



Hamilton

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-23:298	SUBJECT PROPERTY:	734, 752, 756 King St E, Hamilton
ZONE:	"TOC1" (Transit Oriented Corridor Mixed Use Medium Density)	ZONING BY-LAW:	Zoning By-law City of Hamilton 05-200, as Amended

APPLICANTS: Owner: 734 & 752 King St E Developments Inc. and 756 King St E Developments Inc.
Agent: A.J. Clarke and Associates Ltd. – Franz Kloibhofer

The following variances are requested:

1. A minimum rear yard of 5.8m shall be permitted, whereas the minimum required rear yard is 7.5m.
2. A maximum building height of 44m for the 'West Tower' shall be permitted, whereas the by-law requires a maximum building height of 22m.
3. A maximum building height of 35.1m for the 'East Tower' shall be permitted, whereas the by-law requires a maximum building height of 22m.
4. The yard setback requirements shall not be required to be equivalently increased for those portions of the building in excess of 11.0m in height whereas the by-law requires the required yards abutting a residential or institutional zone to be equivalently increased for any portion of a building exceeding 11.0m in height.
5. A minimum of 37 parking spaces shall be provided on site, whereas the by-law required 182 spaces.
6. An aisle width of 3.7m shall be permitted whereas the by-law requires a minimum aisle width of 6.0m.
7. A minimum of 1,318 sqm of amenity area shall be permitted, whereas the by-law requires a 1490 sqm of amenity area.

HM/A-23:298

8. No visual barrier along a lot line abutting a Residential Zone shall be provided, whereas the by-law requires a Visual Barrier along the rear lot line abutting a Residential Zone.

PURPOSE & EFFECT: To permit the construction of a 15 storey and 12 storey tower for a multiple dwelling with underground parking.

Notes:

1. The variances are written as requested by the applicant.
2. As this proposal has not yet gone through a Site Plan Control application with the Planning Department, the zoning section has not yet completed a comprehensive zoning review of the current proposal. As such, further variances may be required.

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, December 7, 2023
TIME:	10:25 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.

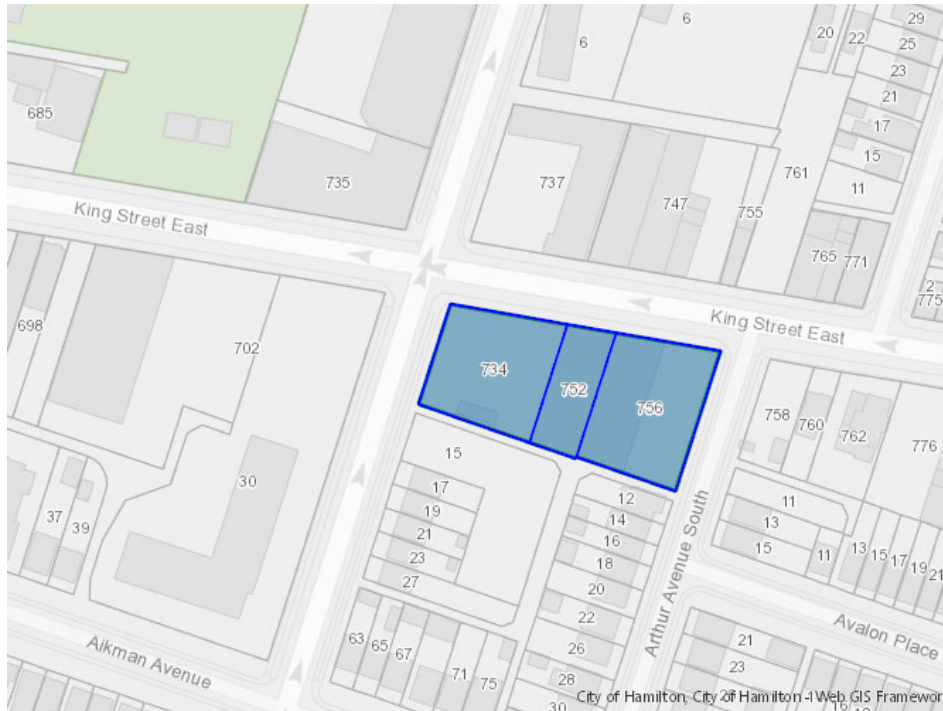
FURTHER NOTIFICATION

If you wish to be notified of future Public Hearings, if applicable, regarding HM/A-23:298, you must

HM/A-23:298

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: November 21, 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.



Hamilton

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

PARTICIPATION PROCEDURES

Written Submissions

Members of the public who would like to participate in a Committee of Adjustment meeting are able to provide comments in writing or via email in advance of the meeting. Comments can be submitted 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. **Comments must be received by noon two days before the Hearing.**

Comment packages are available two days prior to the Hearing and are available on our website: www.hamilton.ca/committeeofadjustment

Oral Submissions

Members of the public are also able to provide oral comments regarding Committee of Adjustment Hearing items by participating Virtually through Webex via computer or phone or by attending the Hearing In-person. Participation Virtually requires pre-registration in advance. Please contact staff for instructions if you wish to make a presentation containing visual materials.

1. Virtual Oral Submissions

Interested members of the public, agents, and owners must register by noon the day before the hearing to participate Virtually.

To register to participate Virtually by Webex either via computer or phone, please contact Committee of Adjustment staff by email cofa@hamilton.ca. The following information is required to register: Committee of Adjustment file number, hearing date, name and mailing address of each person wishing to speak, if participation will be by phone or video, and if applicable the phone number they will be using to call in.

A separate registration for each person wishing to speak is required. Upon registering for a meeting, members of the public will be emailed a link for the Webex meeting the Wednesday afternoon before the hearing. The link must not be shared with others as it is unique to the registrant.

2. In person Oral Submissions

Interested members of the public, agents, and owners who wish to participate in person must sign in at City Hall room 222 (2nd floor) no less than 10 minutes before the time of the Public Hearing as noted on the Notice of Public Hearing.

We hope this is of assistance and if you need clarification or have any questions, please email cofa@hamilton.ca or by phone at 905-546-2424 ext. 4221.

Please note: Webex (video) participation requires either a compatible computer or smartphone and an application (app/program) must be downloaded by the interested party in order to participate. It is the interested party's responsibility to ensure that their device is compatible and operating correctly prior to the Hearing.

URBAN DESIGN BRIEF

734 - 752 King St East & 756 King Street East Multiresidential Development

DV Trillium Group Inc | Bellacor Design

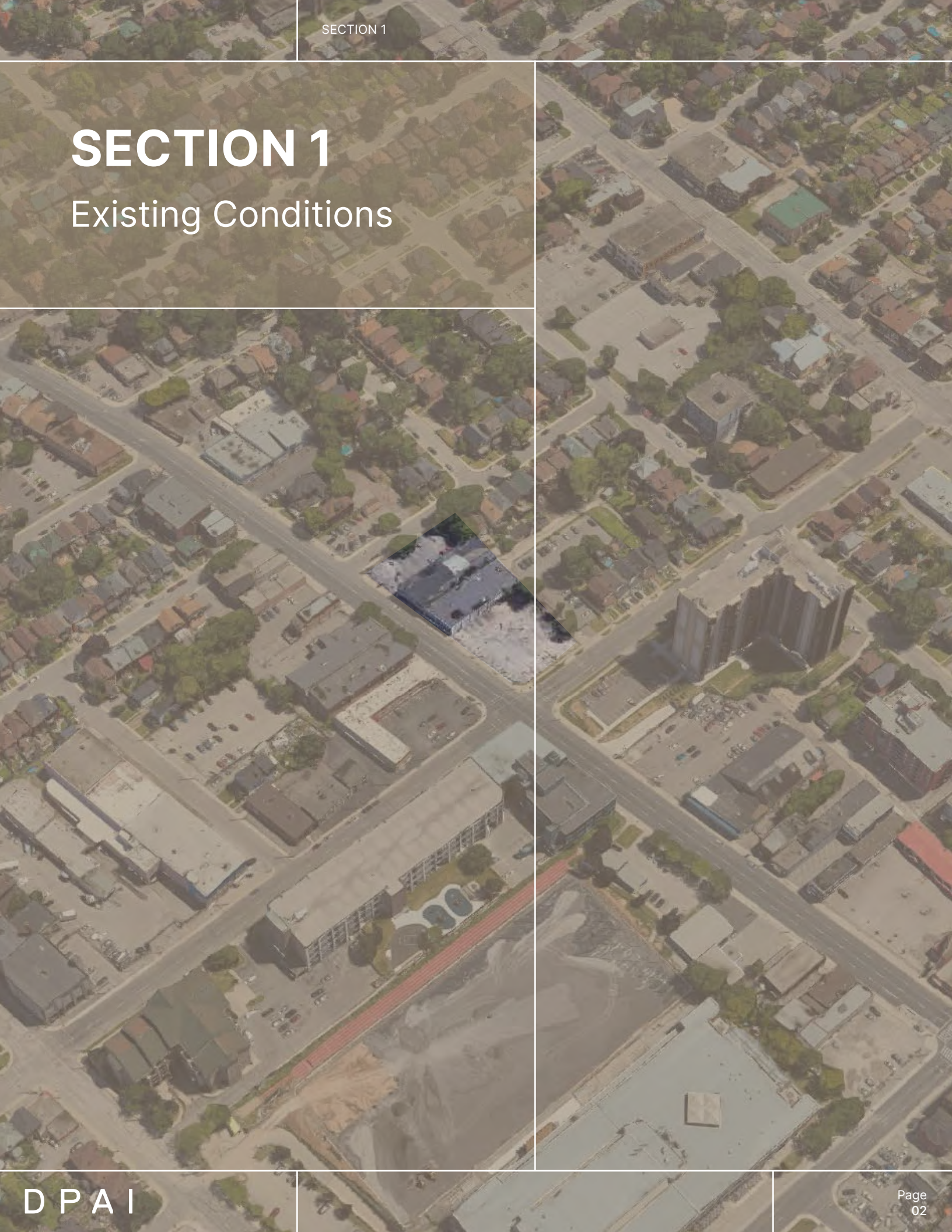
October 2023



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SECTION 1

Existing Conditions



1.1 Existing Site Attributes



1.1.1 Existing topography and vegetation

The site is located on the south side of King Street East in downtown Hamilton, bounded by Sanford Avenue to the West and Arthur Street to the East and a public laneway to the South.

The site is fairly flat and contains no existing vegetation of significance other than three existing trees along the southern property line.

1.1.2 Existing building(s) and/or structure(s)

There are no existing buildings or structures on the site.

Figure 1: View of Site looking East from King St E and Sanford Ave S



Figure 2: View of Site looking West from King St E and Arthur Ave S

1.2 Site Context

1.2.1 Community Context

The site is located on the south side of King Street East in downtown Hamilton, bounded by Sanford Avenue to the West and Arthur Street to the East.

1.2.2 Neighbourhood Context

Neighbourhoods exist to the north and south of the King street transit corridor and are generally comprised of single family homes. In some cases, sites previously occupied by single family homes have been assembled and now house denser housing projects or parking lots.

1.2.3 Streetscape Context

The streetscape along King Street East between Victoria Avenue and Sherman Avenue contains a mix of single family homes, low rise apartment buildings, high rise apartment buildings, surface parking lots, commercial properties, offices, and institutional uses. It is inconsistent and varied as illustrated in the following figures.

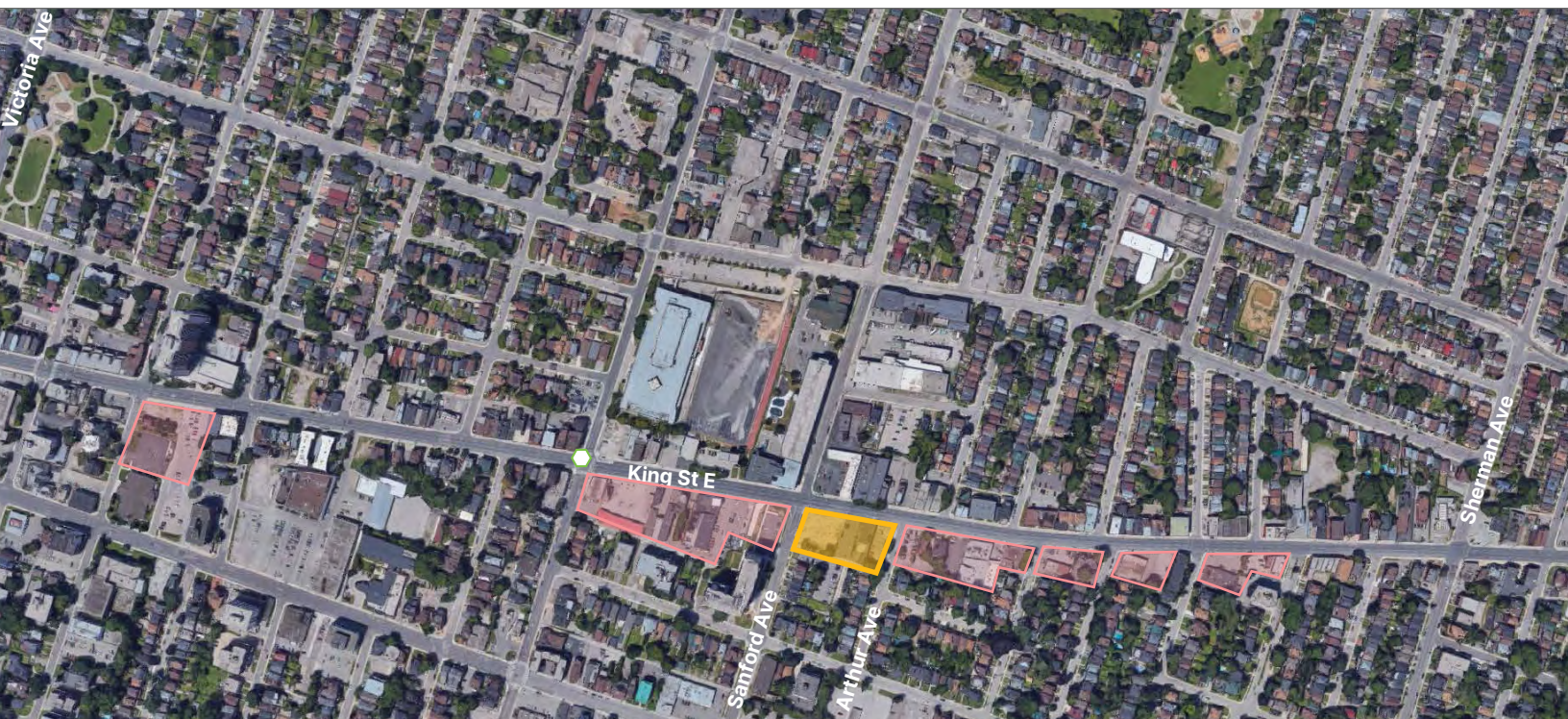


Figure 3: Aerial view of site context

- **Subject Property**
- **Potential Future Opportunities for Land Assembly**
- ◇ **Proposed B-line LRT Stop**



