



**CITY OF HAMILTON**  
**PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT**  
**Planning Division**

<b>TO:</b>	Chair and Members Planning Committee
<b>COMMITTEE DATE:</b>	March 1, 2016
<b>SUBJECT/REPORT NO:</b>	Application for an Urban Hamilton Official Plan Amendment and Zoning By-law Amendment for Lands Located at 2605 Binbrook Road East (Glanbrook) (PED16068) (Ward 11)
<b>WARD(S) AFFECTED:</b>	Ward 11
<b>PREPARED BY:</b>	Greg Macdonald Senior Planner (905) 546-2424 Ext. 4283  Steve Robichaud Director of Planning and Chief Planner
<b>SUBMITTED BY:</b>	Jason Thorne General Manager Planning and Economic Development Department
<b>SIGNATURE:</b>	

**RECOMMENDATIONS**

- (a) That approval be given to **Urban Hamilton Official Plan Amendment Application UHOPA-15-019, by John Bruce Robinson Construction Limited, Owner**, to amend the Urban Hamilton Official Plan (UHOP) in order to establish a site specific policy within the Binbrook Village Secondary Plan to permit residential uses within a portion of the ground floor, in conjunction with commercial uses, in a mixed-use building within the "Mixed Use - Medium Density - Pedestrian Predominant" designation, at 2605 Binbrook Road East (Glanbrook), as shown on Appendix "A" to Report PED16068, on the following basis:
- (i) That the draft Official Plan Amendment, attached as Appendix "B" to Report PED16068, be adopted by City Council.

- (b) That approval be given to **Zoning By-law Amendment Application ZAC-15-038 by John Bruce Robinson Construction Limited, Owner**, for a change in zoning from the Existing Residential "ER" Zone and the Deferred Development "DD" Zone to the General Commercial "C3-287" Zone, Modified, with a Special Exception, to permit a mixed use building containing ground floor commercial and residential uses and residential apartments on the upper storeys, at 2605 Binbrook Road East (Glanbrook), as shown on Appendix "A" to Report PED16068, on the following basis:
- (i) That the draft By-law, attached as Appendix "C" to Report PED16068, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
  - (ii) That the proposed change in zoning is consistent with the Provincial Policy Statement (2014), conforms to the Growth Plan for the Greater Golden Horseshoe (Places to Grow), and is in conformity with the Urban Hamilton Official Plan upon finalization of Urban Hamilton Official Plan Amendment No. [REDACTED].

## **EXECUTIVE SUMMARY**

John Bruce Robinson Construction Limited, through their planning consultant, A.J. Clarke and Associates, has applied for an Official Plan Amendment and Zoning By-law Amendment to permit a three storey mixed use building on the subject lands. The proposed development would contain ground floor commercial uses addressing both Binbrook Road East and Southbrook Drive and up to 36 residential units (32 units on the second and third storeys and four units on the ground floor) with 63 parking spaces.

The applications can be supported as they implement the form of mixed use development contemplated within the "Mixed Use - Medium Density - Pedestrian Predominant" designation of the Urban Hamilton Official Plan and Binbrook Village Secondary Plan applicable to the subject lands. It is an example of appropriate development within the Binbrook Community Core and the subject lands are located at the corner of an arterial and local road. The proposed site design, with the building located at the street line, allows for the building to address the corner with appropriate setbacks and buffering from existing townhouses to the south.

***Alternatives for Consideration – See Page 26***

## **FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

**Financial:** N/A

**Staffing:** N/A

**Legal:** As required by the *Planning Act*, Council shall hold at least one Public Meeting to consider applications for an Official Plan Amendment and Zoning By-law Amendment.

## **HISTORICAL BACKGROUND**

### **Applications:**

The applicant has applied for a UHOP Amendment to establish a Site Specific Policy within the Binbrook Village Secondary Plan in order to permit both commercial and residential uses on the ground floor whereas on a pedestrian predominant street only commercial uses are permitted on the ground floor. An accompanying Zoning By-law Amendment is proposed to change the zoning from the Existing Residential "ER" Zone and the Deferred Development "DD" Zone to the General Commercial "C3-287" Zone.

### **Proposal:**

The purpose of the application is to permit a three storey mixed use building containing commercial and residential uses on the ground floor with upper storey apartments (36 total apartments) and 63 parking spaces. Approximately 642 sq m of commercial uses, contained within seven commercial units, is proposed on the ground floor. The proposed concept plan and building elevations are shown in Appendix "D" to Report PED16068.

### **Requested Site Specific Zoning Provisions:**

The proposed Zoning By-law incorporates the following site specific zoning provisions:

- 1.25 parking spaces per dwelling unit instead of 1.5 parking spaces per dwelling unit;
- 1 parking space per 34.0 sq m of commercial floor area instead of 1 parking space per 20 sq m of commercial floor area;
- A 0.0 m front and easterly side yard setback instead of the required 9 m and 7.5 m setbacks respectively;
- An increase in height from 10.7 m to 12 m with special permission to have an ornamental feature with a maximum 14 m height; and,
- A 1.5 m planting strip along the southerly lot line and a 3.0 m planting strip where parking abuts a street, instead of the required 4.5 m.

These above noted modifications reflect modifications requested by the applicant and based on a zoning review of the proposed development plan. Staff have included in the implementing by-law a number of exclusions of certain predominantly automobile related uses and the above noted parking modification (the applicant had initially proposed a base requirement of 63 parking spaces whereas staff have included a

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parking ratio that would ultimately require 64 parking spaces based on the floor area and number of dwelling units proposed). While the plan attached at as Appendix “D” to Report PED16068, shows 63 parking spaces the applicant has confirmed that the plan will be modified at the Site Plan Control stage of development to provide 64 parking spaces in compliance with the proposed site specific Zoning By-law.

**Chronology:**

January 7, 2015: Development Review Team Meeting for Formal Consultation Application FC-14-112.

July 15, 2015: UHOP Amendment Application UHOPA-15-019 and Zoning By-law Amendment Application ZAC-15-038 deemed complete.

July 23, 2015: Notice of Complete Application and Preliminary Circulation for UHOP Amendment Application UHOPA-15-019 and Zoning By-law Amendment Application ZAC-15-038 sent to 148 property owners within 120 m of the subject lands.

July 30, 2015: Public Notice sign erected on the subject lands.

