

Zoning By-law Site Specific Modifications – “E-1” (Multiple Dwelling, Lodges, Clubs, Etc.) – District

Provision	Required	Requested Amendment	Analysis
Section 2: Interpretation and Definitions			
<p>(2) J. (viii) Grade</p> <p>** Applicant Requested Modification</p> <p>(Applicable to Blocks 1, 2, 3 and 4)</p>	<p>For the height of a building, grade is measured either from the elevation of curb level opposite the highest point of a building or elevation of the ground adjoining the building on all sides.</p>	<p>Grade shall be measured from a height of 88.1 metres above sea level.</p>	<p>Due to the presence of the proposed walkout patio areas for the basement units and the proposed parking ramp, measuring height from the grade around the adjoining building would result in a calculation of building height that exceeds the proposed 15.0 metres. The proposed modification establishes a consistent elevation to measure building height from for all four buildings and to ensure building height does not exceed 15.0 metres.</p> <p>Therefore, the proposed modification can be supported.</p>
Section 11A: (Multiple Dwelling) District- Requirements			
<p>(1) (i) Restriction to Permit Use</p> <p>** Staff Recommended Modification</p> <p>(Applicable to Blocks 1, 2, 3 and 4)</p>	<p>A multiple dwelling is permitted in the “E-1” District with no restriction on the maximum number of dwelling units.</p>	<p>To restrict the number of multiple dwelling units to a maximum of 49 units.</p> <p>To restrict the multiple dwelling to be contained within the building existing on the date of the passing of the By-law (Block 1).</p>	<p>The Official Plan Amendment included as Appendix “B” to Report PED21119 establishes a maximum residential density of 155 dwelling units per gross hectare to permit the proposed 49 multiple dwelling units. Any additional dwelling units beyond 49 multiple dwelling units would exceed the maximum residential density of 155 dwelling units per gross hectare and therefore would not comply with the maximum residential density of the Official Plan. The proposed modification to restrict the maximum number of dwelling units to 49 units is to ensure that the Site Specific Zoning By-law complies with the maximum residential density of the Official Plan.</p> <p>The modification to restrict the multiple dwelling to be contained within the building existing on the date of the passing of the By-law is required to ensure that the</p>

			<p>existing heritage building is protected and adaptively reused as part of this development proposal (Block 1).</p> <p>Therefore, the proposed modification can be supported.</p>
<p>(2) (ii) and (iii) Building Height</p> <p><i>** Staff Recommended Modification</i></p> <p>(Applicable to Blocks 1, 2, 3 and 4)</p>	<p>Maximum Building Height of eight storeys or 26.0 metres in height is permitted.</p> <p>If a building is distant more than 30.0 metres from an “AA”, “B”, “B-1”, “B-2”, “C”, “D” or “L-r” District, a maximum Building Height of 12 storeys or 39.0 metres in height is permitted.</p>	<p>To reduce the maximum permitted Building Height, 15.0 metres in height (Blocks 1, 2, 3, and 4).</p> <p>To further reduce the maximum building for that portion of the building located within 7.0 metres of the southerly side lot line abutting 169 Catharine Street North, to 8.75 metres in height (Block 4).</p>	<p>To facilitate the proposed development, a site specific modification is proposed to reduce the maximum permitted building height to 15.0 metres.</p> <p>The modification for maximum building height has been expressed in metres, rather than in metres and in storeys. The rationale for this is to avoid any confusion as to whether the building would exceed the maximum height measured in storeys should either the basement level and/or the access to the roof top amenity area being interpreted as being a storey.</p> <p>The proposed building height of 15.0 metres has been evaluated and is compatible with the surrounding area.</p> <p>The additional modification for a further reduction in building height for the portion of the building within 7.0 metres of the southerly side lot line abutting 169 Catharine Street North is to ensure that the proposed stepback in the building massing is implemented. The reduced building height for this section of the building will assist in providing an appropriate transition in scale from the adjacent properties as well as mitigate privacy overlook impacts.</p> <p>Therefore, the proposed modifications can be supported.</p>

