

General Modifications

	Block 1	Block 2	Block 3	Block 4	Block 5	Block 6	Block 7	Analysis
Dwelling Type	Street Townhouse Dwelling	Block Townhouse Dwellings	Street Townhouse Dwelling	Block Townhouse Dwelling (T) Maisonette Dwelling (M)	Block Townhouse Dwelling (T) Maisonette Dwelling (M) Stacked Townhouse Dwelling (S)	Block Townhouse Dwelling	Multiple Dwelling	
Provision								
Minimum Number of Required Parking Spaces	1.0 per unit No additional parking shall be required for Accessory Dwelling Units	1.0 per unit No additional parking shall be required for Accessory Dwelling Units	1.0 per unit No additional parking shall be required for Accessory Dwelling Units	1.0 per unit No additional parking shall be required for Accessory Dwelling Units (T)	1.0 per unit No additional parking shall be required for Accessory Dwelling Units (T)	1.0 per unit No additional parking shall be required for Accessory Dwelling Units	0.3 per unit less than 50.0 sq. m in size 0.8 per unit greater than 50.0 sq. m in size 0.3 per units with three or more bedrooms	<p>The intent of these provisions is to ensure that an appropriate number of parking spaces are provided for the occupants of dwelling units in addition to any required visitor parking spaces.</p> <p>Staff note that 1.0 parking space per dwelling unit is the standard for street townhouses in Zoning By-law 05-200. This parking rate can also be supported for block townhouses dwellings, maisonette dwellings and stacked townhouse dwellings in the plan.</p> <p>In support of the reduced parking rate for a multiple dwelling, the applicants have submitted a Traffic Impact Study (TIS) which supports a reduced parking rate of 0.45 parking spaces per dwelling unit for the City Housing Hamilton building and a 0.8 parking spaces per dwelling unit for the remaining two multiple dwellings within Block “7”. The applicant’s consultant has supported the reduced parking rate based on an anticipated low demand for parking for the rental dwelling units that will be owned and operated by City Hamilton Housing, and proximity to the future light rail transit line along Queenston Road. Based on these proposed rates, and in the absence of specific unit size details, 255</p>

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Provision								
								parking spaces will be required for the 365 units proposed on Blocks "7" and "7a". These modifications have merit and can be supported.
Visitor Parking	40% on-street parking required as a condition of Draft Plan Approval	0.3 per unit	40% on-street parking required as a condition of Draft Plan Approval	0.3 per unit	0.3 per unit	0.3 per unit	0.25 per unit	Staff consider the provision of visitor parking spaces to be appropriate given that development within the plan of subdivision will occur as part of a standard condominium, wherein the availability of on street parking that is typically provided in a plan of subdivision will not occur. No visitor parking will be required for any street townhouse, block townhouse or maisonette unit that fronts directly onto a street as street parking is available to accommodate the need for short term visitor parking. These modifications have merit and can be supported.
Number of Dwelling Units	18	36	18	24(M)	24(M)	8	840 (Max.)	The UHOPA is seeking to permit a maximum net residential density of 165.0 units per hectare across the Draft Plan of Subdivision, to provide for an adequate mix of housing types in appropriate locations within the Neighbourhoods Designation. In order to ensure that the property is developed in

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Provision								<p>accordance with the UHOPA, a provision stipulating a maximum number of dwellings is required in the amending zoning by-law. While not currently proposed within Blocks 4 and 5 of the Draft Plan of Subdivision, the applicant would like a level of flexibility in housing choice depending on market conditions with respect to the siting of block townhouses in the Draft Plan. As a result, the applicant is proposing to permit a maximum of 18 block townhouse dwellings within each of Blocks 4 and 5. Staff have no objection to this request, as an adequate mix dwelling types and tenures will still be provided in the plan as a whole, provided that the overall unit number does not exceed 687 as indicated in the UHOP Amendment.</p> <p>Given the above, this modification has merit and can be supported.</p>
Max # of Dwelling Units in a Row	8	8	8	8 (T)	8 (T)	8	n/a	<p>This provision is being included in order to help break up the massing and potential long stretches of dwellings, while providing for appropriate variation along the street and articulation in built form.</p> <p>These modifications have merit and can be supported.</p>

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Provision								
Minimum Distance Between End Walls	n/a	2.4m	n/a	2.4m (T) 2.4m (M)	2.4m (T) 2.4m (M) 2.4m (S)	2.4m	n/a	<p>With respect to block townhouse dwellings, it should be noted that the street townhouse dwellings currently permitted in the (D6) Zone are required to provide minimum side yard setbacks of 1.2 metres for the end units of townhouse dwellings. The proposed separation between dwellings of 2.4 metres is effectively achieving the same outcome in separation between townhouse dwelling blocks.</p> <p>With respect to maisonette and stacked townhouse dwellings, staff are of the opinion that adequate separation is being achieved for lot grading and drainage, and access purposes.</p> <p>These modifications have merit and can be supported.</p>
Minimum Setback of a Required Parking Space	n/a	5.8m	n/a	5.8m	5.8m	5.8m	n/a	<p>The intent of this provision is to ensure that a driveway is provided for each block townhouse, maisonette and stacked townhouse dwelling where a surface parking space is proposed to allow for the maneuvering of motor vehicles. Staff note that in accordance with Zoning By-law No. 05-200, street townhouse dwellings are subject to this same provision. This modification has merit and can be supported.</p>

