



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

<b>TO:</b>	Chair and Members Planning Committee
<b>COMMITTEE DATE:</b>	April 19, 2016
<b>SUBJECT/REPORT NO:</b>	Proposed Zoning By-law Amendment for Lands Located at 219 Dundas Street East, Waterdown (PED16086) (Ward 15)
<b>WARD(S) AFFECTED:</b>	Ward 15
<b>PREPARED BY:</b>	Madeleine Giroux Planner II 905-546-2424 Ext. 2664  Steve Robichaud Director of Planning and Chief Planner
<b>SUBMITTED BY:</b>	Jason Thorne General Manager Planning and Economic Development Department
<b>SIGNATURE:</b>	

**RECOMMENDATION**

That approval be given to **Revised Zoning By-law Amendment Application ZAC-15-027, by Dawn Victoria Homes (Burlington), Owner**, for a change in zoning from the Urban Commercial “UC” Zone to the Medium Density Residential “R6-44” Zone, Modified, in order to permit a 46-unit mixed-use development consisting of a total of 40 residential units and six at-grade commercial units fronting Dundas Street East, for the lands located at 219 Dundas Street East, Waterdown, as shown on Appendix “A” to Report PED16086, on the following basis:

- (a) That the draft By-law, attached as Appendix “B” to Report PED16086, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
- (b) That the proposed changes in zoning are consistent with the Provincial Policy Statement (PPS), conform to the Places to Grow – Growth Plan, and comply with the Urban Hamilton Official Plan (UHOP).

## **EXECUTIVE SUMMARY**

The applicant has applied for a Zoning By-law Amendment for lands located at 219 Dundas Street East, Waterdown. The proposal is to establish a Medium Density Residential “R6-44” Zone, Modified, in order to permit the development of five buildings as follows: two for mixed use purposes (Buildings 1 and 2) and three for residential purposes (Buildings 3 – 5, inclusive). There are proposed to be a total of six commercial units and 11 apartment units within Buildings 1 and 2, 12 maisonette dwelling units within Building 3, seven block townhouse units within Building 4, and ten stacked townhouse units within Building 5. The mixed use buildings are intended to be developed with street frontage along Dundas Street East, as shown on the Revised Site / Concept Plan is attached as Appendix “E” to Report PED16086.

In particular, modifications have been requested to permit local commercial uses in the Medium Density Residential “R6-44” Zone, Modified, whereas the parent zone is limited to residential uses. Additionally, modifications have been requested to limit the location and gross floor area of local commercial uses, to establish definitions for Live Work Units, Maisonettes, and Stacked Townhouses, as well as to establish a minimum lot area, front, rear, and side yard setbacks, to permit a reduced planting strip requirement along Dundas Street East, to establish reduced parking space rates and dimensions, to establish interior garage dimensions, and to permit a reduced drive aisle width for two-way traffic.

The application has merit and can be supported because it is consistent with the Provincial Policy Statement (PPS) and conforms to the Growth Plan for the Greater Golden Horseshoe. The proposal is considered to be compatible with existing and planned development in the area and represents good planning by providing a compact and efficient urban form, including a range of housing types and mix of land uses. The proposal also complies with the intent of the UHOP.

***Alternatives for Consideration – See Page 39***

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

**Financial:** None

**Staffing:** None

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

## **HISTORICAL BACKGROUND**

### **Proposal**

The subject lands, known as 219 Dundas Street East, Waterdown, are located on the northwest side of Dundas Street East, northeast of Riley Street, and southwest of Perrelli Street. The property is located adjacent to 215 Dundas Street East, which was subject to Zoning By-law Amendment Application ZAC-12-064 (to establish a Medium Density Residential “R6-33” Zone, Modified) and Site Plan Control Application DA-13-180 for the approval of a 58-unit residential townhouse development.

The application originally consisted of a proposal for 42 residential dwelling units with six ground floor commercial units fronting Dundas Street East. The proposed residential units included nine block townhouses, 12 maisonette dwellings, 10 stacked townhouses, and 11 apartment units. In order to address the technical and public comments / concerns that were received based on the circulation of the initial Site / Concept Plan, a revised Site / Concept Plan was submitted in September, 2015 which eliminated two block townhouse units located at the rear of the property, in addition to delineating residential, visitor, and commercial parking spaces, and eliminating the proposed loading space. Staff note that both the initial and revised the Site / Concept Plans show seven layby parking spaces located on Dundas Street East, and staff are not supportive of these spaces, as discussed below. The initial Site / Concept Plan is attached as Appendix “C” to Report PED16086.

Accordingly, the revised proposal is to permit a residential development consisting of 40 residential units and six commercial units within a total of five buildings on the property. The proposed residential units include seven block townhouse units, 12 maisonette dwelling units, 10 stacked townhouse units, and 11 apartment units. The intent of the two buildings fronting Dundas Street East is to allow flexibility in development for either Live Work Units or for stand-alone commercial units at grade with apartment units above. The applicant is also proposing a private condominium road, sidewalks, and visitor parking internal to the site. The revised Site / Concept Plan is attached as Appendix “E” to Report PED16086. A Standard Plan of Condominium application has been submitted and is currently under review, as discussed below.

### **Zoning By-law Amendment:**

Application ZAC-15-027 to amend the Town of Flamborough Zoning By-law No. 90-145-Z is required to rezone the subject lands from Urban Commercial “UC” Zone to a Medium Density Residential “R6-44” Zone, Modified, as shown on Appendix “B” to Report PED16086.

Modifications to the parent Medium Density Residential “R6” Zone have been requested to permit local commercial uses whereas the parent zone is limited to residential uses. Additionally, modifications have been requested to limit the location and gross floor area

of local commercial uses, to establish definitions for Live Work Units, Maisonettes, and Stacked Townhouses, as well as to establish a minimum lot area, front, rear, and side yard setbacks, to permit a reduced planting strip requirement along Dundas Street East, to establish reduced parking space rates and dimensions, to permit reduced interior garage dimensions, and to permit a reduced drive aisle width for two-way traffic.

The initial development Site / Concept Plan and Elevation Plans are attached as Appendices “C” and “D” to Report PED16086. A revised Site / Concept Plan and Elevation Plans are attached as Appendices “E” and “F” to Report PED16086.

**Plan of Condominium:**

The applicant submitted a Standard Plan of Condominium Application 25CDM-201506 in conjunction with Zoning By-law Amendment application ZAC-15-027 to facilitate the proposed development. Staff are awaiting a revised Draft Plan of Condominium application to reflect the changes made to the proposal throughout the Zoning By-law Amendment application review process. The revised Plan of Condominium application will be processed and will be completed upon final approval of a future Site Plan Control application.

**Minor Site Plan Control:**

The applicant submitted a Minor Site Plan Control application (MDA-15-168) to facilitate the construction of a new home sales trailer with associated parking located on the south-west corner of the property. The application was approved on November 5, 2015.

**Chronology**

<u>May 1, 2015:</u>	Submission of Zoning By-law Amendment Application ZAC-15-027 by Dawn Victoria Homes.
<u>May 27, 2015:</u>	Notice of Complete Application sent to Owner / Agent.
<u>June 8, 2015:</u>	Notice of Complete Application and Preliminary Circulation mailed to 121 properties within 120 m of the subject lands.
<u>June 11, 2015:</u>	Public Notice Sign was erected on the subject lands.
<u>July 9, 2015:</u>	Community Meeting hosted by the Councillor’s Office.
<u>September 8, 2015:</u>	Revised Site / Concept Plan submitted to Staff for review.
<u>December 22, 2015:</u>	Revised Engineering material submitted for Staff review.
<u>January 4, 2016:</u>	Revised Elevation Plans submitted for Staff review.

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March 23, 2016: Public Notice Sign was updated to include Public Meeting date.

April 1, 2016: Circulation of Notice of Public Meeting to 121 properties within 120 m of the subject lands.

**Details of Submitted Application**

**Location:** 219 Dundas Street East, Waterdown (see Appendix “A”)

**Applicant / Owner(s):** Dawn Victoria Homes (Burlington)

**Property Description:** Total Lot Area: ± 0.66 ha (6,637.64 sq m)  
Total Lot Frontage: Approx. 89 m  
Lot Depth: Approx. 88 m

**EXISTING LAND USE AND ZONING**

	<b><u>Existing Land Use</u></b>	<b><u>Existing Zoning</u></b>
<b><u>Subject Lands:</u></b>	Vacant / Construction underway for Temporary Sales Trailer  (Former Waterdown Motel demolished)	Urban Commercial “UC” Zone
<b><u>Surrounding Lands:</u></b>		
<b>North</b>	Existing Two-Storey Single-Detached Dwellings along Culotta Drive	Urban Residential (Single-Detached) “R1-9” Zone, Modified
<b>South</b>	Townhouse Dwellings	Urban Residential (Semi-detached and Link) “R4-2” and “R4-3” Zones, Modified; and,  Urban Commercial “UC-8” Zone, Modified
<b>East</b>	Daycare Centre (northeast of subject property);  One-Storey Restaurant with	Urban Commercial “UC” Zone; and,  Urban Commercial “UC-2” Zone,

	Surface Parking	Modified
<b>West</b>	Medium-Density Residential (Townhouse) Development	Medium Density Residential “R6-33” Zone, Modified

## **POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**

### **Provincial Planning Policy Framework**

The Provincial planning policy framework is established through the *Planning Act* (Section 3), the Provincial Policy Statement (PPS 2014), the Growth Plan for the Greater Golden Horseshoe (the Growth Plan) and the Greenbelt Plan. The *Planning Act* requires that all municipal land use decisions affecting planning matters be consistent with the PPS. The *Places to Grow Act* and the *Greenbelt Act* require that all municipal land use decisions made under the *Planning Act* conform to the Growth Plan and the Greenbelt Plan.

