COMMITTEE OF ADJUSTMENT
City Hall, 5th floor, 71 Main Street West, Hamilton, ON L8P 4Y5
Telephone (905) 546-2424, ext. 4221, 3935
E-mail: cofa@hamilton.ca

NOTICE OF PUBLIC HEARING
Minor Variance

You are receiving this notice because you are either:

- Assessed owner of a property located within 60 metres of the subject property
- Applicant/agent on file, or
- Person likely to be interested in this application

APPLICATION NO.:	**HM/A-23:191**	**SUBJECT PROPERTY:**	405 MAIN STREET W, HAMILTON
ZONE:	C5, R1a (Mixed Use Medium Density, Low Density Residential, Small Lot)	**ZONING BY-LAW:**	Zoning By-law City of Hamilton 05-200, as Amended

APPLICANTS: **Owner:** 3H PROPERTIES 405 MAIN STREET
Agent: ALFREDO HERMANO

The following variances are requested:

1. Parking shall be permitted to be located within 0.0 metres of a street line instead of the required setback of 3.0 metres from a street line.

2. A minimum aisle width of 0.0 metres shall be permitted instead of the required 6.0 metre aisle width for 90 degree parking spaces.

PURPOSE & EFFECT: To facilitate the construction of a Multiple Dwelling

Notes:

1. The requested Variance for a reduction in parking is not required due to Section 5.7 g) i) and ii) in the Hamilton Zoning By-law No. 05-200.

2. Please be advised Minor Variance Application HM/A-22:203 for this subject property become final and binding on August 18th, 2022.

This Notice must be posted by the owner of any land which contains seven or more residential units so that it is visible to all residents.

This application will be heard by the Committee as shown below:

DATE:	**Thursday, August 24, 2023**

TIME:	**9:20 a.m.**
PLACE:	**Via video link or call in (see attached sheet for details)**
	2nd floor City Hall, room 222 (see attached sheet for details), 71 Main St. W., Hamilton
	To be streamed (viewing only) at www.hamilton.ca/committeeofadjustment

For more information on this matter, including access to drawings illustrating this request and other information submitted:

- Visit www.hamilton.ca/committeeofadjustment
- Visit Committee of Adjustment staff at 5th floor City Hall, 71 Main St. W., Hamilton
- Call 905-546-CITY (2489) or 905-546-2424 extension 4221, 4130, or 3935

PUBLIC INPUT

Written: If you would like to submit written comments to the Committee of Adjustment you may do so via email or hardcopy. Please see attached page for complete instructions, including deadlines for submitting to be seen by the Committee.

Orally: If you would like to speak to this item at the hearing you may do so via video link, calling in, or attending in person. Please see attached page for complete instructions, including deadlines for registering to participate virtually and instructions for check in to participate in person.

FURTHER NOTIFICATION

If you wish to be notified of future Public Hearings, if applicable, regarding HM/A-23:191, you must submit a written request to cofa@hamilton.ca or by mailing the Committee of Adjustment, City of Hamilton, 71 Main Street West, 5th Floor, Hamilton, Ontario, L8P 4Y5**.**

If you wish to be provided a Notice of Decision, you must attend the Public Hearing and file a written request with the Secretary-Treasurer by emailing cofa@hamilton.ca or by mailing the Committee of Adjustment, City of Hamilton, 71 Main Street West, 5th Floor, Hamilton, Ontario, L8P 4Y5.

Subject Lands

DATED: August 8, 2023

_____

Jamila Sheffield,
Secretary-Treasurer
Committee of Adjustment

Information respecting this application is being collected under the authority of the Planning Act, R.S.O., 1990, c. P. 13. All comments and opinions submitted to the City of Hamilton on this matter, including the name, address, and contact information of persons submitting comments and/or opinions, will become part of the public record and will be made available to the Applicant and the general public, and may include posting electronic versions.

UNDERTAKING

RE: File No. DA-22-051

I, (We) _____ the owner(s) of the land, hereby undertake and agree without reservation,

a) To comply with all the content of this plan and drawing and not to vary therefrom;
b) To perform the facilities, works or matters mentioned in Section 41(7)(a) of the Planning Act shown on this plan and drawing(s) in accordance with the conditions of approval as set out in the Letter of Approval dated _____;
c) To maintain to the satisfaction of the City and at my (our) sole risk and expense, all of the facilities, works or matters mentioned in Section 41(7)(b) of the said Act, shown in this plan and drawing, including removal of snow from access ramps and driveways, parking and loading areas and walkways;
d) In the event that the Owner does not comply with the plan dated _____, the owner agrees that the City may enter the land and do the required works, and further the Owner authorizes the City to use the security filed to obtain compliance with this plan.
e) That the Owner agrees to physically affix the municipal number (405) or full address (405 Main Street West) to the building or on a sign in accordance with the City's Sign By-law, in a manner that is visible from the street.
h) Prior to the start of service, the development must be free of construction debris and construction related activities.
j) To include on all offers of purchase and sale, a statement that advises the prospective purchaser:
   i) that the home/business mail delivery will be from a designated Centralized Mail Box.
   ii) that the developer/owners be responsible for officially notifying the purchasers of the exact Centralized Mail Box facility prior to the closing of any home sales.
k) The Owner further agrees to;
   i) work with Canada Post to determine and provide temporary suitable Centralized Mail Box locations which may be utilized by Canada Post until the curbs, boulevards and sidewalks are in place in the remainder of the subdivision.
   ii) install a concrete pad in accordance with the requirements of and in locations to be approved by Canada Post to facilitate the placement of Community Mail Boxes
   iii) identify the pads above on the engineering servicing drawings. Said pads are to be poured at the time of the sidewalk and/or curb installation within each phase of the plan of subdivision.
   iv) determine the location of all centralized mail receiving facilities in co-operation with Canada Post and to indicate the location of the centralized mail facilities on appropriate maps, information boards and plans. Maps are also to be prominently displayed in the sales office(s) showing specific Centralized Mail Facility locations.
   v) Maps are also to be prominently displayed in the sales office(s) showing specific Centralized Mail Facility locations.
l) Canada Post's multi-unit policy, which requires that the owner/developer provide the centralized mail facility (Lock Box Assembly) at their own expense (less than 100 units will require a front loading Lock Box Assembly & more than 100 units will require a rear loading Lock Box Assembly which will require a mail room) will be in affect for buildings and complexes with a common lobby, common indoor or sheltered space.
m) "Acknowledgement Note: The subject property has been determined to be an area of archaeological potential. It is reasonable to expect that archaeological resources may be encountered during any demolition, grading, construction activities, landscaping, staging, stockpiling or other soil disturbances. If archeological resources are encountered, the proponent may be required to conduct an archaeological assessment prior to further impact in order to address these concerns and mitigate, through preservation or resource removal and documentation, adverse impacts to any significant archaeological resources found. Mitigation, by an Ontario-licensed archaeologist, may include the monitoring of any mechanical excavation arising from this project. If archaeological resources are identified on-site, further Stage 3 Site-specific Assessment and Stage 4 Mitigation of Development Impacts may be required as determined by the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI). All archaeological reports shall be submitted to the City of Hamilton for approval concurrent with their submission to the MHSTCI.Ebab Should deeply buried archaeological materials be found on the property during any of the above development activities the MHSTCI should be notified immediately (416-212-8886). In the event that human remains are encountered during construction, the proponent should immediately contact both MHSTCI and the Registrar or Deputy Registrar of the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services (416-212-7499)."
n) Relocation, modification, or removal of any existing hydro facilities shall be at the owner's expense. Please contact Alectra Utilities to facilitate this.
o) Developers shall be responsible for the cost of civil work associated with duct structures, transformer foundations, and all related distribution equipment. Developers to acquire an easement, if required.
p) The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.
q) The Owner agrees that should any conflict arise with existing Bell Canada facilities or easements within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.
r) The Owner is advised to contact Bell Canada at planninganddevelopment@bell.ca during the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed to service the development.
s) It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada's existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure.
t) If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.
u) Waste collection services to be provided by a private waste hauler.

