
Planning and Development Committee

Date

2018/05/28

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 Dave Cook	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 Local Planning and Appeals Tribunal (LPAT), and may not be added as a party to the hearing of an appeal before the LPAT.

Send written submissions or request notification of future meetings to:

Mississauga City Council

Att: Development Assistant

c/o Planning and Building Department – 6th Floor

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 - April 30, 2018
4. MATTERS TO BE CONSIDERED
 - 4.1. PUBLIC MEETING INFORMATION REPORT (All Wards)
Proposed City Initiated Amendments to Mississauga Official Plan and Mississauga Zoning By-law 0225-2007
File: BL.09-COM - City of Mississauga
 - 4.2. Mississauga Housing Strategy: Rental Housing Protection
File: CD.06.AFF
 - 4.3. Inclusionary Zoning for Affordable Housing - Final Regulations
File: CD.06.AFF
 - 4.4. Applications to permit 201 residential units (14 semi-detached, 57 standard townhouse dwellings, and 130 back-to-back townhouse dwellings), 80 Thomas Street, North side of Thomas Street, East of Joymar Drive
Owner: 1672736 ONTARIO INC. (Dunpar Homes)
File: OZ 16/013 W11
5. ADJOURNMENT

City of Mississauga

Corporate Report



Date: May 4, 2018 To: Chair and Members of Planning and Development Committee	Originator's file: BL.09-COM
From: Andrew Whittemore, Commissioner of Planning and Building	Meeting date: 2018/05/28

Subject

PUBLIC MEETING INFORMATION REPORT (All Wards)

Proposed City Initiated Amendments to Mississauga Official Plan and Mississauga Zoning By-law 0225-2007

File: BL.09-COM

Recommendation

That the report dated May 4, 2018, from the Commissioner of Planning and Building regarding proposed City initiated amendments to the Official Plan and Zoning By-law 0225-2007, be received for information.

Background

The purpose of this report is to present proposed Official Plan and Zoning By-law Amendments for some properties in the City of Mississauga; to present proposed amendments for a number of zoning regulations in the City of Mississauga; and, to hear comments from the public on the proposed changes.

Comments

The proposed Official Plan Amendments affect eight properties in Wards 2, 6, 8 and 9. Five of the properties are City owned, and the amendments to four of these parcels are for open space and/or greenlands designations and zones to reflect their current or intended uses as protected areas or parklands. The fifth site, at 7300 West Credit Avenue, was acquired in 2014, and will be developed as the City's third transit storage and maintenance facility.

The three other parcels to be redesignated are privately owned. One is a retail plaza at 2385 Burnhamthorpe Road West that is designated for a gas station. The second is an industrial facility at 7295 West Credit Avenue which is partially designated Open Space. The final redesignations are in the Churchill Meadows Employment Character Area. A placeholder designation for a future stormwater management pond was included when the policies were

prepared and the location of the pond was not determined. As the pond has been constructed, and the zoning is in place, the Official Plan must be updated to maintain consistency between the documents. Appendix 1 is a location map that illustrates the locations of the abovenoted properties, and Appendix 2 contains a summary of the proposed Official Plan and/or Zoning By-law Amendments.

In addition to the changes outlined in Appendix 2, it has been determined that a number of Zoning By-law sections need to be revised to clarify wording, add definitions and update regulations. Zoning By-law Amendments are proposed to modify the following sections:

- Administration, Interpretation, Enforcement and Definitions
- General Provisions
- Parking and Loading
- Residential, Commercial, Open Space and Greenlands Zones
- Mapping changes

The details of these amendments are outlined in Appendix 3 to this report. Of note are items outlined below, which are cross-referenced with Appendix 3 in parenthesis:

General Provisions (Item 3)

A regulation with respect to rooftop balconies was added to the zoning by-law in late 2017. Staff has worked with the new regulation, and note that an amendment is required for the circumstance where a rooftop balcony is located in an employment area and no setback is required for privacy/overlook concerns.

Commercial (Items 7 & 8)

In the past, accessory outdoor garden centres at retail plazas raised concerns with respect to impact on parking and overall site design. However, as this use is proposed on properties that are subject to site plan approval, and parking issues, if any, can be addressed through a minor variance application, accessory outdoor garden centres should be permitted in the Convenience, Neighbourhood and General Commercial zones.

Open Space and Greenlands Zones (Items 9 & 10)

A clarification has been made to the permitted accessory uses in OpenSpace (parks) zones by replacing the term "picnic facility" with "shade structure", and then adding this use as an additional permitted use in those City parks which have a G1-14 zone, including Erindale, Fleetwood, Garnetwood and Paul Coffey.

Mapping changes related to either the official plan amendments identified in Appendix 2 or required by the abovenoted items are also proposed as part of this City initiated amendment.

Financial Impact

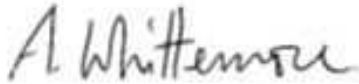
Not applicable.

Conclusion

Once the public meeting has been held, the Planning and Building Department will be in a position to make a recommendation regarding these amendments. Given the nature of the proposed City initiated amendments to the Official Plan and the Zoning By-law, it is recommended that notwithstanding planning protocol, the Recommendation Report be brought directly to a future Council meeting.

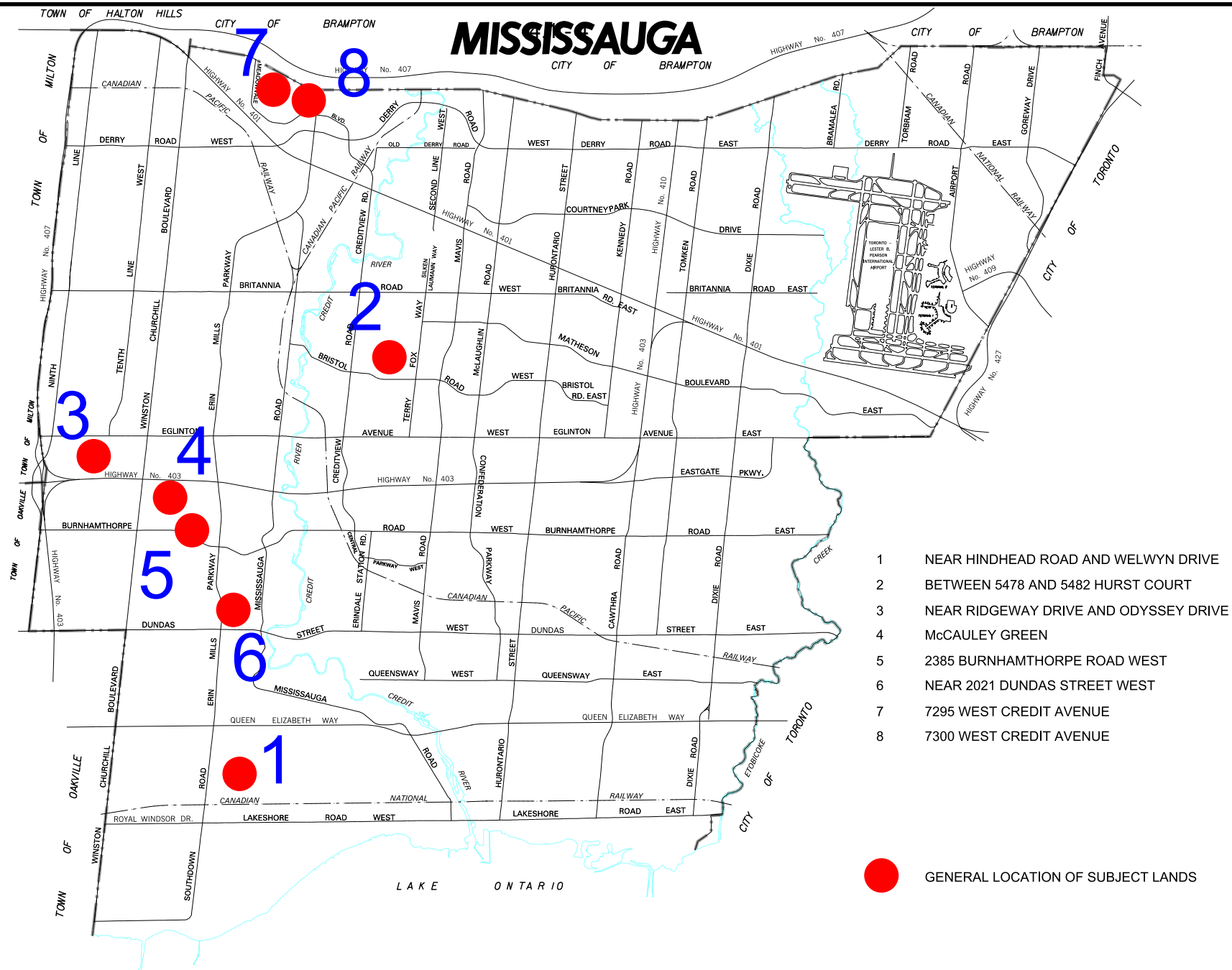
Attachments

- Appendix 1: Location of Properties for Proposed Official Plan and/or Rezoning Amendments
- Appendix 2: Proposed City Initiated Amendments to Mississauga Official Plan and/or Zoning By-law
- Appendix 3: Proposed City Initiated Amendments (#12) to Mississauga Zoning By-law 0225-2007



Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: Lisa Christie, Planner



LOCATION OF PROPERTIES FOR PROPOSED OFFICIAL PLAN AND/OR REZONING AMENDMENTS



MISSISSAUGA

Produced by
T&W, Geomatics



Proposed City Initiated Amendments to Mississauga Official Plan and/or Zoning By-law

Site Location	Ward	Current Use	Ownership	Current MOP Designation	Proposed MOP Designation	Current Zoning	Proposed Zoning	Comments
1) Near Hindhead Road and Welwyn Drive	2	Valleyland	City ownership	Open Space	Greenlands	G1	n/a	Redesignate part of Turtle Creek valley as hazard lands.
2) Off Hurst Court	6	Walkway to access Carolyn Creek valley	City ownership	Residential Low Density II	Open Space	R5 (Residential – Typical Lots)	OS1 (Open Space – Community Park)	Public walkways to parks are to be open space designation and zone.
3) Ridgeway Drive and Odyssey Drive	8	Industrial, commercial, vacant and stormwater management pond	Various private owners and City ownership	Mixed Use Mixed Use Greenlands Greenlands Business Employment	Greenlands Business Employment Business Employment Mixed Use Mixed Use	n/a	n/a	Realign designations to reflect actual location of stormwater management pond and also to align with zone boundaries.
4) McCauley Green	8	Natural area and parkland	City ownership	Greenlands	Open Space	OS1 (Open Space – Community Park)	n/a	Redesignate part of special management area of NAS for park uses.

Site Location	Ward	Current Use	Ownership	Current MOP Designation	Proposed MOP Designation	Current Zoning	Proposed Zoning	Comments
5) 2385 Burnhamthorpe Road West	8	Retail plaza	Private ownership	Motor Vehicle Commerical	Convenience Commercial	C1-12 (Neighbourhood Commercial – Exception)	n/a	Motor vehicle commercial uses are not permitted in the C1-12 zone.
6) Near 2021 Dundas Street West	8	Public trail	City ownership	Residential Low Density I	Greenlands	R3 (Residential – Typical Lots)	G1 (Greenlands – Natural Hazards)	Redesignate and rezone part of Glen Erin Trail to reflect actual use.
7) 7295 West Credit Avenue	9	Industrial use and open space	Private ownership and City owned (open space)	Public Open Space and Business Employment	Business Employment and Greenlands	E2-74 (Employment – Exception)	n/a	Industrial site is fully built, designation and zone lines do not align. Also a small piece of City land should be greenlands.
8) 7300 West Credit Avenue	9	Vacant	City ownership	Public Open Space and Business Employment	Business Employment	E2-74 (Employment – Exception)	E2-19 (Employment – Exception)	Rezone to permit a transit storage and maintenance facility.

Proposed City Initiated Amendments (#12) to Zoning By-law 0225-2007

#	SECTION NUMBER	PROPOSED REVISION	COMMENT/EXPLANATION
Part 1: Administration, Interpretation, Enforcement and Definitions			
1.	Article 1.1.24.2	Additions to and revisions of technical information on maps and schedules including, but not limited to: infrastructure and topographic information, <u>road right-of-way limits</u> , notes, legends shading and title blocks;	To clarify that land acquisition for addition to public highways resulting in zone boundary changes is technical.
Part 2: General Provisions			
2.	Article 2.1.17.2	Where lands include or abut a G2 Exception Zone, the minimum yard requirements of the applicable Base Zone or Exception Zone shall be measured from the G2 Exception Zone boundary.	Delete regulation as it repeats similar requirements from other sections of the By-law.
3.	Article 2.1.30.2	Notwithstanding Article 2.1.30.1, a setback for a rooftop balcony may be 0.0 m where: (1) the exterior edge of the building or structure faces a street and the building is located in a non-residential zone; (2) <u>the exterior edge of the building or structure does not abut a residential zone and the building is located in a non-residential zone.</u>	Add an extra regulation to permit a 0.0 m setback on rooftop balconies in employment/ non-residential areas where there is no impact from overlook conditions.
Part 3: Parking, Loading and Stacking Lane Regulations			
4.	Subsection 3.1.2 Table 3.1.2.1	Replace the term "bachelor" with the term "studio" in Table 3.1.2.1 - Required Number of Parking Spaces for Residential Uses	Replace an obsolete term in Table 3.1.2.1 and throughout the by-law with current nomenclature.

#	SECTION NUMBER	PROPOSED REVISION		COMMENT/EXPLANATION
Part 4: Residential Zones				
5.	Subsection 4.1.8	4.1.8.1	The minimum setback for all buildings, structures, parking areas and swimming pools in Residential Zones to all lands <u>zoned G1 or G2 Base Zone, shall be the greater of 5.0 m or the required yard/setback.</u>	Delete the existing Table 4.1.8.1 and present the contents as two regulations. No change to the content/intent of the regulations.
		4.1.8.2	The setback for an outdoor swimming pool shall be measured <u>from the inside wall of the swimming pool to a G1 or G2 Base Zone or a G1 or G2 Exception Zone.</u>	
6.	Subsection 4.10.1	Table 4.10.1 - RM4 Permitted Uses and Zone Regulations		New RM9 to RM11 zones have a similar regulation but do not permit exit stairwells and ventilation shafts in the setback area from the lot line. Amendment proposed for consistency.
		Line	ZONES REGULATIONS	
		12.3	Minimum setback of a parking structure constructed above or partially above finished grade exclusive of any exit stairwell structure and mechanical venting structures, to any lot line	
		12.4	Minimum setback of a parking structure constructed completely below finished grade exclusive of any exit stairwell structure and mechanical venting structures, to any lot line	
Part 6: Commercial Zones				
7.	Subsection 6.1.4	6.1.4	<u>Accessory Outdoor Garden Centre - Parking</u>	An accessory outdoor garden centre at a retail plaza does not require additional parking from what is required for the plaza.
	Article 6.1.4.1	6.1.4.1	<u>An accessory outdoor garden centre shall not require parking.</u>	

#	SECTION NUMBER	PROPOSED REVISION					COMMENT/EXPLANATION
8.	Subsection 6.2.1 Table 6.2.1	Table 6.2.1 - C1 to C5 Permitted Uses and Zone Regulations					Permit accessory outdoor garden centres as-of-right with retail uses in the zones that typically consist of plazas. Amend all exception zones where this is an additional permitted use.
		Line	ZONES	C1 Convenience Commercial	C2 Neighbourhood Commercial	C3 General Commercial	
		PERMITTED USES					
		2.1.6	Accessory outdoor garden centre	✓	✓	✓	
Part 9: Open Space Zones							
9.	Article 9.1.1.2	Accessory uses in OS1 and OS2 zones shall include, but not be limited to, washroom/changeroom facility, picnic facility, shade structure, maintenance/storage building or structure or an office for a permitted use, and shall be permitted accessory to an active or passive recreational use.					Replace "picnic facility" with "shade structure" for clarification as to the type of structures typical for park development.
Part 10: Greenlands Zones							
10.	10.2.2.14	Exception: G1-14					Add "shade structure" as an additional permitted use.
	Clause 10.2.2.14.1(2)	(2) Shade Structure					

#	SECTION NUMBER	PROPOSED REVISION	COMMENT/EXPLANATION
Part 13: Zoning Maps			
11.	Map 08	Remove Greenlands Overlay	Land is no longer in CVC regulatory floodplain (22 Stavebank Road, Port Credit Memorial Park).
12.	Map 24	Change R3 to G1	Rezone a part of the Glen Erin Trail to reflect actual use.
13.	Map 32	Change OS1 to G1 (2 places)	To recognize hazard areas identified in the Natural Areas Survey in McCauley Green and Pheasant Run Park.
14.	Map 38E	Change R5 to OS1	Rezone public walkway to Carolyn Creek valley.
15.	Map 54E	Change E2-1 to G1	Rezone recently acquired land adjacent to 7250 West Credit Avenue that is located below top of bank.
16.	Map 54E	Change E2-74 to E2-19	Rezone city-owned parcel to permit a transit storage and maintenance facility (same zoning as Central Parkway facility).

