario Municipal Board ordered that the appeal of the Flat Roof By-law (0171-2015) be scoped and that the remainder of the By-law come into effect. A hearing date for the site specific appeal was set for November 2016. In May the appeal to the OMB was withdrawn and the By-law is now in effect for those properties.

The Zoning By-law amendment for the Cranberry Cove neighbourhood came into effect April 13, 2016 with no appeals.

Comments

See Appendix 1 – Information Report prepared by the Planning and Building Department.

COMMUNITY COMMENTS

The issues below are a summary of comments made through written submissions, received at the February 22, 2016 public meeting and at the community meeting held on May 4, 2016.

4.7 - 3

Planning and Development Committee

2016/08/16

3

Originator's file: CD.06.REP

Comment

Concern was raised about the implications on existing homes that do not comply with the proposed Zoning By-law regulations.

Response

Houses that are legally existing but do not comply with the proposed Zoning By-law regulations will be considered legal non-conforming, as they were in existence prior to the new regulations being adopted and will not be required to be reconstructed or demolished.

Comment

The maximum house depth should be proportional to the overall size of the lot as the proposed maximum 20.0 m (65.6 ft.) house depth will not be effective on smaller lots that exist throughout Port Credit and Lakeview.

Response

The intent of the maximum house depth regulation is to ensure that impacts from new homes and additions are minimized with respect to massing, overlook and overshadowing. While this regulation focuses on lots with greater depth, a new home or addition cannot extend the full depth of a smaller lot because rear and front yard setbacks are still required, thereby minimizing the above mentioned impacts. The lot coverage also controls the size of new homes and additions.

Comment

The proposed maximum sloped roof height will significantly reduce the development potential on smaller lots.

Response

The proposed reduction in maximum height for sloped roof houses already exists within Clarkson-Lorne Park, Mineola and Streetsville as well as the Cranberry Cove and Hiawatha neighbourhoods of Port Credit. New homes and additions that are constructed in these areas demonstrate that the proposed maximum sloped roof height allows property owners to design new homes and additions that are functional and desirable, while being compatible with the surrounding area.

Comment

The proposed maximum sloped roof height amendment should address the construction of mansard type sloped roofs.

Response

The proposed amendment to reduce the overall height of sloped roof houses is intended to minimize negative impacts on the streetscape and neighbouring properties not to prohibit or restrict the style of sloped roof that can be constructed. While it is recognized that a mansard style, sloped roof can create additional massing within the roofline compared to a traditional

4.7 - 4

Planning and Development Committee

2016/08/16

4

Originator's file: CD.06.REP

sloped roof, the intent of the Zoning By-law is to reduce the height of sloped roofs regardless of style to achieve compatibility.

Comment

Proposing a maximum sloped roof height regulation based on lot frontage should be considered.

Response

The proposed Zoning By-law amendments represent a balanced approach, allowing homes to be enlarged while preserving the character of the area and maintaining compatibility of built form. Other neighbourhoods of Ward 1 have gone through a similar infill housing exercises, including the Cranberry Cove and Hiawatha neighbourhoods, which used the same sloped roof height as proposed. The affected properties that are subject to the proposed amendments make up the rest of the Ward 1 area and as such, applying a sloped roof height of 9.5 m (31.2 ft.) represents a consistent approach across the Ward and has proven to ensure compatibility within these existing, low density areas.

Comment

Site Plan Control should be applied to the subject lands in order to ensure compatible development.

Response

The Site Plan Control process allows staff to review replacement housing projects and assess site specific characteristics such as the siting, scale, character, massing, tree preservation, grading and driveway location of properties. At any given time, the City is processing approximately 150 infill Site Plan applications which require considerable staff resources. The fee for an infill Site Plan application is \$8,034.00. Other costs may be incurred by the landowner for additional required studies such as an arborist report or Conservation Authority review. Without restrictive zoning regulations, Planning and Building staff rely on design guidelines. Zoning By-law regulations are a more effective tool.