February 3, 2016: Public Notice sign updated with Public Meeting date.

February 12, 2016: Circulation of Public Meeting Notice for UHOPA-15-019 and ZAC-15-038 to all property owners within 120 m of the subject lands.

**Details of Submitted Applications:**

**Location:** 2605 Binbrook Road East (Glanbrook)

**Owner / Applicant:** John Bruce Robinson Construction Limited

**Agent:** A.J. Clarke and Associates

**Property Description:** Area: 0.431 ha  
Frontage: 50.17 m (along Binbrook Road East)  
Depth: 90.53 m (along Southbrook Drive)

**Servicing:** Full Municipal Services

**EXISTING LAND USE AND ZONING:**

	<b><u>Existing Land Use</u></b>	<b><u>Existing Zoning</u></b>
<b><u>Subject Lands:</u></b>	Unoccupied Single Detached Dwelling	Existing Residential "ER" Zone and Deferred Development "DD" Zone
<b><u>Surrounding Lands:</u></b>		
<b>North</b>	Single Detached Dwellings (opposite side of Binbrook Road East)	Existing Residential "ER" Zone
<b>South</b>	Townhouses	Multiple Residential "RM3-157(A)" Zone
<b>East</b>	Single Detached Dwelling (opposite side of Southbrook Drive)	Existing Residential "ER" Zone and Deferred Development "DD" Zone
<b>West</b>	Place of Worship	Institutional "I" Zone

**POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS:**

**Provincial Policy Statement (2014):**

The applications have been reviewed with respect to the Provincial Policy Statement (PPS). The application is consistent with the policies that focus growth in Settlement Areas (Policy 1.1.3.1). The proposal also provides a density and mix of uses that contribute to the efficient use of land; supports active transportation and public transit; and, is an opportunity site for both intensification and redevelopment (Policies 1.1.3.2 and 1.1.3.3). It directly implements Policy 1.3.1(c) which states that "Planning authorities shall promote economic development and competitiveness by encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities." Finally, the proposal implements the housing policies of Section 1.4 which contemplates all forms of residential intensification and promotes providing a range of housing options.

Policy 2.6.2 restricts development and site alteration on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved. An archaeological assessment has already been completed and signed off by the Ministry of Tourism, Culture and Sport and staff are satisfied that the municipal interest in archaeology for the site has been satisfied.

Finally, the application implements Policy 2.6.1, which states that significant built heritage resources and significant cultural heritage landscapes shall be conserved in that a Cultural Heritage Impact Assessment has been approved, documenting the heritage attributes of the vacant dwelling on the property.

Based on the foregoing, the proposal is consistent with the PPS.

**Places to Grow: Growth Plan for the Greater Golden Horseshoe:**

The subject lands are located within a built-up area, as defined by Places to Grow. The proposal implements Policy 2.2.2.1 in that the proposal is an example of intensification being directed to the built-up area and as a complete community with a diverse mix of land uses, mix of employment and housing types.

Policy 2.2.3.1 states that by the year 2015, and for each year thereafter, a minimum of 40% of all residential development occurring annually within each upper-tier and single-tier municipality, will be within the built-up area. The proposed development contributes to meeting this target in that it proposes up to 36 residential units on a property that currently contains a single detached dwelling. It implements Policies 2.2.3.6 and 2.2.3.7 which focus on encouraging intensification throughout the built-up area and planning for a range and mix of housing.

Based on the foregoing, the proposal conforms to the policies of the Growth Plan for the Greater Golden Horseshoe (Places to Grow).

**Urban Hamilton Official Plan:**

The subject lands are identified as “Neighbourhoods” on Schedule “E” – Urban Structure and designated “Mixed Use - Medium Density” on Schedule “E-1” – Urban Land Use Designations. The subject lands are located within the Binbrook Village Secondary Plan area, and are designated “Mixed Use - Medium Density - Pedestrian Predominant” in the Binbrook Village Secondary Plan of Volume 2 of the UHOP.

The following policies from Volume 1, amongst others, apply to the applications.

**Residential Intensification**

As the proposed development includes increasing the number of dwelling units on the property (the property contains an unoccupied single detached dwelling and 36 dwelling units are proposed), the development would be an example of residential intensification and therefore, the following policies would apply:

“B.2.4.1.3 The *residential intensification* target specified in Policy A.2.3.3.4 shall generally be distributed through the *built-up area* as follows:

- c) 40% of the *residential intensification* target is anticipated to occur within the Neighbourhoods as illustrated on Schedule E – Urban Structure.

B.2.4.1.4 *Residential intensification* developments shall be evaluated based on the following criteria:

- a) A balanced evaluation of the criteria in b) through g) as follows;
- b) The relationship of the proposal to existing neighbourhood character so that it maintains, and where possible, enhances and builds upon desirable established patterns and built form;
- c) The development's contribution to maintaining and achieving a range of dwelling types and tenures;
- d) The *compatible* integration of the development with the surrounding area in terms of use, scale, form and character. In this regard, the City encourages the use of innovative and creative urban design techniques;
- e) The development's contribution to achieving the planned urban structure as described in Section E.2.0 – Urban Structure;
- f) Infrastructure and transportation capacity; and,
- g) The ability of the development to comply with all applicable policies.”

The proposed development provides for residential intensification in the “Neighbourhoods” designation of Schedule 1 of the UHOP (the Urban Structure Plan) which is permitted by Policy B.2.4.1.3. Binbrook does not contain an urban growth centre or any other nodes or corridors. In evaluating the proposal, a review of Policy B.2.4.1.4 would therefore be required. In this regard, the proposal does enhance and build upon desirable established patterns and built form in that the proposal implements a form of development contemplated and supported by the Secondary Plan and the Binbrook Village Community Core Urban Design Guidelines. It is also of a consistent height and scale as the church on the property to the west and consistent with approved zoning for a three storey mixed use building at 2602 Binbrook Road East (northwest of the subject lands). By providing apartment units above commercial uses in an area that already contains a mix of single detached dwellings, street townhouses (to the north on Tanglewood Drive) and block townhouses (to the south off Southbrook Drive) the proposal contributes to providing a balanced mix of housing. It is also compatibly integrated with development in the surrounding area in that the building would be

located set back consistently with the church to the west in an area planned for street oriented mixed use development. There is sufficient infrastructure and transportation capacity. Therefore, the proposal conforms to the residential intensification policies of Section B.2.4 of Volume 1 of the UHOP.

