
Planning and Development Committee

Date

2018/01/15

Time

7:00 PM

Location

Civic Centre, Council Chamber,
300 City Centre Drive, Mississauga, Ontario, L5B 3C1 Ontario

Members

Councillor George Carlson	Ward 11 (Chair)
Mayor Bonnie Crombie	
Councillor Jim Tovey	Ward 1
Councillor Karen Ras	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Carolyn Parrish	Ward 5
Councillor Ron Starr	Ward 6
Councillor Nando Iannicca	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Pat Saito	Ward 9
Councillor Sue McFadden	Ward 10

Contact

Mumtaz Alikhan, Legislative Coordinator, Legislative Services
905-615-3200 ext. 5425
mumtaz.alikhan@mississauga.ca

Find it Online

<http://www.mississauga.ca/portal/cityhall/planninganddevelopment>

PUBLIC MEETING STATEMENT: In accordance with the *Ontario Planning Act*, if you do not make a verbal submission to the Committee or Council, or make a written submission prior to City Council making a decision on the proposal, you will not be entitled to appeal the decision of the City of Mississauga to the Ontario Municipal Board (OMB), and may not be added as a party to the hearing of an appeal before the OMB.

Send written submissions or request notification of future meetings to:

Mississauga City Council
c/o Planning and Building Department – 6th Floor
Att: Development Assistant
300 City Centre Drive, Mississauga, ON, L5B 3C1
Or Email: application.info@mississauga.ca

1. CALL TO ORDER
2. DECLARATION OF CONFLICT OF INTEREST
3. MINUTES OF PREVIOUS MEETING - December 4, 2017
4. MATTERS TO BE CONSIDERED
 - 4.1. **PUBLIC MEETING INFORMATION REPORT (WARD 8)**
Application to permit 344 Back to Back and Stacked Townhouse Units within 12 residential blocks and 36 Back to Back and Stacked Townhouse within a mixed use building at 3355 The Collegeway
Owner: Collegeway Mississauga Holdings Limited
File: OZ 16/005 W8
 - 4.2. **RECOMMENDATION REPORT (WARD 7)**
Applications to permit 4 three-storey live/work townhome at 2560 and 2564 Confederation Parkway
Owners: Ahmed Al Sabbagh and Mohammed Albarrak
File: OZ 14/006 W7
 - 4.3. Interim Control By-law 0012-2017 for Certain Lands within the Dixie Employment Area and Mavis-Erindale Employment Area Character Areas - One Year Extension
 - 4.4. **SECTION 37 COMMUNITY BENEFITS REPORT (WARD 3)**
1850 Rathburn Road East and 4100 Ponytrail Drive
Owner: Forest Park Circle Ltd.
File: OZ 12/009 W3
 - 4.5. **SECTION 37 COMMUNITY BENEFITS REPORT (WARD 1)**
1174-1206 Cawthra Road - Owner: Queenscorp (Reserve) Inc.
File: OZ 16/002 W1

4.6. **RECOMMENDATION REPORT (ALL WARDS)**

Proposed Zoning By-law Amendments and Urban Design Guidelines for Back to Back
and Stacked Townhouses
File: CD.06 HOR

5. **ADJOURNMENT**

City of Mississauga

Corporate Report



Date: December 15, 2017

To: Chair and Members of Planning and Development Committee

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

Originator's file:
OZ 16/005 W8

Meeting date:
2018/01/15

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 8)

Application to permit 344 horizontal multiple dwellings (back to back stacked townhomes) within 12 four storey residential blocks and 36 horizontal multiple dwellings (stacked townhomes) within a four storey mixed use building containing ground floor commercial uses

3355 The Collegeway, northeast corner of The Collegeway and Ridgeway Drive

Owner: Collegeway Mississauga Holdings Limited

File: OZ 16/005 W8

Recommendation

That the report dated December 15, 2017, from the Commissioner of Planning and Building regarding the application by Collegeway Mississauga Holdings Limited to permit 344 horizontal multiple dwellings (back to back stacked townhomes) within 12 four storey residential blocks and 36 horizontal multiple dwellings (stacked townhomes) within a four storey mixed use building containing ground floor commercial uses, under File OZ 16/005 W8, 3355 The Collegeway, be received for information.

Report Highlights

- This report has been prepared for a public meeting to hear from the community
- The proposed development requires an amendment to the zoning by-law
- The application has been appealed to the Ontario Municipal Board (OMB) by the applicant for failure by City Council to make a decision on the application within the prescribed timeframe
- Community concerns identified to date relate to the loss of existing commercial space, traffic, parking, density and compatibility
- Prior to the next report, matters to be addressed include the appropriateness of the

proposed amendment related to the proposed uses, in particular the amount of commercial space, adequacy of parking provided, built form and site design and the satisfactory resolution of other technical requirements

Background

The application was deemed complete on June 28, 2016, revised on September 18, 2017, and was appealed to the OMB by the applicant for non-decision on November 14, 2017. Staff provided comments to the applicant on the original and revised submissions. Two community meetings have been held. The purpose of this report is to provide preliminary information on the application and to seek comments from the community.

The following revisions were made to the original proposal:

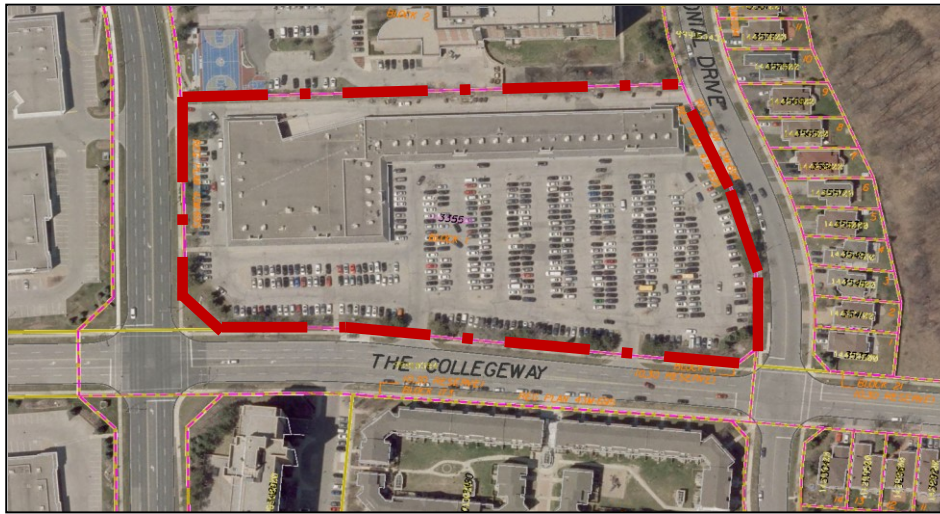
- Increase in commercial space from 1 079.9 m² (11,624.0 ft²) to 1 328.93 m² (14,305.0 ft²)
- Increase in residential units from 336 to 380
- Incorporation of the majority of residential parking in an underground parking garage
- Reconfiguration of the amenity space
- Increase in setback to northerly property line

Comments

THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	
Frontages:	The Collegeway: 218.0 m (715.2 ft.) Colonial Drive: 126.0 m (413.4 ft.) Ridgeway Drive: 91.0 m (298.6 ft.)
Gross Lot Area:	2.66 ha (6.57 ac.)
Existing Uses:	"The Collegeway Centre", neighbourhood commercial plaza

The property is located in the Erin Mills Neighbourhood Character Area, which is a well established residential area with mostly detached homes. Within the immediate vicinity of the property there are three apartment buildings and a townhouse complex, representing the only sites in the neighbourhood with higher residential density. The site currently contains a neighbourhood commercial plaza with uses such as a gym, a small grocery store, a dentist office, restaurants, take-out restaurants and a place of religious assembly. Since the application submission, the applicant has advised staff that lease termination negotiations have occurred with the majority of the plaza tenants which has resulted in most of the units being vacated.



Aerial image
of subject property

The surrounding land uses are:

- North: Apartment building (Peel Living), YMCA Child Care Centre, Ridgeway Community Courts
- East: Business employment uses
- South: Apartment building and townhouse complex (Peel Living)
- West: Detached homes and Tom Chater Memorial Park

Information regarding the history of the site is found in Appendix 1. An aerial photo of the property and surrounding area is found in Appendix 2.

DETAILS OF THE PROJECT

The application is for 380 horizontal multiple dwellings consisting of 344 back to back stacked townhomes within 12 four storey residential blocks and 36 stacked townhomes within a four storey mixed use building with ground floor commercial uses along Ridgeway Drive. The proposed residential blocks will have lower levels partially below grade and the mixed use building will have stacked units above the commercial space, accessed at the rear of the building. Residential parking spaces will be provided in an underground parking garage, with visitor and commercial parking spaces located on the surface of the site. Site access is proposed from Ridgeway Drive and Colonial Drive. The development of the site requires the demolition of the existing commercial plaza, which currently contains 5 467.1 m² (58,847.0 ft²) of floor space. The proposal provides for 1 328.9 m² (14,305.0 ft²) of replacement commercial space.

Development Proposal	
Application submitted:	Received: June 10, 2016 Deemed complete: June 28, 2016 Revised submission: September 18, 2017

Development Proposal																	
Developer/ Owner:	Collegeway Mississauga Holdings Limited																
Applicant:	Jim Levac Glen Schnarr & Associates																
Number of units:	380																
Height:	4 storeys																
Lot Coverage:	42%																
Floor Space Index:	1.6																
Landscaped Area:	50%																
Existing Gross Floor Area:	Commercial 5 467.1 m ² (58,847.0 ft ²)																
Proposed Gross Floor Area:	Residential: 41 897.6 m ² (450,982.0 ft ²) Commercial: 1 328.93 m ² (14,305 ft ²)																
Road type:	Private condominium road																
Anticipated Population:	1,178* *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2013 Growth Forecasts for the City of Mississauga.																
Parking:	<table> <tr> <th></th><th>Required</th><th>Proposed</th></tr> <tr> <td>resident spaces</td><td>570</td><td>418</td></tr> <tr> <td>commercial spaces</td><td>57</td><td>27</td></tr> <tr> <td>visitor spaces</td><td>95</td><td>21</td></tr> <tr> <td>Total</td><td>722</td><td>466</td></tr> </table>			Required	Proposed	resident spaces	570	418	commercial spaces	57	27	visitor spaces	95	21	Total	722	466
	Required	Proposed															
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Total	722	466															

Proposed concept plan and elevations are found in Appendices 3 and 4.



3D Image of existing
commercial plaza

Source: Google Maps

Applicant's renderings



Mixed use building
elevation (Ridgeway
Drive frontage)

Stacked and Back to
Back Townhouses
building elevation

LAND USE CONTROLS

The subject lands are located within the Erin Mills Neighbourhood Character Area and are designated **Mixed Use** (see Appendix 5) which permits a mix of retail, personal service, office, entertainment/recreational, commercial and residential uses, among other uses. In the original application submission, the applicant requested an Official Plan Amendment (OPA). However, through the processing of the applications and submission of the revised concept plan, staff have determined that an OPA is not required.

The lands are currently zoned **C2 (Neighbourhood Commercial)** (see Appendix 6) which permits a range of retail, service, office and entertainment/recreation uses, among other uses. A rezoning is proposed from **C2 (Neighbourhood Commercial)** to **RM9 - Exception (Horizontal Multiple Dwellings)** to permit the proposed 344 back to back stacked townhomes and a mixed use building containing 36 stacked townhomes with ground floor retail and commercial uses, in accordance with the proposed zone standards contained in Appendix 8.

Detailed information regarding the existing official plan policies and proposed zone standards is found in Appendices 7 and 8.

WHAT DID THE COMMUNITY SAY

Two community meetings were held by Ward 8 Councillor, Matt Mahoney, on April 18, 2017 and December 5, 2017.

Comments made by the community are listed below and are grouped by issue. They will be addressed along with comments raised at the public meeting in the Recommendation Report, which will come at a later date.

- The impact of the proposed development on the existing traffic volume and patterns within the surrounding area and the desire for The Collegeway and Colonial Drive intersection to be signalized
- Major concerns with the proposed site access at Colonial Drive for the residential component of the development, including school bus conflicts and pedestrian safety risks, especially for the elderly, persons with disabilities and children
- Applicant should consider additional or other locations for access points
- Loss of existing commercial space and the displacement of the current businesses
- Adequacy of the provided number of parking spaces for the development, including the commercial, residential and visitor parking and the implication on available parking within the surrounding area
- Concern with the increase from the originally proposed 336 units to 380 units within an area of existing medium and high density development
- A strong desire for an increase in the amount of proposed retail and commercial space in order to better serve the community
- Potential impacts on the Peel Living developments within the surrounding community
- The site should be redesigned to allow for more space between buildings on the site, an increase in setback to the adjacent streets and an increase in amenity space
- Concern with the potential nuisance impacts for the duration of the construction period should the proposal move forward, including on the basketball courts to the north
- The current maintenance of the subject property is not acceptable

Staff have also received numerous written and verbal communications from residents within the surrounding community, which are included in the above list of comments.

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix 9 and school accommodation information is contained in Appendix 10. Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Adherence to the applicable policies and principles of Mississauga Official Plan
- Compatibility with the surrounding context with respect to the proposed built form, massing, density and site design
- Will there be enough parking for the residential and commercial uses
- Will there be enough retail space to address the needs of the surrounding community
- Appropriateness of the proposed zoning regulations
- Satisfying technical requirements, including compliance with the City's Fire Route By-law 1036-81 and other studies related to the proposal

OTHER INFORMATION

The applicant has submitted the following information in support of the application:

- Concept Plan
- Grading Plan
- Servicing Plan
- Noise Study
- Phase 1 Environmental Site Assessment
- Tree Inventory and Tree Preservation Plan
- Traffic Impact Study
- Functional Servicing Report
- Planning Justification Report
- Concept Landscape Plan
- Elevations and Floor Plans
- Sun/Shadow Study
- Commercial Market Analysis Study

Staff have engaged a market analysis consultant to undertake a peer review of the Commercial Market Analysis Study submitted by the applicant. Comments on the review will be included in the Recommendation Report.

Development Requirements

There are engineering matters including: grading, servicing, stormwater management, noise attenuation and site remediation which will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

Financial Impact

Development charges will be payable as required by the Development Charges By-law of the City. Also the financial requirements of any other external commenting agency must be met.

Conclusion

All agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved.

Attachments

- Appendix 1: Site History
- Appendix 2: Aerial Photograph
- Appendix 3: Proposed Concept, Landscape & Underground Parking Plans
- Appendix 4: Proposed Elevations
- Appendix 5: Excerpt of Erin Mills Neighbourhood Character Area Land Use Map
- Appendix 6: Existing Zoning and General Context Map
- Appendix 7: Summary of Existing and Relevant Mississauga Official Plan Policies
- Appendix 8: Summary of Existing and Proposed Zoning Provisions
- Appendix 9: Agency Comments

Appendix 10: School Accommodation

A handwritten signature in dark ink, appearing to read "E.R. Sajecki". The signature is fluid and cursive, with a horizontal line extending from the end.

Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: David Ferro, Development Planner

Collegeway Mississauga Holdings Limited

File: OZ 16/005 W8

Site History

- December 5, 1989 – Building Permit issued for the construction of the existing commercial plaza
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **C2 (Neighbourhood Commercial)**
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. The subject lands are designated **Mixed Use** in the Erin Mills Neighbourhood Character Area



LEGEND:



SUBJECT LANDS

DATE OF AERIAL IMAGERY: SPRING OF 2017



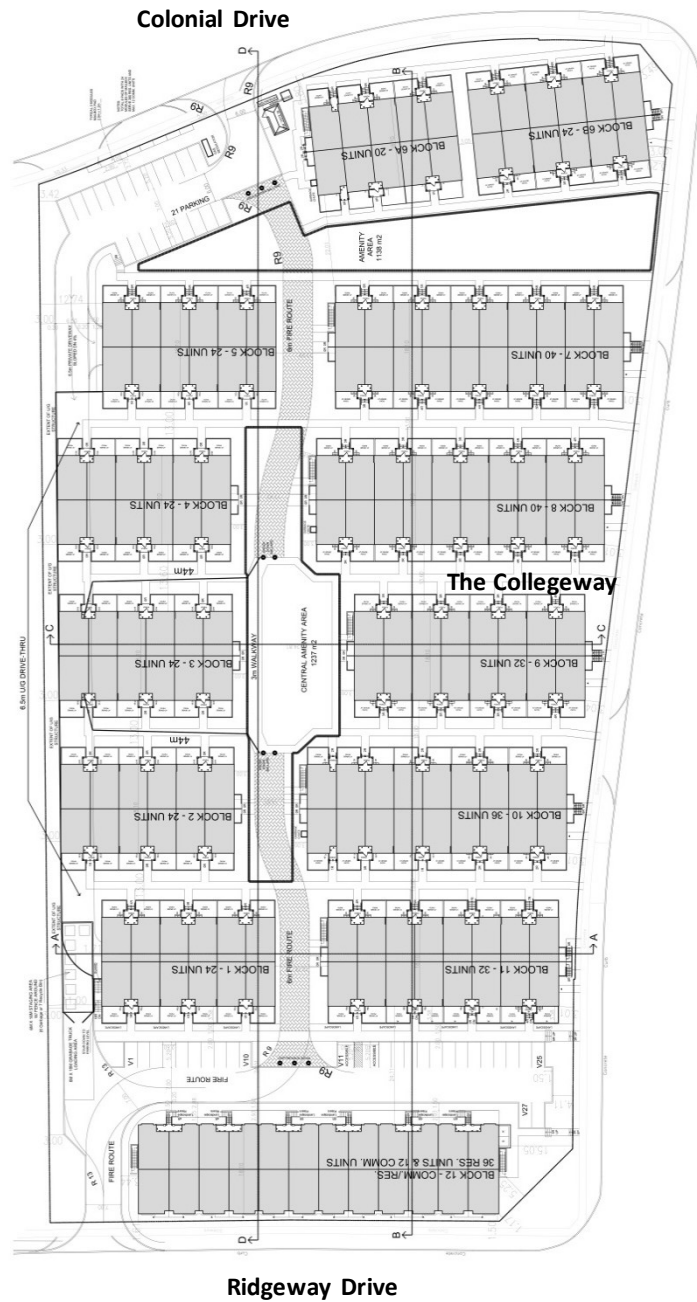
TITLE: COLLEGEWAY MISSISSAUGA HOLDINGS LTD.

FILE NO: OZ 16/ 005 W8

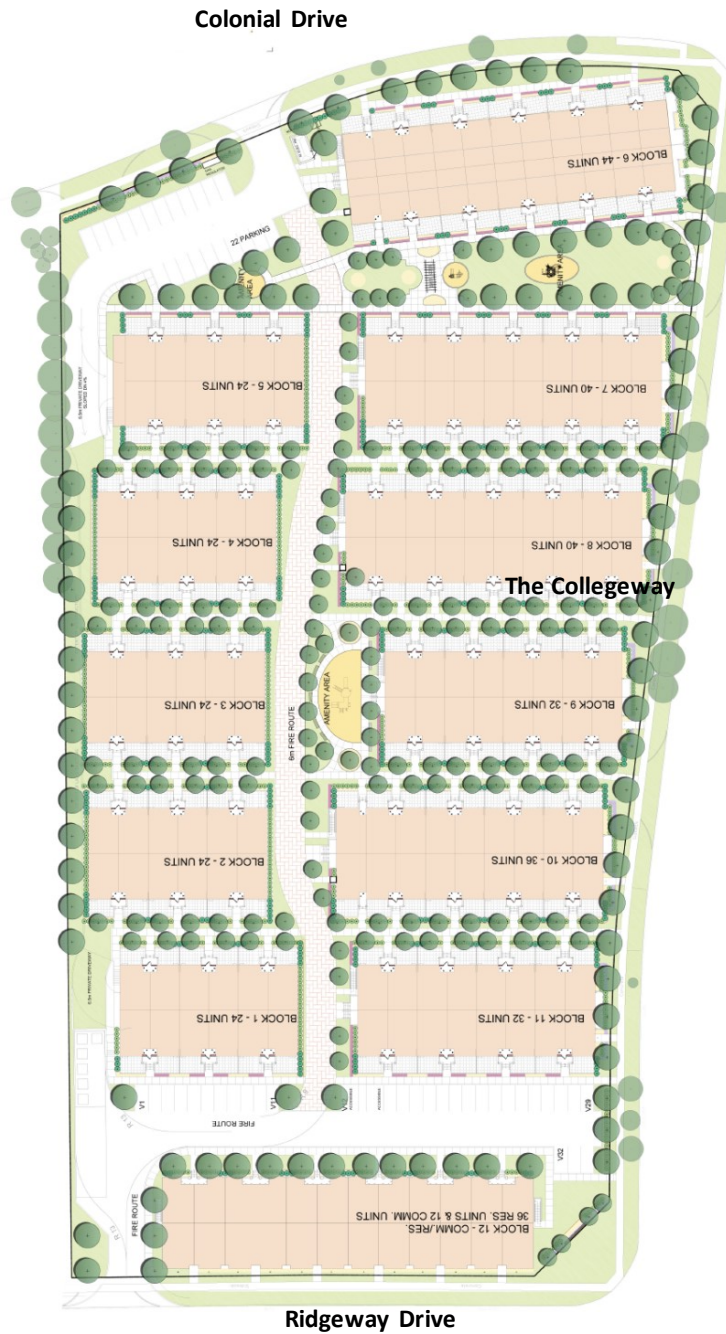


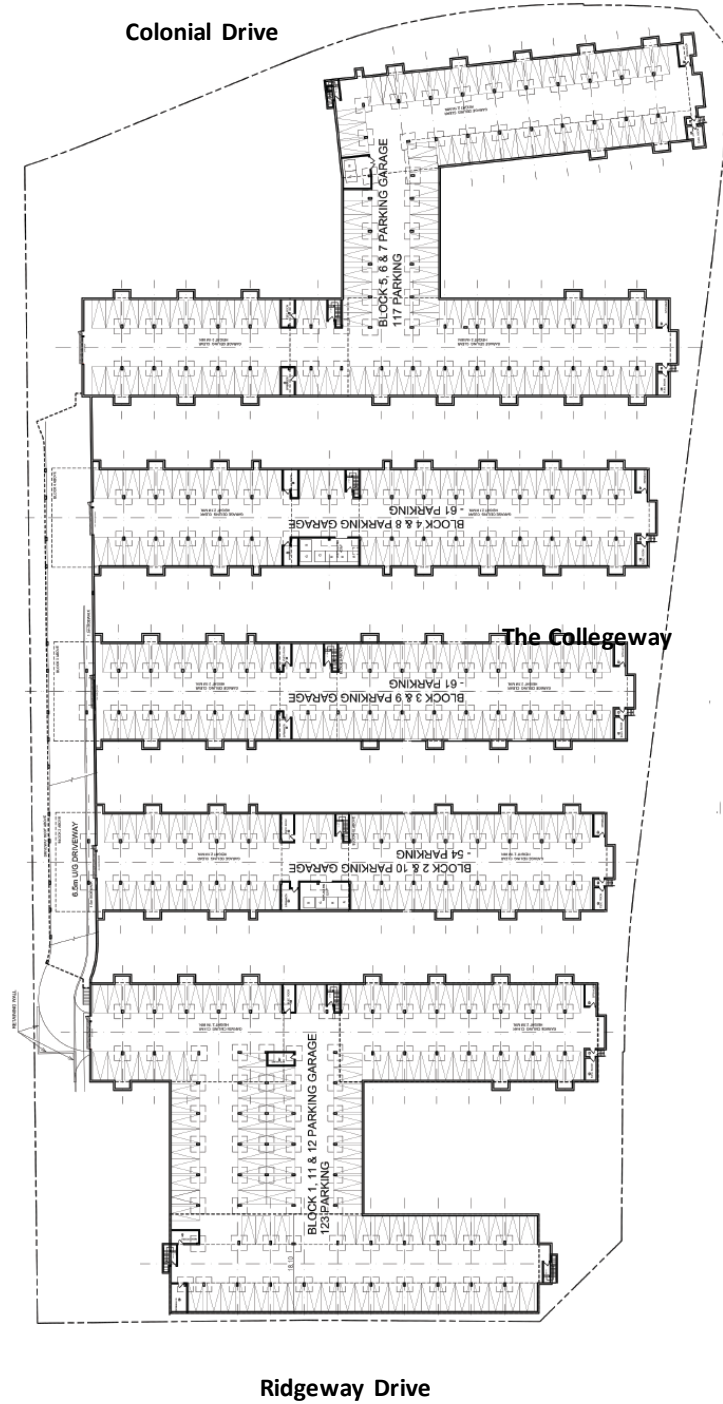
Produced by
T&W, Geomatics

Proposed Concept Plan



Proposed Landscape Plan



Proposed Underground Parking Plan

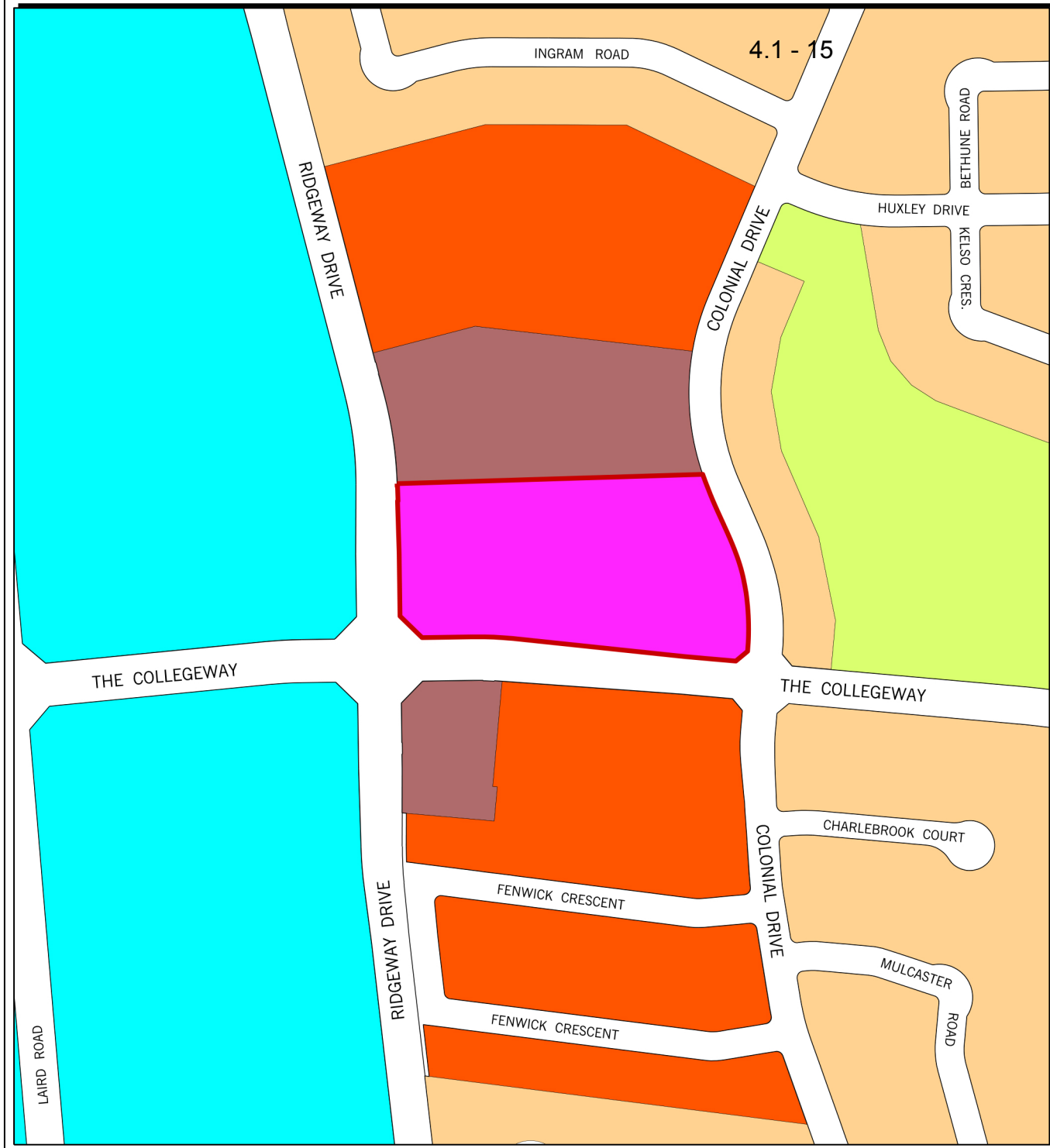
Proposed Elevations



Mixed Use Building



Residential Building



PART OF SCHEDULE 10 LAND USE DESIGNATIONS OF MISSISSAUGA OFFICIAL PLAN

- LAND USE DESIGNATIONS**
- | | |
|----------------------------|-----------------------|
| Residential Low Density I | Airport |
| Residential Low Density II | Institutional |
| Residential Medium Density | Public Open Space |
| Residential High Density | Private Open Space |
| Mixed Use | Greenlands |
| Convenience Commercial | Parkway Belt West |
| Motor Vehicle Commercial | Utility |
| Office | Special Waterfront |
| Business Employment | Partial Approval Area |
| Industrial | |

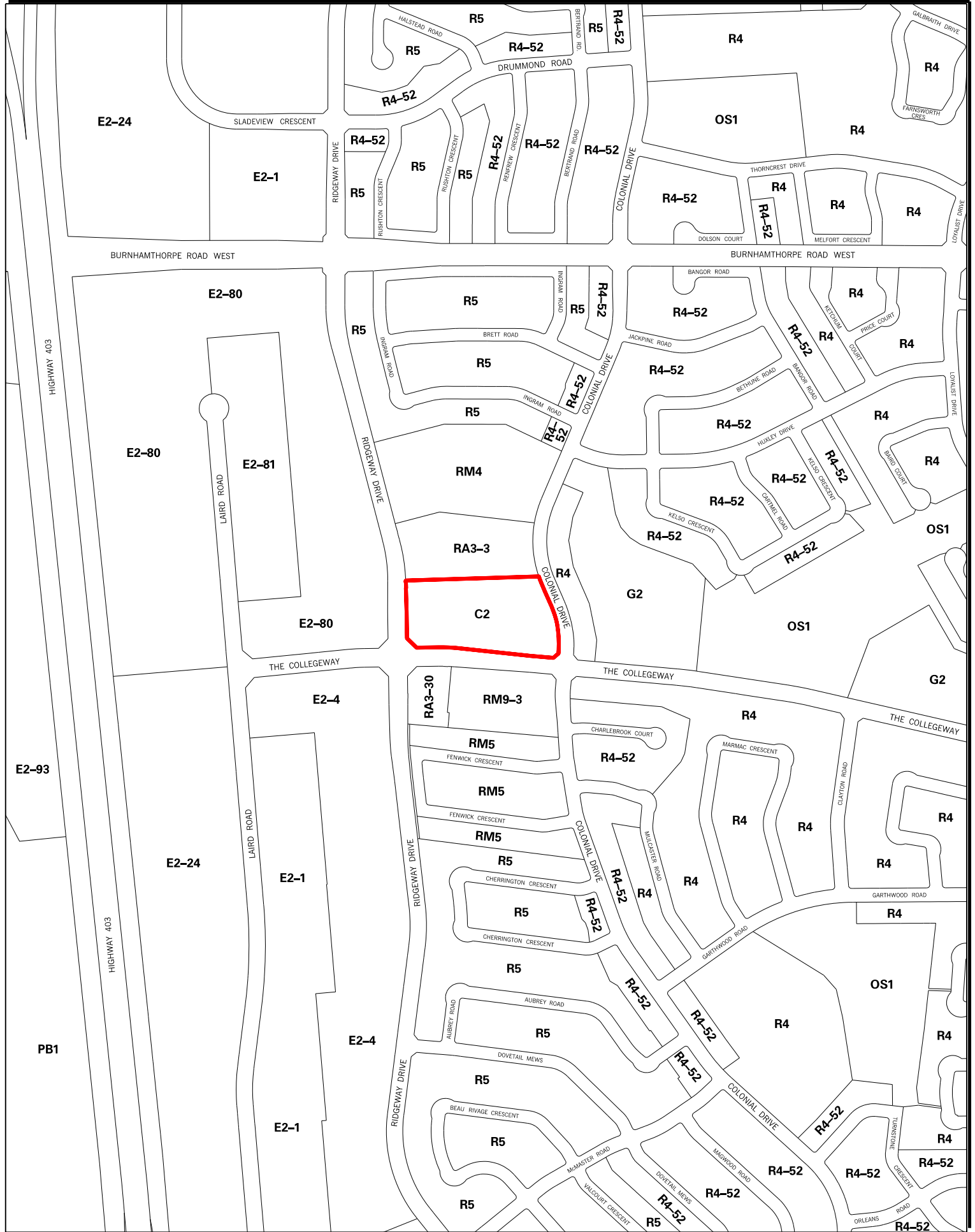
- BASE MAP INFORMATION**
- | | |
|---|------------------------------|
| Heritage Conservation District | Civic Centre (City Hall) |
| 1996 NEP/2000 NEF Composite Noise Contours | City Centre Transit Terminal |
| LBPIA Operating Area Boundary See Aircraft Noise Policies | GO Rail Transit Station |
| Area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

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

SUBJECT LANDS

TITLE: COLLEGEWAY MISSISSAUGA HOLDINGS LTD.

FILE NO: OZ 16/ 005 W8



Collegeway Mississauga Holdings Limited**File: OZ 16/005 W8****Summary of Existing and Relevant Mississauga Official Plan Policies****Existing Official Plan Policies**

Mixed Use which permits a range of retail, service, office, entertainment/recreation and residential uses, among other uses.

Relevant Mississauga Official Plan Policies

There are numerous policies that apply in reviewing these applications. An overview of some of the policies is found below:

	Specific Policies	General Intent
Section 5 – Direct Growth	Section 5.1.4	Most of Mississauga’s future growth will be directed to Intensification Areas.
	Section 5.1.7	Mississauga will protect and conserve the character of stable residential Neighbourhoods.
	Section 5.1.9	New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.
	Section 5.3 – City Structure	Neighbourhoods and Employment Areas will accommodate the lowest densities and building heights. Neighbourhoods will focus on residential uses and associated services and facilities. Employment Areas will accommodate a diverse mix of employment uses, but will not permit residential uses;

Collegeway Mississauga Holdings Limited**File: OZ 16/005 W8**

	Specific Policies	General Intent
Section 5 – Direct Growth	Section 5.3.5.1	Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.
	Section 5.3.5.2	Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas.
	Section 5.3.5.3	Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres.
	Section 5.3.5.4	Intensification of commercial sites that results in a significant loss of commercial floor space will be discouraged.
	Section 5.3.5.5	Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.
	Section 5.3.5.6	Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.
Section 7 - Complete Communities	Section 7.1.1	Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga.
	Section 7.1.2	The creation of complete communities and the implications for public health will be considered by Mississauga when making planning decisions.
	Section 7.1.3	In order to create a complete community and develop a built environment supportive of public health, the City will: <ul style="list-style-type: none"> a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses; b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking; c. encourage environments that foster incidental and recreational activity; and d. encourage land use planning practices conducive to good public health.
	Section 7.1.4	Mississauga will raise awareness of the link between the built environment and public health.

Collegeway Mississauga Holdings Limited**File: OZ 16/005 W8**

	Specific Policies	General Intent
Section 9 – Build a Desirable Urban Form	Section 9.1.3	Infill and redevelopment within Neighbourhoods will respect the existing and planned character.
	Section 9.2.2.3	While new development need not mirror existing development, new development in Neighbourhoods will: <ul style="list-style-type: none"> a. respect existing lotting patterns; b. respect the continuity of front, rear and side yard setbacks; c. respect the scale and character of the surrounding area; d. minimize overshadowing and overlook on adjacent neighbours; e. incorporate stormwater best management practices; f. preserve mature high quality trees and ensure replacement of the tree canopy; and g. be designed to respect the existing scale, massing, character and grades of the surrounding area.

Collegeway Mississauga Holdings Limited**File: OZ 16/005 W8**

	Specific Policies	General Intent
Section 11 - General Land Use Designations	Section 11.2.6.1	<p>In addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit the following uses:</p> <ul style="list-style-type: none"> a. commercial parking facility; b. conference centre; c. entertainment, recreation and sports facility; d. financial institution; e. funeral establishment; f. motor vehicle rental; g. motor vehicle sales; h. overnight accommodation; i. personal service establishment; j. post-secondary educational facility; k. residential; l. restaurant; m. retail store; and n. secondary office. <p>The following uses are not permitted:</p> <ul style="list-style-type: none"> a. self-storage facility; and b. detached and semi-detached dwellings.
	Section 11.2.6.2	Lands designated Mixed Use will be encouraged to contain a mixture of permitted uses.
	Section 11.2.6.3	Mixed Use development will be encouraged through infilling to consolidate the potential of these areas and to restrict their linear extension into stable, non-commercial areas.
	Section 11.2.6.4	Residential uses will be combined on the same lot or same building with another permitted use.
	Section 11.2.6.5	Residential uses will be discouraged on the ground floor.
	Section 11.2.6.6	Notwithstanding 11.2.6.4 and 11.2.6.5, development applications proposing residential uses that are not combined in the same building with another permitted use may be required to submit a development master plan to the City's satisfaction.

Collegeway Mississauga Holdings Limited

File: OZ 16/005 W8

Summary of Existing and Proposed Zoning Provisions**Existing Zoning By-law Standards**

C2 (Neighbourhood Commercial), which permits a range of retail, service, office and entertainment/recreation uses, among other uses.