Dated this _____day of _____20_____

_____ _____
Witness (signature) Owner(s) (signature)

_____ _____
Witness (print) Owner(s) (print)

_____
Address of Witness

SITE PLAN NOTES

1. All work involved in the construction, relocation, repair of municipal services for the project shall be to the satisfaction of the Director of Planning and Chief Planner, Planning and Economic Development Department.
2. Fire Route Signs and 3-Way Fire Hydrants shall be established to the satisfaction of the City Fire Department and at the expense of the owner.
3. Main driveway dimensions at the property line boundaries are plus or minus 7.5 m unless otherwise stated.
4. All driveways from property lines for the first 7.5 m shall be within 5% maximum grade, thereafter, all driveways shall be within 10% maximum grades.
5. The approval of this plan does not exempt the owner's bonded contractor from the requirements to obtain the various permits/approvals normally required to complete a construction project, such as, but not limited to the following:
   - Building permit
   - Sewer and Water Permit
   - Road cut permits
   - Relocation of Services
   - Approach approval permits
   - Encroachment Agreements (If Required)
   - Committee of Adjustment
6. Abandoned accesses must be removed and the curb and boulevard restored with sod at the Owner's expense to the satisfaction of the Traffic Engineering Section, Public Works Department.
7. For visibility triangles at the vehicular access points, the following note to be provided:"3.0 metre by 3.0 metre visibility triangles in which the maximum height of any objects or mature vegetation is not to exceed a height of 0.60 metres above the corresponding perpendicular centreline elevation of the adjacent street."
8. Proposed signage shall conform to the City's Sign and Other Devices By-law No. 10-197.
9. A minimum 4m horizontal clearance from existing O/H line(s) will be maintained at all times as per Alectra Utilities Standard 3-105.
10. A 1.5 metre sidewalk will be maintained during construction activity.
11. A 1.2 metre separation from city assets within the boulevard will be maintained.
12. Private waste collection shall be completed in accordance with the Waste Management Plan prepared by Cini-Little International Inc. dated October 21, 2022, and addendum letter dated March 8, 2023.
13. 3HP will add warning signs for the vehicles travelling from the underground parking as per the addendum letter dated March 8, 2023.

SITE INFORMATION

Municipal Address:	405 Main Street West, Hamilton ON, L8P 1K5 404 Jackson Street West, Hamilton ON, L8P 1N4
Property Description:	Lots 10, 18, 19 & part of Lot 11 registered plan 244 in the city of Hamilton
Zoning Classification:	[405] C5 Mixed Use Medium Density [404] D/S-1787 Urban protected Residential - One and Two Family Dwellings
Lot Area:	[405] 1,451m² | 15,618sf [404] 232m² | 2,497sf Total = 1,683m² | 18,115sf
Lot Coverage:	[405] 58% [404] 0% Total = 58%
Landscape Area:	[405] 412m² | 4,435sf [404] 232m² | 2,497sf Total = 644m² | 6,932sf

BUILDING GROSS FLOOR AREA

FLOOR	AREA (m²)	AREA (sf)
Ground floor	750m²	8,070sf
Level 2	760m²	8,182sf
Level 3	746m²	8,026sf
Level 4	654m²	7,042sf
Level 5	665m²	7,154sf
Level 6	665m²	7,154sf
Level 7	665m²	7,154sf
TOTAL	**4,905m²**	**52,782sf**
Undergroung parking	750m²	8,070sf

UNIT INFORMATION

Unit Count:	96 units	Units > 50m²: 7 Units < 50m²: 89		
	Studio (market)	1 Bedroom (deep affordable)	1 Bedroom (market)	2 Bedroom (market)
Ground floor	1	8	1	0
Level 2	1	8	4	2
Level 3	0	8	5	2
Level 4	1	8	3	2
Level 5	1	7	4	2
Level 6	1	7	4	2
Level 7	1	7	4	2
TOTAL	**6 (6%)**	**53 (55%)**	**25 (26%)**	**12 (13%)**

MINOR VARIANCE (as approved per HM/A-22:203)

VARIANCE	REQUIRED	APPROVED	PROPOSED
Minimum Finished Floor Elevation of any Dwelling	0.9m	0.0m	PROPOSED
Maximum Setback to the Portion of the Building Providing an Access Driveway to a Garage	6.0m	32.0m	30.9m
Minimum Rear Yard	7.5m	4.0m	4.0m
Minimum Façade Height	7.5m	6.7m	6.7m
Minimum Westerly Side Yard when abutting a Residential Zone	Equivalently increased for any building above 11m beyond the minimum 7.5m side yard requirement	10.88m for any portion of the building above 14.48m	10.88m
Minimum Number of Parking Spaces	27	19	19
A principal entrance shall be permitted to be located within the ground floor façade that is recessed in the building and is not set back closest to the street, instead of the requirement that a minimum of one (1) principle entrance shall be provided within the ground floor façade that is set back closest to a street.			
A loading door shall be permitted to be located in a yard abutting a street and not be screened from view by a visual barrier, instead of the requirement that a loading door and associated loading facilities shall not be permitted in any yard abutting a street, except where screened from view by a visual barrier.			
A transformer associated with a Multiple Dwelling shall be permitted to be located in a "D" District pursuant to Hamilton Zoning By-law No. 6593, which does not permit the use of a Multiple Dwelling.			

PARKING CALCULATIONS

Required parking:	Units <50m²: 89 x 0.3 = 26.7 = 26 Units >50m²: 7 x 0.7 = 4.9 = 4 TOTAL = 30 parking spaces
Allowed reductions:	Replace 10% of paking spaces with bicycle parking (5 bicycle spaces per parking spot) = 30 x 10% = 3 spaces Required Parking Reduced: 30 - 3 = 27 parking spaces
Small car spaces:	Up to 10% of parking spaces can be reduced in size to accomodate small cars (2.6m x 5.5m) = 27 x 10% = 2.7 = 2 parking spaces
Parking provided:	19 parking spaces (of which, 2 are small car spaces) Deficiency: 27 - 19 = 8 parking spaces NOTE: minor variance granted on August 17, 2022 (APPLICATION NO.: HM/A-22:203)

BICYCLE PARKING CALCULATIONS

Required parking:	Short-term: 5 spaces Long-term: 0 spaces TOTAL = 5 bicycle parking spaces
Parking provided:	Short-term: 6 spaces (at grade on Main St W) + 8 spaces (at grade on Jackson Street) = 14 spaces Long-term: 40 + 15 (required for parking spaces reduction)

AMENITIES CALCULATIONS

Required Amenity spaces:	Units < 50m² = 89 x 4 = 356m² [3,832sf] Units > 50m² = 7 x 6 = 42m² [452sf] TOTAL = 398m² [4,284sf]	
	Indoor Amenities	Outdoor Amenities
Ground floor	125m² [1,345sf]	450m² [4,844sf]
Level 2	0	0
Level 3	0	0
Level 4	0	0
Level 5	0	0
Level 6	0	0
Level 7	0	0
TOTAL	**125m² [1,345sf]**	**450m² [4,844sf]**
	575m² [6,189sf]	

DA-22-051

RevelHouse architecture
130 Queens Quay East Suite 922
Toronto, Ontario M5A 0P6

CONTRACTOR IS TO CHECK AND VERIFY ALL DIMENSIONS AND CONDITIONS ON THE PROJECT AND TO REPORT ANY DISCREPANCIES TO THE CONSULTANTS BEFORE PROCEEDING WITH THE WORK. DRAWINGS ARE NOT TO BE SCALED.

NO.	ISSUANCE	DATE
4	RE-ISSUED FOR SPA	2022/04/11
5	ISSUED FOR MINOR VARIANCE APPLICATION	2022/06/03
6	ISSUED FOR PERMIT	2022/06/22
7	ISSUED FOR TENDER	2022/08/08
8	RE-ISSUED FOR PERMIT	2022/08/25
9	RE-ISSUED FOR SPA	2022/09/02
10	RE-ISSUED FOR SPA	2022/10/26
11	RE-ISSUED FOR SPA	2023/01/05
12	RE-ISSUED FOR SPA	2023/03/27

PROFESSIONAL STAMP:

CONSULTANTS

STRUCTURAL
Kalos Engineering Inc.
300 York Boulevard
Hamilton, ON L8R 3K6
(905) 333 9119

MECHANICAL & ELECTRICAL
CK Engineering
3390 South Service Road, Suite 302
Burlington, ON L7N 3J5
(905) 631 1115

LANDSCAPE
adesso design inc.
218 Locke St S, 2nd floor
Hamilton, ON L8P 4B4
(905) 526 8876

CIVIL
S. Llewellyn & Associates Limited
3228 S Service Rd,
Burlington, ON L7N 3H8
(905) 631 6978

ENERGY
ZON Engineering Inc.
360 Woolwich Street
Guelph, ON N1H 3W6
1-888-338-6363

PROJECT:

3H PROPERTIES GROUP INC.