#### Built Heritage and Archaeology

Policy B.3.4.4 of Volume 1 states: “The City shall require the protection, conservation, or mitigation of sites of archaeological value and *areas of archaeological potential* as provided for under the *Planning Act*, the *Environmental Assessment Act*, the *Ontario Heritage Act*, the *Municipal Act*, the *Cemeteries Act*, or any other applicable legislation.” As previously noted, an Archaeological Assessment has been completed for the subject lands, and the municipal interest has been satisfied.

The subject property comprises 2605 Binbrook Road, Glanbrook, and is included in the City’s *Inventory of Buildings of Architectural and/or Historical Interest*.

Accordingly, the following sections of the UHOP, Volume 1, apply:

- “B.3.4.1.3     Ensure that all new *development*, site alterations, building alterations, and additions are contextually appropriate and maintain the integrity of all on-site or *adjacent cultural heritage resources*.
  
- B.3.4.2.6     The City recognizes there may be *cultural heritage properties* that are not yet identified or included in the Register of Property of Cultural Heritage Value or Interest nor designated under the *Ontario Heritage Act*, but still may be of cultural heritage interest. These may be properties that have yet to be surveyed, or otherwise identified, or their significance and cultural heritage value has not been comprehensively evaluated but are still worthy of conservation.
  
- B.3.4.2.7     The City shall ensure these non-designated and non-registered *cultural heritage properties* are identified, evaluated, and appropriately *conserved* through various legislated planning and assessment processes, including the *Planning Act*, the *Environmental Assessment Act* and the *Cemeteries Act*.”

A Cultural Heritage Impact Assessment (CHIA) of the subject property dated, October 3, 2011, completed by the Heritage Resources Centre for John Bruce Robinson Construction Limited was submitted to the City in January 2015. Staff confirm that it has been prepared in conformity with the City’s Cultural Heritage Impact Assessment guidelines.



The report concludes that the property has cultural heritage value that is not sufficient to warrant designation under Part IV of the *Ontario Heritage Act*. The report outlines design alternatives and mitigation options for the cultural heritage resource and concludes that retention and relocation of the building are not warranted. The report sufficiently documents the existing structure and recommends salvaging the remaining architectural features of the building prior to demolition, such as windows and wood detailing. In addition, the report recommends that the proposed new development be located generally in line with the neighbouring church to respect streetscape character. Staff concur with the recommendations of the report and find the proposed design submitted with the subject application to be consistent with these recommendations (while the building is located close to the street, due to the required road widening it will generally be setback from Binbrook Road East consistent with the church to the west).

The CHIA report was forwarded to the Policy and Design Working Group of the Hamilton Municipal Heritage Committee (HMHC) for review. At their meeting on April 8, 2015 the Policy and Design Working Group requested additional details and recommended that the property be added to the Register. The applicant provided additional details at the HMHC meeting on June 4, 2015. The HMHC was satisfied with the additional information and did not approve a motion to include the property on the Register. The June 4, 2015 HMHC minutes were approved at the June 16, 2015 Planning Committee and June 24, 2015 Council meetings.

#### Noise and Vibration

As the proposed development includes a sensitive land use (i.e. residential) in proximity to major roads a Noise Assessment is required. The following policies must therefore be reviewed:

- “B.3.6.3.1 *Development of noise sensitive land uses*, in the vicinity of provincial highways, parkways, minor or major arterial roads, collector roads, truck routes, railway lines, railway yards, airports, or other uses considered to be noise generators shall comply with all applicable provincial and municipal guidelines and standards.
- B.3.6.3.2 Any required noise or vibration study shall be prepared by a qualified professional, preferably a professional engineer with experience in environmental acoustics, in accordance with recognized noise and vibration measurement and prediction techniques, to the satisfaction of the City, and in accordance with all applicable guidelines and standards.”

However, as the only noise generation is from Binbrook Road East, and the proposed development does not contain outdoor living areas, it was determined through the Formal Consultation application that the review of a noise study could be undertaken at the future Site Plan Control stage of development. It is anticipated that noise mitigation

measures would likely include noise warning clauses; the provision of central air conditioning; and, possibly, special building materials (i.e. use of a brick facade and / or upgraded windows). Therefore, the proposal complies with the Noise and Vibration Policies of Section B.3.6.3 of the UHOP.

### Traffic

In accordance with Policy C.4.5.12 (see below), a Traffic Impact Study (TIS) was submitted by the applicants and subsequently reviewed and approved by the City of Hamilton (see detailed comments by the Corridor Management Section of the Public Works Department in the Relevant Consultation section of this report).

“C.4.5.12 The City shall require transportation impact studies to assess the impact of proposed *developments* on current travel patterns and/or future transportation requirements. These studies shall be submitted as part of applications for Official Plan amendments, subdivision approvals, major rezoning and major site plan approvals.”

### **Binbrook Village Secondary Plan:**

The subject lands are designated "Mixed Use - Medium Density - Pedestrian Predominant" in the Binbrook Village Secondary Plan – Map B.5.1-1 Land Use Plan. The following policies are those that apply:

- "B.5.1.5.1 In addition to Section E.4.6 – Mixed Use - Medium Density designation of Volume 1, the following policies shall apply to the lands designated Mixed Use - Medium Density on Map B.5.1-1 – Binbrook Village – Land Use Plan, also referred to as the Community Core:
- a) The Mixed Use - Medium Density designation, also referred to as the Community Core, shall serve as the commercial, service and cultural centre of Binbrook Village and shall be the main location within Binbrook for Mixed Use development, retail stores, business and service uses, offices and community uses such as the library and post office.
  - b) The City shall permit and encourage commercial and business development of a size and scale to service the local community and to provide employment opportunities.
  - h) Notwithstanding Policies E.4.6.7 and E.4.6.8 of Volume 1, building heights shall not exceed three storeys.

- i) Section E.4.3 – Pedestrian Predominant Streets of Volume 1 shall apply to the lands identified as pedestrian predominant streets on Map B.5.1-1 – Binbrook Village – Land Use Plan."