The mechanism for the implementation of the Provincial plans and policies is through the Official Plan. Through the preparation, adoption and subsequent Ontario Municipal Board approval of the City of Hamilton Official Plans, the City of Hamilton has established the local policy framework for the implementation of the Provincial planning policy framework. As such, matters of provincial interest (e.g. efficiency of land use, balanced growth and environmental protection) are reviewed and discussed in the Official Plan analysis below.

As the application for a change in zoning complies with the Official Plan, it is staff’s opinion that the application is:

- Consistent with Section 3 of the *Planning Act*;
- Consistent with the Provincial Policy Statement (2014);
- Conforms to the Growth Plan for the Greater Golden Horseshoe; and,
- Conforms to the Greenbelt Plan.

### **Urban Hamilton Official Plan (UHOP)**

The subject lands are identified as “Community Node” on Schedule “E” – Urban Structure of the UHOP, and are designated “Mixed Use – Medium Density” on Schedule “E-1” – Urban Land Use Designations. They are also located within the Built-up Area on Appendix “G” to Report PED16086 of the UHOP.

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

Community Nodes

- “E.2.3.3.1 The following areas are identified as Community Nodes on Schedule E – Urban Structure:
- a) the downtowns of the former municipalities of Dundas, Ancaster, Flamborough (Waterdown), and Stoney Creek.
- E.2.3.3.2 Within each Community Node a range of uses shall be provided that allow for access to housing, employment, services, and recreation in close proximity to each other and transit. The Community Nodes shall provide services to residents within the former area municipalities and surrounding neighbourhoods in a mixed use environment.
- E.2.3.3.3 Community Nodes shall provide community scale retail stores and services to the residents within the Node and surrounding neighbourhoods.
- E.2.3.3.5 Community Nodes shall function as vibrant, mixed use areas containing a range of housing opportunities, including *affordable* housing and *housing with supports*. The unique characteristics of the individual Community Nodes lend themselves to a range of built forms.”
- The subject proposal promotes a mixture of uses including a range of housing types, and community scale retail stores and services with frontage along Dundas Street East. The commercial uses are intended to serve both the residents of the subject property, in addition to those of the surrounding area.
- “E.2.3.3.7 Community Nodes shall generally be planned to achieve a target density of a 100 persons and jobs per hectare.
- E.2.3.3.8 Community Nodes shall be planned to accommodate some *residential intensification* over the time period of this Plan. The location, scale and amount of *residential intensification* shall be established through detailed secondary plans described in Policy E.2.3.3.11.
- E.2.3.3.9 The built form shall largely be in medium and low rise, mixed use buildings. Along the commercial and mixed use streets, single use commercial buildings shall be permitted along with residential housing forms on the periphery of the Nodes. However, the intent of this Plan is to increase the proportion of multiple storey, mixed use buildings that have retail and service commercial uses at grade.
- E.2.3.3.12 Notwithstanding Policy E.2.3.3.7, some Community Nodes may be developed as lower intensity nodes appropriate to the character of their

adjacent Neighbourhoods, other infrastructure, or transportation constraints as follows:

- b) *Intensification* shall not be permitted in the Waterdown Community Node until infrastructure and transportation constraints have been alleviated.”

The subject proposal accommodates residential intensification that incorporates low rise mixed use and residential buildings. The subject lands form part of the West Waterdown Secondary Plan, which provides greater direction for a mixture of uses, heights, densities, built form, and design.

With respect to Policy E.2.3.3.12b), staff note that the type and density of development is consistent with the vision of the West Waterdown Secondary Plan. Additionally, the City’s Corridor Management staff have indicated that Dundas Street East can accommodate the proposed trip generation from the subject proposal. Finally, staff note that the design of portions of the East-West Road Corridor is currently in process, which, when completed, will provide sufficient transportation infrastructure capacity.

Development Engineering staff have indicated that there are existing municipal water and sanitary services within the Dundas Street East Right of Way. The applicant has also submitted a Storm Sewer Design Sheet which indicates that existing servicing infrastructure can accommodate the proposed development.

“E.2.3.3.13 The Community Nodes shall be planned to have a strong pedestrian focus.

E.2.3.3.14 In the historic former downtowns, a strong pedestrian focus is long established and shall be enhanced where necessary.

E.2.3.3.17 The Community Node shall contain a broad mix of uses. Where possible, this mix of land uses should include *developments* either as mixed use buildings or a mix of uses on the same property.

E.2.3.3.18 New *development* shall respect the existing built form of adjacent neighbourhoods by providing a gradation in building heights and by locating and designing new *development* to minimize the effects of shadowing and overview on properties in adjacent neighbourhoods.

E.2.3.3.22 Reductions in parking requirements shall be considered in order to encourage a broader range of uses and densities to support transit.”

Staff note that the proposal is for a mixed use development incorporating residential townhouse dwellings with local-scale commercial uses on the same property. The



proposal seeks to create a pedestrian-oriented streetscape by positioning ground-oriented commercial uses along the street edge.

With respect to Policy E.2.3.3.18 above, the proposal respects the existing built form of adjacent neighbourhoods by providing a gradation in building heights; the revised elevations of the rear townhouse block were reduced in height from three storeys to two storeys (the building elevations are attached as Appendices “D” and “F” to Report PED16086), with the height increasing to three storeys toward Dundas Street East. Additionally, the prohibition of rear balconies for the townhouse units adjacent to existing two-storey single detached dwellings minimizes the effects of overview on properties in adjacent neighbourhoods. The proposal is for a mixture of uses, street-oriented development, and a compact urban form. Accordingly, it complies with the above-noted policies.

Further discussions with respect to site design, compatibility, and parking provisions will be included in the Urban Design and the Analysis and Rationale for Recommendation Sections of this Report.

#### Mixed Use – Medium Density

The following policies, amongst others, apply so the subject proposal.

- “E.4.6.4 It is also the function of areas designated Mixed Use - Medium Density to serve as vibrant people places with increased day and night activity through the introduction of residential *development*. Residential *development* enhances the function of these areas as *transit supportive* nodes and corridors.”
- E.4.6.5 The following uses shall be permitted on lands designated Mixed Use - Medium Density on Schedule E-1 – Urban Land Use Designations:
- a) commercial uses such as retail stores, *auto* and *home centres*, *home improvement supply stores*, offices oriented to serving residents, personal services, financial establishments, live-work units, artist studios, restaurants, gas bars, and drive-through facilities;
  - f) *multiple dwellings*; and,
  - g) *accessory* uses.
- E.4.6.7 Lands designated Mixed Use - Medium Density shall contain a range of building heights and densities to a maximum height of six storeys, which shall be set out in the implementing zoning by-law. The specific permitted heights and densities shall depend on the area and be established through secondary plans where one exists and the zoning by-law.

E.4.6.9 The predominant built form shall be mid-rise and low-rise buildings. The intent is to increase the proportion of multiple storey, mixed use buildings that have retail and service commercial stores at grade; however, single use commercial buildings and medium density ground related housing forms shall be permitted.

E.4.6.15 Although residential *development* is permitted and encouraged, it is not the intent of the Plan for the Mixed Use - Medium Density designated areas to lose the planned retail and service commercial function set out in this Plan.”

The proposed uses would include of a mixture of low rise community-scale commercial and residential uses consistent with the above-noted policies in that the proposed retail store uses, personal service uses, service shop uses, and office uses are intended to serve the residents of the property in addition to those properties directly surrounding them. The proposal provides for a maximum of three storeys abutting Dundas Street East, and a maximum of two storeys for those lands abutting existing single detached residential dwellings to the northwest, in order to provide a more appropriate transition in height.

“E.4.6.16 New *development* shall be designed and oriented to create comfortable, vibrant and stimulating pedestrian oriented streets within each area designated Mixed Use - Medium Density.

E.4.6.17 Areas designated Mixed Use - Medium Density are intended to develop in a *compact urban form* with a streetscape design and building arrangement that supports pedestrian use and circulation and create vibrant people places.

E.4.6.18 In the historic former downtowns and main streets, a strong historic pedestrian focus is long established, and shall be enhanced through new *development*.

E.4.6.19 To strengthen the pedestrian focus in areas where it does not currently exist, the City shall require infilling of retail, service commercial, and mixed use buildings in a physical arrangement which assists in creating a vibrant and active street environment. Such buildings shall be located up to the street along a *pedestrian predominant street*.

E.4.6.21 On *non-pedestrian predominant streets*, buildings shall be located close to the street with no parking, drive-throughs, or stacking lanes between the building and the street.

E.4.6.22 *Development* applications shall be encouraged to provide a mix of uses on the site.

E.4.6.24 New *development* shall respect the existing built form of adjacent neighbourhoods by providing a gradation in building height and densities, and by locating and designing new *development* to minimize the effects of shadowing and overview on properties in adjacent neighbourhoods.

E.4.6.27 Reduced parking requirements shall be considered to encourage a broader range of uses and take advantage of a higher level of transit service.”

