

CITY OF HAMILTON

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
Planning Division

TO: Chair and Members Planning Committee	WARD(S) AFFECTED: WARD 15
COMMITTEE DATE: March 19, 2013	
SUBJECT/REPORT NO: Proposed Official Plan Amendment and Zoning By-law Amendment for Property at 257, 261, 263, and 267 Parkside Drive (Flamborough) (Ward 15) (PED13043)	
SUBMITTED BY: Tim McCabe General Manager Planning and Economic Development Department	PREPARED BY: Cam Thomas (905) 546-2424 Ext. 4229
SIGNATURE:	

RECOMMENDATION

- (a) That **Amended Official Plan Amendment Application OPA-12-006, by Branthaven Rosart Development Corporation, Owner**, for Official Plan Amendment No. [REDACTED], to the former Town of Flamborough Official Plan, to amend the Waterdown North Secondary Plan to include and designate the subject lands "Medium Density Residential 1", and to add Site-Specific Area No. [REDACTED] to limit the maximum density to 58 units per net residential hectare, for the development of 45 townhouse dwelling units, on lands located at 257, 261, 263, and 267 Parkside Drive, as shown on Appendix "A" to Report PED13043, be approved on the following basis:
- (i) That the draft Official Plan Amendment, attached as Appendix "B" to Report PED13043, be adopted by Council.

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- (ii) That the proposed Official Plan Amendment is consistent with the Provincial Policy Statement, and conforms to the Places to Grow Growth Plan and Hamilton-Wentworth Official Plan.
- (b) That **Urban Hamilton Official Plan Amendment No. by Branthaven Rosart Development Corporation, Owners**, to permit the lands located at 257, 261, 263, and 267 Parkside Drive to be adopted into the Waterdown North Secondary Plan, designated Medium Density Residential 3, and identified as a Area Specific Policy - Area [REDACTED], to permit 45 townhouse dwelling units with a maximum density of 58 units per net residential hectare, as shown on Appendix "C" to Report PED13043, be received and held in abeyance until such time as the relevant sections of the Urban Hamilton Official Plan come into force and effect; and when the relevant sections of the Urban Hamilton Official Plan come into force and effect, that Planning and Economic Development Department staff be directed and authorized to hold a Public Meeting, pursuant to the provisions of the Planning Act, to consider the proposed Urban Hamilton Official Plan Amendment.
- (c) That **Amended Zoning Application ZAC-12-15, by Branthaven Rosart Development Corporation, Owner**, for a change in zoning from the Urban Residential "R1-6" Zone to the Medium Density Residential "R6-26-H" Zone, with a Special Exception and Holding provision, to permit the development of 45 townhouse dwelling units, on lands located at 257, 261, 263, and 267 Parkside Drive, as shown on Appendix "A" to Report PED13043, be approved on the following basis:
- (i) That the Draft By-law, attached as Appendix "D" to Report PED13043, which has been prepared in a form satisfactory to the City Solicitor, be enacted by Council.
- (ii) That the amending By-law be added to Schedule "A" of Zoning By-law No. 90-145-Z.
- (iii) That the proposed change in Zoning conforms to the Hamilton-Wentworth Official Plan.
- (iv) That the proposed change in Zoning will be in conformity with the Town of Flamborough Official Plan upon approval of Official Plan Amendment No. [REDACTED].

EXECUTIVE SUMMARY

The purpose of these applications is to amend the Flamborough Official Plan and Zoning By-law to permit the development of 45 townhouse dwellings, consisting of 29 townhouse units and 16 maisonette units, on lands at 257, 261, 263, and 267 Parkside Drive, Waterdown (see Appendix "A"). The subject property is currently vacant and was previously occupied by single detached dwellings. The proposal has merit and can be supported, as it is consistent with the Provincial Policy Statement and conforms to the Places to Grow Growth Plan and Hamilton-Wentworth Official Plan. The proposal employs innovative design techniques to create compact development, as supported in the Urban Hamilton Official Plan.

Public concerns include increased traffic, particularly at the intersection of Hamilton Street North and Parkside Drive, and neighbourhood character and compatibility. In addition, the residents indicated that the proposal should not provide access to Truedell Circle. An 'H' Holding Zone is recommended in order to address servicing upgrades that are required to properly service the site for storm and sanitary, and payment for securities required for the completion of Truedell Circle to facilitate an eventual connection to the subject property.

Alternatives for Consideration - See Page 40.

FINANCIAL / STAFFING / LEGAL IMPLICATIONS

Financial: None.

Staffing: None.

Legal: As required by the Planning Act, Council shall hold at least one (1) Public Meeting to consider applications for an Official Plan Amendment and a Zoning By-law Amendment.

HISTORICAL BACKGROUND

Chronology:

February 15, 2012: Development Review Committee Meeting for Formal Consultation FC-12-007 for 257-267 Parkside Drive, Waterdown.

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- June 1, 2012: Submission of Applications OPA-12-006 and ZAC-12-015 by Webb Planning Consultants on behalf of Branthaven Developments.
- June 12, 2012: Applications OPA-12-006 and ZAC-12-015 is deemed complete.
- June 13, 2012: Circulation of Notice of Complete Applications and Preliminary Circulation for Applications OPA-12-006 and ZAC-12-015 to all property owners within 120m of the subject lands.
- August 1, 2012: Applicant's "Open House".
- August 14, 2012: Submission of revised development proposal.
- March 1, 2013: Circulation of Notice of Public Meeting to all residents within 120m of the subject lands.

Background:

The subject property is comprised of 4 properties known municipally as 257, 261, 263, and 267 Parkside Drive that were occupied previously by single detached dwellings. The frontages of these lots range between 28.8m - 41.7m, and between 0.19-0.25 ha. in lot area (see Appendix "A"). The properties were acquired by Rosart Properties, and are consolidated as one property. The former dwellings were removed in March and July, 2008, with the exception of 257 Parkside Drive, which was removed in August, 2012.

Proposal:

The proposed development, as revised, is for 29 townhouse units and 16 maisonette units, for a total of 45 units on a condominium road. Each unit will have 2 parking spaces and a total of 12 visitor parking spaces (see Appendix "E").

Official Plan Amendment OPA-12-006:

The proposed Official Plan Amendment is required to permit Medium Density Residential development to have a higher maximum density of 58 units per hectare, whereas Policy A.2.3(ii) permits a density range of 27-49 units per hectare. However, staff is recommending an amended Official Plan Amendment to incorporate the subject lands into the Waterdown North Secondary Plan Area, to designate the subject lands as "Medium Density Residential" within the Secondary Plan, and to limit the maximum

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permitted density to 58 units per hectare, whereas the Secondary Plan would permit a maximum of 70 units per hectare.

Zoning By-law Amendment ZAC-12-015:

The applicant's initial proposal identified 47 townhouse units consisting of 28 maisonette units and 19 standard townhouses, within an internal road system. Access to the subject lands was proposed via a driveway on Hamilton Street North and 2 driveways on Parkside Drive. Due to safety concerns relating to site lines and turning movements on Hamilton Street North identified by Traffic staff, the applicant was advised that City staff did not support the application, as submitted.

The review of the initial concept resulted in a modified proposal to develop 45 townhouse units to be comprised of 16 maisonette units and 29 townhomes. The modified proposal identifies 2 driveways along Parkside Drive and an internal road system, which connects all of the townhouse blocks. Further adjustments in the location of the townhouse blocks were provided to reduce the number of units that would face onto the future extension of Truedell Circle.

In the current proposal, 5 unit townhouse blocks are oriented along Hamilton Street North with rear-facing garages. Each of the units is proposed to have two outdoor amenity areas - an amenity area facing Hamilton Street North, and a deck/privacy area above the garage.

The proposed maisonette units consist of two, 8 unit blocks, which are centrally located on the site, with the end units oriented to Parkside Drive. The amenity area for each of the units would consist of balconies located on the 2nd floor.

Two, 5 unit townhouse blocks are oriented along the southerly property line of the site; and 4 and 5 unit townhouse blocks are located along the westerly property line. These units are proposed to be developed as standard townhouse units, and would have front and rear amenity areas.

All of the proposed townhouses are to be 3-storeys in height, and would be within the maximum permitted height for townhouses in the "R6" Zone, which is 11m (measured to the midline between the eaves and peak of the roof) (see Appendices "F", "G", and "H"). The proposed parking would consist of 2 parking spaces per unit, which includes 1 space within the garage and 1 driveway parking space; and 12 spaces for visitors (based on 0.25 spaces per unit) (see Appendix "E").

The proposal would require a Zoning By-law Amendment to change the zoning from the Urban Residential "R1-6" Zone to a Site-Specific Medium Density "R6" Zone.

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As the Flamborough Zoning By-law does not contain provisions for maisonettes, a number of special zoning provisions are required, as well as, to consider other modifications for the accommodation of higher density townhouse development. In general, modifications from the standard R6 “Medium Density Residential” Zone provisions would be required to address building setbacks, density, and loading spaces, among others. The specific modifications will be discussed in greater detail in the Analysis/Recommendation section of the Report.

Details of Submitted Application:

Owner: Rosart Properties
Applicant: Branthaven Development Corp.
Location: 257-267 Parkside Drive (Waterdown) (see Schedule “A”)

Property Size: Frontage (Hamilton Street North): 56.5m (after widening)
Flankage (Parkside Drive): 130.69m
Area: 0.78 hectares

EXISTING LAND USE AND ZONING:

	<u>Existing Land Use</u>	<u>Existing Zoning</u>
<u>Subject Lands:</u>	Vacant	Site-Specific Urban Residential “R1-6” Zone
<u>Surrounding Lands:</u>		
North	Proposed Youth Centre	“I1” Neighbourhood Institutional Zone
South	Single Detached Dwelling and Future Dwellings	Site-Specific Urban Residential “R1-6” Zone
East	Commercial Plaza	Site-Specific Urban Commercial “UC-3” Zone
West	Vacant (former Petro Canada Gasoline Storage Facilities)	Automotive Commercial “AC-2” Zone

POLICY IMPLICATIONS/LEGISLATED REQUIREMENTS

Provincial Policy Statement:

The following policies from the PPS are of relevance to the proposed residential development:

- “1.1.1 Healthy, liveable, and safe communities are sustained by:
- (a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
 - (e) Promoting cost-effective development standards to minimize land consumption and servicing costs;
- 1.1.3.1 Settlement areas shall be the focus of growth and their vitality, and regeneration shall be promoted.
- 1.1.3.3 Planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock or areas, including Brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.
- 1.1.3.7 New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses, and densities that allow for the efficient use of land, infrastructure, and public service facilities.”

With respect to the above, the proposal would provide an opportunity for residential infill/intensification within an established residential area, in which full services can be made available and which is close to local amenities such as parks and neighbourhood retail. The proposal would also allow for the development of compact housing at a higher density intended for smaller households. The proposed development would make use of an underutilized urban site on an arterial road.

In addition, with respect to Housing, the PPS directs:

- “1.4.1 That an appropriate range of housing types and densities, required to meet projected requirements of current and future residents of the regional market area, shall be provided through residential intensification and redevelopment.”

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The proposed development would allow for the development of an expanded range of housing types in the form of compact townhouse units (i.e. maisonettes), which provide the opportunity for an affordable housing option.

Based on the foregoing, the proposal is consistent with the PPS.

Places to Grow Plan:

The following policies from the Places to Grow Plan relate to managing growth and infrastructure, and for the promotion of general intensification:

- “2.2.2.1 Population and employment growth will be accommodated by:
- a) Directing a significant portion of new growth to the built-up areas of the community through intensification;
 - b) Focusing intensification in intensification areas; and,
 - h) Encouraging cities and towns to develop as complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space, and easy access to local stores and services.
- 2.2.3.1 By the year 2015, and for each year thereafter, a minimum of 40 per cent of all residential development occurring annually within each upper and single-tier municipality will be within the built-up area.”

The subject property would provide for a higher density form of housing within the Built-up Area, which is intended to be the focus of a high proportion of the City’s future growth.

Based on the foregoing, the proposal conforms to the Places to Grow Growth Plan.

Hamilton Wentworth Official Plan:

The lands are designated “Urban Area” in the Hamilton-Wentworth Official Plan (HWOP). One of the components of the land use strategy for the Urban Area is for a compact urban form, which includes mixed-use areas.

The following policies from the Hamilton-Wentworth Official Plan are considered to be applicable to this proposal:

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Policy C-3.1 outlines that a wide range of urban uses, defined through Area Municipal Official Plans and based on full municipal services, will be concentrated in the Urban Areas. These areas are intended to accommodate approximately 96% of new residential housing units in the Region to the year 2020.

In addition, Policy C.3.1.1 directs that a compact, higher density, urban form, with mixed-use development along corridors, best meets the environmental, social, and economic principles of sustainable development. Mixed forms of development within an Urban Area is preferable to widespread, low density, residential development and scattered rural development.

Based on the foregoing, the proposal conforms to the Hamilton-Wentworth Official Plan.

Flamborough Official Plan:

The subject property is within the Waterdown Urban Area and is designated “Urban Residential” in Schedule “A”, Land Use Plan. The following policies from the Urban Residential designation are considered applicable to the proposal.

- “A.2.1 The uses permitted in areas designated URBAN RESIDENTIAL on Schedule “A” shall be detached and semi-detached single dwellings, low to medium density linked multiple unit dwellings, apartment units; converted dwellings, quadruplex dwellings, shared accommodation; rooming and boarding house; and other suitable forms of dwellings.
- A.2.3 The permitted residential densities in the URBAN RESIDENTIAL land use designation shall be:
- (ii) Medium Density - from 27-49 units per Net Residential Hectare. This density range permits quadruplex dwellings, townhouse dwellings, walk-up or low rise apartments, and other similar forms of housing.
- A.2.4 Development at the density ranges specified in Policy A.2.3 shall be considered in conjunction with an amendment to the applicable Secondary Plan and the Zoning By-law. Council, when considering amendments for development at these density levels, shall be guided by the following:
- Compatibility of the proposed use with surrounding development;
 - The design and location of access to and from the site shall be approved by the presiding authority;

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- The proposal is in proximity to public transit services;
- Sufficient lands shall be allotted for landscaping to protect the amenity of adjacent Residential properties. In addition, visual screening by vegetation, berms, fencing, or a combination of these, may be required as a buffer;
- The height and bulk of the structure will not overshadow, block light, or result in the loss of privacy to adjacent residential uses;
- The potential of the proposal to contribute to the provision of affordable housing.”

Concerning the above-noted policies, the proposed development conforms to the range of uses that are permitted in the Residential designation, but would exceed the density range provided for Medium Density uses.

With respect to the criteria for Medium Density development provided in Policy A.2.4, the proposed development would be considered to be compatible with surrounding uses, which include single detached dwellings and future residential to the west and south, commercial to the east, and a future youth centre to the north. The proposed buildings are setback from the existing dwellings, and would not create any adverse shadow impacts. The proposal would also be separated on the west from future residential by the extension of Truedell Circle. The proposed townhouse buildings are broken into small blocks of only 4-5 dwellings in a row, in order to avoid the creation of unbroken street walls. The buildings are also juxtaposed so that the end units face the street, which is complementary to existing residential development. In addition, the townhouse units are oriented to the existing residential uses, which provide a separation from the higher density maisonette units.

The amenity of existing residential properties along Parkside Drive and Truedell Circle would be buffered through the provision of fencing along the westerly property line, as well as, supplementary landscaping, and the retention of existing street trees, where possible. In light of the creation of smaller lots for new single detached dwellings abutting the north-west corner of the property along Truedell Circle, and the need to reduce overview into the rear yard areas, staff recommends that full landscape screening be required along the westerly property line. This would be secured through the implementing By-law and subsequent Site Plan Approval.

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The proposed development would have adequate access from Parkside Drive, which would properly align with the commercial driveways located to the east. A proposed access driveway along Hamilton Street North, which was considered too close to the intersection, has been removed in the revised proposal. A second driveway that is proposed along Parkside Drive would generally comply with the requirements for driveway access from an intersection, although it may be subject to removal once the Truedell Circle connection is provided. As a result of the review of the applications, staff is recommending that the second access driveway to Parkside Drive be a temporary arrangement that will be removed once Truedell Circle has been extended and a connection from the subject lands to Truedell Circle is provided.

The proposal would be accessible to local transit (HSR), as it is located along Route 18, which has a stop available at the intersection of Hamilton Street North and Parkside Drive.

The proposed development would provide the opportunity for the provision of affordable housing through the development of maisonette townhouses, which is a more compact form of housing.

In addition, the following policies from Section E.3 of the Flamborough Official Plan are applicable to the proposed development:

“Housing Supply:

- “E.3.1.1 (v) Council supports the creation of new housing units through intensification and innovative design in appropriate areas;
- (xii) When considering all new housing development or redevelopment, Council will require consideration of the following:
- That development or redevelopment is compatible with surrounding uses;
 - That adequate off-street parking is provided and maintained;
 - That the existing pattern of the streetscape and landscape is maintained or improved;
 - That adequate separations are maintained through distance and/or buffering features between residential and adjacent land uses, particularly involving the privacy areas of adjacent residences;

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- That consideration be given to the provision of pedestrian walkways and bicycle paths, where feasible, to facilitate access to the various land use areas and provide physical separation between vehicular and pedestrian traffic;
- That consideration is given to how the proposal will contribute to the provision of affordable housing; and,
- Other actions, as may be deemed necessary.”