The proposed mixed use building directly implements the intent of the "Mixed Use - Medium Density" designation in that the area along Binbrook Road and Highway 56 is the core of Binbrook planned for a range of commercial and multi-residential uses to provide both increased density and a commercial main street setting for the town. The proposed building, containing a number of small commercial units for uses oriented predominantly to local residents (i.e. small retail stores, personal services, professional offices, etc.), would aid in achieving the goal of a vibrant main street for Binbrook. The proposed building would be three storeys in height, also in keeping with the specific policy direction of the Secondary Plan.

The above policies are specifically applicable to the "Mixed Use - Medium Density" designation within the Binbrook Village Secondary Plan, however they are in addition to the "Mixed Use - Medium Density" policies contained in Section E.4.6 of Volume 1 of the UHOP. Staff note that the proposal also complies with these Volume 1 policies in that the proposal provides for a building close to the street, containing a mix of uses, at a scale of at least two storeys in height. In order to implement policy direction of Policy E.4.6.5 (b) of Volume 1 of the UHOP to not permit drive-through uses on pedestrian predominant streets, this and other automobile oriented uses are proposed to be excluded from the implementing By-law.

With regards to Policy B.5.1.5.1 (i) of the Secondary Plan, the proposed development implements the policy direction for pedestrian predominant streets (Binbrook Road is identified as a pedestrian predominant street) as contained in Policy E.4.3.4 of Volume 1 of the UHOP. In this regard, at least 75% of the Binbrook Road frontage is taken up by building facade. There are no parking spaces or driveways between the front of the building and the street and the building and individual stores have storefronts that face and open toward the street (where future sidewalks are planned). On-street parking is also available along Southbrook Drive (and potential for future street parking on Binbrook Road East) and the building is also at least two storeys in height. Policy direction for canopies and awnings will be reviewed at the Site Plan Control stage of development but some similar features are already included in the preliminary designs (see Appendix "D" to Report PED16068).

Policy E.4.3.4(d) of Volume 1 of the UHOP notes that:

"E.4.3.4(d) Residential uses shall not be permitted on the ground floor of a building facing on to a *pedestrian predominant street*."

The intent of this policy is to encourage mixed use development on these streets and to animate the street with commercial and community uses (residential uses are

recommended for upper storeys). The proposed building design does contemplate four residential units on the main floor (in addition to the seven commercial units). However, the design of the building is such that the commercial units all face directly onto the two roadways (Binbrook Road East and Southbrook Drive). The residential units are internal to the site and face onto the parking lot and are not a principal building facade readily visible to the street. Therefore, the intent of the policy is still being maintained. A Site Specific Policy Area is required to be added to the Binbrook Village Secondary Plan to provide permission for ground floor residential uses, however, the wording of the policy will be such that ground floor commercial uses are still required and that the residential use cannot face directly onto a street.

Therefore, based on the above, the proposed development, subject to the above noted Official Plan Amendment, would comply with and implement the intent of the "Mixed Use - Medium Density - Pedestrian Predominant" designation of the Binbrook Village Secondary Plan.

The following urban design policies contained within the Binbrook Village Secondary Plan for areas designated "Mixed Use - Medium Density" would also apply:

"B.5.1.10.2 In addition to the policies of Section B.3.3 – Urban Design Policies of Volume 1, the following policies shall apply to all lands designated Mixed Use – Medium Density on Map B.5.1-1 – Binbrook Village – Land Use Plan:

- a) Development shall comply with the Binbrook Village Community Core Urban Design Guidelines to ensure that the Community Core area develops as a destination and attractive community focal point with a distinct community identity. Notwithstanding the boundaries of the Community Core in the Binbrook Village Community Core Urban Design Guidelines, the Guidelines shall apply to all lands within the Mixed Use – Medium Density designation. The principles of the Binbrook Village Community Core Urban Design Guidelines include:
  - i) Greening the core;
  - ii) Conserving and enhancing the unique character of the core;
  - iii) Providing a safe and friendly environment for pedestrians; and,
  - iv) Encouraging Mixed Use commercial development.

- b) The Community Core area shall provide an enhanced and interrelated visual experience along Binbrook Road and Regional Road 56 by promoting an attractive streetscape and buildings in a well-landscaped setting, as well as greater architectural detail in individual buildings.
- c) Enhanced architectural and functional relationships between buildings, structures, landscaping, parking, pedestrian and vehicular access and public streets shall be promoted.
- d) The Community Core area must have a presence in the development of Binbrook Village from the early stages of development."

The proposal has been reviewed against the Binbrook Village Community Core Urban Design Guidelines and the proposal complies with the guidelines. Section 3.5 of the guidelines (see Appendix "F" to Report PED16068) specifically identifies a goal for new commercial mixed use development in the Community Core. With regards to the architectural design policies of the guidelines in regards to new buildings, the policies promote new buildings that are appropriate to the context of the street and adjacent structures, with a maximum height of three storeys, and no more than a one storey difference between adjacent buildings to provide for a transition between building masses. Flat roofs are not permitted. With regard to the above, staff note that the proposed roof is not flat and is sloped around the four corners of the building. The proposal implements the design suggestions in the guidelines in that the building will be located adjacent to an existing two storey church with a large sloped roof such that the proposed height would be consistent with the abutting height of the church and will not exceed the height of the church by more than one storey. As this property is a corner lot, it does not have an interface with a building to its east, although it should be noted that the property at the southeast corner of Binbrook Road East and Southbrook Drive contains a one storey single detached dwelling. However, staff note that all lands to the east along Binbrook Road East are designated "Mixed Use - Medium Density - Pedestrian Predominant" in the Secondary Plan and could be redeveloped in the future for up to three storeys. Therefore, based on the above, the proposal would comply with the Binbrook Village Community Core Urban Design Guidelines and to the related design policies of the Binbrook Village Secondary Plan.

With regard to the urban design policies of Volume 1 of the UHOP (Section B.3.3), the proposed development would also comply. It provides for an appropriate transition of scale; it would not result in any shadowing impacts to the south or any other outdoor amenity areas due the building's low height (maximum of 12 m), and the significant setbacks from the south and west lot lines. It locates the principal facade and building entrances toward the streets and provides ample window glazing along these streets with parking limited to the side and rear of the development, accessed from Binbrook

Road East and Southbrook Drive. Therefore, staff are satisfied that the proposed development would implement the urban design policies of the UHOP.

