



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

<b>TO:</b>	Chair and Members Planning Committee
<b>COMMITTEE DATE:</b>	June 20, 2017
<b>SUBJECT/REPORT NO:</b>	Application for a Zoning By-law Amendment for Lands located at 30 Rymal Road East (Hamilton) (PED17098) (Ward 7)
<b>WARD(S) AFFECTED:</b>	Ward 7
<b>PREPARED BY:</b>	Michael Fiorino (905) 546 – 2424 Ext. 4424
<b>SUBMITTED BY:</b>	Stephen Robichaud Director, Planning and Chief Planner Planning and Economic Development Department
<b>SIGNATURE:</b>	

**RECOMMENDATION**

- (a) That **Amended Zoning By-law Amendment Application ZAR-16-061, by Peter and John Zournutos, Peter Halzoglou and Aiden Tuite (Owners)**, for a further modification to the “G-4” (Designed Neighbourhood Shopping Area) District, to amend the existing site specific zoning regulations to remove the current floor area and maximum number of restaurant restrictions on lands located at 30 Rymal Road East (Hamilton), as shown on Appendix “A”, Report PED17098, be **APPROVED** on the following basis:
- (i) That the draft By-law, attached as Appendix “B” to Report PED17098, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
  - (ii) That the amending By-law, attached as Appendix “B” to Report PED17098, be added to Zoning Map No. E9e of Zoning By-law No. 6593; and,
  - (iii) That the proposed change in zoning is consistent with the Provincial Policy Statement (2014), conforms to the Growth Plan for the Greater Golden Horseshoe, and complies with the Urban Hamilton Official Plan.
- (b) That upon finalization of the amendment to City of Hamilton Zoning By-law No. 6593, that the Allison Neighbourhood Plan be amended to create a special

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policy area for 30 Rymal Road East to permit restaurants within the existing commercial building.

- (c) That staff be directed and authorized to incorporate Recommendation (a) of Report PED17098 into the future housekeeping amendment to the Commercial and Mixed Use Zones in accordance with the applicable provisions of the Planning Act.

## **EXECUTIVE SUMMARY**

The proposed Zoning By-law Amendment is for a further modification to the “G-4/S-1123” and “G-4/S-1123a” (Designed Neighbourhood Shopping Area) District, Modified, to modify the existing site specific zoning regulations. The applicant has requested removal of the zoning regulations restricting the maximum combined floor area for a restaurant as well as the total number of restaurants permitted within the existing commercial building for lands located at 30 Rymal Road East (Hamilton).

The application has merit and can be supported because it is consistent with the Provincial Policy Statement (PPS), conforms to the Growth Plan for the Greater Golden Horseshoe (Places to Grow), and complies with the Urban Hamilton Official Plan (UHOP). The proposed development is considered to be compatible with and complementary to the existing and planned development in the immediate area.

### ***Alternatives for Consideration – See Page 14***

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

**Financial:** N/A

**Staffing:** N/A

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

## **HISTORICAL BACKGROUND**

The subject land contains an existing retail commercial plaza with an area of approximately 1,580 square metres and is located at the south-west intersection of Rymal Road East and Ryckman Street. The commercial building consists of 9 retail

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commercial units, two of which are existing restaurants. The site currently has 83 parking spaces and vehicular access is from Rymal Road East.

The proposed Zoning By-law Amendment is for a further modification to the “G-4/S-1123” and “G-4/S-1123a” (Designed Neighbourhood Shopping Area) District, Modified, in Hamilton Zoning By-law No. 6593, to permit greater flexibility with respect to the zoning permissions for restaurant uses on the subject lands located at 30 Rymal Road East (Hamilton). The applicant has requested to remove the site specific zoning restrictions in By-law No. 89-246, as amended by By-law No. 97-134, regarding the maximum combined floor area for a restaurant (i.e. the current Gross Floor area cap of 287.7 square metres) as well as the total number of restaurants permitted (i.e. a maximum 2 restaurants) within the existing commercial building.