As was discussed in the preceding section, the proposed townhouse development would be considered appropriate in terms of compatibility, its separation from adjacent uses, which are more sensitive, and in the provision of affordable housing. In addition, the following comments are also noted:

- Off-street parking for the development would fulfil the requirements of the Flamborough Zoning By-law, as 2 spaces would be provided per unit (1 in the garage and 1 in the driveway), whereas the Flamborough Zoning By-law requires 1.5 spaces per unit. An additional 12 dedicated visitor parking spaces are also being provided;
- Privacy areas for the townhouse units proposed along the westerly property line will be separated by a landscaped buffer and screen fence;
- The streetscape pattern along Hamilton Street North, Parkside Drive, and the extension of Truedell Circle will be enhanced through the provision of enhanced landscaping, particularly along the corner of the site at the intersection; and,
- Pedestrian walkways and connections to Hamilton Street North and Parkside Drive have been incorporated into the current design. Further pedestrian connections to Truedell Circle are also recommended, and will be examined at the Site Plan Approval stage.

“E.3.2 Intensification:

E.3.2.1 Residential intensification involves the creation of additional housing units in existing areas. Intensification may include conversion and the creation of additional units, infilling, redevelopment, and temporary mobile dwellings, which are defined as follows:

- (i) Conversion refers to the creation of additional dwelling units within an existing or enlarged dwelling;

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- (ii) Infilling is the use of vacant land for new residential development, either by adding new units to an individual site or on newly created lots or sites, predominantly in built-up areas; and,
- (iii) Redevelopment is the use of existing non-residential land and/or buildings for residential purposes, or the use of residential land and/or buildings for higher density residential use.”

With respect to Policy E.3.2.1, the proposed development is regarded as both a form of infilling (since the subject property is currently vacant and located in a built-up area), as well as redevelopment, since the proposed townhouse development would replace existing former dwellings. Intensification is strongly encouraged at the Provincial and local levels, as it provides for the efficient use of land and infrastructure. On the basis of the foregoing, the proposal would maintain the general intent of the Flamborough Official Plan, although a Site-Specific Policy Amendment is required to permit the increase in density for Medium Density development from 49 units to 58 units/ha, or 45 units.

Waterdown North Secondary Plan:

The “Medium Density Residential 1” Designation is intended to be a residential area that includes a wide range and mix of housing types. The properties were not included in the Secondary Plan because when the plan was being developed, the lands were recognized as existing single detached dwellings. The lands have since been consolidated under one property ownership, and the former dwellings have been removed.

The “Medium Density Residential 1” policies would apply to the proposed development, and directs as follows:

- “A.8.4.4.1 The designation permits a range of multiple dwellings, including all forms of townhouses, apartments, and other forms of multiple dwellings. Housing for seniors, including retirement apartments, shall also be permitted. The maximum building height shall be 6-storeys.
- A.8.4.4.2 The gross residential density for all lands designated Medium Density Residential 1 shall be greater than 46 units, to a maximum density of 70 units per gross residential hectare.”

The proposed development is consistent with the above-noted policies, both in terms of the housing forms and the range of density that would be provided. The criteria for the location of medium density development was previously examined under the Flamborough Official Plan. It was determined that the location along two arterial roads

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with surrounding amenities, which include shopping and a community park, are appropriate for the proposed use. Given the proximity of the subject property to the adjacent lands to the west and south, which comprise the Waterdown North Secondary Plan, staff is of the opinion that it would be prudent to include them within the Plan as a Site-Specific Area that will allow the proposed form and density of housing.

New City of Hamilton Urban Official Plan (Ministry-Approved):

The new Urban Hamilton Official Plan was adopted by Council on July 9, 2009, with the Ministry of Municipal Affairs and Housing issuing its Ministerial Approval on March 16, 2011. However, the Plan has been appealed to the Ontario Municipal Board in its entirety and is, therefore, not in effect. The following policy review, with respect to the proposed development, is provided for information purposes and general guidance.

The subject lands are designated “Neighbourhoods” in the new Urban Official Plan.

The following policy goals of the Neighbourhoods designation are applicable to this proposal:

- “E. 3.1.1 Develop compact, mixed-use, transit supportive and active transportation friendly neighbourhoods.
- E. 3.1.2 Develop neighbourhoods as part of a complete community, where people can live, work, shop, learn, and play.
- E. 3.1.3 Plan and designate lands for a range of housing types and densities, taking into account affordable housing needs.
- E. 3.1.4 Promote and support design, which enhances and respects the character of existing neighbourhoods, while at the same time, allowing their ongoing evolution.
- E. 3.1.5 Promote and support residential intensification of appropriate scale and in appropriate locations throughout the neighbourhoods.”

With respect to the above-noted goals, the proposed development is compact and would contribute to the promotion of a transit supportive community because it is located along a bus route. The proposal would provide for higher density uses, including the opportunity for more affordable housing forms, such as the proposed maisonette dwellings. The proposal allows for the evolution of the community through an appropriate form of intensification within a suitable location, while also respecting the adjacent lower density forms of development.

“Residential Uses - General Policies:

Three categories of residential land use are described in this section, but are not designated on Schedule E-1 - Urban Land Use Designations. These residential categories provide general location, scale, and design directions for the purposes of secondary planning and zoning. These categories may also be applied in the redevelopment of larger sites.

E. 3.3.1 Lower density residential uses and building forms shall generally be located in the interiors of neighbourhood areas with higher density dwelling forms and supporting uses located on the periphery of neighbourhoods on or in close proximity to major or minor arterial roads.”

With respect to the above policies, the proposed development is consistent with the general design and locational criteria to encourage higher density forms of housing (i.e. townhouses and maisonettes) on the periphery of neighbourhoods such as intersections and along arterial roads.

“Medium Density Residential:

E.3.5.1 Medium density residential areas are characterized by multiple dwelling forms on the periphery of neighbourhoods in proximity to major or minor arterial roads, or within the interior of neighbourhoods fronting on collector roads.

E.3.5.2 Uses permitted in medium density residential areas include multiple dwellings except street townhouses.

E. 3.5.5 Medium density residential uses shall be located within safe and convenient walking distance of existing or planned community facilities, public transit, schools, active or passive recreational facilities, and local or District Commercial Uses.

E.3.5.6 Medium density residential built forms may function as transitions between high and low profile residential uses.

E.3.5.7 For medium density residential uses, the net residential density shall be greater than 60 units per hectare, and not greater than 100 units per hectare.

E.3.5.8 For medium density residential uses, the maximum height shall be six storeys.”

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The proposal is generally consistent with the above Medium Density Residential policies. However, as the proposed density is slightly lower than 60 u.p.h., this matter will be addressed through an Amendment to the UHOP (see Appendix “C”). As the UHOP is currently not in force and effect due to the appeal to the OMB, this Amendment will be addressed accordingly once the UHOP comes into force and effect, subsequent to the Board’s decision on the various appeals.

The proposed scale of development would correspond with the Medium Density Residential category, which is subject to the following policies:

E.3.5.9 Development within the medium density residential category shall be evaluated on the basis of the following criteria:

- a) Development should have direct access to a collector or major or minor arterial road. If direct access to such a road is not possible, the development may gain access to the collector or major or minor arterial roads from a local road only if a small number of low density residential dwellings are located on that portion of the local road.
- b) Development shall be integrated with other lands in the Neighbourhoods designation with respect to density, design, and physical and functional considerations.
- c) Development shall be comprised of sites of suitable size and provide adequate landscaping, amenity features, on-site parking, and buffering, if required. The height, massing, and arrangement of buildings and structures shall be compatible with existing and future uses in the surrounding area.
- d) Access to the property shall be designed to minimize conflicts between traffic and pedestrians, both on site and on surrounding streets.
- e) The City may require studies, in accordance with Chapter F- Implementation Policies, completed to the satisfaction of the City, to demonstrate that the height, orientation, design, and massing of a building or structure shall not unduly overshadow, block light, or result in the loss of privacy of adjacent residential uses.”

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With respect to Policy E.3.5.9, the proposal is suitably located at the intersection of 2 arterial roads. It would be possible for the proposed development to be integrated with adjacent lands designated “Neighbourhoods”, in particular, the lands which will become part of the Truedell Circle extension. The proposal would be on a suitably-sized parcel, which can provide the required landscaping, parking, and buffering. The proposed building arrangement, height, and massing would be compatible with existing development because of the proposed setbacks, landscaped buffers, and fencing. Separate walkways for pedestrian access are proposed along Hamilton Street North, in front of the northerly townhouse units, and along Parkside Drive for the maisonette units to minimize conflicts with vehicular traffic.

Policies to address intensification criteria and compatibility include the following:

“B.2.4.1.4 Residential intensification developments shall be evaluated based on the following criteria:

- a) The relationship and the proposal to existing neighbourhood character so that it maintains, and where possible, enhances and builds upon desirable established patterns and built form;
- b) The development’s contribution to maintaining and achieving a range of dwelling types and tenures;
- c) The compatible integration of the development with the surrounding area in terms of use, scale, form, and character. In this regard, the City encourages the use of innovative and creative urban design techniques;
- d) The development’s contribution to achieving the planned urban structure, as described in Section E.2.0 - Urban Structure;
- e) Infrastructure and transportation capacity;
- f) The ability of the development to comply with all applicable policies.”

In terms of existing neighbourhood character, the proposed development is juxtaposed between existing development, located immediately to the south along Parkside Drive, and new and future development to the west. The proposal would be located within an expanding residential area in which there are various housing forms to the north and west, which include semi-detached dwellings, street townhouses, and maisonettes.

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With respect to compatibility with the existing neighbourhood uses, the following policies are considered to be relevant.

“B.3.3.2.6 Where it has been determined through the policies of this Plan that compatibility with the surrounding areas is desirable, new development and redevelopment should enhance the character of the existing environment by:

- a) Complementing and animating existing surroundings through building design and placement, as well as through placement of pedestrian amenities;
- b) Respecting the existing cultural and natural heritage features of the existing environment by reusing, adapting, and incorporating existing characteristics;
- c) Allowing built form to evolve over time through additions and alterations that are in harmony with existing architectural massing and style;
- d) Complementing the existing massing patterns, rhythm, character, colour, and surrounding context; and,
- e) Encouraging a harmonious and compatible approach to infilling, by minimizing the impacts of shadowing and maximizing light to adjacent properties and the public realm.”

The proposal would be integrated into the neighbourhood through the use of smaller townhouse blocks, which have a maximum of 5 units, and would be separated from adjacent low density uses with landscaping buffers and rear yards. The use of front-facing townhouses with landscaped front yards along Hamilton Street North would enhance the streetscape character of the area.

The proposed building heights, (i.e. 3-storeys), would maintain the character of the area, which has a similar-style of townhouses to the west at Nisbet Boulevard and Truedell Circle, and newer detached dwellings in the 2-storey height range along Truedell Circle.

The proposal employs innovative design techniques in terms of the maisonette form of development, which allows for compact, higher density development that does not require rear yards; the use of an attractive street-oriented design along Hamilton Street North; and the use of an outdoor privacy area, in the form of terraces above the garage.

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The proposed development would provide 2 forms of townhouses, which include an affordable “starter home” product (i.e. maisonettes). The proposal would require upgrades to the existing infrastructure in terms of sanitary and storm sewers, which the applicant would be required to provide.

Transportation improvements would be addressed through the location of the proposed driveways and a future connection to Truedell Circle to link the development to the neighbourhood. Longer term improvements, which will improve traffic in this area, are expected to occur through the completion of the EA for Parkside Drive, which is expected to include a centre turning lane, and the completion of the East-West Arterial.

Policies which relate to “Built Form” requirements for new development include the following:

- “B.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.

- B.3.3.3.2 New development shall be designed to minimize impact on neighbouring buildings and public spaces by:
 - a) Creating transitions to neighbouring buildings;
 - b) Ensuring adequate privacy and sunlight to neighbouring properties; and,
 - c) Minimizing the impacts of shadows and wind conditions.

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

- B.3.3.3.4 New development shall define the street through consistent setbacks and building elevations. Design directions for setbacks and heights are found in Chapter E - Urban Systems and Designations and in the Zoning By-law.”

With respect to Built Form policies, the proposed development would be more compact and slightly higher than some of the existing development, but would generally be well-balanced on the property. Potential privacy issues and overshadowing from the townhouses closest to the southerly property line onto the existing dwelling at 255 Parkside Drive and future dwellings to the west along Truedell Circle would be mitigated by fencing and the provision of a planting strip along the property line.

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In the Waterdown North Secondary Plan, provided in Volume 2 of the UHOP, the Medium Density Residential 3 designation provides the following policy direction:

- “4.2.4.5a) The Medium Density Residential 3 designation shall permit a range of multiple dwellings, such as all forms of townhouses, apartments, and other forms of multiple dwellings.
- 4.2.4.5b) The density for all lands designated Medium Density Residential 3 shall be greater than 46 units, to a maximum of 70 units, per gross residential hectare.”

As noted, in the previous section, the proposed development would be consistent with the form and density requirements of these policies. Also, the appropriateness of the property for medium density development was previously discussed under the Flamborough Official Plan and the Waterdown North Secondary Plan.

Based on the foregoing, the proposal would conform to the general intent of the Urban Hamilton Official Plan. A Site-Specific Amendment, to include the subject property within the Waterdown North Secondary Plan within the Medium Density 1 Residential designation, would be required.

PUBLIC CONSULTATION

In accordance with Council’s Public Participation Policy, the applications were pre-circulated to all property owners within 120m, and a sign was posted on the site. A total of 90 notices were circulated. A total of 9 submissions were received from the public for the revised application, including a signed petition recommending that the applications not be supported (see Appendix “L”). The issues identified in the revised submission are discussed in the Analysis/Rationale for Recommendation section of the Report.

Notice of the Public Meeting will be given in accordance with the requirements of the Planning Act through the circulation to property owners within 120m of the subject lands and through the posting of a sign on the property.

In addition, an “Open House” was held for the community by the applicant on August 1, 2012, at St. Thomas Catholic Church, Centre Road.

RELEVANT CONSULTATION

The following internal Departments and external agencies had no concerns or objections to the proposed applications:

- Environmental and Sustainable Infrastructure Division, Public Works Department.
- Horizon Utilities.

Urban Forestry Section (Public Works Department):

Forestry and Horticulture has advised that there are Municipal Tree Assets located on the road allowance fronting and flanking this site, but they will not be impacted by the proposed development.

Tree Management comments were provided for the entire site and will be relevant at the Site Plan stage, with the exception of tree Number 2, which is to be removed without compensation for the access point to the sales pavilion.

A Street/Tree Planting Plan prepared and signed by a Landscape Architect is not a consideration at this stage.

Traffic Planning (Public Works Department):

The following comments were provided for the initial submission:

The proposed development will consist of 45 residential townhouse units within a condominium complex. The development is expected to generate 20 a.m. peak hour trips and 23 p.m. peak hour trips. The revised plan proposes 2 driveway accesses to Parkside Drive, and we advise we are agreeable to the proposal, on an interim basis, until a permanent access is constructed when Truedell Circle is extended, provided the east driveway is a minimum 70m west of the west curb line of Centre Road (Hamilton Street North), as per TAC standards.

The following additional comments for the revised proposal were also provided:

To address the concern of traffic access during peak periods, which may contribute further to congestion at the intersection, it is recommended that the applicant provide driveway accesses to the future Truedell Circle to allow traffic to be dispersed throughout the neighbourhood, creating less demand on the Parkside/Hamilton Street North intersection. This configuration will also create appropriate neighbourhood connections contemplated in the Waterdown North Secondary Plan. Blocks A, G, and F could even be reoriented to face Parkside Drive, which could eliminate the need for a driveway connection to Parkside.

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Traffic Engineering further noted that the proposed entrance that is closest to the intersection should not be maintained for access when the connection to Truedell Circle is established, and would need to be removed. This will be addressed as a Holding provision, and through an Agreement with the City and the provision of securities at the Site Plan stage for the removal of the temporary access and restoration of the boulevard.

Water and Waste Water Planning Division (Public Works Department):

The proposed 45 residential townhouse units can be adequately serviced for water from the existing watermain on Parkside Drive and extension of 200mm watermain on Truedell Circle (stub FL03S044). A loop network is strongly recommended for water quality and conveyance purposes using the proposed road allowance. Static Pressures at the streets line are on the average in range of 44-53 psi (within the service range).

Fire flow capacity seems to be sufficient, based on two-hydrant flow tests; however, the proponent should provide a water servicing report for the City's review, based on field information and hydraulic model, in order to support future applications. The developer should ensure that the Fire Department is satisfied with private hydrant coverage provided within the development. This matter will be secured through Site Plan approval.

Hamilton Municipal Parking System:

It appears that the applicant is meeting the parking requirements of the Flamborough Zoning By-law. It is strongly recommended that the applicant meet or exceed the parking requirements of the By-law, as there is little opportunity for overflow parking in the area and the drive aisles are fire routes, which cannot be used for parking.

All garages and driveways must be suitably sized to allow their continued use for parking. HMPS is not supportive of any variances for encroachments or size deviations in parking.

It is recommended that a warning clause be placed on all sale and/or lease agreements that notes that garages are intended for use as parking. In smaller units, such as townhouses, it has become common practice for residents to use the garages as additional storage or amenity space. This can often cause parking shortages for the site. Suggested wording for the clause is as follows:

“It is the responsibility of the owner/tenant to ensure that their parking needs (including those of visitors) can be accommodated on site. Garages provided are intended for use as parking. Public on-street parking is limited in the area and cannot be guaranteed in perpetuity.”

