



# URBAN SOLUTIONS

PLANNING & LAND DEVELOPMENT



## PLANNING JUSTIFICATION REPORT

**338 & 338 ½ Cumberland Avenue, Hamilton ON**  
**Official Plan & Zoning By-law Amendment**  
**Project No. 349-20**

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Prepared for Sam's Scrap Metal Limited (2115616 Ontario Inc.)  
By UrbanSolutions Planning & Land Development Consultants Inc.

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## Table of Contents

PROJECT TEAM .....	2
Table of Contents .....	4
1. Introduction.....	5
1.1 Location .....	6
1.2 Site Description and Surrounding Context .....	6
1.3 Transportation Context .....	9
1.4 Surrounding Development Applications .....	10
2. Proposed Development.....	11
2.1 Planning Applications .....	12
2.2 Required Approvals .....	13
3. Supporting Studies .....	13
3.1 Functional Servicing Report & Stormwater Management .....	13
3.2 Noise & Vibration Impact Study .....	13
3.3 Stage 1 Archaeological Assessment .....	13
3.4 Phase I & Phase II Environmental Site Assessment.....	14
3.5 Preliminary Crash Wall Report .....	14
3.6 Tree Protection Plan & Preliminary Landscape Plan .....	14
4. Planning Policy Framework .....	15
4.1 Provincial Policy Statement, 2020 .....	15
4.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020 .....	19
4.3 Urban Hamilton Official Plan .....	24
4.4 Former Hamilton Zoning By-law No. 6593 .....	26
5. Analysis.....	27
5.1 Policy Framework .....	27
5.2 Regulations .....	33
6. Conclusion .....	34
Appendix A .....	36
Concept Plan.....	36
Appendix B .....	37
Draft Zoning By-law Amendment.....	37

## 1. Introduction

UrbanSolutions Planning & Land Development Consultants Inc. (UrbanSolutions) has been retained by Sam's Scrap Metal Limited (2115615 Ontario Inc.) c/o Frank Bisignani (Owner) to assist in the coordination and preparation of the planning applications necessary to facilitate the redevelopment of the lands municipally known as 338 & 338½ Cumberland Avenue, in Hamilton, Ontario (subject lands).

This Planning Justification Report (Report) has been prepared in support of a Zoning By-law Amendment to facilitate the proposed development of thirteen (13) three and a half (3½) storey townhouse dwelling units in the form of one (1) seven (7) unit block and one (1) six (6) unit block. A detailed description of the proposed development can be found in Section 2.0 of this Report.

This application and its supporting materials have been submitted in accordance with the Formal Consultation Document (FC-21-016) dated March 18, 2021, and constitute a complete application as described in Section 34 (10) of the *Planning Act*.

This Report provides planning analysis and justification in support of the proposed development in accordance with good planning principles. The purpose of this Report is to provide an overview of the subject lands, an outline of the proposed development, and an evaluation of the proposal in the context of the Provincial Policy Statement (2020), the Growth Plan of the Greater Golden Horseshoe (2020), the City of Hamilton Urban Official Plan, and Zoning By-law No. 6593 (former municipality of Hamilton). This Report also provides an overview of the technical studies that have been completed in support of the application.

## 1.1 Location

The subject lands are located within the former municipality of Hamilton at 338 & 338½ Cumberland Avenue, as shown in Figure 1:



Figure 1 – Subject Lands

## 1.2 Site Description and Surrounding Context

The subject lands exhibit an irregular “T-shaped” parcel fabric with +/- 14 metres of frontage along Cumberland Avenue, opening to a +/- 77 metre rear lot line (widening at an approximate depth of 40 metres). 338 Cumberland Avenue is currently occupied by a single detached dwelling that is set to be demolished to facilitate the proposed development. The property has an area of approximately 0.76 acres (3063 m<sup>2</sup>).

Descriptions of the site's surrounding land uses are outlined below and can be reviewed in Figure 2:



*Figure 2 – Subject Lands and Neighbourhood Context*

**North:** Immediately north of the subject lands (along Cumberland Avenue) are the properties municipally known as 329 and 335 Cumberland Avenue, both of which are occupied by single-detached dwellings.



*Image 1 – View from the subject lands looking north*

**East:** Immediately east of the subject lands are the properties municipally known as 340 and 344 Cumberland Avenue, both of which are occupied by single-detached dwellings.



*Image 2 – View from the subject lands looking east.*

**South:** Abutting the subject lands to the south are the Canadian Pacific Railway tracks and Niagara Escarpment.



*Image 3 – View from the subject lands looking south*

**South:** West of the subject lands are the properties municipally known as 334 and 330 Cumberland Avenue, both of which are occupied by single-detached dwellings.



*Image 4 – View from subject lands looking west*

As illustrated in the above images, the site’s surrounding residential development exhibits a variety of building heights, lot frontages, and lot areas.

### 1.3 Transportation Context

Cumberland Avenue is classified as a *Collector* Road in Schedule C – Functional Road Classification of the Urban Hamilton Official Plan.

The area is serviced by the Hamilton Street Railway (HSR), being 450 metres from the Maplewood at Springer bus stop that HSR Routes No. 52, 5, 5A, 5C, and 5E service. Additionally, the subject lands are located 650 metres from the Main opposite Melrose bus stop which is serviced by HSR Routes No. 01 and 10, both of which travel west-east from University Plaza to Eastgate Square. All the aforementioned routes operate seven days per week from early morning until after midnight, as shown in Figure 3:



Figure 3 – HSR Transit Map

#### 1.4 Surrounding Development Applications

The following development applications are found within the immediate neighbourhood (as outlined in Figure 4):

- DA-20-016<sup>1</sup>
- ZAH-20-034<sup>1</sup>
- MDA-13-164<sup>2</sup>

<sup>1</sup>An application has been filed regarding 302 Cumberland Avenue at the intersection of Cumberland Avenue and Norway Avenue where a 875 square metre warehouse wishes to be converted into ten (10) residential condominium units, each with one (1) parking space.

<sup>2</sup>An application has been filed regarding 408 Cumberland Avenue to establish a parking area to the rear of an existing one storey structure.



Figure 4 – Hamilton Maps, Development Applications

## 2. Proposed Development

The proposed development entails a total of thirteen (13) three and a half (3½) storey townhouse dwelling units in the form of one (1) seven (7) unit block and one (1) six (6) unit block. Each unit is proposed to have one (1) parking space in the garage and one (1) parking space in the driveway with access from Cumberland Avenue. Seven (7) visitor parking spaces have also been provided. An overview of the proposed development is outlined in Figure 5, while the Concept Plan can be viewed in detail in Appendix A.

