



CITY OF HAMILTON
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
Planning Division

TO:	Chair and Members Planning Committee
COMMITTEE DATE:	October 6, 2020
SUBJECT/REPORT NO:	Applications for Amendments to the Urban Hamilton Official Plan and Ancaster Zoning By-law No. 87-57 for Lands Located at 35 Londonderry Drive (Ancaster) (PED20158) (Ward 12)
WARD(S) AFFECTED:	Ward 12
PREPARED BY:	E. Tim Vrooman (905) 546-2424 Ext. 5277
SUBMITTED BY:	Steve Robichaud Director, Planning and Chief Planner Planning and Economic Development Department
SIGNATURE:	

RECOMMENDATION

- (a) That **Amended Urban Hamilton Official Plan Amendment Application UHOPA-17-032, by A.J. Clarke and Associates (c/o Franz Kloibhofer) on behalf of Fontana Homes Inc. (Owner)** to re-designate the subject lands from the “Low Density Residential 2d designation” to the “Medium Density Residential 2” designation within the Meadowlands Neighbourhood V Secondary Plan in order to permit a 24 townhouse unit development with a net residential density of 62 units per hectare for lands located at 35 Londonderry Drive, Ancaster, as shown on Appendix “A” to Report PED20158, be **APPROVED** on the following basis:
- (i) That the draft Official Plan Amendment attached as Appendix “B” to Report PED20158, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council; and,
 - (ii) That the proposed amendment is consistent with the Provincial Policy Statement (2020) and conforms to A Place to Grow (2019, as amended).

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- (b) That **Amended Zoning By-law Amendment Application ZAC-17-072, by A.J. Clarke and Associates (c/o Franz Kloibhofer) on behalf of Fontana Homes Inc. (Owner)** to rezone the subject lands from the Residential Multiple “RM4-513” Zone, Modified and the Residential Multiple “RM4-535” Zone, Modified to the Residential Multiple “RM5-711” Zone, Modified, under Zoning By-law No. 87-57 (Ancaster), in order to permit a proposed development of 24 dwelling units comprised of four three-storey townhouse blocks, with a total of 55 parking spaces (two per unit plus eight visitor parking spaces), for lands located at 35 Londonderry Drive, Ancaster, as shown on Appendix “A” to Report PED20158, be **APPROVED** on the following basis:
- (i) That the draft By-law attached as Appendix “C” to Report PED20158, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
 - (ii) That the proposed amendment is consistent with the Provincial Policy Statement (2020) and conforms to A Place to Grow (2019, as amended); and,
 - (iii) That this By-law will comply with the Urban Hamilton Official Plan upon approval of Urban Hamilton Official Plan Amendment No. ___.

EXECUTIVE SUMMARY

The applicant has applied for an Urban Hamilton Official Plan Amendment and a Zoning By-law Amendment to permit 24 dwelling units with a net residential density of 62 units per hectare in four three-storey townhouse blocks, with a total of 55 parking spaces (two per unit plus eight visitor parking spaces).

The Official Plan Amendment proposes to amend the Meadowlands Neighbourhood V Secondary Plan to redesignate the lands from the “Low Residential 2d” to the “Medium Density Residential 2” designation.

The Zoning By-law Amendment proposes to rezone the subject lands from the Residential Multiple “RM4-513” Zone, Modified and the Residential Multiple “RM4-535” Zone, Modified to the Residential Multiple “RM5-711” Zone, Modified. Site specific variances to the Residential Multiple “RM5” Zone are proposed to accommodate the proposed development.

The proposal has merit and can be supported as it is consistent with the Provincial Policy Statement (2020), conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended), complies with the general intent and purpose of the Urban Hamilton Official Plan (UHOP), and will comply with and implement the

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policies of the Meadowlands Neighbourhood V Secondary Plan upon approval of Urban Hamilton Official Plan Amendment No. XX.

The proposal represents good planning by, among other considerations, providing a compatible medium density residential infill development on the periphery of the Community Node. The proposal contributes to a complete community through the establishment of a range of housing forms, types and densities, providing a transition from commercial uses to the north to the residential uses in the neighbourhood to the south, and is near a Major Arterial road with access to existing transit on a planned higher order transit corridor. The development ensures the efficient use of land, municipal services, and transportation systems.

Alternatives for Consideration – See Page 25

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 Official Plan Amendment and Zoning By-law Amendment.