Proposed Zoning By-law Standards

	Base RM9 Zoning By-law Standards	Proposed RM9 - Exception Zoning By-law Standards
Permitted Uses	Horizontal Multiple Dwellings	Uses permitted in a C1 zone
60 m Separation Distance for Take Out Restaurant	-	Requesting exemption
Maximum GFA – Non residential	-	1 328.9 m ² (14,305.0 ft ²)
Maximum floor space index	0.4 – 0.9	1.7
Maximum dwelling height	Flat roof - 13.0 m (42.7 ft.) Sloped roof – 15.0 m (49.2 ft.)	Flat roof – 16.5 m (54.1 ft.)
Minimum front yard setback to a residential building	7.5 m (24.6 ft.)	Residential block – 3.0 m (9.84 ft.)
Maximum encroachment of a porch into required front and side yards	1.8 m (5.9 ft.)	3.6 m (11.8 ft.)
Parking space requirement per dwelling	One- bedroom: 1.1 Two-bedroom: 1.5 Three-bedroom: 1.75 Visitor: 0.25	All unit types: 1.1 Visitor: 0.05
Parking spaces to be shared for commercial and visitor	Shared parking not permitted	48 shared parking spaces
Required parking	Residential – 570 spaces Visitor – 95 spaces Commercial – 57 spaces	Residential – 418 spaces Visitor – 21 spaces Commercial – 27 spaces
Minimum width of a sidewalk	2.0 m (6.56 ft.)	1.5 m (4.92 ft.)
Minimum width of an internal road	7.0 m (22.9 ft.)	6.5 m (21.3 ft.)
Minimum required amenity area	2 660 m ² (28,632 ft ²)	1 330 m ² (14,316 ft ²)

Collegeway Mississauga Holdings Limited**File: OZ 16/005 W8**

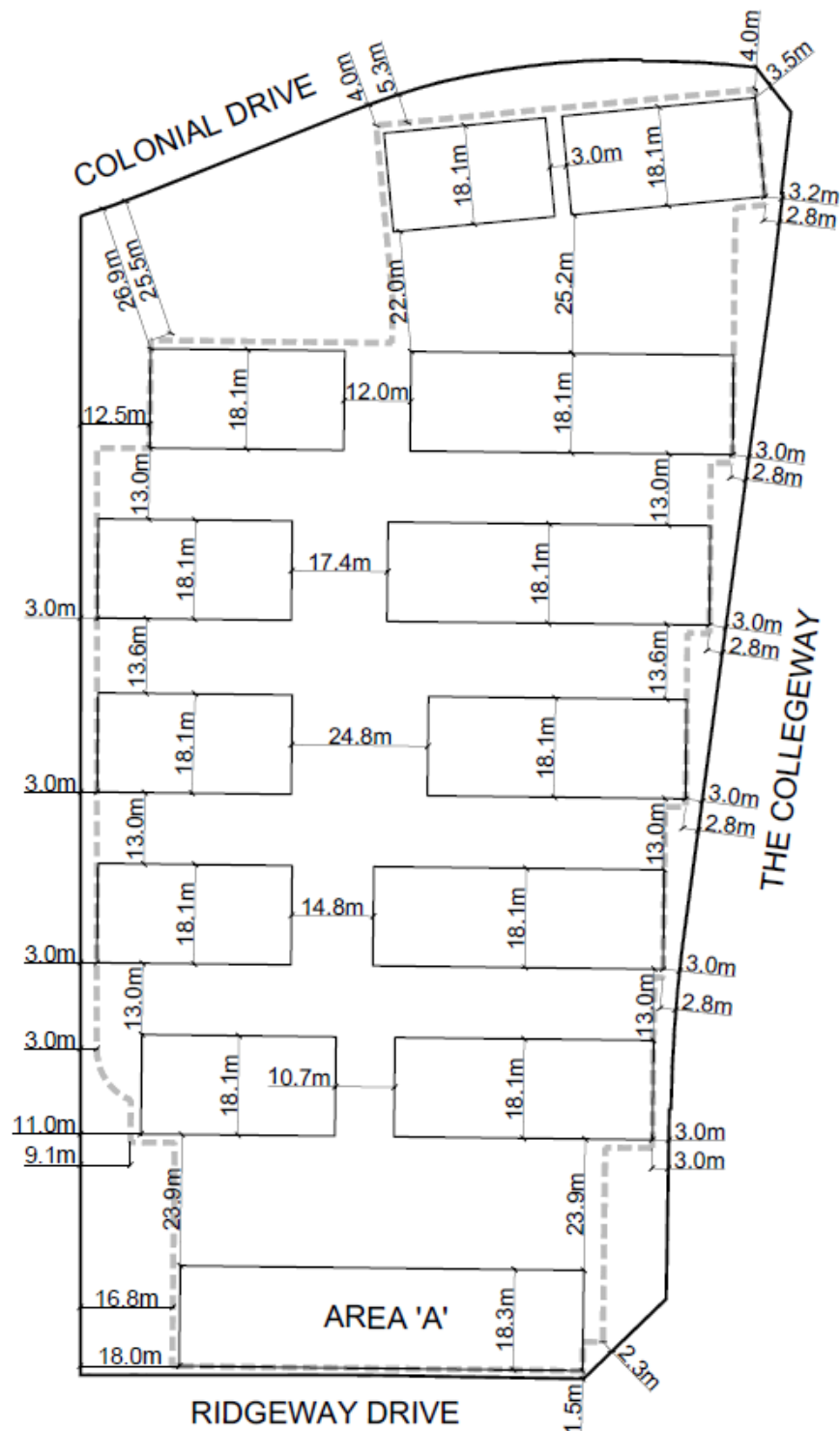
	Base RM9 Zoning By-law Standards	Proposed RM9 - Exception Zoning By-law Standards
Minimum contiguous amenity area	50% of total amenity space (1 330 m ² (14,316 ft ²))	1 237 m ² (13,314 ft ²)

Note: The provisions listed are based on the applicant's preliminary concept plan and are subject to revisions as the plan is further revised.

Collegeway Mississauga Holdings Limited

File: OZ 16/005 W8

Applicant's Proposed Site Exception Schedule



Collegeway Mississauga Holdings Limited

File: OZ 16/005 W8

Agency Comments

The following is a summary of comments from agencies and departments regarding the application.

Agency / Comment Date	Comment
Region of Peel (October 27, 2017)	<p>Watermain looping to the municipal system will be required for this proposal. Private Servicing Easements may be required prior to Regional servicing approval. Condominium Water Servicing Agreement will be required.</p> <p>The Region of Peel will provide front-end collection of garbage and recyclable materials to residential units only.</p> <p>On-site waste collection will be required through a private waste hauler for all the commercial/retail units.</p> <p>Details have been provided to the applicant regarding the requirements for appropriate waste collection.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (October 20, 2017)	Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.
City Community Services Department – Parks and Forestry Division/Park Planning Section (October 11, 2017)	<p>The subject site is located within 60 m (196.9 ft.) of Tom Chater Memorial Park (P-291) which contains 3 lit softball diamonds, a soccer pitch and a play site.</p> <p>A street tree cash contribution will be required for street trees along Ridgeway Drive and The Collegeway.</p> <p>Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> and in accordance with City's Policies and By-laws.</p>
City Community Services Department – Fire and Emergency Services Division (September 25, 2017)	<p>Emergency response time to the site and watersupply are acceptable.</p> <p>Note: Fire Department access and hydrant coverage is to be conformance with Fire Route By-law 1036-81 and will be assessed through the site plan process. Knock down bollards are not permitted within the limits of a fire route.</p>

Collegeway Mississauga Holdings Limited

File: OZ 16/005 W8

Agency / Comment Date	Comment
City Transportation and Works Department (October 23, 2017)	<p>The applicant has been requested to provide the following additional details:</p> <ul style="list-style-type: none"> • Confirmation of tenure proposed for this development • Revised engineering drawings to include additional grading, drainage, bike storage and traffic related details, as well as private road standard details • Updated Traffic Impact Study • Updated Noise Report • Letter of Reliance for Phase 1 Environmental Site Assessment • Phase 2 Environmental Site Assessment <p>The above aspects are to be addressed by the applicant prior to the Recommendation Report proceeding.</p>
Canada Post (October 24, 2017)	<p>No objection to the proposed development in principle. However, current mailbox locations should be consolidated and located more centrally to the site.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to this application provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> • Alectra • Heritage Planning • Mi-Way Transit • Urban Forestry • Heritage Planning • Economic Development Office <p>The following City Departments and Agencies were circulated but did not provide comments:</p> <ul style="list-style-type: none"> • Bell Canada • Rogers Cable • Trillium Health Partners • Conseil Scolaire de District Catholique Centre-Sud • Conseil Scolaire Viamonde • Realty Services

Collegeway Mississauga Holdings Limited**File: OZ 16/005 W8****School Accommodation**

The Peel District School Board	The Dufferin-Peel Catholic District School Board																																																		
<ul style="list-style-type: none"> Student Yield: <table> <tr> <td>63</td><td>Kindergarten to Grade 5</td></tr> <tr> <td>27</td><td>Grade 6 to Grade 8</td></tr> <tr> <td>30</td><td>Grade 9 to Grade 12</td></tr> </table> School Accommodation: <table> <tr> <td colspan="2">Garthwood Park PS</td></tr> <tr> <td>Enrolment:</td><td>370</td></tr> <tr> <td>Capacity:</td><td>473</td></tr> <tr> <td>Portables:</td><td>0</td></tr> <tr> <td colspan="2">Erin Mills MS</td></tr> <tr> <td>Enrolment:</td><td>433</td></tr> <tr> <td>Capacity:</td><td>536</td></tr> <tr> <td>Portables:</td><td>0</td></tr> <tr> <td colspan="2">Clarkson SS</td></tr> <tr> <td>Enrolment:</td><td>810</td></tr> <tr> <td>Capacity:</td><td>1,392</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> 	63	Kindergarten to Grade 5	27	Grade 6 to Grade 8	30	Grade 9 to Grade 12	Garthwood Park PS		Enrolment:	370	Capacity:	473	Portables:	0	Erin Mills MS		Enrolment:	433	Capacity:	536	Portables:	0	Clarkson SS		Enrolment:	810	Capacity:	1,392	Portables:	0	<ul style="list-style-type: none"> Student Yield: <table> <tr> <td>26</td><td>Junior Kindergarten to Grade 8</td></tr> <tr> <td>22</td><td>Grade 9 to Grade 12</td></tr> </table> School Accommodation: <table> <tr> <td colspan="2">Christ The King</td></tr> <tr> <td>Enrolment:</td><td>259</td></tr> <tr> <td>Capacity:</td><td>450</td></tr> <tr> <td>Portables:</td><td>0</td></tr> <tr> <td colspan="2">Loyola Catholic Secondary School</td></tr> <tr> <td>Enrolment:</td><td>1,058</td></tr> <tr> <td>Capacity:</td><td>1,089</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> 	26	Junior Kindergarten to Grade 8	22	Grade 9 to Grade 12	Christ The King		Enrolment:	259	Capacity:	450	Portables:	0	Loyola Catholic Secondary School		Enrolment:	1,058	Capacity:	1,089	Portables:	0
63	Kindergarten to Grade 5																																																		
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City of Mississauga
Corporate Report



Date: December 15, 2017

To: Chair and Members of Planning and Development Committee

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

Originator's file:
 File: OZ 14/006 W7

Meeting date:
 2018/01/15

Subject

RECOMMENDATION REPORT (WARD 7)

Applications to permit 4 three storey live/work townhomes

2560 and 2564 Confederation Parkway, west side of Confederation Parkway, south of Dundas Street West

Owners: Ahmed Al Sabbagh and Mohammed Albarrak

File: OZ 14/006 W7

Recommendation

1. That notwithstanding that subsequent to the public meeting, changes to the applications have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
2. That the applications under File OZ 14/006 W7, Ahmed Al Sabbagh and Mohammed Albarrak, 2560 and 2564 Confederation Parkway to amend Mississauga Official Plan to **Mixed Use**; to change the zoning to **C4 – Exception (Mainstreet Commercial)** to permit 4 three storey live/work townhomes with the provisions outlined in Appendix 3 be approved.
3. That the applicant agrees to satisfy all the requirements of the City and any other external agency concerned with the development.
4. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.
5. Notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to Council approval of the development application, the applicant can apply for a minor variance application, provided that the number of units shall remain the same.

Report Highlights

- The applicant has made minor revisions to the proposal to address issues raised by City staff during the processing of the applications
- Staff are satisfied with the changes to the proposal and find it to be acceptable from a planning standpoint, and recommend that the applications be approved

Background

A public meeting was held by the Planning and Development Committee on September 8, 2015 at which time an Information Report (Appendix 1) was received for information.

Recommendation PDC-0050-2015 was then adopted by Council on September 16, 2015.

That the report dated August 18, 2015 from the Commissioner of Planning and Building regarding the applications by Ahmed Al Sabbagh and Mohammed Albarrak to permit 4 three storey live/work townhomes under File OZ 14/006 W7, at 2560 and 2564 Confederation Parkway, be received for information, and notwithstanding planning protocol, that the Recommendation Report be brought directly to a future Council meeting.

There were some technical matters that needed to be resolved and the file was inactive for a period of time. Given the amount of time since the public meeting, full notification was provided in accordance with the *Planning Act* and the matter has been brought back to Planning and Development Committee.

Comments

REVISED DEVELOPMENT PROPOSAL

The applicant has made some minor modifications to the proposed concept plan (see Appendix 2) including:

- Reduction of parking spaces and the addition of a turnaround area
- Increased setback to Confederation Parkway, decreased rear and north side yard setback
- Reconfiguration of waste collection area

COMMUNITY COMMENTS

No community meetings were held, no one spoke at the statutory public meeting and no written comments were received by the Planning and Building Department.

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

City Transportation and Works Department

Comments updated December 12, 2017, state that in the event this application is approved Council and prior to enactment of the Zoning By-law, the applicant will be required to enter into

a Development Agreement with the City, provide right-of-way requirements along Confederation Pkwy and provide any required securities and fees. Site specific details will be addressed through the Site Plan review and approval process.

Region of Peel

Comments updated December 13, 2017 state that waste collection requirements have been satisfied and that site servicing details will be addressed as part of Site Plan review and approval.

School Accommodation

In comments updated December 12, 2017, the Peel District School Board and the Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.

PLANNING COMMENTS

Provincial Policy Statement (PPS) and Growth Plan for the Greater Golden Horseshoe

The *Provincial Policy Statement* (PPS), contains the Province's policies concerning land use planning for Ontario. All planning decisions are required to be consistent with these policies. The PPS encourages intensification of land within urban areas, promotes efficient use of infrastructure and public facilities, encourages mixed use developments and the support of public transit.

The *Provincial Growth Plan for the Greater Golden Horseshoe* (Growth Plan) directs municipalities to "identify the appropriate type and scale of development in intensification areas". It states that intensification areas will be planned and designed to "achieve an appropriate transition of built form to adjacent areas". The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale. These policies are implemented through Mississauga's Official Plan.

The proposed development adequately takes into account the existing context and has an appropriate transition of built form to adjacent areas.

Official Plan

The proposal requires an amendment to the Mississauga Official Plan Policies for the Cooksville Neighbourhood Character Area. Amendments to the Mississauga Official Plan are required to permit the live/work townhomes. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***
- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***
- ***Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?***

Planning staff have undertaken an evaluation of the criteria against this proposed development application.

The subject site is located within the Cooksville Neighbourhood Character Area. Neighbourhoods are to be regarded as stable residential areas where the existing character is to be preserved. Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to the surrounding development. The site is located in a mixed use, transitional area of the Neighbourhood. Many of the residential homes along Confederation Parkway in this area have been converted into commercial, office and personal service uses. The Downtown Cooksville Character Area is located directly east of the site and contains a further mix of uses including high density apartments, offices and retail plazas. The proposed development will provide an appropriate transition between the neighbourhood and Downtown Cooksville.

The vacant site across Confederation Parkway to the east has been approved for the development of 140 townhomes including 20 live/work townhomes. The proposed live/work townhomes are a complementary use that will respect the character and scale of the surrounding area.

The proposal meets the built form policies of Mississauga Official Plan by designing principal doors facing the street in order to provide access from the public sidewalk. The proposed townhomes are within the permitted four storey height that applies to Neighbourhoods and represent a moderate form of intensification that is sensitive to the existing and planned character.

The proposed live/work townhomes contribute to the diversity of the housing stock and support the goal of compact, mixed use development and complete communities. The site is well served by transit including MiWay bus Route 28 along Confederation Parkway and is within walking distance of additional bus routes along Dundas Street and Hurontario Street and the future Hurontario LRT. The proposal will contribute to the pedestrian friendly and transit supportive development in the area.

The proposed concept plan has been reconfigured to accommodate parking, circulation and waste disposal. Further details will be determined through the site plan approval process.

Based on the comments received from City departments and external agencies, the existing infrastructure is adequate to support the proposed development.

The applicant has provided a Planning Justification Report in support of the applications that has demonstrated that the proposal represents good planning and is consistent with the intent of the Mississauga Official Plan policies.

Zoning

The proposed **C4-Exception (Mainstreet Commercial)** is appropriate to accommodate the 4 three storey live/work townhomes.

Appendix 3 contains a summary of the proposed site specific zoning provisions.

Site Plan

Prior to development of the lands, the applicant will be required to obtain Site Plan approval. A site plan application has not been submitted to date.

While the applicant has worked with City departments to address many site plan related issues through review of the Rezoning concept plan, further revisions will be needed to address matters such as architectural elements, waste removal and landscaping.

Financial Impact

Development charges will be payable in keeping with the requirements of the Development Charges By-law of the City. Also, the financial requirements of any other commenting agency must be met.

Conclusion

The proposed Official Plan Amendment and Rezoning are acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposal for live/work townhomes is consistent with the overall intent, goals and objectives of the official plan as the site is located within a transitional area adjacent to the Downtown Cooksville. The development will not destabilize the residential neighbourhood given the surrounding retail conversions and the future townhome development to the east.
2. The proposed official plan provisions and zoning standards as identified, are appropriate to accommodate the requested uses.

Should the applications be approved by Council, the implementing official plan amendment and zoning by-law will be brought forward to Council at a future date.

Attachments

Appendix 1: Information Report

Appendix 2: Revised Concept Plan

Appendix 3: Revised Proposed Zoning Standards



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Aiden Stanley, Development Planner

City of Mississauga

Corporate Report



Date: 2015/08/18	Originator's file: OZ 14/006 W7
To: Chair and Members of Planning and Development Committee From: Edward R. Sajecki, Commissioner of Planning and Building	Meeting date: 2015/09/08

Subject

Applications to permit 4 three storey live/work townhomes

2560 and 2564 Confederation Parkway

West side of Confederation Parkway, south of Dundas Street West

Ahmed Al Sabbagh and Mohammed Albarrak

Information Report Ward 7

Recommendation

That the report dated August 18, 2015 from the Commissioner of Planning and Building regarding the applications by Ahmed Al Sabbagh and Mohammed Albarrak to permit 4 three storey live/work townhomes under File OZ 14/006 W7, at 2560 and 2564 Confederation Parkway, be received for information.

Report Highlights

- This report has been prepared for a public meeting to hear from the community;
- The project does not conform with the Residential Low Density II designation and requires an official plan amendment and a rezoning;
- Prior to the next report, matters to be addressed include review of the site layout, landscaping details and the resolution of technical requirements.

Background

The applications have been circulated for technical comments. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community.

Comments

THE PROPERTY AND THE NEIGHBOURHOOD

Planning and Development Committee

2015/08/18

2

Originator's file: OZ 14/006 W7

Size and Use	
Frontage:	30.46 m (99.93 ft.) on Confederation Parkway
Depth:	39.4 m (129.27 ft.)
Gross Lot Area:	0.12 ha (0.30 ac.)
Existing Uses:	vacant

The property is located in a mixed use, transitional area southwest of the Cooksville commercial core. Many of the surrounding homes have been converted into commercial, office and personal service businesses. The area is well served by public transit. North of the site is Dundas Street, a main arterial road with commercial uses on both sides.

The surrounding land uses are:

North: Psychic service in a detached dwelling
 East: Vacant, recent approval of official plan amendment and rezoning applications for townhomes across Confederation Parkway
 South: Optometrist office in a detached dwelling
 West: Detached homes on Rugby Road

Information regarding the history of the site is found in Appendix 1.

DETAILS OF THE PROJECT

The applications are to permit 4 three storey live/work townhomes. The townhomes are proposed to have retail stores, office or personal service shops such as hair salons and spas on the ground floor and residential units on the second and third floors.

Development Proposal	
Applications submitted:	Received: August 25, 2014 Deemed complete: September 26, 2014
Developer Owner:	Ahmed Al Sabbagh and Mohammed Albarrak
Applicant:	Glen Schnarr and Associates Inc.
Number of units:	4 residential units
Height:	3 storeys
Net Lot Coverage:	28%
Net Floor Space Index:	0.8
Landscaped Area:	29%
Total Gross Floor Area:	840.1 m ² (9,042.8 ft ²)
Anticipated Population:	12* *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2013 Growth Forecasts for the City of Mississauga.

Planning and Development Committee

2015/08/18

3

Originator's file: OZ 14/006 W7

Development Proposal	
Parking Required	9 commercial spaces 5 residential spaces 14 spaces total
Parking Provided:	14 spaces

Additional information is provided in Appendices 1 to 11.

LAND USE CONTROLS

The subject lands are located within the Cooksville Neighbourhood Character Area and are designated **Residential Low Density I**. The applications are not in conformity with the land use designations. The applicant has requested that the land be redesignated to **Mixed Use** to allow the project to go forward.

A rezoning is proposed from **R-3 (Detached Dwellings – Typical Lots)** to **C4-Exception (Mainstreet Commercial – Exception)** to permit live/work units in accordance with the proposed zone standards contained within Appendix 10.

Detailed information regarding the official plan and zoning is found in Appendix 9 and 10.

WHAT DID THE COMMUNITY SAY?

No community meetings were held and no written comments were received by the Planning and Building Department.

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix 7 and school accommodation information is contained in Appendix 8. Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Is the proposal compatible with the character of the area given the project's uses, landscaping, building configuration and parking layout?
- Are the proposed design details and zoning standards appropriate?
- Have all other technical requirements and studies related to the project been submitted and found to be acceptable?

Planning and Development Committee		2015/08/18	4
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Originator's file: OZ 14/006 W7

OTHER INFORMATION

The owners have submitted the following information in support of the applications:

- Planning Justification Report
- Functional Servicing Report
- Phase I Environmental Site Assessment
- Noise Feasibility Study
- Tree Inventory and Preservation Plan
- Grading and Servicing Plans
- Elevations and Concept Plan
- Draft Official Plan Amendment
- Draft Zoning By-law
- Green Initiatives Letter

DEVELOPMENT REQUIREMENTS

There are engineering matters including: servicing, noise reduction, construction and stormwater management which will require the applicant to enter into agreements with the City. Prior to any development proceeding on the site, the City will require the submission and review of an application for site plan approval. The applicant will be required to dedicate a portion of the site to the City for a road widening along Confederation Parkway.

Financial Impact

Development charges will be payable as required by the Development Charges By-law of the City. Also the financial requirements of any other external commenting agency must be met.

Conclusion

All agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and all the issues are resolved.

Attachments

Appendix 1: Site History

Appendix 2: Aerial Photograph

Appendix 3: Excerpt of Cooksville Neighbourhood Character Area Land Use Map

Appendix 4: Existing Land Use and Proposed Zoning Map

Appendix 5: Concept Plan

Appendix 6: Elevations

Appendix 7: Agency Comments

Appendix 8: School Accommodation

Appendix 9: Summary of Existing and Proposed Mississauga Official Plan Policies and Relevant Mississauga Official Plan Policies

Planning and Development Committee

2015/08/18

5

Originator's file: OZ 14/006 W7

Appendix 10: Summary of Existing and Proposed Zoning Provisions

Appendix 11: General Context Map



Edward R. Sajecki
Commissioner of Planning and Building

Prepared by: Aiden Stanley, Development Planner

Ahmed Al Sabbagh and Mohammed Albarrack
File: OZ 14/006 W7

Site History

2560 Confederation Parkway

- March 12, 1987 – Committee of Adjustment approved a minor variance under File A□134/87 to permit the temporary use of the previous dwelling as a hairstyling salon for a period of five years.
- May 7, 1992 – Committee of Adjustment approved a minor variance under File A□321/92 to continue to permit the temporary use of the previous dwelling as a hairstyling salon for a period of five years.
- October 29, 2001 – Committee of Adjustment approved a minor variance under File A□791/01 to permit the temporary use of the previous dwelling as a hairstyling salon for a period of five years.
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. The subject lands are designated **Residential Low Density II** in the Cooksville Neighbourhood Character Area.

2564 Confederation Parkway

- September 13, 1973– Committee of Adjustment approved a minor variance under File A□214/73 to permit the temporary use of the previous dwelling as a law office for a period of three years.
- March 12, 1981 – Committee of Adjustment approved minor variances under File A□122/81 to permit the temporary use of the previous dwelling as an administrative office for a period of three years and to recognize the location of the building as situated.
- March 26, 1984 – Committee of Adjustment approved a minor variance under File A□209/84 to permit the temporary use of the previous dwelling as an administrative office for a period of three years.
- May 21, 1987– Committee of Adjustment approved a minor variance under File A□308/87 to permit the temporary use of the previous dwelling as an administrative office for a period of four years.
- October 29, 2001– Committee of Adjustment approved a minor variance under File A□792/01 to permit the temporary use of the previous dwelling as a law office for a period of five years.
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. The subject lands are designated **Residential Low Density II** in the Cooksville Neighbourhood Character Area.



4.2 - 13

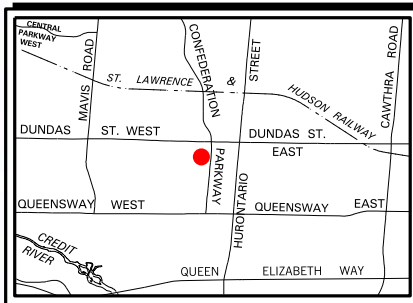
LEGEND:

 **SUBJECT LANDS**

NOTE: DATE OF AERIAL PHOTO IS SPRING 2015



SUBJECT: AHMED AL SABBAGH & MOHAMMED ALBARRAK

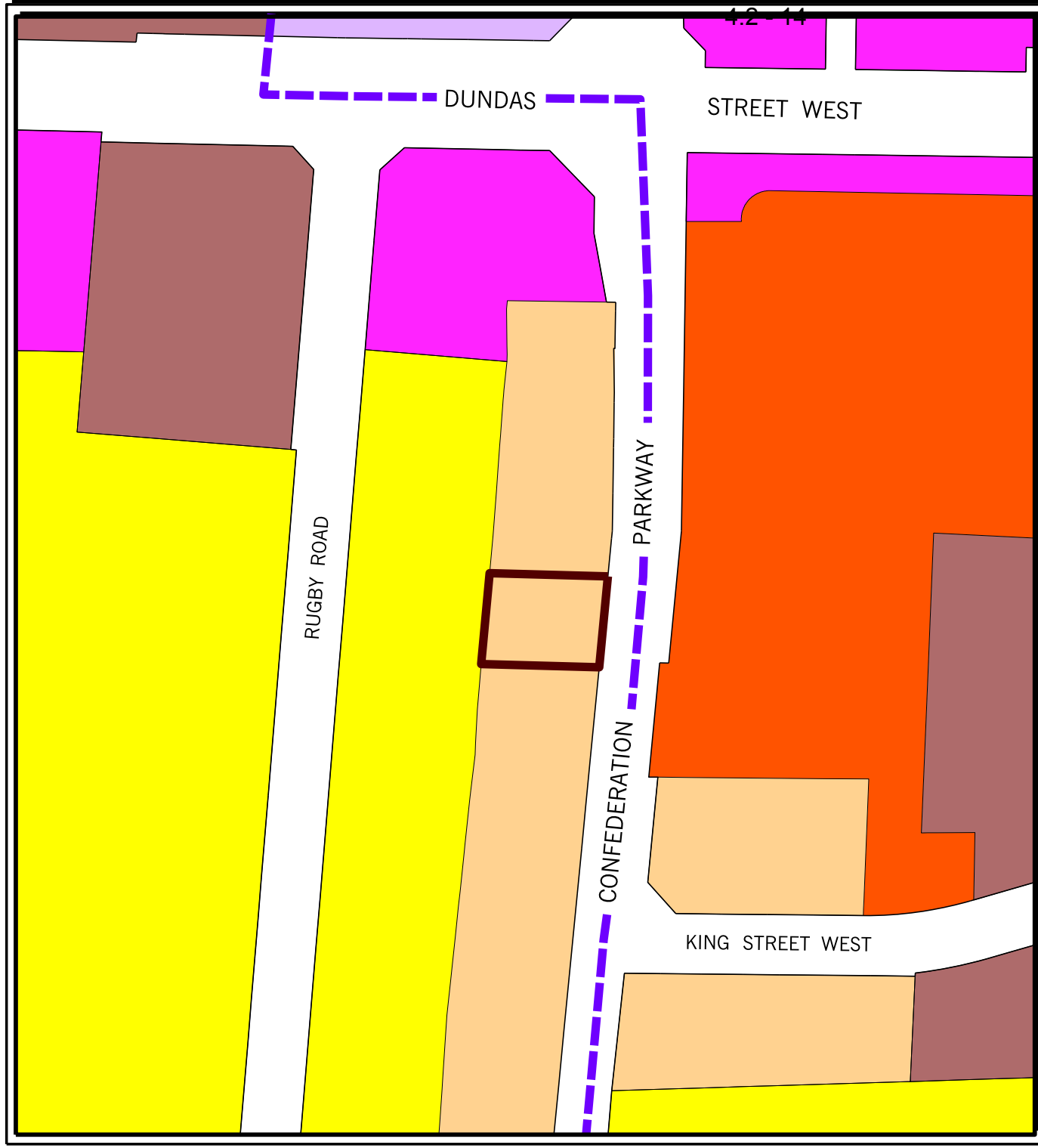


FILE NO: OZ 14006 W7	
DWG. NO: 14006A	
SCALE: 1:3000	
PDC DATE: 2015 09 08	APPENDIX 2
DRAWN BY: B. KRUGER	



MISSISSAUGA

Produced by
T&W, Geomatics



**PART OF SCHEDULE 10 LAND USE DESIGNATIONS
OF MISSISSAUGA OFFICIAL PLAN**

LAND USE DESIGNATIONS

- | | |
|----------------------------|-----------------------|
| Residential Low Density I | Airport |
| Residential Low Density II | Institutional |
| Residential Medium Density | Public Open Space |
| Residential High Density | Private Open Space |
| Mixed Use | Greenlands |
| Convenience Commercial | Parkway Belt West |
| Motor Vehicle Commercial | Utility |
| Office | Special Waterfront |
| Business Employment | Partial Approval Area |
| Industrial | |

BASE MAP INFORMATION

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

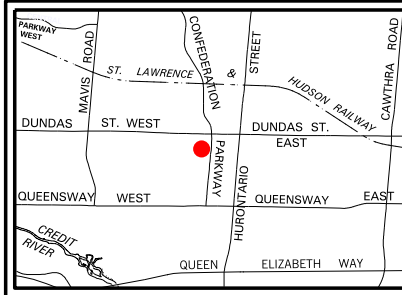
City Structure

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

SUBJECT LANDS



SUBJECT: AHMED AL SABBAGH & MOHAMMED ALBARRAK



FILE NO:
OZ 14006 W7

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14006L

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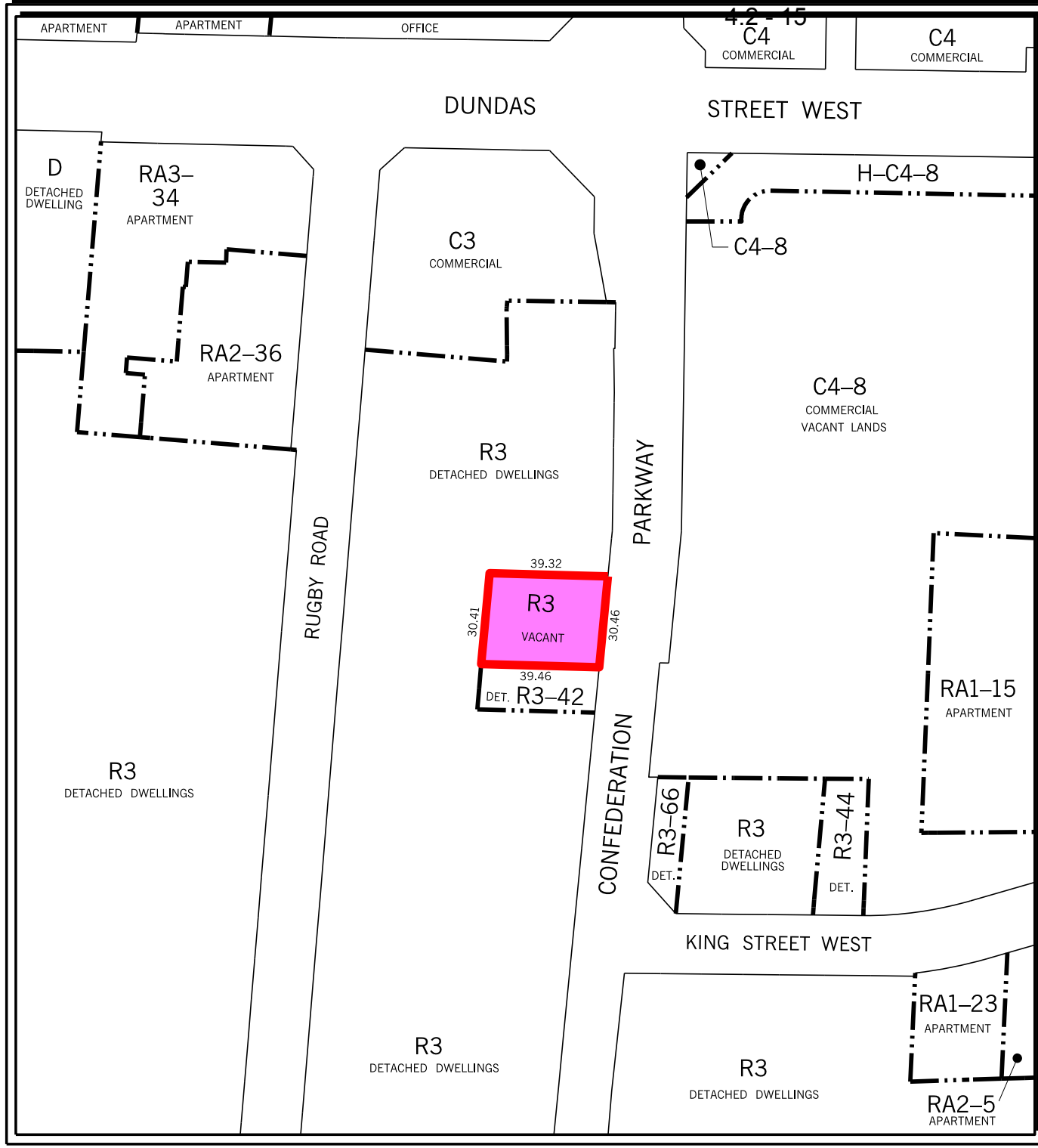
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DRAWN BY:
B. KRUGER


APPENDIX 3



Produced by
T&W, Geomatics



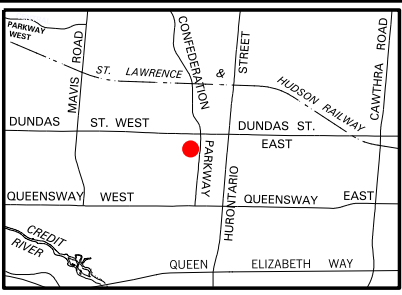
LEGEND:

 PROPOSED OFFICIAL PLAN AMENDMENT FROM 'RESIDENTIAL LOW DENSITY II' TO 'MIXED USE' AND PROPOSED REZONING FROM 'R3 (DETACHED DWELLINGS - TYPICAL LOTS)' TO 'C4-EXCEPTION (MAINSTREET COMMERCIAL - EXCEPTION)' TO PERMIT 4 LIVE/WORK TOWNHOMES.

NOTE: EXISTING ZONING DELINEATED ON THE PLAN
PROPOSED ZONING INDICATED BY SHADING WITHIN
THE APPLICATION AREA.
THIS IS NOT A PLAN OF SURVEY.