Figure 4: Site Context: NW Corner of Sanford and King



Figure 5: Site Context: NE Corner of Sanford and King

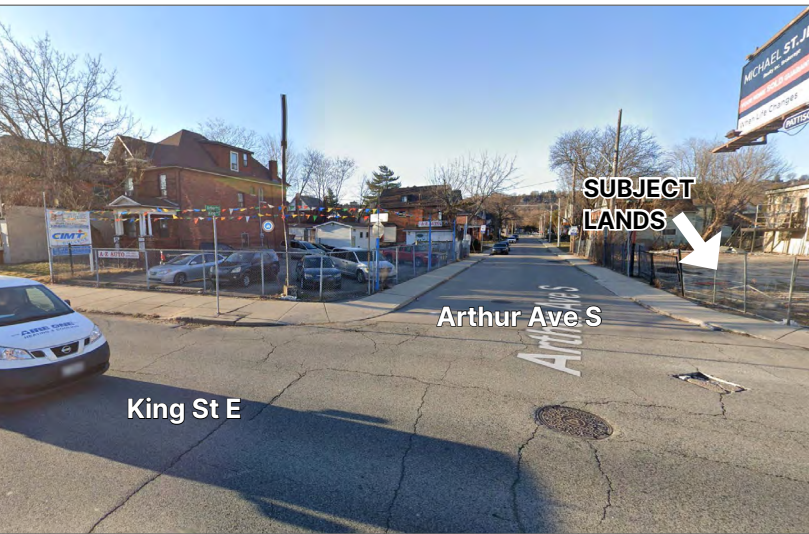


Figure 6: Site Context: SE Corner of Arthur and King



Figure 7: Site Context: SW Corner of Sanford and King



Figure 8: Site Context: NW Corner of Arthur and King



Figure 9: Site Context: NE Corner of Arthur and King

SECTION 2

Proposed Design



2.1 Site Design

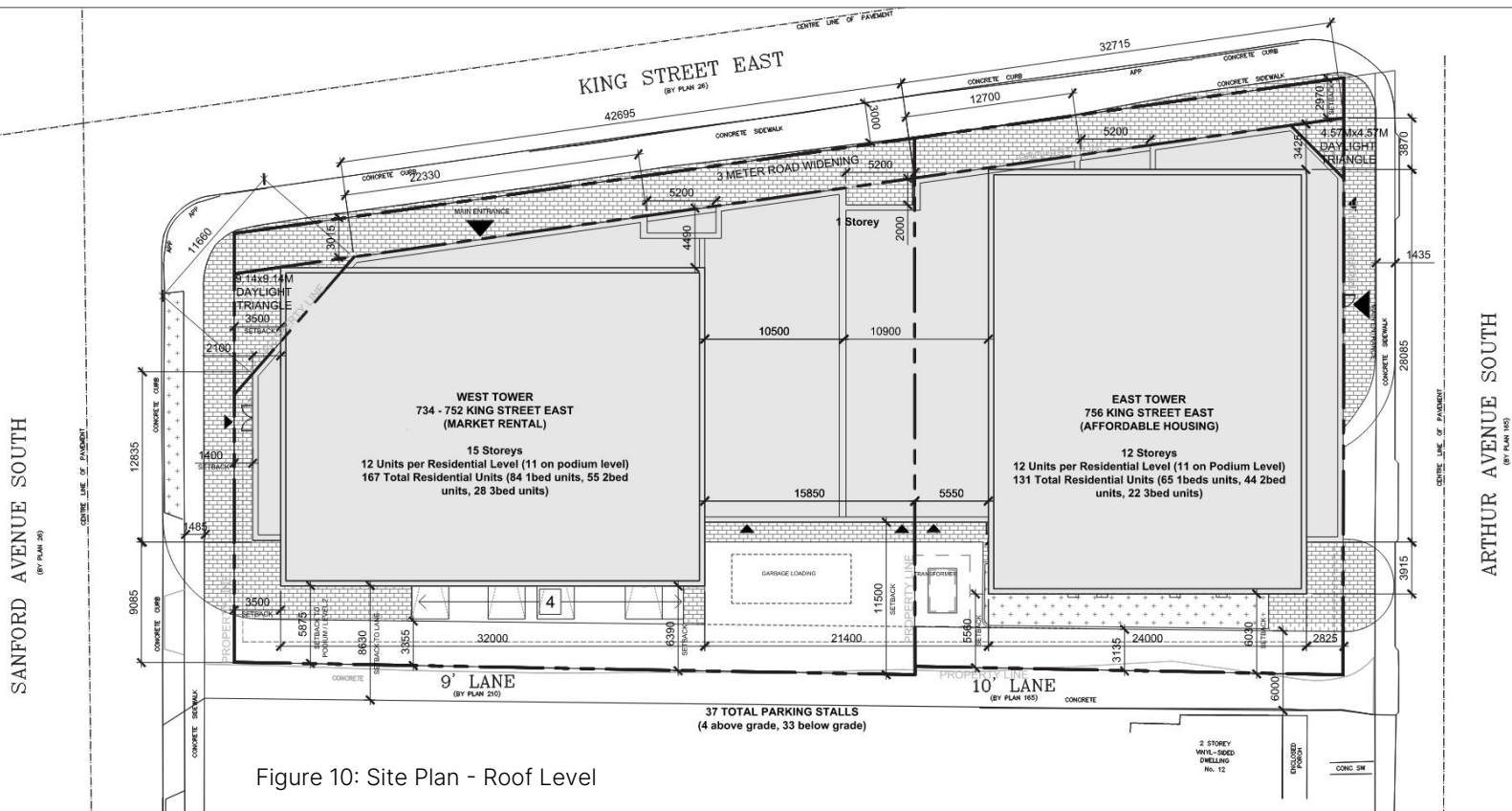


Figure 10: Site Plan - Roof Level

The site is divided into two legal parcels: 734-752 King Street East on the West and 756 King Street East on the East.

A 15 storey tower is proposed on the western parcel, and a 12 storey tower is proposed on the eastern parcel. Both towers are connected to a shared one storey podium.

The western tower main building entrance is off King Street and the eastern tower main residential entrance is proposed from Arthur Ave.

Access to a ramp leading to a below grade parking level is proposed from Arthur Ave.

The site is serviced through a road on the southern limit of the site

accessed from both Arthur Ave and Sanford Ave. The 6 metre road is partially comprised of the existing laneways on the south of the site.

Provision for on grade parking is proposed along the southern portion of the site accessed from the proposed road on the south.

A loading and garbage zone is proposed between the two towers on the southern portion of the site. This zone is located far away from all street frontages, which minimized its visual impact on the surrounding streetscape. The garbage pick up zone is positioned near the indoor garbage storage rooms for both buildings for building servicing convenience and to contain garbage servicing

functions. The loading zone is also positioned near the entrance of the building for tenant convenience and to keep moving functions away from public sidewalks.

A transformer is located adjacent to the loading zone and proposed to service both buildings. The transformer is also proposed to be located central to the site to minimize visual impact on all street frontages.

A stormwater management tank is proposed below the loading area in the basement. The location and design of the tank ARE subject to review and design by a civil engineer, which has not been completed yet.

2.2 Building Massing and Design



Figure 14: Massing View: Corner of King St & Arthur Ave



Figure 15: Massing View: Podium massing break along King St



Figure 16: Massing View: King St elevation looking East



Figure 17: Massing View: Corner of King St & Sanford Ave

The massing of the building consists of a one storey podium with the two towers set back from the podium face on all three streets.

The podium height is proposed to be designed as a two storey facade in order to create a more balanced street edge that creates a better sense of enclosure as it relates to the right of way width on King Street. The two storey podium will also relate to the scale of the detached dwellings to the north of the site along Arthur and Sanford.

The lower portion of the podium facing all three streets will be visually and functionally porous, and will be animated with active uses on the interior. This includes party rooms, laundry rooms, a fitness centre, and a community room. This will enrich the public realm, promote community and connection, and will have a net positive impact on the existing context establishing a precedent for future nearby developments.

The upper portion of the podium which extends vertically to improve its scale on the street will be designed as a porous / translucent edge to maintain light and views into the residential units set back behind it.

The materiality of the elevations is still being studied and a final selection of materials is yet to be finalized. However, the podium will be detailed to break up the scale of its face with regular breaks along its length facing all three streets. A podium break on King Street will be detailed to give the illusion of two separate podium volumes that may be treated with different materials to achieve visual interest and variety and to break up the face's and massing's monotony.

While the towers are set back from the podium on most edges, the western tower does breach the podium over the daylight triangle. This was done in order to maximize the distance between both towers without compromising on the sizes of the tower floor plates. A 6 metre clear height over the daylight triangle is however maintained.



Figure 18: Massing View of rooftop amenity

Rooftop amenity is proposed between both towers on the podium level. This will further activate the podium and will provide residents with secure access to an outdoor area for gathering, recreation, and fitness.

The tower floor plates are 760 sqm in line with Hamilton's tall building design guidelines. Both tower floor plate are identical in order to create efficiencies in construction that translate to lower costs and eventual affordability of the proposed residential units.

The detailing, design, and material selection of the towers are not yet developed, and the massing diagrams currently show placeholder elevations that give a sense of the scale and density of fenestration. The intention is to create attractive visually dynamic facades that enrich the context and create visual interest for both residents and the public.



Figure 19: Bird's eye view of development

2.3 Constraints

Angular Plane Setbacks

Several City of Hamilton urban design guidelines require an angular plane setback from the existing low density single dwellings to the south of the site to any structure that may be built in order to transition the scale of the development to the southern neighbourhood and minimize overlook. Due to the depth of the site, this will be hard to achieve on the east tower. The condition on the west (44m high) is significantly better as a parking lot is situated immediately to the south of the property line. See angular plane diagrams in Figure 20. The towers exceed the 7.5 metre setback from the residential property lines on the south but cannot meet the angular plane requirements.

Distance Between Towers

In order to maximize the distance between the towers, a portion of the western tower is proposed to overhang the dedicated daylight triangle (as shown in Figure 21 in a red hatch). The tower will maintain 6 metres over the daylight triangle.

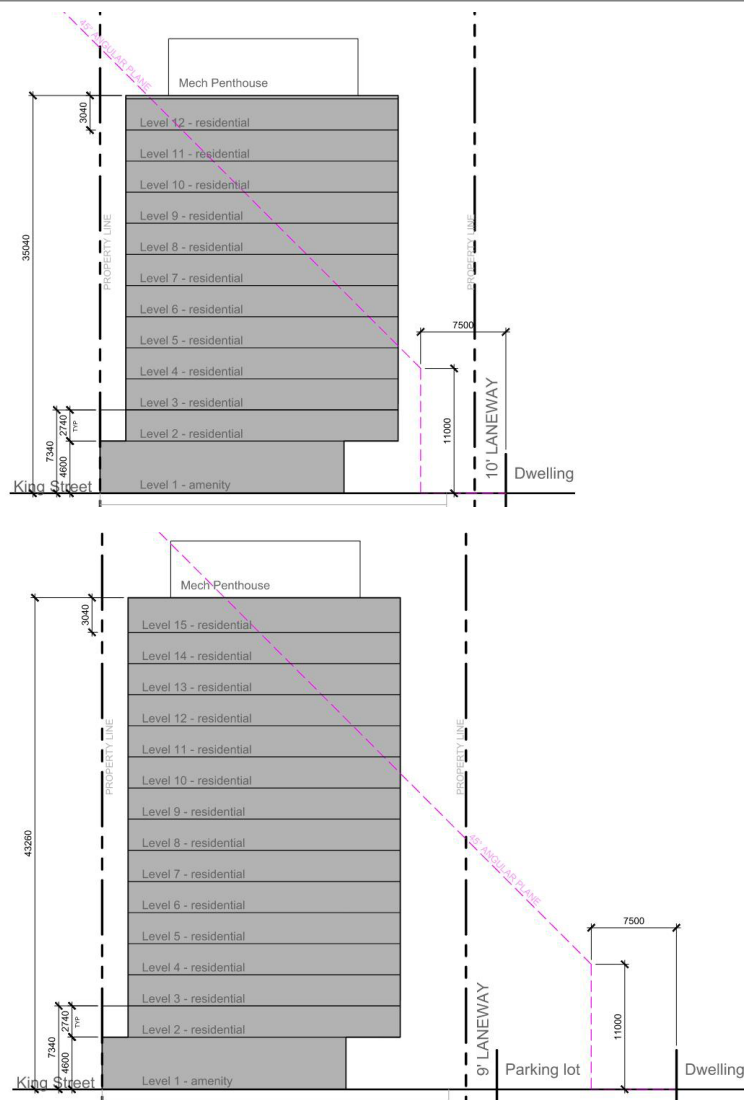
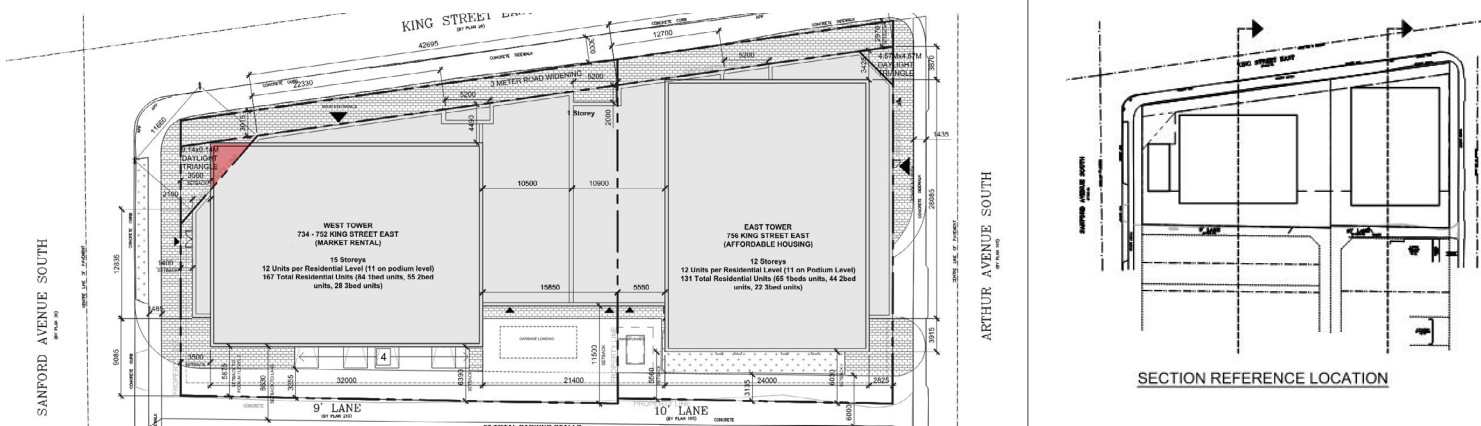