Residents also spoke in support of the proposed Zoning By-law amendments and their comments are summarized below:

- New homes and additions that are built to the height and length maximums of the current Zoning By-law create major impacts on existing homes that are mostly 1 to 1 ½ storey homes
- Infill development is inevitable but new construction should respect the existing character of the neighbourhood and the existing homes that are adjacent to the new developments
- The proposed new and revised Zoning By-law regulations will ensure new homes and additions will be compatible with the existing housing in the affected areas of Ward 1.

PLANNING COMMENTS

Official Plan

Mississauga Official Plan contains a number of policies that address infill development within existing and established neighbourhoods. These policies are in the general policy section of the Plan and are also in the Lakeview and Port Credit Local Area Plan policies.

Mississauga Official Plan

Chapter 9, Build a Desirable Urban Form, states that within non-intensification areas "Development within Neighbourhoods will be required to be context sensitive and respect the existing or planned character and scale of development". This objective is further supplemented by policies that require new development to respect the existing setbacks in these neighbourhoods, while minimizing overshadowing and overlook conditions and provide for designs that are compatible with the surrounding area in regards to massing, scale and character. Both Port Credit and Lakeview Neighbourhood Character Areas are "non-intensification" areas.

Lakeview and Port Credit Local Area Plans

Section 10.1, Neighbourhoods, of the Lakeview Local Area Plan states that "Neighbourhoods are stable residential areas where the existing character is to be preserved and enhanced". Neighbourhood policies are intended to reflect a number of objectives, including among other things, "to ensure development is sensitive to the existing low rise context and reinforce the planned character of the area". Furthermore, the same section indicates in that "Development should reflect one to two storey residential building height and will not exceed three storeys". Although Map 3, Lakeview Local Area Plan Height Limits, identifies most low density neighbourhoods in Lakeview as appropriate for up to 3 storey residential development, zoning regulations can be more restrictive to further refine policy intent.

In the Port Credit Local Area Plan, Section 5.2.3 states that "Neighbourhoods are intended to recognize areas that are physically stable with a character to be protected. Although stable, some change is anticipated. New development does not necessarily have to mirror existing development types and densities, however, it will respect the character of the area. The policies in this Area Plan and Built Form Guide provide direction for appropriate transitions in built form and scale of buildings."

The policies for the North Residential Neighbourhoods (north of Lakeshore Road East) are similar to those in Lakeview, and state that "New development is encouraged to reflect 1 to 2 storey residential building heights and should not exceed 3 storeys." The South Residential Neighbourhoods policies are more restrictive, and state that "New development will have a maximum height generally equivalent to 2 storeys." Again, it is through the zoning regulations that these policies and built form can be refined.

Both the Lakeview and Port Credit Local Area Plans contain a Built Form Guide that is attached as an appendix. Although these built form standards are not policies and are intended to guide applicants, they address specifically how development within existing neighbourhoods shall achieve compatibility. The guidelines specifically speak to the preservation of character and minimizing negative impacts through appropriate massing and overall built form.

It is clear that Mississauga Official Plan requires new development in existing neighbourhoods be compatible. This is reinforced within the Neighbourhoods Section of the Local Area Plans. Therefore, the proposed Zoning By-law amendments are appropriate to implement the Mississauga Official Plan policies.

Zoning

Sloped Roof Height, Eave Height and Dwelling Depth

For reasons outlined in the Information Report (Appendix 1), the proposed amendments to the residential zones in Ward 1 that are not subject to the Infill Zoning By-law Regulations are appropriate. The proposed amendments are as follows:

- the maximum sloped roof height of 9.5 m (31.2 ft.) measured from average grade to the highest ridge
- a maximum eaves height of 6.4 m (21.0 ft.)
- a maximum dwelling depth of 20.0 m (65.6 ft.). These regulations exist in other areas of the City and will ensure increased compatibility between new infill development and the existing low density housing in these areas

Flat Roof Height

When Council passed By-law 0171-2015 to restrict the height of flat roofs, specific residential zones were omitted for certain properties located along Hurontario Street. The corresponding by-law for the subject amendments will add a maximum height of 7.5 m (24.6 ft.) for a flat roof to those properties and will ultimately fulfill the intent of that by-law.