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Recreation Division (Community Services Department):

The subject land is well situated to meet recreation needs of the future residents. The properties are in close proximity to Parkside Hills Neighbourhood Park (to be constructed), Waterdown Memorial Community Park, and Joe Sams Leisure Park (City Wide).

The applicant should be advised that Cash-in-Lieu of parkland dedication will be payable at the building permit stage.

Infrastructure Planning Section (Growth Management Division):

The subject lands (257- 267 Parkside Dr.) are within the Parkside Dr Improvements Environmental Assessment (EA) study area. The City of Hamilton is currently undertaking a Schedule C Class EA for Parkside Drive. The timeline for completion for the assessment work is Q1 2013.

The preferred design for Parkside Drive, along 257 to 267, includes two travel lanes, a left turn lane, as well as sidewalks, bike lanes, and boulevards on the north and south sides. As part of the preferred design, the City of Hamilton will require lands (frontage) from 261, 263, and 267 Parkside Dr (approximately 300m²). The proposed site plan should comply with the proposed Parkside Drive right-of-way.

ANALYSIS / RATIONALE FOR RECOMMENDATION

1. The proposal can be supported for the following reasons:
 - (i) It is consistent with the Provincial Policy Statement, which supports residential intensification and the provision of a full range of housing opportunities;
 - (ii) It conforms with the Places to Grow Growth Plan, which encourages the development of higher density housing forms within the Built Boundary;
 - (iii) It conforms to the policies of the Hamilton-Wentworth Official Plan, which supports the development of compact communities and higher density housing forms; and,
 - (iv) The proposal is an infill development that is considered to be compatible with existing and planned development in the surrounding area.

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2. The proposed Official Plan Amendment and Zoning By-law Amendment have been reviewed on the basis of issues which relate to density, urban design, compatibility, traffic, and servicing.

(a) Density/Compatibility:

The proposed increase in density requires an Official Plan Amendment to permit the density range for medium density development to be increased to 58 units per hectare, from the current maximum limit, which is 49 units per hectare (u.p.h.). The density increase is required to accommodate the proposed maisonette units and the form of development, which is more compact than what was envisioned in the mid 1980s when the Official Plan was developed, and is consistent with the medium density range of 60-100 u.p.h. in the Ministry-approved Urban Hamilton Official Plan. Furthermore, the subject lands are located at the intersection of two arterial roads (Parkside Drive and Hamilton Street North) in an appropriate location for medium density development. The standards and designs for townhouses have undergone considerable changes since that time.

Based on staff's review of the proposal, compatibility, design, traffic, and servicing issues were examined, and the proposed density was found to be appropriate for this development.

The proposed development is considered to be compatible with existing and planned development in this community. This area is primarily new and evolving, and is influenced by the recent development to the west and south within the Waterdown North Community. For this reason, staff supports the inclusion of the subject property within the Waterdown North Secondary Plan within the Medium Density Residential 1 designation, which permits both the proposed housing forms (i.e. maisonettes) and the increased density (i.e. up to 70u.p.h. is permitted).

Staff is also of the opinion that the proposed development would satisfy the general compatibility criteria provided in Policy E.3.1.1 of the Flamborough Official Plan, which addresses compatibility with surrounding uses, off-street parking, streetscaping and landscape improvements, buffering, and pedestrian connectivity.

In addition, the proposed development would also meet the criteria for Medium Density development in Policy E.3.5.1 of the Urban Hamilton Official Plan, and the compatibility criteria for new development in Policy B.3.3.2.6.

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The following comments also relate to the compatibility of the proposal within the existing neighbourhood context:

- The proposed buildings have reasonable setbacks to allow for landscaping around the westerly and southerly (interior) property lines, and can be integrated into the surrounding community;
- The proposed buildings would consist of smaller blocks, which are evenly distributed around the site, and allow for a suitable balance between the building units and landscaped areas;
- The proposed development offers a range of townhouse styles, but is not dominated by the higher density (maisonette) forms;
- The proposed development would provide a distribution of density, which places the maisonette units in the centre of the property and the lower density townhouses on the perimeter;
- The proposal would not result in overshadowing on adjacent and future residential development;
- The issue of overview associated with the units near the southerly property line could be mitigated through additional landscaping enhancements along the property line, which can be examined at the Site Plan Approval stage (see Appendix “I2”).

It has been noted that similar residential projects have been developed recently in other areas of the City (i.e. 315-351 Beach Boulevard, Hamilton, and 310 Fall Fair Way), and in Burlington within areas which are also adjacent to low density residential development. The provision of enhanced landscaping, appropriate setbacks, and fencing have contributed to improved interfaces with low density residential for these projects.

Staff, therefore, supports the requested Official Plan Amendment (see Appendix “B”).

(b) Urban Design:

The proposed development has been reviewed and amended to ensure that development occurs in accordance with the City’s Urban Design Principles and Guidelines. In particular, the proposed development is considered to be in a suitable location for medium density development (i.e. intersection of 2 arterial roads), would establish a gateway presence to the Waterdown North

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Community, and provide an attractive streetscape. In terms of urban design, the proposal provides:

- A street-oriented form of development along Hamilton Street North;
- Innovations in design, which include the provision of terraces and decks as part of the private amenity area, and in building design through the development of rear lane townhouses and the maisonette units;
- Landscaping at the intersection and along the westerly and northerly property lines, which will enhance the overall amenity and street view of the development (see Appendix “I”1);
- Connections to the street and community for pedestrian travel; and,
- An appropriate balance between the amount of landscaped area and built form (i.e. the building coverage is 35.5% and the landscaped area is 32.9%; whereas the zoning permits a maximum of 40% building coverage and a minimum 30% landscaped area) .

In addition, the concerns that were identified with respect to urban design issues could be resolved through refinements to the conceptual plan. These include:

- The use of wrought iron fencing and landscaping to address backlotting for the townhouse dwellings along the westerly property line. The applicant’s proposal is illustrated in Appendix “J”, and would allow for rear yard areas to be visible, improved with landscaping, and integrated into the future streetscape as an alternative to developing a solid screen fence. This requirement will be examined at the Site Plan Approval stage.
- The provision of sitting areas, which can be provided near the landscaped features at the corner or near the westerly end units of the maisonette townhouses, would provide additional on-site amenities for the maisonette units, which would be limited to the 3 sq. m. balconies (see Appendix “I2”).
- The provision of enhanced landscaping along the southerly property line to mitigate overview onto existing and future residential properties (see Appendix “I2”).

(c) Traffic and Parking Issues:

The applicant was required to undertake a Traffic Impact Study to determine the quantities of increased traffic at the intersection that would result from the proposed development, particularly during peak periods, and to identify appropriate mitigation measures. In light of public concerns with congestion during peak hours at the intersection of Hamilton Street North and Parkside Drive, the Traffic Study indicated that the proposal would not negatively impact traffic at this location, based on the projected volumes from new development to the year 2017. The projected increases in traffic were determined to be 24 trips in the AM period and 22 trips in the PM period. Traffic generation is based on ITE standards, and assumes a much lower requirement for trip generation for townhouses than for single detached dwellings (i.e. 0.44 trips per unit for townhouses, compared to 0.75 trips per unit for single detached dwellings).

In addition, data collected for the Class EA for Parkside Drive at key intersections indicated that the Parkside Drive/Hamilton Street North intersection for the AM and PM peak hours are operating satisfactorily, with the overall Level of Service "B" or better, which generally exceeds the required standards for acceptable service. Supplementary traffic analysis that was undertaken for the Class EA indicates left turn movements experience some delay for vehicles entering Parkside Drive. This is considered to be not uncommon for traffic that is entering a major street from local streets (such as Truedell Circle), particularly in areas undergoing new development, as similar results were also shown to occur at Parkside Drive and Keewaydin Street. The supplementary analysis indicates satisfactory operations during weekday AM peak hour conditions, with some delay identified during the PM peak hours for left turn movements.

To minimize further traffic impacts during the peak AM and PM periods, the changes to the Concept Plan (see Appendix "E") that have been recommended include:

- The removal of a driveway access to Hamilton Street North. (This was provided in the applicant's revised conceptual site plan);
- The adjustment of the driveway location on Parkside Drive to align properly with the existing commercial plaza on the east side of Parkside Drive;

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- The recommendation to provide driveway access from the proposed development to Truedell Circle to allow for access into the neighbourhood. (Although the developer has indicated they do not support the connection to the neighbourhood, this is a Traffic Engineering requirement to provide safer access and to allow for traffic alternatives); and,
- The future removal of the easterly driveway access on Parkside Drive, once access to Truedell Drive is provided.

There are also several City-initiated improvements that are expected to ease congestion. One is the provision of exclusive (advanced) left turn phasing at the intersection, which will provide better traffic flow during peak periods. The recommended phasing will be for eastbound, westbound, and northbound left turns, and is expected to be implemented in 2013.

In addition, the preferred alternative for the Class EA for Parkside Drive will provide centre turn lanes, which will improve safe access to and from this road. As mentioned, over the long term, the development of the East-West Corridor will reduce traffic at the intersection during peak traffic periods.

With respect to parking, it has been noted that the parking for the units would exceed the requirements of the Flamborough Zoning By-law by allowing for 2 parking spaces per unit, which would be provided within the driveway and garage. Warning clauses within the Purchase and Sale Agreements are required, and would be developed through the condominium approval to address the consideration of garage and driveway parking to meet the owner's parking needs.

(d) Servicing Requirements:

As noted, the proposal would require upgrades to the existing infrastructure in terms of sanitary and storm sewers, for which the applicant would be responsible.

There are downstream capacity constraints in the Parkside Drive sanitary sewer, and a sanitary sewer capacity assessment for Parkside Drive would be required as a condition of Site Plan Approval. Since there is no municipal storm sewer in this section of the Parkside Drive road allowance, the applicant will be required to extend the storm sewer from its current terminus, both to the limit of the property on Parkside Drive to service the site and to convey external flows. Over-control measures would be required to include the Petro Canada lands to the west, as there is presently no overland flow route along this section of Parkside Drive.

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Swales are required along the southerly property boundary, and possibly also along the westerly boundary abutting the privacy areas of the townhouse units. The requirement for services will be addressed in the amending Zoning By-law, through a Holding provision.

3. The proposed townhouse development was the subject of 9 letters from the residents of the surrounding residential area. A signed Petition to oppose the applications was provided from the residents (see Appendix L). The issues that were identified in the letters are with respect to compatibility, traffic, parking, and neighbourhood concerns, and are discussed below:

- (1) Compatibility:

- (a) Townhouses and maisonette townhouses don't fit in properly.
- (b) Proposed development will affect the value of homes.
- (c) The development does not allow for a proper streetscape.

With respect to Item (a), the proposed development would have an appropriate urban form for the property, which is a gateway both to the expanding Waterdown North community and to the village commercial area to the east. The proposed townhouses would be complemented by a similar form of development to the west along Nisbet Boulevard.

The townhouse units, which are a lower density than the maisonettes, would be located around the perimeter of the site. The buildings would be suitably located so that a 2m wide planting strip would be provided along the southerly lot boundary and along the westerly lot boundary abutting Truedell Circle. This would provide a reasonable separation from existing low density development on the south and future development to the west. The maisonette townhouses would be located on the central part of the site, with the end units oriented to Parkside, and would be separated from the future development along Truedell Circle by the standard townhouses.

With respect to Item (b), there is no evidence to suggest that the proposed development would negatively impact existing detached dwellings. The property is intended to be maintained as a Condominium Corporation, which would address issues of property maintenance, landscaping, and parking, and would be subject to Municipal By-laws to ensure that property standards and Parking By-laws are upheld.

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With respect to Item (c), the townhouses fronting Hamilton Street North would be street-oriented and have landscaped front yards and walkways. The compact design would allow for a higher density form of development, while providing a suitable balance between built form and landscaped areas. The proposed townhouses would be an appropriate fit at this location, because of existing amenities, which include retail and service uses, parks, and the Flamborough YMCA, among others.

2) Traffic:

(a) Infrastructure cannot handle additional traffic.

(b) Excessive Congestion at intersection.

With respect to Item (a), the Class EA for Parkside Drive and the provision of exclusive advanced left turn signalization are likely to result in improvements to Parkside Drive and the intersection that will ease some of the congestion currently experienced during peak periods. One of the preferred alternatives for the EA would involve the creation of a centre turning lane, which would provide safer access for left turn movements to and from the property, as well as for other properties along Parkside Drive. The timing for this improvement is dependent on the approval of the Class EA, which is expected to occur in 2013.

With respect to Item (b), there is a perception issue associated with congestion at the Parkside Drive/Hamilton Street North intersection associated with AM peak hour travel. However, the actual level of congestion is not considered excessive based on traffic studies submitted for the application and Class EA for Parkside Drive. The Traffic Study submitted identifies that the development is expected to generate an additional 20 a.m. peak hour trips and 23 p.m. peak hour trips. For the proposed development, staff is recommending an eventual connection to Truedell Circle, which will provide other options for travel within the neighbourhood. The proposed development would also not have direct access to Centre Road.

The implementation of left turn signal phasing and the development of a centre turn lane will also help to mitigate congestion at this intersection.

Parking:

(a) Site cannot provide proper parking.

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- (b) Don't want a situation like Cole Street to occur on Truedell Circle (i.e. parking on 2 sides of the street).

With respect to Item (a), the parking that is proposed exceeds the requirements of the Flamborough Zoning By-law, which is based on 1.5 spaces per dwelling unit and 0.25 spaces for visitors. The proposal would provide 2 parking spaces per dwelling unit, which includes the use of driveways and garages, and allows for 12 visitors spaces, which are dispersed throughout the development. Warning clauses will be required within the declaration agreement to advise that future owners will need to consider that parking is limited, that parking cannot be accommodated along the condominium roads and outside of the condominium; and that the use of garages and driveways is required to accommodate parking.

With respect to Item (b), parking associated with the proposed townhouse development is expected to be contained within the site. The proposed number of visitor parking spaces is in accordance with the requirements of the Flamborough Zoning By-law. Warning clauses will also be developed through the condominium approval process, for inclusion within the Purchase and Sale Agreements, to advise owners that parking on side streets is discouraged, and that parking for visitors may need to be accommodated during busier periods through the use of available on-site parking, which include visitors parking, garages, and individual driveways.

Neighbourhood Issues:

- (a) Future of Truedell Circle (i.e. certain homeowners prefer it to remain as a dead-end court).
- (b) Constant construction zone.
- (c) Removal of large trees.

With respect to Item (a), Truedell Circle currently terminates into two temporary turn-arounds. The written submissions received indicated a preference for Truedell Circle to continue in its current condition. However, the Urban Structure Plan that was developed as part of the Waterdown North Secondary Plan identifies Truedell Circle as a loop that would be extended across the adjacent properties at 609 and 615 Hamilton Street North to form a circular street. The completion of Truedell Circle was recognized by the OMB in the decision to support "Parkside Hills - Phase 1", and has been incorporated into the engineering review for this subdivision. Staff regards the completion of Truedell Circle as an important requirement for this area because it would

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provide improved access within this part of the community, allowing for a connection with the proposed development and the incorporation of the lands at 609-615 Hamilton Street North into the Waterdown North Secondary Plan. At this time, it is not known when Truedell Circle will be completed as a circular road, as further approvals (i.e. Official Plan Amendment, rezoning, and Draft Plan of Subdivision) are required.

With respect to Item (b), it is recognized that North Waterdown is in the process of rapid growth. There are many other developments north of the subject property that are in the early planning stages, and which will also be developed on the north side of Nisbet Drive. While the construction phase on the subject property may take approximately 1 year or longer to complete, the site is located on the perimeter of the neighbourhood and is unlikely to interfere with the residents or traffic within the neighbourhood, particularly Truedell Court.

With respect to Item (c), some of the existing interior trees have now been removed in order to develop the property. Existing trees, which are to be integrated into the proposed development, are located around the perimeter of the site and identified on Appendix "I".

4. The proposed 45 unit townhouse development would require the provision of a modified Medium Density Residential "R6" Zone to address site-specific zoning provisions to accommodate the proposal and facilitate good urban design. Since the "R6" Zone currently permits townhouses, street townhouses, apartments, quads, and retirement homes, special provisions are required to permit maisonette townhouse units. The proposed development would comply with the following provisions of the "R6" Zone:

Zone Provisions	Standard "R6" Requirement (Proposed)
Lot Frontage (Min.)	30m (68.5m)
Lot Coverage	40% (35%)
Interior Side Yard	3m (3.1m)
Building Height	11m (11m and 3.5-storeys)
Parking	1.5 spaces per unit, plus 0.25 spaces per unit for visitor parking (2.0 spaces per unit within driveways and garages, plus 0.25 spaces per unit for visitor parking)

In light of the above, the lot coverage requirement will be further modified to address the specific nature of the proposal and ensure quality design.

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The following site-specific zoning provisions are required to address the transition to current standards:

a) Minimum Parking Space Size:

- To permit the parking space size for visitor parking spaces to be 2.6m x 5.5m, instead of 2.6m x 5.8m. (No changes are proposed for the required parking spaces for the individual units, i.e. the driveway parking spaces would be developed based on the current requirement of 2.6m x 5.8m).

b) Condominium Road Width:

- To permit a condominium road to have a minimum width of 6.0m, instead of 6.4m.

As these are routine matters, which are used consistently in other development applications, staff can support the requested changes.