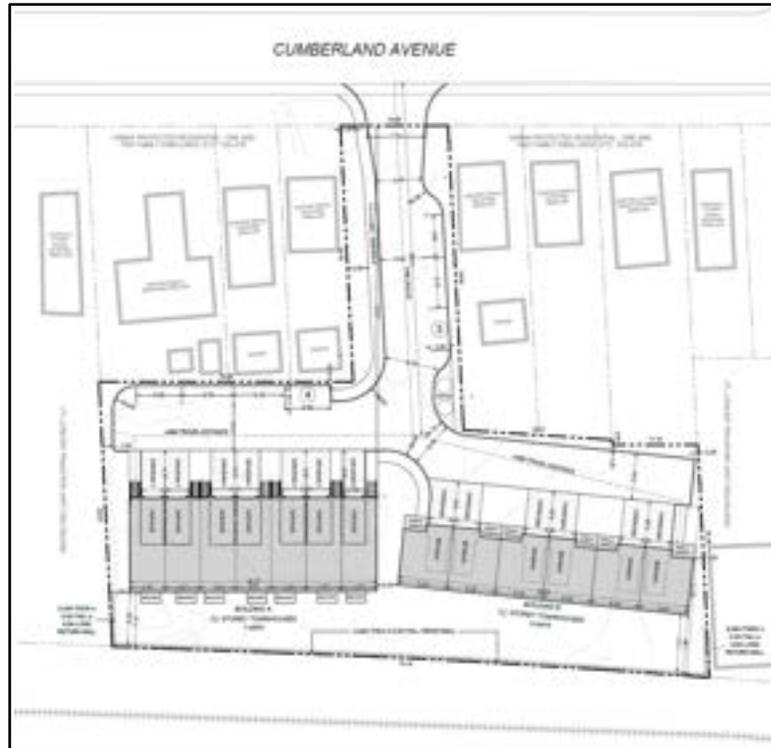


Figure 5 – Proposed Development

## 2.1 Planning Applications

The Formal Consultation (FC-21-016) meeting was held on March 18, 2021, wherein a version of the proposed development was considered by the City’s Development Review Team. The Formal Consultation Document identifies the required planning applications, studies, plans and reports to be submitted to facilitate a “complete” application as described under the *Planning Act*.

The Formal Consultation Document confirmed the following studies and documents are required in support of the Zoning By-law Amendment application:

- Survey Plan;
- Concept Plan;
- Draft By-laws;
- Planning Justification Report;
- Archaeological Assessment
- Phase I & Phase II Environmental Site Assessment
- Tree Protection Plan;
- Record of Site Condition;
- Functional Servicing Report;
- Noise Impact Study;
- Vibration Study;
- Public Consultation Strategy.

## 2.2 Required Approvals

The Formal Consultation Document confirms that approval of a Zoning By-law Amendment application and Site Plan application would be required to facilitate the proposed development.

## 3. Supporting Studies

In addition to this Planning Justification Report, the required studies have been completed in support of this proposal. The following is intended to provide a brief summary of the findings of each study.

### 3.1 Functional Servicing Report & Stormwater Management

S. Llewellyn & Associates Limited was retained to provide consulting engineering services for the proposed development. Their report outlined the functional servicing strategy in addition to the stormwater management design. S. Llewellyn & Associates concluded that the proposed development can be constructed to meet the requirements of the City of Hamilton. Furthermore, the following was recommended:

- The development be graded and serviced in accordance with the Preliminary Grading & ESC Plan and the Preliminary Site Servicing Plan prepared by S. Llewellyn & Associates Limited;
- Erosion and sediment controls be installed as described in the attached report to meet City of Hamilton requirements; and,
- The proposed storm, sanitary and water services be installed as per the Preliminary Site Servicing Plan and the attached report to adequately service the proposed development.

### 3.2 Noise & Vibration Impact Study

Thornton Tomasetti completed a Noise & Vibration Impact Study in relation to the proposed development. Their report concluded that with the incorporation of the noise control measures as presented in Section 4.4 and Section 5.4 of this report, the noise impact of the transportation noise sources and stationary noise sources on the Project will meet MECP criteria. Further, vibration due to train passbys is not expected to be a concern at the Project site.

### 3.3 Stage 1 Archaeological Assessment

Earthworks Archaeological Services Inc. conducted a Stage 1 Archeological Assessment of the subject lands and concluded that based on the results of a Stage 1 background investigation, the study area does not contain archaeological

potential due to subsurface disturbance. Therefore, no further archaeological assessments are recommended.

The MHSTCI is requested to review this report and provide a letter indicating their satisfaction that the fieldwork and reporting for this archaeological assessment are consistent with the Ministry's 2011 Standards and Guidelines for Consultant Archaeologists and the terms and conditions for archaeological licences, and to enter this report into the Ontario Public Register of Archaeological Reports.

### 3.4 Phase I & Phase II Environmental Site Assessment

Landtek Limited has completed a Phase I Environmental Site Assessment (ESA) for the subject lands in November of 2021. The Phase I ESA identified five on-site and one off-site Potentially Contaminating Activities (PCA), corresponding Areas of Potential Environmental Concern (APEC), and associated Contaminants of Potential Concern (CPC). As such, a Phase II ESA was completed in December of 2021 for the property to investigate the identified APEC prior to the submission of a Record of Site Condition. This investigation involved soil sampling and chemical analysis for both inorganic and organic parameters and required the drilling of seven (7) boreholes. Of these, three (3) were installed as groundwater monitoring wells. Laboratory analysis indicated that selected soil samples from the boreholes did not meet the applicable O. Reg. 153/04 Table 3 SCS for R/P/I land use on the site. As such, an appropriate remediation strategy will need to be considered to confirm the suitability of the site for its intended use and the submission of a Record of Site Condition (RSC) prior to the issuing of a building permit.

### 3.5 Preliminary Crash Wall Report

Jablonsky, Ast and Partners were retained to prepare a Preliminary Crash Wall Protection Report to establish the various parameters involved when it comes to providing a crash wall to protect a proposed residential building from the detrimental consequences of an accidental derailment of trains traveling immediately adjacent to the property.

The report concluded that a crash wall has been designed for an impact of 3,315 KN applied at a height of 1.8 metres above the base of the wall and with the wall absorbing the equivalent of 200 mm of deformation in the direction of the impact.

### 3.6 Tree Protection Plan & Preliminary Landscape Plan

Whitehouse Urban Design prepared the Tree Protection Plan, April 2022. The report summarizes the status of the existing trees and provides recommendations for tree management. The Preliminary Landscape Plan prepared by Whitehouse Urban

Design provides a landscape design for the proposed development which includes features that support the proposed townhouse blocks, including proposed plantings, surface materials, fencing/visual barriers, as well as the location and scale of the proposed crash wall.

## 4. Planning Policy Framework

The following is intended to provide a review of the planning policy framework applicable to the subject property. These policy documents include the Provincial Policy Statement, A Place to Grow: Growth Plan for the Greater Golden Horseshoe, the Urban Hamilton Official Plan, the Gourley Neighbourhood Plan, and former City of Hamilton Zoning By-law No. 6593.