<p>(3) (i) (b) Front Yard Setback</p> <p>** Applicant Requested Modification</p> <p>(Applicable to Block 1 and 2)</p>	<p>A front yard of a depth of 3.0 metres shall be required.</p>	<p>To recognize the existing 2.7 metre front yard setback of the building existing on the date of the passing of the By-law (Block 1).</p> <p>To permit a minimum front yard of a depth of 2.7 metres for a principal building (Block 2).</p>	<p>The proposed modification for a 2.7 metre front yard setback is to recognize the existing setback of the existing building at 187 and 189 Catharine Street North (Block 1).</p> <p>The buildings along the west side of Catharine Street West are located either at the front lot line or are located in close proximity to the front lot line. Therefore, the proposed modification to permit a 2.7 metre front yard setback for the new multiple dwelling (Building A, Block 2) will be consistent with the existing character of the area and the existing building at 187 and 189 Catharine Street North.</p> <p>Therefore, the proposed modification can be supported.</p>
<p>(3) (ii) (b) Side Yard Setback</p> <p>** Applicant Requested Modification</p> <p>(Applicable to Blocks 1, 2, 3, and 4)</p>	<p>A side yard of a width of 3.0 metres shall be required for any building with a any balcony, sunroom or window of a habitable room overlooking such side yard.</p> <p>A side yard of a width of 1.5 metres shall be required for any building where no balcony, sunroom or any window of a habitable room overlooks the side</p>	<p>To recognize the existing 2.3 metre side yard setback of the building existing on the date of the passing of the By-law (Block 1).</p> <p>To permit a minimum 2.3 metres for a multiple dwelling, Building A which contains windows to habitable rooms (Block 2).</p>	<p>The proposed 2.3 metre northerly side yard setback for the one storey existing building recognizes the existing setback of the building (Block 1) and therefore will not alter the existing situation with respect to streetscape character or privacy overlook.</p> <p>The proposed 2.3 metre southerly side yard setback for Building A (Block 2) constitutes a 0.7 metre reduction in the minimum required side yard setback. Smaller side yards are typical for most of the existing buildings along the west side of Catharine Street North and therefore a small reduction in side yard setback will not be out of character with the built form of the area. It is also noted that the number of proposed windows on the southerly façade of Building A (Block 2) will be limited to the four windows to habitable rooms, two on the first floor and two on the second floor and four small windows to the</p>

	yard.	<p>To permit a minimum side yard setback of 1.2 metres for a enclosed entrance/exit stairway (Block 1), and 0.7 metres for an underground parking ramp (Blocks 1 and 3).</p> <p>To establish a minimum 8.0 metre setback from the easterly side lot line which abuts the rear lot line of 173 Catharine Street North, for that portion of the building located within 7.0 metres of the southerly side lot line abutting 169 Catharine Street North (Block 4).</p>	<p>stairwell on the second and third floors. These windows align with the existing building at 173 Catharine Street North and will not overlook the rear amenity space. Therefore, the proposed 2.3 metre setback for Building A is not anticipated to create adverse privacy overlook impacts.</p> <p>The southerly most portion of Building C (Block 4) is setback 1.5 metres from the side lot line and has no balcony, sunroom or windows within the southerly side façade and therefore no modification is required. Modifications to reduce the side yard setback are required with respect to recognizing the existing northerly side yard setback of the existing building (Block 1), the southerly side yard of Building A (Block 2), the northerly side yard of the proposed northerly stairwell structure (Block 1), and the northerly side yard setback for the proposed underground parking ramp (Blocks 1 and 3).</p> <p>The northerly stairwell (Block 1), is located 1.2 metres from the side lot line. The stairwell structure is small in both massing and height and contains no habitable space. Given the size and scale of the proposed stairwell structure it is not anticipated to create adverse impacts on the adjacent property.</p> <p>The wall for the underground parking ramp is proposed to be located 0.7 metres from the side lot line and will be largely underground (Blocks 1 and 3). The reduced setback is not expected to create adverse impacts with respect to privacy overlook or shadow impacts on adjacent properties.</p>
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			<p>The proposed setback of 8.0 metres for the southerly portion of Building C (Block 4) to the easterly side lot has been included to ensure adequate separation from the property at 173 Catharine Street North. Establishing a large setback for this portion of the building in conjunction with a reduced overall building height will reduce the scale and massing of Building C (Block 4) and mitigate privacy overlook by both reducing the number of windows facing the rear lot line of 173 Catharine Street North as well as increasing the distance between those windows still being provided and the rear yard of 173 Catharine Street North.</p> <p>Therefore, the proposed modifications can be supported.</p>
<p>(3) (iii) (b) Rear Yard Setback</p> <p><i>** Applicant Requested Modification and Further Modified by Staff</i></p> <p>(Applicable to Blocks 3 and 4)</p>	<p>A rear yard of a depth of 3.5 metres shall be required.</p>	<p>To increase the minimum rear yard setback for that portion of the buildings beyond 13.5 metres from the southerly side lot line to 5.0 metres (Blocks 3 and 4).</p> <p>To permit a minimum rear yard of a depth of 3.0 metres for the portion of a multiple dwelling located within 13.5</p>	<p>The proposed modification for a reduction in the rear yard setback applies only to the southerly most portion (approximately 11.3 metres) of Building C or the portion of Building C located 13.5 metres of the southerly most lot line (Block 4). To ensure that the balance of the development maintains an adequate rear yard setback the reduction will be restricted to only the portion of the building within 13.5 metres of the rear lot line, while increasing the minimum rear yard setback for the balance of the development to 5.0 metres.</p> <p>Additionally, it is noted that the 3.0 metre setback applies only to the proposed architectural pilasters with the rest of the rear façade of this portion of Building C (Block 4) being setback 3.3 metres from the rear lot line. Therefore, the majority of the façade will only be deficient 0.2 metres in respect to the required rear yard setback.</p>