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Provision								
Minimum Setback from a Street Line or Condo Road	n/a	4.5m (Dwelling)	n/a	4.5m (Dwelling)	(M) (T) 4.5m (Dwelling) (S) 4.5m (Dwelling)	4.5m (Dwelling)	n/a	<p>It should be noted that Zoning By-law No. 05-200 does not contemplate setbacks of dwellings to condominium roads.</p> <p>The intent of the proposed provision is to provide for a consistent streetscape and allow for adequate area for the manoeuvring of motor vehicles entering and exiting the subject land. This requirement is consistent with the minimum front yard setbacks proposed for the street townhouse dwellings within Blocks “1” and “3”.</p> <p>These modifications have merit and can be supported.</p>
Minimum Private Amenity Area	n/a	n/a	n/a	3.0 Sq m (M)	3.0 Sq m (M)(S) 28 Sq. m (T)	n/a	3.0 Sq m	<p>The intent of this provision is to ensure that adequate indoor / outdoor amenity area is provided for occupants of the dwellings. Staff note that the amenity area can be provided in the form of indoor communal areas, and outdoor private (balconies) and / or outdoor communal areas (sitting / play areas) depending on unit type, and will considered differently from landscaped areas.</p> <p>With respect to Block “5”, in addition to landscaping in and around the proposed buildings, the applicant is proposing a central green area which would serve as common amenity area for the occupants of the dwellings within that block as opposed to</p>

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Provision								
								landscaping. Given that this property will be subject to Site Plan Control, staff will work with the applicant to obtain further details of the use of the centralized green space as well as address staff concerns with the location of the ramp to an underground parking garage within this space. These modifications have merit and can be supported.
Minimum Planting Strip	n/a	n/a	n/a	3.0m Abutting front and rear lot line	2.0m Abutting front and flankage lot line - 3.0m	n/a	3.0m	The intent of this provision is to ensure that an adequate level of landscape buffer is being provided to minimize the impact of the multiple of dwellings on adjacent properties, as well as allow for a consistent streetscape. As shown on the submitted concept plan, Blocks "4", "5", "6" and "7" are providing a minimum planting strip abutting Reid Avenue South, Hayes Avenue and Street "A". Staff consider the inclusion of a landscape strip abutting a streetline to be appropriate given the proximity of low density residential uses in the neighbouring area. As a result, this modification has merit and can be supported.
Minimum Landscape Area	n/a	n/a	n/a	10% of the lot area (S) (M)	20% of the lot area	n/a	10% of the lot area	Staff are of the opinion that the landscape requirements will ensure that an adequate balance of built form, hardscape and landscape will be achieved within the individual blocks.

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Provision								
								As a result, this modification has merit and can be supported.
Maximum Building Height	12m	12m	12m	12m (T) 15m (S) (M)	12m (T) 15m (M) 15m (S)	12m	29m (8 storey) Block "7a" 36m (10 storey)	<p>The intent of this provision is to minimize the impact of buildings on adjacent properties / areas with respect to sun shadowing, overlook and ensure that an appropriate scale for the area is achieved.</p> <p>With respect to Blocks "1" – "6", the neighbouring residential area is characterized by one and a half to two storey single detached dwellings. These lands are located within the "D" District wherein dwellings are permitted to be three storeys and 14.0 metres in height.</p> <p>Staff note that the proposed height is in keeping with the maximum height provision of the adjacent residential area. As such, the proposed height is compatible with the scale of development anticipated or existing in the</p>

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Provision								
								<p>area and will not pose any adverse impact on the residential adjacent area with respect to sun shadowing and overlook.</p> <p>With respect to Block “7”, and in particular to the eight storey multiple dwelling, the applicant has provided a 45 degree angular build to plane drawing from the front lot lines of the single detached dwellings on the west side of Reid Avenue South, which illustrates that, with the exception of small portions of the top two floors, the multiple dwelling is located under the 45 degree angular build to plane. As a mitigating measure, the applicant is providing for a 3.0 metre front yard setback, which is appropriate in width to accommodate adequate landscape treatment between the building and the front lot line. At the Site Plan Control stage, staff will ensure that adequate plantings will occur and appropriate building materials will be used on the top floors that are piercing the angular build to plane to help further minimize the impact of the building along the streetline.</p> <p>With respect to the two, 10 storey multiple dwellings, proposed on Block “7a” staff note that said dwellings are internal to the site and have been adequately setback from adjacent streets and dwellings. Further, appropriate landscape treatment will be required around</p>

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Provision								
								the perimeter of the block within a minimum 3.0 metres planting strip. These modifications have merit and can be supported.
Minimum Setback from Adjacent Blocks	n/a	n/a	n/a	n/a	1.0m	n/a	1.0m	This provision is intended to allow a small portion of a building to be located a minimum of 1.0 metre to an adjacent block. This modification is technical in nature and required largely due to the configuration of the blocks within the plan and where the common line of the blocks are located relative to the location of the proposed buildings. This modification has merit and can be supported.
Minimum Setback to a Conservation / Hazard Land (P5) Zone	5.0m	5.0m	5.0m	5.0m	5.0m	5.0m	5.0m	The intent of this provision is to ensure that buildings are adequately setback to a (P5) Zone. Staff note that a (P5) Zone is located within Block 5 and represents the erosion access allowance of 6 metres from the stable slope from the Red Hill Valley Creek. Staff are of the opinion that the proposed setback will be adequate for the construction of buildings and structures. This modification has merit and can be supported.