

# City of Mississauga

## Corporate Report



<p>Date: December 23, 2022</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Originator's file: BL.09-CIT (All Wards)</p>
	<p>Meeting date: January 16, 2023</p>

### Subject

#### **PUBLIC MEETING INFORMATION / RECOMMENDATION REPORT (ALL WARDS)**

**Proposed City Initiated Amendments to Zoning By-law 0225-2007**

**File: BL.09-CIT (All Wards)**

### Recommendation

That the proposed amendments to Zoning By-law 0225-2007, as detailed in Appendix 2 of the report dated December 23, 2022, from the Commissioner of Planning and Building, be approved in accordance with the following:

1. That an implementing zoning by-law be enacted at a future City Council meeting.
2. That notwithstanding planning protocol, that this report regarding new and revised definitions and regulations in Zoning By-law 0225-2007, be considered both the public meeting, and combined information and recommendation report.

### Executive Summary

- Housekeeping amendments to the City's Zoning By-law are being proposed to update definitions and regulations, address zoning regulation interpretation issues, and respond to new industry trends.
- New regulations are also being proposed to ensure appropriate safety considerations are in place for pressurized containers, specifically those abutting zones with sensitive land uses, and regulations that will allow accessory uses to locate within transit terminals in order to encourage more sustainable and convenient transit use.
- This report provides background information and recommendations on the proposed zoning by-law amendments.

## Background

The City periodically amends the Zoning By-law to clarify wording, update definitions, delete or modify outdated regulations, introduce new regulations due to legislative requirements or new trends, or address zoning regulation interpretation issues. The purpose of this report is to present a series of amendments and to provide an opportunity for public comments.

## Comments

There are a number of proposed Zoning By-law changes from different sections of the by-law. The following is an overview of the most notable amendments. A detailed list of all proposed amendments is included in Appendix 2.

### PRESSURE CONTAINERS

The current Zoning By-law contains regulations for propane storage tanks, which limit the aggregate capacity on a property, restrict their location on a lot, and require a separation distance to zones that permit residential uses. However, propane storage tanks as currently defined within the by-law do not encompass other types of pressurized containers, such as liquid oxygen tanks that are used for medical purposes among other uses. As a result, other pressure containers are not regulated under the Zoning By-law and have no requirement for separation distances to sensitive land uses such as residential or the Downtown Core areas.

It should be noted that it is the responsibility of the Technical Standards and Safety Authority (TSSA) to inspect and audit pressurized equipment and quality programs in North America. Through the TSSA, inspectors examine pressurized equipment and facilities prior to operation and then periodically afterwards to ensure compliance with existing safety standards. The TSSA is essentially responsible for administering the regulatory oversight of boilers and pressure vessels (BPVs), which is addressed through the Boilers and Pressure Vessels Regulation (O. Reg. 220/01) and the Operating Engineers Regulation (O. Reg. 219/01), both of which are made under the *Technical Standards and Safety Act*. In determining the appropriate regulations for pressure containers, staff have consulted with the TSSA to understand their role and regulations that apply to pressure containers.

To ensure pressure containers are regulated with the appropriate safety considerations for sensitive land uses under the Zoning By-law, staff are proposing to amend the Zoning By-law to introduce a new definition, restrict their location to the rear yard, and prohibit them when abutting zones with residential uses and within the Downtown Core. The exception to these regulations are hospitals, which are only subject to a minimum separation distance of 10 m (32.8 ft.) to sensitive land uses.

### ACCESSORY USES IN TRANSIT TERMINALS

In consultation with Metrolinx, staff have been requested to consider permitting accessory uses within transit terminals. As such, a zoning by-law amendment is being proposed for transit

terminals in an effort to encourage more sustainable and convenient transit use, by enhancing the transit experience for commuters.

Accessory uses such as retail stores, take-out restaurants, service establishments, financial institutions and offices are being proposed within transit terminals, with the restriction that these accessory uses be located wholly within the transit terminal building. This restriction consequently means that the proposed accessory uses will be subject to the hours of operation of the transit terminals. In addition, all accessory uses will be limited to 30% of the total gross floor area. These regulations will ensure that any additional uses are truly accessory, and have the added benefit of not requiring any additional parking to accommodate the accessory uses.