The other recommended site-specific zoning provisions are intended to accommodate the proposed variation of townhouse units, the creation of a compact design, and the requirement for good planning and design. These zoning provisions are documented as follows:

a) Density (Maximum) and Minimum Lot Area per Dwelling Unit:

- To permit the maximum density to be 58 units per hectare, instead of 40 units per net hectare; and,
- To permit the minimum lot area per dwelling unit to be 175 sq. m. per dwelling unit, instead of 280 sq. m.

As previously discussed, the proposed density increase is due to the inclusion of the maisonette townhouse units, which are a more compact housing form. The proposal can be supported, because it would allow for a range of housing styles to fit different needs, and would be within the density range prescribed in the Urban Hamilton Official Plan and the Waterdown North Secondary Plan.

The requested modification to minimum lot area is consistent with the recommended OPA to include the subject lands within the Medium Density 1 designation of the Waterdown North Secondary Plan, which permits a density range of 46-70 u.p.h. The proposal is allowing for maisonette units, which do not have rear yards, as well as townhouses. The proposed changes can be supported, and are consistent with the vision for the Waterdown North Neighbourhood to create a compact, safe, functional, and attractive urban development and the provision of a mix and range of housing.

b) Minimum Front Yard:

- To permit a minimum front yard of 2.0m for units which front onto Hamilton Street North.

Under the provision of the Town of Flamborough Zoning By-law, the subject lands are considered to be a corner lot, and the frontage along Hamilton Street North would be the front lot line. The reduced front yard provision is required to address the street-oriented townhouse units that are proposed along Hamilton Street North. A road widening of 5.3m is required on Hamilton Street North, which would reduce the front yard for several of the units in Block "D". However, most of the yards facing Hamilton Street North would be in the range of 3-4m. In addition, they are proposed to be highly landscaped, and the public realm will include a walkway to connect the units and new street trees to provide an attractive and green streetscape. The reduced setbacks are consistent with the City's urban design principles and Site Plan Guidelines, and can be supported.

c) Minimum Rear Yard:

- To permit the minimum rear yard to be 6.0m for townhouses, instead of 7.5m.

A reduced rear yard provision is required to address the more compact at-grade rear yards for the townhouses along the southerly and westerly property lines. The reduced rear yard requirement would include a 2m wide planting strip along the respective property lines, which would provide a buffer between adjacent single detached dwellings to the south and for the extension of Truedell Circle and future development to the west. Swales, which are 1.2m in width, would also be required within the rear yard.

In this regard, each unit will be provided with a screened privacy area having a minimum area of 16 sq. m.

**SUBJECT: Proposed Official Plan Amendment and Zoning By-law Amendment
for Property at 257, 261, 263, and 267 Parkside Drive (Flamborough)
(Ward 15) (PED13043) - Page 35 of 41**

Additional amenity area would also be provided for these units through the provision of raised decks above the rear yard areas.

d) Minimum Exterior Side Yard:

- To permit the minimum exterior side yard for a townhouse to be 3.4m, instead of 7.5m.
- To permit the minimum exterior side yard for a maisonette townhouse dwelling to be 3.1m, instead of 7.5m.

A reduced exterior side yard provision is required to permit the townhouses proposed along the southerly property line to be located closer to Parkside Drive and Truedell Circle. The proposed changes can be supported, as they are consistent with current design principles, which encourage compact development that is street-oriented.

The exterior side yard for the end maisonette units along Parkside Drive would also be reduced to 3.1m, but would be enhanced through landscaping and walkway connections to provide an attractive streetscape. As such, the proposed modification can be supported.

e) Setback from a Daylighting Triangle:

- To permit the minimum setback from the hypotenuse of an intersection daylighting triangle to be 1.1m, instead of 7.5m.
- To permit a porch to be 0.1 m, instead of 0.3m from the hypotenuse of an intersection daylighting triangle.

The first bullet is for a special regulation to recognize the end unit of the townhouses proposed along Hamilton Street North, which is closest to the intersection. A 12m x 12m daylight triangle/road widening is required at the front corner of the most easterly end unit. The dwelling would be 1.1m from the hypotenuse and is outside of the required sightlines for the corner. The recommended modification can be supported, as this would maintain the built edge along Hamilton Street North, while ensuring safe vehicular movements.

The second bullet is to permit the corner of a front porch to be located adjacent to the hypotenuse of the daylighting triangle. The porch would not impede any sightlines at the corner and, therefore, the recommended modification can be supported.

**SUBJECT: Proposed Official Plan Amendment and Zoning By-law Amendment
for Property at 257, 261, 263, and 267 Parkside Drive (Flamborough)
(Ward 15) (PED13043) - Page 36 of 41**

f) Parking Spaces (Minimum):

- To require 2 parking spaces per unit within the garage and driveway instead of 1.5 spaces per unit; and,
- To maintain 0.25 spaces per unit for visitors, consistent with current requirements.

The requirement will allow for a special provision of 2 spaces per unit, similar to tandem parking, which has been applied on other local projects of a similar scale and density.

g) Landscaped Open Space:

- To require a minimum 30 % landscaped area overall.
- To require 9 sq. m. of private amenity area for townhouse dwellings fronting onto Hamilton Street North, which shall include terraces; and 16 sq. m. for other townhouse dwellings, which shall include walkout amenity areas.
- To require a maisonette dwelling to have 3 sq. m. of private amenity area, which shall include a balcony.

The current “R6” Zone standard for landscaped open space of 30% of the overall site area would be maintained to ensure that proper aesthetics, streetscaping, buffers, and amenity areas can be provided on the site.

Additional special provisions are included to ensure that minimum private amenity areas are provided for the different types of units. These take the form of terraces for the units fronting Hamilton Street North, which are located above garages, at-grade amenity spaces for the other townhouses, and balconies for the maisonette dwellings.

The proposed modifications are reasonable and can be supported.

h) Loading Spaces:

- To exempt the subject lands from having to provide loading spaces, whereas 2 loading spaces are required for buildings with total gross floor areas (GFA) that exceed 2,325 sq. m.

**SUBJECT: Proposed Official Plan Amendment and Zoning By-law Amendment
for Property at 257, 261, 263, and 267 Parkside Drive (Flamborough)
(Ward 15) (PED13043) - Page 37 of 41**

In light of the Flamborough Zoning By-law requirement for 2 loading spaces to be provided where buildings on a property exceed 2,325 sq. m. of GFA, loading spaces are not typically required for medium density developments because the units function independently and do not have a common corridor, etc., typical of an apartment building. The smaller nature of the units is likely to encourage the use of smaller trucks for moving, which should provide space on the condominium roads to maintain travel around these vehicles. The proposed modification is reasonable, and can be supported.

i) Distance from a Parking Space to a Streetline:

- To permit a parking space to be located 1.9m from the Parkside Drive streetline, instead of 3m.

The requested modification is required to permit one of the visitor parking spaces proposed near the intersection to be located 1.9m from the widened limits of Parkside Drive. The area between the parking space and the widened property line will be extensively landscaped and not interfere with traffic or pedestrian activities along Parkside Drive. The proposal is reasonable, and can be supported.

j) Maximum Encroachment into Rear Yard for an Elevated Deck (Balcony) for a Townhouse Dwelling:

- To permit a deck or balcony encroachment into a rear yard or an external side yard of 2.4m for a townhouse, instead of 1.5m.

This modification would permit slightly wider decks consistent with current design for the townhouses along the southerly and westerly boundaries. To reduce overview for the westerly units, continuous fencing and landscaping would be provided.

k) Planting Strips:

- To permit planting strips to be 2m wide (instead of 3m), and to be provided only along the southerly and westerly boundaries, with the exception of areas adjacent to internal roads, instead of along property lines, which are adjacent to a street.

This modification is required to allow for the street-oriented development that is proposed with reduced setbacks. The proposed street-oriented design is in keeping with the City's Site Plan Guidelines and Urban Design Policies. Planting strips will be provided instead along the southerly and westerly

property boundaries to provide landscaping in order to minimize overview onto abutting properties.

The reduction in the width of planting strips to 2m is recommended to provide an unencumbered rear yard swale and suitably-sized rear yard amenity area for the southerly townhouses.

l) Minimum Interior Garage Space Size:

- To require the interior space of garages to have minimum dimensions of 3m x 6m.

This is a special requirement to ensure that garages can provide the minimum interior area to provide a functional parking space, recognizing the need for door swings and storage. This requirement has been applied to the zoning for similar developments in Binbrook and Beach Boulevard.

m) Holding Provisions:

The Holding Provision H” is required to remain in effect until the following matters have been addressed through a Development Agreement, to the satisfaction of the Director of Planning and the Senior Director of Growth Management:

- (i) The owner has completed and implemented a servicing strategy for the on site stormwater management (SWM) and external storm and sanitary services that are required for the residential development, to the satisfaction of the Senior Director of Growth Management. The provisions of the strategy shall include the extension of the storm sewer on Parkside Drive to pick up the drainage from the subject lands and appropriate external areas; to secure the future extension of the storm sewer on Parkside Drive across the full frontage of the subject lands; and the works required to the sanitary sewer on Parkside Drive to alleviate downstream capacity issues.
- (ii) The owner has provided payment for the proportionate share of the cost required to construct the future extension of Truedell Circle on the abutting property to the west and adjacent to the southerly property line, to the satisfaction of the Director of Planning and the Senior Director of Growth Management.

- (iii) The owner has entered into a Development Agreement and provided the necessary securities to ensure and provide for the removal of the temporary second access to Parkside Drive and restoration of the boulevard, and to provide access to Truedell Circle following the construction of the remaining portion of roadway required for the completion of Truedell Circle, to the satisfaction of the Director of Planning and the Senior Director of Growth Management.

Concerning Item (i), the Holding provision is required to address servicing upgrades that are required to properly service the site for storm and sanitary, required in part, since the services were installed to serve lower density development.

Concerning Items (ii) (iii), the Holding provision is required to ensure that the owner contributes his proportionate share for the cost to extend Truedell Circle in the future, to ensure proper locations for access, and to assure the inclusion and payment for an access from the subject lands to Truedell Circle and the removal of the easterly access to Parkside Drive when Truedell is extended. The design of said access is to be finalized through the Site Plan process.

5. The proposed townhouse development would be subject to Site Plan approval, which would allow for a detailed review of the development proposal, including matters such as conformity to the approved zoning, grading, stormwater management, landscaping, access, parking, and building design. Technical studies include a Functional Servicing Report, a sanitary capacity assessment for Parkside Drive, and an overland flow study. As noted, a Holding removal would be required concurrent with Site Plan Approval to ensure that servicing, financial, and access requirements are satisfied.

The City will require at the Site Plan Approval Stage:

- Road widening dedications of approximately 17.5 feet (5.338m) on Hamilton Street North and approximately 10 feet (3.048m) on Parkside Drive;
- A 12.19m x 12.19m daylight triangle dedication from the widened limits of the intersection of Parkside Drive and Centre Road/Hamilton Street; and,
- A temporary asphalt sidewalk on the north side of Parkside Drive from the east limit of the development to Cole Street if the development precedes the reconstruction of Parkside Drive.

SUBJECT: Proposed Official Plan Amendment and Zoning By-law Amendment for Property at 257, 261, 263, and 267 Parkside Drive (Flamborough) (Ward 15) (PED13043) - Page 40 of 41

6. The approval of a Standard Condominium would be required following Site Plan Approval to enable the proposed units to be sold to individual owners. The proposed townhouse units along the southerly and westerly property boundaries will each have a 16m² private amenity area, and the implementing condominium plan will identify this area as an "exclusive use area". The area located between the private amenity area and the lot line will be identified in the condominium plan as a "common element area", and will be owned and maintained by the Condominium Corporation. No buildings or structures will be permitted in the "common area", as the required drainage swale and planting strip will be located within this area.

This is different from other condominium developments, whereby the lot lines/unit boundaries extend to the external property lines and the "rear" yards are individually owned and maintained. Through the Site Plan Approval process and Condominium Approval process, Planning staff will require the inclusion of the appropriate warning clauses advising purchasers of the "exclusive use areas" and "common element areas", and that said agreements and descriptions will be registered on title.

ALTERNATIVES FOR CONSIDERATION

Should the proposed Official Plan Amendment and Zoning By-law Amendment applications be denied, the property could be developed under the existing "R1-6" Zone provisions of the Flamborough Zoning By-law to permit single detached dwellings.

ALIGNMENT TO THE 2012 – 2015 STRATEGIC PLAN:

Strategic Priority #1

A Prosperous and Healthy Community

WE enhance our image, economy and well-being by demonstrating that Hamilton is a great place to live, work, play and learn.

Strategic Objective

- 1.2 Continue to prioritize capital infrastructure projects to support managed growth and optimize community benefit.
- 1.5 Support the development and implementation of neighbourhood and City wide strategies that will improve the health and well-being of residents.
- 1.6 Enhance Overall Sustainability (financial, economic, social and environmental).

**SUBJECT: Proposed Official Plan Amendment and Zoning By-law Amendment
for Property at 257, 261, 263, and 267 Parkside Drive (Flamborough)
(Ward 15) (PED13043) - Page 41 of 41**

Strategic Priority #2

Valued and Sustainable Services

WE deliver high quality services that meet citizen needs and expectations, in a cost effective and responsible manner.

Strategic Objective

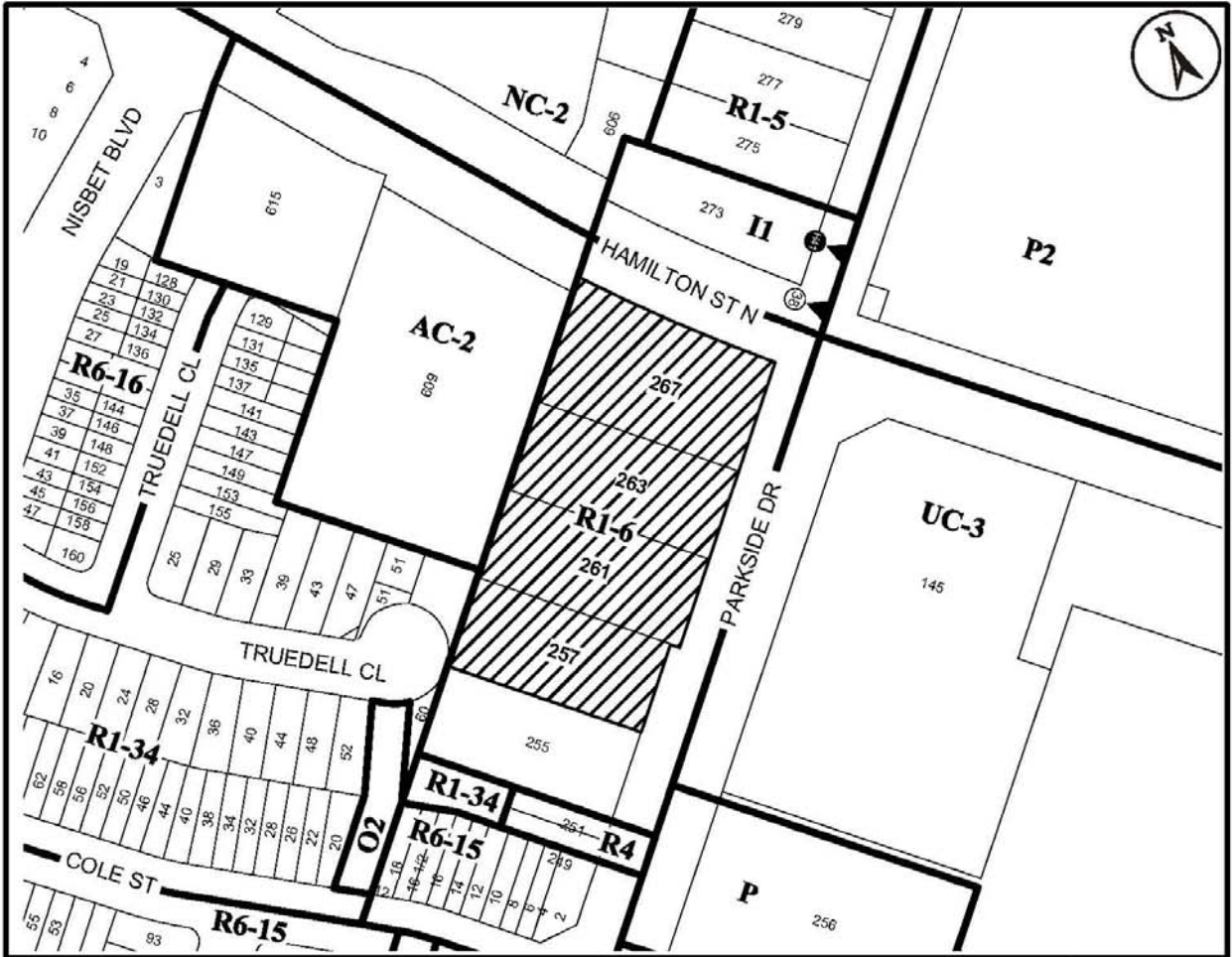
2.1 Implement processes to improve services, leverage technology and validate cost effectiveness and efficiencies across the Corporation.