The subject lands were the subject to two previous Zoning By-law Amendment applications approved under City of Hamilton By-law Nos. 89-246 and 97-134 and were developed in accordance with the approved Site Plan Control application DA-89-79.

By-law No. 89-246 amended the City of Hamilton Zoning By-law No. 6593 by rezoning the lands from “B” (Suburban Agriculture and Residential, etc.) District, to the site specific “G-4/S-1123” (Designed Neighbourhood Shopping Area) District, Modified. The amending By-law permitted the full range of Designed Neighbourhood Shopping Area uses, however, it did not permit a restaurant. The amending by-law also required a 3.0 metre planting strip along the southerly and easterly lot lines, a visual barrier of not less than 1.2 metres and not greater than 2.0 metres and no vehicular access to or from Ryckman Street.

By-law No. 97-134, approved by the Ontario Municipal Board (OMB) on June 5<sup>th</sup>, 1997 further amended the City of Hamilton Zoning By-law No. 6593 from the G-4/S-1123” (Designed Neighbourhood Shopping Area) District, Modified to the G-4/S-1123a” (Designed Neighbourhood Shopping Area) District, Modified, to permit a maximum of two restaurants, with a maximum gross floor area of 278.7 square metres (3,000 square feet), with a maximum seating capacity of eighty (80), with further provisions that no one restaurant exceed a total maximum gross floor area of 185.8 square metres (2,000 square feet).

## **Chronology**

September 30, 2016: Zoning By-law Amendment Application ZAR-16-061 received.

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**SUBJECT: Applications to Amend the City of Hamilton Zoning By-law No. 6593, for lands located at 30 Rymal Road East (Hamilton) (PED17098) (Ward 7) - Page 4 of 15**

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October 25, 2016: Zoning By-law Amendment Application ZAC-16-061 deemed complete.

November 1, 2016: Notice of Complete Application and Preliminary Circulation was sent to 50 property owners within 120 m of the subject lands.

November 9, 2016: Public Notice sign posted on the property.

May 24, 2017: Public Notice sign updated with Public Meeting date.

June 2, 2017: Circulation of Public Meeting Notice for Zoning By-law Amendment Application ZAC-16-061 to 50 property owners within 120 m of the subject lands.

**Details of Submitted Applications**

**Owner:** Peter and John Zournutos,  
Peter Halzoglou; and,  
Aiden Tuite

**Applicant / Agent:** IBI Group (c/o Mike Crough)

**Location:** 30 Rymal Road East, Hamilton  
(see Appendix “A” to Report PED17098)

**Property Description:**

<u>Lot Frontage:</u>	108 metres
<u>Lot Depth:</u>	56 metres
<u>Lot Area:</u>	5,786.1 square metres
<u>Servicing:</u>	Existing Municipal Services

**EXISTING LAND USE AND ZONING**

	<b><u>Existing Land Use</u></b>	<b><u>Existing Zoning</u></b>
<b><u>Subject Lands</u></b>	Commercial Plaza	“G-4/S-1123” and “G-4/S-1123a” (Designed Neighbourhood Shopping)

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		Area) District, Modified
<b><u>Surrounding Land Uses</u></b>		
<b>North</b>	Retail and Restaurants	“HH” (Restricted Community Shopping and Commercial) District
	Motor Vehicle Sales and Service Establishment	“HH/S-1109” (Restricted Community Shopping and Commercial) District
		“HH/S-814a” (Restricted Community Shopping and Commercial) District
		“HH/S-967” (Restricted Community Shopping and Commercial) District
<b>East</b>	Single Detached Dwellings	“B” (Suburban Agriculture and Residential, etc.) District
<b>South</b>	Single Detached Dwellings	“B” (Suburban Agriculture and Residential, etc.) District
<b>West</b>	Restaurant	“HH” (Restricted Community Shopping and Commercial) District
		“G-1” (Designed Shopping Centre) District

**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

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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 Urban Hamilton Official Plan (UHOP) analysis below.