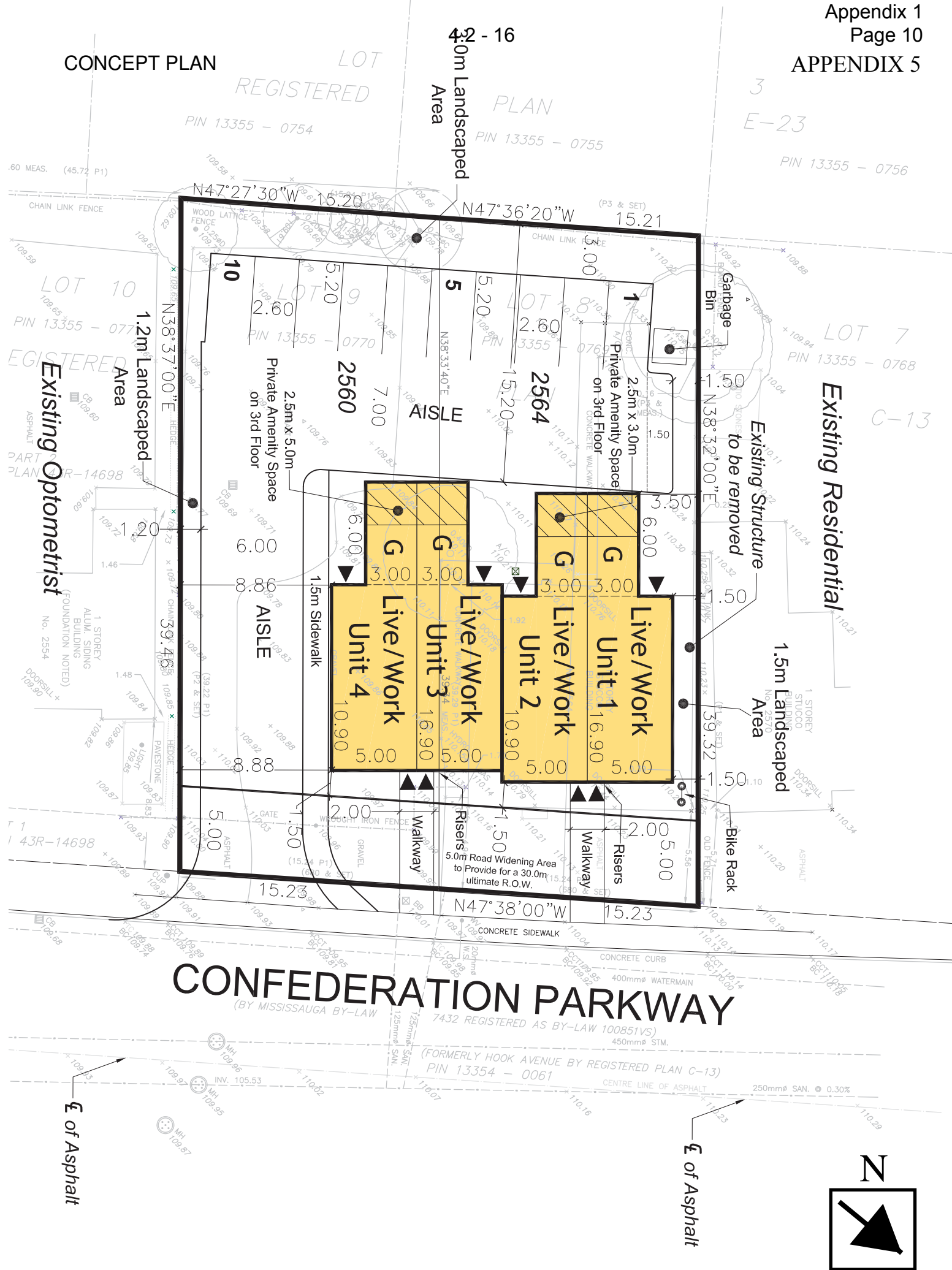


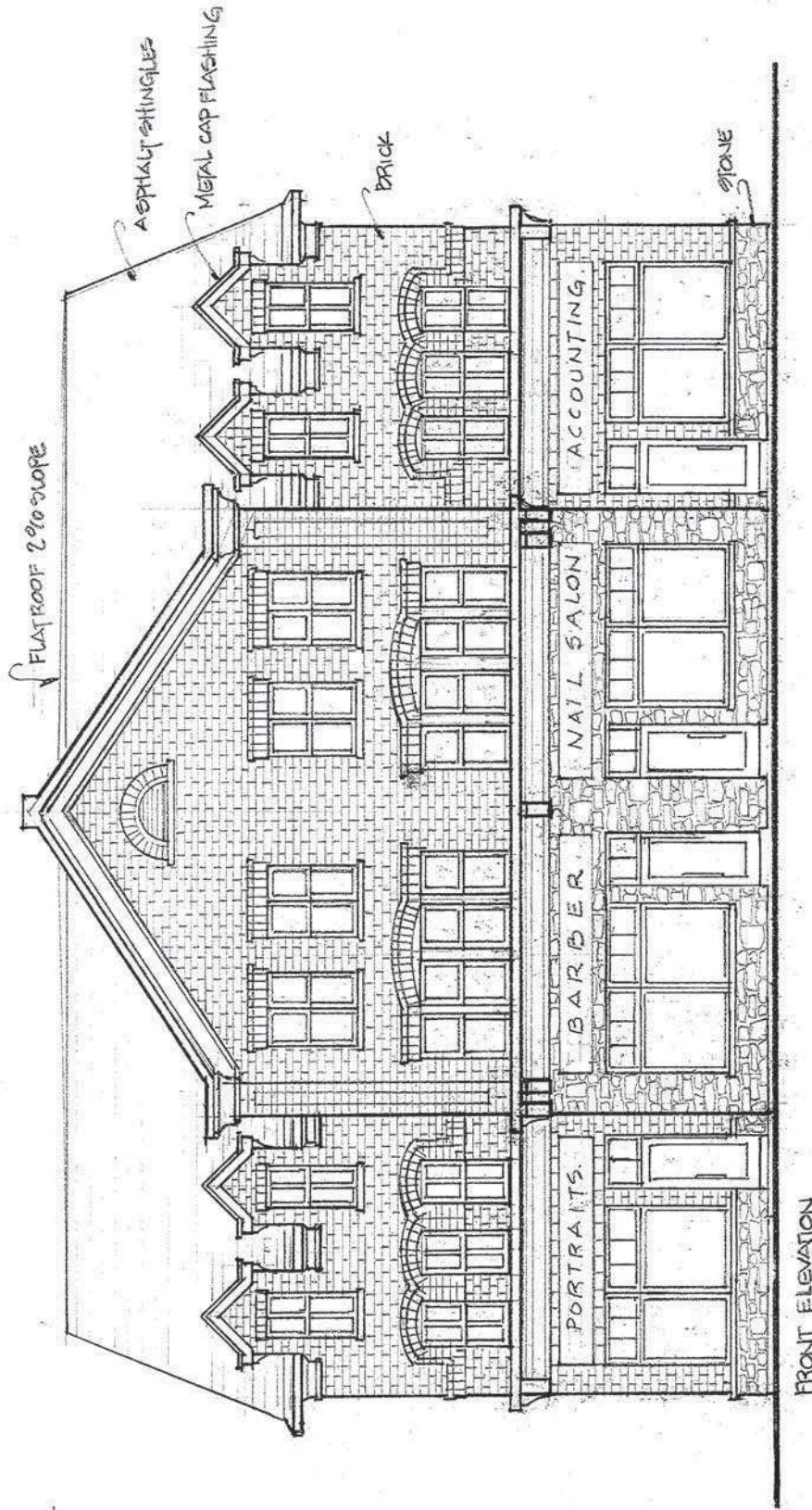
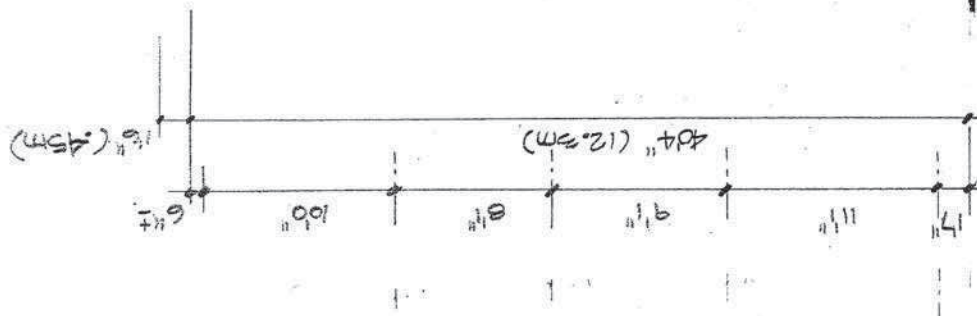
SUBJECT: AHMED AL SABBAGH & MOHAMMED ALBARRAK



FILE NO: OZ 14006 W7
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SCALE: 1:3000
PDC DATE: 2015 09 08
DRAWN BY: B. KRUGER

CONCEPT PLAN



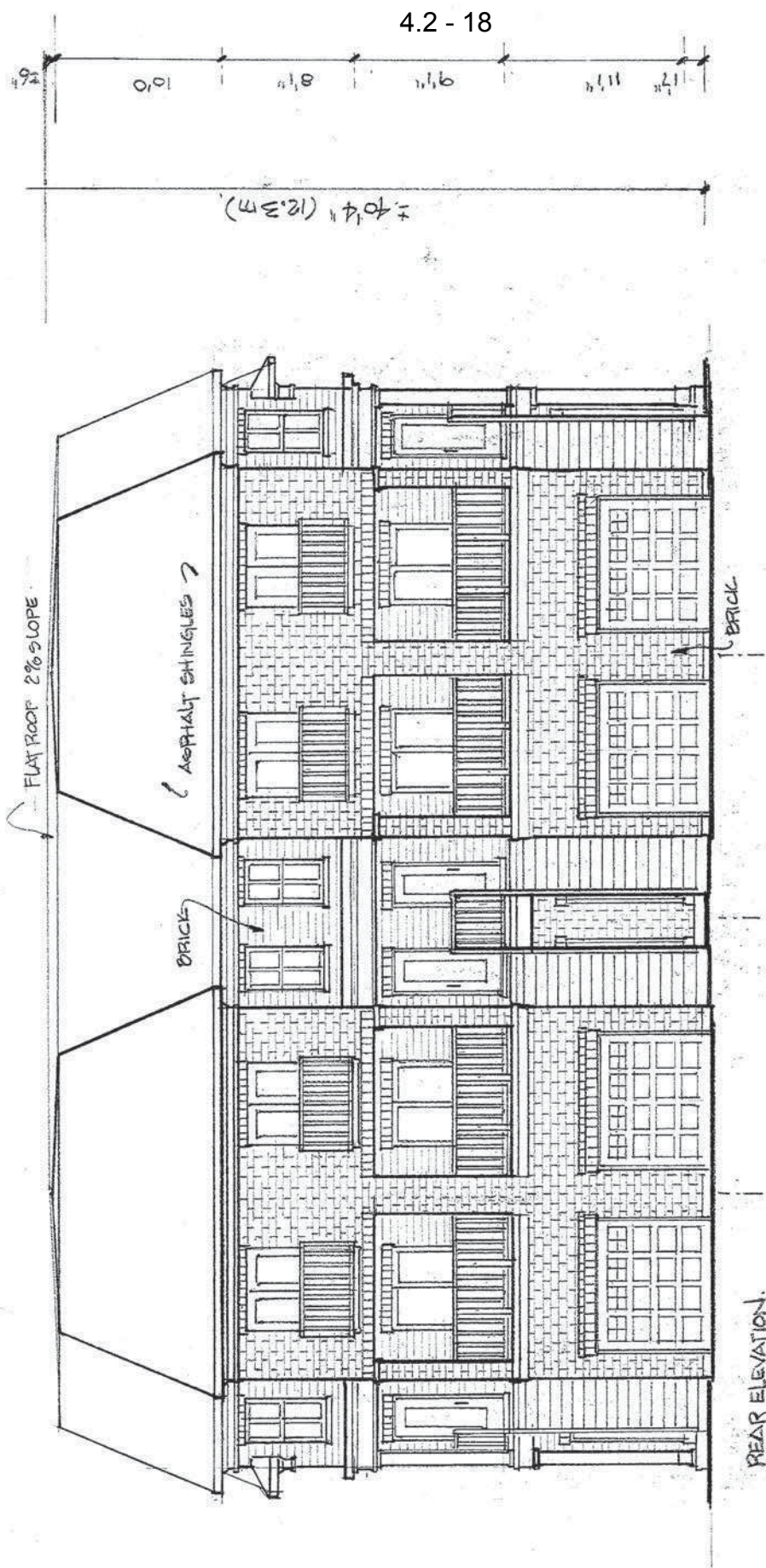


2560 & 2564 Confederation Parkway,

Mississauga

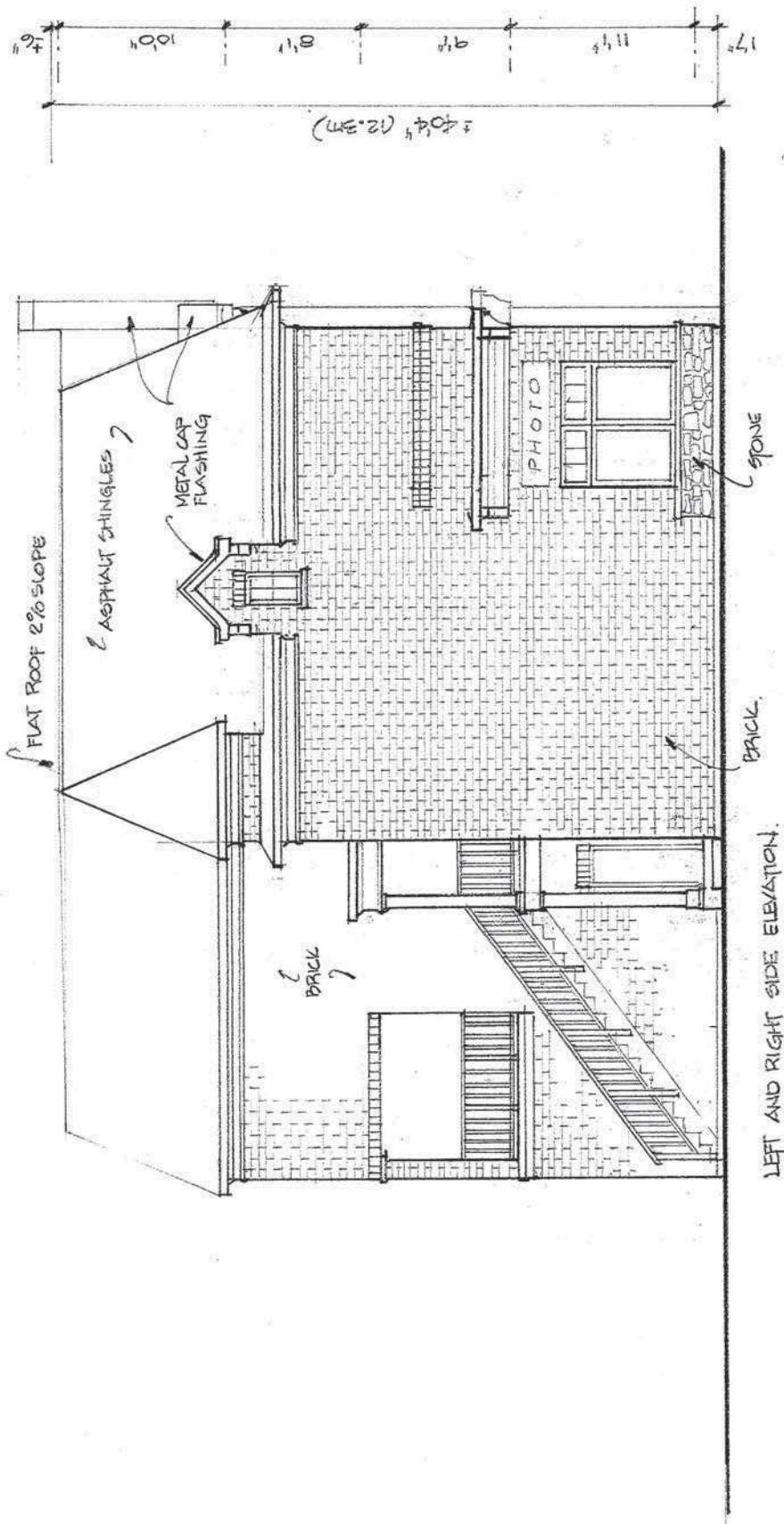
Proposed Live/Work Units

prepared by:
Flanagan Beresford & Patteson Architects



2560 & 2564 Confederation Parkway,
Mississauga
Proposed Live/Work Units

prepared by:
Flanagan Beresford & Patteson Architects



**2560 & 2564 Confederation Parkway,
Mississauga
Proposed Live/Work Units**

prepared by:
Flanagan Beresford & Patteson Architects

Ahmed Al Sabbagh and Mohammed Albarrack**File: OZ 14/006 W7****Agency Comments**

The following is a summary of comments from agencies and departments regarding the applications.

Agency / Comment Date	Comment
Peel District School Board (October 28, 2014)	<p>The Peel District School Board indicated that there is no available capacity to accommodate students generated by these applications. Accordingly, the Board has requested that in the event that the applications are approved, the standard school accommodation condition in accordance with City of Mississauga Resolution 152-98, adopted by Council on May 27, 1998 be applied.</p> <p>Among other things, this condition requires that a development application include the following as a condition of approval:</p> <p>Prior to the passing of an implementing zoning by-law for residential development, the City of Mississauga shall be advised by the School Boards that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for the subject development.</p> <p>In addition, if approved, the Board requires that certain warning clauses regarding transportation, signage and temporary accommodation be included in any Development/Servicing Agreement and Agreements of Purchase and Sale.</p>
Dufferin-Peel Catholic District School Board (November 4, 2014)	<p>The Dufferin-Peel Catholic District School Board responded that it is satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p>
City Community Services Department – Parks and Forestry Division/Park Planning Section (October 27, 2014, updated July 29, 2015)	<p>The proposed development will be serviced by Floradale Park (P-022) which is approximately 315 m (1033.46 ft.) from the subject site and includes a play site, a spray pad and pathway. Prior to by-law enactment, a cash contribution for street planting will be required. Furthermore, prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act and in accordance with City's</p>

Ahmed Al Sabbagh and Mohammed Albarrack

File: OZ 14/006 W7

Agency / Comment Date	Comment
<p>City Transportation and Works Department (May 27, 2015)</p>	<p>Policies and By-laws.</p> <p>This department confirmed receipt of the Concept Plan, Functional Servicing Report, Site Grading/Servicing Plans, Noise Feasibility Study and Phase 1 Environmental Site Assessment circulated by the Planning and Building Department.</p> <p>Notwithstanding the findings of these reports and drawings, the applicant has been requested to provide additional technical details. Development matters currently under review and consideration by the department include:</p> <p>Grading details, Stormwater servicing design, Vehicle movements and loading, Pedestrian connections.</p> <p>The above aspects will be addressed in detail prior to the Recommendation Report.</p>
<p>Other City Departments and External Agencies</p>	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> • Region of Peel • City of Mississauga, Fire and Emergency Services Division • City of Mississauga, Development Services Division • Canada Post Corporation • Rogers Cable • Greater Toronto Airport Authority • Enersource Hydro Mississauga
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> • Bell Canada • Conseil Scolaire de Districte Centre-Sud • Conseil Scolaire Viamonde • City of Mississauga Realty Services, Corporate Services Department • City of Mississauga, Culture Division • City of Mississauga Economic Development Department

APPENDIX 8

Ahmed Al Sabbagh and Mohammed Albarrack
File: OZ 14/006 W7

School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<ul style="list-style-type: none"> Student Yield: <ul style="list-style-type: none"> 1 Kindergarten to Grade 6 1 Grade 7 to Grade 8 1 Grade 9 to Grade 12 School Accommodation: <ul style="list-style-type: none"> Floradale Public School <ul style="list-style-type: none"> Enrolment: 729 Capacity: 711 Portables: 2 Queen Elizabeth Middle School <ul style="list-style-type: none"> Enrolment: 337 Capacity: 262 Portables: 4 Port Credit Secondary School <ul style="list-style-type: none"> Enrolment: 1,191 Capacity: 1,203 Portables: 1 <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p>	<ul style="list-style-type: none"> Student Yield: <ul style="list-style-type: none"> 1 Junior Kindergarten to Grade 8 1 Grade 9 to Grade 12 School Accommodation: <ul style="list-style-type: none"> St. Catherine of Siena <ul style="list-style-type: none"> Enrolment: 570 Capacity: 668 Portables: 0 St. Martin Secondary <ul style="list-style-type: none"> Enrolment: 1031 Capacity: 1026 Portables: 0

Ahmed Al Sabbagh and Mohammed Albarrack
File: OZ 14/006 W7**Summary of Existing and Proposed Mississauga Official Plan Policies and
Relevant Mississauga Official Plan Policies**

Current Mississauga Official Plan Designation and Policies for the Cooksville Neighbourhood
Character Area

Residential Low Density II which permits the following uses: detached dwelling, semi-detached dwelling, duplex dwelling, triplex, street townhouse, and other forms of low-rise dwellings. Residential designations also permit accessory offices for health professionals and home occupations.

Proposed Official Plan Amendment Provisions

The lands are proposed to be designated **Mixed Use**.

The Mixed Use designation permits the following uses: residential, retail store, commercial parking facility, conference centre, recreation facility, financial institution, funeral establishment, motor vehicle rental, overnight accommodation, personal service establishment, post-secondary educational facility, restaurant, and secondary office.

There are other policies in Mississauga Official Plan that are also applicable in the review of these applications.

Relevant Mississauga Official Plan Policies

	Specific Policies	General Intent
Section 5 – Direct Growth	Section 5.3 Section 5.4 Section 5.5	Neighbourhoods should be regarded as stable residential areas where the existing character is to be preserved. Residential intensifications within Neighbourhoods should generally occur through infilling and development of existing commercial sites as mixed use areas. Where higher density uses within Neighbourhoods are proposed, development will be required to provide appropriate transitions in height, built form and density to the surrounding lands. Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to the surrounding development.

Ahmed Al Sabbagh and Mohammed Albarrack
File: OZ 14/006 W7

	Specific Policies	General Intent
Section 5 – Direct Growth		<p>Hurontario Street and Dundas Street have been identified as Intensification Corridors. Future growth will primarily be directed to Intensification Areas such as Intensification Corridors and Major Transit Station Areas. Other areas of the city, such as Neighbourhoods, will receive modest additional growth in keeping with established land use patterns and their existing or planned character.</p> <p>Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged.</p>
Section 7 – Complete Communities	<p>Section 7.1</p> <p>Section 7.2</p>	<p>In order to create a complete community and develop a built environment supportive of public health, the City will encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses.</p> <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.</p>
Chapter 8 – Create a Multi-Modal City	Section 8.2	<p>Proponents of development applications will be required to demonstrate how pedestrian and cycling needs have been addressed.</p> <p>The transit network will be supported by compact, pedestrian oriented, mixed land use development in nodes and where appropriate, in mobility hubs and along Corridors.</p>
	Specific Policies	General Intent
Chapter 9– Build a Desirable Urban Form	<p>Section 9</p> <p>Section 9.1</p> <p>Section 9.3</p> <p>Section 9.4</p> <p>Section 9.5</p>	<p>Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill fits within the existing urban context and minimizes undue impacts on adjacent properties. Infill and redevelopment within Neighbourhoods will respect the existing and planned character, provide appropriate transition to the surrounding context and minimize undue impacts on adjacent properties.</p> <p>Development at intersections and on major streets should be of a highly attractive urban quality.</p>

Ahmed Al Sabbagh and Mohammed Albarrack
File: OZ 14/006 W7

	Specific Policies	General Intent
Section 16 – Neighbourhoods	Section 16.1 Section 16.6	A maximum building height of four storeys will apply to Neighbourhoods.
Section 19 - Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> • the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; • the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; • a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.

Planning and Development Committee

2015/08/18

2

Originator's file: OZ 14/006 W7

Size and Use	
Frontage:	30.46 m (99.93 ft.) on Confederation Parkway
Depth:	39.4 m (129.27 ft.)
Gross Lot Area:	0.12 ha (0.30 ac.)
Existing Uses:	vacant

The property is located in a mixed use, transitional area southwest of the Cooksville commercial core. Many of the surrounding homes have been converted into commercial, office and personal service businesses. The area is well served by public transit. North of the site is Dundas Street, a main arterial road with commercial uses on both sides.

The surrounding land uses are:

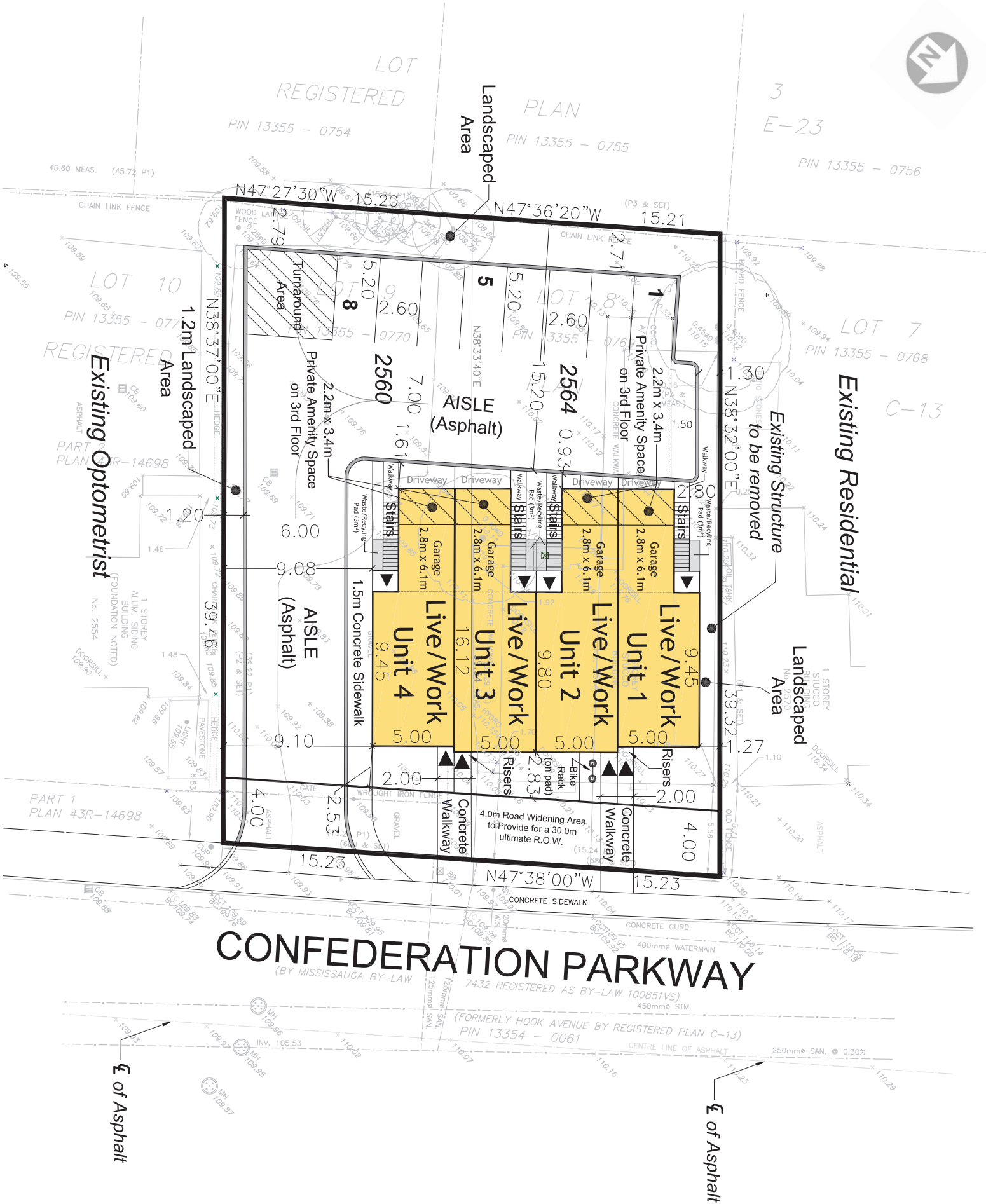
North: Psychic service in a detached dwelling
 East: Vacant, recent approval of official plan amendment and rezoning applications for townhomes across Confederation Parkway
 South: Optometrist office in a detached dwelling
 West: Detached homes on Rugby Road

Information regarding the history of the site is found in Appendix 1.

DETAILS OF THE PROJECT

The applications are to permit 4 three storey live/work townhomes. The townhomes are proposed to have retail stores, office or personal service shops such as hair salons and spas on the ground floor and residential units on the second and third floors.

Development Proposal	
Applications submitted:	Received: August 25, 2014 Deemed complete: September 26, 2014
Developer Owner:	Ahmed Al Sabbagh and Mohammed Albarrak
Applicant:	Glen Schnarr and Associates Inc.
Number of units:	4 residential units
Height:	3 storeys
Net Lot Coverage:	28%
Net Floor Space Index:	0.8
Landscaped Area:	29%
Total Gross Floor Area:	840.1 m ² (9,042.8 ft ²)
Anticipated Population:	12* *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2013 Growth Forecasts for the City of Mississauga.



Ahmed Al Sabbagh and Mohammed Albarrak

File: OZ 14/006 W7

Summary of Existing and Proposed Zoning Provisions**Existing Zoning By-law Provisions**

R3 (Detached Dwellings – Typical Lots) which permits detached dwellings.

Proposed Zoning Standards

The lands are proposed to be zoned **C4-Exception (Mainstreet Commercial)** to permit live/work townhomes in accordance with the following regulations).

	Base C4 (Mainstreet Commercial) Zoning By-law Standards	Proposed C4 – Exception (Mainstreet Commercial Exception) Zoning By-law Standards
Permitted Uses	Retail store, office, apartment dwelling, dwelling unit located above the first storey of a commercial building, and other uses	live/work unit horizontal multiple dwelling
Minimum interior side yard for a lot abutting a residential zone	4.5 m (14.8 ft.)	1.2 (3.9 ft.)
Minimum depth of a landscape buffer measured from side lot lines	4.5 m (14.8 ft.)	1.1 m (3.6 ft.)
Minimum depth of a landscape buffer measured from rear lot line	4.5 m (14.8 ft.)	2.7 m (8.9 ft.)

Note: The provisions listed are based on the applicant's concept plan and are subject to revisions as the by-law is finalized.

City of Mississauga
Corporate Report



Date: 2017/12/15

To: Chair and Members of Planning and Development Committee

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

Originator's file:
CD.21-INT

Meeting date:
2018/01/15

Subject

Interim Control By-law 0012-2017 for Certain Lands within the Dixie Employment Area and Mavis-Erindale Employment Area Character Areas – One Year Extension

Recommendation

1. That the report titled "Interim Control By-law 0012-2017 for Certain Lands within the Dixie Employment Area and Mavis-Erindale Employment Area Character Areas – One Year Extension" dated December 15, 2017, from the Commissioner of Planning and Building, be received.
2. That Interim Control By-law 0012-2017 be extended for one year, to allow for the completion of the study for certain lands within the Dixie Employment Area and Mavis-Erindale Employment Area Character Areas (see Appendix 1).

Background

On February 8, 2017, Council enacted Interim Control By-law (ICB) 0012-2017 for a period of one year (see Appendix 2). The ICB prohibits certain manufacturing land uses within the Dixie Employment Area and a portion of the Mavis-Erindale Employment Area Character Areas to allow the City to undertake a study to examine land use policies and zoning provisions for compatibility with the emerging vision for the Dundas Corridor.

The following have appealed the ICB to the Ontario Municipal Board (OMB):

- Mother Parkers Tea and Coffee Inc. – the owner of 2530 and 2531 Stanfield Road and the occupants of 2470 Stanfield Road
- 1500664 Ontario Limited – the owner of 861 Middlegate Road
- O.T.P. Properties Limited ("OTP") – the owner of 955 Middlegate Road and 2493 Haines Road
- RHenderson Inc. ("Henderson") – the owner of 2520 Haines Road
- 1409795 Ontario Inc. – the owner of 2485 Haines Road

Comments

The City has retained the consulting firm SvN to undertake a study to assess the compatibility of land use permissions within the Dixie and Mavis-Erindale Character Areas with the emerging vision for the Dundas Corridor. In addition, SvN has sub-contracted Hemson Consulting to undertake a Market Analysis and Dillon Consulting to undertake an Environmental Analysis. The study is nearing completion and will come forward in early 2018.

Section 38 of the *Planning Act* authorizes Council to amend an interim control by-law to extend the period of time which it will be in effect, provided the total period of time does not exceed two years from the passing of the interim control by-law. The extension will permit additional time to complete the study. Should amendments to land use and zoning policies be recommended, public consultation will take place and a final recommendations report will be prepared with proposed implementation tools (i.e. official plan and zoning by-law amendments).

Financial Impact

There are no financial implications resulting from the adoption of this report.

Conclusion

The *Planning Act* enables the City to pass an interim control by-law prohibiting certain uses of land, buildings or structures within a defined area to allow time to undertake a study of land use planning policies. The proposed extension falls within the parameters set out in the *Planning Act*, enabling Council to amend the ICB to extend the period of time during which it will be in effect. The one year extension will provide the necessary time required to complete the study.

Attachments

Appendix 1: Interim Control By-law 0012-2017 – Extension By-law

Appendix 2: Interim Control By-law 0012-2017



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Sharleen Bayovo, Planner
Gaspere Annibale, Planning Associate

Interim Control By-law 0012-2017 – Extension By-law

A by-law to amend Interim Control By-law #0012-2017 to extend the period of time for the Interim Control By-law.

WHEREAS the Council of the Corporation of the City of Mississauga passed Interim Control By-law 0012-2017 respecting all lands within the Dixie Employment Area Character Area and those lands in the Mavis-Erindale Employment Area Character Area south of the Canadian Pacific Rail Line on February 8, 2017, in accordance with section 38 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended;

AND WHEREAS the Council of the Corporation of the City of Mississauga directed by resolution to undertake a study to examine land use policies and zoning provisions for certain lands surrounding the Dundas Street Intensification Area and Higher Order Transit Corridor;

AND WHEREAS the Council of the Corporation of the City of Mississauga considers it to be appropriate to extend the time period during which Interim Control By-law 0012-2017 is to be in effect, pursuant to subsection 38(2) of the *Planning Act* R.S.O. 1990, c. P.13, as amended, in order to permit additional time to complete the study and assess any recommendations arising from such study with respect to land use policies and zoning provisions for certain lands within the Dixie Employment Area and Mavis-Erindale Employment Area Character Areas;

NOW THEREFORE the Council of the Corporation of the City of Mississauga ENACTS as follows:

1. Interim Control By-law 0012-2017 is hereby extended for a period of one year during which it will be in effect, not exceeding two years from the date of the passing of the said Interim Control By-law on February 8, 2017.

APPENDIX "A" TO BY-LAW NO. _____

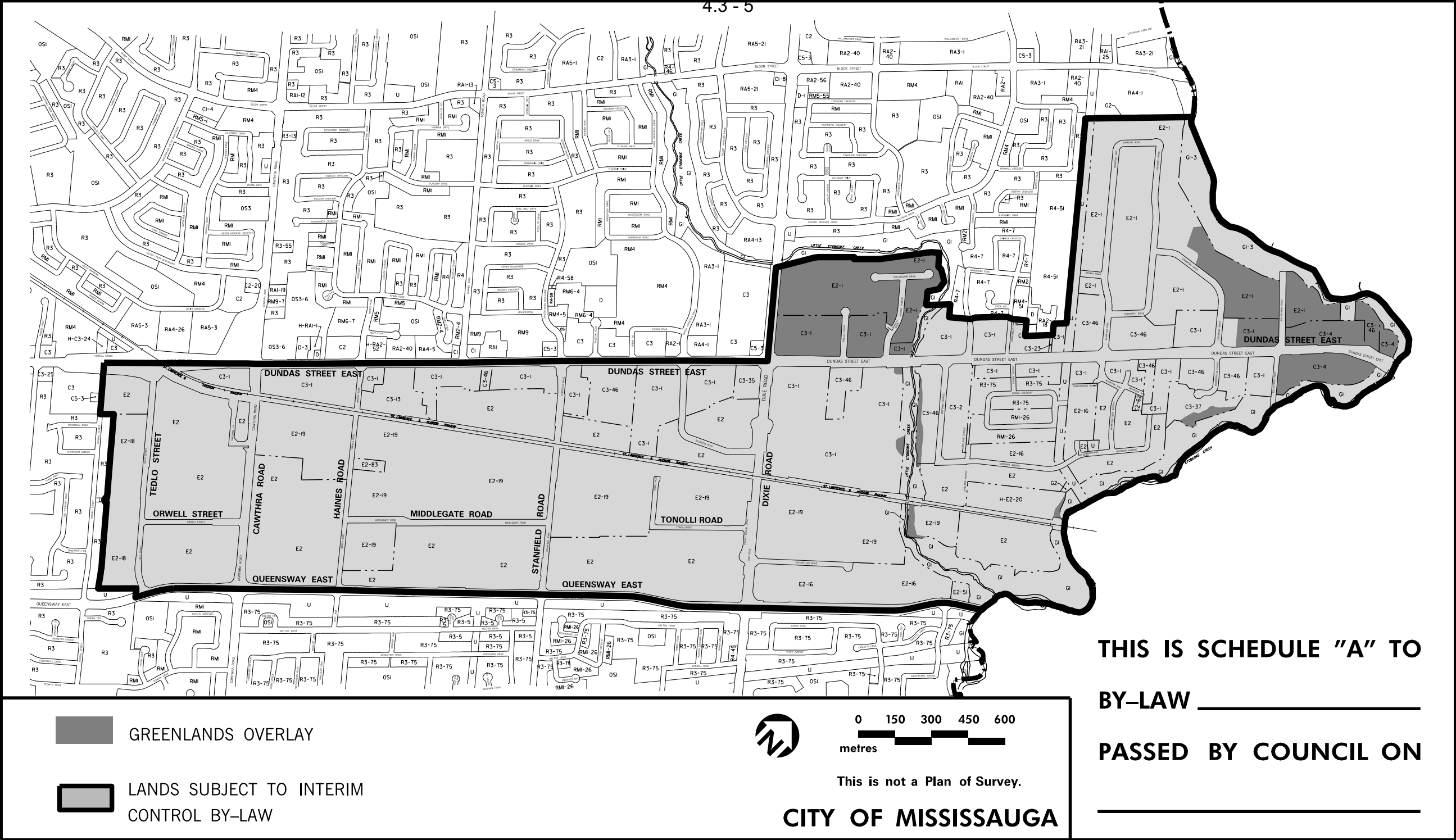
Explanation of the Purpose and Effect of the By-law

To amend the Interim Control By-law for certain lands within the Dixie Employment Area Character Area and Mavis-Erindale Employment Area Character Area to extend the By-law for one additional year.

Location of Lands Affected

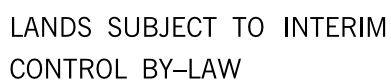
Lands within the Dixie Employment Area and Mavis-Erindale Employment Area Character Areas as shown on the attached maps designated as Schedule "A" and "B".

Further information regarding this By-law may be obtained from Gaspare Annibale of the City of Mississauga Planning and Building Department at 905-615-3200 ext. 3127.

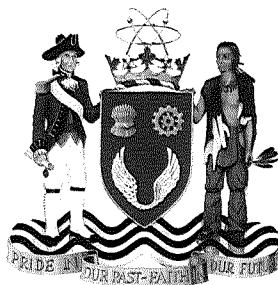




GREENLANDS OVERLAY



PASSED BY COUNCIL ON



THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER 0012-2017

An Interim Control By-law

under section 38 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended.

WHEREAS authority is given to Council by Section 38 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law, for a period of time which shall not exceed one year from the date of passage of the By-law,

AND WHEREAS the Council of The Corporation of the City of Mississauga has directed by resolution that a study be undertaken to examine land use policies and zoning provisions for certain lands surrounding the Dundas Street Intensification Area and Higher Order Transit Corridor;

AND WHEREAS the Council of The Corporation of the City of Mississauga has directed by resolution that an interim control by-law be enacted for a period of one year for certain lands within the Dixie Employment Area and Mavis-Erindale Employment Area Character Areas, pursuant to Section 38 of the *Planning Act*;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

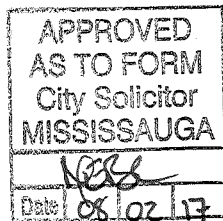
1. Lands within the Dixie Employment Area Character Area as shown on Schedule "A" to this By-law, and lands within the Mavis-Erindale Employment Area Character Area as shown on Schedule "B" to this By-law, shall not be used for any use listed on Schedule "C" to this By-law, except where such uses were legally existing on the date of passing of this By-law.
2. In addition to paragraph 1 of this By-law, the enlargement or replacement of uses listed on Schedule "C" to this By-law which were legally existing on the date of the passing of this By-law shall not be permitted.

3. This By-law expires one year from date of its enactment and passage by Council.

ENACTED and PASSED this 8 day of February 2017.

Bonnie Crombie

MAYOR



Crystal Green

CLERK



This is not a Plan of Survey.