HISTORICAL BACKGROUND

Report Fact Sheet

Application Details	
Applicant/Owner:	Fontana Homes Inc. (c/o Victor Fontana)
Agent:	A.J. Clarke & Associates (c/o Franz Kloibhofer)
File Number:	UHOPA-17-032 ZAC-17-072
Type of Application:	Urban Hamilton Official Plan Amendment Zoning By-law Amendment
Proposal:	24 dwelling units in four three-storey townhouse blocks oriented towards an internal landscaped courtyard. A total of 55 parking spaces, 24 of which are within enclosed individual garages (one

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	per unit) and seven visitor parking spaces will be provided (see Appendix “E” to Report PED20158).
Property Details	
Municipal Address:	35 Londonderry Drive (see Location Map attached as Appendix “A” to Report PED20158)
Lot Area:	± 0.394 ha (rectangular)
Servicing:	Full municipal services
Existing Use:	Vacant
Documents	
Provincial Policy Statement (PPS):	The proposal is consistent with the PPS (2020).
A Place to Grow:	The proposal conforms to A Place to Grow (2019, as amended).
Official Plan Existing:	“Community Node” on Schedule E – Urban Structure and “Neighbourhoods” on Schedule E-1 – Urban Land Use Designations.
Official Plan Proposed:	No amendment proposed or required.
Secondary Plan Existing:	Meadowlands Neighbourhood V – “Low Density Residential 2d”.
Secondary Plan Proposed:	Meadowlands Neighbourhood V – “Medium Density Residential 2”.
Zoning Existing:	Residential Multiple “RM4-513” Zone, Modified and Residential Multiple “RM4-535” Zone, Modified.
Zoning Proposed:	Residential Multiple “RM5-711” Zone, Modified.
Modifications Proposed:	<ul style="list-style-type: none"> • To permit street townhouse dwellings, block townhouse dwellings and multi-plex dwellings; • Minimum Lot Area; • Maximum Density; • Maximum Lot Coverage;

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	<ul style="list-style-type: none"> • Minimum Front Yard; • Minimum Side Yards; • Minimum Rear Yards; • Minimum Landscaping; • Planting Strip; • Parking; • Children’s Play Area; and, • Building Separation. <p>(See Appendix “D” to Report PED20158)</p>
Processing Details	
Received:	October 6, 2017
Deemed Complete:	November 1, 2017
Notice of Complete Application:	Sent to 115 property owners within 120 m of the subject lands on November 15, 2017.
Public Notice Sign:	Posted December 1, 2017 and updated with Public Meeting date September 9, 2020.
Notice of Public Meeting:	Sent to 115 property owners within 120 m of the subject lands on September 18, 2020.
Public Consultation:	Neighbourhood meeting held on January 9, 2018. Twelve people, including six members of the public, five people representing the applicant and the owner, and one City staff member, attended the meeting (see Appendix “G” to Report PED20158).
Public Comments:	Six letters / emails expressing concern (see Appendix “F” to Report PED20158)
Revised Concepts:	<ul style="list-style-type: none"> • March 12, 2019 • August 23, 2019 • November 13, 2019
Processing Time:	1,096 days from date of receipt of original application. 328 days from date of receipt of current revised proposal.

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Previous Submissions

The applicant's initial submission consisted of three, three storey stacked townhouse dwellings consisting of 27 residential dwelling units, with a total of 55 parking spaces proposed on site, 28 of which were provided at grade and one garage space per unit.

As a result of comments and feedback from staff and the public, a revised submission was made to reduce the number of units and reorient the townhouse blocks. The revised proposal consists of 24 residential dwelling units in four, three-storey conventional townhouse buildings, reoriented towards the north-south axis to respect the existing topography of the site and surroundings. A total of 55 parking spaces are maintained, 24 of which are within enclosed garages (one per unit).

EXISTING LAND USE AND ZONING

	<u>Existing Land Use</u>	<u>Existing Zoning</u>
<u>Subject Lands:</u>	Vacant	Residential Multiple "RM4-513" Zone, Modified and Residential Multiple "RM4-535" Zone, Modified
<u>Surrounding Land Uses:</u>		
North	Offices and Multiple Dwellings	Residential Multiple "RM6-587" Zone, Modified and Residential Multiple "RM4-534" Zone, Modified
South	Single Detached Dwellings	Residential "R4" Zone
East	Day nursery	Residential Multiple "RM3-185" Zone, Modified
West	Block townhouse and semi-detached dwellings	Residential Multiple "RM4-411" Zone, Modified

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

Provincial Policy Statement (2020)

The Provincial Planning Policy Framework is established through the *Planning Act* (Section 3) and the Provincial Policy Statement (PPS 2020). The *Planning Act* requires that all municipal land use decisions affecting planning matters be consistent with the PPS 2020. The application has been reviewed with respect to the PPS policies that contribute to the development of healthy, liveable, and safe communities, as contained

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in Policy 1.1.1. The application is also consistent with Policy 1.1.3.1 of the PPS, which focuses on growth in settlement areas. The proposed development is located within a settlement area and proposes residential intensification on underutilized lands. In addition, the following policies, amongst others, apply to the proposed development.

“1.2.6.1 *Major facilities and sensitive land uses* should be planned to ensure they are appropriately designed, buffered and/or separated from each other to prevent or mitigate *adverse effects* from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term viability of *major facilities*.

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*.”

