



**CITY OF HAMILTON**  
**PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT**  
Planning Division

<b>TO:</b>	Planning Committee Chair and Members
<b>COMMITTEE DATE:</b>	February 16, 2021
<b>SUBJECT/REPORT NO:</b>	Application for Zoning By-law Amendment for lands located at 95 - 97 Fairholt Road South, Hamilton (PED21029) (Ward 3)
<b>WARD(S) AFFECTED:</b>	Ward 3
<b>PREPARED BY:</b>	Sean Stewart (905) 546-2424 Ext. 7163
<b>SUBMITTED BY:</b>	Steve Robichaud Director, Planning and Chief Planner Planning and Economic Development Department
<b>SIGNATURE:</b>	

**RECOMMENDATION**

That **Amended Zoning By-law Amendment Application ZAR-19-054 by MHBC Planning (c/o Stephanie Mirtitsch), on Behalf of Semion Merzon**, for a change in zoning from the “C” (Urban Protected Residential, etc.) District, to “C/S-1805” (Urban Protected Residential, etc.) District, Modified, to permit the conversion of an existing two family dwelling to a six unit multiple dwelling with six parking spaces, for lands located at 95 - 97 Fairholt Road South, Hamilton, as shown on Appendix “A” to Report PED21029, be **APPROVED** on the following basis:

- (i) That the draft By-law, attached as Appendix “B” to Report PED21029, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
- (ii) That the amending By-law attached as Appendix “B” to Report PED21029, be added to District Map No. E33 of Zoning By-law No. 6593;
- (iii) That the proposed change in zoning is consistent with the Provincial Policy Statement (2020), conforms to A Place to Grow Plan: Growth Plan for the Greater

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OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

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Golden Horseshoe, 2019, as amended, and complies with the polices and intent of the Urban Hamilton Official Plan;

- (iv) That upon finalization of the amending By-law, the subject lands be re-designated from “Single & Double” to “Medium Density Apartments” in the Stipley Neighbourhood Plan.

**EXECUTIVE SUMMARY**

The subject property is municipally known as 95 – 97 Fairholt Road South, Hamilton. The applicant, Our Cool Blue Architects Inc. has applied for a Zoning By-law Amendment to permit the conversion of an existing two family dwelling to a six unit multiple dwelling.

Modifications to the “C” (Urban Protected Residential, etc.) District in Zoning By-law No. 6593 are required to recognize the existing building and to address parking.

The application has merit and can be supported for the following reasons:

- It is consistent with the Provincial Policy Statement (2020) (PPS);
- It conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended (Growth Plan);
- It complies with the Urban Hamilton Official Plan (UHOP) upon finalization of the Neighbourhood Plan amendment; and,
- The proposed development is compatible with existing land uses in the area and represents good planning by, among other things, providing additional housing options, making efficient use of existing infrastructure within the urban boundary, and supporting public transit.

**Alternatives for Consideration – See Page 17**

**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 amendment to the Zoning By-law.

**HISTORICAL BACKGROUND**

<b>Application Details</b>	
Owner:	Semion Merzon
Applicant:	Our Cool Blue Architects Inc. c/o Tom Kolbasenko
Agent:	MHBC Planning c/o Stephanie Mirtitsch
File Number:	ZAR-19-054
Type of Application:	Zoning By-law Amendment
Proposal:	The original application was to permit the conversion of an existing two and a half storey, two family dwelling to a six unit multiple dwelling with four parking spaces.  On November 2, 2020, the applicant submitted revisions to the concept plan to provide six parking spaces.
<b>Property Details</b>	
Municipal Address:	95 - 97 Fairholt Road South, Hamilton
Lot Area:	690.94 square metres (0.69 hectares)
Servicing:	Existing full municipal services.
Existing Use:	Two family dwelling.
<b>Documents</b>	
Provincial Policy Statement (PPS):	The proposed development is consistent with the PPS.
A Place to Grow:	The proposed development conforms to the Growth Plan.
Official Plan Existing:	Neighbourhoods Designation.