Staff note that the proposal complies with the above-noted policies, specifically Policies E.4.6.19 and E.4.6.21 because it enhances the pedestrian realm on the subject portion of Dundas Street East by implementing street-oriented development with enhanced landscaping and pedestrian access to local commercial uses.

Additionally, the proposal complies with Policy E.4.6.24 above, because the site design provides a gradation in building heights from two storeys at the rear of the property (adjacent to existing two-storey dwellings) with height increasing to three storeys toward Dundas Street East (view Appendices “D” and “F” to Report PED16086). Additionally, the prohibition of rear balconies for the townhouse units adjacent to existing two-storey single detached dwellings minimizes the effects of overview on properties in adjacent neighbourhoods. Further discussion about site design is included in the Analysis and Rationale for Recommendation Section of this Report.

The proposal specifically complies with Policy E.4.6.27 above by implementing reduced parking requirements for the proposed commercial uses in order to promote alternative modes of transportation. The proposed commercial uses are local in nature and are intended to serve local residents without the inherent need for vehicle access.

Specific site design elements, compatibility, and parking provisions will be discussed in the Urban Design and the Analysis and Rationale for Recommendation Sections of this Report.

### Residential Intensification

Intensification ensures that land, urban services, and the transportation network are used more efficiently and that sufficient population is maintained to support existing community facilities. The UHOP stipulates that while intensification is a key component to successfully developing and transforming targeted areas of the City by creating liveable, vibrant, compact communities, careful consideration must be given to design and compatibility with existing uses and neighbourhood character. The UHOP requires that intensification must represent good planning and not cause unacceptable impacts. Accordingly, the following policies, amongst others, apply.

- “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.”

As discussed in the Urban Design subsection of the UHOP analysis (below), the proposal demonstrates sensitivity toward the existing two-storey single detached dwellings along Culotta Drive by limiting the height of adjacent townhouse dwellings to two storeys. The proposal focuses the higher density dwelling types to the internal portions of the site and along Dundas Street East in order to preserve the adjacent community’s identity. Further, the proposal implements a range of dwelling types to establish a diverse housing stock.

As discussed above in the Community Nodes subsection of the UHOP, there is sufficient servicing infrastructure capacity, and with the establishment of the East-West Road Corridor (Waterdown By-Pass), there will be sufficient transportation capacity.

As such, the proposal complies with the above-noted residential intensification policies of the UHOP.

### Urban Design

The UHOP sets out specific urban design policies that ensure the compatibility of the proposal to the surrounding lands with respect to scale, building mass, and height. Policy B.3.3.1.5 ensures that new development is compatible with and enhances the character of the existing environment and locale. In addition, the proposal must be

adaptable and flexible to accommodate future demographic and environmental changes under Policy B.3.3.1.6. Finally, the following principles guide new development:

- “B.3.3.2.3 Urban design should foster a sense of community pride and identity by:
- a) respecting existing character, development patterns, built form, and landscape;
  - b) promoting quality design consistent with the locale and surrounding environment;
  - c) conserving, maintaining, and enhancing the natural heritage and topographic features of the City and its communities;
  - d) demonstrating sensitivity toward community identity through an understanding of the character of a place, context and setting in both the public and private realm;
  - e) contributing to the character and ambiance of the community through appropriate design of streetscapes and amenity areas.”

The proposed townhouse blocks, which are located at the rear of the subject lands, will contain seven units per block, and each unit will be architecturally controlled to create a built form and landscape that is compatible with the surrounding dwellings. The proposed maisonettes will be located internally within the site, and are limited to a block of 12 units (view Appendix “E” to Report PED16086). The proposed built form is consistent with the approved development at 215 Dundas Street East which includes a total of 58 townhouse and maisonette units. It will have minimal visual impact on the adjacent commercial uses to the northeast in terms of privacy and shadowing (staff note that the existing commercial uses include a daycare centre and a fast food restaurant with associated surface parking).

After construction of the townhouses at 215 Dundas Street East, concerns were raised by nearby residents about the ultimate height of the dwellings (including rear balcony placement) and about how the higher grading on the development site caused the new dwellings to overlook the existing single detached dwellings. As a result of this feedback, and in review of the submitted grading plan, the proposal at 219 Dundas Street East demonstrates sensitivity toward the existing two-storey single detached dwellings along Culotta Drive by limiting the height of adjacent townhouse dwellings to two storeys, prohibiting rear balconies, and ensuring adequate privacy screening measures (i.e. a privacy fence and mature vegetation which will be implemented at the future Site Plan Control stage). The proposal focuses the higher density dwelling types to the internal portions of the site and along Dundas Street East in order to preserve the adjacent community’s identity.

Policies B.3.3.3.1 and B.3.3.3.2 identify the importance of built form and fit with surrounding development:

- “B.3.3.3.1 New development shall be located and organized to fit within the existing or planned context of an area as described in Chapter E – Urban Systems and Designations.
- B.3.3.3.2 New development shall be designed to minimize impact on neighbouring buildings and public spaces by:
- a) creating transitions in scale to neighbouring buildings;
  - b) ensuring adequate privacy and sunlight to neighbouring properties; and,
  - c) minimizing the impacts of shadows and wind conditions.
- B.3.3.3.3 New development shall be designed to respect existing and planned street proportions.”

The proposal is compatible with the surrounding residential uses that consist primarily of single-detached dwellings. This is achieved through building heights that transition from two storeys at the rear of the property to three storeys for those buildings abutting Dundas Street East. Landscaping is also proposed to provide a buffer between existing uses and the proposed development, and staff are proposing a restriction on rear balconies for those townhouse units abutting dwellings along Culotta Drive in order to preserve adequate privacy.

The following policies, amongst others, also apply.

- “B.3.3.2.6 Where it has been determined through the policies of this Plan that *compatibility* with the surrounding areas is desirable, new *development* and *redevelopment* should enhance the character of the existing environment by:
- a) complementing and animating existing surroundings through building design and placement as well as through placement of pedestrian amenities;
  - b) complementing the existing massing patterns, rhythm, character, colour, and surrounding context; and,
  - c) encouraging a harmonious and *compatible* approach to infilling by minimizing the impacts of shadowing and maximizing light to adjacent properties and the public realm.”

The revised Site / Concept Plan (see Appendix “E” to Report PED16086) includes an internal pedestrian circulation consisting of a 1.5 m sidewalk that will provide a safe pedestrian environment. In addition, the built form of the townhouses and maisonettes involve more intensive development closer to the centre of the property, and less intensive development abutting the existing residential development. This ensures the compatibility of the new development with existing uses (which include two-storey single detached dwellings to the northwest, and low-density commercial uses to the northeast) with respect to scale, mass, and height through appropriate setbacks and landscaping.

Finally, Policy B.3.3.3 addresses the role of built-form in defining the character of an area. More specifically, Policy B.3.3.3.1 directs that new development shall be located and organized to fit within the existing or planned context of an area as described in Chapter E – Urban Systems and Designations. In addition Policy B.3.3.3.2 requires appropriate transition in scale to neighbouring buildings and ensuring adequate privacy and sunlight to neighbouring properties. The proposed development meets the above requirements, as the proposed townhouses that abut existing residential dwellings will be two storeys, with provisions to prohibit rear balconies that cause overlook on existing properties. Three storey buildings will be limited to areas along Dundas Street East and to where the site abuts commercial property east of the subject lands.

The detailed design will be evaluated, and further privacy and buffering mechanisms will be approved through the future Site Plan Control application.

#### Health and Public Safety Policies

The following policy, amongst others, applies to the proposal.

“B.3.6.1.2 Where there is potential for site contamination due to previous uses of a property and a more sensitive land use is proposed, a mandatory filing of a Record of Site Condition is triggered as outlined in provincial guidelines. The Record of Site Condition shall be submitted by the proponent to the City and the Province. The Record of Site Condition shall be to the satisfaction of the City,”

Staff note that an RSC was submitted to the MOECC, and was filed to the Environmental Site Registry on September 29, 2015. Accordingly, the requirement was cleared by the City on February 18, 2016.

The following policy, amongst others, applies to the proposal.

“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.”

Accordingly, a noise study was required as part of the application. The Noise Impact Study, dated March, 2015, prepared by S. Llewellyn and Associates, has been reviewed by City staff, and staff are generally satisfied with the findings of the study, subject to the implementation of acoustical barriers, specific design and construction standards, the installation of central air conditioning systems, and the implementation of warning clauses. These recommendations will be implemented at the Site Plan Control stage.

### Stormwater Management

The UHOP addresses stormwater management of all forms of development. Policy C.5.4.2 requires that any new development shall be responsible for submitting a detailed stormwater management plan, prior to development, to properly address on-site drainage and ensure that new development has no negative impact on off-site drainage.

The Stormwater Management Report submitted as part of this application indicates that the northerly 0.45 ha portion of the site will drain via a proposed new enhanced swale along the north side of the property westerly to the existing swale on the adjacent property in order to allow runoff to be maintained to pre-development levels to Borer's Creek to the north. The southerly 0.21 ha portion of the site will have restricted discharge to the existing storm sewer on Dundas Street East, involving the installation of two underground storage tanks for quantity control purposes and the installation of an appropriately sized oil / grit separator to meet the Level 1 quality control requirement.