The subject property meets five of the ten criteria used by the City of Hamilton and Ministry of Heritage, Sport, Tourism and Culture Industries for determining archaeological potential:

- 1) Within 250 m of known archaeological sites;
- 2) Within 300 m of a primary watercourse or permanent waterbody, 200 m of a secondary watercourse or seasonal waterbody, or 300 m of a prehistoric watercourse or permanent waterbody;
- 3) Local knowledge associates areas with historic events/activities/occupations;
- 4) In an area of sandy soil in areas of clay or stone; and,
- 5) Along historic transportation routes.

Notwithstanding current surface conditions, these criteria define the property as having archaeological potential. Accordingly, Section 2 (d) of the *Planning Act* and Section 2.6.2 of PPS (2020) apply to the subject application. Staff will require that a written caution be added to any future Site Plan Control Application.

The lands are located less than 40 m from Golf Links Road, which is identified as a major arterial road on Schedule C – Functional Road Classification in the UHOP. Accordingly, a detailed noise study will be required to be submitted and implemented as part of the future Site Plan Control application to determine any required noise mitigation measures.

Based on the foregoing, the proposal is consistent with the PPS 2020.

A Place to Grow (2019, as amended)

The policies of A Place to Grow (2019, as amended), apply to any Planning decision. The proposal conforms to the Guiding Principles, Section 1.2.1 of A Place to Grow (2019, as amended). The following policies, amongst others, apply to this proposal.

“2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on the following:

- a. the vast majority of growth will be directed to *settlement areas* that:
 - i. have a *delineated built boundary*;
 - ii. have existing or planned *municipal water and wastewater systems*; and
 - iii. can support the achievement of *complete communities*;
- c. within *settlement areas*, growth will be focused in:
 - i. *delineated built-up areas*;
 - ii. *strategic growth areas*;
 - iii. locations with existing or planned transit, with a priority on *higher order transit* where it exists or is planned; and,
 - iv. areas with existing or planned *public service facilities*;

2.2.1.4 Applying the policies of this Plan will support the achievement of *complete communities* that:

- a. feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and *public service facilities*;
- c. provide a diverse range and mix of housing options, including second units and *affordable* housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;

2.2.4.10 Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.”

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The subject lands are within the Urban Boundary and Built Up Area in a settlement area, where it will provide for a complete community through a compact urban form that introduces an additional housing type and form to the area. The lands will be developed with full municipal services available, ensuring that new residential development is efficient and cost effective with appropriate densities, is near a major arterial road (Golf Links Road), and has access to existing transit on a planned higher order transit corridor.

Based on the foregoing, the proposal conforms with the applicable policies of A Place to Grow (2019, as amended).

Urban Hamilton Official Plan (UHOP)

The subject lands are designated “Community Node” on Schedule E – Urban Structure and designated “Neighbourhoods” on Schedule E-1 – Urban Land Use Designations. The subject lands are further designated “Low Density Residential 2d” on Map B.2.7-1, Meadowlands Neighbourhood V Secondary Plan – Land Use Plan. The following policies, amongst others, apply to the proposal.

Community Node

- “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 services to residents within the former area municipalities and surrounding neighbourhoods in a mixed use environment.
- E.2.3.3.5 Community Nodes shall function as vibrant, mixed use areas containing a range of housing opportunities, including *affordable* housing and *housing with supports*. The unique characteristics of the individual Community Nodes lend themselves to a range of built forms.
- E.2.3.3.7 Community Nodes shall generally be planned to achieve a target density of a 100 persons and jobs per hectare.
- E.2.3.3.9 The built form shall largely be in medium and low rise, mixed use buildings. Along the commercial and mixed use streets, single use commercial buildings shall be permitted along with residential housing forms on the periphery of the Nodes. However, the intent of this Plan is to increase the proportion of multiple storey, mixed use buildings that have retail and service commercial uses at grade.”

The Meadowlands area is designated a Community Node on Schedule E – Urban Structure. The subject site is located on the periphery of the Node, which permits medium and low rise residential housing forms. The proposed development provides a transition from the commercial uses in the Meadowlands shopping centre to residential uses in the interior of a largely residential neighbourhood to the south and expands the range of housing opportunities. With a density of 62 dwelling units per net residential hectare. Based on 2.7 persons per unit, the development will result in approximately 167 persons per hectare. As such, the proposed development helps to achieve the target density of the Node.

Neighbourhoods Designation

- “E.3.2.1 Areas designated Neighbourhoods shall function as *complete communities*, including the full range of residential dwelling types and densities as well as supporting uses intended to serve the local residents.
- E.3.2.3 The following uses shall be permitted on lands designated Neighbourhoods on Schedule E-1 – Urban Land Use Designations:
- a) residential dwellings, including second dwelling units and *housing with supports*.
- E.3.2.4 The existing character of established Neighbourhoods designated areas shall be maintained. *Residential intensification* within these areas shall enhance and be *compatible* with the scale and character of the existing residential neighbourhood in accordance with Section B.2.4 – Residential Intensification and other applicable policies of this Plan.
- E.3.2.13 The City supports *residential intensification* on lands within the Neighbourhoods designation in accordance with Section B.2.4 – Residential Intensification Policies, F.1.14 – Division of Land, and other applicable policies.”