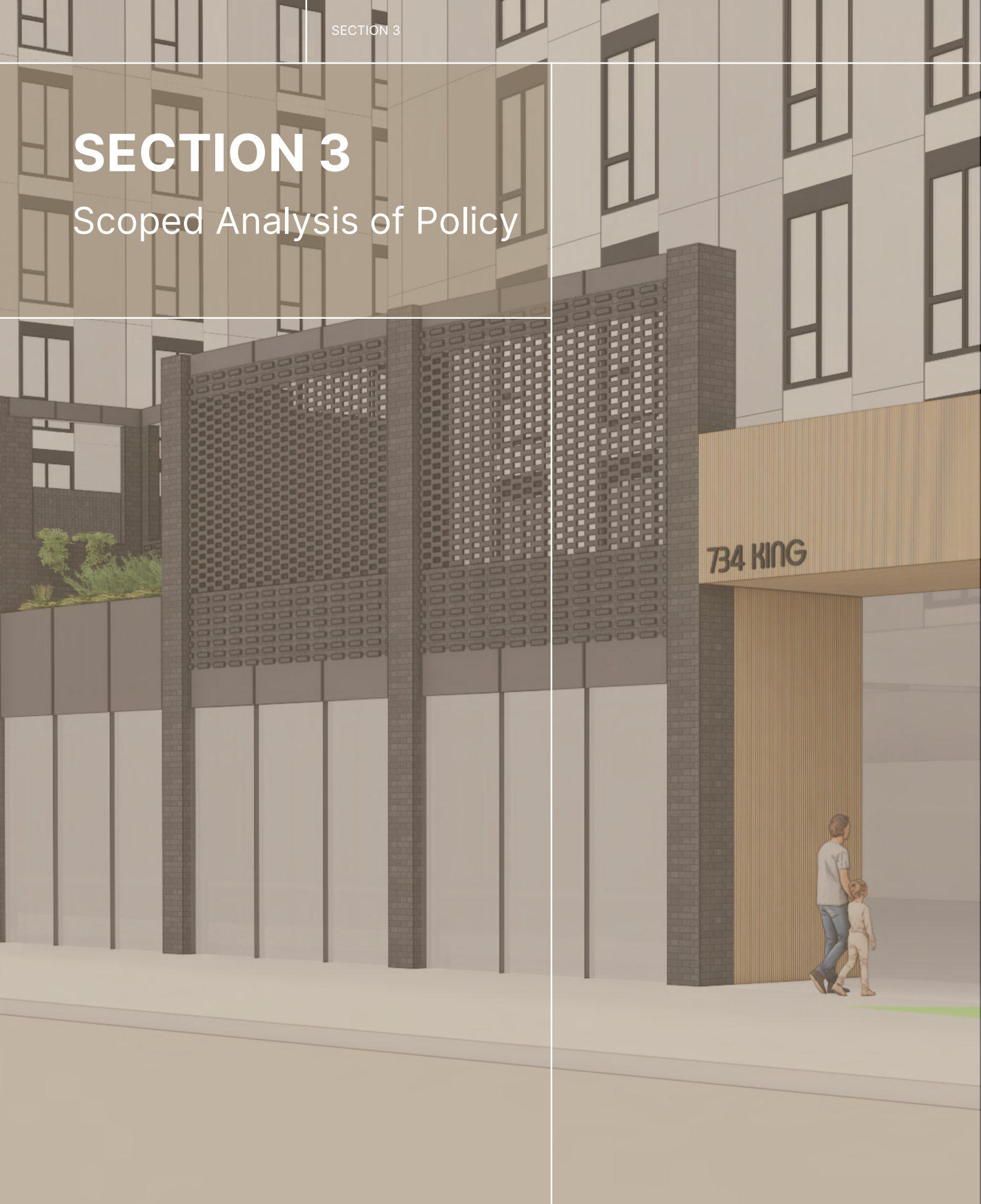
Figure 20

Figure 21



SECTION 3

Scoped Analysis of Policy



3.1 UHOP Policy Section B.3.3

UHOP Chapter B Section 3.3 Addresses Urban Design Policies. The proposed development responds to the relevant policies under this Chapter as outlined below.

3.3.3 Built Form

3.3.3.1 New development shall be located and organized to fit within the existing or planned context of an area as described in Chapter E – Urban Systems and Designations.

In the case of this proposed development the form is very much establishing a precedent for a planned Transit corridor. As previously discussed, the existing context is inconsistent and varied, and does not set a desirable precedent for future development, especially on a Major transit Character.

3.3.3.2 New development shall be designed to minimize impact on neighbouring buildings and public spaces by:

a) creating transitions in scale to neighbouring buildings;

In this case, which is typical of conditions along the corridor, providing angular plane transition to the southern neighbourhoods would render the development infeasible and would therefore not provide the density required to support transit ridership, nor to create a walkable pedestrian environment.

b) ensuring adequate privacy and sunlight to neighbouring properties;

The proposed development does not include balconies and therefore will not give rise to any security or privacy concerns. Sunlight will be unaffected by the development for the neighbourhoods to the south.

c) minimizing the impacts of shadows and wind conditions.

Shadow impacts are absent from neighbourhoods to the south, and negligible for the neighbourhoods on the north side of King Street East.

3.3.3.3 New development shall be massed to respect existing and planned street proportions.

The existing street proportions are varied and do not display or provide patterns or proportions that provide a consistent precedent. In addition, it is more important to foresee the planned street proportions expected along a major transit corridor and near a transit stop. Mid rise and high rise buildings are appropriate in this location provide appropriate densities to support ridership and walkability.

3.2 UHOP Policy Section E.4.6.8

UHOP Chapter E Section 4.6 Addresses Mixed Use - Medium Density Designation. The proposed development responds to the relevant policies under Section 4.6.8 as outlined below.

4.6.8 Additional height up to a total of 12 storeys may be permitted without an amendment to this Plan, provided the applicant demonstrates:

a) the development shall provide for a mix of unit sizes to accommodate a range of household sizes and income levels, to be implemented through the Zoning By-law; (OPA 167).

This project includes two towers, one at 12 storeys (35 metres in height), will be dedicated to affordable housing units, while the other at 15 storey (43.26 metres in height) will provide new market rental units. Typically towers up to 44 meters are analogous with a 12 storey building. In order to increase affordability, we have reduced the floor to floor heights to enable a 15

storey building conform with the 44m height limit.

Both affordable and market rent units are urgently needed in Hamilton to satisfy the mandate densify existing city fabric. The proposed development will provide a unit mix as follows:

East (Affordable) Tower

A total of affordable rent 131 residential units broken down as follows:

- 65 one-bedroom units for singles or couples
- 44 two-bedroom units for smaller families
- 22 three-bedroom units for large families

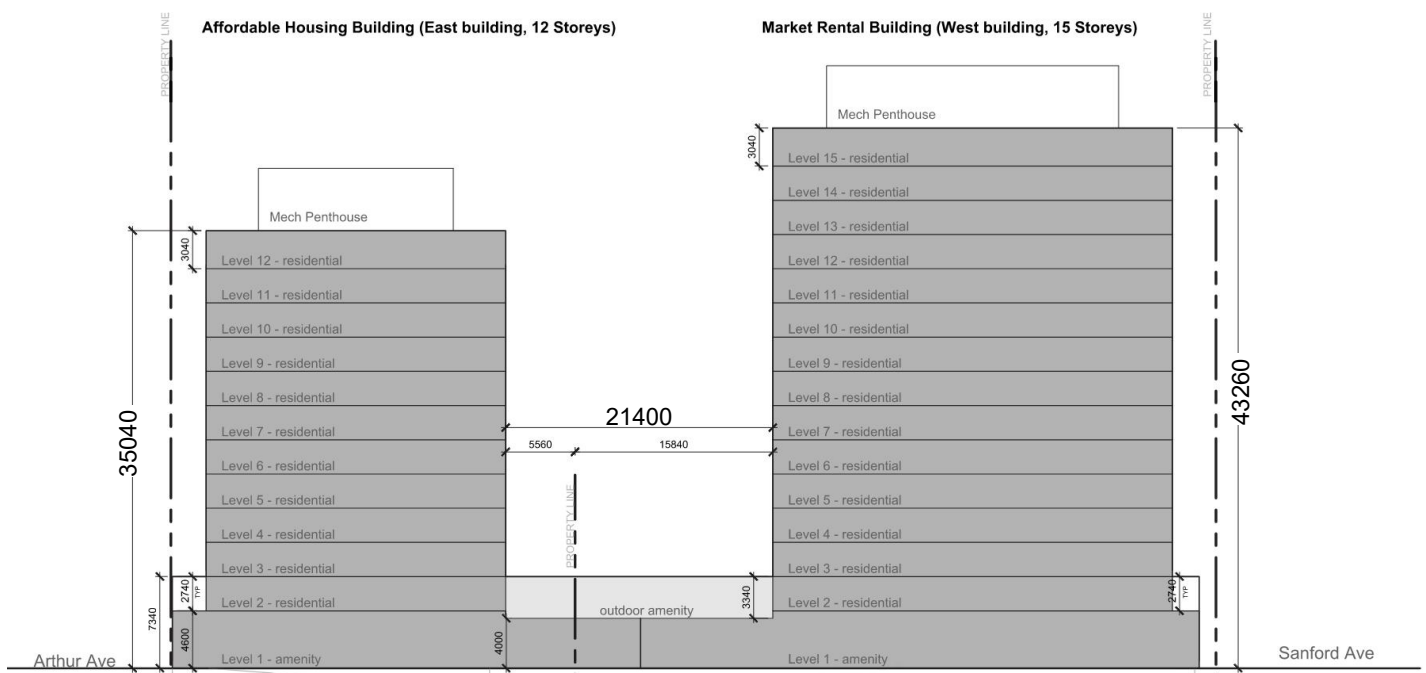
West (Market) Tower

A total of 167 Market rent residential units broken down as follows:

- 84 one bedroom units
- 55 two bedroom units
- 28 three bedroom units

In total the proposed development will add 298 units to the market, one block from the proposed Wentworth Avenue LRT stop.

Figure 22: Schematic elevation on King St



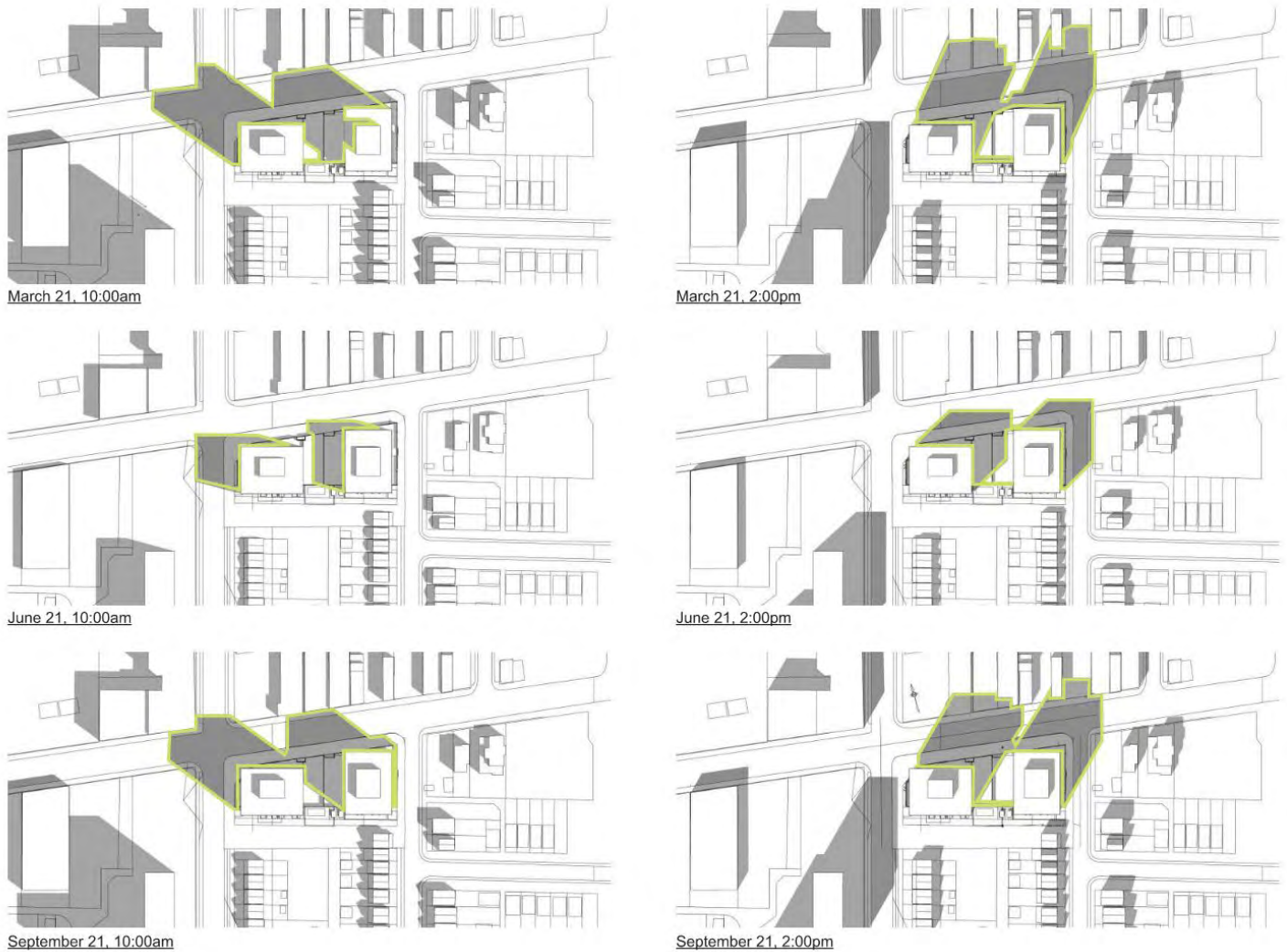


Figure 23: Sun shadow diagrams in March, June and September

b) the development shall incorporate sustainable building and design principles including but not limited to the use of locally sourced and/or recycled materials, water conservation, energy efficiency techniques, and low impact development approaches; (OPA 167)

The developers are in conversation with Affordable Housing providers to balance their sustainability targets with the economics of the project to provide the best quality and most affordable rental units. The intention is to continue these conversations to provide the highest feasible level of sustainable building practices.

c) the development shall not unduly overshadow or block light on adjacent sensitive land uses the public realm and outdoor private amenity areas;(OPA 167)

Shadow Impacts:

The proposed development has negligible shadow impacts on neighbouring residential properties. This is illustrated in the following diagrams from the sun shadow studies:

Shadow studies shown for March, June, and September show no impact on neighbourhoods to the north of King Street.

d) buildings are progressively stepped back from adjacent areas designated Neighbourhoods. The Zoning by-law may include an angular plane requirement to set out an appropriate transition and stepping back of heights; (OPA 167)

Understanding the design guidelines for angular planes, we believe it is necessary to weigh pros and cons of implementing this guideline in this development. If angular planes were applied to this site, it would be counter to the city's intention to reach density targets along the LRT route in the TOC zone. Even though a neighbourhood designation exists immediately to the south of the laneway, there are several arguments to support the proposal:

1. The process of implementation of a rapid transit line has been initiated. The B line will run along King Street immediately adjacent to the proposed development. In order to meet TOC density targets over the TOC zone, it is necessary to examine the opportunities to provide significant density, especially around transit stations. There are few opportunities along the north edge of the street, as shadow impacts will be significant on the neighbourhoods to the north. For this reason, it is a logical conclusion to assume that the majority of density will be focused on the south side of the King Street where shadow impacts are not a concern. The diagram below illustrates the limited opportunities to assemble development parcels for significant density around the transit stop. The subject property shown in red is one of the better opportunities, and is one of only two parcels shown that are currently assembled and available for development. The parcels shown in yellow are theoretical and may never materialize as development sites. It would be logical to capture the potential of the site to assist in hitting the desired average density targets. This will support ridership and will ultimately make more commercial activity more viable in the future.
2. The implementation of angular planes increases the cost of construction by reducing structural and envelope efficiency. Compact forms without jogs or steps are more cost effective to build, and thus more appropriate when the goal is to reduce construction costs to provide units that are affordable as possible.
3. When all buildings follow the same angular plane regulations, the cityscape can become visually monotonous. Lack of variety in building heights and shapes can lead to a bland and uninteresting urban environment. It is often most appropriate to respond to the opportunities provided by a specific property rather than apply an angular plane requirement across the board.
4. Unusual angles and shapes in buildings, forced by angular plane regulations, can create challenges for maintenance and repair, potentially increasing costs for property owners. Compact forms provide higher energy efficiency and lower maintenance costs. This is contrary to the efforts to reduce maintenance costs to make rents as affordable as possible.