While Planning staff and HCA staff have no objection to this stormwater management approach, it is required that a geotechnical investigation be conducted to establish the depth of the aquifer on the site as the proposed underground storage tanks are open-bottom systems, and a minimum 1 m depth should be maintained between the storage system invert and the underground table in order to ensure that the system does not contaminate the aquifer. Staff also request the submission of detailed site grading, site servicing, and sediment and erosion control drawings stamped and signed by a qualified professional engineer.

The Report and associated Plans will be approved through the future Site Plan Control process.

### Servicing

The following policies are applicable for servicing:

- "C.5.3.5 All new development and redevelopment within the Urban Area shall be connected to the City's water and waste water system.
- C.5.3.15 The City shall be satisfied that adequate infrastructure services can be provided prior to any development or intensification proceeding, and



where technically and economically possible, the City shall require such services to be located underground.

C.5.4 The City shall ensure that appropriate storm water management facilities are built and maintained to provide a safe and secure system for storm water.

C.5.4.8 Where feasible, storm water management facilities shall be designed to provide a benefit to the Natural Heritage System.”

Development Engineering staff have indicated that there are existing municipal water and sanitary services within the Dundas Street East Right of Way. However, Development Engineering staff required a Storm Sewer Design Sheet which was submitted and reviewed. Accordingly, Growth Management staff have indicated no further concern for the Zoning By-law Amendment application.

### **West Waterdown Secondary Plan**

The subject lands are designated “Mixed-Use - Medium Density” on the Land Use Plan - Map B.4.1-1 of Volume 2 of the UHOP. Accordingly, the following policies apply.

“E.4.1.4.1 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.4.1-1 – West Waterdown – Land Use Plan:

- a) Notwithstanding Policy E.4.6.5 of Volume 1, the permitted uses shall include large retail, office, live / work, and medium density residential uses, including townhouses, duplex, triplex, stacked townhouses, and low rise apartments. Detailed permitted uses, appropriate to each location, shall be established in the implementing Zoning By-law.
- b) Commercial *development* may occur as individual, mall or plaza building structures in single use or mixed use projects.
- c) Special consideration shall be given for new *development* along Highway No. 5 (Dundas Street) and Hamilton Street in terms of providing a contiguous streetscape through consistent setback, signage and landscaping measures.”

The subject proposal complies with the above policies because it offers a range of local commercial uses as well as residential dwelling unit types including block townhouse units, maisonette units, stacked townhouse units, block townhouse units, and apartment units, and provides a contiguous streetscape along Dundas Street East.

## **RELEVANT CONSULTATION**

The following departments and agencies had no comments or objections:

- Hydro One; and,
- Recreation Division, Community and Emergency Services Department.

The following departments and agencies submitted comments:

**Corridor Management, Public Works Department** has reviewed the proposal and notes that Dundas Street East is classified as a major arterial road with an average daily traffic of 26,000 vehicles, and a posted speed limit of 50 km / hr. It has a five lane cross section within the vicinity of the development including a centre turning lane. The proposed development will generate an estimated 24 a.m. peak hour and 43 p.m. peak hour trips. In this regard, Corridor Management staff have no comments regarding the change in zoning.

The applicant has provided a preliminary Site Plan, and Corridor Management staff offer the following comments:

“As recommended by the Traffic Study, the driveway must consist of an inbound lane and exclusive left and right turn outbound lanes. The driveway must align centreline to centreline with Sunnycroft Court.

Minimum 5 m by 5 m visibility triangles are required between the access limits and the ultimate road allowance limits of Dundas Street East, in which the maximum height of any object or mature vegetation cannot exceed the height of 0.7 m above the corresponding perpendicular centreline elevation of the adjacent street.

The municipal sidewalk must be continuous through the driveway approach. All driveway curbing must end behind the municipal sidewalk.

Staff do not support the provision of the on-street layby parking and advise that all commercial parking should be contained on site.

An Access Permit from the Public Works Department is required. Prior to commencing any work within the road allowance, the Applicant / Owner are required to contact all the respective Utilities.”

Based on the above, Planning staff note that the submitted Site / Concept Plan (Appendix “E” to Report PED16086) includes an inbound lane and exclusive left and right turn outbound lanes. The issues including alignment of centreline to centreline with Sunnycroft Court, visibility triangles, and the installation / upgrade of municipal sidewalks will be implemented through the future Site Plan Control process. Additionally, staff note that the layby parking shown on the current Site / Concept Plan

is not supported. Lastly, the required Access Permit will be a condition of future Site Plan Control approval.

**Operations Support, Business Programs, Operations Division (Public Works Department)** have reviewed the above noted application and do not have any comments concerning the proposed Zoning By-law Amendment. The residential development is eligible for waste collection service. However, because the design of the site does not provide for continuous forward movement, City vehicles will not enter the site to provide waste pick-up. The following note shall be placed on the future Site Plan drawing as well as future purchase and lease agreements (etcetera):

“Purchasers or tenants are advised that municipal Waste Collection Vehicles will not enter the property to collect any Waste including Garbage, Recycling, Organics, Leaf and Yard or Bulk Waste. All Garbage, Recycling, Organics, Leaf and Yard, and Bulk Waste shall be placed curbside at the property entrance at the municipal roadway in appropriate Containers and shall comply with limits set out in the City of Hamilton Solid Waste management By-law 09-067, as amended.”

If curbside collection within the development is the desired level of service a private waste hauler could be retained at the expense of the development (Condominium Corporation, residents).

**Hamilton Municipal Parking System (HMPS)** concurs with the justification for the proposed parking reduction. As such HMPS is recommending that the applicant include the following clause in their agreement of purchase / lease for all units:

“It is the owner / lessee’s responsibility to ensure that their parking needs can be accommodated on the site. Public, on-street parking is not permitted on Dundas Street and existing public parking in the surrounding neighbourhood cannot be guaranteed in perpetuity.”

The commercial and residential parking spaces should be separated physically or by signage to ensure residents have a parking space.

The applicant has shown layby parking adjacent to Dundas Street East, and HMPS is concerned that layby parking may not be ideal on this section of Dundas Street East due to safety concerns. The applicant should ensure all parking requirements are met on site.

Planning staff note that the above warning clause will be included as a condition of Draft Plan of Condominium approval, and that either demarcation or physical separation between commercial and residential spaces will be finalized during the Site Plan Control process.

Planning staff also note that the proposed layby parking is not supported and will not form part of the required parking provisions in the amending By-law.

Further discussion about the proposed parking amendments is included in the Analysis and Rationale for Recommendation Section.

**Forestry and Horticulture** staff note that minor amendments are required to the Landscape Plan / Street Tree Planting Plan in regards to Item 3 under the City of Hamilton street tree notes (on the submitted Landscape Plan and Details): Plant material is not supplied by the developer for municipal trees. All proposed tree plantings on municipal property shall be planted by City of Hamilton staff.

Payment is required for trees to be planted on municipal property by City of Hamilton forces. Seven trees depicted on municipal road allowance at \$590 per tree, resulting in \$4,130 plus HST is required.

City of Hamilton Forestry shall be notified once construction has been completed and final grade has been achieved.

Planning staff note that details of the Landscape Plan will be addressed through the Site Plan Control process.

**Hamilton Conservation Authority** note the following:

The 0.66 ha property is located on the north side of Dundas Street East in Waterdown, within the subwatershed area of Borer's Creek that drains into Hamilton Harbour. In accordance with the Hamilton Harbour Remedial Action Plan, new development must implement stormwater quantity control, Enhanced (Level 1) quality control, and sediment and erosion control measures. In this regard, staff note that the Stormwater Management Report prepared by S. Llewellyn and Associates Ltd., dated March 2015, on behalf of the Applicant, indicates that the northerly 0.45 ha portion of the site (Catchment 202) will drain via a proposed new enhanced swale along the north side of the property westerly to the existing swale on the adjacent property in order to allow runoff to be maintained to pre-development levels to Borer's Creek to the north, while the southerly 0.21 hectare portion of the site (Catchment 201) will have restricted discharge to the existing storm sewer on Dundas Street East, involving the installation of two underground storage tanks for quantity control purposes and the installation of an appropriately sized oil / grit separator to meet the Level 1 quality control requirement.

While the HCA has no objection to the stormwater management approach, staff recommend that a geotechnical investigation be conducted to establish the depth of the aquifer on the site as the proposed underground storage tanks are open-bottom systems, and a minimum 1.0 m depth should be maintained between the storage system invert and the groundwater table in order to ensure that the system does not contaminate the aquifer. Staff note that the Geotechnical Investigation by Landtek Ltd.,

dated February 24, 2012, for the development at 215 Dundas Street East identified evidence of groundwater at 2.0 m depth at one of the borehole locations and 2.2 m depth at a second borehole. HCA staff also request submission of detailed site grading, site servicing, and sediment and erosion control drawings stamped and signed by a qualified professional engineer.

HCA staff advise that the subject property is not regulated by HCA pursuant to the *Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation 161/06 under Ontario Regulation 97/04*. Therefore, a permit from the HCA is not required for the proposed new development.

HCA has no objection to the approval of the Zoning By-law Amendment application, but recommend that approval of the Site Plan Control be subject to the submission of a Geotechnical Report, a Site Grading Plan, a Site Servicing Plan, and an Erosion and Sediment Control Plan to the satisfaction of the City of Hamilton and HCA.

Planning staff note that the above-mentioned engineering material will be required as part of the future Site Plan Control process, and that the HCA will have the opportunity to review and comment on the submitted material. Accordingly, final site grading and drainage will be reviewed and approved at that time.