For information purposes, the follow parking policies would apply from the Binbrook Village Secondary Plan:

“B.5.1.11.3 In addition to the following policies, the City shall be encouraged to establish overall parking policies for Binbrook Village and specific parking policies for the Mixed Use - Medium Density designation:

- a) On-street parking shall be encouraged to be provided on collector and local roads in an appropriate manner.
- b) On-street parking shall be encouraged to be provided along both sides of Regional Road 56 and Binbrook Road within the Mixed Use - Medium Density area, where appropriate. The design of on-street parking shall be subject to an overall streetscape design.”

The above polices are referenced to note that on-street parking is available on Southbrook Drive, and based on the final streetscape design along Highway 56, is promoted by the Secondary Plan to be available in that location.

## **RELEVANT CONSULTATION**

The following internal Departments and external Agencies had no concerns or objections with respect to the proposed applications:

- Recreation Division (Community Services Department);
- Bell Canada; and,
- Niagara Peninsula Conservation Authority.

The following Departments and Agencies submitted the following comments:

**Operations and Waste Management Division (Public Works Department)** has advised that there are no comments on the proposed Official Plan and Zoning By-law Amendment Applications. The development is eligible for municipal collection but must provide on-site waste truck access which does not appear to be possible due to the design of the building. While the matter will be reviewed in greater detail at the Site Plan Control stage of development, it is likely that the development will have private waste collection.

**Forestry and Horticulture Section (Public Works Department)** has advised that there are municipal tree assets that may be impacted by the development, so a Tree Management Plan will be required. Through the earlier Formal Consultation stage of

development the applicant was advised that a Tree Protection Plan will be required as a future condition of approval of a Site Plan Control Application.

**Corridor Management Section (Public Works Department)** has reviewed a Traffic Impact Study (TIS). The TIS results indicate that the subject intersections are operating at very acceptable levels of service now, will continue in the future, and with the additional traffic generated by this development will also continue operating at high levels of service. The two proposed site driveways will function properly and the levels of traffic to be generated by the site do not require physical roadway upgrades for turning lanes. Construction (or securing) of future sidewalks will be undertaken at the Site Plan Control stage of development along with suggestions for minor curb widening to improve driveway and loading space functionality.

**Transportation Management Section (Public Works Department)** has advised that overall, the Transportation Demand Management (TDM) initiatives included in this application meet the objectives of the City, as outlined in the 'TDM for Development' document, provided that additional details about the planned bike parking facilities are added to the site plan, and that additional details about TDM initiatives for pedestrians be included. These TDM options could provide support for a measure of parking reductions (use of paid parking for tenants, bike parking, pedestrian amenities, etc.).

**Hamilton Municipal Parking System (HMPS) (Planning and Economic Development Department)** has reviewed the TIS, which included a parking analysis, as well as the required parking study addendum submitted by the applicants and have advised that while the parking study concludes that the proposed 63 parking spaces would be adequate, the study may not have adequately justified the proposed reduction in parking. Further discussions with Hamilton Municipal Parking System have since occurred, which included the applicants and planning staff. With changes in the implementing by-law to restrict certain commercial uses, an appropriate parking ratio has been provided in the implementing By-law to satisfy HMPS. This discussion is contained in the Analysis and Rationale for Recommendation section of this Report as part of the review of the required Zoning By-law modifications.

**Budgets and Finance Section (Corporate Services Department)** has advised of the requirement to pay the amount of \$8,053.53 for the Best Effort Water, Southbrook on the Green Phase 1 and \$20,809.33 for the Best Effort Act Sanitary Sewer, Southbrook on the Green Phase 1 to Corporate Services, Budgets & Finance. Payment of these charges will be a future condition of Site Plan Control.

## **PUBLIC CONSULTATION**

In accordance with the provisions of the *Planning Act* and Council's Public Participation Policy, Notice of Complete Application and Preliminary Circulation was circulated to approximately 148 property owners within 120 m of the subject property on July 23,

2015, requesting public input on the application. A Public Notice sign was also posted on the property on July 30, 2015. Notice of the Public Meeting was given, in accordance with the requirements of the *Planning Act*.

To date, six letters have been received, although one of the letters only advised to be notified of the future public meeting. Concerns in the other letters include traffic, lack of demand for more commercial in Binbrook, parking, and the scale of the development. These concerns will be reviewed in the Analysis and Rationale for Recommendation section of this Report.

#### **ANALYSIS AND RATIONALE FOR RECOMMENDATION:**

1. The proposal has merit and can be supported for the following reasons:
  - (i) It is consistent with the PPS and conforms to Places to Grow (Growth Plan for the Greater Golden Horseshoe);
  - (ii) Subject to establishing a Site Specific Policy to permit a portion of the ground floor to contain residential uses, the proposal implements the "Mixed Use - Medium Density - Pedestrian Predominant" designation of the UHOP and the Binbrook Village Secondary Plan, which specifically promote mixed use development in the Binbrook Community Core at a scale of up to three storeys;
  - (iii) The design of the proposed building implements key urban design policies from the UHOP and the Binbrook Village Community Core Urban Design Guidelines regarding building placement, locating parking to the rear and side, architectural design, and pedestrian access to the building from the principal façade; and,
  - (iv) It is an appropriately scaled mixed use development, compatible with the surrounding neighbourhood.
2. The subject lands contain an unoccupied single detached dwelling which is planned to be demolished. The removal of the dwelling (subject to a demolition permit) has been recommended by the approved Cultural Heritage Impact Assessment as the study has adequately documented the features of the dwelling and identified certain materials within the dwelling which are planned to be salvaged.

The proposal is to build a three storey building with 642 sq m of ground floor commercial uses (up to seven possible individual commercial units). These commercial units would have direct access to Binbrook Road East and Southbrook Drive. Up to 36 residential apartments are also proposed, four of



which are proposed on the ground floor. As noted in the policy review section of this Report, an Official Plan Amendment is required (discussed below) to permit the ground floor residential uses as the property is on a pedestrian predominant street. Parking is provided at grade on a parking lot that is to the rear and side of the building with four parking spaces in garages within the building. In total, 63 parking spaces are indicated on the plan attached as Appendix "D" to Report PED16068, however the applicant has prepared a plan that will provide for 64 parking spaces at the Site Plan Control stage of development.