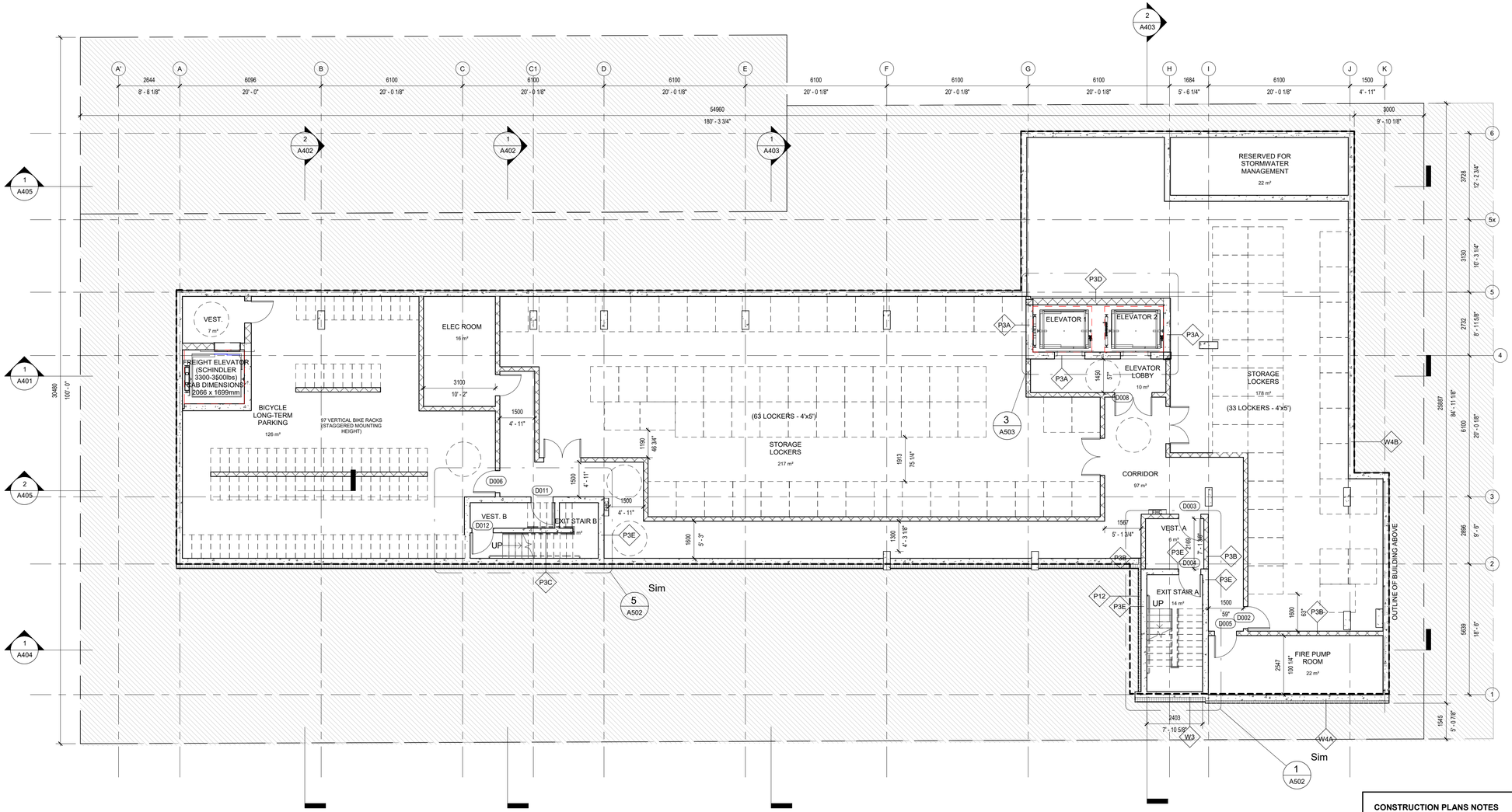
PROJECT ADDRESS:
405 MAIN STREET WEST, HAMILTON ON

DRAWING TITLE:
SITE PLAN

DATE:	August 20, 2021
SCALE:	1 : 100
DRAWN BY:	SJ
CHECKED BY:	JP
PROJECT NO.:	21-08

A001

DA-22-051



CONSTRUCTION PLANS NOTES

1. FOR PARTITION TYPES AND DIMENSIONS INSIDE THE UNITS, REFER TO TYPOLOGIES CONSTRUCTION PLANS.
2. THIS PLAN ONLY PROVIDES OVERALL DIMENSIONS OF INTERIOR PARTITIONS. FOR FURTHER DETAILS REFER TO DETAIL PLANS OF EACH NOTED AREA.

CONSTRUCTION NOTES

1. G.C. to verify and provide steel stud thickness, size and spacing that is adequate for the required partitions' height. Steel stud shop drawings to be submitted by contractor with engineer's seal.
2. Stud gauge and spacing provided only as a guideline. Final sizes and spacing determined by stud wall engineer. If revision to gauge and spacing is required. G.C. to include in cost.
3. Provide acoustical seal, adequate metal gauge and other provisions as per specifications, ULC and applicable standards.
4. All exposed steel to be hot dipped galvanized.
5. All exposed gypsum board corner conditions to have corner bead (typ.).
6. Provide layer of continuous building paper damproofing course to u/s of all interior metal stud partitions and exterior structural stud walls (typ.).
7. Seal around all mechanical penetrations with fire stop material.
8. For all fire rated walls, enclosures, shaft walls, and ceilings provide complete top-bottom, full height fire stop and smoke seal. Provide access to fire damper where required.
9. Provide fire retardant blocking in partitions for strong fastening of all wall hung millwork, shelving, equipment, fixtures, washroom accessories, etc., unless stated otherwise. Mounting heights to be confirmed with consultant where not indicated on drawings.
10. Provide adequate blocking for all signage installations.
11. All mechanical, electrical, strutural and architectural components must be coordinated by the contractor. Contractor must notify architect if any interferences exist prior to installation of components.
12. Junction boxes, electrical outlet covers with tile insert to match pattern. Refer to mechanical and electrical drawing. All electrical outlets to be placed in the center of floor tiles. Coordinate also with electrical drawings (typ.). All floor junction boxes to have tile inserts to match adjacent floor pattern.
13. Coordinate location of mechanical and electrical panels with architectural drawings. Provide sufficient backer boards and blocking for panels.

LEGEND

- NEW WALL/PARTITION
- NEW BUILDING/MILLWORK ELEMENT
- PX — PARTITION TYPE (REFER TO PARTITION SCHEDULE)
- 1|1 — DOOR TYPE (REFER TO DOOR SCHEDULE)
- WX — WINDOW TYPE (REFER TO WINDOW SCHEDULE)
- TX — WALL/FLOOR FINISH (REFER TO FINISHES SCHEDULE)
- SG — WASHROOM ACCESSORY (REFER TO ACCESSORIES SCHEDULE)
- 1 Ref / 1 Ref A101 1 Ref / 1 Ref — ELEVATION REFERENCE
- 1 A101 Ref — DETAIL REFERENCE

BASEMENT AREAS

Name	Area SQ. M.	Area SF
BICYCLE LONG-TERM PARKING	126 m²	1351 SF
CORRIDOR	97 m²	1041 SF
ELEC ROOM	16 m²	176 SF
ELEVATOR 1	Redundant Room	
ELEVATOR 2	14 m²	149 SF
ELEVATOR LOBBY	10 m²	110 SF
EXIT STAIR A	14 m²	154 SF
EXIT STAIR B	11 m²	116 SF
FIRE PUMP ROOM	22 m²	238 SF
RESERVED FOR STORMWATER MANAGEMENT	22 m²	236 SF
STORAGE LOCKERS	178 m²	1913 SF
STORAGE LOCKERS	217 m²	2338 SF
VEST.	7 m²	73 SF
VEST. A	6 m²	70 SF
VEST. B	5 m²	55 SF
	745 m²	8019 SF

RevelHouse architecture
130 Queens Quay East Suite 922
Toronto, Ontario M5A 0P6

NO.	ISSUANCE	DATE
3	ISSUED FOR SPA	2022/04/11
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5	ISSUED FOR PERMIT	2022/06/22
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7	RE-ISSUED FOR PERMIT	2022/08/25
8	RE-ISSUED FOR SPA	2022/09/02
9	ISSUED FOR ADDENDUM #09	2022/09/27
10	ISSUED FOR PRICING	2022/10/14
11	RE-ISSUED FOR SPA	2022/10/26

PROFESSIONAL STAMP:

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ENERGY
ZON Engineering Inc.
360 Wroxeter Street
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1-888-338-6363

PROJECT:

3H PROPERTIES GROUP INC.