**Transportation Demand Management, Public Works Department** staff have reviewed the subject proposal and offer the following recommendations.

### Cycling

The TDM report states that short-term bicycle storage facilities for six to eight bicycles will be provided in a visible location.

#### Recommendations:

It is recommended that short-term bicycle parking racks be installed in a well-lit location, and that wheel-bending racks are avoided. End-of-trip facilities should be included in the commercial units (e.g. shower and lockers) for employees who cycle to work. It is also recommended that long-term bicycle parking facilities for employees and residents be included in the site design. This could include a fenced off area with a rack and security precautions (visible and well-lit). Planning staff note that designated short-term bicycle storage facilities will be implemented through the Site Plan Control stage. Further, adequate long-term cycling facilities are considered to be provided on the individual properties of each dwelling unit.

### Walking

A public concrete sidewalk (1.5 m wide) along Dundas Street East separated from the road by a boulevard will be provided. Sidewalks within the development (1.5 m wide)

will also be provided for pedestrian mobility within the development and to connect the development to the public sidewalk along Dundas Street East. Building 4 on the initial and revised Site / Concept Plan, as shown on Appendices “C” and “E” to Report PED16086 is not planned to be connected to the other buildings by the sidewalk network.

Recommendations:

The public sidewalk along Dundas Street East should be a minimum of 2 m wide and clear of obstacles as per the City of Hamilton Pedestrian Mobility Plan. Building 4 (as shown on the Initial and Revised Site / Concept Plans, attached as Appendices “C” and “E” to this Report) should be connected to the other buildings by the network of pedestrian facilities. Planning staff note that these design criteria will be implemented through the future Site Plan Control process.

Transit

The proposed development is located near a stop along the HSR Route 18 Waterdown that provides peak period service to destinations within Waterdown and to the Aldershot GO Station.

Recommendations:

It is recommended that the development owner offer an incentive of a six month or one year free monthly bus pass to purchasers who have only one vehicle to park on site.

Parking

This development is seeking a reduction in the minimum number of required parking spaces (99 spaces are required, and 81 are being proposed).

Recommendations:

Reductions in minimum parking requirements may be explored if the proposed development is located in close proximity to transit corridors with increased service levels, near active transportation networks, through increased shared parking and on-site car-share vehicles. Based on the conditions of this particular proposed development, it is recommended that the minimum number of parking spaces should be provided, unless more TDM measures are included. In order to better achieve the reductions, the TDM plan could include elements such as those mentioned above: carpool parking, secure bike parking for employees and residents, more short term bike parking, transit incentives, sidewalk improvements, and other strategies.

Planning staff note that the applicant has provided all of the required residential and visitor parking, and that the reduction only relates to commercial parking, whereby a

total of 11 commercial parking spaces are provided. Planning staff and Hamilton Municipal Parking staff are satisfied that the proposed commercial parking reduction is appropriate for the site. Further discussion about the proposed parking reduction is included in the Analysis and Rationale for Recommendation Section of this Report.

Staff also note that the above-mentioned TDM measures, including sidewalk locations, will be implemented through the Site Plan Control.

**Strategic Planning, Public Works Department** staff require a Road Widening be taken to achieve a total Dundas Street East right of way width of 45.72 m. Additionally, a TDM report is required to address the mixed use development, pursuant to Chapter F of the UHOP.

Staff also require that the proposal consider the needs of pedestrians with disabilities (i.e. AODA regulations and barrier free designs). Accordingly, sidewalks must have a minimum clear width of 2.0 m along the right of way. The proponent should include the provision for trees in the boulevard.

Staff acknowledge the constraints of the site; however, staff also note that it would be beneficial for the applicant to include a private amenity space for future residents given the isolated nature of the location (from existing parks). Accordingly, a cash-in-lieu of parkland dedication will be requested.

Planning staff note that the required road widening, sidewalk width, and other design requirements will be addressed at the future Site Plan Control stage. Staff also note that a TDM report was submitted with the Zoning By-law Amendment application, and the recommendations will be implemented through the Site Plan Control application.

**Hamilton Water, Public Works Department** staff note the following:

Sanitary Sewer Servicing:

An adequate system is available on the northerly half of Dundas Street East across the full frontage for collection of wastewater from the proposed commercial plaza. The applicant is required to provide a Wastewater Generation Assessment using Part 8 of the latest edition of the Code and Guide for Sewage Systems to establish an equivalent population density for our records.

Minor Storm Sewer Servicing:

There is no piped system available for direct connection. The applicant is required to illustrate clearly by means of a storm drainage area plan the extent of the property which will contribute surface water and ground water to the public road allowance and toward adjoining public or private properties if applicable. Appropriate runoff coefficients are to be assigned for our consideration and records.

Planning staff note that a Water and Wastewater Generation Assessment and a Grading and Drainage Plan will be required as a condition of Site Plan approval. Additional discussion about servicing and infrastructure is provided in the Analysis and Rationale for Recommendation Section of this Report.

**Horizon Utilities** has reviewed the information concerning the subject proposal and provides the following requirements:

- “1. For subdivision or townhouse development, the Developer is required to contact Horizon Utilities’ Engineering Design Department at 905-521-4907.
2. Minimum 3 m clearances from existing O/H line(s) must be maintained at all times according to the *Occupational Health and Safety Act*.
3. Reference Horizon Standard 3-105 for diagrams concerning clearances.
4. Relocation, modification, or removal of any existing hydro facilities shall be at the owner’s expense. Please contact Horizon Utilities to facilitate this.
5. Developers shall be responsible for the cost of civil work associated with duct structures, transformer foundations, and all related distribution equipment.
6. In order for Horizon Utilities to prepare design and procure the materials required to service this site in a timely manner, a minimum of six months notification is required. It would be advantageous for the Developer if Horizon Utilities were contacted at the stage where the new Site Plan becomes available. Please note that it takes approximately 20 weeks to purchase a transformer.”

Horizon Utilities further stipulates the following:

- “1. Do not excavate within 2.0 m of hydro poles and anchors.
2. Excavation within 1.0 m of an underground hydro plant is not permitted unless approval is granted by a Horizon Utilities representative and is present to provide direct supervision. Cost associated with this task shall be at the Owner’s expense.
3. Horizon Utilities must be contacted if the removal, isolation, or relocation of an existing plant is required; all costs associated with this work will be at the Owner’s expense.
4. Call before you dig. Arrange for underground hydro cable locate(s) before beginning construction.



5. Clearances from Overhead and Underground existing electrical distribution system must be maintained according to:
- The Ontario Building Code (1997) Section 3.1 (3.1.18.1);
  - The Electrical Safety Code Rule 75-312;
  - The *Occupational Health and Safety Act* (OH&SA) – Construction Projects (Electrical Hazards);
  - CAN / CSA-C22/3 No. 1-10, Overhead System; and,
  - C22.3 No. 7-10 Underground Systems.”

The Proponents have been advised of the above, and staff note that the foregoing information will form standard conditions and warning clauses as part of the future Plan of Condominium approval.

**Bell Canada** advised that prior to commencing any work within the Plan, the Developer must confirm that sufficient wire-line communication / telecommunication infrastructure is currently available within the proposed development to provide communication / telecommunication service to the proposed development. In the event that such infrastructure is not available, the Developer is hereby advised that the Developer may be required to pay for the connection to and / or extension of the existing communication / telecommunication infrastructure. If the Developer elects not to pay for such connection to and / or extension of the existing communication / telecommunication infrastructure, the Developer shall be required to demonstrate to the municipality that sufficient alternative communication / telecommunication facilities are available within the proposed development to enable, at a minimum, the effective delivery of communication / telecommunication services for emergency management (i.e., 911 Emergency Services).

The following paragraphs are to be included as Conditions of Draft Plan of Condominium Approval:

- “1. The Owner shall agree in the Agreement, in words satisfactory to Bell Canada, to grant to Bell Canada any easements that may be required for telecommunication services. Easements may be required subject to final servicing decisions. In the event of any conflict with existing Bell Canada facilities or easements, the Owner / Developer shall be responsible for the relocation of such facilities or easements.
2. Bell Canada requires one or more conduit or conduits of sufficient size from each unit to the room(s) in which the telecommunication facilities are situated and one or more conduits from the room(s) in which the telecommunication facilities are located to the street line.”

As noted above, these conditions will be included as future conditions of Draft Plan of Condominium approval.

**Public Consultation:**

In accordance with Council's Public Participation Policy, the original proposal was circulated as part of the Notice of Complete Application to 121 properties within 120 m of the subject lands on June 8, 2015. Five letters were received from the public raising concerns with respect to proposed building height, loss of privacy and sunlight, adequate parking rates, maintaining sufficient commercial opportunities in the downtown Waterdown area, site grading and elevation, and site drainage (see Appendix "G" to Report PED16086).

A community open house was hosted by the applicant in July, 2015, where the above-noted concerns were discussed by members of the public, staff, the Ward Councillor and the applicant.

These comments and concerns will be discussed in the Analysis and Rationale for Recommendation Section below.