### **INTERIOR DETAILING IN MOTOR VEHICLE WASH FACILITIES**

The Zoning By-law's current definitions for motor vehicle wash facility - commercial motor vehicle and motor vehicle wash facility – restricted do not capture uses such as interior detailing (i.e. cleaning). Staff have been receiving an increasing number of requests for stand-alone interior detailing facilities and as the Zoning By-law does not currently contemplate this type of use, interior detailing uses have been operating under a level of uncertainty within the by-law.

As such, staff are proposing to add interior detailing as a use to both the definitions for motor vehicle wash facility - commercial motor vehicle and motor vehicle wash facility – restricted. As a result, detailing facilities for passenger vehicles would be permitted in the E2 (Employment), E3 (Industrial) and C5 (Motor Vehicle Commercial) zones, while detailing for commercial motor vehicles (ex. trucks) would be permitted only in E3 zones. This amendment would incorporate a similar type of use to ones already permitted in these zones, and would ensure that the by-law is kept up-to-date with new industry trends across the City.

### **OTHER PROPOSED CHANGES**

Other minor proposed changes to the Zoning By-law include:

- Amending the regulation regarding frontage on a street, to also include frontage on a common element condominium road or a private road
- Updating the designated right-of-way width schedules to align with Mississauga Official Plan
- Clarifying that the definition of gross floor area – infill residential includes void areas that are open to below, and including a new definition of void area
- Adding a 4.5 m (14.8 ft.) front and exterior side lot line setback and a 2.5 m (8.2 ft.) interior side lot line setback for accessory buildings or structures to the RM4 (Townhouse) zone
- Clarifying that in the RM4 (Townhouse) zone, the minimum lot line setback from a townhouse to a street includes the front, side and rear wall of a townhouse
- Adding regulation to the RM9 and RM10 (Back to Back and Stacked Townhouses) and RM11 (Back to Back Townhouses on a CEC-Road) zones to clarify the minimum widths for sidewalks adjacent to a street, condominium road, private road or common element condominium road

- Clarifying that in the RM11 (Back to Back Townhouses on a CEC-Road) zone, the minimum setback is measured from a building rather than a lot

A detailed list of each proposed amendment, with explanations is provided in Appendix 2.

## Planning Analysis Summary

A detailed Planning Analysis of the applicable land use policies and regulations can be found in Appendix 1.

### LAND USE POLICIES AND REGULATIONS

The *Provincial Policy Statement* (PPS) establishes the overall policy directions on matters of provincial interest related to land use planning and development within Ontario. It sets out province-wide direction on matters related to the efficient use and management of land and infrastructure; the provision of housing; the protection of the environment, resources and water; and, economic development.

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) builds upon the policy framework established by the PPS and provides more specific land use planning policies, which support the achievement of complete communities, a thriving economy, a clean and healthy environment and social equity. The Growth Plan establishes minimum intensification targets and requires municipalities to direct growth to existing built-up areas and strategic growth areas to make efficient use of land, infrastructure and transit.

The *Planning Act* requires that municipalities' decisions regarding planning matters be consistent with the *Provincial Policy Statement* (PPS) and conform with the applicable provincial plans and the Region of Peel Official Plan (ROP). Mississauga Official Plan is generally consistent with the PPS and conforms with the Growth Plan, the *Greenbelt Plan*, the *Parkway Belt West Plan* and the ROP.

The proposed zoning by-law amendments are consistent with the *Provincial Policy Statement* and conform to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan.

## Financial Impact

There is no financial impact.

## Conclusion

In summary, the proposed zoning by-law amendments are acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposed amendments to Zoning By-law 0225-2007, as amended, conform with the policies of Mississauga Official Plan.

2. Regular updates to definitions and regulations are required to address interpretation issues and new trends.
3. Clarification is being provided to staff and applicants, leading to efficiencies in reviewing development proposals.

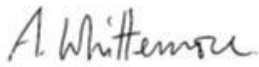
Should the amendments be approved by Council, the implementing zoning by-law will be brought forward to Council at a future date.