City of Mississauga

Corporate Report



<p>Date: 2018/05/04</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, Commissioner Planning and Building Department</p>	<p>Originator's files: CD.06. AFF</p>
	<p>Meeting date: 2018/05/28</p>

Subject


Mississauga Housing Strategy: Rental Housing Protection By-law
File: CD.06.AFF

Recommendation

1. That the approach and criteria proposed for the Rental Housing Protection By-law as outlined in the report titled "Mississauga Housing Strategy: Rental Housing Protection By-law" dated May 4, 2018 from the Commissioner of Planning and Building be endorsed.
2. That the City Solicitor be directed to prepare all necessary by-laws and agreements as outlined in the report titled "Mississauga Housing Strategy: Rental Housing Protection By-law" dated May 4, 2018 from the Commissioner of Planning and Building.

Report Highlights

- In June 2016 City Council endorsed the preparation of a by-law to protect affordable purpose-built rental housing in the city, which was reconfirmed as a priority with the adoption of Mississauga's Housing Strategy on October 25, 2017
- On average 70 units a year have been converted to condominium ownership and, since 2005, 3 projects with a total of 55 units have been demolished. This has contributed to the falling vacancy rate in Mississauga
- This report proposes that a Rental Housing Protection By-law be established under Section 99.1 of the *Municipal Act, 2001* to regulate the demolition and conversion of rental housing, which implements Actions 12 and 13 of Mississauga's Housing Strategy
- The by-law will apply city-wide as a two year pilot. It will require the retention of affordable rental units through condominium conversions and replacement of demolished units in new development or cash-in-lieu of housing contribution where retention or replacement is not feasible
- The by-law will be brought forward to Council for adoption by early July 2018 and is proposed to take effect June 1, 2019 following the development of all related administrative matters, and to allow the impacted stakeholders to adjust to this new

 requirement

Background

Purpose-built rental housing is an important part of the city's housing supply. The loss of affordable rental housing has become a growing concern in recent years where higher order transit is either funded, e.g., Hurontario LRT Corridor, or planned. As these areas redevelop there is a need to ensure ongoing affordable and rental tenure housing is provided.

In June 2016, Mississauga City Council endorsed the development of a by-law to protect affordable purpose-built rental housing. Subsequently the adoption of the City's Housing Strategy and Action Plan, *Making Room for the Middle* state that the City should develop a by-law to regulate the conversion and demolition of rental housing (Actions 12 and 13). The Rental Housing Protection By-law is one initiative. Other initiatives such as Tower Renewal, the Development Charge Rebate Program and Inclusionary Zoning also support rental housing.

What does the rental market context look like in Mississauga?

Mississauga has an existing rental housing supply of approximately 30,000 units in 350 apartment buildings and townhouse developments. The average apartment building size is 80 units, with one-third of the supply in small buildings of under 30 units. This supply is dispersed throughout the City and well located along major corridors and major roads including the Hurontario Street Corridor.

Most of the existing purpose-built rental stock was built 50 years ago. Very little new rental housing has been developed since then. As well, over the last 20 years, an average of 70 units per-year have been converted from rental to condominium tenure and, since 2005, 3 projects with a total of 55 units have been demolished.

Mississauga's vacancy rate illustrates the need for more rental housing. In 2017, the vacancy rate for rental housing was 0.9%, which is less than one-third of the balanced market rate of 3%. The average market rent is approximately \$1,300/month. Rental housing provides stable housing options for low and middle income households when home ownership is not financially feasible or where rental is preferred.

How can the City protect the supply of affordable rental housing?

Section 99.1 of the Municipal Act, 2001 allows cities to regulate the demolition and conversion of residential rental properties containing six or more units. This by-law is consistent with Mississauga Official Plan Policy 7.2.12, which prohibits demolitions and conversions if the supply of affordable rental housing is adversely affected.

There is no ability to appeal the by-law to the Local Planning Appeal Tribunal (LPAT).¹ However, an application can be made to Superior Court to quash the municipal by-law for illegality or bad faith within a year.²

¹ Formerly the Ontario Municipal Board (OMB).

What consultation was done for the Rental Housing Protection By-law?

Staff consulted with various stakeholders in the preparation of the by-law provisions. Two consultation sessions were held on March 7, 2018 to review the technical elements of the by-law and to understand industry concerns. Stakeholders in attendance represented a range of interests including housing advocates, rental housing owners and developers, market experts and rental housing associations.

Two additional community meetings were held with the general public on April 4, 2018 to provide information on the by-law. These meetings were advertised to all rental building owners, on the City's consultation page, in local newspapers and through signs and media releases.

The consultation sessions raised a number of issues such as:

- the need to simplify the by-law and its applicable tests
- how to address displaced tenants
- the financial challenges associated with developing new rental buildings and upgrading existing rental housing
- the financial burden to replace rental units outside of high growth areas where density increases may not be able to offset replacement costs

The proposed by-law has taken these issues into consideration. The tests in the by-law have been simplified. The *Residential Tenancies Act* will continue to address tenant matters, in particular related to notice, compensation and rights to return to a unit. Where appropriate, the *Residential Tenancies Act* requirements can be augmented through permit conditions. Based on expert market opinion by N. Barry Lyon Consultants, it is anticipated that where redevelopment pressure is greatest and policies support additional density, e.g., the Hurontario Corridor, the burden of replacement requirements may be off-set. Elsewhere, where property values are lower, the replacement requirements are expected to have a dampening effect on redevelopment.

Comments

This report proposes a Rental Housing Protection By-law to protect existing purpose-built rental housing from demolition or conversion to condominium. The aim of the proposed by-law is to balance the need to protect the supply of rental units with the need to upgrade older rental stock and allow redevelopment.

The by-law is proposed as a two year pilot in anticipation of new housing policies being developed by the Region of Peel to which the City must conform and recently approved inclusionary zoning powers. This will also provide an opportunity to evaluate the market impact of the by-law and consider the effect of any potential government housing initiatives.

What types of units are affected?

² A municipal by-law can be quashed if a municipality: exceeds its jurisdiction (i.e. no proper municipal purpose, conflict with Federal/Provincial law); fails to act in accordance with its processes (i.e. inadequate consultation); or if the by-law is too vague.

The by-law will apply to demolition or conversion proposals of residential rental properties containing six or more rental units (also known as *primary rental units*). This includes apartments or townhouses that were built at the outset as rental housing.

Units in the *secondary rental market* (e.g. rented condominiums, second units in homes) are not included. Rental units that would also be exempt include: equity co-operatives, co-ownership properties, lodging homes, designated and non-profit housing projects owned, operated or managed by Peel Region or Peel Living.

How will the by-law work?

Demolition and conversion applications are proposed to be evaluated on a case-by-case basis based on two threshold tests and conditions for approvals that aim to mitigate any adverse effects on the supply of affordable rental housing. Demolition or conversion permit approvals will come to Planning and Development Committee through staff reports.

If there is an application to demolish or convert a residential rental property with six or more units a municipal review will be triggered. The evaluation will apply the following tests:

Test 1: Vacancy Rate – The City’s rental vacancy rate is 3% or more.

Test 2: Rent Level – Existing rents are above the affordable rate at 1.75 times Average Market Rent (AMR) which are in line with households in the 6th income decile. This will be adjusted annually but currently this is approximately \$2,500 per month.

Where either Test 1 or Test 2 are met a permit for demolition or conversion will be issued without conditions for replacement or retention of the rental units.

Where Test 1 and Test 2 are not met a permit for demolition or conversion may be issued subject to appropriate conditions to be secured by an agreement registered on title which may include:

- for conversions, retain the units as rental for a period up to 20 years and at similar rents
- for demolitions replace the units (either on or off-site) at similar rents
- for either demolitions or conversions, a cash-in-lieu contribution to a housing reserve fund may be permitted for all or some of the units in-lieu of replacement or retention where there are significant constraints associated with replacement or retention requirements

The above conditions are intended to provide a range of options for applicants to meet the objectives of no net loss of rental units as a result of their application.

What other initiatives are needed to support the by-law?

Should the by-law be approved there are a number of administrative and processing matters that will need to be developed. Due to the resources that will be involved these will be developed after approval and prior to the by-law taking effect. These include, but are not limited to, the following:

- **Demolition Control By-law** - A separate Demolition Control By-law under section 33 of the *Planning Act* is required so that the City may withhold a demolition permit for the removal of rental units when there is no immediate plan for redevelopment. It would avoid premature demolitions, loss of housing stock and early displacement of tenants.
- **New Application Process and Fees** – An application process for conversion and demolition of rental housing that will be administered through the Planning and Building Department will need to be developed along with related roles, responsibilities and fees. Staff will document costs for the applications that are processed. Where a demolition or conversion permit involves another planning application, the issuance of permits will be coordinated. It is proposed that existing fees remain and no new fee structure be introduced for conversion and demolition applications during the two-year pilot.
- **Cash-in-lieu Contribution** – Cash-in-lieu contribution rates will need to be determined and a corporate report for the use of those funds developed. The cash-in-lieu rates and corporate policy will need to be determined prior to the by-law taking effect.
- **Housing Reserve Fund (Action #24 in Housing Strategy)** – A housing reserve fund will need to be established to receive cash-in-lieu contributions. The City is exploring a partnership with the Region regarding the potential allocation of funds received from a cash-in-lieu contribution.
- **Legal Agreements** – Legal agreements will need to be developed to secure conditions of approvals.
- **E-Plans** – It will need to be determined how demolition and conversion applications could be accommodated within E-Plans.
- **Future Official Plan Amendment** – Mississauga Official Plan housing policies will need to be updated to reflect Provincial and Regional requirements and to align with the by-law.
- **Communication Plan** – A communication plan will inform the public and stakeholders of the by-law.
- **Support for New Rental Housing** – In addition to the actions to develop a Rental Housing Protection By-law, Mississauga's Housing Strategy includes a number of other actions aimed at supporting rental housing.

When will the by-law take effect?

The by-law is proposed to be brought to Council for adoption by early July 2018. It is proposed that the by-law take effect June 1, 2019. This would allow sufficient time to address all related administrative matters and the impacted stakeholders to adjust to this new requirement.

The proposed by-law includes the following transition provisions:

- planning applications made before January 1, 2019 would not require a permit
- planning applications made after January 1, 2019 that receive Council approval before the in-effect date would not require a permit
- planning applications made after January 1, 2019 that do not have a decision prior to the in-effect date will require permit

The transition provisions attempt to mitigate the risk associated with the one-year timeline until the by-law is in-effect. Staff have assessed this risk and it is anticipated to be limited.

Strategic Plan

The need for affordable housing originated from the Strategic Plan 'Belong' Pillar. Strategic Action 1: Attract and keep people in Mississauga through an affordable housing strategy.

Financial Impact

The review of demolition and conversion applications after the passing of the Rental Housing Protection By-law represent new processes for the City that may impact staff resources.

Staff are proposing that there be no additional fees for a Rental Housing Protection By-law permit during the pilot. The two-year pilot will be used, in part, to determine the appropriate fee structure, should the by-law be carried forward beyond the initial term.

Conclusion

The Rental Housing Protection By-law balances the need to protect the rental supply, to renew the housing stock and revitalize the community. It also considers the impacts the by-law may have on proposed development applications. The by-law will apply city-wide as a two-year pilot after which, its impact will be reviewed.



Andrew Whitemore, Commissioner of Planning and Building

Prepared by: Emily Irvine, Planner, City Planning Strategies

City of Mississauga

Corporate Report



Date: 2018/05/4

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Originator's files:
CD.06.AFF

Meeting date:
2018/05/28

Subject

Inclusionary Zoning for Affordable Housing - Final Regulations

Recommendation

That staff prepare the studies and by-laws required for the implementation of inclusionary zoning as outlined in the report titled "Inclusionary Zoning for Affordable Housing – Final Regulations" dated May 4, 2018 from the Commissioner of Planning and Building.

Report Highlights

- Inclusionary zoning (IZ) is an important new tool that allows municipalities to secure affordable housing as development occurs
- The Province has released the regulations that outline what is required to implement IZ. Municipalities must prepare a housing assessment, implement official plan policies and zoning by-laws, and monitor and report on outcomes
- City staff will work with the Region to develop an IZ program tailored to Mississauga's needs and housing objectives. The earliest date for implementation would be mid-2019

Background

Inclusionary zoning (IZ) is a discretionary land-use planning tool that enables municipalities in Ontario to require developers to include affordable housing units in new residential developments. On April 12, 2018 the Province released the inclusionary zoning regulation, O. Reg. 232/18 and proclaimed into force the IZ provisions of the *Planning Act*, as amended by the *Promoting Affordable Housing Act*, 2016.

This report outlines key features of the in-force regulations and comments on implementing IZ in Mississauga.

Comments

The implementation of IZ is identified as Action 31 in the City's Housing Strategy – *Making Room for the Middle* as one mechanism that lower-tier municipalities can apply to broaden the range and mix of affordable housing units in their community. Under the regulations municipalities have the ability to determine their own approach to IZ to address local needs and housing objectives. For example, Mississauga may choose to focus on housing that is affordable to middle income households or could target particular types of units (e.g., family-sized).

Key highlights of the in-effect regulations are:

- Can be applied to development projects with 10 or more residential units
- May be applied to either ownership or rental developments
- The required affordability period, units set aside, requirements and standards, administration and monitoring are to be determined by the municipality
- There are no mandated incentive amounts
- Non-profit development and projects with less than 10 units are exempt

What is needed to implement inclusionary zoning?

Municipalities must undergo considerable upfront effort to implement IZ. The following set of overarching tasks must be completed:

1) Preparation of a Housing Assessment Report

Prior to adopting official plan policies, municipalities must prepare an assessment report which includes an analysis of local housing supply and demand factors and evaluates potential market impacts and project viability. This report must take into consideration Provincial Plans and Official Plan policies for growth. The report impact analysis must be peer reviewed by independent analyst to confirm the market impact opinion. Municipal councils must make the assessment report available to the public and update them every 2 years.

2) Implementation of Official Plan Policies and Zoning By-law

Where IZ is to be implemented the Planning Act requires municipalities to amend their official plan to include policies that:

- authorize the use of inclusionary zoning
- provide for affordable housing units to be maintained over time (affordability period)
- include goals and objectives based on findings of the assessment report and how

they are to be achieved

Official plans must also identify the applicable IZ methodology, such as, minimum threshold size, locations, range of incomes to be addressed, set aside requirements, how measures and incentives would be determined, the determination of affordable rent or sales price and provisions for permitting IZ units off-site.

Once official plan policies are in effect the municipality must adopt an IZ by-law under Section 34 of the *Planning Act* to implement the policies. The IZ by-law would address similar substantive elements but may be more prescribed and procedural. For example, standards relating to the affordable housing units (e.g. number of bedrooms, family-friendly features). The IZ by-law could also lay out the method of determining affordable rents and prices as well as the sharing of net proceeds from the sale of an affordable unit. The by-law provisions must be enforced through executed agreements which are registered on title binding the present and future land owners.

3) Monitoring and Reporting on Outcomes

Once implemented, the municipality is responsible for monitoring the affordable housing units and reporting on outcomes.

Can Mississauga implement inclusionary zoning?

Mississauga is able to implement IZ despite being a lower tier municipality. It can also choose to secure IZ units which are affordable to middle income households. The Region has identified IZ as one of many tools available to address housing affordability. In this regard it has already commenced work on a housing assessment report to support the implementation of IZ at the local level. Any new requirements, e.g., market impact assessment, will need to be incorporated into the assessment report.

While there is no requirement or prescribed value for municipal incentives, our research tells us that incentives will be necessary. The *Cost of Incentives* report which provides a basis for understanding the magnitude of incentives required to support the development of middle income housing. An update on the Peel Housing and Homelessness Plan dealing with financial options, incentives and recommendations is also anticipated before the summer break. Staff will provide more information about the Regional report when it is available.

What are the next steps?

The next steps are to work with the Region to ensure that implementation efforts, including any proposed incentives, are coordinated and address local housing needs and planning objectives. In this regard we will secure resources to assist with the implementation of the Housing Action Plan which, among other initiatives, includes the introduction of inclusionary zoning.