### 4.1 Provincial Policy Statement, 2020

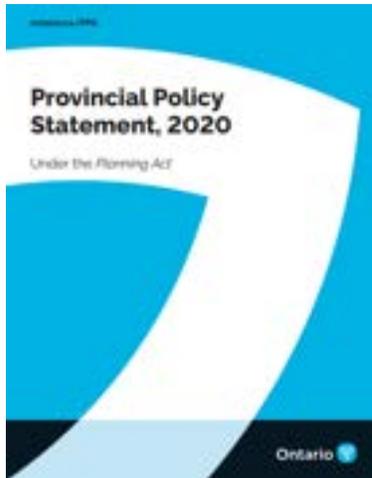
The Provincial Policy Statement (PPS) provides direction on matters of Provincial interest and sets the policy foundation for regulating land use planning and development in Ontario.

The PPS is issued under Section 3 of the *Planning Act*, with the most recent version coming into effect on May 1, 2020. Section 3 of the *Planning Act* requires that land use planning decisions be consistent with the PPS, ensuring that matters of provincial interest, as identified in Section 2 of the *Planning Act*, are addressed.

A key policy directive of the PPS is building strong communities by promoting efficient development and land use patterns. Section 1 of the PPS, “*Building Strong Healthy Communities*”, outlines policies supportive of efficient land use and development patterns. These policies encourage and support the development of sustainable communities by promoting liveable, healthy, and resilient communities that protect the environment and public health and safety, while encouraging and supporting economic growth. Whereas the Province’s long-term prosperity, environmental health and social well-being depends on land use planning that wisely manages change and promotes efficient land use and development patterns.

Section 1.1.1 of the PPS provides guidelines to manage growth and promote efficient and resilient land use and development patterns that ensures healthy, liveable, and safe communities are to be sustained by promoting efficient development and land use patterns and accommodating an appropriate range and mix of land use including, residential, employment, institutional, recreation, park and open space, and other uses.

Section 1.1.3 of the PPS provides guidelines for development in settlement areas within municipalities across the province. Vitality and regeneration of settlement areas is critical to long-term economic prosperity of communities. Settlement area guidelines are outlined in section 1.1.3.1 and 1.1.3.2.



1.1.3.1

Settlement areas shall be the focus of growth and development.

1.1.3.2

- a) efficiently use land and resources;
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) prepare for the impacts of a changing climate;
- e) support active transportation;
- f) are transit-supportive, where transit is planned, exists or may be developed; and
- g) are freight-supportive.

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3 and 1.1.3.4, where this can be accommodated.

1.1.3.3

Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through 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.

1.1.3.4

Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

Adequate development standards have been introduced in the site-specific zoning (Appendix B) to ensure compatibility with the surrounding neighbourhood.

*Housing*

The PPS requires municipalities to make provisions to accommodate an appropriate range of housing types and densities to meet projected requirements of current and future residents. The PPS provides the following policy direction on housing:

- 1.4.1 To provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:
- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and
  - b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.
- 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
  - d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

#### *Infrastructure*

The PPS states that existing infrastructure and public service facilities are to be maximized, wherever possible, before developing new infrastructure and public service facilities. The relationship between infrastructure (i.e., stormwater management and transportation) and growth management is a key policy directive outlined in the PPS.

The PPS encourages development and directs growth that promotes the efficient use and optimization of infrastructure through the following policies:

- 1.6.3 Before consideration is given to developing new infrastructure and public service facilities:
- a) the use of existing infrastructure and public service facilities should be optimized; and
  - b) opportunities for adaptive re-use should be considered, wherever feasible.

1.6.6.1 Planning for sewage and water services shall:

- a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:
  - 1. municipal sewage services and municipal water services; and
  - 2. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;
- b) ensure that these systems are provided in a manner that:
  - 1. can be sustained by the water resources upon which such services rely;
  - 2. prepares for the impacts of a changing climate;
  - 3. is feasible and financially viable over their lifecycle; and
  - 4. protects human health and safety, and the natural environment;
- c) promote water conservation and water use efficiency;
- d) integrate servicing and land use considerations at all stages of the planning process; and
- e) be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5. For clarity, where municipal sewage services and municipal water services are not available, planned or feasible, planning authorities have the ability to consider the use of servicing options set out through policies 1.6.6.3, 1.6.6.4, and 1.6.6.5 provided that the specified conditions are met.

Regarding storm water management, the following policies of the PPS apply:

1.6.6.7 Planning for stormwater management shall:

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;
- b) minimize, or, where possible, prevent increases in contaminant loads;
- c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;
- d) mitigate risks to human health, safety, property and the environment; promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development;
- e) maximize the extent and function of vegetative and pervious surfaces; and
- f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.

Section 1.6.7 outlines the PPS policies with regards to transportation systems.

- 1.6.7.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.

1.6.7.2 Efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.



## 4.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020

The Greater Golden Horseshoe (GGH) is one of the fastest growing regions in North America. In order to accommodate such growth, the Province of Ontario adopted the Places to Grow – Growth Plan for the Greater Golden Horseshoe (Growth Plan) under the *Places to Grow Act, 2005*. This Plan provides the framework for implementing the Government of Ontario’s vision for building stronger, prosperous communities by better managing growth in the region to 2051. Section 5(b) of the *Planning Act* requires that decisions affecting planning matters shall conform to or shall not conflict with provincial plans, including the Growth Plan.

The vision for the GGH is found in the Guiding Principles of the Growth Plan, Section 1.2.1 and provides the basis for guiding decisions on how land is to develop. These principles include the following:

- Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.
- Prioritize intensification and higher densities to make efficient use of land and infrastructure and support transit viability.
- Provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors.
- Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.
- Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.
- Provide for different approaches to manage growth that recognize the diversity of communities in the GGH.
- Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions.
- Support and enhance the long-term viability and productivity of agriculture by protecting prime agricultural areas and the agri-food network.

- Conserve and promote cultural heritage resources to support the social, economic, and cultural well-being of all communities, including First Nations and Métis communities.
- Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate – and moving towards low-carbon communities, with the long-term goal of net-zero communities, by incorporating approaches to reduce greenhouse gas emissions.

### *Managing Growth*

Section 2.2.1 of the Growth Plan provides policy direction as to where and how the municipalities should grow. Per Schedule 3 (Distribution of Population and Employment for the Greater Golden Horseshoe to 2051) the City of Hamilton, forecast a population of 820,000 by 2051.

2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on the following:

- a) the vast majority of growth will be directed to settlement areas that:
  - i. have a delineated built boundary;
  - ii. have existing or planned municipal water and wastewater systems; and
  - iii. can support the achievement of complete communities;
- c) within settlement areas, growth will be focused in:
  - i. delineated built-up areas;
  - ii. strategic growth areas;
  - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and
  - iv. areas with existing or planned public service facilities;

2.2.1.4 Applying the policies of this Plan will support the achievement of complete communities that:

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- c) provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- d) expand convenient access to:

- i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
  - ii. public service facilities, co-located and integrated in community hubs;
  - iii. an appropriate supply of safe, publicly accessible open spaces, parks, trails, and other recreational facilities; and
  - iv. healthy, local, and affordable food options, including through urban agriculture;
- e) ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards;
  - f) mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities; and
  - g) integrate green infrastructure and low impact development.