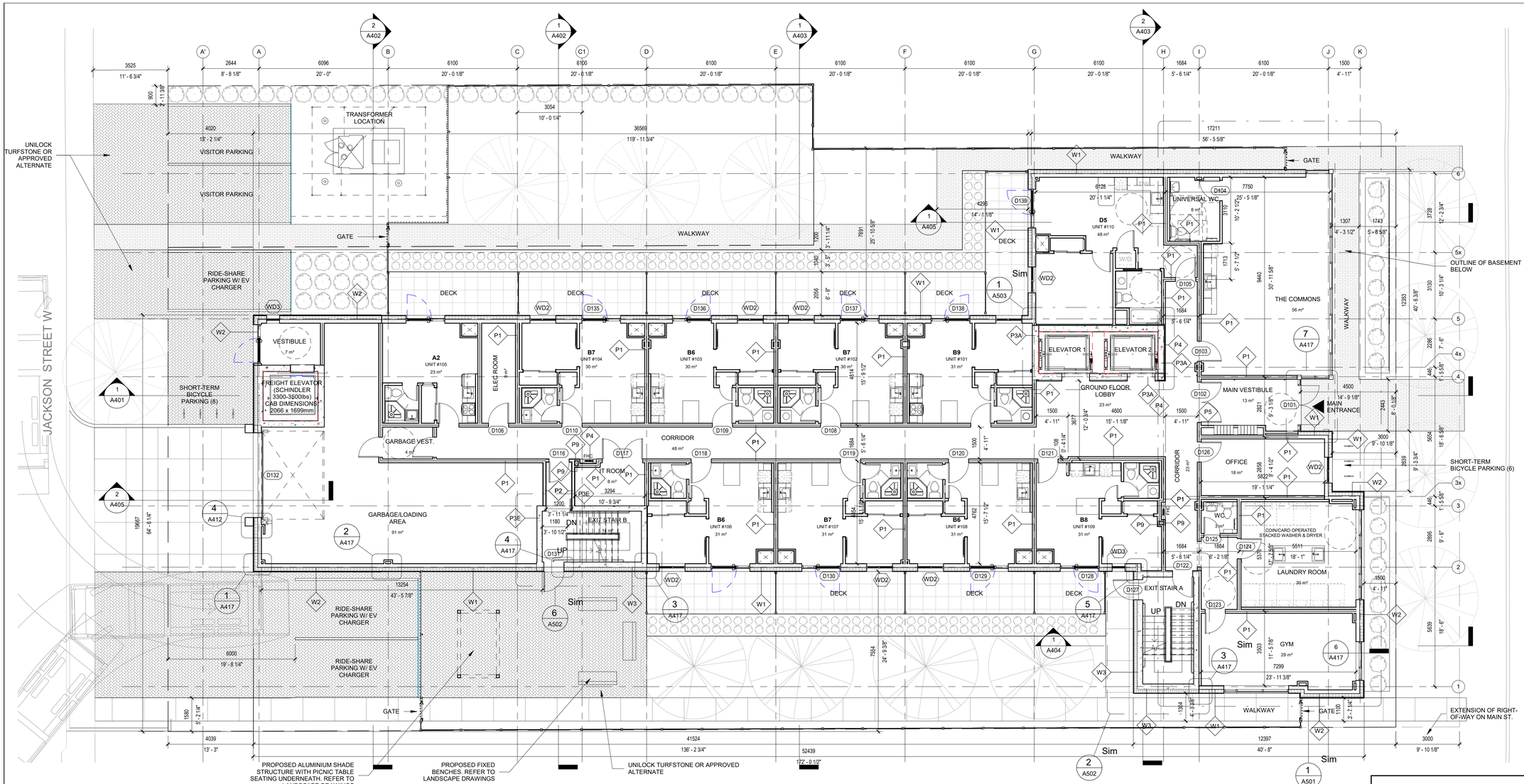
PROJECT ADDRESS:
405 MAIN STREET WEST, HAMILTON ON

DRAWING TITLE:
BASEMENT PLAN

DATE:	August 20, 2021
SCALE:	1 : 100
DRAWN BY:	SJ
CHECKED BY:	JP
PROJECT NO.:	21-08

A100

DA-22-051



CONSTRUCTION NOTES

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2. Stud gauge and spacing provided only as a guideline. Final sizes and spacing determined by stud wall engineer. If revision to gauge and spacing is required. G.C. to include in cost.
3. Provide acoustical seal, adequate metal gauge and other provisions as per specifications, ULC and applicable standards.
4. All exposed steel to be hot dipped galvanized.
5. All exposed gypsum board corner conditions to have corner bead (typ.).
6. Provide layer of continuous building paper dampproofing course to u/s of all interior metal stud partitions and exterior structural stud walls (typ.).
7. Seal around all mechanical penetrations with fire stop material.
8. For all fire rated walls, enclosures, shaft walls, and ceilings provide complete top-bottom, full height fire stop and smoke seal. Provide access to fire damper where required.
9. Provide fire retardant blocking in partitions for strong fastening of all wall hung millwork, shelving, equipment, fixtures, washroom accessories, etc., unless stated otherwise. Mounting heights to be confirmed with consultant where not indicated on drawings.
10. Provide adequate blocking for all signage installations.
11. All mechanical, electrical, strutural and architectural components must be coordinated by the contractor. Contractor must notify architect if any interferences exist prior to installation of components.
12. Junction boxes, electrical outlet covers with tile insert to match pattern. Refer to mechanical and electrical drawing. All electrical outlets to be placed in the center of floor tiles. Coordinate also with electrical drawings (typ.). All floor junction boxes to have tile inserts to match adjacent floor pattern.
13. Coordinate location of mechanical and electrical panels with architectural drawings. Provide sufficient backer boards and blocking for panels.

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- PX — PARTITION TYPE (REFER TO PARTITION SCHEDULE)
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- SG — WASHROOM ACCESSORY (REFER TO ACCESSORIES SCHEDULE)
- 1 Ref – A101 – 1 Ref — ELEVATION REFERENCE
- 1 / A101 — DETAIL REFERENCE

GROUND FLOOR AREAS

Name	Area SQ. M.	Area SF
AMENITIES		
GYM	29 m²	308 SF
LAUNDRY ROOM	30 m²	326 SF
THE COMMONS	56 m²	608 SF
	115 m²	1241 SF
BOH		
ELEC ROOM	9 m²	96 SF
GARBAGE/LOADING AREA	91 m²	983 SF
IT ROOM	8 m²	81 SF
OFFICE	18 m²	189 SF
UNIVERSAL WC	8 m²	91 SF
WC	3 m²	35 SF
	137 m²	1475 SF
CIRCULATION		
CORRIDOR	48 m²	513 SF
CORRIDOR	23 m²	245 SF
ELEVATOR 1	7 m²	75 SF

GROUND FLOOR AREAS

Name	Area SQ. M.	Area SF
ELEVATOR 2	6 m²	70 SF
EXIT STAIR A	15 m²	160 SF
EXIT STAIR B	14 m²	146 SF
GARBAGE VEST.	4 m²	46 SF
GROUND FLOOR LOBBY	23 m²	244 SF
MAIN VESTIBULE	13 m²	140 SF
VESTIBULE	7 m²	75 SF
	159 m²	1714 SF
RESIDENTIAL		
COMMON AREAS HALLWAY	7 m²	75 SF
	7 m²	75 SF
RESIDENTIAL (DEEP AFFORDABLE)		
1BR UNIT (DEEP AFFORDABLE)	31 m²	330 SF
1BR UNIT (DEEP AFFORDABLE)	31 m²	330 SF
1BR UNIT (DEEP AFFORDABLE)	31 m²	330 SF
1BR UNIT (DEEP AFFORDABLE)	30 m²	327 SF
1BR UNIT (DEEP AFFORDABLE)	30 m²	327 SF

GROUND FLOOR AREAS

Name	Area SQ. M.	Area SF
1BR UNIT (DEEP AFFORDABLE)	31 m²	329 SF
1BR UNIT (DEEP AFFORDABLE)	30 m²	319 SF
1BR UNIT (DEEP AFFORDABLE)	31 m²	336 SF
	244 m²	2629 SF
RESIDENTIAL (MARKET)		
STUDIO UNIT	23 m²	252 SF
	23 m²	252 SF
RESIDENTIAL (MARKET/ACCESSIBLE)		
1BR UNIT	48 m²	512 SF
	48 m²	512 SF
	734 m²	7898 SF

EXTERIOR AMENITY SPACES (405 LOT ONLY)

- DECKS = 102.5m² [1,103sf]
- LANDSCAPE AREA (MINUS PLANTING STRIP) = 287.5m² [3,088sf]

TOTAL = 390m² [4,197sf]

CONSTRUCTION PLANS NOTES

1. FOR PARTITION TYPES AND DIMENSIONS INSIDE THE UNITS, REFER TO TYPOLOGIES CONSTRUCTION PLANS.
2. THIS PLAN ONLY PROVIDES OVERALL DIMENSIONS OF INTERIOR PARTITIONS. FOR FURTHER DETAILS REFER TO DETAIL PLANS OF EACH NOTED AREA.