**ANALYSIS AND RATIONALE FOR RECOMMENDATION**

1. The proposed Zoning By-law Amendment application has merit and can be supported for the following reasons:
  - (i) It is consistent with the Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe, as it represents an opportunity for growth in settlement areas;
  - (ii) It complies with the Mixed Use – Medium Density Policies of Volume 1 and the West Waterdown Secondary Plan of Volume 2 of the UHOP;
  - (iii) The proposed development is considered to be compatible with the existing and planned development in the immediate area; and,
  - (iv) The proposed development represents good planning by, among other things, providing a compact and efficient urban form, including a range of housing types and a mix of land uses.
2. The applicant has requested amendments to the Town of Flamborough Zoning By-law 90-145-Z to permit a mixed-use medium density development comprised of 40 residential dwelling units and six commercial units oriented toward Dundas Street East.

The applicant is proposing a modified Medium Density Residential "R6-44" Zone. In particular, modifications have been requested to permit a range of local commercial uses to be permitted on the ground floor of the buildings fronting Dundas Street East within the residential zone, in addition to establishing a

maximum gross floor area for local commercial uses, and establishing definitions for Live Work Units, Maisonettes, and Stacked Townhouses.

Additionally, modifications have been requested to establish a minimum lot area, to permit an increased lot frontage, a reduced front yard setback requirement, a reduced rear yard setback requirement, a reduced interior side yard setback requirement, the provision for no landscape strips along Dundas Street East, increased density on-site, reduced parking space size, and reduced minimum width for drive aisles for two-way traffic.

#### Introduction of Local Commercial Uses

The applicant has requested that the proposed residential zone retain some of the permissions for ground-oriented local commercial uses fronting Dundas Street East that are currently permitted under the current Urban Commercial “UC” Zone. These uses include a retail establishment, personal service establishment, a service shop, a dry cleaning distribution station, and an office. These uses will be restricted to the mixed-use buildings / live work units fronting Dundas Street East. The buildings fronting Dundas Street East are not intended to be single use buildings (neither solely commercial nor solely residential).

Staff are supportive of the addition of commercial uses to the amending By-law because the proposal is in line with the Mixed Use – Medium Density designation on Schedule E-1 of the UHOP, as well as the Mixed Use – Medium Density designation of the West Waterdown Secondary Plan. Staff are of the opinion that since the proposed commercial uses are local in nature, they are not anticipated to generate large amounts of traffic or to produce nuisance impacts.

#### Live Work Units

Live work units are not included as a permitted use under Section 11 Medium Density Residential Zone, nor are they defined under Section 3 Definitions of the Town of Flamborough Zoning By-law No. 90-145-Z. As the applicant is proposing flexibility to allow live work units fronting Dundas Street East (as shown in the revised Site / Concept Plan per Appendix “E” to Report PED16086), the implementing Zoning By-law includes this type of housing as a permitted use. The proposed live work unit definition includes buildings that contain residential uses and the following commercial uses on the ground floor: retail establishment, personal service establishment, service shop, office, or dry cleaning distribution station. The commercial and residential components of live work units are intended to be accessed by a common internal entrance.

This definition is consistent with the definition of live work units applied to other approved developments in Waterdown. Staff are supportive of this use since it implements the policies of the Mixed Use – Medium Density designation on

Schedule E-1 of the UHOP, as well as the Mixed Use – Medium Density designation of the West Waterdown Secondary Plan. It also allows greater flexibility in developing the Dundas Street East frontage as mixed-use buildings with mutually-exclusive commercial and residential units within the same building, or as live work units.

### Maisonettes

Maisonettes (or back-to-back townhouses) are not a permitted use in the Medium Density Residential “R6” Zone, nor is the use defined in the Town of Flamborough Zoning By-law No. 90-145-Z. This type of dwelling unit is characteristic of recent developments in the Waterdown area, including the adjacent property located at 215 Dundas Street East.

The proposed Maisonette definition includes a maximum height of not more than one single detached dwelling unit, restricts a block to not more than 12 dwelling units, recognizes that each dwelling unit shares a common vertical back wall and is joined on one or both sides by a party wall to another dwelling in the same row, and requires that each unit has a separate front entrance.

Staff are supportive of the proposed housing type because it establishes flexibility for a range of housing types on the site. It implements the policies of the Mixed Use – Medium Density designation in Volume 1 of the UHOP as well as the policies of the West Waterdown Secondary Plan in Volume 2. The built form is consistent with development located at 215 Dundas Street East (adjacent).

Specifically, the establishment of maisonettes allows for additional density along the major arterial road where the small size of the site may be a constraint for other housing forms like traditional block townhouses. The proposed Maisonettes are located on the periphery of a low density residential neighbourhood and provide a transition to the higher density along Dundas Street East. The proposal specifically implements Policy B.2.4.1.4 c) of the UHOP which requires that infill development contribute to maintaining and achieving a range of dwelling types and tenures.

Finally, it is noted that this definition is consistent with the definition of Maisonettes applied to other approved developments in Waterdown.

### Stacked Townhouses

Stacked Townhouses are not a permitted use in the Medium Density Residential “R6” Zone, nor is the use defined in the Town of Flamborough Zoning By-law No. 90-145-Z. The proposed Stacked Townhouse definition includes a dwelling divided vertically and horizontally, not more than two dwelling units in height, with a

maximum of ten dwelling units, each unit having a separate front entrance at grade.

Staff are supportive of the proposed housing type because it establishes flexibility for a range of housing types on the site. It implements the policies of the Mixed Use – Medium Density designation in Volume 1 of the UHOP as well as the policies of the West Waterdown Secondary Plan in Volume 2. The built form is consistent with development located at 215 Dundas Street East (adjacent).

Specifically, the establishment of Stacked Townhouses allows for additional density along the major arterial road where the small size of the site may be a constraint for other medium density housing forms like traditional block townhouses. The proposed Stacked Townhouses are located on the periphery of a low density residential neighbourhood and provide a transition to the higher density along Dundas Street East (i.e. mixed use buildings and / or live work units). The proposal specifically implements Policy B.2.4.1.4 c) of the UHOP which requires that infill development contribute to maintaining and achieving a range of dwelling types and tenures.

Finally, it is noted that this definition is consistent with the definition of Stacked Townhouses applied to other approved developments in Waterdown.

#### Gross Floor Area for Local Commercial Uses

The applicant has requested that the maximum gross floor area for the proposed local commercial uses on a single lot be restricted to 540 sq m. The applicant also proposes that of the permitted 540 sq m of GFA, the maximum gross floor area for office uses be restricted to 300 sq m. Lastly, the applicant has requested that the proposed commercial uses (in the form of live work units or stand-alone commercial units with apartment units above) be restricted to buildings fronting Dundas Street East.

Staff are supportive of the proposal since the provisions maintain street-oriented commercial activity and a pedestrian predominant frontage along Dundas Street East. The provisions also ensure that the buildings fronting Dundas Street East are maintained as mixed-use buildings.

Staff are further supportive of the provisions for maximum GFA for commercial and office uses because they ensure that these uses will remain local in nature. This provision is also consistent with recent approvals in Waterdown.

#### Lot Area for Per Dwelling and Density

Section 11.2(i)(a) of the Town of Flamborough Zoning By-law No. 90-145-Z requires a minimum lot area of 280.0 sq m per dwelling unit. This minimum lot

area requirement is derived from the former Town of Flamborough Official Plan which required the “Medium Density Residential” density range to be between 27 and 49 units per net residential hectare (pursuant to Section A.2.3(ii) of the former Town of Flamborough Official Plan). If the subject proposal was for 40 dwelling units, each having a minimum lot area of 280.0 sq m, a total lot area of 11,200 sq m (1.12 ha) would be required. This would account for a density of 35.7 units per net residential hectare, which is in line with the former Town of Flamborough Official Plan. Accordingly, Section 11.2(i)(k) of the Town of Flamborough Zoning By-law also requires a maximum density of 40 units per net residential hectare for the parent Medium Density Residential “R6” Zone in order to implement the density targets of the former Official Plan.

However, the UHOP was adopted in 2009 and conforms to the Growth Plan for the Greater Golden Horseshoe which requires intensification within urban areas. Staff note that while there are no specific minimum or maximum density requirements under the “Mixed Use – Medium Density” designation of Volume 1, nor the West Waterdown Secondary Plan of Volume 2 of the UHOP, the typical density range contemplated in the UHOP for medium density residential development in other land use designations is 60 to 100 units per net residential hectare. Accordingly, the development of 40 residential units on a 6,637.64 sq m (0.663764 ha) parcel would have a density 60.3 units per net residential hectare, which is in line with the current UHOP policy framework. An increase in permitted density is appropriate for this location given its frontage on a major arterial road and its location on the periphery of a low density residential neighbourhood, thus providing a transition in density toward Dundas Street East.

The applicant originally requested a reduction to permit a minimum lot area of 180 sq m per dwelling unit; however, with the requested provision, a total site area of 7,200 sq m would be required to accommodate 40 dwelling units. Since the site is 6,637.64 sq m, the requested provision is not appropriate for the site, and staff are recommending a total minimum lot area requirement of 6,600.00 sq m be applied.

Further, since the property is not intended to be developed for freehold units through a future application for Part Lot Control, it is more appropriate to implement a total minimum lot area for the site. Staff note that a Standard Plan of Condominium application has been submitted and is in process, thus not requiring a further Part Lot Control application.

Additionally, an overall maximum density of 65.0 units per net ha is proposed.

