

**Advisory Committee and Stakeholder Groups**  
**Comments Summary**

<b>Submitted by</b>	<b>Comments</b>	<b>Response</b>
Open for Business Subcommittee	<ul style="list-style-type: none"> <li>• Parking should be reduced for LRT Zones</li> </ul>	<ul style="list-style-type: none"> <li>• Overall a reduced parking requirements are being implemented for commercial uses in the TOC Zones</li> <li>• A reduce parking ratio for Multiple Dwellings has now been included for the TOC Zones</li> </ul>
Open for Business Subcommittee	<ul style="list-style-type: none"> <li>• Insufficient for future intensification especially if Places to Grow may increase intensification to 60%</li> <li>• Need to increase height along the LRT corridor</li> </ul>	<ul style="list-style-type: none"> <li>• Places to Grow Growth Plan is currently under review and any changes resulting from this review would have to be reflected in the UHOP and Zoning By-law in the future</li> <li>• Maximum height permission implements the UHOP</li> <li>• A second phase of the project will include identification of areas that will be subject to station area plans</li> </ul>
Hamilton Chamber of Commerce	<ul style="list-style-type: none"> <li>• Seems counterintuitive to have parking requirements in a TOC zone. Parking in these zones should be removed entirely and let the market dictate requirements</li> <li>• There has been a history of overbuilding parking in the City</li> <li>• Suggested splitting the parking requirements for the TOC Zones from the general requirements</li> </ul>	<ul style="list-style-type: none"> <li>• Refer to comments above</li> </ul>
Hamilton Chamber of Commerce	<ul style="list-style-type: none"> <li>• Consider increasing the maximum GFA of microbreweries from 400 sq m to 1,000 sq m. Why not limit the volume of product created?</li> </ul>	<ul style="list-style-type: none"> <li>• The proposed maximum size was informed through research and consultation with existing and future owners of microbreweries to make determination that this</li> </ul>

**Advisory Committee and Stakeholder Groups**  
**Comments Summary**

Submitted by	Comments	Response
		<p>size is appropriate for this use and as such no changes have been made to this provision</p> <ul style="list-style-type: none"> <li>• Limiting the volume of product created is not something that could be addressed through zoning</li> </ul>
Hamilton Chamber of Commerce	<ul style="list-style-type: none"> <li>• Height requirement of 22 m is too low</li> </ul>	<ul style="list-style-type: none"> <li>• Refer to comments above</li> </ul>
Hamilton Chamber of Commerce	<ul style="list-style-type: none"> <li>• High rise on arterial roads often require commercial uses at-grade, but many are purely residential uses</li> </ul>	<ul style="list-style-type: none"> <li>• Regulations within the TOC1 and TOC3 Zones have been amended to identify that a minimum setback of 3.0 m for residential uses and that the finished floor elevation of dwelling units need to be a minimum of 0.9 m above grade</li> <li>• These regulation changes allows for residential uses to be on the first storey, while allowing for a public-private transition area between the street and individual dwelling units</li> </ul>
Hamilton Chamber of Commerce	<ul style="list-style-type: none"> <li>• Within 400 m radius from an LRT Stop, consider reduction in parking requirements</li> </ul>	<ul style="list-style-type: none"> <li>• The final location of the LRT stops have not been confirmed, and therefore this parking reduction suggestion could not be implemented at this time</li> </ul>
Hamilton Chamber of Commerce	<ul style="list-style-type: none"> <li>• Are LRT Zones considered in new Growth Plan requirements?</li> </ul>	<ul style="list-style-type: none"> <li>• Not at this time as the existing Growth Plan does not speak to minimum densities (residents or employees) for transit corridors</li> </ul>

**Advisory Committee and Stakeholder Groups**  
**Comments Summary**

<b>Submitted by</b>	<b>Comments</b>	<b>Response</b>
Hamilton Chamber of Commerce	<ul style="list-style-type: none"> <li>• Delete "Microbrewery" consider combining this with a restaurant</li> </ul>	<ul style="list-style-type: none"> <li>• While a microbrewery may operate in combination with a restaurant, its function is different than a restaurant (i.e. manufacture and retail sale of beer etc.)</li> <li>• Microbrewery has been maintained as a separate defined use</li> </ul>
Business Improvement Area Advisory Committee (BIAAC)	<ul style="list-style-type: none"> <li>• Where did the 400 sq m maximum GFA for microbreweries come from?</li> </ul>	<ul style="list-style-type: none"> <li>• Staff conducted research and consulted with existing and future owners of microbreweries to make determination that 400 sq m is appropriate for this use</li> </ul>
Business Improvement Area Advisory Committee (BIAAC)	<ul style="list-style-type: none"> <li>• There are concerns the maximum six storey height is too short and should allow for taller buildings to support higher order transit. What is the rationale for making the maximum height so low? Why can't it be higher?</li> </ul>	<ul style="list-style-type: none"> <li>• Refer to comments above</li> </ul>
Business Improvement Area Advisory Committee (BIAAC)	<ul style="list-style-type: none"> <li>• Will uses that are not permitted be removed?</li> </ul>	<ul style="list-style-type: none"> <li>• Uses that legally exist will be allowed to remain operating once the by-law is in effect</li> <li>• Uses that operate illegally will not be recognized</li> </ul>