Staff also note that Cultural Heritage policies have not been updated within the UHOP in accordance with the PPS (2014). Therefore, the following policy of the PPS (2014) also applies:

“2.6.2 Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.”

Cultural Heritage staff have reviewed the Zoning By-law Amendment application and advise that there are no Cultural Heritage concerns, and as such the proposal complies with the above noted policy of the PPS.

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

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

### **Urban Hamilton Official Plan**

The subject lands are identified as within a “Community Node” on Schedule E and designated “Mixed Use – Medium Density” on Schedule “E-1” – Urban Land Use Designations in Volume 1 of the UHOP. In addition, the subject land is also identified as “UH-3” on Area Specific Policies Key Map in Volume 3 of the UHOP. The following policies, amongst others, apply to the Zoning By-law Amendment application.

“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

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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.2.3.3.10 A Community Node shall be planned to accommodate generally between 25,000 and 100,000 square metres of retail floor space.”

The subject land is located within a Community Node, at the corner of Rymal Road East and Ryckman Street, which is located east of the Rymal Road East and Upper James Street, the intersection of two Major Arterial roads. Restaurants within Community Nodes are a permitted use. The subject land contains an existing multi-unit commercial building with approximately 1,580 square metres of gross floor area. While policy E.2.3.3.10 above does limit the general retail space to 25,000 and 100,000 square metres, the proposed Zoning By-law Amendment does not propose to increase the retail floor spaces but rather reallocate commercial gross floor area. No new construction or expansion of the commercial building is being proposed. Based on the foregoing, the proposal complies with the above policies of the UHOP.

#### Mixed Use - Medium Density Designation

“E.4.6.1 The range of commercial uses is intended to serve the surrounding community or series of neighbourhoods as well as provide day-to-day retail facilities and services to residents in the immediate area. These areas shall also serve as a focus for the community, creating a sense of place.

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, medical clinics, personal services, financial establishments, live-work units, artist studios, restaurants, gas bars, and drive-through facilities; (OPA 64)

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.

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E.4.6.10 Permitted uses shall be located in single or mixed use buildings.

E.4.6.11 The amount of retail and service commercial space within each area designated Mixed Use - Medium Density shall generally range from 25,000 to 100,000 square metres of floor area. Designations within this range shall be reflected on Schedule E - Urban Structure as Urban Corridors or Community Nodes.”

Restaurants are permitted within the Mixed Use - Medium Density designation. The subject land contains an existing multi-unit commercial building with approximately 1,580 square metres of gross floor area.

The proposal is to remove the restriction on the number of and the size of the restaurant area permitted. Staff note that the removal of the site specific provisions will apply to the existing multi-unit commercial building as no new development is being proposed. Policy E.4.6.11 limits the general retail and service commercial space from 25,000 and 100,000 square metres. The existing commercial building is 1,500 square metres and the proposed Zoning By-law Amendment will not increase the total retail floor spaces but rather reallocate commercial gross floor area within the existing building. There will be no construction proposed for expansion of the commercial building. Based on the foregoing, the proposal complies with the above policies of the UHOP.

#### Functional Classification

“C.4.2.17 The City shall plan for and protect corridors and rights-of-way for transportation, transit and infrastructure facilities to meet current and projected needs and not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.

C.4.5.2 The road network shall be planned and implemented according to the following functional classifications and right-of-way widths:

c) Major arterial roads, subject to the following policies:

ii) Although land accesses are permitted, they shall generally be controlled / restricted.

iii) The primary function of a major arterial road shall be to carry relatively high volumes of intra-municipal and inter-regional traffic through the City in association with other types of roads.

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- iii) The basic maximum right-of-way widths for major arterial roads shall be 45.720 metres unless otherwise specifically described in Schedule C-2 – Future Road Widening.