Staff are of the opinion that the modifications can be supported as the revised Site / Concept Plan shows that the intent of the UHOP and Zoning By-law is being met. The proposal is also generally consistent with the adjacent development

located at 215 Dundas Street East, which has a permitted maximum density of 55 units per hectare, and is still in keeping with the character of the surrounding area. The increased residential density will not negatively impact parking, as all of the required residential parking can be adequately accommodated on-site. Further, Corridor Management staff have indicated that Dundas Street East is a major arterial road and can accommodate the proposed additional traffic that will result from the increased density. Finally, Development Engineering staff have not indicated concern with respect to servicing of the site with an increased density, noting that provisions exist along Dundas Street East.

#### Lot Frontage

The applicants have requested a minimum lot frontage requirement of 50.0 m whereas Section 11.2 of the Town of Flamborough Zoning By-law No. 90-145-Z requires a minimum frontage of 30.0 m. Staff are supportive of this request since the lot is an existing legal lot of record, and the frontage is an existing condition.

#### Maximum Height

The applicant is proposing a maximum height of 11.0 m, in keeping with the requirements of Section 11.2 of the Town of Flamborough Zoning By-law. Accordingly, staff generally have no concern with the request. However, pursuant to a review of the proposed Elevation Plans against the provisions of the Zoning By-law, staff note that the buildings fronting Dundas Street East exceed the 11.0 m as requested by the applicant.

Additionally, Policy B.2.4.1.4 d) requires compatible integration of the development with the surrounding area in terms of use, scale, form, and character. Pursuant to this UHOP policy, and pursuant to community feedback in terms of height, overlook, grade change, etc., staff are of the opinion that a reduced height is appropriate for the building directly adjacent to the properties along Culotta Drive.

As such, staff propose a maximum height of 12.5 m for buildings along Dundas Street East (since the additional height is appropriate fronting the arterial road), as well as 11.0 m for the proposed maisonettes and stacked townhouses located internal to the site (with a special 1.5 m projection allowance for stairwells leading to the rooftop), and 8.5 m for the proposed townhouses located to the rear of the site in order to ensure adequate privacy and an appropriate transition in building heights. The applicant has agreed to these regulations.

#### Front Yard Setback

The general intent of providing a 7.5 m front yard setback is to provide for landscaping to create an appropriate streetscape, to provide a buffer between the

road and any residential dwelling, and to permit any encroachment, including porches and stairs.

The revised Site / Concept Plan (see Appendix “E” to Report PED16086) shows Buildings 1 and 2 with a proposed front yard setback of 2.84 m as measured from Dundas Street East. In order to allow for architectural detailing and any projections associated with the building facades, staff propose a minimum front yard setback of 2.4 m. The general intent of providing a front yard setback is still being met, as there is space for landscaping between the proposed buildings and Dundas Street East, but the reduction affords the opportunity to bring the buildings closer to the street edge in order to achieve a pedestrian-oriented streetscape. As such, staff are supportive of the proposed modification.

The proposal is also consistent with the adjacent development at 215 Dundas Street East.

#### Rear Yard Setback

The applicant is proposing a rear yard setback of 6.3 m, whereas Section 11.2(f) of the By-law requires 7.5 m. Staff note that the Site / Concept Plan shows a minimum distance of 7.55 m between the rear block of townhouses and the lot line. Accordingly, the minimum rear yard setback as prescribed in the By-law can be provided on-site, and the applicants are in agreement.

Staff further note that the provision of a 6.3 m rear yard setback was originally requested because Building 5 provides a 6.3 m setback between the building and the northeast property line (the lot line which measures 45.720 m on the revised Site / Concept Plan, attached as Appendix “E” to Report PED16086), which was originally interpreted as being a rear property line. However, Building Division staff have made the interpretation that the property line in question is an interior side lot line, and not a rear lot line. Further discussion about this particular lot line is provided in the “Interior Side Yard Setback” Section below.

#### Rear Yard Balcony Restriction

Staff are proposing a regulation in the amending By-law to prohibit balconies on dwelling units located adjacent to single detached dwellings along Culotta Drive.

This provision arises from resident concerns that as a result of grade change between the subject site and adjacent properties to the rear, rear balconies would likely be constructed over the fence line and would cause privacy and overlook impacts.



As such, to ensure that the proposed development is compatible with and respects the existing development, staff are supportive of this provision. The applicants have agreed to the regulation.

#### Interior Side Yard Setback

In accordance with Section 11.2(g), a minimum side yard setback of 3.0 m is required to provide for an appropriate separation between buildings for privacy and noise, and to provide for stormwater drainage between properties.

The applicant has requested a side yard setback reduction to 2.0 m. While staff have no objection to the reduction, based on a review of the proposed zoning regulation against the Site / Concept Plan, staff propose a minimum side yard setback of 1.5 m for the easterly and westerly side yard setbacks to accommodate flexibility in building design (and to permit future encroachments of architectural features).

Staff also propose a minimum side yard setback of 6.3 m for the northerly side lot line adjacent to 221 Dundas Street East because this yard will effectively function as the rear yard of the proposed stacked townhouses. The applicant is in agreement to the proposed provisions.

#### Planting Strips

In accordance with Section 11.2(i), a planting strip of 3.0 m is required across all lot lines adjacent to a street. For the purposes of this proposal, the Dundas Street East frontage is considered the front lot line. The purpose of providing for a planting strip along a street frontage is to create an attractive streetscape through landscaping, involving trees and shrubs. The applicant has requested that no planting strip be required.

The intent of this modification is to allow for interaction between the building facades and the street, and to allow for street-oriented commercial development and flexibility in setback of the buildings from the lot line along Dundas Street East.

Although no planting strip requirement is to be provided through the implementing By-law, Section 5.12.1 (a) continues to apply, which requires that all parts of a lot which are not occupied by buildings, structures, parking areas, loading spaces, driveways, excavations, agriculture uses or permitted outdoor storage shall be maintained as landscaped open space. Accordingly, landscaping will continue to be required at the Site Plan Control stage to ensure that the general intent of providing landscaping will be secured. As such, staff are supportive of the modification.

A 1.5 m planting strip in conjunction to a continuous solid fence or continuous solid wall continues to be required along the rear lot line, and a continuous solid fence or continuous solid wall continues to be required along all interior lot lines.

#### Parking Space Rates for Commercial Uses

The applicant is requesting a total of 11 spaces to be allotted for commercial use. This translates to a total of one (1) parking space per 50.0 sq m of commercial gross floor area, whereas Section 5.21.1 (ee), (r) and (t) of the Zoning By-law (respectively) require one (1) space per 30 sq m of gross floor area for non-residential uses not otherwise specified in the By-law (including the proposed dry cleaning distribution station), one (1) space per 28 sq m of gross floor area for office uses, and one (1) space per 19 sq m of gross floor area for retail establishments, personal service establishments, and service shops. This equates to a parking requirement varying from 18 required spaces to 29 required spaces. Accordingly, the total proposed reduction varies from 18 spaces to seven spaces dependent on the type and size of local commercial uses that are established.

Staff are of the opinion that the reduction is appropriate since the proponents are providing all of the required residential and visitor parking, as dictated by the By-law (view section below), so any residential overflow parking should not impact the designated commercial parking. Additionally, the intent of the commercial parking is to be utilized for the commercial units during business hours, and to accommodate any overflow visitor parking requirements during off-peak hours of the week and / or weekend.

Finally, the commercial uses are intended to serve the residents of the proposed development, as well as residents in the immediate area. As a result of the commercial units' local nature, it is anticipated that travel to these commercial units can be accommodated by alternate modes of transportation.

Accordingly, Planning staff and Hamilton Municipal Parking System staff are supportive of the proposed parking rate, noting that the seven layby parking spaces shown on the Site / Concept Plan are not supported, and accordingly, are not included in the proposed parking rate.

#### Parking Space Rates for Live Work Units, Maisonettes and Stacked Townhouses

There are currently no standard parking requirements in the Town of Flamborough Zoning By-law No. 90-145-Z with respect to live work units, maisonettes, and stacked townhouses. Accordingly, the implementing By-law includes a parking space requirement for live work units, maisonettes and stacked townhouse units of 1.5 spaces per dwelling unit, and an additional 0.25 visitor parking spaces per dwelling unit. This requirement is consistent with parking standards for townhouses and apartment units, as identified in Section 5.21.1(c) in the Town of

Flamborough Zoning By-law No. 90-145-Z. This standard is also consistent with recently approved amendments, including the Medium Density Residential “R6-30” and “R6-31” Zones, Modified, approved for the Waterdown Bay Subdivision in 2014, as well as the Medium Density Residential “R6-33” Zone, Modified, for the adjacent lands located at 215 Dundas Street East, approved in 2013. The proposed parking standard will provide for a uniform parking requirement for townhouses, maisonettes, stacked townhouses, and apartment units located on the property.

Accordingly, for the 40 proposed residential units, a total of 60 parking spaces would be required in addition to ten visitor parking spaces, for a total of 70 residential spaces. As the revised Site / Concept Plan shows a total of 81 spaces, the required 70 residential and visitor spaces can be accommodated. Accordingly, the proposal conforms to these parking space rates, and there is no deficiency in residential parking.

Hamilton Municipal Parking Systems staff support the modification and request that a warning clause be included in future agreements with respect to the construction of garages being intended for use as parking spaces. Planning staff concur and the warning clause will be included in the conditions of the future Draft Plan of Condominium.

#### Parking Space Size for Surface Parking

In accordance with Section 5.21.4 under the Flamborough Zoning By-law, a minimum parking space dimension of 2.6 m in width and 5.8 m in length, and a barrier-free parking space dimension of 4.4 m in width and 5.8 m in length, is required. A minimum requirement is to ensure that standard dimensions are established and prevent inconsistent parking space dimensions that could make parking of larger vehicles difficult.