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Official Plan Proposed:	No amendment proposed.
Zoning Existing:	“C” (Urban Protected Residential, Etc.) District.
Zoning Proposed:	“C/S-1805” (Urban Protected Residential, Etc.) District, Modified. The application has been amended to provide six parking spaces.
Modifications Proposed:	<ul style="list-style-type: none"> <li>• To permit a multiple dwelling with a maximum of six units, whereas a multiple dwelling is not permitted;</li> <li>• Recognize the existing building height;</li> <li>• Reduce the front yard setback from 6.0 metres to 3.36 metres to recognize the existing front yard setback;</li> <li>• Reduce the required parking ratio from 1.25 spaces per unit (8 parking spaces) to 1.0 space per unit (6 spaces);</li> <li>• Reduce the required visitor parking from a ratio of 0.25 visitor spaces per unit (2 visitor parking spaces) to allow 0 visitor parking spaces;</li> <li>• To eliminate the requirement for an on-site loading space;</li> <li>• Permit parking to be 0.0 metres from the north property line, whereas 1.5 metres is required;</li> <li>• Eliminate requirement for planting strip between the parking area and a residential district;</li> <li>• Permit a single access driveway width of 3.43 metres (existing), whereas 5.5 metres is required; and,</li> <li>• Allow the access driveway to be located 0.0 metres from the common boundary between the district in which the multiple dwelling is located and a zoning district that does not permit the use (i.e. the “C” District) whereas 3.0 metres is required.</li> </ul>
Application Received:	October 30, 2019 Revised Application: November 2, 2020
<b>Processing Details</b>	
Deemed Complete:	November 29, 2019
Notice of Complete Application:	Sent to 151 property owners within 120 metres of the subject property on December 13, 2019.

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Public Notice Sign:	Sign posted: December 10, 2019 Sign updated: January 20, 2021
Notice of Public Meeting:	Sent to 151 property owners within 120 metres of the subject property on January 29, 2021.
Public Consultation:	The applicant's planning consultant mailed a public information letter to properties within 120 metres of the subject lands on July 15, 2020.
Public Comments:	Five pieces of correspondence in opposition to the proposal and one in support (attached as Appendix "E" to Report PED21029) <ul style="list-style-type: none"> <li>• The concerns related to property maintenance, parking concerns and intensification.</li> <li>• The submission in support identified that a reduction in parking was not an issue as not everyone owns a car.</li> </ul>
Processing Time:	475 days for original submission. 106 days from revised submission.

**Existing Land Use and Zoning:**

	<b>Existing Land Use</b>	<b>Existing Zoning</b>
<b>Subject Property:</b>	Two family dwelling	"C" (Urban Protected Residential, etc.) District

**Surrounding Land Uses:**

<b>North</b>	Single detached dwellings	"C" (Urban Protected Residential, etc.) District
<b>East</b>	Single detached dwellings	"C" (Urban Protected Residential, etc.) District
<b>South</b>	Single detached dwellings	"C" (Urban Protected Residential, etc.) District

**West**                      Single detached dwellings                      “C” (Urban Protected Residential, etc.) District

## **POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**

### **Provincial Planning Policy Framework**

The Provincial planning policy framework is established through the *Planning Act* (Section 3) and the Provincial Policy Statement (2020) (PPS). The *Planning Act* requires that all municipal land use decisions affecting planning matters be consistent with the PPS.

The mechanism for the implementation of the Provincial plans and policies is through the Official Plan. Through the preparation, adoption and subsequent Local Planning Appeal Tribunal approval of the City of Hamilton Official Plans, the City of Hamilton has established the local policy framework for the implementation of the Provincial planning policy framework. As such, matters of provincial interest (e.g. efficiency of land use and balanced growth) are reviewed and discussed in the Official Plan analysis below.