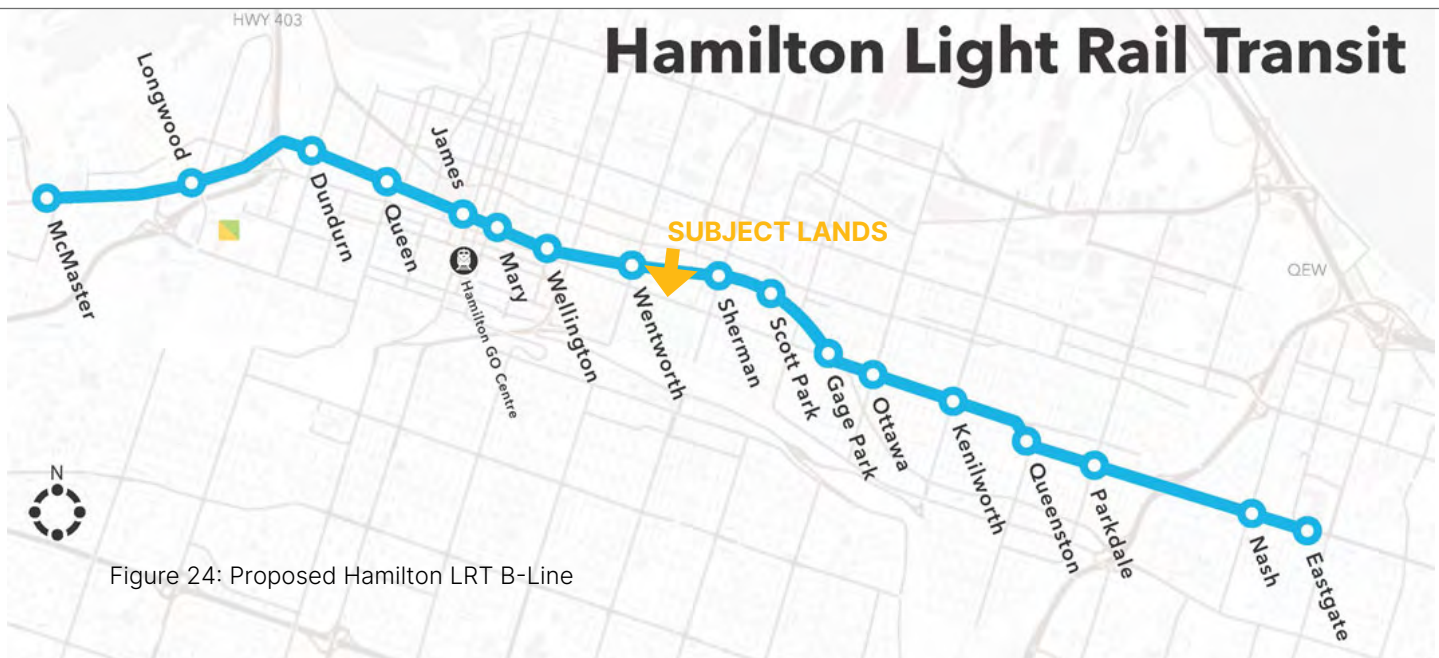


Figure 24: Proposed Hamilton LRT B-Line

e) buildings are stepped back from the street to minimize the height appearance from the street, where necessary. (OPA 167)

With the new TOC zoning, the impending LRT line, and the necessity to meet aggressive intensification targets, the character of the streetscapes on transit lines, and specifically near transit stops, will necessarily change and is expected to trend toward what is being seen in other urban centers with newly established higher order transit. It is our opinion that step backs from the street in these circumstances are not necessary. The following examples are of recent developments in Kitchener near transit stops.

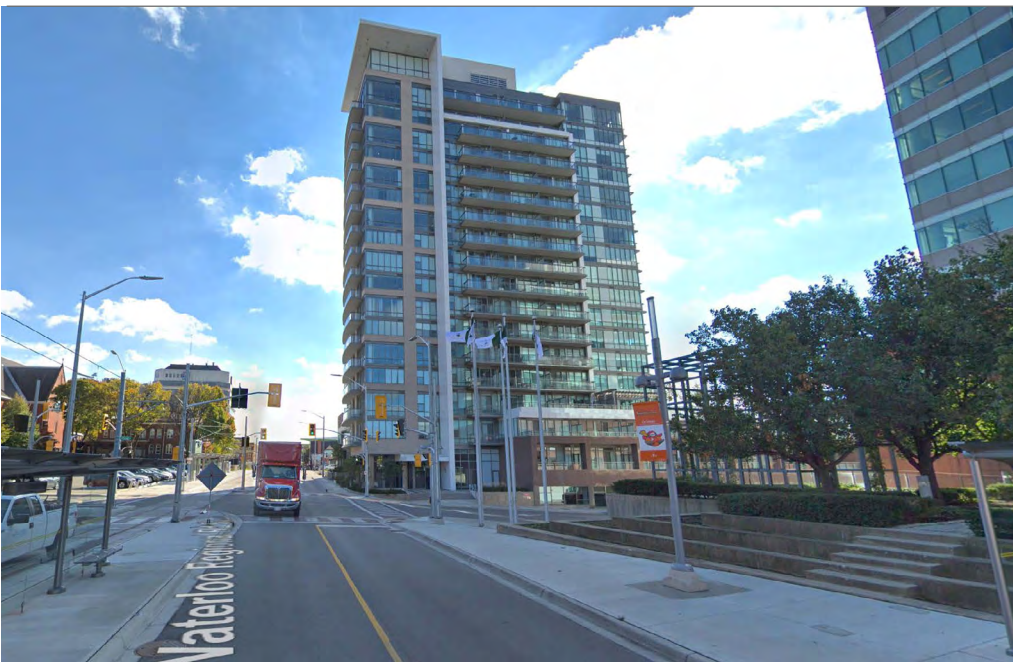


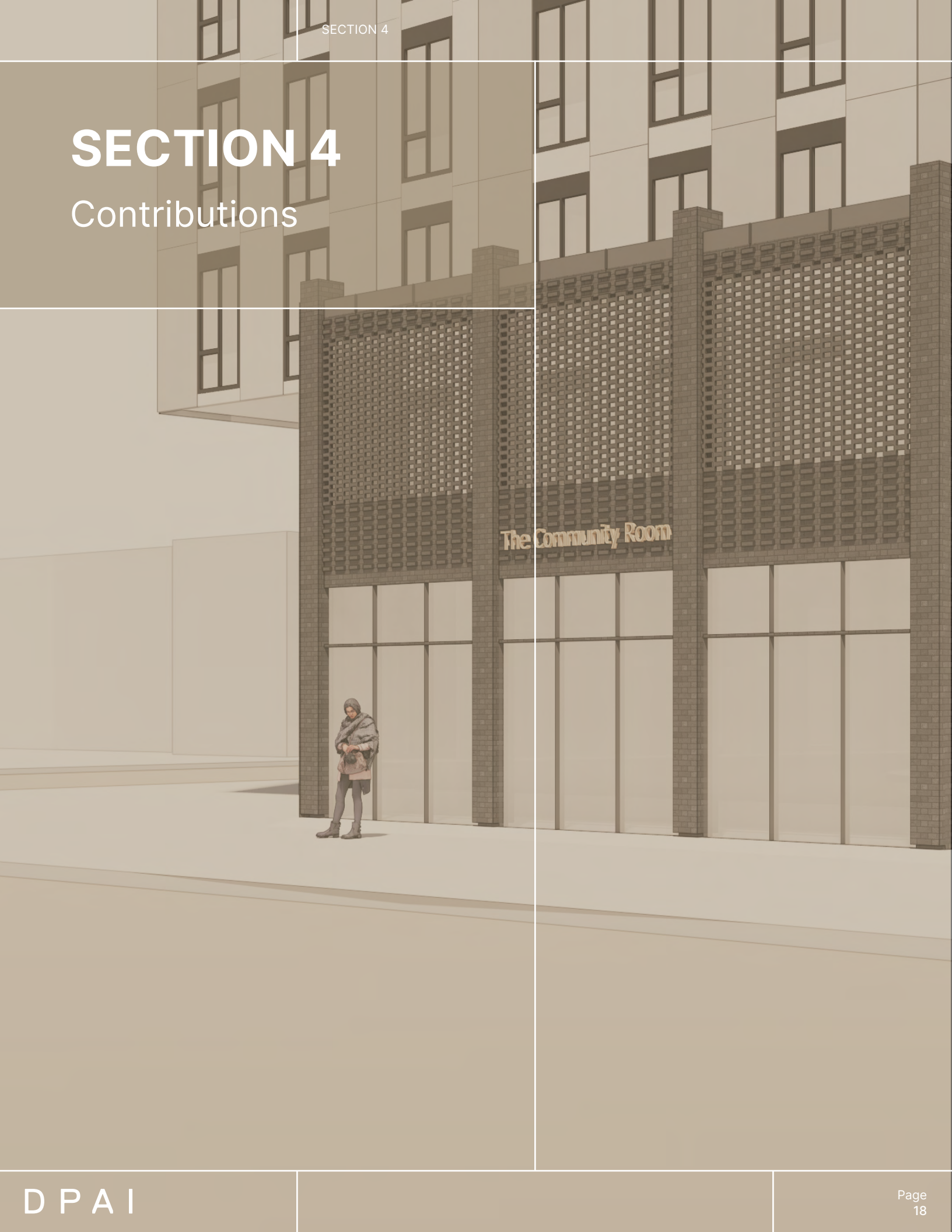
Figure 25: Precedent: 85 Duke St, Kitchener ON



Figure 26: Precedent: 191 King St S, Waterloo ON

SECTION 4

Contributions



4.1 Proposal Analysis and Recommendations

4.1.1 Contextual Fit

The context of the area is difficult to define. The streetscape along King Street East between Victoria Avenue and Sherman Avenue contains a mix of single family homes, low rise apartment buildings, high rise apartment buildings, surface parking lots, commercial properties, offices, and institutional uses. The planned higher order transit (LRT) and the TOD zoning designation will establish a new streetscape condition to allow densification to occur.

The proposed development, like those examples from Kitchener Ontario, helps to create precedents for the desirable pattern planned in the future of a dense, pedestrian friendly, mixed use, and desirable streetscape along this major transit corridor.

4.1.2 Sensitivity to Existing and Planned Neighbourhood

The proposed development is sensitive to the adjacent neighbourhoods in several ways:

1. Sun shadows are negligible on adjacent neighbourhoods
2. The absence of balconies ensures that overlook into neighbouring single family houses or yards will not give rise to a security or privacy concerns.

The proposal promotes intensification that supports ridership of the future LRT, and sets a precedent for walkable streetscape which will promote future commercial and mixed-use development, providing walkable amenities for the adjacent neighbourhoods.

4.1.3 Landscape Design

As the proposal is in its conceptual phases, landscape design has not yet been undertaken, but will be introduced in the following areas: Indents in the ground level podium, at the streetscape along Sanford and Arthur Avenues, and on the rooftop amenity spaces for both towers. Street trees will be introduced along King Street as feasible and acceptable to the Planning Department.

4.1.4 Professional Recommendations

It is our professional opinion that this proposal would provide a positive precedent to encourage more policy compliant development along the Primary Transit Corridor known as King Road East. The project introduces an increase in density that will support the development of additional commercial amenities and increase demand and promote ridership for the planned LRT.

The proposal does not present any serious deleterious impacts on the neighbouring residential areas either from a sun shadow or overlook perspective.

