

Site Specific Modifications to the Mixed Use Medium Density (C5) Zone

Regulation	Required	Modification	Analysis
Surfaces of Parking Spaces and Parking Lots	Parking lots in all zones, except the Rural Classification Zones, shall be designed and maintained with stable surfaces such as asphalt, concrete or other hard-surfaced material.	May include exhaust and intake vents provided at grade.	All of the parking spaces are provided with stable surfaces such as asphalt and concrete. There are two vents from the underground parking structure within the driveways. The vents would be of stable construction and are at grade so as not to restrict the passage of vehicles. Therefore, staff supports this modification.
Barrier Free Parking Space Sizes	Notwithstanding [Section 5.2 b)], in the case of a barrier free parking, each parking space shall have a minimum width of 4.4 metres and a minimum length of 5.8 metres.	Notwithstanding Section 5.2 b), barrier free parking spaces shall be a minimum of 2.8 metres in width and 5.8 metres in length, accompanied by a painted aisle of not less than 1.5 metres in width.	The proposed barrier free parking spaces are designed in accordance with AODA guidelines, and particularly allows for the painted aisle to be shared between two adjacent spaces. The width of the parking stalls is sufficient for vehicles in a mixed use development. Therefore, staff supports this modification.
Landscaped Area(s) or Landscaped Parking Island(s) Within a Parking Lot	Landscaped Area(s) or Landscaped Parking Island(s) with a minimum combined area of 10% of the area of the parking lot and associated access driveway and Maneuvering areas shall be provided and maintained;	Landscaped Area(s) or Landscaped Parking Island(s) with a minimum combined area of 7% of the area of the parking lot and associated access driveway and Maneuvering areas shall be provided and maintained.	In addition to 3.0 metre wide planting strip requirements between parking areas and street lines, landscaped areas / parking islands are required where 50 or more parking spaces are provided on a lot and are required to be adjacent to parking spaces. The intent of this regulation is to ensure that large parking areas are adequately landscaped to mitigate negative microclimate impacts or to create the urban heat island effect. As shown on the Preliminary Site Plan (attached as Appendix "F" to Report PED21223), surface parking spaces are separated into four separate areas, with the southeast lot containing 50 spaces. This area contains ±147.1 m ² of landscaped areas, representing over 10% of this parking area. However, the aggregate area of the parking lot

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Landscaped Area(s) or Landscaped Parking Island(s) Within a Parking Lot Continued					and associated access driveway and maneuvering areas and qualifying landscaped areas represents an area of $\pm 7.2\%$. The proposed parking arrangement and overall landscaped areas meet the intent of the by-law. Therefore, staff supports this modification.
Minimum Number of Barrier Free Parking Spaces	201 - 1000 spaces: Minimum 2 spaces + 2% of the total number of required parking spaces.			11 spaces.	As per the proposed modifications to the total number of required parking spaces below, the total number would be 567 spaces which would require 13 barrier free parking spaces. However, the current total parking requirement per dwelling unit is 1.0 spaces, for a total of 454 parking spaces, or 11 barrier free parking spaces. Thus, the reduction is a result of an increase in total parking requirements and remains reflective of the proportion of the number of dwelling units and gross floor areas. Therefore, staff supports this modification.
Number of Parking Spaces for a Multiple Dwelling		Min.	Max.	a) Minimum 1.25 parking spaces per dwelling unit; and, b) Maximum 1.5 parking spaces per dwelling unit.	The standard of parking spaces for the Commercial Mixed Use Zones are anticipated for a more urban context, with different modes of transportation available to offset potential automobile usage. There is limited transit available in the surrounding area, which warrants an increased minimum number of parking spaces. A maximum number of parking spaces is included to ensure there would be no oversupply of parking. Therefore, staff supports this modification.
	<50 m ²	0.3/unit	1.0/unit		
	>50 m ²				
	1-14 units	0.7/unit	1.25/unit		
	15-50 units	0.85/unit	1.25/unit		
	51+ units	1.0/unit	1.25/unit		