The subject proposal is a permitted use in the Neighbourhoods designation. The policies of the Neighbourhoods designation seek to establish complete communities with a full range of residential types and densities. The proposed development represents a residential infill development which implements this policy direction by establishing a compatible residential development that contributes to the establishment of a range of housing forms, types and densities in the area.

Medium Density Residential

- “E.3.5.1 Medium density residential areas are characterized by *multiple dwelling* forms on the periphery of neighbourhoods in proximity to major or minor arterial roads, or within the interior of neighbourhoods fronting on collector roads.
- E.3.5.5 Medium density residential uses shall be located within safe and convenient walking distance of existing or planned community facilities, public transit, schools, active or passive recreational facilities, and local or District Commercial uses.
- E.3.5.8 For medium density residential uses, the maximum height shall be six storeys.
- E.3.5.9 Development within the medium density residential category shall be evaluated on the basis of the following criteria:
- a) Developments should have direct access to a collector or major or minor arterial road. If direct access to such a road is not possible, the development may gain access to the collector or major or minor arterial roads from a local road only if a small number of low density residential dwellings are located on that portion of the local road.
 - b) Development shall be integrated with other lands in the Neighbourhoods designation with respect to density, design, and physical and functional considerations.
 - c) Development shall be comprised of sites of suitable size and provide adequate landscaping, amenity features, on-site parking, and buffering if required. The height, massing, and arrangement of buildings and structures shall be compatible with existing and future uses in the surrounding area.
 - d) Access to the property shall be designed to minimize conflicts between traffic and pedestrians both on-site and on surrounding streets.”

The subject lands are located on the periphery of the Meadowlands neighbourhoods in proximity to a major arterial road (Golf Links Road), with direct pedestrian connections via Meadowlands Drive to the Community Node containing a wide range of commercial uses, parks, and open spaces. Access to a collector road (Meadowlands Boulevard) will be via a local road (Londonderry Drive), which is a short cul-de-sac with only four single

detached dwellings having direct access to the road. The access to the property will be designed to minimize conflicts between traffic and pedestrians, with particular focus on the offset intersection with Lowinger Avenue, as further described in comments from the Transportation Planning Section summarized below in the Relevant Consultation section of this report. These matters will also be further addressed at the future site plan control stage. The proposed development of three storey block townhouse dwellings is compatible with the existing and proposed development in the area, and is further discussed below.

Residential Intensification

“B.2.4.1.4 *Residential intensification* developments shall be evaluated based on the following criteria:

- a) a balanced evaluation of the criteria in b) through g), as follows;
- b) the relationship of the proposal to existing neighbourhood character so that it maintains, and where possible, enhances and builds upon desirable established patterns and built form;
- c) the development’s contribution to maintaining and achieving a range of dwelling types and tenures;
- d) the *compatible* integration of the development with the surrounding area in terms of use, scale, form and character. In this regard, the City encourages the use of innovative and creative urban design techniques;
- e) the development’s contribution to achieving the planned urban structure as described in Section E.2.0 – Urban Structure;
- f) infrastructure and transportation capacity; and,
- g) the ability of the development to comply with all applicable policies.

B.2.4.2.2 When considering an application for a residential intensification *development* within the Neighbourhoods designation, the following matters shall be evaluated:

- a) the matters listed in Policy B.2.4.1.4;

- b) *compatibility* with adjacent land uses including matters such as shadowing, overlook, noise, lighting, traffic, and other nuisance effects;
- c) the relationship of the proposed building(s) with the height, massing, and scale of nearby residential buildings;
- d) the consideration of transitions in height and density to adjacent residential buildings;
- f) the provision of amenity space and the relationship to existing patterns of private and public amenity space;
- g) the ability to respect and maintain or enhance the streetscape patterns including block lengths, setbacks and building separations;
- h) the ability to complement the existing functions of the neighbourhood; and,
- j) infrastructure and transportation capacity and impacts.”

The surrounding area is comprised of single detached dwellings to the south, block townhouse and semi-detached dwellings to the west, and multiple dwellings and commercial uses fronting on Golf Links Road to the north and east. The proposed 24 block townhouses is of a size, density, and scale that is compatible with the existing and proposed scale of development in the area. As noted above, the proposed development contributes to a range of housing forms.

The proposed development is appropriate in respect to the transition in scale to the neighbouring buildings, which range in height from predominantly two to three storeys, and massing that respects the existing street proportions and lot patterns. The proposed three storey townhouses (10.4 m in height) are in keeping with the surrounding developments. Visitor parking is proposed within the development and centralized communal and rooftop amenity areas for each unit are also proposed (see the Concept Plans attached to Appendix “E” to Report PED20158).