ADDRESS

25 MAIN STREET WEST,
SUITE 1800
HAMILTON, ON L8P 1H1

D P A I

Design Partners in
Architecture and Interiors

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ONLINE

INFO@DPAI.CA
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**THANK
YOU**

SITE STATISTICS SUMMARY

ZONING INFORMATION		
ITEM	DESCRIPTION	DESCRIPTION
1	ZONING BY-LAW	05-200
2	ZONING CATEGORY	TOC1 (TRANSIT ORIENTED CORRIDOR MIXED USE MEDIUM DENSITY)

SITE STATISTICS	
SITE AREA (sqm)	2934.82
SITE AREA (ha)	0.29
DENSITY (UNITS/ha)	1,027.59

SETBACK INFORMATION (GROUND FLOOR)	
FRONT YARD	0
SIDE YARD (WEST)	1.4 M
SIDE YARD (EAST)	0
REAR YARD	5.88 M

FSI CALCS	
TOTAL GFA (sqm)	20,952.06
TOTAL GFA (sqft)	225,526.10
TOTAL FSI	11.86

BUILDING SUMMARY WEST TOWER	
BUILDING HEIGHT	43.26 M
TOTAL NUMBER OF UNITS	167
AVERAGE UNIT SIZE (sqm)	54.43
AVERAGE UNIT SIZE (sqft)	585.88

BUILDING SUMMARY EAST TOWER	
BUILDING HEIGHT	35.04 M
TOTAL NUMBER OF UNITS	131
AVERAGE UNIT SIZE (sqm)	54.66
AVERAGE UNIT SIZE (sqft)	588.36

GFA & EFFICIENCY

GFA BY LEVEL			
LEVEL	GFA (sqm)	NET UNIT AREA (sqm)	EFFICIENCY
GENERAL			
1	1766.12	N/A	
BELOW GRADE (PARKING)	2550.70	N/A	
WEST TOWER			
2	695.27	517.14	74.40%
TYPICAL FLOORPLATE (3+)	767.98	582.31	75.82%
EAST TOWER			
2	728.95	547.81	75.20%
TYPICAL FLOORPLATE (3+)	767.98	582.31	75.82%

OVERALL GFA & EFFICIENCY			
TOWER	GFA (sqm)	NET UNIT AREA (sqm)	EFFICIENCY
WEST	10,679.01	8,087.17	75.73%
EAST	8,408.75	6,370.91	75.77%
OVERALL			
TOTAL	21,736.64	14,458.08	66.51%
NOTE	TOTAL GFA DOES NOT INCLUDE BELOW GRADE PARKING AREA		

ADDRESS & OWNERSHIP			
TOWER	ADDRESS	OWNERSHIP	CONTRACTOR
WEST	734-752 KING STREET EAST	734-752 KING STREET EAST DEVELOPMENTS INC.	DV TRILLIUM GROUP INC
EAST	756 KING STREET EAST	756 KING STREET EAST DEVELOPMENTS INC.	DV TRILLIUM GROUP INC

PARKING

VEHICULAR PARKING

PARKING PROVIDED	
TYPE	COUNT
INDOOR	33
OUTDOOR	4
TOTAL	37

BICYCLE PARKING

PARKING PROVIDED	
TYPE	COUNT
INDOOR / WEST TOWER	126
OUTDOOR / EAST TOWER	30
TOTAL	156

WEST TOWER - MARKET RENTAL

AMENITY

AMENITY AREA REQUIRED			
UNITS	QTY	AREA REQ'D PER UNIT (sqm)	AREA REQ'D TOTAL (sqm)
UNDER 50 sqm	84	4 sqm	336 sqm
OVER 50sqm	83	6 sqm	498 sqm
TOTAL	168		834 sqm

AMENITY PROVIDED	
TYPE	AREA
INDOOR	551.71 sqm
OUTDOOR	245.89 sqm
TOTAL	797.6 sqm

BARRIER-FREE UNITS

BARRIER-FREE UNITS REQUIRED		
UNIT TYPE	TOTAL COUNT	BF REQ.
1 BR	84	12.60
2 BR	55	8.25
3 BR	28	4.20
TOTAL	167	25

BARRIER-FREE UNITS PROVIDED		
UNIT TYPE	BF COUNT	BF MIX
1 BR	14	33.3%
2 BR	14	33.3%
3 BR	14	33.3%
TOTAL	42	100%

UNIT MIX

UNIT MIX (OVERALL)		
UNIT TYPE	TOTAL COUNT	TOTAL MIX
1 BR	84	50.30 %
2 BR	55	32.90%
3 BR	28	16.80%
TOTAL	167	100%

UNIT MIX		
UNIT TYPE	TOTAL COUNT	TOTAL MIX
LEVEL 2		
1 BR	6	54.50%
2 BR	4	36.40%
3 BR	1	9.10%
TOTAL	11	100%
LEVEL 3+ (PER FLOOR)		
1 BR	6	50.00%
2 BR	4	33.30%
3 BR	2	16.70%
TOTAL	12	100%

EAST TOWER - AFFORDABLE HOUSING

AMENITY

AMENITY AREA REQUIRED			
UNIT > 50sqm	QTY	AREA REQ'D PER UNIT (sqm)	AREA REQ'D TOTAL (sqm)
NO	65	4 sqm	260 sqm
YES	66	6 sqm	396 sqm
TOTAL	131		656 sqm

AMENITY PROVIDED	
TYPE	AREA
INDOOR	250.27 sqm
OUTDOOR	270.29 sqm
TOTAL	520.56 sqm

BARRIER-FREE UNITS

BARRIER-FREE UNITS REQUIRED		
UNIT TYPE	TOTAL COUNT	BF REQ.
1 BR	65	9.75
2 BR	44	6.60
3 BR	22	3.30
TOTAL	131	19.65

BARRIER-FREE UNITS PROVIDED		
UNIT TYPE	BF COUNT	BF MIX
1 BR	11	33.3%
2 BR	11	33.3%
3 BR	11	33.3%
TOTAL	33	100%

UNIT MIX

UNIT MIX (OVERALL)		
UNIT TYPE	TOTAL COUNT	TOTAL MIX
1 BR	65	49.60%
2 BR	44	33.60%
3 BR	22	16.80%
TOTAL	131	100%

UNIT MIX		
UNIT TYPE	TOTAL COUNT	TOTAL MIX
LEVEL 2		
1 BR	5	45.40%
2 BR	4	36.40%
3 BR	2	18.20%
TOTAL	11	100%
LEVEL 3+ (PER FLOOR)		
1 BR	6	50.00%
2 BR	4	33.30%
3 BR	2	16.70%
TOTAL	12	100%



Project No.
12307

A0

KING AND SANFORD DEVELOPMENT

Statistics

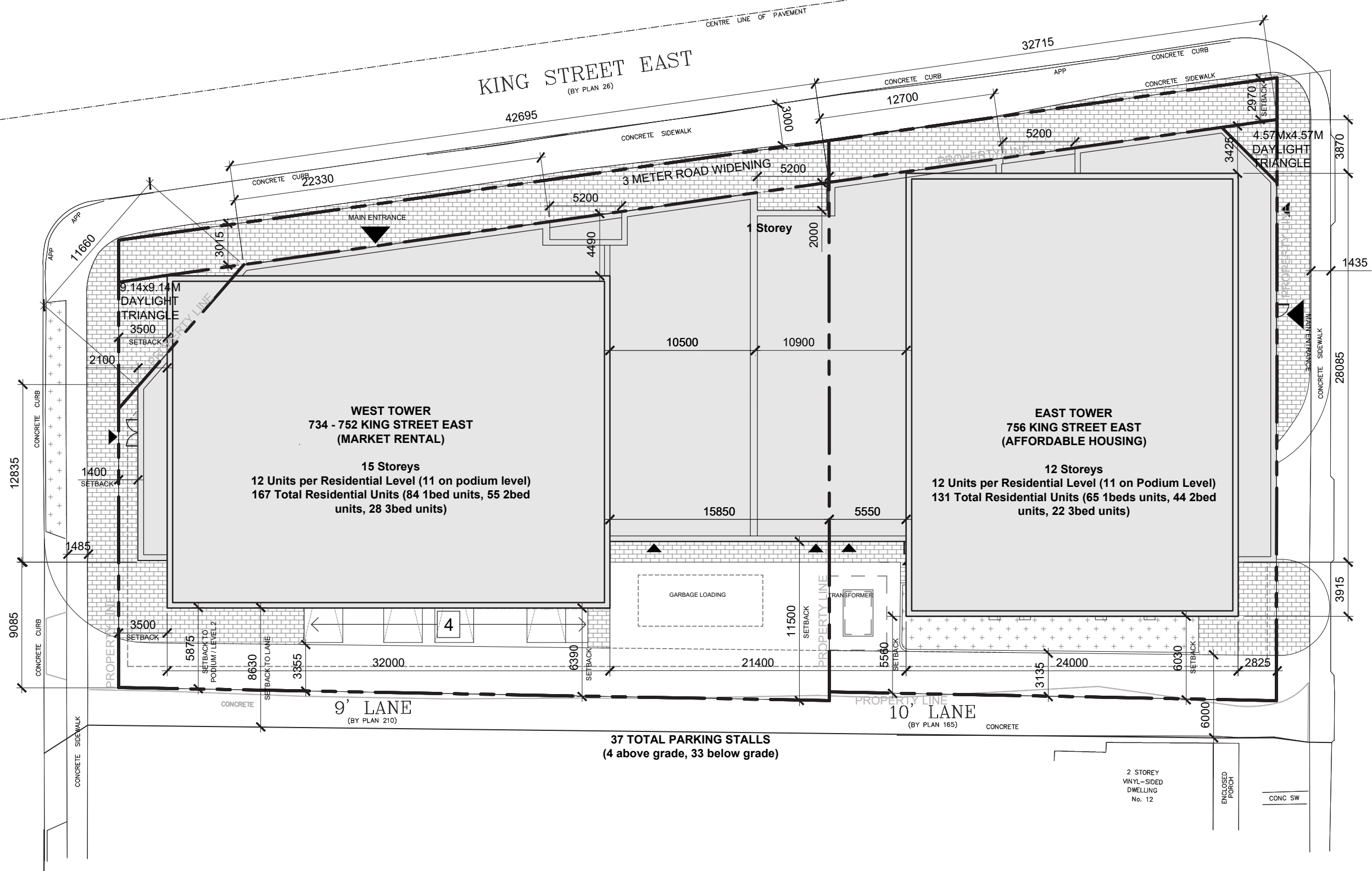
Scale: NTS

Date: 2023-10-13



SANFORD AVENUE SOUTH
(BY PLAN 26)

ARTHUR AVENUE SOUTH
(BY PLAN 165)



KING AND SANFORD DEVELOPMENT

Site Plan / Roof

Scale: 1:300

Date: 2023-10-13



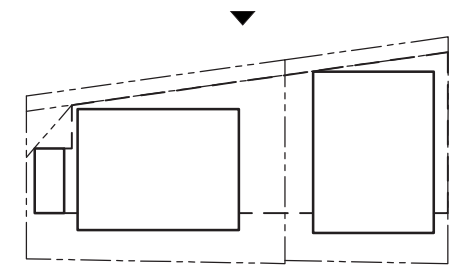
Project No.
12307

A1

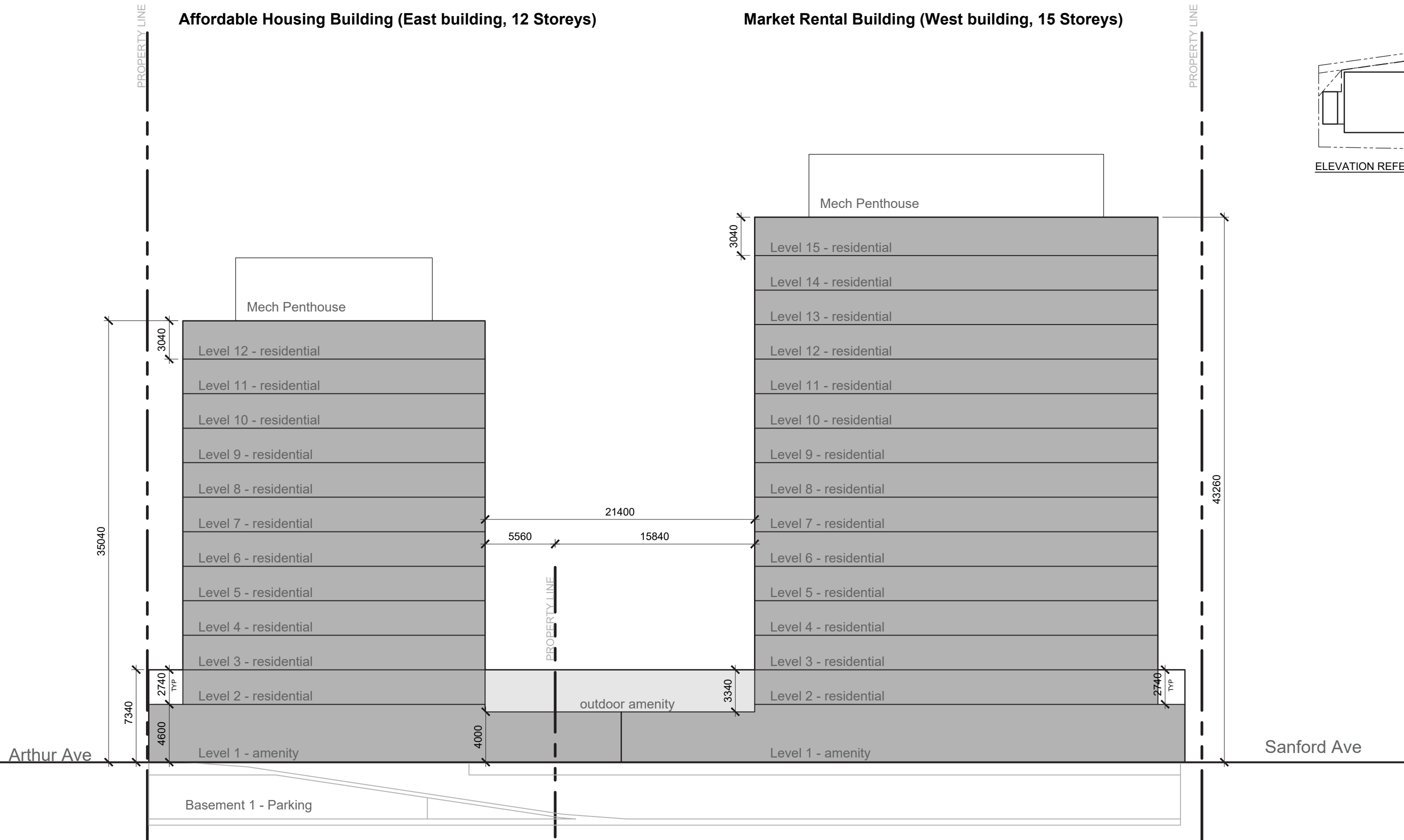


Affordable Housing Building (East building, 12 Storeys)

Market Rental Building (West building, 15 Storeys)