3. The proposal provides for a form of development contemplated for and planned for the Binbrook Community Core. A three storey mixed use building with ground floor commercial uses is a development form encouraged in this area by the "Mixed Use - Medium Density" designation of the UHOP, the "Mixed Use - Medium Density - Pedestrian Predominant" designation of the Binbrook Village Secondary Plan, and the Binbrook Community Core Urban Design Guidelines. An Urban Hamilton Official Plan Amendment (UHOPA) is required to permit residential uses on the ground floor. The proposed UHOPA can be supported as the proposed mixed use building would contain commercial uses that would face both Binbrook Road East and Southbrook Drive whereas the four proposed residential units are internal to the site, facing the parking lot. This maintains the intent of the UHOP to have commercial uses on the ground floor facing pedestrian predominant streets. Therefore, as the proposal implements the intent of the UHOP and the Binbrook Village Secondary Plan, staff support the proposed Official Plan Amendment.
4. In addition to the rezoning of the lands from the Existing Residential "ER" Zone and the Deferred Development "DD" Zone to the General Commercial "C3-287" Zone, a number of site-specific modifications are necessary, as discussed below.

#### Modification for Use

The application proposes to rezone the property to the General Commercial "C3-287" Zone. The applicant has not proposed any specific additional permitted uses or uses that shall be prohibited. However, as the property is on a pedestrian predominant street, in order for the implementing By-law to be consistent with the "Mixed Use - Medium Density - Pedestrian Predominant" designation of the Binbrook Village Secondary Plan, staff recommend that the implementing By-law preclude automobile oriented uses and large scale warehouse type uses not intended for the Binbrook Community Core as well as certain uses with high parking requirements (further discussion below in the subsection pertaining to parking provisions in the By-law). This would be consistent with the zoning of the commercial property at the southwest corner of Binbrook Road East and Highway 56 (the Shoppers Drug Mart and bank plaza

site) and with a future mixed use development to the northwest at 2620 Binbrook Road East. Therefore, the following uses are proposed to be permitted:

- Banks and financial institutions;
- Brewers Retail stores;
- Commercial schools;
- Day nurseries;
- Dry cleaning establishments;
- Funeral homes;
- Hotels;
- Laundries;
- Liquor License Board of Ontario stores;
- Offices;
- Personal services shops (excluding a gym);
- Photographic studios;
- Places of entertainment;
- Post offices;
- Printing establishments;
- Private or commercial clubs;
- Professional and business offices (excluding the office of a medical practitioner);
- Fast food restaurants (excluding drive-thru);
- Standard restaurants (excluding drive-thru);
- Take-out restaurants (excluding drive-thru);
- Retail stores;
- Service shops;
- Taverns;
- Veterinary service establishments with no outside runs; and,
- Uses, buildings and structures accessory to the above permitted uses.

The above By-law provisions would exclude the following uses normally permitted in the “C3” Zone:

- Boat and/or motorized snow vehicle sales establishments;
- Building supply sales in wholly enclosed buildings;
- Cold storage locker establishments;
- Workshops;
- Department stores;
- Medical centres;
- Medical offices (as part of professional offices);
- Gyms (as part of personal services);
- Farm equipment sales establishments;

- Garden centres;
- Motels;
- New and used motor vehicle dealerships;
- Motor vehicle rental and leasing;
- Public and private parking lots;
- Taxi establishments; and,
- Drive-thru uses.

The "C3" Zone does permit ancillary residential uses. The proposed By-law will permit residential units above any use permitted on the ground floor, and on the ground floor so long as commercial units are provided abutting Binbrook Road East and Southbrook Drive.

#### Modification to Height

The Glanbrook Zoning By-law permits a maximum building height of 10.7 m (measured to the mid-point of the roof). Staff note that the proposed building conforms to this requirement, but that an architectural dome feature is proposed on a small area of the roof as an entrance feature. While definitions of height vary with respect to what type of features are excluded from maximum height provisions, for greater clarity, the implementing By-law will permit an architectural dome feature above the roof to a maximum height of 14.1 m, which is supported by staff.

#### Modifications to Address Parking

The proposed development will contain 63 parking spaces for the proposed 36 dwelling units and 642 sq m of commercial uses. The Glanbrook Zoning By-law contains the following parking requirements:

- For dwelling units in a commercial building, 1.5 parking spaces per unit is required. This equates to a parking requirement of 54 spaces for the residential units.
- For commercial uses, the requirement varies depending on the type of commercial use proposed. For comparison purposes, staff note that a Shopping Centre requires 5.5 spaces per 100 sq m of gross floor area, which would equate to a requirement of 36 spaces, however this development does not meet the definition of a Shopping Centre, which must contain a minimum of 750 sq m of gross leasable floor area. For retail and personal service uses, one space per 20 sq m is required, which equates to a requirement of 33 spaces, whereas for professional offices, one space per 25 sq m is required, which equates to a requirement of 26 spaces. Standard and fast food restaurants require parking at a rate of one space per four persons that may be lawfully accommodated, however,

without any floor plans it is not possible to determine this requirement. Based on all of the above, staff note that the parking requirement for the commercial uses would range from 26 to 36 spaces, depending on use.

Therefore, 54 spaces would be required for the residential units and 26 to 36 spaces would be required for the commercial component, for a combined total ranging from 80 to 90 required parking spaces under the Glanbrook Zoning By-law. Therefore, the proposed development is deficient by approximately 17 to 27 parking spaces.

The applicant has provided a Parking Justification Study as part of the Traffic Impact Study (along with Transportation Demand Management options) as well as an addendum to the study to address initial comments by Hamilton Municipal Parking System (HMPS). This Report notes that based on the Institution of Transportation Engineers (ITE), a total of 68 parking spaces would be warranted (a five space deficiency of that proposed). However, the study notes that the ITE manual does not assess mixed use development and that the ITE calculation also generally notes that the smaller the size of the commercial component, the more likely the parking generation is overestimated. In addition, for mixed use development, as peak demand can be different for commercial verses residential uses (as well as different demand at differing times depending on the commercial uses) the parking study concludes that the 63 spaces would be adequate. The parking study also noted that the proposed parking space numbers is consistent with similar mixed use sites in Burlington (Times Square). Finally, the study also reviewed automotive ownership rates based on the Transportation Tomorrow Survey (TTS) for Ward 11 which only resulted in 30 required parking spaces for the 36 apartment units.