Based on the work needed to establish the basis for IZ and integration with Regional initiatives, the earliest possible date for implementation in Mississauga would be mid-2019.

Strategic Plan


The need for affordable housing originated from the Strategic Plan 'Belong' Pillar. Strategic Action 6: Expand Inclusionary Zoning to permit more housing types and social services, is directly aimed at the implementation of inclusionary zoning.

Financial Impact

The incentives required to support affordable units set aside for inclusionary zoning will be determined through the implementation review.

Conclusion

Inclusionary zoning is an important new tool that enables municipalities to secure affordable housing as new development occurs. Recognizing that IZ will not be able to address all of the City's affordable housing needs, staff are also currently working on other measures to maintain and expand our supply of affordable housing: protect existing affordable rental stock, exploring incentives with the Region to encourage new affordable ownership and market rental housing and investigating how a community planning permit system could reduce development timelines.



Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: Emily Irvine, Planner, City Planning Strategies

City of Mississauga
Corporate Report



<p>Date: May 11, 2018</p> <p>To: Chair and Members of Planning and Development Committee</p>	<p>Originator's file: OZ 16/013 W11</p>
<p>From: Andrew Whittemore, Commissioner of Planning and Building</p>	<p>Meeting date: 2018/05/28</p>

Subject

PUBLIC MEETING RECOMMENDATION REPORT (WARD 11)

Applications to permit 14 semi-detached homes, 59 standard townhomes, and 130 back to back townhomes

80 Thomas Street, North side of Thomas Street, East of Joymar Drive

Owner: 1672736 ONTARIO INC. (Dunpar Homes)

File: OZ 16/013 W11

Pre-Bill 139

Recommendation

1. That City Council direct Legal Services, representatives from the appropriate City Departments and any necessary consultants to attend the Local Planning Appeal Tribunal (LPAT) proceedings which may take place in connection with these applications in support of the recommendations outlined in the report dated May 11, 2018 that concludes that the proposed official plan amendment and rezoning applications do not represent good planning and should be refused.
2. That City Council provide the Planning and Building Department with the authority to instruct the City Solicitor on modifications to the position deemed necessary during or before the LPAT hearing process; however if there is a potential for settlement then a report shall be brought back to Council by the City Solicitor.

Report Highlights

- The Official Plan Amendment and Rezoning applications have been appealed to the LPAT by the applicant for failure by City Council to make a decision within the prescribed timelines. A pre-hearing conference is scheduled for June 11, 2018
- It has been concluded that the proposed development is not supportable from a planning

perspective

- Staff requires direction from Council to attend any LPAT proceedings which may take place in connection with these applications and in support of the recommendations outlined in this report

Background

A public meeting was held by the Planning and Development Committee on June 26, 2017, at which time an Information Report (Appendix 1) was received for information. Recommendation PDC-0042 -2017 was then adopted by Council on July 5, 2017.

1. That the report dated June 2, 2017, from the Commissioner of Planning and Building regarding the applications by 1672736 Ontario Inc. (Dunpar Homes) to permit 14 semi-detached homes, 57 standard townhomes, and 130 back to back townhomes under File OZ 16/013 W11, 80 Thomas Street, be received for information.
2. That four oral submissions made at the Planning and Development Committee Meeting held on June 26, 2017, be received.

Given the amount of time since the public meeting, full notification was provided.

Present Status

The original applications were submitted on November 16, 2016. Initial comments from City departments and agencies indicated numerous concerns with the site design and layout, many of which remain outstanding. The applicant has appealed the applications to the Local Planning Appeal Tribunal (LPAT) due to lack of decision by City Council. The LPAT has scheduled a pre-hearing conference for June 11, 2018.

Since the applicant filed their appeals to the LPAT on December 22, 2017, the applicant informally provided a revised concept plan to staff on April 12, 2018 on a without prejudice basis. The applicant's solicitor waived the without prejudice on this concept on May 1, 2018, allowing the Planning and Building Department to circulate the revision and to prepare a recommendation on the plan. The proposed housing type (back to back townhomes) did not change through the various resubmissions. Changes have been related to site layout and setbacks. The plan that was referred to the LPAT was the August 2017 plan. Therefore, this report is primarily addressing the August 2017 plan, although comments on the April 2018 plan have been included for Planning and Development Committee's information. Neither have been found to address the technical and site layout issues.

Comments

COMMUNITY COMMENTS

The issues listed below were raised by residents at the community meeting held on November 17, 2016, by Ward 11 Councillor, George Carlson, at the public meeting on June 2, 2017, and/or through written correspondence received by the Planning and Building Department.

Comment

The proposed density and setbacks are not compatible with the surrounding neighbourhood.

Response

Staff agree with concerns expressed by area residents, which include the lack of adequate built form transition, and lack of conformity with the policies of the Mississauga Official Plan. Consequently, it is recommended that these development applications be refused for the reasons outlined in the Planning Comments section of this report.

Comment

Concerns were expressed about the existing and increased traffic that will be generated by this proposal.

Response

The Transportation and Works Department will ensure the level of service of the surrounding road network will not be significantly impacted by the development proposal prior to approval through the review of an acceptable Traffic Impact Study.

Comment

There will be an overflow of car parking onto nearby streets given the limited number of on-site parking spaces proposed.

Response

The applicant is proposing to provide resident and visitor parking in accordance with the City's Zoning By-law. However, garbage and recycling bins cannot be stored on visitor parking spaces.

Comment

There is not enough green space (parks and/or playgrounds) proposed to accommodate and manage on-site stormwater.

Response

The proposed development is over 50% deficient in amenity space. The City has found the Stormwater Management Report to be acceptable in principal. Credit Valley Conservation staff have requested a revised Stormwater Management Report to address outstanding stormwater

management concerns. To date, the applicant has not yet provided the revised report as requested.

Comment

Will local schools be able to accommodate the children that will live in this development?

Response

Both the Dufferin-Peel Catholic District School Board and the Peel District School Board responded that they are satisfied with the current provision of educational facilities for this catchment area.

Comment

What were the previous uses on-site? Is there an update on environmental contamination?

Response

The property was previously used as a manufacturing facility. The applicant has submitted Phase I and II Environmental Site Assessments (ESAs). Staff have requested a Remedial Action Plan and/or Risk Assessment to ensure all environmental contamination issues are resolved to the City's satisfaction. To date, this information has not yet been provided.

Comment

How will garbage collection work on-site?

Response

The applicant has prepared garbage collection and recycling plans which have been reviewed by staff from the City and the Region of Peel and found to be unacceptable. Refer to the Planning Comments section of this report for additional discussion regarding garbage collection on-site.

Comment

A resident expressed concern with the overlook condition due to the close proximity of the proposed cantilevered decks along the north property line.

Response

Staff agree. Refer to the Planning Comments section of this report for additional discussion regarding the compatibility of the proposed development with the surrounding lands.

Comment

Noise and vibration resulting from current site clean-up operations are a concern.

Response

All construction and site cleanup operations within the City must abide by the City's Noise By-law and operate within prescribed daytime hours.

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

Transportation and Works

Comments dated April 23, 2018 advise that the following information, studies or reports remain outstanding and are required in order to determine the feasibility of the proposed development:

- Revised drawings which confirm the proposed development meets the City of Mississauga's Condominium Standards with respect to internal roads and services
- Details which confirm the proposed grading does not adversely impact adjacent properties
- A satisfactory Noise Feasibility Study to address noise from rail and road traffic, and adjacent industrial operations
- A satisfactory Functional Servicing Report and Stormwater Management Report
- A Remedial Action Plan and/or Risk Assessment to address site contamination issues
- A satisfactory Traffic Impact Study
- Details to confirm the proposed development satisfactorily addresses City site access concerns and requirements
- Land dedication for the required Thomas Street right of way widening and a vehicular access easement between the subject property and the abutting property located at 86 Thomas Street

The following information, studies or reports also remain outstanding, but are not related to land use feasibility:

- A Letter of Reliance for the Phase I and Phase II Environmental Site Assessments
- Completion and filing of a Record of Site Condition

The Transportation and Works Department is not in favour of these applications proceeding until these outstanding matters have been satisfactorily resolved.

Region of Peel

Comments updated October 31, 2017 based on the "plan of record" requested a revised Functional Servicing Report, Single-Use Demand Table, and Hydrant Flow Test to address fire hydrant flow issues. Revisions to the proposed garbage collection and recycling plans will also be required. To date, the applicant has not provided the required information.

Fire Prevention Plan Examination

Comments updated November 21, 2017 based on the "plan of record" state that the emergency response time to the site and water supply available are acceptable. However, based on a cursory review of the site plan, the location of some of the dwelling units appear to exceed the 45 metres (147.64 ft.) unobstructed path of travel for a fire fighter. Travel distance to the furthest dwelling unit entrance door is to be dimensioned along the sidewalks to the fire route. Revisions to the proposed concept plan may be required.

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 the PPS and conform to the Growth Plan. 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.

Consistency with PPS

Section 5.3.5.2 of MOP (Neighbourhoods) states that residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas. The policies of the Mississauga Official Plan with respect to infilling in Neighbourhoods are consistent with the PPS.

The subject property is designated **Residential Medium Density** in the Streetsville Character Area and is located in a residential neighbourhood served by public transit.

These applications for amendments to the existing MOP designation and proposed zoning are consistent with the high level policies of the PPS.

Conformity with Growth Plan

Section 2.2.2 in the Growth Plan instructs on how to manage growth and encourage intensification, including the type and scale of development. The proposed development contributes to a range and mix of residential uses, is located within walking distance of the Streetsville Go Station, and is located on a brownfield site that is currently being remediated. However, the proposal is not in conformity with Section 2.2.2.4.b) of the Growth Plan, which requires an appropriate transition of built form to adjacent residential and industrial areas, as referenced in the Official Plan section below.

Official Plan

The proposal requires an amendment to Mississauga Official Plan (MOP) Policies for the Streetsville Neighbourhood Character Area from **Residential Medium Density** to **Residential Medium Density – Special Site 7**. Amendments to Mississauga Official Plan are required to permit semi-detached homes in addition to townhomes and horizontal multiple dwellings (back to back townhomes). While the medium density policies do not restrict the number of dwelling units, the proposed concept plan does not meet the required setbacks to adjacent properties or between townhome blocks. The applicant is also providing less than 50% of the required amenity space. This failure may be related to the number of units and density being proposed on-site.

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 the proposed development applications, as well as a comprehensive consideration of other MOP policies in relation to the proposal. The following is a high level presentation of this analysis and is not exhaustive of all the factors which staff have considered.

The proposal does not meet the intent, goals and objectives of MOP. As part of a Neighbourhood City Structure element, the majority of surrounding area is considered stable and its character is to be protected (Section 5.3.5). While this does not mean that these communities are to remain static or that previous development patterns must be replicated, intensification needs to be sensitive to the neighbourhood's existing and planned character. The proposal does not meet this test of contextual sensitivity. It fails to demonstrate compatibility and meaningful transition in built form and scale to the surrounding areas (Sections 5.3.5.6 and 9.5.1).

While staff are supportive of the proposed use, Mississauga Official Plan (MOP) designation, and built form more broadly, the proposal does not address the following MOP policies:

- ***9.2.2.3 – While new development need not mirror existing development, new development in Neighbourhoods will:***
 - a. Respect the continuity of front, rear and side yard setbacks;***

There are substantial differences between the setbacks and green space proposed by the applicant and those in the surrounding area. The proposed development does not respect the continuity of front, rear and exterior side yard setbacks. As identified in the Information Report, the proposal does not meet the minimum setback requirements to any of the external property lines or meet the required amenity area requirement. Further discussion regarding the lack of sufficient setbacks will be provided in the Zoning Section of this report.

b. Minimize overshadowing and overlook on adjacent neighbours;

The proposed cantilevered decks along the northern property boundary and four storey dwellings along the western property boundary may create an overlook condition on adjacent properties, particularly in the absence of providing the minimum required setbacks.

- ***9.5.5.7– Service, loading and garbage storage areas should be internal to the building or located at the rear of the building and screened from the public realm.***

Planning Staff do not support the Waste and Recycling Collection Plans as submitted when compared to the possibility of including a centralized waste and recycling facility on-site for the following reasons:

- Garbage and recycling bins will encumber the private streets
- The bulk waste storage area that has been provided is inadequate
- Visual cluttering of the private lanes by large garbage bins
- Waste from over 200 homes will be deposited on a pad in front of ten homes
- Garbage and recycling bins are proposed to be located approximately 1.5 metres (4.92 ft.) from front doors to individual units, all day, for one day per week
- There is no on-site management to ensure residents aren't depositing waste throughout the week

If the matters above, site layout and design issues, were to be addressed, the proposed land uses could be compatible with existing and future uses on the surrounding lands. The site is surrounded by low to medium density residential uses to the north, south and west. The neighbouring property to the east of the site is also designated residential medium density and is currently occupied by a single storey industrial complex, including auto repair and body shops. The previous industrial use on the subject property was one of the few remaining industrial properties in a mostly residential area of Streetsville. These lands were identified for residential uses through a comprehensive review and do not constitute a "conversion of employment lands" as identified in the Provincial Growth Plan.

As previously mentioned, several reports and studies have not been provided to date, or updated, to address the technical comments provided.

The applicant has provided 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 land use designation. However, appropriate transitions to neighbouring properties have not been discussed in the report.

Zoning

The proposal of record, dated August 2017, does not meet the minimum setback requirements to any of the external property lines or between blocks, and does not meet the required amenity area requirement.

The following chart outlines and compares the base RM4 and RM9 zone standards for setbacks to adjacent properties and between blocks, amenity space to the applicant's proposal for an **RM4-Exception (Townhouse Dwellings)** zone:

Zone Standards	Applicant's Proposal – RM4-Exception (Semi-detached, Townhouse Dwellings and Back-to Back-Townhomes)	Base RM4 (Townhouse Dwellings)	Base RM9 (Horizontal Multiple Dwellings)
North: To rear wall of building	6.70 m (21.98 ft.) rear wall of building to lot line (including an access lane)	7.5 m (24.61 ft.)	4.5 m (14.76 ft.)
South: Minimum Front Yard to Thomas Street	Generally 3.03 m (9.94 ft.), 1.81 m (5.94 ft.) closest point	7.5 m (24.61 ft.)	7.5 m (24.61 ft.)
East: Minimum Exterior Side Yard to Joymar Drive	Generally 3.03 m (9.94 ft.), 1.52 m (4.99 ft.) – Block B closest point	4.5 m (14.76 ft.)	7.5 m (24.61 ft.)
West: Minimum Interior Side Yard to Detached Dwellings along Callisto Court	Generally 3.01 m (9.88 ft.), 1.79 m (5.87 ft.) - Block A semi to side lot line	2.5 m (8.20 ft.)	7.5 -10.0 m (24.61 – 32.81ft.) based on height
Between Townhome Blocks	11.0 m (36.10 ft.)	15.0 m (49.21 ft.)	15.0 m (49.21 ft.)
Minimum Amenity Area	567 m ² (6,103.14 ft. ²), 2.79 m ² (30.03 ft. ²) per dwelling	-	The greater of 5.6 m ² (60.28 ft. ²) per dwelling unit or 10% of the site area

As noted on the chart the applicant is requesting relief from a number of the City's typical zoning standards in order to accommodate the proposed 203 units. A number of the reductions cannot be supported.

Rear Yard Setback

The minimum rear yard setback of a dwelling to the north property line under the base **RM4** and **RM9** zone categories would be 7.5 m (24.61 ft.) and 4.5 m (14.76 ft.), respectively. While the applicant has proposed a rear yard setback of 6.70 m (21.98 ft.), given that an access lane with a 6.0 m (19.69 ft.) cantilevered deck overhanging the lane is located within this setback, only 0.7 m (2.30 ft.) remains for landscape buffer. This is not sufficient to provide an adequate amount of landscaping to allow a transition to the neighbouring property and/or address privacy concerns.

Front Yard Setback to Thomas Street

Under the base **RM4 (Townhouse Dwellings)** and **RM9 (Horizontal Multiple Dwellings)** zones, the minimum front yard setback of a dwelling to the south property line would be 7.5 m (24.61 ft.). The applicant has proposed that a 3.03 m (9.94 ft.) setback be provided to Thomas Street, which is particularly concerning from a context perspective. The homes to the south and west are set back approximately 10 to 22 m (33 to 72 ft.) and 6 to 8 m (18 to 26 ft.), respectively. While a range of setbacks are present along Thomas Street, the applicant is proposing a significant variation which is not in keeping with the surrounding residential properties along the street. This is not consistent with the existing character of the neighbourhood.