As the application for a change in zoning complies with the Urban Hamilton Official Plan (UHOP), it is staff’s opinion that the application is:

- Consistent with Section 3 of the *Planning Act*,
- Consistent with the Provincial Policy Statement (PPS) (2020); and,
- Conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended.

### **Urban Hamilton Official Plan**

The subject property is identified as “Neighbourhoods” on Schedule “E” – Urban Structure and designated “Neighbourhoods” on Schedule “E-1” – Urban Land Use Designations in the UHOP. The following policies, amongst others, apply to the proposal.

#### Neighbourhoods Designation

“E.2.6.4      The Neighbourhoods element of the urban structure shall permit and provide the opportunity for a full range of housing forms, types and tenure, including affordable housing and housing with supports.

E.2.6.7      Neighbourhoods shall generally be regarded as physically stable areas with each neighbourhood having a unique scale and character. Changes compatible with the existing character or function of the neighbourhood shall be permitted. Applications for development and residential

intensification within Neighbourhoods shall be reviewed in consideration of the local context and shall be permitted in accordance with Sections B.2.4 – Residential Intensification, E.3.0 – Neighbourhoods Designation, E.4.0 – Commercial and Mixed Use Designations, and, E.6.0 – Institutional Designation.

- 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.

#### 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.3.5.2 Uses permitted in medium density residential areas include multiple dwellings except street townhouses.
- 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.3.5.7 For medium density residential uses, the net residential density shall be greater than 60 units per hectare and not greater than 100 units per hectare.
- 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.”

In accordance with Policy E.2.6.4 and E.3.2.3, this proposal adds to the provision of a full range of housing types and tenure in the Neighbourhoods designation by providing additional housing opportunities. The proposed development is compatible with, and will maintain, the existing character and function of the neighbourhood as no exterior alterations to the existing building are proposed to the existing two and a half storey building (Policies E.2.6.7 and E.3.2.4, E.3.5.8).

The density of the proposed development is approximately 87 units per hectare and both the use and density is therefore a medium density residential use as per Policy E.3.5.2 and E.3.5.7.

While the proposed multiple dwelling is situated on a local road, it is located within close proximity to Main Street East with only seven residential dwellings between the subject lands and Main Street East which is a major arterial road as shown on Schedule “C” – Functional Road Classifications of the UHOP (Policies E.3.5.1 and E.3.5.2, E.3.5.9 a)). The subject property is consistent with this policy as it is within walking distance to Main Street East and King Street East, which are frequently serviced transit corridors. The property is also within walking distance of an elementary and secondary school as well as the Bernie Morelli Recreation Centre, in addition to retail uses along the Main Street East and King Street East corridors (Policy E.3.5.5).

The existing building is to convert with no external changes. This will ensure that the property maintains the existing built form character of the neighbourhood (Policy E.3.5.9 b)). The redevelopment will integrate with lands in the neighbourhood as the proposed



parking area will use the existing driveway access, and the proposed increase in units will not have significant adverse effects on existing traffic patterns.

Regarding Policy E.3.5.9 c), there will be no change to the existing landscaping on the lot frontage, which consists of manicured lawn and street trees. The massing and height will also not change from what currently exists. The parking area will be expanded to include parking for six vehicles. The access to the parking area will be via the existing driveway which will reduce conflicts with pedestrians with only having one entrance from the street (Policy E.3.5.9 d)). It is acknowledged that the street is heavily parked. Staff are of the opinion that providing six parking spaces for six residential units, with no visitor parking, is appropriate as the subject lands are located on a local road which has direct access to a major arterial road (Main Street East) and there is convenient access to frequently serviced public transit corridors and cycling routes. It is important to note that if a street parking permit system is implemented, the proposed multiple dwelling units will not be eligible for on street parking permits.

#### General Residential Intensification Policies

“B.2.4.1.1 Residential intensification shall be encouraged throughout the entire built-up area, in accordance with the policies of Chapter E – Urban Systems and Designations and Chapter F – Implementation.