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Number of Parking Spaces for Commercial Uses	<i>Varies.</i>	<ul style="list-style-type: none"> a) 0 where a commercial unit is less than 450.0 square metres in gross floor area per commercial unit; and, b) 1 for each 17.0 square metres of any gross floor area between 450.0 square metres and 4,000.0 square metres per commercial unit. 	<p>Based on the Preliminary Site Plan (attached as Appendix “F” to Report PED21223), there are 31 commercial units designed with approximately 77 m² of gross floor area; however, specific uses have not been determined at this stage and tenancies may be subject to change and may occupy multiple units occupying greater than 450 m². Therefore, the parking regulations for a Shopping Centre (within a Commercial and Mixed Use Zone) for areas less than 4,000.0 square metres is being applied to provide clarity for the future range of tenancies.</p> <p>Therefore, staff supports this modification.</p>
Bicycle Parking Requirements	<p>Multiple Dwelling: Minimum of 5 per dwelling.</p> <p>Commercial Uses: Minimum of 5 per building (<i>some use exceptions apply</i>).</p> <p>Notwithstanding [Section 5.7 c)], for any Office, Personal Services, Restaurant, or Retail use less than 450.0 square metres no short-term bicycle parking space(s) shall be required.</p>	<ul style="list-style-type: none"> • A minimum of 94 short-term bicycle parking spaces shall be provided for all Multiple Dwellings. • Notwithstanding Section 5.7 c), for any Commercial unit less than 450.0 square metres no short-term bicycle parking space(s) shall be required. 	<p>The proposed development includes 22 buildings, with one standalone commercial building, five commercial use buildings with dwelling units above, and 16 Multiple Dwellings. The 16 Multiple Dwellings would require 80 short-term bicycle parking spaces and 94 are proposed, representing a 17.5% increase. As commercial uses are not specified it is unclear how many bicycle parking space may be required but it could range between 0 and 30 spaces. As per the notwithstanding clause for Office, Personal Services, Restaurant, or Retail uses, and that no commercial unit is intended to be greater than 450 m² in gross floor area, it can be assumed that no additional short-term bicycle parking spaces would be required.</p> <p>Thus, the additional 14 spaces above the minimum requirement for Multiple Dwellings, which is nearly in the middle of the potential</p>

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Bicycle Parking Requirements Continued			<p>range for commercial uses under the existing regulations, would provide adequate minimum short-term bicycle parking spaces for the proposed development.</p> <p>Therefore, staff supports this modification.</p>
Additional Prohibited Uses	n/a	<ul style="list-style-type: none"> • Commercial Entertainment; • Commercial Parking Facility; • Commercial Recreation; • Conference or Convention Centre; • Educational Establishment; • Emergency Shelter; • Funeral Home; • Hotel; • Laboratory; • Lodging House; • Motor Vehicle Gas Bar; • Motor Vehicle Service Station; • Motor Vehicle Washing Establishment; • Performing Arts Theatre; • Place of Assembly; • Place of Worship; • Residential Care Facility; • Retirement Home; and, • Transportation Depot. 	<p>The C5 Zone permits a wide range of retail, service, commercial, entertainment, and residential uses serving the surrounding community. Given the proposed built form ranges from a small one storey commercial building to mixed use buildings with ground floor commercial space with each building between being 300 and 550 m² of commercial space, large scale, institutional, and automobile-oriented uses would not be appropriate on the subject lands.</p> <p>Therefore, staff supports this modification.</p>

