
From: Jennifer Badley [REDACTED]
Sent: Tuesday, September 16, 2025 1:28 PM
To: Nikolic, Tara
Cc: Committee of adjustment
Subject: RE: Sign instructions SEPTEMBER 25th Hearing
Attachments: Minor Variance Sketch_Block 35.pdf

External Email: Use caution with links and attachments

Good morning Justin and Tara,

Zoning Staff have confirmed that variance 4 is required. With that in mind I'd like to offer the following rationale, as the variance was not included in our Planning Rationale originally submitted. I have also attached an updated Minor Variance Sketch which includes variance 4.

VARIANCE 4 – A parking space or area shall be permitted to be located 0 metres from a Street Line instead of the requirement that no parking space or area shall be located closer to a Street Line than 6 metres.

Why is it not possible to comply with the provision of the by-law?

A 6 metre setback from a parking space to a street line cannot be achieved for the freehold townhouse block that is proposed to front onto Windwood Drive. The townhouse units provide two residential parking spaces per dwelling unit, one within the attached garage and one within the driveway, in accordance with the Zoning By-law. As the freehold townhouse units front onto and provide access from a local public road, it is not possible to comply with the provision of the by-law.

Planning Rationale to Support the Variance:

1. Conformity to the intent of the Urban Hamilton Official Plan

The Official Plan supports compact, pedestrian-friendly, and transit-supportive neighbourhoods. The proposed townhouse block fronts directly onto Windwood Drive, providing a strong street orientation, active frontages, and the efficient use of land. Parking for the freehold townhouses are fully contained on private property and accessed directly from a local public road, ensuring appropriate access and functionality. The proposed variance therefore conforms to the intent of the UHOP and the Binbrook Village Secondary Plan.

2. Conformity to the intent of the Zoning By-law

The intent of the 6.0 metre setback for parking spaces and areas is to ensure sufficient buffering and screening along public streets. Each townhouse provides two residential parking spaces, in addition to 11 visitor parking spaces within the condo development. The variance is required due to the nature of the freehold townhouse block fronting onto a public street, a condition not contemplated by the block zoning approach. From a streetscape perspective, the townhouse block will present the same built form and frontage relationship to the public street as typical freehold townhouses across the city. All other parking

spaces maintain the required 6.0 metre setback to a street line, thereby upholding the overall intent of the Zoning By-law.

3. *Is the variance minor?*

The variance is minor as it is only required as a result of the driveway parking for the freehold townhouse block. All other parking spaces maintain the required 6.0 metre setback to a street line. Through the review of the Conditionally Approved Site Plan Application (DA-24-044), Transportation Planning raised no concerns with the proposed layout from a circulation or safety perspective. The variance therefore results in no adverse impacts on neighbouring properties, traffic, or pedestrian movement.

4. *Is the variance desirable for the development of the property?*

The variance is desirable as it enables efficient use of land, supports housing diversity and tenure variety, and contributes to a cohesive and well-designed streetscape. The proposed townhouse block integrates appropriately with the surrounding neighbourhood, while ensuring pedestrian safety and maintaining the function of the public realm.

If you have any additional questions, please don't hesitate to reach out.

LANDWISE HAS MOVED!

As of Friday, August 15th, our new home is:



Please note all other contact information remains the same.

Sincerely,

Jennifer Badley (she/her)
Planner



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SITE PLAN - BLOCK 35

1. SITE AREA:
 TOTAL AREA = 0.6968 ha (1.72 acre)
 CONDO SITE AREA = 0.5812 ha (1.44 acre)
 FREEHOLD BLOCK AREA = 0.1156 ha (0.28 acre)

2. PART A:
 2.1. NUMBER OF UNITS:
 TYPE 'A', 6.10m TRADITIONAL TOWNHOUSE, 2 STOREY = 22 UNITS
 TOTAL = 22 UNITS

2.2. DENSITY: 50 UNITS PER HEC MAXIMUM
 22 UNITS / 1.44 ACRE = 15.27 UNITS PER ACRE (37.85 UNITS PER HA)

2.3. RESIDENT PARKING REQ'D = 22 UNITS x 2
 (1 GARAGE + 1 DRIVEWAY) = 44 SPACES REQ'D

2.4. RESIDENT PARKING PROV'D = 44 SPACES PROV'D

2.5. VISITOR PARKING REQ'D = 22 UNITS x 0.50
 = 11 SPACES REQ'D

2.6. VISITOR PARKING PROV'D = 11 SPACES PROV'D (1 ACCESSIBLE SPACE)

NO PARKING SPACE OR AREA SHALL BE LOCATED CLOSER TO A STREET LINE THAN 6 METRES (20 FEET) AND NOT BE CLOSER THAN 3 METRES (10 FEET) TO ANY RESIDENTIAL ZONE.