#### *Complete Communities*

A key policy directive of the Growth Plan is to manage growth and help create complete communities. Complete Communities are defined as “*places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts.*” The following policy framework supports the development of complete communities:

2.2.1.4 All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:

- a) encourage intensification generally to achieve the desired urban structure;
- b) identify the appropriate type and scale of development and transition of built form to adjacent areas;
- c) identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;
- d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;
- e) prioritize planning and investment in infrastructure and public service facilities that will support intensification; and
- f) be implemented through official plan policies and designations, updated zoning and other supporting documents.

The subject lands are identified as part of the City of Hamilton’s Delineated Built-up Area. Delineated Built Boundary is defined as, “The limits of the developed urban

area as defined by the Minister in consultation with affected municipalities for the purpose of measuring the minimum intensification target in this Plan”.

- a) A minimum of 50 percent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Region of Durham, Halton, Niagara, Peel, Waterloo and York will be within the *delineated built-up area*; and

2.2.2.2 Until the next *municipal comprehensive review* is approved and in effect, the annual minimum intensification target contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017.

2.2.2.3 All municipalities will develop a strategy to achieve the minimum intensification target and *intensification* throughout *delineated built-up areas*, which will:

- a) Identify *strategic growth areas* to support achievement of the intensification target and recognize them as a key focus for development;
- b) Identify the appropriate type and scale of development in *strategic growth areas* and transition of built form to adjacent areas;
- c) Encourage *intensification* generally throughout the *delineated built-up area*;
- d) Ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;
- e) Prioritize planning and investment in *infrastructure* and *public service facilities* that will support *intensification*; and
- f) Be implemented through official plan policies and designation, updated zoning and other supporting documents.

2.2.2.4 Councils of upper- and single-tier municipalities may request an alternative to the target established in policy 2.2.2.1 where it is demonstrated that this target cannot be achieved and that the alternative target cannot be achieved and that the alternative target will be appropriate given the size, location and capacity of the *delineated built-up area*.

2.2.2.5 The Minister may permit an alternative to the target established in policy 2.2.2.1. If council does not make a request or the Minister does not permit an alternative target, the target established in policy 2.2.2.1 will apply.

### *Housing*

A key policy directive of the Growth Plan is to manage and provide a sufficient housing supply that reflects market demand and what is needed in local communities. The Growth Plan also encourages supporting a more diverse range and mix of housing options.

2.2.6.1 Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and appropriate stakeholders, will:

- a) Support housing choice through the achievement of the minimum intensification and density targets in this plan, as well as the other policies of this Plan by:
  - i. Identifying a diverse range and mix of housing options and densities, including second units and *affordable* housing to meet projected needs of current and future residents; and
  - ii. Establishing targets for *affordable* ownership housing and rental housing;
- b) Identify mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a);
- c) Align land use planning with applicable housing and homelessness plans required under the Housing Services Act, 2011; and
- d) Implement policy 2.2.6.1, a), b) and c) through official plan policies and designations and zoning by-laws.

2.2.6.2 Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of *complete communities* by:

- a) Planning to accommodate forecasted growth to the horizon of this Plan;
- b) Planning to achieve minimum intensification and density targets in this Plan;
- c) Considering the range and mix of housing options and densities of the existing housing stock; and
- d) Planning to diversify their overall housing stock across the municipality.

2.2.6.3 To support the achievement of *complete communities*, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

2.2.6.4 Municipalities will maintain at all times where development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units. This supply will include, and may exclusively consist of, lands suitably zoned for *intensification* and *redevelopment*.

2.2.6.5 When a *settlement area* boundary has been expanded in accordance with the policies in subsection 2.2.8, the new *designated greenfield area* will be planned in accordance with policies 2.2.6.1 and 2.2.6.2.



### 4.3 Urban Hamilton Official Plan

The City of Hamilton’s Urban Hamilton Official Plan (UHOP) was adopted with modifications by the Ministry of Municipal Affairs and Housing on March 16, 2011, and approved (with some exceptions) by the former Local Planning Appeal Tribunal (now the Ontario Land Tribunal, and previously the Ontario Municipal Board) on August 13, 2013.

The UHOP provides for a long-term municipal-wide strategic policy framework for growth and development as well as to protect and enhance the environment and manage resources. It has been prepared to appropriately manage growth, create communities, sustain employment and investment, and protect and safeguard the natural environment.

This development proposal supports the policies outlined above. Comments and planning justification related to these policies will be further detailed in Section 5 of this Report.

The subject lands are located within the Built Boundary which intends to accommodate most of the City’s projected growth.

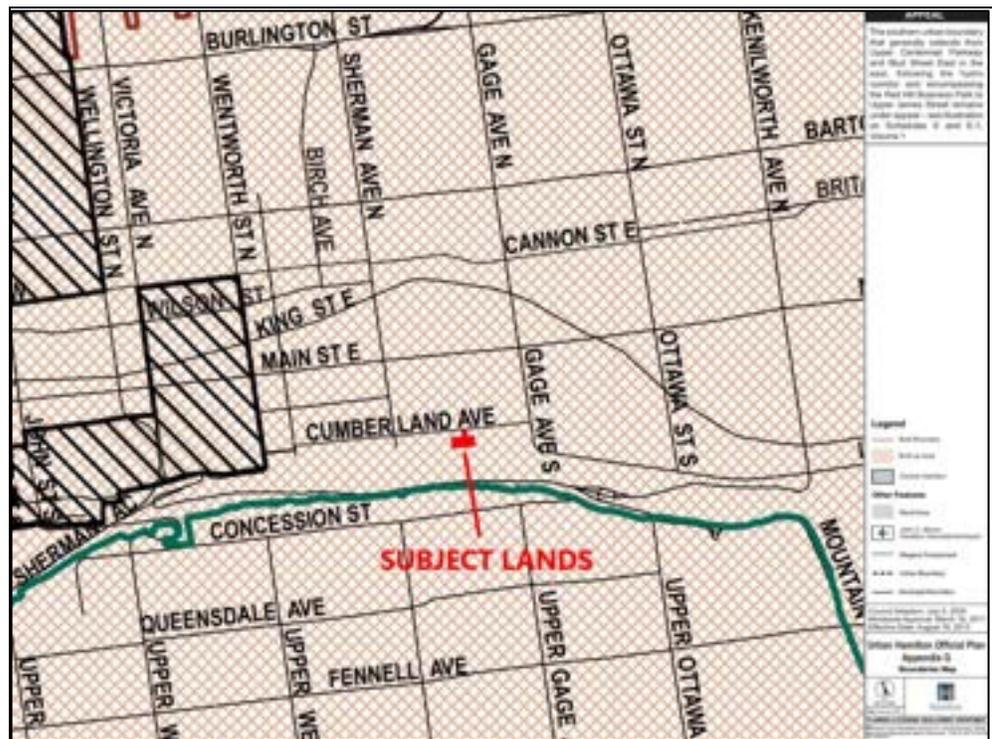


Figure 6 – MPIR Built Boundary Map

## Urban Land Use

Schedule E – Urban Structure and Schedule E-1 – Urban Land Use of the UHOP applies the “Neighbourhoods” designation to the subject lands, as shown in Figures 7 and 8. The “Neighbourhoods” designation is intended to create complete communities and is planned to encompass a full range of residential dwelling types and densities, as well as supporting uses intended to serve local residents. Residential intensification is supported in the Neighbourhoods designation, provided it enhances and is compatible with the scale and character of existing development. The Neighbourhoods designation consists of residential uses and complementary facilities and services intended to serve the residents. Permitted uses are as follows:

- Residential
- Parks
- Open spaces
- Commercial uses
- Institutions
  - Schools
  - Places of worship
- Recreation centres
- Small retail stores
- Restaurants
- Personal and government services

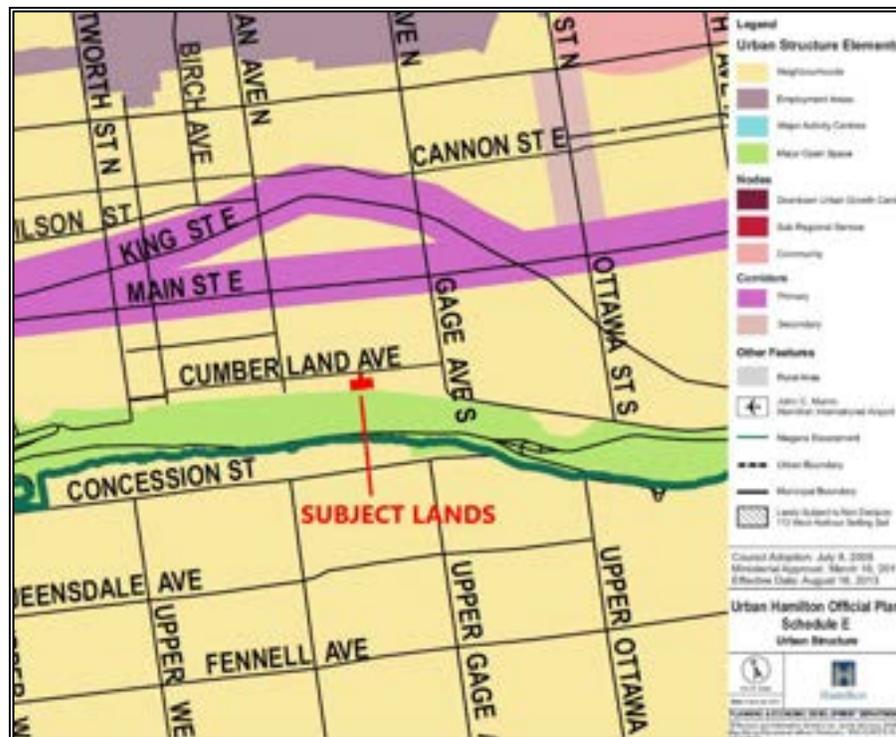


Figure 7 – UHOP Schedule E-1 – Urban Structure

Schedule E-1 – Urban Land Use Designations applies Neighbourhoods designation for the subject lands, shown in Figure 8. The full range of residential dwelling types and densities are permitted, as well as supporting uses intended to serve local residents. Residential intensification is supported in the Neighbourhoods designation, provided it enhances and is compatible with the scale and character of the existing residential neighbourhood.



Figure 8 – UHOP Schedule E-1 - Urban Land Use Designations

#### 4.4 Former Hamilton Zoning By-law No. 6593

The former City of Hamilton Zoning By-law 6593 remains as the Zoning By-law applicable to the subject lands. The subject lands are zoned “D/S-476” *Urban Protected Residential – One and Two Family Dwellings, Etc.*, and “JJ” *Restricted Light Industrial*, as shown in Figure 9.



Figure 9 – City of Hamilton Zoning By-law No. 6593

A Zoning By-law Amendment is required to permit the proposed development. The Zoning By-law Amendment will remove the subject property from the Urban Protected Residential – One and Two Family Dwellings, Etc., “D/S-476” and Restricted Light Industrial “JJ” Districts and place the subject lands in a site-specific Townhouse - Maisonette “RT-20” District in the Former Hamilton Zoning By-law 6593, which will establish appropriate standards for this development.

The Draft Zoning By-Law is contained in Appendix B.

## 5. Analysis

### 5.1 Policy Framework

When evaluating the merits of the proposed development, it is appropriate to review the proposal against the upper-tier policy documents. In this instance, the upper-tier documents include the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe.

#### **Provincial Policy Statement**

Legislation states that *Planning Act* applications must be “consistent with” the Provincial Policy Statement.

The proposed development represents appropriate intensification within the built boundary of the municipality where adequate infrastructure and public service facilities are available (1.1.1a, 1.1.1e). The proposed three and a half (3½) storey townhouses will contribute to an appropriate range and mix of residential and institutional uses in the neighbourhood to meet long-term needs, while making efficient use of serviced land within the settlement area (1.1.1a, 1.1.1b, 1.1.3). Moreover, adequate development standards have been introduced into the proposed site-specific zone to ensure compatibility with the surrounding neighbourhood (1.1.3).

Through Policy 1.4.3, planning authorities shall direct and promote development and densities that efficiently uses land, resources, and infrastructure. In keeping with provincial policy, the proposed development will contribute to an appropriate range and mix of residential units by providing a compatible form of infill development that compliments the surrounding neighbourhood's existing built form.

Furthermore, the proposed development will promote the efficient use and optimization of existing municipal sewage and water services, as both the site and surrounding neighbourhood are serviced by existing public infrastructure of sufficient capacity (1.6.6.1a).

In addition, the proposal will not impact the resources identified in Section 2.0 of the PPS. The Formal Consultation process did not identify any agricultural, mineral, or cultural heritage concerns affecting the property.

For the reasons discussed above, it is our (UrbanSolutions) opinion that this development proposal achieves the policies of, and is consistent with, the Provincial Policy Statement and has regard for matters of Provincial interest as identified in Part 2 of the *Planning Act*.

### **A Place to Grow: Growth Plan for the Greater Golden Horseshoe**

The *Planning Act* states that decisions in respect of planning matters shall conform with applicable provincial plans including the Places to Grow – Growth Plan for the Greater Golden Horseshoe.

This development proposal supports the Plan's guiding principle of supporting the achievement of complete communities. The proposed development is located along an existing transit route, is in close proximity to both institutional and recreation facilities, and supports multi-modal transportation (2.2.1.3, 2.2.1.4). Further, this proposal represents an efficient use of land and infrastructure as it entails the intensification of an underutilized property and will be serviced by existing municipal water and wastewater systems (2.2.1.2ii).