HMPS reviewed the parking study and advised that there may be discrepancies in the parking study such that the full parking reduction may not be able to be supported as the parking study may not have considered December or peak weekend times. In addition, the comparison to Times Square in Burlington did not review whether that completed and occupied development actually provides sufficient parking to satisfy demand. Finally, with regard to the TTS Survey, there may be discrepancies as to the geographic area of Ward 11 included in the parking study and that actual car ownership is expected to be generally higher than reported.

In considering the proposed parking reduction, staff reviewed other recent commercial and mixed use developments in the Binbrook Community Core that can be used to draw parking comparisons. New commercial development has been built at the southwest and northwest corners of Binbrook Road East and Highway 56. These developments were approved at a parking ratio of one parking space per 30 sq m and one parking space per 31.5 sq m respectively for

commercial uses. Within the implementing By-laws for these developments, residential parking requirements were approved at one space per unit (although no residential units were built, the zoning does permit the use). A three storey mixed use building containing ground floor commercial uses and upper storey apartments is also located at 3200 Highway 56 (northwest corner of Highway 56 and Windwood Drive in Binbrook). This building, at a similar scale and density to the subject lands, was approved with a residential parking ratio of 1.25 parking spaces per unit and one space per 30 sq m for the commercial uses. Finally, just across Binbrook Road East from the subject lands at 2620 Binbrook Road East (northwest corner of Binbrook Road East and Tanglewood Drive), zoning was approved in 2008 to permit a mixed use development (up to three storeys ) with parking at a rate of one space per dwelling unit and one space per 30 sq m for commercial uses.

In addition, staff note that planned transportation demand management options (such as good pedestrian and bike amenities, the possibility of paid parking for tenants, car share, etc.) has resulted in the Public Works Department (Transportation Management Section), recommending a parking reduction. Further, staff note that on-street parking is available on Southbrook Drive, directly in front of proposed commercial units.

Since the initial submission, the applicant provided an addendum to the original parking study, and HMPS has met with planning staff, the applicants, and the applicants' traffic and parking consultant. Based on additional information and clarification provided to address the above noted concerns, the following parking ratio is proposed:

- A 1.25 space per unit parking requirement for the residential component, a ratio the same as the Highway 56 mixed use building but more conservative than the 1 space per unit permissions at developments at Highway 56 and Binbrook Road East and at 2620 Binbrook Road East. This increased parking requirement is to ensure adequate parking for the residential component of the development; and,
- For the commercial component, a ratio of 1 space per 34.0 sq m of floor area is proposed. In order to be supportive of this parking requirement, the implementing By-law has been further altered to eliminate medical uses and gyms, which are high parking generators (other automobile-oriented uses were already proposed to be removed from the By-law).

The above recommendations are supported by planning staff, HMPS and the applicant.

The above ratios would result in a requirement of 45 parking spaces for the residential apartments and 19 spaces for the commercial development, which

would equal 64 required parking spaces. The applicant is proposing 63 parking spaces, a one space deficiency. Staff believe that requiring a similar ratio as other commercial and mixed use development in the Binbrook Community Core is an appropriate methodology, even if the applicant must revise their plans to comply with this requirement. In this regard, the applicants have advised that the proposal can be revised to comply with the proposed parking ratio in the implementing By-law.

#### Other Parking and Landscaping Related Modifications

The Zoning By-law requires parking spaces abutting a residential or institutional zone to be setback 4.5 m from that boundary, which shall be maintained as a planting strip. The applicant is proposing a minimum 1.25 m setback and landscaped area between the parking spaces and the west lot line (institutionally zoned church), as opposed to the required 4.5 m. With regards to this setback, staff note that the church property contains a gravel parking area located less than 1.5 m from the shared lot line with the subject lands. Staff further note that there is an existing row of trees within this area which are planned to be maintained, where possible, which will be addressed through Site Plan Control. As the proposed parking area is located immediately adjacent to the existing church parking lot, staff find that the reduction of the required setback to 1.25 m will provide an adequate setback between the uses.

With regards to the rear of the property, the applicant is proposing a setback of 1.5 m between the parking spaces and the lot line, as opposed to the required 4.5 m. Staff note that this lot line abuts the rear yard of the adjacent townhouses, and there is an existing visual barrier along the common lot line. A 1.5 m planting strip would provide a buffer to both protect the fence from encroaching vehicles and to provide plantings. However, there is flexibility in the building design such that there may be room to move the building closer to Binbrook Road East which could increase that buffer. This will be reviewed through the Site Plan Control process, however, a minimum 1.5 m parking separation and planting strip is supportable to implement the proposed design.

The Zoning By-law also requires a 4.5 m wide landscaped area along all lot lines abutting a street. Staff note that the design vision for the Binbrook Community Core is not for buildings with large landscaped setbacks but rather for buildings close to the street, with direct pedestrian connections to the sidewalks and individual stores. As such, staff are supportive of the modification to remove this requirement. Staff further note that the final site design, including building setbacks, will be determined at the Site Plan Control stage and would partially be based on necessary pedestrian walkways, the final Binbrook Road East road widening and sidewalk locations, and the need to move the building to improve

buffering as noted above. The removal of the 4.5 m landscape requirement will allow for this design flexibility.

Staff note that the Zoning By-law requires a 3 m landscaped area between parking spaces and the street line. This requirement will be maintained and has been accommodated in the site design. For final design flexibility, the implementing By-law will permit hydro transformers in landscaped areas.

The proposed design includes four parking spaces in garages at the rear of the building. These spaces are located almost, but not quite immediately, abutting the two way, 6 m wide parking aisle to the south. As such, a technical modification is needed to allow a 2.4 m wide access driveway to each of these spaces. Staff note that the length of driveway that is 2.4 m wide is minimal and can be supported. The reduction will not impede access to the garage (neither the Corridor Management Section of the Public Works Department or Hamilton Municipal Parking System provided comments concerning accessing of the garage parking spaces).

The implementing By-law proposes to utilize the new City of Hamilton (Zoning By-law No. 05-200) wide parking space standard of 2.6 m x 5.5 m (instead of 3 m x 6 m) for a regular parking space and 4.4 m x 5.5 m for a barrier free space (instead of 3.9 m x 6 m). This can be supported as it is the new city standard. A modification to permit a door swing to encroach into the four garage parking spaces is not supported or included in the implementing By-law as it is important to ensure the functionality of these parking spaces, and the final design should be such that the garage doors will open vertically, or in another manner so as not to limit the ability of the spaces to be used for parking.