Financial Impact

Not applicable.

Conclusion

The proposed Zoning By-law amendments should be approved for the following reasons:

1. The City-initiated amendments will ensure that infill housing development is compatible with the existing low density residential areas.
2. The amendments are consistent with the policies contained in Mississauga Official Plan and corresponding Local Area Plans.

4.7 - 7

Planning and Development Committee

2016/08/16

7

Originator's file: CD.06.REP

3. The proposed Exception Zones implement the recommended amendments and are consistent with regulations that exist in other areas of the City.

Attachments

Appendix 1: Information Report

Appendix 2: Illustrations of Proposed Zoning By-law Amendments



Edward R. Sajecki,
Commissioner of Planning and Building

Prepared by: David Ferro, Development Planner

City of Mississauga

Corporate Report



Date: February 2, 2016	Originator's file: CD.06.REP
To: Chair and Members of Planning and Development Committee From: Edward R. Sajeckl, Commissioner of Planning and Building	Meeting date: 2016/02/22

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 1)

Proposal to revise the zoning to restrict the height of sloped roof houses and eaves and add a maximum house depth regulation for residential properties in parts of Ward 1 not subject to infill housing regulations; and to limit the height of flat roof homes for certain residential zones in Ward 1 along Hurontario Street not included in By-law 0171-2015 passed by Council in June 2015

Applicant: City of Mississauga

Recommendation

1. That the report dated February 2, 2016, from the Commissioner of Planning and Building regarding the proposed amendments to the Zoning By-law for residential areas in the Port Credit, Lakeview and Mineola neighbourhoods, be received for information.
2. That the Planning and Building Department report back on any public submissions received and make recommendations on the proposed zoning amendments for residential areas in parts of Ward 1.

Report Highlights

- Ward 1 Councillor Tovey has requested that Planning staff review the current zoning regulations for residential areas in parts of Ward 1 to address concerns with respect to the height of sloped roofs and eaves and the depth of new homes and additions;
- Staff also propose that the Zoning By-law be further amended to restrict the height of flat roofs for specific residential zones not included in By-law 0171-2015 passed by Council in June 2015;
- Council has previously passed Zoning By-law amendments to address infill housing development issues in other parts of the City;
- Planning staff are currently reviewing the zoning regulations for the Cranberry Cove

neighbourhood in Port Credit concurrent with this review.

Background

Ward 1 is currently experiencing increased residential infill housing development. In certain instances, this has resulted in new houses being constructed to the maximum allowable height under the Zoning By-law and with excessive depths, imposing negative impacts with respect to height, overlook, shadowing and massing on existing houses that are generally one to two storeys in height. This issue is especially prevalent within the areas of Ward 1 that are not subject to the infill housing regulations or Site Plan Control.

As a result of concerns raised about the height of new homes with flat roofs, Council recently enacted a Zoning By-law amendment that reduced the height of flat roofs for new homes within certain residential zones in Ward 1, under By-law 0171-2015. This By-law has been appealed to the Ontario Municipal Board; however no date has been set for a hearing as of yet.

As a result of that review and ongoing issues about new infill housing development within areas throughout Ward 1, additional concerns have been raised by Ward 1 Councillor Jim Tovey regarding the height of sloped roofs and eaves and the overall depth of new homes on residential lots within Ward 1. Planning and Building Department staff has therefore been requested to bring a further report to Committee dealing with these issues.