3. COVERAGE

COVERAGE = TOTAL BUILDING COVERAGE / TOTAL LAND AREA
 = 1875.54 SM / 5811.68 SM
 = 32.3% TOTAL BUILDING COVERAGE

4.0 LANDSCAPE CALCULATION

LANDSCAPE CALCULATIONS	PROPOSED	REQUIRED
LOT AREA	5811.68 SM	100.00%
ROAD / SIDEWALK / PARKING / CURB	1353.13 SM	
TOTAL AREA OF BUILDINGS	1875.54 SM	N/A
DRIVEWAY AREA	410.66 SM	
WALKWAY (OFF PORCH)	54.78 SM	
SOFT LANDSCAPING (GRASSED AREA)	2117.57 SM	36.44% 30% PER RM2 ZONE

"LANDSCAPED AREA" means an area that shall not be built upon and shall not be used for any purpose other than as an area of landscaping, which may include grass, shrubs, flowers, trees and similar types of vegetation, and paths, walks, patios, fences and similar appearances, but shall exclude parking areas, loading areas, driveways or ramps.

PARENT BY-LAW CITY OF HAMILTON, BY-LAW NO. 464 (GLANBROOK)
 PROPOSED USE RESIDENTIAL - BLOCK/CLUSTER/STACKED TOWNHOUSES
 SITE SPECIFIC BY-LAW CITY OF HAMILTON, BY-LAW NO. XXXX
 PROPOSED ZONE RM3-298

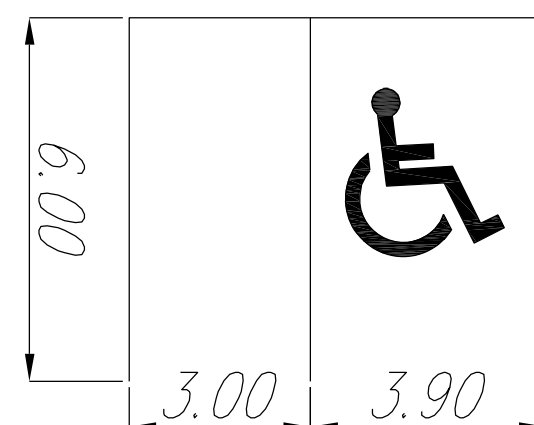
ZONING CHART:

STANDARD	BY-LAW REQUIREMENT	PROPOSED
MAXIMUM DENSITY	50 DWELLING UNITS PER HEC.	SEE STATS ABOVE
BUILDING HEIGHT	MAX. 10.7 m	8.22m TO MEAN OF ROOF
MIN. FLOOR AREA	95 sqm	156 sqm
MAX. GROSS FLOOR AREA	N/A	4364.5 sqm OF ALL BUILDINGS
LANDSCAPE AREA	N/A	32.3%
LANDSCAPE AREA	MINIMUM 30% PER RM2 ZONE	36.44%
FRONT YARD	4.5m TO MAIN WALL	4.5m TO MAIN WALL
EXTERIOR YARD	4.5m TO MAIN WALL	4.5m TO MAIN WALL
FRONT YARD TO GARAGE	6.0 m	6.0 m
SIDE YARD + REAR YARD	6.0 m	6.0 m
MINIMUM BUILDING SEP.	7.5m BETWEEN TWO EXT. WALLS WITH ONE WALL HAVING WINDOWS	REFER TO CONCEPT PLAN
	12m BETWEEN TWO EXT. WALLS WITH BOTH WALLS HAVING WINDOWS	BUILDING SEPARATION CONFORMS TO BY-LAW PER INTERPRETATION PROVIDED BY STEVE ROBICHAUD
PERMITTED ENCROACHMENTS	FRONT YARD - PORCHES 3 m	FRONT YARD - PORCHES 1.55 m
	EXTERIOR YARD - PORCHES 1.8 m	EXTERIOR YARD - NO ENCROACHMENT
MIN. PRIVACY AREA	FRONT YARD - STAIRS 4.5 m	FRONT YARD - STAIRS 2.0 m
	35 sqm PER DWELLING UNIT	MIN. 42sqm PROVIDED IN REAR YARDS PER DWELLING UNIT
MIN. AMENITY AREA	5 sqm PER UNIT (MIN. 130 sqm)	0 sqm
	GARAGE MUST BE 0.30 ABOVE CENTERLINE OF STREET	
GARAGE PARKING SPACE	MIN. SIZE 3m x 6m	MIN. SIZE 3m x 6m
DRIVEWAY	MIN. SIZE 3m x 6m	MIN. SIZE 3m x 6m
DAYLIGHT TRIANGLE	4.5 m FROM DAYLIGHT TRIANGLE	REFER TO MINOR VARIANCE APP.: GLA-23-175