APPENDICES / SCHEDULES

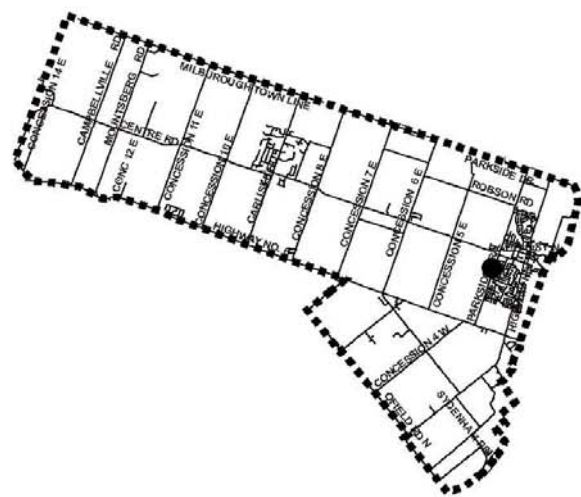
- Appendix “A”: Location Map
- Appendix “B”: Draft Official Plan Amendment (Flamborough Official Plan)
- Appendix “C”: Draft Official Plan Amendment (Urban Hamilton Official Plan)
- Appendix “D”: Draft Zoning By-law Amendment
- Appendix “E”: Proposed Development Concept
- Appendix “F”: Proposed Building Elevations - Standard Townhouses
- Appendix “G”: Proposed Building Elevations - Maisonettes
- Appendix “H”: Proposed Building Elevations - Rear Lane Townhouses
- Appendix “I-1”: Plan Showing Concept with Landscaping
- Appendix “I-2”: Plan Showing Suggested Design Modifications
- Appendix “J”: Plan Showing Treatment for Townhouses that would have Reverse Lotting onto Truedell Circle
- Appendix “K”: Photo Showing Balcony Amenity Area for Maisonette Units
- Appendix “L”: Letters from Residents and Petition

:CT

Attachs. (13)



● Site of the Application



Ward 15 Key Map

N.T.S.

Location Map



PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

File Name/Number:
ZAC-12-15_OPA-12-006


Date:
February 21, 2013

Appendix "A"

Scale:
N.T.S.

Planner/Technician:
CT/AL

Subject Property

 257 - 267 Parkside Drive

Appendix "B" to Report PED13043 (Page 1 of 5)
Proposed Amendment to Flamborough Official Plan

Authority: Item [REDACTED]
Planning Committee
Report: 13-[REDACTED] (PED13043)
CM: [REDACTED]

Bill No. [REDACTED]

CITY OF HAMILTON

BY-LAW NO. [REDACTED]

To Adopt:

**Official Plan Amendment No. [REDACTED] to the
Former Town of Flamborough Official Plan**

Respecting:

257-267 Parkside Drive

NOW THEREFORE the Council of the City of Hamilton enacts as follows:

1. Amendment No. [REDACTED] to the Waterdown North Secondary Plan of the Former Town of Flamborough Official Plan, consisting of Schedule "1", hereto annexed and forming part of this By-law, is hereby adopted.

PASSED this [REDACTED] day of [REDACTED], 2013.

R. Bratina
Mayor

Rose Caterini
Clerk

Amendment No. [REDACTED]

to the

Official Plan of the Former Town of Flamborough

The following text, together with Schedule "A" - Waterdown North Urban Area Land Use Plan attached hereto, constitutes Official Plan Amendment No. [REDACTED], to the Official Plan of the former Town of Flamborough.

Purpose:

The purpose of this Amendment is to amend the Flamborough Official Plan in order to include the property located 257-267 Parkside Drive as a Site-Specific Area within the Medium Density Residential 1 designation, to permit 45 townhouse units to be constructed at a maximum density of 58 units per hectare.

Location:

The lands subject to the proposed 45 unit condominium townhouse development occupy an area of 0.78 hectares and are currently known municipally as 257-267 Parkside Drive, Waterdown. The lands are located at the south-westerly corner of the intersection of Parkside Drive and Hamilton Street North, which is within the westerly gateway to the downtown. The lands are located slightly outside of the Waterdown North Secondary Plan boundary.

Basis:

The basis for permitting the proposal is as follows:

- The Amendment is consistent with the Provincial Policy Statement.
- The Amendment conforms to the Places to Grow Growth Plan.
- The proposal conforms to the former Region of Hamilton-Wentworth Official Plan.
- The proposal conforms to the Council-approved Hamilton Urban Official Plan, including the Neighbourhoods designation, and meets locational and design requirements.
- The Amendment will allow for the development of townhouses at a slightly higher density adjacent to a developing residential area.

Appendix "B" to Report PED13043 (Page 3 of 5)
Proposed Amendment to Flamborough Official Plan

Schedule "1"

- The Amendment will allow the property to be developed in a comprehensive manner consistent with the abutting lands which are part of the Waterdown North Secondary Plan.

Actual Changes:

Schedule Changes:

1. Schedule 'A' Waterdown Urban Area Land Use Plan be revised to include lands located at 257-267 Parkside Drive by adding the annotation of OPA No. [REDACTED] to identify said lands as Site-Specific Area No. [REDACTED], as shown on the attached Schedule "A" of this Amendment.
2. Schedule 'A-3' Waterdown North Secondary Plan be revised by including the lands located at 257-267 Parkside Drive in the Secondary Plan and designating them "Medium Density Residential 1", as shown on the attached Schedule "B" of this Amendment.

Text Changes:

3. The following new Policy A.8.4.4.3 shall be added to Section A.8.4 Residential as Site-Specific Area No. [REDACTED];
A.2.X Notwithstanding Policy A.8.4.4.2, for the lands shown on Schedule 'A' as Site-Specific Area No. [REDACTED], the maximum density shall be 58 units per Net Residential Hectare.

Implementation:

A Zoning By-law Amendment and Site Plan Agreement will give effect to this Amendment.

This is Schedule "1" to By-law No. [REDACTED], passed on the [REDACTED] day of [REDACTED], 2013.

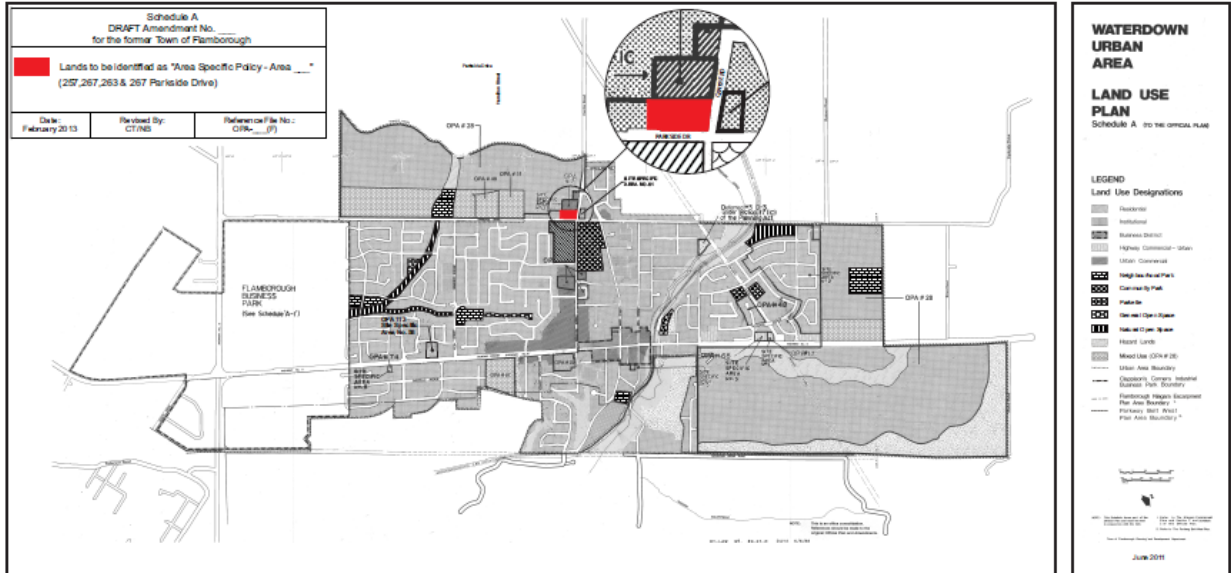
The City of Hamilton

R. Bratina
Mayor

Rose Caterini
Clerk

Appendix "B" to Report PED13043 (Page 4 of 5)
 Proposed Amendment to Flamborough Official Plan

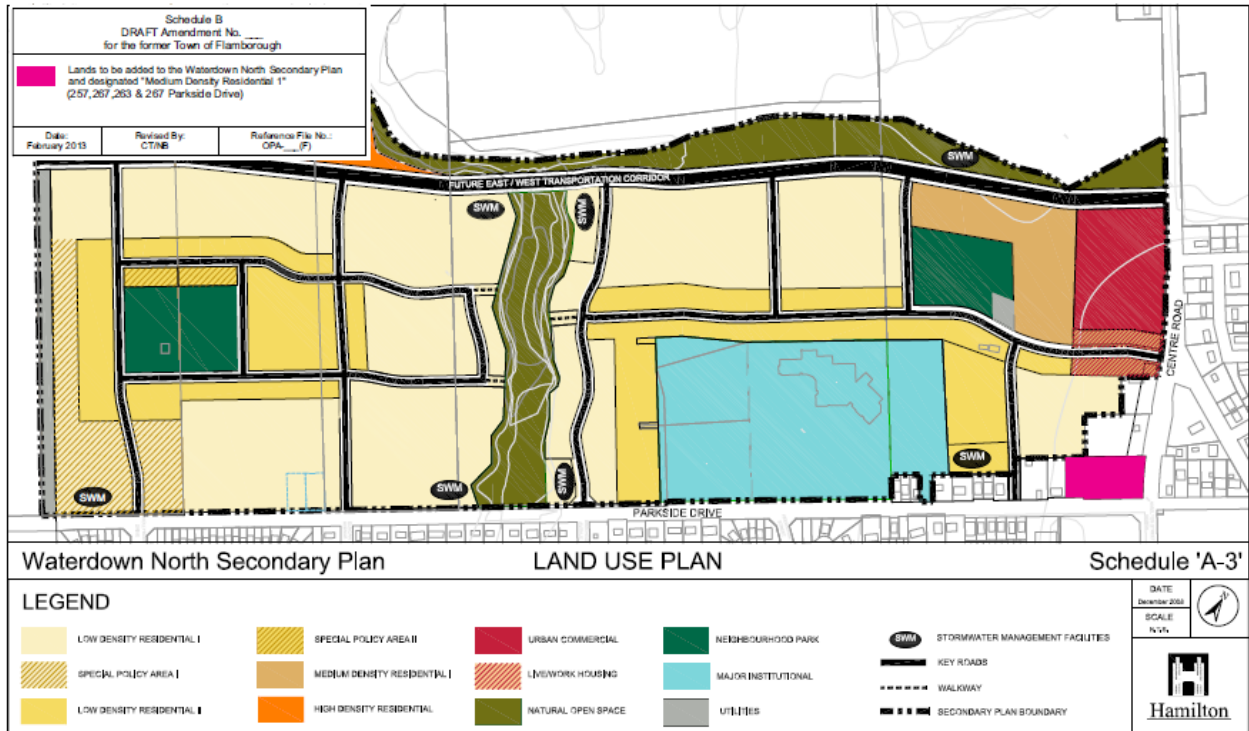
Schedule "1"



Appendix "B" to Report PED13043 (Page 5 of 5)
 Proposed Amendment to Flamborough Official Plan

Schedule "1"

Schedule "B"



**DRAFT Amendment No. [REDACTED]
to the
Urban Hamilton Official Plan**

The following text constitutes Official Plan Amendment No. [REDACTED] to the Urban Hamilton Official Plan.

1.0 Purpose and Effect:

The purpose of this Amendment is to include the lands within the Waterdown North Secondary Plan and create an Area-Specific Policy to permit 45 townhouse units to be constructed at the density of 58 units per net residential hectare.

2.0 Location:

The properties affected by this Amendment are located at 257, 261, 263, and 267 Parkside Drive, within the former Town of Flamborough.

3.0 Basis:

The basis for permitting this Amendment is as follows; the Amendment:

- Is consistent with the Provincial Policy Statement and the Places to Grow Growth Plan.
- Conforms to the Neighbourhoods designation, and meets the locational and design requirements of the designation.
- Will allow for the development of townhouses at a slightly higher density adjacent to a developing residential area.

4.0 Changes:

4.1 Text Changes:

Volume 2, Chapter B – Secondary Plan Policies

4.1.1 Volume 2, Chapter B – Waterdown North Secondary Plan is amended by adding the new Area-Specific Policy, as follows:

"Area Specific Policy – Area [REDACTED]"

4.2.14.x Notwithstanding Policy B.4.2.4.4, on lands identified as Area Specific Policy - Area [REDACTED] on Map B.4.2-1 – Waterdown North Secondary Plan – Land Use Plan, 45 townhouse units of all forms shall be permitted at a maximum density of 58 units per net residential hectare.

4.2 Mapping Changes:

4.2.1 Urban Hamilton Official Plan, Volume 2, Map B.4.2-1 – Waterdown North Secondary Plan Land Use Plan, is revised by adopting the subject lands into the Waterdown North Secondary Plan, designating the lands "Medium Density Residential 3", and identifying the lands as Area Specific Policy – Area [REDACTED], as shown on Appendix "A" attached to this Amendment.

5.0 Implementation:

An implementing Zoning By-Law Amendment will give effect to this Amendment.

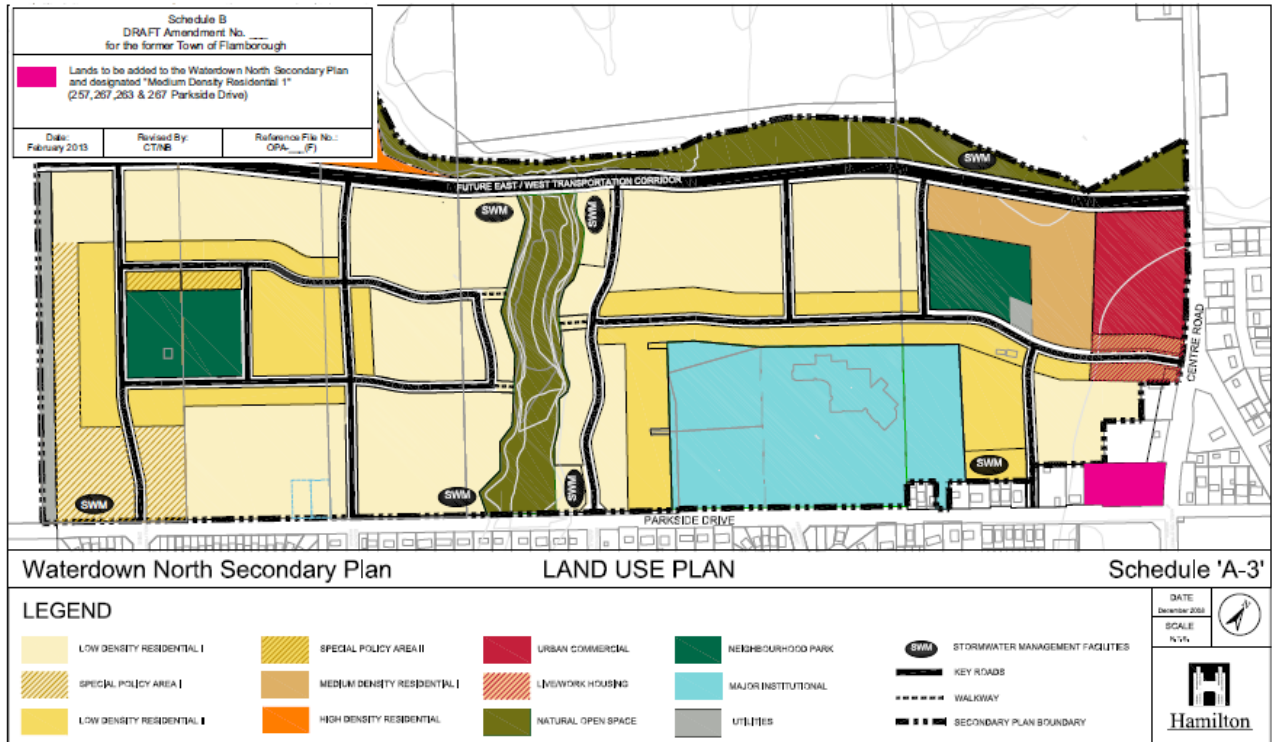
This is Schedule "1" to By-law No. [REDACTED] passed on the [REDACTED] day of [REDACTED], 2013.

**The
City of Hamilton**

R. Bratina
MAYOR

Rose Caterini
CLERK

Appendix "C" to Report PED13043 (Page 3 of 3)
 Amendment to Urban Hamilton Official Plan



Authority: Item [REDACTED]
Planning Committee
Report: 13-[REDACTED] (PED13043)
CM: [REDACTED]

Bill No. [REDACTED]

CITY OF HAMILTON

BY-LAW NO. [REDACTED]

**To Amend Zoning By-law No. 90-145-Z (Flamborough),
Respecting Lands Located at 257-267 Parkside Drive,
Part of Lot 8, Concession 4 (Flamborough)**

WHEREAS the City of Hamilton Act, 1999, Statutes of Ontario, 1999 Chap.14, Sch. C. did incorporate, as of January 1st, 2001, the municipality "City of Hamilton";

AND WHEREAS the City of Hamilton is the successor to certain area municipalities, including the former area municipality known as "The Corporation of the Town of Flamborough" and is the successor to the former regional municipality, namely, The Regional Municipality of Hamilton-Wentworth;

AND WHEREAS the City of Hamilton Act, 1999 provides that the Zoning By-laws and Official Plans of the former area municipalities and the Official Plan of the former regional municipality continue in force in the City of Hamilton until subsequently amended or repealed by the Council of the City of Hamilton;

AND WHEREAS Zoning By-law No. 90-145-Z (Flamborough) was enacted on the 5th day of November 1990, and approved by the Ontario Municipal Board on the 21st day of December, 1992;

AND WHEREAS this By-law will be in conformity with the Official Plan of the City of Hamilton (the Official Plan of the former Town of Flamborough) upon approval of Official Plan Amendment No. [REDACTED], proposed by the City of Hamilton, but not yet approved in accordance with the provisions of the Planning Act;

NOW THEREFORE the Council of the City of Hamilton enacts as follows:

1. That Schedule "A-6" of Zoning By-law No. 90-145-Z (Flamborough), as amended, is hereby further amended;

- (a) by changing from the Urban Residential "R1-6" Zone to the Medium Density Residential "R6-26-H" Holding Zone;

on the lands the extent and boundaries of which are more particularly shown on Schedule "A" annexed hereto and forming part of this By-law.

