

Site Specific Modifications to the “RT-10” (Townhouse) District

Regulation	Required	Modification	Analysis
Front Lot Line	“Lot-Line Front” with reference to an interior lot shall mean the boundary line along the street; with reference to a corner lot shall mean either of the boundary lines along a street at the option of the owner, provided that where one of such boundary lines along a street is chosen as the front lot line, the other shall be considered as a side lot line; and with reference to a through lot shall mean and include each of the two shorter boundary lines along streets.	Limeridge Road West shall be deemed the Front Lot Line.	<p>Although the subject property backs onto the Lincoln M. Alexander Parkway, which is a controlled-access highway, it does not function as a through lot. There is no access permitted onto this parkway from the subject property and the lands are separated by a grade change and sound barrier.</p> <p>Therefore, staff supports this modification.</p>
Setback from the Mountain Freeway	Notwithstanding any other provision of this By-Law, no residential structure shall be located closer than 22.86 metres (75 feet) from the Mountain Freeway right-of-way proper (excluding access ramps).	16.5 metres.	The intent of the setback regulation is to provide separation from the Mountain Freeway for noise mitigation. A noise wall is located along the rear property line followed by a berm. A Noise Impact Study, prepared by dBA Acoustical Consultants Inc. dated December 2022, was submitted in support of the development. The applicant demonstrated that the existing earth berm and noise wall provide appropriate shielding for the outdoor amenity spaces.

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Setback from the Mountain Freeway (Continued)			<p>Transportation Planning staff supports the 16.5 metre setback for the residential buildings, which shall all be oriented so that only the sides of the buildings face the Lincoln M. Alexander Parkway. To allow maintenance of the existing and any potential future noise walls, an easement in favour of the City, across the subject land from the south property line to 15.24 metres north thereof will be required during the Site Plan Control stage.</p> <p>Therefore, staff supports this modification.</p>
Minimum Front Yard	Where a yard abuts a street, a depth of not less than 6.0 metres (19.69 feet) from the street line.	3.5 metres.	<p>The reduced setbacks proposed support the creation of a pedestrian oriented environment by allowing buildings to be located closer to the property line.</p> <p>Therefore, staff supports this modification.</p>
Minimum Lot Area	An area of not less than 270.0 square metres (2,906.35 square feet) for each single family dwelling unit.	No requirement.	<p>The intent of this regulation is to create appropriate lot sizes for individual units. While each of the units are technically a single family dwelling, the proposed form of development is a multiple dwelling. Individual lot area does not recognize the form of development in this case. The development must maintain appropriate setbacks to the external lot lines and abutting properties in addition to the minimum landscaped area as opposed to individual unit lot requirements. The proposal is consistent with the medium density residential policies in the Urban Hamilton Official Plan which support multiple dwellings on collector roads (see Appendix “E” attached to Report PED24092).</p> <p>Therefore, staff supports this modification.</p>

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Minimum Landscaped Area	50%.	40%.	<p>The proposed reduction in landscaped area will allow for more efficient use of the land without negative impacts to stormwater management or amenity space. The “RT- 10” District requires that a “privacy area” 2.5 metres deep is provided for each dwelling unit which is being provided. In addition, the site is approximately 136 metres from a public park.</p> <p>Therefore, staff supports this modification.</p>
Dwelling Unit Placement	Not more than eight dwellings in a continuous row.	Not more than eleven dwellings in a continuous row.	<p>The proposed modification will permit additional housing to be provided in a compact form making an efficient use of land and services.</p> <p>The subject lands border a public walkway to the west and the Lincoln M. Alexander Parkway to the south, therefore negative impacts in either of these directions are not anticipated. To the east, the subject property borders both a single detached dwelling and a townhouse development. Staff propose a 1.5 metre planting strip along the easterly property line to provide additional screening between the proposed development and the existing dwellings on the adjacent property. The screening will reduce the impacts of massing. In addition, each dwelling unit is required to provide an outdoor “privacy area” measuring 2.5 metres deep. This “privacy area” will function as the rear yard for each unit and will provide further separation from the existing dwellings.</p> <p>Additional design details such as building materials and architectural features can be employed to mitigate the appearance of façade length.</p>

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Dwelling Unit Placement (Continued)			<p>These design details, along with landscape details will be determined at the Site Plan Control stage.</p> <p>Therefore, staff supports this modification.</p>
Parking Space Dimensions	2.7 metres wide and 6.0 metres long.	2.7 metres wide and 5.8 metres long.	<p>The parking space size regulation is consistent with the standards set out in Zoning By-law No. 05-200 and represent Council's direction on parking space sizes.</p> <p>Therefore, staff supports this modification.</p>
Parking Space Accessibility	Sufficient space additional to the required parking space shall be provided and maintained on the same lot on which the parking space is located, in such a manner as to enable each and every parking space to be unobstructed and freely and readily accessible from within the lot, without moving any vehicle on the lot or encroaching on any designated parking or loading space.	Tandem parking shall be permitted.	<p>The proposed modification will permit two parking spaces per dwelling unit. One space with an enclosed garage and another on the driveway directly in front of the garage. This modification will result in an efficient use of land and also reduce the amount of paved area on the site.</p> <p>Therefore, staff supports this modification.</p>
Driveway Setback	3.0 metres from a property line that does not permit a townhouse dwelling, maisonette dwelling, or multiple dwelling.	1.5 metres from a property line.	<p>To the east, the subject property borders two properties. One property, located further north, contains a single detached dwelling and the other property contains a townhouse development. Therefore, a 3.0 metre setback is required along the entire property line adjacent to both properties.</p>

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Driveway Setback (Continued)			<p>The Concept Plan does not show a driveway within 3.0 metres of the property containing the single detached dwelling. The reduction applies at the south of the property where the parking area abuts the easterly lot line. The easterly lot line will be buffered by a required planting strip and no adverse effects are anticipated with the proposed reduction.</p> <p>Therefore, staff supports this modification.</p>
Planting Strip	None.	That a planting strip of not less than 1.5 metres in width shall be provided and maintained along the easterly side lot line.	<p>The addition of a planting strip along the easterly property line will provide an opportunity for additional screening between the proposed development and the existing dwellings on the adjacent properties. The screening will reduce the impacts of massing of the dwellings and the driveway.</p> <p>Therefore, staff supports this modification.</p>