C.4.5.6.5 Notwithstanding Section C.4.5.6, the City shall interpret the required right-of-way widths detailed in Section C.4.5.2 and Schedule C-2 – Future Road Widening, where applicable to denote only the basic requirement for the section of the road. Additional rights-of-way may be required at intersections to provide for exclusive turning lanes, daylight triangles and other special treatments to accommodate the optimum road / intersection geometric design. There may also be additional requirements for rights-of-way to provide lands for environmental considerations, the construction of bridges, overpasses, earth filled ramps, grade separations, depressed sections of roads, pathways, roundabouts, traffic control and transit priority measures, including rapid transit lanes and/or stations in accordance with Section C.4.5.7. Any such additional right-of-way requirements shall be determined at the time of design of the road facilities and shall become part of the total required right-of-way.”

Rymal Road East currently has a width of 37 metres whereas, the ultimate width shall be 45.72 metres. The lands are also located along the S Line of the BLAST Transit Network, which encourages future redevelopment of lands to include full road widening, as per Policy C.4.5.6.5. Should the site be redeveloped in the future, a road widening will be required to provide an ultimate width of 45.72 metres. No vehicular access is permitted from Ryckman Street to ensure traffic does not cut through and create opportunities for unsafe vehicular movements. Access provided from Rymal Road East will ensure that there are limited conflicts with higher traffic volumes on Rymal Road East.

The following policies, amongst others regarding Urban Nodes in Volume 1 of the Official Plan, apply to the Zoning By-law Amendment application:

“UH-3 Lands located along the east side of Upper James Street from Stone Church Road East to Rymal Road, and 1616 Upper James Street (west side of Upper James Street), 16-24 Stone Church Road East, 19-55 Rymal Road East (north side of Rymal Road East), 20 and 30 Rymal Road East (south side of Rymal Road East), and 25-79 Rymal Road West

1.0 Area Specific UH-3, shown on Map H-7 includes the following lands located:

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e) 20 and 30 Rymal Road East (south side Rymal Road East); and,

1.1 In addition to Policies E.2.3.3 – Community Nodes and E.4.6 – Mixed Use – Medium Density Designation, the lands designated Mixed Use - Medium Density shown as Area Specific UH-3 on Map H-7, shall permit arterial commercial uses in accordance with Section E.4.8 – Arterial Commercial Designation.”

The above Site Specific policy permits Arterial Commercial uses in addition to the uses permitted in the Mixed Use – Medium Density Designation. The proposal is in compliance with the above policy as restaurants are permitted.

### **Allison Neighbourhood Plan**

The subject lands are identified as “Neighbourhood Commercial” in the Allison Neighbourhood Plan which has associated policies. The Commercial policies that apply, amongst others, are as follows:

“A variety of commercial uses will be encouraged along Upper James Street and Rymal Road up to the corner of Ryckmans Street, in a planned fashion, to effectively serve the needs of local resident and others, including:

- Highway commercial uses, e.g gas station, car dealerships, restaurants, which will be permitted along the north part of Upper James Street; and,
- Office and service commercial uses, e.g. banks, hair dressing, dry cleaning, shoe repair which will be permitted along the south part of Upper James Street;
- Neighbourhood commercial uses will be permitted on Rymal Road between Upper James and Ryckmans Street. Such commercial uses should not include high traffic generators such as restaurants.
- Existing commercial uses.

Vehicular access onto Ryckmans Street is prohibited from the neighbourhood commercial development at the corner of Rymal Road and Ryckmans Street.”

