



January 27th, 2020

Daniel Barnett  
City of Hamilton  
Planning & Economic Development Department  
71 Main Street West, 5<sup>th</sup> Floor, Hamilton, ON. L8P 4Y5  
Re: UHOPA-18-021, ZAC-18-047

Dear Mr. Barnett,

We are following up with a second letter in regards to the application for the Official Plan Amendment and Zoning By-law Amendment for the lands located at 184 & 186 Markland Street, Hamilton. (Ward 2) Our first letter was dated Feb 7<sup>th</sup>, 2019

We now understand the applicants are seeking a zoning by-law amendment to modify the existing properties currently consisting of a single dwelling and a duplex dwelling, and redevelop them into a three unit dwelling on each lot for a total of 6 dwelling units. This is less than the 8 dwelling units previously proposed.

The applicants are still asking the properties be rezoned from D to DE-3 which allows multiple dwellings up to 3 storeys in height in order that they may legally comply.

The Durand Neighbourhood Association met with the owner's planning agent in regards to the proposal. Our concern is still with the increased parking requirements, access and maneuverability from the greater density, and loss of landscaped area. The owner's agent said that the City is demanding that the 6 dwelling units have a total of 8 required parking spaces. These parking spaces come at the expense of the required landscape area. One quarter of each lot must be soft landscape. The DNA is strongly opposed to this development if it means that space for trees and landscape is lost at the expense of parking. Parking and specifically hard surface parking contributes to our surface runoff and drainage issues. Reduction in landscape area, means there is no room for trees to shade the dwellings, shade the parking pads, and shade the shared access drive. The access lane that is of right shared by several other property owners will now being used as the maneuvering area for this property's parked cars. The

owner is proposing density increase of 3 fold and parking increase of 4 fold. The adjacent property owners will be subjected to views of multiple parked cars with no green space. In the winter time the snow will need to be pushed into the street as the sides of the shared alley will be filled with parked cars. The DNA thinks that at the very least the number of required spaces should be 1 space per unit, totaling six spaces. This would leave the other 2 spaces landscaped with trees and a place to pile snow. In many of the new proposed multi residential developments the City has allowed as little as 0.33 spaces per dwelling unit so we are not understanding the requirement for more than one per unit especially when neighbours within the same block have been allowed no parking spaces as they were on the bus transit corridor.

We remain concerned with the precedent setting bylaw and zoning accommodations being granted to homes in the Durand that are seeking to increase density with multi-unit dwelling renovations, while not meeting many of the most basic requirements of the zoning bylaw including:

- Height
- Floor Area
- Side Yard Setbacks
- Front Yard Setbacks
- Lot Area
- Lot Width
- Landscape Area
- Parking

We feel in this specific proposal, the surface runoff from parking is an issue. It is to the detriment of landscape area in the Durand and will contribute to our City's storm and sanitary main issues especially in prolonged rain events. We would suggest a more permeable surface for all the parking pads in addition to reducing the number of parking spaces. Further we would suggest that the Site grading plan be reviewed in detail by the City to ensure no storm water impacts on adjacent neighbours.

Respectfully,

Christopher Redmond

President

The Durand Neighbourhood Association

On behalf of the Board of Directors: Roberta Harman, Anne Tennier, Dennis Baker, Geoff Roche, Janice Brown, Andrew McGilliard, Erica Ippolito, Barry Walsh, Michelle Tom, Tim Zahavich.