ELEVATION REFERENCE LOCATION



Project No.
12307

A2.1

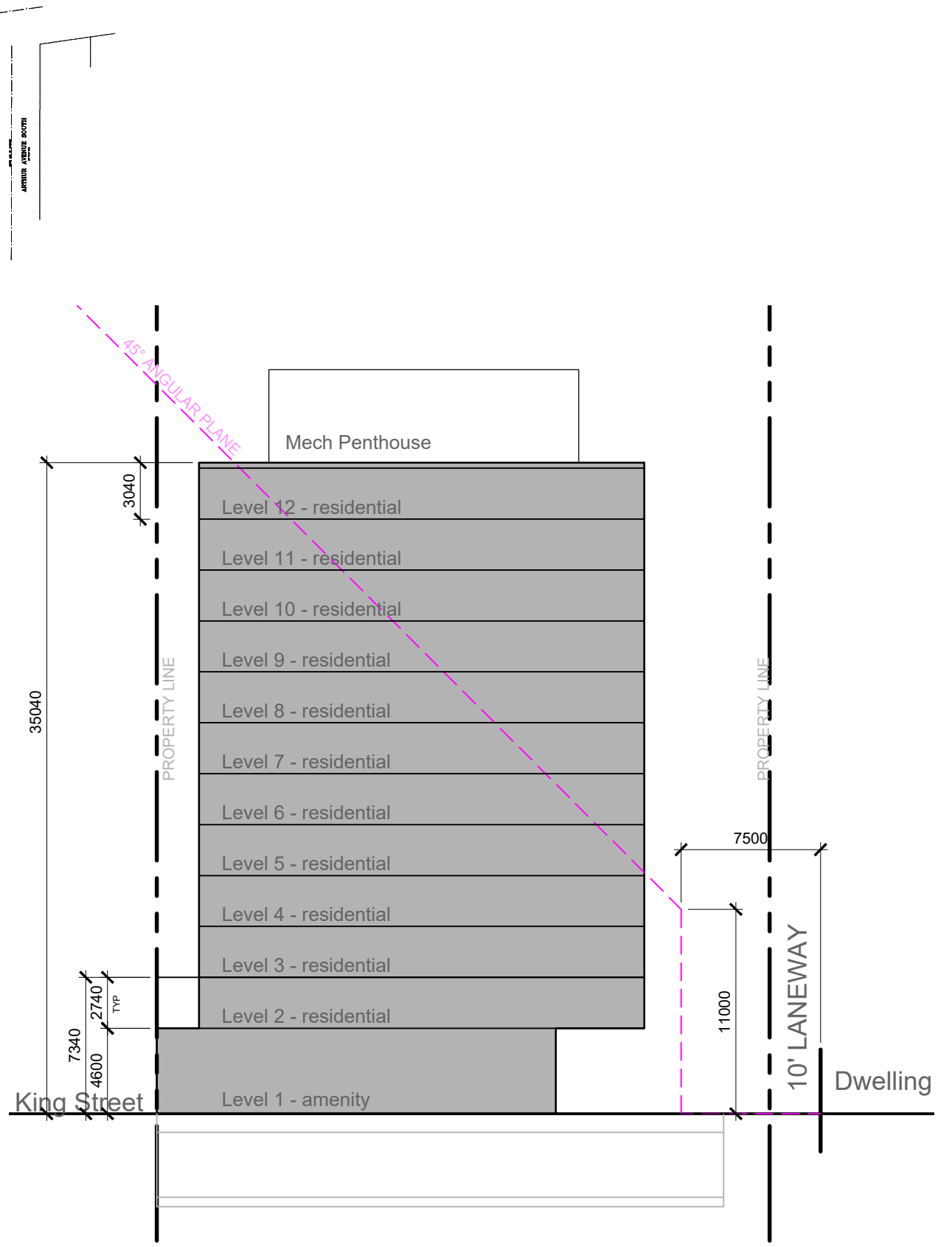
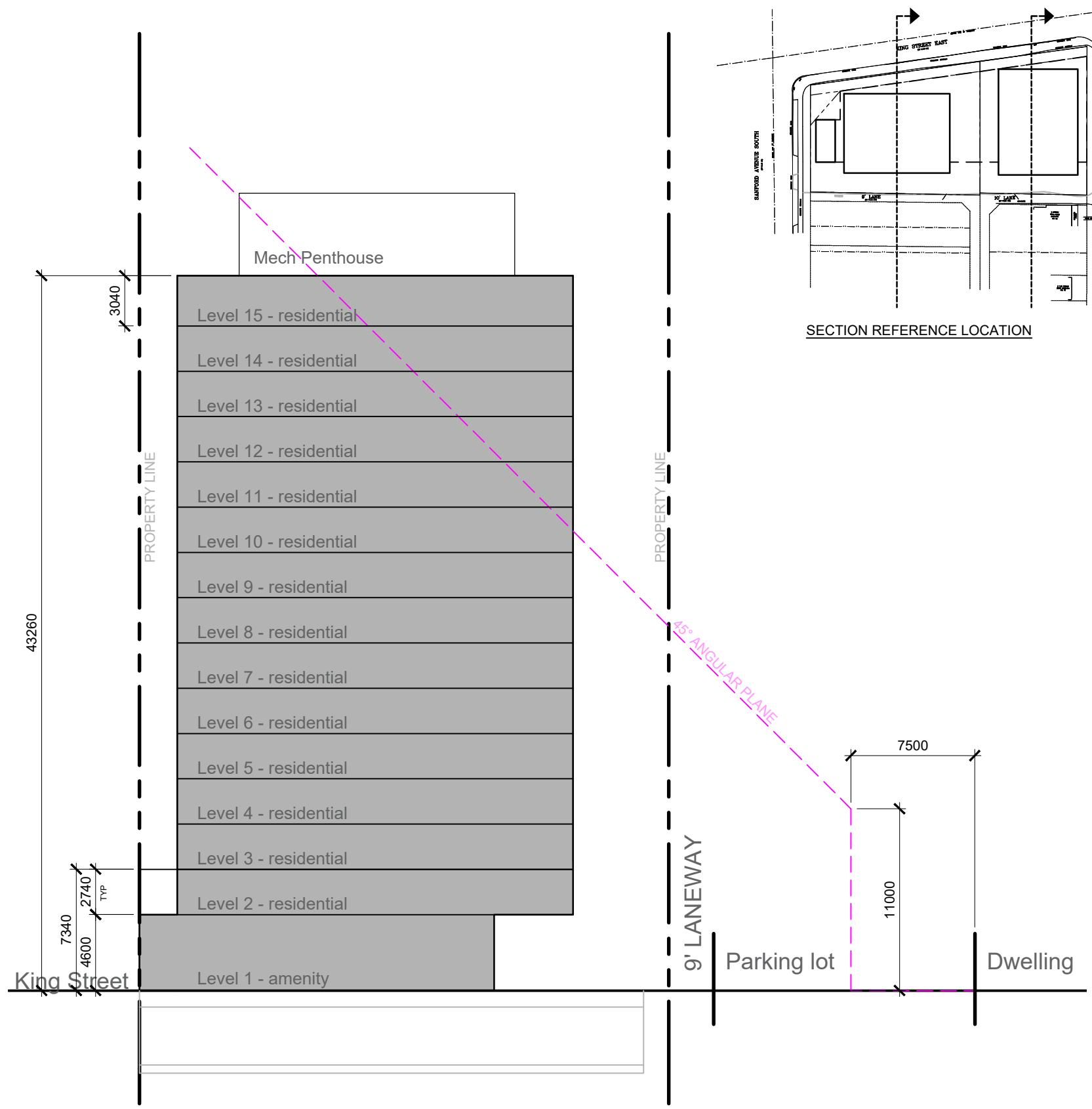
KING AND SANFORD DEVELOPMENT

King Street Schematic Elevation

Scale: 1:300

Date: 2023-10-13

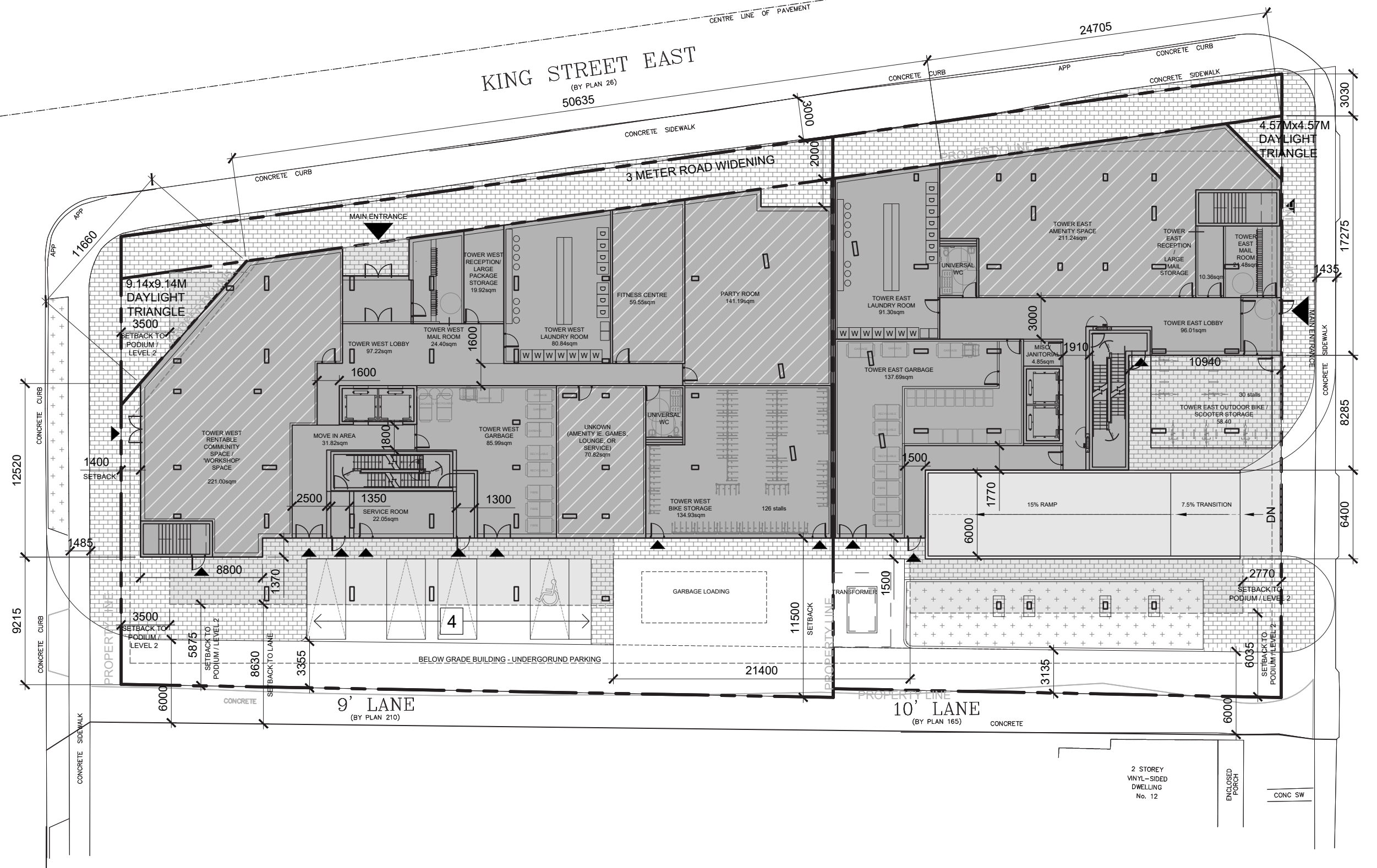




A2.2

KING AND SANFORD DEVELOPMENT

Schematic Sections
 Scale: 1:300
 Date: 2023-10-13



KING AND SANFORD DEVELOPMENT

A3

Site Plan / Level 1

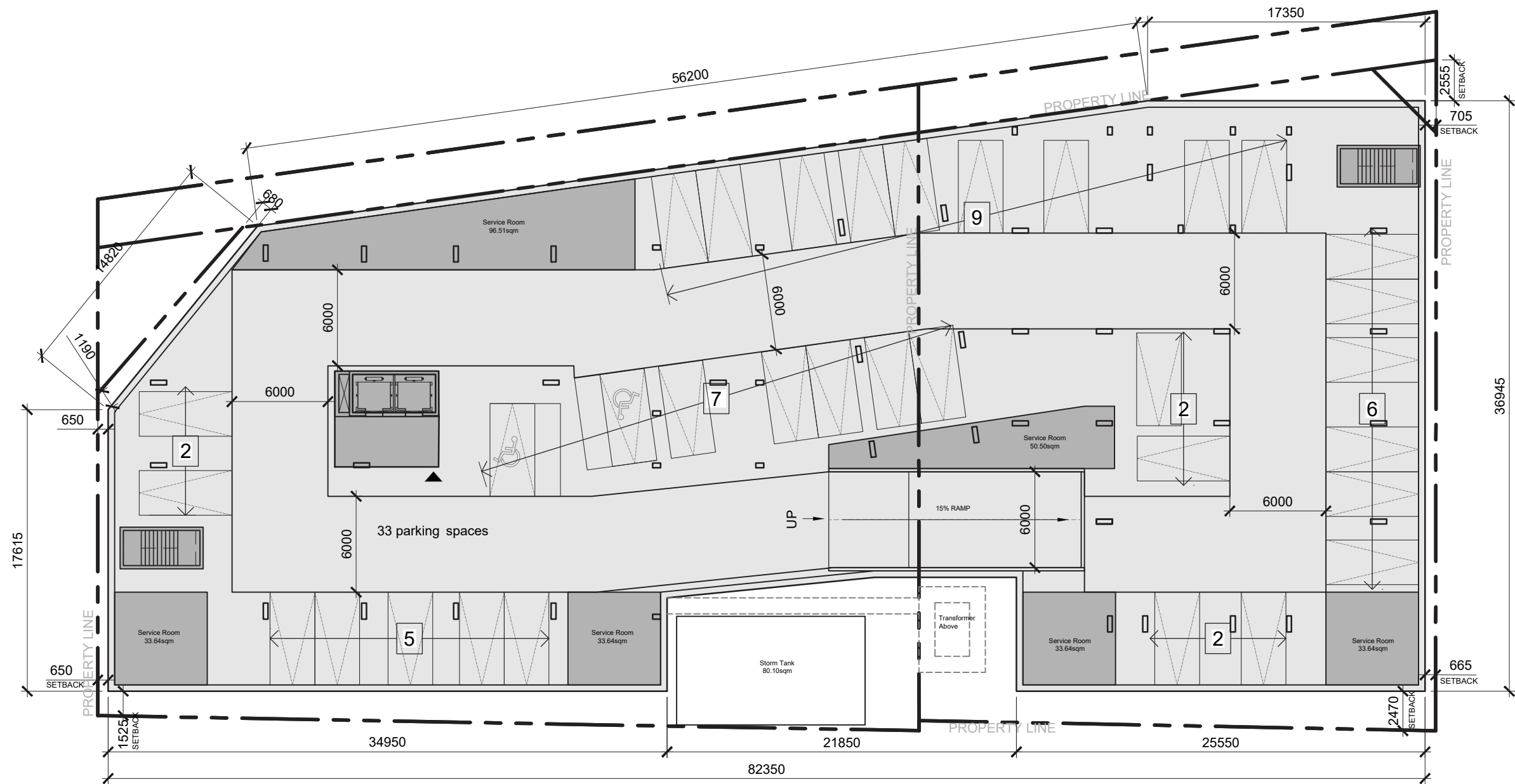
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Date: 2023-10-13