		metres of the southerly side lot line (Block 4), 0.0 metres for an underground parking ramp (Block 3).	<p>In addition, the portion of Building C (Block 4) that is proposed to have a setback of less than 3.5 metres, abuts a municipal park. Therefore, the small reduction in rear yard setback will not create negative privacy overlook impacts on any private amenity area.</p> <p>The modification will also increase the required rear yard setback from 3.5 metres to 5.0 metres for the balance of the development, Building B (Block 3) and Building C (Block 4).</p> <p>The proposed 0.0 metre setback for the parking ramp structure is not expected to create adverse impacts with respect to privacy overlook or shadow impacts (Block 3).</p> <p>Therefore, the proposed modifications can be supported.</p>
Section 18: Supplementary Requirements and Modifications			
<p>(3) (vi) (c) (i) Encroachment of an open stairway into a rear yard.</p> <p><i>** Applicant Requested Modification</i></p> <p>(Applicable to Block 3)</p>	Maximum projection of an open stairway 1.0 metres into a required rear yard.	To permit an open stairway to be setback 0.5 metres from the rear lot line.	<p>The proposed modification is to permit an open stairway to be located 0.5 metres from a rear lot line to accommodate the stairway to the raised landing / amenity space at the rear of Building B (Block 3).</p> <p>The existing dwelling on the adjacent lands at 176 John Street North is setback approximately 30 metres from the rear lot line. Additionally, fencing will be required to be provided and maintained along the rear lot line which will provide screening and further buffering between the stairway and the adjacent property. Adequate separation will be maintained between the proposed stairs and the adjacent dwelling.</p> <p>Therefore, the proposed modification can be supported.</p>