CITY OF MISSISSAUGA

THIS IS SCHEDULE "A" TO

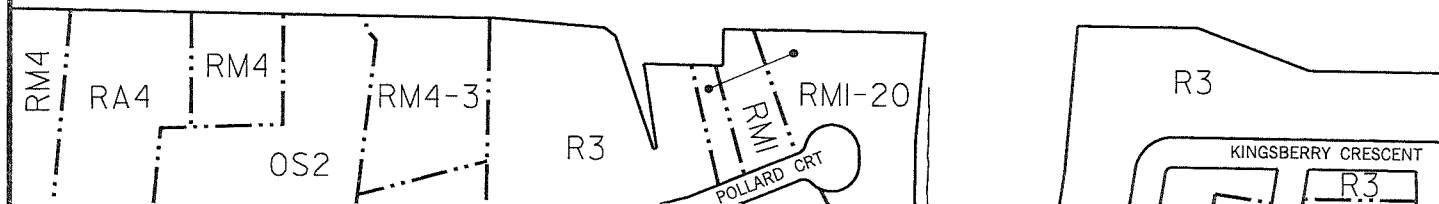
BY-LAW 0000-2017


PASSED BY COUNCIL ON


Feb 8, 2017

GREENLANDS OVERLAY

LANDS SUBJECT TO INTERIM
CONTROL BY-LAW



 GREENLANDS OVERLAY

 LANDS SUBJECT TO INTERIM
CONTROL BY-LAW

PASSED BY COUNCIL ON
Feb 8, 2017

CITY OF MISSISSAUGA

Uses Not Permitted under this By-law

- abattoir or rendering of animals and animal by-products
- ammunition, firearms or fireworks manufacturing
- asbestos products manufacturing
- battery manufacturing
- beverage distillation and manufacturing
- cement manufacturing or concrete batching plant
- chemical manufacturing and processing
- composting facility
- dry cleaning plant
- explosives manufacturing and storage
- fish products manufacturing, oil extraction from fish and animal matter
- gypsum or limestone processing and by-product manufacturing
- hazardous materials processing or manufacturing
- industrial gas manufacturing
- manufacturing and storage of fertilizers or pesticides
- medicinal product manufacturing
- milling operations
- oil-based paints, oil-based coatings, adhesives, resin, and natural or synthetic rubber manufacturing
- outdoor storage
- petroleum and coal refining and by-product manufacturing
- phosphate or sulphur products manufacturing
- plastics manufacturing
- science and technology facility related to any prohibited use
- smelting or foundry operations
- solvent manufacturing
- sugar refinery
- tannery
- tar and asphalt manufacturing
- textile manufacturing and processing
- truck terminal
- waste processing station
- waste transfer station
- wood treating and preservative facility

THIS IS SCHEDULE "C" TO

BY-LAW 0012-2017

PASSED BY COUNCIL ON

Feb 8, 2017

APPENDIX "A" TO BY-LAW NUMBER 0012-2017

Explanation of the Purpose and Effect of the By-law

This By-law restricts the use of certain lands within the Dixie Employment Area and Mavis-Erindale Employment Area Character Areas for a period of one year, pending the completion of a review of Mississauga Official Plan policies and zoning regulations for lands in the Dundas Intensification Area and Higher Order Transit Corridor.

This By-law does not prevent the continuation of any use as it legally existed on the date of the passing of this By-law, but the expansion or replacement of a restricted use is not permitted.

Location of Lands Affected

Lands within the Dixie Employment Area and Mavis-Erindale Employment Area Character Areas as shown on the attached maps designated as Schedules "A" and "B".

Further information regarding this By-law may be obtained from Gaspare Annibale of the City Planning and Building Department at 905-615-3200 ext. 3127.

http://teamsites.mississauga.ca/sites/18/Bylaws/ICBDixie_MavisErindale.ga.doc

City of Mississauga

Corporate Report



Date: December 15, 2017

To: Chair and Members of Planning and Development Committee

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

Originator's file:
OZ 12/009 W3

Meeting date:
2018/01/15

Subject

SECTION 37 COMMUNITY BENEFITS REPORT (WARD 3)

1850 Rathburn Road East and 4100 Ponytrail Drive, west side of Ponytrail Drive, north of Burnhamthorpe Road East

Owner: Forest Park Circle Ltd.

File: OZ 12/009 W3

Recommendation

That the report dated December 15, 2017 from the Commissioner of Planning and Building outlining the recommended Section 37 Community Benefit contribution under File OZ 12/009 W3, Forest Park Circle Ltd. be adopted and that a Section 37 agreement be executed in accordance with the following:

1. That the sum of \$750,000.00 be approved as the amount for the Section 37 Community Benefit contribution.
2. That City Council enact a by-law under Section 37 of the *Planning Act*, to authorize the Commissioner of Planning and Building and the City Clerk to execute the Section 37 agreement with the Registered Owner, and that the agreement be registered on title to the lands in a manner satisfactory to the City Solicitor, to secure the community benefits.

Report Highlights

- The City is seeking a Community Benefit under Section 37 of the *Planning Act* in conjunction with the proponent's official plan amendment and rezoning applications
- The proposal has been evaluated against the criteria contained in the Corporate Policy and Procedure on Bonus Zoning and can be supported subject to the execution of a

Section 37 agreement

- The Community Benefits contribution is \$750,000.00, which will be used towards the installation of a spray pad at Garnetwood Park, elevator improvements in the existing apartment buildings, on-site landscaping enhancements and on-site stormwater management upgrades

Background

On March 21, 2016, a Recommendation Report was presented to Planning and Development Committee (PDC) recommending approval of official plan amendment and rezoning applications on these lands to permit two new condominium apartment buildings of 12 and 15 storeys in addition to the two existing rental apartment buildings.

PDC passed Recommendation PDC-0015-2016, which was adopted by Council on April 11, 2016. As part of the recommendation, staff is to report back to Council on the recommended Community Benefit contribution.

The purpose of this report is to provide comments and a recommendation with respect to the proposed Section 37 Community Benefit contribution.

Comments

Background information including an aerial photograph and concept plan are attached as Appendices 1 and 2.

Section 37 Community Benefits Proposal

Council adopted Corporate Policy and Procedure 07-03-01– Bonus Zoning on September 26, 2012. In accordance with Section 37 of the *Planning Act* and policies contained in Mississauga Official Plan, this policy enables the City to secure community benefits when increases in permitted development are deemed good planning by Council through the approval of a development application. The receipt of the Community Benefits discussed in this report conforms to Mississauga Official Plan and the Corporate Policy and Procedure on Bonus Zoning.

"Community Benefit" is defined in the Corporate Policy and Procedure as meaning facilities or cash secured by the City and provided by an owner/developer for specific public capital facilities, services or matters. Chapter 19.8.2 of the Official Plan provides examples of potential community benefits, e.g. the provision of public art, the provision of multi-modal transportation facilities or the provision of streetscape improvements.

Following Council's approval in principle of the subject applications, Planning staff met with Ward 3 Councillor, Chris Fonseca on separate occasions to discuss the possible community benefits relating to the proposal. Discussions were also held with representatives from different

departments within the City, the local residents, the applicant and the owner. Based on the discussion, the Community Benefits for which the contribution would be used were determined.

The Community Benefit will include:

- Funds toward the installation of a spray pad in Garnetwood Park – \$377,124.00
- On-site landscape improvements in excess of normal site plan requirements including: a pergola feature and benches at the intersection of Rathburn Road East and Ponytrail Drive; additional trees along the property lines adjacent to Shaver Trail and the hydro corridor and 144 larger caliper (upsized) trees – \$230,496.00
- Upsized stormwater management tank – \$50,000.00
- A portion of the cost towards elevator cab retrofits in the existing apartment buildings on-site – \$92,380.00

Guiding Implementation Principles

The Section 37 Community Benefits proposal has been evaluated against the following guiding implementation principles contained in the Corporate Policy and Procedure on Bonus Zoning.

1. Development must represent good planning.

A fundamental requirement of the use of Section 37 is that the application being considered must first and foremost be considered good planning regardless of the Community Benefit contribution.

The Recommendation Report dated March 1, 2016 presented to PDC on March 21, 2016, evaluated the proposed official plan amendment and rezoning and recommended that the applications be approved as they are acceptable from a planning standpoint and represent good planning.

2. A reasonable planning relationship between the secured Community Benefit and the proposed increase in development is required.

The contribution toward upgraded landscaping, elevator improvements and stormwater upgrades will benefit the existing community on-site and in the immediate neighbourhood. The proposed contribution toward a spray pad in Garnetwood Park will benefit the larger, surrounding community. The items listed represent a highest priority Community Benefit as they are on-site or in the immediate vicinity of the site.

In order to determine a fair value of the Community Benefits, Realty Services retained an independent land appraiser to determine the increased value of the land resulting from the height and density increase. The overall increased value of the land has been determined to be \$3,000,000.00. According to the Corporate Policy and Procedure, a Community Benefit contribution should be in the range of 20% to 40% of the increased value of the land. The contribution of \$750,000.00 represents 25% of the land lift value.

3. Community Benefit contributions should respond to community needs.

The spray pad in Garnetwood Park was identified as a need by the local residents, Ward 3 Councillor Chris Fonseca and the Community Services Department. Based on the Future Directions Parks and Forestry Master Plan, the service area requires an additional spray pad and the proposed location will benefit the wider community. Mississauga Official Plan contains policies that encourage parks and open spaces to be designed to meet the recreational needs of the community.

Stormwater management was identified as a concern by local residents during the public meetings and the upgraded stormwater management tank will address this concern. Enhanced landscaping on-site was also identified as a need by the local residents and supported by the Community Services Department.

The state of the existing buildings on site was highlighted as an issue by the current residents and surrounding community. One of the items identified by the current residents was the functionality and appearance of the elevators. A property standards inspection was completed by City By-law Enforcement staff on March 9, 2015. As a result of this inspection, a property standards order was issued requiring that the up/down elevator buttons be repaired so that they light up on each floor when in use. This contravention was corrected March 11, 2015 and no other issues were found. Although the elevators met the required standards, further elevator upgrades were undertaken that benefit the current residents of 1850 Rathburn Road East and 4100 Ponytrail Drive.

In accordance with the Corporate Policy and Procedure, Ward 3 Councillor Chris Fonseca has been consulted regarding the negotiations and supports the proposed Community Benefit contribution.

4. Ensure that the negotiation process of Section 37 Agreements is transparent.

The land appraisal report prepared by an independent land appraiser is available for viewing. On-site upgrades and enhancements are subject to a detailed review by Transportation and Works, By-law Enforcement and Development and Design staff. The proposed contribution towards a spray pad in Garnetwood Park is subject to a detailed review by Community Services staff.

A report titled "Community Benefits Policy Review" dated November 10, 2017, from the Commissioner of Planning and Building proposed changes to the Corporate Policy and Procedure for 'Bonus Zoning' (Policy No. 07-03-01) and amendments to the Implementation Bonus Zoning policies in Mississauga Official Plan. While the new policy is not in effect, the contribution of 25% is consistent with the proposed changes presented in the report.

Section 37 Agreement

The Planning and Building Department and the owner have negotiated mutually agreed upon conditions for the Community Benefit which will be reflected in the related agreement. The agreement provisions will include the following:

- A Community Benefit contribution valued at \$750,000.00
- The contribution is to be used toward installation of a spray pad at Garnetwood Park, elevator improvements in the existing apartment buildings, on-site landscaping enhancements and on-site stormwater management upgrades
- The agreement is to be registered on title to the lands in the manner satisfactory to the City Solicitor

Financial Impact

Cash benefits received from the Section 37 agreement will be collected by the Planning and Building Department and held in a Section 37 Reserve Fund set up for that purpose. This fund will be managed by Accounting, Corporate Financial Services who are responsible for maintaining a record of all cash payment received under this policy.

Conclusion

Staff has concluded that the proposed Section 37 Community Benefit is appropriate based on the increased density being recommended through the official plan amendment and rezoning applications. The proposal adheres to the criteria contained in the Corporate Policy and Procedure on Bonus Zoning.

Attachments

Appendix 1: Aerial Photograph

Appendix 2: Concept Plan



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Aiden Stanley, Development Planner



LEGEND:

SUBJECT LANDS

DATE OF AERIAL IMAGERY: SPRING 2017

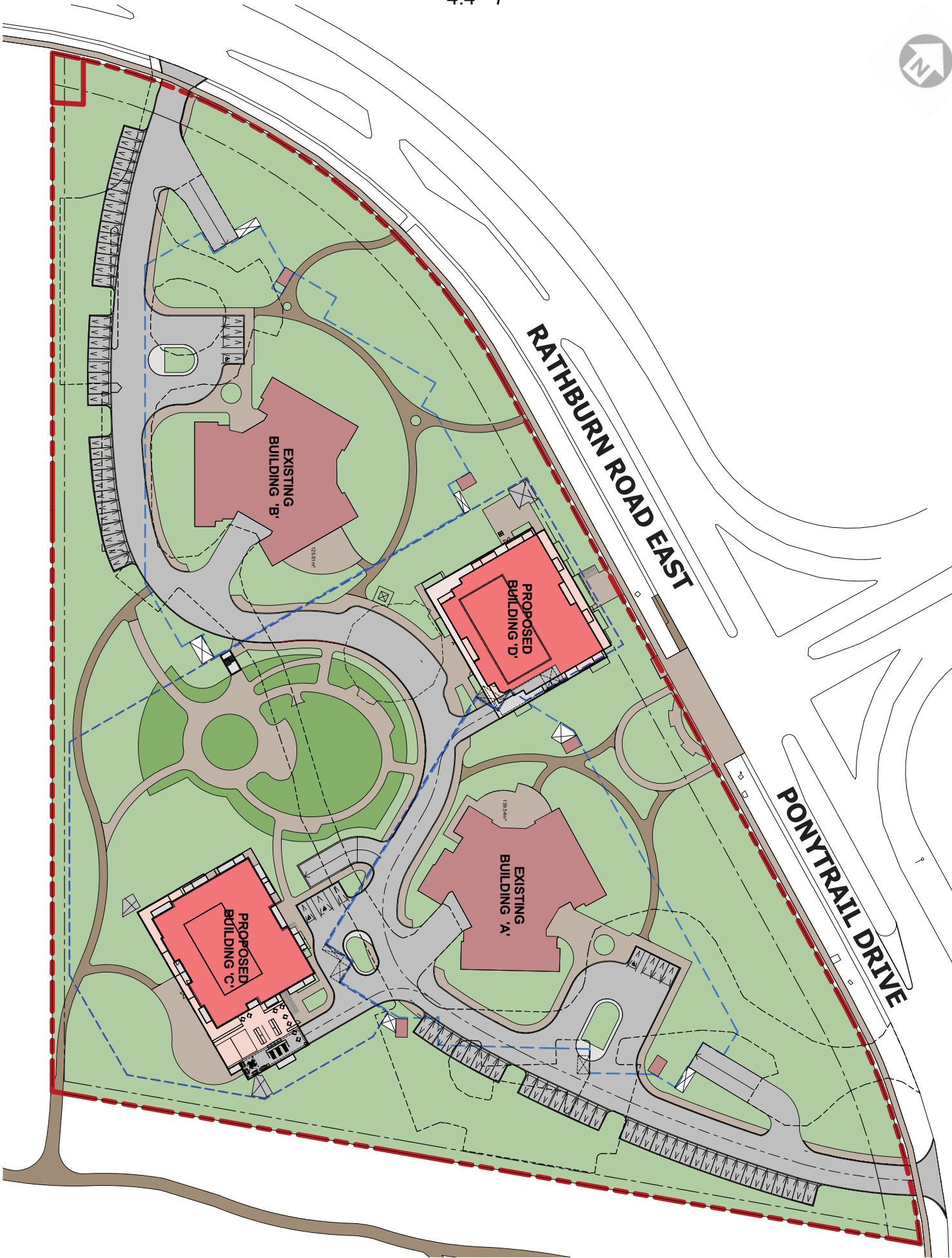


TITLE: **FOREST PARK CIRCLE LTD.**

FILE NO: **OZ 12/ 009 W3**

 **MISSISSAUGA**

*Produced by
T&W, Geomatics*



City of Mississauga

Corporate Report



Date: December 15, 2017

To: Chair and Members of Planning and Development Committee

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

Originator's file:
OZ 16/002 W1Meeting date:
2018/01/15

Subject

SECTION 37 COMMUNITY BENEFITS REPORT (WARD 1)

1174-1206 Cawthra Road, west side of Cawthra Road, south of Atwater Avenue**Owner: Queenscorp (Reserve) Inc.****File: OZ 16/002 W1**

Recommendation

That the report dated December 15, 2017, from the Commissioner of Planning and Building outlining the recommended Section 37 Community Benefits under OZ 16/002 W1, Queenscorp (Reserve) Inc., 1174-1206 Cawthra Road be adopted, and that a Section 37 agreement be executed in accordance with the following:

1. That the sum of \$200,000.00 be approved as the amount for the Section 37 Community Benefit contribution.
2. That City Council enact a by-law under Section 37 of the *Planning Act*, to authorize the Commissioner of Planning and Building and the City Clerk to execute the Section 37 agreement with the Registered Owner, and that the agreement be registered on title to the lands in a manner satisfactory to the City Solicitor, to secure the Community Benefits.

Report Highlights

- The City is seeking a Community Benefits contribution under Section 37 of the *Planning Act*, in conjunction with the proponent's official plan amendment and rezoning applications
- The proposal has been evaluated against the criteria contained in the Corporate Policy and Procedure on Bonus Zoning, and can be supported subject to the execution of a Section 37 agreement
- The Community Benefits contribution is \$200,000.00 which can be used towards bicycle lanes on Atwater Avenue and outdoor fitness facilities along the waterfront

Background

On May 1, 2017, a Recommendation Report was presented to the Planning and Development Committee (PDC) recommending approval of official plan amendment and rezoning applications on these lands to permit 148 horizontal multiple dwellings (back to back and stacked townhomes) on a private condominium road.

PDC passed Recommendation PDC-0022-2017, which was adopted by Council on May 10, 2017. As part of the recommendation, staff is to report back to Council on the recommended community benefits.

The purpose of this report is to provide comments and a recommendation with respect to the proposed Section 37 Community Benefit contributions.

Comments

Background information, including an aerial photograph and concept plan are attached as Appendices 1 and 2.

Section 37 Community Benefits Proposal

Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning on September 26, 2012. In accordance with Section 37 of the *Planning Act* and policies contained in Mississauga Official Plan, this policy enables the City to secure Community Benefits when increases in permitted development are deemed good planning by Council through the approval of a development application. The receipt of the Community Benefits discussed in this report conforms to Mississauga Official Plan and the Corporate Policy and Procedure on Bonus Zoning.

"Community Benefits" is defined in the Corporate Policy and Procedures as meaning facilities or cash secured by the City and provided by an owner/developer for specific public capital facilities, services or matters. Section 19.8.2 of Mississauga Official Plan provides examples of potential community benefits, such as the provision of public art, the provision of multi-modal transportation facilities or the provision of streetscape improvements.

Following Council's approval in principle of the subject applications, Planning staff met with Ward 1 Councillor Tovey to discuss the possible community benefits relating to the proposal. Discussions were also had with representatives from different departments in the City, and the applicant. Based on the discussions, the Community Benefits for which the contribution would be used were determined.

The "Community Benefits" will include:

- Painted bicycle lanes on Atwater Avenue, from Cawthra Road east to Upper Village Drive, including bicycle route signage and wayfinding - \$25,000.00

- Outdoor fitness facilities installed along the waterfront, from Lakefront Promenade Park to Hurontario Street - \$175,000.00

An outdoor fitness facility (i.e. fitness cluster, fitness station, and bench fit station) includes a cluster of one to four pieces of stationary fitness equipment and may include an accessible pad, engineered wood fibre safety surface, trail connection and signage illustrating recommended exercises. The ultimate location of these facilities will be determined by the Community Services Department, in the general area between Lakefront Promenade Park and Hurontario Street.

Guiding Implementation Principles

The Section 37 Community Benefits proposal has been evaluated against the following guiding implementation principles contained in the Corporate Policy and Procedure on Bonus Zoning.

1. Development must represent good planning

A fundamental requirement of the use of Section 37 is that the application being considered must first and foremost be considered good planning regardless of the community benefit contribution.

The Recommendation Report dated April 7, 2017 presented to PDC on May 1, 2017, evaluated the proposed official plan amendment and rezoning and recommended that the applications be approved as they are acceptable from a planning standpoint and represent good planning.

2. A reasonable planning relationship between the secured Community Benefit and the proposed increase in development is required

The contribution towards bicycle lanes and outdoor fitness facilities is considered a "highest priority" contribution as these improvements affect the immediate vicinity of the site and benefit the surrounding community of Ward 1.

In order to determine a fair value of the "Community Benefits", Realty Services retained an independent land appraisal to determine the increased value of the land resulting from the density increase. The overall increased value of the land has been determined to be \$800,000. According to the Corporate Policy and Procedure, a Community Benefit contribution should be in the range of 20% to 40% of the increased value of the land. The contribution of \$200,000.00 represents 25% of the land lift value.

3. Community Benefit contributions should respond to community needs

The proposed bicycle lanes on Atwater Avenue were identified as a need by the Transportation & Works Department. Previous Section 37 contributions from an adjacent development were reallocated to the design and construction of the proposed bridge over the Etobicoke Creek in Orchard Heights Park. The bicycle lanes will contribute to the continued development of an integrated cycling network throughout the City. Mississauga

Official Plan contains policies which speak to the creation of a multi-modal transportation system that includes active transportation such as walking and cycling.

The proposed outdoor fitness facilities were identified as a need by the Community Services Department and Ward 1 Councillor Tovey and will enhance neighbourhood amenities and the public realm adjacent to the waterfront in Ward 1. Mississauga Official Plan contains policies that encourage parks and open spaces to be designed to meet the needs of a community by ensuring that they are able to accommodate both social events and individual needs, including recreational needs.

4. Ensure that the negotiation process of Section 37 Agreement is transparent

The land appraisal report prepared by an independent land appraiser is available for viewing. Any proposed bicycle lanes and outdoor fitness facilities would be subject to detailed assessments by the Transportation and Works and Community Services Departments respectively.

A report titled 'Community Benefits Policy Review' dated November 10, 2017, from the Commissioner of Planning and Building proposed changes to the Corporate Policy and Procedure for 'Bonus Zoning' (Policy No. 07-03-01) and amendments to the Implementation Bonus Zoning policies in Mississauga Official Plan. While the new policy is not in effect, the contribution of 25% is consistent with the proposed changes presented in the report.

Section 37 Agreement

The Planning and Building Department and the owner have negotiated mutually agreed upon conditions for the Community Benefit which will be reflected in the related agreement. The agreement provisions will include the following:

- A community benefit contribution valued at \$200,000.00
- The contribution is to be used towards bicycle lanes on Atwater Avenue, from Cawthra Road east to Upper Village Drive, including bicycle route signage and wayfinding; and, for outdoor fitness facilities along the waterfront, from Lakefront Promenade Park to Hurontario Street
- The agreement is to be registered on title to the lands in a manner satisfactory to the City Solicitor

Financial Impact

Cash benefits received from a Section 37 agreement will be collected by the Planning and Building Department and held in a Section 37 Reserve Fund set up for that purpose. This fund will be managed by Accounting, Corporate Financial Services, who are responsible for maintaining a record of all cash payment received under this policy.

Conclusion

Staff has concluded that the proposed Section 37 Community Benefit is appropriate, based on the increased density being recommended through the official plan amendment and rezoning applications and that the proposal adheres to the criteria contained in the Corporate Policy and Procedure on Bonus Zoning.

Attachments

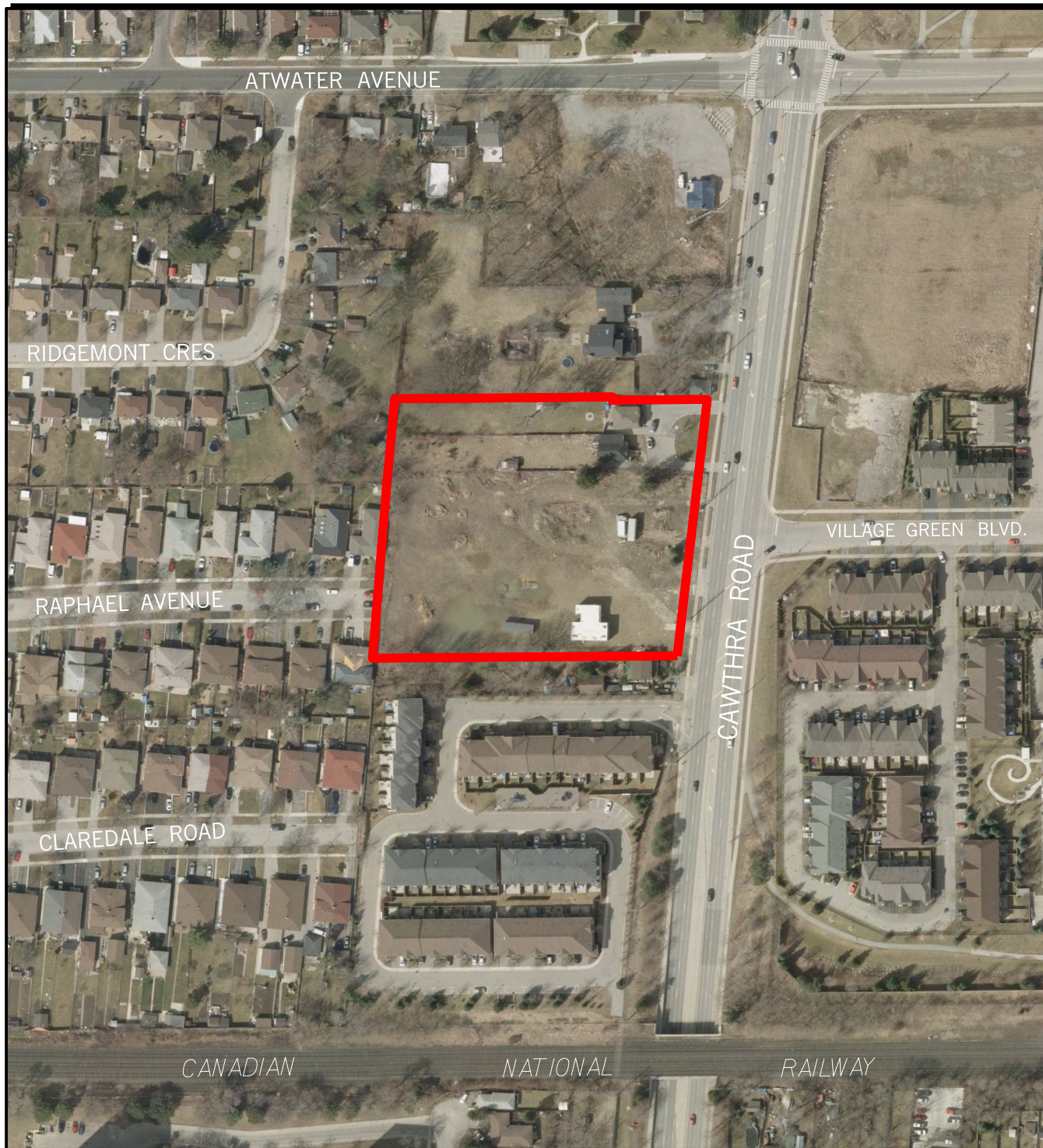
Appendix 1: Aerial Photograph

Appendix 2: Concept Plan



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Ashlee Rivet, Development Planner



LEGEND:



SUBJECT LANDS

DATE OF AERIAL IMAGERY: SPRING 2016



TITLE:
QUEENSCORP (CAWTHRA SOUTH) INC.

FILE NO:
OZ 16/ 002 W1



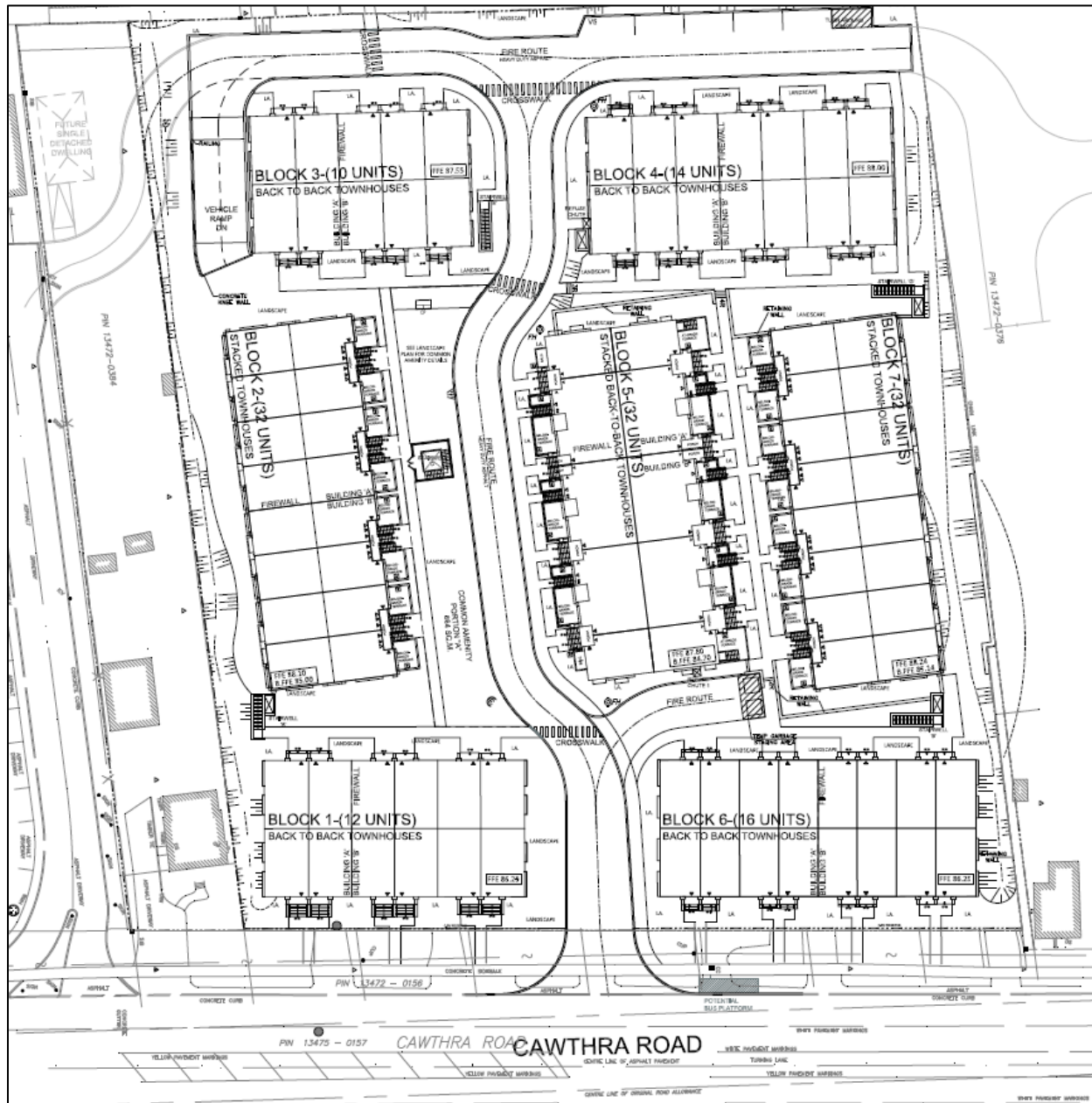
MISSISSAUGA

Produced by
T&W, Geomatics

Queenscorp (Cawthra South) Inc.

File: OZ 16/002 W1

Concept Plan



City of Mississauga

Corporate Report



Date: December 15, 2017

To: Chair and Members of Planning and Development Committee

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

Originator's file:
CD.06 HOR

Meeting date:
2018/01/15

Subject

RECOMMENDATION REPORT (ALL WARDS)

Proposed Zoning By-law Amendments and Urban Design Guidelines for Back to Back and Stacked Townhouses

File: CD.06 HOR

Recommendation

That the Report dated December 15, 2017, from the Commissioner of Planning and Building titled "Recommendation Report (All Wards) Proposed Zoning By-law Amendments and Urban Design Guidelines for Back to Back and Stacked Townhouses", be adopted in accordance with the following:

1. That notwithstanding that subsequent to the public meeting, changes to the Zoning By-law Amendments and Urban Design Guidelines have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendments is hereby waived.
2. That the proposed amendments to Zoning By-law 0225-2007 be approved in accordance with Appendix 3 of this report.
3. That the proposed Urban Design Guidelines for Back to Back and Stacked Townhouses be approved in accordance with Appendix 4 of this report.

Report Highlights

- A public meeting was held on September 25, 2017 to hear comments regarding the draft Zoning By-law regulations and Urban Design Guidelines for Back to Back and Stacked

Townhouses

- The proposed Zoning By-law Amendments include renaming the existing **RM9 (Horizontal Multiple Dwellings with more than 6 Dwelling Units)** zone and introducing four new Back to Back and Stacked Townhouse zones. The proposed amendments will better represent the different types of Back to Back and Stacked Townhouses and their unique attributes through modified regulations and definitions
- Through the circulation of the proposed Zoning By-law Amendment and Urban Design Guidelines to various agencies and departments, along with the public consultation process, several comments were received, reviewed and proposed modifications recommended, where appropriate

Background

A public meeting was held by the Planning and Development Committee on September 25, 2017, at which time an Information Report (Appendix 1) was received for information. Recommendation PDC-0048-2017 was then adopted by Council on October 11, 2017.

1. That the report dated September 1, 2017, from the Commissioner of Planning and Building regarding the proposed Zoning By-law Amendments and Urban Design Guidelines for Back to Back and Stacked Townhouses under file CD.06.HOR (All Wards), be received for information.
2. That one oral submission to the Planning and Development Committee made on September 25, 2017, be received.

Comments

STAKEHOLDER COMMENTS

Comments received through the various stakeholder engagement sessions or written submissions are included in the table contained in Appendix 2. A response and corresponding action, where appropriate, has been provided for each comment.

MODIFICATIONS TO DRAFT ZONING BY-LAW REGULATIONS AND URBAN DESIGN GUIDELINES

Since the public meeting, the following additional changes have been made to the proposed Zoning By-law Amendments and Urban Design Guidelines:

- Basement units are no longer prohibited. An additional regulation has been added to ensure the design of below grade amenity areas allows for increased light penetration into units. The newly proposed regulation prohibits any first storey projections from exceeding 50% of the depth of a below grade patio

- The minimum setback of a rooftop amenity space from all exterior edges of a building has been reduced to 1.0 m (3.3 ft.) from the previously proposed 1.2 m (3.9 ft.). This change is to allow for an adequately sized rooftop amenity space balanced with the minimum setback requirements of structures for rooftop access. Additionally, greater clarity has been added to acknowledge that the 1.0 m (3.3 ft.) setback requirement only applies where the rooftop amenity space overlooks adjacent properties, not where it overlooks internal to the site
- Clarification is added to the Urban Design Guidelines to reflect that a common amenity area is only required for developments with more than 20 units and that the City is flexible in terms of the type of amenity area provided
- The calculation of building height now excludes a structure used for rooftop access, as long as the structure has a maximum height of 3.0 m (9.8 ft.), maximum floor area of 20.0 m² (215.3 ft²), and is set back a minimum of 3.0 m (9.8 ft.) from the exterior edge of the building
- Clarification is added to the Urban Design Guidelines to indicate that the 45 degree angular plane is measured from all lot lines
- Additional graphics are included in the Urban Design Guidelines to better describe first storey, below grade unit, through-unit and double-wide unit
- The definition of **Amenity Area** is simplified in the Zoning By-law and regulations are added to reflect the City's existing Outdoor Amenity Areas Design Reference Note. These regulations include a minimum 3.0 m (9.8 ft.) setback from an amenity area to a building, structure or any lot line. These changes are intended to clarify that a mews does not count towards the minimum required amenity area
- The words "where appropriate" and "where feasible" have been added to various sections of the Urban Design Guidelines

Financial Impact

Not applicable.

Conclusion

The City has seen a significant increase in the number of development applications proposing Back to Back and Stacked Townhouses. A number of common challenges have emerged among many of these development applications. In light of this trend, new Zoning By-law regulations and Urban Design Guidelines are required to establish a clear design expectation for this increasingly popular built form.

A significant amount of stakeholder engagement has occurred throughout the study process, including several meetings with the development industry, City departments and external

agencies, and the public. Based on the feedback received through this engagement, modifications have been made to both the Zoning By-law Amendments and Urban Design Guidelines. Overall the Zoning By-law regulations and Urban Design Guidelines address the numerous challenges associated with this built form and achieve the specific goal of setting a design and planning expectation for developments which include Back to Back and Stacked Townhouses.

Attachments

- Appendix 1: Information Report
- Appendix 2: Stakeholder Comments on Zoning By-law Regulations and Urban Design Guidelines for Back to Back and Stacked Townhouses
- Appendix 3: Zoning By-law Regulations and Definitions, December 2017
- Appendix 4: Urban Design Guidelines for Back to Back and Stacked Townhouses, December 2017



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Ashlee Rivet, Development Planner

City of Mississauga

Corporate Report



MISSISSAUGA

Date: September 1, 2017

To: Chair and Members of Planning and Development Committee

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

Originator's file:
CD.06 HORMeeting date:
2017/09/25

Subject

PUBLIC MEETING INFORMATION REPORT (ALL WARDS)

Proposed Zoning By-law Amendments and Urban Design Guidelines for Back to Back and Stacked Townhouses**File: CD.06 HOR**

Recommendation

That the report dated September 1, 2017, from the Commissioner of Planning and Building regarding the proposed Zoning By-law Amendments and Urban Design Guidelines for Back to Back and Stacked Townhouses under File CD.06 HOR (All Wards), be received for information.

Report Highlights

- This report has been prepared for a public meeting to hear from the community
- Draft Zoning By-law regulations and Urban Design Guidelines for Back to Back and Stacked Townhouses were made available on the City's website on March 3, 2017
- Planning staff have held stakeholder engagement sessions with the development industry, the public, City Departments and external agencies, to get their input on the proposed regulations and guidelines for Back to Back and Stacked Townhouses
- Feedback received to date includes, but is not limited to, the flexibility of the guidelines, block length, below grade units, outdoor amenity area requirements, angular planes, building separation distances and setbacks, and utilities
- Based on the feedback received, modifications to the draft Zoning By-law regulations and Urban Design Guidelines are proposed
- Prior to the next report, staff will compile all feedback received and make additional amendments to the draft documents, where appropriate

Background

On September 19, 2016, the Planning and Development Committee (PDC) directed Planning staff to prepare Urban Design Guidelines and to review the current zoning terminology and zone regulations for Back to Back and Stacked Townhouses (formerly Horizontal Multiple Dwellings) (https://www7.mississauga.ca/documents/committees/pdc/2016/09_19_16_-_PDC_Agenda.pdf).

On February 27, 2017, the Planning and Development Committee (PDC) received a report titled "Back to Back and Stacked Townhouses (formerly Horizontal Multiple Dwellings) – Proposed Zoning By-law Amendments and Urban Design Guidelines (All Wards)"

(https://www7.mississauga.ca/documents/committees/pdc/2017/2017_02_17_-_REVISED_PDC_Agenda.pdf).

PDC passed Recommendation PDC-0005-2017 which was adopted by Council as follows:

1. That the report dated February 3, 2017, from the Commissioner of Planning and Building titled "Back to Back and Stacked Townhouses (formerly Horizontal Multiple Dwellings) – Proposed Zoning By-law Amendments and Urban Design Guidelines (All Wards)", be received for information.
2. That staff report back to Planning and Development Committee at a future statutory public meeting with the results of the consultation on the proposed Zoning By-law amendments and Urban Design Guidelines for Back to Back and Stacked Townhouses.