The applicant is seeking greater flexibility with the permitted restaurant use to remove the restriction on the number of restaurants and restaurant size, as currently outlined in Amending By-law 97-134. While the Allison Neighbourhood Plan identifies that, “such commercial uses should not include high traffic generators such as restaurants”, there

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has been a significant evolution over the past 20 years in this area which has intensified the intersection of Upper James Street and Rymal Road East, commonly known as “Ryckmans Corner”. The subject land, as mentioned, is located on a major arterial road (at the northwest corner of Rymal Road East and Ryckmans Street) which is located along the S Line of the BLAST Transit Network. As a result, redevelopment and intensification of lands is encouraged. Furthermore, as noted, the “UH-3” Site Specific policy permits “Arterial Commercial” uses in addition to the “Mixed Use Medium Density” designation. The “Arterial Commercial” designation is intended to provide for a range of uses catering to the traveling or drive-by consumer.

Staff note that there is no proposal for redevelopment of the subject lands as part of this application. Removal of the restrictions regarding the maximum combined floor area for a restaurant as well as the total number of restaurants permitted on site would be supportive of and in keeping with the general encouragement of intensifying land uses along the BLAST Transit Network. Staff are supportive of the removal of the restriction to the maximum number and gross floor area as the introduction of the S Line of the BLAST Transit Network and the future reconstruction / urbanization of Rymal Road East will not create an increase in traffic that cannot be supported by the reallocation of existing commercial gross floor area.

The Allison Neighbourhood Plan also restricts access to Ryckmans Street from the subject lands. The subject lands have previously been developed and designed in accordance with the intent of this plan by not permitting any ingress and egress on Ryckmans Street, to eliminate any possible cut through traffic into the interior of the neighbourhood. The site specific provision will remain that no access will be provided to Ryckman Street.

Therefore, Staff recommends that the Allison Neighbourhood Plan be amended to establish a special policy area to permit restaurants within the existing commercial building.

### **Hamilton Zoning By-law No. 6593**

The applicant has requested a further modification to the “G-4/S-1123” and “G-4/S-1123a” (Designed Neighbourhood Shopping Area) District, Modified in the City of Hamilton Zoning By-law No. 6593. Specifically, the application is to amend the existing site specific zoning regulations to remove the restrictions on the current floor area and total number of restaurants permitted on lands located at 30 Rymal Road East (Hamilton). Further evaluation of the proposed modifications is included in the Analysis and Rationale for Recommendation section of Report PED17098.

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## **RELEVANT CONSULTATION**

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

- Development Engineering, Growth Management;
- Forestry and Horticulture, Public Works Department;
- Operation Support, Public Works Department; and,
- Corridor Management, Public Works.

In accordance with Council's Public Participation Policy, the proposal was circulated as part of the Notice of Complete Application to 50 property owners within 120 metres of the subject lands on November 1, 2016. A public notice sign was also established on-site on November 11, 2016 and updated on May 24, 2017 with the date of the Public Meeting. Notice of the Public Meeting was given, in accordance with the requirements of the *Planning Act*, on June 2, 2017.

To date, two public submissions have been received, both requesting to be informed of the public meeting related to the proposal (see Appendix "D" to Report PED17098). The letters raised questions with respect to the type of restaurant, required parking and concerns for traffic movement. Staff advised that a night club was not a permitted use, that a reduction in parking was not requested as a result of this application, and that Corridor Management did not have concerns with proposed application.

Furthermore, the applicant advised that a public open house would be the mechanism for public consultation to address questions and concerns of the public. Given the level of complexity and public interest, an additional public open house was not required.

## **ANALYSIS AND RATIONALE FOR RECOMMENDATION**

1. The proposal 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 (Places to Grow), as it represents an opportunity for growth in the Settlement Area, in a compact form providing for a mix of land uses.
  - (ii) Subject to the amendment to the Allison Neighbourhood Plan the proposal complies with the Urban Hamilton Official Plan.

