

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

### **Further modifications to the “RT-20/S-1301a” (Townhouse – Maisonette) District, Modified (Applicable to Street Townhouses in Block 1 and 2)**

<b>Regulation</b>	<b>Required</b>	<b>Modification</b>	<b>Analysis</b>
10F(4)(a) Front Yard Depth (min.)	4.5 metres (req'd by “RT-20/S- 1301a)	4.5 metres (except for corner lots where the minimum depth shall be 3.0 metres)	A reduced front yard depth of 4.5 metres is being carried forward from the existing “RT-20/S-1301a” District, Modified that currently applies to the site. The 6.0 metre setback between the property line and face of garage will be maintained to allow for the storage of one vehicle as required by Section 18 of Zoning By-law No. 6593. The further reduced 3.0 metre requirement for corner lots is technical in nature and will enable a consistent street wall with adjacent development where proposed lots are impacted by daylight triangles and the irregular property line geometry introduced by curves and corner cuts. There are limited opportunities for corner lots on the proposed development site. Therefore, Staff support the modification.

### **Further modifications to the “RT-20/S-1301a” (Townhouse – Maisonette) District, Modified (Applicable to Street Townhouses in Block 2 only)**

<b>Regulation</b>	<b>Required</b>	<b>Modification</b>	<b>Analysis</b>
10F(4)(b) Rear Yard Depth (min.)	7.0 metres (req'd by “RT-20/S- 1301a)	6.5 metres	The rear yard setback requirement serves to provide a building standard that ensures appropriate protection of privacy and access to sunlight, especially where residential rear yards back onto each other and create a condition where windows to habitable rooms are facing. A further reduced rear yard setback of 6.5 metres is proposed for all lots within 60 metres of the intersection of Sabrina Boulevard and Summerberry Way (i.e. limited to approximately 7 lots). These lots are impacted by the irregular lot line geometry imposed by the roundabout located at this intersection. The reduced rear yard setback will ensure a

			more consistent street edge condition where dwellings face the roundabout. As such, Staff are supportive of this limited further modification.
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**Further modifications to the “RT-20/1301a” (Townhouse – Maisonette) District, Modified (Applicable to Block 3 only)**

<b>Regulation</b>	<b>Required</b>	<b>Modification</b>	<b>Analysis</b>
10E(2)(a) Permitted Uses	A Townhouse Dwelling; A group of Townhouse Dwellings; A Street Townhouse Dwelling, subject to the "RT-30" District provisions of Section 10F; A Maisonette Dwelling; A group of Maisonette Dwellings. A Foster Home.	Multiple Dwellings	The “RT-20” District provides a framework for the development of townhouse dwellings and maisonettes. The intent of the application is to allow for “stacked townhouses” which will look and function similar to maisonette dwellings. Stacked townhouses are not a defined use within Zoning By-law No. 6593 and are classified as “Multiple Dwellings”. Because of the nature of the intended form (i.e. stacked townhouses) the “RT-20” District provides a better framework to guide the development than the standard multi-residential districts. Therefore, it is appropriate to add multiple dwellings as a permitted use rather than apply a different district. It also allows for the flexibility to maintain existing zoning permissions and enable block and street townhouse dwellings as permitted by the UHOP. Further, the addition of multiple dwellings conforms to the High Density Residential policies of the UHOP and supports an overall density that meets UHOP objectives therefore Staff support the modification.
10E(3) Maximum Height (max.)	11.0 metres	13.0 metres (for Multiple Dwellings)	The proposed by-law increases the maximum permitted height to 13.0 metres (4-storeys) for multiple dwelling forms. The High Density Residential policies of the UHOP allow for buildings of this scale. This increase represents a modest increase from the base maximum of 11 metres and the maximum height for street townhouse dwellings (12.5 metres) contained in the existing “RT-20/S-1301a” District that applies

			to the site. The increased allowable height will only apply to multiple dwellings and will not undermine the overall intent of the district. Further, Block 3 is separated from adjacent development by a municipal road which will provide a buffer to surrounding residential development and ensure that there are no shadow/sunlight impacts introduced by the additional height. As such, Staff are supportive of this modification.
10E(4)(a) Yard Depth (min.) (abutting a street)	6.0 metres	1.2 metres (except for where a yard abuts Sabrina Boulevard where the minimum depth shall be 3.0 metres)	The reduced yard depth of 1.2 metres will allow for a more urban streetscape in the interior of the proposed development whereby front doors, windows and other active elements of the stacked townhouses are sited close to the street. This reduced setback requirement of 3.0 metres along Sabrina Boulevard will ensure that development fronting on Sabrina Boulevard in Block 3 maintains a consistent street wall with the adjacent street townhouse product planned for Block 1 and 2 and the existing townhouse product west of the site. Parking and garages are not anticipated between the stacked townhouse buildings contemplated for Block 3 and public streets. Therefore, Staff support the modification.
10E(5) Distance Between Buildings (min.)	9.0 metres between two exterior walls, one of which contains at least one window to a habitable room;  15.0 metres between two exterior walls each of which contains at least one window to a habitable room.	7.5 metres between between the rear or front facing exterior wall of a building and the side exterior wall of a building;  15.0 metres between the rear or front facing exterior wall of a building and the	The “RT-20” District contains spacing requirements between groups of buildings in order to ensure for protection of privacy and access to sunlight in interior portions of the site. The modified spacing requirements serve to clarify and refine the base requirements of the “RT-20” District. The modified spacing provides more flexibility to allow for windows along the sides of buildings, into stairwells and other habitable space that doesn’t introduce privacy concerns through proximity. The modified rules generally maintain the same intended purpose and the same setback distances intended through the parent regulations. The reduced setback between the rear or front facing exterior wall and side exterior wall will allow for a slightly more compact form of development but still provides sufficient