RevelHouse architecture
130 Queens Quay East Suite 922
Toronto, Ontario M5A 0P6

CONTRACTOR IS TO CHECK AND VERIFY ALL DIMENSIONS AND CONDITIONS ON THE PROJECT AND TO REPORT ANY DISCREPANCIES TO THE CONSULTANTS BEFORE PROCEEDING WITH THE WORK. DRAWINGS ARE NOT TO BE SCALED.

NO.	ISSUANCE	DATE
5	ISSUED FOR PERMIT	2022/06/22
6	ISSUED FOR TENDER	2022/08/08
7	ISSUED FOR ADDENDUM #01	2022/08/22
8	RE-ISSUED FOR PERMIT	2022/08/25
9	RE-ISSUED FOR SPA	2022/09/02
10	ISSUED FOR ADDENDUM #09	2022/09/27
11	ISSUED FOR PRICING	2022/10/14
12	RE-ISSUED FOR SPA	2022/10/26
13	RE-ISSUED FOR SPA	2022/12/09

PROFESSIONAL STAMP:

CONSULTANTS

STRUCTURAL
Kalos Engineering Inc.
300 York Boulevard
Hamilton, ON L8R 3K6
(905) 333 9119

MECHANICAL & ELECTRICAL
CK Engineering
3390 South Service Road, Suite 302
Burlington, ON L7N 3J5
(905) 631 1115

LANDSCAPE
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218 Locke St S, 2nd floor
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(905) 526 8876

CIVIL
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3228 S Service Rd,
Burlington, ON L7N 3H8
(905) 631 6978

ENERGY
ZON Engineering Inc.
360 Wodwich Street
Guelph, ON N1H 3W6
1-888-338-6363

PROJECT:
3H PROPERTIES GROUP INC.

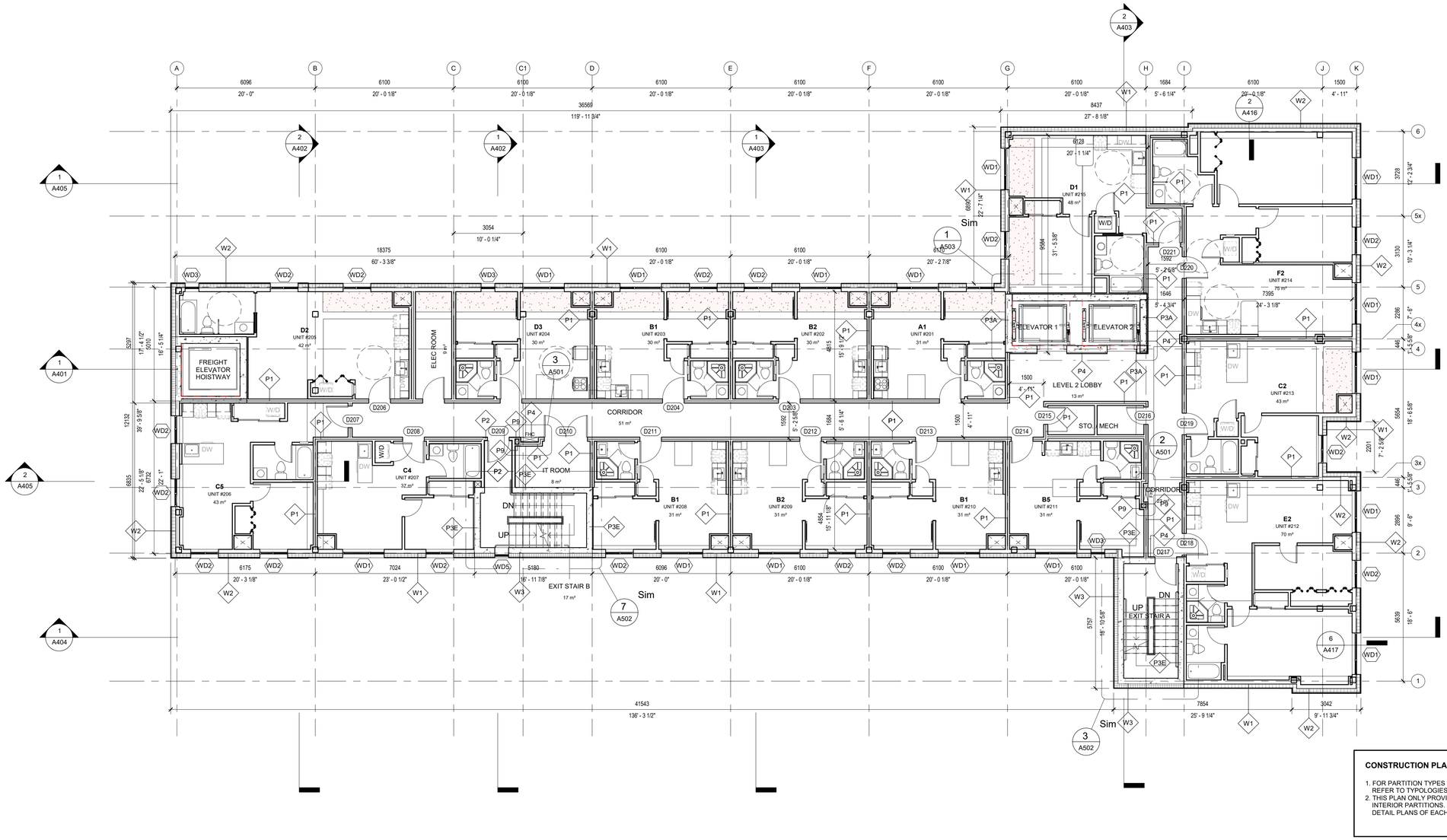
PROJECT ADDRESS:
405 MAIN STREET WEST, HAMILTON ON

DRAWING TITLE:
GROUND FLOOR PLAN

DATE:	August 20, 2021
SCALE:	1 : 100
DRAWN BY:	SJ
CHECKED BY:	JP
PROJECT NO.:	21-08

A101

DA-22-051



CONSTRUCTION PLANS NOTES

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2. THIS PLAN ONLY PROVIDES OVERALL DIMENSIONS OF INTERIOR PARTITIONS. FOR FURTHER DETAILS REFER TO DETAIL PLANS OF EACH NOTED AREA.

CONSTRUCTION NOTES

1. G.C. to verify and provide steel stud thickness, size and spacing that is adequate for the required partitions' height. Steel stud shop drawings to be submitted by contractor with engineer's seal.
2. Stud gauge and spacing provided only as a guideline. Final sizes and spacing determined by stud wall engineer. If revision to gauge and spacing is required. G.C. to include in cost.
3. Provide acoustical seal, adequate metal gauge and other provisions as per specifications, ULC and applicable standards.
4. All exposed steel to be hot dipped galvanized.
5. All exposed gypsum board corner conditions to have corner bead (typ.).
6. Provide layer of continuous building paper dampproofing course to u/s of all interior metal stud partitions and exterior structural stud walls (typ.).
7. Seal around all mechanical penetrations with fire stop material.
8. For all fire rated walls, enclosures, shaft walls, and ceilings provide complete top-bottom, full height fire stop and smoke seal. Provide access to fire damper where required.
9. Provide fire retardant blocking in partitions for strong fastening of all wall hung millwork, shelving, equipment, fixtures, washroom accessories, etc., unless stated otherwise. Mounting heights to be confirmed with consultant where not indicated on drawings.
10. Provide adequate blocking for all signage installations.
11. All mechanical, electrical, strutural and architectural components must be coordinated by the contractor. Contractor must notify architect if any interferences exist prior to installation of components.
12. Junction boxes, electrical outlet covers with tile insert to match pattern. Refer to mechanical and electrical drawing. All electrical outlets to be placed in the center of floor tiles. Coordinate also with electrical drawings (typ.). All floor junction boxes to have tile inserts to match adjacent floor pattern.
13. Coordinate location of mechanical and electrical panels with architectural drawings. Provide sufficient backer boards and blocking for panels.

