

Site Specific Modifications to the Multiple Residential “RM5” Zone

Regulation	Required	Modification	Analysis
Permitted Uses	Triplex dwellings, multi-plex dwellings and uses, buildings and structures accessory thereto.	Street townhouse dwellings, Block townhouse dwellings and multi-plex dwellings and uses, buildings and structures accessory thereto.	Street townhouses are permitted in the Medium Density Residential 2 designation of the Meadowlands Neighbourhood V Secondary Plan. The use will comply with the Urban Hamilton Official Plan upon approval of the Secondary Plan Amendment, as discussed in Report PED20158. Therefore, staff supports this modification.
Minimum Lot Area	0.07 hectares for a triplex dwelling, 0.2 hectares for a multi-plex dwelling containing 4 to 6 units and 0.5 hectares for a multi-plex dwelling containing 7 or more units.	0.39 hectares	Given the proposed development is for street townhouse dwellings, a site specific modification for minimum lot area is required. The proposed minimum lot area reflects the size of the existing lot, and other regulations to ensure development of the lot is compatible is addressed throughout these site specific modifications. Therefore, staff supports this modification.
Maximum Density	50 units per hectare	62 units per hectare	Density shall not exceed 70 units per hectare in the Medium Density Residential 2 designation of the Meadowlands Neighbourhood V Secondary Plan. The density will comply with the Urban Hamilton Official Plan upon approval of the Secondary Plan Amendment, as discussed in Report PED20158. Therefore, staff supports this modification.

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Maximum Lot Coverage	35 percent	38 percent	<p>The proposed increase to lot coverage, while a relatively small increase above the existing regulation, promotes compact development, and allows for an efficient use of the land allowing for a higher density development which supports the efficient use of existing municipal servicing infrastructure while remaining compatible with the surrounding context.</p> <p>Therefore, staff supports this modification.</p>
Minimum Front Yard	7.5 metres for a triplex dwelling and a multiplex dwelling where the facade with a primary entrance faces the street or 10.5 metres, plus any applicable distance as specified in Schedule "C".	2.0 metres	<p>The reduced minimum front yard provides for a more vibrant and active pedestrian-oriented streetscape, with the end units facing Londonderry Drive designed to face the street, including high-quality materials, front doors, porches, and ample glazing. A planting strip will also be incorporated in the front yard to enhance the streetscape and mitigate any visual impact that might result from the reduced setback and the overall appearance of the buildings on the streetscape to help blend the development with the fabric of the surrounding streetscape.</p> <p>Therefore, staff supports this modification.</p>
Minimum Side Yards	3 metres for a triplex dwelling, 7.5 metres for multi-plex dwellings that are only one unit in height and 9 metres for multi-plex dwellings that are two units in height, plus any distance as specified in Schedule "C".	13.5 metres	<p>As the of use street townhouses is being added through the proposed zoning by-law amendment, they are not referenced in the existing zoning regulations for side yard. Accordingly, the proposed site specific setback is being included in the modifications.</p> <p>Therefore, staff supports this modification.</p>

Regulation	Required	Modification	Analysis
Minimum Rear Yard	9 metres	6.3 metres	<p>The proposed reduction to the minimum rear yard allows for an efficient lot configuration which is consistent with typical urban developments, which function as the side yard to the end units of the development while maintaining sufficient separation distance from the adjacent multiple dwelling development to the north so that shadowing, privacy, and overlook are not an issue.</p> <p>Therefore, staff supports this modification.</p>
Minimum Landscaping	40 percent of the lot area for triplex dwellings and 50 percent of the lot area for multi-plex dwellings.	23 percent of the lot area	<p>The intent of this provision is to ensure that there is an adequate balance between built form, hard surface and open space areas on a property.</p> <p>The proposed reduction to the minimum landscape area is appropriate to support efficient use of the land, and based on the fact that the proposed rooftop amenity space is not included in the measurement of landscape area. Compact development is desirable in this Community Node location to promote the efficient use of nearby commercial amenities and public transit infrastructure.</p> <p>A landscape plan will be required at the Site Plan Control stage and reviewed by staff to ensure high quality landscape is provided. At this stage, the applicant will be encouraged to incorporate Low Impact Development (LID) measures within the hardscaped areas to further improve permeability on the site.</p> <p>Therefore, staff supports this modification.</p>

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<p>Planting Strip (incl. Section 7.14 (a) (xv) and (xvi))</p>	<p>For a multi-plex dwelling, a planting strip of a minimum of three metres in width along the lot lines shall be provided.</p> <p>Where a parking area which is required to provide for more than four vehicles abuts a lot containing a dwelling comprising one or two dwelling units, a permanently maintained planting strip of a minimum width of 3 metres shall be provided, except that in a “C2” Zone such width shall be 6 metres, and shall include fencing to provide a solid and effective screen.</p>	<p>A planting strip of a minimum of 2.0 metres in width along the lot lines shall be provided, except for points of ingress and egress. Retaining walls, permitted yard encroachments, mechanical and unitary equipment, and concrete walkways are permitted within a required planting strip.</p> <p>Notwithstanding the foregoing, where a parking area abuts a lot containing a dwelling, a permanently maintained planting strip of a minimum width of 0.3 metres shall be provided.</p>	<p>The majority of the proposed planting strips on site are large enough to accommodate a variety of landscaping features to provide visual screening and mitigate potential impacts on neighbouring properties and can be wider at various points along the side and rear lot lines where feasible. A reduced planting strip is necessary to facilitate compact and efficient design.</p> <p>Therefore, staff supports this modification.</p> <p>Along the rear lot line, the planting strip is reduced to a width of 0.3 metres to accommodate a 1.5 by 6.0 metre hammerhead in the western parking area. As such, the proposed planting strip width reduction to 0.3 metres is required for only a narrow portion of the rear lot line. The reduced 0.3 metre wide planting strip is therefore largely a technical requirement to accommodate internal traffic circulation. Throughout the remainder of the site, the planting strip will generally be 1.8 metres to 2.0 metres in width.</p> <p>Therefore, staff supports this modification.</p>