## Attachments

Appendix 1: Detailed Planning Analysis

Appendix 2: Proposed Zoning By-law Amendments

Appendix 3: Revised Right-of-Way Width Schedules 1 and 2



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

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# Information/Recommendation Report

## Detailed Planning Analysis

### City Initiated Zoning By-law Amendment

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## 1. Summary of Applicable Policies, Regulations and Proposed Amendments

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these proposed amendments have been reviewed and summarized in the sections below. Only key policies relevant to the proposed

amendments have been included. The summary tables listed in the subsections below should be considered a general summary of the intent of the policies and should not be considered exhaustive. The proposed amendments have been evaluated based on these policies.

Policy Document	Legislative Authority/Applicability	Key Policies
<b>Provincial Policy Statement (PPS)</b>	<p>Zoning and development permit by-laws are also important for implementation of this Provincial Policy Statement. (PPS Part I)</p> <p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Building Strong Healthy Communities (PPS Part V)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Healthy, liveable and safe communities are sustained by: avoiding development and land use patterns which may cause environmental or public health and safety concerns. (PPS 1.1.1.c)</p> <p>A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation. (PPS 1.6.7.4)</p>
<b>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</b>	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	N/A – City's proposed amendments are not related to growth
<b>Region of Peel Official Plan (ROP)</b>	<p>The Regional Council adopted a new ROP on April 28, 2022 and the Minister of Municipal Affairs and Housing approved the new ROP with 44 modifications on November 4, 2022.</p>	<p>The ROP identifies the lands affected by the proposed zoning by-law amendments as being located within Peel's Urban System.</p> <p>General objectives of ROP, as outlined in Section 5.2, include providing a diversity of complete healthy communities, offering a wide range and mix of</p>

Policy Document	Legislative Authority/Applicability	Key Policies
	The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate proposed zoning by-law amendments.	<p>housing, employment, and recreational and cultural activities. These communities will be served and connected by a multi-modal transportation system and provide an efficient use of land, public services, finances and infrastructure, while respecting the natural environment, hazards and resources, and the characteristics of existing communities in Peel.</p> <p>It is the policy of Regional Council to:</p> <p>Plan for major facilities and sensitive land uses to be appropriately designed, buffered and/or separated from each other to prevent adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with the applicable provincial guidelines, standards and procedures.(ROP 5.3.3)</p> <p>Encourage a balance mix of transit-supportive uses, as defined by local municipalities, such as residential, retail, offices, open space, and public uses that supports the needs of employees and residents in a walkable environment. (ROP 5.6.19.2)</p>

### Mississauga Official Plan

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019 and Amendment No. 1 (2020).

The proposed amendments to the Zoning By-law do not require an amendment to Mississauga Official Plan (MOP).

### Relevant Mississauga Official Plan Policies

The following policies are applicable in the review of the proposed city initiated zoning by-law amendment. In some cases the description of the general intent summarizes multiple policies.



	<b>General Intent</b>
<b>Chapter 5 Direct Growth</b>	<p>Mississauga will protect and conserve the character of stable residential Neighbourhoods. (Section 5.1.7)</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale. (Section 5.3.5.6)</p>
<b>Chapter 7 Complete Communities</b>	New development will be compatible with the physical, social and environmental attributes of the existing community. (Section 7.6.1.5)
<b>Chapter 8 Create a Multi Modal City</b>	<p>The design and management of transit facilities will employ a variety of techniques, which consider the convenience and comfort of transit users, to promote transit as a primary mover of people. (Section 8.3.2)</p> <p>Mobility hubs may be required to provide amenities such as secure storage facilities for bicycles, car-share drop-off areas, heated waiting areas, traveler information centres, cafes and restaurants, as well as services such as daycares, grocery stores or post offices. (Section 8.6.3)</p>
<b>Chapter 9 Build A Desirable Urban Form</b>	<p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character. (Section 9.1.3)</p> <p>The city vision will be supported by site development that:</p> <ul style="list-style-type: none"> <li>c. demonstrates context sensitivity, including the public realm;</li> <li>d. promotes universal accessibility and public safety; (Section 9.1.10)</li> </ul> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ul style="list-style-type: none"> <li>b. Respect the continuity of front, rear and side yard setbacks;</li> <li>g. Be designed to respect the existing scale, massing, character and grades of the surrounding area. (Section 9.2.2.3)</li> </ul> <p>Development proposals should enhance public streets and the open space system by creating a desirable street edge condition. (Section 9.5.4.1)</p>
<b>Chapter 10 Foster a Strong Economy</b>	Mississauga will encourage a range of employment opportunities reflective of the skills of the resident labour force. (Section 10.1.1)
<b>Chapter 19 Implementation</b>	<p>To provide consistent application of planning and urban design principles, all development applications will address, among other matters:</p> <ul style="list-style-type: none"> <li>a. the compatibility of the proposed development to existing or planned land uses and forms, including the transition in height, density, and built form (Section 19.4.3)</li> </ul>