#### Modifications for Setbacks

In order to implement the policies of the Binbrook Village Secondary Plan (and related UHOP, Volume 1 policies) and the Binbrook Community Core Urban Design Guidelines, the building is proposed to be located up to the street edges. This results in the need in the implementing By-law to permit a 0.0 m front and easterly (flankage) side yard setback instead of 9 m and 7.5 m respectively. This modification can be supported as it is necessary to implement the design vision of the Secondary Plan. It does not result in a disruption to the streetscape rhythm, as due to a road widening being taken along Binbrook Road East, the building would still be setback consistently with the heritage church building to the west.

As the front and easterly side yard setbacks are proposed to be modified to permit a 0.0 m side and front yard setback, the encroachment section of the Zoning By-law would not need to be modified as by default, encroachments

would be permitted into required yards (the yard requirement for which is not applicable).

5. The Public Consultation section of this Report noted that five pieces of written correspondence were received from local residents whom had expressed concerns pertaining to the proposed commercial uses; parking, traffic and the scale of the development (see Appendix “E” to Report PED16068). A discussion on these concerns now follows.

#### Concerns Regarding Traffic and Parking

Two residents expressed concerns with regards to traffic generation and in particular, increased traffic at the intersection of Binbrook Road East and Southbrook Drive. In this regard, a Traffic Impact Study (TIS) was prepared which was reviewed and approved by the Public Works Department. The TIS results indicate that the local intersections are operating at very acceptable levels of service now, will continue to do so in the future, and even with the additional traffic generated by this development will continue operating at high levels of service. The two proposed site driveways will function properly and the levels of traffic to be generated by the site do not require physical roadway upgrades for turning lanes. More specifically, the development would generate approximately 29 trips during the AM peak hour and 51 trips during the PM peak hour and of these trips, only a very small percentage would utilize Southbrook Drive (approximately 7% of all trips combined for inbound and outbound traffic) and the site has a direct two way access driveway from Binbrook Road East. Therefore, due to the minimum increase in traffic, the proposed development would not cause undue impacts on the operation of the adjacent intersections.

One resident expressed concerns with regard to the amount of available parking. As discussed in the report, the proposal would provide the same amount of parking as other existing commercial and mixed-use developments in Binbrook. Additional street parking is available on Southbrook Drive (and in the future possibly along Binbrook Road East), which is specifically promoted by the parking policies of the Binbrook Village Secondary Plan for the “Mixed Use – Medium Density” area. Due to the mixed use nature of the development and varying times of peak parking demand, staff are satisfied with the amount of parking proposed to be provided (65 parking spaces would be required based on the number of proposed dwelling units and amount of proposed commercial floor area).

#### Scale of the Proposal

Two letters noted that Binbrook does not need a three storey building, although neither comment referenced any specific concern over impact on their private



property or exactly what the concern with a three storey building would be (one letter did not identify a home address and the other letter writer lives to the north behind existing lots on Binbrook Road East, some distance from the subject lands). In this regard, a three storey building is expressly permitted in the Binbrook Village Secondary Plan for the “Mixed Use – Medium Density – Pedestrian Predominant” designation. The design of building is such that it is located close to the street with the height as far from existing townhouses and the existing church as possible.

### Commercial Uses

Two residents provided comments that Binbrook does not need additional commercial uses (i.e. that there is sufficient commercial development already in Binbrook). However the letters did not express any specific concern with any possible uses (for example that certain uses would be incompatible with the area) or that any impacts would result from the proposed commercial development. The existing “Mixed Use – Medium Density – Pedestrian Predominant” designation of the subject lands permits a broad range of commercial uses to serve the local community. Specific automobile-oriented uses that include drive-thru uses are not being included in the implementing By-law. For example, one of the main policy goals for the Binbrook Village Secondary Plan (Policy B.5.1.2.5) states that the Secondary Plan should “establish the Community Core as the identifiable commercial and service centre of Binbrook Village which serves the needs of Binbrook Village and the surrounding area”. The proposed development does not serve to replace land designated for other uses. Therefore, staff are satisfied that the subject lands, located in the Binbrook Community Core, on a suitable corner lot fronting an arterial road is an appropriate location for the proposed development. The development can provide smaller local commercial office space, personal services, or small-scale specialty retailing that might not otherwise be located on a larger plaza site or on lands designated “District Commercial” much further north on Highway 56.

6. Mixed use development within the General Commercial “C3” Zone is subject to Site Plan Control. In this regard, implementation of the recommendations of the required Noise Assessment (likely to be warning clauses; the provision for central air conditioning; and, special building materials) will occur at the Site Plan Control stage of development. A final review of engineering matters pertaining to specific comments on the water and waste water assessment, storm water management, grading and drainage would also be included (Engineering Approvals staff have advised that these matters can be satisfactorily addressed through future conditions of a Site Plan Control Application). Submission and approval of a landscape plan and tree protection plan (previously noted through the Formal Consultation stage that it will be a future condition of Site Plan approval) will also

be part of the Site Plan process. Through the Site Plan Control stage of development, contribution toward future sidewalks on Highway 56 (and/or construction of a sidewalk) will be secured, including pedestrian connections to the future sidewalks, as well as the payment of required commutation charges for previous sewer and water improvements.

## **ALTERNATIVES FOR CONSIDERATION**

If the applications are denied, the portion of the lands at 2605 Binbrook Road East (Glanbrook) zoned as Existing Residential “ER” Zone could be redeveloped only for a single detached dwelling. The portion of the lands zoned as Deferred Development “DD” Zone could not be redeveloped as this zone only permits existing uses.

## **ALIGNMENT TO THE 2012 – 2015 STRATEGIC PLAN**

### **Strategic Priority #1:**

A Prosperous & Healthy Community

*WE enhance our image, economy and well-being by demonstrating that Hamilton is a great place to live, work, play and learn.*

### **Strategic Objective:**

- 1.1 Continue to grow the non-residential tax base.
- 1.6 Enhance Overall Sustainability (financial, economic, social and environmental).

## **APPENDICES AND SCHEDULES ATTACHED**

- Appendix “A”: Location Map
- Appendix “B”: Draft Official Plan Amendment
- Appendix “C”: Draft Zoning By-law Amendment
- Appendix “D”: Concept Plan and Elevations
- Appendix “E”: Public Comments
- Appendix “F”: Binbrook Village Community Core Urban Design Guidelines

GM/as