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;
- e) the relationship of the proposed lot(s) with the lot pattern and configuration within the neighbourhood;
- 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;
- i) the conservation of cultural heritage resources; and,
- j) infrastructure and transportation capacity and impacts.”

The proposed development will add to the existing housing options in the neighbourhood and will not detract from the existing neighbourhood scale, form and character and is compatible with the existing developments as no exterior alterations are proposed (Policies B.2.4.1.4 b), c), d)). The site is serviced by city water and sewer and there are no concerns regarding infrastructure capacity. The site, while being on a local road, is within a half block of Main Street East, which is identified as a major arterial road on Schedule “C” – Functional Road Classification of the UHOP. The property is also within proximity to a higher order transit corridor which will provide residents with alternative and reliable transportation options (Policy B.2.4.1.4 f)).

Policy B.2.4.2.2 outlines additional criteria for residential intensification specifically for proposals within the Neighbourhoods designation. This proposal is consistent with the relevant criteria in the following ways:

- The proposal is compatible with adjacent land uses and there are no anticipated nuisance effects relating to overlook, shadowing, traffic or noise. Further, the parking area will be placed in the rear of the property and will be screened from neighbours through fencing and will not be visible from the road (Policy B.2.4.2.2 b);
- As there are no changes proposed to the building, the proposal is consistent with the height, massing and scale of neighbouring buildings (Policies B.2.4.2.2 c) and d));
- The proposed development introduces a modest amount of new density to the neighbourhood (Policy B.2.4.2.2 d);
- There are no changes to the existing lot pattern or building setbacks (Policy B.2.4.2.2 e), f) and g));
- The proposed development provides additional housing opportunities in the neighbourhood (Policy B.2.4.2.2 h)); and,
- The proposed development does not pose a significant impact on infrastructure and transportation capacity as the property is located on city services and in proximity to major road arterials and transit corridors, and the proposed intensification is of a minor scale (Policy B.2.4.2.2 j)).

#### Urban Housing Policies

- “B.3.2.1.1 Provide for a range of housing types, forms, and densities to meet the social, health and well-being requirements of all current and future residents.
- B.3.2.1.6 Increase the mix and range of housing types, forms, tenures, densities, affordability levels, and housing with supports throughout the urban area of the City.
- B.3.2.4.1 The development of a full range of housing forms, types, and densities shall be provided for and promoted throughout the City of Hamilton through residential intensification and new development. A full range of housing forms, types, and densities means the full spectrum of physical housing types including single detached dwellings, semi-detached

dwellings, duplexes, townhouses of various types (street, block, stacked), apartments and other forms of multiple dwellings, and lodging houses, built at a range of densities.”

To accommodate a growing population and respond to the climate emergency, the development of more compact, transit-supportive neighbourhoods within the built-up area will be encouraged. This proposal will provide additional housing units and density in the urban area of the City (Policy B.3.2.1.1, B.3.2.1.6, B.3.2.4.1).

#### Urban Design Policies

“B.3.3.2.2 The principles in Policies B.3.3.2.3 through B.3.3.2.10 inclusive, shall apply to all development and redevelopment, where applicable.

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;
- c) recognizing and protecting the cultural history of the City and its communities;
- e) conserving, maintaining, and enhancing the natural heritage and topographic features of the City and its communities;
- f) demonstrating sensitivity toward community identity through an understanding of the character of a place, context and setting in both the public and private realm;
- g) contributing to the character and ambiance of the community through appropriate design of streetscapes and amenity areas;”

The conversion of the existing two family dwelling requires alterations to the interior of the existing building and includes the redevelopment of a portion of the rear yard for the parking area. As no alterations to the exterior of the building are proposed, the redevelopment will maintain the existing building, preserve the existing character and heritage of the street and neighbourhood and is an appropriate redevelopment of the existing property. The adaptive reuse of an existing building will help to maintain the existing streetscape and support the importance of preserving the community’s identity. The proposal is consistent with Policy B.3.3.2.3.

Therefore, the proposal complies with the Urban Hamilton Official Plan.