Comments

Infill Housing Regulations in the City of Mississauga

The regulation of infill housing through Zoning By-law standards is not new in Mississauga. The infill housing areas in Clarkson-Lorne Park, Mineola, Streetsville, Old Port Credit Village and Meadowvale Village Heritage Conservation Districts and the Hwathia neighbourhood in Port Credit are examples in the City where more restrictive zoning standards have been introduced over the years in an attempt to better retain the character of these areas and reduce the incompatibility between existing houses and new construction. All of the infill housing regulations above contain a maximum flat roof height of 7.5 m (24.6 ft.), a maximum sloped roof height of either 9.0 m (29.5 ft.) or 9.5 m (31.2 ft.) depending upon lot frontage, measured to the highest ridge of the roof, a maximum eaves height of 6.4 m (21.0 ft.) and a maximum dwelling depth of 20.0 m (65.6 ft.).

A similar review of zoning regulations for the Cranberry Cove neighbourhood in Port Credit is being carried out concurrent with these proposed amendments. A Public Meeting/Information Report for this review was held on January 18, 2016. In addition, Council recently approved a Zoning By-law amendment that restricted the height of flat roof homes in parts of Ward 1 that are not subject to infill housing, including the Cranberry Cove neighbourhood.

In order to limit the impact of new infill housing development within other residential areas in Ward 1 not subject to infill housing regulations, the following describes and outlines the Zoning By-law amendments that are being considered.

Proposed Zoning By-law Amendments

Sloped Roof Height and Eaves Height

For a house with a sloped roof, the existing Zoning By-law regulations measures the height of a sloped roof from average grade to the mid-point of a roof, between the eaves and the highest ridge (see Appendix 3). The current height permissions for sloped roofs within the subject areas is 10.7 m (35.1 ft.) measured to the mid-point of a roof, with no regulation for maximum eaves height.

To address concerns regarding height of sloped roof houses, it is proposed that the Zoning By-law for residential areas in Ward 1 not subject to infill housing regulations be amended to reduce the maximum height of houses with sloped roofs to 9.5 m (31.2 ft.) measured from average grade to the highest ridge. To supplement the proposed reduction in sloped roof height and in order to prevent possible roof pitch manipulations, it is also proposed that a regulation be added to create a maximum eaves height of 6.4 m (21.0 ft.), measured from average grade.

Flat Roof Height

As previously indicated, Council recently enacted a Zoning By-law amendment for residential properties within the Ward 1 area to reduce the maximum height of a flat roof. Through additional research, it was found that there were certain residential zones within Ward 1 not included in the previous flat roof by-law. These additional zones pertain mostly to properties located along Hurontario Street. In order to continue to address the concern regarding the height of flat roofs in Ward 1, it is recommended that the additional residential zones be amended to reduce the maximum height of a flat roof to 7.5 m (24.6 ft.), in conjunction with the other zoning amendments proposed as part of this report.

Maximum Dwelling Depth

The Zoning By-law measures depth as the distance between the front wall and rear wall of a house. Currently, this regulation is not applicable in the residential areas of Ward 1 not subject to infill housing regulations.

To address the concerns regarding the overall massing of houses, overlook and shadowing, it is proposed that the Zoning By-law be amended to add a new regulation that permits a maximum dwelling depth of 20.0 m (65.6 ft.).

Residential Zones in Ward 1 affected by the proposed amendments

The following are the residential zones within Ward 1 that are proposed to be amended to include the revisions and added regulations as described above:

- R1, R2 and R3 (Detached Dwellings – Typical Lots);
- R15 (Detached Dwellings- Port Credit);
- RM1 and RM2 (Semi-Detached Dwellings);
- RM7 (Detached, Semi-Detached, Duplex and Triplex Dwellings).

There are numerous properties with exception zones (site specific zones) within the above-noted zone categories that are also proposed to be amended through this review, including the following:

R1-17, R1-20, R1-21, R1-22, R1-38, R2-38, R2-39, R2-40, R2-41, R2-42, R2-43, R2-44, R2-46, R2-52, R2-55, R3-12, R3-17, R3-43, R3-45, R3-48, R3-56, RM7-2 and RM7-3.

Financial Impact

There will be some nominal costs for advertising and public consultation with respect to the proposed changes for Ward 1.