## **2. Provincial Policy Statement, 2020 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019 and Amendment No. 1 (2020)**

The *Provincial Policy Statement* (PPS) and the *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) provide policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

## **3. Consistency with PPS**

The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards. Several revisions to the zoning by-law are proposed, however, only the proposed amendments related to pressure containers, transit terminals and interior vehicle detailing are influenced by the policies contained in the PPS.

Section 1.1.1.c of the PPS, as referenced above, speaks to ensuring that development and land use patterns which may cause environmental or public health and safety concerns are avoided. The proposed definition and regulations related to pressure containers is consistent with the PPS, as the regulation endeavours to prevent environmental health or safety concerns by ensuring that pressure containers are restricted from bordering zones with Residential uses and within the Downtown Core.

Section 1.3 of the PPS, as referenced above, directs that planning authorities shall promote economic development by supporting a wide range of economic activities and taking into account the needs of existing and future businesses. Permitting stand-alone interior vehicle detailing businesses aligns with this direction by permitting the use in appropriate locations.

Section 1.6.7.4 of the PPS, as referenced above, relates specifically to transportation systems and speaks to promoting land use patterns, densities and a mix of uses which minimize the length and number of vehicle trips and support current and future use of transit and active transportation. The proposed zoning by-law amendment related to adding accessory uses to transit terminals is consistent with the PPS as it would allow for an efficient, complementary mix of uses that would reinforce the PPS' objective to minimize the length and number of vehicle trips and bolster current and future use of transit.

#### 4. Conformity with Growth Plan

The Growth Plan was updated May 16, 2019, in order to support the "More Homes, More Choice" government action plan that addresses the needs of the region's growing population. The new plan is intended, amongst other things, to increase the housing supply and make it faster and easier to build housing. Pertinent changes to the Growth Plan include:

- The Vision for the Growth Plan now includes the statement that the Greater Golden Horseshoe will have sufficient housing supply that reflects market demand and what is needed in local communities.
- Section 2.2.2.3 requires municipalities to encourage intensification generally throughout the delineated built-up area. Previous wording referred to encouraging intensification to generally achieve the desired urban structure.
- Section 2.2.2.3 also directs municipalities to identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.

The proposed City-initiated zoning by-law amendments are not related to growth and as such conforms to the Growth Plan.

#### 5. Region of Peel Official Plan

The proposed amendments do not require an amendment to the Region of Peel Official Plan.

The proposed zoning by-law amendments are located within the Urban System of the Region of Peel, however, they do not require an amendment to the Region of Peel Official Plan.

Section 5.3.3 referenced in the above table provides the City with the required regulations necessary to appropriately buffer sensitive land uses, such as pressure containers, in order to minimize public health and safety risks.

Section 5.6.19.2 directs the City to ensure Major Transit Stations are appropriately planned to create a compact urban form with a diverse mix of land uses such as residential, retail, offices, open space, and public uses. The proposed accessory uses for transit terminals achieves this objective as it provides the opportunity to create efficient and compact transit-supportive uses that supports the needs of both employees and commuters.

Overall, the proposed amendments conform to the ROP as they represent efficient and safe use of land.