<p>(3) (vi) (d) Encroachment of a roofed-over or screened from a front or rear lot line.</p> <p><i>** Applicant Requested Modification</i></p> <p>(Applicable to Blocks 1, 2, 3, and 4)</p>	<p>Maximum projection of a roofed over unenclosed porch of 3.0 metres into a front or rear yard while maintaining a minimum setback of 1.5 metres from a front lot line.</p>	<p>To permit a porch to be setback 1.4 metres from the front lot line and to permit stairs to be setback 0 metres from the front lot line (Blocks 1 and 2).</p> <p>To permit a porch and stairway to be setback 1.85 metres from a rear lot line (Blocks 3 and 4).</p> <p>To permit a below grade walkout patio to be setback 0.9 metres from the rear lot line (Block 4).</p> <p>To permit an above grade porch to be setback 0 metres from the rear lot line (Block 3).</p> <p>To permit a porch and stairway to be</p>	<p>The existing porch at the front of the existing building (Block 1) has an existing setback of 1.4 metres from the front lot line. The proposed modification is to maintain the existing situation with respect to the front porch of the existing building that is to be retained and adaptatively reused.</p> <p>The existing stairs for the existing building (Block 1) project towards the street from the front porch with a setback of 0 metres and the proposed modification for a 0 metre setback will maintain the existing situation.</p> <p>The proposed modification for a 0 metre setback for the front stairs will also apply to the proposed stairs at the front of Building A (Block 2). The proposed modification facilitates a design with respect to the front stairs that is consistent with the existing situation for the existing building and consistent with the existing situation for a number of existing buildings along the west side of Catharine Street North which have porches and front stairs in proximity to the front lot line. Therefore, the proposed 0 metre setback for the proposed front stairs will maintain the character of the area.</p> <p>The modification with respect to permitting a porch and stairs to be within 1.85 metres of a rear lot line is proposed to ensure that the proposed porches and stairs comply with the By-law as a result of the increase in the minimum required rear yard setback from 3.5 metres to 5.0 metres, Building B (Block 3) and Building C (Block 4).</p>
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		<p>setback 4.3 metres from the easterly side lot line which abutting the rear lot line of 173 Catharine Street North, for that portion of the building located within 7.0 metres of the southerly side lot line abutting 169 Catharine Street North (Block 4).</p>	<p>The proposed raised landing / amenity patio located 0.0 metres from the rear lot line is located above the ramp to the underground parking garage noted above Building B (Block 3). The landing principally functions as the means of access to the ground floor units and the rear facing units located on the second and third floors. In respect to the use of the patio as amenity area it is noted that the rear facing units on the second and third floors have their own roof top patio area and therefore the amenity area would principally serve only the two ground floor units who have no other alternate amenity area. Additionally, privacy screening and raised planter beds established along the rear portion of the patio will provide adequate buffering and screening between users of the patio and the adjacent properties to the rear. Therefore, based on the use of the patio being limited and through adequate buffering and screening the proposed reduction in rear yard setback for the raised patio will not create adverse privacy overlook impacts on the adjacent lands.</p> <p>The proposed 0.9 metre setback for Building C (Block 4) is for a below grade patio for a basement level unit and which abuts the municipal park to the rear, and therefore the proposed reduction in setback for the below grade patio is not expected to create adverse impacts with respect to overlook impacts on the adjacent property.</p> <p>The proposed setback of 4.3 metres for an elevated porch and stairs for the southerly portion of Building C (Block 4) to the easterly side lot line that abuts the rear lot line of 173 Catharine Street North is to ensure that the appropriate setback from 173 Catharine Street North</p>
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			<p>is established. Establishing a large setback for the porch and stairway for this portion of the building will reduce the potential privacy overlook impacts on the rear yard of the adjacent property at 173 Catharine Street North.</p> <p>Therefore, the proposed modifications can be supported.</p>
<p>(8) (c) (1) Separation of Multiple Dwellings</p> <p><i>** Applicant Requested Modification and Further Modified by Staff</i></p> <p>(Applicable to Blocks 3 and 4)</p>	<p>Minimum separation for multiple dwellings of at least one half the height, which is based on a building height of 14.1 metres and represents a setback of 7.05 metres.</p>	<p>To permit a minimum separation between two multiple dwellings of 3.0 metres, where no windows are proposed within the façade, except for windows that are translucent.</p>	<p>The proposed separation of 3.0 metres between Buildings B and C (Blocks 3 and 4) represents an appropriate separation distance where a multiple dwelling abuts another multiple dwelling where no windows are to be located in the side façade. The separation distance of 3.0 metres would be the separation provided between two multiple dwellings in the current zoning for buildings with no windows in the side façade where the two buildings are located on separate lots.</p> <p>The southerly side façade of Building B and northerly side façade of Building C include windows that have the potential to create overlook impacts into the units on the opposing building. To mitigate the potential privacy overlook impacts, any windows within the southerly side façade of Building B and the northerly side façade of Building C will have to be comprised of translucent glazing.</p> <p>Therefore, the proposed modification can be supported.</p>
Section 18A: Parking and Loading Requirements			
(1) (a) and (b) Minimum Parking	A minimum of 1 parking space per	A minimum 0.8 parking spaces per	A total of 45 parking spaces are identified within the parking level plans shown in Appendix "D" to Report