On March 3, 2017, the proposed Zoning By-law regulations and Urban Design Guidelines for Back to Back and Stacked Townhouses were made available on the City's website.

The purpose of this report is to:

1. Outline the stakeholder engagement sessions that have occurred
2. Summarize the feedback received to date on the proposed Zoning By-law regulations and Urban Design Guidelines
3. Provide the latest drafts of the Zoning By-law regulations and Urban Design Guidelines, which include some modifications based on feedback received to date
4. Seek comments from the community

Comments

Since receiving direction from PDC on September 19, 2016 to prepare Urban Design Guidelines and review the current Zoning By-law regulations for Back to Back and Stacked Townhouses, Planning staff have held the following stakeholder engagement sessions:

- November 29, 2016 Presentation and discussion at the Building Industry Liaison Team (BILT) meeting

- March 29, 2017 Open House attended by developers, development industry professionals (planners and architects), and members of the public
- May 16, 2017 Presentation and discussion at the Building Industry and Land Development Association (BILD) Peel Chapter meeting
- June 20, 2017 Draft Urban Design Guidelines and Zoning By-law regulations considered by the Mississauga Urban Design Advisory Panel (MUDAP)

Planning staff have also consulted with various City departments and external agencies, including:

- March 30, 2017 Comment letter from Bell Canada
- June 28, 2017 Discussion with Enbridge Gas
- July 20, 2017 Discussion with the City's Chief Building Official and Acting Assistant Chief of Fire Prevention and Life Safety
- July 25, 2017 Discussion with Alectra Utilities

In addition to the above sessions, staff visited a number of existing Back to Back and Stacked Townhouse developments in other municipalities, including Toronto (Etobicoke and North York), Milton, and Markham (Cornell), to gain a better understanding of the complexities of this form of housing. Staff also met developers and their architects individually to discuss their successes and challenges with this built form.

FEEDBACK RECEIVED

Comments received by various stakeholders on the draft Zoning By-law regulations and Urban Design Guidelines through our engagement sessions are summarized below and are grouped by issue. Some comments have been addressed through modifications to the proposed documents. All comments received, including those raised at the public meeting will be addressed in the Recommendation Report, which will come at a later date.

- The guidelines should allow for greater flexibility in their application
- Greater consideration should be given to how the guidelines will apply to smaller sites
- The proposed maximum block length of 41 m (134.5 ft.) is too restrictive and should be evaluated on a case by case basis
- The guidelines pertaining to partially below grade units are confusing. Greater clarity is required
- The requirement for common outdoor amenity area on all new multi-unit residential developments is excessive and impacts affordability and the ability for the developer to maximize unit yield
- The use of angular planes is not appropriate for this type of low-rise built form and more appropriately applied to taller buildings

- The proposed separation distances between buildings and setbacks are excessive and should relate to building heights
- Utility companies are generally happy to work with the City to appropriately locate their infrastructure and agree with the guidelines' direction to consider the location of these services in the early stages of site design

URBAN DESIGN REVIEW PANEL

The Urban Design Review Panel reviewed the draft Urban Design Guidelines and Zoning By-law regulations on June 20, 2017. Comments from the panel include the following:

- The Panel acknowledged the clarity and comprehensiveness of the guidelines, but suggests that the documents allow for flexibility, innovation and uniqueness depending on the site context
- Proposed minimum lot frontage, separation distances between blocks and interior side yard setbacks should be reviewed in greater detail
- The Panel agreed with the proposed minimum requirements for common outdoor and private outdoor amenity areas
- Consideration should be given to how "storey" is defined as it is key to assessing this built form and manipulation of site grades. Many buildings appear to be 5 storeys with below grade units and roof top amenity areas
- The guidelines should ensure a variation in built form, material and colour to avoid repetitiveness and monotony

MODIFICATIONS TO PROPOSED DRAFT GUIDELINES AND ZONING REGULATIONS

Although staff continue to review and refine the draft Zoning By-law regulations and Urban Design Guidelines based on the input received thus far, the following modifications have been made to the updated document in Appendices 1 and 2:

- The minimum lot frontage regulation in the Zoning By-law has been reduced to 38.0 m (124.7 ft.) from 42.0 m (137.8 ft.)
- The maximum 41 m (134.5 ft.) block length has been removed from the draft Zoning By-law regulations. The parameter remains in the draft Guidelines only
- Guidelines and regulations pertaining to below grade units and basement units have been clarified. Basement units will no longer be prohibited. Additional regulations will be added to the Zoning By-law to ensure below grade units are designed to allow for adequate light and air into units and private outdoor spaces
- The definition of Context Grade has been modified to recognize the permissions for basement units with private outdoor space

- The Guidelines recommend a limit of 3 to 7 risers to a unit entrance, whereas 3 to 5 risers were previously recommended. This change reflects Ontario Building Code (OBC) restrictions on the maximum height of a porch
- Minimum interior side yard regulations have been reduced where the side lot line abuts a zone permitting detached and/or semi-detached dwellings and where the front wall of a proposed building faces the interior side lot line. The minimum rear yard regulations have similarly been reduced
- The minimum front wall to side wall separation distance has been reduced
- The Zoning By-law regulation requiring an additional 1.0 m (3.2 ft.) setback where below grade units are proposed has been removed. The minimum front wall to front wall separation distance now ranges from 12.0 m (39.4 ft.) to 15.0 m (49.2 ft.) depending on building height
- The minimum width of a sidewalk has been adjusted. A 2.0 m (6.6 ft.) sidewalk is proposed only where the sidewalk is traversed by a driveway. Where the sidewalk is not traversed by a driveway, a 1.8 m (5.9 ft.) wide sidewalk is proposed. The minimum width of a walkway internal to the site has been reduced to 1.5 m (4.9 ft.)
- The Guidelines recommend a sidewalk on only one side of a condominium road (except for large developments), whereas a sidewalk on both sides of a condominium road was previously recommended
- Reference to Fire Route By-law 1036-81
- Consideration of OBC requirements
- Consideration of Enbridge Gas and Alectra Utilities requirements

Planning staff continue to review comments and feedback received by stakeholders. Additional modifications may be made to these documents. A final version of the draft Zoning By-law and Urban Design Guidelines will be presented in the Recommendation Report at a later date.

Financial Impact

Not applicable.

Conclusion

The Planning and Building Department will consider all comments and feedback received and after the public meeting will make changes, as appropriate, to the draft Zoning By-law regulations and Urban Design Guidelines. A Recommendation Report will be brought to a future PDC meeting for consideration.

Attachments

Appendix 1: Draft Urban Design Guidelines for Back to Back and Stacked Townhouses,
September 2017

Appendix 2: Proposed Zoning By-law Regulations and New and Amended Definitions,
September 2017

A handwritten signature in black ink, appearing to read "E. R. Sajecki", is enclosed within a thin black rectangular border.

Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Ashlee Rivet, Development Planner

Urban Design Guidelines



DRAFT September 2017

Back to Back and Stacked Townhouses

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Introduction

The City of Mississauga is at the end of its greenfield development phase. New growth is being accommodated through infill and development on vacant and underutilized sites. Development patterns are becoming more compact, using land and resources more efficiently, while maximizing existing infrastructure and community facilities, and promoting alternative modes of transportation. Traditional forms of housing are becoming less common, as land values rise and market demands shift. Back to Back Townhouses (BBT) and Stacked Townhouses (ST) are becoming increasingly popular throughout the GTA for several reasons:

- Achieve increased densities in a low-rise form of housing
- A sensitive way to transition between low-density and high-density built forms
- Contribute to a diversity of housing choices to meet different needs and preferences
- Less expensive construction methods and reduced maintenance fees allow for a more affordable form of housing
- Viewed as being grade related, with a front door directly to the outside

1.1 Purpose

The purpose of these guidelines is to ensure that new developments that include BBTs and STs are designed to be compatible with and sensitive to the established context and to minimize undue impacts on adjacent properties. The guidelines are intended to establish a design expectation for landowners, the development industry and the public, to ensure high quality of development that meets the City of Mississauga's minimum development standards. These guidelines shall be read in conjunction with Mississauga Official Plan, the City Zoning By-law, and other City guidelines and standards.

1.2 Urban Design Objectives

The following objectives provide the framework for the design guidelines:

- Ensure compatibility with the existing and planned context
- Design to meet the needs of people of all ages, abilities and incomes
- Balance functional design and aesthetics with long-term sustainability
- Protect and enhance natural features
- Connect streets and provide pedestrian linkages
- Provide high quality private and common amenity areas

1.3 Building Types

BBTs and STs are typically

- 3 to 4 storeys tall
- Comprised of units that are stacked vertically and/or horizontally with access from grade
- Front onto a public street, condominium road, pedestrian mews or open space
- Include surface and/or underground parking

These are illustrated in Figure 1.1 and Figure 1.2

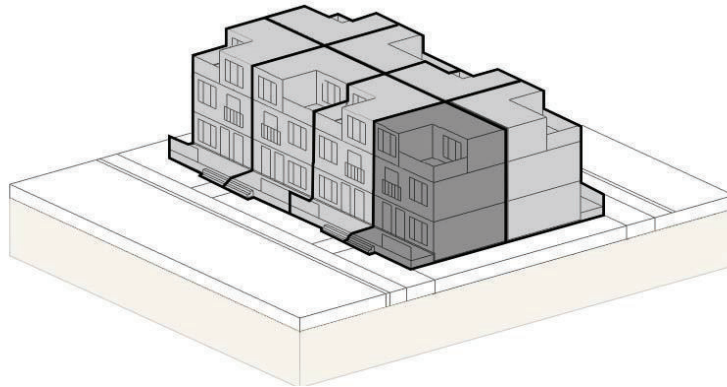


Figure 1.1: Example of Back to Back Townhouse

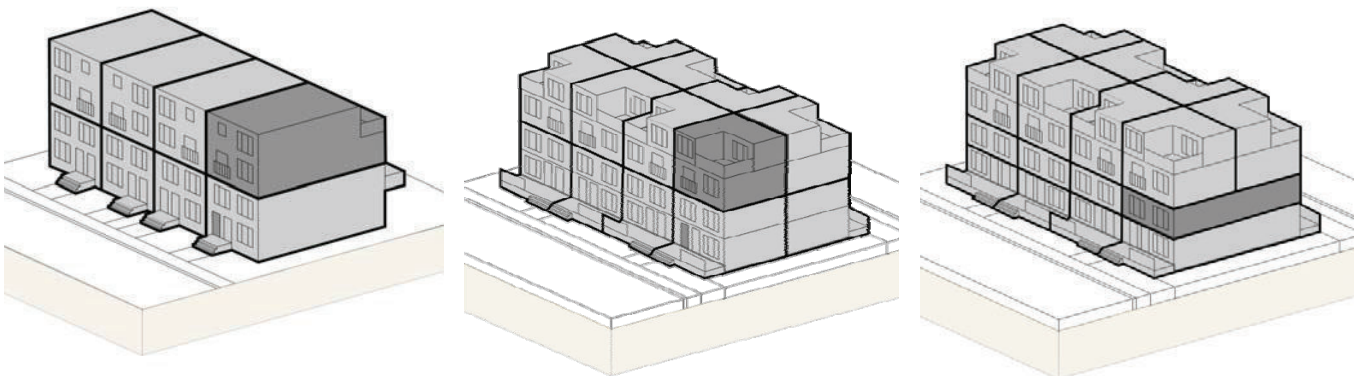


Figure 1.2: Examples of Stacked Townhouse

Checklist of Principles

The following principles are to be considered when designing a development that includes BBTs and/or STs. These principles are intended to ensure that new developments are compatible with and respect the existing and/or planned context through appropriate setbacks, tree preservation and landscape buffers. Consideration shall be given to site design, building massing, orientation, height and grading relative to the street to ensure new developments are compatible with and sensitive to the surrounding context.

This checklist is to be used as a guide for developers, design professionals, property owners and the public to ensure they have considered key issues associated with this residential built form.

Review and check each principle when complete ----- ☒

2.1 Zoning By-law ☐

- Refer to the Zoning By-law regulations that apply to the proposed built form. Generally BBT's and ST's are zoned RM9, RM10, RM11 and RM12 or in combination with other zones



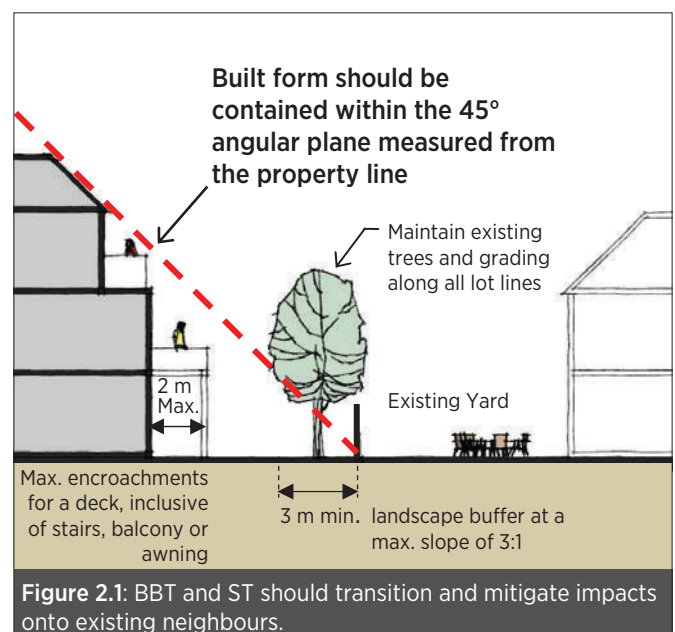
2.2 Building Height ☐

- New developments will be required to demonstrate an appropriate transition in building heights

- Buildings heights shall be contained within a 45° angular plane, measured from the property line (See Figure 2.1)
- Maximum building heights of 3 storeys for BBTs and 4 storeys for STs

2.3 Building Setbacks ☐

- When existing adjacent front yard setbacks vary, new buildings should align with the average setback between the two adjacent properties or the minimum zoning requirement, whichever is greater



2.4 Separation between Buildings ☐

- Separation distance between buildings should be the minimum setbacks as outlined in the Zoning By-law
- In the case of a front wall to front wall condition, the separation distance should be the greater of the 45° angular plane or the minimum setbacks as outlined in the Zoning By-law (See Figure 2.2)
- Where a basement unit forms part of a 3 storey development the minimum separation distance will be 15 m

2.5 Block Length ☐

- Excessively long blocks should be avoided
- The maximum length of a block should generally not exceed the greater of 41 m or 8 linear modules to promote pedestrian connections, allow for landscaping and provide a break in the massing (See Figure 2.3)

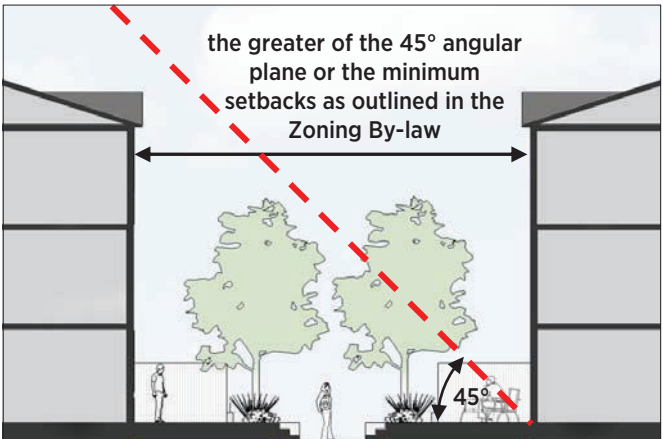


Figure 2.2: Separation between Buildings

2.6 Natural Features ☐

- New developments should preserve and enhance natural heritage features; including, trees, woodlands, valleys and wetlands
- Appropriate setbacks and buffers should be provided to existing and proposed natural features to ensure their health and continued growth

2.7 Grading and Retaining Walls ☐

- Manipulation of site grades should be avoided
- Match existing grades and provide a minimum 3 m wide landscape buffer around the property
- The landscape buffer should be unencumbered by below grade parking structures, easements, retaining walls, utilities, severe grade changes and hard surface areas

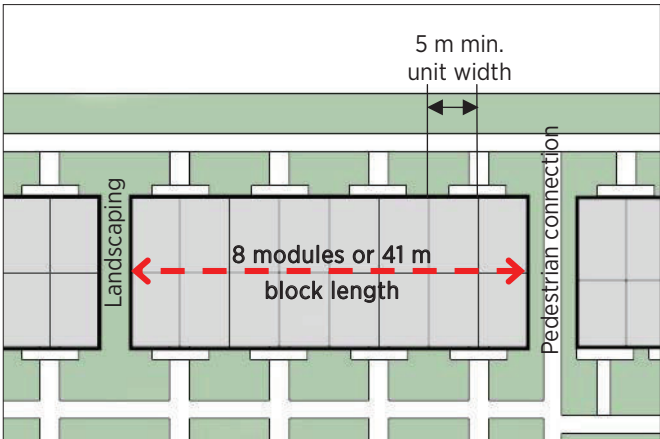


Figure 2.3: Blocks should be broken-up to allow green space and pedestrian connections



- Each individual building will establish a grade elevation based on 'Context Grade'. Context Grade means the average of 12 points, 8 of which are taken around the perimeter of the site and 4 of which are taken around each individual building (See Figure 2.4)
- The use of retaining walls should be avoided. Where retaining walls are required, their height should be limited to a maximum of 0.6 m to eliminate the need for railings and to reduce long-term maintenance costs (See Figure 2.6)
- The first storey means a storey of a building that has its floor closest to the context grade and its ceiling more than 1.8 m above the context grade (See Figure 2.5)

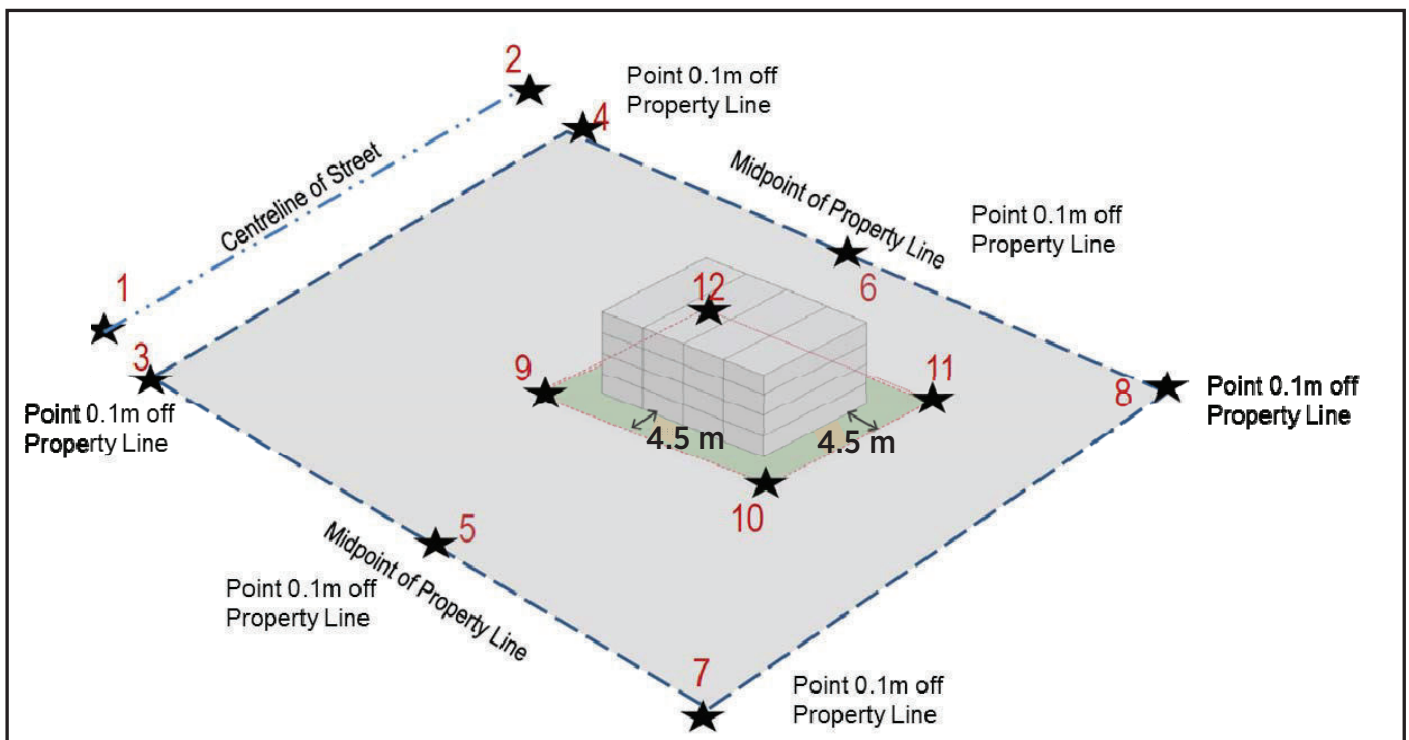


Figure 2.4: Context Grade: The average of 12 Points. 8 of which are around the perimeter of the site and 4 points located 4.5 m around each building

4.8 - 18

2.8 Below Grade Units ☐

- Below grade units should be avoided
- Manipulation of site grades requiring retaining walls to accommodate below grade units is discouraged
- If a below grade unit is proposed, it must be a through-unit that has windows on both the front and rear of the building (See Figure 2.7) or a double wide (i.e. 10 m wide) back to back unit
- Below grade units require a minimum of 6 m² of private outdoor space located at the unit's floor level with unobstructed views and access to daylight (See Figure 2.7)

- All building projections, including balconies and porches located over private outdoor spaces or windows of below grade units should not obstruct access to daylight. See the Zoning By-law for the overhang regulations (See Figure 2.7)

2.9 Building Elevations ☐

- New development should be compatible with the existing context in terms of height, scale, massing and materials
- Where appropriate, incorporate sloped roofs and half-storeys with dormer windows on upper levels to reduce perceived heights, scale and massing
- Ensure new developments have a variety of facade articulation, building materials and colours for visual interest

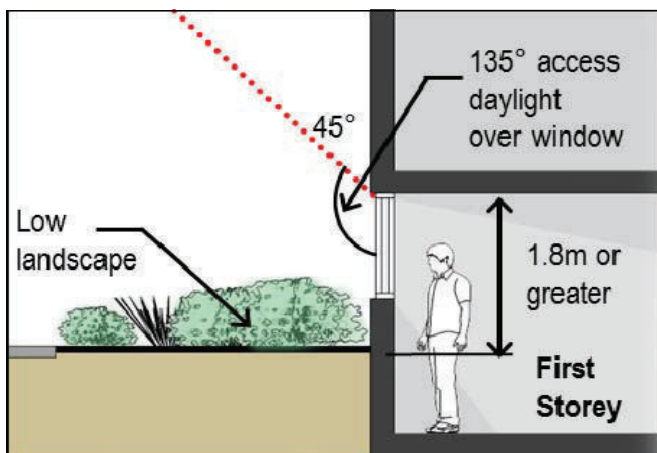


Figure 2.5: Definition of First Storey

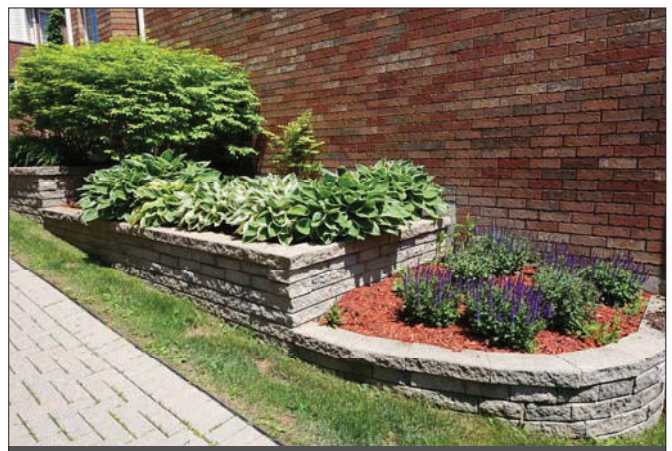


Figure 2.6: Landscape retaining walls should not be higher than 0.6 m

Checklist of Principles



- Blank facades on the visible end unit elevation are unacceptable. End units that are visible should have entrances, windows and architectural interest to animate the elevation
- Buildings should be designed with high quality and durable materials to avoid long term maintenance costs. Stone and brick is preferred. Stucco and wood are discouraged
- Stepback roof top mechanical rooms 3 m from the exterior edges of the building to reduce their visual impact
- The mechanical floor area located on a unit roof top should not be greater than 20 m², inclusive of stair

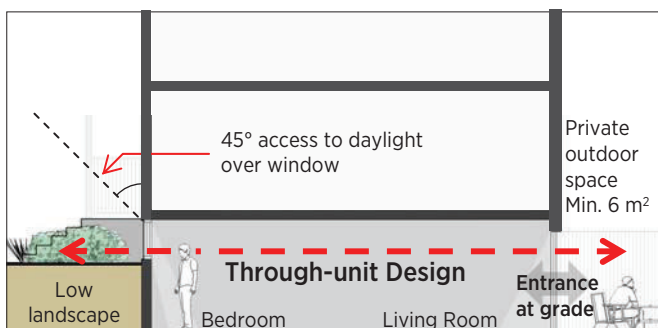


Figure 2.7: Below Grade Units

2.10 Exposed Parking Structures ☐

- Exposed parking structures should be avoided. Where portions of the underground parking structure are exposed, they should match the building materials
- Consolidate the entrances to underground parking structures within the same development to minimize the number of overhead doors
- Maintain the minimum soil volume over the parking structure to support the growth of the vegetation. Minimum soil volume varies based on the type of vegetation

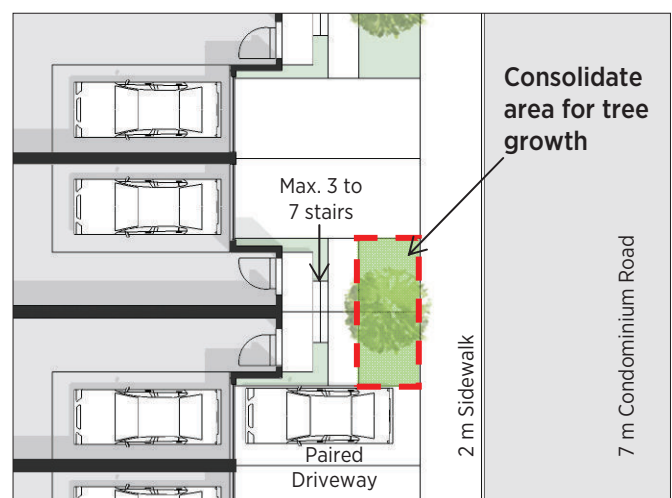


Figure 2.8: Combine landscaped soft areas for tree growth

4.6 - 20

2.11 Landscaped Soft Areas ☐

- Landscaped soft areas are required adjacent to paved areas and around the perimeter of the site. To provide relief between buildings landscaped soft areas should be distributed throughout the development
- Landscaped soft areas should be provided between entrances to individual units and sidewalks, walkways, public streets and condominium roads
- Pair individual landscaped soft areas to increase soil volume for tree growth particularly where there is a driveway (See Figure 2.8)
- Limit the number of stairs to a unit entrance to 3 to 7 risers to maximize landscaped soft area, mitigate safety issues in the winter and reduce maintenance costs



Figure 2.9: Common Outdoor Amenity Areas should be centrally located, accessible and highly visible.

- All stairs should be poured-in-place concrete. Precast stairs are not permitted

2.12 Common Outdoor Amenity Area ☐

- A common outdoor amenity area is required for all new multi-unit residential developments
- The total space required is the greater of 5.6 m² per dwelling unit or 10% of the site area
- Common outdoor amenity areas should be centrally located, highly visible and accessible by all residents (See Figure 2.9)
- A minimum of 50% of the required common outdoor amenity area shall be provided in one contiguous area
- A mews will not be considered a common outdoor amenity area

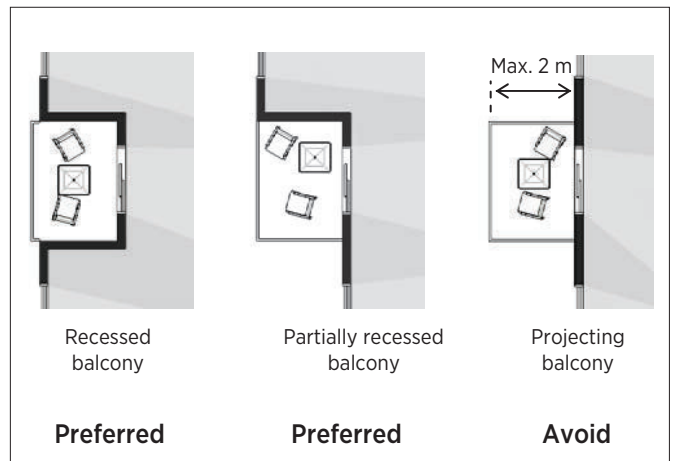


Figure 2.10: Balconies as Private Outdoor Space

Checklist of Principles

- Refer to the Outdoor Amenity Area Design Reference Note for additional detail
http://www7.mississauga.ca/documents/pb/main/2015/Amenity_Space_Reference.pdf

2.13 Private Outdoor Space ☐

- Each unit requires a private outdoor space with a minimum contiguous area of 6 m²
- The private outdoor space may be located at grade, on a balcony, deck, porch or on a roof top
- Recessed or partially recessed balconies are preferred. Projecting balcony shall be avoided (See Figure 2.10). If a projecting balcony is proposed, it may project a maximum of 2 m beyond any building façade and should be designed with solid or opaque materials or tinted glass

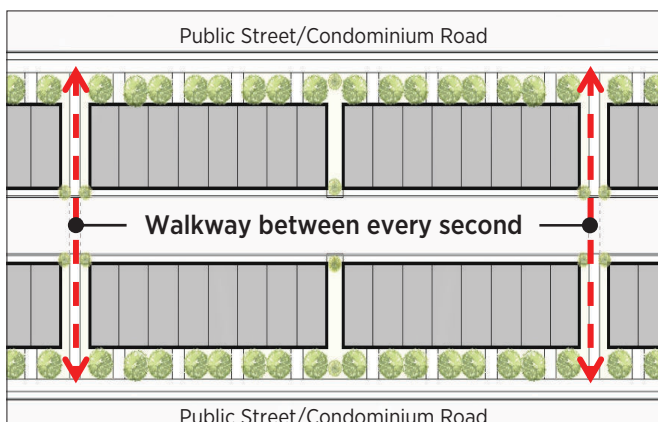


Figure 2.11: Pedestrian connections should be located after every second block

- Mechanical equipment, including air conditioning units and the storage of personal items are discouraged in private outdoor spaces

2.14 Pedestrian Connectivity ☐

- Provide a walkway between every second block to allow connectivity (See Figure 2.11)
- Sidewalks will be located on one side of a road. Sidewalks on both sides of the street maybe required for large developments
- The following sidewalk widths will be required:
 - Sidewalks abutting a road minimum 1.8 m
 - Sidewalks abutting a road, where traversed by a driveway minimum 2 m
 - Walkways in all other areas minimum 1.5 m
- There should be at least one barrier-free path of travel that meets AODA (Accessibility for Ontarians with Disability Act) standards throughout the site

2.15 Waste Collection and Storage ☐

- Waste storage rooms, drop-off locations (i.e. garbage chutes) and waste collection points (temporary pick-up) should be considered early in the site design stage to ensure appropriate placement and functionality

4.6 - 22

- The waste storage rooms and the waste collection point should be located internal to the site and should not be visible from a public street or impact residential units or adjacent properties (See Figure 2.12)
- Above grade waste storage rooms/enclosures should be well screened and appropriately setback from existing uses and proposed dwelling units to minimize undesirable noise, odour and visual impacts
- The waste collection facility should consider the space requirements for the waste, recycling and green bins, along with bulky items
- Waste drop-off areas should be easily accessible by the residents via a sidewalk or walkway and distributed throughout the site
- Waste collection points (pick-up areas) should not encumber parking stalls or access to other elements of the development (e.g. fire route, entry to the underground parking garage, mailboxes, etc.)
- Waste collection points should made of durable concrete and be at the same level as the road
- Refer to the Region of Peel’s Waste Collection Design Standards Manual for more information
<https://www.peelregion.ca/pw/standards/design/waste-collection-design-manual-2016.pdf>

2.16 Surface Parking ☐

- Surface parking should be centrally located within the site and accessed by a sidewalk or walkway



Figure 2.12: Waste storage room and waste collection areas should be constructed of durable materials.



Figure 2.13: Community mailboxes covered and in a central location

Checklist of Principles



- Parking lots should be setback a minimum of 3 m from a lot line and not located between the front face of a building and the street
- A minimum 3 m setback should be provided between the side wall of a building and a surface parking space

2.17 Utilities and Services ☐

- The location of above and below grade utilities and services should be considered early in the site design stage to ensure they meet utility requirements and that any visual impacts from the public street are mitigated
- Through the development process provide the locations of above and below grade utilities, easements, etc. to ensure sufficient unencumbered space is provided for public and private trees, and landscaped soft areas
- Transformer vaults are typically located on a streetline and generally on a serviceable pad (i.e. minimum 3 m x 3 m pad for smaller developments). Contact Alectra Utilities for further requirements
- Community mailboxes should be centrally located and accessed by a sidewalk or walkway (See Figure 2.13)
- Conceal or recess hydro and gas meters into the building's exterior walls (See Figure 2.14)

2.18 Property Management and Maintenance ☐

- Long term maintenance and property management should be considered early in the development process to avoid costly maintenance issues
- Use durable and high quality building and site materials. Stucco is discouraged on the first 2 storeys of a building

2.19 Other Considerations ☐

- Review Mississauga's Fire Route By-law 1036-81 early in the site design stage for the fire route design, building access requirements, etc.
- Review the Ontario Building Code to ensure that site and building designs comply with the relevant requirements

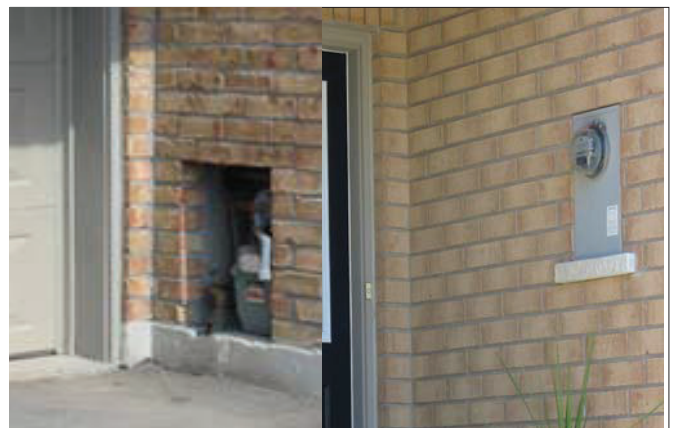


Figure 2.14: Place Hydro and Gas Meters and other utilities in concealed or recessed locations.

Minimum lot frontage 38.0 m

Multi-Unit Residential:

- Min. interior side yard: 4.5 m
- Min. Unit Width: 5.0 m
- Side wall to condominium road: 3.0 m
- Rear wall to side wall: 12.0 m
- Min. side yard where rear wall abuts any RM4 to RM12 zone: 7.5 m
- Min. setback for partially above grade parking structure: 6.0 m
- Min. width of a condominium road: 7.0 m
- Min. rear yard: 7.5 m

Detached and/or Semi-Detached Dwellings:

- Min. front yard: 7.5 m
- Side wall to side wall without walkway: 3.0 m
- Front wall to side wall: 9.0 m
- Front wall to front wall in a 4 storey building: 15.0 m
- Min. width of a sidewalk: 1.8 m
- Min. width of a walkway: 1.5 m
- Rear wall to rear wall: 15.0 m
- Front face of garage at rear to a condominium road: 1.0 m
- Min. landscape buffer: 3.0 m
- Underground garage to any lot line: 3.0 m
- Min. rear yard where the front wall abuts the rear lot line: 9.0 m
- Min. rear yard where any portion of rear lot line abuts a zone permitting detached and/or semi-detached dwellings: 9.0 m
- Max. block length: 41.0 m (8 modules)
- Side wall to side wall with a walkway: 1.5 m
- Side wall to side wall with a walkway: 4.5 m

Other Dimensions:

- Min. interior side yard where any portion of the interior lot line abuts a zone permitting detached and/or semi-detached dwellings: 9.0 m
- Limit of underground parking garage
- PROPERTY LINE

Legend:

- MULTI-UNIT RESIDENTIAL
- DETACHED AND/OR SEMI-DETACHED DWELLINGS

Figure 2.13: Standard Dimensions for Stacked Townhouses (RM9). For Additional Standards refer to the Zoning By-Law. The above drawing is for illustration purpose only and not to scale.