#### 6. Mississauga Official Plan (MOP)

The proposed City-initiated zoning by-law amendments will protect and conserve the character of stable residential Neighbourhoods by requiring proposed development, on lots adjacent to zones which permit residential and Downtown Core uses, be compatible and sensitive with the character of the surrounding area. Applying this MOP lens will ensure a layer of public safety with regards to sensitive land uses such as those within residential and the Downtown Core zones.

MOP's direction regarding the promotion and design of efficient transit facilities will be reinforced as the proposed zoning by-law amendment will create compact transit terminals, which cater to the needs of commuters through the provision of convenient ancillary uses such as retail, service establishments, etc.

The proposed zoning by-law amendment conforms with the above listed MOP sections, as the amendments are in keeping with the principles of context sensitivity, public safety, as well as respect for the character and grades of the surrounding area. Additionally, the proposed amendments seek to uphold the principles of enhanced public streets by restricting the use of pressure containers in front or side yards. This ensures the continuation of desirable street edge conditions.

The proposed amendments also foster a strong economy by supporting a wide range of economic activity, including new businesses that may not currently be permitted.

Overall, the proposed City-initiated zoning by-law amendments conform to MOP by reinforcing the understanding of the character of existing and planned neighbourhoods, helping to control incompatible activities and ensuring compact and efficient land uses that are both transit and community supportive.

## 7. Zoning

Please see Appendix 2: Proposed Zoning By-law Amendments in this regard.

## 8. Conclusions

City staff have evaluated the proposed amendments against the *Provincial Policy Statement*, Region of Peel Official Plan and Mississauga Official Plan.

Based on the above analysis, staff are of the opinion the proposed zoning by-law amendments are consistent with the *Provincial Policy Statement* and conform to the Region of Peel Official Plan. Further, staff are of the opinion the proposed amendments can be supported, as they would allow for more comprehensive by-law definitions and regulation that incorporates the changes and needs of businesses and residents of the City while at the same time ensuring that public health and safety are at the forefront of land use planning. It would also allow for added flexibility for transportation systems to promote competitive, compact and sustainable uses for transit terminals and commuters.