<p>Spaces and Minimum Visitor Parking Space</p> <p><i>** Applicant Requested Modification and Further Modified by Staff</i></p> <p>(Applicable to Blocks 1, 2, 3, and 4)</p>	<p>dwelling unit (49 parking spaces).</p>	<p>dwelling unit (40 parking spaces) of which one parking space shall be a barrier free parking space and no spaces shall be for visitor parking.</p>	<p>PED21119. Two of the parking spaces identified lack appropriate manoeuvring and would require users of the space to travel in a reverse manner along a portion of the driveway aisle to either enter or exit the parking space. As such these two parking spaces cannot be included and need to be removed. Based on this a total of 43 parking spaces can be provided.</p> <p>The proposed modification of 0.8 parking spaces per dwelling unit (40 parking spaces) is included to provide flexibility with respect to the design in the event that additional space to accommodate on site storm water storage, additional space to accommodate electrical or other utilities, or other requirements that may be identified as part of the detailed design stage.</p> <p>The subject property is located in proximity to the Downtown with Cannon Street East being located approximately 80 metres to the south. There are existing transit routes located along Cannon Street East (approximately 80 metres to the south, John Street North (walking distance approximately 170 metres) and Barton Street East (approximately 250 metres to the north). A total of 28 long term bicycle parking spaces are to be provided on-site which exceeds a ratio of 0.5 bicycle parking spaces per dwelling unit. Therefore, adequate alternative transportation options will be available for the proposed development.</p> <p>It is further noted that in the context of the parking ratio of 1 parking space per dwelling unit it is anticipated that 20 percent of the parking is to be for visitor parking spaces. The 43 parking spaces proposed are to be</p>
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			<p>parking spaces for the residents and not visitor parking spaces. Therefore, it is noted that in respect to principal resident parking, 40 parking spaces would be anticipated based on the current parking requirements in the By-law and 43 parking spaces are to be provided. Given that it is intended that resident parking is to be secure and have restricted access, and given the layout of the underground parking level it would be difficult to provide unrestricted access to some of the proposed parking spaces for visitors while securing the remaining parking spaces for the residents. The applicant is therefore not proposing to have dedicated visitor parking provided on-site.</p> <p>Three hour on-street parking is currently permitted on both sides of Catharine Street North, and there are multiple paid parking lots located within 500 metres of the subject lands to the south and south west along Wilson Street. Additionally, multiple existing transit routes are in proximity to the site and the owner will be required to establish short term bicycle parking on-site which will provide alternative transportation options for visitors. Therefore, adequate alternative options for visitors both in respect to parking and alternative transportation options will be available to meet the needs of visitors for the proposed development.</p> <p>The City of Hamilton Zoning By-law No. 6593 does not establish a requirement for a minimum number of barrier free parking spaces, therefore the proposed modification is to include a requirement that one of the required parking spaces is to be a barrier free parking space.</p>
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			<p>The barrier free parking space will either need to be located at ground level, or alternatively if the barrier free parking space is ultimately located within the underground parking level will be required to provided access to ground level by way of a lift..</p> <p>Therefore, the proposed modifications can be supported.</p>
<p>(1) (c) Loading Space for Multiple Dwelling</p> <p><i>** Applicant Requested Modification</i></p> <p>(Applicable to Blocks 1, 2, 3, and 4)</p>	<p>For a 49 unit multiple dwelling one loading space with a minimum size of a length of 18.0 metres, a width of 3.7 metres and a height of 4.3 metres.</p>	<p>For a 49 unit multiple dwelling one loading space with a minimum length of 9.0 metres, a width of 3.7 metres and a height of 4.3 metres.</p>	<p>The proposed modification is not to reduce the number of required loading spaces but to reduce the length of the loading space that is required from 18.0 metres to 9.0 metres.</p> <p>A loading space with a length of 9.0 metres is sufficient to accommodate a range of loading vehicles including small and mid size trucks which would typically be utilized for moving in or moving out of dwelling units that are of the size proposed for this development, and will also be of sufficient size to accommodate delivery of large items such as appliances and furniture.</p> <p>Therefore, the proposed modification can be supported.</p>
<p>(7) Parking Space Size</p> <p><i>** Applicant Requested Modification</i></p> <p>(Applicable to Blocks 1, 2, 3, and 4)</p>	<p>Minimum parking space size shall have dimensions not less than 2.7 metres wide and 6.0 metres long.</p>	<p>Minimum parking space size shall have dimensions not less than 2.7 metres wide by 5.8 metres long.</p> <p>Minimum parking space size for a barrier free parking</p>	<p>The proposed modification to reduce the minimum length of a parking space from 6.0 metres to 5.8 metres is to adopt the minimum parking space length established in the City of Hamilton Zoning By-law No. 05-200. A parking space of a length of 5.8 metres is sufficient to accommodate parking for a wide range of different sized vehicles. The existing requirement for minimum parking space width of 2.7 metres is to be maintained.</p>

