

From: Suite Additions <info@suiteadditions.com>

Sent: April 1, 2021 11:49 AM

To: clerk@hamilton.ca

Subject: Pre-Recorded Submission - NOTICE OF PUBLIC MEETING Stage 1 Low Density - Tuesday, April 6, 2021 9:30 am

Hello,

This link contains my pre-recorded submission for the meeting on April 6th

https://drive.google.com/file/d/1nXzeJAEWb6ygDyDgHDTaeYkD71e9ic_Q/view?usp=sharing

If this does not comply with the guidelines can I submit the following text instead?

Hi, this is Andy Tran from Suite Additions. We are a design and consulting company primarily focused on low rise housing densification projects.

Thank you to the city of Hamilton and the zoning by-law reform department for working on this detailed proposal for secondary dwelling units within the urban boundary.

As a consultant for over 150 2-family dwelling projects in Hamilton over the past several years, we have worked hard and played a small part in providing safe, legal, well constructed additional affordable housing units in the city of Hamilton. This new SDU proposal is a very progressive initiative by the city to make it easier for homeowners to provide more housing.

Many of the items covered in the discussion paper appear to provide a good balance of streamlining the process, while also minimizing impact to the look and feel of existing residential neighbourhoods.

However, there is one issue which still stands out as being potentially a big hurdle for many homeowners who reside in the upper part of Hamilton. That is the requirement for 1 non-tandem parking space for each unit. For homes with 2 SDUs, which means 3 units in total, this would result in 3 non-tandem parking space requirements.

Under the current parking requirements of section 18A of Hamilton zoning bylaws 6593, as well as other former municipalities, the vast majority of homes will not be compliant, meaning homeowners will need to undergo a lengthy and costly minor variance process if they want to add 2 SDUs.

3 non-tandem parking spaces will increase non-permeable surfaces, reduce landscaping, and increase water runoff and add additional pressure to the storm sewage system.

Many of these homes with additional SDUs will not have vehicles for each unit, and it's more appropriate to allow for these homeowners to come up with parking solutions that work for them, as is the case with other municipalities in Ontario with similar proposals for SDUs, such as Kitchener, Brantford, Toronto, Barrie and Welland.

Our recommendation is to allow for one of the following:

1. Tandem parking (and allow homeowners to come up with parking solutions that are suitable for their unique circumstances), or
2. To reduce the non-tandem parking requirements for 2 vehicles instead of 3, or
3. To allow for permeable parking surfaces which count towards the minimum soft landscaping requirements - this also has the added benefit of reduced water run off into the storm sewer system.

We feel reducing the parking requirements, in particular areas in the upper mountain where density is extremely low will encourage more homeowners to build SDU

Thank you once again, and looking forward to the Public meeting on April 6th, and a favourable outcome for this proposal.

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Thank you,

Andy M Tran