LEGEND

HOUSE SETBACK	POURCH SETBACK
VISIBILITY TRIANGLE	GARAGE SETBACK
AIR CONDITIONING	MAIL BOXES
HYDRO METER	GAS METER
WASTE LOCATION (2.5m)	

PARKING SPACES



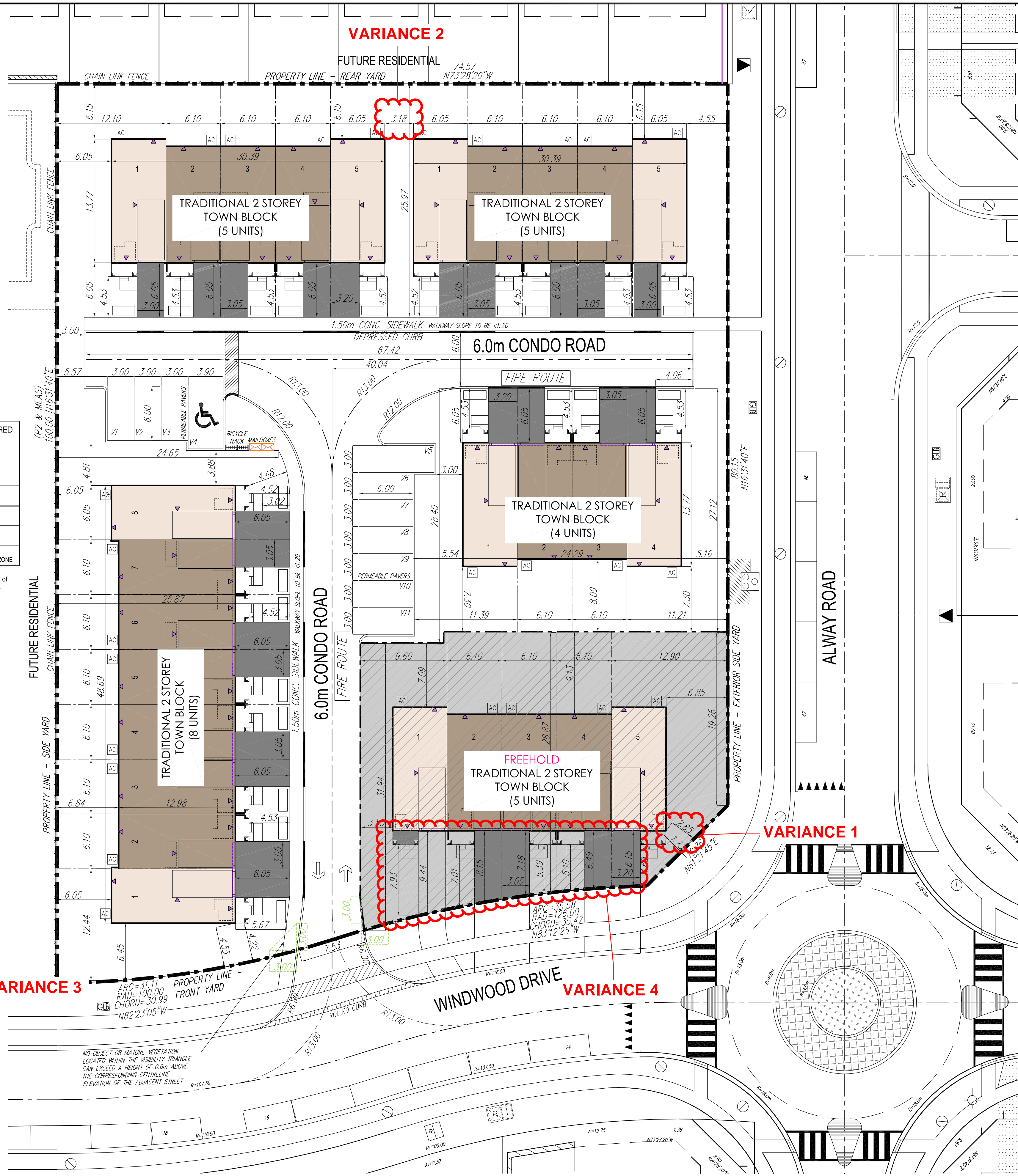