Side Yard setback to West Property Line (Abutting the homes on Callisto Court)

The minimum exterior setback to detached dwellings to the west under the base **RM4** zone is 2.5 m (8.20 ft.), while the base **RM9** zone requirement is 7.5 – 10.0 m (24.61 – 32.81 ft.) based on the proposed dwelling height. The **RM9** setbacks ensure that the proposed angular planes allow light into ground level and ground level windows of the townhomes, contributing to livability. The applicant is proposing 3.01 m (9.88 ft.) setbacks to the western property line, with patios located at the ground level, which is inadequate.

Side Yard setback to East Property Line (Joymar Drive)

The exterior setback to detached dwellings to the east under the base **RM4** zone is 4.5 m (14.76 ft.), while the base **RM9** zone requirement is 7.5 m (24.61 ft.). The applicant is generally proposing 3.03 m (9.94 ft.) setbacks to the eastern property line. The townhomes to the north have setbacks of 6.0 m (19.69 ft.). Staff believe it is acceptable to reduce the front yard setback from Joymar, as there are no driveways or parking in front of these units. However, the transition to the homes to the north, and the inability to provide adequate landscaping in the front yard of the proposed townhomes must be considered. The applicant has not demonstrated that it is feasible to accommodate a tree in the boulevard or in the front yards of the homes with the proposed setbacks on Joymar Drive.

Separation of Blocks

Both the **RM4** and **RM9** zones require separations of 15.0 m (49.21 ft.) between townhome blocks (building face to building face). The applicant is proposing an 11.0 m (36.10 ft.) separation. Wider separation distances between townhome blocks are preferred as they provide visual relief, access to natural light, increased privacy, and space for landscaping.

Additional Revised Proposed Zoning Standards are summarized in Appendix 4.

Amenity Area

The base **RM9** zone requires the greater of 5.6 m² (60.28 ft.²) per dwelling unit or 10% of the site area in amenity area. The application is proposing 567 m² (6,103.14 ft.²) of amenity space, whereas 2,472.75 m² (26,616.46 ft.²) is required under the base **RM9** zone standards. On-site amenities contribute to an area's character and resident quality of life. They encourage natural surveillance, can enhance ecosystem functions, and create breathing room. They should be designed to meet the needs of a private community for gathering and interacting. Amenity areas are increasingly important for residents to adapt to denser environments. They provide spatial separation, and a focal point within the development. While the applicant has requested that green space located within the mews be included within the required amenity area calculation, utilizing an already deficient space between townhome blocks to justify reduced amenity space is not acceptable. Furthermore, the size of these spaces does not allow them to fulfil the functions of an amenity space.

The proposed **RM4-Exception (Townhouse Dwellings)** is the appropriate zone category to accommodate the housing types being proposed. However, the lack of sufficient setbacks to adjacent properties, insufficient separation between townhome blocks, and lack of amenity space is not acceptable from a planning perspective. Discussions on an appropriate layout that would meet the Official Plan policies and better address the Zoning regulations have been on-going between the applicant and planning staff since the public meeting. To date, the applicant has not submitted a site layout that demonstrates an acceptable condition.

Bonus Zoning

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 the Official Plan, this policy enables the City to secure community benefits when increases in permitted height and/or density are deemed to be good planning by Council through the approval of a development application.

In the event of an approval by LPAT, the City will request that a s. 37 agreement be included in the "H". Although the site is designated Residential Medium Density, the development proposal represents an intensification of residential uses on a previous industrial site.

Site Plan

Prior to development of the lands, the applicant will be required to obtain Site Plan approval. A site plan application has not yet been submitted for the proposed development. For sites that are spatially constrained, it is recommended that a site plan application be submitted prior to the drafting of the Zoning By-law.

Informal Submission – Revised Concept Plan

Staff and the applicant have been working to resolve design issues. In response to the comments, the applicant submitted a revised concept plan on April 12, 2018 (Appendix 5).

Although the applicant no longer wants to pursue this plan, in the event that it is tabled as part of negotiations to settle the appeal, Planning and Building have given it a preliminary review.

The following summarizes the changes:

- The proposed setbacks have been increased from 6.70 m (21.98 ft) to 7.30 m (23.95 ft.) along the north property line abutting the townhouse condominiums (P.C.C. 753) or 0.7 m to 1.3 m (2.30 to 4.27 ft.) (once the access lane has been accommodated)
- The proposed laneway access to Joymar Drive along the north property boundary has been removed; access to the laneway abutting the homes will be from an internal private road
- The depth of the proposed cantilevered decks along the north property boundary has been reduced to 3.5 m (11.48 ft.)
- The proposed setbacks have been increased from 3.03 m (9.94 ft.) to 3.05 m (10.01 ft.) along the east property line (Joymar Drive)
- The proposed front-yard setbacks have been increased from 3.03 m to 4.5 m (9.94 to 14.76 ft.), with minor encroachments, along the south property line (Thomas Street)
- The proposed setbacks have been increased from 3.01 m (9.88 ft.) to 4.50 m (14.76 ft.) along the west property line (detached homes fronting onto Callisto Court)
- The height of the townhomes located along the west side of the site have been reduced to three storeys (the remainder of the townhome blocks are four storeys)
- The proposed patios on the west side of the site have been removed
- The proposed amenity area has been increased from 567 m² (6,103.14 ft.²) to 611 m² (6,576.75 ft.²) pending sign off on revised amenity areas through acoustic study review
- The Region of Peel has approved a revised waste management study which locates some waste bins in required visitor parking spaces
- Visitor parking has been relocated and potentially reduced due to the revised waste management study

The revised concept plan does not provide sufficient setbacks to adjacent properties or between townhome blocks. There is an insufficient amount of visitor parking and amenity space. A garbage collection plan that is acceptable to both the Region and the City has not been provided.

Outstanding technical details and studies were not addressed through this informal submission.

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 applications were submitted to the City in November 2016 and revised in March 2017, August 2017, and without prejudice in April 2018. Since that time, staff has consistently communicated concerns with the development proposal, which continue to remain outstanding. While the proposed land use, back to back townhomes, standard townhomes and semi-detached homes are generally acceptable, various design and technical matters have yet to be addressed and thus prevent staff from supporting the proposed development in its current form. The setbacks to adjacent properties, between townhome blocks, lack of amenity space, vehicular access points, cantilevered decks, ground level patios, and the garbage collection and recycling plan are the City's main planning concerns. At this time, with the information received to date, it appears that the site layout and design results in an over development of the site.

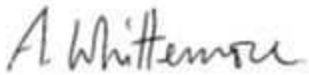
While the proposed use on the site is supported, the number of proposed homes is not. Maximizing the number of units at the expense of landscaping, amenity areas, loss of privacy within the development and for the existing neighbours, as well as a precarious garbage, recycling and bulk waste storage pick up system, and generally disregarding the character of the surrounding streets and neighbourhood do not constitute good planning. Accordingly, the proposed Official Plan Amendment and Rezoning are not acceptable from a planning standpoint and should not be approved for the following reasons:

1. The proposal does not support the overall intent, goals, and objectives of Mississauga Official Plan.
2. The proposal does not provide sufficient setbacks to adjacent properties or between townhome blocks. There is an insufficient amount of amenity space. A garbage collection plan that is acceptable to both the Region and the City has not been provided, and vehicular access points need to be consolidated. The proposed overlook condition from at grade patios and cantilevered decks is not acceptable.
3. It has not been demonstrated that the proposed zoning standards are appropriate to accommodate the requested uses based on the applicant's proposed concept plan.
4. Many technical details and studies have not been addressed prior to the preparation of this report.

If the matter proceeds to a hearing, the City will request that any approvals be subject to an 'H' for the matters provided in this report, including S.37 and technical reports.

Attachments

- Appendix 1: Information Report
- Appendix 2: Revised Site Plan
- Appendix 3: Revised Elevations
- Appendix 4: Revised Proposed Zoning Standards
- Appendix 5: Revised Concept Plan



Andrew Whitemore, Commissioner of Planning and Building

Prepared by: Caleigh McInnes, Development Planner

City of Mississauga

Corporate Report



Date: June 2, 2017

To: Chair and Members of Planning and Development Committee

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

Originator's file:
OZ 16/013 W11

Meeting date:
2017/06/26

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 11)

Applications to permit 14 semi-detached homes, 57 standard townhomes, and 130 back to back townhomes on a private condominium road

80 Thomas Street, north side of Thomas Street, west of Joymar Drive

Owner: 1672736 Ontario Inc. (Dunpar Homes)

File: OZ 16/013 W11

Recommendation

That the report dated June 2, 2017, from the Commissioner of Planning and Building regarding the applications by 1672736 Ontario Inc. (Dunpar Homes) to permit 14 semi-detached homes, 57 standard townhomes, and 130 back to back townhomes under File OZ 16/013 W11, 80 Thomas Street, be received for information.

Report Highlights

- This report has been prepared for a public meeting to hear from the community
- The proposed development requires amendments to the official plan and the zoning by-law
- Community concerns identified to date relate to height and density of the proposed development, traffic impacts, insufficient setbacks, lack of green space, and respect for the character of the existing neighbourhood
- Prior to the next report, matters to be addressed include: traffic impacts, garbage collection, servicing, grading, floodplain impacts, environmental contamination, and fire concerns

Background

The application has been circulated for technical comments and a community meeting has been held. The purpose of this report is to provide preliminary information on the application and to seek comments from the community.

Comments

THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	
Frontages:	106.7 m (350.2 ft.)
Depth:	186.1 m (610.6 ft.)
Gross Lot Area:	2.5 ha (6.1 ac.)
Existing Uses:	Vacant

The property which was previously home to CTS Corporation, a designer and manufacturer of electronic components, one of the few remaining industrial properties in a mostly residential area of Streetsville. The lands to the south were developed in the 1950s or 60s, while the lands to the north and west were redeveloped more recently in the mid-2000s. The building associated with CTS Corporation was demolished in August of 2016. Information regarding the history of the site is found in Appendix 1. An aerial photograph prior to the demolition dated 2016 is provided in Appendix 2.

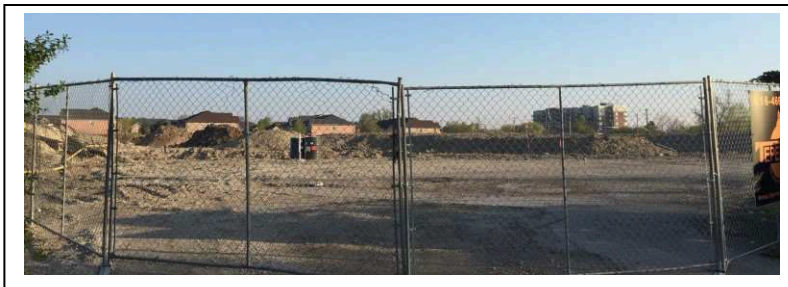


Image of existing condition on the subject property, looking north

The surrounding land uses are:

- North: Two storey townhomes on a private road off Joymar Drive, and Streetsville Secondary School
- East: A single storey industrial complex, including auto repair and body shops
- South: Vacant land to the southwest of the site, and detached homes across Thomas Street
- West: Detached homes

DETAILS OF THE PROJECT

Development Proposal		
Applications submitted:	Received: October 26, 2016 Deemed complete: November 16, 2016	
Applications revised:	March 29, 2017	
Developer Owner:	1672736 Ontario Inc. (Dunpar Homes)	
Applicant:	Dunpar Homes	
Number of units:	14 semi-detached homes, 57 standard townhomes, and 103 back to back townhomes (total 201 homes)	
Height:	Two and three storeys	
Lot Coverage:	44.6% (not including deck areas)	
Floor Space Index:	1.29	
Landscaped Area:	36.2%	
Gross Floor Area:	31 855.3 m ² (342,887.6 ft ²)	
Road type:	Condominium private road	
Anticipated Population:	630.1* *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:	Required	Proposed
resident spaces	402	402
visitor spaces	50	57
Total	452	459

Additional information is provided in Appendices 1 to 10.

LAND USE CONTROLS

The subject lands are located within the Streetsville Neighbourhood Character Area and are designated **Residential Medium Density**, which permits townhomes and all forms of horizontal multiple homes. This application is not in conformity with the land use designation.

The applicant is proposing to change the designation to **Residential Medium Density – Special Site** to permit semi-detached homes in addition to townhome and horizontal multiple dwellings (back to back townhomes).

A rezoning is proposed from **D (Development)** to **RM4 – Exception (Townhouse Dwellings)** to permit 14 semi-detached homes, 57 townhomes, and 130 back to back townhomes in accordance with the proposed zone standards contained within Appendix 10.

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

Bonus Zoning

On September 26, 2012, Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning. In accordance with Section 37 of the *Planning Act* and policies contained in the Official Plan, this policy enables the City to secure community benefits when increases in permitted height and/or density are deemed to be good planning by Council through the approval of a development application. Should these applications be approved by Council, the City will report back to Planning and Development Committee on the provision of community benefits as a condition of approval.

WHAT DID THE COMMUNITY SAY

A community meeting was held by Ward 11 Councillor, George Carlson, on November 17, 2016.

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

- The proposed development is too dense with too many units proposed
- The increased traffic will be unacceptable on Joymar Drive and Thomas Street. Concern that the Traffic Impact Study (TIS) overestimated the volume of traffic associated with the previous use (CTS Corporation) and underestimated the volume of traffic associated with the proposed development
- Concern for pedestrian and road safety associated with additional traffic
- Insufficient parking on-site
- The setbacks to existing homes should be increased
- Concern over shadows and loss of privacy
- There is not enough green space, parks and/or playgrounds proposed to accommodate and manage stormwater on-site
- Negative impacts on the character of Streetsville due to proposed heights and density
- Noise and vibration concerns from site clean-up
- Will local schools be able to accommodate additional children?
- What were the previous uses on site, is there an update on environmental contamination?

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 the proposal?
- Is the proposal compatible with the character of the neighbourhood given the proposed built form, massing, density, height, scale, site layout, setbacks, grading, and landscaped areas?
- Is the proposed site access and internal road configuration appropriate?
- Is the proposed parking supply adequate?
- Resolution of issues with respect to the flood plain of Mullet Creek
- Confirmation that the site will comply with the Fire Route By-law and meet the Region's Waste Collection Design Guidelines
- Confirmation that the site can be remediated to residential standards
- Have all other technical requirements and studies, including the functional servicing report, record of site condition, noise study, and traffic impact study related to the proposal been addressed and been found to be acceptable?