<p>Building Setback from a Street Line</p>	<ul style="list-style-type: none"> • Minimum 3.0 metres. • Maximum 4.5 metres. 	<p>From Vince Mazza Way:</p> <ol style="list-style-type: none"> Minimum 0.9 metres and maximum 4.5 metres to a ground floor commercial use; and, Minimum 3.0 metres and maximum 5.5 metres to a ground floor dwelling unit. <p>From Winona Road:</p> <ol style="list-style-type: none"> Minimum 7.0 metres from a front façade; Minimum 3.0 metres from an end façade; and, No maximum. <p>From South Service Road:</p> <ol style="list-style-type: none"> Minimum 17.8 metres; and, No maximum. <p>From a daylighting triangle or curve:</p> <ol style="list-style-type: none"> Minimum 0.6 metres. 	<p>The requirement for a minimum setback along street lines is to ensure that there is sufficient room to allow for opening doors, to respect the relationship and transition between the private and public realms, and accommodate decorative landscaping or other use-specific facilities such as bicycle parking; and the requirement for a maximum setback along street lines is to ensure buildings address and enclose the street while allowing for space for pedestrian amenities, variation in building façades, etc.</p> <p>The above applies to the pedestrian oriented street along Vince Mazza Way to maintain a strong relationship between the proposed buildings and the pedestrian realm and streetscape (see the Preliminary Site Plan attached as Appendix “F” to Report PED21223), while ensuring that, at a minimum, commercial storefront door swings will not encroach into the public sidewalk.</p> <p>The interface with Winona Road requires an increase to the setback due to proximity to overhead hydro lines and the significant slope and required retaining wall along the Winona Road overpass. To be able to incorporate landscaped buffer strips with tree plantings, sidewalk, porches and basement terraces within setback, staff recommend the front façade setback be increased from 6.35 metres to 7.0 metres, which will affect Buildings 1I, 1J, and 1K.</p> <p>South Service Road is an auto-oriented minor arterial roadway where a close urban streetscape is not appropriate. Further, the</p>
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Building Setback from a Street Line Continued			<p>MTO requires a minimum setback of 14.0 metres in this area. The proposed minimum setback of 17.8 metres affords a 3.8 metre setback from the MTO setback to allow space for private sidewalks, landscaped areas, porches, and stairs.</p> <p>The setbacks from daylighting triangles are intended to be reflective of providing consistent street lines with the above setbacks. Further, the reduced setback along a curve applies to the bend in Vince Mazza Way, for the location of the building at the prominent intersection. There is sufficient space to provide a small plaza and widened sidewalk in the boulevard at this intersection, which would mitigate any minimal encroachment of commercial storefront door swings.</p> <p>Therefore, staff supports these modifications.</p>
Minimum Rear Yard	7.5 metres	Shall not apply.	<p>The subject lands are bounded by roads on all sides, therefore this regulation does not apply. All other applicable setback regulations remain in effect.</p> <p>Therefore, staff supports this modification.</p>
Building Height	<p>a) Minimum 7.5 metre façade height for any portion of a building along a street line;</p> <p>b) Maximum 22.0 metres; and,</p> <p>c) In addition to <i>[a) above]</i> and notwithstanding <i>[b) above]</i>, any building height above 11.0 metres may be</p>	<ul style="list-style-type: none"> • Minimum 5.0 metre façade height for any portion of a building along a street line located less than 3.0 metres from the street line; • Minimum 7.5 metre façade height for any portion of a building along a street line located at or 	<p>As discussed above, building setbacks and height ensure a positive relationship between the pedestrian public realm and the adjacent building massing. Accordingly, as the building located at the curve along Vince Mazza Way is proposed to be setback closer to the street, a reduced minimum height is warranted. The remaining three storey mixed use buildings are approximately 10 metres in height.</p>

Building Height Continued	<p>equivalently increased as the yard increases beyond the minimum yard requirement established in Section 10.5.3 b) and c) when abutting a Residential or Institutional Zone to a maximum of 22.0 metres.</p> <p>d) <i>[regulations for rooftop amenity area]</i></p>	<p>more than 3.0 metres from the street line; and,</p> <ul style="list-style-type: none"> Maximum 16.0 metres. 	<p>The maximum height has been reduced to reflect the height of the proposed four storey multiple dwellings to ensure compatibility in scale with the surrounding area.</p> <p>Therefore, staff supports these modifications.</p>
Minimum Gross Floor Area for Retail and Service Commercial Uses	<ul style="list-style-type: none"> n/a 	<ul style="list-style-type: none"> 1,900 square metres. 	<p>To ensure compliance with the proposed Official Plan Amendment (attached as Appendix "B" to Report PED21223), a minimum commercial gross floor area shall be required. The applicant has proposed a total of 2,475 m² of commercial space and confirmed the commercial Gross Floor Area within the ground floor will be 1,900 m² which excludes space occupied by stairs leading up to the residential units, but does include space occupied by stairs that lead to the underground storage for the commercial units.</p> <p>Therefore, staff supports this modification.</p>