Conclusion

To address immediate concerns in parts of Ward 1 regarding height, overlook, shadowing and massing impacts of new houses and additions, amendments to the Zoning By-law are proposed to limit the height of sloped roof houses and eaves and add a maximum house depth regulation for residential areas of Ward 1 not subject to Infill housing regulations. Also it is proposed that the Zoning By-law be further amended to restrict the height of flat roof houses for specific residential zones not included in By-law 0171-2015 passed by Council in June 2015.

Attachments

Appendix 1: Ward 1 – Residential Zones Not Subject to Infill Housing Regulations

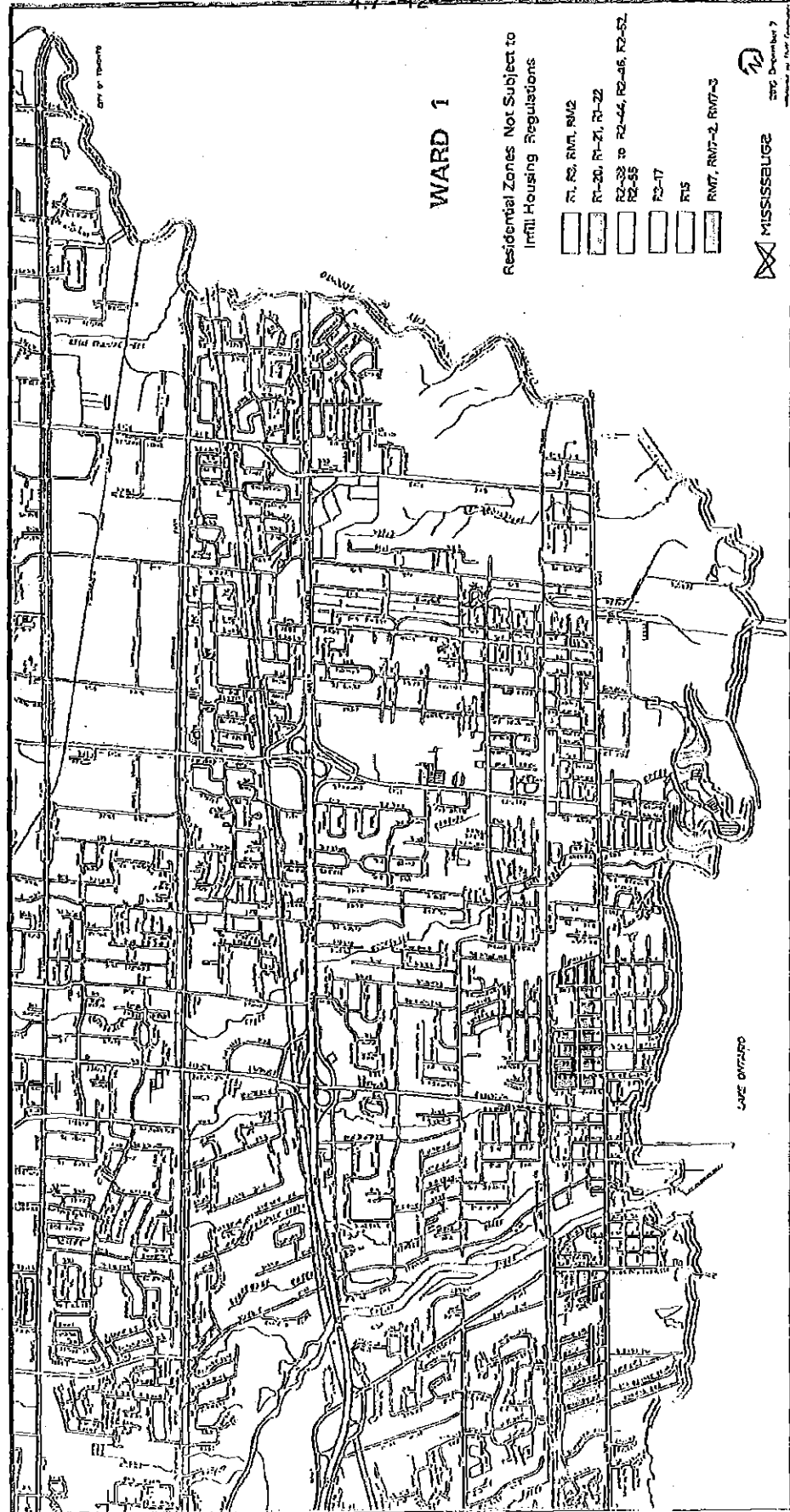
Appendix 2: Examples of Houses in Ward 1