The applicant is proposing a parking space size reduction to permit a width of 2.6 m and a length of 5.5 m, as well as a width of 4.4 m and a length of 5.5 m for accessible parking spaces for surface parking spaces.

Staff are supportive of this amendment since the reduction in parking space size maintains the required width, and proposes a reduction in length that is minor in nature (0.3 m reduction).

#### Minimum Interior Size of Garage for Parking:

A site-specific zoning provision has been added into the implementing By-law to require that the size of each garage be at least 3.0 m in width by 6.0 m in length. In addition, an unobstructed parking dimension of 2.6 m in width by 5.5 m in length

will be permitted to allow stairs to a maximum of two risers to encroach into the required parking space.

This provision is not a requirement under the Flamborough Zoning By-law. However, staff are in support of this requirement as it will ensure that each garage is not undersized, and maintains sufficient space in the garage for the intended use as parking. In addition, as part of the Site Plan Control and Plan of Condominium review process, the applicant will be required to advise all purchasers that the garage parking space forms part of the required parking.

#### Tandem Parking

The applicant has shown parking spaces located within the driveways of the maisonettes, stacked townhouses, and townhouses, in addition to the parking spaces proposed within the garages. Accordingly, the amending By-law includes provisions for tandem parking. Tandem parking shall be permitted for those parking spaces located in the attached garages and driveways, and staff are supportive of this provision.

#### Drive Aisle Width for Two-Way Traffic

Section 5.21.6 of the Flamborough Zoning By-law requires a minimum of 6.4 m for driveways with two-way vehicular movement. This ensures that there is sufficient width for two cars to safely pass side by side. A modification to the zoning provision, to 6.0 m, is proposed for the private condominium road, which will provide access to parking spaces. Staff have no objection, as the reduction in the driveway width will still maintain the general intent of the zoning provision and vehicles can still safely manoeuvre.

#### Loading Space Rate Reduction

The applicants are proposing to provide no loading spaces, whereas Section 5.13.1(a) of the Town of Flamborough Zoning By-law 90-145-Z requires five spaces based on the gross floor area of the total development.

The proposed uses are characterized as local commercial uses. The applicants have indicated that while specific tenants have not yet been secured, the likely tenants will generally be small service shops including, but not limited to hair salons, nail shops, pet grooming and such office uses as insurance agents, mortgage brokers, etc.

Any deliveries to these businesses would be via small service vehicles. The applicant has indicated that businesses like these tend not to have a large quantity of goods moving through them, and accordingly, deliveries would be infrequent and of short duration.

Accordingly, it is the opinion of staff that any deliveries can be accommodated by way of the 11 commercial parking spaces that are being provided for the development, and staff are supportive of the modification.

3. Staff have reviewed the Functional Environmental Noise Assessment Report, dated March, 2015, and it is deemed acceptable. Noise from traffic sources can be mitigated based on acoustical barriers, ventilation requirements, and building components. A final clearance letter will be granted at the site plan stage once staff can confirm that the plan has not changed. Standard warning clauses will form part of future Site Plan Control and Plan of Condominium applications.
4. As discussed above, the PPS 2014 requires a Record of Site Condition (RSC) where there is potential for site contamination due to previous uses of a property and where a more sensitive land use is being proposed. Staff note that an RSC was submitted to the MOECC, and was filed to the Environmental Site Registry on September 29, 2015. Accordingly, the requirement has been satisfied.
5. Staff have reviewed the revised Landscape Plan by Adesso Design dated October 1, 2015, and are satisfied with it. With respect to the submitted Tree Protection Plan (TPP), based on 2009 aerial photography, approximately eight trees (with a diameter at breast height of 10 cm or more) were removed on site before the TPP by Kuntz Forestry (dated October 22, 2014) was prepared and approved. Therefore, compensation is required for nine trees (eight trees plus tree #11 identified in the TPP). Since the Landscape Plan shows compensation for 32 trees, staff are satisfied with the TPP.

The above-noted plans will be final approved through the Site Plan Control process.

6. The application has been reviewed by Growth Management staff who require minor amendments to the Stormwater Management Report and Grading Plan. Growth Management staff further advised that the revisions can be addressed in the future Site Plan Control stage.

Staff required a Storm Sewer Design Sheet which was submitted and reviewed. Accordingly, Growth Management staff have indicated no further concern for the Zoning By-law Amendment application.

7. A total of five letters of opposition and / or concern were received with respect to proposed building height, loss of privacy, site grading and elevation, site drainage, adequate parking rates, and maintaining sufficient commercial opportunities in the downtown Waterdown area.

### Proposed Building Height, Privacy, and Grading

The original proposal submitted in May of 2015 featured a three-storey townhouse block containing nine units proposed to be located to the rear of the site (view Appendices C and D to Report PED16086). Residents of Culotta Drive (to the rear of the subject property) raised concerns about the overlook of the proposed three-storey building on the existing two-storey single-detached dwellings to the rear. A revised Site / Concept Plan was submitted in September, 2015, and revised elevation drawings for the rear block were submitted for review in December, 2015. These revised plans featured a reduced unit count to seven units and a reduced height to two storeys (view Appendices “E” and “F” to Report PED16086).

Residents along Culotta Drive also expressed concern that given the elevated grading of the property, the main-level balconies of the rear townhouse block (backing onto the properties along Culotta Drive) would be at eye-level with the second storeys of the single-detached dwellings along Culotta Drive (above the fence line). In order to preserve privacy of the existing development, the applicant put forth a revised proposal that eliminated rear balconies and provided only ground-oriented amenity space. This restriction has been included in the implementing Zoning By-law.

Staff are satisfied that the reduction in height and unit count, and the elimination of rear balconies, addresses resident concerns and present a more appropriate scale of development for the rear portion of the site.

### Site Drainage

Concerns were raised by residents along Culotta Drive about the impact of development on drainage patterns and the ensuing potential for flooding of their rear yards. Staff note that a Stormwater Management Report has been submitted and reviewed as part of this application to ensure that there are no off-site drainage impacts. Development Engineering staff have not indicated concern with the report in principle, and note that detailed Grading and Drainage Plans and Stormwater Management Plans will be reviewed and approved at the Site Plan Control stage in order to establish appropriate stormwater management.

### Adequate Parking Rates

Neighbourhood residents have expressed concerns about the proposed reduction in parking rates, and that overflow parking would cause on-street parking shortages for surrounding residential streets.

Staff note that as the Town of Flamborough Zoning By-law 90-145-Z does not define live work units, maisonettes or stacked townhouses within the By-law, there are no associated parking rates defined for these uses. Accordingly, the standard parking

requirement of 1.5 spaces and 0.25 visitor spaces for each townhouse and apartment unit has been considered and applied. Staff note that the applicant has provided all of the required residential and visitor parking spaces for each residential unit (70 private spaces in total). Staff note that the applicant has also provided 11 commercial parking spaces (including two accessible spaces) which are intended to serve users of the retail space during the day and visitors of the residential units during evenings and weekends. Staff are satisfied that appropriate parking is provided on site.

#### Maintaining Sufficient Commercial Opportunities in Downtown Waterdown

As discussed in the Policy Implications and Legislated Requirements Section of this Report, the UHOP policies call for a mixture of commercial and residential uses within the Mixed Use – Medium Density Designation (as applied to the subject property).

Specifically, the UHOP calls for community scale commercial uses and services (pursuant to Policy E.2.3.3.3) including retail stores, auto and home centres, home improvement supply stores, offices oriented to serving residents, personal services, financial establishments, live-work units, artist studios, restaurants, gas bars, and drive-through facilities (pursuant to Policy E.4.6.5).

Accordingly, the mixture of uses and the scale of the proposed commercial uses are in line with what the UHOP and West Waterdown Secondary Plan envision for the site.

### **ALTERNATIVES FOR CONSIDERATION**

Should the application be denied, the lands could not be developed for 40 residential dwelling units and six commercial units. The lands could be developed for the range of uses permitted through the current Urban Commercial “UC” Zone in the Town of Flamborough Zoning By-law No. 90-145-Z.

### **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**

- 1.2 Continue to prioritize capital infrastructure projects to support managed growth and optimize community benefit.

1.5 Support the development and implementation of neighbourhood and City wide strategies that will improve the health and well-being of residents.

1.6 Enhance Overall Sustainability (financial, economic, social and environmental).

**Strategic Priority #2**

Valued & Sustainable Services

*WE deliver high quality services that meet citizen needs and expectations, in a cost effective and responsible manner.*

**Strategic Objective**

2.2 Improve the City's approach to engaging and informing citizens and stakeholders.

**Strategic Priority #3**

Leadership & Governance

*WE work together to ensure we are a government that is respectful towards each other and that the community has confidence and trust in.*

**Strategic Objective**

3.1 Engage in a range of inter-governmental relations work that will advance partnerships and projects that benefit the City of Hamilton.

**APPENDICES AND SCHEDULES ATTACHED**

Appendix "A": Location Map

Appendix "B": Town of Flamborough Zoning By-law No. 90-145-Z Amendment

Appendix "C": Initial Site / Concept Plan

Appendix "D": Initial Elevation Plans

Appendix "E": Revised Site / Concept Plan

Appendix "F": Revised Elevation Plans

Appendix "G": Written Comments from Members of the Public