Adequate servicing is available with sufficient capacity. Lastly, there are no anticipated shadowing, overlook, noise, lighting, or traffic issues.

Scale and Design

“B.3.3.2.3 Urban design should foster a sense of community pride and identity by:

- a) respecting existing character, development patterns, built form, and landscape;
- b) promoting quality design consistent with the locale and surrounding environment;

B.3.3.2.4 Quality spaces physically and visually connect the public and private realms. Public and private development and redevelopment should create quality spaces by:

- a) organizing space in a logical manner through the design, placement, and construction of new buildings, streets, structures, and landscaping; and,
- c) recognizing that every new building or structure is part of a greater whole that contributes to the overall appearance and visual cohesiveness of the urban fabric.

E.2.3.3.18 New *development* shall respect the existing built form of adjacent neighbourhoods by providing a gradation in building heights and by locating and designing new *development* to minimize the effects of shadowing and overview on properties in adjacent neighbourhoods.

E.3.2.7 The City shall require quality urban and architectural design. *Development* of lands within the Neighbourhoods designation shall be designed to be safe, efficient, pedestrian oriented, and attractive, and shall comply with the following criteria:

- b) Garages, parking areas, and driveways along the public street shall not be dominant. Surface parking between a building and a public street (excluding a public alley) shall be minimized.
- c) Adequate and direct pedestrian access and linkages to *community facilities/services* and local commercial uses shall be provided.
- d) *Development* shall improve existing landscape features and overall landscape character of the surrounding area.

B.3.3.2.6 Where it has been determined through the policies of this Plan that *compatibility* with the surrounding areas is desirable, new *development* and *redevelopment* should enhance the character of the existing environment by:

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- a) complementing and animating existing surroundings through building design and placement as well as through placement of pedestrian amenities;
- b) respecting the existing cultural and natural heritage features of the existing environment by re-using, adapting, and incorporating existing characteristics;
- c) allowing built form to evolve over time through additions and alterations that are in harmony with existing architectural massing and style;
- d) complementing the existing massing patterns, rhythm, character, colour, and surrounding context; and,
- e) encouraging a harmonious and *compatible* approach to infilling by minimizing the impacts of shadowing and maximizing light to adjacent properties and the public realm.”

The proposed development respects the existing character of the neighbourhood with a built form and quality materials that respect the existing street proportions and lot patterns with a streetscape that will be compatible with existing and proposed scale of developments in the area (see the Concept Plans attached to Appendix “E” to Report PED20158). Parking is located in the side yards and direct pedestrian connections are provided between the municipal sidewalk and the front entrances. In order to respect and reinforce the character of a pedestrian oriented streetscape, the two end units fronting on Londonderry Drive are setback close to the street and designed to face the street, including high-quality materials, front doors, porches, and ample glazing. Streetscaping considerations, including but not limited to plantings and street trees, will also be fundamental to ensuring that pedestrian comfort and scale is achieved. At the Site Plan Control stage, staff will be looking for special attention to landscape details that address materiality, pedestrian comfort throughout the site, and appropriate and functional amenity areas for the proposed new dwellings.

The site has a ± 5.5 m west to east decrease in grade elevation. To address these significant grade changes with the existing topography and provide the necessary positive drainage for the site, the development concept proposes a retaining wall above the property to the east with a height ranging between ± 1.0 and ± 2.9 m along the eastern side property line (see the Preliminary Grading Plan attached to Appendix “E” to Report PED20158). While retaining walls are generally not preferred when dealing with grade changes between new and existing development (per the City of Hamilton Comprehensive Development Guidelines and Financial Policies Manual 2018), after numerous concept options have been reviewed with the proponent, it has been

concluded that no feasible alternatives are available to provide the necessary drainage. The increased side yard setback minimizes the effects of overlook and privacy encroachment that may be present with this stark change in grade. At the Site Plan stage, specific attention to the design of the retaining wall to avoid the appearance of a monolithic blank façade will be given. This could include choice materials, tiering, where possible, and/or providing articulation / surface materials to enhance the aesthetics of the wall and through a future condominium application additional conditions will be required regarding ownership, reserve funds, and maintenance of the retaining wall.

Based on the foregoing, the proposal complies with the applicable policies of the Urban Hamilton Official Plan.

Meadowlands Neighbourhood V Secondary Plan

The subject lands are further designated “Low Density Residential 2d” on Map B.2.7-1, Meadowlands Neighbourhood V Secondary Plan – Land Use Plan. The following policies, amongst others, apply:

Residential Designation

“B.2.7.1.3 Low Density Residential Designations

Notwithstanding Sections E.3.4.3 and E.3.4.4 of Volume 1, the following policies shall apply to the lands designated Low Density Residential 1, 2d, and 3c identified on Map B.2.7-1 – Meadowlands Neighbourhood V – Land Use Plan provided that adjacent housing forms and densities are compatible:

- b) In the Low Density Residential 2d designation:
 - i) the permitted uses shall be single detached, semi-detached, street townhouses, block townhouses, courtyard townhouse and other innovative ground-oriented attached housing forms;
 - ii) the lot frontages for single detached dwellings shall be a minimum of 9.1 metres; and,
 - iii) the density shall not exceed 29 dwelling units per gross/net residential hectare.”