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	<p>Where a parking area which is required to provide for more than four parking spaces abuts a street, a permanently maintained planting strip of a minimum width of 3 metres shall be provided along the street line, and it shall be continuous except for aisles or driveways required for access to such parking area.</p>	<p>Where a parking area abuts a street, a permanently maintained planting strip of a minimum width of 2.8 metres shall be provided, except for points of ingress and egress.</p>	<p>The proposed planting strip between the parking area and the street line is a technical requirement to accommodate curbing between the planting strip and parking space for the end unit, which represents a relatively minor reduction, and would have no significant impact on the streetscape or cause any visual disruptions.</p> <p>Therefore, staff supports this modification.</p>

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Parking (incl. Section 7.14 (b) (i) (B))	<p>2 plus 0.66 visitor parking spaces each dwelling unit</p> <p>In addition to the parking requirements of Subsection 7.14 hereof, 25 percent of the required parking spaces for multi-plex dwellings (excluding required visitor parking) shall be within an enclosed building or underground.</p>	<p>2.0 plus 0.33 visitors parking spaces per dwelling unit.</p>	<p>The Traffic Impact Study (Addendum) (TIS), prepared by Trans-Plan Transportation Engineering and dated February 8, 2019 found that a parking rate of 1.78 spaces per unit for residents and 0.26 spaces per unit for visitors (2.04 spaces/unit total) would be sufficient for the proposed development. The proposed parking ratio is higher than recommended through the TIS and is sufficient to meet the needs of future residents and visitors.</p> <p>Therefore, staff supports this modification.</p>
Children's Play Area	<p>Except for triplex dwellings, a curbed or fenced outside play area of a minimum of 7 square metres per dwelling unit shall be provided and maintained.</p>	<p>Children's play area provision shall not apply.</p>	<p>Each dwelling unit features a rooftop terrace, providing private outdoor amenity space for future residents. In addition, the subject lands have nearby public open spaces, parks, and recreational areas, including Meadowland Community Park with adequate pedestrian connections less than 800 m away in proximity to the neighbourhood schools, which contains sports fields, playgrounds, and other public amenities.</p> <p>Therefore, staff supports this modification.</p>

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Building Separation	<p>A triplex and/or a multi-plex building shall be no closer to another triplex and/or multiplex building on the same lot in accordance with the following distance requirements:</p> <table border="1"> <thead> <tr> <th>(m)</th> <th>Façade</th> <th>Rear Wall</th> <th>End Wall</th> </tr> </thead> <tbody> <tr> <td>Façade</td> <td>18.0</td> <td>19.5</td> <td>15.0</td> </tr> <tr> <td>Rear Wall</td> <td>19.5</td> <td>15.0</td> <td>10.5</td> </tr> <tr> <td>End Wall</td> <td>15.0</td> <td>10.5</td> <td>3.0</td> </tr> </tbody> </table>	(m)	Façade	Rear Wall	End Wall	Façade	18.0	19.5	15.0	Rear Wall	19.5	15.0	10.5	End Wall	15.0	10.5	3.0	<p>A townhouse building shall be no closer to another townhouse building on the same lot in accordance with the following distance requirements:</p> <table border="1"> <thead> <tr> <th>(m)</th> <th>Façade</th> <th>Rear Wall</th> <th>End Wall</th> </tr> </thead> <tbody> <tr> <td>Façade</td> <td>8.1</td> <td>19.5</td> <td>15.0</td> </tr> <tr> <td>Rear Wall</td> <td>19.5</td> <td>15.0</td> <td>10.5</td> </tr> <tr> <td>End Wall</td> <td>15.0</td> <td>10.5</td> <td>2.4</td> </tr> </tbody> </table> <p>(modifications bolded)</p>	(m)	Façade	Rear Wall	End Wall	Façade	8.1	19.5	15.0	Rear Wall	19.5	15.0	10.5	End Wall	15.0	10.5	2.4	<p>The reduced building separation distances are only with respect to the front façades facing one another, and the end units next to each other, establishing the interior courtyard. The proposed reductions are required to accommodate a compact design and efficient lot configuration. This courtyard provides sufficient space to permit natural light to pass through, incorporate landscaping features and a logical pedestrian circulation network to provide direct, legible routes, and provides adequate amenity space throughout for the dwelling units. Additionally, all construction will be designed in accordance with the Ontario Building Code and the relevant provisions for firefighting.</p> <p>Therefore, staff supports these modifications.</p>
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