		space shall have dimensions not less than 4.4 metres wide by 5.8 metres long.	<p>The City of Hamilton Zoning By-law No. 6593 does not establish the minimum size required for a barrier free parking space, therefore a modification is required to establish a minimum size for a barrier free parking space. The parking space size of 4.4 metres wide by 5.8 metres long is consistent with the minimum size required for barrier free parking spaces in the City of Hamilton Zoning By-law No. 05-200.</p> <p>Therefore, the proposed modification can be supported.</p>
<p>Parking Space Size for Small Vehicles</p> <p><i>** Applicant Requested Modification</i></p> <p>(Applicable to Blocks 1, 2, 3, and 4)</p>	No existing provision.	The minimum parking space size of not more than 10% of such required parking spaces shall be a width of 2.6 metres and a length of 5.5 metres, provided that any such parking space is clearly identified as being reserved for the parking of small cars only.	<p>The proposed modification to permit not more than 10% of parking spaces to be for small cars with a minimum size of 2.6 metres wide by 5.5 metres in length is to apply the provision that currently exists in the City of Hamilton Zoning By-law No. 05-200. Permitting not more than 10% of the required parking spaces to be for small cars only maximizes the number of available on-site parking spaces while providing adequate diversity in parking space size to accommodate parking for a wide range of different sized vehicles.</p> <p>Therefore, the proposed modification can be supported.</p>
(30) Surface Material of a Parking Area, Manoeuvring Space, and Access Driveway	Parking Areas, Manoeuvring Space, and Access Driveways need to be paved with concrete or asphalt or a	To allow for a Parking Area, Manoeuvring Space, and Access Driveway to be paved with	The proposed modification is to provide flexibility in the proposed design with respect to the surface material of the proposed development by allowing permeable pavers and brick to be utilized in addition to concrete and asphalt. Allowing permeable pavers will allow for greater permeable surface to be established on-site and

<p>** Staff Recommended Modification</p> <p>(Applicable to Blocks 1, 2, 3, and 4)</p>	<p>combination of concrete and asphalt.</p>	<p>concrete, asphalt, brick pavers, or permeable pavers.</p>	<p>reduce storm water run off. The inclusion of brick pavers provides additional design options with respect to the site and in particular with respect to the establishment of those portions of the driveway that are to serve as a shared space for both vehicle traffic and pedestrian connections.</p> <p>Therefore, the proposed modification can be supported.</p>
<p>(30) Surface Material of a Loading Space</p> <p>** Staff Recommended Modification</p> <p>(Applicable to Blocks 1, 2, 3, and 4)</p>	<p>Loading Space need to be paved with concrete or asphalt or a combination of concrete and asphalt.</p>	<p>To require a Loading Space to be comprised of permeable pavers.</p>	<p>The proposed modification is to require the loading area to be comprised of permeable pavers. The utilization of permeable pavers for the loading area which is to be established at the same grade as the adjacent walkways will allow this space to be flexible and provide a court yard space for the development when the space is not needed for loading and unloading purposes.</p> <p>Therefore, the proposed modification can be supported.</p>
<p>Minimum Number of Bicycle Parking Space Short and Long Term</p> <p>** Staff Recommended Modification</p> <p>(Applicable to Blocks 1, 2, 3,</p>	<p>No existing provision.</p>	<p>To require a minimum of 5 short term bicycle parking spaces and to require a minimum 0.5 long term secure enclosed bicycle parking spaces per dwelling unit.</p>	<p>The proposed modification is to establish a minimum number of short term bicycle parking spaces for visitors and long term bicycle parking spaces for residents.</p> <p>The requirement of five short term bicycle parking spaces reflects the standard established in the City of Hamilton Zoning By-law No. 05-200 for multiple dwellings in the Downtown (D1), (D2), and (D5) Zones as well as the TOC and Commerical and Mixed Use Zones.</p>

and 4)			<p>The requirement for 0.5 long term secure bicycle parking spaces per dwelling unit reflects bicycle parking requirements in the City of Hamilton Zoning By-law No. 05-200 for multiple dwellings in the Downtown (D1), (D2), and (D5) Zones and the (TOC) Zones for long-term bicycle parking. The 28 long term bicycle parking spaces proposed by the applicant will exceed the 24 bicycle parking spaces required by this modification.</p> <p>Therefore, the proposed modifications can be supported.</p>
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