Design Standard Diagrams



3.2 RM10 Back to Back Townhouses on Condominium Road Design Standards

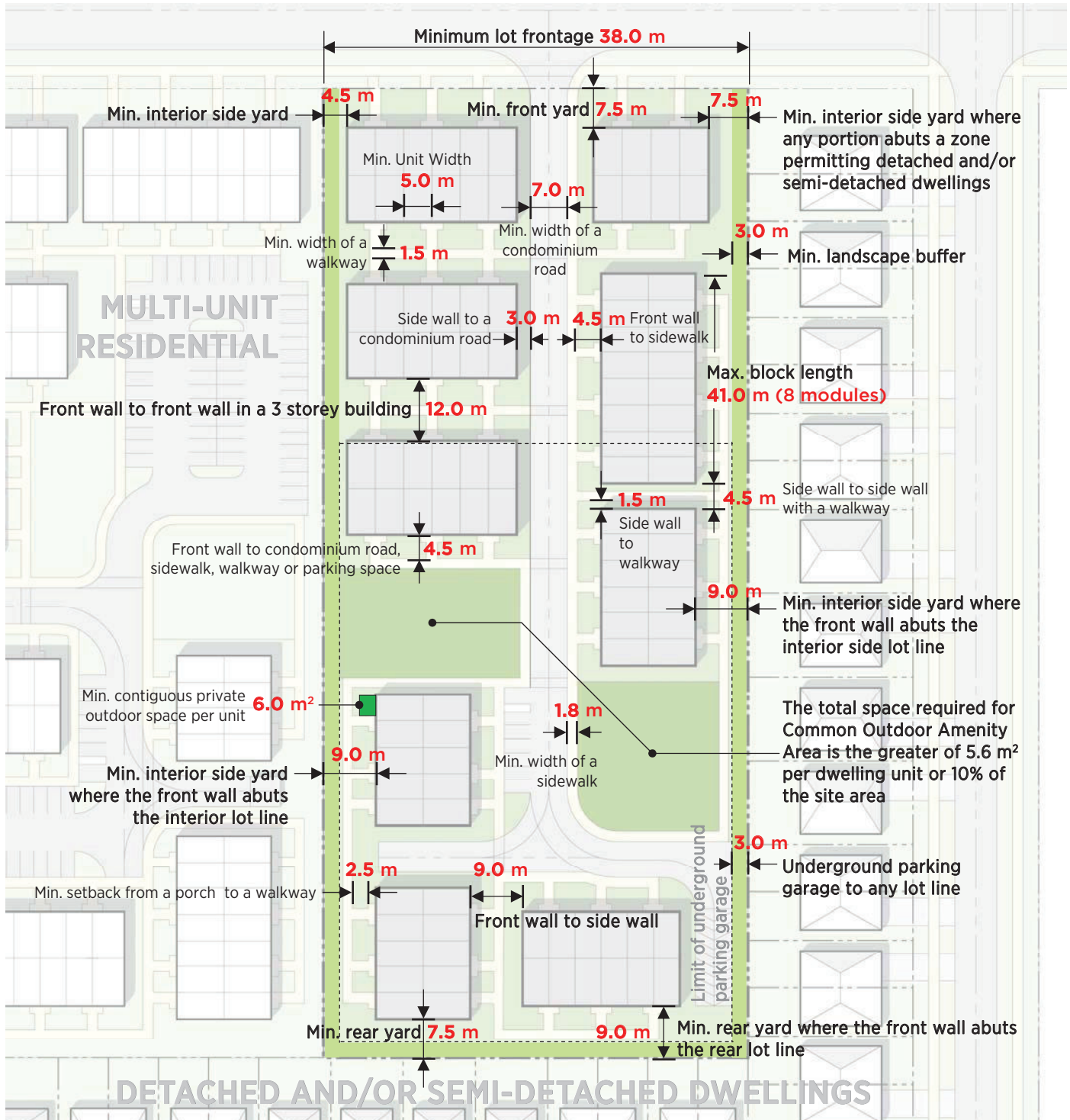


Figure 2.14: Standard Dimensions for Back to Back Townhouses (RM10). For Additional Standards refer to the Zoning By-Law. The above drawing is for illustration purpose only and not to scale.

3.3 RM11 Back to Back Townhouses on a CEC-Road Design Standards

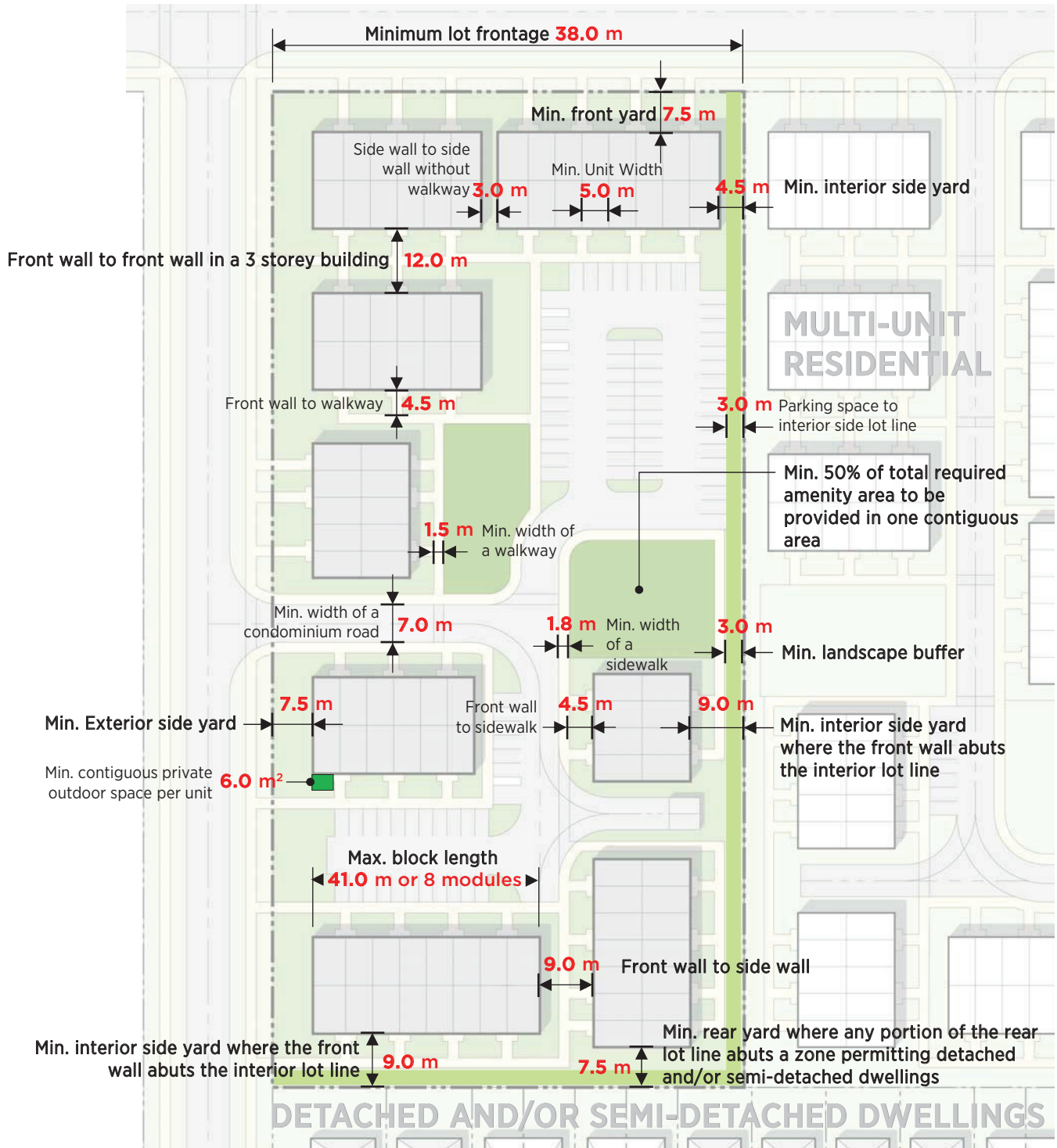


Figure 2.14: Standard Dimensions for Back to Back Townhouses (RM11). For Additional Standards refer to the Zoning By-Law. The above drawing is for illustration purpose only and not to scale.

Design Standard Diagrams



Proposed RM9, RM10 and RM11 Zone Regulations, September 2017

Column A		B	C	D
Line 1.0	ZONES	RM9	RM10	RM11
PERMITTED USES				
2.0	RESIDENTIAL			
2.1	Stacked Townhouse	✓		
2.2	Back to Back Townhouse on a Condominium Road		✓	
2.3	Back to Back Townhouse on a CEC-Road			✓
ZONE REGULATIONS				
3.0	MINIMUM LOT FRONTAGE	4238.0 m	4238.0 m	4238.0 m
4.0	MINIMUM DWELLING UNIT WIDTH	5.0 m	5.0 m	5.0 m
5.0	MAXIMUM LENGTH OF A STACKED TOWNHOUSE AND A BACK-TO-BACK TOWNHOUSE	41.0 m ⁽⁴⁾	41.0 m ⁽⁴⁾	41.0 m ⁽⁴⁾
6.0	MAXIMUM DWELLING HEIGHT			
6.1	Flat roof	13.0 m and 4 storeys	11.0 m and 3 storeys	11.0 m and 3 storeys
6.2	Sloped roof	17.0 m ⁽²⁾ and 4 storeys	15.0 m ⁽²⁾ and 3 storeys	15.0 m ⁽²⁾ and 3 storeys
7.0	MINIMUM FRONT YARD	7.5 m ⁽³⁾	7.5 m ⁽³⁾	7.5 m ⁽³⁾
8.0	MINIMUM EXTERIOR SIDE YARD	7.5 m ⁽³⁾	7.5 m ⁽³⁾	7.5 m ⁽³⁾
9.0	MINIMUM INTERIOR SIDE YARD	4.5 m ⁽³⁾	4.5 m ⁽³⁾	4.5 m ⁽³⁾
9.1	Where any portion of the interior side lot line abuts a zone permitting detached and/or semi-detached dwellings	40.00.0 m ⁽³⁾	7.5 m ⁽³⁾	7.5 m ⁽³⁾
9.2	Where the interior side lot line abuts a RM4, RM5, RM6, RM7, RM8, RM9, RM10, RM11, or RM12 zone and the rear wall of the building abuts the interior side lot line	7.5 m ⁽³⁾⁽⁴⁾	n/a	n/a

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subject to change

Proposed RM9, RM10 and RM11 Zone Regulations, September 2017

Column Line 1.0	A		B	C	D
	ZONES				
RM9.3	Where the front wall of a building abuts the interior side lot line		409.0 m ⁽³⁾	409.0 m ⁽³⁾	409.0 m ⁽³⁾
409.0	MINIMUM REAR YARD		7.5 m ⁽³⁾	7.5 m ⁽³⁾	7.5 m ⁽³⁾
409.1	Where any portion of the rear lot line abuts a zone permitting detached and/or semi-detached dwellings		409.0 m ⁽³⁾	7.5 m ⁽³⁾	7.5 m ⁽³⁾
409.2	Where a front wall of a building abuts the rear lot line		409.0 m ⁽³⁾	409.0 m ⁽³⁾	409.0 m ⁽³⁾
4410.0	MAXIMUM ENCROACHMENT OF A DECK INCLUSIVE OF STAIRS, BALCONY OR AWNING, ATTACHED TO A REAR OR FRONT WALL, INTO A REQUIRED YARD		2.0 m	2.0 m	2.0 m
44211.0	MINIMUM INTERNAL SETBACKS				
44211.1	From a front garage face to a condominium road or sidewalk		6.0 m	6.0 m	6.0 m
44211.2	From a front garage face to a condominium road or sidewalk, where the garage and driveway are accessed at the rear of the dwelling unit		1.0 m	n/a	n/a
44211.3	From a front wall of a building to a condominium road, sidewalk, walkway or parking space		4.5 m	4.5 m	4.5 m
44211.4	From a porch, exclusive of stairs, located at and accessible from the first storey or below the first storey to a condominium road, sidewalk, walkway or parking space		2.5 m	2.5 m	2.5 m
44211.5	From a rear wall of a building containing a dwelling unit to a side wall of another building containing a dwelling unit on the same lot		12.0 m	n/a	n/a
44211.6	From a rear wall of a building containing a dwelling unit to a rear wall of another building containing a dwelling unit on the same lot		15.0 m	n/a	n/a

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subject to change

Proposed RM9, RM10 and RM11 Zone Regulations, September 2017

Column	A		B	C	D
	ZONES		RM9	RM10	RM11
4211.7	From a side wall of a building containing a dwelling unit to a side wall of another building containing a dwelling unit on the same lot		3.0 m	3.0 m	3.0 m
4211.8	From a side wall of any building to a walkway		1.5 m	1.5 m	1.5 m
4211.9	From a side wall of a building to a condominium road, sidewalk, or parking space		3.0 m	3.0 m	3.0 m
4211.10	From a front wall of a building containing a dwelling unit to a front wall of another building containing a dwelling unit on the same lot, where the building is less than or equal to three storeys		12.0 m ⁽⁶⁾	12.0 m	12.0 m
11.11	<u>From a front wall of a building containing a dwelling unit to a front wall of another building containing a dwelling unit on the same lot, where the building is less than or equal to three storeys and contains a dwelling unit in the basement</u>		<u>15.0 m ⁽⁶⁾</u>	<u>n/a</u>	<u>n/a</u>
4211.124	From a front wall of a building containing a dwelling unit to a front wall of another building containing a dwelling unit on the same lot, where the building is four storeys		15.0 m ⁽⁶⁾	n/a	n/a
4211.132	From a front wall of a building containing a dwelling unit to a side wall of another building containing a dwelling unit on the same lot		409.0 m	409.0 m	409.0 m
42.13	Increase in required setback identified in Lines 12.10, 12.14 and 12.12 where a front wall of a building contains stairs, stairwells or retaining walls to facilitate below grade access to a dwelling unit		4.0 m	n/a	n/a
4312.0	ATTACHED GARAGE, PARKING AND DRIVEWAY				
4312.1	Attached garage		Permitted ⁽⁶⁾	Permitted ⁽⁶⁾	Permitted ⁽⁶⁾
4312.2	Minimum parking spaces		✓ ⁽⁷⁾⁽⁸⁾	✓ ⁽⁷⁾⁽⁸⁾	✓ ⁽⁷⁾⁽⁸⁾
4312.3	Minimum visitor parking spaces		✓ ⁽⁷⁾	✓ ⁽⁷⁾	✓ ⁽⁷⁾

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Proposed RM9, RM10 and RM11 Zone Regulations, September 2017

Column A		B	C	D
Line 1.0	ZONES	RM9	RM10	RM11
44 12.4	Maximum driveway width	2.6 m ⁽⁸⁾	2.6 m ⁽⁸⁾	2.6 m ⁽⁸⁾
44 13.0	PARKING AREAS AND PARKING STRUCTURE SETBACKS			
44 13.1	Minimum setback between a parking space and an interior side lot line and/or rear lot line	3.0 m	3.0 m	3.0 m
44 13.2	Minimum setback of a parking structure constructed above or partially above finished grade to any lot line	6.0 m	6.0 m	6.0 m
44 13.3	Minimum setback of a parking structure constructed completely below finished grade to any lot line	3.0 m	3.0 m	3.0 m
44 14.0	INTERNAL ROADS AND SIDEWALKS			
44 14.1	Minimum width of a condominium road	7.0 m	7.0 m	7.0 m
44 14.2	Condominium roads are permitted to be shared with abutting lands zoned to permit stacked townhouse, back to back townhouse, townhouse or apartment dwelling , or any combination of dwellings thereof	✓	✓	✓
44 15.0	MINIMUM WIDTH OF SIDEWALKS AND WALKWAYS			
15 .1	Minimum width of a sidewalk traversed by a driveway	<u>2.0 m</u>	<u>2.0 m</u>	<u>2.0 m</u>
15 .2	Minimum width of a sidewalk not traversed by a driveway	<u>1.8 m</u>	<u>1.8 m</u>	<u>1.8 m</u>
15 .34	Minimum width of a walkway	<u>1.58 m</u>	<u>1.58 m</u>	<u>1.58 m</u>
16.0	MINIMUM AMENITY AREA AND LANDSCAPED AREA			
16.1	Minimum landscaped area	40% of lot area	40% of lot area	40% of lot area
16.2	Minimum landscaped soft area per parcel of tied land	n/a	n/a	7.5 m ²
16.3	Minimum landscape buffer abutting any side and rear lot line	3.0 m	3.0 m	3.0 m

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subject to change

Proposed RM9, RM10 and RM11 Zone Regulations, September 2017

Column Line 1.0	A		B	C	D
	ZONES		RM9	RM10	RM11
16.4	Minimum amenity area		The greater of 5.6 m ² per dwelling unit or 10% of the lot area ⁽⁹⁾	The greater of 5.6 m ² per dwelling unit or 10% of the lot area ⁽⁹⁾	The greater of 5.6 m ² per dwelling unit or 10% of the lot area ⁽⁹⁾
16.5	Minimum percentage of total required amenity area to be provided in one contiguous area		50%	50%	50%
16.6	Minimum contiguous private outdoor space per unit		6.0 m ²	6.0 m ²	6.0 m ²
16.7	Minimum setback of a rooftop amenity space from all exterior edges of a building		1.2 m	1.2 m	1.2 m
17.0	ACCESSORY BUILDINGS AND STRUCTURES		✓ ⁽¹⁰⁾	✓ ⁽¹⁰⁾	✓ ⁽¹⁰⁾

NOTES:

- (1) Exclusive of wing walls, utility service walls, and garbage rooms.
- (2) Measured to the highest ridge of a sloped roof.
- (3) See also Subsections 4.1.7 and 4.1.8 of this By-law.
- (4) Only applies to lands zoned RM7 if used for Duplex and/or Triplex.
- (5) Where there are buildings with different heights on one lot, the average of the required setbacks shall be used.
- (6) See also Subsection 4.1.12 of this By-law.
- (7) See also Part 3 of this By-law.
- (8) See also Subsection 4.1.9 of this By-law.
- (9) Excludes private amenity space.
- (10) See also subsection 4.1.2 of this By-law.

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subject to change

Proposed RM12 Zone Regulations

Column A		B
Line 1.0	ZONES	RM12
PERMITTED USES		
2.0	RESIDENTIAL	
2.1	Back to Back Townhouse on a Street	✓
ZONE REGULATIONS		
3.0	MINIMUM LOT FRONTAGE	
3.1	Interior Lot	6.0 m
3.3	Corner Lot	10.5 m
4.0	MAXIMUM NUMBER OF DWELLING UNITS IN A BACK TO BACK TOWNHOUSE BLOCK	12
5.0	MAXIMUM DWELLING HEIGHT	
5.1	Flat roof	11.0 m and 3 storeys
5.2	Sloped roof	15.0 m ⁽¹⁾ and 3 storeys
6.0	MINIMUM FRONT YARD	4.5 m ⁽²⁾⁽³⁾
6.1	Front garage face	6.0 m
7.0	MINIMUM EXTERIOR SIDE YARD	4.5 m ⁽²⁾⁽³⁾
7.1	Front garage face	6.0 m
8.0	MINIMUM INTERIOR SIDE YARD	
8.1	Attached Side	0.0 m
8.2	Unattached Side	1.5 m ⁽²⁾
8.3	Where any portion of the interior lot line abuts a zone permitting detached and/or semi-detached dwellings	7.5 m ⁽²⁾
9.0	MINIMUM REAR YARD	0.0 m
10.0	MAXIMUM ENCROACHMENT OF A BALCONY ATTACHED TO A FRONT WALL	3.0 m
11.0	MINIMUM SETBACK FROM A PORCH, EXCLUSIVE OF STAIRS	2.0 m
12.0	ATTACHED GARAGE, PARKING AND DRIVEWAY	
12.1	Attached garage	Permitted ⁽⁴⁾
12.2	Minimum parking spaces	✓ ^{(5) (6)}
12.3	Maximum driveway width	2.6 m ⁽⁶⁾

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Proposed RM12 Zone Regulations

13.0	MINIMUM LANDSCAPED AREA	
13.1	Minimum landscaped area	6.5 m ²
13.2	Minimum percentage of required front yard landscaped area to be landscaped soft area	75%
14.0	AMENITY SPACE	
14.1	Minimum contiguous private outdoor amenity space	6.0 m ² (7)
14.2	Maximum encroachment of a balcony attached to a front wall	2.5 m

NOTES:

- (1) Measured to the highest ridge of a sloped roof.
- (2) See also Subsections 4.1.7 and 4.1.8 of this By-law.
- (3) Air conditioning equipment is permitted in the required front yard, provided it is located on a balcony.
- (4) See also Subsection 4.1.12 of this By-law.
- (5) See also Part 3 of this By-law.
- (6) See also Subsection 4.1.9 of this By-law.
- (7) Exclusive of landscaped area at-grade.

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Proposed New and Amended Definitions

CEC - Road	means a private right-of-way for vehicular travel over common elements that are maintained by a common element condominium corporation.
CEC - Parcel of Tied Land	means an area of land associated with a common element condominium.
Context Grade	<p>Means, with reference to a townhouse, back to back townhouse or stacked townhouse, the average of 12 grade points, eight of which are taken around the perimeter of the site and four of which are based on the location of the proposed building(s):</p> <ul style="list-style-type: none"> -2 points at the centreline of the street extending from the side property lines -2 points located 10 cm outside the subject site from where the side property lines meet the front property line -2 points located 10 cm outside the subject site at the midpoint of the side property lines -2 points located 10 cm outside the subject site, measured out from the side property lines, from where the side and rear property lines meet -4 points taken <u>34.5</u> m from the corners of the proposed buildings
Driveway	means an internal roadway that is not a street, private road, CEC - road, condominium road or lane, which provides vehicular access from a street, private road, CEC - road, condominium road or lane to parking or loading spaces.
Back to Back Townhouse	means a building that has four or more dwelling units divided vertically, including a common rear wall, each with an independent entrance and has a yard abutting at least one exterior wall of each dwelling unit.
Stacked Townhouse	means a building that has four or more dwelling units divided horizontally and/or vertically, each with an entrance that is independent or through a shared landing and/or external stairwell. Units may also be divided vertically by a common rear wall.
Townhouse	means a building that has three or more attached dwelling units divided vertically above grade by a party wall at least 5.0 m in

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	length and at least 2.0 m in height, and has a yard abutting at least two (2) exterior walls of each dwelling unit.
Condominium Road	means a private right-of-way over private property for vehicular travel which provides access to buildings and/or dwelling units on the same property, is not maintained by a public body, and includes CEC-Road.
Sidewalk	means an area for pedestrian travel that is abutting a street, condominium road or private road.
Walkway	means an area for pedestrian travel that provides access within or to a property that is not abutting a street, condominium road or private road.

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Item	Respondent / Site of Interest (if applicable)	Date	Issue/Summary of Comment	Staff Comment
1	Daniel Teperman, Haven Developments	March 29, 2017	<p>Will basement units be totally prohibited?</p> <p>Are there incentives for developers to increase proposed heights and densities of developments?</p>	<p>The draft Urban Design Guidelines (UDGs) and proposed Zoning By-law (ZBL) regulations have been revised to remove the previously proposed prohibition on basement units. Additional regulations have been added to ensure basement units are appropriately designed with adequate access to light and air.</p> <p>No, the current study does not propose incentives for developers to increase proposed heights and densities.</p> <p>ACTION: The ZBL regulations and UDGs have been updated to no longer prohibit basement units. Additional regulations and guidelines have been added regarding the design of basement units.</p>
2	Mark Bozzo, Queenscorp Group	March 29, 2017	The requirement for a 1.2 m (3.9 ft.) setback from a rooftop amenity space to all exterior edges of a building is concerning. The requirement should be reduced to 0.5 m (1.6 ft.).	<p>Based on the requirement for a minimum of 6 m² (64.6 ft²) of private outdoor space per unit and the minimum 3 m (9.8 ft.) setback of rooftop mechanical rooms from the building edge, the City agrees that 1.2 m (3.9 ft.) may be excessive in some cases.</p> <p>ACTION: The ZBL regulations and UDGs have been revised to reduce the requirement to 1.0 m (3.3 ft.) for rooftop amenity space to exterior edges. The UDGs also clarify that the requirement is only applicable where rooftop amenity spaces overlook abutting properties, not internal to the development.</p>

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3	Bell Canada	March 30, 2017	<p>Bell understands the City's objective to mitigate the visual impacts of utilities and services from public streets and is committed to working closely with municipalities to achieve this objective in a manner that does not compromise the provision and maintenance of utility infrastructure.</p> <p>Bell is generally supportive of the guidelines and proposes the following revisions:</p> <p>Bullet #1: "2.17 The location of above and below grade utilities and services should be considered in the early stages of site design to ensure they meet utility requirements (<u>ease of maintenance, access</u>) and that any visual impacts from public streets are mitigated."</p> <p>Bullet #2: "2.17 <u>Where it is feasible to do so</u>, locate above and below grade utilities, easements, etc. to ensure sufficient unencumbered space is provided for public and private trees, and landscaped soft areas."</p>	<p>The City will continue to work with Bell Canada and other utility providers.</p> <p>ACTION: The UDGs have been updated to reflect the proposed wording.</p> <p>ACTION: None. The applicant should plan appropriately to ensure adequate space is provided for landscaping/vegetation and utilities.</p>
4			<p>Bell Canada has developed an Urban Design Manual (UDM) which speaks to the location and configuration of utility infrastructure to balance ease of access with design.</p>	<p>ACTION: The UDGs revised to include reference to Bell Canada's UDM.</p>
5	Building Industry and Land Development	April 3, 2017	<p>The broad application of the UDGs to all back to back and stacked townhouses (BBTs and STs) is a concern for BILD</p>	<p>It is not the City's intention to hinder creativity. As is the case with all of the City's existing UDGs and standards, as well as</p>

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	Association (BILD) – Peel Chapter		members as it may hinder a project's ability to identify creative solutions to contextual situations.	<p>Zoning By-law regulations, the City needs to establish minimum design expectations and zoning regulations for BBTs and STs.</p> <p>The proposed ZBL regulations include four zones (a modified RM9 zone and three new zones). The introduction of these additional zones is intended to recognize the different types of BBTs and STs. This is contrary to the existing RM9 zone which is broadly applied to various types of BBTs and STs.</p> <p>ACTION: None</p>
6			BILD members suggest using words like “encourage” and “promote”, rather than “provide”, “ensure”, “require” and/or “should”, which are restrictive in nature to allow for flexibility in the application of the guidelines.	<p>Through this process, UDGs and ZBL regulations are proposed. The UDGs are guidelines and are intended to be more flexible based on context and other factors. The ZBL establishes regulations which shall be complied with; otherwise applicants have the option to apply for a minor variance through the Committee of Adjustment or submit a Zoning By-law Amendment.</p> <p>Refer to response to comment #16.</p> <p>Comments from other stakeholders indicate that the language in the UDGs is too vague.</p> <p>ACTION: None</p>
7			It is suggested that a “How to Use this Document” section be included in the guidelines to provide clarity for the reader and establish a consistency in how the guidelines are interpreted and implemented.	<p>The UDGs are organized into a checklist format. Applicants are encouraged check off each section of the UDGs as they prepare a concept for BBTs and STs to ensure they have considered all principles and directives.</p> <p>ACTION: Modified wording included in the</p>

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				UDGs advising readers to “review and check each principle when complete”.
8			How do the proposed guidelines take into consideration Regional Official Plan Amendment (ROPA) No. 27 and the Region’s Healthy Development Framework and Assessment Tool?	<p>ROPA 27 encourages communities to be age-friendly, walkable, provide access to transit services and contain a mix of housing options. It also promotes the use of universal accessibility design to enhance the mobility and independence of all residents. The City similarly encourages all of these elements as part of a complete community and good planning and design. The key objectives for the UDGs refer to some of these elements, including:</p> <ul style="list-style-type: none"> • Design to meet the needs of people of all ages, abilities and incomes • Connect streets and provide pedestrian linkages <p>Additional principles are included in the guidelines themselves, including:</p> <ul style="list-style-type: none"> • Avoiding excessively long development blocks to promote pedestrian connections • Limiting the number of risers into a unit to minimize physical barriers for residents • Establishing minimum common and private amenity areas for residents • Requiring at least one barrier-free path of travel through the development that meets AODA standards <p>The Region’s Healthy Development Framework and Assessment were not part of the scope of this project. The City is currently</p>

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				<p>assessing ROPA 27 and determining how best to incorporate it's requirements into the City's policies and development approval process. This work is being undertaken outside of the UDGs and ZBL for BBTs and STs.</p> <p>ACTION: None</p>
9			<p>Why are BBTs and STs subject to a 45 degree angular plane, 2 m (6.6 ft.) maximum encroachment of a deck and a maximum slope of 3:1 for landscape buffers?</p>	<p>A 45 degree angular plane is used to ensure that shadow impacts are minimized and that sufficient light and air are able penetrate into the mews and amenity areas. They are also used to ensure that impacts on adjacent established uses are limited.</p> <p>A 2 m (6.6 ft.) maximum encroachment for a deck is not intended to limit the depth of the deck, rather it is staff's preference that decks be partially recessed to avoid excessive projections beyond the building face.</p> <p>A maximum slope of 3:1 is provided for appropriate conditions for the proper growth of vegetation and is intended to limit the height of retaining walls.</p> <p>ACTION: None</p>
10			<p>BBTs and STs are typically 3 to 4 storeys in height and are considered a low-rise development and do not create an imposition on the public realm, especially as it relates to shadow impacts. These standards limit the efficiency of a development site and reduces affordability of each unit.</p>	<p>The impacts from BBTs and STs relates a great deal to how they have been designed. Some may have greater impacts than others. Under Mississauga Official Plan, BBTs and STs are a medium density built form and therefore their impacts need to be appropriately mitigated.</p> <p>ACTION: None</p>

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11			Provide reasoning behind proposed maximum block length of 41 m (134.5 ft.) or 8 linear modules.	<p>The proposed maximum block length is intended to address excessively long blocks without visual breaks/relief and to ensure adequate mid-block pedestrian connections are provided.</p> <p>ACTION: Since the initial draft documents were released, staff have removed maximum block lengths from the draft ZBL regulations. The principle remains in the UDGs.</p>
12			Members find the guidelines regarding below grade units to be confusing. Partially below-grade units are very common in STs and members are concerned that the City will be inclined to refuse partially below-grade units.	<p>Refer to response to comment #1.</p> <p>ACTION: Additional graphics added to the UDGs to describe what is the 1st storey vs. basement level and below grade units.</p>
13			The proposed restriction of the number of stairs to a unit entrance of 3 to 5 is a concern as there are cases where the existing site grades would find a split staircase more suitable. The City should incorporate this additional design concept into the final set of guidelines.	<p>Although it is recognized that there may be cases where existing site grades dictate the need for additional risers, this principle was included to discourage the manipulation of site grades which has become common with this built form to achieve maximum height restrictions under the OBC. Additionally, based on our discussions with the City's Chief Building Official, the maximum height of a porch according to the OBC is 1.5 m (4.9 ft.).</p> <p>The UDGs do not restrict the use of split stair cases.</p> <p>ACTION: Since the initial draft documents were released, staff have amended the Guidelines to suggest a limit on the number of stairs to a unit entrance to 3 to 7 risers.</p>

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14			Members do not agree with the requirement for a common outdoor amenity area on all new multi-unit residential developments, especially for smaller sites or sites adjacent to a functional park. Common amenity areas affect condo fees and affordability of units. Additionally, the <i>Planning Act</i> already allows municipalities to require parkland dedication, therefore the additional outdoor amenity area requirement would result in developers inability to maximize the efficiency of the site and provide fewer units.	<p>As indicated in the City's Outdoor Amenity Area Design Reference Note, only developments with more than 20 residential units are required to provide outdoor amenity areas.</p> <p>The outdoor amenity area requirement of the greater of 5.6 m² (60.3 ft²) per unit or 10% of the lot area is an existing ZBL regulation in the RM9 zone and therefore staff are only recommending that this requirement be carried forward into the new zone regulations.</p> <p>Staff have been flexible in accepting various types of amenity areas (i.e. tot lots, communal gathering space, passive recreational space, indoor common rooms, etc.) within a development.</p> <p>The matter of parkland dedication is separate from this exercise.</p> <p>ACTION: The UDGs have been updated to reflect the requirements of the City's Outdoor Amenity Area Design Reference Note and indicate that a common outdoor amenity area is required for new developments with greater than 20 units.</p>
15	Q4A (on behalf of Mattamy Homes)	April 12, 2017	Why do the guidelines refer to four storeys? Four storeys is a Part 3 building under the OBC and requires sprinklers and fire house standpipes. This built form is 3.5 storeys, with the lower level half sunken.	The UDG and ZBL regulations are prepared based on the definitions contained in Zoning By-law 0225-2007. A storey is defined differently under the City's Zoning By-law than it is in the OBC.

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16			The checklist of principles in the guidelines states that “the following principles are to be considered when designing...”. This language is too vague.	Refer to response to comment #6. Comments from other stakeholders indicate that the language in the UDG is too restrictive. ACTION: None
17			Angular planes are usually reserved for taller structures impinging on the enjoyment of sunlight of lower structures. At 3.5 storeys heights, angular planes seem like overkill.	Refer to response to comment #9. Angular planes are also used for 1 and 2 storey buildings. At Council’s direction, we require shadow studies for all buildings 10.7 m (35.1 ft.) or taller. ACTION: None
18			The proposed 15 m (49.2 ft.) separation between front walls of buildings is an exaggeration. A 15 m (49.2 ft.) setback is a throwback to a less dense building form, more landscaping common area and more condo fees to maintain these areas. Separation is greatly related to building height and the width and scale of spaces. The taller the building, the wider the separation, but in no case wider than 11 m (36.1 ft.) or 12 m (39.4 ft.) maximum.	A 15 m front wall to front wall separation may be excessive for a 3 storey building. However, 15 m (49.2 ft.) is appropriate for a 4 storey built form to ensure adequate sunlight can get into the mews. ACTION: The UDG and ZBL regulations have been updated to reduce the minimum front wall to front wall separation for a 3 storey building to 12 m (39.4 ft.).
19			It is arbitrary to limit block length at 41 m (134.5 ft.). Super long blocks are undesirable, but they should be evaluated on a case by case basis in consideration of the whole project.	Refer to response to comment #11.
20			There are affordability issues when limiting a minimum width of a townhouse [5 m (16.4 ft.) width proposed].	The livability and functionality of a unit should not be compromised to achieve affordability. The proposed 5 m (16.4 ft.) minimum unit width is consistent with the

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				minimum townhouse unit width, which is also appropriate for this built form. ACTION: None
21			While yes, retaining walls should not be very high, a maximum 0.6 m (2.0 ft.) height seems devoid of context. Grading will dictate much of this and a wall taller than 0.6 m (2.0 ft.), appropriately designed should be acceptable.	It is recognized that there are instances where retaining walls, sometimes taller than 0.6 m (2.0 ft.), may be required based on existing site grading. This directive is included to address grade manipulation, which is becoming increasingly common with this built form. Staff are concerned that numerous retaining walls, at significant heights, are both undesirable from an aesthetics perspective and can become a maintenance liability for the condominium corporation in the future. As such, we discourage retaining walls wherever possible. ACTION: None
22			Provide clarification on what a “below grade” unit is.	Refer to response to comment #12.
23			The guidelines should not prescribe roof forms.	It was not the City’s intent to prescribe roof form rather mitigate excessive roof height. ACTION: Modifications to the UDG have been made to indicate “where appropriate”.
24			The 3 m (9.8 ft.) stepback at the roof for mechanical enclosures is impractical, especially in end units.	It was not the City’s intent to impact end units. The requirement will be evaluated on a case by case basis, based on adjacent land uses. ACTION: None
25			No stucco and no wood policy is arbitrary. These building materials are valid and if detailed carefully are totally	It is the City’s intent to ensure solid and durable materials are used, especially within the first 2 storeys, to avoid costly

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			acceptable.	maintenance issues. ACTION: None
26			The limit of 3 to 5 risers per unit entrance is fairly prescriptive and could become impractical in sloping sites.	Refer to response to comment #13.
27			Can the 2 m (6.6 ft.) maximum balcony projection be increased to 2.5 m (8.2 ft.) if the balcony is recessed?	Balconies can be as deep as desired, as long as only 2 m (6.6 ft.) is projecting beyond the building face. ACTION: None
28			Is a 2 m (6.6 ft.) sidewalk required on both sides of the condo road?	The draft UDGs have been amended to eliminate the requirement for sidewalks on both sides of a condominium road. With this said however, there may be instances (e.g. in large developments) where sidewalks on both sides of the road are warranted. This will be determined on a site by site basis. Additionally, minimum sidewalk and walkway widths have been amended. A 2 m (6.6 ft.) wide sidewalk is only required when it is traversed by a driveway, in all other cases, a 1.8 m (5.9 ft.) sidewalk is required. The width of internal walkways have also been reduced to 1.5 m (4.9 ft.). ACTION: The UDGs have been amended to no longer require sidewalks on both sides of a condominium road.
29	Port Credit West Village Partners Inc. (WVP) / 70 Mississauga Road South	April 13, 2017 and September 25, 2017	The group assumes and desires that a series of site-specific guidelines that address and respond to the site-specific constraints of the site will be developed through their development application process.	Development applications that are currently in process and have been deemed complete will be evaluated against the policies and regulations in effect at the time of submitting the applications. With this said however, the UDGs for BBTs and STs are based on good

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				<p>planning and urban design principles and should therefore be considered in all developments proposing this built form, regardless of when the applications were submitted.</p> <p>ACTION: None</p>
30			<p>The group agrees with the guidelines' overall intent of providing for compatibility with and sensitivity to the established context, minimizing undue impacts on adjacent properties, and providing for a high quality of development.</p>	<p>Noted.</p> <p>ACTION: None</p>
31			<p>The Design Guidelines should function to facilitate design excellence and provide flexibility for creative solutions. It is important that these guidelines recognize site-specific issues and offer an adaptable approach.</p>	<p>Noted. Refer to response to comment #6.</p>
32	Glen Broll, Glen Schnarr & Associates Inc.	May 16, 2017	<p>Modifications to the City's Fire Route By-law are required. The current By-law requirements impede affordability.</p>	<p>Amendments to the Fire Route By-law are outside the scope of this project. Any comments with respect to the Fire Route By-law should be directed to Fire and Emergency Services.</p> <p>From a planning and urban design perspective, life safety should not be compromised for affordability. BBT and ST developments can be difficult to navigate under normal circumstances, let alone in an emergency situation. Emergency response times should not be compromised for any reasons.</p> <p>ACTION: None</p>

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33			Mews should be included in the amenity area calculation.	<p>The City disagrees that mews should be included in the amenity area calculation. Mews are intended to provide access to individual units and not intended to be a primary amenity space on-site. However, should an enhanced mews be proposed substantially larger than the minimum By-law requirements, then the mews may be included in the amenity area calculation.</p> <p>ACTION: To provide greater clarity regarding the exclusion of mews in amenity areas, the definition of “Amenity Area” in the ZBL has been amended and additional regulations have been added to delineate what spaces count towards the amenity area calculation. The UDGs also indicate that a mews is not an amenity area.</p>
34	BILD	July 12, 2017	<p><i>Coordination of Utility Locations</i> A large component to developing a site is the coordination of utility locations. As such, we kindly suggest that City staff engage local utility providers in the consultation process of the draft Guidelines to understand and align utility-related requirements. Specific areas of concern for the industry include, but are not limited to:</p> <ul style="list-style-type: none"> The common demand from a number of utility and communication providers for a “blanket” easement over the whole grounds. 	<p>The City has engaged all utility companies during the preparation of the UDG and ZBL regulations for BBTs and STs. We have also met with Alectra Utilities and Enbridge Gas. We will continue to work with the utility companies to determine their requirements early in the development process.</p> <p>Utility companies have indicated a desire for developers to engage them earlier in the process to allow for the greatest flexibility in locating utilities.</p> <p>Noted. This requirement should be discussed with the utility companies directly.</p>