Moreover, the proposed development will assist the municipality in achieving the minimum intensification target of 50% noted within the Delineated Built-up Areas (2.2.2), as the property is located within the Delineated Built-up Area and will contribute to the diversity of housing stock. This proposal will assist in meeting the current and projected housing needs of residents while supporting active modes of transportation.

For the reasons discussed above, it is our (UrbanSolutions) opinion that this development proposal achieves the policies of, and is consistent with, the Places to Grow – Growth Plan for the Greater Golden Horseshoe and has regard for matters of Provincial interest as identified in Part 2 of the *Planning Act*.

### **Urban Hamilton Official Plan (UHOP)**

The UHOP provides direction and guidance on the management of communities, land use change, and physical development over the next 30 years. As an amendment to the Zoning By-law is required to permit the proposal, the UHOP provides the framework for evaluating this amendment.

#### *Growth Management*

Chapter A of the UHOP outlines the City’s policy framework for growth management. Growth Management is guided by the Province’s Places to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan). It is important to note that the UHOP takes into consideration population and employment growth forecasts from Proposed Amendment 1 to a Place to Grow: Growth Plan for the Greater Golden Horseshoe in the Growth Plan (2020).

Chapter B Section 2.4 of the UHOP recognizes that compatible residential intensification is a key component of Hamilton’s growth strategy and is essential to meet the municipality’s growth and employment targets. As confirmed by Section B.2.4.1.3, the proposal contributes to implementing the growth strategy wherein 40% of the City’s intensification target is to occur within the Neighbourhoods designation as outlined on Schedule E – Urban Structure. Section B.2.4.1.4 of the UHOP provides evaluation criteria for evaluating residential intensification. This criteria is quoted below and followed by a Planning Comment:

- a) a balanced evaluation of the criteria in b) through g), as follows;
- b) the relationship of the proposal to existing neighbourhood character so that it maintains, and where possible, enhances and builds upon desirable established patterns and built form;

Planning Comment: The proposed development has been designed to ensure compatibility with the existing character, function, and scale of the surrounding neighbourhood.

- c) the development's contribution to maintaining and achieving a range of dwelling types and tenures;

Planning Comment The two (2) proposed three and a half (3½) storey townhouse blocks will contribute to a range of dwelling types within the surrounding neighbourhood.

- d) 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;

Planning Comment: The scale and form of the proposal are regulated by the proposed amending by-law to ensure an appropriate relationship is established between the proposed development and the existing residential neighbourhood.

- e) the development's contribution to achieving the planned urban structure as described in Section E.2.0 – Urban Structure;

Planning Comment: As indicated in Section 4.3 of this report, the UHOP applies a "Neighbourhoods" designation to the subject lands. This designation is intended to permit the full range of dwelling types and densities to further foster development of complete communities. Section E.2.6 notes that Neighbourhoods designations represent a key component of Hamilton's urban structure, representing a mix of low, medium and high-rise areas. The function of this designation is to primarily contain residential uses (2.6.3) and shall permit and provide the opportunity for a full range of housing forms, types and tenure (2.6.4).

- f) infrastructure and transportation capacity; and,

Planning Comment: The development will be subject to Site Plan Control wherein the site servicing will be implemented to municipal standards. Further, no concerns regarding transportation capacity were identified by Corridor Management during the Formal Consultation process.

Section 2.4.2.2 of the UHOP provides evaluation criteria for evaluating residential intensification in the Neighbourhoods designation. This criteria is quoted below and followed by a Planning Comment:

- a) the matters listed in Policy B.2.4.1.4;
- b) compatibility with adjacent land uses including matters such as shadowing, overlook, noise, lighting, traffic, and other nuisance effects;

Planning Comment: The proposed building heights (3½ storeys) will be in keeping with existing dwellings within the surrounding area. Further, appropriate regulations for setbacks and lot coverage are included in the amending by-law to ensure that shadowing and overlook do not result in undue, adverse impacts. A noise study has been submitted in support of the application to demonstrate the proposal will not result in undue adverse impacts, while site lighting will be reviewed and approved by the City at the Site Plan application stage.

- c) the relationship of the proposed building(s) with the height, massing, and scale of nearby residential buildings;

Planning Comment: The height, massing, and scale of the proposed townhouse blocks are to be regulated by the proposed amending by-law to ensure an appropriate relationship is established between the existing and proposed built form.

- d) the consideration of transitions in height and density to adjacent residential buildings;

Planning Comment: The proposed three and a half (3½) storey townhouse blocks will allow for an appropriate transition in height to the existing low rise residential buildings fronting Cumberland Avenue.

- e) the relationship of the proposed lot(s) with the lot pattern and configuration within the neighbourhood;

Planning Comment: The proposed block(s) configuration and pattern are consistent with the neighbourhood and represent an appropriate, gentle form of intensification.

- f) the provision of amenity space and the relationship to existing patterns of private and public amenity space;

Planning Comment: The proposed development will incorporate on-site private amenity space in addition to offering access to public amenity areas. Existing private amenity spaces will not be adversely impacted by the proposal.

- g) the ability to respect and maintain or enhance the streetscape patterns including block lengths, setbacks and building separations;

Planning Comment: The proposed development will function to enhance the streetscape (along Cumberland Avenue) through the implementation of the Landscape Plan prepared by Whitehouse Urban Design. The proposed zone incorporates current best practices, while containing

appropriate regulations to ensure appropriate massing and compatibility with the surrounding area.

- h) the ability to complement the existing functions of the neighbourhood;

Planning Comment: The development will contribute to a range of dwelling types currently present within the neighbourhood and will provide support to existing commercial businesses and institutions in the area, as well as the existing HSR route along Cumberland Avenue.

- i) the conservation of cultural heritage resources; and,

Planning Comment: The City of Hamilton Staff did not express any concern for cultural heritage resources throughout the Formal Consultation process.

- j) infrastructure and transportation capacity and impacts.

Planning Comment: The development will be subject to Site Plan Control wherein the site servicing will be implemented to municipal standards. Further, no concerns regarding transportation capacity issues were identified by Transportation Planning during the Formal Consultation process.

The proposed development is in keeping with the Goals for Urban Housing, as outlined in Section B.3.2.1 and the General Policies for Urban Housing, as outlined in Section B.3.2.4. The proposal will contribute to a range of housing types and densities in the neighbourhood.

In response to subject lands abutting a rail line and Section B.3.6.1 of the UHOP, a Noise Study was completed by Thornton Tomasetti dBA Acoustical Consultants Inc. and recommends that construction of a 4.0m acoustical noise barrier be installed in conjunction with appropriate ventilation requirements and warning clauses be inserted.

Both the Urban Structure Neighbourhoods designation and the Urban Land Use Neighbourhoods designation of the UHOP are exemplified in the proposed development. These designations are intended to permit the full range of dwelling types and densities and foster complete communities that are transit-support and active transportation friendly. The proposed development entails an appropriate and gentle form of intensification on an underutilized property and has been designed to respect the character, scale, and appearance of the surrounding area. The proposal will help develop a complete community by contributing to a range of housing types that are in close proximity to non-residential land uses including commercial, open space, and institutional land uses.