**Proposed Zoning Regulations**

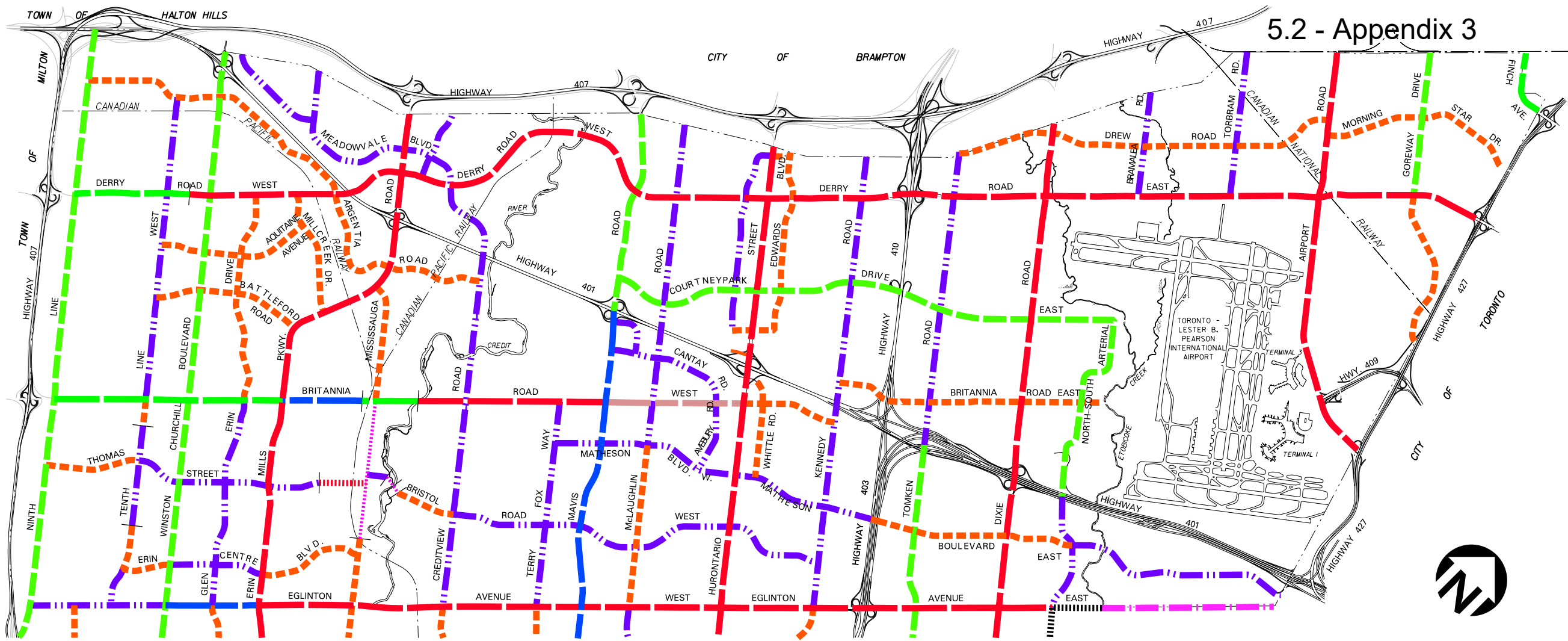
#	SECTION NUMBER	PROPOSED REVISION	COMMENT/EXPLANATION
<b>Section 1.2: Definitions</b>			
1	Gross Floor Area (GFA) – Infill Residential	Replace “the area of void in a floor” with “any void areas”	This will clarify that areas that are open to below do not need to be considered a gap in the floor, but can be considered a void area, in accordance with the new definition to be introduced.
2	Motor Vehicle Wash Facility - Commercial Motor Vehicle	Amend the definition to include interior cleaning of vehicles.	The amended definition will clarify that interior detailing is permitted as a stand-alone use in zones where a motor vehicle wash facility – commercial motor vehicle is permitted.
3	Motor Vehicle Wash Facility - Restricted	Amend the definition to include interior cleaning of vehicles.	The amended definition will clarify that interior detailing is permitted as a stand-alone use in zones where a motor vehicle wash facility – restricted is permitted.
4	Pressure Container	Add a new definition that a pressure container is located outdoors in a fixed location, and would hold pressurized liquids or gases, but does not include ones that are otherwise regulated by the by-law.	Create a definition to clarify what constitutes a pressure container. This definition will exclude specific use pressure containers if they are regulated elsewhere in the by-law, for example propane cylinders and propane storage tanks.

#	SECTION NUMBER	PROPOSED REVISION	COMMENT/EXPLANATION
5	Void Area	Add a new definition that includes any conditioned space that has the potential to add additional gross floor area without altering the external dimensions of the dwelling.	The new definition will provide clarity to the interpretation of what can be included in the calculation of gross floor area – infill residential, in accordance with the original intent of the revised/new regulations in By-law 0208-2022.
<b>Part 2: General Provisions</b>			
6	Table 2.1.2.2.5 – Pressure Container	Add new table with regulations for pressure containers to:  a) Prohibit pressurized containers from lands abutting Residential, Downtown Core or C4 (Mainstreet Commercial) zones, b) Prohibit pressure containers in front yards, interior side yards or exterior side yards c) Exempt hospitals from a. and b. above d) Provide a 10 m (32.8 ft.) minimum setback criteria for pressure containers located in Institutional zones	Create regulations that ensure pressure containers have appropriate safety considerations for sensitive land uses.
7	2.1.3.1 Frontage on a Street	Amend the regulation to include a CEC – Road or a Private Road.	CEC – Roads and Private Roads were inadvertently omitted in the original regulation.
8 & 9	Schedules 2.1.14(1) and 2.1.14(2) Designated Right-of-Way Widths	Update the outdated schedules.	Amendments have been made to the corresponding Official Plan Schedule which the Zoning By-law must match. See Appendix 3 for the revised schedules.