SITE PLAN

SCALE 1:250

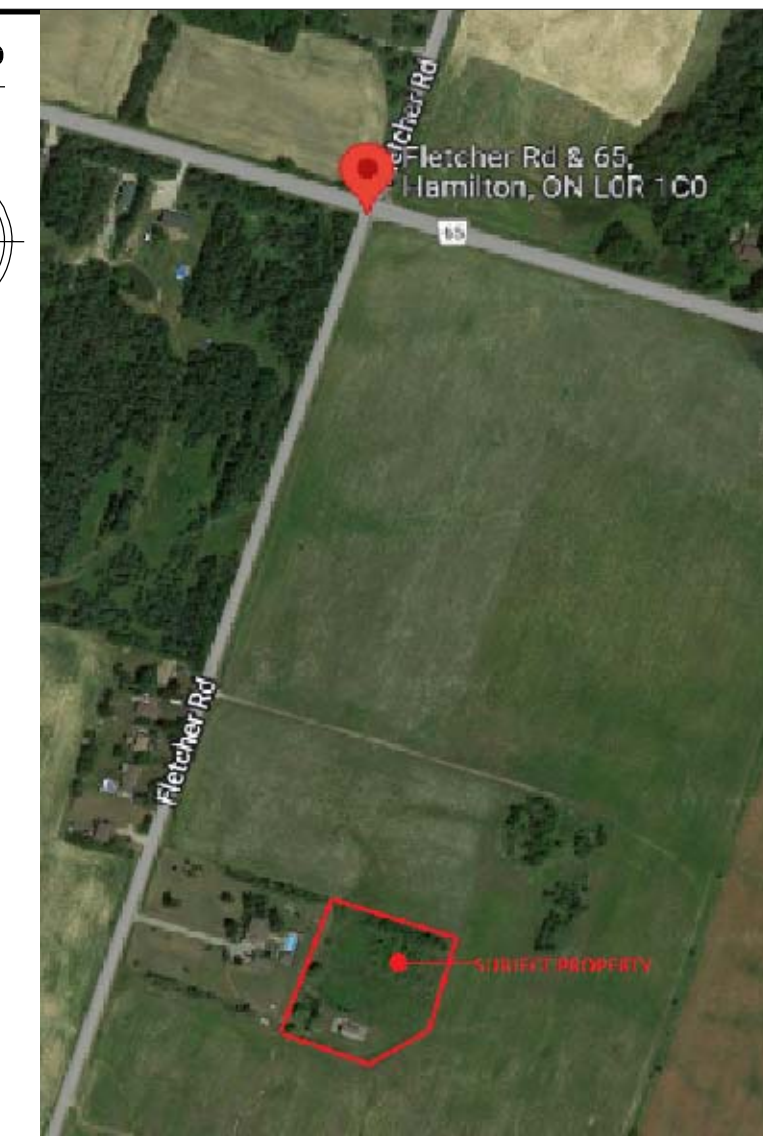
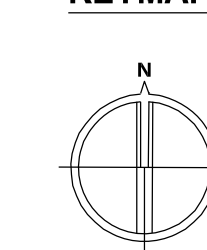
FIRE ACCESS ROUTE CONFORMING TO ONTARIO BUILDING CODE - SEC. 3.2.5.6