OTHER INFORMATION

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

- | | |
|--|-----------------------|
| • Stage 1-2 Archaeological Assessment Report | • Noise Study |
| • Functional Servicing Report / Stormwater Management Report | • Survey |
| • Phase I Environmental Site Assessment | • Context Plan |
| • Tree Inventory and Preservation Plan Report | • Elevations |
| • Traffic Impact Study & Addendum | • Parcel Abstract |
| • Erosion and Sediment Control Plan | • Aerial Context Map |
| • Preliminary Site Servicing and Grading Plans | • Site Plan |
| • Preliminary Pre- and Post-Development Drainage Plans | • Draft Zoning By-law |
| • Potential Adjacent Lands Development Plan | • Landscape Plan |
| • Planning Justification Report | • Release of Easement |
| • List of Green Site and Building Initiatives | |
| • Draft Official Plan Amendment | |

Development Requirements

There are engineering matters, including servicing, which will require the applicant to enter into agreements with the City and/or Region. 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

Most 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: Excerpt of Streetsville Neighbourhood Character Area Land Use Map
- Appendix 4: Existing Zoning and General Context Map
- Appendix 5: Concept Plan
- Appendix 6: Proposed 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
- Appendix 10: Summary of Existing and Proposed Zoning Provisions



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Caleigh McInnes, Development Planner

Dunpar Homes

File: OZ 16/013 W11

Site History

- November 2, 2006 – The Streetsville District Plan Review redesignated the lands from **General Industrial** to **Residential Medium Density**
- June 30, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **D (Development)**
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. As no appeals have been filed the policies of the new Mississauga Official Plan apply. The subject lands are designated **Residential Medium Density** in the Streetsville Neighbourhood Character Area
- August 22, 2016 – Demolition permit issued for existing industrial building



LEGEND:



SUBJECT LANDS

DATE OF AERIAL IMAGERY - 2016:



TITLE:

1672736 ONTARIO INC.

FILE NO:

OZ 16/ 013 W11

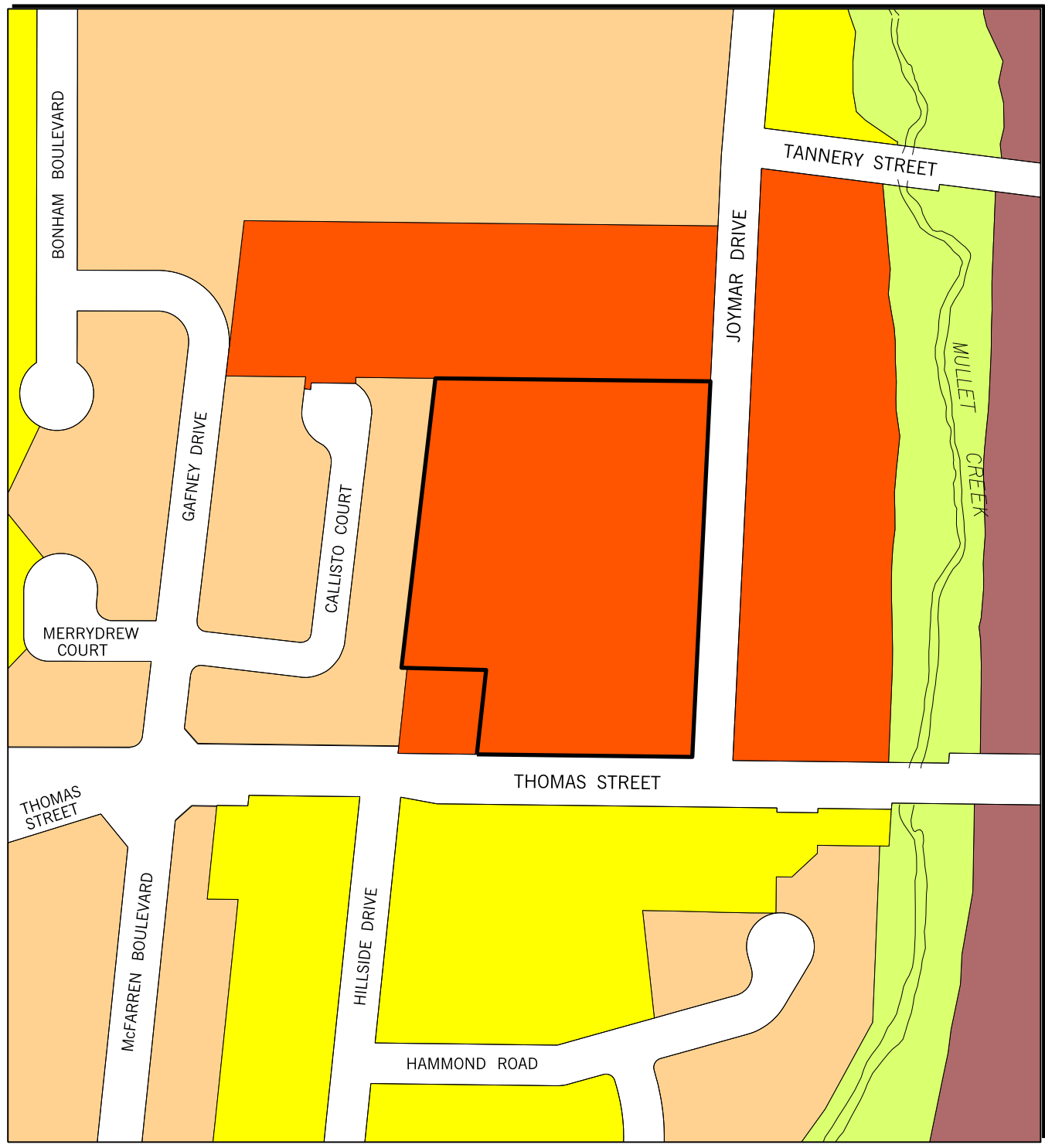


MISSISSAUGA

Produced by
T&W, Geomatics

2017/05/15

Betsy



**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: 1672736 ONTARIO INC.

FILE NO: OZ 16/ 013 W11

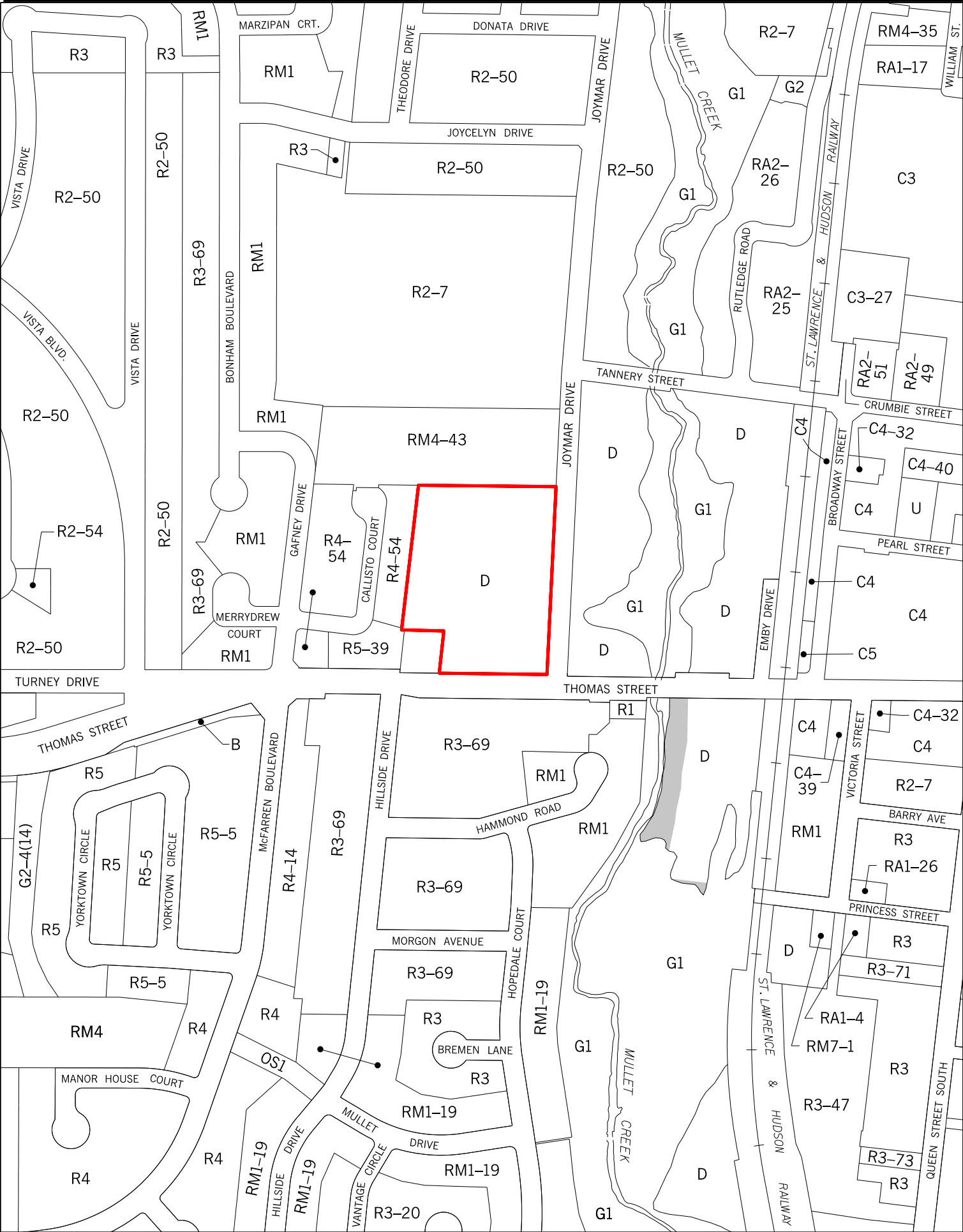


Produced by
T&W, Geomatics

Existing Zoning and General Context Map

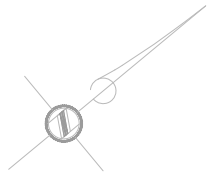
OZ 16/013 W11

Appendix 4



David B. Searles Surveying Ltd.
ONTARIO LAND SURVEYORS

DISTANCES SHOWN ON THIS PLAN ARE IN METRES
AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048



REGISTERED PLAN 43M-1670

PLAN 43R-30103
SUBJECT TO EASEMENT IN
GROSS AS IN PR876250

PART 1
PLAN 43R-32629
SUBJECT TO EASEMENT
GROSS AS IN PR1857231

PART 5
PLAN 43R-936
INST. No. VS337824

[illegible]

(TRANSFERRED BY ORDER IN COUNCIL 1025-79 BY BY-LAW 20-79 UNREGISTERED) PIN 13123-0003(LT)

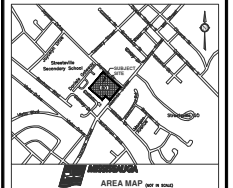
THOMAS STREET

PART 15
PLAN 43R-936
INST. No. VS401143 3RDLY
DEDICATED BY BYLAW 265-76
(UNREGISTERED)

JOYMAR DRIVE

JOYMAR DRIVE
13123-0058(LT)
BY BY-LAW 856-83, INST. No. R0667926
PIN

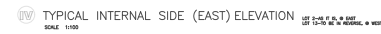
CATED BY BY-LAW No.1015
INST. No. BY-LAW 448

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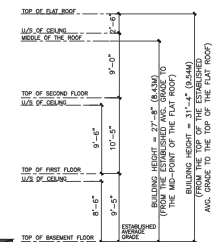
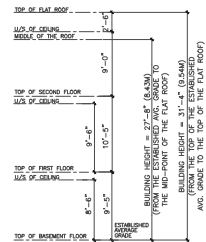
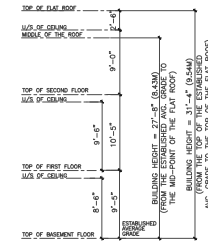
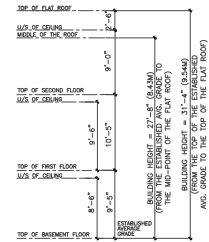
Concept Plan
4.5 - 11


PROJECT	
80 THOMAS STREET MISSISSAUGA, ONTARIO	
SCALE	
1:400	
DRAWING TITLE	
POTENTIAL ADJACENT LANDS DEVELOPMENT PLAN	
OWNER/DEVELOPER 1672736	
	
1018, 305 HURONTARIO ROAD, SUITE 203 MISSISSAUGA, ONTARIO L4W 1A7 TEL: (905) 276-1191 FAX: (905) 276-1192 WWW.OPDESIGNINC.COM	
PREPARED BY: [] CHECKED BY: [] DATE: [] ISSUED: []	PROJECT NO.: [] PAGE NO.: [] LDP-2

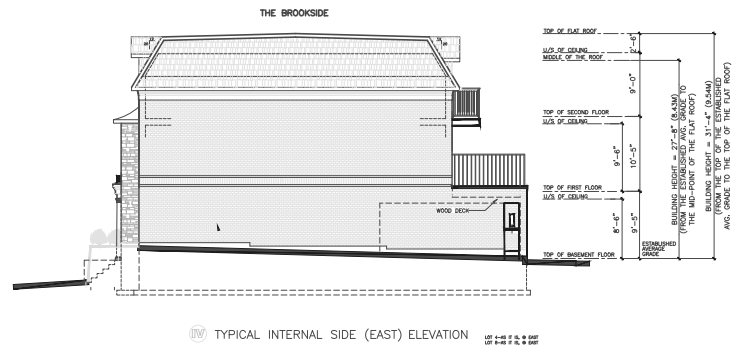
Appendix 5


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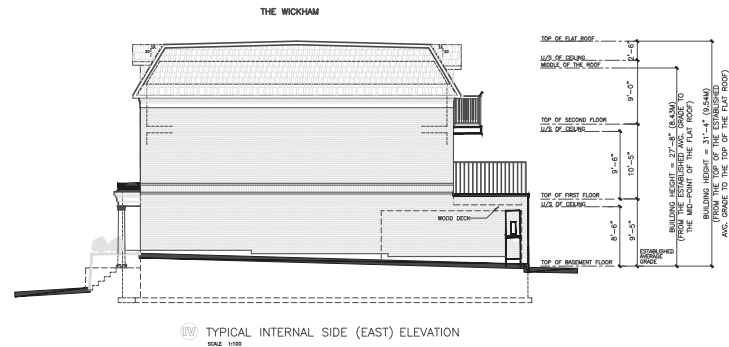
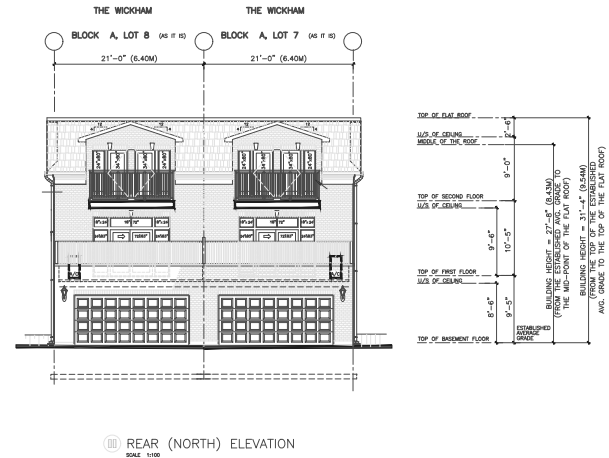
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SCALE		1/8" = 10'	
DRAWING TITLE		BLOCK A LOTS 1, 2; 13, 14 BLOCK ELEVATIONS	
OWNER/DESIGNER/CLIENT			
10727236 ONTARIO INC.		OP DESIGN INC. 205 BATHURST ST. SUITE 200 MISSISSAUGA, ONT. L4Y 1G8 e-mail: info@opdesigninc.com	
1200 N. HWY. 1040 TORONTO, ONTARIO M1M 1B4		PROJECT NO. DRAWN BY CHECKED BY DATE REVISIONS	
		TITLE NO. B-1	

[illegible]

PLANS	
80 THOMAS STREET MISSISSAUGA, ONTARIO	
SCALE	1/8" = 1'0"
EXISTING TITLE: BLOCK A LOTS 5, 6, 9; 10 BLOCK ELEVATIONS	
ENGINEER/DEVELOPER	 OP DESIGN INC. 2075 BAYVIEW AVE., SUITE 108 SCARBOROUGH, ONTARIO M1S 5B5 TEL: (416) 291-0000 e-mail: info@opdesign.com
1472756 ONTARIO INC.	
150 HWY. 70 EAST ROAD THORNHILL, ONTARIO L4V 1V6	
PREPARED BY CHECKED BY DESIGNED SCALE	PROJECT NO. PAGE NO.
	B-2

[illegible]

PROJECT <div style="text-align: center; font-size: 24px; font-weight: bold;">80 THOMAS STREET</div> <div style="text-align: center; font-size: 18px;">MISSISSAUGA, ONTARIO</div>	
SCALE	1/8" = 10'
DRAWING TITLE <div style="text-align: center; font-size: 24px; font-weight: bold;">BLOCK A</div> <div style="text-align: center; font-size: 24px; font-weight: bold;">LOTS 3, 4; 11, 12</div> <div style="text-align: center; font-size: 24px; font-weight: bold;">BLOCK ELEVATIONS</div>	
CONTRACTOR/CLIENT <div style="font-size: 18px; font-weight: bold;">14727236</div> <div style="text-align: center; font-size: 36px; font-weight: bold;">ONTARIO</div> <div style="text-align: center; font-size: 18px; font-weight: bold;">INC.</div>	
1155 BR. ROAD ROAD MISSISSAUGA, ONTARIO L4X 1L3 TEL: (905) 276-0800 FAX: (905) 276-0801 E-MAIL: info@ontarioinc.com	
PREPARED BY DRAWN BY CHECKED ISSUED	<div style="text-align: center;">  </div> <div style="text-align: center; font-weight: bold;">OP DESIGN INC.</div> <div style="text-align: center; font-size: 10px;"> 2880 SHEPPARD AVENUE EAST, SUITE 100 SCARBOROUGH, ONTARIO M1S 4T7 TEL: (416) 291-2272 E-MAIL: info@opdesigninc.com </div>
REQUEST NO.	PAGE NO.
B-2A	B-2A

[illegible]

PROJECT	
80 THOMAS STREET MISSISSAUGA, ONTARIO	
SCALE	1/8" = 10'
DRAWING TITLE	BLOCK A LOTS 7 & 8 BLOCK ELEVATIONS
OWNER/DESIGNER/CLIENT	<p>OP DESIGN INC. This service and plan are the property of OP Design Inc. and are not to be reproduced without written permission from info@opdesigninc.com</p>
PERMIT NO.	
1234567890 ROAD	
CITY/TOWN: (TORONTO/ONTARIO/QUEBEC) 2103	
DATE	
DESIGNED BY	PROJECT NO.
CHECKED BY	PAGE NO. B-2B
DATE	
REVISIONS	