#	SECTION NUMBER	PROPOSED REVISION	COMMENT/EXPLANATION
10	Table 2.1.9.10 Transit Terminal and/or Transit Corridor	<p>Add retail store, take-out restaurant, financial institution, service establishment, medical office, and office as permitted accessory uses.</p> <p>Add a new regulation to cap permitted accessory uses at 30% of the total gross floor area - non-residential.</p>	Amend the transit terminal and/or transit corridor regulations to include accessory uses and associated non-residential gross floor area maximums. The amendment also stipulates that the proposed accessory uses must be located wholly within the transit terminal, with no direct external access. This ensures the accessory uses are truly accessory to the transit terminal as they will be subject to the hours of operation of the transit terminal in which they are located.
<b>Part 4.10: RM4 Zone (Townhouses)</b>			
11	Table 4.10.1 - RM4 Permitted Uses and Zone Regulations	<p>Amend Line 7.1 to remove the phrase "/or".</p> <p>Insert lot line setbacks for accessory buildings or structures as follows:</p> <p>a) front and exterior side lot lines: 4.5 m (14.8 ft.)</p> <p>b) interior side lot lines: 2.5 m (8.2 ft.)</p>	<p>The removal of this phrase "/or" is required to clarify that the lot line setback would apply to the each of the front, side and rear wall of a townhouse.</p> <p>The accessory buildings and structures provisions state that the exterior and interior side yard regulations of the applicable zone shall apply. However, the current base RM4 (Townhouse) zone does not contain those provisions but rather contains setback provisions. The proposed setbacks align with the intent of the accessory structure provisions that the exterior and interior side lot line</p>

#	SECTION NUMBER	PROPOSED REVISION	COMMENT/EXPLANATION
			regulations of the applicable zone shall apply. A setback of 4.5 m (14.8 ft.) is proposed as condominium townhouse developments are generally large and the buildings are not configured in a standard format such as low density lots.
<b>Part 4.14.1 RM9 and RM10 Zone (Back To Back And Stacked Townhouses)</b>			
12	Table 4.14.1 – RM9 and RM10 Permitted Uses and Zone Regulations	Add Line 14.5 to clarify the criteria for minimum sidewalk widths adjacent to a street, condominium road, private road or CEC – road	The addition of Line 14.5 will ensure sidewalk widths comply with Mississauga's Engineering drawing standards for condominium private roads.
<b>Part 4.14A RM11 Zone (Back To Back Townhouses On A CEC - Road)</b>			
13	Table 4.14.A.1 – RM11 Permitted Uses and Zone Regulations	<p>Amend Lines 9.3 and 9.4: Remove the words "lot with any" and replaced with "building to a".</p> <p>Add Line 12.8 to clarify the criteria for minimum sidewalk widths adjacent to a street, condominium road, private road or CEC – road</p>	<p>Setback regulations require both a "to" and a "from" to ensure appropriate measurement. Such points of reference were omitted from the original regulation.</p> <p>The addition of Line 12.8 will ensure sidewalk widths comply with Mississauga's Engineering drawing standards for condominium private roads.</p>

