CURB SIDE MUNICIPAL WASTE COLLECTION HAS BEEN PROPOSED

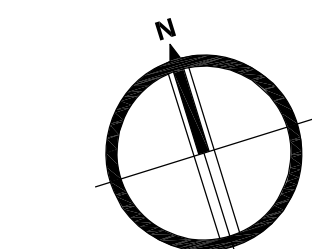
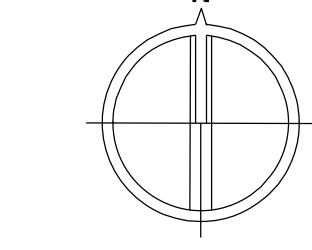
SNOW TO BE HAUL OFF SITE



KEYMAP

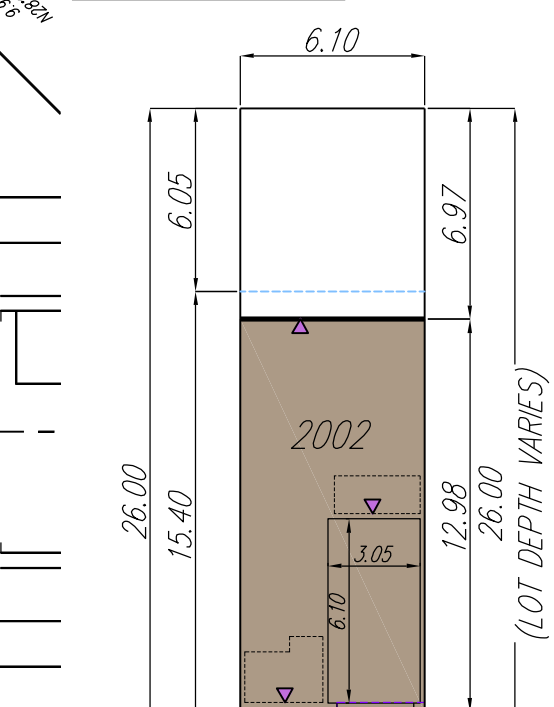


PROJECT NORTH

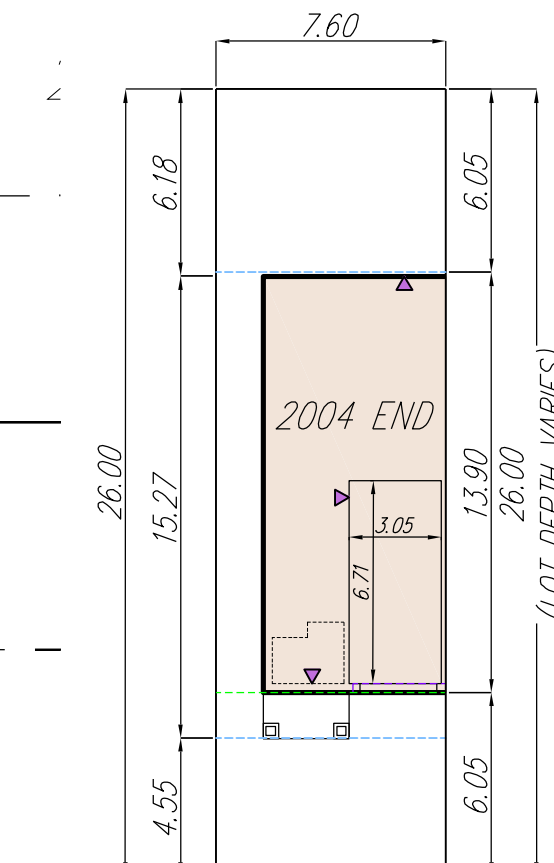


TRUE NORTH

UNIT TYPOLOGY



TRADITIONAL TOWN 2 STOREY (02-221069)
 6.1m X 26.0m
 TOTAL FLOOR AREA ±1461 SF (136 SM)



TRADITIONAL TOWN 2 STOREY - END (04END-221069)
 7.6m X 26.0m
 TOTAL FLOOR AREA ±1540 SF (143 SM)

FILE #: DA-24-044

STAMP

THE UNDERSIGNED HAS REVIEWED AND TAKES RESPONSIBILITY FOR THIS DESIGN AND HAS THE QUALIFYING AND ABILITY TO MEET THE REQUIREMENTS SET OUT IN THE ONTARIO BUILDING CODE TO BE A DESIGNER.