LEGEND

- NEW WALL/PARTITION
- NEW BUILDING/MILLWORK ELEMENT
- PX — PARTITION TYPE (REFER TO PARTITION SCHEDULE)
- 1i — DOOR TYPE (REFER TO DOOR SCHEDULE)
- WX — WINDOW TYPE (REFER TO WINDOW SCHEDULE)
- TX — WALL/FLOOR FINISH (REFER TO FINISHES SCHEDULE)
- SG — WASHROOM ACCESSORY (REFER TO ACCESSORIES SCHEDULE)
- 1 Ref / A101 — ELEVATION REFERENCE
- 1 / A101 Ref — DETAIL REFERENCE

LEVEL 2 FLOOR AREAS

NAME	AREA SQ. M.	AREA SF
BOH		
ELEC ROOM	9 m²	96 SF
IT ROOM	8 m²	81 SF
STO. / MECH	6 m²	70 SF
	23 m²	246 SF
CIRCULATION		
CORRIDOR	51 m²	554 SF
CORRIDOR	23 m²	245 SF
ELEVATOR 1	13 m²	145 SF
ELEVATOR 2	Redundant Room	
EXIT STAIR A	15 m²	160 SF
EXIT STAIR B	17 m²	179 SF
LEVEL 2 LOBBY	13 m²	145 SF
	133 m²	1428 SF
RESIDENTIAL (DEEP AFFORDABLE)		
1BR UNIT (DEEP AFFORDABLE)	31 m²	336 SF
1BR UNIT (DEEP AFFORDABLE)	31 m²	330 SF

LEVEL 2 FLOOR AREAS

NAME	AREA SQ. M.	AREA SF
1BR UNIT (DEEP AFFORDABLE)	31 m²	330 SF
1BR UNIT (DEEP AFFORDABLE)	31 m²	330 SF
1BR UNIT (DEEP AFFORDABLE)	30 m²	327 SF
1BR UNIT (DEEP AFFORDABLE)	30 m²	327 SF
	184 m²	1981 SF
RESIDENTIAL (MARKET)		
1BR UNIT	43 m²	458 SF
1BR UNIT	37 m²	393 SF
1BR UNIT	43 m²	468 SF
2BR UNIT	70 m²	750 SF
STUDIO UNIT	31 m²	329 SF
	223 m²	2400 SF
RESIDENTIAL (MARKET/ACCESSIBLE)		
1BR UNIT	48 m²	512 SF
1BR UNIT	30 m²	328 SF
1BR UNIT	42 m²	456 SF
2BR UNIT	75 m²	809 SF
	195 m²	2104 SF
	758 m²	8159 SF

RevelHouse architecture
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Toronto, Ontario M5A 0P6

NO.	ISSUANCE	DATE
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LEVEL 2 FLOOR PLAN

DATE:	August 20, 2021
SCALE:	1 : 100
DRAWN BY:	SJ
CHECKED BY:	JP
PROJECT NO.:	21-08

A102

APPENDIX A

RE: 405 Main St. West, Hamilton, On. FILE NO: DP 22051

405 Main St. West, is a proposed seven story, privately funded, affordable housing apartment complex. The premier location of the proposed project, warrants consideration of a minor variance removing the requirement for below grade on site vehicle parking.

The City of Hamilton's own strategic vision is about creating a vibrant, healthy, and sustainable city where people of all ages and abilities can enjoy a good quality of life. The Urban Hamilton Official Plan (UHOP) emphasizes the importance of fundamental rights, including embracing sustainability and creating a vision for complete compact communities served by streets made for walking, cycling, and an attractive transit system. This vision is supported by policies to reduce auto dependence and limit the amount of land occupied by automobile parking. The transportation policies are deliberately interspersed with the land-use policies to emphasize the importance of considering both areas to achieve the overall vision of a compact, whole, sustainable community.

The Province of Ontario 2021 appointed a Housing Affordability Task Force to provide the government with recommendations on additional measures to address market housing supply and affordability. The report was published and identified one of the barriers to implementing affordable housing (such as this project) is the requirement for costly parking stalls even though development may not require them.

In support of the variance application, please find below, the following excerpts copied herein from **"Paradigm Transportation Solutions Limited, June 2022 Report"-FYI:**

Transit Service - Currently, HSR operates five routes adjacent to the Site:

- **Route 1 (King)** provides service seven days a week in lower Hamilton from Hamilton GO to Eastgate Square in the east. Route 1 operates with approximately six- to eight-minute headways during weekday peak hours and headways of up to 20 minutes during other service hours.
- **Route 5 (Delaware)** provides service seven days a week in east-west lower Hamilton, including Dundas, Ancaster and Stoney Creek. Route 5 operates with approximately 12-minute headways during weekday peak hours and headways up to 30 minutes during other service hours.
- **Route 7 (Locke)** provides service seven days a week in both the east-west and north-south routes servicing the south-west end of the city from then downtown. Route 7 operates with approximately 20-minute headways during

weekday peak hours and headways of up to 60 minutes during other service hours.

- **Route 10 (B Line Express)** provides weekday and Saturday service from University Plaza in the west end to Eastgate Square in the east end. Route 10 operates with approximately seven- to eight-minute headways during weekday peak hours and headways of up to 20 minutes during other service hours. Service is not provided on Sundays.

- **Route 51 (University)** provides weekday and Saturday service in an east-west direction between downtown and west Hamilton along Main Street West and King Street West. It services Hamilton GO Centre, Jackson Square and McMaster University. Route 51 is currently on hiatus until September 2022.

Transit Score is a measure of transit accessibility. It aggregates information regarding transit frequency, the density of stops and routes, and mode of service. It is used to gauge the transit accessibility of each neighbourhood. 405 Main Street West has a Transit Score of **70** and is considered "Excellent Transit," which means transit is convenient for most trips.

Future Rapid Transit Service

Future transit plans for the city include the proposed Hamilton Light Rail Transit (LRT) project. The 14-kilometre route will connect McMaster University in the west end to Eastgate Square in the east, traversing King Street East in the vicinity of the subject site. The nearest stop will be approximately 510 metres northwest of the subject site at King Street East and Dundurn Street South. The proposed LRT line will likely link to GO Transit, VIA Rail services and walking and cycling trails to help provide sustainable transportation choices to residents of Hamilton.

As stated, and recognized by the city, a key transportation objective in intensification areas is to transform the primary travel mode into sustainable options (walking, cycling and transit); the provision of the LRT will provide an incentive for a reduced parking demand through a shift in the mode of travel. Albeit, the Site does not fall directly within the prescribed Transit-Oriented Corridor Zone; however, the magnitude of rapid transit's pedestrian accessibility isn't limited to the corridor in which the LRT is provided. Instead, it extends well beyond the corridor represented by a "walkshed' with a circle radius of 800 metres surrounding the rapid transit stop .

As stated previously, a future LRT stop will be within a 510-metre walk of the Site. As the transit corridor zone identifies reduced parking requirements given expected travel pattern changes, there should be some flexibility in

accommodating reduced parking requirements for the Site given the proximity to the LRT and within the prescribed walkshed.

The higher service frequency, lower travel times and longer span of service are likely to attract existing riders who may presently drive and are expected to result in newcomers to the area deferring automobile purchases. Consequently, future parking demand is expected to be lower than present when this service is operational. This provides further merit and support for a reduced parking supply as keeping consistent with the status quo for the area will likely necessitate achieving these goals.

Bike Share

The City of Hamilton, in partnership with Social Bicycles (SOBI), has implemented a bike-share program. The bike-share program provides bicycles at several locations across the Downtown area for use by members of the program on a short-term rental basis. The nearest SOBI location is approximately 260 metres west of the subject site (a two-minute walk) at Main Street West and Dundurn Street South.

Car Share

Car sharing refers to automobile rental services that substitute for private vehicle ownership. It makes occasional vehicle use affordable while providing an incentive to minimize driving and rely on alternative travel options as much as possible. The availability of car-share spaces on the subject site allows residents of the development and surrounding community who usually would not need a vehicle for their daily activities to be comfortable deciding not to own a vehicle.

Walkability

Walk Score is a well-known (but proprietary) measure of walkability – it aggregates several data sources to provide a proxy measure of the quality of the pedestrian environment. It is utilized to gauge the walkability and destination density of each neighbourhood. 405 Main Street West has a Walk Score of **85** and is considered a "Very Walkable" location, meaning most errands can be accomplished on foot.

Cycling

Bike Score is a measure of the area's ability to accommodate cyclists. A Bike Score is calculated for a given location by measuring bike infrastructure (lanes, trails, etc.), hills, destinations and road connectivity, and the number of bike

commuters. 405 Main Street West has a Bike Score of **86** and is considered "Very Bikeable," which means biking is convenient for most trips.

Note: The proposed design provides for easy access and egress, to and from the basement by way of single level dedicated cargo elevator, for use by cyclists, without the need to transit through the ground floor of the building.

4.3 Transportation Planning Context

The transportation context includes direction provided by recently completed and ongoing planning initiatives to transform the site area. Overall, the initiatives described in the following sections seek to improve the public realm and non-auto modes of travel while appropriately accommodating intensification and new development.