1672736 Ontario Inc. (Dunpar Homes)

File: OZ 16/013 W11

Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (May 5, 2017)	<p>An existing 300 mm (11.8 in.) diameter water main is located on Joymar Drive. An existing 300 mm (11.8 in.) diameter water main, as well as existing 375 mm (14.8 in.) and 300 mm (11.8 in.) diameter sanitary sewers are located on Thomas Street.</p> <p>Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. All works associated with the servicing of this site will be at the applicant's expense. The applicant will also be responsible for the payment of applicable fees, DC charges, legal costs and all other costs associated with the development of this site.</p> <p>The Region received the FSR dated 2017-03-01 and prepared by C.F. Crozier and Associates. The Report is incomplete. A satisfactory Functional Servicing Report is required prior to By-law Approval.</p> <p>The consultant is required to complete and submit the Single-Use Demand Table for the Region to fulfill its modelling requirements and determine the proposal's impact to the existing system. This demand table will be required prior to By-law Approval.</p> <p>The Region of Peel is required to be party to the Development Agreement and Servicing Agreement.</p> <p>The Region of Peel will provide curbside collection of garbage, recyclable materials, household organics and yard waste subject to the following conditions:</p> <p>The waste collection vehicle access route throughout the complex indicating turning radii and turning movements is to be clearly labelled on the drawing. The turning radius from the centre line must be a minimum of 13 m (42.7 ft.) on all turns.</p> <p>The set out area along the curb, adjacent to the driveway must be at least 3 m² (32.3 ft²) per unit in order to provide sufficient space for the placement of two carts.</p>

1672736 Ontario Inc. (Dunpar Homes)

File: OZ 16/013 W11

Agency / Comment Date	Comment
	<p>Each unit within the development must have its own identifiable waste collection point (distinct set out area along the curb or the sod that cannot be shared with neighbouring units) as approved by Public Works Commissioner or Delegate. The waste set out location is to be as close as possible to the traveled portion of the roadway, directly adjacent to the private property of the unit occupier/owner, directly accessible to the waste collection vehicle and free of obstructions (i.e. parked cars).</p>
<p>Dufferin-Peel Catholic District School Board and the Peel District School Board (April 18, 2017)</p>	<p>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.</p> <p>In addition, if approved, the Dufferin-Peel Catholic District School Board and the Peel District School Board also requires that the following conditions be fulfilled prior to the final approval of the zoning by-law:</p> <p>That the applicant shall agree in the Servicing and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots.</p> <p>(a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."</p> <p>(b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."</p> <p>(c) "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation department of</p>

1672736 Ontario Inc. (Dunpar Homes)

File: OZ 16/013 W11

Agency / Comment Date	Comment
	<p>the Peel District School Board to determine the exact schools."</p> <p>(d) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Board."</p> <p>(e) "The developer shall agree to erect and maintain signs at the entrances to this development which shall advise prospective purchases that due to present school facilities, some of the children from this development may have to be accommodated in temporary facilities or bused to schools, according to the Board's Transportation Policy."</p>
Credit Valley Conservation (May 15, 2017)	<p>Based on CVC's Mullet Creek Floodmap as well as the proposed site plan, the existing/proposed development is encroaching on the floodplain of Mullet Creek. In accordance with CVC floodplain policy, the placement of fill within the Regulatory Floodplain is to be minimized. Unless it can be demonstrated that there will not be any adverse impacts to the floodplain, the placement of fill will not be permitted.</p> <p>Additional technical details are required by CVC in order to confirm that erosion and stormwater management and hydraulic assessment criteria will be met. Water treatment measures will be required for runoff discharged. CVC requires additional information regarding a proposed underground storage tank. Updates to the Site Servicing Plan, Grading Plan, Functional Servicing Report, the Erosion and Sediment Control Plan and Hydraulic Analyses are required.</p>
City Community Services Department – Park Planning Section (May 11, 2017)	<p>In comments dated May 11, 2017, Community Services indicated prior to the issuance of building permits, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42(6) of the <i>Planning Act</i> (R.S.O. 1990, c.P.13, as amended) and in accordance with City Policies and By-laws.</p> <p>Community Services notes that Streetsville Rotary Park (P-375), zoned C4-51, is located 680 m (2,231 ft.) from the property, and contains a playground. Streetsville Memorial Park (P-114), zoned G1, is located approximately 650 m (2,133 ft.) from the property, and contains a softball diamond, a soccer field, a playground, and a picnic area. Manor Hill (P-319), zoned OS1, is located 680 m (2,231 ft.) from the</p>

1672736 Ontario Inc. (Dunpar Homes)

File: OZ 16/013 W11

Agency / Comment Date	Comment
	property, and contains a soccer field, a softball diamond, and a playground.
City Community Services Department – Parks and Forestry Division (May 11, 2017)	<p>The applicant is advised that tree removal permission is required to injure or remove trees on private property depending on the size and number of trees and the location of the property. The applicant is to submit a tree removal application for the proposed injury and removal of trees on site. The tree removal application will be reviewed in conjunction with the site plan application.</p> <p>The approval of the tree permission application is required prior to the earliest of the demolition permit/the erosion and sediment control permit/site plan approval.</p> <p>The tree removal application is to be submitted to Urban Forestry, and will be issued when the drawings are approved, securities provided and the protective hoarding is installed, inspected and approved by an urban forestry representative.</p>
City Community Services Department – Culture Division (May 11, 2017)	<p>The City of Mississauga strongly encourages for the inclusion of public art in developments with greater than 10 000 m² (107,639.1 ft²) in gross floor area, with the exception of non-profit organizations and social housing. Developers are encouraged to include public art as part of their development and/or contribute an agreed upon amount of the construction costs to the City's Public Art Program. The suggested contribution is equal to 0.5% (at a minimum) of the gross construction costs of the development. The gross construction costs will initially be determined by the owner/applicant, to the satisfaction of the Planning and Building Department.</p> <p>Furthermore, the subject property is found within the Steetsville Neighbourhood District and the Streetsville Community Node and would therefore be an ideal candidate for a public art contribution from the applicant. A cash contribution to the City's Public Art Reserve Fund would allow for public art placement within the Streetville Village Core Cultural Landscape in order to create a strong sense of place, reinforce the historic character and heritage context of Streetsville.</p>

1672736 Ontario Inc. (Dunpar Homes)

File: OZ 16/013 W11

Agency / Comment Date	Comment
<p>City Community Services Department – Fire and Emergency Services Division (April 5, 2017)</p>	<p>Fire has reviewed the rezoning application from an emergency response perspective and has no concerns (from a rezoning perspective); emergency response time to the site and water supply available are acceptable.</p> <p>Mississauga By-law 1036-81 is applicable to this development. This by-law regulates the location of the fire access route with respect to exposure to, and distance from the structure. Additionally, it limits the unobstructed travel distance for a fire fighter from the edge of the fire route to the main entrance to every dwelling unit. Compliance will be assessed at the time of site plan approval.</p> <p>Based on a cursory review of the site plan, Block D to H inclusive do not appear to be in compliance. Block H has very limited exposure to the fire route and the introduction of a 2 hour fire wall in block D to G creates a separate buildings as defined in the OBC. All buildings require a fire route in compliance with the bylaw.</p> <p>Maximum setback for the subdivided portions of these building is 15.0 m (49.2 ft.) from a fire access route.</p> <p>Further, the unobstructed path of travel for a fire fighter to every unit, in some cases, appears to exceed the 45 m (147.6 ft.). Travel distance to the furthest dwelling unit entrance door is to be dimensioned along the sidewalks to the fire route.</p>
<p>City Transportation and Works Department (May 15, 2017)</p>	<p>The applicant has been requested to provide additional technical details. Development matters currently under review and consideration by this Department include:</p> <ul style="list-style-type: none"> • Grading, Servicing and Site Plan • Noise Feasibility Study • Traffic Impact Study • Functional Servicing Report • Stormwater Management Report. <p>The applicant has been requested to provide the following material for review:</p> <ul style="list-style-type: none"> • Detailed Turning Movement Diagram • Phase 2 Environmental Site Assessment <p>The above aspects will be addressed in detail prior to the Recommendation Report.</p>

1672736 Ontario Inc. (Dunpar Homes)

File: OZ 16/013 W11

Agency / Comment Date	Comment
Other City Departments and External Agencies	<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"> • City Community Services Department – Heritage Division • Canada Post • Enbridge Gas • Rogers Cable • GTAA • Enersource Hydro • Economic Development
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> • Go Transit • Bell Canada • CP RAIL

1672736 Ontario Inc. (Dunpar Homes)

File: OZ 16/013 W11

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>31</td><td>Kindergarten to Grade 5</td></tr> <tr> <td>14</td><td>Grade 6 to Grade 8</td></tr> <tr> <td>16</td><td>Grade 9 to Grade 12</td></tr> </table> School Accommodation: <p>Vista Heights Public School</p> <table> <tr> <td>Enrolment:</td><td>779</td></tr> <tr> <td>Capacity:</td><td>780</td></tr> <tr> <td>Portables:</td><td>1</td></tr> </table> <p>Dolphin Senior Public School</p> <table> <tr> <td>Enrolment:</td><td>505</td></tr> <tr> <td>Capacity:</td><td>625</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>Streetsville Secondary School</p> <table> <tr> <td>Enrolment:</td><td>842</td></tr> <tr> <td>Capacity:</td><td>1,008</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p> 	31	Kindergarten to Grade 5	14	Grade 6 to Grade 8	16	Grade 9 to Grade 12	Enrolment:	779	Capacity:	780	Portables:	1	Enrolment:	505	Capacity:	625	Portables:	0	Enrolment:	842	Capacity:	1,008	Portables:	0	<ul style="list-style-type: none"> Student Yield: <table> <tr> <td>24</td><td>Junior Kindergarten to Grade 8</td></tr> <tr> <td>16</td><td>Grade 9 to Grade 12</td></tr> </table> School Accommodation: <p>St. Joseph</p> <table> <tr> <td>Enrolment:</td><td>332</td></tr> <tr> <td>Capacity:</td><td>478</td></tr> <tr> <td>Portables:</td><td>1</td></tr> </table> <p>St. Aloysius Gonzaga Secondary School</p> <table> <tr> <td>Enrolment:</td><td>175</td></tr> <tr> <td>Capacity:</td><td>1,656</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> 	24	Junior Kindergarten to Grade 8	16	Grade 9 to Grade 12	Enrolment:	332	Capacity:	478	Portables:	1	Enrolment:	175	Capacity:	1,656	Portables:	0
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1672736 Ontario Inc. (Dunpar Homes)

File: OZ 16/013 W11

**Summary of Existing and Proposed Mississauga Official Plan Policies and
Relevant Mississauga Official Plan Policies**

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

Residential Medium Density which permits townhomes and all forms of horizontal multiple dwellings.

Proposed Official Plan Amendment Provisions

Residential Medium Density – Special Site 4 to permit 14 semi-detached homes.

There are other policies in Mississauga Official Plan that are also applicable in the review of these applications. Excerpt of Streetsville Neighbourhood Character Area Land Use Map which are found in Appendix 3.

1672736 Ontario Inc. (Dunpar Homes)

File: OZ 16/013 W11

Relevant Mississauga Official Plan Policies

	Specific Policies	General Intent
Section 5 (City Structure)	Sections 5.3 5.3.5 5.3.5.3 5.3.5.5 5.3.5.6	<p>Neighbourhoods will accommodate the lowest densities and building heights.</p> <p>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 the Plan.</p> <p>Development should be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.</p>

1672736 Ontario Inc. (Dunpar Homes)

File: OZ 16/013 W11

	Specific Policies	General Intent
Section 6 (Value the Environment)	Section 6.3, 6.7, 6.7.1, 6.7.2	<p>Mississauga's Green System consists of:</p> <ul style="list-style-type: none"> • Natural Heritage System • the Urban Forest • Natural Hazard Lands • Parks and Open Spaces <p>Mississauga will consider the potential impacts of climate change that may increase the risk associated with natural hazard lands.</p> <p>Natural Hazard Lands are generally unsafe for development due to naturally occurring processes such as flooding and erosion.</p> <p>Vegetated protection area buffers that provide a physical separation of development from the limits of Natural Hazard Lands will be determined on a site specific basis as part of an Environmental Impact Study or other similar study, to the satisfaction of the City and appropriate conservation authority.</p> <p>Natural Hazard Lands and buffers will be designated Greenlands and zoned to protect life and property. Uses will be limited to conservation, floor and/or erosion control, essential infrastructure and passive recreation.</p> <p>To ensure that contaminated sites are identified and appropriately addressed by proponents:</p> <ol style="list-style-type: none"> a) owners of the lands proposed for development will submit information as required by the City to identify the potential for contamination b) all potential sources of contamination must be considered. c) the development or approval of amendments to the Official Plan for known or potentially contaminated sites will be deferred until the proponent of the development undertakes a study assessing the potential for contamination in accordance with Provincial regulations and standards as well as City policies <p>If contaminated lands cannot be remediated to the land use designation sought, the land use designation will be reviewed based on the remediation plan and an alternative appropriate land use designation may be considered.</p>

1672736 Ontario Inc. (Dunpar Homes)

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	Specific Policies	General Intent
Section 9 – Build a Desirable Urban Form	Section 9.2 9.2.2 9.2.2.3 9.3.5 9.5.1 9.5.2	<p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character, provide appropriate transitions to the surrounding context and minimize undue impacts on adjacent properties.</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will respect existing lotting patterns, respect the continuity of front, rear and side yard setbacks, respect the scale and character of the surrounding area, minimize overshadowing and overlook on adjacent neighbours, incorporate best stormwater management practices, preserve mature high quality trees and ensure replacement of the tree canopy, and be designed to respect the existing scale, massing, character and grades of the surrounding area.</p> <p>Private amenity areas will be required for all development. Residential development will be required to provide common outdoor on-site amenity areas that are suitable for the intended users.</p> <p>Buildings and site design will be compatible with the surrounding context and surrounding landscape of the existing or planned character of the area.</p> <p>The arrangement of elements on a site, as well as their massing and design, should contribute to achieving the City's vision and the intended character for the area. The development of a property may include one or more buildings or structures, services and utilities, parking areas and driveways and landscaping. Site design which incorporates stormwater best management practices will assist in achieving sustainable development objectives.</p>

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File: OZ 16/013 W11

	Specific Policies	General Intent
Section 16 (Neighbourhoods)	<p>Sections 16.1.1.1 16.1.1.2 16.23 16.23.1.1 16.23.4.1</p>	<p>For lands within a Neighbourhood, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.</p> <p>Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction that an appropriate transition in heights that respects the surrounding context will be achieved, the development proposal enhances the existing or planned development, the City Structure hierarchy is maintained and the development proposal is consistent with the policies of this Plan.</p> <p>Development will be compatible with and enhance the village character of Streetsville as a distinct established community by integrating with the surrounding area.</p> <p>A stormwater drainage report will be required to ensure that the existing drainage system has the capability to convey the increased storm flow from redevelopment in accordance with current City drainage standards.</p>

1672736 Ontario Inc. (Dunpar Homes)

File: OZ 16/013 W11

	Specific Policies	General Intent
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.

1672736 Ontario Inc. (Dunpar Homes)

File: OZ 16/013 W11

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

D (Development), which permits uses legally existing on the date of the passage of the Zoning By-law.