Stipley Neighbourhood Plan

The following policies related to Neighbourhood Plans, amongst others, applies:

“F.1.2.7 Neighbourhood plans are policies adopted by council resolution and do not form part of the Official Plan. Any proposal for development or redevelopment must conform to the designations, and policies in the Neighbourhood Plan.

F.1.2.8 Any amendment to the Neighbourhood Plan must be evaluated using the provisions of Policies F.1.1.3 and F.1.1.4 and shall require a formal Council decision to enact the amendment.”

The subject property is designated “Single and Double” within the Stipley Neighbourhood Plan. The “Single and Double” designation does not reflect the proposed multiple dwelling. Therefore, staff recommend the Neighbourhood Plan be amended to designate the lands “Medium Density Apartments” to reflect what is proposed.

The policies of the Stipley Neighbourhood Plan permit densities which maintain the stable nature of the area while enhancing the positive characteristics of the neighbourhood. Any proposed redevelopment is encouraged to enhance the quality of life in the neighbourhood. The Neighbourhood Plan indicates that the southern portion of the neighbourhood between King Street East and Main Street East is intended to maintain its low density residential character.

Current Provincial planning policy and the Urban Hamilton Official Plan direction is to encourage and support residential intensification within built-up areas within proximity to major arterial routes. The intent of the Neighbourhood Plan as it pertains to the area of the proposed development is to direct significant development to the main streets at the periphery of the neighbourhood to preserve the character of the neighbourhood which is generally detached one and two family dwellings. The proposed redevelopment will preserve the historic character of the existing building and overall neighbourhood as there will be no exterior alterations to the building while providing additional housing opportunities.

Therefore, staff support the proposed amendment to the Stipley Neighbourhood Plan.

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

The subject property is currently zoned “C” (Urban Protected Residential, Etc.) District. To implement the proposed development, the applicants have applied for further modifications to the “C” (Urban Protected Residential, etc.) District. The applicant has requested ten site specific modifications to accommodate the proposal which are summarized on page 4 of Report PED21029. Two of the requested modifications recognize the existing building on the property. The remaining modifications seek to permit the proposed use and address parking and loading. A concept plan for the property is included in Appendix “C” to Report PED21029. A detailed discussion of the merits of the proposed modifications is provided in the Zoning By-law Site Specific Modifications Table contained in Appendix “D” to Report PED21029.

**RELEVANT CONSULTATION**

<b>Departments and Agencies</b>		
<b>Department</b>	<b>Comment</b>	<b>Staff Response</b>
Growth Planning Section, Planning and Economic Development Department	No comment	No response required.
Recycling and Waste Disposal Section, Public Works Department	No comment	No response required.
Forestry and Horticulture Section, Public Works Department	Tree Management and Landscape Plan required at Site Plan Approval stage.	A Tree Management Plan and Landscape Plan will be required as a condition of approval at the Site Plan Control stage.
Transportation Planning Section, Planning and Economic Development Department	Support Zoning By-law amendment.	No response required.

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<p>Growth Management Division, Planning and Economic Development Department</p>	<ul style="list-style-type: none"> <li>• No Right-of-Way dedication is required.</li> <li>• No objection from a Development Engineering perspective.</li> <li>• Site Plan application will require stormwater management brief, grading and servicing plan, and water servicing report.</li> </ul>	<p>The applicant will be required to address the matters listed at the Site Plan Control stage.</p>
<p><b>Public Consultation</b></p>		
<p><b>Issue</b></p>	<p><b>Comment</b></p>	<p><b>Staff Response</b></p>
<p>Maintenance</p>	<p>Concern was raised with the general lack of maintenance on the property.</p>	<p>The owner has confirmed, through their agent, that they will hire a property management company to maintain the property. The existing inground pool and shed will be removed to accommodate parking and the parking area will need to be approved through the Site Plan Control process to address Development Engineering matters and screening matters.</p>
<p>Parking</p>	<p>Concern was expressed about the proposed redevelopment and how it will negatively impact the parking on the street which is already heavily parked.</p> <p>One email was received in support of the reduced parking, stating that not all residents are likely to own vehicles.</p>	<p>Staff have worked with the applicant to secure six parking spaces in the rear of the property. Staff are of the opinion that the proposed parking ratio can be supported as all of the units will have access to an on-site parking space, and there is frequent transit service within walking distance of the property, in addition to the close proximity of cycling corridors. Should Fairholt Road South become</p>