4.3.1 Metrolinx 2041 Transportation Plan

Metrolinx launched the 2041 Transportation Plan in 2018, including the regional transportation plan for the Greater Toronto and Hamilton Area (GTHA). This Plan provides even more people with access to fast, frequent and reliable transit and makes it easier for travellers to use transit or travel by bike or foot. While Metrolinx authored this Plan, it was developed closely through a comprehensive public engagement strategy with over 30 GTHA municipalities (including Hamilton) to create an integrated multimodal regional transportation plan.

The Plan's primary objectives include, but are not limited to:

- Designing communities, transit stations and Mobility Hubs to support transit use and active transportation;
- Using parking demand strategies to encourage car-sharing and other modes besides the car;
- Addressing the beginning and end of a traveller's journey—the first- and last mile;
- Optimizing the use of roads and highways to support transit and goods movement; and
- Embedding design excellence, sustainability and universal access in transit planning.

As part of the 2041 Transportation Plan, the role of parking management in land use planning in that current Zoning By-laws was not doing enough to curb future developments' dependency on vehicle travel. The 2041 Transportation Plan presents an opportunity to make parking management a priority. Parking policies should coordinate off-street parking supply with transit expansion and support other alternatives to driving. As a result, a comprehensive approach to applying best practices in parking management is even more necessary today, given that on-demand services and autonomous vehicles are likely to change the demand for off-street parking.

As part of the Metrolinx 2041 Transportation Plan, parking management for the Site will positively impact and optimize the development to take full advantage

of the evolving transportation context of the area such that transit will become more accessible to area employees and visitors with the provision of the LRT.

4.3.2 Transportation Master Plan

The City's recent update to the Transportation Master Plan (TMP) in 2018 contemplated a new vision for a balanced transportation system that supports economic growth and health and safety communities.

As for parking, transportation and land use patterns coupled with effective parking management strategies can support modal choice and active modes of travel, transit-oriented development, and economic growth.

As Hamilton shifts towards a balanced approach to transportation, best practices focus on setting maximum parking standards instead of minimum parking standards to ensure parking supply is balanced with mode share targets and urban design objectives.

The Site will positively impact and optimize the development to take full advantage of the evolving transportation context of the area. Transit will become more accessible to area residents with the provision of the LRT. The Site will continue to support the strategies laid out in the TMP as the parking management strategy will contribute to a balanced transportation network.

4.3.3 Transportation Demand Management (TDM)

The City of Hamilton, in 2015, drafted the Transportation Demand Management (TDM) for Development policy that actively engages the development community to integrate Travel Demand Management (TDM) in all current and future development applications.

TDM strategies that modify travel behaviour are essential to lessening the demand for parking. In addition to Citywide initiatives to invest in transit and active transportation, reducing drive-alone trips and the following programs can support a reduced parking supply:

- Carpooling permit program and carpool matching system (current Smart Commute Program);
- Increasing car-share spaces;
- Promoting one-way car share and developing strategies around on-street parking usage of car-share vehicles;
- Increasing the number of secure bike storage lockers by reviewing underutilized space in current parking facilities;
- Increasing parking supply in areas that easily connect to rideshare or walkable paths;
- Developing a curb-side management strategy which will assist both rideshare services and Autonomous Vehicle Technology (AVT); and,
- Supporting bike share by adding revenue streams to provide funding.

The development actively engages and incorporates TDM to influence travel behaviour for residents and visitors by including on-site visitor parking and limited on-site parking. As TDM is closely linked with reducing vehicle trips, an added

benefit is the reduction and need for on-site parking. The development also includes five short-term bicycle parking spaces near the entrance of the building and ten long-term bicycle parking spaces on the basement floor.

4.3.4 Provincial Policy Framework

The Growth Plan for the Greater Golden Horseshoe (Ministry of Infrastructure, 2020) Provincial Policy Statement (MMAH, 2020) all directly call for a shift away from automobile travel and towards more sustainable forms of transportation, including transit and active transportation:

- The Growth Plan outlines that growth in population and employment will be accommodated by reducing dependence on automobiles through the support and development of mixed-use, transit-supportive, pedestrian-friendly urban environments (Ministry of Infrastructure, 2020 – Section 4.2.10);
- The Provincial Policy Statement (PPS) states that land-use patterns should "minimize the length and number of vehicle trips, and support current and future use of transit and active transportation" (MMAH, 2020 – Section 1.6.7.4);

4.3.5 Ontario's Five-Year Action Plan

Ontario's Five-Year Climate Change Action Plan was announced in June 2016 (herein referred to as "the Plan"). The Plan emphasizes the importance of addressing climate change at the municipal level. Some of the critical transportation and land-use planning actions outlined in the Plan are as follows:

- Support cycling and walking: Commuter cycling networks will be established across Ontario, targeting routes with high-commuting volumes, such as between residential communities, major transit stations and employment areas. There will be more cycling facilities in urban areas, including grade-separated routes and cycling signals. More bicycle parking will be at transit stations and provincially owned, publicly accessible facilities. Ontario will revise provincial road and highway standards to require commuter cycling infrastructure to be considered for all road and highway construction projects where it is safe and feasible. Ontario will do the same for major transit corridors.
- Reduce single-passenger vehicle trips: Ontario will grant municipalities and large private employers to implement Transportation Demand Management (TDM) Plans. The plans will help increase walking, cycling, carpooling, telecommuting and flex-work schedules, reducing fossil fuel consumption, traffic congestion and transportation emissions.
- Eliminate minimum parking requirements: Minimum parking requirements for municipal zoning bylaws will be eliminated over the next five years, especially in transit corridors and other high-density, highly walkable communities. Minimum parking requirements are a barrier to creating complete, compact, mixed-use communities. Instead, bylaws encourage bike lanes, larger sidewalks, and enhanced tree canopies.

Eliminating minimum parking requirements is not new in North America. Residential developments with lower parking requirements are being

promoted, approved, and developed in Vaughan, Toronto, Calgary, Vancouver and other cities. This shift away from providing excess residential parking highlights a changing perspective. The subject site's reduced minimum parking supply requirement would conform with Ontario's current Climate Action Plan.

4.4.1 Hamilton Climate Emergency

Hamilton's City Council has recognized the impacts of climate change in Hamilton "not only cause millions of dollars of infrastructure damage, but damages homes, businesses, and puts people at increased risk to their health and safety." The council unanimously passed a motion to declare a climate emergency on March 27, 2019, and directed staff to form a Corporate Climate Change Task Force (CCCTF). The CCCTF aims to support a culture shift, ensuring that a climate change lens is incorporated into routine work across all City departments.

Of importance are the goals of the Community Energy Plan . Specifically, the City will work toward being a net carbon-neutral community by 2050, with an interim target of reducing emissions by 50% by 2030. However, to meet the 2050 goal, the City will need to offset carbon dioxide emissions by purchasing carbon offsets or further reducing emissions.

As the climate emergency declaration is a Council priority, the importance of supporting a low carbon redevelopment project focusing on reduced vehicle trips is apparent. Meaningful change is required as soon as possible to meet the City's emissions target. If Hamilton's current emissions patterns do not decrease, the City will emit 9.6 $MtCO_2e$ by 2050, a 10% increase in GHG.

While single-occupant vehicle trips are commonly targeted in transport policies, they are only a consequence of the spatial layout and densities of the accompanying land uses. Therefore, there is merit in targeting the underlying cause of these carbon emissions rather than solely focusing on policies to reduce private vehicle use.

Parking management has an important role to play in reducing carbon emissions. In this respect, car parking is the "glue" between these facets of the land use and transport environment. In addition, car parking is a critical factor that can be targeted relatively quickly by planners and their municipal plans.

The transportation sector is responsible for 23% of Canada's GHG emissions and offers tremendous opportunities for significant emissions reduction. Municipalities in Canada are lagging behind other countries in supporting zero-emission vehicles and other sustainable transportation policies. Cities need to drive a transition towards zero and low-emissions transportation modes, increase cleaner fuels, expand public transit ridership, and encourage denser, mixed-use communities to meet the City's emissions target.

Significant encouragement is needed to reduce greenhouse gas emissions related to the transportation sector to shift travel modes from single-occupant vehicles towards public transit, auto-share and active transportation.

4.4.2 Ontario Housing Affordability Task Force

The Province of Ontario in 2021 appointed a Housing Affordability Task Force to provide the government with recommendations on additional measures to address market housing supply and affordability.

In 2022, the report was published and sets out recommendations that would set a bold goal and clear direction for the province, increase density, remove exclusionary rules that prevent housing growth, prevent abuse of the appeals process, and make sure municipalities are treated as partners in this process by incentivizing success.