An amendment to the Meadowlands Neighbourhood V Secondary Plan is required to redesignate the lands from the “Low Residential 2d” to the “Medium Density Residential

2” designation in order to permit the proposed development. Notwithstanding Sections E.3.5.2 and E.3.5.7 of Volume 1, in the “Medium Density Residential 2” designation of the Meadowlands Neighbourhood V Secondary Plan, the proposed Official Plan Amendment will expand the range of permitted uses to include block townhouses, stacked townhouses, low-rise apartments and other forms of multiple attached dwellings. The density is capped at 70 units per gross/net residential hectare in accordance with Policy B.2.7.1.4. The proposed development is for block townhouses with a net residential density of 62 units per hectare, which complies with the policies of the “Medium Density Residential 2” designation. As the development proposal meets the intent of the policies of Volume 1 of the UHOP regarding intensification and built form and is consistent with the higher densities contemplated in current Provincial policies, the proposed re-designation can be supported.

Urban Design Policies

“B.2.7.5.1 In addition to Section B.3.3 – Urban Design Policies of Volume 1, the following policies shall apply:

- b) Aesthetically pleasing streetscapes shall be encouraged through careful design and landscaping.
- c) Building and site design, setbacks, landscaping, screening and buffering techniques shall be applied to minimize potential conflicts between new and existing uses.”

Enhancements to the streetscape, including municipal sidewalk and street trees along the frontage of the property, are required and will be provided at the future Site Plan Control stage. As discussed above, the building and site design respects the existing neighbourhood character with a built form and streetscape that will be compatible with existing developments.

Ancaster Zoning By-law No. 87-57

The subject property is currently zoned Residential Multiple “RM4-513” Zone, Modified and Residential Multiple “RM4-535” Zone, Modified in Ancaster Zoning By-law No. 87-57, as shown on Appendix “A” to Report PED20158. The “RM4” Zone permits block townhouse dwellings and uses, buildings and structures accessory thereto, with a maximum density of 30 dwelling units per hectare. The proposed Zoning By-law Amendment is to rezone the property to the Residential Multiple “RM5-711” Zone, Modified, under Ancaster Zoning By-law No. 87-57, in order to permit a proposed development of 24 dwelling units with a net residential density of 62 dwelling units per hectare in four three-storey townhouse blocks with a total of 55 parking spaces. Site

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specific modifications to the “RM5” Zone have been requested to implement the subject proposal and are discussed in greater detail in Appendix “D” to Report PED20158.

RELEVANT CONSULTATION

Departments and Agencies		
	<ul style="list-style-type: none"> Recreation Division, Healthy and Safe Communities Department 	No Comment
	Comment	Staff Response
Development Engineering Approvals Section, Growth Management Division, Planning and Economic Development Department	<ul style="list-style-type: none"> There is adequate municipal water, sanitary and storm sewer services fronting the subject property. Detailed sanitary and stormwater management design can be addressed at the next planning application stage. Londonderry Drive is designated a local road with a 20.1 m road allowance. No road right-of-way widening is required. There is an existing 0.3 m reserve fronting the subject property. The applicant will be required to pay all outstanding costs related to the 0.3m reserve to the satisfaction of the Manager of Engineering Approvals. Concrete sidewalk, curb and gutter along the full frontage of the site is to be constructed at owner’s cost. 	<ul style="list-style-type: none"> Matters related to servicing, sidewalk, curb and gutter improvements, and the 0.3 m reserve can be addressed with detailed design at the future Site Plan Control stage.

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<p>Forestry and Horticulture Section, Environmental Services Division, Public Works Department</p>	<ul style="list-style-type: none"> • There are municipal trees that conflict with the proposed development and street tree plantings will also be required. • The applicant will be required to obtain a Tree Removal Permit and provide payment for all proposed street trees to be planted by the City of Hamilton. 	<ul style="list-style-type: none"> • These matters can be addressed at the future Site Plan Control stage.
<p>Hamilton Conservation Authority</p>	<ul style="list-style-type: none"> • No objection to the approval of the subject applications. • Request to be circulated on a future Site Plan Control Application and outlined requirements to accompany the submission. 	<ul style="list-style-type: none"> • These matters can be addressed at the future Site Plan Control stage.
<p>Public Health Services, Healthy Environments Division, Healthy and Safe Communities Department</p>	<ul style="list-style-type: none"> • Requested a Pest Control Plan and Dust Management Plan during the construction / development phase of the project. 	<ul style="list-style-type: none"> • These matters can be addressed at the future Site Plan Control stage.
<p>Recycling and Waste Disposal Section, Environmental Services Division, Public Works Department</p>	<ul style="list-style-type: none"> • This development is eligible for municipal waste collection service subject to meeting the City's requirements. The property owner must contact the City to request waste collection service to complete a site visit to determine if the property complies with the City's 	<ul style="list-style-type: none"> • These matters can be addressed at the future Site Plan Control stage. However, based on the Concept Plan provided (see Appendix "E" to Report PED20158), the site will not meet the criteria for waste collection service as a continuous road network is not being provided. Warning clauses will be required at