2. That Section 11 - Medium Density Residential Zone of Zoning By-law No. 90-145-Z (Flamborough), as amended, is hereby further amended by adding the following Sub-section "R6-26-H":

11.3 EXCEPTION NUMBERS

11.3.26 "R6-26-H"

Permitted Uses:

- (a) Townhouse Dwelling.
- (b) Maisonette Dwelling.

For the purpose of this amending By-law, a Maisonette Dwelling shall mean:

A building not more than one single detached dwelling unit in height, designed to contain not less than six dwelling units, fully attached to each other, side-by-side, in two rows arranged back-to-back and in substantial harmony with each other, each of which dwelling units:

- a. Has a separate front entrance;
- b. Is joined on one or both sides by a party wall to another dwelling unit in the same row; and,
- c. Is joined by a common vertical back wall extending the length of the building.

For the purpose of this amending By-law, Hamilton Street North shall be deemed the front lot line, the southerly property boundary shall be deemed the rear lot line, the westerly property line shall be deemed the side lot line, and Parkside Drive shall be deemed the exterior side lot line.

Zone Provisions:

(a)	Lot Area (Minimum):	175 sq. m. per dwelling unit.
(b)	Lot Frontage (Minimum):	30m.
(c)	Lot Coverage (Maximum):	35%.
(d)	Front Yard (Minimum):	2.0m.
(e)	Rear Yard (Minimum):	6.0m.
(f)	Exterior Side Yard (Minimum):	
	(i) Townhouse Dwelling	3.4m.
	(ii) Maisonette Dwelling	3.1m.
(g)	Setback from a Daylighting Triangle:	1.1m from the hypotenuse of an intersection daylighting triangle, except 0.1m for a front porch.
(h)	Planting Strip (Minimum):	2m, except 0m along Hamilton Street North, Parkside Drive, and abutting internal roads.
(i)	Building Height (Maximum):	3-storeys and 11m.
(j)	Parking Spaces (Minimum):	2 spaces per unit, one of which includes the garage.
		Visitor parking shall be provided at a rate of 0.25 spaces per unit.

- | | | |
|-----|---|---|
| (k) | Density (Maximum): | 58 units per ha. |
| (l) | Landscaped Open Space (Minimum): | 30%. |
| | (i) Townhouse Dwelling | 9 sq. m. minimum for each dwelling unit fronting Hamilton Street North, including terraces suitable for a private amenity area; and for all other townhouse dwellings, 16 sq. m. minimum for each dwelling unit at-grade with a maximum depth of 3m, and which shall include screening on both sides suitable for a private amenity area. |
| | (ii) Townhouse Dwelling, Maisonette | 3 sq. m. min., including a balcony suitable for a private amenity area. |
| (m) | Location of Visitors Parking from Streetline: | 1.9m. min. |
| (n) | Loading Spaces: | Not Required. |
| (o) | Minimum Size of Parking Space: | Each parking space shall be a minimum of 2.6m by 5.8m, except visitor parking spaces which shall be a minimum of 2.6m x 5.5m, and parallel spaces which shall be a minimum of 2.6m x 6.5m. |
| (p) | Minimum Condominium Road Width: | 6.0m. |
| (q) | Minimum Interior Size of Garage for Parking: | 3m x 6m with a one-step encroachment. |

- (r) No vehicular access to Hamilton Street North shall be permitted.
- (s) Yard Encroachments in accordance with the following:

Structure or Item	Yard Into Which Encroachment is Permitted	Maximum Encroachment Permitted into Required Yard
Balconies	Rear and Exterior Side Yard	2.4m

Holding Removal: The Holding Provision “H” shall remain in effect until the following matters have been addressed through the Development Agreement, to the satisfaction of the Director of Planning and the Senior Director of Growth Management:

- (i) The owner has undertaken and implemented a servicing strategy for the external storm and sanitary services that are required for the residential development. The provisions of the strategy shall include the extension of the storm sewer on Parkside Drive to pick up the drainage from the subject lands and appropriate external areas; to secure the future extension of the storm sewer on Parkside Drive across the full frontage of the subject lands; and the works required to the sanitary sewer on Parkside Drive to alleviate downstream capacity issues, to the satisfaction of the Director of Planning and the Senior Director of Growth Management.
- (ii) The owner has provided payment for the proportionate share of the cost required to construct the extension of Truedell Circle on the abutting property to the north and adjacent to the northerly property line, to the satisfaction of the Director of Planning and the Senior Director of Growth Management.

- (iii) The owner has entered into a Development Agreement and provided the necessary securities to ensure and provide for the removal of the temporary second access to Parkside Drive and restoration of the boulevard, and to provide access to Truedell Circle following the construction of the remaining portion of roadway required for the completion of Truedell Circle, to the satisfaction of the Director of Planning and the Senior Director of Growth Management.

General Provisions:

Other than contained herein, all other the provisions of the Flamborough Zoning By-law shall apply.

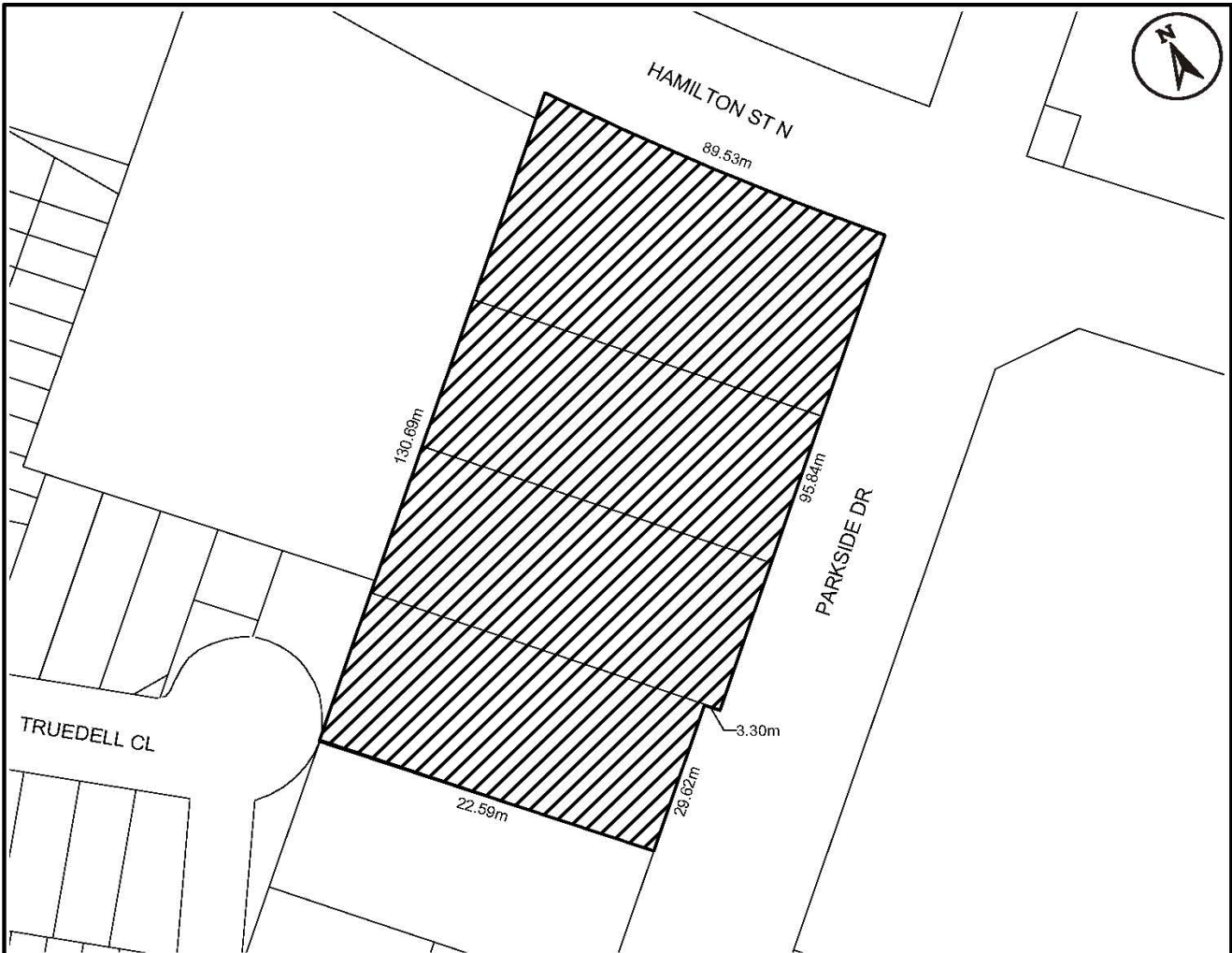
3. That the amending By-law be added to Schedule "A-6" of Flamborough Zoning By-law No. 90-145-Z.
4. That the Clerk is hereby authorized and directed to proceed with the giving of notice of the passing of this By-law, in accordance with the Planning Act.

PASSED and ENACTED this [REDACTED] day of [REDACTED], 2013.

R. Bratina
MAYOR

Rose Caterini
CLERK

ZAC-12-015 / OPA-12-006



This is Schedule "A" to By-Law No. 13-

Passed the day of, 2013

 Mayor

 Clerk

Schedule "A"

Map Forming Part of
 By-Law No. 13-_____

to Amend By-law No. 90-145-Z

Subject Property

257 - 267 Parkside Drive



Change from Single Detached Residential "R1-6"
 Zone to a Site Specific Medium Density "R6-26-H"
 Holding Zone

Scale:
 N.T.S.

File Name/Number:
 ZAC-12-015 & OPA-12-006

Date:
 February 28, 2013

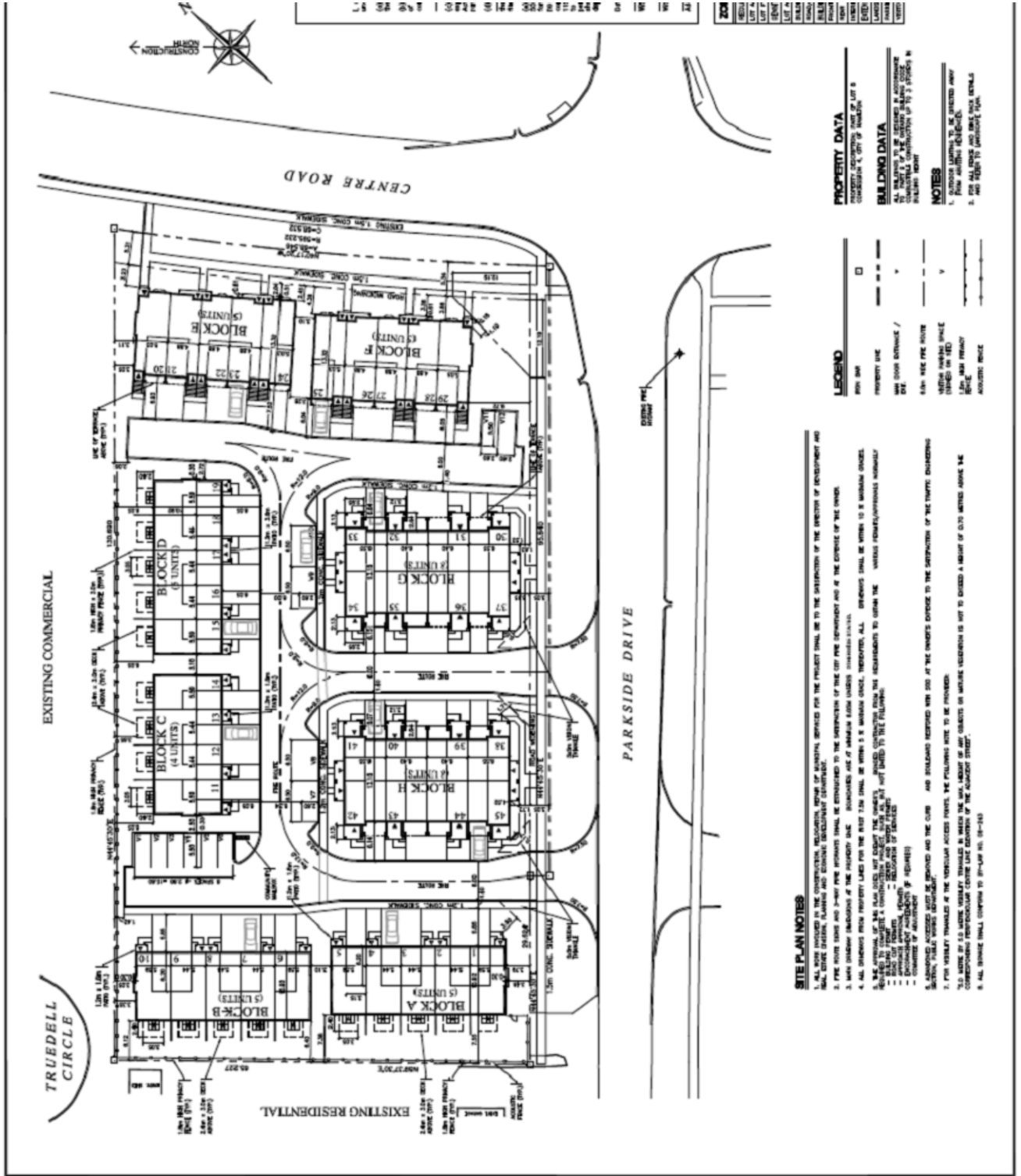
Planner/Technician:
 CT/AL



Hamilton

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

Appendix "E" to Report PED13043 (Page 1 of 1)
Proposed Development Concept

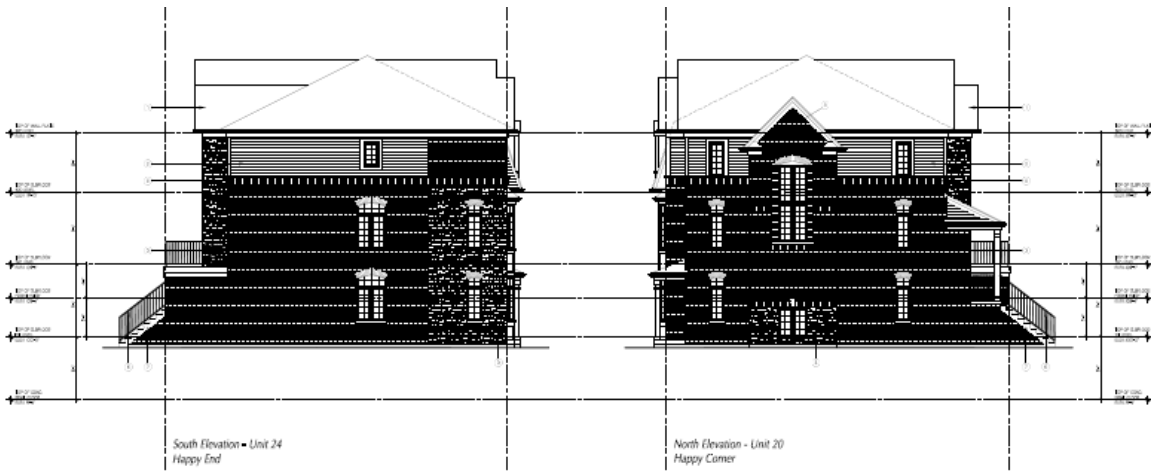


Blocks A, B, C, D - 19 Standard Townhouses
 Blocks E, F - 10 Rear Lane Townhouse Units
 Blocks G, H - 16 Maisonette Townhouse Units

Appendix "F" to Report PED13043 (Page 1 of 1)
Proposed Elevations for Rear Lane Townhouses