<p>Built form for New Development</p>	<p>In the case of new buildings constructed after the effective date of this by-law or additions to buildings existing as of the effective date of this by-law:</p> <ul style="list-style-type: none"> i) Rooftop mechanical equipment shall be located and/or screened from view of any abutting street; ii) For an interior lot or a through lot the minimum width of the ground floor façade facing the front lot line shall be greater than or equal to 40% of the measurement of the front lot line; iii) For a corner lot the minimum combined width of the ground floor façade facing the front lot line and flankage lot line shall be greater than or equal to 50% of the measurement of all lot lines abutting a street; iv) In addition to Section i), ii) and iii) [above], the minimum width of the ground floor façade facing the front and flankage lot lines shall 	<p>In the case of new buildings constructed after the effective date of this by-law or additions to buildings existing as of the effective date of this by-law:</p> <ul style="list-style-type: none"> a) Rooftop mechanical equipment shall be located and/or screened from view of any abutting street; b) For an interior lot or a through lot the minimum width of the ground floor façade facing the front lot line shall be greater than or equal to 40% of the measurement of the front lot line; c) For a corner lot the minimum combined width of the ground floor façade facing the front lot line and flankage lot line shall be greater than or equal to 50% of the measurement of all lot lines abutting a street; d) In addition to Subsections a), b) and c) above, the minimum width of the ground floor 	<p>As a result of the OLT appeal, as the existing regulations are not yet final and binding, they have been included in the amending by-law.</p> <p>With respect to Subsections i), ii), iii), iv), vi), and viii), these regulations have been carried forward in the site specific by-law without any modifications.</p> <p>With respect to Subsection vii), this regulation has been modified as Subsection f) to only apply to the commercial uses. The principal residential entrances are located within the interior of the subject lands or oriented towards South Service Road or Winona Road and public sidewalks or access to future public sidewalks would not be available. The intent of this regulation is to locate primary building entrances parallel to and as close to the street as possible to create comfortable pedestrian environments. The principal commercial entrances are within the ground floor façade that is set back closest to a street. The principal residential entrances are accessible from the building façade with direct access from the public sidewalk.</p> <p>Therefore, staff supports these modifications.</p>
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<p>Built form for New Development Continued</p>	<p>exclude access driveways and any required yards within a lot line abutting a street;</p> <p>v) For commercial development existing at the time of the passing of the By-law, the Section 10.5.3 g) ii) and iii) shall not apply to new commercial buildings subject to the following:</p> <ol style="list-style-type: none"> 1. The maximum Gross Floor Area of each building shall be 650 square metres; and, 2. Notwithstanding Section 10.5.3d)i), the minimum building height shall be 6.0 metres. <p>vi) No parking, stacking lanes, or aisles shall be located between the required building façade and the front lot line and flankage lot line;</p> <p>vii) A minimum of one principal entrance shall be provided:</p> <ol style="list-style-type: none"> 1. within the ground floor façade that is set back 	<p>façade facing the front and flankage lot lines shall exclude access driveways and any required yards within a lot line abutting a street;</p> <p>e) No parking, stacking lanes, or aisles shall be located between the required building façade and the front lot line and flankage lot line;</p> <p>f) A minimum of one principal entrance to a building containing commercial uses shall be provided:</p> <ol style="list-style-type: none"> 1. within the ground floor façade that is set back is closest to a street; and, 2. shall be accessible from the building façade with direct access from the public sidewalk. <p>g) A walkway shall be permitted in a Planting Strip where required by the By-law;</p>	
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<p>Built form for New Development Continued</p>	<p>is closest to a street; and,</p> <p>2. shall be accessible from the building façade with direct access from the public sidewalk.</p> <p>viii) A walkway shall be permitted in a Planting Strip where required by the By-law;</p> <p>ix) Notwithstanding Section 10.5.3, for properties designated under the Ontario Heritage Act, any alternative building design or building materials approved through the issuance of a Heritage Permit shall be deemed to comply with this Section;</p>		
<p>Minimum Amenity Area for Dwelling Units and Multiple Dwellings</p>	<p>On a lot containing 10 dwelling units or more, the following Minimum Amenity Area requirements be provided:</p> <p>i) An area of 4.0 square metres for each dwelling unit less than or equal to 50 square metres of gross floor area;</p>	<p>In addition to the Minimum Amenity Area requirements, any balcony or rooftop amenity area shall be less than 4.0 metres in depth.</p>	<p>In accordance with MOECP guidelines, sound level limits are specified for outdoor living areas (OLAs) which include balconies and rooftop amenity areas with a minimum depth of 4 m. These areas will be restricted to less than 4 m for each dwelling unit to ensure they do not qualify as OLA or require noise mitigation measures.</p> <p>Therefore, staff supports this modification.</p>

<p>Minimum Amenity Area for Dwelling Units and Multiple Dwellings Continued</p>	<p>ii) An area of 6.0 square metres for each dwelling unit greater than 50 square metres of gross floor area; and,</p> <p>iii) In addition to the definition of Amenity Area in Section 3: Definitions, an Amenity Area located outdoors shall be unobstructed and shall be at or above the surface, and exposed to light and air.</p>		
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