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	waste collection requirements.	the site plan and condominium stage advising that the site is not eligible for municipal waste collection.
Transportation Planning Section, Transportation Planning and Parking Division, Planning and Economic Development Department	<ul style="list-style-type: none"> • Supports the proposed Official Plan and Zoning By-law Amendment applications. • The proposed residential density can be supported in the surrounding network without significant concerns. • Traffic Impact Study (Addendum), prepared by Trans-Plan Transportation Engineering and dated February 8, 2019 approved and Transportation Demand Management measures will be required and implemented at the Site Plan Control stage. • Accepts the proposed offset westerly driveway to Lowinger Avenue due to the location of the property line and that Londonderry Drive is a short cul-de-sac. The proposed driveway is located within an existing pedestrian connection, and the Applicant will be required to construct additional pedestrian connections with curb depressions within the municipal right-of-way on all sides of the intersection. • Requires driveway design and location to be modified 	<ul style="list-style-type: none"> • Revisions to the site plan, including Transportation Demand Management measures, municipal sidewalk and driveway design, and turning plans will be addressed at the future Site Plan Control stage.

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	<p>to reduce vehicle speeds, maintain visibility triangles, and minimize conflicts with pedestrians and adjacent properties.</p> <ul style="list-style-type: none"> Requires vehicle turning plans to demonstrate a vehicle can enter, turn around, and exit the site in a forward manner. 	
Public Consultation		
	Comment	Staff Response
Built Form and Density	<ul style="list-style-type: none"> Development of this site is expected, but in the form of single/semi detached or townhouse dwellings. There is no known precedent for stacked townhouses adjacent to single detached dwellings in the community. 	<ul style="list-style-type: none"> The original application was for 27 stacked townhouse dwelling units, which has been modified to 24 block townhouses to address these concerns. The revised development would not be out of character with the existing context.
Traffic and Parking	<ul style="list-style-type: none"> The proposed development will exacerbate existing traffic congestion issues on Londonderry Drive and Lowinger Avenue. Concern that many townhouse developments provide parking for only one vehicle, while many households own multiple vehicles. An on-street parking problem existed along Londonderry Drive, which was exacerbated by employee parking from nearby businesses and the 	<ul style="list-style-type: none"> The Traffic Impact Study & Parking Review, prepared by TransPlan Transportation Engineering updated November 6, 2019, concludes that the development can be supported from a traffic operations perspective as the increase in traffic volumes attributable to the proposed development are negligible. The proposed zoning by-law regulations require two parking spaces per unit, plus 0.33 visitor parking spaces

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	<p>accumulation of snow windrows. Parking restrictions have been put in place to address the issue. Residents are concerned that the proposed development will create another street parking issue.</p>	<p>per unit. All parking demand for the proposed development is met on site. Pre-existing parking issues are beyond the scope of this development application.</p> <ul style="list-style-type: none"> Warning clauses will be included at the Site Plan Control stage regarding on-site parking.
Extent of Zoning Modifications	<ul style="list-style-type: none"> Several modifications to the development regulations of the zoning by-law are required. 	<ul style="list-style-type: none"> The proposed modifications are further discussed in Appendix “D” to Report PED20158, focusing on compatibility of the proposed development with surrounding uses and the general intent and purpose of the Zoning By-law.
Perceived Loss of Property Values	<ul style="list-style-type: none"> The proposed development will lower the value of homes in the area. 	<ul style="list-style-type: none"> The City is not aware of any empirical evidence to support this claim.
School Capacity	<ul style="list-style-type: none"> Additional dwelling units may cause overloading of schools due to increased student population. 	<ul style="list-style-type: none"> This matter would ultimately be up to the school boards to address, who were provided with a copy of the proposed application; however, staff note that any increase in the school age cohort of the population resulting from this development is negligible.
Impermeable Surfaces and Stormwater Management	<ul style="list-style-type: none"> Concern that the minimal green space and increase in impermeable surfaces on the site would affect stormwater management. 	<ul style="list-style-type: none"> A detailed stormwater management design will be required at the future site plan control stage.

Public Consultation

In accordance with the provisions of the *Planning Act* and the Council Approved Public Participation Policy, Notice of Complete Application and Preliminary Circulation was sent to 115 property owners within 120 m of the subject property on November 15, 2017.