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			<ul style="list-style-type: none"> • The requirement for a central mail kiosk should be subject to the latest Canada Post Multiple Units Box design and standards. • It is our position that parapet walls on the perimeter of flat roofs should not count on the height of buildings and be limited to the 0.6 m (2.0 ft.) in height restrictions. • The UDG requirements for combined landscape soft areas for tree growth does not take into consideration the required utility corridor for hydro, lighting, telecom, and civil engineering. These requirements are noted below for your reference: <ul style="list-style-type: none"> ○ If the site proposes BBTs with surface mounted parking (i.e. driveway/garage) then a 3 m (9.8 ft.) wide utility corridor will be required. ○ If the site proposes STs sitting on top of a parking garage structure then you will have a central located electrical room where the hydro/telecom services will egress from. ○ If the site proposes STs siting slab on grade with surface mounted parking, then the hydro meters will 	<p>Agreed. Applicants are encouraged to consult with Canada Post directly.</p> <p>Based on the current definition of Height in the Zoning By-law, parapets are not included in the measurement of height. No change to this definition is proposed through the ZBL amendments.</p> <p>Required utility corridors are to be located outside of landscaped areas. It is the developers responsibility to ensure that utility requirements are satisfied.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
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			<p>be located on the end walls of the block, with the gas meters on the opposite side. The hydro meters would be located within an electrical closet with 24/7 access for hydro. Typically the electrical closet is 6-8' wide x 1' high x 2' deep with double doors. Please refer to the attached PDF of the multiple metering guide for more information - this application meets ESA standards.</p> <ul style="list-style-type: none"> The placing of hydro and gas metres and other utilities in concealed or recessed locations only works for detached units or row housing. It would not be compatible with stacked townhouses. There may be scenarios where it may be possible with back to back townhouses with surface mounted parking, but only if an architect has come up with a concept to conceal the meter locations at the front of the units. There should be flexibility in the Guidelines to consider these instances. 	<p>Noted.</p> <p>ACTION: The UDGs have been updated to state “where feasible” and “less visible location” to recognize that it may not always be possible to conceal or recess utility meters.</p>
35			<p><i>Waste Collection Services</i></p> <p>We are generally in agreement with the City’s intent to ensure that waste collection areas should not be visible from a public street. However, this requirement may not be achievable at all times and there should be an opportunity for good judgement and compromise between City staff and the developer.</p>	<p>In cases where it may not be possible to locate waste collection areas interior to a development, the applicant should work with staff to develop an approach to screening the area from the public street.</p>

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			<p>Members request City staff to clarify, with the Region of Peel, standards and practices around waste collection services, including those provided by private companies. It is our understanding that the Region discourages the use of private services and, as such, we ask City staff to review the Guidelines with its upper-tier municipality.</p>	<p>The Region of Peel does not allow private waste collection for residential developments. This is a result of existing condominium corporations with private waste collection deciding to change to Regional collection and there being challenges because the developments were not designed in accordance with Regional Waste Collection Design Standards Manual.</p> <p>All developments are required to comply with the Regional Waste Collection Design Standards Manual. Any questions about the requirements of the Design Manual should be directed to Region of Peel staff.</p> <p>ACTION: None</p>
36			<p><i>Rooftop Amenity Spaces and Set Backs</i> Our members do not agree with the requirements for a 45 degree angular plane. While it suggests that this angular plane should be maintained to reduce overlook and allow for sunlight into units, we do not think that this guideline is appropriate for this type of low-rise built form.</p> <p>There are alternative ways to address overlook concerns. Additionally, appropriate facing distances can provide for better sunlight to units. City staff should also acknowledge that sometimes new development units back onto a park or open space and not a residential area. In these instances, we believe it would be unnecessary to apply the proposed</p>	<p>Refer to response to comment #9.</p>

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			angular plane. Members think the Guidelines should not limit BBTs to 3 storeys if height is defined in metres by the zoning by-law.	The product that has been presented to the City is 3 storeys plus a rooftop terrace. Staff are flexible in building height depending on the context and adjacent land uses. ACTION: None
37			<i>Block Lengths</i> We request that the guidelines do not include a dimension limitation such as the 41 m (134.5 ft.) length, and instead only suggest the number of linear models.	Refer to response to comment #11.
38			<i>Grading and Retaining Walls</i> The 3 m (9.8 ft.) landscape buffer around the property is excessive and not necessary in all site conditions. Unencumbered buffers by a below-grade structure is also difficult to achieve, and we are unclear as to the design rationale behind this requirement. The requirement for minimum soil volumes on top of all underground structures is not necessary.	The compact nature of BBTs and STs is such that there is limited space for on-site tree planting and landscaping. In order to ensure that an adequate landscape buffer is provided between new and existing development, a minimum 3 m (9.8 ft.) wide landscape buffer is proposed. This 3 m (9.8 ft.) wide landscape buffer shall not be encumbered by below-grade structures or utilities to ensure that there is an adequate soil volume for trees and vegetation to grow on the existing property and to minimize impacts on adjacent properties. We disagree. Minimum soil volumes are necessary for tree growth. ACTION: None

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39			<p><i>Building Elevations</i></p> <p>The guidelines recommend sloped roofs and half-storeys on upper levels but we believe it should really state that the intent is to reduce perceived height and scale. There are a number of ways to achieve this without resorting to sloped roofs and limiting design.</p> <p>Smaller units may not be able to accommodate the 3 m (9.8 ft.) setback of rooftop mechanical rooms to exterior edges of buildings. As an alternative, setbacks could be reduced without causing negative visual impact through quality architectural design of mechanical rooms.</p> <p>The guidelines state that buildings should be designed with high quality and durable materials, specifically discouraging the use of stucco and wood. Members feel this guideline should instead focus on good design and appropriate materials to express the architectural design, with durability as a consideration.</p>	<p>Refer to response to comment #23.</p> <p>Refer to response to comment #24.</p> <p>Refer to response to comment #25.</p>
40			<p><i>Below Grade Units</i></p> <p>Below grade units offer an affordable housing option that can be designed to allow for sufficient sunlight if the appropriate separation distances are provided.</p>	<p>Below grade units may provide opportunities for more affordable units within a development. However, we do not believe that livability and functionality of units should be compromised to achieve affordability, especially when it comes to availability of light and air to below grade units. Refer to response to comment #1.</p>

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			<p>The requirement for through units is too restrictive and we request that this not be part of the Guidelines.</p> <p>Additional, specific concerns related to below grade units:</p> <ul style="list-style-type: none"> • If there is a desire to restrict below grade units, it would be appropriate to not allow their use along public streets. • Below grade units require a minimum 6 m² (64.6 ft²) private outdoor space located at grade, but this may not actually be the homebuyers preference. Some may prefer additional interior unit space instead and the flexibility to have more square footage should be allowed in the UDGs. • It is unclear if unobstructed views and access to daylight means unobstructed by other buildings. Please also clarify if this would allow for privacy screening. • Site grading conditions may dictate if 	<p>ACTION: None</p> <p>The intention of requiring through units is to ensure that units have access to light and air.</p> <p>ACTION: Recognizing that in some cases it may be challenging to implement through units, the UDGs have been updated to also allow for double wide units.</p> <p>Basement units are no longer prohibited in the updated documents.</p> <p>The applicant has the opportunity to increase unit size while still providing amenity space.</p> <p>Anything (buildings, retaining walls, landscaping, screening, etc.) that impedes views or access to daylight shall not be permitted.</p> <p>Noted.</p>
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			<p>a unit is below-grade unit or not and if they need to face a certain direction. For example, if there was a BBTs built on a downslope, it would provide the opportunity for the rear unit to be below-grade while the front unit would be at-grade. This all depends on the topography and grading conditions of an area on which a townhouse is built.</p>	
41			<p><i>Private Amenity Space and Common Outdoor Amenity Areas</i> The common outdoor amenity area requirement of the greater of 5.6 m² (60.3 ft²) per unit or 10% of the site area is excessive, especially in combination with parkland dedication requirements.</p> <p>The common outdoor amenity area requirement should be noted in the Zoning By-law and not in the proposed guidelines.</p> <p>A central location for a common outdoor amenity area may not always lead to the best design or practical option.</p> <p>The guideline discouraging the use of balconies for storage areas (bikes, strollers, etc.) is too restrictive. This issue should be resolved through condo documents or encouraging better site and building design that incorporates more storage and places to lock up bikes and strollers.</p>	<p>Refer to response to comment #14.</p> <p>The requirement is included in both the ZBL and UDGs.</p> <p>Agreed, however generally speaking, the preferred location for common amenity area is central to a development to provide equal access to all residents.</p> <p>The City encourages site and building designs that include areas for storage of large bulky items and are also supportive of clauses to this effect being included in condo documentation. However, we are of the opinion that the issue is also worth noting in the UDGs.</p>

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				ACTION: None
42			<p><i>Additional General Comments:</i></p> <ul style="list-style-type: none"> We are unclear as to the rationale behind prohibiting precast stairs. The guidelines should instead focus on the quality of design, appropriate materials, durability, and maintenance. The guideline to provide a walkway at every second block is too rigid and may not always be desirable. More flexibility is required to consider the design and context of walkways on an individual basis. The guidelines stating that “<i>surface parking should be centrally located</i>” may not always be practical or provide for the best design. 	<p>Based on our experience, poured in place stairs are more durable and require less maintenance in the long term.</p> <p>ACTION: None</p> <p>The directive is included in the UDGs, not in the ZBL. Staff are flexible in terms of applicability on a site-by-site basis.</p> <p>ACTION: None</p> <p>Agreed, however it is important that surface parking not be visible from the public street and is located interior to the development. Also, by centrally locating parking it will be equal distance to all units, thus being more convenient for visitors rather than parking on adjacent municipal rights-of-way.</p>
43	Stephane Angers	June 26, 2017	The study currently being undertaken by the City of Mississauga on BBTs and STs represents very reasonable guidelines for development of such high density projects. We are hoping that the City will work with the developers towards meeting these UDGs.	<p>Noted.</p> <p>ACTION: None</p>
44	Weston Consulting on behalf of NYX Capital / Tannery Street and Kirwin Avenue	September 22, 2017	<p><i>Interior Side Yard Setbacks</i></p> <p>The City should consider reductions to the default interior side yard setbacks of 4.5 m (14.8 ft.) to 7.5 m (24.6 ft.) where the abutting land is zoned for open</p>	The proposed ZBL regulations already require a minimum interior side yard of 4.5 m (14.8 ft.) abutting land zoned for open space or parks. Increases in interior side yard only

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			space, parks or other appropriate zones.	<p>apply if:</p> <ul style="list-style-type: none"> i) The interior side yard abuts a zone permitted a detached and/or semi-detached dwelling. ii) The interior side yard abuts a medium density zone <u>and</u> the rear wall of the proposed building abuts the interior side yard. iii) The front wall of the proposed building abuts the interior side yard. <p>ACTION: None</p>
45			<p><i>Front Yard Setback</i> The City should consider reducing the 7.5 m (24.6 ft.) front yard setback requirement or acknowledge in the guidelines that relief from this requirement is supported under certain circumstances. Many townhouse projects are on higher order streets in areas identified for intensification and a lesser front yard setback is appropriate and desirable from a design perspective.</p>	<p>The majority of BBTs and STs developments are being proposed in existing mature low-rise neighbourhoods and therefore the 7.5 m (24.6 ft.) front yard is intended to reflect and maintain the character of this existing context.</p> <p>ACTION: None</p>
46			<p><i>Rear Yard Setback</i> A reduction in the proposed rear yard setback of 7.5 m (24.6 ft.) should be contemplated in instances where rear yards abut open space zones as the overall impact of the reduced rear yard is minimal for existing or future surrounding uses, while still providing a usable rear yard.</p>	<p>The City is willing to consider this on a site-by-site basis, through the appropriate development application.</p> <p>ACTION: None</p>
47			<p><i>3 m (9.8 ft.) Landscape Buffer</i> A 3 m (9.8 ft.) wide landscape strip and the prohibition of below grade parking</p>	Refer to response to comment #38.

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			within 3 m of the property limit are difficult to achieve. A reduced landscape buffer both at grade and below grade should be considered.	
48			<i>Common Outdoor Amenity</i> Recognition should be provided for the context of individual projects where proximity to public parks and other amenity area is readily accessible.	Refer to response to comment #14.
49			<i>Angular Plane</i> Building height controlled through a 45 degree angular plane measured from the property lines is not appropriate for all situations and for all property lines. The Guidelines should provide greater clarity on the intent of this guidelines and under what circumstances it does or does not apply.	Refer to response to comment #9. The 45 degree angular plane is measured from all lot lines. ACTION: The UDGs have been updated to indicate that the 45 degree angular plane is measured from all lot lines.
50	Glen Schnarr & Associates Inc.	September 25, 2017	<p>The cumulative impact of the proposed UDGs and ZBL Amendment is proving challenging and overly restrictive whereas they should guide design and development only.</p> <p>The proposed documents are too restrictive for design creativity which can hamper innovation, improved building and site design, and affordability.</p> <p>The rigid nature of the UDGs and ZBL Amendment doesn't reflect the reality of the uniqueness of each site and its</p>	<p>Refer to responses to previous comments.</p> <p>It is not the City's intent to hamper innovation and creativity, rather achieve a balance between providing direction and flexibility. However, given the scope and magnitude of challenges that have been encountered with BBTs and STs it is clear that a design expectation needs to be established. BBTs and STs are a complicated built form with many moving parts. The long-term sustainability of these developments is greatly impacted by good initial design and planning.</p> <p>It is not possible to prepare ZBL regulations and UDGs to reflect the uniqueness of all sites and their context.</p>

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			<p>context (i.e. surrounding land uses, grading conditions).</p> <p>The collective amount of prescribed dimensions/requirements in the proposed guidelines and regulations result in design delays as an owner requires more technical inputs from a larger consulting team.</p>	<p>Owners and applicants are strongly encouraged to consider the requirements of the ZBL regulations and UDGs at the initial project development stages. Infill developments, especially those with BBTs and STs, are by nature complex and require technical input from many disciplines to ensure their success.</p> <p>ACTION: None</p>
51			<p>The proposed UDGs and ZBL Amendment results in process impacts and needs to recognize development already underway.</p> <p>Additional Zoning restrictions result in over-regulation and don't account for conceptual designs earlier in the process and final designs which form part of future site development plan and building permit applications. This will likely lead to further minor variance applications during final City approvals or post-construction which may mislead the public as to why the minor variances are required.</p> <p>From a process perspective, it is clear that current development applications already are/or could get caught in a more stringent review and re-designing to address new City staff concerns resulting in unnecessary delays. The pipeline</p>	<p>Refer to response to comment #29.</p> <p>Very few sites in the City are pre-zoned to permit BBTs and STs and therefore require at a minimum a rezoning to permit the proposed built form. Through the rezoning process, the onus is on the applicant to identify and justify Zoning By-law deficiencies with the proposed development, since Zoning staff do not review rezoning applications. Future site plan and building permit applications will be evaluated against the Zoning By-law enacted through the rezoning. If a minor variance is required, then the deficiency was not captured by the applicant.</p> <p>ACTION: None</p>

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			timing for projects both currently before the City, but also underway with the design/technical teams means that most of the fundamental design elements are already pre-determined based on known City requirements. These designs might be many months in the making and are based on extensive design and technical inputs. The City needs to consider these timelines for new development and grandfather existing development applications at the City and upcoming development applications which did not have the benefit of incorporating new City requirements in to the fundamental design elements.	
52	Weston Consulting on behalf of Sierra Building Group / 4005 Hickory Drive and 650 Atwater Avenue	September 25, 2017	<i>Angular Plane Principles</i> Additional information required to identify which property lines the 45 degree angular plane is measured from (side, rear or front) and how the guideline applies to infill development areas where the standard cannot be achieved due to site specific restrictions or “as built” conditions.	Refer to responses to comments # 9 and 49.
53			<i>Building Setback Principles</i> The guidelines state “ <i>when existing adjacent front yard setbacks vary, new buildings should align with the average setback between the two adjacent properties or the minimum zoning requirements, whichever is greater.</i> ” This principle does not have regard for the planned future context of abutting lands. Some flexibility should be allowed.	Acknowledged. ACTION: The UDGs have been updated to consider the existing and planned context, where applicable.

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54			<p><i>Grading and Retaining Walls Principles</i> It may be difficult to achieve the principle that landscape buffers should be unencumbered by below grade parking structures, easements, retaining walls, utilities, severe grade changes and hard surface area. These matters should be dealt with on a site-by-site basis or a reduced setback should be considered, and may be appropriate in some cases.</p>	<p>Noted. It is the applicant's responsibility to ensure all site requirements are satisfied and landscape areas are unencumbered.</p> <p>ACTION: None</p>
55			<p><i>Common Outdoor Amenity Area Principles</i> The requirement for common outdoor amenity area in all new multi-unit residential developments may be difficult to achieve in certain small infill developments with a limited number of units. Consideration should be given to developments with access or direct proximity to park land and open space areas adjacent to the development.</p>	<p>Refer to response to comment #14.</p>
56			<p><i>Implementation</i> We recommend the introduction of transition clauses within the Guidelines and amending By-law. This would provide clarity in relation to the applicable guidelines and policies for applications that have already been submitted under the existing policy and zoning framework.</p>	<p>Refer to response to comment #29.</p>
57			<p><i>Interior Side Yard</i> Minimum interior side yard setbacks should not be required for developments abutting commercial, open space or park zones, as these uses do not require the same transition and sensitivity as</p>	<p>The City disagrees. Minimum interior side yards are not only intended to provide a buffer/transition to adjacent land uses but also to the proposed units themselves. The UDGs and ZBL regulations already allow for</p>

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			residential zones.	a reduced interior side yard of 4.5 m (14.8 ft.) adjacent to commercial, open space and park zones. ACTION: None
58			<i>Rear Yard Setback</i> Opportunities for reduced rear yard setbacks should be contemplated in instances where rear yards abut open space zones, as the overall impact of a reduced rear yard may be minimum in some cases, while still providing a usable rear yard.	Refer to response to comment #46.
59			<i>Parking Structure Setbacks</i> The proposed 3.0 m (9.8 ft.) minimum setback of a below grade parking structure to a lot line is overly restrictive. This matter should be dealt with through detailed design once utilities, servicing, shoring, and the identification of preservation of significant vegetation has been considered.	Refer to response to comment #38.
60	Jim Levac, Glen Schnarr & Associates Inc. on behalf of Dunpar Developments / 80 Thomas Street	September 25, 2017	The proposed UDGs and ZBL regulations are a challenge for the proposed development at 80 Thomas Street. The front and rear yard regulations are outdated. In particular, the front yard requirement of 7.5 m (24.6 ft.) is excessive and will result in front yards turning into rear yards with the storage of play equipment, etc.	Noted. Refer to response to comment #45. The UDGs and ZBL regulations establish minimum private outdoor space for each unit and common amenity areas for the development to avoid the need for residents to locate play equipment in their front yards. Additionally, these units are clearly sold with no expectation of having a rear yard amenity area, therefore this is irrelevant to this

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			<p>The proposed regulation requiring a 1.5 m (4.9 ft.) setback from the side wall of a building to a walkway is excessive [equals 4.5 m (14.8 ft.) required separation from a side wall to a side wall when a walkway is proposed]. A 3 m (9.8 ft.) side wall to side wall separation has always been required.</p>	<p>situation.</p> <p>The 1.5 m (4.9 ft.) setback from a side wall to a walkway is an existing RM9 zone regulation. No change is proposed to this regulation in the new ZBL.</p> <p>With the requirement for a minimum 2.0 m (6.6 ft.) wide sidewalk, the existing RM9 zone regulations require a total side wall to side wall separation of 5.5 m (18.0 ft.) when a walkway is proposed, whereas the new regulations require only a 4.5 m (14.8 ft.) side wall to side wall separation. Meaning the proposed ZBL regulations are actually a reduction from what is currently required.</p> <p>ACTION: None</p>
61	Your Home Developments	October 5, 2017	<p>The UDGs and ZBL Amendments outline very workable standards for many of the regulations and guidelines proposed. Many of the changes proposed can improve livability of a stacked townhouse development. Sensitivity to the number of risers for exterior stairs and deletion of below grade entry doors make a lot of sense.</p>	<p>Noted.</p> <p>ACTION: None</p>
62			<p>The proposed standards for setbacks to roads and interior side yards threaten the viability of BBTs and STs units by reducing the density that should be able to be achieved with this type of housing.</p> <p>The proposed 7.5 m (24.6 ft.) front yard would only encourage the use of this space as a rear yard. This setback</p>	<p>Noted.</p> <p>Refer to response to comment #60.</p>

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			<p>defeats the concept of definable street edges that encourages its use as an interactive outdoor space.</p> <p>The 9.0 m (29.5 ft.) required setback from a front wall to an interior lot line is excessive. This condition should be treated no differently than a rear yard with a 7.5 m (24.6 ft.) setback requirement.</p>	<p>The minimum rear yard where a front wall abuts the rear lot line is 9.0 m (29.5 ft.). The 9.0 m (29.5 ft.) interior side yard and rear yard requirements are to ensure that sufficient space is available for the minimum landscape buffer, walkway, unit setback and porch.</p> <p>ACTION: None</p>
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Note: The majority of the verbal comments made at the Open House held on March 29, 2017 and the BILD Peel Chapter Meeting on May 16, 2017 are captured in subsequent written correspondence from various stakeholders and therefore have not been added to the above table. Those comments from the Open House and BILD Peel Chapter Meeting not reflected in subsequent correspondence have been added to the above table.

Proposed RM9, RM10 and RM11 Zone Regulations, December 2017

Column	A	B	C	D
Line 1.0	ZONES	RM9	RM10	RM11
PERMITTED USES				
2.0	RESIDENTIAL			
2.1	Stacked Townhouse	✓		
2.2	Back to Back Townhouse on a Condominium Road		✓	
2.3	Back to Back Townhouse on a CEC-Road			✓
ZONE REGULATIONS				
3.0	MINIMUM LOT FRONTAGE	38.0 m	38.0 m	38.0 m
4.0	MINIMUM DWELLING UNIT WIDTH	5.0 m	5.0 m	5.0 m
5.0	MAXIMUM DWELLING HEIGHT ⁽¹⁰⁾			
5.1	Flat roof	13.0 m and 4 storeys	11.0 m and 3 storeys	11.0 m and 3 storeys
5.2	Sloped roof	17.0 m ⁽¹⁾ and 4 storeys	15.0 m ⁽¹⁾ and 3 storeys	15.0 m ⁽¹⁾ and 3 storeys
6.0	MINIMUM FRONT YARD	7.5 m ⁽²⁾	7.5 m ⁽²⁾	7.5 m ⁽²⁾
7.0	MINIMUM EXTERIOR SIDE YARD	7.5 m ⁽²⁾	7.5 m ⁽²⁾	7.5 m ⁽²⁾
8.0	MINIMUM INTERIOR SIDE YARD	4.5 m ⁽²⁾	4.5 m ⁽²⁾	4.5 m ⁽²⁾
8.1	Where any portion of the interior side lot line abuts a zone permitting detached and/or semi-detached dwellings	9.0 m ⁽²⁾	7.5 m ⁽²⁾	7.5 m ⁽²⁾
8.2	Where the interior side lot line abuts a RM4, RM5, RM6, RM7, RM8, RM9, RM10, RM11, or RM12 zone and the rear wall of the building abuts the interior side lot line	7.5 m ⁽²⁾⁽³⁾	n/a	n/a

Column	A	B	C	D
Line 1.0	ZONES	RM9	RM10	RM11
8.3	Where the front wall of a building abuts the interior side lot line	9.0 m ⁽²⁾	9.0 m ⁽²⁾	9.0 m ⁽²⁾
9.0	MINIMUM REAR YARD	7.5 m ⁽²⁾	7.5 m ⁽²⁾	7.5 m ⁽²⁾
9.1	Where any portion of the rear lot line abuts a zone permitting detached and/or semi-detached dwellings	9.0 m ⁽²⁾	7.5 m ⁽²⁾	7.5 m ⁽²⁾
9.2	Where a front wall of a building abuts the rear lot line	9.0 m ⁽²⁾	9.0 m ⁽²⁾	9.0 m ⁽²⁾
10.0	ENCROACHMENTS AND PROJECTIONS			
10.1	Maximum encroachment of a deck inclusive of stairs, balcony or awning, attached to a rear or front wall, into a required yard	2.0 m	2.0 m	2.0 m
10.2	Maximum projection, located at the first storey , from any wall of a building , in relation to a below grade patio that provides access to a basement unit	50% of patio depth	50% of patio depth	50% of patio depth
11.0	MINIMUM INTERNAL SETBACKS			
11.1	From a front garage face to a condominium road or sidewalk	6.0 m	6.0 m	6.0 m
11.2	From a front garage face to a condominium road or sidewalk , where the garage and driveway are accessed at the rear of the dwelling unit	1.0 m	n/a	n/a
11.3	From a front wall of a building to a condominium road, sidewalk, walkway or parking space	4.5 m	4.5 m	4.5 m
11.4	From a porch , exclusive of stairs, located at and accessible from the first storey or below the first storey to a condominium road, sidewalk, walkway or parking space	2.5 m	2.5 m	2.5 m
11.5	From a rear wall of a building to a side wall of another building on the same lot	12.0 m	n/a	n/a
11.6	From a rear wall of a building to a rear wall of another building on the same lot	15.0 m	n/a	n/a

Column	A	B	C	D
Line 1.0	ZONES	RM9	RM10	RM11
11.7	From a side wall of a building to a side wall of another building on the same lot	3.0 m	3.0 m	3.0 m
11.8	From a side wall of any building to a walkway	1.5 m	1.5 m	1.5 m
11.9	From a side wall of a building to a condominium road, sidewalk, or parking space	3.0 m	3.0 m	3.0 m
11.10	From a front wall of a building to a front wall of another building on the same lot, where the building is less than or equal to three storeys	12.0 m ⁽⁴⁾	12.0 m	12.0 m
11.11	From a front wall of a building to a front wall of another building on the same lot, where the building is less than or equal to three storeys and contains a dwelling unit in the basement	15.0 m ⁽⁴⁾	n/a	n/a
11.12	From a front wall of a building to a front wall of another building on the same lot, where the building is four storeys	15.0 m ⁽⁴⁾	n/a	n/a
11.13	From a front wall of a building to a side wall of another building on the same lot	9.0 m ⁽⁴⁾	9.0 m	9.0 m
12.0	ATTACHED GARAGE, PARKING AND DRIVEWAY			
12.1	Attached garage	Permitted ⁽⁵⁾	Permitted ⁽⁵⁾	Permitted ⁽⁵⁾
12.2	Minimum parking spaces	✓ ⁽⁶⁾ ⁽⁷⁾	✓ ⁽⁶⁾ ⁽⁷⁾	✓ ⁽⁶⁾ ⁽⁷⁾
12.3	Minimum visitor parking spaces	✓ ⁽⁶⁾	✓ ⁽⁶⁾	✓ ⁽⁶⁾
12.4	Maximum driveway width	2.6 m ⁽⁷⁾	2.6 m ⁽⁷⁾	2.6 m ⁽⁷⁾
13.0	PARKING AREAS AND PARKING STRUCTURE SETBACKS			
13.1	Minimum setback between a parking space and an interior side lot line and/or rear lot line	3.0 m	3.0 m	3.0 m
13.2	Minimum setback of a parking structure constructed above or partially above finished grade to any lot line	6.0 m	6.0 m	6.0 m

Column	A	B	C	D
Line 1.0	ZONES	RM9	RM10	RM11
13.3	Minimum setback of a parking structure constructed completely below finished grade to any lot line	3.0 m	3.0 m	3.0 m
14.0	INTERNAL ROADS, SIDEWALKS AND WALKWAYS			
14.1	Minimum width of a condominium road	7.0 m	7.0 m	7.0 m
14.2	Condominium roads are permitted to be shared with abutting lands zoned to permit stacked townhouse, back to back townhouse, townhouse or apartment dwelling , or any combination of dwellings thereof	✓	✓	✓
15.3	Minimum width of a sidewalk traversed by a driveway	2.0 m	2.0 m	2.0 m
15.4	Minimum width of a sidewalk not traversed by a driveway	1.8 m	1.8 m	1.8 m
15.5	Minimum width of a walkway	1.5 m	1.5 m	1.5 m
15.0	MINIMUM AMENITY AREA AND LANDSCAPED AREA			
15.1	Minimum landscaped area	40% of lot area	40% of lot area	40% of lot area
15.2	Minimum required landscaped soft area	50% of landscaped area	50% of landscaped area	3.0 m ² ⁽⁸⁾
15.3	Minimum landscape buffer abutting any side and rear lot line	3.0 m	3.0 m	3.0 m
15.4	Minimum amenity area	The greater of 5.6 m ² per dwelling unit or 10% of the lot area ⁽⁸⁾	The greater of 5.6 m ² per dwelling unit or 10% of the lot area ⁽⁸⁾	The greater of 5.6 m ² per dwelling unit or 10% of the lot area ⁽⁸⁾
15.5	Minimum percentage of total required amenity area to be provided in one contiguous area	50%	50%	50%
15.6	Minimum contiguous private outdoor space per unit	6.0 m ²	6.0 m ²	6.0 m ²

Column	A	B	C	D
Line 1.0	ZONES	RM9	RM10	RM11
15.7	Minimum setback of a rooftop amenity space from all exterior edges of a building	1.0 m	1.0 m	1.0 m
15.8	Minimum setback from an amenity area to a building, structure or any lot line	3.0 m	3.0 m	3.0 m
15.9	A setback from an amenity area shall be unencumbered except for a perpendicular walkway and soft landscape material	✓	✓	✓
16.0	ACCESSORY BUILDINGS AND STRUCTURES	✓ ⁽⁹⁾	✓ ⁽⁹⁾	✓ ⁽⁹⁾

NOTES:

- (1) Measured to the highest ridge of a **sloped roof**.
- (2) See also Subsections 4.1.7 and 4.1.8 of this By-law.
- (3) Only applies to the RM7 zone if lands are used for a **Duplex** or **Triplex**.
- (4) Where there are **buildings** with different heights on one lot, the average of the required setbacks shall be used.
- (5) See also Subsection 4.1.12 of this By-law.
- (6) See also Part 3 of this By-law.
- (7) See also Subsection 4.1.9 of this By-law.
- (8) Excludes private amenity space.
- (9) See Subsection 4.1.2 of this By-law.
- (10) 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.

Proposed RM12 Zone Regulations, December 2017

Column		A	B
Line	ZONES		RM12
1.0			
PERMITTED USES			
2.0	RESIDENTIAL		
2.1	Back to Back Townhouse on a Street		✓
ZONE REGULATIONS			
3.0	MINIMUM LOT FRONTAGE		
3.1	Interior Lot		6.0 m
3.3	Corner Lot		10.5 m
4.0	MAXIMUM NUMBER OF DWELLING UNITS IN A BACK TO BACK TOWNHOUSE BLOCK		12
5.0	MAXIMUM DWELLING HEIGHT		
5.1	Flat roof		11.0 m and 3 storeys
5.2	Sloped roof		15.0 m ⁽¹⁾ and 3 storeys
6.0	MINIMUM FRONT YARD		4.5 m ⁽²⁾⁽³⁾
6.1	Front garage face		6.0 m
7.0	MINIMUM EXTERIOR SIDE YARD		4.5 m ⁽²⁾⁽³⁾
7.1	Front garage face		6.0 m
8.0	MINIMUM INTERIOR SIDE YARD		
8.1	Attached Side		0.0 m
8.2	Unattached Side		1.5 m ⁽²⁾
8.3	Where any portion of the interior lot line abuts a zone permitting detached and/or semi-detached dwellings		7.5 m ⁽²⁾
9.0	MINIMUM REAR YARD		0.0 m
10.0	MAXIMUM ENCROACHMENT OF A BALCONY ATTACHED TO A FRONT WALL		2.5 m
11.0	MINIMUM SETBACK FROM A PORCH, EXCLUSIVE OF STAIRS		2.0 m
12.0	ATTACHED GARAGE, PARKING AND DRIVEWAY		
12.1	Attached garage		Permitted ⁽⁴⁾
12.2	Minimum parking spaces		✓ ⁽⁵⁾ ⁽⁶⁾
12.3	Maximum driveway width		2.6 m ⁽⁶⁾

13.0	MINIMUM LANDSCAPED AREA	
13.1	Minimum landscaped area	6.5 m ²
13.2	Minimum percentage of required front yard landscaped area to be landscaped soft area	75%
14.0	MINIMUM CONTIGUOUS PRIVATE OUTDOOR AMENITY SPACE	6.0 m ²

NOTES:

- (1) Measured to the highest ridge of a **sloped roof**.
- (2) See also Subsections 4.1.7 and 4.1.8 of this By-law.
- (3) Air conditioning equipment is permitted in the required **front yard**, provided it is located on a **balcony**.
- (4) See also Subsection 4.1.12 of this By-law.
- (5) See also Part 3 of this By-law.
- (6) See also Subsection 4.1.9 of this By-law.
- (7) Exclusive of **landscaped area** at-grade.

Proposed New and Amended Definitions, December 2017

Amenity Area

means an indoor space or outdoor recreational area provided for the communal use of the residents of a development.

CEC - Road

means a private right-of-way for vehicular travel over common elements that are maintained by a common element condominium corporation.

CEC - Parcel of Tied Land

means an area of land associated with a common element condominium.

Context Grade

Means, with reference to a townhouse, back to back townhouse or stacked townhouse, the average of 12 grade points, eight of which are taken around the perimeter of the site and four of which are based on the location of the proposed building(s):

- 2 points at the centreline of the street extending from the side property lines

- 2 points located 10 cm outside the subject site from where the side property lines meet the front property line

- 2 points located 10 cm outside the subject site at the midpoint of the side property lines

- 2 points located 10 cm outside the subject site, measured out from the side property lines, from where the side and rear property lines meet

- 4 points located at the corners of the proposed building, taken a 4.5 m distance from the proposed location of the exterior walls.

Driveway

means an internal roadway that is not a street, private road, CEC - road, condominium road or lane, which provides vehicular access from a street, private road, CEC - road, condominium road or lane to parking or loading spaces.

Back to Back Townhouse

means a building that has four or more dwelling units divided vertically, including a common rear wall, each with an independent entrance and has a yard abutting at least one exterior wall of each dwelling unit.

Stacked Townhouse

means a building that has four or more dwelling units divided horizontally and/or vertically, each with an entrance that is

independent or through a shared landing and/or external stairwell.
Units may also be divided vertically by a common rear wall.

Townhouse

means a building that has three or more attached dwelling units divided vertically above grade by a party wall at least 5.0 m in length and at least 2.0 m in height, and has a yard abutting at least two (2) exterior walls of each dwelling unit.

Condominium Road

means a private right-of-way over private property for vehicular travel which provides access to buildings and/or dwelling units on the same property, is not maintained by a public body, and includes CEC-Road.

Sidewalk

means an area for pedestrian travel that is abutting a street, condominium road or private road.

Walkway

means an area for pedestrian travel that provides access within or to a property that is not abutting a street, condominium road or private road.

Urban Design Guidelines



December 2017

Back to Back and Stacked Townhouses

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Introduction

The City of Mississauga is at the end of its greenfield development phase. New growth is being accommodated through infill and development on vacant and underutilized sites. Development patterns are becoming more compact, using land and resources more efficiently, while maximizing existing infrastructure and community facilities, and promoting alternative modes of transportation. Traditional forms of housing are becoming less common, as land values rise and market demands shift. Back to Back Townhouses (BBT) and Stacked Townhouses (ST) are becoming increasingly popular throughout the GTA for several reasons:

- achieve increased densities in a low-rise form of housing
- a sensitive way to transition between low-density and high-density built forms
- contribute to a diversity of housing choices to meet different needs and preferences
- less expensive construction methods and reduced maintenance fees allow for a more affordable form of housing
- viewed as being grade related, with a front door directly to the outside

1.1 Purpose

The purpose of these guidelines is to ensure new developments that include BBTs and STs are designed to be compatible with, and sensitive to, the established context, and to minimize impacts on adjacent properties. The guidelines are intended to establish a design expectation for landowners, the development industry and the public, to ensure high quality development that meet the City of Mississauga's minimum development standards. These guidelines shall be read in conjunction with: the Official Plan, Zoning By-law, and other City guidelines and standards.

1.2 Urban Design Objectives

The following objectives provide the framework for the design guidelines:

- ensure compatibility with the existing and planned context
- design to meet the needs of people of all ages, abilities and incomes
- balance functional design and aesthetics with long-term sustainability
- protect and enhance natural features
- connect streets and provide pedestrian linkages
- provide high quality private and common amenity areas

1.3 Building Types

BBTs and STs are typically:

- three to four storeys in height
- comprised of units that are stacked vertically and/or horizontally with access from grade
- front onto a public street, condominium road, pedestrian mews or open space
- include surface and/or underground parking

These are illustrated in Figure 1 and Figure 2

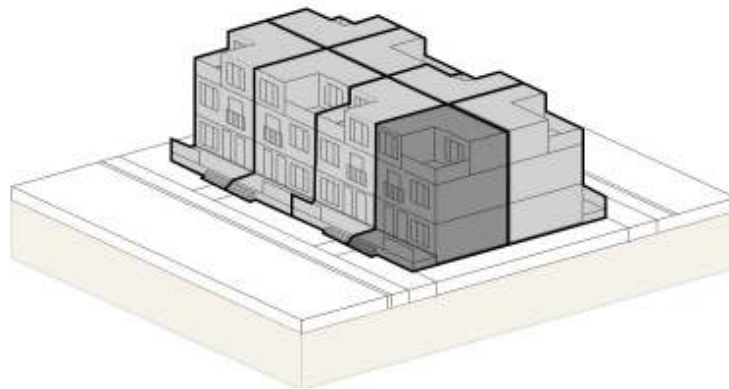


Figure 1: Example of a Back to Back Townhouse

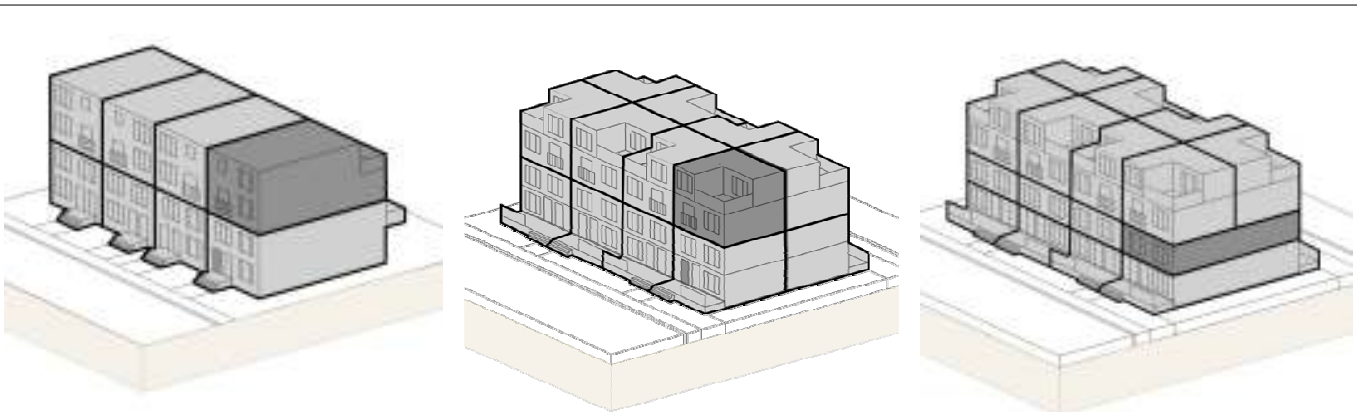


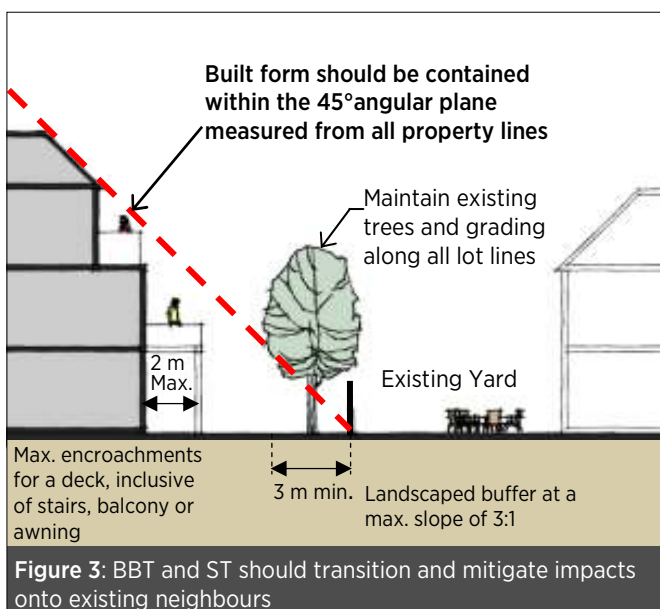
Figure 2: Examples of a Stacked Townhouse

Checklist of Principles

The following principles are to be considered when designing a development that includes BBTs and/or STs. These principles are intended to ensure that new developments are compatible with and respect the existing and/or planned context through appropriate setbacks, tree preservation and landscaped buffers. Consideration shall be given to site design, building massing, orientation, height and grading relative to the street, to ensure new developments are compatible with, and sensitive to the surrounding context.