The development requires a Zoning By-law Amendment. The proposal will result in a block townhouse development with buildings having a height of three and a half (3½) storeys and will have direct access to Cumberland Avenue. Design features will be detailed at the Site Plan stage to ensure an attractive public realm. Moreover, the proposed site-specific zone will establish appropriate regulations for minimum lot widths, areas, yards, and heights to ensure compatibility with the streetscape character. Overall, the proposal will help the municipality achieve its intensification targets with residential development that is consistent with the pattern of development within the area.

The development is located in close proximity to community facilities/services including public transit along Maplewood Avenue and Main Street East, schools (e.g. Notre Dame Elementary School, Adelaide Hoodless Elementary School), and parks (e.g. Cumberland Tot Lot, Gage Park). Private amenity space and sufficient parking is provided on-site, and landscaping, building articulation, and other design features will be detailed at the Site Plan Stage to ensure an attractive public realm.

The proposed amendment represents an appropriate form of intensification and redevelopment. The proposed built form is in keeping with the character of the surrounding neighbourhood and is more compatible than the existing use. Accordingly, the proposed Zoning By-law conforms to and implements the policies of the Urban Hamilton Official Plan.

## 5.2 Regulations

The proposed development requires an amendment to the Zoning By-law No. 6593 for the former City of Hamilton. The subject lands will be removed from the “D/S-476” Urban Protected Residential – One and Two Family Dwellings, Etc. and “JJ” Restricted Light Industrial Districts and be placed in a site specific “RT-20” Townhouse - Maisonette District. A variety of site-specific regulations have been included in the draft amending by-law to permit the proposed development. The following provides an analysis of the proposed zoning regulations.

### **Yard Setback Requirements**

The amending by-law includes a reduced side yard setback from 3.0 metres to 1.2 metres and a reduced setback distance between buildings of 2.7 metres. The reduced setbacks are required to accommodate the proposed built form and are appropriate given the sufficient distance between existing and proposed dwellings, of which will be of similar height and compatible built forms.

### **Area Requirements**

Zoning By-law No. 6593 requires a minimum lot area of 230 square metres. The amending by-law includes a reduced minimum lot area of 37 square metres to accommodate the one (1) block consisting of seven (7) dwellings. This reduced lot area will allow for a compact built form that is desirable from both provincial and municipal planning policy perspectives.

### **Landscape Requirements**

Zoning By-law No. 6593 requires front yard landscaping to be more than 40 percent of the gross area of the front yard. This percentage would exclude the porch and the driveway. The amending by-law includes a reduced landscaped area of 30 percent.

### **Parking Maneuvering Space for Parking Areas**

Zoning By-law No. 6593 requires 6 metres of maneuvering space for parking areas which has been provided, as seen in the Concept Plan under Appendix A.

## **6. Conclusion**

Sam's Scrap Metal Limited (2115616 Ontario Inc.) c/o Frank Bisignani is the owner of 338 & 338½ Cumberland Avenue, in the City of Hamilton, Ontario. The subject property is proposed to be developed with thirteen (13) three and a half (3½) storey townhouse units comprised of one (1) block of seven (7) townhouse dwelling units and one block of six (6) townhouse dwelling units with access to the site via a private driveway off Cumberland Avenue. In addition, there will be two (2) parking spaces per dwelling unit. To permit this development, a Zoning By-law Amendment is required.

The purpose of the Zoning By-law Amendment is to remove the subject lands from the "D/S-476" Urban Protected Residential – One and Two Family Dwellings, Etc., and "JJ" Restricted Light Industrial Districts and be placed in a site specific "RT-20" Townhouse – Maisonette District. A copy of the draft amending Zoning By-law is contained in Appendix B.

This Report provides the planning analysis and justification in support of the proposed amendment, concluding that it is consistent with and conforms to the applicable policy framework as noted below:

- The proposed Zoning By-law Amendment is consistent with the Provincial Policy Statement;
- The proposed Zoning By-law Amendment conforms to the Growth Plan as it represents an appropriate form of development;
- The proposed site-specific Zoning By-law supports the intent, goals and objectives of the Urban Hamilton Official Plan; and
- The proposed amending Zoning By-law includes appropriate regulations and implements the general intent of the Urban Hamilton Official Plan.

Based on a review of the subject property, surrounding uses, supporting studies, applicable planning and policy framework, and the expressed vision of City Council, this application facilitates an appropriate form of development and represents good planning.

Respectfully submitted this 13<sup>th</sup> day of June 2022.

Regards,

**UrbanSolutions Planning & Land Development Consultants Inc.**

  
Matt Johnston, M.C.P., R.P.P.  
Principal





Matthew LeBlanc, MPL, BA (Hons)  
Planner

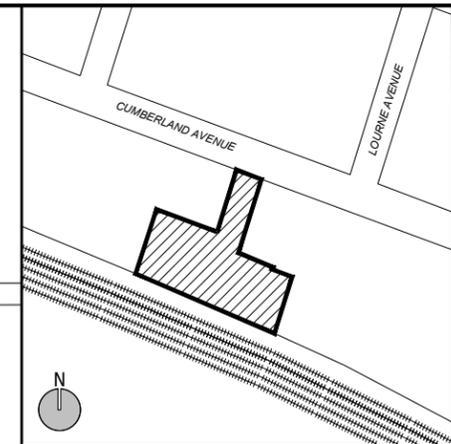
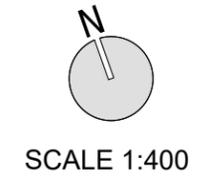
*I hereby certify that this Planning Justification Report was prepared by a Registered Professional Planner, within the meaning of the Ontario Professional Planners Institute Act, 1994.*

*This report has been prepared based on a review of the subject application and cannot be used for any other purpose.*

# Appendix A

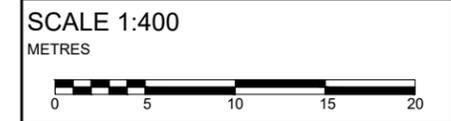
## Concept Plan

CUMBERLAND AVENUE



Development Statistics		
Proposed Zoning "RT-20/S-___" (Townhouse - Maisonette), Modified		
Item	Required	Proposed
Gross Lot Area	N/A	3073.50 m <sup>2</sup>
Min. Lot Area*	230 m <sup>2</sup>	37.0 m <sup>2</sup>
Min. Lot Depth*	30.0 m	22.11 m
Max. Lot Coverage	N/A	23%
Landscaped Area*	40%	32%
Max. Building Height*	3 Storeys (11m)	3.5 Storeys
Min. Front Yard	6.0 m	6.0 m
Min. Rear Yard	6.0 m	7.27 m
Min. Side Yard*	3.0 m	1.33 m
Min. Distance Between Buildings*	3.5 m	2.78 m
Total Units	N/A	13 units
Max. Continuous Dwellings	8 Dwellings	7 Dwellings
Distance abutting a street	N/A	48.63 m
Distance abutting Residential Lands	N/A	0.35 m
Distance abutting Industrial Lands	N/A	0.38 m
Distance abutting Railway tracks	N/A	7.27 m
Parking		
Residents	1.5 spaces per Class A dwelling unit (23 spaces)	2 spaces per dwelling unit (26 spaces)
Visitor	0.30 of a space per Class A dwelling unit (5 spaces)	0.54 spaces per dwelling unit (7 spaces)
Total	28 spaces	33 spaces