DATE: 12/11/2024
 REGISTERED PROFESSIONAL ENGINEER
 HUNT DESIGN ASSOCIATES INC. 19869

HUNT DESIGN ASSOCIATES INC.
 www.huntdesign.ca
 8006 Woodbine Ave., Markham, ON L3R 0J7
 T 905.737.5133 email: hds@huntdesign.ca

THE SITING AND GRADING PLAN
 BINBROOK, HAMILTON, ON.
221068 - CACHET HOMES
BLOCK 35
 SSR 1:250
 221068SP01-SCHEDULE-B FILE #: XXXX

From: Winfinite Consulting [REDACTED]
Sent: Tuesday, September 23, 2025 11:53 AM
To: Committee of adjustment
Subject: Opposition to Minor Variance Application A-25:172 (680 Windwood Drive, Glanbrook)

Categories: Public Comment

External Email: Use caution with links and attachments

Dear Members of the Committee of Adjustment,

I am writing as a concerned and directly impacted resident to oppose the requested variances for 680 Windwood Drive (formerly Block 35, 3105 Fletcher Road), which would allow 27 block townhouse units with major reductions to setbacks, separation distances, and amenity space.

Under the Ontario Planning Act, variances must meet all four statutory tests. This application fails on each one:

1. General Intent and Purpose of the Official Plan

Hamilton's Official Plan emphasizes livable, complete communities with private and shared outdoor amenity spaces and compatible built form. By eliminating the required 5.0 m² per unit of amenity space and sharply reducing separation distances, this proposal undermines those principles and does not support family living, outdoor play, or resident well-being.

2. General Intent and Purpose of the Zoning By-law

The RM3 zone allows block townhouses but sets minimum standards for spacing, amenity area, and setbacks to ensure livability. Reducing amenity space from 5.0 m² per unit to zero is not a minor adjustment—it removes an essential requirement and undermines the intent of the zoning by-law.

3. Desirable for the Appropriate Development of the Land

Block townhouses with no yards or amenity space are not desirable for long-term residents or families. This design encourages short-term occupancy, limits community cohesion, and shifts the burden onto public parks and infrastructure to provide basic outdoor space.

4. Minor in Nature

The variances requested are not minor. Reducing separation distances from 7.5 m / 12.0 m down to 3.1 m and eliminating amenity space will create a wall-like, back-to-back townhouse block that is incompatible with the existing neighbourhood of detached and traditional townhouses. The cumulative impact is significant, not minor.

Additional Concerns

- **Safety and Traffic at the Roundabout:** The site is immediately adjacent to a roundabout. Adding 27 units, with parking allowed at 0 m from the street line, will add congestion, reduce sightlines,

and create serious hazards for drivers, cyclists, and pedestrians. This is especially concerning given the traffic flow patterns around roundabouts.

- **Overcrowding and Incompatibility with Neighbourhood Character.** The drastic reduction in separation distances between dwellings (down to 3.1 m from 7.5 m / 12.0 m) essentially forces a back-to-back townhouse design. This will create a wall-like, high-density block that is not compatible with the existing residential character of the community, which features traditional townhouses and detached homes with appropriate spacing and yards.
- **Environmental and Urban Design:** The absence of yards or green space reduces opportunities for tree planting, increases stormwater runoff, and conflicts with Hamilton’s sustainability and climate adaptation goals.
- **Precedent:** Approving this application would open the door for other developers to seek similar reductions across Binbrook, eroding zoning protections and leading to progressively denser, less livable neighbourhoods.

Conclusion

This application does not meet the four Planning Act tests, creates safety risks, reduces livability for future residents, and undermines both the zoning by-law and Hamilton’s Official Plan. I respectfully urge the Committee of Adjustment to deny the application and require a revised proposal that meets the City’s standards for amenity space, setbacks, and separation distances.

Sincerely,
Folasade Adegoke