This checklist is to be used as a guide for developers, design professionals, property owners and the public to ensure they have considered key issues associated with this residential built form.

Review and check **each** principle when complete ☒

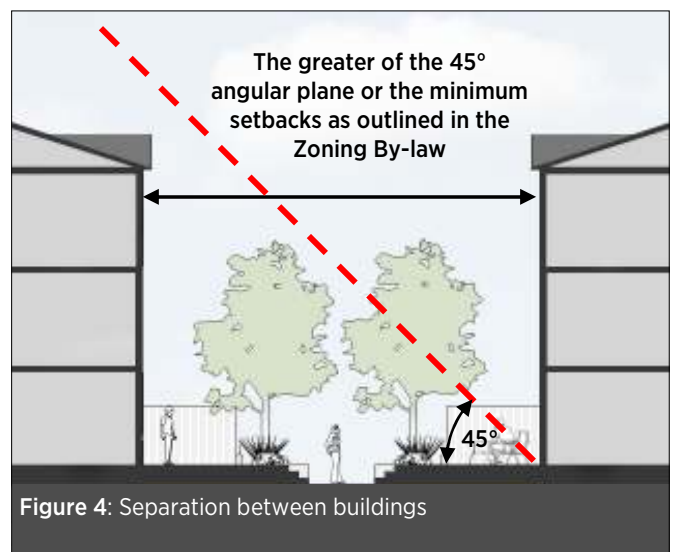


2.1 Zoning By-law ☐

- Refer to the Zoning By-law regulations that apply to the proposed built form. Generally BBTs and STs are zoned RM9, RM10, RM11 and RM12 or in combination with other zones

2.2 Building Height ☐

- New developments will be required to demonstrate an appropriate transition in building heights
- Buildings heights shall be contained within a 45° angular plane, measured from all property lines (See Figure 3)
- Maximum building heights of three storeys for BBTs and four storeys for STs



2.3 Building Setbacks ☐

- When existing adjacent front yard setbacks vary, new buildings should align with the average setback between the two adjacent properties or the minimum zoning requirement, whichever is greater
- Where applicable, the planned context should be considered in determining the front yard setback

2.4 Separation between Buildings ☐

- Separation distance between buildings should be the minimum setbacks as outlined in the Zoning By-law
- In the case of a front wall to front wall condition, the separation distance should be the greater of the 45° angular plane or the minimum setbacks as outlined in the Zoning By-law (See Figure 4)
- Where a basement unit forms part of a three storey development the minimum separation distance will be 15 m

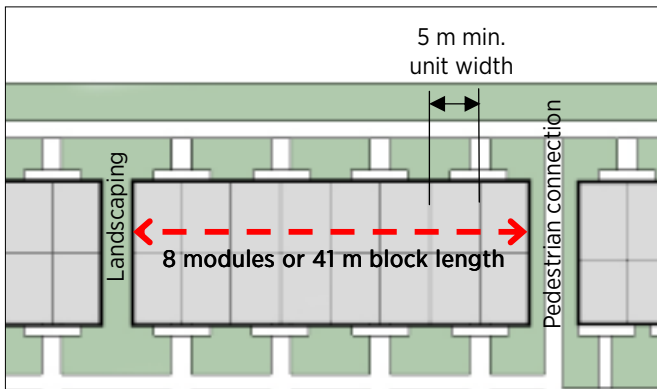


Figure 5: Blocks should be broken-up to allow green space and pedestrian connections

2.5 Block Length ☐

- Excessively long blocks should be avoided
- The maximum length of a block should generally not exceed the greater of 41 m or eight linear modules to promote pedestrian connections, allow for landscaping and provide a break in the massing (See Figure 5)

2.6 Natural Features ☐

- New developments should preserve and enhance natural heritage features; including, trees, woodlands, valleys and wetlands
- Appropriate setbacks and buffers should be provided to existing and proposed natural features to ensure their health and continued growth

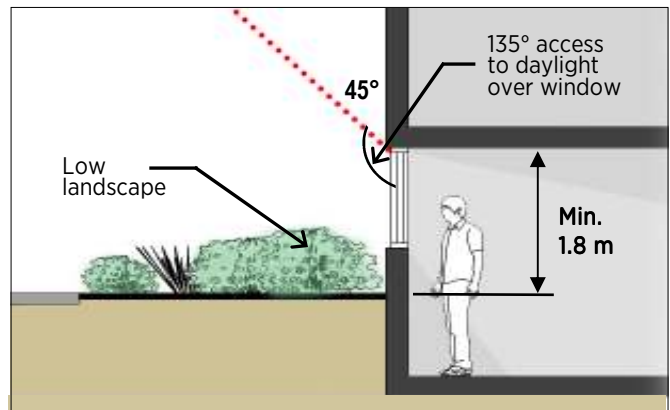


Figure 6: Definition of first storey

2.7 Grading and Retaining Walls ☐

- Manipulation of site grades should be avoided
- Match existing grades and provide a minimum 3 m wide landscaped buffer around the property
- The landscaped buffer should be unencumbered by below grade parking structures, easements, retaining walls, utilities, severe grade changes and hard surface areas
- The first storey means a storey of a building that has its floor closest to the context grade and its ceiling more than 1.8 m above the context grade (See Figure 6)
- Each individual building will establish a grade elevation based on 'Context Grade'. Context Grade means the average of 12 points, eight of which are taken around the perimeter of the site and four of which are taken around each individual building (See Figure 7)

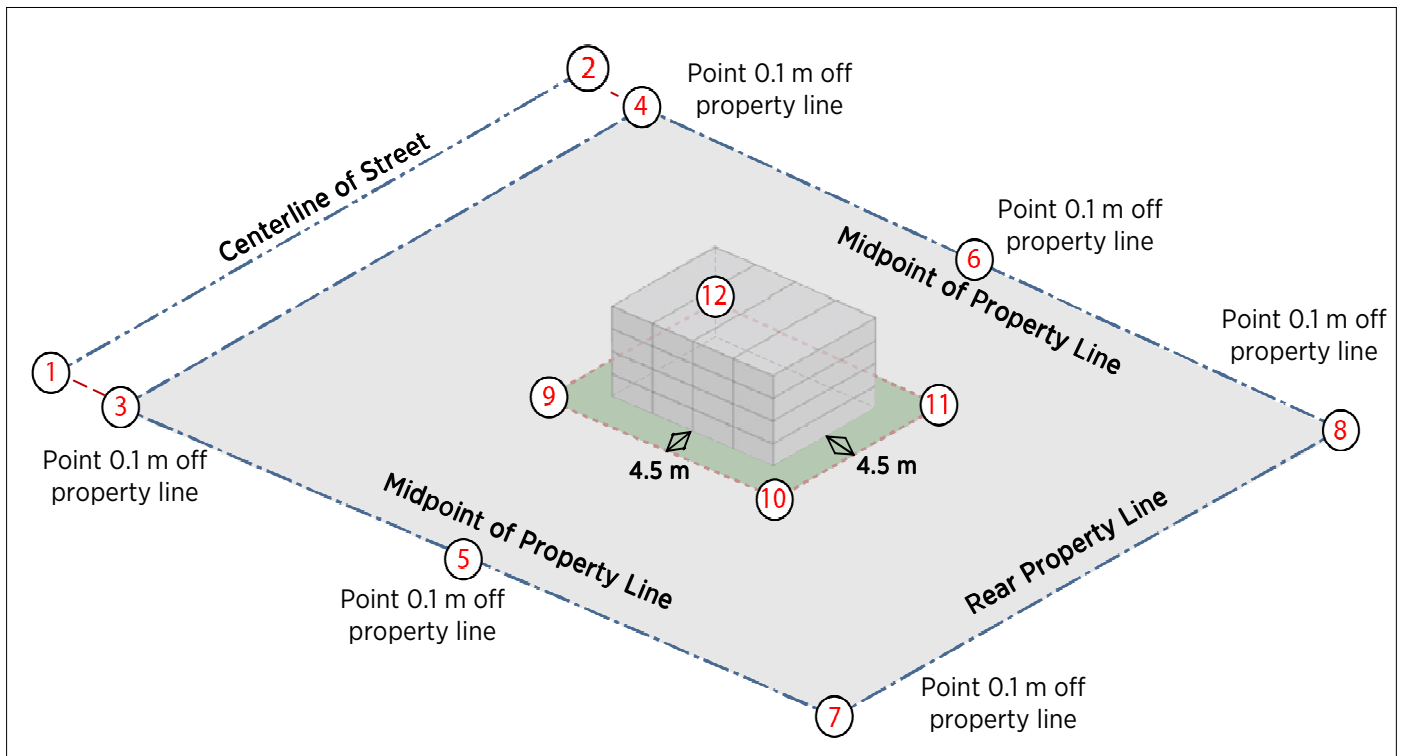


Figure 7: Context Grade: The average of 12 points, eight of which are around the perimeter of the site and four points located 4.5 m around each building

- The use of retaining walls should be avoided. Where retaining walls are required, their height should be limited to a maximum of 0.6 m to eliminate the need for railings and to reduce long-term maintenance costs (See Figure 8)

2.8 Below Grade Units □

- Below grade units should be avoided
- Manipulation of site grades requiring retaining walls to accommodate below grade units is discouraged
- If a below grade unit is proposed, it must be a through-unit that has windows on both the front and rear of the building (See Figure 9), or be a double wide back to back unit (min. 10 m wide) (See Figure 10)

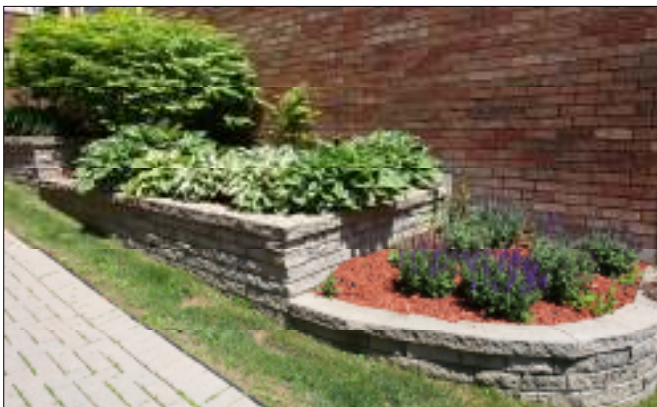


Figure 8: Landscape retaining walls should not be higher than 0.6 m

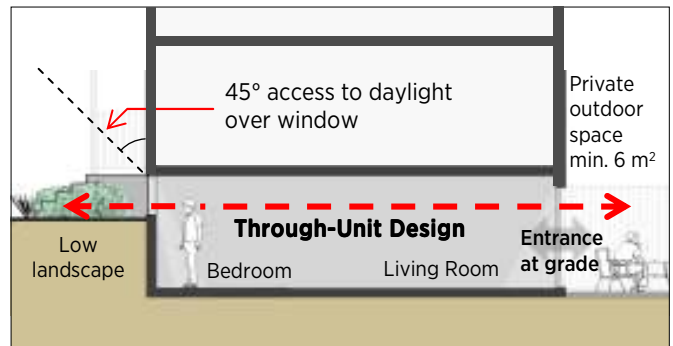


Figure 9: Below grade units should be through-units

- Below grade units require a minimum of 6 m² of private outdoor space located at the unit's floor level with unobstructed views and access to daylight (See Figure 2.7 and 2.9)
- All building projections including balconies and porches located over private outdoor spaces or windows of below grade units should not obstruct access to daylight. See the Zoning By-law for projection regulations (See Figure 9 and 11)

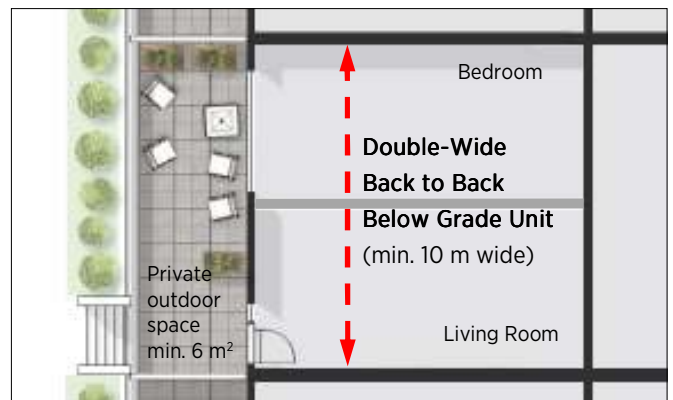


Figure 10: Below grade units should be double-wide back to back (min. 10 m wide) to allow light and air



2.9 Building Elevations ☐

- New development should be compatible with the existing context in terms of height, scale, massing and materials
- Where appropriate, incorporate sloped roofs and half storeys with dormer windows on upper levels to reduce perceived height, scale and massing
- Ensure new developments have a variety of facade articulation, building materials and colours for visual interest
- Blank facades on the visible end unit elevation are unacceptable. End units that are visible should have entrances, windows and architectural interest to animate the elevation

- Buildings should be designed with high quality and durable materials to avoid long-term maintenance costs. Stone and brick is preferred. Stucco and wood are discouraged
- Stepback the structure for rooftop access (i.e. rooftop mechanical room) a minimum of 3 m from the exterior edges of the building to reduce visual impact (See Figure 12)
- The structure for rooftop access should not be greater than 20 m², inclusive of stairs
- Rooftop outdoor amenity areas (common or private) should be setback a minimum of 1 m from the building's exterior edge to mitigate overlook concerns. This will not be required for internal units

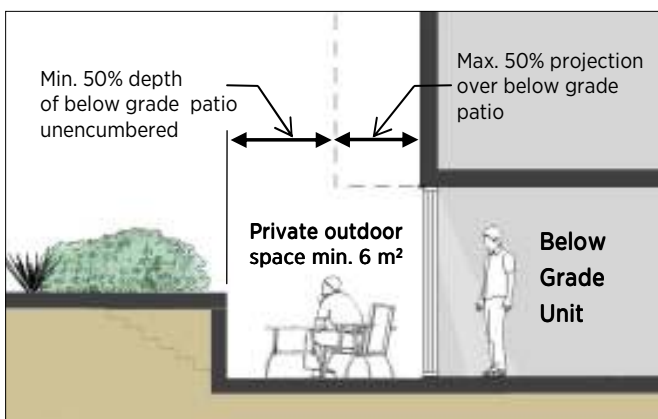


Figure 11: Permitted projections over below grade private outdoor patios

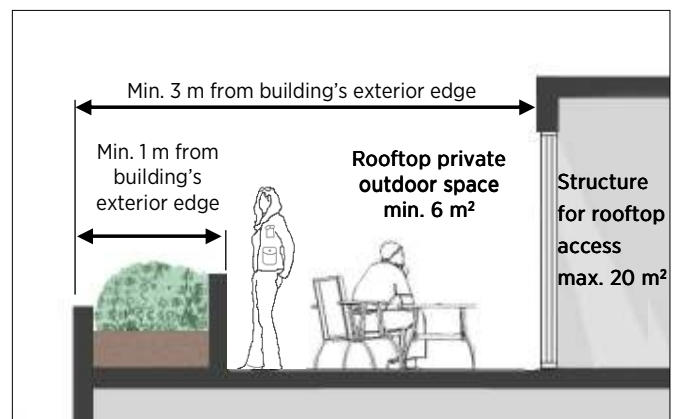


Figure 12: Setbacks from the building's exterior edge

2.10 Exposed Parking Structures ☐

- Exposed parking structures should be avoided. Where portions of the underground parking structure are exposed, they should match the building materials
- Consolidate the entrances to underground parking structures within the same development to minimize the number of overhead doors
- Maintain the minimum soil volume over the parking structure to support the growth of the vegetation. Minimum soil volume varies based on the type of vegetation
- Stairs exiting underground parking should be fully enclosed in glass to increase visibility and address issues of safety, security and weather protection

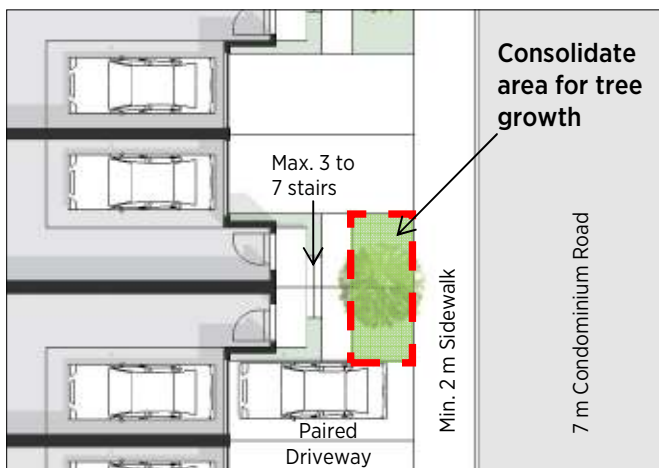


Figure 13: Combine landscaped soft areas for tree growth

2.11 Landscaped Soft Areas ☐

- Landscaped soft areas are required adjacent to paved areas and around the perimeter of the site. To provide relief between buildings, landscaped soft areas should be distributed throughout the development
- Landscaped soft areas should be provided between entrances to individual units and sidewalks, walkways, public streets and condominium roads
- Pair individual landscaped soft areas to increase soil volume for tree growth particularly where there is a driveway (See Figure 13)
- Limit the number of stairs to a unit entrance from three to seven risers to maximize landscaped soft area, mitigate safety issues in the winter and reduce maintenance costs
- All stairs should be poured in place concrete. Precast stairs are not permitted



Figure 14: Common outdoor amenity areas should be centrally located, accessible and highly visible



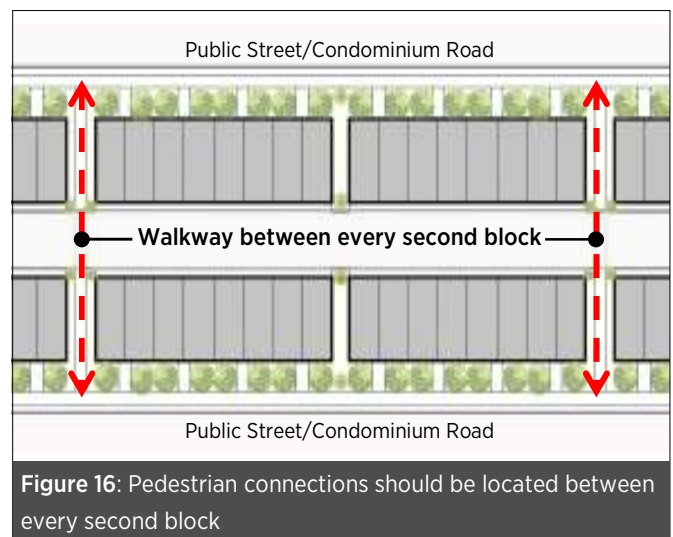
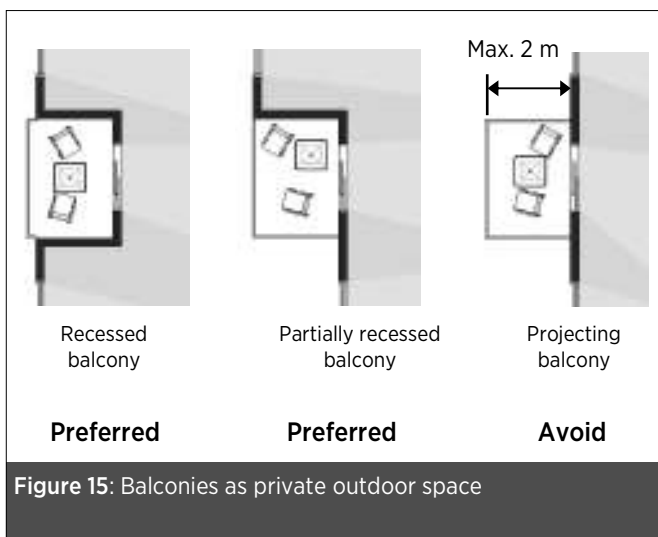
2.12 Common Outdoor Amenity Area ☐

- A common outdoor amenity area is required for all new multi-unit residential developments with more than 20 units.
- The total space required is the greater of 5.6 m² per dwelling unit or 10% of the site area
- Common outdoor amenity areas should be centrally located, highly visible and accessible by all residents (See Figure 14)
- A minimum of 50% of the required common outdoor amenity area shall be provided in one contiguous area
- A mews will not be considered a common outdoor amenity area

- Refer to the Outdoor Amenity Area Design Reference Note for additional details
http://www7.mississauga.ca/documents/pb/main/2015/Amenity_Space_Reference.pdf

2.13 Private Outdoor Space ☐

- Each unit requires a private outdoor space with a minimum contiguous area of 6 m²
- The private outdoor space may be located at-grade, on a balcony, deck, porch or on a rooftop
- Recessed or partially recessed balconies are preferred. Projecting balconies shall be avoided (See Figure 15). If a projecting balcony is proposed, it may project a maximum of 2 m beyond any building façade and should be designed with solid or opaque materials or tinted glass



- Mechanical equipment, including air conditioning units and the storage of personal items are discouraged in private outdoor spaces

2.14 Pedestrian Connectivity ☐

- Provide a walkway between every second block to allow connectivity (See Figure 16)
- Sidewalks will be located on one side of a condominium road. Sidewalks on both sides of the condominium road maybe required for large developments
- The following sidewalk widths will be required:
 - sidewalks abutting a road, minimum 1.8 m
 - sidewalks abutting a road, where traversed by a driveway, minimum 2 m
 - walkways in all other areas, minimum 1.5 m



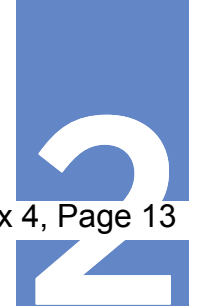
Figure 17: Waste storage room and waste collection areas should be constructed of durable materials

- There should be at least one barrier-free path of travel that meets AODA (*Accessibility for Ontarians with Disabilities Act*) standards throughout the site
- Where accessible parking is located below grade (i.e. underground parking) it should be accessed via an elevator and forms part of a barrier-free path of travel

2.15 Waste Collection and Storage ☐

- Waste storage rooms, drop-off locations (i.e. garbage chutes) and waste collection points (temporary pick-up areas) should be considered early in the site design stage to ensure appropriate placement and functionality
- The waste storage rooms and the waste collection points (pick-up areas) should be located internal to the site and should not be visible from a public street or impact residential units or adjacent properties (See Figure 17)
- Above grade waste storage rooms/enclosures should be well screened and appropriately setback from existing uses and proposed dwelling units to minimize undesirable noise, odour and visual impacts
- The waste collection facility should consider the space requirements for waste, recycling and green bins, along with bulky items (min. 10m²)

Checklist of Principles



- Waste drop-off areas should not be greater than 100 m from a dwelling unit and be easily accessible via a sidewalk or walkway
- Waste collection points (pick-up areas) should not encumber parking stalls or access to other elements of the development (i.e. fire route, entry to the underground parking garage, mailboxes, etc.)
- Waste collection points should be made of durable concrete and be at the same level as the road
- Refer to the Region of Peel's Waste Collection Design Standards Manual for more information <https://www.peelregion.ca/pw/standards/design/waste-collection-design-manual-2016.pdf>

2.16 Surface Parking ☐

- Surface parking should be centrally located within the site and accessed by a sidewalk or walkway
- Parking lots should be setback a minimum of 3 m from a lot line and not located between the front face of a building and the street
- A minimum 3 m setback should be provided between the side wall of a building and a surface parking space

2.17 Utilities and Services ☐

- The location of above and below grade utilities and services should be considered early in the site design stage to ensure they meet utility requirements (i.e. ease of maintenance, access) and ensure any visual impacts from the public street are mitigated
- Through the development process, provide the locations of above and below grade utilities, easements, etc., to ensure sufficient unencumbered space is provided for public and private trees, and landscaped soft areas
- Transformer vaults are typically located on a streetline and generally on a serviceable pad (i.e. minimum 3 m x 3 m pad for smaller developments). Contact Alectra Utilities for further requirements



Figure 18: Community mailboxes covered and in a central location

- Community mailboxes should be centrally located and accessed by a sidewalk or walkway (See Figure 18)
- Conceal or recess hydro and gas meters into the building's exterior walls or in a less visible location (See Figure 19)

2.18 Property Management and Maintenance



- Long-term maintenance and property management should be considered early in the development process to avoid costly maintenance issues
- Use durable and high quality building and site materials. Stucco is discouraged on the first two storeys of a building

2.19 Other Considerations



- Review Mississauga's Fire Route By-law 1036-81 early in the site design stage for the fire route design, building access requirements, etc.
- Review the Ontario Building Code to ensure that site and building designs comply with the relevant requirements
- Review the Bell Urban Design Manual for utility standard requirements



Figure 19: Place hydro and gas meters and other utilities in concealed or recessed locations

Design Standard Diagrams

3.1 RM9 Stacked Townhouses Design Standards

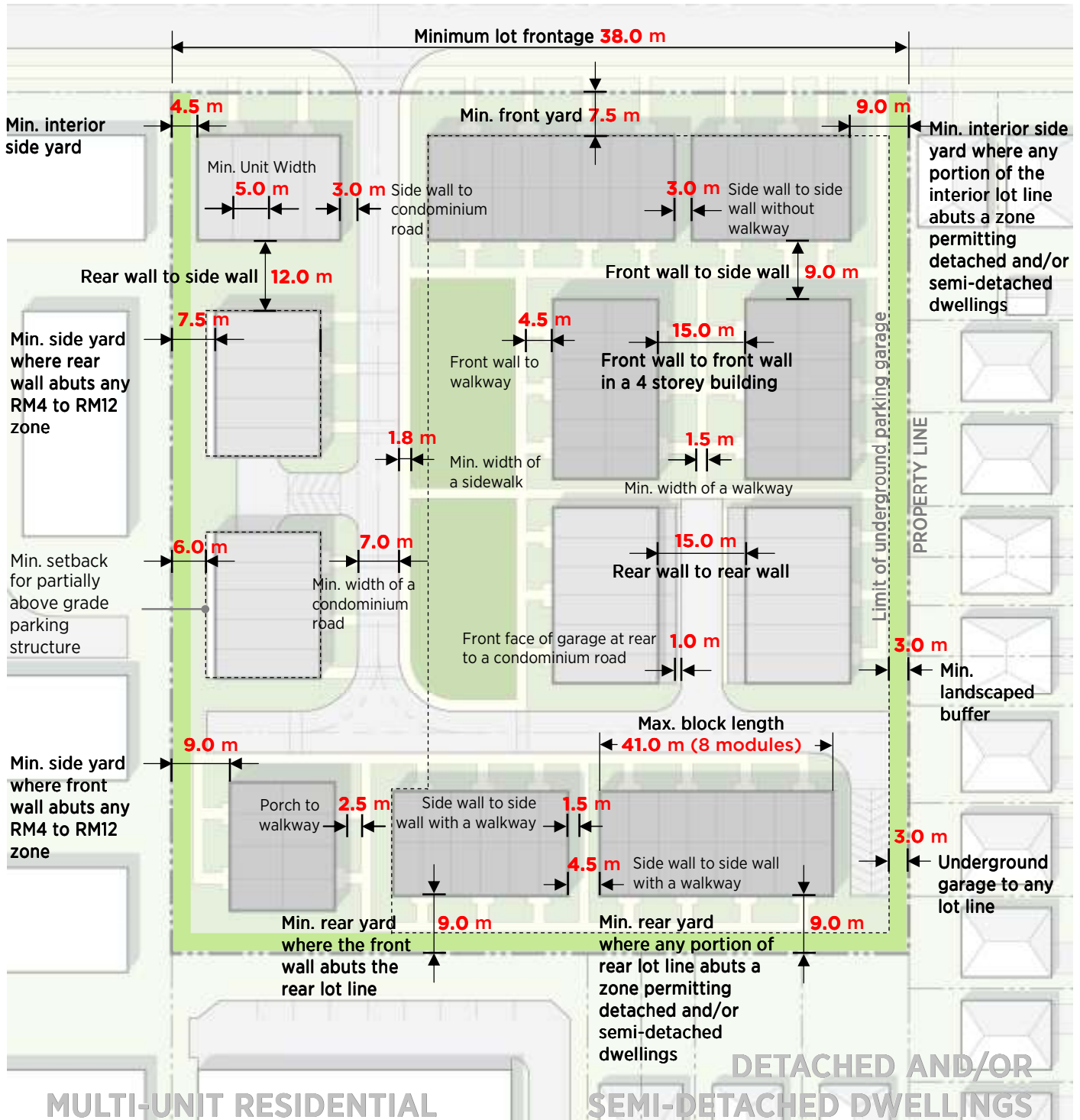


Figure 20: Standard dimensions for Stacked Townhouses (RM9). For additional standards refer to the Zoning Bylaw. The above drawing is for illustration purposes only and is not to scale.

3.2 RM10 Back to Back Townhouses on Condominium Road Design Standards

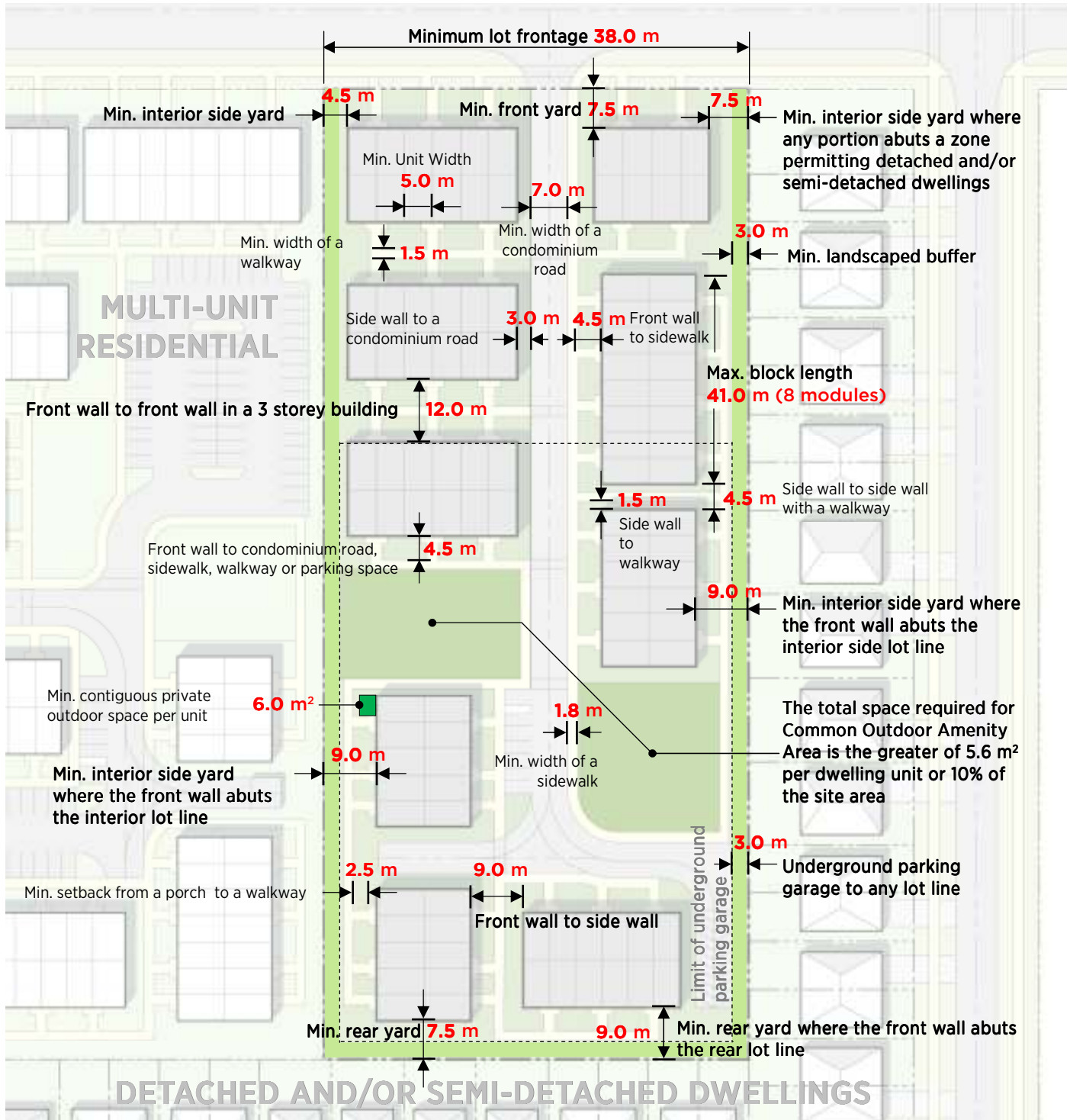


Figure 21: Standard dimensions for Back to Back Townhouses (RM10). For additional standards refer to the Zoning By-law. The above drawing is for illustration purposes only and is not to scale.

Design Standard Diagrams

3.3 RM11 Back to Back Townhouses on a CEC - Road Design Standards

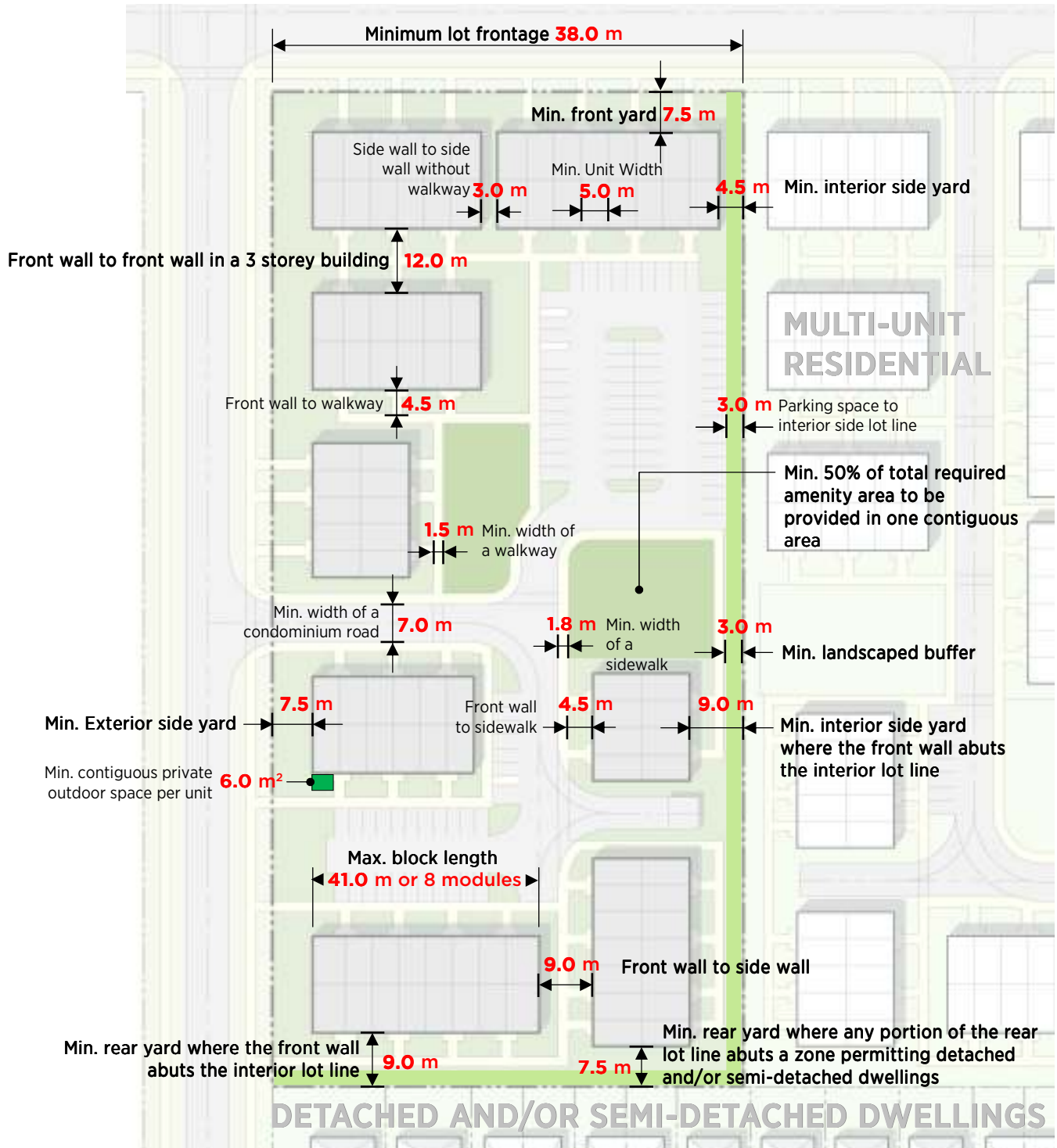


Figure 22: Standard dimensions for Back to Back Townhouses (RM11). For additional standards refer to the Zoning By-law. The above drawing is for illustration purposes only and is not to scale.