\* Does not conform to "RT-20" District



- LEGEND:
- SUBJECT LANDS
  - ▭ EXISTING BUILDING
  - ▭ PROPOSED BUILDING

NOT FOR CONSTRUCTION  
ISSUED FOR REVIEW & COMMENTS ONLY

NOTES:  
ALL DIMENSIONS SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

DESIGN BY: S. ERICKSON      CHECKED BY: M. JOHNSTON  
DRAWN BY: S. ERICKSON      DATE: JUNE 1, 2022

PROJECT:  
338 & 338 1/2 CUMBERLAND AVENUE  
CITY OF HAMILTON

CLIENT:  
2115616 ONTARIO INC.

TITLE:  
CONCEPT PLAN

U/S FILE NUMBER: 349-20      SHEET NUMBER: 1

# Appendix B

## Draft Zoning By-law Amendment

**CITY OF HAMILTON**

**BY-LAW NO. - \_\_\_\_**

**To Amend Zoning By-law No. 6593, Respecting Lands Located at 338 & 338 ½ Cumberland Avenue, in the City of Hamilton**

**WHEREAS** the City of Hamilton Act, 1999, Statues 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 City of Hamilton” and is the successor of the former Regional Municipality, namely “The Regional Municipality of Hamilton-Wentworth”;

**AND WHEREAS** the City of Hamilton Act, 1999, provides that the Zoning By-law 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. 6593 (Hamilton) was enacted on the 25th day of July 1950, which was approved by the Ontario Municipal Board by Order dated the 7<sup>th</sup> date of December 1951, (File. No. O.F. C. 3821);

**AND WHEREAS** the Council of the City of Hamilton, in adopting Item \_\_\_\_ of Report 22-\_\_\_\_ of the Planning Committee at its meeting held on the \_\_\_\_ day of \_\_\_\_\_, 2022, recommended that Zoning By-law No. 6593 (Hamilton), be amended as hereinafter provided;

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

1. That Map No. \_\_\_\_ of Schedule “A” – Zoning Maps, to Zoning By-law No. 6593 is hereby further amended as follows:
  - (a) By rezoning the lands and boundaries of which are shown on Block No. 1 on Schedule “A” from “D/S-476” (Urban Protected Residential – One and Two Family Dwellings, Etc.) District to the “RT-20/S-\_\_\_\_” (Townhouse - Maisonette) District Modified.
  - (b) By rezoning the lands and boundaries of which are shown on Block No. 2 on Schedule “A” from “JJ” (Restricted Light Industrial) District to the “RT-20/S-\_\_\_\_” (Townhouse - Maisonette) District Modified.
2. That Section 19B – Special Requirements of Zoning By-law No. 6593 is hereby further amended as follows:
  - 2.1 That the “RT-20” (Townhouse - Maisonette) District regulations, as contained in Section 10E of Zoning By-law No. 6593, are modified to include the following special requirements for the lands zoned “RT-20/S-\_\_\_\_” (Street Townhouse) District, Modified:

- (a) Notwithstanding Subsections 10E (3), a building height of 3.5 storeys shall be permitted.
  - (b) Notwithstanding Subsections 10E (4)(b), a minimum side yard of 1.2 metres shall be permitted.
  - (c) Notwithstanding Subsections 10E (5), a 2.7 metre distance between buildings shall be permitted.
  - (d) Notwithstanding Subsections 10E (6), a lot depth of 21.0 metres shall be permitted.
  - (e) Notwithstanding Subsections 10E (7)(a)(i), a minimum area of 37.0 square metres per dwelling unit shall be permitted.
  - (f) Notwithstanding Subsection 10E (7)(a)(ii), a minimum lot width of 14.0 metres shall be permitted.
  - (g) Subsection 10E (8) shall not apply.
  - (h) Notwithstanding Subsections 10E (10), a minimum landscaped area of 30% shall be permitted.
3. The By-law No. 6593 is amended by adding this by-law to Section\_\_ as Schedule “A”;
  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 \_\_\_\_ day of \_\_\_\_\_, 2022.

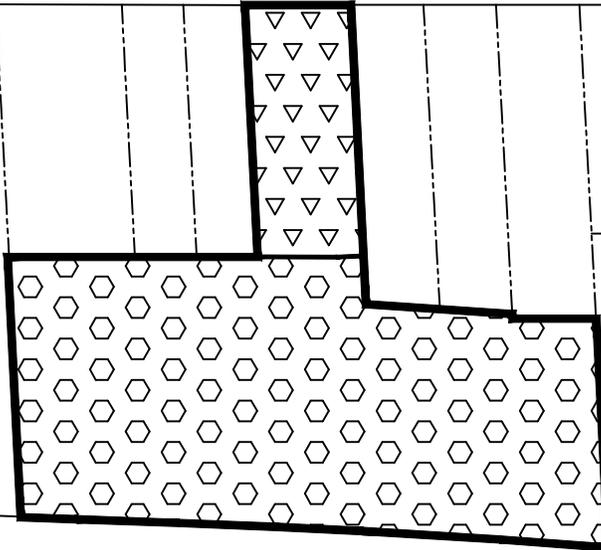
\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Clerk

ZAC-22-\_\_\_\_\_

LORNE AVENUE

CUMBERLAND AVENUE



This is Schedule "A" to By-law No. 22-\_\_\_\_\_

Passed the \_\_\_\_\_ day of \_\_\_\_\_, 2022

\_\_\_\_\_  
Clerk

\_\_\_\_\_  
Mayor

# DRAFT Schedule "A"

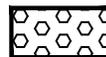
Map Forming part of  
By-law No. 6593  
to Amend By-law No. 6593

### Subject Property

338 1/2 Cumberland Avenue, in the City of Hamilton.



Block 1 - Lands to be rezoned from "D/S-476" (Urban Protected Residential - One and Two Family Dwellings, Etc.) District to "RT-20/S-\_\_\_\_" (Townhouse - Maisonette) District.



Block 2 - Lands to be rezoned from "JJ" (Restricted Light Industrial) District to "RT-20/S-\_\_\_\_" (Townhouse - Maisonette) District.

Scale: 1:1000

File Name/Number:

Date: April 28, 2022

Planner/Technician:

PLANNING AND ECONOMIC  
DEVELOPMENT DEPARTMENT