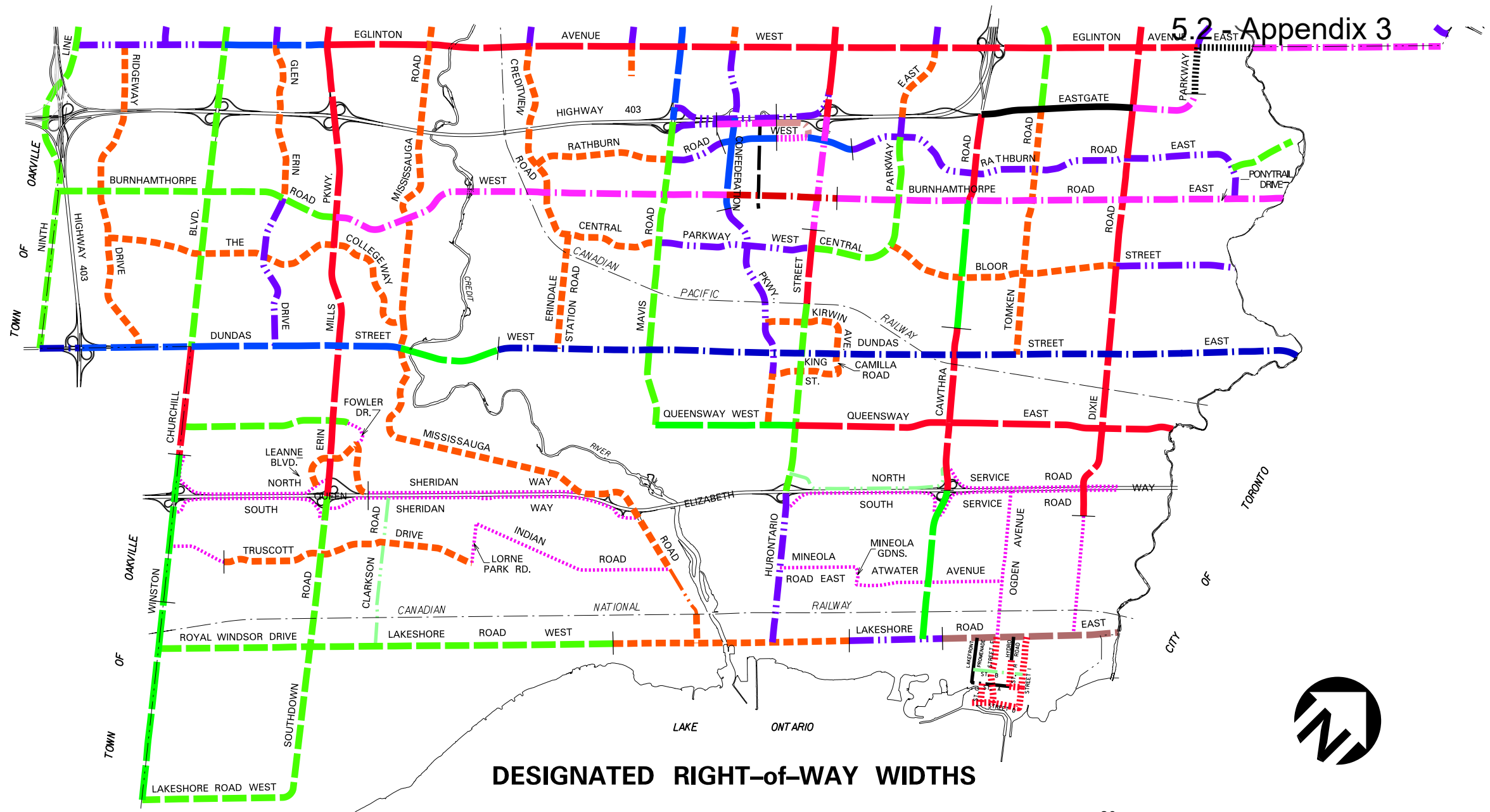


## DESIGNATED RIGHT-OF-WAY WIDTHS

NOTE:

1. These are considered basic rights-of-way. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate bus bays, transit stations along Major Transit Corridors, Bus Rapid Transit facility, Bus Rapid Transit stations, auxilliary lanes, side slopes, bicycle paths, streetscape works, etc.























	<b>Provincial Highway and Interchange</b>		44.5m		30m		20m
	67m		43.5m		27.5m		
	65m		42m		26m-35m		
	60m		40m		26m		
	55m		36m		23m-26m		
	50m		35m		22m		
	45m		30m-50m		20m-26m		



# DESIGNATED RIGHT-OF-WAY WIDTHS

NOTE:

1. These are considered basic rights-of-way. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate bus bays, transit stations along Major Transit Corridors, Bus Rapid Transit facility, Bus Rapid Transit stations, auxilliary lanes, side slopes, bicycle paths, streetscape works, etc.

	Provincial Highway and Interchange		44.5m		30m		20m
	67m		43.5m		27.5m		
	65m		42m		26m-35m		
	60m		40m		26m		
	55m		36m		23m-26m		
	50m		35m		22m		
	45m		30m-50m		20m-26m		