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		permit only, the proposed multiple dwelling will not be eligible for on street parking permits.
Intensification	A concern was raised about the number of proposed units on a quiet street.	Staff are of the opinion that the conversion of the existing two unit dwelling into a six unit multiple dwelling can fit into the existing neighbourhood context as a form of transit supportive intensification which will provide additional housing options in the area. No external alterations to the existing building are required to facilitate the redevelopment of the subject lands.

## **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 151 residents within 120 metres of the subject property on December 13, 2019. A public notice sign was posted on the property on December 10, 2019 and updated on January 20, 2021. In addition, Notice of the Public Meeting was given on January 29, 2021 in accordance with the requirements of the *Planning Act*.

To date, City staff have received five letters of objection, and one letter in support of the application which are attached as Appendix “E” to Report PED21029.  
Public Consultation Strategy

The applicant’s Public Consultation Strategy included mailing a public information letter to properties within 120 metres on July 15, 2020. The letter included information about the proposal and provided the contact number of the planning consultant on file for residents to contact if they had questions.

Two people contacted the planning consultant. One person raised concerns about parking and another expressed support for the proposal. These concerns are addressed in the table above.



## **ANALYSIS AND RATIONALE FOR RECOMMENDATION**

1. The proposal has merit and can be supported for the following reasons:
  - (i) It is consistent with the PPS (2020) and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended;
  - (ii) It complies with the policies of the Urban Hamilton Official Plan upon finalization of the Neighbourhood Plan Amendment; and,
  - (iii) It is compatible with existing land uses in the immediate area and represents good planning by, among other things, providing additional housing options, making efficient use of existing infrastructure within the urban boundary, and supporting public transit.
  
2. The application for Zoning By-law Amendment is for a further modification to the “C” (Urban Protected Residential, Etc.) District.

The proposed change in zoning will permit a form of residential intensification within the built-up area, by adding four additional dwelling units to an existing two family dwelling. As the proposed multiple dwelling will be located within the existing building there will be no change to the form and character of the area. The proposal will maintain adequate on-site parking in the rear of the property through the provision of six parking spaces and provide amenity space for the residents in the front, side and rear yard. Additionally, the parking area will be screened from neighbouring properties with fencing and where possible vegetation. Site Plan Control approval is required for the construction of the parking lot, and matters such as drainage, screening, and landscaping will be addressed at that stage.

The proposed Zoning By-law Amendment meets the intent of the “Neighbourhoods” designation, and the residential intensification policies of the UHOP. The zoning modifications are discussed in detail in Appendix “D” to Report PED21029. Therefore, staff support the change in zoning.

## **ALTERNATIVES FOR CONSIDERATION**

Should the application be denied, the subject property would remain zoned “C” (Urban Protected Residential, etc.) District, in the City of Hamilton Zoning By-law No. 6593 which permits the existing two family dwelling.

## **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.

### **Economic Prosperity and Growth**

Hamilton has a prosperous and diverse local economy where people have opportunities to grow and develop.

### **Healthy and Safe Communities**

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

### **Clean and Green**

Hamilton is environmentally sustainable with a healthy balance of natural and urban spaces.

### **Built Environment and Infrastructure**

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

### **Culture and Diversity**

Hamilton is a thriving, vibrant place for arts, culture, and heritage where diversity and inclusivity are embraced and celebrated.

### **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 Amendment to Zoning By-Law No. 6593

Appendix “C” - Concept Plan

Appendix “D” - Zoning By-law Site Specific Modification – Chart

Appendix “E” - Public Submissions