Appendix 3: Illustration of Dwelling Height



Edward R. Sajacki
Commissioner of Planning and Building

Prepared by: David Ferro, Development Planner

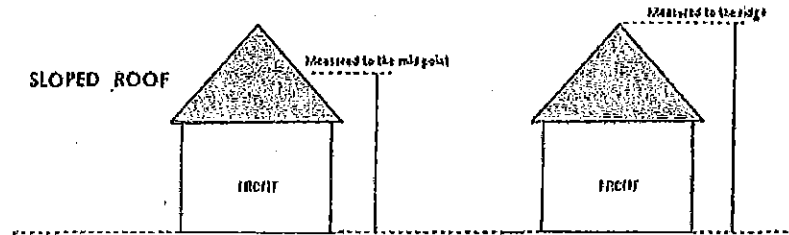


Examples of Houses In Ward 1



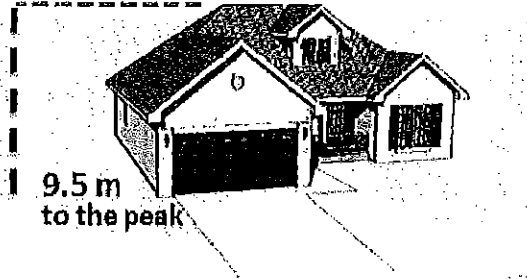


Illustration of Dwelling Height

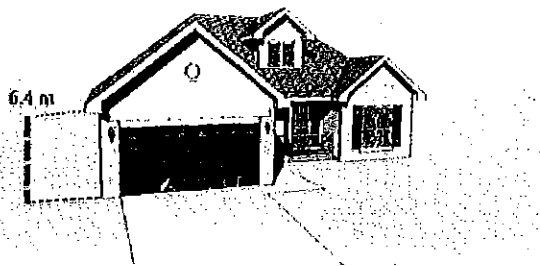


Illustrations of Proposed Zoning Amendments – Regulation of Height for Sloped Roof Dwellings, Eave Height, Dwelling Depth and height for Flat Roof Dwellings

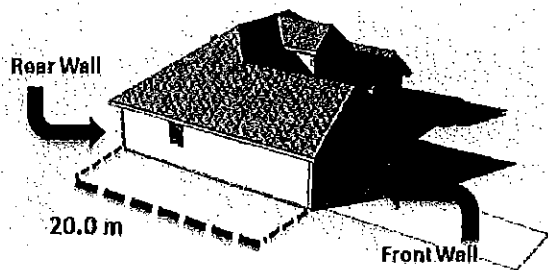
File: CD.06.REP W1



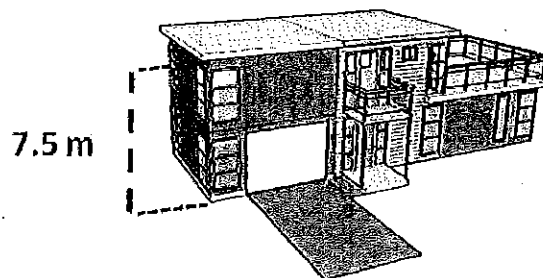
Maximum Sloped Roof Height of 9.5 m measured to the highest ridge



Maximum Height of Eaves 6.4 m measured from average grade



Maximum Length of 20.0 m for a dwelling unit



Maximum Flat Roof Height of 7.5 m