Proposed Zoning Standards

Zone Standards	Base RM4-Exception (Townhouse Dwellings) Zoning By-law Standards	Proposed RM4-Exception (Townhouse Dwellings) Zoning By-law Standards
Permitted Uses	Townhouse Dwelling	Townhouse Dwelling Back to Back Townhouse Dwelling Semi-detached Dwelling
Maximum number of semi-detached dwellings permitted	0	14
Minimum Lot Area Per Dwelling Unit	200 m ² (2 152.8 ft ²)	Deleted
Minimum Landscaped Area	40% of lot area	35% of lot area
Minimum Lot Line Setbacks from front, side and rear of a townhouse dwelling to a designated right-of-way 20 m (65.62) or greater	7.5 m (24.6 ft.)	Deleted
Minimum Lot Line Setbacks from front and/or side of a townhouse dwelling to all other street lines	4.5 m (14.8 ft.)	Deleted
Minimum Lot Line Setbacks from a wing wall attached to a townhouse dwelling to a lot line	3.0 m (9.8 ft.)	Deleted
Minimum Internal Setbacks from a front and/or side wall of a townhouse dwelling to an internal road, sidewalk or visitor parking space	4.5 m (14.8 ft.)	Deleted
Minimum Internal Setbacks from a front garage face to an internal road or sidewalk	6.0 m (19.7 ft.)	Deleted

1672736 Ontario Inc. (Dunpar Homes)

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Zone Standards	Base RM4-Exception (Townhouse Dwellings) Zoning By-law Standards	Proposed RM4-Exception (Townhouse Dwellings) Zoning By-law Standards
Minimum Internal Setbacks from a side wall of a townhouse dwelling to a side wall of another dwelling	3.0 m (9.8 ft.)	Deleted
Minimum Internal Setbacks from a sidewall of a townhouse dwelling to an internal walkway	1.5 m (4.9 ft.)	Deleted
Minimum internal setbacks from a rear wall of a townhouse dwelling to a side wall of another dwelling	10.0 m (32.8 ft.)	Deleted
Minimum internal setbacks from a rear wall of a townhouse dwelling to a rear wall of another dwelling	15.0 m (49.2 ft.)	Deleted
Minimum internal setbacks from a rear wall of a townhouse dwelling to an internal road or walkway	7.5 m (24.6 ft.)	Deleted
Maximum projections of a platform with or without direct access to the ground with a driveway, internal road and/or aisle beneath, attached to the rear wall of a townhouse dwelling	6.0 m (19.7 ft.)	Deleted
Minimum setback between a visitor parking space and a street	4.5 m (14.8 ft.)	Deleted
Maximum projection of an awning, window, chimney, pilaster or corbel, window well, and stairs with a maximum of three (3) risers, outside the buildable area	N/A	0.8 m (2.6 ft.)
Maximum projection of a retaining wall, outside the buildable area	N/A	2.1 m (6.9 ft.)
Minimum setback of a parking structure above or partially below grade to any lot line	6.0 m (19.7 ft.)	Deleted
Minimum setback of a parking structure below-grade to any lot line	3.0 m (9.8 ft.)	Deleted

1672736 Ontario Inc. (Dunpar Homes)

File: OZ 16/013 W11

Zone Standards	Base RM4-Exception (Townhouse Dwellings) Zoning By-law Standards	Proposed RM4-Exception (Townhouse Dwellings) Zoning By-law Standards
Minimum width of an internal road/aisle	7.0 m (23.0 ft.)	6.0 m (19.7 ft.)
Minimum Width of a Sidewalk	2.0 m (6.6 ft.)	1.5 m (4.9 ft.)
Definition of Height	The vertical distance between the established grade and the highest point of the roof surface to a flat roof, the mean height level between the eaves and ridge of a sloped roof, the mean height level between the eaves and highest point of the flat roof where there is a flat roof on top of a sloped roof, or the highest point of a structure without a roof (except semi-detached dwellings).	Height of all dwellings shall be measured from established grade
Established Grade	N/A	Established grade shall be inclusive of top of retaining wall, where provided
Definition of Stacked Parking Space	N/A	Stacked parking space means a parking space that is positioned above or below another parking space and is accessed only by means of an elevating device
Stacked Parking Space Permissions	New	Required resident parking spaces permitted for back to back townhouse dwellings located within Areas K, L, M, Q, R, S, T and U
Tandem Parking Permissions	N/A	Permitted within a garage
Balconies permitted outside of the Buildable Area	N/A	Permitted in Area J, N, O and P
Maximum Dwelling Height	10.7 m (35.1 ft.)	Semi-detached in Area A, B, C, D, E, F, and G 9.7 m (31.8 ft.) – flat roof 15.6 m (51.2 ft.) flat roof in Area K, L, M, Q, R, S, T and U

1672736 Ontario Inc. (Dunpar Homes)

File: OZ 16/013 W11

Zone Standards	Base RM4-Exception (Townhouse Dwellings) Zoning By-law Standards	Proposed RM4-Exception (Townhouse Dwellings) Zoning By-law Standards
		12.5 m (41.0 ft.) flat roof in Area H, I, J, N, O, and P
Minimum Dwelling Width	5.0 m (17.1 ft.)	6.4 m (21.1 ft.) in Area A, B, C, D, E, F, and G Semi-detached 4.5 m (14.8 ft.) in Area H, I, K, L, M, Q, R, S, T and U 4.2 m (13.8 ft.) in Area J, N, O, and P
Definition of Back to Back Townhouse	<i>Draft – subject to Council Approval</i> 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	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

PEEL STANDARD CONDOMINIUM PLAN No. 753

BLOCK 19753

PLANTER BOX @ END OF DECK WITH TREES AND FLOWERS (TYP.)

LOT 17
23-0163(LT)

LOT 18
23-0164(LT)

LOT 19
3-0165(LT)

LOT 20
-0166(LT)

LOT 21
0167(LT)

LOT 22
68(LT)

LOT 23
69(LT)

LOT 24
(LT)

LOT 25
(LT)

LOT 26
(LT)

LOT 27
PIN 13123-0173(LT)

REGISTERED PLAN 43M-1679

PART 1
PLAN 43R-29999
SUBJECT TO EASEMENT
AS IN PR876273

PART 5
PLAN 43R-30103
SUBJECT TO EASEMENT IN
GROSS AS IN PR876259
PIN 13123-0125(LT)

PART 3
PLAN 43R-29626

PART 4
PLAN 43R-936

(TRANSFERRED BY ORDER IN COUNCIL 1025-79 BY BY-LAW 20-79 UNREGISTERED) PIN 13123-0003(LT)
APPROXIMATE CENTRELINE OF ROAD ALLOWANCE BETWEEN LOTS 3 AND 4 CONCESSION 5, W.H.S.

THOMAS STREET

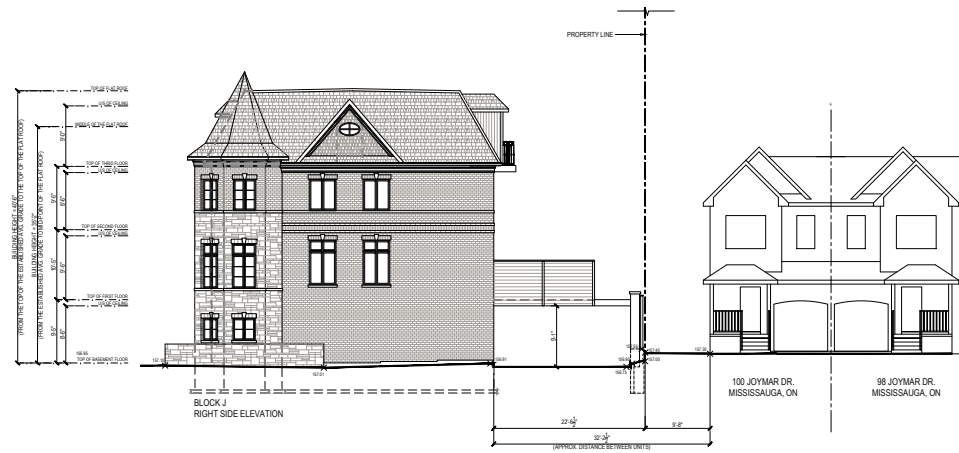
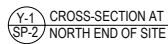
PART 15
PLAN 43R-936
INST. No. VS401143 3RDLY
DEDICATED BY BYLAW 265-76
(UNREGISTERED)

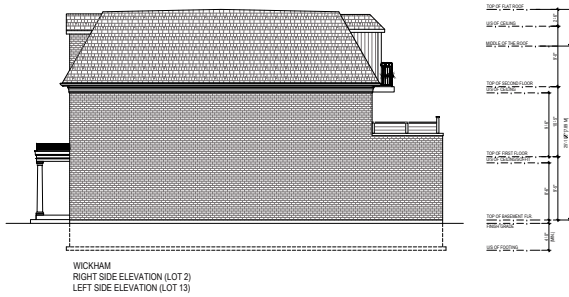
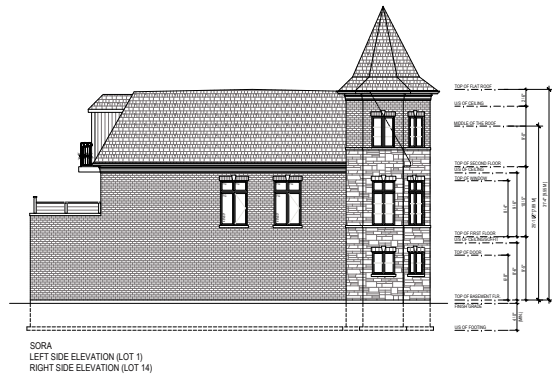
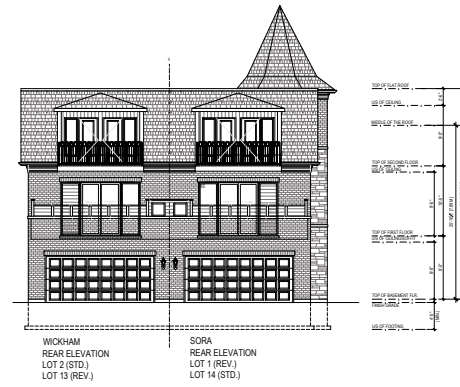
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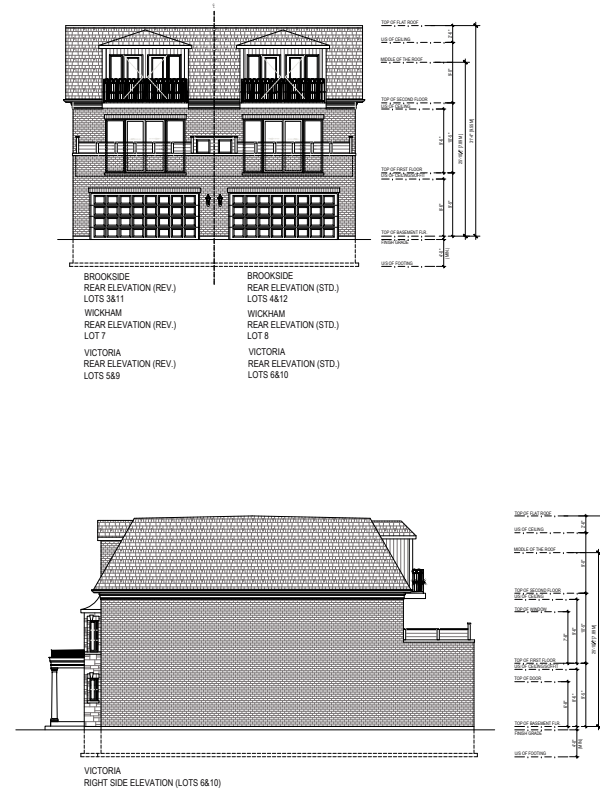
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INST. No. BY-LAW 448

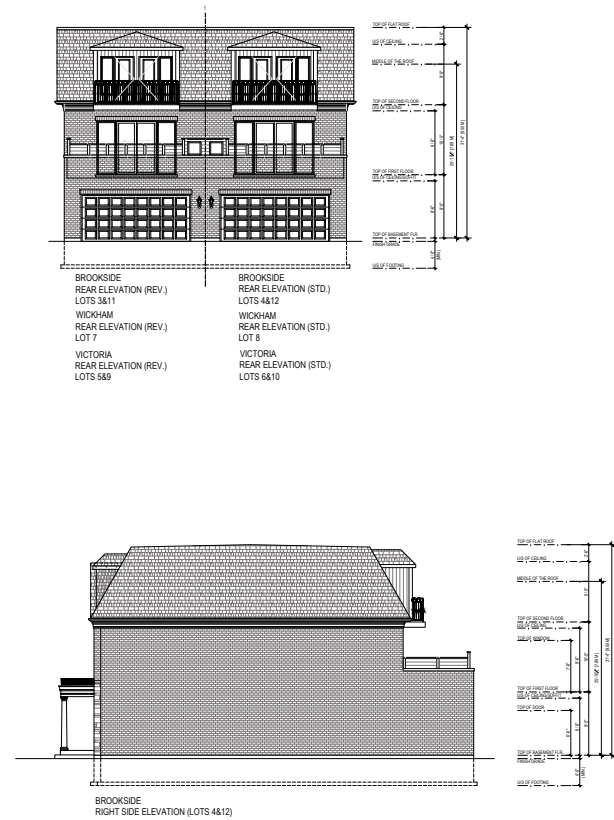
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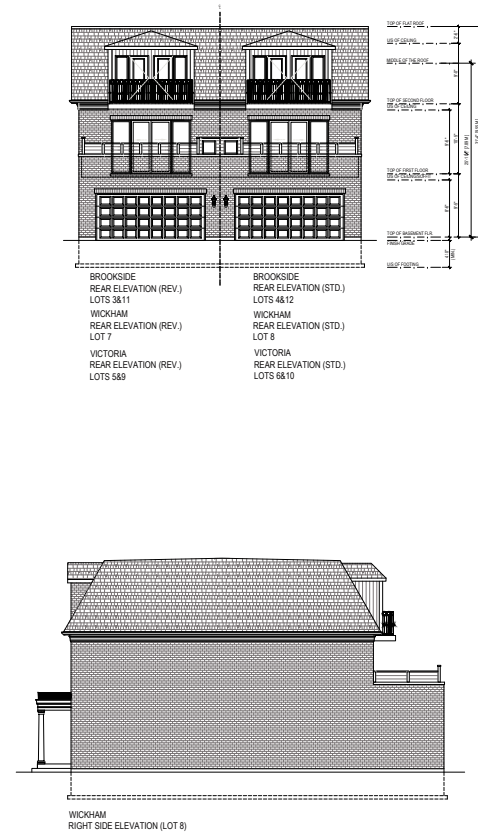
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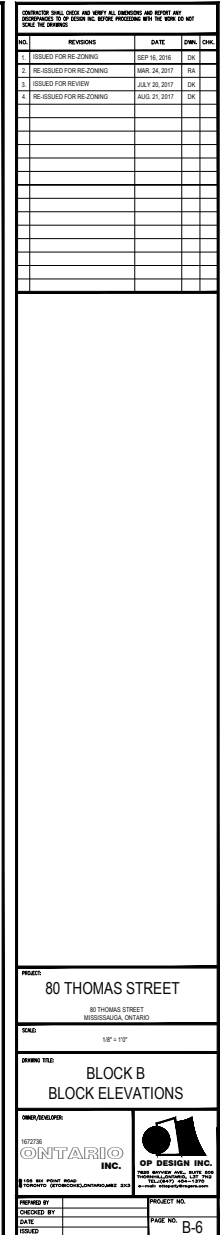
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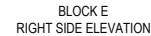
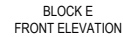
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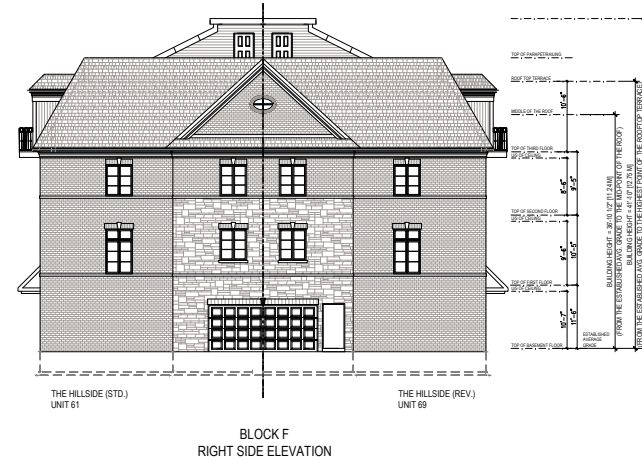
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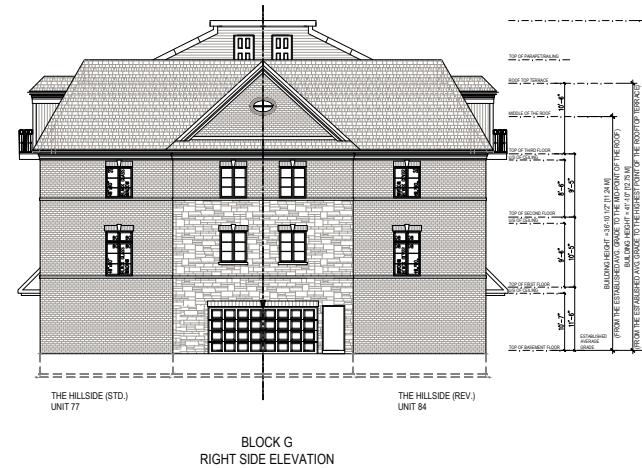
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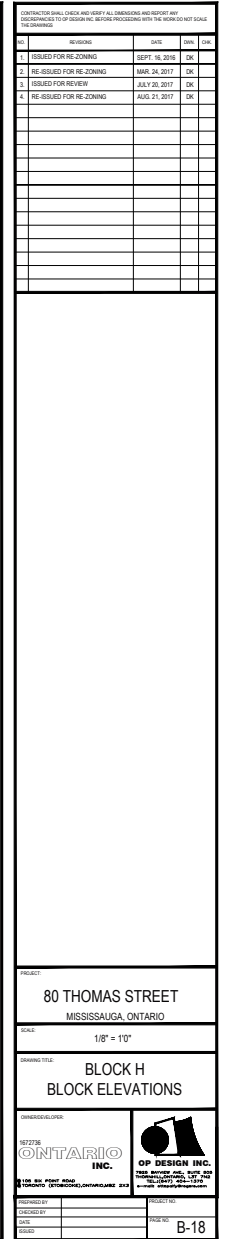