Of these recommendations, the report identified that municipalities require numerous studies and set rules for adding housing, many of which go well beyond the requirements of the provincial Planning Act. While some of this guidance has value for urban design, some rules are arbitrary and not supported by evidence, such as the requirement for costly parking stalls even though development may not require them.

By-laws and guidelines that preserve "neighbourhood character" often prevent smart growth and innovative development. The people suffering are primarily young, visible minorities, and marginalized. It is the perfect example of a policy that appears neutral on its surface but is discriminatory in its application.

Minimum parking requirements for each new unit are outdated municipal requirements that increase the cost of housing and are increasingly less relevant with public transit and rideshare services. Minimum parking requirements add as much as $165,000 to the price of a new housing unit.

Committee of Adjustment
City Hall, 5th Floor,
71 Main St. W.,
Hamilton, ON L8P4Y5

Phone: (905) 546-2424 ext. 4221
Email: cofa@hamilton.ca

APPLICATION FOR A MINOR VARIANCE/PERMISSION

UNDER SECTION 45 OF THE *PLANNING ACT*

1. APPLICANT INFORMATION

	NAME	MAILING ADDRESS	
Registered Owners(s)	3H Properties 405 Main Stre	[redacted]	
Applicant(s)	Alfredo Hermano		
Agent or Solicitor			

1.2 All correspondence should be sent to ☐ Purchaser ☑ Owner ☐ Applicant ☐ Agent/Solicitor

1.3 Sign should be sent to ☐ Purchaser ☑ Owner ☐ Applicant ☐ AgentSolicitor

1.4 Request for digital copy of sign ☑ Yes* ☐ No

If YES, provide email address where sign is to be sent [redacted]

1.5 All correspondence may be sent by email ☑ Yes* ☐ No

If Yes, a valid email must be included for the registered owner(s) AND the Applicant/Agent (if applicable). Only one email address submitted will result in the voiding of this service. This request does not guarantee all correspondence will sent by email.

2. LOCATION OF SUBJECT LAND

2.1 Complete the applicable sections:

Municipal Address	405 Main St W Hamilton, ON L8P 1K5		
Assessment Roll Number	01009553070		
Former Municipality	Hamilton		
Lot		Concession	
Registered Plan Number	244	Lot(s)	10, 18, 19
Reference Plan Number (s)		Part(s)	part of Lot 11

2.2 Are there any easements or restrictive covenants affecting the subject land?

☐ Yes ☑ No

If YES, describe the easement or covenant and its effect:

3. PURPOSE OF THE APPLICATION

Additional sheets can be submitted if there is not sufficient room to answer the following questions. Additional sheets must be clearly labelled

All dimensions in the application form are to be provided in metric units (millimetres, metres, hectares, etc.)

3.1 Nature and extent of relief applied for:

Further reduction in below grade parking. Please see Appendix A

☐ Second Dwelling Unit ☐ Reconstruction of Existing Dwelling

3.2 Why it is not possible to comply with the provisions of the By-law?

It is possible to comply, but given the location of the proposed project, an opportunity to meet provincial and local reduction in traffic replaced by bicycles and pedestrian. Please see Appendix A

3.3 Is this an application 45(2) of the Planning Act.

☑ Yes ☐ No

If yes, please provide an explanation:

As above

4. DESCRIPTION OF SUBJECT LAND AND SERVICING INFORMATION

4.1 Dimensions of Subject Lands:

Lot Frontage	Lot Depth	Lot Area	Width of Street
Refer to below			
405 Main St = 57.96m / 404 Jackson St = 7.62m	405 Main St = 27.43m / 404 Jackson St = 30.48m	405 Main St = 1,451m2 / 404 Jackson St = 232m2	405 Main St = 26.213m / 404 Jackson St = 15m

4.2 Location of all buildings and structures on or proposed for the subject lands: (Specify distance from side, rear and front lot lines)

Existing:

Type of Structure	Front Yard Setback	Rear Yard Setback	Side Yard Setbacks	Date of Construction
405 Main St: Wimpey's restaurant. 1 storey	North (Main St) = 0m	West (Jackson St) = 43.06m	East = 0m / West = 8.51m	
404 Jackson St: 1 storey dwelling	North = 16.1m	West (Jackson St) = 0.26m	East = 0.4m/ West = 0.44m	

Proposed:

Type of Structure	Front Yard Setback	Rear Yard Setback	Side Yard Setbacks	Date of Construction
405 Main St, 96 units	North (Main St) = 1.5 & 3m	West (Jackson St) = 4.02m / West = 1.2m & 7.891m	East = 1.44m & 7.5m	

4.3. Particulars of all buildings and structures on or proposed for the subject lands (attach additional sheets if necessary):

Existing:

Type of Structure	Ground Floor Area	Gross Floor Area	Number of Storeys	Height
405 Main St: Wimpey's restaurant. 1 storey	310m2	310m2	1	N/A
404 Jackson St: 1 storey dwelling	76.79m2	76.79m2	1	N/A

Proposed:

Type of Structure	Ground Floor Area	Gross Floor Area	Number of Storeys	Height
405 Main St	750m2	4,905m2	7	21m

4.4 Type of water supply: (check appropriate box)

☑ publicly owned and operated piped water system
☐ privately owned and operated individual well
☐ lake or other water body
☐ other means (specify)

_____

4.5 Type of storm drainage: (check appropriate boxes)

☑ publicly owned and operated storm sewers
☐ swales
☐ ditches
☐ other means (specify)

_____

4.6 Type of sewage disposal proposed: (check appropriate box)

☑ publicly owned and operated sanitary sewage
☐ system privately owned and operated individual
☐ septic system other means (specify) _____

4.7 Type of access: (check appropriate box)

☐ provincial highway
☐ municipal road, seasonally maintained
☑ municipal road, maintained all year
☐ right of way
☐ other public road

_____

4.8 Proposed use(s) of the subject property (single detached dwelling duplex, retail, factory etc.):

96 Multi-Family Affordable Housing units

4.9 Existing uses of abutting properties (single detached dwelling duplex, retail, factory etc.):

405 Main St: Restaurant (commercial) / 404 Jackson St: residential

7 HISTORY OF THE SUBJECT LAND

7.1 Date of acquisition of subject lands:

November 19, 2021

7.2 Previous use(s) of the subject property: (single detached dwelling duplex, retail, factory etc)

405 Main St: Restaurant (commercial) / 404 Jackson St: residential

7.3 Existing use(s) of the subject property: (single detached dwelling duplex, retail, factory etc)

405 Main St: Restaurant (commercial) / 404 Jackson St: residential

7.4 Length of time the existing uses of the subject property have continued:

Unknown

7.5 What is the existing official plan designation of the subject land?

Rural Hamilton Official Plan designation (if applicable): N/A

Rural Settlement Area: _____

Urban Hamilton Official Plan designation (if applicable) Mixed Use - Medium Density

Please provide an explanation of how the application conforms with the Official Plan.

Our current zoning C5 which is Commercial and Mixed used zone which conforms with the official plan.

7.6 What is the existing zoning of the subject land? C5, E298 pursuant to Zoning By-law No. 05-200

7.8 Has the owner previously applied for relief in respect of the subject property? (Zoning By-lawAmendment or Minor Variance)

☑ Yes ☐ No

If yes, please provide the file number: # HM/A-22:203

7.9 Is the subject property the subject of a current application for consent under Section 53 of the *Planning Act*?

☑ Yes ☐ No

If yes, please provide the file number: DP 22051

7.10 If a site-specific Zoning By-law Amendment has been received for the subject property, has the two-year anniversary of the by-law being passed expired?

☐ Yes ☑ No

7.11 If the answer is no, the decision of Council, or Director of Planning and Chief Planner that the application for Minor Variance is allowed must be included. Failure to do so may result in an application not being "received" for processing.

8 ADDITIONAL INFORMATION

8.1 Number of Dwelling Units Existing: 0

8.2 Number of Dwelling Units Proposed: 96

8.3 Additional Information (please include separate sheet if needed):

Refer to Appendix A

11 COMPLETE APPLICATION REQUIREMENTS

11.1 All Applications

- [x] Application Fee
- [x] Site Sketch
- [x] Complete Application form
- [x] Signatures Sheet

11.4 Other Information Deemed Necessary

- [ ] Cover Letter/Planning Justification Report
- [ ] Authorization from Council or Director of Planning and Chief Planner to submit application for Minor Variance
- [ ] Minimum Distance Separation Formulae (data sheet available upon request)
- [ ] Hydrogeological Assessment
- [ ] Septic Assessment
- [ ] Archeological Assessment
- [ ] Noise Study
- [ ] Parking Study

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