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- (iii) The proposed development is compatible with existing land uses in the immediate area and represents good planning by, among other things, providing for the development of a complete community and is compatible with the existing and future uses of the surrounding area.
2. The implementing Zoning By-law will rezone the lands from the “G-4/S-1123” and “G-4/S-1123a” (Designed Neighbourhood Shopping Area) District, Modified in the City of Hamilton Zoning By-law No. 6593 to “G-4/S-1123b” (Designed Neighbourhood Shopping Area) District, Modified, to amend the existing site specific zoning regulations to remove restrictions to the current floor area and the total number of restaurants permitted. The policy direction of the Urban Hamilton Official Plan has incorporated area specific policies to permit Arterial Commercial uses in addition to the Mixed Use Medium Density uses on the subject lands. Arterial Commercial uses are intended to provide for a range of uses catering to the traveling or drive-by consumer. While it was the initial intent of the two amending site specific zoning by-laws, to restrict restaurant uses which can generate high volumes of traffic, the policy framework introduced in new UHOP has envisioned that uses which may generate higher levels of traffic are permitted.

There has been a significant evolution over the past 20 years in this area which has intensified the intersection of Upper James Street and Rymal Road East. The general intent of the Allison Neighbourhood Plan, which was adopted by Council in 1991, will still be maintained as removal of the restrictions for restaurants will occur within the existing building limiting the maximum size, and no permission for access from Ryckman Street has been requested. The subject land, as mentioned, is located on a major arterial road and any greater volume of traffic that may be generated will be contained along Rymal Road East. Staff are of the opinion that the subject land has achieved an efficient form and layout, providing for safe vehicular access and movement. As a result, redevelopment and intensification of lands in this area can be encouraged. Staff are supportive of the change in zoning as the proposed development is considered to be compatible with and complementary to the existing and planned development in the immediate area.

The applicant has requested the removal of the existing site specific zoning provision which restricts the total gross floor area for a restaurant as well as the maximum gross floor area for one individual restaurant. The applicant’s request for the removal of the maximum gross floor area within the existing development is intended to allow for greater flexibility to accommodate potential tenants. Staff note that removal of the gross floor area within the existing development will

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maintain the existing streetscape and character and will not negatively alter the function of the subject lands.

The subject lands are suitable in size to accommodate greater intensification with no proposed removal of parking to accommodate a use which may generate greater traffic volumes. The removal of the maximum gross floor area is intended to occur within the existing multi-unit commercial building which is adjacent to and in close proximity to a number of commercial uses. Should the applicant wish to redevelop the subject land, the proposal would be required to comply with the policies and provisions of the site specific zoning in accordance with the City's current zoning standards and Site Plan Control Guideline policies. Redevelopment of the subject land will require approval of a Site Plan Control application. Staff note that there is currently no access to the site from Ryckman Street and if the subject lands were to be redeveloped, access to and from Ryckman Street will remain prohibited.

The removal of the maximum number of restaurants is intended to occur within the existing multi-unit commercial building which is adjacent to and in close proximity to a number of commercial uses. There has been a significant evolution over the past 20 years in this area which has intensified the intersection of Upper James Street and Rymal Road East. The subject land, as mentioned, is located on a major arterial road (at the northwest corner of Rymal Road East and Ryckmans Street) which is located along the S Line of the BLAST Transit Network. As a result, redevelopment and intensification of lands in this area is being encouraged.

3. The required number of parking spaces for the subject land is 34 parking spaces based on the calculation of 1 parking space per 31 square metres. The site currently has 83 parking spaces. Staff are of the opinion that the subject land can accommodate more intensive uses on the site while providing adequate parking for all tenants of the commercial building on site.

## **ALTERNATIVES FOR CONSIDERATION**

Should the applications be denied, the lands could continue to be used in accordance with the "G-4/S-1123" and "G-4/S-1123a" (Designed Neighbourhood Shopping Area) District, Modified.

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## **ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN**

### **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.*

### **Valued & Sustainable Services**

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

### **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.*

## **APPENDICES AND SCHEDULES ATTACHED**

Appendix "A":	Location Map
Appendix "B":	Zoning By-law Amendment to By-law No. 6593
Appendix "C":	Site Plan
Appendix "D":	Public Correspondence

MF:jp

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