		rear or front facing exterior wall of another building.	spacing for adequate sunlight penetration. Therefore, Staff support the modification.
10E(7) Density for Multiple Dwellings (max.)	N/A	150 units per hectare	The site-specific by-law introduces a maximum residential density for multiple dwellings. The base "RT-20" District primarily provides for townhouse and attached housing forms. The overall density of development for those forms is regulated by a minimum lot area per dwelling unit requirement. No such controls currently exist for Multiple Dwelling forms and are being recommended for the inclusion of a maximum density in order to maintain conformity with Official Plan requirements. Therefore, Staff support the modification.
10E(10) Landscaped Area (min.)	40%	30%	The intent of this provision is to ensure that there is an adequate balance between built form, hard surface and open space areas on the site. The High Density Residential policies of the UHOP envision a more compact form of development than the standards the typical "RT-20" District would enable. Given the intent to develop "stacked townhouses" the "RT-20" District provides appropriate regulations but it should be recognized that Multi-Residential Districts in By-law No. 6593 have a typical minimum landscape requirement of 25%. The concept plan shows a higher balance of landscaped open space than required in most multi-residential districts, with densities that enable underground parking to allow for a more urban landscape treatment at-grade. Based on the above, Staff support this modification.
10E(17) Length of Building Façade (max.)	N/A	50.0 metres	The site-specific by-law introduces a maximum façade length for Multiple Dwellings. The base "RT-20" District primarily provides for townhouse and attached housing forms. The massing of those forms is regulated by a combination of unit width requirements and dwelling unit placement rules that allow for not more than eight (8) units in a continuous

			block/row. No such controls currently exist for Multiple Dwelling forms so staff have recommended the inclusion of a maximum façade length in order to maintain similar massing for multiple dwelling forms. Therefore, Staff support the modification.
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**Modifications to Section 18A District (Applicable to Blocks 1, 2 and 3)**

<b>Regulation</b>	<b>Required</b>	<b>Modification</b>	<b>Analysis</b>
18A(1)(c) Loading Stall Requirements (min.)	1	None.	The intent of this provision is to ensure that an adequate number of loading spaces are provided on site to service the proposed development. This modification removes the loading space requirement from the zoning regulations. Frequent and/or large-scale deliveries to the multiple dwellings are not anticipated or required. Therefore, it is appropriate to remove the loading space requirement which would allow for additional landscaping and/or housing. If a loading stall were to be deemed necessary in the future, the applicant would maintain the ability to provide one through the Site Plan Control process. Therefore, Staff support the modification.
18A(7) Underground Parking Stall Dimension (min.)	2.7 metres by 6.0 metres.	2.8 metres by 5.8 metres.	The reduced stall length requirement is intended to accommodate the size of the proposed parking stalls within the underground parking structure associated with the development concept. The reduced stall sizes are still able to accommodate a wide range of vehicle sizes and are consistent with the underground stall size requirements of the City of Hamilton Zoning By-law 05-200. In addition, the width of the stalls exceeds current requirements. This regulation will apply to underground parking structures associated with multiple dwellings, masonette dwellings and/or townhouse dwellings and is not to be construed as support for extension of

			underground parking structures beneath freehold street townhouse dwellings. Therefore, Staff support the modification.
18A Parking Stall Width (min.) (adjacent to a support column or obstruction)	N/A	0.3 metres	This requirement does not currently exist in Zoning By-law No. 6593 but is being introduced in conjunction with the reduced stall dimensions in order to better align with the updated parking stall requirements of Zoning By-law No. 05-200 and ensure functionality of the stalls where they abut a physical barrier such as a support column. This regulation will apply to underground parking structures associated with multiple dwellings, masionette dwellings and/or townhouse dwellings and is not to be construed as support for extension of underground parking structures beneath freehold street townhouse dwellings. Therefore, Staff support the modification.