

## **Summary of Stakeholder Workshop Comments on TOC Zones**

| <b>Comments</b>  | <b>Response</b>  |
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| <ul style="list-style-type: none"> <li>The highest densities should be permitted at future transit station stops/nodes</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 Urban Hamilton Official Plan (UHOP) and Zoning By-law in the future</li> </ul>  |
| <ul style="list-style-type: none"> <li>Would like to see implementation policies and more information on how zoning will be applied – particularly the TOC zoning</li> </ul>   | <ul style="list-style-type: none"> <li>The TOC Zones are being applied based on the corresponding UHOP designation</li> <li>Lands designated Mixed Use –Medium Density have been included within the Mixed Use (TOC1) Zone</li> <li>Lands designated Neighbourhoods have been included within the Local Commercial (TOC2) Zone and Multiple Residential (TOC3) Zone</li> </ul>           |
| <ul style="list-style-type: none"> <li>More consideration for reduced parking ratios in the TOC 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>   |
| <ul style="list-style-type: none"> <li>The definition of “Office” is being changed through the UHOPA (housekeeping) and should be reflected in the CMU and TOC zoning</li> </ul>   | <ul style="list-style-type: none"> <li>Office is not a defined term under the UHOP and no changes are being proposed for this term in the UHOP</li> </ul>  |
| <b>Definitions</b> <ul style="list-style-type: none"> <li>Laboratory – seems to be lacking a definition</li> <li>Place of Assembly – suggest change “may include to “including such uses as”</li> <li>Retail – does this permit grocery store, department store and big box retail uses?</li> <li>Suggest change “which shall include and may not be limited to” to “including such uses as”.</li> </ul> | <ul style="list-style-type: none"> <li>Definition of Laboratory has now been included within the proposed TOC Zones implementing by-law</li> <li>Proposed language is inconsistent with Zoning By-law 05-200</li> <li>Yes, the term “Retail” is meant to capture all the various types of retail formats</li> <li>Proposed language is inconsistent with Zoning By-law 05-200</li> </ul> |
| <b>Built Form</b> <ul style="list-style-type: none"> <li>For TOC2 would like to see more flexibility. Only 50% residential permitted is not appropriate</li> </ul>   | <ul style="list-style-type: none"> <li>TOC2 corresponds to lands that are designated Local Commercial</li> <li>Regulation has been amended to restrict residential uses to locate only</li> </ul>  |

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| <ul style="list-style-type: none"> <li>Garden Centre in TOC – why is this shown as an accessory use only?</li> </ul>  | <p>above the ground floor</p> <ul style="list-style-type: none"> <li>Only permitted as accessory use as lands designated Local Commercial under UHOP only allow for commercial uses that serve the surrounding neighbourhood</li> </ul>  |
| <p><b>Height</b></p> <ul style="list-style-type: none"> <li>Increase allowable height especially at transit stops and nodes. Height restrictions are limiting</li> </ul>  | <ul style="list-style-type: none"> <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>   |
| <p><b>Setbacks</b></p> <ul style="list-style-type: none"> <li>TOC2 – appears to permit less restrictive setbacks than Tall Building Guidelines</li> <li>TOC3 – should reduce minimum rear yard to 6.0 m and interior sideyard to 3.0 m</li> </ul>   | <ul style="list-style-type: none"> <li>The Draft Tall Building Guidelines would not be applicable in the TOC2 Zone as the guidelines only apply to the Downtown Secondary Plan Area</li> <li>Proposed minimum 7.5 m rear yard and interior sideyard allows for transition between new development and existing low density residential uses</li> </ul> |
| <p><b>Bicycle Parking Requirements</b></p> <ul style="list-style-type: none"> <li>What are the Development Charge costs?</li> <li>Regulations pending on zone/proximity</li> <li>More parking locations</li> </ul>  | <ul style="list-style-type: none"> <li>Question unrelated to Zoning</li> <li>TOC Zones include bicycle parking regulations for both short term and long term bicycle parking</li> <li>The location of bicycle parking would be determined through the Site Plan Control Stage of development</li> </ul>  |
| <p><b>Motor Vehicle Parking Requirements</b></p> <ul style="list-style-type: none"> <li>Would like to see reduced parking ratio in TOC Zones</li> </ul>   | <ul style="list-style-type: none"> <li>Refer to comments above</li> </ul>  |
| <p><b>Other Regulations Noted by Participants</b></p> <ul style="list-style-type: none"> <li>TOC2 only at Main and Longwood – 50% residential cap at a station stop is not appropriate</li> <li>No residential at grade (from TOC1 and possibly others) with appropriate design, this would be appropriate in some locations and should be allowed</li> </ul> | <ul style="list-style-type: none"> <li>Refer to comments above</li> <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</li> </ul>  |

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|          | <p>finished floor elevation of dwelling units need to be a minimum of 0.9 m above grade</p> <ul style="list-style-type: none"><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> |