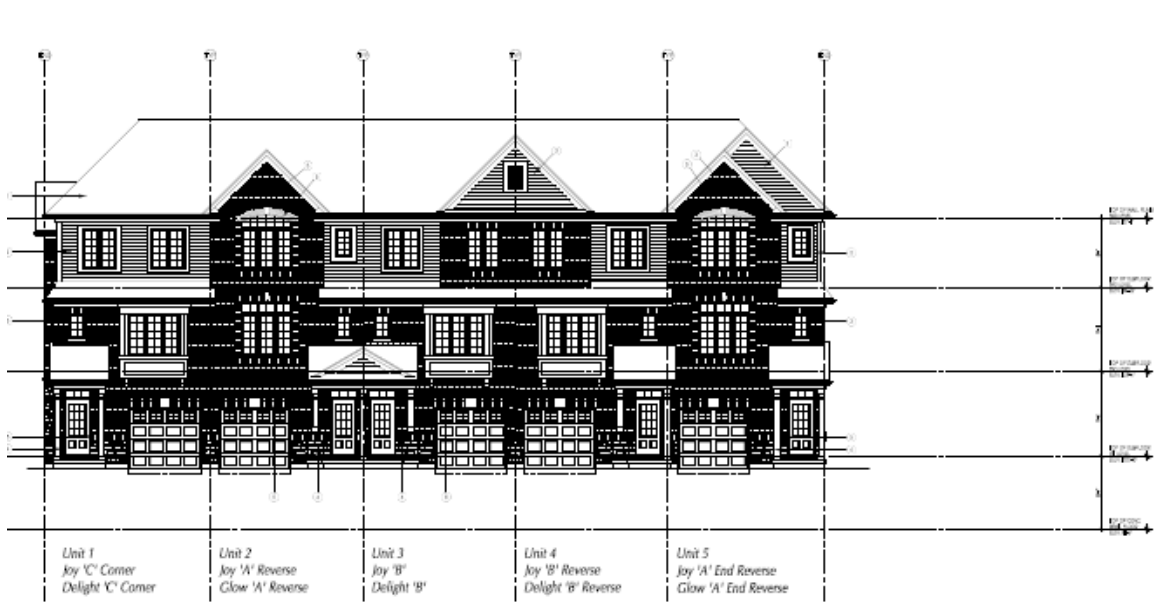
Front Elevations



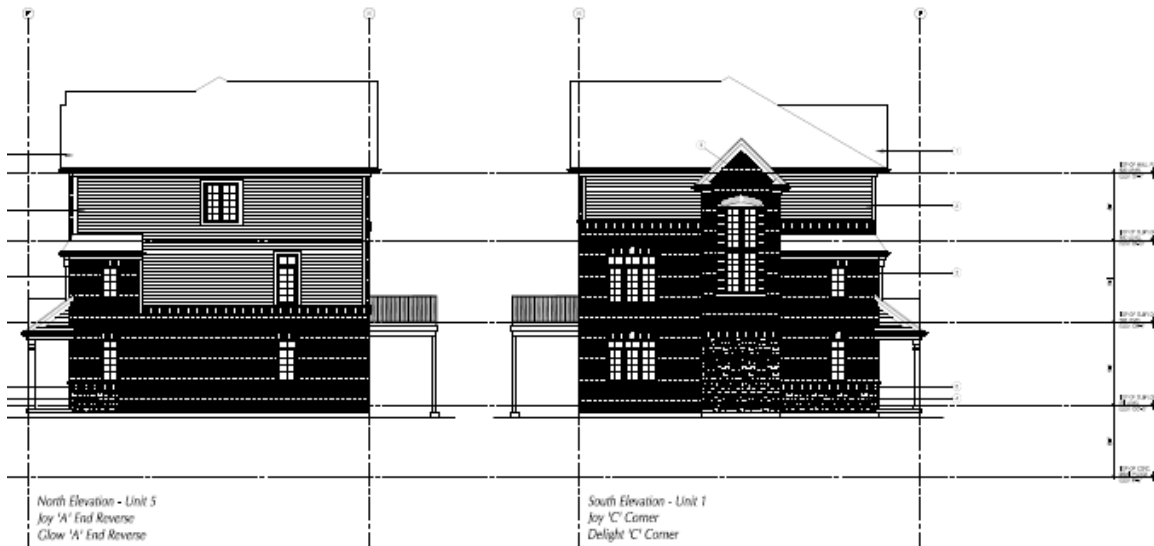
Side Elevations

Note Terrace above rear stairs

Appendix "G" to Report PED13043 (Page 1 of 1)
Proposed Elevations for Standard Townhouses



Front Elevation (Above)

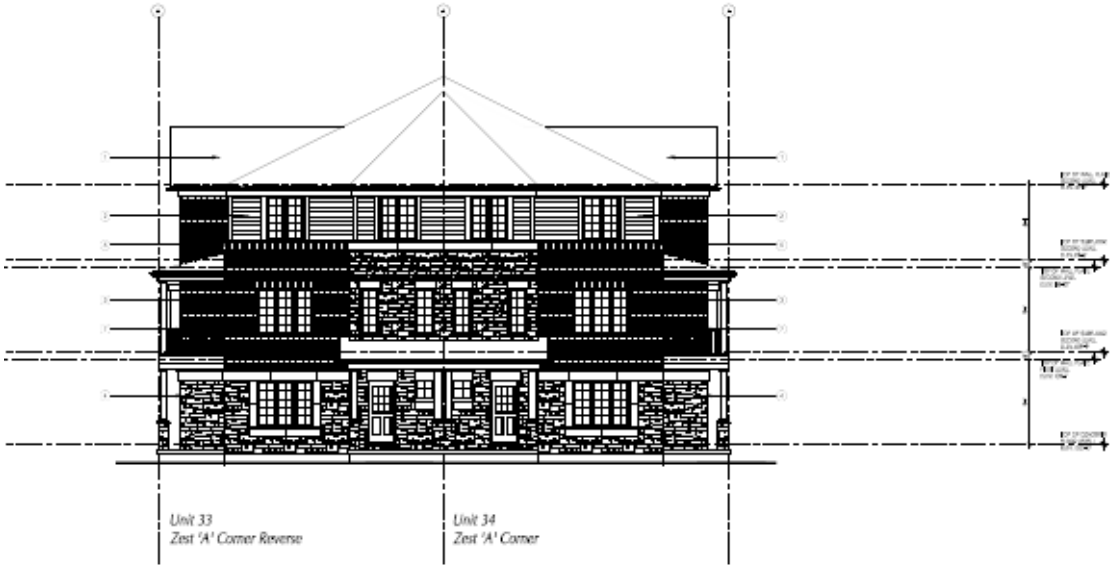


Side Elevations

Appendix "H" to Report PED13043 (Page 1 of 1)
Proposed Elevations for Maisonette Townhouses

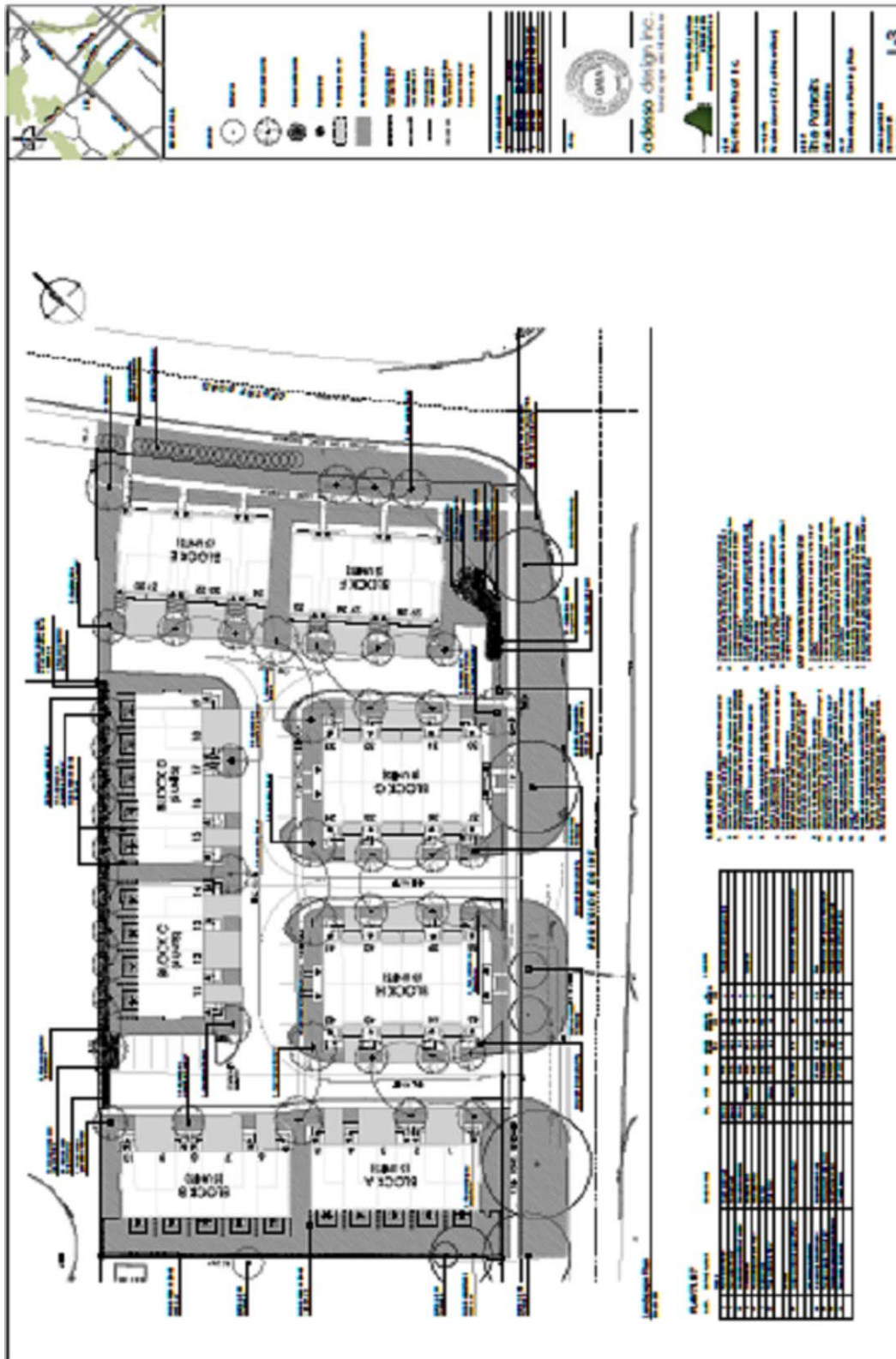


Front Elevation (Above)



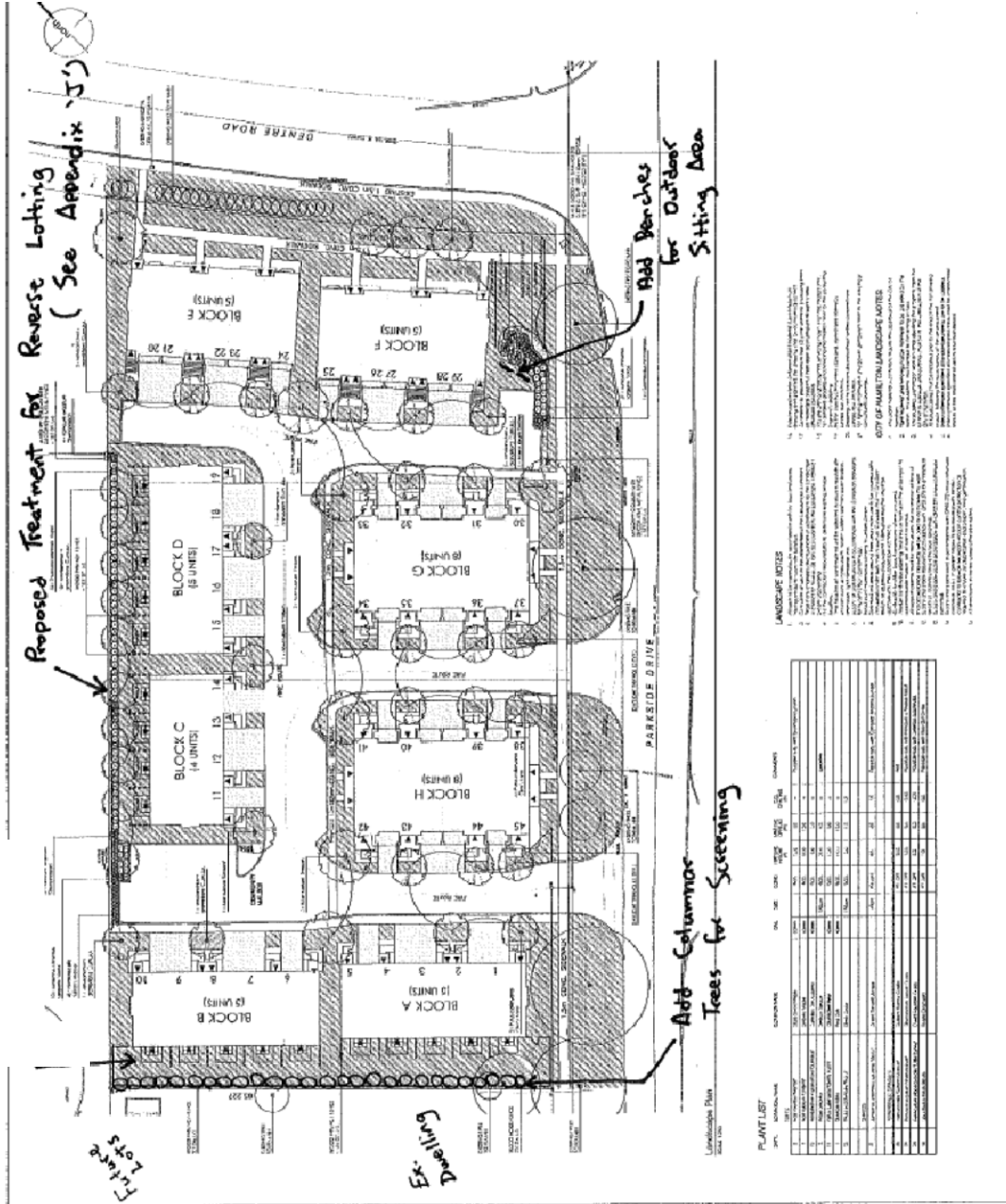
Side Elevation

Appendix "I-1" to Report PED13043 (Page 1 of 1)
 Concept Showing Proposed Landscaping



PLANT #	PLANT NAME	PLANT CODE	PLANT SIZE	PLANT QUANTITY	PLANT NOTES
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- LANDSCAPE NOTES**
1. All plantings shall be installed in accordance with the City of Hamilton Landscaping Manual.
 2. All plantings shall be installed in accordance with the City of Hamilton Landscaping Manual.
 3. All plantings shall be installed in accordance with the City of Hamilton Landscaping Manual.
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 18. All plantings shall be installed in accordance with the City of Hamilton Landscaping Manual.
 19. All plantings shall be installed in accordance with the City of Hamilton Landscaping Manual.
 20. All plantings shall be installed in accordance with the City of Hamilton Landscaping Manual.

PLANT LIST

NO.	SYMBOL	PLANT NAME	HT.	WID.	SPAC.	PLANT	QUANTITY	COMMENTS
1		PLANT NAME	HT.	WID.	SPAC.	PLANT	QUANTITY	COMMENTS
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3		PLANT NAME	HT.	WID.	SPAC.	PLANT	QUANTITY	COMMENTS
4		PLANT NAME	HT.	WID.	SPAC.	PLANT	QUANTITY	COMMENTS
5		PLANT NAME	HT.	WID.	SPAC.	PLANT	QUANTITY	COMMENTS
6		PLANT NAME	HT.	WID.	SPAC.	PLANT	QUANTITY	COMMENTS
7		PLANT NAME	HT.	WID.	SPAC.	PLANT	QUANTITY	COMMENTS
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11		PLANT NAME	HT.	WID.	SPAC.	PLANT	QUANTITY	COMMENTS
12		PLANT NAME	HT.	WID.	SPAC.	PLANT	QUANTITY	COMMENTS
13		PLANT NAME	HT.	WID.	SPAC.	PLANT	QUANTITY	COMMENTS
14		PLANT NAME	HT.	WID.	SPAC.	PLANT	QUANTITY	COMMENTS
15		PLANT NAME	HT.	WID.	SPAC.	PLANT	QUANTITY	COMMENTS
16		PLANT NAME	HT.	WID.	SPAC.	PLANT	QUANTITY	COMMENTS
17		PLANT NAME	HT.	WID.	SPAC.	PLANT	QUANTITY	COMMENTS
18		PLANT NAME	HT.	WID.	SPAC.	PLANT	QUANTITY	COMMENTS
19		PLANT NAME	HT.	WID.	SPAC.	PLANT	QUANTITY	COMMENTS
20		PLANT NAME	HT.	WID.	SPAC.	PLANT	QUANTITY	COMMENTS

Appendix "J" to Report PED13043 (Page 1 of 1)
Proposed Treatment for Reverse Lotting onto Truedell Circle

ELEVATION (from future Truedell Circle)



Appendix "K" to Report PED13043 (Page 1 of 1)
Photos of Similar Branthaven Developments



Photo Showing Maisonette with Balcony



Photo Showing Rear Lane Townhouses with Front-Facing Units

Petition re: Proposed Development

Parkside Drive and Hamilton Street

We the undersigned as current home owners on Truedell Circle are NOT in favour of increasing the number of residential units consisting of a mix of standard townhouses and back-to-back townhouses from 47 to 59 units. Our reasons are as follows:

- We had already called the City of Hamilton and spoke to Cameron Thomas and Judi Partridge to complain about the number of units. We were not in favour of 47 units so 59 is beyond outrageous. We also strongly disagree with the back-to-back townhouses. They definitely do not fit into the streetscape of the area. All houses on Parkside and Hamilton are one or two storey units and the large ones built on Nisbet Road tower over the entire area.
- The traffic on Parkside Drive and Hamilton Street is already extreme. A left turn can take 4 lights as there is no delayed green. Many times cars tired of waiting to turn left take dangerous chances.
- This corner is already high density with traffic into the mall, Tim Horton Donuts and now a new youth centre is being constructed on the north east corner. Building is proceeding but there has been no new infrastructure to handle all the cars and traffic.
- There is not enough room in this small area to provide proper parking for tenants and visitors. Cole Street is a prime example where home owners park in the street on both sides of the road causing issues driving. Most never use their garages and put one car in the driveway and one on the street. This also makes for a dangerous situation for drivers and children playing. Where would all these people and visitors park with 47 or 59 units?
- This not only ridiculous but very poor planning.