Project No.
12307





Project No.
12307

A4

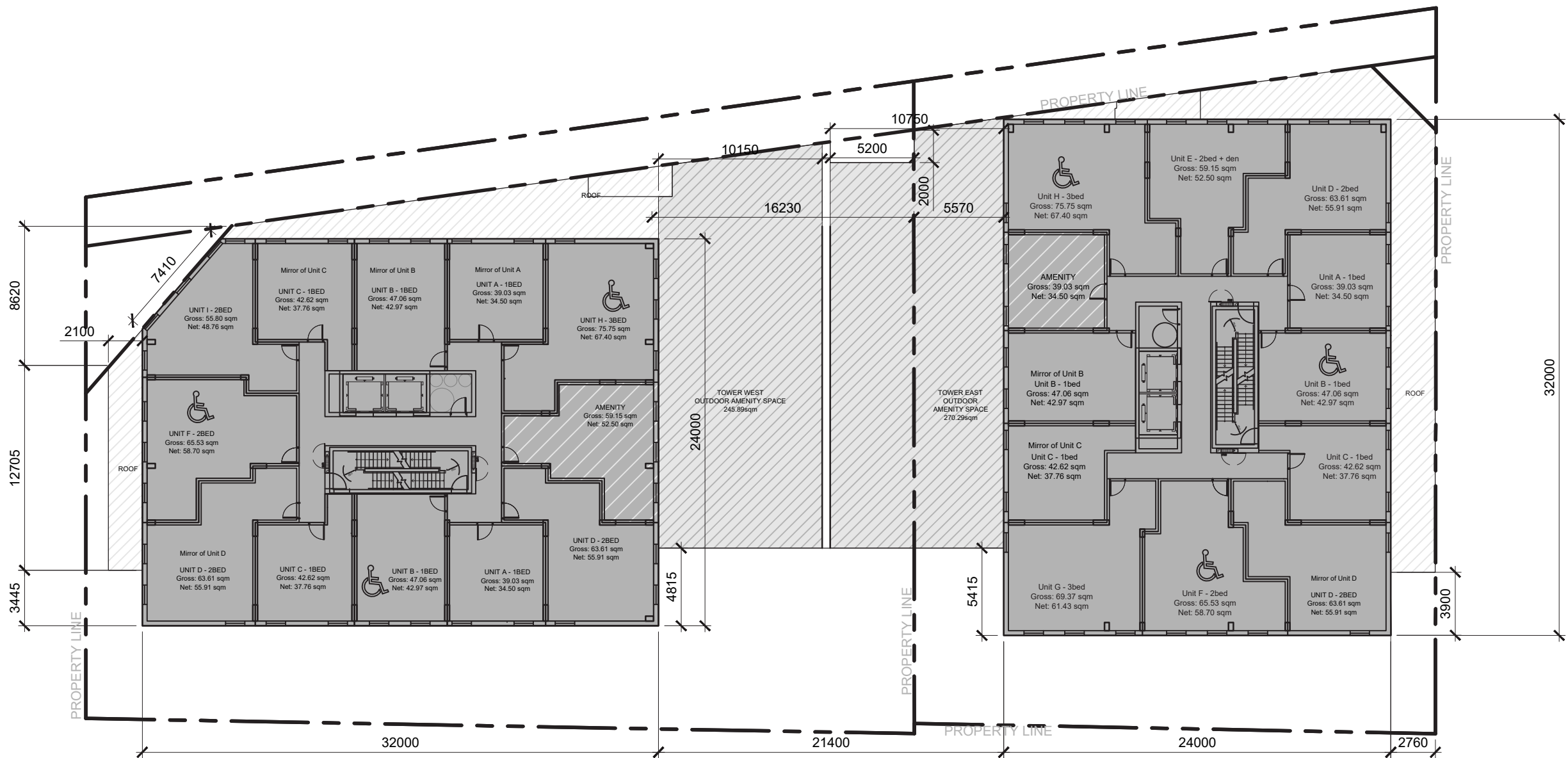
KING AND SANFORD DEVELOPMENT

Parking / Below Grade

Scale: 1:300

Date: 2023-10-13





KING AND SANFORD DEVELOPMENT

A5

Podium Level / Level 2

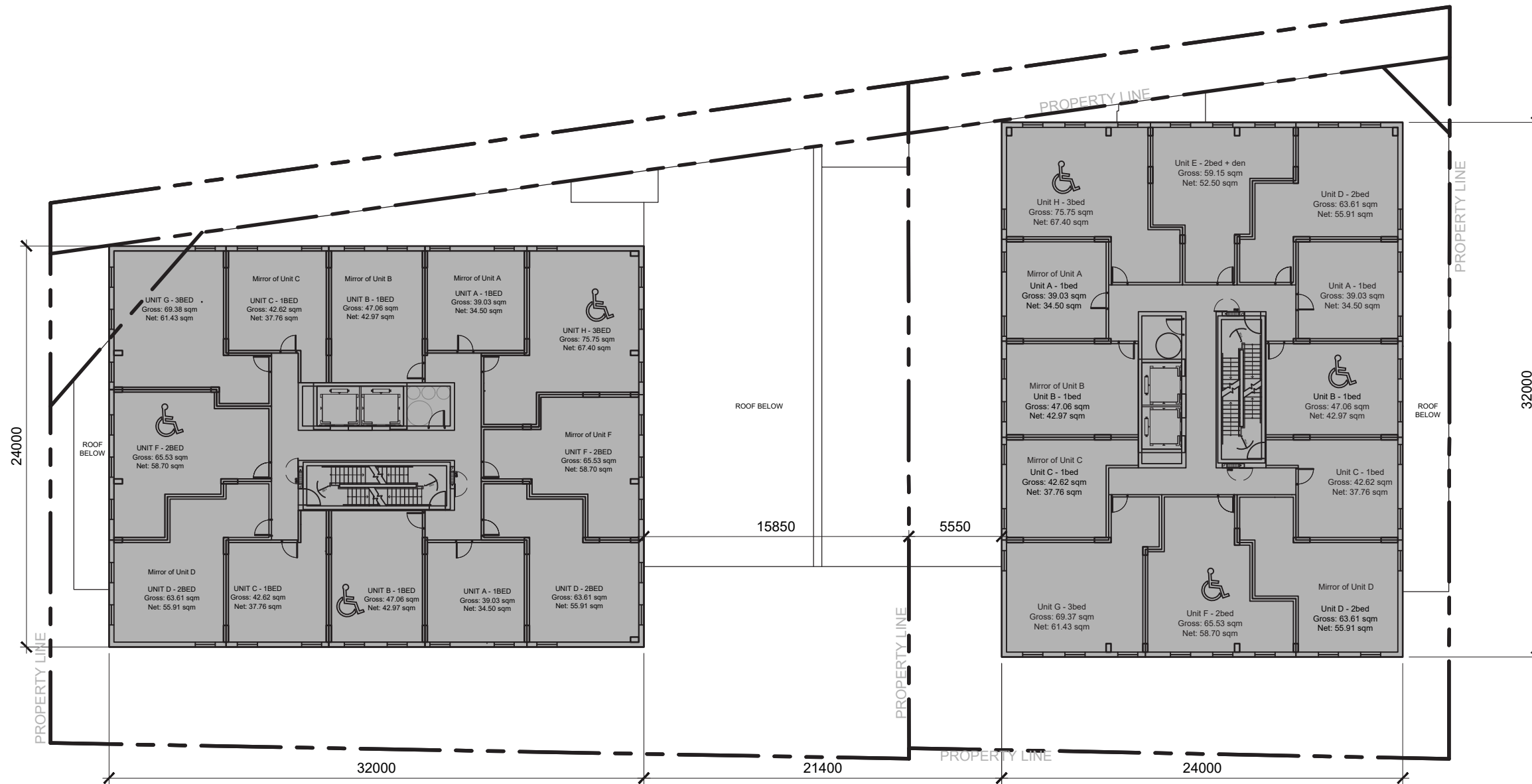
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Project No.
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Project No.
12307

A6

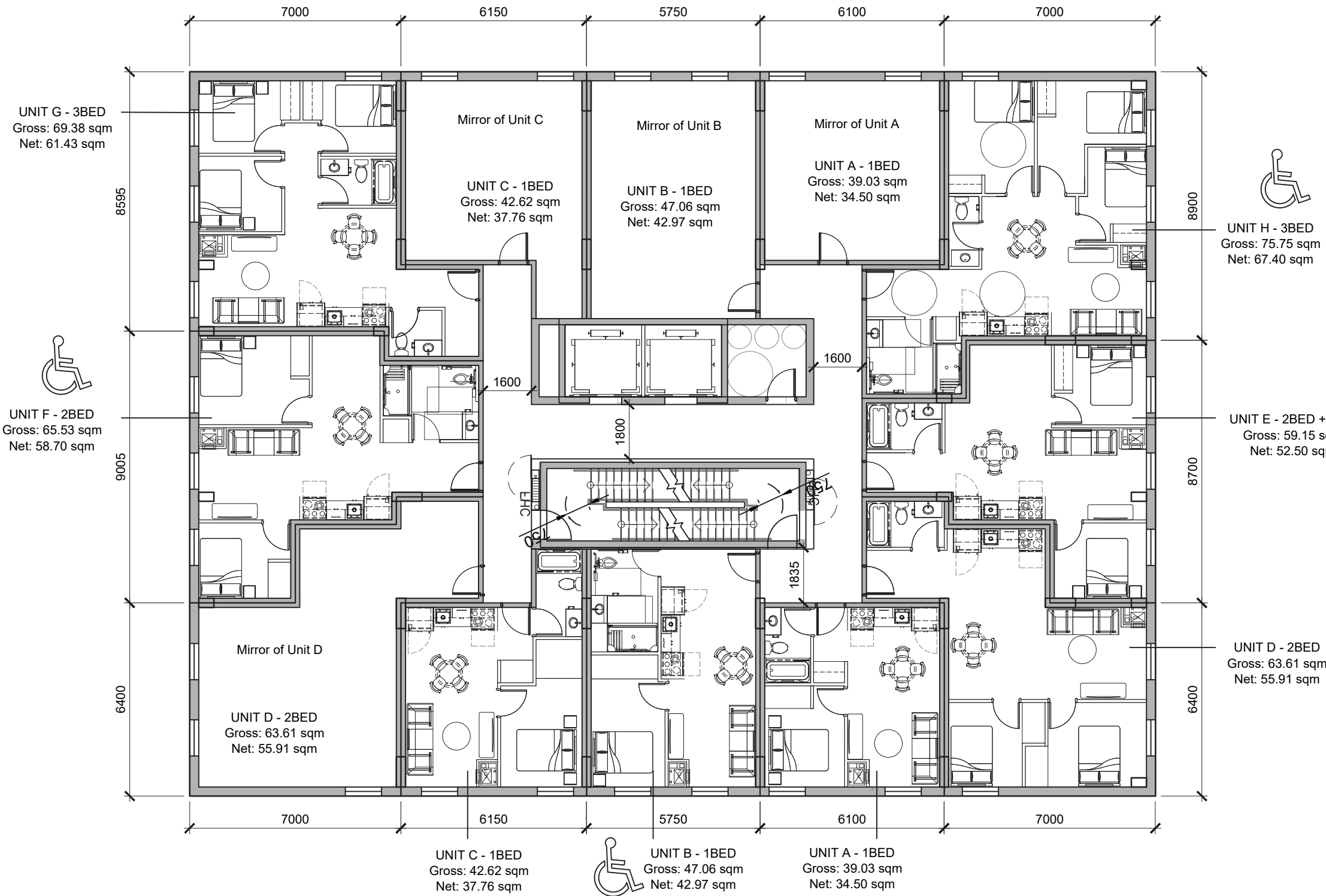
KING AND SANFORD DEVELOPMENT

Typical Residential Levels 3+

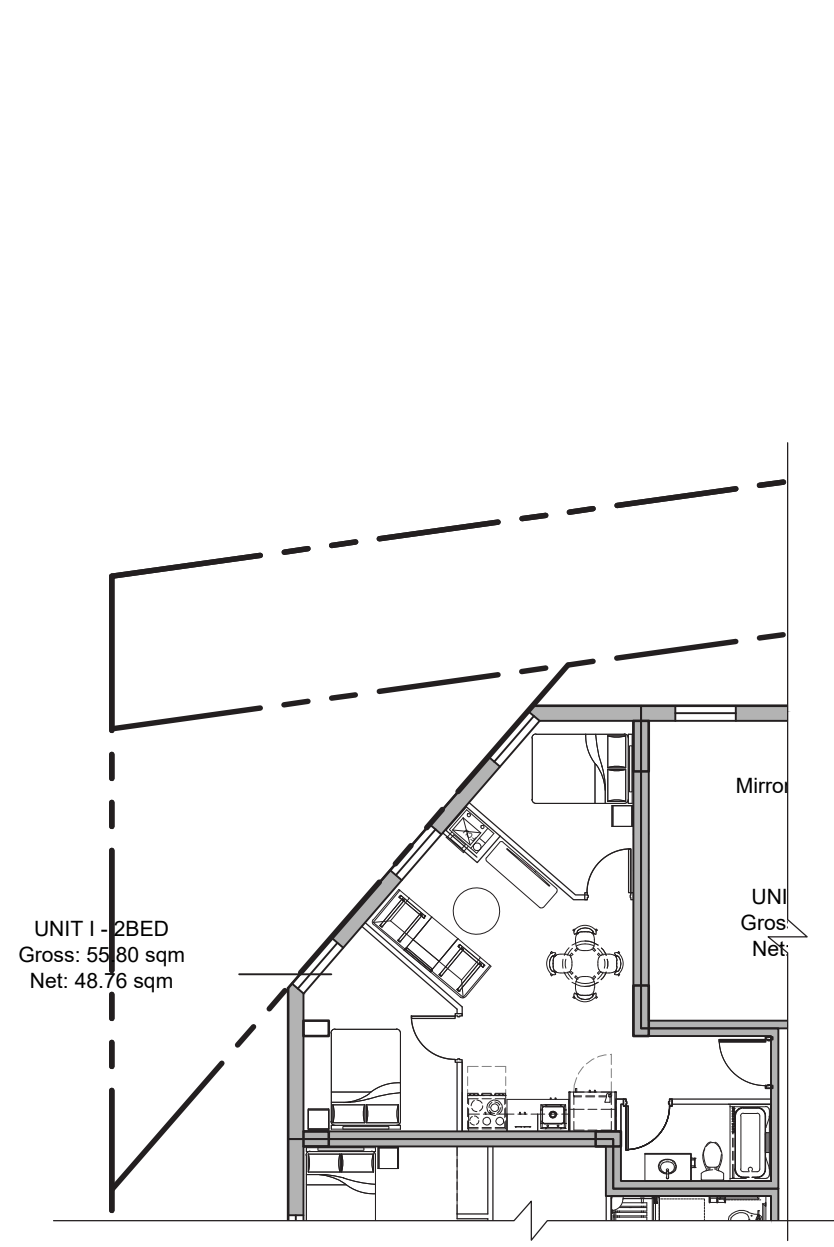
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Date: 2023-10-13