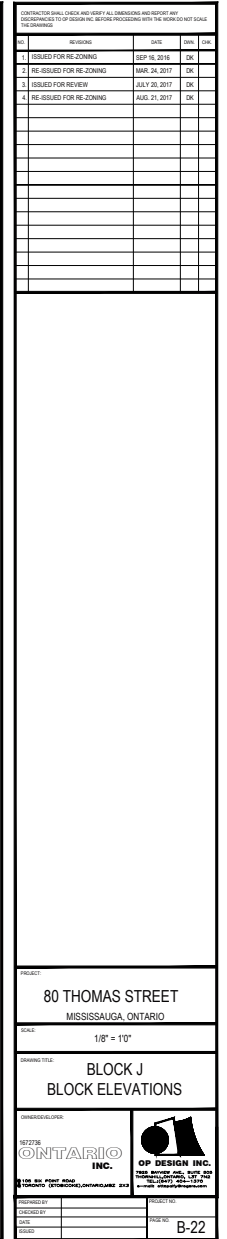
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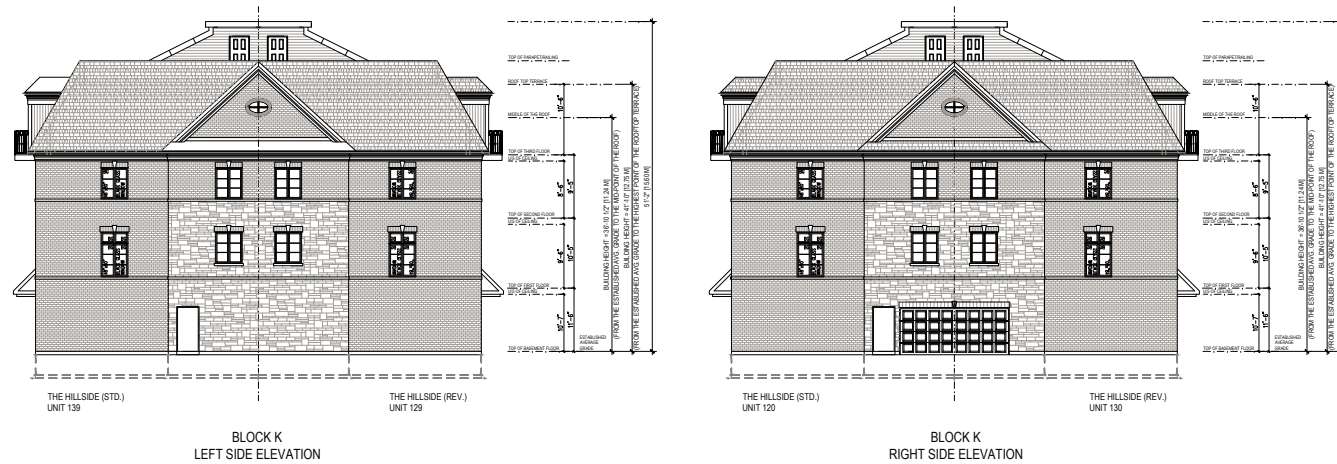
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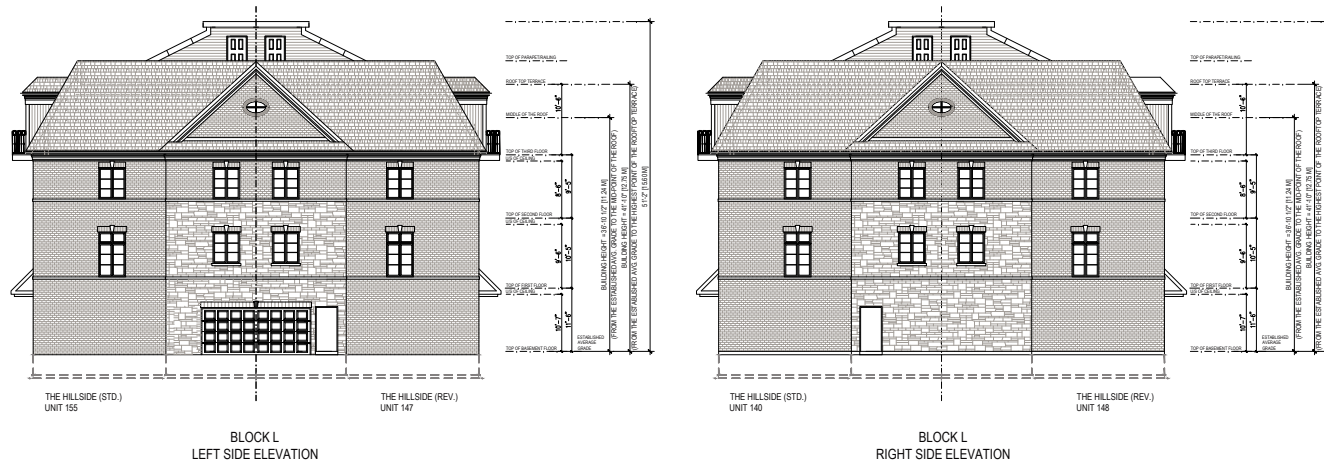
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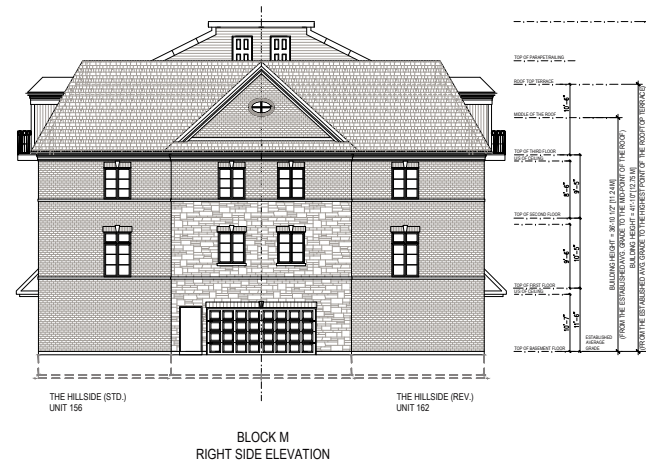


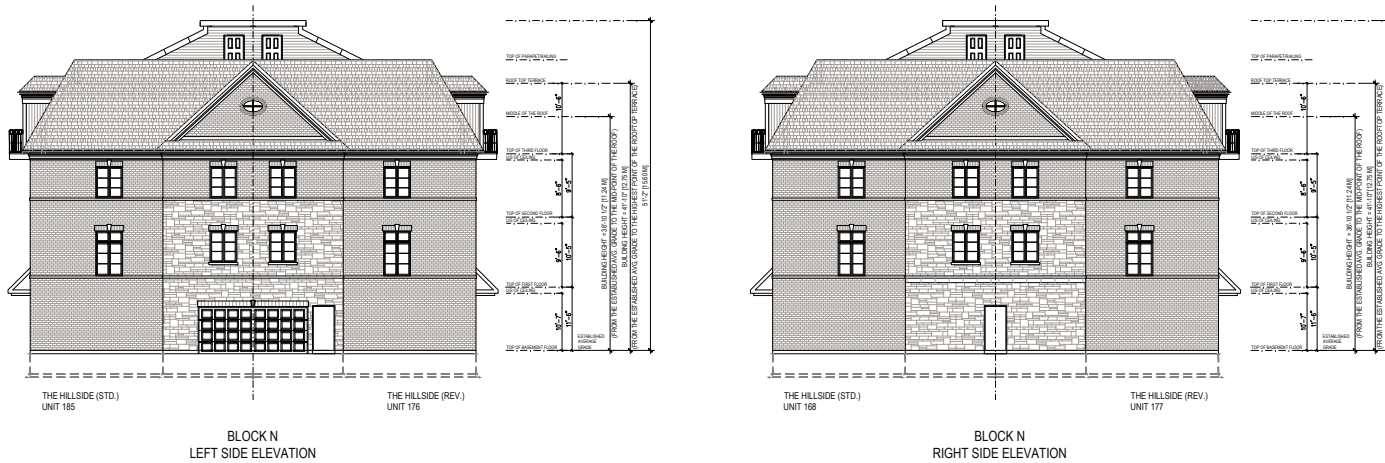


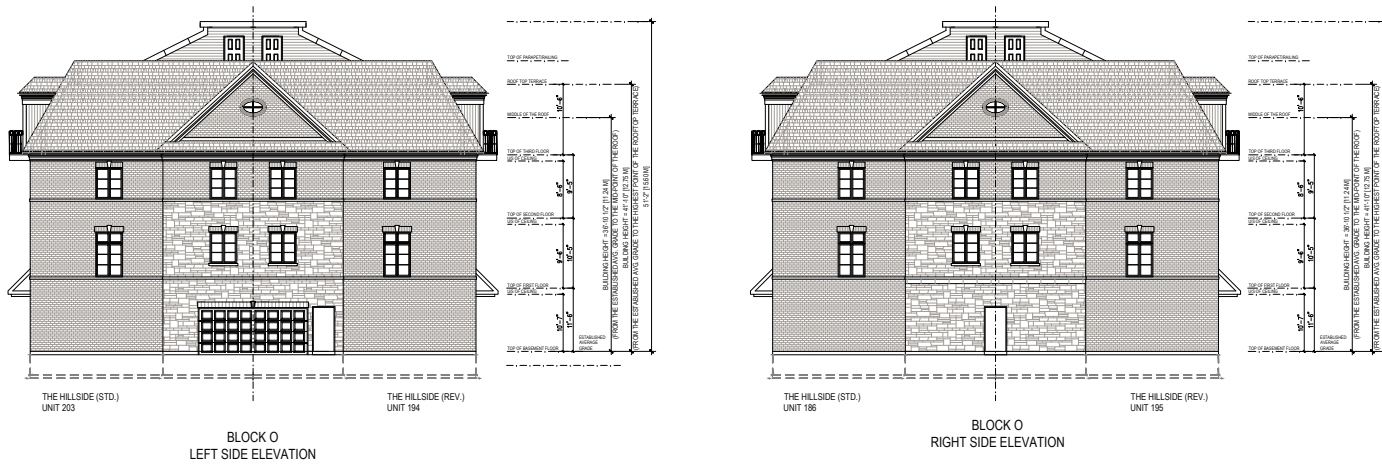


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Summary of Revised Proposed Zoning Provisions

Zone Standards	Base RM4-Exception (Townhouse Dwellings) Zoning By-law Standards	Proposed RM4-Exception (Townhouse Dwellings) Zoning By-law Standards
Permitted Uses	Townhouse Dwelling	Townhouse Dwelling Back to Back Townhouse Dwelling Semi-detached Dwelling
Maximum number of semi-detached dwellings permitted	0	14
Minimum Lot Area Per Dwelling Unit	200 m ² (2,152.8 ft ²)	Delete Requirement
Minimum Landscaped Area	40% of lot area	To be determined
Minimum lot line setback from front, side and rear of a townhouse dwelling to a designated right-of-way 20 m (65.62 ft.) or greater	7.5 m (24.6 ft.)	3.24 m (10.64 ft.) – to sight triangle at intersection of Thomas Street and Joymar Drive
Minimum lot line setback from front and/or side of a townhouse dwelling to all other street lines	4.5 m (14.8 ft.)	3.05 m (10.00 ft.)
Minimum lot line setback from a wing wall attached to a townhouse dwelling to a lot line	3.0 m (9.8 ft.)	Delete Requirement
Minimum internal setback from a front and/or side wall of a townhouse dwelling to an internal road, sidewalk or visitor parking space	4.5 m (14.8 ft.)	Delete Requirement
Minimum internal setback from a front garage face to an internal road or sidewalk	6.0 m (19.7 ft.)	Delete Requirement
Minimum internal setback from a side wall of a townhouse dwelling to a side wall of another dwelling	3.0 m (9.8 ft.)	Delete Requirement
Minimum internal setback from a sidewall of a townhouse dwelling to an internal walkway	1.5 m (4.9 ft.)	Delete Requirement

Zone Standards	Base RM4-Exception (Townhouse Dwellings) Zoning By-law Standards	Proposed RM4-Exception (Townhouse Dwellings) Zoning By-law Standards
Minimum internal setback from a rear wall of a townhouse dwelling to a side wall of another dwelling	10.0 m (32.8 ft.)	11.0 m (36.10 ft.)
Minimum internal setback from a rear wall of a townhouse dwelling to a rear wall of another dwelling	15.0 m (49.2 ft.)	11.0 m (36.10 ft.)
Minimum internal setback from a rear wall of a townhouse dwelling to an internal road or walkway	7.5 m (24.6 ft.)	Delete Requirement
Maximum projections of a platform with or without direct access to the ground is a driveway, internal road and/or aisle beneath, attached to the rear wall of a townhouse dwelling	6.0 m (19.7 ft.)	Delete Requirement
Minimum setback between a visitor parking space and a street	4.5 m (14.8 ft.)	Delete Requirement
Maximum projection of an awning, window, chimney, pilaster or corbel, window well, and stairs with a maximum of three (3) risers, outside the buildable area	N/A	0.8 m (2.6 ft.)
Maximum projection of a retaining wall, outside the buildable area	N/A	2.1 m (6.9 ft.)
Minimum setback of a parking structure above or partially above grade to any lot line	6.0 m (19.7 ft.)	Delete Requirement
Minimum setback of a parking structure completely below finished grade to any lot line	3.0 m (9.8 ft.)	Delete Requirement
Minimum width of an internal road/aisle	7.0 m (23.0 ft.)	6.0 m (19.7 ft.)
Minimum width of a sidewalk	2.0 m (6.6 ft.)	1.5 m (4.9 ft.)
Definition of Height	The vertical distance between the established grade and the highest point of the roof surface to a flat roof, the mean height level between the eaves and ridge of a sloped roof, the mean height	Height of all dwellings shall be measured from established grade

Zone Standards	Base RM4-Exception (Townhouse Dwellings) Zoning By-law Standards	Proposed RM4-Exception (Townhouse Dwellings) Zoning By-law Standards
	level between the eaves and highest point of the flat roof where there is a flat roof on top of a sloped roof, or the highest point of a structure without a roof (except semi-detached dwellings).	
Established Grade	Means, with reference to a building, structure or part thereof, the average elevation of the finished grade of the ground immediately surrounding such building or structure, and when used with reference to a street, means the elevation of the street, established by the Municipality or other designated authority.	Established grade shall be inclusive of top of retaining wall, where provided
Definition of Stacked Parking Space	N/A	Stacked parking space means a parking space that is positioned above or below another parking space and is accessed only by means of an elevating device
Stacked Parking Space Permissions	N/A	Required resident parking spaces permitted for back to back townhouse dwellings located within Areas K, L, M, Q, R, S, T and U
Tandem Parking Permissions	Tandem parking is permitted on a driveway in all Residential Zones except RA1 to RA5 zones	Also permitted within a garage
Balconies permitted outside of the Buildable Area	Balcony attached to the front, side and/or rear wall of townhouse dwellings - 1.0 m	Permitted in Area J, N, O and P
Maximum Dwelling Height	10.7 m (35.1 ft.)	15.6 m (51.2 ft.) flat roof in Area K, L, M, Q, R, S, T and U 12.5 m (41.0 ft.) flat roof in Area H, I, J, N, O, and P
Minimum Dwelling Width	5.0 m (17.1 ft.)	4.5 m (14.8 ft.) in Area H, I, K, L, M, Q, R, S, T and U

Zone Standards	Base RM4-Exception (Townhouse Dwellings) Zoning By-law Standards	Proposed RM4-Exception (Townhouse Dwellings) Zoning By-law Standards
		4.2 m (13.8 ft.) in Area J, N, O, and P

PEEL STANDARD CONDOMINIUM PLAN No. 753 BLOCK 19753