Also we wish to put forward that all the trees (or as many as possible) on the north part of that development be kept in place if at all possible. Clear cutting all the trees is not necessary and everyone from original home owners in our Truedell Circle area and new home owners could enjoy the benefits of these trees. A beautiful 100 plus year old blue spruce was cut down to build the new semi detached unit just behind Cole Street townhouses. It could have been left there as it did not interfere with the houses or the construction.

We ask you to reconsider your planning to consider the area and what is best not just more tax dollars.

Regards,

Residents of Truedell Circle

1. Janet Vanderslaghts 44 Truedell Circle
2. Marisa Munro 52 Truedell Circle
3. Nadia Mingelli 33 Truedell Circle
4. Nadine Magraille 40 Truedell Circle
5. Rose Ann Magraille 48 Truedell Circle

6. Ross Campbell 36 Truedell
7. Ryan Heership 32 Truedell Circle
8. ~~John~~ 28 Truedell Circle
9. ~~John~~ 20 Truedell Circle
10. ~~John~~ 16 Truedell Circle
11. ~~John~~ 12 Truedell Circle
12. ADC 4. TRUEDELL CIRCLE
13. ORLANDO 606 HAMILTON ST. N.
14. ~~Quentin~~ 47 TRUEDELL CIRCLE
15. Susan Fernandes 43 Truedell Circle
16. Domingos fernandes 43-truedell circle
17. MIKE TODD 8 TRUEDELL CIRCLE
18. JOHN + STAEI TODD 39 TRUEDELL CIRCLE
19. Jamie + Tanya Hlasek 155 Truedell Circle
20. STAN + ROSARII 149 TRUEDELL CIRCLE
21. M. Fah Baldeh 147 Truedell Circle
22. Quentin (Lovera) 143 Truedell Circle
23. Trevor Martin 134 Truedell circle
24. Debbie Pearce 141 Truedell circle
25. Kim Mills 43 Nisbet
26. Melanie Mills 156 Truedell Circle
27. Andrea Parkes 156 Truedell Circle

Thomas, Cameron

From: Janet McCannell [j.mccannell@cityofwaterdown.com]
Sent: Wednesday, June 27, 2012 8:38 AM
To: Thomas, Cameron
Subject: Comments re: File No: OPA-12-006 and ZAC-12-015

Attention: Planning and Economic Development Department
Re: File No: OPA-12-006 and ZAC-12-015

Dear Mr. Thomas and Mr. John,

I live at 44 Truedell Circle in Waterdown and will be affected by your plan to develop the lands at 257-267 Parkside Drive. My objection is for the 28 back-to-back townhouses. The city has already erected this type of townhouse at the top of our street on Nisbet Drive and they are glaring, ugly and do not fit into the neighbourhood. All the homes in this area are standard townhouses, semi detached two storey homes and Truedell is mainly single family homes that are two storey or bungalow style.

The large back-to-back townhomes on Nisbet tower over any other building in the area and detract from the look and size of the rest of the development. Parkside Drive is all two storey and bungalow style homes and these 3 storey townhouses again do not fit in with the rest of the street. It is the feeling of many in our area that the Hamilton Planning and Economic Development Department is adversely affecting the value of our homes. We paid over \$400,000 for our home and values of recent sales have been very low and slow to sell for the past year.

I hope the Planning Department can raise their standards significantly and focus on more than just the "tax returns" for a poorly run city! The council and department need to revise the current plan for the back-to-back townhouses. I would hope that the streetscape and development would also take into consideration what is best for the community and neighbouring homes. You will only have one chance to get it right!

Thank you for your consideration of my letter and concerns.

Regards,

Janet P. Vanderslagt
44 Truedell Circle
Waterdown, Ontario,
L0R 2H9

(Reference to J. McCannell is work name only.)

Appendix "L" to Report PED13043 (Page 4 of 11)
Public Correspondence Received

Sent: Thursday, July 05, 2012 4:03 PM
To: Thomas, Cameron
Cc: Mingos(ice)
Subject: File No:OPA-12-006 and ZAC-12-015

Dear Mr. Thomas and Mr. John,

We live at 43 Truedell Circle in Waterdown and will be affected by your plan to develop the lands at 257-267 Parkside Drive. There is no way that the infrastructure can handle an extra 100 cars in that corner as your planing. The traffic is already very heavy and adding all those back to back townhouses would make it impossible.

Also, there are already this type of townhouse at the top of our street on Nisbet Driving and they look terrible. They tower over all our homes and detract from the look and size of the rest of the development. In speaking with our neighbours, we all agree that this is adversely affecting the value of our homes.

We are all very frustrated and disappointed. Should these plans go forward then the neighbourhood we thought we were buying into is not what we will be getting.

Has anyone bothered to come look at the lands? I'm sure if the Planning Department sent someone out you would see that there is no way that the roads would be able to handle all the traffic that this plan would create.

Thank you for your consideration of my letter and concerns.

Regards,

Susan and Domingos Fernandes
43 Truedell Circle
Waterdown ON L0R 2H9

Appendix "L" to Report PED13043 (Page 5 of 11)
Public Correspondence Received

sent: Wednesday, June 27, 2012 6:56 AM

To: Thomas, Cameron

Subject: Comments re: File No: OPA-12-006 and ZAC-12-015

Attention: Planning and Economic Development Department

Re: File No: OPA-12-006 and ZAC-12-015

Dear Mr. Thomas and Mr. John,

I live at 44 Truedell Circle in Waterdown and will be affected by your plan to develop the lands at 257-267 Parkside Drive. My objection is for the 28 back-to-back townhouses. The city has already erected this type of townhouse at the top of our street on Nisbet Drive and they are glaring, ugly and do not fit into the neighbourhood. All the homes in this area are standard townhouses, semi detached two storey homes and Truedell is mainly single family homes that are two storey or bungalow style.

The large back-to-back townhomes on Nisbet tower over any other building in the area and detract from the look and size of the rest of the development. Parkside Drive is all two storey and bungalow style homes and these 3 storey townhouses again do not fit in with the rest of the street. It is the feeling of many in our area that the Hamilton Planning and Economic Development Department is adversely affecting the value of our homes. We paid over \$400,000 for our home and values of recent sales have been very low and slow to sell for the past year.

I hope the Planning Department can raise their standards significantly and focus on more than just the tax returns for a poorly run city! The council and department need to revise the current plan for the back-to-back townhouses. I would hope that the streetscape and development would also take into consideration what is best for the community and neighbouring homes. You will only have one chance to get it right!

Thank you for your consideration of my letter and concerns.

Regards,

Janet P. Vanderslagt
44 Truedell Circle
Waterdown, Ontario,
LOR 2H9

(Reference to J. McCannell is work name only.)

Appendix "L" to Report PED13043 (Page 6 of 11)
Public Correspondence Received

Sent: Wednesday, June 27, 2012 8:38 AM
To: Thomas, Cameron
Subject: Comments re: File No: OPA-12-006 and ZAC-12-015

Attention: Planning and Economic Development Department
Re: File No: OPA-12-006 and ZAC-12-015

Dear Mr. Thomas and Mr. John,

I live at 44 Truedell Circle in Waterdown and will be affected by your plan to develop the lands at 257-267 Parkside Drive. My objection is for the 28 back-to-back townhouses. The city has already erected this type of townhouse at the top of our street on Nisbet Drive and they are glaring, ugly and do not fit into the neighbourhood. All the homes in this area are standard townhouses, semi detached two storey homes and Truedell is mainly single family homes that are two storey or bungalow style.

The large back-to-back townhomes on Nisbet tower over any other building in the area and detract from the look and size of the rest of the development. Parkside Drive is all two storey and bungalow style homes and these 3 storey townhouses again do not fit in with the rest of the street. It is the feeling of many in our area that the Hamilton Planning and Economic Development Department is adversely affecting the value of our homes. We paid over \$400,000 for our home and values of recent sales have been very low and slow to sell for the past year.

I hope the Planning Department can raise their standards significantly and focus on more than just the "tax returns" for a poorly run city! The council and department need to revise the current plan for the back-to-back townhouses. I would hope that the streetscape and development would also take into consideration what is best for the community and neighbouring homes. You will only have one chance to get it right!

Thank you for your consideration of my letter and concerns.

Regards,

Janet P. Vanderslagt
44 Truedell Circle
Waterdown, Ontario,
L0R 2H9

(Reference to J. McCannell is work name only.)

Thomas, Cameron

From: Janet McCannell
Sent: Thursday, January 17, 2013 1:53 PM
To: Partridge, Judi
Cc: Thomas, Cameron
Subject: re: Branthaven Homes development in Waterdown

Dear Judi and Cameron,

I live at 44 Truedell Circle and have spoken with each of you on previous occasions regarding this development that is to take place at the extremely busy corner of Parkside and Hamilton Streets. The residents of Truedell Circle and Cole Street have vigorously opposed this development and as noted presented a petition against it for the August, 2012 meeting. In that petition we stated the following as issues:

- The traffic on Parkside Drive and Hamilton Street is already extreme. A left turn can take 4 lights as there is no delayed green. Many times cars tired of waiting to turn left take dangerous chances.
- This corner is already high density with traffic into the mall, Tim Horton Donuts and now a new youth centre is being constructed on the north east corner. Building is proceeding but there has been no new infrastructure to handle all the cars and traffic. There is not enough room in this small area to provide proper parking for tenants and visitors. Cole Street is a prime example where home owners park in the street on both sides of the road causing issues driving. Most never use their garages and put one car in the driveway and one on the street. This also makes for a dangerous situation for drivers and children playing.
- Also very important to maintain large pine and other trees where possible.

In your letter Judi, you have stated that "this application has not been presented to the Planning Committee or approved as of this date" and that the application will be in the next 2-3 months. How then has the builder already totally stripped the entire site of almost every tree fully exposing our Truedell Circle to all the traffic noise and Tim Hortons traffic which was not visible before. As well the builder has the sales trailer in place for months now and has totally sold all lots?? How is this possible when it has not passed or been approved as yet?? Why bother with the Planning Committee and public meeting if it is already going forward. The only concession seems to be the number of units has been decreased from 57 to 47.

When the residents on Truedell purchased our homes and moved in well over 3 years ago, we were told it was to be a crescent which was then changed to a circle. This would mean that the two cul de sacs be joined as one circle. Not at any time did this circle include "future access to Truedell Circle by the City for Branthaven proposal to allow for local traffic including pedestrian access and to facilitate other options within the neighbourhood". The residents will protest this vehemently as our street is going to become a cut through street for traffic from this new area or Parkside. We bought here being told that this would be a "quiet, residential street". Pedestrian traffic will likely be a given due to the sidewalk that runs from the circle to Cole Street as schools are all in that direction. No one would oppose that. Car traffic is not acceptable to any resident and will be totally opposed.

Planning for Waterdown seems to be non-existent in this area as main streets especially Parkside and Hamilton do not meet the needs of current development never mind this sort of growth. There is always congestion at that corner and no delayed green for left turns and no extra lanes. Planning by Hamilton is poor at best in many areas and the tax payers are paying the price. I have lived in Oakville for 13 years and Burlington for four. I know from this that the Hamilton taxes are significantly higher and there are few benefits to show.

Appendix "L" to Report PED13043 (Page 8 of 11)
Public Correspondence Received

Page 2 of 2

Please notify our area when the meeting is scheduled. We will be sure to alert as many people from this area as possible to come help block this new direction and huge concern for traffic if this option is being considered. Thank you, Judi for your great work on behalf of the residents of Waterdown. Your help and support is appreciated.

Regards,

Janet Vanderslagt-McCannell

Appendix "L" to Report PED13043 (Page 9 of 11)
Public Correspondence Received

Thomas, Cameron

From: staci todd
Sent: Tuesday, January 29, 2013 3:56 PM
To: judi.partridge@sympatico.ca
Cc: Thomas, Cameron
Subject: Branthaven development

Hello Ms. Partridge,

We are residents of 39 Truedell Circle. We are a single home near the bottom of the cul de sac. It is a wonderful area for our three children and neighboring children to play. We feel safe having our children out doors and ride their bikes, knowing that traffic is minimal and we know that anyone coming down our street does live there.

We are not opposed to the Branthaven development. I attended the August meeting you hosted and felt the proposed townhomes were reasonable. What we were thrilled to hear from Branthaven directly, was that they had no intention to invade Truedell Circle.

I'm not sure if you know, but we were duped by Country Green Homes in thinking that our street was not a circle. It was named Truedell Drive in the plans and the other street which is currently Truedell Circle as well was named Warnock Drive. There was no indication that these two roads were to be one at any time. It wasn't until closing with our lawyer that the address was now indeed Truedell Circle.

We are deeply disappointed and very concerned for our children's safety with the potential of Truedell to become connected or accessed by another roadway. We feel this will also devalue our home as I'm sure you know, families do put great value on safety for their children. A cul de sac is a peace of mind for families.

I find it hard to believe the city planners visit these developments when making decisions. We do hope it is truly taken into consideration the effects on residents currently living in this subdivision.

If the city started and completed construction on the park and green space promised in the plans we bought off of 5 years ago, the children in our neighborhood would have an alternate place to play. It is extremely frustrating to see those city plans unfulfilled. What could possibly be the hold up on that project that is so vital to community living and healthy development?

Please do take these concerns seriously. We do not want to move our family from a home and neighbors we love, a school that is minutes to walk to with wonderful teachers and a community that offers so much for our young family to enjoy all within walking distance.

Regards,
Staci and John Todd
289-895-8586

Thomas, Cameron

From: Partridge, Judi
Sent: Monday, February 04, 2013 10:56 AM
To: Thomas, Cameron
Subject: FW: Concerns of Truedell Circle traffic from Branthaven

FYI

Alison

From: Janet McCannell
Sent: Monday, February 04, 2013 10:37 AM
To: Partridge, Judi
Subject: Concerns of Truedell Circle traffic from Branthaven

Hi Judi,

I hope you are doing well. Since the letter from the Planning Council came out a number of residents of Truedell Circle have come to voice concerns to me and asking what is happening. The main concern now is the vague wording in the letter about the "future access to Truedell Circle by the City for Branthaven proposal to allow for local traffic including pedestrian access and to facilitate other options within the neighbourhood". Most feel the battle to stop the 3 storey townhomes, eliminate some of the crowding and save where possible the trees has already been lost. The concern for traffic funneling down our street, cutting down to get to Tim Hortons, etc and the construction traffic using our circle as parking, storage and running large trucks through is very upsetting. We are all extremely concerned with this and we must not let it happen.

One neighbor, Rob who lives at the end on the circle invited Cameron Thomas to come and see the area and the concerns that opening a street in here would be to all and why. Rob has measured and walked the area and is well informed on the pros and cons. Cam was to come but cancelled twice and now says he is too busy and has no time. How can the Planning Council make these decisions when they have not actually been on-site to see the area. Cam has not physically seen the size of the townhouses at the top of Truedell nor has he seen the new development area of Branthaven. I know you have and that you understand our concerns and genuinely care.

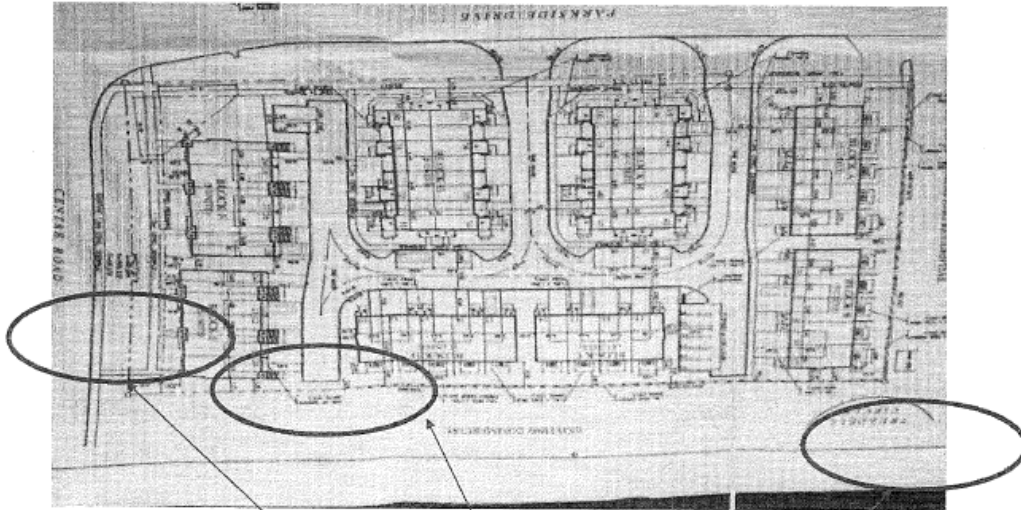
Please continue to keep us informed and especially when a meeting is scheduled. I will certainly try to get as many people there as possible so we can be heard. Hopefully we can win this most important battle. Thank you so much, Judi for all you do on behalf of everyone. We appreciate your hard work and dedication.

Regards,

Janet Vanderslagt (McCannell)

Appendix "L" to Report PED13043 (Page 11 of 11)
Public Correspondence Received

Feb. 4/13
Rob Monroe
52 Truedell Circle



- Requested exit North on to Truedell Circle's Secondary Road
- Concerns: Traffic on Truedell Circle
- low density zone but high density traffic, thruway to Tim Horton's Franchise is a SIGNIFICANT factor,
- safety issue of a road connection to 45 units, when a walkway is nearby, especially with no north sidewalk on parkside.

Propose a 1 way exit if joining to Truedell Circle but turned into Truedell Court not a circle.

Propose a new exit for Brant Haven on to Centre Road from 45 unit property.