Western Tower (Eastern Tower Similar)



Unit I (level 2 only)



Project No.
12307

A7

KING AND SANFORD DEVELOPMENT

Typical Residential Floorplate

Scale: 1:300

Date: 2023-10-13





Western Tower Entrance



Project No.
12307

A8.01

KING AND SANFORD DEVELOPMENT

Renders

Scale: NTS

Date: 2023-10-13





King and Arthur



Project No.
12307

A8.02

KING AND SANFORD DEVELOPMENT

Renders

Scale: NTS

Date: 2023-10-13





King and Sanford



Project No.
12307

A8.03

KING AND SANFORD DEVELOPMENT

Renders

Scale: NTS

Date: 2023-10-13





Western Site Access



Project No.
12307

A8.04

KING AND SANFORD DEVELOPMENT

Renders

Scale: NTS

Date: 2023-10-13





Eastern Site Access



Project No.
12307

A8.05

KING AND SANFORD DEVELOPMENT

Renders

Scale: NTS

Date: 2023-10-13





Aerial View



Project No.
12307

A8.06

KING AND SANFORD DEVELOPMENT

Renders

Scale: NTS

Date: 2023-10-13





Massing Break



Project No.
12307

A8.07

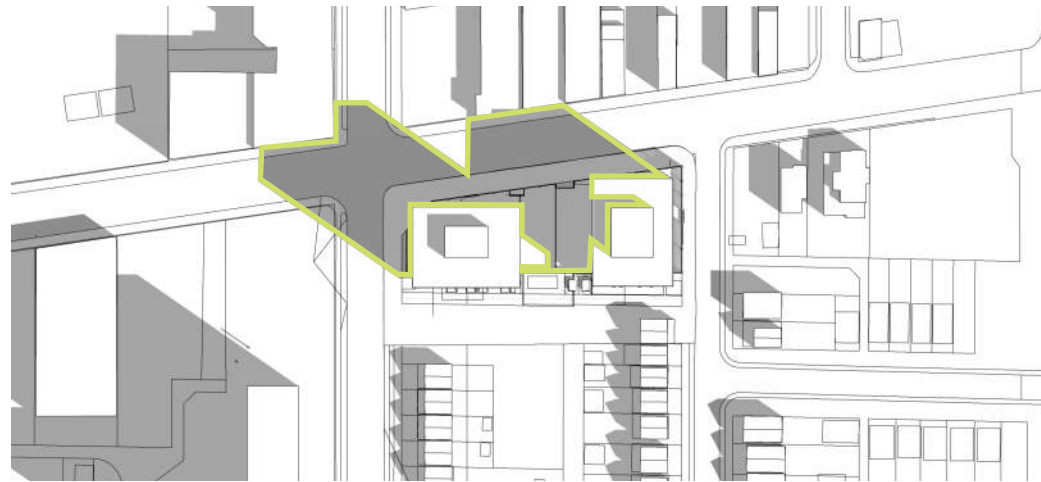
KING AND SANFORD DEVELOPMENT

Renders

Scale: NTS

Date: 2023-10-13

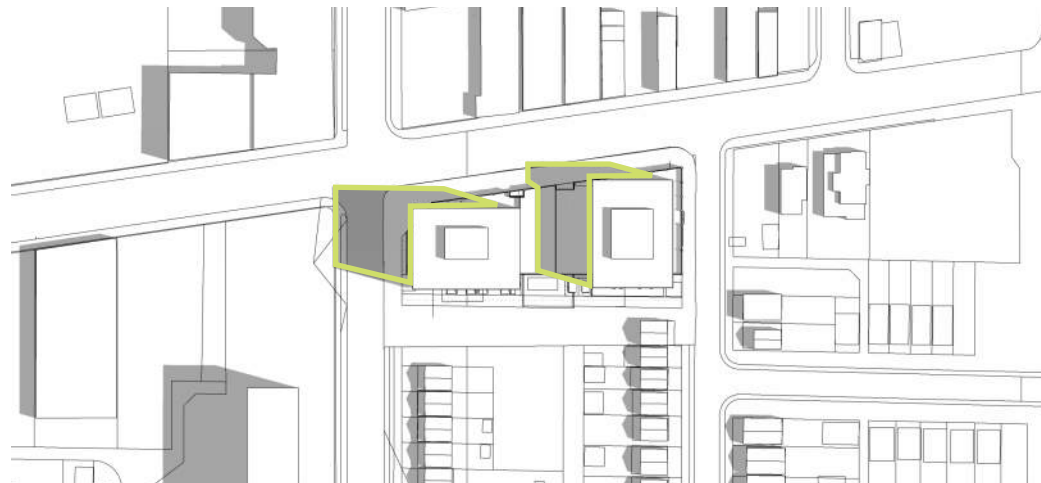




March 21, 10:00am



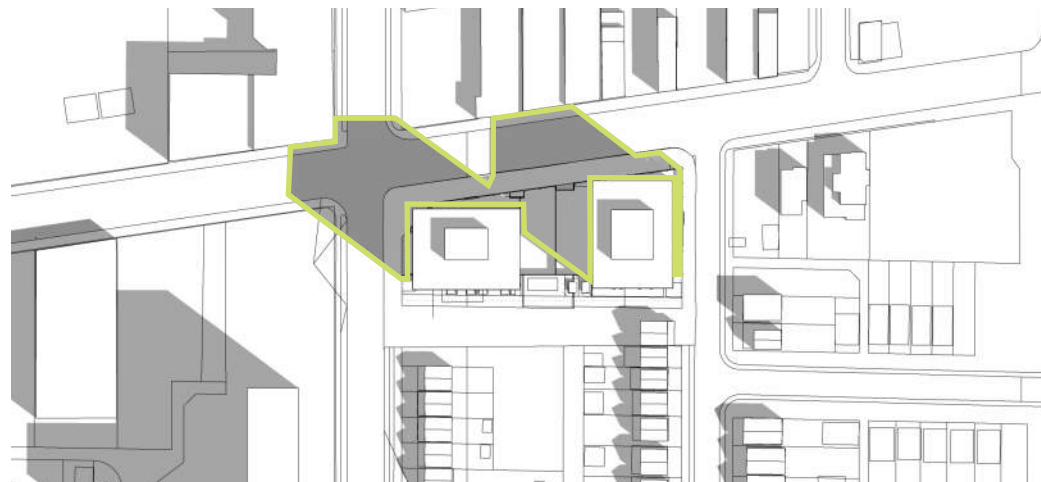
March 21, 2:00pm



June 21, 10:00am



June 21, 2:00pm



September 21, 10:00am



September 21, 2:00pm



Project No.
12307

SPA.5

KING AND SANFORD DEVELOPMENT

Shadow Study

Scale: NTS

Date: 2023-10-13





A. J. Clarke and Associates Ltd.

SURVEYORS • PLANNERS • ENGINEERS

City of Hamilton Planning and Development
City Hall 5th Floor
71 Main St W, Hamilton, ON L8P 4Y5

October 25, 2023

Attn: Jamila.Sheffield@hamilton.ca
Secretary-Treasurer, Committee of Adjustment

Re: 734-756 King Street East, Hamilton – Minor Variance Application Submission

Dear Madam:

A.J Clarke and Associates Ltd. has been retained by 734 & 752 King St. E. Developments Inc, and 756 King St. E. Developments Inc, for the purposes of submitting the enclosed Minor Variance Application for the subject lands, municipally known as 734, 752, and 756 King Street East, in the City of Hamilton.

The following supporting materials are submitted to your attention, in support of the subject application:

- One (1) electronic copy of the required filled and signed Minor Variance Application Form;
- Architectural Package including Concept Plans and Elevations, Shadow Study, and Angular Plane Study prepared by DPAI dated October 25, 2023;
- Urban Design Brief prepared by DPAI dated October 25, 2023;
- Payment in the sum of \$3,735.00 will be delivered with a cheque, with one (1) electronic copy submitted with this application.

The subject lands are located within the Urban Hamilton Official Plan and are designated “Mixed Use – Medium Density” as per Schedule E1: Urban Land Use Designations. The subject lands are not located within a secondary plan area.

The subject lands are currently zoned “Transit Oriented Corridor Mixed Use Medium Density (TOC1) Zone” with the City of Hamilton Zoning By-law 05-200. The subject lands are currently vacant.

The proposed development includes two residential towers (West Tower – 15 storeys, East Tower – 12 storeys) with a joint ground floor, and one level of underground parking. The site provides a total of 37 vehicular parking spaces, with 33 indoor spaces, and 4 outdoor spaces, and 156 bicycle parking spaces. The West Tower provides a total of 167 residential units with 84 one bedroom units, 55 two bedroom units, and 28 three bedroom units. The East Tower provides a total of 131 residential units with 65 one (1) bedroom units, 44 two (2) bedroom units, and 22 three (3) bedroom units. The East Tower will be affordable housing, while the West Tower will be market rental units.



Requested Variances

The intention of this Minor Variance Application is to seek relief from the City of Hamilton Zoning By-law 05-200 to permit the proposed development. The variances requested are as follows:

1. To permit a minimum rear yard of 5.8m, whereas the minimum required rear yard is 7.5m.
2. To permit a maximum building height of 44m for the 'West Tower', notwithstanding Sections 11.1.3 d) ii) and iii) permit a maximum building height of 22m and require an equivalent increase in yard setbacks abutting a Residential Zone as Building Height is increased.
3. To permit a maximum building height of 35.1m for the 'East Tower', notwithstanding Sections 11.1.3 d) ii) and iii) permit a maximum building height of 22m and require an equivalent increase in yard setbacks abutting a Residential Zone as Building Height is increased.
4. To permit a minimum of 37 parking spaces to be provided on site, notwithstanding the parking requirements listed under Section 5.6 c).
5. To permit an aisle width of 3.7m whereas an aisle width of 6.0m is required.
6. To permit a minimum of 1,318 sqm of amenity area, whereas 1490 sqm of amenity area is required.
7. To permit no visual barrier along a lot line abutting a Residential Zone, whereas a Visual Barrier is required along the rear lot line abutting a Residential Zone.

I trust that you will find the enclosed satisfactory for your purposes. Please confirm receipt of this submission and we look forward to being scheduled for the next available hearing date. If you have any questions or require additional information, please do not hesitate to contact our office.

Sincerely,

A handwritten signature in blue ink, appearing to read 'F. Kloibhofer'.

Franz Kloibhofer, MCIP, RPP
Principal, Planning Manager

A.J. Clarke and Associates Limited



Hamilton

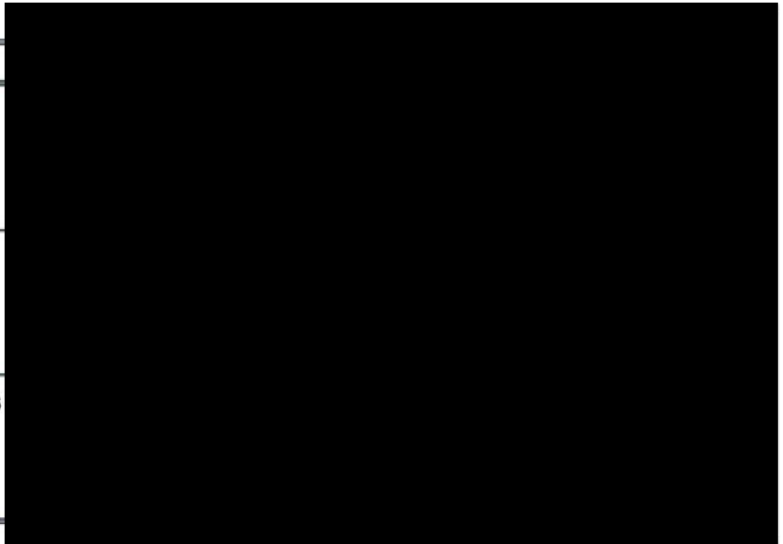
Committee of Adjustment
City Hall, 5th Floor,
71 Main St. W.,
Hamilton, ON L8P4Y5

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
Registered Owners(s)	734 & 752 King St. E. Developments Inc 756 King St. E. Developments Inc
Applicant(s)	same as above
Agent or Solicitor	A.J. Clarke and Associates Ltd.



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 _____

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	734, 752,756 King Street East		
Assessment Roll Number	251803023250460, 251803023250490, 251803023250520		
Former Municipality	Hamilton		
Lot		Concession	
Registered Plan Number		Lot(s)	
Reference Plan Number (s)		Part(s)	

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:

Please see attached cover letter

Second Dwelling Unit Reconstruction of Existing Dwelling

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

Please see attached cover letter

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

Yes No

If yes, please provide an explanation:

4. DESCRIPTION OF SUBJECT LAND AND SERVICING INFORMATION

4.1 Dimensions of Subject Lands:

Lot Frontage	Lot Depth	Lot Area	Width of Street
+/- 84.53m	+/- 42 m	2934 square metres	+/- 20.2m

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
N/A Vacant				

Proposed:

Type of Structure	Front Yard Setback	Rear Yard Setback	Side Yard Setbacks	Date of Construction
Multiple Dwelling	0	5.88 m	1.4m, 0m	TBD

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
N/A Vacant				

Proposed:

Type of Structure	Ground Floor Area	Gross Floor Area	Number of Storeys	Height
Multiple Dwelling	1766 square metres	West 10679 sqm, East 8408 sqm	15 Storeys, and 12 Storeys	43.26 m , 35.04 m

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 right of way
 municipal road, seasonally maintained other public road
 municipal road, maintained all year _____
- 4.8 Proposed use(s) of the subject property (single detached dwelling duplex, retail, factory etc.):
 Multiple Dwelling
- 4.9 Existing uses of abutting properties (single detached dwelling duplex, retail, factory etc.):
 Single Detached

7 HISTORY OF THE SUBJECT LAND

- 7.1 Date of acquisition of subject lands:
- 7.2 Previous use(s) of the subject property: (single detached dwelling duplex, retail, factory etc)
- 7.3 Existing use(s) of the subject property: (single detached dwelling duplex, retail, factory etc)
 Subject lands are currently vacant
- 7.4 Length of time the existing uses of the subject property have continued:
- 7.5 What is the existing official plan designation of the subject land?
 Rural Hamilton Official Plan designation (if applicable): _____
 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.

7.6 What is the existing zoning of the subject land? TOC 1

- 7.8 Has the owner previously applied for relief in respect of the subject property?
 (Zoning By-law Amendment or Minor Variance)
 Yes No
 If yes, please provide the file number:

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: _____

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: 298

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

Please see attached cover letter.

11 COMPLETE APPLICATION REQUIREMENTS

11.1 All Applications

- Application Fee
- Site Sketch
- Complete Application form
- 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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