A Public Notice Sign was posted on the property on December 1, 2017, and updated on September 9, 2020, with the Public Meeting date. Finally, Notice of the Public Meeting was given in accordance with the requirements of the *Planning Act* on September 18, 2020.

Public Consultation Strategy

Pursuant to the City's Public Consultation Strategy Guidelines, the applicant prepared a Public Consultation Strategy which included a public information meeting held on January 9, 2018 and hosted by the applicant's agent at the Meadowlands Fellowship Church located at 211 Stonehenge Drive, Ancaster. A notice advising of the neighbourhood meeting was sent from the applicant's agent to all residents within 120 m of the subject land on December 17, 2017. A total of twelve people, including six members of the public, attended the meeting. The applicant provided a brief presentation to the attendees and then opened the floor to a Q & A session. The Meeting Summary, including responses from the applicant, are included in Appendix "G" to Report PED20158 and noted in the table above as applicable.

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 (2020) and conforms to A Place to Grow (2019, as amended). Both policy documents encourage intensification within settlement areas;
 - ii) It complies with the general intent and purpose of the UHOP, in particular the function, scale and design of the Medium Density Residential policies as they relate to residential intensification and complete communities in the Neighbourhoods designation;
 - iii) It will comply with and implement the policies of the Meadowlands Neighbourhood V Secondary Plan upon approval of the proposed Urban Hamilton Official Plan Amendment; and,

- iv) The proposal represents good planning by, among other considerations, providing a compatible residential development that contributes to a complete community through the establishment of a range of housing forms, types and densities in the area that are in keeping with existing and planned development in the surrounding area. The proposed development provides for residential infill and intensification on the periphery of the Community Node, which provides a transition from commercial uses to the north to the residential uses in the neighbourhood to the south, is near a Major Arterial road and has access to existing transit on a planned higher order transit corridor. The proposal ensures land, municipal services, and transportation systems are used efficiently and contribute to a full range of residential dwelling types.

2. Meadowlands Neighbourhood V Secondary Plan Amendment

The proposed Meadowlands Neighbourhood V Secondary Plan Amendment is required to redesignate the lands from the “Low Residential 2d” to the “Medium Density Residential 2” designation in order to permit the proposed development of 24 townhouse units with a net residential density of 62 units per hectare.

As per the UHOP and Secondary Plan policies identified above, the proposed re-designation can be supported as the development proposal meets the intent of the policies of Volume 1 of the UHOP regarding intensification and built form, is consistent with the higher densities contemplated in current Provincial policies, which ensure the efficient use of land and infrastructure, and is a compatible residential development that contributes to a complete community.

3. Zoning By-law Amendment

The proposed Zoning By-law Amendment is to rezone the subject lands from the Residential Multiple “RM4-513” Zone, Modified and the Residential Multiple “RM4-535” Zone, Modified to the Residential Multiple “RM5-711” Zone, Modified, under Zoning By-law No. 87-57 (Ancaster), in order to permit a proposed development of 24 dwelling units in four three-storey townhouse blocks with a total of 55 parking spaces.

Given that the proposed development complies with the Urban Hamilton Official Plan and will comply with the Meadowlands Neighbourhood V Secondary Plan upon approval of the proposed Urban Hamilton Official Plan Amendment, will accommodate residential uses to support and enhance the character of the neighbourhood through intensification, has a built form that is compatible with existing development in the area, and has adequate servicing and transportation

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available with sufficient capacity ensuring efficient use of land and infrastructure, staff are supportive of the proposed Zoning By-law Amendment.

ALTERNATIVES FOR CONSIDERATION

Should the application be denied, the lands could be developed in accordance with Residential Multiple “RM4-513” Zone and the Residential Multiple “RM4-535” Zone, which permits uses including, but not limited to, single detached dwellings and block townhouse dwellings with a maximum density of 30 dwelling units per hectare plus an additional 5 dwelling units per hectare where all parking spaces (excluding required visitor parking) are provided under landscaped grounds or inside a building.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Community Engagement and Participation

Hamilton has an open, transparent and accessible approach to City government that engages with and empowers all citizens to be involved in their community.

Healthy and Safe Communities

Hamilton is a safe and supportive city where people are active, healthy, and have a high quality of life.

Built Environment and Infrastructure

Hamilton is supported by state of the art infrastructure, transportation options, buildings and public spaces that create a dynamic City.

Our People and Performance

Hamiltonians have a high level of trust and confidence in their City government.

APPENDICES AND SCHEDULES ATTACHED

Appendix “A” – Location Map

Appendix “B” – Draft Official Amendment

Appendix “C” – Draft Zoning By-law Amendment

Appendix “D” – Zoning Modification Chart

Appendix “E” – Concept Site Plan, Elevations, and Preliminary Grading Plan

Appendix “F” – Public Submissions

Appendix “G” – Neighbourhood Meeting Minutes

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